

TRAFFIC SAFETY COMMISSION MINUTES
7:00 p.m., Monday, June 8, 2009
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 Jennifer Dawson (Vice Chair) Doris Brandt
Neal Klein Bryce Jones Andrew Cookson
Lesley Woodruff Ronald Sult (left at 10:12 pm)

Members

Absent: Dick Meyer (excused)

Ex Officio

Present: Mayor Bob Andrews

Staff

Present: Paul Chiu, Senior Engineer Mary Newell, Support Services Manager
Tim Weaver, Police Sergeant Jennifer Nelson, Recording Secretary
Terrence Mahr, City Attorney

Others

Present: John Vida, Councilor Bob Larson, Roger Grill, Carrie Grill, John Gooden, Kraig Ludwig, Nancy Gooden, Marissa Hardinger, Mark Wimmer, Margaret Taylor, Tamera Wimmer, Linda Caba, Irene Landauer, Harold Trollinger, Pam Pennington

CHAIR MICHAEL SIMPSON CALLED THE MEETING TO ORDER AT 7:02 PM.

A) Review and approve minutes of May 11, 2009

MOTION: Jones/Brandt to approve the Traffic Safety Commission Minutes for May 11, 2009 as amended. (8 Yes/0 No/1 Absent [Meyer]) Motion carried.

COMMUNICATIONS FROM THE FLOOR

Mr. John Vida expressed his continued concerns for the oiling of the gravel road in front of his home on 9th and Blaine and wished to know who was responsible for this. He complained of rocks and dust from speeding vehicles and requested oiling be done more than once a year; he would prefer three to four times a year. He asked about putting speed bumps in as well.

Mr. Paul Chiu, Senior Engineer replied the Public Works Department was responsible for this and he would need to contact them to see when the next oiling is scheduled.

Mr. Tim Weaver, Police Sergeant, added there is an issue of a shared public right of way and agreed there have been problems with speeders in the area. He stated they have often placed a speed trailer there but he will try to get more of a visual surveillance there. He also explained there was a limited

budget to cover oiling gravel roads throughout the City and he was unaware if speed bumps could be installed on a gravel road.

NEW BUSINESS

B) TSC-09-010: Vittoria Way. Speeding issue

This item heard out of agenda order.

Mr. Chiu presented staff report and recommended waiting until the development of the Crestview Crossing extension as recommended previously by Oregon Department of Transportation (ODOT) (see official meeting packet for full report).

Mr. Simpson opened the floor to public testimony.

Mr. Roger Grill spoke of Vittoria Way being a quiet road when he first moved there and the increased volume of cars now on using this road. He said that speeding is not the only issue but the excessive weekly volume of cars being 5,500 where there are only 39 houses. He discussed the numbers from the 2009 report and the incidents of parked cars and pets being hit. He spoke of the increased police presence resulting in 54 citations and 5 warnings as well as 3 accidents that have occurred. He understands everyone has been waiting for the new Crestview extension to be put in, but he does not feel this will alleviate the problem because of increase traffic to the new Allison Hotel and Spa, especially since internet directions to the spa direct drivers through Vittoria Way to get there. He feared the situation would eventually result in someone being killed there, which is why no one living there allows their kids to play in the front yards or ride their bikes there. He felt that another stop sign should be installed at the intersection at Gemini to help to break up the long stretch of road where cars are accelerating.

Mrs. Carrie Grill stated she had nothing further to add.

Mr. John Gooden agreed with all that had been said so far and added that traffic from 99W should be cut off from Vittoria Way either by making it a right in, right out only or blocking access to 99W altogether. All present members of the neighborhood agreed it would not be a problem to go to Springbrook Road to go to Portland because it does not take much longer, although traffic may start to back up at the Safeway stop sign.

Mr. Simpson asked staff what the accident rate was for vehicles coming out of Vittoria Way and crossing 99W to go north.

Sergeant Weaver replied since the hospital was built, congestion and safety issues have increased, but he did not have a current accident report for that area. He verified there have been three crashes in the neighborhood. He said the right in, right out there has been discussed before but agreed it would only cause more problems elsewhere. He also reminded everyone that the City is also dealing with ODOT as well because of 99W being a state-owned highway.

