

## TRAFFIC SAFETY COMMISSION

Monday, September 11, 1995

7:00 p.m., Newberg Public Library

**PRESENT:** Chairman Bob Andrews, Doris Brandt, Dick McCabe, Andy Anderson, Jerry Fisher.

**ABSENT:** Earl Sandager, Dick Meyer, and Glenn Benedict

### STAFF

**PRESENT:** Larry Anderson, Engineering; Chief Bob Tardiff, Chief of Police; and Mary Newell.

### I. CALL MEETING TO ORDER:

The meeting was called to order by Chairman Bob Andrews at 7:00 p.m. He reported that committee member Russ Pack is hospitalized and seriously ill.

#### A) Review and approve minutes of Monday, July 10, 1995

**Motion: McCabe/Fisher** to approve minutes as written. Motion carried and minutes will be placed on file.

### II. OLD BUSINESS:

#### A) Continued consideration of request to paint yellow stripes on each side of driveway at 515 So. Edwards

Larry Anderson reported that this request for striping has been done, noting there were unusual circumstances to consider and the fact that the property is adjacent to a school.

#### B) Continued consideration on request to install speed bumps on James Street and Andrew Court and install a stop sign at School Street and 10th

Larry Anderson reporting. This intersection has good visibility and low traffic volumes and it does not meet the warrant criteria for a stop sign at this location. Staff does not recommend a stop sign be installed at this time.

Consensus was to accept staff recommendation and not allow a stop sign at School Street and Tenth Street.

Speed bumps will be discussed later in the agenda.

### III. NEW BUSINESS:

#### A) Request for crosswalk across Elliott Road near Current Electronics

There being no one in attendance to speak on this issue and no documentation submitted in support of this issue, the item was set over until an explanation of the request is received by the Traffic Safety Commission. The recording secretary will contact Current Electronics.

### IV. REPORTS :

#### A) Report on request for traffic device on College Street at Foothills Drive (Tardiff/Anderson)

Chief Tardiff reporting. Chief Tardiff indicated two situations exist which need discussion: 1) pedestrian traffic at Foothills & College due to the two new schools plus development which will have an impact on pedestrian traffic, and 2) traffic speed.

Speeding vehicles are a concern as confirmed by a December survey which indicated a significant number of vehicles proceeding down Hwy. 219 to speeds in excess of 70 mph, and pose a significant hazard to pedestrians who will be crossing Hwy. 219 at Foothills. Speed limit is 40 mph and has not changed. ODOT has indicated they are not willing to reduce the speed from Bell Road to the railroad tracks because that section was reviewed within the last year. They will be willing to put in a school zone in that area, but are not willing to install a traffic signal at Foothills Drive.

Chief Tardiff indicated the Police Department is very concerned because of the plan to install a sidewalk on the east side of College Street and not on the west side.

Larry Anderson said Oak Knoll development was approved, with Foothills as a collector street and a traffic signal at College. The City Council, Planning and staff all felt it was a good plan. However, the State Highway Department has jurisdiction over the highway and stopping highway traffic, and the installation of the traffic light. ODOT has a very strict interpretation of the traffic warrants mainly due to legal liability when appearing in court relating to traffic signals.

NSP Development (Oak Knoll subdivision) would like the signal because they own commercially zoned property at the SE side of the intersection of College & Foothill streets. It will likely support a gas station or mini-mart at this intersection and a signal would make it a very valuable piece of property. There have been discussions on how to get a signal installed even though it does not meet ODOT's warrant criteria for a signal at the location.

The Kittleson & Associates report suggests there may be a need for a pedestrian warranted signal like a pedestrian actuated signal. The problem is the way ODOT in the Manual of Uniform Traffic Control Devices decides whether or not to install a pedestrian warranted signal. It is not predicted, it is measured. They actually have to count pedestrians crossing the street and do not predict how many pedestrians will cross the street. ODOT has to have a measured count of the number of pedestrians crossing in order for them to warrant the signal. The City of Newberg does not want it to have to get to that point before the signal is installed.

At the request of Bob Andrews, Larry diagramed and explained the street and traffic pattern changes anticipated in the Oak Knoll Subdivision from the intersection of College and Foothills

Drive down to and including Henry Road.

Larry indicated he is attempting to get a school zone crossing on the south side of Foothills Drive. He has talked with the principals of the Crater Elementary and Chehalem Middle schools and they are going to prepare a pedestrian route to the school. They indicated that all of the kids east of the highway have been put on a bus route in order to keep them from having to walk across the highway because the School District is concerned for the safety of the children.

Chief Tardiff expressed concern. Even though the kids are scheduled to be on a bus route, there will still be children walking to school, sporting events and school activities as well as seniors going to and from the senior center. Bob Andrews said pedestrian traffic would escalate when they put in the commercial development.

