

TRAFFIC SAFETY COMMISSION MINUTES
7:00 PM, Monday, June 11, 2007
Public Safety Building, 401 E. Third Street, Newberg, OR

"Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community."

Members

Present:	Chair Michael Simpson	Vice- Dick Meyer
	Lesley Woodruff	Leland Parks
	Ronald Sult	Bryce Jones

Members

Absent:	Jennifer Dawson	Doris Brandt
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Ex Officio

Members

Present: None.

Staff

Present: Paul Chiu, Senior Engineer
Tim Weaver, Sergeant
Jennifer Nelson, Recording Secretary

Staff

Absent: Mary Newell, Support Services Manager

Others

Present: Sallie Tucker, Christina Ferrington

CHAIR MICHAEL SIMPSON CALLED THE MEETING TO ORDER AT 7:05 PM.

A) Review and approve minutes of May 14, 2007

MOTION: Jones/Sult to approve the Minutes of May 14, 2007 as amended.
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VOTE: To approve the Minutes of May 14, 2007 as amended. (6 Yes/ 2 Absent [Dawson, Brandt]) Motion carried.
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COMMUNICATIONS FROM THE FLOOR

None.

NEW BUSINESS

The original agenda order was changed to take this New Business item first, in consideration of the two citizens who attended to testify.

A) Appeals requesting the Traffic Safety Commission reconsider their decision to create 2-hour parking on N. Garfield Street, and requesting a public hearing to be set. (TSC-07-005)

Chair Simpson announced to the commissioners the fact that we did not get this item published within the two weeks prior required.

Paul Chiu, Senior Engineer, added there were some items received within the two week period and the request is to set a date for a public hearing during the next meeting to allow everyone to address the issue. He mentioned we can hear from the two ladies present here tonight as well.

Chair Simpson stated the public hearing on this matter will be scheduled for July 9th, 2007; but, he welcomed two women present to speak tonight or wait until the public hearing to offer their opinion for the record.

Sally Tucker, 209 N. Garfield Street, represented the business Specialty Glass and stated there should be somewhat of a study completed to see if the two hour parking is in effect to south side of Hancock Street, then people will migrate to north side. She argued Sartron, Inc. already had on-street parking taken from them by the Oregon Department of Transportation (ODOT), where shadow box used to be and the coal barn there was meant for parking. She said her business also lost parking on Hancock Street when ODOT came through and, Christina Ferrington, who rents from them at the hair salon, also lost parking. She stated she cannot use the parking down a couple of blocks for some of her customers because some vehicles have to sit for a certain amount of time and must be within a close proximity to prevent vandalism.

Chair Simpson asked how long some of the vehicles may have to sit.

Mrs. Tucker replied some up to two hours and some longer if they are setting blocks.

Chair Simpson asked how many employees company Sartron Inc. from the area has.

Tim Weaver, Sergeant, replied there were ten according to the letter.

Mrs. Tucker stated everyone in a C-1 area does have a parking issue. The goal is to try to keep businesses down town, but that keeps getting shoved away because nobody has any place to park.

Chair Simpson informed the commission has made two limited decisions, one make 2 hour parking zone which is consistent with other areas, and also took away the 15 minute only parking in front of old Chamber of Commerce building.

Mrs. Tucker stated she still believed there was one 15 minute parking area before the alley.

Mr. Chiu confirmed there is one other 15 minute parking limit. There appears to be two of them but the commission has addressed only one of them at this time, the one in front of the old Chamber of commerce building.

Chair Simpson suggested a possible solution would be to remove all of the 15 minute limitations in that area since Sartron, Inc. employees are not parking there now and that may give more people the ability to park for those surrounding businesses.

Mrs. Tucker asked who it was that made the complaint.

Chair Simpson replied it was the therapist business located there that was having problems with their patients finding parking long enough to receive services.

