

TRAFFIC SAFETY COMMISSION
Monday, May 8, 1995
7:00 p.m., Newberg Public Library

PRESENT: Chairman Bob Andrews, Andy Anderson, Glenn Benedict, Dick Meyer, Russ Pack, Doris Brandt, Dick McCabe, and Jerry Fisher.

STAFF PRESENT: Police Chief Bob Tardiff, City Attorney Terry Mahr (8:00 pm); Larry Anderson, Engineering; Mary Newell, Recording Secretary.

I. CALL MEETING TO ORDER:

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

A) Review and approve minutes of Monday, March 14, 1995

Motion: McCabe/Fisher to approve the minutes of Monday, March 14, 1995, as corrected. Andy Anderson will review Paragraph 1, Page 7, and clarify its intent at the next meeting.

II. NEW BUSINESS:

A) Communication requesting striping for two-way traffic on Deborah Road in front of Mabel Rush School and on Emery Road in front of Springbrook Middle School.

Larry Anderson indicated that both Deborah Street and Emery Drive are classified as local streets. City policy is to paint center lines on collector and arterial streets only. Painting center lines on local streets creates an unsafe condition because lanes become too narrow when vehicles park in the shoulders. This is hazardous for traffic and pedestrians.

Staff Recommendation: Larry does not recommend painting center lines on Deborah Street and Emery Drive. If the Commission decides to paint center lines, he would recommend limiting parking at the sides of the streets.

Chairman Andrews advised that Mr. Corder was not available to attend this meeting due to a conflict with the School Board meeting. Mr. Corder did call to explain that this request was a personal request as a concerned citizen and not a recommendation from the Newberg School Board.

Chief Tardiff said there could be significant changes in traffic when the high school changes their parking lots and traffic patterns for the 1995-96 school year.

Chairman Andrews suggested setting the matter over to the next meeting pending a traffic count. He recommended inviting a school district representative to come to the next meeting to inform the Traffic Safety Commission of their plans.

Motion: Fisher/Brandt to set the matter of center lines on Deborah Road in front of Mabel Rush School over to the next meeting on July 10, 1995, and inviting a school district representative to attend the meeting. Motion carried.

Motion: Benedict/Fisher to set the matter of centerline on Emery Street in front of Springbrook School over to the next meeting on July 10, 1995, and inviting a school district representative to attend the meeting. Motion carried.

B) Request to review the lane arrows at State Hwy. 219, northbound at 99W (Villa Road) and consider recommending to ODOT that right turn arrows be designated as both right turn and straight, and the left lane be designated left turn only. Chairman Andrews outlined the request from Councilor Wright regarding turn lanes for the northbound section of Hwy. 219 at 99W.

Larry Anderson drew Commissioners attention to the sketch in his handout and presented his staff report. He indicated the sketch represents ODOT's plans to rebuild the intersection as part of the 1998 Hwy. 99W Brutscher to Main Street Project. The plan includes double left turn lanes with a through-right turn lane. There will be extensive changes, including removing the building housing Newberg Realty. The proposed changes will enable more cars and trucks to move through the intersection.

Recommendation: Larry Anderson recommends pursuing the changes because ODOT will not begin their improvement project until 1998. However, he cautioned that it might not be possible due to the signalization and underground detectors operating the signal lights.

There followed light discussion regarding traffic, traffic flow, and the proposed ODOT plan. Chairman Andrews noted the plan will help eliminate the traffic backup on Hwy. 219.

Motion: Meyer/Brandt to recommend to the Oregon Department of Transportation for Hwy. 219 northbound at Hwy. 99W (Villa Road) to consider striping the right turn arrows as both a through lane and right turn lane, and restrict the left lane to left turn only. Motion carried unanimously.

C) Discussion regarding Speed Bumps/Speed Humps and Traffic Modifiers (circles).

1. **Communication requesting speed bumps, signs, and barricade to control traffic on Laurel Drive, Holly Drive, and Oak Drive**
2. **Communication requesting speed bumps and signs to control traffic on E.**

Third Street at Church

- 3. Communication requesting a four-way stop at the intersection of Aquarius and Libra, and larger speed signs and speed bumps in the area**
- 4. Request for speed bumps on Hulet**

Chairman Andrews turned Commissioners attention to an Oregonian Article dated March 27, 1995. Noting we have had similar requests, the article relates the efforts of the City of Beaverton to install speed bumps as a means of slowing speeders through residential areas.

