

# **MINUTES OF THE TRAFFIC SAFETY COMMISSION**

**Monday, March 14, 1994**

**7:00 p.m., Newberg Public Library**

**PRESENT:**

Bob Andrews, Chairman  
Andy Anderson  
Glenn Benedict  
Jerry Fisher

Richard McCabe  
Richard Meyer  
Russel Pack

**ABSENT:**

Doris Brandt  
Earl Sandager

**STAFF PRESENT:**

Robert Tardiff, Police Chief  
Larry Anderson, Engineering  
Mary Newell, Secretary

## **I. CALL MEETING TO ORDER:**

Chairman Bob Andrews called the meeting to order at 7:00 p.m.

### **A) Review and approve minutes of Monday, February 14, 1994**

**Motion:** Andrews/McCabe to approve the minutes as corrected. Motion carried, and the minutes will be placed on file as corrected.

## **II. PUBLIC HEARINGS:**

### **A) Public hearing to consider establishing a four-way stop at the intersection of Second and College streets and suggested alternatives to a four-way stop.**

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

Chief Tardiff presented the staff report. He outlined the background of this request to date.

October 20, 1993, received initial communication from C.S. Lewis Community School requesting three actions from the Commission: (1) consider making Second and College intersection a four-way stop; (2) mark crosswalks across the intersection; and (3) extend no parking area along Second.

The Engineering Department prepared a traffic warrant analysis which indicated the intersection came close but did not meet the standards for a four-way stop. The Police Department recommended the four-way stop be installed because of the number of accidents at the intersection, averaging one every other month.

December 1, 1993, the Traffic Safety Commission held a public hearing and passed a

motion to recommend to the City Council a four-way stop be installed at the intersection of Second and College, painting crosswalks, and directing staff to come back with school crossing signage at a later date.

January 18, 1994, the City Council reviewed the recommendation for a four-way stop and then referred the matter back to the Traffic Safety Commission with the request that they consider alternatives to a four-way stop: (1) eliminate additional parking spaces on College on either side of Second, (2) install flashing amber and red light; (3) require the fence on SW corner to comply with the clear vision ordinance, and (4) require school crossing guards.

February 14, 1994, Traffic Safety passed a motion to hold a second public hearing to consider all options, including the original recommendation for a four-way stop along with alternatives suggested by the City Council. All testimony from the first public hearing together with new public testimony should be considered.

The Traffic Safety Commission viewed a video Chief Tardiff filmed of the intersection of Second and College. Portrayed were approaches from all directions, vehicle parking, loading zones, and lines of visibility. Chief Tardiff identified yellow loading zones, which allow for loading and unloading but do not allow parking.

The video revealed poor visibility from the easterly approach on Second due to the building on the NE corner of Second and College. The driver had to stop and inch forward into the intersection in order to see oncoming traffic. Parked vehicles in on the northeasterly corner of Second and the fence on the SW corner obstructed visibility from easterly and westerly approaches on College.

Using the overhead projector, Chief Tardiff provided Traffic Safety members with a site map and identified the yellow loading zones. He reiterated and explained the recommendations from the City Council:

Remove two parking spaces on College Street: one parking space in front of the electronics firm located at the NE corner and one space in front of the house with the fence located on the SW corner;

Reduce the height of the fence located on the SW corner to 30 inches to comply with the clear vision ordinance;

Install a flashing amber and red light;

Require school crossing guards during crossing hours.

Chief Tardiff indicated his observations of the intersection upholds the school's opinion that few children use the intersection of Second and College, noting that most children walk down the sidewalk on College towards Third before crossing to the other school campus. A serious problem is parents parking in the loading zone while waiting to pick up their children. Chief Tardiff indicated this is legal unless the area is posted no stopping or parking.

Larry Anderson, Engineering, said school zone signage could be posted mid-block on all approaches to the intersection.

Regarding the alternatives suggested by the City Council, Larry agreed with painting crosswalks and recommended painting crosswalks on all four sides of the intersection. He supported reducing the fence height on the SW corner. He said vehicles parked in the yellow zones create a serious visibility problem and recommended restricted parking for trucks or short term parking. Staff investigated extending the yellow zones but found this could not be done without the loss of a parking space.

Regarding loading zones around C.S. Lewis Community School, Larry supported Mr. Poole's request to post a loading/unloading zone down the SE side of Second for the entire frontage of the school. Glenn Benedict suggested children load and unload on Edwards, between Second and Third, rather than between Second and Third on College. Larry suggested it is more appropriate to make the school frontage along College between Second and Third as a loading and unloading zone. It is preferred that vehicles stack up and wait on College south of the intersection instead of having vehicles stopping near or in the intersection.

