

MINUTES OF THE TRAFFIC SAFETY COMMISSION
Monday, November 14, 1994
7:00 p.m., Newberg Public Library

PRESENT: Bob Andrews, Chairman Richard McCabe
 Andy Anderson Richard Meyer
 Russel Pack Earl Sandager
 Doris Brandt Glenn Benedict

ABSENT: Jerry Fisher

STAFF PRESENT: Larry Anderson, Engineering
 Robert I. Tardiff, Police Chief
 Mary Newell, Secretary

I. CALL MEETING TO ORDER:

- A) Review and approve minutes of Monday, October 10, 1994

Chairman Andrews called the meeting to order.

Motion: McCabe/Pack to approve the minutes as amended. Motion carried.

II. PUBLIC HEARINGS:

- A) **Request of C. S. Lewis Community School to post "School Zone" signs on College and Second Streets approaching the school, reducing the speed to 20 mph when children are present.**
- B) **Request to turn the "No Parking" space located in front of the video store on the northeasterly corner of College at Second Street into a 10-minute zone.**

Chairman Andrews proposed public hearings on items A and B be held concurrently as both requests relate to the same vicinity and stem from the same request.

There being no abstentions or objections to jurisdiction on this matter, Chairman Andrews opened the public hearing.

Larry Anderson presented the staff report. He said the intersection is congested and would recommend it be posted as a school zone if it will improve and slow speeds on College. The signs will be on city streets under the jurisdiction of the city in an area considered as a business

district. Larry indicated a school zone signage would be located within the blocks approaching the school, keeping it close to the school to help control the school crossing.

Chief Tardiff explained the request for a 10-minute loading zone. He indicated the first open space, nearest the intersection, is the area which will become a 10-minute zone if the request is approved.

Chairman Andrews requested testimony from proponents of the requests.

Andy Poole, Principal C. S. Lewis Community School, gave a brief history of his request pertaining to the intersection of Second and College, noting the original request was for loading zones and a four-way stop. Mr. Poole requests the school approach signs and said he has no objection to a loading zone in front of the video store.

Rod Morter, 116 S. College, owner of video store, voiced support for a four-way stop at the intersection. Regarding his loading zone request, he indicated he needs a loading zone for patrons bringing VCRs and televisions into his store. He said it is too far to carry heavy merchandise.

A letter from Jim and Cathie Rawlings in support of the request for school signs and the 10-minute loading zone was entered as part of the record.

Earl Sandager noted that testimony has been in favor of four-way stop at the intersection but stressed that Commission is to consider posting school signage and reducing the speed in front of the school.

Chairman Andrews requested Staff restate their Staff Recommendation.

Larry Anderson said recommendation of Staff is to (1) post areas as school zones, including the block south of third street, thus reducing speed to 20 mph in a school zones, and (2) to allow 10-minute parking in the first stall available on College, north of the intersection of College and Second, in front of the video store.

Chairman Andrews closed the public hearing and the Traffic Safety Commission entered into deliberations.

Motion: McCabe/Pack to (A) approve the request for school zone signage, reducing the speed to 20 mph when children are present, and (B) to allow 10-minute parking in the first stall available on College, north of the intersection of College and Second, in front of the video store.

Responding to a question from Mr. Sandager, Chairman Andrews said approving these requests

do not preclude citizens from pursuing the four-way stop at a future date.

The motion carried by a unanimous vote.

C. Request to create four-way stops at all intersections bordering Central Elementary School: Blaine & Sheridan, Blaine & Sherman, School & Sherman, and School and Sherman.

There being no abstentions by Commission members or objections to Commission's jurisdiction to hear this matter, Chairman Bob Andrews opened the public hearing.

Larry Anderson presented the Staff Report. Using a map of Central School and surrounding streets, he said there is good visibility in all directions. There is some congestion on School and Sheridan streets. He noted that traffic counts are close to the same for all intersections. None of the intersections met the warrants for stop sign under the MVPCD for a uniform traffic device; however, there are signs throughout the area that do not meet the criteria. He said a total of 21 points is required to put in stop sign and the most accrued was 7. Regarding Blaine Street, Larry indicated he checked with the PUC and trains do not have to stop for stop signs. Currently, there are no stop signs on Blaine. Larry said he would not recommend a four-way stop on Blaine due to train traffic and good visibility.

