

TRAFFIC SAFETY COMMISSION MINUTES

7:00 PM, Monday, February 10, 2003

Public Safety Building

401 E. Third Street, Newberg, OR

PRESENT: Dick Meyer, Doris Brandt, Becky Simpson, Ron Sult, Paul Thompson, Michael Simpson, and Joyce Vergets.

STAFF PRESENT: City Manager Jim Bennett, Dan Danicic, Engineering; Mary Newell, Newberg Police.

ABSENT: Howard McDonald

1. CALL MEETING TO ORDER:

Dick Meyer called the meeting of the Traffic Safety Commission to order at 7:00 p.m. He welcomed new, incoming members Paul Thompson, Joyce Vergets, and Michael Simpson.

- A) Nomination and election of Chairperson and Vice-Chairperson of the Traffic Safety Commission for '2003

Dick Meyer opened nominations for the positions of Chair and Vice-Chair of the Traffic Safety Commission for '2003.

Motion: Brandt/Clarkson to nominate Dick Meyer as Chairperson and Becky Simpson as Vice Chairperson.

No additional nominations were presented and nominations were closed. The motion carried. Dick Meyer will continue as Chairman of the Traffic Safety Commission, with Becky Simpson as Vice Chairperson.

- B) Review and approve minutes of November 12, 2002
- C) Review and approve minutes of December 9, 2002

Motion: Brandt/Sult to approve the minutes of November 12, and December 9, 2002, as written. Motion carried unanimously.

2. OLD BUSINESS:

- A) Request of Specialty Glass to reopen the alley between N. Main and N. Garfield, just east of Main

A letter from Glenn Sykes and one from Willow Muir, neighboring businesses, in support of opening the alley were received and distributed to the Traffic Safety Commission members.

For the benefit of the new members, Dan Danicic provided a historical summary on the temporary closing of the alley.

Marty Tucker, Speciality Auto Glass, indicated he preferred the alley be opened as a two-way alley, however would support it being made into one way. He stated the current situation makes it very difficult for the businesses located off the alley.

Danicic indicated that from a safety standpoint, a one-way northbound for the entrance would be appropriate.

Motion: Mike Simpson/Brandt moved to open the alley to one-way in for the alley between N Main and N Garfield, just east of Main Street, with no egress onto Hancock but not affecting the Sheridan street entrance. Motion passed.

Danicic said it would be approximately one month before the signage could be installed.

- B) Continued discussion on speed humps along Vittoria Way, and barricade at intersection of Hwy. 99W and Vittoria Way

The City Engineer advised that this does not meet the warrants for installing speed humps and that it would be inappropriate to erect a barricade because Vittoria is a collector street. He said the Seths were advised of the results of the speed survey but are not in attendance.

Motion: Brandt/Vergets moved to accept the Engineering Report and deny the request for speed humps and a barricade on Vittoria Way. Motion passed.

3. **NEW BUSINESS:**

- A) **Request to reconsider Traffic Safety Commission's decision to install stop signs on N Main at Edgewood, creating a four-way stop at the intersection.**

Sandy Mitchell, 101 E Oxford, addressed the Traffic Safety Commission. She clarified that at the last meeting, the Traffic Safety Commission approved the request for stop signs at N. Main and Edgewood and denied stop signs at N. Main and Oxford. She read a prepared statement into the record of the appeal of Russ & Sandy Mitchell, 101 E Oxford Street:

Regarding: 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.

While we do not wish to offend our neighbors, we object to stop signs being placed at these intersections. The following is our reasons for our objection.

1. *Stop signs will create congestion where traffic currently flows.*
2. *Cars with the radio volume at full blast will now be stopped in our neighborhood, causing us to listen to the noise pollution for a longer period of time instead of it just passing through.*
3. *We are unaware any accident or injury in this section of the road*

- warranting changing the traffic pattern.
4. *In speaking with a Newberg police officer regarding this situation, his comment was: (sometimes in trying to alleviate one problem, you create another.) He also said it would mean we would probably have accidents in our front yard.*
 5. *It will decrease property values of the homeowners whose houses butt the intersections. Ours being one of them.*
 6. *The increased nighttime traffic stops will cause sleep disturbance.*

We assume there are rules in place regulating the placement of stop signs. We would hope these rules would be followed in this situation and a stop sign would not be placed just because it was asked for.

We see police patrol the neighborhood regularly and assume if speeding is a problem that it would be addressed with traffic citations.

If people are concerned about their children, they need to teach them to use the sidewalk and stay out of the streets.

Mr. & Mrs. Storedahl, 308 N. Main, noting they were in support of the stop signs, indicated they just signed in and didn't have anything else to offer.

Tina Oathes, 115 W Myrtlewood Drive, presented testimony in support of maintaining the stop signs. She indicated her main issue is safety for the number of children walking to school. Ms. Oathes cited issues of conflict where cars are stopped and children are attempting to cross the street, as well as the increase in vehicular traffic due to the ball games. She indicated that it may appear that a precedent is being set; however, she feels there is a unique situation due to the number of children and the number of schools and facilities in the area. She said children, middle school or elementary, need a safe place to cross the road. Tina is particularly concerned about the small children as they try to cross the street.

