

TRAFFIC SAFETY COMMISSION MINUTES
7:00 p.m., Monday, March 10, 2008
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 Doris Brandt Andrew Cookson
Jennifer Dawson Leland Parks Ronald Sult
Lesley Woodruff Bryce Jones

Members

Absent: Vice- Dick Meyer (excused)

Ex Officio

Members

Present: Mayor Bob Andrews, Roger Currier

Staff

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

Staff

Absent: Mary Newell, Support Services Manager

Others

Present: Lewis Schaad, Grace Schaad, Tom Schaad, Cheryl McCaffrey, Glenda Bliss, James Horrocks, Ken Warren, Brandon Thompson, David Johnson, Don Clements, Dorothy Roholt, Mike McBride

CHAIR MICHAEL SIMPSON CALLED THE MEETING TO ORDER AT 7:07 PM.

A) Review and approve minutes of January 14, 2008

MOTION: Brandt/Jones to approve the Minutes of January 14, 2008 as amended. (8 Yes/1 Absent) Motion carried.

COMMUNICATIONS FROM THE FLOOR

None.

OLD BUSINESS

A) Reconsider Limited Decision of 6/1/07 to install stop signs on Fernwood Road at the crosswalk connecting Chehalem Glenn Golf Course at 4501 E. Fernwood Road (TSC-07-007).

Mr. Paul Chiu, Senior Engineer, presented the staff report on background (see official record for full report).

Opponents:

Mr. Lewis Schaad recognized there is a problem at the crosswalk and stated he had no problems with stopping during daylight hours. He stated he was opposed to having a stop sign there twenty-four hours a day, seven days a week because there are not any pedestrians or golf carts crossing at night.

Ms. Grace Schaad said if the purpose of the stop signs is for the safety of the golfers then there is no need to have it in place 24/7. She spoke of area examples of school crosswalks where the speed limit is only 20 mph when the lights are flashing, which is when students are expected to be crossing and felt golfers should have a similar warning device. She felt it was unnecessary to impede traffic all hours of the night when there are no pedestrians expected to be crossing.

Mr. Tom Schaad spoke of there being a need for a traffic sign when there is a reasonable expectation of cross traffic; he did not feel there was a reasonable expectation of cross traffic at a golf course for 24 hours a day. He mentioned state legislation concerning school zones which were originally enacted 24/7, and then later corrected because it was not reasonable to slow traffic all hours of the night. He stated he had no objection to the stop sign during the day and felt a different solution needed to be reached.

Ms. Cheryl McCaffrey, representing the Ladd Hill Community Planning Organization, stated there were different opinions concerning the stop signs at Fernwood Road and the Chehalem Glenn Golf Course. The main concerns are for a reasonable flow of traffic and the safety and conveniences of both user groups to be equally addressed. She spoke of the results of a monitoring completed in October 2007 and the appropriate speed limits should be 35 mph rather than 25 mph all of the sudden. She felt there was a need for other alternatives, asked what other area golf courses do, and questioned the legality of golf carts on public roads. She mentioned an underpass or pedestrian activated light as alternate solutions for the problem (see official record for a full written report).

Ms. Glenda Bliss spoke of her frustration for having to stop on off peak hours as she traveled the road several times a day when there is no need to stop. She also felt there was no need to have the speed limit at 25 mph all the way out since the approaching curve implies drivers should slow down. She spoke of several golf carts passing while she is stopped at the stop sign and waving as if she does not have any place to be. She said she has counted all of her trips and she has only stopped less than ten times for people in the crosswalk since the signs went up.

Mr. Roger Currier, Newberg City Councilor, referred to his written testimony and concerns for the Traffic Safety Commission (TSC) setting a precedent for stop signs on driveways. He mentioned other driveway intersections that did not have stop signs in the City. He spoke of the road being closed for over a year and thought tunneling could have occurred at that point. He also believes there should be an ordinance for golf carts to drive on public roads needs to be passed first.

