

NOTICE OF PUBLIC MEETING & AGENDA

TRAFFIC SAFETY COMMISSION

7:00 p.m., Monday, February 13, 2012

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."

- 1. CALL MEETING TO ORDER:**
 - A) Roll Call
 - B) Pledge of Allegiance
 - C) Review and approve meeting minutes of January 9, 2012

- 2. COMMUNICATIONS FROM THE FLOOR:**

- 3. NEW BUSINESS:**
 - A) TSC-12-002 Crater Lane
 - B) TSC-12-003 Everest Road (Texaco)
 - C) TSC-12-004 Howard Street (Library)

- 4. OLD BUSINESS:**
 - A) None
 - B)

- 5. STAFF REPORTS - GENERAL INFORMATION:**
 - A) Police Update
 - B) Engineering update
 - C) Log of Decisions

- 6. ADJOURN TO NEXT MEETING: March 12, 2012**

REMINDER: Work Session immediately prior to next meeting, to begin at 6:00 PM

ACCOMMODATION OF PHYSICAL IMPAIRMENTS: In order to accommodate persons with physical impairments, please notify the City Recorder's office of any special physical or language accommodations you may need as far in advance of the meeting as possible and no later than 48 hours prior to the meeting. To request these arrangements, please contact the City Recorder at (503) 537-1283. For TTY services please dial 711.

Posted: 2/5/2012

TRAFFIC SAFETY COMMISSION MINUTES
7:00 p.m., Monday, January 9, 2012
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.”

CALL MEETING TO ORDER

Chair Neal Klein called the meeting to order at 7:00 PM.

ROLL CALL

Members

Present:	Neal Klein, Chair	Lesley Woodruff, V. Chair	Doris Brandt	Karl Birky
	Dianna Cotter	Shannon Eoff	Ron Johns	Kari Lawson
	James Oravetz	Hannah Kinney, Student (arrived at 7:20 pm)		

Staff

Present:	Brian Casey, Police Chief	Paul Chiu, Senior Engineer
	Jay Harris, City Engineer/Engineering Manager	Mary Newell, Support Services Manager
		Jennifer Nelson, Minutes Recorder

Ex Officio

Present: Mayor Bob Andrews

Others

Present: Larry Anderson

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was performed.

OATHS OF OFFICE

Mayor Bob Andrews affirmed and/or swore in Doris Brandt, Neal Klein, and Kari Lawson to their offices as Traffic Safety Commissioners.

CHAIR AND VICE-CHAIR ELECTIONS

- B) Nomination and election of Chairperson of the Traffic Safety Commission
- C) Nomination and election of Vice-Chair for the Traffic Safety Commission

MOTION #1: Brandt/Oravetz to reelect both the current Chair Neal Klein and Vice-Chair Lesley Woodruff for another year in their respective offices. Motion carried (9 Yes/0 No).

APPROVAL OF MINUTES

- A) Review and approve the work session minutes of November 14, 2011.

MOTION #2: Oravetz/Eoff to approve the Traffic Safety Commission work session minutes for November 14, 2011, as written. Motion carried (9 Yes/0 No).

- B) Review and approve the meeting minutes of November 14, 2011.

Corrections were discussed and noted by staff for the final copy. Mr. Chiu noted there needed to be a motion made regarding TSC-11-030 as it was left unresolved at the end of the discussion. Chair Klein moved the discussion and motion on this matter to Old Business on the agenda.

MOTION #3: Brandt/Cotter to approve the Traffic Safety Commission minutes for November 14, 2011, as amended. Motion carried (7 Yes/0 No).

COMMUNICATIONS FROM THE FLOOR

Mr. Larry Anderson talked about concerns with the City's System Development Charge (SDC) funds for improvements like the Everett Street traffic signal and the effects it has on the development of the property formally reserved for the Newberg-Dundee Bypass. He said the Oregon Department of Transportation (ODOT) had until November 15, 2011, as a deadline to buy property or the City would lift all local restrictions. He spoke of property in the bypass corridor overlay, the Transportation System Plan (TSP), and items only going through staff approval without notice. He just wanted to bring some things to their attention regarding the use of SDC's and bypass activities.

Chair Klein stated the TSC did have discussions when the ODOT representatives visited to attempt to try to figure out things and alleviate problems up front. This evening they will be discussing the TSP updates and how this commission will interact with that, but they are at the information gathering stage and more discussions are to come before recommendations are made to Council.

Mr. Anderson suggested that before the TSP is developed the bypass was presumed and before further development can occur with permits to build, the TSP for Springbrook Oaks needs development without a bypass to assure things do not get blown through or that ODOT will replace or fix up areas if they do, so the community and developers do not have to fix up what is inevitable later.

Commissioner Dianna Cotter thanked him for the status information for development and the purchase of ODOT lands. She said she also has concerns for the traffic patterns around Springbrook Oaks and long term effects as well. Discussions occurred briefly to clarify the deadline he mentioned that passed regarding the bypass and items outside of the master plan being required by the City to be accommodated by developers. Mr. Anderson encouraged the TSC to keep informed about how applications are processed and how they affect the TSP or Springbrook area.

Mr. Jay Harris, City Engineer/Engineering Manager, introduced himself, complimented work done so far by commissioners and staff, and encouraged anyone to ask questions of him if they have them; he said they will be seeing more of him in the future.

