

TRAFFIC SAFETY COMMISSION
Monday, October 12, 1998
7:00 p.m., Public Safety Building

PRESENT: Bob Andrews, Dick Meyer, Doris Brandt, Glenn Benedict (to 8:45), Don Matthews, Terry Mayfield, Everett Clarkson, and Howard (Mac) McDonald.

STAFF PRESENT: Police Chief Bob Tardiff, City Engineer Larry Anderson, and Recorder Mary Newell.

I. CALL THE MEETING TO ORDER.

Bob Andrews opened the meeting at 7:08 and introduced new Traffic Safety Commission member Everett Clarkson. He urged members whose memberships are due to expire December 31, 1998, to reapply to serve on the Commission.

A) Review and approve minutes of May 11, June 8 and September 14, 1998.

Motion: Brandt/Meyer to approve the minutes of the May 11, 1998 meeting as written. Motion carried.

Motion: Benedict/Mayfield to approve the minutes of June 8, 1998, as written. Motion carried.

Motion: Meyer/Mayfield to approve the minutes of the September 14, 1998 informational meeting as written. Motion carried unanimously.

II. COMMUNICATIONS FROM THE FLOOR: None.

III. 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.**

Chief Tardiff reported that the cause of the accident was the driver on Haworth failing to yield to Springbrook traffic and was hit broadside by a vehicle traveling south on Springbrook. Tardiff read his written report. Responding to a question from Bob Andrews, the Chief indicated he had no objection to lowering the speed to 25 mph but that speed was not the cause of this accident. He indicated the cause was due to the design of the intersection at Haworth and Springbrook and the driveways into Springbrook Plaza, the conflicting traffic patterns and the resulting traffic congestion.

Andrews insisted that the seriousness of the accident would have been minimized had the southbound driver been going at a lower rate of speed. Tardiff indicated there was no way to confirm that, however, it seemed reasonable.

Drawing Commission members attention to the September minutes, Bob Andrews indicated the City Engineer reported that further work was to be done as far as restructuring the intersection as part of the Brutscher to Main Street Project. Anderson confirmed that the City had jurisdiction over the speed limit on Springbrook, with a proviso that the State could intervene if the speed affects the traffic signal at Springbrook and Hwy. 99W.

Andrews surmised that Brewster was suggesting a 25 mph speed boundary from just north of Rite Aid to just south of the Fred Meyer shopping center.

McDonald asked Chief Tardiff to confirm his position. Tardiff reiterated that reducing the speed would not have much affect in controlling accidents, that it was the intersection which creates the traffic problem. Tardiff indicated you could possibly reduce the severity of the accidents by a reduction of speed, but not the number of accidents.

Dick Meyer asked whether painting stop lines would help clarify for drivers the turning patterns. Anderson did not think there would be much benefit.

Matthews said with the amount of congestion at the intersection at all times, there isn't much opportunity for very many speeders. Andrews disagreed.

McDonald feels that the left turns hold up traffic adding to the congestion.

Andrews proposed that drivers entering the congested area were not reducing their speed and suggested that a reduction in the 35 mph to 25 mph would help them to modify their behavior. Further, he said, that if this is the case the 25 mph would have to be extended further north, beyond the Rite Aid entrance.

Dick Meyer suggested the reduced speed might need to be pushed further north, as far as Aquarius, up near the new fire station.

Discussion moved to South Springbrook, south of Hwy. 99W. Chief Tardiff indicated that the City limits extended to approximately the Fernwood Grange Hall. Larry concurred, confirming that the portion of Springbrook beyond the grange hall was Yamhill county road posted at 45 mph.

Larry Anderson confirmed the City would have jurisdiction over the speed of that area just north of Rite Aid and south to the Fernwood Grange Hall. The State would have to approve any signal that was installed at Haworth and Springbrook, although this is not planned.

Citing the numbers of children crossing Springbrook Road and the fact that the area is

residential, Terry Mayfield suggested pushing the 35 mph limit north to Crestivew.

Larry Anderson pointed out that Springbrook Road is a Collector Street in the Transportation Plan, which calls for 35 mph streets for collector streets. It's a major north south street which is suppose to take the traffic off the local streets, making it more convenient for residents on paralleling local streets. In congested areas or special areas it is appropriate to change the speed; however, it is the plan that all collector streets are designed to be and handle 35 mph. They have fewer access points than local streets. They are more heavily used but with fewer access points.

Responding to a question from McDonald, Chief Tardiff indicated we do enforce the speed on Springbrook outside the city limits, we just can't designate the speed.

