

**MINUTES OF THE TRAFFIC SAFETY COMMISSION**  
**Monday, October 10, 1994**  
**7:00 p.m., Newberg Public Library**

**PRESENT:**            Bob Andrews, Chairman            Richard McCabe  
                  Andy Anderson                Richard Meyer  
                  Russel Pack                    Earl Sandager  
                  Doris Brandt                 Glenn Benedict

**ABSENT:**            Jerry Fisher

**STAFF PRESENT:** Larry Anderson, Engineering  
                      Robert I. Tardiff, Police Chief  
                      Mary Newell, Secretary

**I.                    CALL MEETING TO ORDER:**

- A)      Review and approve minutes of Monday, August 8, 1994

Chairman Andrews called the meeting to order.

**Motion: Benedict/Brandt** to accept the minutes as written. The motion carried unanimously.

**II.                   NEW BUSINESS:**

- A)      Communication requesting right-of-way signs for pedestrians at entrances to one-way grids in downtown Newberg.

Larry Anderson contacted the Oregon Department of Transportation (ODOT) about installing signage alerting to pedestrian crossings. He advised that ODOT's policy is to post signs for pedestrian right-of-ways only in advance of areas where pedestrians are not expected to be in the street area. In this case, ODOT has said they will not allow the city of Newberg to install any type of sign in the right-of-way of Hwy. 99W. This includes overhanging signs, signs painted on the roadway, or signs posted in the right-of-way.

The exception is when the City controls the right-of-way. There are areas within the city limits where the City owns and maintains the right-of-way. Signs may be posted at these points. He noted that ODOT does not recommend signs in any case.

**Action:** The Traffic Safety Commission directed Staff to identify the areas along Hwy. 99W which may accommodate a pedestrian right-of-way sign under the guidelines, content of what the sign will say, and report the findings at the November meeting.

- B) Petition requesting four-way stops at intersections bordering Central School; enhanced enforcement of the traffic code; no parking zone on the corner of N. Meridian and E. Franklin; prohibit trucks from travelling east-west along Franklin and Sherman; and establish truck routes on N. Blaine Street.**

Chief Tardiff explained that this petition is the result of a neighborhood meeting where citizens discussed and listed their concerns. Chairman Bob Andrews suggested the issues be discussed separately.

Request four-way stops at intersections bordering Central School:

Larry Anderson confirmed that traffic counts exist for this area and he does not feel there would be much impact if four-way stops were installed. He noted that most school pedestrian traffic enters from the west, and that Blaine Street has good visibility and fencing.

Chairman Bob Andrews noted that there can be no action on this portion of the petition without first holding a public hearings. He requested Staff prepare a diagram of the area and identify traffic flow and pattern. He noted he would like to maintain some consistency on school signage.

Russ Pack said he understood the concern about trucks and truck traffic through the neighborhood and around the school grounds.

Following discussion, the Traffic Safety Commission scheduled a public hearing on this issue for Monday, November 14, 1994.

Enhanced enforcement of the traffic code:

Chief Tardiff said the Police Department had contacted this group to discuss their concerns. As a result of their discussions, traffic enforcement has been increased and he has received permission to place the Mobile Traffic Monitor trailer in the area.

Based on Chief Tardiff's report, Chairman Andrews set over the enforcement issue.

No Parking zone on the corner of N. Meridian and E. Franklin:

There was discussion regarding traffic, width of streets, and parking. Consensus was to approve the request, and cited was the improved situation resulting from painting the curbs at the intersection of E. Sheridan and River Streets.

**Motion: Anderson/McCabe** to paint 20-foot setbacks at the intersection of N. Meridian and E. Franklin. Motion carried.

Prohibit trucks from travelling east-west along Franklin and Sherman:

Chief Tardiff advised that this issue can be resolved without a public hearing, citing City Ordinance No. 2073 which makes it unlawful to operate trucks exceeding 10,000 pounds on city streets.

"Ordinance No. 2073, Section 1. It shall be unlawful to operate any vehicle with a gross weight of the vehicle and its load exceeding 10,000 pounds upon the streets located within the City of Newberg, excepting those vehicle making retail deliveries to and from persons located within the city limits of the City of Newberg, except upon those streets designated as a truck route ..."

Chief Tardiff suggested posting signs indicating "No Trucks Over 10,000 GVW" on College at the entrances of Franklin, Sherman, and Sheridan streets. It is anticipated this action will cause truck drivers to find alternate routes to their destinations, most probably Blaine. Similar signs have been posted on Collage at the entrance to Foothills.

Larry Anderson said streets in this neighborhood are not built to handle truck traffic.

Following discussion, the Traffic Safety Commission directed Staff to post signs at the entrances of Franklin, Sherman, and Sheridan streets.

Establish truck routes on N. Blaine Street:

Section 9 of Ordinance No. 93-2354 requires a public hearing be held on determining truck routes.