NEW BUSINESS

- A) TSC-12-001: Neighborhood Traffic Flow Study for the Sheridan St./N. College St. area
TIME – 7:36 PM

Mr. Paul Chiu, Senior Engineer, discussed the concerns brought up regarding the traffic flow and recent accident in the Sheridan Street and N. College Street area as raised in a previous meeting by citizen Robert Soppe. Staff met with the city manager and larger concerns for the neighborhood came up in relation to the progress of the Chehalem Cultural Center and the Cultural District plans. Since the scope of this traffic analysis is much larger than originally anticipated staff intends to request the assistance of a traffic consultant to study

this area and make recommendations. A group will be formed to select a consultant for this project and staff suggested appointing a member from the TSC to assist with management and staff in that selection process.

MOTION #4: Brandt/Cotter to hire a consultant for TSC-12-001 to look at the neighborhood traffic flow study for the Sheridan Street and N. College Street area and make recommendations to the Traffic Safety Commission; and to elect a volunteer to represent the TSC during the consultant selection process. Motion carried (9 Yes/0 No).

OLD BUSINESS

A) TSC-11-018: Highway 99W Speed Zone Investigation Report
TIME – 7:41 PM

Mr. Chiu presented staff report and recommended approving the entire ODOT study to receive the overall improvement rather than taking only parts (see official meeting packet for full report).

Commissioner James Oravetz said he wanted to see the speed limit raise between Brutscher and Vittoria to 45 miles per hour (mph) as he travels there quite bit with rush hour traffic and cars coming down off of Rex Hill already going faster than that. He felt it could be creating or intensifying a hazard, but if they are getting rest of the area at 35 mph, he is in favor.

Commissioner Shannon Eoff felt those speeds in the area of Brutscher, before Vittoria should be considered to be raised to 45 mph only if outlets are made for the hospital, Ford dealership, and the veterinarian because someone turning there with a raised speed limit will be more dangerous.

Chair Klein stated this is ODOT territory and we can only make recommendations; he felt they would be compromising in order to get what they wanted in the first place with 35 mph in areas where there are pedestrians; he would rather fight more on Zimri Road than in this section where the speed will be 45 mph right before a 55 mph zone.

Commissioner Oravetz spoke about issues with people trying to get to east bound lane from Vittoria. Chair Klein said that has been discussed before to make that a right in, right out only and they can keep looking at that since it is a City street.

Commissioner Karl Birky agreed with staff to support the recommendation whether they like it or not because they need to figure out ways to move people through town quicker in order to not make the same mistakes that have been made in Dundee.

Mayor Andrews asked staff if there was anything being done about the speed limit on 1st Street from River Street to the other side of Everest which was brought to ODOT's attention. Staff said that area was not included for this request.

MOTION #5: Oravetz/Cotter to approve the ODOT recommendation to increase the speed limit from 40 mph to 45 mph on part of 99W two-hundred (200) feet southwest of Vittoria Way to two-hundred fifty (250) feet northeast of Brutscher Street and to approve the recommendation to reduce the speed limit from 40 mph to 35 mph 250 ft. northeast of Brutscher Street to 0.10 mile northeast of Elliot Street. Motion carried (9 Yes/0 No).

MOTION #6: Brandt/Oravetz to appoint Karl Birky as the Traffic Safety Commission representative for the selection of a consultant for TSC-12-001. Motion carried (7 Yes/0 No).

B) 2011 Traffic Safety Log of Decisions
TIME – 8:03 PM

Corrections were discussed and noted by staff for the final version of the TSC Log of Decisions for 2011. Mr. Chiu further discussed the need to make a motion tonight regarding TSC-11-030 that was left inconclusive at the November 14, 2011, meeting

C) TSC-11-30: Pinehurst from Main to College – Speed issue – Motion needed

Mr. Chiu gave updates and suggested language for the motion to accept the traffic study and not have any further action.

MOTION #7: Brandt/Cotter to accept the staff recommendation for TSC-11-030 to accept the traffic study with no further action by the Traffic Safety Commission at this time. Motion carried (9 Yes/0 No).

STAFF REPORTS - GENERAL INFORMATION

A) Police update

Police Chief Brian Casey reported January is usually the quietest month, but they have been recently very busy with an accidental shooting on Meridian Street and the use of the Special Weapons and Tactics (SWAT) team with a domestic violence strangulation with fire arm situation and three additional domestic violence disturbances. He theorized holiday depression and alcohol use is often involved. He reported on efforts with the Shop with a Cop and Drug Take-Back programs as well as preparations for the Special Olympics.

B) Engineering update

Mr. Chiu spoke of updates to the cell phone policies and laws for hands free use; spoke of the addition to Jay Harris as the new City Engineer/Engineering Manager. He gave updates on the Crestview Drive project through Oxberg Estates; on College Street at Railroad with connections from Vermillion to Illinois; and the flashing beacon pedestrian crossing efforts with ODOT by Walgreens. He also referred to some comments made by Mr. Larry Anderson and the study that identified a need for signalization at some point at the intersection at Everett Street, stating the City is working on a collaborative effort with ODOT on this when funding may be available.

C) Items from Commissioners

Chair Klein welcomed the new members Kari Lawson and the student representative Hannah Kinney to the commission.

Mayor Andrews offered some details and updates regarding ODOT's efforts with the Bypass such as the Record of Decision (ROD) pending from the federal highway administration to be received by the end of March, the Environmental Impact Study (EIS), discussions with property owners and developers, continuing efforts on the first phase, and deadlines in regards to the moratorium on development in that corridor.

