

# INDEPENDENCE TRAFFIC SAFETY COMMISSION

## MINUTES OF MEETING ON February 15, 2006

### Commission members present:

Terry Allen                      Beau Horn                      Shawn Irvine  
Lonnie Sanner                      Chief Wells

### Absent:

Kie Cottam                      Tim Hinds

### Visitors:

Troy Plum, Engineer for Mt. Fir sub-division

Note taker: Carl Nightengale

### **APPROVAL OF MINUTES OF LAST MEETING:**

October 19, 2005 and December 14, 2005 approved.

### **VISITOR BUSINESS:**

Mr. Troy Plum, of PacWest Engineering, who works with the Mt. Fir West Subdivision (attached), presented traffic information on 7<sup>th</sup> Street. He discussed current and future potential problems in the area and along 7<sup>th</sup> Street. He also spoke to possible solutions. The newly planned addition to Mt. Fir Subdivision will add 193 new homes at the south-end of 7<sup>th</sup> St., over the next three-years. Currently, there are no through streets except for G and 7<sup>th</sup> but the traffic counts show that almost all the cars use 7<sup>th</sup> Street. Eventually Mr. Fir Avenue may become an arterial road, through to Talmadge Road and S. Main Street/Corvallis Road, but the completion of that is many years and several developments away.

Mr. Plum said there are some possible solutions toward traffic-calming on 7<sup>th</sup>:

speed bumps or dots

bump-outs similar to downtown sidewalks

bump-outs in the middle of blocks (these would narrow the street, maybe slowing traffic speeds, and would enable pedestrians to look safely beyond parked cars.)

stop signs.

Also of note, the traffic studies indicate that Monmouth and 7<sup>th</sup> Streets will warrant a signal light by 2010, whether the sub-division is built or not.

In light of resident traffic complaints to City Hall and City Council (see the Feb. 15<sup>th</sup> Traffic Safety Committee agenda), the Committee voted to add 4-way stop signs on 7<sup>th</sup> at Cedar and 7<sup>th</sup> and Chestnut Streets. The proposal will be forwarded to City manager Greg Ellis.

(As a side note Mr. Plum told us that he thought the developer would be will to pay for these additional stop sings as a part of their new development).

## **OLD BUSINESS:**

### **1. Traffic problems on 7<sup>th</sup> Street. See new business from October 19.**

Highlights from the November 15, 2005 City council meeting concerning these problems:

**a.** Dennis Dannemiller stated that placing of stop signs on 7<sup>th</sup> Street will help alleviate speeding issues.

**b.** David Falconer of 1418 S. 7<sup>th</sup> met with various city representatives to discuss speeding on 7<sup>th</sup>. He stated his disagreement with Mr. Dannemiller (above). He believes traffic is heavier and speeds are greater.

Also see new business from Oct 19 meeting.

**c.** City Council moved and approved a motion that city staff evaluate and implement appropriate measures for speed control for 7<sup>th</sup> Street from Monmouth Street to Ivy St., with additional attention to trail crossing at Chestnut Street.

Minutes attached.

See Visitor Business for action taken.

### **2. We'll show video made by Todd Allen of 1004 Randal way, capturing traffic concerns in that area.**

Officers did a check of the area, and saw no citable traffic issues. No further action.

### **3. Had multiple calls concerning speed on 4<sup>th</sup> Street. People wouldn't leave names, fearing retaliation from neighbors. They gave no further info. Speed trailer was set out 2 times, and decoy twice.**

No later calls. The speed trailer and decoy car will be deployed in that area as normal routing. No further action.

### **4. ODOT traffic control training for CERT members. Kie is looking for a suitable class.**

### **5. The December 14 meeting was entirely a presentation of Safe Routes to School, by Robert Ping, Program Director for Safe Routes, Oregon. We will set up an Independence Safe Routes**

team, as a sub-committee under the Traffic Safety Committee. Shawn Irvine will be the team leader, assisted by Carl Nightengale. This met the approval of ACTS Oregon, who has an active interest in SR2S.

**6.** Bicycle traffic safety on 16<sup>th</sup> Street was an issue at the October 19 meeting, and will be addressed by the Safe Routes to School committee.

**7.** The TSC needs to send a letter to the Monmouth Police Department concerning school traffic, bicycle, and pedestrian safety problems, and a trespassing problem.

Chief Wells gave Chief Talon a verbal overview of these problems.

No further action.

### **NEW BUSINESS:**

**1.** Value of seatbelt enforcement. For the past several years our police department has been successful in obtaining grant funds to pay police officers to work traffic with a focus on seatbelt violators. Two charts of studies of crash results in Oregon seem to indicate a strong correlation between seatbelt use and reduced injuries and deaths.

This information was presented to the committee.

No further action.

**2.** The ODOT speed study on S. Main is complete, and new signs, 30 and 20 mph, are in place (attachment.) Still waiting the ODOT study on Corvallis Road; bridge to Independence Way.

Carl will start the entire Corvallis Road speed reduction request process over if ODOT can't find the submitted requests.

**3.** Resident request for a stop sign on the corner of C St. and 4<sup>th</sup>, and a No Parking sign be installed by the current no-parking 'red zone'.

Observation of this area by the Police Department has shown no citable offences. It may be because of occasional heavy traffic that speeds are perceived to be in excess.

The red-zone area has no all-day parker's, but people do use it to drop off and pick up their children. It is better to have vehicles park there during these heavy traffic times rather than in the street.

Carl will explain the Committee's position to the resident.

4. Resident complaint of speeding vehicles on Polk Street near Main.

The speed trailer was recently deployed on Polk St. A memo will be sent to patrol officers for extra enforcement.

**NEXT MEETING:**

**APRIL 19, 6 PM**