Mr. James Horrocks stated everything had pretty much been covered so far except for why the crosswalk and the entrance to the parking lot was not farther to the west so it would not be right over the rise in the road before coming to a crosswalk. He thought it would have been better to move the crosswalk down to the west end of the parking lot instead.

Proponents:

Mr. Ken Warren stated his comments tonight were his own personal comments and he was not representing the advisory committee or boards of which he is a member. He stated there are two reasons for installing stop signs, one for controlling traffic and one for public safety. The stop signs located at Fernwood Road and the Chehalem golf course are for public safety. He spoke of the additional walking trails at the golf course where people are walking at night, even at 3 o'clock in the morning. He felt that if the stop signs were taken away, it would create a public safety problem.

Mr. Brandon Thompson, representing Chehalem Glenn Golf Course, provided information concerning the number of golf rounds annually (45,000), each round crossing between three to four times conservatively between the parking lot and other areas of the course, averaging 135,000 crossings by players a year (60% in golf carts). He added there could be additional numbers from non-playing customers for another 150,000 pedestrians or golf carts annually. He also mentioned the walking paths and the addition of the second nine holes, and neighbors from The Greens and The Oaks using the crosswalks late in the evening. This intersection is the only marked intersection to get from one side of the road to the other. He spoke of looking into other alternatives previously and the inability to tunnel because of gas lines that cannot be removed there.

Chair Simpson asked if he has noticed a difference from before and after the installation of the stop signs regarding narrow escapes or near misses.

Mr. Thompson stated traffic has slowed down significantly, stating traffic moved a lot quicker while they were building, but the rumble strips and signs have helped. However, there are still a lot of cars making "rolling stops" and every once in a while a driver blows through the stop sign without stopping. He mentioned they put up other golf cart sized signs and they are warning golf cart drivers to obey the traffic rules, making the point that any car will win in a collision with a golf cart. He feels people are paying more attention.

Mr. David Johnson stated he lives within The Oaks at Springbrook and commented that Brutscher, Hayes, and Springbrook Road are the fastest 25 mph road he has ever seen and felt no one obeyed the speed limits on Fernwood Road either. He did agree there are certain places where he could justify 35 mph. He said this is a public crosswalk and he can accept stopping at 10 o'clock at night even if there is no one there as he does on any other road with stop signs. He pointed out that daylight hours will be extended during the summer and the crosswalk could be in use up until 9:30 at night. He felt the stop sign is doing the job of keeping people safe.

Mr. Don Clements, superintendent of the Chehalem Park and Recreation District (CPRD), thanked the TSC for putting stop signs because there have not been any accidents and no one has been hurt. It was a concern and they had received letters about it and needed to address the issue. He said there were high-pressure gas lines that forbid going under ground for a tunnel and

they could not get enough clearance to have an overhead walkway with the necessary angle. He spoke of alternatives such as flashing signs and expressed concerns for rear end collisions when the sign pops up and people do not expect it. He stated there were stop signs all over Newberg and they are there for the safety and welfare of the community, which he believes overrides the conveniences of others.

Ms. Bliss asked if there had been any accidents prior to putting up the stop signs.

Police Sergeant Tim Weaver stated he did not believe there were any incidents but there were concerns and complaints, mostly for traffic speed.

Chair Simpson asked why the crosswalk was there instead of to the west.

Mr. Clements stated they looked at other places and the engineers did the parking lot there, it could have been moved to the far west they just did not think of it. He discussed long-range plans for the clubhouse to be moved to the other side and additions planned, but the current clubhouse was temporarily built because of wanting to bring more land into the City at the time. The goal is to move the clubhouse to the far side in eight to twelve years.

There were questions about the decision to place the stop signs there by the TSC and the background was discussed.

Ms. Dorothy Roholt asked if there would ever be protective fencing for cars that drive by from golf balls hit into the highway. She spoke of an incident where the side of her car was hit near the window by someone from the putting green. She was told the problem would need to be addressed to **Mr. Clements** after the meeting.