Chair Klein asked the Mayor and staff to keep the TSC updated; he mentioned work sessions have been tentatively scheduled for March and June for this year and maybe ODOT can be asked to attend after the ROD is received to share their progress on various projects.

Mayor Andrews briefly spoke about upcoming events for committee volunteer training and appreciation, asking the TSC to send in their responses with the poll for training topics on Tuesday, January 24, 2012.

Chair Klein spoke with staff regarding issues with the email system, especially with passwords, for many of the commissioners and requested to have a representative from the Information Technology (IT) department here at the next meeting or during a work session to assist with issues. Discussions also touched on privacy issues with using personal emails and public records law and mentioned this could be another topic for the upcoming training.

Commissioner Lesley Woodruff spoke of ideas and volunteers for writing being needed for the once of month posting the TSC makes on the City website.

Commissioner Karl Birky asked staff if the City has a Transportation System Development Charge. Staff replied they do.

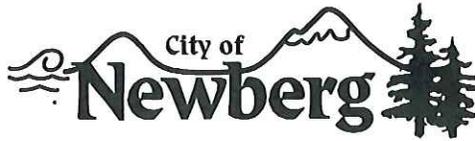
ADJOURN TO NEXT MEETING

The meeting adjourned at 8:52 PM until February 13, 2011.

Approved by the Newberg Traffic Safety Commission this 13th day of February, 2012.

Jennifer L. Nelson
Deputy City Recorder

Neal S. Klein
Traffic Safety Commission Chair



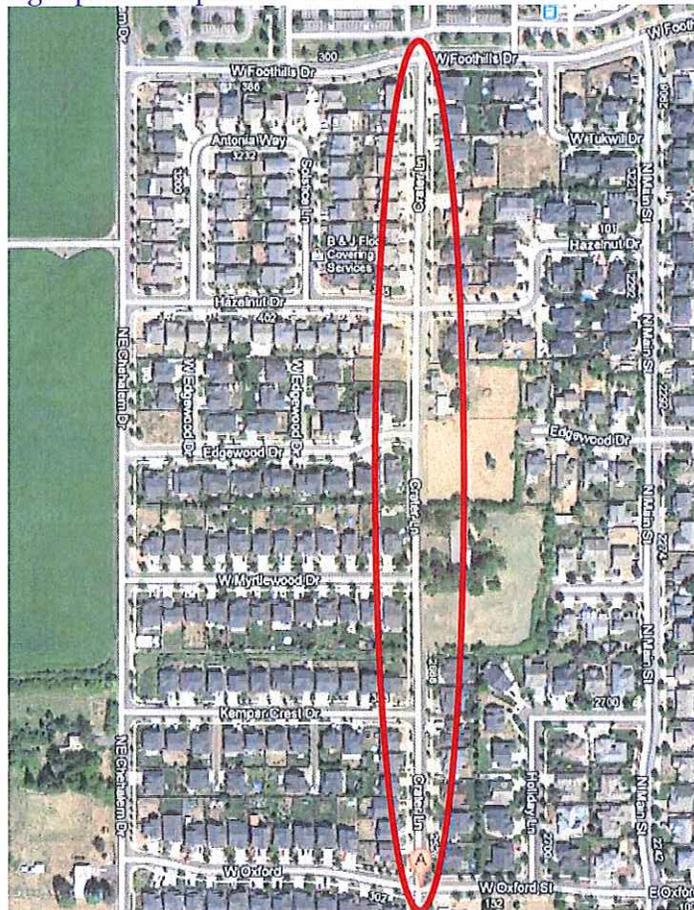
MEMORANDUM

PUBLIC WORKS DEPARTMENT
Engineering Division
P.O. Box 970 • 414 E. First Street • Newberg, Oregon 97132
Tel 503.537.1240 • Fax 503.537.1277

February 3, 2012

To: Newberg Traffic Safety Commission
Cc: Dain Eichel, Interim PW Director; Jay Harris, PE, City Engineer; Brian Casey, PD Chief; Mary Newell, PD Support Services Manager
From: Paul Chiu, PE, Senior Engineer *PC*
RE: TSC-12-002 \Speed Sign Request and Speeding Issue on Crater Lane

On November 15, 2011, Ms. Claudia Schendel contacted the City and requested that a 25 MPH sign be installed on Crater Lane, somewhere between Oxford Street and Foothills Drive. Ms. Schendel expressed her concern regarding vehicles that speed through her neighborhood and thought that the speed sign may encourage speed compliance. She lives at the 2900th block of Crater Lane.



“Working Together for a Better Community – Serious About Service”

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Staff had a telephone discussion with her on December 7, 2011 and indicated that traffic data will be collected in January 2012 when students return to schools.



Crater Lane – Looking North (taken on 12/8/11).



Crater Lane at Oxford (at Location ‘A’ of the map on page 1).



Crater Lane – Towards the two under-developed parcels.



Crater Lane – Half street improvement at the 2900th block with no parking signs.



Crater Lane at Edgewood.

