

CITY OF NEWBERG TRAFFIC SAFETY COMMISSION MINUTES
MONDAY, January 11, 2021 7:00 PM
Zoom Meeting

“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.”

I. CALL MEETING TO ORDER

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

II. ROLL CALL

Members Present:	Tony Roos	Mark Carleton	Neal Klein
	Lesley Woodruff	Roger Kuhlman	Robert Sherry
	Kasper Czuk		

Members Absent: John Ehrlich, Sarah Sand, and Jeff Grider

Staff Present: Kaaren Hofmann, City Engineer
Doug Rux, Community Development Director
Russ Thomas, Public Works Director
Brian Hagen, Police Sergeant

III. PLEDGE OF ALLEGIANCE

The pledge of allegiance was performed.

IV. PUBLIC COMMENTS

Ian McDonough, Newberg resident, gave a background on how he had lived on Fulton on the Friendsview Campus and the traffic issues he saw there. The new Friendsview development was planning to put in an underground parking structure where drivers would come out into full daylight, cross a multi-use sidewalk, and try to navigate onto Fulton. There was a George Fox University parking lot right across the street and more development going in the area, which added to the traffic as well. He had told Friendsview this information and they came up with four possible options for the access. Friendsview was still advocating using Fulton, however he thought the access should be on Cherry Street. It had a northern exposure and was a quieter street, dedicated to just the residents of Friendsview. The objection to that option was it might mean less parking and they might have to modify the building footprint. He asked that the Traffic Safety Commission recommend Cherry Street as the access when the application was submitted to the Planning Commission.

Commissioner Klein disclosed that he was friends with Mr. McDonough. They had discussed this previously and walked around the site. He had recommended that Mr. McDonough come to the Commission with this concern. He thought there was already a large amount of traffic on Fulton and several parking lots that accessed Fulton and adding one more entry point was not safe. He suggested adding this item to the agenda and discussing a possible recommendation that could be made tonight.

Community Development Director Rux discussed the master plan for the Friendsview campus and what had been constructed and what was left to construct. An application had already been submitted for Phase 2 and it was currently under review. The applicant had asked for a hold on the decision to evaluate the access. The application did propose access onto Fulton. The decision would not be made by the Planning Commission, but by the Community Development Director.

Chair Roos asked if the access proposed aligned with the master plan.

CDD Rux said the master plan identified the general location of the buildings, and the access came later in the more detailed design.

Chair Roos asked if any safety or sight distance enhancements had been proposed.

CDD Rux said that was currently under review. In the future, Fulton would be two travel lanes and bike lanes with no on street parking.

Ed Gierok, Director of Campus Public Safety at George Fox University, agreed with the comments about the extra access on Fulton right across from a George Fox parking lot. He thought it would be too much vehicle traffic coming out in the same location. The college's track team also frequently ran on the sidewalk as well.

There was consensus to add this issue to the agenda under New Business.

An email was received from John Higley regarding concerns about Illinois Street. CE Hofmann had asked the Police Department to look into the accident data for the location. There was funding in the next fiscal year to look at the intersection of Main/Illinois/Highway 240.

Sergeant Hagen said they had done a search for traffic collisions in this location in the last five years. There were seven crashes in 2018 and none in 2015. There was one crash each in 2019, 2020, and 2021. The average was about two per year. The radar trailer had been placed in this location, but he did not have the data from it yet. He thought speeding was not an issue due to the corner, but it was a combination of the physics of the corner and distracted driving.

CE Hofmann said there was a request to lower the speed limit on Highway 240 in this area, but ODOT said it was not warranted.

Commissioner Carleton was shocked at the low number of crashes as the design of that intersection was unsafe.

Chair Roos said that was for reported crashes. He thought they could ask staff to get a DMV crash report.

Student Commissioner Czuk had seen many near accidents in this area.

CE Hofmann discussed a limited decision made by staff regarding Meridian and Sheridan Streets. Staff had been in discussions with George Fox about the possibility of a marked crosswalk on Meridian to allow for safer pedestrian traffic. Greenlight Engineering did a study, but they could not determine a good location for a crosswalk. George Fox requested extending the no parking on Meridian north and south of E Sheridan for better pedestrian visibility. The decision was written in November to extend the no parking on the east side of Meridian, south of Sheridan another 35 feet and also extend the no parking on the west side, north of Sheridan another 35 feet. No comments were received during the 14 day appeal period.