Commissioner Earl Sandager felt that Blaine and Illinois streets should be designated as truck routes. General discussion followed regarding streets which might be used as truck routes to access Main Street, without having to traverse the residential streets around Central Elementary School. Citing its close proximity to Central School, Commission members expressed concerns relating to child safety should a truck route be located adjoining school grounds.

For clarification, Chief Tardiff said trucks are allowed only on College and Main Streets as designated truck routes; however, trucks may take the most direct route to their delivery destination.

Chairman Andrews, stating no consensus of the Commission had been reached to make a decision at this time, requested Staff prepare a report, with recommendations, for consideration at the November meeting. He asked that a map, traffic patterns, restrictions, and truck access to

the industrial area be included in the report.

Earl Sandager suggested allowing time for determining the effectiveness of the signs before truck routes are established. Discussion followed.

By consensus, the Traffic Safety Commission will not take action on the truck route until there is some indication of the effectiveness of the signs to be posted at Franklin, Sherman, and Sheridan streets.

**C) Communication from C. S. Lewis Community School requesting yellow areas be designated "loading zone only" between the hours of 7:45 AM and 3:30 PM, Monday through Friday during the school year.**

Mr. Poole, principal of C. S. Lewis Community School, addressed the Traffic Safety Commission. He explained that when the Traffic Safety Commission voted to paint the yellow curbs along the school frontage, his original request was to create a loading zone during school hours. At the time, the Commission did not include the loading zone area in their decision. At this time he requests the area be designated as a loading zone during school hours. This loading only zone would eliminate vehicles from parking in the yellow zone. Principal Poole also requested signage be installed on all approaches to school grounds indicating motorists were entering a school zone.

Chief Tardiff indicated this loading zone would be a lesser restriction than currently designated for the area and could be decided upon without a hearing.

For clarification, Chairman Andrews restated the request: (1) designate yellow areas as "loading zone only" during school hours, thereby allowing parking at all other hours; and (2) school zone signs at all approaches to the school.

Larry Anderson, noting the roads had just been coated with a slurry seal, said crosswalks will be painted as soon as possible.

Chief Tardiff said it makes sense to allow parking after school. He recommended maintaining a two-space setback from the intersection. The loading zone could be achieved by posting signs which state, "No Parking between Signs between the hours of 7:30 a.m. to 3:30 p.m."

Regarding signage, both Chief Tardiff and Larry Anderson addressed this issue. State statute allows but will not pay for the posting of school zone signs for private schools. Larry Anderson indicated this was because the State could not use federal funds for private use. Another consideration is the change of speed when signs are placed, from 25 mph for a residential area to 20 mph for a school zone. Any change in speed zone requires a public hearing.

Responding to a question from Russ Pack, Mr. Poole indicated the only signage identifying the location as a school is the name on the school building. He noted that all other schools have school zone signs. His request is for signage on all four approaches from College and 2nd. Mr. Poole said the Community Development department should determine exactly where the signs would be placed.

The question was raised regarding Commission's authority to grant the loading zone request without a public hearing. Larry Anderson said he discussed this issue with Greg Scoles, Community Development Director, regarding a process to manage parking and incidental items without the need for a public hearing. Chief Tardiff noted there is a conflict between ordinances and said he has requested an opinion from the City Attorney. Chief Tardiff said this particular request lessens the restrictions imposed by the Traffic Safety Commission and feels they have jurisdiction to decide the issue without a public hearing.

Followed was general discussion regarding signage, speeds, and the parking situation in the area.

Chairman Andrews asked Mr. Poole to clarify his request. Mr. Poole said he was requesting a Loading Zone during school hours to keep the yellow area open during school hours, with no parking.

Chief Tardiff requested time to research the issue of signs for private school zones. Although not opposed to placing the signs, he indicated the need to insure that a decision is based on accurate information.

**Motion: Sandager/McCabe** To approve the loading zone only request as stated in the agenda and to postpone a decision on the request for "School Zone" signage for one month, pending more research.

Chairman Andrews suggested the motion include a two-car setback. There being no objection, the **motion was amended (Sandager/McCabe)**

Dick McCabe suggested expanding the motion to indicate that parking was restricted during specified hours between the signs.

Mr. Poole reiterated his request for signage on all approaches, noting that several private schools have signs. Chief Tardiff agreed, but said facts need to be confirmed.

**Motion Amended Sandager/McCabe:** To retain the two-car parking space setbacks at all corners and to provide that parking was restricted during specified hours between the signs.

Chairman Andrews asked that the motion be restated to include all amendments:

**Motion to designate the yellow areas around C. S. Lewis Community School, on So. College and Second Street, as "No Parking between signs between the hours of 7:30 a.m. and 3:30 p.m." and maintaining the two-car setbacks from the corner of 2nd and College.**

The motion, as amended, passed unanimously.

Chairman Andrews directed Staff to research and make a recommendation regarding the issue of school zone signage for private schools, and report their findings at the November meeting.

**III. OLD BUSINESS: None.**

**IV. REPORTS:**

A) Project Updates: (Anderson)

Left turn lane on Hayworth at Springbrook Road

Weather permitting, all collector streets including this intersection will be striped under contract with Hicks Striping of Portland, Oregon, by the end of this week.