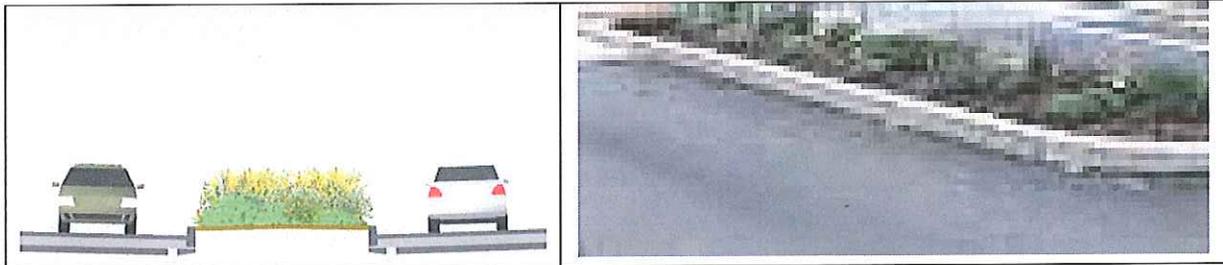


Crater Lane ends north at Foothills. Crater Lane Elementary School on north side of Foothills.

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Site visit on December 8, 2011, indicated that there are no speed signs on Crater Lane between Oxford Street and Foothills Drive (which is about 2,000 feet in distance) except school zone signs. The neighborhood is primarily single family residential. According to the Oregon Basic Rule, speed limit shall be at 25 MPH when no speed signs are posted. Speed signs may be installed to remind drivers of the speed limits but they will not deter speeders. As the two parcels on the east side may be developed in the future, perhaps median islands may be worth considering as a traffic calming measure on this long stretch of residential street at that time.



Traffic data* was collected on January 24th thru 26th, 2012 and summarized as follow:

Crater Lane		
Block	between Myrtlewood & Kemper Crest	
85% Speed	Northbound	Southbound
	32.7 MPH	31.8 MPH
ADT =	293 (44%)	378 (56%)
> 2 Axles =	1	2
Buses =	1	5

Upon review, the southbound traffic volume is 56% of the total traffic on Crater Lane (More southbound traffic than the northbound.) This street is not considered a low volume road (because it has over 400 ADT). There were almost 70 vehicles (classified as 2 axle-6 tires) that travel on this street. Truck volume is low. The 85 percentile speed exceeded 30 MPH in either direction and data indicated that 188 drivers (out of 671) had exceeded the 30 MPH limit (of which 34 were in the 35 to 45 MPH range). Speeding is an issue here according to the traffic data. Most violations were noted around 8:00 am and from 2:00 to 4:00 pm per data. Staff would recommend periodic speed enforcement on Crater Lane.

Please contact staff member if you have any questions. Thank you.

** Actual traffic data is attached as a separate PDF file. Print only if you need it.*

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TSC-12-002 (Crater Lane Traffic Data)

Description 1: Crater between Myrtlewood & Kemper Crest
 Description 2:
 Description 3:

Site: Crater between Myrtlewood
 Tuesday, 01/24/2012, 12:00:00 AM -
 Thursday, 01/26/2012, 11:59:59 PM

Volume Grand Totals

Average Hourly Volumes			
	North Bound	South Bound	Combined
12:00 AM	1.3	0.7	2.0
1:00 AM	0.3	0.0	0.3
2:00 AM	0.0	0.7	0.7
3:00 AM	0.7	1.7	2.3
4:00 AM	2.0	4.0	6.0
5:00 AM	2.7	9.0	11.7
6:00 AM	6.7	19.0	25.7
7:00 AM	17.7	33.7	51.3
8:00 AM	24.7	56.0	80.7
9:00 AM	13.7	29.3	43.0
10:00 AM	6.0	18.7	24.7
11:00 AM	15.3	21.7	37.0
12:00 PM	13.0	13.0	26.0
1:00 PM	13.7	10.3	24.0
2:00 PM	15.7	18.7	34.3
3:00 PM	27.0	52.3	79.3
4:00 PM	26.3	20.0	46.3
5:00 PM	30.0	21.3	51.3
6:00 PM	24.7	21.0	45.7
7:00 PM	14.7	10.3	25.0
8:00 PM	17.7	8.7	26.3
9:00 PM	12.3	5.7	18.0
10:00 PM	4.7	1.7	6.3
11:00 PM	2.0	1.0	3.0
ADT	292.7	378.3	671.0

Study Grand Totals

North Bound	South Bound	Combined
878	1135	2013
43.6 %	56.4 %	

Description 1: Crater between Myrtlewood & Kemper Crest
 Description 2:
 Description 3:

Site: Crater between Myrtlewood
 Tuesday, 01/24/2012, 12:00:00 AM -
 Thursday, 01/26/2012, 11:59:59 PM

Speed Grand Totals
 North Bound

mph	Hourly Averages													
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	1.3	0.0	0.0	0.7	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.3	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.7	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	2.0	0.0	0.0	1.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	2.7	0.0	0.0	1.3	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	6.7	0.0	0.3	3.3	2.0	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	17.7	0.0	0.3	5.0	7.0	4.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	24.7	0.0	0.3	5.0	13.7	5.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	13.7	0.0	0.7	2.3	7.3	2.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	6.0	0.3	0.3	0.3	2.0	2.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	15.3	0.0	0.3	4.3	5.7	3.7	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	13.0	0.7	0.7	2.3	6.7	1.7	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	13.7	0.0	0.0	4.0	4.0	5.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	15.7	0.0	0.3	3.3	3.7	6.3	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	27.0	0.3	0.7	4.7	11.3	8.7	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	26.3	0.0	0.3	4.7	9.0	9.7	2.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
5:00 PM	30.0	0.0	1.0	6.7	14.0	7.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	24.7	0.0	0.7	6.7	10.0	6.3	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	14.7	0.0	0.7	4.0	6.0	2.7	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	17.7	0.0	0.7	4.0	9.3	3.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	12.3	0.0	0.0	1.3	7.3	3.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	4.7	0.0	0.0	0.0	3.3	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	2.0	0.0	0.3	0.3	0.7	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	292.7	1.3	7.7	66.0	124.7	75.7	15.0	2.0	0.3	0.0	0.0	0.0	0.0	0.0

