



**MINUTES
FAIRVIEW CITY COUNCIL WORK SESSION
FAIRVIEW CITY HALL
1300 NE VILLAGE STREET
FAIRVIEW, OREGON 97024**

July 20, 2005 – 5:30p.m.

**I. CALL TO ORDER/
ROLL CALL**

Mayor Weatherby called the meeting to order at 5:30 p.m.

PRESENT:

Mayor Mike Weatherby
Councilor Darrell Cornelius
Councilor Barbara Jones
Councilor Steve Owen
Councilor James Raze
Councilor Ken Quinby

ABSENT:

Councilor Jim Trees

STAFF PRESENT:

Jan Wellman, City Administrator
Ken Johnson, Chief of Police
Bob Cochran, Public Works Director
Connie Hansen, City of Fairview Secretary

II. SPEED HUMP POLICY

Bob Cochran, Public Works Director, reviewed the City's Speed Hump Policy and stated that this is a follow-up to an earlier workshop session discussion with the Council. The original plan was approved in 2002 with the direction to come back to the Council with any modifications.

Director Cochran stated that the residents of 213th Avenue have requested implementation of the speed hump policy for their neighborhood due to the speed of the cars on the street and the number of children that are in the area.

Mayor Weatherby asked about the steepness of the grade along that street and if a speed hump would be allowed there because of the incline. Director Cochran stated that the grade there is not more than 8% so that street could potentially be eligible for a speed hump. Mayor Weatherby stated that the residents have a lot of cars parked along the street making it difficult to see children or pedestrians stepping out into the roadway.

Director Cochran stated that there are two items for discussion:

1. Should any neighborhood get one if they want one; and

2. Should they help pay for it.

These questions would require a modification to the plan and direction from the Council is needed. Additionally, should this plan then be adopted through a resolution.

Councilor Cornelius asked what the established percentages are for consideration for a speed hump. Director Cochran stated that if over 15% of the cars travel over 30 mph in a 25 mph zone (the typical residential speed), then a speed hump would be justified.

Councilor Raze stated that he is adverse to changing the rules when there are active applications before the City. However, if the Council decides to change the rules that should be done before any other applications are made. Councilor Raze asked if there are any others pending. Director Cochran stated that at this point no other applications have been made. Councilor Raze stated that he is very familiar with the area of 213th Avenue and, in his observation, the area does have a significant problem with people speeding down that street. There are quite a number of children there as well. A traffic-calming device would be beneficial in that development.

Councilor Cornelius stated that in some instances even the 30 mph criteria is too high because, if there are a significant number of children and/or pedestrians, the posted 25 mph might be too fast. Cornelius stated that rather than having standards that can be arbitrarily applied to satisfy a group, in most instances it can be left up to the residents to determine their need. However, if they do not meet the standard criteria then the citizens should pay for the installation of the speed hump with City oversight of the project to ensure that the work is correctly done, but that the City should not pay for the work. Councilor Cornelius stated that he has also noticed that some of the speed humps do not appear to be very effective and cited the new one that was recently installed in the Village area. The speed hump is too low, thereby allowing people to speed over it. Councilor Raze agreed with this observation. Director Cochran stated that the design for that particular one was for a bump out with a rough surface design, and that it was comparable to the others in the Village.

Administrator Wellman asked what the standard was for speed humps. Director Cochran stated that four to six inches high is the standard.

Councilor Raze noted that the present policy is that a speed hump would only be installed as funds become available and currently, that amounts to only one a year. Once again he stressed the fact that the rules should not be changed when there is a pending application.

Councilor Owen concurred that if the rules are to be changed, it should only be from this point forward and that change should not affect any current applications. Councilor Owen stated that if the neighborhood perceives that there is a problem, they make a good argument for that need, and if they want to pay for the installation then, as long as it does not hinder fire/life/police response to that area, it seems like the request should be approved. Director Cochran stated that he would prefer to not just say, if you want one and you can pay for it, you could get a speed hump.

Councilor Owen stated that speed is a big factor in this issue and should remain the main reasoning for placement of a speed hump. Additionally, the other requirements such as fire, police, and medical access to the area should not be impeded by a speed hump. Councilor Raze agreed and stated that if there is a bad grade that should be taken into consideration

as well.

Councilor Raze stated that some of the people may not be affected, but could potentially still need to pay a portion of the cost—Raze questioned how that would be determined or enforced if someone does not want to pay. The policy should be clear to ensure that the criteria are being met.

Councilor Quinby stated he agrees with Councilor Raze in the need for a clear, concise, and easy to administer policy. Quinby questioned how much benefit would be gained from more enforcement of the speed limit along that street. The size of the speed humps in Old Town seem to be higher than the ones in the Village and Quinby questioned how that could be the case, but noted that they do work in slowing down the traffic.

Councilor Cornelius stated that it seems to be a good, fair plan that if there are children in jeopardy, the speeds are too high, and the citizens are willing to pay for it, then it should be approved .

Councilor Quinby stated that the streets are for cars and that road taxes pay for the streets, but that some safety concerns for pedestrians should be addressed.

Councilor Owen noted that 25 mph is the speed limit that is mandated by the State for residential streets. Chief Johnson confirmed that the State retains the right to set the speed limits, not the City.

Discussion followed that there are guidelines in place, the policy is a good one, and that it is important to follow the established rules. Director Cochran asked if the Council thought that the rules should remain as they are with the qualifying speeds and level of traffic being a deciding factor. Councilor Owen stated that assuring that the rules are followed and that the appropriate measurements are completed is very important. However, if there is an identified need and there is no money in the budget to install a speed hump, if the neighborhood chose to pay for one before it could be budgeted by the City, then one could be approved with City oversight. The Councilors agreed and that following the policy is the appropriate direction at this time.

Councilor Raze stated that it would be appropriate to have the speeds and numbers of cars along 213th measured, and if the criteria are met then the neighborhood should have the speed hump. He also agreed that a neighborhood should not just get one because they want one.

III. ADJOURNMENT

Mayor Weatherby adjourned the Work Session at 6:00pm. The Councilors adjourned to the Executive Session.

Mayor Mike Weatherby

Dated:

Jan Wellman, City Recorder

Dated: