

Traffic Safety Commission
7:00 p.m., June 10, 2002
Public Safety Building

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

ABSENT: Howard McDonald, Jack Stephens, and Ernest Saffert

STAFF PRESENT: Police Sergeant Tim Weaver, Civil Engineer Bob Knorr, Mary Newell.

1. **CALL MEETING TO ORDER:** Bob Andrew called the meeting to order at 7:00 p.m.

2. **PUBLIC HEARING:**

A) **Consider reduction in speed zone from 25 mph to 15 mph in an established park zone in the vicinity of the Chehalem Armory, 620 N Morton Street.**

There being no abstentions or objections to the Commission hearing this matter, Chairperson Bob Andrews opened the public hearing.

Bob Knorr presented the staff report. The requested playground and parking signs are compliant with the Uniform Traffic Devices. The playground at the Armory has been improved to include playground equipment. If the City recognizes the site as a park, the sign can be installed immediately. As far as speed zones in residential areas, whether posted or not, the speed is 25 mph so it becomes an enforcement issue. Signage helps the police in a courtroom situation. The Traffic Safety Commission has the authority to reduce speed, but the Public Works Supervisor has questions on whether speed reduction would produce the desired results.

Bob Andrews entertained testimony from the floor from both proponents and opponents.

Nancy Stonebrink, 641 N Morton, indicated that Morton is a shortcut between 99 to 240, and stated that there is a large influx of children now living in the area. Feels that 2/3rds of the traffic travels between 30-50 mph on the narrow street. She personally witnessed a small child almost being hit by a vehicle when the child ran into the street to retrieve a ball. She would like the speed reduced for the length of the entire street, but understands the restrictions on police services.

Lon Wall, 625 N Morton, expressed support for a 15 mph speed limit around the new park at the Armory. He does not think the cars parked on both sides of Morton creates problems, but rather the speed, and he feels 25 mph is too fast. Visibility is hampered. Wall noted that this is the second time the issue of speed on Morton Street has been

before the Traffic safety Commission, noting that the suggestion the last time was to install speed limit signs on Morton to remind drivers that they are going too fast. Whether the decision is to lower the speed limit or that the speed limit remain the same, Wall requested the speed signs be installed.

Becky Raz, 515 N Morton, feels any type of posting would help, but suggested 25 mph or less would be preferred. In addition, she would support traffic calmers.

Dave Raz, 515 N Morton, testified in support of speed reduction and traffic inhibitors. He indicated the narrowness of the roads have caused accidents.

Ray Griffin, expressed support for reducing the speed to 15 mph on Morton for the 150 foot strip in front of the Armory, but would object to reducing speed for the entire street. He would also like to see speed limits posted along Morton.

Ron Hampton, 637 N Morton, stated that while Morton is a residential street, it is also a through street, and so would like to see a traffic inhibitor. He supports reducing speed in the local area of the Armory, but feels 25 mph is agreeable for the balance of Morton Street.

Jim McMaster, Chehalem Park & Recreation District, indicated that the Fire Marshall has approved the maximum capacity for the Armory at 300 people. Children spill out of the front of the building and sometimes into the street. Chehalem Park & Rec is in favor of reducing the speed in front of the Armory to 15 mph.

Tom Perritt, motor traffic enforcement officer for Newberg Police Department, indicated that a traffic speed survey was done on Morton Street the previous week in preparation for the meeting. He distributed copies of the report, noting that some numbers can be misleading. Officer Perritt then explained how the speed survey works.

No written comment was received from other agencies.

Doris Brandt questioned how residents would feel if parking were eliminated on one side of Morton. Several residents in the audience suggested this would increase speed, in addition to removing parking that is important to the residents.

Staff Recommendation: Knorr recommended that some type of signage be posted, and indicated that staff had no problem reducing speed to 15 mph. In addition, City staff could post 25 mph signs, and would include installing the teeter totter playground sign. City staff could install as many signs as reasonable and legal. Knorr indicated that consensus seemed to indicate that 25 mph signs were needed in addition to the 15 mph park signs.

A letter in support from Steven C. Smith, 512 N Morton, to reduce speed to 15 mph was entered into the record.

Bob Andrews closed the public hearing, and the Traffic Safety Commission entered into deliberations.