McDonald indicated the trailers parks located on So. Springbrook have contributed to congestion on the south side of Hwy. 99W.

Motion: Meyer/Brandt to reduce the speed on north Springbrook from 35 to 25 mph from the vicinity of the new fire station to south Springbrook in the vicinity of the Fernwood Grange.

Discussion on the motion.

Andrews asked Larry Anderson to comment on where the 25 mph speed limit should begin on Springbrook, near Douglas or Aquarius. Anderson indicated he did not recommend changing the speed that far north. He recommended reducing the speed only in the congested area or posting the area as a "congested area."

Matthews said the problem is not speed, its the congestion. Andrews felt if that reducing the speed will help minimize the accidents, he feels the Traffic Safety Commission should reduce the speed. Chief Tardiff concurred with Larry that the speed should only be reduced in that area of congestion.

Larry Anderson said he'd post the area like a school crossing: approximately 300 feet back from the congested intersection, the nearest driveway on Haworth.

Anderson indicated he would recommend the same for So. Springbrook, post it approximately 300 feet from the Fred Meyer intersection.

AMENDMENT TO THE MOTION: Meyer/Brandt amended the motion to reduce the speed on N. Springbrook from 35 to 25 approximately 300 north of the north entrance/exit from Springbrook Plaza and reducing the speed from 35 to 25 for that area approximately 300 feet south of the Fred Meyer/U. S. Bank access on So. Springbrook. Motion carried. 6 favor, 2 opposed.

VOTE: **Yeas - Meyer, McDonald, Clarkson, Andrews, Benedict, and Brandt.**
 Opposed - Mayfield and Matthews.

Larry Anderson indicated meant to convey his recommendation as (1) to post the area with Congested Area signs 300 feet back from the intersection or (2) reduce the speed from 35 to 25 for those areas. Anderson, responding to question from McDonald, indicated the Traffic Safety Commission could approve both.

MOTION: Brandt to reconsider the previous motion regarding reduction of speed limit on Springbrook, both north and south.

Larry Anderson confirmed that So. Springbrook is also designated a collector street.

The motion died for lack of a second. The original motion stands.

MOTION: McDonald/Brandt to post both N. Springbrook and S. Springbrook as "Congested Areas" in addition to reducing the speed limit from 35 to 25 mph. Motion carried unanimously.

As a Limited Traffic Decision, a notice of this decision will be mailed to affected property owners and who will have a fourteen day appeal period from the date of the notification.

Regarding the request of Thelma Olds for a four-way stop at the intersection of Haworth and Springbrook, Bob Andrews suggested a public hearing would be appropriate if the Commission chooses to pursue it.

Larry Anderson indicated that a four-way stop would have to be discussed with the Oregon Department of Transportation (ODOT) and will probably be resolved in the Brutscher to Main Street Project. They are redesigning the intersection as part of the project. In addition, City Staff is working with Springbrook Plaza to develop the last commercial pad in Springbrook Plaza and includes a realignment of the entrance to Springbrook Plaza and Haworth Street. The project will probably begin next spring, earlier than the Brutscher to Main Street Project.

MOTION: Brandt/McDonald to table this issue.

A letter will be mailed to Ms. Thelma Olds thanking her for her suggestion but pending development of the Springbrook Plaza the Traffic Safety Commission is deferring further action on this request at this time.

B. Communication requesting stop signs, crosswalks, or speed bumps at the intersection of Tenth and Willamette, across from Scott Leavitt Park.

No one appeared to discuss this issue and consensus was to defer to matter until further communication was received from the parties. The matter was tabled.

C. Request of Roger Currier for a two sided speed sign for Pinehurst Street

Traffic Safety Commission members reviewed the minutes of the last meeting. Roger Currier was not in attendance. According to the minutes, Currier indicated it was permissible to install a 25 mph speed zone sign in front of his residence. Larry Anderson indicated that these signs are sometimes approved when residential streets come directly off a collector street. In this case

Pinehurst is a residential street flowing off College which is a collector street.

Motion: Matthews/Mayfield to post a single-sided upright 25 mph speed zone sign in front of 504 Pinehurst Street.

Clarkson confirmed the sign would be posted approximately five houses in from College and Mayfield indicated that he believes there is a 25 mph signs on Pinehurst going the other direction between College and Meridian. Anderson pointed out the importance of being consistent.

Andrews moved to amend the motion that signage be in the form of a painted sign on the street placed immediately off College at the recommendation of Staff. Larry Anderson indicated that Staff does not recommend painted signs. Brandt questioned the need for a speed zone sign in a residential area when the 25 mph is set by law. McDonald agreed. The motion to amend the motion died for lack of a second to the motion.