Christina Ferrington, 201 E. Hancock Street, discussed her experiences coming from L.A. to a small town. She asked if the businesses have approached Sartron, Inc. in a manner in which this problem could be addressed and an agreement reached by all. She stated walking two blocks is not as much as having to walk twelve blocks, like she would in L.A. and that her employees have to park within two block radius too.

Chair Simpson stated he did not think Sartron, Inc. was approached because the commission just made this decision and called for public appeals.

Ms. Ferrington felt all the businesses in this area have made contributions to the downtown of Newberg and she felt it would be a good idea to work this out everyone.

Chair Simpson stated that we are scheduling a public testimony which will be an official meeting and therefore the city cannot go outside of that meeting coming to agreements at this point. But, the hearing will take place and he assured her that everyone will be polite and all will have a chance to be heard and have their feelings taken to account. He is positive we can reach a reasonable solution and although we cannot always make everyone happy, we can try. He stated this commission has a good history trying to right things that have been wrong in the past and they intend to come to a common solution.

Ms. Ferrington asked how these parking limits could even be enforced since she has never seen a meter-maid around Newberg.

Chair Simpson stated it was true some of these things do not get enforced everyday and are mostly done one at a time on a report basis.

Ms. Ferrington stated she did not want to see any undue burden on local police.

MOTION: Meyer/Sult to table the decision on TSC-07-005 to create 2-hour parking on N. Garfield Street until the public hearing set for July 9, 2007.

VOTE: To table the decision on TSC-07-005 until the public hearing on July 9, 2007. (6 Yes/ 2 Absent [Dawson, Brandt]) Motion carried.

OLD BUSINESS

This agenda item was taken out of order and tabled until after the first item in the New Business section where public testimony was heard.

A) Request of Chehalem Park & Recreation requesting stop signs on Fernwood Road at the crosswalk connecting the golf course.

Mr. Chiu presented the staff report and handed out a one page item containing information on TSC-07-007 (see official record for full report). He recommended installing the requested stop signs to reduce the vehicle to vehicle or vehicle to pedestrian hazards

Chair Simpson stated it would be like the stop signs out of Safeway's parking lot. He thought there was a lot of precedence for stop signs out of parking lots. In this situation with the second nine holes opening on the golf course as well as the driving range on the south side, traffic will increase and he agreed with staff these stop signs will help take away a problem before it happens.

Mr. Chui added there would be some adjustment to the warning signs for "stop sign ahead" to a more optimal location but they will work out those issues at that time. He strongly encouraged the commission to approve installing stop signs on the property at the golf course.

Bryce Jones asked what the current speed limit is at that location.

Mr. Chiu replied it was 25 mph but having a straightaway does tend to promote speeding.

Mr. Jones stated he did not recall a posted speed limit.

Mr. Chiu responded it was closer to the Springbrook Road intersection.

Leland Parks asked if this was a city or county road.

Mr. Chiu said it was within the city's jurisdiction.

Mr. Parks asked if the Chehalem Glenn Golf Course was part of the city.

Chair Simpson stated it was owned by Chehalem Park and Recreation District (CPRD) and has been annexed into the city.

Dick Meyer asked if it had all been annexed.

Sergeant Weaver stated there may be areas on south side still to be annexed.

MOTION: Jones/Sult to approve TSC-07-007 from Chehalem Park & Recreation requesting the installation of four stop signs at the crosswalk connecting the Chehalem Glenn Golf Course at 4500 NE Fernwood Road as a limited decision.
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Mr. Parks questioned whether this would be any easier to implement than the 4-way stop signs on Springbrook Road. He said if it had not been for Police Chief Casey taking matters into his own hands it would have never happened because City Council would only say it was outside of our jurisdiction.

Mr. Meyer stated that is because in the last situation they were both county roads.

Chair Simpson added the golf course and CPRD were the ones approaching us on this matter. They want it done and they also have a good relationship with the city.

Mr. Chiu also added that it is new parking on there on the south side, not something that has existed for many years.

Chair Simpson stated that any of the decisions made here can be challenged by anyone, but he is not worried about over-stepping boundaries when safety is concerned. He said if this commission feels there is a basis for it, then we have the right to propose it.

