

TRAFFIC SAFETY COMMISSION MINUTES
7:00 PM, Monday, December 9, 2002
Public Safety Building
401 E. Third Street, Newberg, OR

PRESENT: Bob Andrews, Dick Meyer, Doris Brandt, Everett Clarkson, Howard McDonald, Becky Simpson, and Ron Sult.

STAFF PRESENT: Dan Danicic, Engineering; Deputy Chief Brian Casey, and Mary Newell.

1. CALL MEETING TO ORDER:

Bob Andrews opened the public hearing at 7:10 p.m.

2. PUBLIC HEARING:

A) Consider installing stop signs for north and south bound traffic on N. Main at Oxford, and on N. Main at Edgewood, creating four-way stops at both intersections.

There being no objections or abstentions on the part of the Traffic Safety Commission to hear this matter, Chairman Bob Andrews opened the public hearing and called for the Staff report.

Dan Danicic presented the staff report, the written report attached as part of these minutes. He indicated that there was a traffic study done, taking into account the holiday weekend. Further research was done on the use of stop signs, and all material indicates that stop signs are not a valid means for handling speed, and, in fact, can exacerbate the problem. Statistics show that people regain their speed within 150 feet of the stop sign.

Staff recommendation is to deny the request to install these stop signs as a means to control speed.

Deputy Police Chief Brian Casey had nothing to add in reference to stop signs.

Chairman Bob Andrews opened the floor to public testimony.

Kevin Buring, 2709 N Main, said he was in favor of the stop signs because he's seen too many speeders and is concerned for the safety of his small child. If the Traffic Safety Commission decides against stop signs, he would like a greater police presence. He has never seen anyone cited for speed, parking violations, and/or people parking in the no parking areas. Would like drivers to be cited to help control traffic and alleviate parking issues. The area is continuing to develop so the problem will be magnified.

Steve Hockett, 3015 N Main, just ½ block south of Edgewood, has seen a significant increase in speed. When he moved in Main did not go through to Foothills, but the change in traffic has been huge. Suggested that if stop signs are not an option, the City should look at installing speed humps.

Tina Oathes, 115 W Myrtle Drive, who has two children attending Crater Elementary, is concerned for the safety of the children crossing Main Street at Edgewood. Parking is allowed on one side of N Main, making it difficult to see oncoming vehicles. It creates a dangerous situation. If stop signs cannot be installed, she would request a crosswalk because it would be better than a sign.

Kim Eagleton, 2916 N Main, is in support of stop signs or anything which would help the situation because of the large volume of traffic, both vehicular and pedestrian. Dangerous mix. Has lived here for four years and noticed a considerable rise in traffic and speeding.

Sandy Mitchell, 101 E Oxford, does not want stop signs. She understands the concern for child safety but would rather see more police patrol and citations. She suggested other alternatives to stop signs:

- post crossing guards to help the children cross safely
- greater police presence to slow traffic
- use of the speed radar trailer is effective at slowing traffic

Mitchell did not support speed humps, citing the thump-thump noise which would be emanating from the humps. Property value would be diminished for those four houses sitting on the corners of a four-way stop.

Debbie Irsik, 2926 N Main, cited the exceptional use of the area as the reason that the stop signs should be installed. The fact that there are two schools, a senior citizen center, and Park & Rec ballfields create a situation that creates more traffic than normal, both vehicular and pedestrian. Child safety should be paramount. Average speed is 31 mph, but this is over the speed limit and as an average means that vehicles are also traveling far above 25 mph. Stop signs would make the drivers stop and look for children in the area.'

Barb Amos, 3000 N Main Street, was curious as to how many other Newberg streets have the same problems and how those issues were resolved. She cited the only options that have been suggested to date is a Neighborhood Watch meeting and education on the traffic laws. She expressed concern that as the development continues to grow, so will the problem.

Heather Storedahl, 308 N Main, agreed that the situation as it exists is very dangerous. Cars do not stop, even though pedestrians have the right-of-way.

Written communication:

- Letter from Frank Engle, 2330 N Main, in support of installing stop signs

Dan Danicic repeated the Staff recommendation to deny request for stop signs.

Responding to questions from Andrews, Danicic advised that the recently annexed area north of Mountainview near Foothills should begin development in about a year. Mountainview Drive will be extended to Chehalem Drive and both will be developed to residential standards. N Main in the Transportation Plan is a collector street, designed to carry a higher volume of traffic, typically connecting other arterials with local street feeding off that. There would be few stops, if any.