There are stops on School Street; there are no stops on Sheridan Street. There is more traffic on School Street crossings than on the Blaine Street crossings. Larry acknowledged there is a parking problem in the area of Central School. He proposed that curbs on School and Sheridan Streets be painted 20-feet back from the intersections to increase visibility. Most children use Sheridan because of the school crossing, and he sees no problem posting the north-south traffic. Larry sees no harm in posting a four-way stop at School and Sherman even though it does not meet the criteria. He noted a two-way stop exists at the intersection.

Larry said Staff recommends posting School Street the same as Sheridan, a four-way stop with no parking 20 feet from the intersection.

Regarding Sherman and School, Staff does not recommend a stop sign. Visibility is good and it does not meet the warrant requirement. He indicated the curbs could be painted, as well as Sherman and Blaine.

Dick Meyer inquired about school crossings. Larry indicated crossings would be painted on Sherman and Sheridan.

Russ Pack questioned the need for school signage. Staff indicated signage is not necessary, citing the very low speed. Dick Meyer noted the area is not posted as a school zone currently.

Chief Bob Tardiff said the Police Department conducted a speed survey for North College, southbound at Sherman. Volume of cars was 3,255 cars in 24-hour period on two-lane road. He noted this is a tremendous load of traffic on a two-lane road. Average speed of all vehicles was 26.2 mph. Chief Tardiff indicated that for the same reason you want to have a stop east-west on Sheridan, you want a four-way rather than a two-way, i.e. you do not want to stop the highest volume of traffic and leave the smaller volume as through traffic. He feels it creates confusion for drivers that do stop on Sherman. Chief Tardiff recommends a four-way stop on Sherman and School.

Chairman Bob Andrews asked for testimony in favor of the proposal.

Dale Prentice, 406 N. School, spoke in favor of the four-way stop, citing excessive speed and lack of visibility as the reasons.

Mary Post, 415 N. College, petitioner, spoke in favor of the four-way stop. She indicated the main issues are visibility at Sheridan & School on both corners on School and speeding traffic. She indicated many children attending the school cross at the back so they don't have to cross College. She reiterated their request for stop signs to help deter speeding. She mentioned that excessive speed is a problem on Franklin also.

Regarding the traffic survey, Ms. Post said a traffic count one block north on College would see an increase in traffic speeds. Chief Tardiff said they chose the location north of crosswalk to get feel of the area around the crosswalk.

Matt Hawblitzel, 402 N. School, cited high volume and excessive speed as reasons to install four-way stops. He said there have been a lot of near accidents and hoped it would not take a serious injury to get something done.

Mark Gaidos, 414 N., College, cited speeding as a major concern in the area. He noted he has personally witnessed two accidents within 18 months. Vehicles appear to be speeding whether travelling north or south and it is dangerous for the children who cross the street. Regarding the request for four-way stops around Central, he supports the request for the four-way stops.

Rhonda Scott, 515 E. Sherman, spoke in favor of four-way stops signs because she feels it is an unsafe situation for the children in the area.

Debby Hawblitzel, 402 N. School, agreed that visibility is very good but felt it would take stop signs to stop the speeding cars.

There was no testimony in opposition to the proposal.

There being no further testimony in favor or opposition to the requests, the Traffic Safety Commission asked questions of the audience.

For clarification, Larry Anderson confirmed that both Blaine & Sheridan and Blaine & Sherman are currently two-way stops.

Chairman Andrews suggested he would consider approving a four way stop on Sheridan and asked if there is any benefit to making both intersections the same. Larry Anderson said consistency is important; if people are not stopping for the crosswalk, either through enforcement or signs, something needs to be done. He said about three hundred cars a day go through that intersection. Peak traffic hours is also the time of peak pedestrian traffic. He said it would be an inconvenience for drivers during non-peak hours.

Dale Prentice, 406 N. School, said that basically cars take off at the stop signs and reach velocity about two blocks down the street, noting that police have gone door-to-door to identify repeat offenders. He estimated that some drivers are doubling the allowable speed in the area. Children try to use the crosswalk, but by the time they have looked both directions cannot get across the streets because a speeder is approaching too rapidly. The corners on School are the most severely affected corners.

Larry Anderson reiterated his recommendation for the benefit of Traffic Safety Commission members, to wit:

- * He does not recommend posting four-way stops on Blaine Street, leaving it a through street to the south end of town.
- * The intersection at Sheridan Street should be a stop, and paint the curbs back 20 feet for better visibility.
- * He will go either way on a four-way stops on Sherman and School. The intersection does not meet the warrants in either case, but if there is a problem it needs a remedy. Traffic is light and most probably to the school, so inconvenience is limited. Would recommend two-way stops, but would go with a four-way.
- * Paint 20-foot setbacks on all four corners at all intersections around the school.