Mr. Kraig Ludwig stated this is not the first time neighbors have been before this committee concerning these issues and referred to previous traffic studies conducted there. He spoke of his own experience losing a pet and having the mirrors hit on his vehicles and of his neighbor's wife almost

being hit while getting the mail. He stated he was opposed to the staff recommendation to wait until the Crestview expansion is completed because reducing the volume of cars going down that road will not address the speeding issue. He did not feel this neighborhood should be held responsible for the problem created by the growth since they did not cause the growth. He did not feel it would be right to wait until someone is hurt to do something about the problem and requested a solution be considered now. He had previously suggested installing speed bumps, but staff argued they restrict emergency vehicle access; he did not understand how other communities managed to do it if that was the case. He felt recent police saturation was crucial to showing drivers excessive speed is not tolerated there.

Commissioner Bryce Jones asked if additional stop signs would work.

Mr. Ludwig stated it would be a great start and suggested added one around Gemini, Coffey, and closer to the 99W as well.

Commissioner Neal Klein wondered if additional stop signs would really resolve the problem considering people are already breaking the law by speeding and it had been mentioned that they do not stop at the signs already in place. He did not think it would stop the problems. He spoke of the possibility of using bump outs or speed bumps that allow emergency vehicles to ride overtop when necessary.

Mr. Ludwig felt there needed to be a combination of things, like painting 25 mph on the road, bumps at each end of the road and at least one stop sign added on the long stretch of road with no current stops; he also thought the speed limit should be reduced by the park to 15 mph.

Mrs. Nancy Gooden stated she was opposed to the staff recommendation to wait.

Ms. Marissa Hardinger stated she did not think Vittoria Way looked like a commuter street when she bought her property and spoke of having two small children and her yard not being a safe place to be with them. She spoke of the danger of having to cross the street to get her mail and how any temporary fixes would be well worth the lives of her children rather than waiting it out.

Mr. Mark Wimmer spoke of his own accident at Libra and Vittoria Way being caused by the stop sign being run; he stated that he did not feel anyone truly could to a complete stop at the stop signs. He suggested more enforcement on speeding and stop sign violations, an additional stop sign at Gemini, a no access from 99W onto Vittoria Way. He suggested conducting a study based on the license plates of vehicles using the road to see who is coming and going.

Ms. Margaret Taylor offered her own observations of the situation on the road and supported installing speed bumps and stop signs.

Ms. Tameria Wimmer spoke of her prior requests for stop signs on both Gemini and Libra although only one was approved. She supported a right in, right out only onto 99W and stated she would be willing to drive to Springbrook like everyone else, and she spoke of ball bounce corners on Libra, Gemini, and Coffey. She was not in favor of speed bumps because of the City's liability for damages and for emergency access.

Commissioner Andrews Cookson felt that a sign for right in, right out only looked good on paper but it would only be as good as the enforcement able to be provided; he felt people would still try to get around it without a physical barrier on 99W. He also was concerned the problem would only be pushed elsewhere and felt other traffic calming measures could be explored. He asked if neighbors would be willing to give up some of their on street parking to accommodate other alternatives like bulbs outs or narrowing the road to slow traffic down. The majority of the members in the audience declared they were not willing to give up their on street parking.

Ms. Linda Caba offered her own concerns and observations in the twenty years she has lived on this road. She spoke of cars speeding through even with cars parked on both sides and a motorcyclist using it like a racetrack to go back and forth at excessive speeds repeatedly. She felt the Allison Hotel would only make things worse and felt there would be the same issues when Providence Road goes through as well.

A brief discussion followed about closing the intersection entirely and the significant effects it would have to other areas and neighborhoods.

Ms. Irene Landauer stated she and her children were almost hit trying to cross the street to play at the park and that she did not understand why speed bumps could not be installed when other cities and neighborhoods have done it. She did not feel the political reasons or high expenses were good enough reasons or more important than her children's lives. She felt if her son was in the path of a speeding car it would be very easy to figure out how to get the money. She felt there would be many people willing to raise the funds and that it did not make sense that drivers have to go 20 mph around school zones but not at parks.

Mr. Harold Trollinger did not feel blocking the intersection was a good idea but he would support a right in, right out only solution. He agreed with everything else that had been said and questioned why yellow lines had been painted down the road, which implies it is a highway. Staff replied it is a collector street and yellow lines are typical; they are also considered an advantage because they are designed to calm traffic since drivers have to be more aware of the position of their car within the road.

