

TRAFFIC SAFETY COMMISSION

Meeting Minutes

Tuesday, September 17, 2002

MEMBERS PRESENT: Bob Andrews, Dick Meyer, Doris Brandt, Everett Clarkson, Becky Simpson, and Ernest Saffert.

ABSENT: Howard McDonald; Jack Stephens; Ron Sult.

STAFF PRESENT: City Manager Jim Bennett; Dan Danicic, City Engineer; Brian Casey, Deputy Chief; and Mary Newell, NPD Support Service Manager.

1. CALL MEETING TO ORDER:

Bob Andrews opened the meeting at 7:00 PM.

A) Review and approve minutes of August 12, 2002

Consideration of the minutes for the August meeting we set over to the October meeting.

2. PUBLIC HEARING

A) Consider moving the mailboxes in Arlington Court from their current location in the center of the cul-de-sac to the east side as recommended by the postmaster.

There being no objections to the jurisdiction of the Commission to hear the issue, the chairman opened the public hearing.

Anna Rose, 607 Camden Lane, stated that she has discussed this issue with five postmasters over the course of this debate, noting she does not see how it would be safer to put the mailboxes on the SE Corner for the following reasons:

- sharp corner, causing a blind area from Wilshire
- more hazardous, due to shrubbery and landscaping
- their mail carrier is opposed to locating the mailboxes on the east side
- 12 homes with many children are on the street.

Ms. Rose read a letter from Mr. & Mrs. Brian L. Rapp, 651 Wilshire Court, Newberg, OR 97132, into the record, in opposition to moving the mailboxes to the east side of the cul-de-sac:

Dear Members of the Traffic Safety Commisison,

My wife and I live on the corner of Arlington and Wilshire Court in the property on the adjacent lot to the site of the mailbox relcocation proposed by the post office.

Due to my work obligations I am unable to attend by wanted to submit my comments.

Locating the mialbox at the proposed location would greatly increase the traffic at the outlet of Wilshire Court and be awkward in comparison to the natural stopping spot on the North side of Arlington Drive.

The location at the corner of my property would also place a great amount of

traffic ten to fifteen feet from our back door. The less intrusive area on the North side of the street would flow more naturally for the enighborhood and not be intrusive to the adjacent neighbor. It owuld also not rquire the removal of as much of the neighborhood's landscaping.

Thank you for taking the time to read my comments.

Sincerly, Mr. Brian L. Rapp.

Using a map, Anna Rose identified twelve homes with children located on the street. She reiterated her concern that moving the mailboxes to the proposed east side of the cul-de-sac would pose a far greater hazard for pedestrian, particularly children, and traffic than if the mailboxes were moved to the northwest side of the cul-de-sac.

Andie Holdway, 649 Arlington Drive, lives in the first lot as you enter the development. She stated her support for leaving the mailboxes in their current location rather than moving them to the east side of cul-de-sac. Further, she indicated that her discussions with neighbors also support his stance.

Lorie Wilson, 650 Wilshire Court, lives in the area of the cul-de-sac, said that moving the mailboxes to the proposed easterly site would make a bad situation worse because it would create a blind corner. She expressed concern for the privacy of her neighbors should the mailboxes be relocated, and said the exiting situation is fairly safe at this point.

Staff Recommendation: Dan Danicic said staff recommendation is to move the mailboxes to the location recommended by the U.S. Postmaster. If the relocation occurs, the area of the island will be re-paved and brought to standards to meet those requirements of a cul-de-sac. Danicic Siad the cul-de-sac would not meet the standards of a roundabout.

Clarifying questions were asked, with results following:

- Cul-de-sac used not only by residents, but also as a turnaround for traffic entering Arlington Drive to turn around from College Street
- A "No Outlet" sign has been posted at the entrance to Arlington Drive
- Anna Rose pointed out her recommendation for mailboxes is the "pie" shaped area on the west side
- Island holds three pedestals of twelve mailboxes serving residents of cul-de-sac
- Mailboxes most often accessed by persons in vehicles rather than as pedestrians

Following request from City Manager Jim Bennett, the City Engineer elaborated on the recommendation to move the mailboxes. The move of the mailboxes would be a benefit as it takes away from the existing driveways, provides a greater buffer with adjacent buildings. Staff also understands the concern of the postmaster, in that it requires the delivery carrier to leave their delivery van to process the mail. The Postmaster is adamant in their recommendation as detailed in their letter, noting that two postmasters have now made the same recommendation.

Responding to Anna Rose, Danicic explained that if the Postmaster is dictating the location of the mailboxes they would assume some liability. The City Manager explained that as long as a decision is not made arbitrarily and after looking at all of the evidence, the issue falls under the general liability clause and there is no greater liability for making one determination over another.

There were no written communications in support or against the proposal.

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

Responding to Andrews, Danicic stated the post office would stop delivering mail if the Traffic Safety Commission recommended moving the mailboxes to a location other than that approved by the Postmaster.