Motion: Brandt/Clarkson to reduce speed and install 15 mph signs around the Armory, post playground signs, and install 25 mph signs in other areas. Motion passed.

B) Consider eliminating parking on the north side of Arlington Drive from N College to Lewis Court, and installation of a stop sign on Lewis Court at the intersection of Lewis Court and Arlington Drive.

There being no objections or abstentions to Traffic Safety Commission hearing this issue, Bob Andrews opened the public hearing.

Bob Knorr indicated that Engineering was present to listen and determine the preference of local residents. Regarding the Lewis stop sign issue, City Staff agrees that a stop sign needs to go on Lewis Drive and not on Arlington Court.

Bambi Holdway, 649 Arlington Drive, located on the north side of Arlington Drive, expressed opposition to removing parking from the north side of Arlington Drive, noting the very limited parking currently available. She presented a petition signed by seven neighbors who disagree with removing parking from the north side of Arlington Drive. She supports a stop sign on Lewis Court.

Marlene Thompson, 472 Arlington Drive, on the south side, indicated she is a new resident since October, does not support removing parking. She feels that parking is limited already, and by reducing parking further would create more problems, including increasing traffic speed. She supports a stop sign on Lewis Court.

Karen Pendeer, 645 Arlington Drive, north side, does not support removing parking. She notes that the complex was not planned with parking in mind, and feels removing parking would create more problems. She supports stop sign on Lewis Court.

Bonnie Jerke, 609 Hampton Lane, disagreed with those living on Arlington and suggested that the Home Owners Association should deal with the parking issues in another manner and free up the street. Arlington Drive is congested, and cited safety issue as she described an occasion where a child entered the street from between parked cars. In addition, there are safety issues created when residents pull out of their driveways while cars are parked on the north side. She wants the area opened up, and feels that aesthetically, it is unpleasant to pull into a "parking lot" when entering Arlington Drive.

Anna Rose, 607 Camden Lane, indicated the biggest concern is for the safety of the children residing in the complex, noting that there is no sidewalk on the south side of Arlington Drive. Listening to the concerns expressed, she feels that there is a difference between convenience and the safety of the children; Ms. Rose feels children should come first, protecting them from possible endangerment. Ms. Rose supports

installing a stop sign on Lewis Court.

Dan Wilson, 650 Wilshire Court, expressed opposition to removing parking on Arlington Drive. While he concedes that a parking problem exists, he feels that a wider street would only increase speeds. Wilson did support installing a stop sign on Lewis to improve safety.

Kenneth Lee, 605 Hampton Lane, president of the Home Owners Association, suggested that while he sees both sides, he feels that whatever decision is made must fall on the side of children's safety and agrees that a stop sign on Lewis Court will improve safety.

Bob Andrews entered a letter of support to eliminate parking from Brandt and Phyllis Sherman, 649 Lewis Court, into the record. The Shermans also support the installation of a stop sign on Lewis Court.

Staff Recommendation: Bob Knorr recommended that a stop sign be installed on Lewis Court at the entrance to Arlington Drive, and to leave parking as is with parking available on both sides of Arlington Drive.

Following was some general discussion regarding speed humps.

Bob Andrews closed the public hearing, and the Traffic Safety Commission entered into deliberations.

Motion: Simpson/Brandt to place a stop sign on Lewis Court at Arlington Drive, and leave the parking along both sides of Arlington Drive as is. Motion carried.

Bob Andrews questioned the use of a stop sign as opposed to a Yield Sign. Knorr suggested the better solution was to stop vehicles, not just slow them down.

Regarding the mailboxes in the circle, Bob Knorr advised that the current postmaster is happy with the location of the mailboxes and that the City would require more public testimony before making a recommendation to move the mailboxes.

Bob Andrews asked for input regarding making the cul-de-sac into a roundabout. Knorr indicated that this would not be safe as a mixed use zone.

3. NEW BUSINESS:

- A) Communication from ODOT requesting concurrence to remove parking on the Hillsboro-Silverton Highway (OR 219) from 100 feet west of Villa Road to Villa Road on the north side of the highway due to safety concerns.**

Knorr reported that ODOT seeks approval of the Traffic Safety Commission to eliminate parking on the north side of OR Hwy 219 from 100 feet west of Villa Road to Villa Road.

