

TRAFFIC SAFETY COMMISSION MEETING MINUTES
Monday, September 14, 1998
7:00 P.M., Newberg Public Library

PRESENT: Bob Andrews, Dick Meyer, and Don Matthews.

ABSENT: Glenn Benedict, Doris Brandt, Mac McDonald, Terry Mayfield, and Marcia Lauseng

STAFF PRESENT: Larry Anderson, Cindy Bolek, and Mary Newell.

I. Call Meeting to Order:

There was not a quorum of the Traffic Safety Commission. Bob Andrews opened the meeting of Monday, September 14, 1998, at 7:00 p.m. to provide those attending an opportunity to speak.

Review and approval of the minutes of May 11 and June 8, 1998, was set over to the next regular meeting.

II. COMMUNICATIONS FROM THE FLOOR:

Joe Roarke, 1014 Cherry Street, outlined two concerns:

(1) lack of visibility on Meridian from Fulton due to vehicles parking on Meridian. Roarke would like to see a yellow curb painted back from the intersection to keep vehicles from parking up to the corner.

(2) cut-through traffic from Center Street to Cherry Street which then cuts through Friendsview Manor. Because of equipment and vehicles parking on Cherry Street, the travel lane is reduced to one vehicle. Roarke asked for a "dead end" or "no outlet" sign on Center to encourage local traffic only.

Cindy Bolek indicated that Friendsview Manor is private property. Officials would need to sign a complaint against those who cut through their property. Friendsview would need to notice the violator before the police could follow up on the complaint. She invited Mr. Roarke to have the manager contact her if he wished to proceed on this issue. Larry Anderson indicated that "No exit" or "Not a through street" signs were standard and not expensive. He indicated these signs will not work against those who are familiar with the area and routinely use this route as a shortcut. It would, however, address those persons who are unfamiliar with the area.

Regarding the lack of visibility, Bolek indicated that visibility from Fulton onto Meridian was also an issue with the residents of Spaulding Oaks and this issue will be an agenda item for next month's meeting.

Andrews suggested that Friendsview Manor consider installing a carded gate, taking into consideration that the entrance is the access for emergency vehicles and the

senior busses.

Helen Liere, ACTS Oregon, dropped by and discussed the program. She routinely visits all the Traffic Safety Commission in Oregon. ACTS Oregon is a non-profit organization which raises funds to address local traffic issues. Currently there are fifty-five Traffic Safety Commissions which are pretty active. She outlined current safety projects: child safety seats, DUII drug and alcohol, school zones, etc. She advised that the bicycle safety grant applied for by the Traffic Safety Commission has been approved.

III. NEW BUSINESS:

A) Communication requesting stop signs, crosswalks or speed bumps at the intersection of Tenth and Willamette, across from Scott Levitt Park

There was no one in attendance to speak on this issue. Matter tabled to next meeting.

B) Request of Roger Currier for a two-sided speed sign for Pinehurst Street

Roger Currier, 904 Pinehurst, addressed the Commission. His concern is speeding on Pinehurst. Currier has been working with City staff to see what can be done to slow the traffic on Pinehurst. The radar trailer has been out and speed studies have been done. People see the hoses and slow down temporarily. There is no 25 mph speed sign on the full length of Pinehurst from Hwy. 219 to N. Main Street. Currier said that both Pinehurst and Columbia streets act as speedways for persons traveling east/westbound between Hwy. 219 and Hwy. 240. Hwy. 219 is posted 35 mph.

Currier, in an effort to slow traffic, painted a "25 MPH" on the street. He painted it freehand; some neighbors liked it and some did not. Currier indicated it was very effective but illegal. Currier asked that the City try painting the speed on the street and offered Pinehurst Street as the test site. He suggested this type of surface sign would reduce the sign pollution in the City. Currier proposed speed humps as a good deterrent at a later date.

Currier confirmed that there was a double sided speed sign in front of his residence, under the street light. This would always be visible on the south side. Currier indicated that police officers do what they can and he appreciates their assistance.

Responding to a question from Andrews, Larry Anderson indicated that markings on the pavement would be more visible than road signs if the painted markings were kept up. Anderson indicated that reflective paint is painted on while the lines are wet. DEQ regulations require the lines to be a water-base paint that wears very fast, lasting approximately six months. City staff is looking at thermoplastic because it is more durable. The cost of a double-sided sign would be approximately the same cost as a

thermoplastic sign on the street.

Meyer asked what site would be most appropriate for a sign on the street to be painted. Currier said directly in front of his residence would be good, just under the street lamp.

Anderson advised that anything that was painted on the street would have to be based on the warrants required by the *Manual of Uniform Traffic Control Devices*. Signs would be placed on both sides of the street, whether road markings or posted signage. Studies show that new signs are effective but their effectiveness is reduced over time. Anderson suggested that the positive public reaction to the hand-painted sign on the street was because it was new. He indicated that if a road surface sign were kept up and looking new, probably its effectiveness would lessen in time.