Brian Casey reported no history of traffic citations in the area.

Responding to question from Everett Clarkson, Danicic said, though possible, "temporary stop signs" still do not meet the warrants for the specified locations, would change the nature of N Main Street. He did not see a gain except setting a precedent for other streets that don't meet warrants either.

Pointing out that Haworth between Springbrook and Villa has stop signs and a schools, Chairman Bob Andrews questioned Danicic on why N Main should be handled differently. Danicic indicated that he does not know why that section of Haworth between Springbrook and Villa and would have to research the history of that area to determine the reasoning for those installations at that time. Haworth is a collector street, and Danicic did not know the traffic counts for Haworth.

Discussion turned to sidewalks and bike lane locations in the area of N. Main.

Crater will be pushed through to Foothills Drive eventually.

Parking is allowed on one side only of N Main.

Brandt suggested they work with the school district or as a group to provide crossing guards.

Irsik indicated they do have Traffic Speeding Forms to complete and turn in to the Police Department.

Brian Casey addressed the enforcement issue. Speeding and traffic is an issue all over Newberg. With only 23 officers total, there are two officers who are assigned to traffic exclusively. However, staffing shortages or higher priority calls often pull them off for other duties. Newberg could use four traffic officers full time. 50,000 cars travel through Newberg's downtown each day. To try to ensure that the high problem areas like N Main do get some traffic patrol, a rotating assignment list has been developed for the two traffic officers, which equates to N Main being the primary focus five a month. Traffic is the number one problem in Newberg but Newberg Police Department is twelve officers short of the national average.

Further, Casey reported, the police department only works parking violations by complaint due to staffing issues. Newberg police does not respond to misdemeanor crime and parking is not a priority.

Newberg has been approved for photo red light but not radar. Citizens cannot enforce a radar citation; law requires that it be done by a certified officer. However, citizens can do a citizen complaint and issue a citation if they are willing to appear in court and can identify the offender.

There being no further testimony, Chairman Andrews closed the public hearing and the Traffic Safety Commission entered into deliberations.

Dick Meyer left the meeting at 8:00 p.m.

Debbie Irsik restated that their situation is a special circumstance due to schools, senior center, and ball fields.

Andrews indicated that pedestrian and driving habits are behavioral and difficult to change. Discussion ensued regarding locations of bike lanes, possible crosswalks, and the use of crossing guards.

Motion: Simpson/Sult to approve the request to install stop signs on N. Main Street at Edgewood, stopping north and south bound traffic, creating a four-way stop, with marked crosswalks across N. Main Street. A verbal vote was taken:

Brandt: Yea
Clarkson: Yea
McDonald: Yea
Simpson: Yea
Sult: Yea

The motion passed unanimously. Chairman Bob Andrews did not take part in the vote.

3. NEW BUSINESS: None.

4. OLD BUSINESS:

A) Request for speed humps along Vittoria Way, and barricade at intersection of Hwy. 99W and Vittoria Way

This item was set over to the January meeting.

Regarding the temporary barricade of the alley behind Papa Murphy's, the Traffic Safety Commission requested the item be put on the agenda for January to determine whether or not the barricade should be removed or left in place.

5. STAFF REPORTS - GENERAL INFORMATION:

A) Chief of Police

Brian Casey distributed the traffic patrol schedule for targeted traffic enforcement and explained the policy.

B) Engineering

Danicic reported increases in SDC rate per trip, Mountainview is 99.9% done, and there are no significant capital improvement projects relating to streets on the horizon.

C) Traffic Safety Committee Sub-Committees:

1. **Community Relations** - Senator Wyden to visit.
2. **Pedestrian Safety** - No report.
3. **Parking Safety (passenger vehicles & trucks)** - No report.
4. **Traffic Control & Obstructions** - Request to check on Aldersgate/Pennington issue.

6. **REPORTS:** None.

7. COMMUNICATIONS FROM THE FLOOR:

Ms. Joyce Vergets, 2530 N Main, appreciated the time and the process and thanked the Commission members for their service.

8. **ADJOURN TO NEXT MEETING:** January 13, 2003

There being nothing more to come before the Commission, Chairman Bob Andrews closed his last meeting at 9:05 p.m.



Mary Newell, Recording Secretary