Percentile Speeds (mph)	10%	15%	50%	85%	90%
	22.8	23.5	27.9	32.7	33.9

10 mph Pace Speed	22.8 - 32.8	Average	28.1 mph
Number in Pace	662 (75.4 %)	Minimum	9.5 mph
		Maximum	46.9 mph

Speeds Exceeded	55 mph	65 mph	75 mph
Count	0.0 % 0	0.0 % 0	0.0 % 0

mph	Study Grand Totals													
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
North Bound	878	4	23	198	374	227	45	6	1	0	0	0	0	0
		0.5%	2.6%	22.6%	42.6%	25.9%	5.1%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%

TSC-12-002 (Crater Lane Traffic Data)

Description 1: Crater between Myrtlewood & Kemper Crest
 Description 2:
 Description 3:

Site: Crater between Myrtlewood
 Tuesday, 01/24/2012, 12:00:00 AM -
 Thursday, 01/26/2012, 11:59:59 PM

Speed Grand Totals
 South Bound

mph	Hourly Averages													
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	0.7	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.7	0.0	0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	1.7	0.0	0.3	0.7	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	4.0	0.0	0.0	0.3	1.3	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	9.0	0.0	0.3	4.7	3.0	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	19.0	0.0	1.3	3.7	7.7	4.7	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	33.7	0.3	2.0	8.7	16.0	5.0	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	56.0	0.7	3.0	11.3	27.3	12.3	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	29.3	0.3	2.7	9.7	10.7	4.7	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	18.7	1.3	1.7	1.0	8.3	5.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	21.7	0.0	3.3	7.0	6.3	4.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	13.0	0.3	1.3	4.0	5.3	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	10.3	0.0	0.7	1.3	4.7	3.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	18.7	0.7	1.3	2.3	5.3	7.3	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	52.3	0.3	6.0	14.0	23.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	20.0	0.0	1.3	6.3	7.3	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	21.3	0.0	1.0	5.0	9.3	4.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	21.0	0.3	0.7	6.3	8.3	4.0	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	10.3	0.3	1.0	2.0	4.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	8.7	0.3	2.0	1.3	3.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	5.7	0.0	0.3	1.0	3.0	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	1.7	0.0	0.0	0.3	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	1.0	0.0	0.0	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	378.3	5.0	30.3	91.7	156.0	78.3	14.3	2.7	0.0	0.0	0.0	0.0	0.0	0.0

Percentile Speeds (mph)	10%	15%	50%	85%	90%
	20.2	22.0	27.0	31.8	33.3

10 mph Pace Speed Number in Pace	21.9 - 31.9	Average	26.8 mph
	805 (70.9 %)	Minimum	6.3 mph
		Maximum	44.1 mph

Speeds Exceeded	55 mph	65 mph	75 mph
Count	0.0 % 0	0.0 % 0	0.0 % 0

mph	Study Grand Totals													
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
South Bound	1135	15	91	275	468	235	43	8	0	0	0	0	0	0
		1.3%	8.0%	24.2%	41.2%	20.7%	3.8%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

TSC-12-002 (Crater Lane Traffic Data)

Description 1: Crater between Myrtlewood & Kemper Crest
 Description 2:
 Description 3:

Site: Crater between Myrtlewood
 Tuesday, 01/24/2012, 12:00:00 AM -
 Thursday, 01/26/2012, 11:59:59 PM

Speed Grand Totals
 Combined

mph	Total	Hourly Averages												
		0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	2.0	0.0	0.0	1.0	0.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.3	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.7	0.0	0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	2.3	0.0	0.3	0.7	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	6.0	0.0	0.0	2.0	1.3	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	11.7	0.0	0.3	6.0	3.7	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	25.7	0.0	1.7	7.0	9.7	5.3	1.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	51.3	0.3	2.3	13.7	23.0	9.0	2.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	80.7	0.7	3.3	16.3	41.0	17.7	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	43.0	0.3	3.3	12.0	18.0	7.3	1.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	24.7	1.7	2.0	1.3	10.3	7.3	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	37.0	0.0	3.7	11.3	12.0	8.3	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	26.0	1.0	2.0	6.3	12.0	3.7	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	24.0	0.0	0.7	5.3	8.7	8.0	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	34.3	0.7	1.7	5.7	9.0	13.7	3.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	79.3	0.7	6.7	18.7	35.0	17.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	46.3	0.0	1.7	11.0	16.3	13.7	3.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
5:00 PM	51.3	0.0	2.0	11.7	23.3	11.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	45.7	0.3	1.3	13.0	18.3	10.3	0.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	25.0	0.3	1.7	6.0	10.0	4.7	2.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	26.3	0.3	2.7	5.3	12.3	4.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	18.0	0.0	0.3	2.3	10.3	4.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	6.3	0.0	0.0	0.3	4.0	1.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	3.0	0.0	0.3	0.7	1.0	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	671.0	6.3	38.0	157.7	280.7	154.0	29.3	4.7	0.3	0.0	0.0	0.0	0.0	0.0