Anderson indicated he would not recommend painting a sign on the street. A painted sign would be difficult to maintain and he stressed the importance of being consistent in our policies. It would be very difficult to deny other requests. Anderson indicated that 25 mph speed zone signs, although not necessary, have been installed off College Street because of the rapid reduction in speed.

Andrews reiterated the motion to post a 25 mph speed zone on westbound Pinehurst off Hwy. 219. The motion passed (Andrews, Mayfield, Meyer, Clarkson, and Matthews), with Brandt and McDonald voting in opposition.

D. Discussion regarding installation of crosswalk and stop signs on east and west side of 7th and Meridian streets intersection creating a four-way stop and restricting stopping and parking during school hours.

Dione Baumer, 617 So. Meridian, appeared to answer questions from Traffic Safety Commission members.

Chairman Andrews directed Commission members attention to their minutes of the last meeting. Using a sketch in the packet, Larry Anderson explained the existing situation and proposal. Anderson indicated that the easement along the east side of Edwards School was originally intended for school buses to move north and south. Instead, they enter through Meridian and then turn south onto the easement. In addition, parents are using the easement to pull through or for stopping and parking. There are no sidewalks and children are walking out into the street to get to their parents cars. Have seen vehicles backing up into the easement to turn around.

Anderson indicated a very dangerous situation exists and odd maneuvers are performed right there at the school. These issues were discussed at a recent meeting which included school personnel, city staff and Ryder Transportation. Ryder will investigate why they are not using the easement beside the school building. Anderson felt the only way for dealing with the vehicles using the easement is to prohibit parking and prohibiting the vehicles from accessing the

easement. He suggested putting in crosswalks and school zone signs. Anderson suggested a portable barricade which could be placed during school hours to prohibit entry into 7th Street. Several options were considered at the meeting. Ms. Baumer indicated another problem was the children who exit their classrooms onto the easement from the back doors. She confirmed the drop off points for the school buses and their routes for entering and leaving Edwards Elementary School. The School District vehicles will no longer park in the fire lane.

A summary of options discussed was listed on the white board:

- No parking and no stopping on Seventh Street
- Mark Crosswalks
- "Do Not Enter" sign
- Post Seventh as a one-way street
- Ratify a four-way stop
- Make busses enter on Sixth and exit on Eighth

Chief Tardiff was contacted by Larry Anderson and Cindy Bolek to install a four-way stop to deal with the congestion of the area. He asked the Traffic Safety Commission to ratify his approval of a four-way stop at Seventh Street and Meridian Street, and referred members to his memorandum to the City Engineer Larry Anderson dated October 2, 1998.

Larry Anderson confirmed that the crosswalks will be painted crosswalks.

Motion: Benedict/McDonald to ratify Chief Tardiff's decision to install a four-way stop at Seventh and Meridian Streets. Motion carried unanimously.

The Traffic Safety Commission dealt with the issue of no parking or restricted parking on Seventh between Meridian and Edwards Elementary School easement. Larry did not recommend a "Do Not Enter" or "one way" street. The one-way street would only work if the School District provided the property owners adjacent to the school with an irrevocable right to access their property across the School District property. This would require a permanent, non-exclusive easement across the school grounds for the residents and any of their visitors. Anderson felt this would not be approved by the School District. The No parking or stopping would prohibit parking at all times. Anderson felt a temporary barricade would be appropriate, which the teachers or staff personnel could place during school hours. This would provide the adjacent property owners with access to their property during non-school hours.

Ms. Baumer confirmed that all neighbors, with the exception of the neighbor just adjacent to Edwards School on the south side of Seventh Street, were in support of a no parking-no stopping area on both sides of Seventh Street, between Meridian and Edwards Elementary School.

Motion: Mayfield to posting "no parking and no stopping" on north and south side of the east of Seventh between 7:30 a.m. and 4:30 p.m. and a "do not enter" sign on the east side of Seventh.

The Chair requested the motion be broken into two separate motions and Terry Mayfield agreed. For clarity, Chairman Andrews repeated the two separate motions:

Motion: Mayfield/Mathews to post the north and south sides of Seventh west of Meridian up to the school access "no parking and no stopping" between 7:30 a.m. and 4:30 p.m.

Chief Tardiff confirmed that this would be a limited decision and adjacent property owners would be notified and have a fourteen day appeal period.

It was a unanimous decision and the **motion carried**.

Motion: Mayfield/Mathews to post a sign on the east end of Seventh and at the corner of Seventh and Meridian which says "Do Not Enter," limiting it during school hours only; and posting "Entering School Zone" signs on the east side of Seventh, and on Meridian just north and south of the intersection of Seventh and Meridian.