There followed extensive discussion regarding traffic, parking, stop signs, train traffic, school zone signage and traffic patterns.

Responding to a question from Glenn Benedict, Larry indicated there would not be much confusion having two-way and four-way stops.

After reevaluating his position, Larry indicated he would suggest two stop signs on Sherman, most probably stopping Sherman Street, east and west, since it has the higher traffic volume.

Chairman asked Larry to list the drawbacks of making all four intersections into four-way stops. Larry indicated that none of the streets meet the engineering warrants and that stop signs can cause other problems such as rear ends and complaints from noise and pollution. Russ Pack mentioned that Blaine is a train street. Larry concurred, noting that there are no stops on Blaine and the City has always tried to limit the inconvenience.

Russ Pack asked whether the tracks slow the vehicular traffic. Larry indicated this is true, plus has good visibility and no entrances into the school grounds from Blaine.

Responding to a question from Earl Sandager, parents said that no school buses load on Sherman that most load from Sheridan Street.

Ron Halstead, 511 N. Howard, addressed the issues of trains, parking and traffic in the area. There may be several trains during business hours per day. Residents are frustrated with the traffic flow caused by the people travelling through the north neighborhoods to miss the traffic congestion on Hancock and College. Mr. Halstead indicated there may be problems if stops are put on Blaine because the trains cannot stop. Speeding traffic is a problem, not on Blaine but on School Street. Local parking is taken by employees from local schools and the business population. If you paint the 20-foot setback, you'll increase visibility but decrease parking. He recommended Commissioners follow the staff recommendations.

Chief Tardiff recommended a four-way stop at the intersection of School and Sherman.

There being no further testimony in support or opposition to the public hearing, Chairman Andrews closed the public hearing and entered into deliberations.

Earl Sandager indicated the high volume is during school hours when children are present.

Motion: Sandager/Brandt: to install a four-way stop at the intersections of Sheridan & School and at Sherman & School, and paint yellow 20-foot setbacks on all four intersections surrounding Central Elementary School.

Bob Andrews indicated that based on testimony received and the motion under consideration, we are dealing with two issues now : stop signs and setbacks. Chief Tardiff indicated no public hearing is required to paint the setbacks because we are merely painting an area where parking is not allowed.

Chairman Andrews observed from issues raised in discussion there is a need to establish a safety

policy around public and private schools. By agreement, this matter will come before the Commission at a future date.

Although discussed, "school zone" signage was not included in the motion. By general consent, this issue may be returned for consideration at some future date. It was noted the school is scheduled for closure.

By a unanimous vote, the motion passed.

D) Eliminate all parking on one side of Elliot Road, between Hancock and Second Streets.

There being no abstentions or objections to jurisdiction, the Chairman opened the public hearing.

Larry Anderson presented the staff report. This is a commercial-industrial park with streets designed to residential standards. Larry noted that employers have done a good job maintaining employee parking on one side of the roadway; however, because of business growth parking is now occurring on both sides of the street. Two through lanes are needed so parking must be removed from one side of the street. Staff indicated that it does not matter which side of the roadway has restricted parking; however, currently more parking occurs on the west side. More driveways are located on the east side of the street but this will balance out as the industrial park is developed. Future businesses will be required to provide off-street parking. Larry recommended that post Elliot Road no parking on the east side.

Responding to a question, Larry discouraged eliminating all parking on the west side of all streets in the industrial park at this time. He proposed a parking plan including truck parking be developed before parking is eliminated.

Chairman Andrews asked for testimony in support of eliminating parking on one side of Elliot Road.

Matt Hewlitson, Current Electronics, expressed support for the parking limitation. He noted their firm, Current Electronics, is probably one of the biggest contributors to the parking issue on Elliot. He indicated they are currently working with shifts to help alleviate the parking problem. He supports the parking restriction because it would increase employee safety and help with the traffic flow.

Chuck Hewlitson, Current Electronics, agreed that parking in the industrial park will continue to be an issue and supports the recommendation to eliminate parking on one side of Elliot. He indicated it is safer for their employees to park on west side as opposed to the east side. He proposed the Traffic Safety Commission consider an overall plan for how to deal with the width

of the road which is residential in an industrial zone.