Discussion followed concerning the cost evaluations for tunnels or overhead walkways, the small stop sign on the south side being moved around because of contractors moving dirt, and a more permanent sign to be placed in the future. The topic of rear end collisions was also discussed with unexpected flashing lights.

Mr. Mike McBride made comments that the stop signs slowed traffic that would otherwise be cruising through the neighborhood where people are out walking. He felt petty inconveniences should not outweigh a real safety issue. He stated he would like it on record that if the signs are taken down and an accident occurs, he does not want CPRD to be held responsible.

Discussion followed concerning statistics on citations, incidents, and complaints before and after the installation of the stop signs. The need for the City to pass an ordinance for golf carts on roadways was addressed as being beyond the scope of the TSC.

Mayor Bob Andrews discussed the idea of setting a precedent with staff present and spoke of other area driveways that may also request the same thing.

Chair Simpson stated the decision was based on the issue of safety, each individual problem would be considered on a case-by-case basis, and their arguments would need to be good. He suggested tabling the item until City staff and CPRD could research cost estimates and the amount of time for installation of some sort of pedestrian activated stop sign with flashing lights.

Commissioner Leland Parks wished to make sure all options were looked so a decision will not be delayed farther.

Commissioner Andrews Cookson felt it would be best to look at multiple versions of this type of control device.

Commissioner Bryce Jones asked if a change of speed limit would be included with this decision. It was determined to be a separate issue.

Commissioner Lesley Woodruff commented about her experiences as a pedestrian in Newberg with her baby and thought a pedestrian activated light or stop sign was the solution she is leaning towards.

Commissioner Cookson asked who pays for this device since a push button device might be on private property even if it is a City road. It was said that would be determined after the cost estimates were received.

Chair Simpson inquired of all citizens who testified if this solution would satisfy them. It appeared that most were in agreement based on a show of hands.

Commissioner Jennifer Dawson asked how much it cost to install the current stop signs cost. The price was approximately \$50 per sign.

MOTION: Brandt/Jones to table the reconsideration of **TSC-07-007** to install stop signs on Fernwood Road at the crosswalk connecting Chehalem Glenn Golf Course at 4501 E. Fernwood Road until April 14, 2008 while instructing both the City staff and representatives from CPRD to come back with cost and time estimations on several types of pedestrian activated stop signals.

VOTE: To table TSC-07-007 until April 14, 2008. (8 Yes/1 Absent) Motion carried.

Chair Simpson called for a five-minute break at 8:27 PM.

NEW BUSINESS

Commissioner Jones mentioned sidewalk issues at the old hospital and several letters The Newberg Graphic and felt this might be something to address.

Discussion followed concerning private property owners responsibility to maintain sidewalks and City enforcement. Staff gave input on City plans for improvements in this area.

Commissioner Ronald Sult expressed concern for vehicles parking on the wrong side of the street near the post office. Descriptions of specific vehicles were noted.

Mayor Andrews mentioned truck and trailer parking in residential areas.

STAFF REPORTS - GENERAL INFORMATION

A) Police

Sergeant Weaver stated it was good to be back and recommended buying Life Flight insurance to everyone.

B) Engineering – Project updates

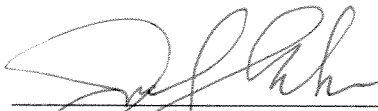
- **Main Street LID (TSC-08-001)**
- **Other**

Mr. Chiu updated the TSC on the situation at the College Street and Sheridan intersection and the slightly higher than average incident of collisions. He contacted the Oregon Department of Transportation (ODOT) to look into the timing on the traffic signal. There was discussion about widening the intersection.

Discussions followed with updates on the construction at Wilsonville Road and Hwy 219 as well as grant money for the area between 2nd Street/Hwy 219/Springbrook Road.

ADJOURN TO NEXT MEETING

MOTION: **Sult/Jones** to adjourn at 9:17 PM until the next meeting on April 14, 2008. (8 Yes/1Absent) Motion carried.



Jennifer L. Nelson
Recording Secretary



Mary Newell
Support Services Manager