Chairman Bob Andrews opened the public hearing.

No public testimony was presented in favor of the proposal.

No public testimony was presented in opposition to the proposal.

A letter in support of the four-way stop from Andrew Poole, principal of C.S. Lewis Community School, was entered as part of the record.

Chairman Andrews asked Staff to state their recommendations.

Police Chief Robert Tardiff recommended the Traffic Safety Commission uphold its original decision recommending the intersection of Second and College be posted as a four-way stop, and include marked crosswalks.

Larry Anderson, Engineering Department, made the following recommendations: (1) lower the fence height, (2) mark crosswalks, (3) extend the no parking zone further down Second Street,

and (4) suggested we recommend C.S. Lewis Community School to send a letter to the parents asking them to follow a northerly pattern up College Street when picking up their children to keep vehicles away from the intersection.

Chairman Bob Andrews asked for clarification on the parking and loading zone issues. Engineering Staff recommended extending the no parking zone at least 20' (one more length) to the alley along the SW side of College, south of Second, and lowering the fence on the SW corner, whether the intersection becomes a four-way stop or not. On the east side of College, south of Second, Larry recommended no change be made but requested Andy Poole send a letter discouraging people from parking in the yellow zone so it would not have to be posted for no stopping.

Jerry Fisher initiated discussion to determine who initiated the request for a four-way stop. Larry Anderson said the issue of the four-way stop was raised due to the number of accidents occurring at the intersection. Chief Tardiff said the parking problems at the school are only an issue for two short periods during the school day and his biggest concern is the lack of visibility at the intersection. Andy Anderson suggested the school's main concern is one of better loading and unloading patterns and the accidents are a separate issue.

There being no further testimony, Bob Andrews closed the public hearing and the Traffic Safety Commission began deliberations.

Bob Andrews remarked that as he was traveling westbound on Second towards College a truck with canopy parked on Second in front of the electronics firm blocked his view up College. He observed that he was completely across the crosswalk before he could see anything at all.

Russel Pack said Traffic Safety denied a request for a loading zone to the electronics firm about a year ago. He felt the business owner and his customers should be considered before further restricting or eliminating a parking space.

Bob Andrews said the primary recommendation is the four-way stop, but other considerations include lowering the fence, marking the crosswalks, extending the no parking on the east side of Second back to the property limits going east on the church side, and extend the no parking 20' on the west side of College south of Second, with no change on the East side of College south of Second, and a letter to Mr. Poole to review the new procedures.

Dick McCabe asked suggested parents load and unload in front of Swift's and Silver's office on the southeast side of College, north of Third, instead of in front of the school. McCabe asked for a no truck parking zone across the street from the electronics firm on the northwest corner. Larry Anderson said a truck or pickup with a canopy causes a visibility problem.

Larry Anderson indicated that if a four-way stop is not approved, he would recommend posting short term parking in front of the electronics firm so customers can park there for short periods and eliminate all day parking.

Responding to a question from Andy Anderson, Larry Anderson indicated he recommends trying some other options before installing the four-way stop. He does not recommend no parking loading zone because it would create a hardship for the barber's customers who park there for a half-hour to an hour.

Discussion followed regarding parking and loading zones. Chief Tardiff read the original request dated October 20, 1993, from C.S. Lewis Community School, "make the parking areas on the east side of College from the driveway into Friends Center to the corner a loading zone..." Chief Tardiff indicated it means a loading zone on both sides of their property. Chief Tardiff suggested posting the areas immediately in front of the school doors as no stopping or parking to keep visibility clear.

Larry Anderson confirmed he does recommend posting all four approaches to the intersection as a school zone. He does not recommend the flashing light.

The Traffic Safety Commission reached a consensus to forgo the four-way stop at this time and to consider the other alternatives recommended by Staff and City Council. Chairman Andrews outlined the options from Council and choices raised during the hearing:

Eliminate one additional parking space on College Street on either side of Second Street (one in front of the electronics store and one in front of the fence area); require the fence on the SW corner to comply with the clear vision ordinance by reducing the height of the fence; paint crosswalks on all four sides of the intersection; and post school zone signage.

By general consensus, the recommendations requiring school crossing guards or installing a flashing amber and red light were deleted. The Chairman entertained a motion.

Responding to a question from Dick McCabe, Larry Anderson advised against painting SCHOOL ZONE in the street area because he felt crosswalks and signage would be sufficient enforcement tools.

Bob Andrews asked Staff for clarification on the no parking or no stopping curb striping. Larry indicated he would prefer that Mr. Poole first send a letter to the parents asking for compliance with the no parking areas. If, after a period of time there is not compliance, he will request striping the curbs for no stopping and no parking.