George Alexander, 33405 Parrott Mountain Road, spoke in favor of the parking restriction and would support restricting parking on Elliot Road all the way to Hwy. 99W.

Dan McCracken, Barkley Press, concurred that eliminating parking on east side of Elliot is the preferred side of the street to eliminate parking on.

A letter from Rich Racette, Sr., Malone Realty Company, was entered into the record as supporting the elimination of parking on one side of Elliot Road, with a request that Commission address the issue of parking trucks & trailers on Hayes between Elliot and Deborah.

Staff repeated their recommendation: post the east side of Elliot Road from Hancock to Second Street as "No Parking."

There being no further testimony, the Chairman closed the public hearing and the Traffic Safety Commission entered into deliberations.

Following a question from Earl Sandager, Chairman Andrews indicated the parking restriction could not be made to Hwy. 99W unless it is first advertised for a public hearing.

Motion: McCabe/Brandt to eliminate all parking on the east side of Elliot Road between Hancock and Second Street. The motion carried unanimously.

There followed a five minute recess.

III. NEW BUSINESS:

- A) Communication regarding heavy trucks using Third Street between the concrete plant and Main Street.

Drawing Commission members attention to the memorandum in their packets, Larry Anderson indicated he had talked with Mr. Cameron and explained that the trucks are travelling legally. Mr. Cameron spoke with the City Manager, who then asked the issue to be placed on the Traffic Safety agenda. Larry said the truck routes were established by Council by ordinance. Third to Main is classified as a collector street and truck route. Newberg Ready Mix vacated the west end. The street is failing under the heavy traffic loads. The City Council has \$30,000 to do a structural overlay of the road from Main Street to the railroad tracks. From the maintenance and cost standpoint, it's a good idea to prohibit trucks on Third Street if you can get them out on the highway. That is where the danger is, trucks pulling out into traffic at Third and 99W. Larry felt it would create a dangerous situation if the City required that all the trucks pull out at the

intersection unless steps are taken to insure the safety of trucks entering the intersection.

Responding to a question from Mr. Sandager, Larry indicated Main Street is in better shape and does not appear to have the same stress as Third Street. However, there is a need to spend more funds on truck routes and collector streets.

Chairman Andrews questioned whether it is prudent to put in an overlay if there is no sustaining base under the roadway. Larry explained the need to weigh the cost of putting in a new street vs. designing an overlay to accomplish the same thing.

No action taken.

B) Request to consider and recommend to the Oregon Speed Control Board that the speed limit along N. College be reduced.

Chief Tardiff presented an oral staff report. He provided Commission members with a printout of the traffic counts done for the area, heading southbound. Currently that stretch of road is posted at 40 mph. The Mobile Traffic Monitor for a 24-hour posting showed speeders going in excess of 70 mph. More children will be expected with the opening of Crater School. Chief Tardiff felt the Traffic Safety Commission should look at the appropriateness of 40 mph for the area and also a second issue of enforcement.

Earl suggested installing a reduced speed sign prior to the 40 mph sign, somewhere in the area at the corner coming down the hill.

Larry Anderson said a signal is planned directly opposite the development east of College Street. ODOT has required highway improvements be done at development area and the City's Transportation Plan designates a stoplight at that intersection. Developers will all pay a share of the cost.

Chief Tardiff suggested it is appropriate to ask ODOT to extend the 35 mph zone up to Bell Road. Earl Sandager felt it was too far and suggested postponing the matter until Crater School opens and the signal is installed. If the stoplight is not installed by the time school is opened, the matter should be revisited.

Motion: Andrews/Pack to direct Staff to ask the Oregon Speed Control Board to review the speed limits on College with the anticipation of school opening in the fall of 1995. Motion carried.

C) Request to post a "Yield" sign on Mountainview Drive (county road) as Aspen Way.

Larry Anderson advised that he has asked Yamhill County to investigate this request since it is a County road. Currently, there is a stop sign on Aspen, heading southbound.

Chief Tardiff turned Commission's attention to a letter from Yamhill County acknowledging the request for speed zone investigation on Mountainview Road.

Staff referred this item to Yamhill County for action.

IV. OLD BUSINESS: None.

V. REPORTS:

A) Staff report regarding pedestrian signage along Hwy. 99W, identifying possible locations and wording of signs. (Anderson)

Larry Anderson said it will take something unique to effectively cause drivers to remember pedestrians, something which will cause drivers to look. The signs discussed "Stop for Pedestrian Crossing," cost money and are not very effective. However, they could be placed on Hancock, and are already posted on First Street.