Mr. Chiu added he discussed this issue with the professor who recently visited Newberg from Portland and he agreed it should be done.

Mr. Meyer wondered about notification and asked if it is all CPRD property.

Chair Simpson replied it is and we have the right to install the stop signs without a limited decision.

Mr. Chiu agreed that there would probably not be anyone to argue against it, but he still felt it was good rule of thumb to have a limited decision.

Chair Simpson noted as a limited decision, notices would be sent out to other property owners.

VOTE: To approve TSC-07-007 as a limited decision. (6 Yes/ 2 Absent [Dawson, Brandt])
Motion carried.

B) Continued discussion on the establishment of Traffic Safety Commission mission, goals, and objectives.

Mr. Parks announced his goals and objectives:

To work towards a safe productive environment for the people of Newberg. To listen to the people's safety and traffic concerns no matter how large or small the object may be. To work hard finding an approach to solve the problem using all of our assets within our limitations and refer issues that are outside of our scope. To keep open communications throughout our projects while working to improve Newberg as required.

Chair Simpson requested copies be made for the commissioners to take with them, work on, and then bring them back next month with feedback.

NEW BUSINESS (CONTINUED)

B) Appeals requesting the Traffic Safety Commission reconsider their decision to eliminate parking on the cul-de-sac at the end of Industrial Parkway, and requesting a public hearing be set. (TSC-06-004)

Mr. Chiu informed the commission some of owners or users of that area have expressed opposition for the desire to have no parking all the way around the cul-de-sac. Those folks opposed to this have provided a compact disc last week. Actually, some of the opponents were truckers and they videotaped that despite there being parked vehicles, they can still maneuver safely around and they claim there is no truck turning issue there. They do plan to show up at the public hearing. The information was only given last week, around Tuesday or Wednesday, so it was too close to provide the other parties who desire no parking there to respond. He said he has met with this person and believes there could be a misunderstanding between the two parties and possibly underlying reasons for it.

Mr. Parks asked if we can find out what the turning radius is.

Mr. Jones added a set of doubles will turn around a whole lot easier than fifty-three footer and those are the ones that are getting hung up there.

Mr. Chiu added there was also something about them showing someone pulling off another property rather than making a direct right hand turn, so it may not be an accurate portrayal of the problems being seen there.

Mr. Jones mentioned about the driveways being open as well and with his expertise as a truck driver, it is mostly driver problem.

Mr. Chiu stated he will share the video with commission next meeting

MOTION: Meyer/Jones to table the decision on TSC-06-004 to eliminate parking on the cul-de-sac at the end of Industrial Parkway until the public hearing on July 9, 2007.
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VOTE: To table TSC-06-004 until the public hearing on July 9, 2007. (6 Yes/ 2 Absent [Dawson, Brandt]) Motion carried.

STAFF REPORTS - GENERAL INFORMATION

A) Police

Sergeant Weaver announced they were having some problems with the brand new Harley Davidson Motorcycles all breaking down. There were some clutch changes made by the company and they had a hard time convincing the company there was a problem until it started becoming an international problem and now the parts are in short supply.

Chair Simpson asked if we have them under warranty and what the motorcycle drivers are doing.

Sergeant Weaver stated the motorcycles are on lease and the drivers are currently in cars. He stated there have been 125 citations given but no accidents at 2nd Street/Fernwood Road/Springbrook Road intersection. The citation rates are up a bit which is typical for June since the nice weather brings out more drivers but mixed with precipitation. There was another "Pedestrian Education Seminar" ran on Hancock Street this past First Friday Artwalk, numerous citations were written for violations of the pedestrian sting.

Chair Simpson stated he heard someone actually attempted to teach the officer how to properly cross the street.

Sergeant Weaver noted there were several complaints about the police being out there, but most of the complainants drive cars and obviously do not attempt to walk in downtown Newberg. The complainant the police could be doing better things with their time, like catching murderers and rapists.