Larry Anderson said he spoke with Elaine O'Keefe. Elaine O'Keefe is the management analyst pursuing the issue of speed bumps for the Washington County Department of Land Use and Transportation and the person interviewed for the article.

He learned that Beaverton is modeling their program after the City of Portland. They have on line a couple pilot projects to determine if they actually help traffic or simply move it to another location. Ms. O'Keefe stressed the fact that the most important thing about speed bumps and traffic circles is a good valid criteria to determine where they can be located and how they are built. In the case of Washington County, they use a point system for ranking each request. She noted the city has been deluged with requests, especially since the article was published, receiving more requests than can be handled efficiently.

Larry outlined information received from Ms. O'Keefe regarding speed bumps installed in Beaverton:

- When speed bumps are installed they are in a series of four bumps - not just one - because when located in the center of a street, drivers try to make up for the slowing by speeding before and after each bump.
- Each bump costs from \$1,500 to \$2,000 each, including signs, painting, asphalt and warning signs.
- Don't put them on arterial and collector streets, or local streets with over 3,000 cars per day.
- Emergency services do not like speed bumps.
- Don't install speed bumps if there is good pedestrian access. In an area where crosswalks exist, new subdivisions with curbs, sidewalks at intersections, it is not likely to meet the criteria for speed bumps.
- Local traffic would not be sufficient to meet the criteria for speed bumps. Short cutting to avoid

congested areas may be a legitimate reason for installing speed bumps in some locations.

- It is important to do a speed and volume survey. Reducing speed down to 30 mph is successful.
- It is currently taking Washington County 22 weeks to process an application.
- Beaverton is looking at some fairly long streets for installing speed bumps with the objective of reducing traffic speeds to 30 mph.
- Neighborhoods are ranked: Neighborhoods with pedestrian destinations like parks and schools have a higher chance of getting a speed bump than a neighborhood with low pedestrian volume.
- Larry stressed Beaverton's program is still in its infancy and there isn't much data available; however, Beaverton is receiving many requests.

Locally, Larry said, we have one speed bump on Hawthorne Loop. The bump was not very effective and the city installed a stop sign, as well.

Larry Anderson requested more investigation be done before deciding whether or not to allow speed bumps and traffic circles. He would like a thorough review of Portland and Washington counties plans, and suggested a committee be created to review the subject of speed bumps and traffic circles. He explained a speed bump is a short bump which stops traffic to one mile per hour. A speed hump comes in different widths and can be taken at the speed limit without damaging a vehicle. Humps come in different widths, depending on the speed of the traffic.

A concern is the issue of liability. Currently, if a driver hits a pothole in the road and damages his car, the city pays for the repair. Larry was not sure of the liability involved if a driver damages his car due to a speed bump, but said if they are built to standards and properly posted, there should be no problem. He noted, however, that Washington County has been threatened with a lawsuit from a handicapped person who drives a van because whenever the driver goes over a bump, it throws the driver out of the seat.

Chief Tardiff said that young drivers have been known to use speed bumps as "launchers."

Dick McCabe, noting there are speed bumps in Mt. View Court, said they are dangerous if not taken at a reasonable speed. He asked that the City Attorney address the questions of liability and ADA from both perspectives of the City as well as the property owner.

At this point, Chairman Andrews noted that Fire Chief Sherman had been contacted by the secretary regarding speed bumps. Paraphrased, Chief Sherman's response was read into the record:

"Regarding Speed Bumps/Speed Humps, Fire Chief Sherman is opposed to speed bumps for any collector street or through street where fast response speeds can be attained. He cited the costs associated with truck damage. He has no objection if streets are within a subdivision, are very short, and go nowhere and speed of responding truck would be very slow. If approved, Chief Sherman asked that speed bumps be put in the Development Code and require design review by the Fire Department. At this time, Chief Sherman has no opinion regarding traffic circles.

There was no correspondence presented.

At this time, Chairman Andrews opened the meeting to take discussion from the floor.

Dan Sanders, 900 Hulet Lane, provided commissioners with a copy of their Neighborhood Watch meeting minutes, speed report, a map of the area, and a petition. He cited the concerns of area residents as: the amount of traffic, type of traffic, and speed of traffic. His group is asking for a long-term solution to the problem. The group wish to install speed bumps as a means of slowing traffic and to discourage drivers taking short cuts through their neighborhood. School traffic or teen drivers is another concern. He noted there are over 59 children under the age of 18 in the area. The speed report does not indicate the aggressiveness of the drivers, another concern. He said the traffic noticeably increases over the weekends. This neighborhood group has spoken with the City Attorney and is looking into a program for writing their own tickets. Also, he noted, is the proposed development of a 32-unit Section 8 housing development behind the Shilo Inn which will have a significant impact on traffic. Other problems in the area include foot traffic and trash.