Larry Anderson indicated that the Oak Knoll project is divided into eleven stages and the City will be reviewing the need for the signal at each stage. They are working on Phase 1. They are posting \$35,000 as their share of the cost of the signal and installing left turn lanes on Foothills Drive. The developers want to put in the signal as soon as we can demonstrate that the kids are crossing the street.

Larry Anderson confirmed that ODOT is amenable to discussing a school zone today. Larry indicated that he felt it would be staff's position to require the signal be installed before allowing the commercial development to take place.

Chief Tardiff indicated that ODOT's decision not to install the signal now can be appealed. Larry concurred. The police chief feels that the sidewalk will attract pedestrians, mainly children to their way to school, and it creates a hazardous situation and the State does have some liability for creating this hazardous situation.

Bob Andrews suggested that the City should reverse the "deep pockets" argument, and hold ODOT liable should something happen because ODOT denied installing the signal. Chief Tardiff agreed and indicated a letter from the City should be sent stating that the sidewalk will run the length of several developments, will attract children and it is our belief that it creates a hazard if they do not install the signal and that they should be held for the resulting liability.

Bob Andrews asked for clarification of the appellate process.

Discussion followed regarding the type of signal needed right now, the cost of retrofitting a pedestrian activated signal, and the number of homes involved in the development. Larry indicated he would like a Capitol improvement project to help spread out the cost of installing the signal.

Chief Tardiff indicated an appeal should be made on the basis of supporting documentation from City staff, the police department, and the school district.

**Motion: McCabe/Fisher** for the Traffic Safety Commission to direct City Staff to investigate and pursue the process for appealing ODOT's past decision and request that the pedestrian activated signal be installed, and to solicit from the School District support for the signal at the intersection of College and Foothills Drive in the form of a letter. Motion carried unanimously.

Chief Tardiff contacted Yamhill County Sheriff's Office and suggested they reduce the speed for Chehalem Drive next to the school grounds. They agreed and have requested a speed reduction

for the area.

**B) Staff report regarding speed bumps, speed humps and traffic circles (Anderson)**

Larry Anderson distributed a copy of a mailer the City of Tigard Engineer is using relating to speed bumps. Their program is patterned after the City of Portland. He outlined the process used:

- Tigard is broken into fourteen zones
- Citizen involvement teams debate which ones of the streets deserve the speed bumps
- Based on the vote of the team, who also solicits public input, develop a plan.
- Each zone decides the location within the zone
- They prioritize the sites for the speed bumps
- They send maps and get votes from the citizens along the route for bumps
- The City council provides the deciding vote
- 60% approval of property owners is required before they are considered for bumps
- Tigard budgeted \$20,000 contract with the paving company for the project for this year. Does not include signs.
- 30 bumps have been installed so far
- Costs are approximately \$1,000 per bump
- They place them 300-400 feet apart. (Portland used 700 feet but they determined it to be too far apart.)
- The shape of the bump is important because it will throw you out of control if is not.

Larry indicated there is quite a bit of signage involved: paint leading up to bump and the signs on either side of bump.

They considered local residential streets or local collector streets with a lot of residential and driveway access in the range of 2,000-3,000 cars per day with higher speed cut-through traffic. Schools are a consideration in the engineering ranking, but none of the sites picked by the team were near schools.

Larry Anderson went through the traffic counts for our streets. He indicated we have no local streets that would warrant bumps, but we do have collector streets that would meet the warrant criteria. We have on record a letter in opposition to speed bumps from the Newberg Fire Chief.

Discussion ensued. Bob Andrews asked if the Traffic Safety Commission wanted to recommend something on a trial basis and asked whether or not enough information existed to develop standards for speed humps in Newberg. Larry indicated there is enough information but the City would have to budget the funds to cover any project. It was suggested City staff watch for grant moneys to assist as a funding source.

Chief Tardiff indicated that speed bumps would cause enforcement to shift from one area to another. He suggested Vittoria and Aquarius or Haworth as good pilot areas. Larry noted these were collector streets and traffic should be encouraged to use these streets. He did concede that they were the only streets to meet the warrants. Chief Tardiff argued that the problem of cut-through traffic will only escalate once the improvement project for Hwy. 99 begins.

Bob Andrews turned discussion to a possible time line. He suggested the matter be discussed again in November, proposed as a Council item in December, and scheduling a public hearing in February.

Larry indicated he would like to know that funding was available before approaching a particular area as a pilot project. Consensus was it would be good to get 60% support from area residents.

Larry suggested a possible pilot project would be for a raised sidewalk in front of Mabel Rush School and said it would be a good opportunity to educate people about speed humps and what they do. It would make people familiar with the hump, and the second phase would be to get the traffic counts, surveys, etc. Pros and cons of a test project vs. 100% commitment were discussed.