Percentile Speeds (mph)	10%	15%	50%	85%	90%
	21.5	22.7	27.3	32.3	33.5

10 mph Pace Speed	21.9 - 31.9	Average	27.4 mph
Number in Pace	1454 (72.2 %)	Minimum	6.3 mph
		Maximum	46.9 mph

Speeds Exceeded	55 mph	65 mph	75 mph
Count	0.0 % 0	0.0 % 0	0.0 % 0

mph	Total	Study Grand Totals												
		0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
North Bound	878	4	23	198	374	227	45	6	1	0	0	0	0	0
South Bound	1135	15	91	275	468	235	43	8	0	0	0	0	0	0
Combined	2013	19	114	473	842	462	88	14	1	0	0	0	0	0
		0.9%	5.7%	23.5%	41.8%	23.0%	4.4%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

TSC-12-002 (Crater Lane Traffic Data)

Description 1: Crater between Myrtlewood & Kemper Crest
 Description 2:
 Description 3:

Site: Crater between Myrtlewood
 Tuesday, 01/24/2012, 12:00:00 AM -
 Thursday, 01/26/2012, 11:59:59 PM

Classification Grand Totals
 North Bound

	Hourly Averages														
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	
12:00 AM	1.3	0.0	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 AM	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 AM	0.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 AM	2.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 AM	2.7	0.0	1.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
6:00 AM	6.7	0.0	0.7	4.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
7:00 AM	17.7	0.0	5.3	11.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
8:00 AM	24.7	0.0	6.3	17.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 AM	13.7	0.0	4.7	7.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 AM	6.0	0.0	2.0	3.3	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 AM	15.3	0.0	4.3	9.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
12:00 PM	13.0	0.3	5.3	6.3	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 PM	13.7	0.0	4.0	7.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 PM	15.7	0.0	4.3	9.3	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 PM	27.0	0.0	6.0	18.0	0.3	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 PM	26.3	0.0	9.0	15.3	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 PM	30.0	0.0	9.7	17.7	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
6:00 PM	24.7	0.3	5.7	17.7	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
7:00 PM	14.7	0.0	3.7	9.3	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
8:00 PM	17.7	0.0	6.3	10.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 PM	12.3	0.0	4.0	7.3	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 PM	4.7	0.0	2.7	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 PM	2.0	0.0	1.0	0.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ADT	292.7	0.7	88.7	175.3	0.3	27.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

	Study Grand Totals														
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	
North Bound	878	2	266	526	1	82	1	0	0	0	0	0	0	0	
		0.2%	30.3%	59.9%	0.1%	9.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TSC-12-002 (Crater Lane Traffic Data)

Description 1: Crater between Myrtlewood & Kemper Crest
 Description 2:
 Description 3:

Site: Crater between Myrtlewood
 Tuesday, 01/24/2012, 12:00:00 AM -
 Thursday, 01/26/2012, 11:59:59 PM

Classification Grand Totals
 South Bound

	Hourly Averages														
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	
12:00 AM	0.7	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 AM	0.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 AM	1.7	0.0	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 AM	4.0	0.0	3.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 AM	9.0	0.0	3.3	5.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
6:00 AM	19.0	0.0	9.3	7.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
7:00 AM	33.7	0.3	18.7	11.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
8:00 AM	56.0	0.0	21.7	27.0	1.7	4.7	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	
9:00 AM	29.3	0.0	9.3	13.0	0.7	5.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 AM	18.7	0.0	11.3	4.7	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 AM	21.7	0.3	8.3	9.7	0.3	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
12:00 PM	13.0	0.3	5.7	5.0	0.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 PM	10.3	0.0	5.0	4.7	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 PM	18.7	0.3	6.3	7.0	1.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 PM	52.3	0.0	19.0	26.3	0.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 PM	20.0	0.0	11.3	7.7	0.0	0.7	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	
5:00 PM	21.3	0.0	13.3	6.7	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
6:00 PM	21.0	0.0	12.3	8.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
7:00 PM	10.3	0.0	6.3	2.7	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
8:00 PM	8.7	0.0	4.7	2.7	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 PM	5.7	0.0	4.3	0.7	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 PM	1.7	0.0	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 PM	1.0	0.0	0.3	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ADT	378.3	1.3	177.0	151.7	5.0	41.3	0.7	0.0	1.3	0.0	0.0	0.0	0.0	0.0	

	Study Grand Totals														
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	
South Bound	1135	4 0.4%	531 46.8%	455 40.1%	15 1.3%	124 10.9%	2 0.2%	0 0.0%	4 0.4%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	

TSC-12-002 (Crater Lane Traffic Data)

Description 1: Crater between Myrtlewood & Kemper Crest
 Description 2:
 Description 3:

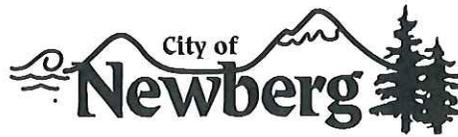
Site: Crater between Myrtlewood
 Tuesday, 01/24/2012, 12:00:00 AM -
 Thursday, 01/26/2012, 11:59:59 PM