Diane Nave, 905 Hulet Lane, is home during the day and spends a lot of time outdoors. She takes down license numbers and has reported them to the police department. She said the City Attorney explained that unless you are willing to testify and identify the driver in court, the City cannot prosecute. However, she feels retribution is likely if she identifies the driver in court. She asked that the police department contact the parents of the drivers. She is frustrated that nothing seems to work.

Dick McCabe questioned whether the high school sends letters outlining driver responsibilities home with driving students. He asked that Staff to send a request to the high school principal, a copy to go to the superintendent, detailing the concerns and asking that they address this issue with the students.

Chairman Andrews, a resident on Sitka, commiserated, noting he feels traffic volume extends up Elliott, Sitka, Hulet, and even back as far as Deborah Road. He questioned the school's policy for leaving campus.

Carol Neff, 904 Hulet, noted that the school has not been responsive to their calls. She feels the

teen drivers do not take the citations seriously, noting that rather than fines or community service, the kids are often given essays to write as their reprimand by the judge.

Russ Pack commended the group for bringing their thoughts and concerns, noting that he felt their concerns revolved around the school age drivers. He suggested attacking it from a parent/teachers/police cooperative effort. Dan Sanders protested, stating that the high school traffic is only a portion of the problem. The overflow traffic generated from the highway is a significant problem for the area of Hulet and expands into the Springbrook area as well as west into the Villa area.

Regarding the issue of a traffic circle, Larry Anderson indicated they are used on long streets as a means to slow down traffic. They are built in at the intersections. One is being built in the new development at Foothills Drive and College. He noted they take a lot of space and are more expensive to retro-fit than to build into the design. They cost \$15,000-20,000 not including maintenance.

Julie Lewelling, 1806 Laurel Avenue, concurred that most of the drivers causing the traffic and speeding problems were not from the neighborhoods involved. She felt most of the traffic were drivers returning home from work during the hours of 4-5 pm. Noted the radar reader board seems to help slow speeders. She suggested a barricade would solve their problem of cut-through traffic. She is concerned for the children who live in the neighborhood. She fears retaliation if she identifies drivers. Chairman Andrews expressed the need for an opinion from the Fire Department before a recommendation can be made on the request for a barricade.

Chief Tardiff indicated a measuring device will be located in her area. He said that the police department recognizes the traffic enforcement problems and that officers do what they can when they have the time to work traffic. Currently, calls for service are up and staffing is down.

Larry Anderson said Staff does not recommend a barricade and that the traffic problem would merely shift to another location. There is also the inconvenience to area residents to consider. He suggested the real solution is for ODOT to make improvements to Hwy. 99W.

Pat Harmon, resident on Laurel Drive, noted there are no sidewalks which contribute to the dangerous situation for children who have to walk in the street. She asked if there is any benefit to taking license numbers.

Chief Tardiff explained that license numbers help to identify problem drivers for the police, but cannot be used in court unless the person is willing to identify the driver in court. Jerry Fisher asked if the license plates are registered at school. The Police Chief indicated that the cars parked at school are registered, however, those parking off campus are not. They are attempting to get all student vehicles registered.

Jim Gates, 1501 Libra, asked whether videos are admissible in court. Chief Tardiff indicated that in Oregon, videos are not admissible in court.

Dale Letherman, 3604 Aquarius, concurred with the issue of cut-through traffic from 99W, drivers who want to traverse the neighborhood as quickly as possible. He would like to see a four-way stop, as well as speed bumps in his neighborhood. He said they have a long traveling distance between 99W and the exit point off of Aquarius. The traffic is excessive and always faster than the speed limit.

Linda Osborne, 3605 Aquarius, cited the problem of speeding traffic using their area as a mini-bypass. She cited drivers cutting from A-dec who go through Vittoria and the new apartments on Springbrook Road. She noted the large speed sign is obstructed when trees are in bloom. She suggested a shorter sign with a bigger logo of the speed. Also requested a *Caution Children at Play* sign be installed on Libra and Aquarius. She said speed bumps or a barricade should be considered perhaps, if other methods do not work.

Linda D. Coahley 3601 Aquarius, feels that if citations were issued and the problem would ease. She felt a blockade would be the best solution for the safety and security of the children and residents of the neighborhood.