Danicic, responding to question by Becky Simpson, said the postmaster is fine with leaving the mailboxes in their current location.

Responding to Dick Meyer, Danicic indicated he thought the postoffice would have been involved and received the same plans as City Staff that identified the location for mailboxes. Further, in response to question by Doris Brandt, Danicic indicated the mailboxes do not meet City standards, and if left as situated, could perhaps allow the same condition in the future. This is secondary to the fact that the mailboxes as they are located is a hazard and they should be out of the roadway.

Brandt asked if it is required that all the mailboxes be located together in one location. Danicic did not know, noting that her particular question had not been asked before.

Motion: Simpson/Andrews to not relocate the mailboxes, but rather to leave them in their existing location.

Discussion on the motion followed.

Saffert asked audience if they were agreeable to leaving the mailboxes in their current location. Anna Rose indicated that her feeling was that leaving the mailboxes in their current location is a hazard for children, but had heard through the testimony that other neighbors are more comfortable not moving the mailboxes.

Motion carried unanimously. Bob Andrews indicated that the Traffic Safety Commission will not consider relocating the mailboxes at this time.

3. NEW BUSINESS:

- A) Request of Verizon Communications to designate the north alley entrance on S. College Boulevard between E. First Street and E. Second Street as "No Parking"

Dan Danicic said the City does not typically stripe at alleyways, and staff has a concern with eliminating more on-street parking in the downtown core since parking is at a premium. In addition, an alternate route exists. He stated staff does agree that there is potential for an accident if cars are parked on both sides.

Responding to question from the City Manager, Danicic stated that this configuration is typical around Newberg everywhere.

Brian Casey indicated there is no enforcement issue here.

Discussion regarding what constitutes a setback and whether or not this applies in this instance. Danicic questioned whether Code language exists for this situation, and noted that by approving this request, could be setting a precedent. Andrews drew on an analogy about assumed crosswalks at intersections whether marked or not, suggesting the same could be applied to no parking at driveways. Danicic could not elaborate on this without first checking facts.

Danicic indicated a total of two parking spaces could be lost.

James Fife, 13531 Clairmont Way, Oregon City, Said he was representing himself and other technicians on this request. Concern is lack of visibility when cars are parked on both sides of the exit, and the need to swing far out into traffic in order to execute a turn. He cited many close calls, noting it is important to watch the light on College. He explained there was a recent accident where a small car was hit because the driver could not see it when he exited the parking lot.

Mr. Fife stressed that he is approaching the Traffic Safety Commission as an individual, not on behalf of Verizon, that any such request would have to come from their Regulatory Board, so he was attending on behalf of himself and his co-workers.

Bennett stated that an ordinance exists regarding the clear vision triangle, which is a clear zone for vehicles entering the street. It does also refer to parking, though it is most often used for shrubs, signs and tree obstructions.

Saffert agreed that the area is a concern and feels some action should be taken.

Andrews suggested more information on the vision clearance triangle is needed before going to a public hearing on this issue. Commissioners agreed and the issue will be remanded to a later meeting.

There is nothing in the code which address this issue regarding alleys because alleys typically are private drives.

B) Communication from resident on Vittoria Way requesting a barricade at 99W and

Vittoria Way or the installation of several speed bumps on Vittoria.

Richard Seth, 3715 Vittoria Way, explained their concern is due to the speeding traffic of those vehicles cutting through their neighborhood from 99W. Asked that more motorcycle presence be shown, or barricades or speed humps to slow and/or eliminate through traffic. After talking with City staff, he understands that many neighborhoods are experiencing the same problems. Agrees that police resources should handle serious crime issues first, but he's concerned that there will be a serious accident and innocent persons could be hurt.

Casey agreed that vehicles are trying to skirt traffic from Hwy. 99W, particularly during the road construction project, and that the City has received a fair amount of traffic complaints.

Seth indicated that the amount of traffic on Vittoria has increased with the opening of the Mountain View Drive extension. He confirmed that no stop signs exist on Vittoria between Hwy. 99W and Springbrook.

Danicic indicated that no current traffic count exists for Vittoria. He indicated the City has a formal policy and process for obtaining/installing speed humps, and it could take three months to gather thorough information to begin the process. Suggested that an LID could be formed to fund speed humps. Gas taxes have been declining so and LID might be the preferred method for funding speed humps.

Action: Danicic will get a traffic count and speed study for Vittoria and report back at the October 15th meeting.

- C) Staff recommendation to restrict curbside parking on E. Mountainview Drive for 150 feet of the intersection of N. College Street to allow for a new left-turn lane for eastbound traffic.

Dan Danicic directing Commissioners' attention to the memo and map in their packets, explained the request to eliminate parking in order to allow for the installation of a left-turn lane for eastbound traffic. Danicic said staff had been in contact with owners of 614 and 608 E Mountain View Drive, owners who will lose parking as a result of this restriction. One owner, via a letter to City staff, cited disappointment with the loss of parking. Cuing during peak periods will block access to their driveways; Danicic indicated ODOT required the longer cue length.