Anderson indicated that there are approved signs off College that make people aware that they are entering a 25 mph zone. Anderson asked that if Commission approves painting the speed on the street surface, that a speed count and survey be done before and after the painting to determine their effectiveness.

Due to lack of quorum, this item was set over to the next meeting.

C) Discussion regarding installation of crosswalk and stop signs of east and west side of 7th and Meridian street intersection creating a four-way stop and restricting stopping and parking during school hours

Dione Baumer, 617 South Meridian, indicated that traffic is causing concern for children safety in the vicinity of 7th and Meridian, just east of Edwards Elementary School. Neighborhood traffic, school traffic, delivery, and bus traffic, all combine to create an unsafe situation for children walking to and from school. Not all streets have sidewalks, and vehicles don't always stop for the busses or children using the one crosswalk.

Cindy Bolek, Community Resource Technician for the Newberg Police Department, drew attention to the white board where a drawing outlined the area (see attached). She said that she had met with John Goad and Larry Anderson to look at ways to correct the problem. Edwards Elementary School opens the locked gate at the northeast corner at 6th street to one way beside the District Office. Vehicles park on 7th Street. There is a conflict with cars, busses and delivery traffic going down 7th to school and up the easement from Sixth past 7th, heading south towards 9th street.

Neighbors and city staff met to evaluate possible solutions. Proposed was to eliminate parking on 7th between Meridian and the one-way easement. This would prohibit vehicles from parking and open up the visibility. Other suggestions included a four-way stop and installing crosswalks.

Terri Wright, 621 So. Meridian, said there are no yellow zones so people park next to the corner. Children are not visible and walk out from between the parked cars. At times, vehicles roll through the stop signs putting children in danger.

Cindy Bolek has had discussions with the School District and they are willing to work with the City and neighbors to see what can be done.

Anderson confirmed that there is an assumed crosswalk at every intersection. Cindy Bolek said that children would be more likely to use the crosswalk if it were painted. Anderson indicated that since the crosswalk is in the school zone it does not have to meet the 50 feet standard. Carla Lawson, 901 E. 7th Street, indicated there are no school zone signs on 7th Street to advise drivers that they are entering a school zone. She said that people seem to favor that area as a desirable drop off point for their children.

Responding to Bob Andrews regarding the area identified as the school zone, Larry Anderson said he met with the principle and they broke the surrounding area into grids. Then they worked out the best and safest travel lanes for the children to use when going to and from school. The idea was to keep the children crossing the main streets in certain locations.

Lawson said that the masses of kids disperse as they get further and further from the elementary school. In addition, there are the middle and high school students who also are dropped off at corners who scatter in several directions. There is no way to get to the marked crossing without first crossing the street at an unmarked intersection.

Larry Anderson indicated the City could install a school zone sign at mid-block on 7th at Meridian and a four-way stop would not adversely affect anyone. Anderson indicated that four crosswalks could be installed but would not be recommended.

Bob Andrews suggested that the Fines Double in School Zones signs had not been universally applied.

Neighbors present indicated the Ward family would not be opposed to eliminating parking. There was no objection of Anderson's suggestion for one-way. Other alternative suggestion were to allow busses only or close 7th at Meridian, vacating that portion of 7th street. Bolek felt vacating 7th might be too limiting. Citizens present were amenable to no parking during school hours, noting that evening activities don't have the large number of children present. They indicated the Wards have some difficulty with vehicles blocking their driveway.

Cindy Bolek indicated that the markings would have to be no stopping or no parking for police enforcement purposes.

Due to a lack of quorum, this issue was set over to the October meeting.

D) Request of Richard Swart and petitioners for (1) post signs to cease the parking of semi-trucks only to deliveries into the subdivision known as Emery Orchards and (2) install 25 mph speed humps on 2nd and 3rd street to control the traffic.

No one in attendance to discuss this proposal. Due to lack of quorum, this item was set over to the next meeting. Larry Anderson indicated that Emery Orchards is a 50-lot subdivision between Everest Street and Hwy. 219.

A letter from Daniel S. Mallery, 210 Corinne Drive, in opposition to installing speed bumps was entered into the record. Mr. Mallery had no opinion on restricting large truck parking in Emery Orchards subdivisions.

E) Ratification of Police Chief's authorization to install traffic control devices on Libra Street at Crestview Drive

Mr. Babin, 1904 West Lake Loop, indicated he had been in contact with City staff regarding his request for a stop sign on Libra Street at Crestview Drive. Babin is happy with the new stop sign and says that the adjacent neighborhood association is pleased also. Babin expressed concern with a pickup truck and Dooley parked on Crestview which blocks the view for those at the stop sign. Yellow curbing has been painted along Crestview back from the stop sign. There is no curbing on the north side of Crestview. Babin suggested no parking signs along the north side of Crestview because of the narrowness of the roadway makes it difficult to travel when vehicles are parked on both sides of the unimproved street.

Andrews indicated that he does not foresee any problems with approving the ratification of the Police Chief's authorization to install the stop sign but formal approval would be set over to the next meeting due to lack of a quorum.