Bud Moore, resident Coffee Lane and Aquarius, strongly requested that the City take steps to find a solution quickly.

Jim Gates, corner of Aquarius and Libra, noted a motor home had been removed from parking in the street which had made it safer. He cited another trouble spot is on North Springbrook, where the drivers leave the Spring Meadow Apartments. The apartment complex does not have a stop sign for residents leaving the complex, and said it creates a dangerous situation when they pull onto Springbrook without stopping.

Nellie Rineri, 3509 Aquarius, noted on two occasions she barely avoided an accident coming onto Springbrook from Aquarius. She cited trees obstructing her vision, and watching for the drivers exiting the apartments as well as regular traffic.

Diane Nave asked if she could post a homemade sign in her yard. Chairman Andrews indicated her request would be taken under advisement. He does not know the position of the Traffic Safety Commission and will check their position and let her know. He indicated an answer would be available at the July meeting.

Peter Siderius, 1531 E. Third, indicated he has a lot of the same issues. He said their area has 70 children. There is a 26-unit apartment building, with a new apartment complex, subdivision and modular homes being built in the area. It's a high traffic/pedestrian neighborhood. He said it is unrealistic to expect an officer to sit in their area all day and to look for other remedies. He

felt the best way is to put an obstruction in the roadway. Other areas of concern are parking and speed. There is not enough parking spaces available for the residents of the apartment complex and 25 mph is too fast for the congested area. He urged the Traffic Safety Commission to find a solution quickly.

Michael Francis, resident on Sherman, said four-way stops were installed on their streets but drivers are ignoring them.

Larry Anderson indicated that Libra does not meet the warrants for a four-way stop. He explained that stop signs are used for speed control. He suggested perhaps shifting the signs from Aquarius to Libra. If this were done, and Vittoria were cut off at the highway there would be no through traffic. Libra works as a good collector street because it has several streets tied into it. Cars would stop at Libra and peel off into the neighborhood, but it would mean more traffic on Libra.

Chairman Andrews asked Larry to study the matter and report at the next meeting.

Peter Siderius asked to be advised of the decision of the Traffic Safety Commission. He would encourage Staff to require more green space in future development to allow safe play areas for children and keep them from playing in the streets.

Ten minute break.

Chairman Andrews indicated there is a new concept to control growth and traffic by narrowing streets to restrict traffic flow. Terry Mahr indicated that the City of Portland does not have a Traffic Safety Commission but rather they are participating in a Traffic Calming Program. This is a program to limit access, to make speed limits in residential areas lower than 25 mph, and really take the neighborhoods back for the residents is the focus of the program. Bob Andrews asked that Terry Mahr pursue the information on this program and to share it with himself and the police chief.

City Attorney Terry Mahr said he and Cpl. Art Pohl met with the residents on Hulet Street and listened to their frustrations about the traffic, etc. He gave them a couple ideas on how to assist them: (1) Showing them how to get the proper information to issue a Uniform Traffic Citation as a private citizen, and (2) consider doing an ordinance to ticket a person for speeding on a nuisance theory as well as the owner of the vehicle as responsible for that vehicle. This would not go on their state traffic record, but the owner would be sent the ticket and made responsible. He noted the legalities of the second option have not been completed. Another option is to have a police officer call the owner of the vehicle and tell them their car has been reported speeding.

Motion: Brandt/McCabe to invite Wes Smith, Superintendent of Schools, to attend the next Traffic Safety Commission meeting and explain what is being done in the area of the high school,

what changes are being made, and what can be done, and have him take more participation in site enforcement. Motion carried. Chief Tardiff will notify the superintendent.

Chairman Andrews addressed the citizens, stating that this meeting was to initiate discussion and comments, but there would not be a decision tonight on the issues of speed bumps, etc. He thanked them for attending.

III. OLD BUSINESS:

A) Jurisdiction of Traffic Safety Commission (Mahr)

Bob Andrews indicated he felt there was a commitment on the part of the Council to meet with the Chairman of the Ordinance Legislative Committee, Dan Wollam. This has not been done yet. He would like to know what direction the Commission would like to take as they negotiate revisions to the ordinance, although not a major revision.

Terry Mahr said the Council at the meeting said with a unified voice that they did not want the Traffic Safety Commission to act in a merely advisory capacity, but to continue as you have been. He said the existing ordinance needs to be reviewed. There are two other ways for putting traffic changes and traffic regulations into effect: (1) The council has the authority to just make the changes; and (2) the Police Chief can make changes. The dual track between the Traffic Safety Commission and the Council's ability to make changes existed when the ordinance took effect, but may no longer be needed and the Council has now said let's eliminate the second track. He feels there is a need to allow the Police Chief to make emergency decisions, perhaps with the concurrence of the Traffic Safety Chairman.