Chair Roos showed pictures of where the no parking would be located.

Commissioner Kuhlman asked if other areas in the City had 70 feet of site distance for heavy pedestrian traffic.

CE Hofmann said there was not another location that had 70 feet. This came about through discussions with George Fox. In the study there was not one street that people used, they were split between the locations.

Steve Thornton, Newberg resident, thought the proposal was for 35 feet from the corner, not an additional 35 feet. The proposed no parking would eliminate all of the parking in front of his house and visitors would have to park across the street.

Nancy Laughland, Newberg resident, said her family owned buildings on N Meridian. They were allowed to be built with limited parking because there was on street parking. One of the buildings was being used by a daycare provider and there were a lot of parents early in the morning and late in the afternoon dropping off and picking up children. The proposal would eliminate six parking spaces within walking distance from her property. She suggested a time limited no parking with a posted sign instead of striping it to allow for the drop off and pick up. She did not think the visibility would make enough difference to make it worth lowering the property value.

Mr. Gierok thought the cars parking on the side of Meridian that was on the George Fox property created the biggest concern as far as line of sight. There was poor lighting at night as well. He thought putting the no parking on the George Fox side of Meridian would be an improvement.

Commissioner Klein shared the concern about taking away parking in front of Mr. Thornton's house. He did not think they would gain anything by adding no parking to the north side of Meridian since it was residential and not as many students would be coming from that side. He could see adding no parking on the south side near the George Fox buildings.

Commissioner Sherry thought they should not add 35 more feet of no parking, but it should be in the low 20-foot range.

Commissioner Woodruff pointed out these were college students. She liked the idea of shortening the amount of no parking and not the full 35 extra feet.

Commissioner Carleton said there was no one arguing that they needed to add to the no parking. These were college students, not elementary school students.

Commissioner Kuhlman was in support of increasing the no parking on the George Fox property but there needed to be further consideration on the residential property.

Student Commissioner Czuk agreed that there should be less area added to the no parking.

There was consensus for staff to work with Mr. Thornton, George Fox, and Ms. Laughland to modify the no parking area that was proposed.

V. ELECT CHAIR AND VICE CHAIR

<p>MOTION: Woodruff/Carleton moved to nominate Tony Roos as Chair and Leslie Woodruff as Vice Chair. Motion carried (6 Yes/0 No).</p>
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VI. CONSENT CALENDAR

A. 2021 Meeting Dates

Chair Roos said the Commission would continue to meet quarterly.

B. Traffic Safety Commission Meeting Minutes October 12, 2020

The October 12, 2020 minutes were approved by consensus.

VII. STAFF REPORTS & GENERAL INFORMATION

Sergeant Hagen discussed the enhanced patrols over the holidays.

CE Hofmann reviewed the Active Issues Log and gave updates on Sheridan Street, Meridian Street crosswalk, crosswalk on Hayes, and Park Lane parking. Staff made a limited decision to install no parking at the intersection of Park Lane and Villa Road and 15 feet on either side of the Chehalem Point Apartments driveway for better pedestrian visibility.

MOTION: Woodruff/Klein moved to approve the limited decision on the Park Lane intersection. Motion carried (6 Yes/0 No).

CE Hofmann also gave updates on Crestview Drive and Crestview Crossing which were under construction, Memorial Park sidewalks which were completed, Safe Routes for Schools grant for Edwards Elementary, Elliott Road which was still in design, and an interactive sidewalk trail map on the City's website.

Commissioner Kuhlman asked about coordination of trails that would be interacting with the Bypass.

CDD Rux explained the grant CPRD was applying for was for a new trail that would go from Industrial Parkway to Roger's Landing. This would tie into the Bypass and Riverfront Master Plan. There were many discussions that needed to occur among CPRD, ODOT, and the City.

CE Hofmann said they had one more opportunity to ask ODOT to do traffic counts at Everest and 2nd/1st for a signal. She had been waiting to make the request after Covid restrictions were lifted and they could get more accurate traffic counts.