Debbie Irsik, 2926 N Main Street, said that residents appeared before the Traffic Safety Commission in October, November and the stop signs were approved in December. She noted the many signatures on the petition, and indicated the residents of the four homes on the intersection approve of the stop signs. She also cited the unusual circumstance due to the existence of the number of children, two schools, Senior Center, and softball fields. She indicated the survey was completed over Thanksgiving so it shows the traffic lighter than truly exists. Further, she questioned why one person can possibly stop the installation of the stop signs when so many others want the stop signs. She wants it for the safety of the children.

Sandy Mitchell, argued that all she wants is for the Traffic Safety Commission to follow the rules. She noted that in this particular case, the City Engineer has done a study which indicates that the intersection does not meet warrants and could be hazardous.

Rod Storedahl, 3108 N Main Street, questioned the difference between the intersection at N Main and Mountainview which has a 4-way stop, and the proposed four-way stop at N Main and Edgewood. He cited also the number of four-way stops that exist on Haworth, near the pool, from Villa Road to Springbrook, suggesting that a precedent has already been set. Further, police support would stop the California stops.

Dan Danicic explained the City's policy on traffic standards and the differences in they types of streets. Collector streets are designed to allow four-way stops and typically have higher traffic volumes. Columbia is set up as a collector street, although it may not have reached that level. A concern would be to use a stop sign to slow traffic, when studies show that stop signs do not slow traffic. When stop signs are installed to slow down speeders, drivers actually tend to accelerate rapidly to compensate for the time they lose by stopping. He referred to his report, and indicated this was just one of his reasons for his recommendation to deny the stop signs.

Traffic Safety member Mike Simpson asked for clarification, that the study is a recommendation, not a rule or a law. The City Engineer responded that he has made a recommendation that follows transportation policy. Although installing stop signs would not be a violation of any law, but if you inappropriately use traffic control devices it could open the City to potential lawsuits. Should an accident occur, and the party could prove that the traffic control device was inappropriately used, the City could be sued.

Dick Meyer, stating that he had visited the area, indicated that he saw kids walking in the streets, even though sidewalks were available. He confirmed that only two small sections exist where sidewalks are not installed. Meyer indicated that there didn't appear to be much traffic.

Mary Newell reported that Bob Andrews had an opportunity to speak with Dr. Paula Radich, Superintendent of Schools, regarding the letters sent by the Traffic Safety Commission. He said that Dr. Radich, noting she was unaware of the letters, indicated she will follow up with an educational program for the students in the area. They will also be looking at crossing guards.

Debbie Irsik, said if everyone is averaging 32 mph, then some vehicles are traveling much faster. She reiterated again that the concern is for the children's safety as they go to and from school when vehicles are traveling at excessive speeds.

Russ Mitchell, said that children need to be educated about the real world, including safe pedestrian travel. He said creating a "safe" intersection that was by numbers not warranted would cause children to have an unrealistic view of an intersection that is warranted by the numbers.

Followed was general discussion regarding traffic counts, pedestrian responsibility, traffic control.

Mike Simpson indicated he never wants to live in a town where policy is driven “by the book” because the book never applies to every situation. He said the recommendation is a guideline. Multiple people who live along N. Main, including all four households at the intersection, agree with the need to install the stop signs. Only one person is objecting. He summarized that after three months of testimony, the Traffic Safety Commission made a decision which does not agree with the City Engineer’s recommendation. Although it does not address speeding, it does stop traffic at the intersection.

Mike Simpson/Becky Simpson to moved that the Traffic Safety Commission not reconsider their decision to install stop signs on N Main at Edgewood, creating a four-way stop, and uphold their original decision.

City Manager Jim Bennett, for clarification, advised Traffic Safety Commission members that a ‘yea’ vote would be a vote in support of reconsideration while a ‘nay’ vote would be a vote against reconsideration.

Newly appointed Traffic Safety Commission member Joyce Vergets, declaring a conflict due to the fact that she is a resident of N. Main Street, abstained from voting.

The question was called for. The Traffic Safety Commission voted to not reconsider their decision and uphold their original decision.

Staff advised attendees that there is a 14-day appeal period in effect.

4. STAFF REPORTS - GENERAL INFORMATION:

- A) Chief of Police - None.
- B) Engineering - Floated the idea of a combined Traffic Safety Commission/City Council training session on traffic safety issues be held.
- C) Traffic Safety Committee Sub-Committees:
 - 1. Community Relations - None.
 - 2. Pedestrian Safety - None
 - 3. Parking Safety (passenger vehicles & trucks) - None
 - 4. Traffic Control & Obstructions - None

The following Traffic Safety Sub-Committee assignments were discussed and assigned:

Community Relations

Dick Meyer
Mike Simpson
Howard McDonald

Pedestrian Safety

Everett Clarkson
Becky Simpson

Parking Safety

Joyce Vergets
Paul Thompson

Traffic Control & Obstructions

Doris Brandt
Ron Sult

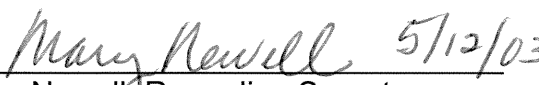
5. **REPORTS:** None.

6. **COMMUNICATIONS FROM THE FLOOR:** City Manager Jim Bennet discussed transportation fees.

Discussion regarding the progress of photo red light.

7. **ADJOURN TO NEXT MEETING:** March 10, 2003

There being no further business to come before the Traffic Safety Commission, a motion **Brandt/Simpson** was made that meeting be adjourned.

 5/12/03

Mary Newell, Recording Secretary