Chair Simpson stated the people in cars are killing more than the “murderers” here in Newberg.

Sergeant Weaver commented maybe we would be out getting those murderers and rapists if traffic violators would get out of our way. He also mentioned there may be a clerical position open and we will be taking applications. He believed the 2007-08 budgets for the police department may have survived most of budget committee cuts and he thinks we will be fairly strong moving into next fiscal year.

B) Engineering – Project updates

Mr. Chiu stated that in the hand out there is a report on OR 219 Orchard Lair 2 Traffic Access study which was completed by a developer, in summary, a traffic signal would be warranted necessary, so our desire to have a safe pedestrian crosswalk there would be resolved.

Chair Simpson clarified this was at the Everest Road and 2nd Street at OR 219 intersection.

Discussion followed concerning the details of where the traffic signal would be and where there would be “right in, right out only”. There were questions of location, which will be at the end of the airstrip and it was determined there would not be any roads closed off.

Chair Simpson stated if ODOT is going to change the Wyooski Road and River Road area and that intersection will be going out on to Springbrook and out to the highway anyway, which would be good.

Mr. Jones agreed that having a light there will be a good thing for both pedestrian and bicycle traffic.

Mr. Chiu stated he will submit this to ODOT for their consideration.

Chair Simpson asked if this has to be done before the subdivision is built.

Mr. Chiu said he thought staff will need place this as a required condition on the developer, unless ODOT says otherwise. He said he is sure the developer will have to pull a permit from ODOT and it is the job of the city staff to just see that it happens and provide the local support since it costs us nothing.

Mr. Parks agreed but he thought it would be a real tragedy if they built homes and there was no way to get out.

Chair Simpson did not think that would happen because there is a good relationship with ODOT and the developer and this is what we have been arguing to happen for two years.

Mr. Jones asked **Mr. Chiu** if he met with the professor and had a tour as he mentioned he would last time.

Mr. Chiu stated they did go on a tour of Newberg and he agreed with the stop signs at Fernwood Road and Springbrook Road. He said the professor commented on other place at River Road and 99W that the alignment is off, was an advocate of the Fernwood Road golf course area, made suggestions about doing bike lanes, and was impressed with the islands for separation being run over by traffic that now have bark-dust and putting concrete with two colors to give additional cues. He continued by announcing he met with homeowners along Victoria Way concerning the traffic being down substantially when N. Springbrook Road and the fire station was shut down. It cut quite a bit of cut-through traffic and the neighbors are sending a petition to traffic commission to see what happens and what we can do. He announced the Springbrook Road project is going according to schedule, the gravel road is open to traffic and there will be four other phases to finish the project.

Mr. Meyer asked if he looked at the situation at Ray's Fruit Stand with the professor during their tour.

Mr. Chiu stated they did only briefly, the problem is that area is within ODOT jurisdiction and to have center island would be difficult for larger vehicles. There are pros and cons and it does pose a challenge but it is something we will have to live with. Driver education would be the only way to address it and he was not sure how to get to that.

Chair Simpson brought up a situation he had heard about an eighth grader getting hurt because someone ran the stop sign. An investigation was conducted and the reason was because there were trees down in front of stop sign. A study was conducted in one neighborhood and they recommended reflective tape being placed around the stop sign poles themselves clear down to the ground to identify it as a stop sign and failure to stop at the sign has decreased dramatically. He suggested Newberg perform their own study by selecting a test in an area, wrapping ten to twelve stop signs in that area where people are running them a lot to see if it would make a difference. He said the tape is relatively inexpensive and he would volunteer to wrap the signs himself so there would not be any labor costs. He said he would like to see this city wide, but thought maybe we should start with a small section. He asked if Sergeant Weaver could come up with three target intersections that are the worst and he will speak with someone to see if we can get some money for a private project.

