

TRAFFIC SAFETY COMMISSION MINUTES

Monday, May 13, 1996, 7:00 p.m.

Newberg Public Library, Upstairs Conference Area

PRESENT: Chairman Bob Andrews, Doris Brandt, Dick McCabe, Dick Meyer, Don Matthews, Andy Anderson, Glenn Benedict, and Earl Sandager

ABSENT: Jerry Fisher

STAFF

PRESENT: Larry Anderson, Cpl. Art Pohl, and Mary Newell

VISITORS: Mike Wallace, Lloyd Hinkle

I. CALL MEETING TO ORDER:

Chairman Andrews called the meeting to order.

A) Review and approve minutes of March 11, 1996.

Motion: McCabe/Brandt to approve the minutes as written. Motion passed.

II. STAFF REPORTS - GENERAL INFORMATION:

Police: Cpl. Art Pohl reporting.

Using the overhead projector, Cpl. Pohl made an informative presentation on how to read and interpret the radar reports generated by the radar trailer.

Traffic Safety Commission Committees: No reports.

Engineering: Larry Anderson, Engineering, reporting.

Several projects are underway or completed. Funding for speed bumps (\$5,000) and school crossing signs (\$6,000) were approved by the Budget Committee. The City Budget goes to the City Council for final approval in June.

Larry played a video tape produced by the Oregon Department of Transportation (ODOT) which explains the Brutscher to Main Street Project. The 20-minute video was produced for ODOT by CH2M Hill. Larry indicated that it was a pretty good explanation of a difficult traffic management project and that the key issue is whether or not to install a median along the strip. The video explains how the median works. ODOT appears to be in favor of the median option; opposition to the median appears to be from businesses along 99W.

A copy of the video is available at the Community Development Office and a copy is available for check-out at the Newberg Public Library. Discussion followed Committee's viewing of the video. Larry summarized particular points of the plan:

- ODOT wants to improve safety and efficiently move traffic through town
- Alternatives include a new signal at Elliott and Villa Road improvements
- ODOT is proposing to allow U-turns at all intersections
- No studies or background data is available to show the effect of a raised median to the businesses
- Median will be transversible for emergency vehicles and will give a pedestrian refuge
- Crosswalks are planned to be away from the intersection
- Driveways will be consolidated and cross-access easements will be used for access from one property to another rather than requiring drivers to pull onto 99W and then turning into neighboring businesses
- The median plan reduces the number of conflict points, thus reducing the number of accidents

Chairman Andrews questioned why there is no representation of the Traffic Safety Commission involved in the process given the duties assigned by Council to make recommendations on Traffic Safety Issues as outlined in Section 8 of Ordinance No. 96-2427. He feels there should be some input to the Technical Advisory Committee. Dick Meyer pointed out that few Commission members attended the open public meetings held by ODOT, but agreed with the need for representation. Earl Sandager noted the Commission's lack of expertise in the technical aspects requiring input and felt the Commission did not have the faculty or knowledge to make the plan.

Larry Anderson indicated that ODOT is formulating two alternative plans to bring to the citizens at a public meeting in Fall '96.

Mike Wallace commented on the need for painting and maintaining crosswalks on Hwy. 219 at the Villa Road connection. Anderson advised that ODOT is responsible for crosswalk maintenance. He noted that either option, median or no median, would improve the Hwy. 219/Villa Road connection point.

Earl Sandager suggested that rather than assigning a committee member to be on the committee, that they look at the overall project and make a recommendation. Andrews agreed and asked Larry Anderson to provide more information on the project.

Larry Anderson will find out the date for the next ODOT informational meeting and advise. If no meeting is scheduled for the summer, he will arrange for a presentation from one of the ODOT staff.

III. OLD BUSINESS: None

IV. NEW BUSINESS:

A) Consider request to close access to Hwy. 99W at 7-11 Market

Chairman Andrews indicated a personal awareness of the problems of the area and suggested a median or barrier be installed similar to the situation at the BP station to preclude a left turn off 99W into the 7-11 lot. Don Matthews questioned how that would affect the adjacent businesses.

Larry Anderson noted there were forty-five recorded accidents in the area over the last four-year period. He noted the complaint stems from rear-end collisions, not left-turn or median-related accidents. He noted that both ODOT options for 99W proposes a median barrier from Villa Road to River Street. Both options would effectively close the access from 99W into the 7-11. Staff recommendation was no action at this time, with concurrence by Committee. The secretary will send a letter to Mr. Rainieri.

Other issues raised during the discussion included:

- ▶ Lloyd Hinkle, retired Yamhill County Deputy Sheriff, noted that crossing double yellow lines is an illegal turn. Chairman Andrews noted that an illegal turn is an enforcement issue; Cpl. Pohl will advise the Chief of Police.
- ▶ Vehicles which "piggyback" other vehicles when moving through the intersection of Hwy. 219 onto Hwy. 99.

Larry Anderson indicated both issues would be resolved with the realignment, with an easier, wider right turn radius. Larry noted he would suggest to ODOT to add something in the driver's vision.

B) Toll Roads - How active do we want to be in the evolution?

Committee was referred to handouts located in their packets. The matter will be up for discussion at a future time.

V. REPORTS:

A) Report on Cameo Theater parking

The signage has been posted.

B) Update on school signage and crosswalk striping

Street striping, arrow work, and other touch-up work is underway, weather permitting;

The City has scheduled the painting of crosswalks for late summer prior to the start of school. Painting is done twice yearly, spring and just prior to fall, weather permitting.

