

**MINUTES
CITY OF KEIZER
TRAFFIC SAFETY COMMISSION
KEIZER CITY HALL LIBRARY
JULY 24, 1997**

1. CALL TO ORDER

The meeting was called to order by Chair Kirby at 7:02 p.m.

2. ROLL CALL

The following members were present: Mike Kirby, Ernest Smyres, and Fred George.

Also present were: Council Liaison Dennis Koho and Staff Liaison Sgt. Mark Miranda.

3. REVIEW/APPROVE MINUTES - June 26, 1997

The minutes were approved as submitted.

4. APPEARANCE OF INTERESTED CITIZENS

Cynthia Vannoy, 683 Faymar Drive NE, Keizer, president of the Claggett Creek Neighborhood Association, brought forward the Neighborhood Association's concerns about increased traffic at Claggett and 10th Avenue. She had received no word back from the City in response to a request made six month's ago for a traffic study in the area. She relayed the Association's request for speed humps, and possibly traffic circles at Claggett and 7th Street, 8th Street, and 10th Street. She requested the Traffic Safety Commission's support in carrying forward the request for a traffic study and implementation of the proposed safety measures.

John Young, 625 Radiant Drive, Keizer, voiced displeasure with the stadium traffic, and the related congestion and pollution.

Tina Sloan, 5905 Radiant Drive, Keizer, circulated photos depicting stadium-related traffic concerns she would like to see addressed. She read the petition statement from a petition she is circulating. The petition calls for Radiant Drive to remain open to two-way traffic at all times; and for Tepper and McLeod to remain open for traffic before, during, and after every stadium event. She considered the current one-way/two-way traffic switching procedure on Radiant very confusing, and pointed out that it was incorrectly

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reported in the newspaper. She noted that one-way traffic is moving very fast, and signs are not being changed appropriately. Other concerns were the improper use of turn lanes, and blockage of bike lanes. Ms. Sloan recalled that the City had planned to monitor the traffic during the first few games, and then make any necessary changes. She requested that something be done soon.

Ms. Sloan responded to questions about specific incidents involving residents on Radiant. Mayor Koho asked if a freeway frontage road would alleviate concerns. The response was that although it might be part of a solution, something needed to be done now.

Karen Trucke, 6330 - 14th Avenue NE, Keizer, a member of the traffic committee for the Gubser Neighborhood Association, spoke in support of the current stadium traffic plan. Looking at all the issues and goals, the Association considered it the best solution for the present time. Ms. Trucke pointed out that the current plan allows access for emergency vehicles, and Radiant Drive homeowners; it regulates traffic flow; it meets the hoped-for time frame to clear traffic from the stadium; and, it prevents traffic from flowing through the highly-populated neighborhood accessed by 14th Street and McLeod. Ms. Trucke agreed that there had been some confusion, through the media, as to the plan for entering and leaving the stadium. She emphasized the importance of communicating correctly the different routes including 99E, and establishing a consistent time for changing the one-way traffic flow pattern. She also stressed the need for all the Police Officers to have the correct information. And finally, that the speed limit on Radiant be looked at. She felt that a frontage road would alleviate some concerns.

Mayor Koho questioned whether traffic was worse with traffic going in, or out of the stadium. The response was that each present different issues of concern. Issues relevant to the time-period while the game is going on were also mentioned.

Mayor Koho indicated a willingness to have flyers with maps and information distributed to people attending the ball games to make sure that they are aware of the plan and options.

Helen Liere, ACTS Oregon, 357-A Warner Milne Road, Oregon City, indicated that she would comment during discussion of the Grant Program.

5. REPORT FROM CHAIR

Mr. Kirby reported that the Keizer Volunteer Coordinating Committee met and came up with recommendations to fill the two vacancies on the Traffic Safety Commission. Mr. Kirby anticipated that the appointees would be in attendance at the next meeting.

6. SUBCOMMITTEE REPORTS

GRANT PROGRAM IMPLEMENTATION - FUND RAISING EFFORT - Mr. Kirby

Mr. Kirby reported that the slides were produced and a contract has been signed with the parties who do the theater screen presentation. Sgt. Miranda added that the first showing will be a week from Saturday, on August 2. The slide will run from August 2 continuously until the end of September.

Mr. Kirby noted that in addition to the slide, he had *L Graphix* provide something that can be reproduced in a newspaper. He will take it in to the Keizertimes and discuss with them providing space to run the photo graphic.

Mr. Kirby invited Helen Liere to join in the discussion of the Grant Program. For the benefit of new members to the Commission, and the audience, Ms. Liere talked about the formation of ACTS Oregon and explained how it works with local traffic safety commissions to promote traffic safety. She noted that ACTS Oregon helps with the formation of local commissions, provides technical assistance, does workshops and special projects, does advocacy, promotes legislation, and administers mini-grants. Ms. Liere called attention to two new ACTS Oregon projects; coordination of the ODOT Transportation Safety Conference October 15 - 17 in Eugene, and administration of the Child Safety Seat Resource Center. Ms. Liere thanked the Traffic Safety Commission for its membership in ACTS Oregon. She responded to questions about the grant program, and material and services available through ACTS Oregon.