No Parking zone on the north side of E. Hancock (west of Elliot Road) and the west side of Sitka Street from Hancock to Hwy. 219

The "No Parking" signs were posted two weeks ago. Since that time, Larry reported receiving a call of complaint about the signs and receipt of a letter in support of posting the entire industrial as no parking.

Larry indicated an updated No Parking Ordinance will be presented at the November 7th Council meeting. He noted the entire issue of truck parking in the industrial park will need to be dealt with in the future. Earl Sandager and others expressed concern with safety, particularly along Elliot Road.

**Motion: McCabe/Brandt** to hold a public hearing to eliminate all parking on the east side of Elliot from Hancock Street to Second Street. By unanimous vote, the motion carried.

Open Bible Church Crosswalk

ODOT denied the request for a crosswalk at this location. Larry indicated the school has been notified of their decision. He proposed putting a crosswalk across at Pinehurst Drive without school markings. This is allowable because it is a city street. Although not a school zone, Larry indicated it would bring pedestrians to the right side of the roadway to access the school.

Consensus was to paint the crosswalk on Pinehurst because it would serve the general public as well as the school children. It was noted there exists an invisible crosswalk at corners anyway. Larry suggested ODOT might pay for the crosswalk on Pinehurst.

**Motion: McCabe/Benedict:** Instruct Staff to negotiate with ODOT to install a crosswalk on Pinehurst. The motion passed.

#### Curb Painting

All of the painting around George Fox College is complete. The intersection of College Street and Second Street was paved over, and Public Works will repaint the crosswalks as soon as possible. The yellow zone at the southwest quadrant will be extended.

#### B) Mobile Traffic Monitor Trailer (Tardiff)

The Mobile Traffic Monitor Trailer was set up on Hancock for the Traffic Safety Commission's viewing. Members commented that the trailer has been visible throughout the city since its arrival.

Chief Tardiff indicated there have been numerous requests for the trailer and the comments have been very positive.

### V. MISCELLANEOUS BUSINESS:

#### A) Discuss intersection of Springbrook Road and Hwy. 99W (Tardiff)

Larry Anderson reported that ODOT has agreed to move the striping on the north side of Springbrook Road to allow for a 10-foot marked right turn lane. He said old plans for the intersection showed a right turn lane for the intersection. The signal detector loops are under the street and will have to be repositioned. The signal detector loops are the mechanisms which trigger the lights at the intersection. There will be some cost to the city for repositioning the detector loops because ODOT will not cover that cost, although Larry hopes to negotiate to share the costs.

#### B) Discuss speed and signage on Mountainview Drive (city and county road), between Aspen Way and Villa Road (Tardiff)

Originally the complaint stemmed from individuals speeding on this county road. Larry contacted Yamhill County's Road Department who surveyed Mountainview Drive and found that it fell into the category of urban-developed county road and, therefore, should carry a posted speed of 25 mph. Without posting, the speed was 55 mph. 25 mph signs were posted by the

County.

Larry Anderson and Chief Tardiff recommended the speed be raised to 35 mph, which requires approval by the State Speed Control Board. Larry indicated the process takes approximately three months.

**Motion: Sandager/Brandt** to request the State Speed Control Board to raise the speed from 25 mph to 35 mph for Mountainview Road from Aspen to Villa Road. Motion carried with a unanimous vote.

#### C) Frequency of Meetings

Larry Anderson discussed with Greg Scoles the possibility of streamlining some of the minor issues which come before the Traffic Safety Commission. The process is becoming burdensome. Chief Tardiff suggested bimonthly meetings and delegating the authority to establish public hearings to the Chairman without prior discussion by the Commission.

Earl Sandager questioned whether too much work is being created by requiring a public hearing for every item.

Consensus was to hold regular meetings every other month, with the option of scheduling additional meetings if necessary.

**Motion: McCabe/Brandt** to delegate to the Chairperson of the Traffic Safety Commission the authority to establish public hearings without prior discussion between members of the Traffic Safety Commission. The motion carried.

#### VI. COMMUNICATIONS FROM THE FLOOR:

Chief Tardiff advised that the same grant which allowed us to purchase the Mobile Traffic Monitor Trailer is again available. Any possible grant ideas should be submitted soon as the deadline for applying for the grant is November 15th.

Chief Tardiff presented a new badge to past Police Sergeant Dick McCabe for his commitment, assistance, and dedication to the Newberg Police Department and the community.

Doris Brandt cited a problem area on Fulton towards Villa, where a pickup truck is parked which obstructs visibility.


Bob Andrews asked Commission members to consider sitting on a subcommittee to discuss



concerns. He would like committees on Community Relations, Pedestrian Safety, and Truck Parking and Truck Routes, and Signage Replacement & Obstructions.

**VII. ADJOURN TO NEXT MEETING:**

There being no further business to come before the Commission, meeting adjourned.

  
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Mary Newell, Secretary  
Traffic Safety Commision