Classification Grand Totals
 Combined

	Hourly Averages													
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	2.0	0.0	1.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	2.3	0.0	1.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	6.0	0.0	4.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	11.7	0.0	4.7	6.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	25.7	0.0	10.0	11.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	51.3	0.3	24.0	22.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	80.7	0.0	28.0	44.0	1.7	6.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	43.0	0.0	14.0	20.0	0.7	7.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	24.7	0.0	13.3	8.0	0.0	3.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	37.0	0.3	12.7	18.7	0.3	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	26.0	0.7	11.0	11.3	0.3	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	24.0	0.0	9.0	11.7	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	34.3	0.3	10.7	16.3	1.7	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	79.3	0.0	25.0	44.3	0.7	9.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	46.3	0.0	20.3	23.0	0.0	2.7	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
5:00 PM	51.3	0.0	23.0	24.3	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	45.7	0.3	18.0	25.7	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	25.0	0.0	10.0	12.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	26.3	0.0	11.0	12.7	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	18.0	0.0	8.3	8.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	6.3	0.0	4.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	3.0	0.0	1.3	1.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	671.0	2.0	265.7	327.0	5.3	68.7	1.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0

	Study Grand Totals													
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
North Bound	878	2	266	526	1	82	1	0	0	0	0	0	0	0
South Bound	1135	4	531	455	15	124	2	0	4	0	0	0	0	0
Combined	2013	6	797	981	16	206	3	0	4	0	0	0	0	0
		0.3%	39.6%	48.7%	0.8%	10.2%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%

TSC-12-002 (Crater Lane Traffic Data)



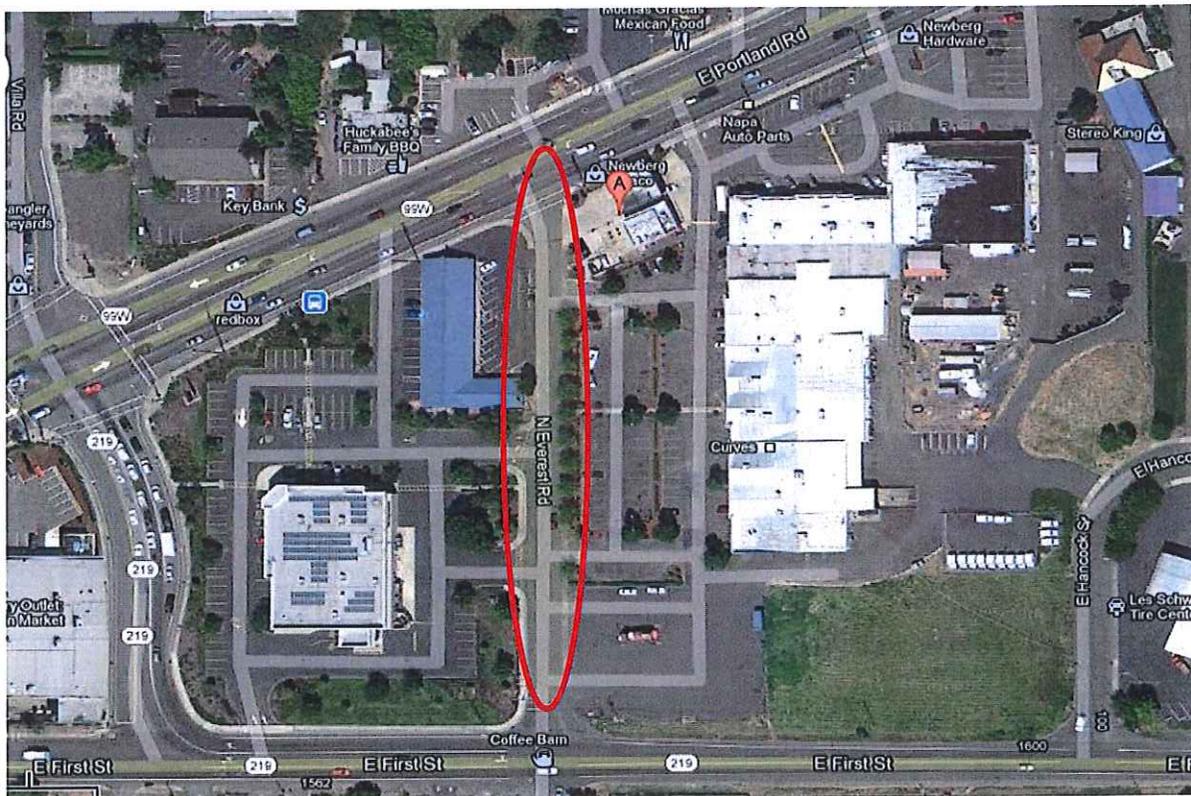
MEMORANDUM

PUBLIC WORKS DEPARTMENT
Engineering Division
P.O. Box 970 • 414 E. First Street • Newberg, Oregon 97132
Tel 503.537.1240 • Fax 503.537.1277

February 3, 2012

To: Newberg Traffic Safety Commission
Cc: Dain Eichel, Interim PW Director; Jay Harris, PE, City Engineer; Brian Casey, PD Chief; Mary Newell, PD Support Services Manager
From: Paul Chiu, PE, Senior Engineer *Paul Chiu*
RE: TSC-12-003 \Driveway Blockage to Texaco on Everest Road

On January 4, 2012, Mr. Albert Keuftedjian called the City and expressed his concern that the driveway to his Texaco Gas Station business is often blocked by traffic on Everest Road. The location of the gas station is labeled as 'A' in the map below. The problem is acute during the morning (from 8:00 to 9:00 am), the early afternoon (from 1:30 to 2:30 pm) and the afternoon rush hours (from 4:30 to 5:30 pm).