VISION CLEARANCE PROPOSAL/ORDINANCE REVISIONS DRAFT - Mr. Smyres

Mr. Smyres reported that the issue was considered by the Planning Commission on July 9 as part of the public hearing on the Development Code. Deliberation is scheduled for September 10 at 7:00 p.m. Mr. Smyres was unsure why the Planning Commission needed to be involved in an issue dealing with existing hazards. He considered the draft put together by the Traffic Safety Commission as simple, straight-forward, and explicit about the consequences. He indicated that he would like to by-pass the Planning Commission, and proceed directly to the City Council docket.

Mr. George suspected that the Development Code would not be finally acted upon until sometime this Fall. He agreed with Mr. Smyres that the Traffic Safety Commission's proposal should be a stand-alone ordinance. It was his understanding that the current vision clearance statutes were not part of the Development Code. Pointing out how difficult it would be to enforce current regulations, Mr. Smyres named the five different City code sections dealing with vision clearance issues. He emphasized the importance of a stand-alone ordinance in order to see vision clearance enforcement finally occur.

Mr. Kirby stated that since the Traffic Safety Commission is an advisory board to the City Council, it would be appropriate to submit the recommendation directly to the Council on their agenda.

City Councilor McGee, who was present in the audience, agreed that it would be possible to go directly to the Council. He pointed out, though, that the proposal contains some quite controversial aspects. Also, that staff has indicated a preference for the regulations to be a part of the development code.

In response to questions from Karen Trucke, Mayor Koho explained that the ordinance can be adopted as an independent ordinance, or the proposals can be incorporated into the development code. Ms. Trucke indicated that she would like to receive a copy of the Traffic Safety Commission's draft proposal. When asked how the Traffic Commission should go about having the matter put on a Council agenda, Mayor Koho suggested contacting City Recorder Tracy Davis, who puts together the Council agendas.

It was moved by Mr. Smyres that the Traffic Safety Commission's draft Vision Clearance Ordinance be advanced to the City Council, and that efforts be made to have it placed on the City Council's August 4 agenda. The motion was seconded by Mr. George.

Mayor Koho pointed out that if pursued, the action of the Council would be to send the draft on to the City Attorney to be put in the proper form before taking formal action.

Mr. George stressed the need to be sure that an updated copy of the draft is sent to the City Council, including agreed-upon changes and the proposed enforcement sections. He indicated that he would prepare the updated draft.

The motion carried, all voting aye.

Mr. Smyres indicated that he would contact City Recorder Davis to have the item scheduled on the City Council agenda.

Mr. Smyres added that at the request of City Planner Drought, he provided her with a list of addresses now having vision hazards. Ms. Drought indicated that she would send out letters to the property owners to correct the hazards.

Mayor Koho responded to questions from Mr. Smyres about problem areas previously discussed by the Commission. He explained that the budget-approved enforcement position will be filled as soon as is possible, taking into account the extra workload currently placed on staff.

TRAFFIC SAFETY COMMISSION WEB SITE - Mr. George

Mr. George advised Mayor Koho that he would be willing to work on the City's web site. Mayor Koho thanked Mr. George for the offer, but pointed out that for the present no procedure exists for sharing the password. Mr. George indicated that he would provide Mayor Koho with the updated Traffic Safety Commission information.

7. BIKEWAY COMMITTEE REPORT

No one was present from the Bikeway Committee.

Mr. Kirby had been informed by Councilor McGee that the Bikeway Committee had indicated an interest in having a member appointed to the Traffic Safety Commission. Mr. Kirby stated that he would place the matter on next month's agenda for discussion.

8. STAFF LIAISON REPORT

Mr. Kirby noted that Sgt. Miranda was present at the beginning of the meeting, but received a call at 7:40 p.m. and had to leave.

In Sgt. Miranda's absence, Mr. Kirby distributed copies of the *Traffic Complaint Log for June and July, 1997*; *Consolidated Monthly Report - Traffic, 6-1-97 to 6-30-97*; *OLCC DUII Information Program Final Monthly Report for June, 1997*; and *Injury Network News Publication, Summer, 1997*.

Mr. George suggested that specific direction be sent to Sgt. Miranda with regard to the request from Ms. Vannoy for a traffic study in the area of Claggett and 10th Avenue.

Mayor Koho questioned what exactly was being requested--a traffic count, an analysis of some kind, or what? He noted that the City has a traffic engineer who does traffic studies, but questioned the appropriateness of such a study for this area.

Mr. George suspected that the intention was to examine measures to slow traffic and make the area safer. He suggested use of the reader board to find out the speeds actually driven in the area.