Chairman Andrews indicated he senses a general consensus to go with the pilot project. The matter was deferred until the November meeting.

**C) Report on request for stop signs or barricade on Sheridan Street (Anderson)**

Bob Andrews asked Larry Anderson if he had any update on the requests for two stop signs at the intersections of Sherman & Lincoln and Sheridan & Harrison, or to dead-end Sheridan Street. (July Minutes, Page 7) Larry indicated he was not prepared to report at this time. The matter will be put on the November agenda.

**D) Staff report on the tractor/trailer permit ordinance**

Chief Tardiff indicated the City Council passed a permit process for motor trucks and tractors to be issued out of the Police Department with approval of the City Manager. The permits are pretty much as discussed before; however, Council took the reference to trailers out of the ordinance. The City Council said they did not want trailers parked in or adjacent to any residential area. There is no permit process for trailers. Chief said they can park them during the day without a permit. During the night they need a permit. Storage of a motor vehicle on a city street is 72 hours.

Chief stressed that he does not see this as a big issue. Complaints are generally on the trailers rather than the trucks. We are still left with the issue of trailers and whether they belong on city streets anywhere. Another issue is that most of the truck tractors violate the overweight statute with regard to our truck routes. Even with a permit they are probably in violation getting to and from their parking place.

Bob Andrews indicated that what the chief is saying is the position that the Traffic Safety Commission was trying to convey to the City Council. Some prohibitions are already in place and the Traffic Safety Commission wanted to strengthen the sanctions to provide the Police Department with an effective enforcement tool.

Andy Anderson indicated that the truck routes are not marked. Bob Andrews said trucks can make deliveries on any street that is the most direct route to their delivery site.

Bob Andrews indicated he attended the Council hearing and represented the position of the Traffic Safety Commission, and the Council adopted the ordinance.

**E) Update on ordinance revision clarifying the jurisdiction of the Traffic Safety Commission, streamlining some processes, and developing a clear appellate process (Mahr)**

No report.

## V. COMMUNICATIONS:

**Steve Roberts**, 814 E. Hancock, Willamette Analytical, addressed the Traffic Safety Commission on two issues: 1) tractor/trailer permit plan, and 2) towing of discarded vehicles.

Mr. Roberts attended the City Council meeting and urged them to consider a ban on all trailer parking within the city. He felt they tractor operators have no right to use the streets for storage when they are paid for by citizens through their city taxes. He considers the use of city streets for storage as a completely different issue from vehicle transport and storage. Further, a parked U-haul for private use would be allowed by permit only. Parked trucks should be turned off and not parked with their motors running. He encouraged the Police Department to be much firmer on the 72 hour towing restriction. Further he suggested that vehicles without current registration, or with an expired or no license plate be towed on discovery.

Andy Anderson indicted he had a neighbor complain that he saw two police officers riding their bicycles on the sidewalk. Chief Tardiff responded that sometimes officers must drive or ride into areas where citizens cannot ride or drive because of circumstances. He asked how do you enforce the law if you do not allow the enforcers in there to enforce the law.

Responding to a comment by Dick McCabe, Larry Anderson indicated that complaints of skateboards and bicycles in Springbrook Plaza need to be directed to the store owners.

Larry indicated that No Parking signs will be posted on both sides of Springbrook in the area of the left turn lanes.

A three-way stop was required as part of the design review of the development at Deborah and Emery roads near the high school. The corner is being widened and it is creating a visibility problem. The road is still being used for construction.

Bob Andrews asked Commission members to reconsider holding regular monthly business meetings with public hearings held on alternate months. He suggested holding the business meetings on the odd numbered months and public hearings on the even numbered months. Public testimony would be taken at the public hearings and decisions made at the business meetings.

Larry Anderson will contact DCI on Springbrook Road regarding installing a stop sign.

A second radar trailer will arrive in November and power drops for recharging the radar trailers have been installed near the Coffee Cottage, Naps, and the intersection of Foothills Drive & College.

## VI. ADJOURN:

There being no further business to come before the Traffic Safety Commission, the meeting adjourned at 9:05 p.m.

  
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Mary Newell, Recording Secretary

# NOTICE OF MEETING AND AGENDA

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### IV. REPORTS :

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- B) Staff report regarding speed bumps, speed humps and traffic circles (Anderson)
- C) Report on request for stop signs or barricade on Sheridan Street (Anderson)
- D) Staff report on the tractor/trailer permit ordinance (Mahr)
- E) Update on ordinance revision clarifying the jurisdiction of the Traffic Safety Commission, streamlining some processes, and developing a clear appellate process (Mahr)

### V. COMMUNICATIONS:

### VI. ADJOURN TO NEXT MEETING:

Adjourn to next meeting on November 13, 1995, 7:00 p.m.

Posted: September 1, 1995