Public Works Director Thomas discussed the new workforce development program for disadvantaged youth to work on sidewalk replacements.

VIII. NEW BUSINESS

A. Fulton Street Access

CDD Rux said the 120 day deadline for the application expired on February 10 and there was a six week delay as Friendsview was evaluating the access options. The decision had not been issued yet and the application had been referred to other agencies, internal departments, and public comments. The Traffic Safety Commission could provide a recommendation to the Director.

Commissioner Klein thought the submission from Friendsview in 2014 of arguments about reducing on street parking on Fulton due to traffic and safety issues applied to this current situation. He recommended submitting that as part of the argument for using Cherry Street as the access.

Chair Roos asked about the process for the Commission to give a recommendation on this application.

CDD Rux said the Commission would need to come up with a preference and rationale for that preference.

Chair Roos thought the Commission did not want the access on Fulton, but were open to the other options.

Commissioner Klein said there some challenges to the other options, such as removing large, well established trees and emptying the traffic onto private streets. Without doing a traffic study on these

options, he thought they would cause more concerns. Cherry Street was the best option in his opinion as it had two ways to get to Fulton, left on Center Street or right onto the private drive.

Commissioner Woodruff said the rationale for using Cherry Street was Center and Cherry Streets already had established intersections at grade with Fulton that would allow for dispersed ingress and egress, Cherry Street was not directly across from a parking lot, a ramp up to Fulton would be south facing with the sun in drivers' eyes, and Fulton was a busy sidewalk and road.

Student Commissioner Czuk agreed that Fulton was not a good option.

Commissioner Kuhlman was also concerned about the direct access onto Fulton which was across the street from another major parking lot. However, there were issues with the other options and no one stood out to him as the solution.

Commissioner Carleton thought having the parking structure dumping out on a busy street that was already serving the university was not a good option, especially for elderly drivers.

Commissioner Sherry thought the Fulton option was not safe and adding this access would make the conditions on Fulton worse. He thought Cherry Street was safer and provided two easy ways out. The other options had code issues. Cherry Street was his preference.

MOTION: Woodruff/Sherry moved to recommend the Community Development Director consider the Cherry Street option. The primary reasons were: Center and Cherry Streets were established intersections at grade with Fulton and would provide a dispersed ingress and egress that was not across from a parking lot with the auditorium, a ramp up to Fulton would be dangerous because it was south facing and would lead to the sun in drivers' eyes, Fulton was a busy sidewalk and road with multiple types of users, and it would funnel traffic directly across from an existing parking lot onto Fulton. The arguments from Mr. McDonough and from Friendsview from 2014 substantiated these concerns. Motion carried (6 Yes/0 No).

B. Online Training

Chair Roos confirmed the Commission had done the training in order to keep their City email.

All of the Commission had done the training.

IX. OLD BUSINESS

A. Sheridan Street/College Street – Options for Public Input

CE Hofmann said this was in regard to the left turn from Sheridan onto College. There was currently a sign stating no left turns allowed from 4 to 6 p.m., however people were still turning left. It was one of ODOT's top safety issues and they were willing to do some projects there. She asked for direction on how to get public input on the options.

There was discussion regarding the options. The Commission suggested a virtual open house, holding a meeting later on in the summer or fall when Covid restrictions were reduced, sending a letter out to the neighborhood giving them a heads up about the conversation, online survey, short video presentation, and email distribution list.

B. Worst Intersection List

Commissioner Woodruff suggested adding the Main/Illinois intersection to the list.

CE Hofmann wished the Commission a happy birthday. The Commission was established on February 5, 1974.

X. COMMISSIONER COMMENTS

Commissioner Carleton said the pothole on Mountainview and College was still there.

Chair Roos suggested having someone from ODOT Region 2 come to the next meeting to discuss ODOT's process on project selection and prioritization of Illinois/Highway 240.

The next Traffic Safety Commission meeting would be held on April 12, 2021.

XI. ADJOURNMENT

The meeting was adjourned at 9:28 PM.

Approved by the Newberg Traffic Safety Commission on this 12th day of April, 2021

Minutes Recorder

Tony Roos
Traffic Safety Commission Chair