Mr. Chiu felt we may need to have more than three intersections for a pilot study. A little larger group of samples plus other factors like if we have an adequate database would come into play. He said many accidents go unreported and we would need an idea of the situation before and after for a fair comparison and to create validity in the conclusion.

Chair Simpson said if we could find even reasonable results and it ceased to be a problem in that area, which would be enough for him to present it to city council and make a recommendation for doing this city wide. He thought it was an inexpensive item and not very high maintenance.

Mr. Chiu agreed but still thought we need to look at a crash database to determine what month or time of year there are a lot of these types of accidents and then maybe do a summer pilot program. He discussed the need to identify how frequently this occurs and what time of year to eliminate variables and have a fair comparison to a control situation.

Sergeant Weaver suggested going from a kind of an informal to a formal study. He expressed a concern that ODOT uses 4 by 4 wooden posts on their signs and the city is using smaller metal poles. He thought it was a great idea, but taking the time to do good before and after work would make it more beneficial to take the theory further and validate it.

Chair Simpson asked if we have an intersection that this would benefit.

Sergeant Weaver replied perhaps and those he could give a few right now if needed.

Mr. Meyer asked whose jurisdiction the cutting of trees fell under and talked about a stop sign on N. Main Street that he did not think people should be able to plant trees within a certain distance.

Mr. Chiu stated the Planning and Building department requires a certain amount to be planted in the right of way and argued there is a lot of wisdom to having trees at a certain distance, but away from light poles and not under street lights to prevent from eliminating illumination

Mr. Meyer stated that some are put in afterwards.

Mr. Chiu responded that we are required to put stop signs in certain areas.

Sergeant Weaver pointed out an example along Mountainview Drive by Joan Austin School where they planted a number of trees and are now having to remove trees to post a sign. He said long term reader boards may also require the removal of trees.

Mr. Chiu added that owners who have frontage trees are obligated to trim back trees and a typical vertical clearance is 8 ft. The trunk may not be a problem, but the city has an ordinance.

Chair Simpson said this is an enforcement issue and asked if we do not have someone out there doing that.

Mr. Chiu replied the city does have someone who will check these issues out on case by case basis.

Mr. Meyer stated the street sweeper puts signs on doors if someone needs to trim something.

Sergeant Weaver stated the city does have vision triangle for height and visual clearance of an intersection and over sidewalks and in between. He discussed another area of concern that was voiced last month at Morton Street with the Little Red Barn. He said the owners were met with and everyone is working together to push away items and the large visual blocks are going away.

Mr. Jones shared that he read an article announcing the bypass has been put off for 20 years and the Australian company that already got the bid and would have to pay whole lot of money to people.

Mr. Chiu informed him that indirectly city staff was aware that a consultant company is under contract with ODOT and will be interviewing homeowners that would require removal if the bypass comes through. They are talking about what ODOT can do to relocate them to another dwelling of comparable nature or size. He felt if they were still hearing homeowners talking about this and that the company has expanded interpreters to provide assistance in that process, then there is still something happening there. He cannot say for sure, but there is still activity on the bypass.

Chair Simpson stated he believed if it were true the Newberg Graphic would be right on top of it.

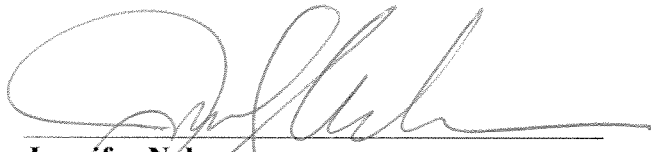
Mr. Jones stated a newspaper from McMinnville had the article in it.

C) OR 219 Orchard Lair 2 Traffic Access Study (TSC-06-010) – Information only.

This topic was covered during the engineering staff presentation in the agenda item above.

ADJOURN TO NEXT MEETING

MOTION: Meyer/Woodruff to adjourn at 8:13 pm until the next meeting on July 9, 2007. 6 Yes/ 2 Absent [Dawson, Brandt]) Motion carried.
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Jennifer Nelson
Recording Secretary



Mary Newell
Support Services Manager