**Motion: McCabe/Pack** to recommend the proposed alternatives exclusive of the flashing light and school crossing guards, to wit:

Eliminate one additional parking space on College Street on either side of Second Street (one in front of the electronics store and one in front of the fence area); require the fence on the SW corner to comply with the clear vision ordinance by reducing the height of the fence.

Chairman Andrews surveyed Commissioners on options not included in the motion. Following discussion, the motion was amended.

**Amended Motion: McCabe/Pack** to include crosswalks on all four sides, school zone signage on all approaches, paint curb striping for loading zone no parking on school frontage on both Second and College streets, and request Mr. Poole send a letter to patrons of C.S. Lewis Community School to encourage compliance.

Chief Tardiff used the overhead projector to clarify the proposed no parking zones around C.S. Lewis Community School. He confirmed that Commission's intent was to, "make this area along Second Street by the School a loading zone." Commission agreed. Chief asked if Dick McCabe meant to also extend the loading zone on College in front of C.S. Lewis Community School to accommodate Poole's original request. McCabe acknowledged that was his intent, to extend no parking along both sides. Regarding the parking spaces on College Street, on either side of Second Street, McCabe indicated his motion is to extend the no parking area to eliminate one space in front of the electronics store and one space in front of the fence area.

The motion passed unanimously.

**B) Public hearing on request for stop sign on Main Street at the intersection of 5th and Dayton**

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

Larry Anderson presented the staff report. He said a stop sign at this location had been requested in the past and was denied because it did not meet the traffic warrant requirement. When a current traffic analysis was done on this site, the intersection again failed to receive enough points to justify a stop sign at this location. Larry reported a total of 8 points; 28 are required. Larry said a stop sign is not warranted by traffic alone and cited the unusual 5-legged intersection. Four of the five legs of the intersection are stopped and Main Street and Dayton Avenue converge at a very bad angle and visibility is reduced. Drivers making high speed turns pose a danger to pedestrians and is another factor to be considered. Adding a stop sign would

not impact traffic significantly. Staff recommended the stop sign be installed, making the intersection a 5-way stop, even though it does not meet the traffic warrant requirement.

Russel Pack commented that traffic through the intersection would increase as the area is developed.

There was no testimony in opposition presented at the public hearing.

Several individuals testified in favor of the stop sign on Main Street.

Leona Turner, 420 S. Main Street, spoke in favor of installing the stop sign on Main Street because the high-speed traffic caused a dangerous situation for children in the area of the Boys & Girls Club.

Ronda Measelle, resident on northeast corner of Dayton at Fifth, cited poor visibility and speed as her primary reasons for installing the stop sign. She indicated stop bars might help slow traffic whether the sign was installed or not.

Amy Mayfield, 102 E. Fifth, neighbor to Boys & Girls Club, expressed support for the proposal. She said traffic in the area is too fast and cited a number of near-miss accidents.

Leon Blanchard, 314 W. Fifth Street, testified in favor of the stop sign for several reasons: careless drivers, speed, and reduced visibility due to overgrown trees and bushes. He suggested that a long-term plan be developed to improve the intersection, addressing the problems of visibility, increased traffic and gravel roads.

Harry Goodwin, 113 E. 5th, said accidents do happen, although they may not show up statistically because the nature of the accidents are knocking down fences and overshooting curbs. His primary concern is the safety of the children residing in the area and those children at the Boys & Girls Club.

Darci VandenHock, Director of the Boys and Girls Club, testified in favor of installing the stop sign. She cited safety of the children at the club as her primary concern. She recommended the Commission also consider posting "Slow Children at Play" signs and painting a loading zone.

Staff recommends a stop sign be posted on the northwest quadrant of 5th Street, at the intersection of Dayton Avenue, with stop bars.

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

It was confirmed there are no crosswalks at the five-way intersection. Dick McCabe

recommended crosswalks also be painted on Main Street and Fifth Street. Larry Anderson said crosswalks are used at school zones and felt stop bars usually are sufficient. Harry Goodwin suggested the Boys & Girls Club functions like a school and would benefit from crosswalks.

Regarding lack of visibility due to obstructing trees and shrubs, Larry Anderson said the property owners are responsible for maintaining vegetation and keeping visibility clear.

**Motion: McCabe/Pack** to install a stop sign on 5th Street at Dayton and paint crosswalks across 5th and Main streets, adjacent to the Boys and Girls Club. The motion passed unanimously.