Larry Anderson said a "Do not Enter" will only work if the property owner adjacent had an irrevocable easement from the school district to access their property from the school easement. Anderson thought it unlikely the School District would approve such an action. Anderson suggested the School District could place a portable sign on a barricade prohibiting access during school hours. The barricade could be placed by a school escort to prevent access to Seventh during the school pick up and drop off times. Anderson indicated the school had indicated they could handle a portable barricade. All residents in the area have access to their properties off Meridian Street. Mayfield questioned whether the school would have personnel available to roll out a portable sign.

Tardiff questioned whether the signs would help with the bus traffic and expressed concern that whatever signage is posted must be enforceable by the police. Ms. Baumer mentioned the number of delivery trucks which move up and park along the easement while making deliveries and then turn onto Seventh. In addition, parents enter the easement on Sixth and turn onto Seventh. Chief Tardiff indicated that it would not be appropriate to post Seventh at both ends as a do not enter.

Anderson said that by posting the area as No Parking, there would be no point in driving into the area and you would not need the "Do Not Enter." Anderson indicated that Motor Officer John Goad would assist with the traffic in the first days after any change.

Andrews raised the "Fines Double in School Zones" issue and suggested that it be included in the motion if the Traffic Safety Commission is posting school zone signs. Tardiff indicated that for fines to double, the signs must be posted.

Ms. Baumer said she does not think the neighbors are really interested in a Do Not Enter sign, but rather the "No Stopping and No Parking During School Hours." She expressed concern for the neighbors on the south side of Seventh, and stressed the importance of providing them with

the right to appeal. Chairman Andrews indicated that a Limited Decision provides adjacent property owners with a fourteen day appeal period. If there are no objections, the decision will stand.

It was noted that there are several ways for the School District to assist: (1) notification to all the parents regarding any changes, (2) not to allow children to be picked up on that section of road, and (3) allowing Officer Goad to give some direction that there is no access on 7th for child pickup.

Anderson said after discussion he would not recommend the "Do Not Enter" sign as being too difficult to facilitate and cause confusion. He recommended the "No Stopping No Parking" alone would be preferable.

Doris Brandt questioned why Ryder Bus Service is not using the bus easement for bus traffic as this is the reason the easement exists and suggested that they be contacted.

Amendment to Motion: Terry Mayfield amended his motion to withdraw the "Do Not Enter" sign from his previous motion and directed that only school zone signs be posted. Matthews agreed and the motion was amended to read as follows:

AMENDED MOTION: Mayfield/Matthews to post "School Zone" signs on Seventh east of Meridian, and on Meridian just north and south of the intersection of Seventh and Meridian.

There was no discussion on the amended motion. Motion carried unanimously.

Chairman Andrews asked that a nice letter be sent to the School District asking them for their cooperation and assistance with the implementation of this decision by the Traffic Safety Commission and request they reevaluate their bus route.

- E. 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 streets to control the traffic.**

No persons appeared to speak on the matters presented. Noted one letter of opposition was presented at the September meeting.

Motion: Brandt/McDonald to table issue (1) regarding semi-trucks in Emery Orchards unless further communication is received. Motion carried.

Motion: Brandt/Clarkson to deny the request for speed humps. Motion carried unanimously.

- F. Ratification of Police Chief's authorization to install traffic Control devices on Libra Street at Crestview Drive.**

Motion: Brandt/Mayfield to ratify the action of the Police Chief to install traffic control devices

on Libra Street at Crestview drive. Motion carried unanimously.

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

Chief Tardiff asked the Traffic Safety Commission approve a 20 mph curve speed rather than the 15 mph. The increased speed was confirmed by Larry Anderson, noting that 20 mph was confirmed through speed surveys.

Motion: Brandt/Matthews to ratify the Police Chief's authorization to set a 20 mph curve speed through the curves on Cedar Street. Motion carried unanimously.

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

Chief Tardiff reported that the bicycle ordinance had been repealed at some time and there has been requests for more enforcement. This ordinance outlines the use of bicycles, skateboards, scooters, unicycles, roller blades, and roller skates within the city limits. The ordinance prohibits bicycles, etc. from the downtown commercial areas and city buildings. It permits the Traffic Safety Commission to designate other areas as they see fit. Chief Tardiff outlined for the Traffic Safety Commission the highlights of the ordinance.