Mayor Koho pointed out the need to think in terms of a City-wide policy rather than responding to individual requests when talking about traffic circles, speed humps, etc. He named several other streets where the speeding problem may be even greater than the Claggett/10th Avenue area. Mr. Kirby recalled Helen Liere's comments about available information regarding traffic calming devices. He suggested looking into what other cities have done to justify such devices.

A discussion followed regarding specific speeding problem areas, and measures that might be taken to slow traffic. Mr. Smyres pointed out on the color-coded pin map the areas having the greatest number of accidents, school bus violations, and vision hazards. He again urged that school bus education be done before school starts.

While still on the subject of traffic calming devices, Mr. Smyres brought up the subject of the recently-installed Ridge Drive speed humps. He noted that the humps that were installed are 12-foot humps rather than the 22-foot ones requested by the Traffic Safety Commission. Mr. Smyres had contacted the City Engineer's office, Peterson Engineering, and was referred to Richard Walk, a traffic engineer in Lyons, who designed the humps based on information from Public Works Director Mull. Mr. Walk had never been provided with the Traffic Safety Commission's plan for 22-foot humps. He was completely unaware of the Traffic Safety Commission's proposal for five humps, and ended up putting in eleven.

Mr. Smyres felt that some changes should be made to the existing Ridge Drive speed hump plan. He called attention to a memorandum from Sgt. Miranda listing the time delays for emergency vehicles along Ridge Drive because of the speed humps. Mr. Smyres had also gone on a ride-along with Rescue 853, the first aid car, which took the speed humps at different speeds. At 10 and 15 MPH there was no problem, but at 20 MPH it would be very difficult for someone working on a patient. Mr. Smyres noted that the humps are slowing down traffic, but that the proposed 22-foot wide humps would slow down traffic to about 30 MPH and still allow sufficient flow.

To alleviate some of the concerns expressed by neighbors, and still maintain a reduction in speed, Mr. Smyres proposed that the first two humps at the south end by Kennedy School go to 22-foot, and the third go to 14-foot. At the north end, he proposed that the first hump be 22-foot, and the second 14-foot. He proposed that the ones in the middle next to the Little League Park remain as they are.

Mayor Koho expressed his irritation that the humps were not done in the first place as the Traffic Safety Commission proposed. He noted that the Council was aware that the Traffic Safety Commission had looked at speed humps that would allow staying at the speed limit, but would slow down speeding traffic. He pointed out that numerous calls have been received objecting to the humps that were installed.

Mr. Kirby had also heard many complaints. He indicated that as a first step he and Mr. Smyres would talk directly with Public Works Director Mull to address the issue. They would then go to Council and make Council aware that the Traffic Safety Commission's plan was not conveyed to the engineers, but ignored.

Councilor McGee interjected that he at first had also received complaint calls. He noted, however, that he had now received calls asking how they might get the speed humps in

their neighborhoods. He felt that it might be good if the Traffic Safety Commission were to come up with criteria for speed hump situations and size.

9. COUNCIL LIAISON REPORT

Mayor Koho reported that City Recorder Tracy Davis advised him of the Volunteer Coordinating Committee's recommendations to fill the vacancies on the Traffic Safety Commission. He took this opportunity to officially appoint Mariella Dibble and David McKane.

Ms. Dibble was present in the audience. Mayor Koho welcomed her to the Commission.

Mayor Koho again commented on possible changes to the procedure for Council and staff liaisons attendance at board, commission, and committee meetings. He was yet unsure how the Traffic Safety Commission would be affected, but indicated that there would be opportunity for input as proposed changes are developed.

10. OTHER/NEW BUSINESS

Mr. Smyres called attention to the meeting schedule for the remainder of the year. He noted that the scheduled November and December meetings fall on Thanksgiving and Christmas, respectively. Mr. Kirby noted that as needed, the meeting schedule would be adjusted at a subsequent meeting.

Mr. Smyres advised that he would be out of town for the August meeting.

Mr. Kirby announced his intention to follow up with ACTS Oregon pursuing information regarding traffic calming devices. He agreed with the suggestion to develop specific criteria in order to appropriately respond to requests when they come forward.

Ms. Dibble stated that she had information regarding audible traffic signals. Mr. Kirby indicated that the matter could be put on next month's agenda for discussion.

Mr. Smyres made reference to material sent by Sgt. Miranda to Commission members prior to tonight's meeting. In a memorandum from Sgt. Miranda, he advised that the City Council had referred to the Commission the issue of developing an ordinance for parades or other events which impact City streets. Sgt. Miranda had also provided copies of ordinances from several other cities. In Sgt. Miranda's absence, it was agreed to delay discussion of the issue until next month's meeting.

11. ADJOURNMENT

NEXT REGULAR MEETING AUGUST 28, 1997

The meeting was adjourned by Chair Kirby at 8:50 p.m.