Ms. Pam Pennington said she supported a right in, right out only at 99W and Vittoria Way and even speed bumps in the park area.

Chair Simpson closed public testimony.

Discussion followed about the speed bumps installed at Friendsview and the costs, which were split three ways among the City, George Fox University, and Friendsview Manor. Speed bumps on Hawthorne were also discussed which were put in by a contractor over thirty years ago around the high school and left alone.

Mr. Chiu explained why engineering and education is a long and tedious process and how he favored measures to slow traffic rather than rushing the process into solutions that may not work or cause other problems to arise. He assured the citizens he would take a closer look into the suggestions given tonight to see if they are feasible, as there are many factors to consider, such as getting permission from ODOT.

Chair Simpson asked about the option of bulb outs. Staff stated it is a less expensive solution; however, it would take about four to eight parking spots at the intersection on each side of the quadrant. It does make the road narrower but parking would be lost at strategic areas.

Chair Simpson also suggested creating an artificial crosswalk in the middle of the long stretch of road without a stop sign. Staff replied this could be a good tool to slow traffic but it would not be preferred mid-block as much as it would be next to the park; he would look into a combination of less expensive measure that are most effective. Staff added that limited funding is working against their favor although he agreed life is more precious than anything else is, and they would do their best to seek other funding options.

Commissioner Klein spoke of reducing speed near the park area and stopping traffic from turning right onto Vittoria from 99W using a bulb out on Vittoria to block traffic; he recommended asking The Allison to place signage on Springbrook Road to direct traffic to take Springbrook to get there. He spoke of exploring speed bumps with cutouts for fire apparatus to straddle the middle, which does not cause damage and suggested exploring the costs. It could be a way to close the intersection to all except emergency vehicles.

Commissioner Jennifer Dawson agreed with the right in, right out only at 99W and the idea of barriers that can be crossed over by emergency vehicles; hoping this could be done without getting ODOT involved.

Chair Simpson stated he was aware that the City cannot create any access to 99W but he questioned whether the City has the authority to close any access to 99W without permission from ODOT.

Sergeant Weaver replied if it involves the right of way to 99W then ODOT will be involved and the right of way goes back several feet. We will have the burden of providing justification.

Chair Simpson directed staff to explore the following options as solutions or a combination of solutions with costs and feasibility: stop signs at every intersection; a right in, right out only at 99W; bulb outs and/or speed humps; and closure or half-closure of the 99W and Vittoria Way intersection.

Mr. Chiu replied he would attempt to bring as much information as possible to the next meeting but several factors may be dependant on information being received from ODOT in a timely manner.

Sergeant Weaver stated that enforcement would continue until a decision is made.

Chair Simpson recessed at 8:40 PM for ten minutes.

A) TSC-09-009: Traffic Code Change. Golf Carts on public rights-of-way

TIME – 8:50 PM

Mr. Terrence Mahr, City Attorney, presented the staff report and invited members of the TSC to attend the City Council Work Session on June 15th at 6:00 PM to discuss whatever recommendations they come up with this evening (see official meeting packet for full report).

Discussions followed about the differences between golf carts, low-speed vehicles, and wheelchairs.

Chair Simpson asked if the golf carts would be allowed to cross Springbrook Road and if there are penalties for going to Fred Meyer. Staff replied that crossing Springbrook Road is not to be allowed and fines for driving vehicles that are not supposed to be on the road would be given; various fines and costs were discussed.

Commissioner Klein asked about signage being posted when leaving the golf cart area. Staff replied that signage would be placed upon entering the golf cart area, but language indicating they are leaving could be placed on the back. Commissioner Klein also suggested registering or licensing the golf carts with the City as a way to educate the drivers of the rules as well as to identify golf carts in violation with their owners; the fee was suggested around \$20 but would be best determined based on the fees associated with implementing a permit program.

Various situations and possible violations were discussed as well as how they would be enforced.

MOTION: Klein/Sult to approve **TSC-09-009** initiating the procedure to consider a general traffic decision concerning the operation of golf carts upon city highways in residential areas adjacent to the Chehalem Glenn Golf Course; recommending adding under #3 Rules the TSC is considering establishing a permit program to educate the golf cart owners as to the rules and to identify the carts and adding under #7 Signage the TSC suggests that signage include notification when leaving golf cart use area; and setting a hearing for July 13, 2009. (8 Yes/0 No/1 Absent [Meyer]) Motion carried.