Concern expressed over limits imposed on tricycles, noting that children and seniors would be hurt by the limitations. Chief Tardiff had no objection to removing tricycles from the ordinance. Other changes suggested was to eliminate city streets as part of the City property and the definition of bicycle.

Motion: Brandt/Meyer to endorse the bicycle ordinance with changes by deleting tricycle and adding in Section 3A, "exclusive of city streets, to allow bicycles there, and correct the date, and recommend to the City Council that the ordinance be adopted. Motion passed unanimously.

V. STAFF REPORTS - GENERAL INFORMATION:

Police - Chief Tardiff read into the record his memorandum to the City Engineer, dated October 2, 1998, authorizing changing "No Parking" signs on Foothills Drive to "No Parking or Stopping" as follows:

"I concur that there is a need to amend this Signage. Currently parking is not allowed along this section of Foothills Drive. It appears that parents are utilizing this "No Parking" area as a loading/unloading zone which is not safe for children. Per the authority given me by City Ordinance, I am authorizing amending of the current signs to read "No Parking or Stopping.

This memorandum will be forwarded to the Traffic Safety Commission for ratification of my action at their next scheduled meeting."

Chief Tardiff requested the Traffic Safety Commission ratify his action on this matter. He explained that this issue had been dealt with last year by installing the no parking signs on Foothills Drive in front of Crater Elementary and Chehalem Valley Middle School. This year the parents are pulling in, stopping and waiting to pick up their children. This action keeps the streets clear of vehicles and parents must use the pick up and drop off points provided.

Motion: Brandt/Clarkson to ratify Chief Tardiff's action authorizing changing the "No Parking" signs on Foothills Drive to "No Parking or Stopping." Motion carried.

Bob Andrews raised the issue of Spaulding Oaks request for that a yellow curb be painted on Meridian up against the driveway into Spaulding Oaks. Mary Newell outlined the discussion at the last meeting.

Larry Anderson indicated that yellow paint has been applied in those cases where the driveway is very short and the street is narrow to allow twenty feet of turning area. In those instances, he said a vehicle needs the extra space to make the radius of a turn in or out of the driveway. In this case, Spaulding Oaks has a large driveway and Anderson does not recommend painting.

Motion: Brandt to paint a yellow curb a car length long adjacent to each side of the driveway. The motion failed for lack of a second.

No action was taken on the matter.

Referring to the minutes from the September meeting, discussion moved to the alleged lack of visibility on Meridian from Fulton Street and the request for a yellow curb painted back from Fulton Street. Members of the Traffic Safety Commission had driven through the area. The pick up is legally parked and consensus was that a yellow curb will not solve the problem.

Issue was tabled.

Regarding Red Lights and Photo Radar, Chief Tardiff confirmed that they are not permitted in the State of Oregon. However, the Oregon Association of Chiefs of Police have identified these issues as a legislative priority and plan to introduce red light and photo radar at the next Legislative session. Chief Tardiff will be attending a presentation on photo radar on Thursday. He will keep Commission members posted on upcoming developments.

Chief Tardiff reported that a second motor officer is on the road. Are currently doing some team enforcement around the high school during the lunch hour with positive results.

Engineering - No report.

Sub-Committee - Dick Meyer attended the Planning Commission meeting and Larry Anderson will be reporting on speed humps.

Doris Brandt reported that a large tree is obstructing vision at Vermillion and Meridian.

Chairman Andrews assigned new member Everett Clarkson to the Pedestrian Safety Committee. Clarkson will be acting chairman, with other member Glenn Benedict.

VI. REPORTS:

- **Road condition of Sierra Vista between College and Meridian** - Per Larry Anderson, this section of roadway is old County road and has never been improved to City standards. Improvements would necessitate the acquisition of right-of-way from adjacent properties and then an assessment for any improvements undertaken. It has not been a priority.
- **Speed humps** - The Planning Commission approved speed humps with little debate at their September 23rd meeting. Larry Anderson went over that portion of the plan pertaining to traffic calming devices, including speed humps, and his presentation to the Planning Commission. The plan will be going to the City Council for final review and adoption in December. Anderson did indicate that the only time speed humps would be used is in retrofit and would not be approved as part of a development. There is no funding in this fiscal year budget for installing speed humps. A budget of approximately \$20,000 will be absorbed by the System Development Charge.
- **Status of ACTS Mini Grant** - The Mini grant was approved.

The Traffic Safety Commission requested a copy of the new sign ordinance for the next meeting.

There being no further business to come before the Traffic Safety Commission, Brandt moved the meeting be adjourned. Following a second by Mayfield, the meeting adjourned at 9:45 p.m.

Mary Newell as corrected
Mary Newell 11-9-98