F) Ratification of Police Chief's authorization to set 15 mph curve speed through curves on Cedar Street

Due to lack of quorum, this item was set over to the next meeting.

G) Review of proposed ordinance regarding use of bicycles, skateboards, scooters, unicycles, roller blades and roller skating within the Newberg city limits

Due to lack of quorum, this item was set over to the next meeting.

H) Discussion regarding Red Light Cameras

Referring to memorandum from Chief Tardiff, Bolek indicated that Oregon law does not currently allow those types of lights. The OACP (Oregon Association of Chiefs of Police) is working on changing the law to allow their use throughout Oregon. Chief Tardiff will keep the Traffic Safety Commission up-to-date on this legislation.

IV. OLD BUSINESS:

- A) Intersection of Springbrook Road and Haworth Street**
- ▶ **Report on contributing factors on rollover accident May 5, 1998**
 - ▶ **Request of John L. Brewster for a 25 mph on Springbrook from north of Rite Aid Drug Store to South of the Fred Meyer/US Bank access road**
 - ▶ **Request of Thelma Olds requesting four way stop at the intersection of Springbrook Road and Haworth**

The contributing factors are located in the Chief's memorandum. This item was set over to the next meeting.

Larry Anderson reported that the intersection of Springbrook and 99W, as part of the Brutscher to Main Street Project, is being redesigned. ODOT has jurisdiction over the intersection and Springbrook Street just north and south of the intersection. The City has set aside funds to make necessary improvements to that length of Springbrook Road immediately north and south of the intersection of Hwy. 99W and Springbrook Road. This project is scheduled to open for bids in the year 2000 with construction in 2000. Construction will continue into the 2001 and 2002 seasons.

The intersection of Hayworth and Springbrook may see some changes before 2001 due to proposed development of the last retail pad in Springbrook Plaza. Staff is looking at moving the entrance to Springbrook Plaza to align opposite Haworth Street.

A letter from John L. Brewster in opposition to the 35 mph speed limit was distributed to Commission members. Brewster supports a reduced speed of 25 mph for the area. The letter will be entered as part of the record. Mr. Brewster was on vacation and unable to attend the meeting.

B) Staff report on meeting with Nap's regarding posting an exit only for Nap's Main Street entrance.

Larry Anderson indicated he had met with Nap's owner Rich Peterson and he is willing post a sign that says "Exit Only" and hope for voluntary compliance.

C) Explore "No Parking" on South Elliott

Larry Anderson indicated that now that Current Electronics has moved, it would be a good time to designate the area as no parking. The industrial park was designed to provide off-street parking to handle all employees and visitors.

V. STAFF REPORTS - GENERAL INFORMATION:

- Chief of Police -

The police department has a new motorcycle and new Motor Officer Chris Rasmussen will be out on traffic as soon as training is completed. Sergeant Dave

James is now the Traffic Sergeant. Andrews suggested saturation patrols in the area of Newberg High School. Suggested that the police department do a series of public information articles in the local media relating to basic rules of driving, traffic safety issues, and defensive driving. General discussion regarding the Sitka Neighborhood Watch meeting.

- Engineering

First Street signals project went out to bid two weeks ago. Contract not yet awarded. If it's approved, citizens should see some activity towards the end of October. Project includes curb extensions, new signals at Howard and First, and Meridian and First. Project will be completed in the spring. Signals go up first, and come spring ODOT will grind the road, overlay and re-mark it. They are installing a bike lane.

- Sub-Committees - No report.

VI. REPORTS:

- Road condition of Sierra Vista between College and Meridian - No report.

- Speed humps

Larry Anderson reported that the issue of speed humps and traffic calming devices in general will be an agenda item at the Planning Commission meeting scheduled for September 23rd. The consultant has recommended that traffic calming devices be added to the City's Transportation Plan. Another segment of the update is design guidelines for new development.

- Status of ACTS Mini Grant for producing video tape Public Safety Announcements and new bike helmet grant application (Bolek)

Cindy Bolek showed the latest and last video produced as part of the ACTS Mini Grant from 1997, narrated by Bill Shonley. A total of five traffic safety videos have been produced. The fifth video targets specific fire and police issues and provides more in-depth discussion and is approximately 20 minutes long.

Cindy Bolek outlined a new ACTS Oregon Mini grant for bicycle helmets and bicycle related safety materials. The \$3275 grant will purchase 300 bicycle helmets, miniature signs and obstacles for the bicycle rodeo course, displays and educational materials for presentations, and production time for producing a video. Helen Liere, ACTS Oregon, indicated the grant had just been funded.

- Staff report on sign ordinance - This item was set over to the next meeting.

VII. ADJOURN TO NEXT MEETING: Meeting adjourned at 10:05 p.m.

The next meeting will be held at 7:00 p.m., Monday, October 12, 1998, in the Training Room at the Public Safety Building, 401 E. Third Street.

Mary Newell 10/12/98