OLD BUSINESS

A) TSC-09-006: Vittoria – Springbrook. Striping Request

Mr. Chiu presented the staff report (see official meeting packet for full report).

Chair Simpson indicated the staff's recommendations were slightly different from the suggestions given by the citizens last time; they were corrected to be inside the loop rather than outside.

Commissioner Klein stated that based on his own observations of the intersection, landscaping at the apartment complex significantly blocks drivers' view of oncoming traffic, forcing them to move further into the intersection and then being cut off by cars turning left. He suggested asking the complex to adjust their landscaping to have a knoll with a tree and shrubbery to view cars coming through.

Mr. Chiu also spoke of the differences in elevations of the roads causing problems with visibility but stated he would make contact with the building manager to see if some trimming could occur; although it will grow back in a few months time.

Commissioner Klein encouraged staff to research the visibility triangle measurements in the area to see if anything would be enforceable by code.

Chair Simpson recommended extending the stop line 10 ft. Staff said it could be extended further south maybe 5 ft or so. Chair Simpson directed staff to conduct measurements for visibility, contact the apartment complex concerning their landscaping, and prepare a report for next meeting.

B) 9th street and industrial

Mr. Chiu reported a change in language was necessary for the signage to be placed on 9th Street and Industrial Way to limit truck parking. It was requested to amend the decision to eliminate the “loaded weight in excess of 10K” and to add, “trucks OR trailers” so the sign would state “No Parking for Trucks or Trailers from 8:00 AM to 6:00PM”.

MOTION: Sult/Jones to amend **TSC-08-019** with changes to the language for the signage to state “No Parking for Trucks or Trailers from 8:00 AM to 6:00 PM”. (8 Yes/0 No/1 Absent [Meyer])
Motion carried.

STAFF REPORTS - GENERAL INFORMATION

A) Police

Mr. Tim Weaver, Police Sergeant, gave reports on new hires for officers and dispatch and supported the valid concerns brought up by the neighbors living on Vittoria Way based on the recent enforcement efforts there.

B) Engineering

Mr. Chiu indicated all updates were provided on the agenda for review.

C) Items from Commissioners

Commissioner Ron Sult asked about the right in, right out intended to be installed at 2nd Street and Hwy 219. Staff replied the Orchard Lair development is responsible for this and needs to contact ODOT to see what is required of them. It was originally going to be part of the resurfacing completed by ODOT of the new intersection, but it is no longer being done by ODOT and was made as a condition of development with the Orchard Lair project. Options were discussed for what that will look like.

Commissioner Dawson asked if the TSC could look into installing a crosswalk at Joan Austin Elementary on Mountainview road based on discussions with a mother who sent a letter to Chair Simpson.

Chair Simpson supported this suggestion as well as one at the Chehalem Aquatic Center on Hayworth, east of the park there.

Commissioner Dawson also asked about a traffic circle at Springbrook and possible visibility issues. Staff spoke of the intentions to include landscaping with aspen trees and spoke of where critical visibility is within traffic circles. Commissioner Dawson also asked staff to address two trailers parked at the end of the hill on College Street.

Mayor Bob Andrews suggested staff make inquiries with the City of Bend about vision problems in roundabouts, as they recently had to retrofit one because of this.

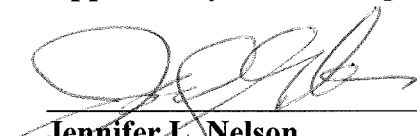
Commissioner Lesley Woodruff asked about items on the action plan developed in June. Chair Simpson replied they were on target.

Commissioner Klein asked for updates on information concerning mirror installations at a hidden driveway that came up previously. Staff replied this would be addressed at the next meeting. Commissioner Klein asked if it was possible to have a representative from ODOT attend a TSC meeting to discuss. Staff replied they are usually reluctant to make that kind of commitment but he could certainly try.

ADJOURN TO NEXT MEETING

MOTION: Simpson/Jones to adjourn at 10:25 PM until the next meeting on July 13, 2009. (8 Yes/0 No/1 Absent [Meyer]) Motion carried.

Approved by the Newberg Traffic Safety Commission this 13th day of July, 2009.



Jennifer L. Nelson
Recording Secretary



Michael R. Simpson
Traffic Safety Commission Chair