Earl Sandager suggested placing a sign near the *Welcome to Newberg* sign to alert drivers of crosswalks in Newberg.

Dick Meyer suggested a banner over 99W, similar to that used by the Fire Department for their annual Turkey Carnival. He proposed this banner would be displayed off and on during the year. Consensus was this is a good idea. Larry said Newberg is known for being innovative -- like the hash marks on our crosswalks -- and the sign would target drivers going east or west through Newberg. Larry Anderson will research the requirements for hanging a banner over 99W and report at the January meeting.

B) Staff report regarding establishing a truck route along N. Blaine Street and making a recommendation. (Anderson)

Ron Halstead, Halstead Cabinets, stated his business exists in a residentially locked industrial area. Deliveries arrive by College and Franklin which appears to be causing a problem in the neighborhood. Regarding the establishment of a truck route on Blaine, businesses come and go. A truck route is permanent and as the community changes a truck route on Blaine may not be the most aesthetically or community pleasing idea. He indicated he is not in favor of establishing a truck route on Blaine and said he is using the most direct route as allowed by City Ordinance. He noted that some drivers have complained because of a tree on College at Franklin. Some of the trucks have difficulty making the turn because of overhanging branches. And there have been

complaints of congestion from parking as drivers approach the intersections. Mr. Halstead said their building is scheduled to be remodeled and will continue to be an industrial area.

Earl Sandager asked about rerouting the trucks back on Franklin, going out the back way, and suggested some of the development funds could be used for this purpose. Mr. Halstead said he had investigated that possibility and found that to route traffic around the back of the building would require major work and expense. Another option Halstead considered is travelling on North Street, but said there is pedestrian congestion from the apartments located there. He prefers a traffic flow be established rather than having to develop a truck route.

Mary Post, 415 N. College, petitioner, offered testimony regarding the neighborhood and the truck traffic encountered there. Her home is the corner with the tree which is listed on the historic inventory. The tree was given away in the 1905 Lewis and Clark exposition and is trimmed regularly by the State and PGE. Regarding truck traffic, she indicated the trucks routinely go over the curb because they are big trucks coming from a narrow street. She concurred there is a lack of space to maneuver when cars are parked on both sides. She indicated they all want to be good neighbors but feel the truck traffic is a danger to the children in the area, many of whom are new to the neighborhood. She indicated it is a family neighborhood now, not an older population of years past.

Chief Tardiff explained that a provision exists in the City Ordinance which allows trucks to leave the truck route and take the most direct route to their designation.

Ron Halstead offered to speak with Staff and neighbors to solve the problem without legislation. Chairman Andrews stated that a decision would not be made at the meeting and proposed that interested parties get together with Staff to make a recommendation for Commission's consideration at the January meeting.

Chairman Andrews directed Staff to make their recommendation at the January meeting.

VI. COMMUNICATIONS FROM THE FLOOR:

Chairman Andrews said he has noticed cars making right-hand turns from the left turn lane on Hayworth to Springbrook and asked if plans include installing direction arrows on Hayworth. Larry indicated there are no plans for additional signs but it could be done.

Dick McCabe said a new crosswalk was painted today on Second Street across from the new Climax to the old Climax.

Chairman Andrews requested a status report on the crosswalk at College and Pinehurst be presented at the January meeting.

Chief Tardiff indicated there were no grant requests made this year.

Chairman Andrews established subcommittees of the Traffic Safety Committees:

Community Relations

Richard Meyer, Chair

Dick McCabe

Pedestrian Safety

Jerry Fisher, Chair

Glenn Benedict

Parking Safety (passenger vehicles & trucks)

Russ Pack, Chair

Andy Anderson

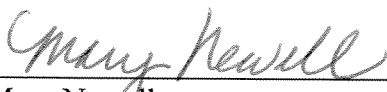
Traffic Control & Obstructions

Earl Sandager, Chair

Doris Brandt

Three terms are due to expire 12/31/94. Chief Tardiff said terms are not automatically reappointed and encouraged Bob Andrews, Andy Anderson, and Glenn Benedict to reapply for their positions on the Traffic Safety Commission.

Motion: McCabe/Pack to adjourn. The meeting adjourned at 9:35 p.m.



Mary Newell
Recording Secretary
Traffic Safety Commission

1-9-95
as amended