C) Downtown parking and truck parking

Chairman Andrews was unable to make contact with the State regarding funding. The matter was set over to the next meeting.

VI. COMMUNICATIONS FROM THE FLOOR:

Lloyd Hinkle, "55 Alive" program for seniors, reported that one area of the program is requiring students to list and report areas of concern. These are summarized as follows:

- ▶ Fulton and Villa, House on Right.
Tree sticks out and have to pull up too far to see traffic coming from right.
- ▶ Fulton and Villa.
Going east on Fulton, view is obstructed by fence and bushes as you approach Villa (on the right)
- ▶ N. Center and N. Cherry Street
Going north on N. Center, as you approach N. Cherry Street to turn right the view is obstructed by vehicles parked too near intersection 75% of the time.
- ▶ Lots of streets need repainting, especially the turning lanes
- ▶ Sidewalks needed on Villa Road
- ▶ Corner of Vermillion & Main & 240 needs changing
- ▶ Intersection of North Main and Hancock, southbound
A double lane should developed here, one lane for those going straight ahead and a right turn lane for people heading towards McMinnville. There is room for this (The road is wide enough if parking on the right side is eliminated.) And it would help reduce the long lines of traffic backed up at the stop light.
- ▶ A right hand lane is needed on Main Street at the intersection of Main (Hwy. 240) and Hancock (Hwy. 99W) so one can turn right onto 99W instead of standing in a long line of cars which intend to go straight. This would require taking out a few parking spaces on the right side of Main Street.

- ▶ It is impossible to see cars traveling west on Second Street when exiting Nap's parking lot from the rear onto Second. Cars park so close to the left of the exit drive and one is so low at the exit there is no visibility to the left.
- ▶ The exit from the parking lot of Mike's Pharmacy and 7-11 Shop onto Villa Road is a nightmare for cars coming in any direction. The exit is much too close to the busy intersection. Unfortunately, if one exits the other way and can only turn right but wishes to go north rather than south on 99W, he must travel clear to river or further to get turned around. There needs to be a way to exit onto Sherman and then back onto Villa.
- ▶ The left hand turn lane onto Villa from 99W is too short. There can be a long line of cars traveling north stopped at the traffic light and the left hand signal turns green and one is too far back in the line to legally get in the left hand turn lane.
- ▶ At the corner of Main & Pinehurst are two (Fir?) *trees that really hamper our view when we want to make a left turn there. Also, there's a short curb there and often a truck or car is parked there further hampering one's view. We have to pull out too far for a peek at what may be coming towards us. Thanks.

* I think the problem with the trees is that their boughs grow down to ground level. Usually parking strip trees are trunks-only up to vision level.

- ▶ Corner of Walnut and Pecan Court
Cars park too near corner. No yellow paint.
- ▶ Corner of Walnut and Filbert Court (*or Walnut and Deborah. See attached map*)
A fence creates a blind corner to the right.

Dick Meyer voiced concern that vehicles for sale are blocking the sidewalks of City property.

Larry Anderson advised Bob Andrews to contact Will Bradshaw, ODOT, regarding a traffic light at Hwy. 219 and Foothills.

Regarding crosswalks near the swimming pool at Villa and Hayworth, Staff indicated that the work at George Fox is volunteer and the project is progressing to align the driveway with Hayworth. Work should be completed before the end of summer.

Larry reported that it appears there may be some funding in the budget to look at some preliminary design work regarding alignment of sidewalks along Hwy. 219. The project which would require sidewalks to be realigned from the railroad tracks out past the developments is identified in the Transportation Plan but has not been funded. In the meantime, new development on the north end will construct sidewalks and curbs as development is built.

Future plans for Hwy. 219 include a center lane.

VII. ADJOURN TO NEXT MEETING:

Motion: McCabe/Brandt to adjourn. There being no further business to come before the Traffic Safety Commission, the meeting adjourned at 9:10 p.m.



Mary Newell, Recording Secretary

NOTICE OF PUBLIC MEETING AND AGENDA

TRAFFIC SAFETY COMMISSION
Monday, May 13, 1996
7:00 p.m., Newberg Public Library

I. CALL MEETING TO ORDER:

- A) Review and approve minutes of March 11, 1996

II. STAFF REPORTS - GENERAL INFORMATION:

- A) Chief of Police
- B) Engineering
- C) Traffic Safety Committee Sub-Committees:
 - 1. Community Relations
 - 2. Pedestrian Safety
 - 3. Parking Safety (passenger vehicles & trucks)
 - 4. Traffic Control & Obstructions

III. OLD BUSINESS:

IV. NEW BUSINESS:

- A) Consider request to close access to Hwy. 99W at 7-11 Market
- B) Toll Roads - How active do we want to be in the evolution?

V. REPORTS:

- A) Report on Cameo Theater parking
- B) Update on school signage and crosswalk striping
- C) Downtown parking and truck parking

VI. COMMUNICATIONS FROM THE FLOOR:

VII. ADJOURN TO NEXT MEETING:

ACCOMMODATION OF PHYSICAL IMPAIRMENTS:

In order to accommodate persons with physical impairments, please notify the Office of the Chief of Police of any special physical or language accommodations you may need as far in advance of the meeting as possible and no later than 48 hours prior to the meeting. To request these arrangements, please contact Mary Newell at (503) 537-1221