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“Traffic Safety 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.”

Staff visited the site on January 5, 2012 and talked with the business owner and took some photos.



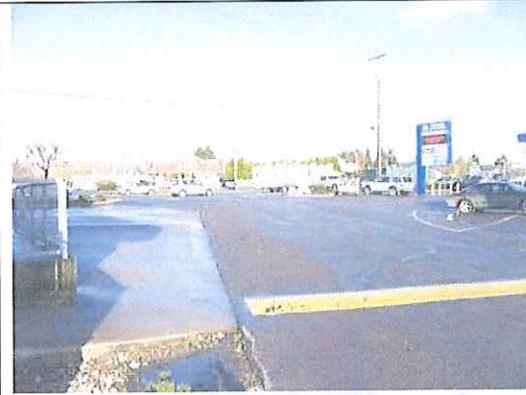
Driveway at Everest Road is blocked by traffic. East or northbound 99W traffic would have to wait for the northbound Everest traffic to clear before pulling into the gas station. (Photo was taken on 1/5/12).



Driveway to Texaco is the first one just before the STOP sign. The driveway on the near side goes to the shopping center behind Texaco.



Driveway to the shopping center behind Texaco.



Driveway on the east side of Texaco that goes to the shopping center behind Texaco.



Traffic to Texaco is signed one way from west to east.



Traffic to Texaco is signed one way from Everest Road driveway.

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Upon observation, the northbound traffic that was queuing on Everest Road was indeed blocking the entrance to Texaco because of the unique site layout. The business owner has requested the City to consider posting a sign that says “Do Not Block Driveway” and he is willing to pay for the cost of the sign if approval is granted by the Traffic Safety Commission.

Staff and the business owner had discussed this issue at length. The proposed sign may help a little. TSC needs to make the final decision upon the owner’s petition. Please contact staff member if you have any questions. Thank you.

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February 3, 2012

To: Newberg Traffic Safety Commission
Cc: Dain Eichel, Interim PW Director; Jay Harris, PE, City Engineer; Brian Casey, PD Chief; Mary Newell, PD Support Services Manager
From: Paul Chiu, PE, Senior Engineer *PC*
RE: TSC-12-004 \Howard Street at the City Library

On November 24, 2011, Traffic Safety Commissioner, Ms. Lesley Woodruff, was contacted by Ms. Lori Beiber-Lauder, a library employee, regarding the issue of drivers going the wrong way, south, on Howard Street in front of the library. Howard Street is a designated and signed one-way street going north for that block. Many pedestrians cross Howard Street from the City parking lot on the west side to the library. The library is noted as 'A' in the map below.



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Staff discussed this issue with Ms. Beiber-Lauder and also visited the site in January 2012. Howard Street has adequate signage and pavement marking for one-way traffic.

Upon further observation, the only place that could use another sign is to post a no right-turn sign at the parking lot exit at Howard Street.



Please contact staff member if you have any questions. Thank you.

TRAFFIC SAFETY COMMISSION – 2012 LOG OF DECISIONS

DATE	MOTION/ACTION
1/9/2012	<p>MOTION #1: Brandt/Oravetz to reelect both the current Chair Neal Klein and Vice-Chair Lesley Woodruff for another year in their respective offices. Motion carried (9 Yes/0 No).</p> <p>MOTION #2: Oravetz/Eoff to approve the Traffic Safety Commission work session minutes for November 14, 2011, as written. Motion carried (9 Yes/0 No).</p> <p>MOTION #3: Brandt/Cotter to approve the Traffic Safety Commission minutes for November 14, 2011, as amended. Motion carried (7 Yes/0 No).</p> <p>TSC-12-001: Neighborhood Traffic Flow Study for the Sheridan St/N College area MOTION #4: Brandt/Cotter to hire a consultant for TSC-12-001 to look at the neighborhood traffic flow study for the Sheridan Street and N. College Street area and make recommendations to the Traffic Safety Commission; and to elect a volunteer to represent the TSC during the consultant selection process. Motion carried (9 Yes/0 No).</p> <p>TSC-11-018: Highway 99W Speed Zone Investigation Report MOTION #5: Oravetz/Cotter to approve the ODOT recommendation to increase the speed limit from 40 mph to 45 mph on part of 99W two-hundred (200) feet southwest of Vittoria Way to two-hundred fifty (250) feet northeast of Brutscher Street and to approve the recommendation to reduce the speed limit from 40 mph to 35 mph 250 ft. northeast of Brutscher Street to 0.10 mile northeast of Elliot Street. Motion carried (9 Yes/0 No).</p> <p>MOTION #6: Brandt/Oravetz to appoint Karl Birky as the Traffic Safety Commission representative for the selection of a consultant for TSC-12-001. Motion carried (7 Yes/0 No).</p> <p>TSC-11-030: Pinehurst from Main to College – Speed issue MOTION #7: Brandt/Cotter to accept the staff recommendation for TSC-11-030 to accept the traffic study with no further action by the Traffic Safety Commission at this time. Motion carried (9 Yes/0 No).</p>
2/13/2012	
3/12/2012	
4/9/2012	
5/14/2012	
6/11/2012	
7/9/2012	
8/13/2012	
9/10/2012	
10/8/2012	
11/12/2012	
12/10/2012	