This is a courtesy as ODOT has jurisdiction over Hwy 219 and can make this determination without the approval of the Traffic Safety Commission.

Traffic Safety Commission members discussed extending the no parking area to the driveway into Wilco Farm Store.

Motion: Meyer/Clarkson to concur with ODOT's request to eliminate parking on the Hillsboro-Silverton Highway from 100 feet west of Villa Road to Villa Road on the north side of the highway, and consider extending the no parking area up to the driveway at Wilco. Motion carried.

4. OLD BUSINESS:

- A) **Request to consider options for reducing traffic speed on Knoll Drive located in the Oak Knoll Development: install 25 mph signs; four-way stop at Knoll Drive and Hillsdale Drive; install Children at Play signs; or install speed bumps.**

Don Sasse, 1200 Oak Knoll Court, expressed concern with the north and south bound traffic on Knoll Drive, and distributed photographs of the area for review. He indicated the radar trailer had shown that some vehicles were traveling 39 and 40 mph, with some of the vehicles apparently identified as construction contractors working in the area.

Sasse indicated that speeds increase from the downhill momentum. Also, as the property is being developed further above Oak Knoll Court, more traffic is feeding down Madison, Alexandra, and Oak Knoll Court to Knoll Drive.

He suggested a four way stop be installed at Knoll Drive and Hillsdale Drive,, and either a two-way or four-way stop at Alexandra.

In addition, other suggestions included Caution: Children at Play signs. Sasse indicated he understands the City's stance on speed humps, but feels that it was important that this speed condition be brought to the City's attention before someone gets seriously hurt.

General discussion ensued, and some issues/comments were raised:

- would identifying street signs alert drivers to existence of cross streets?
- how will traffic from new church being constructed on Bell affect Knoll Drive?
- number of lots still to be developed
- steep hill is tempting for skateboarders, bicycles.
- some concerns are a parenting problem, not traffic issue

Bob Knorr expressed appreciation for all the comments and indicated that Engineering would want to quantify the facts as well as conduct a speed study for signs or speed humps. Children-at-Play signs are not sanctioned by Uniform Traffic code.

Bob Andrews suggested that a lot of vehicles do not honor the stop sign at Knoll Drive and Foothills because the tree blocks the sign. He also suggested the City should contact the contractor of the subdivision and request their drivers slow down in the residential areas.

Sasse suggested the speed counter be placed above Oak Knoll Court.

5. STAFF REPORTS - GENERAL INFORMATION:

A) Chief of Police - Sergeant Weaver reported on the activities for Old Fashioned Festival.

B) Engineering -

Per Bob Knorr, Russ Thomas, Public Works Superintendent, will not perform any directive of the Traffic Safety Commission until the meeting minutes are available.

A park zone consists of that area from property line to property line plus 150 feet.

Regarding Arlington Court, "no turnaround" signs are not allowed because they do not meet the requirements of the manual on traffic control devices.

Requested that Bob Knorr report on access(s) to the new Walgreen's Pharmacy store at the next meeting.

C) Traffic Safety Committee Sub-Committees:

1. Community Relations - Block Party is June 19 at the Newberg Library.
2. Pedestrian Safety - Laying curbs from College east and there will be no traffic on College at Hancock the weekend of June 15 & 16 due to construction.
3. Parking Safety (passenger vehicles & trucks) - No report. Ron Sult was assigned to this committee.
4. Traffic Control & Obstructions - No report.

6. REPORTS:

Regarding the new section of Mountain View Drive, Bob Knorr believes the posted speed will be 35 mph and cannot determine where the speed signs will be located. Suggested that staff consider moving the 25 mph speed zone on Villa Road, for drivers making a right turn off Mountain View onto Villa Road so drivers are aware of the difference in speeds.

Bob Knorr to check to see if signage is on Main heading south to Second Street, and whether or not Main will continue as a through street or if a stop is expected.

7. COMMUNICATIONS FROM THE FLOOR: None.

8. ADJOURN TO NEXT MEETING: Next meeting July 8, 2002

Meeting adjourned at 9:45 p.m.



Mary Newell, Recording Secretary