Drawing Commission's attention to a revised, rough draft of an ordinance, Terry indicated Section 9 and Section 10 were merely some ideas for change to consider and asked for their comments. He presented some information from the city of Salem who decide initially whether or not a subject is controversial, and then decide if it can be handled by a public works order or if it will require more extensive evaluation.

The City Attorney encouraged the meeting between Chairman Bob Andrews and the Ordinance and Legislative Committee to map out a plan.

Bob Andrews said communication is upmost and that the distribution of minutes will be much broader than it was. All council members will receive copies of the minutes. He stressed his impression is that the Council does not want to micro manage the activities of the Traffic Safety Commission.

Terry Mahr concurred and said the changes to Section 9 and 10, were language to try to develop a procedure by which the Traffic Safety Commission could have a process where they could make

decisions without having to hold a public hearing on every issue. The Administration would make a recommendation and then the Traffic Safety Commission would approve the recommendation. There would need to be a time before implementation where a report went to the City Council, and then the Council would have a chance to review the decision. At that time, the Council could vote as a whole on the need of a public hearing or something.

Chairman Andrews feels that the Council is aware of the activities of Traffic Safety Commission and they are basically satisfied that the Commission is doing the job intended. Now, with good communication, they are ready to move on. He asked that Terry focus on producing a clear appellate process. This allows the Traffic Safety Commission to be more open to the public. With a clear appellate process, it allows the Commission to build a record before any action gets into a litigation. The process is something we want to negotiate with the Council.

In addition, Chairman Andrews asked that a fast track be included for some actions, subject to appeal.

Chief Tardiff expressed concern with the language relating to the authority of the Chief of Police. He feels the Chief of Police must be allowed to continue to make some decisions that are temporary. He does not want to lose that authority and the Traffic Safety Commission is not a viable alternative in some cases. He does not want to change the ordinance totally. He felt it would be appropriate that rather than decisions made by the chief being permanent, they could be decisions made until the next Traffic Safety Meeting or something of that nature. Chief Tardiff clarified that his intent is for the Police Chief to have authority to take action when he deems it necessary to take action. Any action taken by the Police Chief would be a temporary measure until confirmed by the Traffic Safety Commission.

The Traffic Safety Commission were in agreement with the directions submitted for City Attorney Terry Mahr to take when drafting the changes to the ordinance. Jerry Fisher and Chairman Andrews will assist Terry Mahr with the drafting of the ordinance.

Regarding a private *Children at Play* sign on private property, the City Attorney indicated the city would not be involved unless it was required by some Planning regulations. He had misunderstood her original request as wanting to post it on the street. He spoke with the woman during the break.

City Attorney Terry Mahr confirmed that he would research the issues of speed bumps and the liability involved, the whole realm of risk.

There was some discussion regarding traffic, the cost of speed bumps, and police staffing. Doris Brandt suggested Chief Tardiff look into purchasing another radar trailer.

IV. REPORTS :

A) Toll Road and Newberg/Dundee By-Pass (Andrews)

Chairman Andrews said House Bill 626 is out of committee, a toll road by-pass limiting it to Newberg/Dundee.

B) Other

Chairman Andrews gave a legislative update on House Bill 2895.

Chief Tardiff brought before the Traffic Safety Commission a copy of McMinnville's ordinance and permit process for truck parking in a residential area. He indicated it would not solve all the problems but might help alleviate some of the problems in the community. The City Manger has asked that the Traffic Safety Commission to see if they feel a permit process would be beneficial.

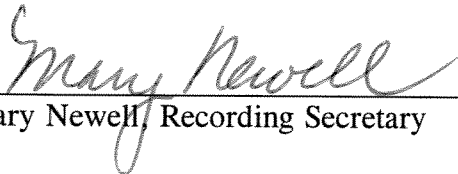
Chief Tardiff indicated the permit is relating to the tractor, not the van.

Motion: McCabe/Brandt to allow the permit process to be given a trial to see how it works. Motion carried.

V. COMMUNICATIONS FROM THE FLOOR: None.

VI. ADJOURN TO NEXT MEETING:

There being no further business, the meeting adjourned at 10:08 p.m.



Mary Newell, Recording Secretary