**C) Public hearing on request for a full stop sign on Hoskins at the intersection of Crestview Drive**

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

Larry Anderson presented the staff report. Free right turns are normally permitted in more rural intersections with good visibility and where the highest percentage of traffic is making a right turn. Larry indicated the free right turn from Hoskins to Crestview was established originally by ordinance in 1977, along with a permitted right turn from Hoskins to Sierra Vista Street. Staff said these intersections cause problems for opposing traffic who only recognize the back of a stop sign and pull out into the oncoming car. Staff recommends the request be allowed and the free right turn on Hoskins be removed. Further, he recommended the free right turn on Hoskins at Sierra Vista Street also be removed because the ordinance calls for a full stop. The intersection of Hoskins and Crestview would become a 3-way stop.

Rick Barlotti, 1304 Hoskins Street, speaking in favor of removing the free right turn said it causes much confusion at the intersection which results in many near-miss accidents. Also, he felt increased traffic on Hoskins has contributed to the problem. He urged Commission to vote to remove the free right turn and make it a full stop.

No opposing testimony was presented. Chairman Bob Andrews closed the public hearing and the Traffic Safety Commission entered into deliberations.

Commission expressed support for the recommendation.

**Motion: McCabe/Benedict** to remove the free right on Hoskins at Sierra Vista to correspond to the ordinance and to recommend the City Council remove the free right turn on Hoskins at Crestview. Motion passed unanimously.



### **III. OLD BUSINESS:**

#### **A) Report of Larry Anderson regarding Sheridan Street**

Larry Anderson reporting. Sheridan Street is the main link between Morton and Main Street. To close Sheridan Street would mean people from W. Sheridan would have to go to 99W or Illinois to get into town. Larry indicated the problem with Sheridan is the fact it is a gravel street, and the dust and rocks that is thrown by traffic. Staff does not support closing the street or a one-way street. Larry would recommend Staff approach the residents regarding an LID for street improvements similar to the Grant Street project. Jerry Fisher voiced concern about fire and emergency vehicle access should the street were closed.

Dick Meyer felt residents' primary concern is traffic caused from vehicles attempting to elude stopping for train traffic. Larry felt it was only part of the problem.

Larry reiterated that one-way streets are not recommended for residential areas and making Sheridan a one-way grid would not solve the problems being experienced by residents on Sheridan Street.

**Motion: McCabe/Fish** to recommend that Sheridan Street not be closed and to recommend City Staff pursue an LID to improve Sheridan Street. Motion carried unanimously.

### **IV. NEW BUSINESS:**

#### **A) Request of Ms. Wilma McDaniel to install a crosswalk across N. Springbrook Road, north of Haworth**

Wilma McDaniel, 1209 N. Springbrook, Newberg Village Apartments, said her concern is for the safety of the seniors who cross Springbrook between Haworth and Aquarius. She explained that it is 3/10 of a mile between crosswalks, one at Haworth and one at Aquarius. Because of distance and traffic, she requested a crosswalk be painted mid-block. She noted the apartment complex under construction will increase the number of cars entering and exiting on Springbrook. Many seniors, she said, crossed mid-block to avoid walking north to Aquarius or south to Haworth.

Marian Wible, resident Newberg Village Apartments, also supported the request for another crosswalk across Springbrook. She cited safety as her primary concern, noting the difficulty to cross at Haworth and the distance to Aquarius. Another concern was the distance residents had to go to use the crosswalk at Aquarius and having to double back to go to the grocery store. She requested posting signs indicating Pedestrian Crossing to slow traffic.

Margaret Holliman, manager of the Newberg Village Apartments, agreed that it is dangerous for the seniors to cross at Haworth. She cited the expected increase in traffic upon completion of the new apartment complex, which includes 54 two-bedroom multifamily units.

Dick McCabe indicated the new complex means more children, and Bob Anderson noted the area is becoming more residential.

Responding to a question from Bob Andrews, Margaret explained the requested crosswalk is on the curved area of Springbrook.

Margaret said the speed limit for that stretch of Springbrook Road is 35 mph but felt traffic moves much faster.

Larry Anderson, responding to a question from Bob Andrews, said the vacant lot slated for a satellite fire station is owned by the City with no plans for development at this time. The lots north of Dr. Johnson's office are for sale and Larry expects some development within the next five years.

By general consent, this item was set over to the April meeting for further discussion.

**V. MISCELLANEOUS BUSINESS:** None.

**VI. COMMUNICATIONS FROM THE FLOOR:** None.

**VII. ADJOURN TO NEXT MEETING:**

**Motion:** Meyer/Pack to adjourn. The meeting adjourned at 8:55 pm.

  
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Mary Newell, Secretary  
Traffic Safety Commission