Bennett said that no connection exists between on-street parking and the residence located on the street.

Motion: Brandt/Meyer to accept the recommendation to eliminate curbside parking on E. Mountainview Drive for 150 feet from the intersection of N. College Street to allow for a new left-turn lane for eastbound traffic.

Chairman Andrews called for an oral vote:

Brandt: Yes
Meyer: Yes
Simpson: No.
Clarkson: No.
Andrews: Yes.

Motion passed. Confirmed that this is a Limited Decision and will require a fourteen day appeal period.

D) No Parking request at Charles Street Pump Station

Motion: Meyer/Clarkson to paint the parking pad and mark the sidewalk as no parking. Motion carried.

3. OLD BUSINESS:

A) Request for speed bump and street lighting on N. Emery Drive across from Mountain View Middle School

Andie Rice, 1920 N Emery Drive, addressed the Traffic Safety Commission. They live on a block of thirteen homes which houses 25 young children, located across the street from the school grounds. There is no significant lighting and the street is dark. Traffic is heavy and dangerous for pedestrians.

Andrews suggested the residents work with the School District to support a school zone.

Connie Tessman, 1924 Emery Drive, a ten-year resident of the area, reiterated concern with darkness of the area due to lack of lighting. She indicated that football games cause lots of traffic, as does A-dec employees as well as high school aged kids are speeding.

Andrews indicated that speed humps are not good for all situations and that street lighting was not planned as part of the neighborhood planing process. He suggested it would be appropriate for an LID or some other funding mechanism to implement street lighting.

Jim Bennett explained the function of an LID and the process.

Casey agreed there is a history of speeding throughout Newberg, though he has no recollection of recent complaints on Emery.

Regarding speed humps, Andrews advised the applicant to stay in contact with the Newell to determine when comment can be submitted on traffic calming devices because other types of traffic calming devices could be helpful.

4. STAFF REPORTS - GENERAL INFORMATION:

A) Chief of Police -

At the next meeting, Chief Tardiff will as for input regarding the Photo Red Light program, with

the expectation of sending a resolution for City Council consideration in November.

B) Engineering -

Danicic reported on the following issues:

- Before the Mountainview interchange, traffic on Crestview was 6300 cars per day. Five days after Mountainview opened, Crestview traffic dropped to 4,000 per day, and a month later to 3300 cars per day.
- Holes in Third Street are survey monuments and will be capped.
- ODOT will not be installing a Yield sign for southbound traffic on Elliott at 99W. There is a northbound yield because of the dedicated left turn lane and the inability to see what's coming towards you as you head up the hill.
- A letter is going to property owners at Springbrook regarding the dying trees.
- There's no recorded incidents of accidents at the railroad crossing on Crestview so signage is not warranted. City staff is working with ODOT to close that crossing within the next two years.
- Confirmed the manhole cover on Dayton Avenue, as well as another on 99 at Deborah, are noisy lids which don't fit.
- ODOT will be notified regarding a hole in First Street (near Naps) that did not get covered.
- Main Street, between Third and Fifth, is an area on the list slated for reconstruction. At this time, it is a matter of funding.

C) Traffic Safety Committee Sub-Committees:

1. Community Relations - Harvest festival was well attended.
2. Pedestrian Safety - four concerns reported to Dan Danicic.
3. Parking Safety (passenger vehicles & trucks)

Regarding the east side of River Street for right turn onto First Street, Saffert reported that vehicles are too close to the intersection on S. River.

4. Traffic Control & Obstructions -

Brandt distributed a map and reported a hazardous condition at a handicapped sidewalk exit on Aldersgate Lane off N. Pennington. Danicic will review and report back at later meeting.

Andrews suggested it might be appropriate for City Staff to send a letter to A-dec advising that numerous complaints had been received, and request they communicate to their employees the need to exercise caution when traveling through neighborhoods.

5. REPORTS:

A) Oak Knoll

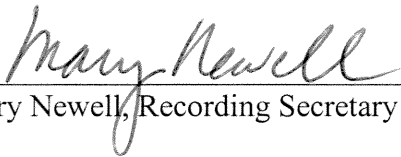
Dan Danicic reported that a traffic speed study shows that speed in this area is not as significant as the residents thought, with 90% of the vehicles at 29 mph. Based on this data, the area does not meet the 85 percentile necessary to install stop signs.

6. COMMUNICATIONS FROM THE FLOOR: None.

7. **ADJOURN TO NEXT MEETING:** Next meeting October 15, 2002, 7:00 PM

Bob Andrews advised that the ODOT Transportation Safety Conference is October 23-25, and that funding was available for registration of three Traffic Safety Commission members.

There being no further business to come before the Commission, the Traffic Safety Commission was adjourned at 9:50 PM.



Mary Newell, Recording Secretary