

TRAFFIC SAFETY COMMISSION MINUTES
Monday, December 11th, 1995
7:00 p.m.
Newberg Public Library

PRESENT: Chairman Bob Andrews; Earl Sandager; Don Matthews; Andy Anderson; Jerry Fisher; Dick Meyer; Glenn Benedict; and Dick McCabe.

ABSENT: Doris Brandt

STAFF Police Chief Bob Tardiff; Larry Anderson, Engineering; Terry Mahr,

PRESENT: City Attorney, and Mary Newell, recording secretary

I. CALL MEETING TO ORDER:

Chairman Bob Andrews called the meeting to order at 7:02 p.m. This meeting is for the purpose of obtaining testimony on two public hearings with Commission deliberations to follow at the regular business meeting scheduled for January 8th, 1996.

II. PUBLIC HEARINGS:

A) Consider limiting parking for a distance along one or both sides of Sherman Street near the intersection of Villa Road

There being no abstentions or objections to the Traffic Safety Commission's jurisdiction to hear this matter, Chairman Bob Andrews opened the public hearing.

Larry Anderson presented the staff report. He indicated that crowded conditions exist at this intersection and up along Sherman towards the hospital. Staff's recommendation is to post "No Parking" or paint curbs back to the hospital entrance and also paint yellow curbs back twenty feet on the south side to the curb return. He said this would relieve congestion on Villa Road as well. Mr. Anderson estimated that three parking spaces would be lost and the amount of parking to remove would depend on the traffic patterns. He did not feel that it would be necessary to remove parking all the way back to the driveway on the south side.

There was no one in attendance to speak either for or against this request. There were no other reports from other agencies.

Mark Meinert, Chief Executive of Providence Newberg Hospital, unable to attend in person due to a scheduling conflict, sent a fax in support of limiting parking on Sherman:

“My apologies for being unable to attend the Traffic Safety discussion this evening. However, my observations are:

- a. Reduced or eliminate parking from the intersection of Villa and Sherman on both sides of Sherman to the first entrances from adjacent parking lots is advisable, to reduce the risk of an accident.
- b. Parking on both sides of Sherman for the remainder of the street does create hazardous driving for automobiles and for trucks delivering to Providence Newberg Hospital. I’m not sure I would go so far as recommend that parking be limited to one side of the street or the other, but some limitations to clean up traffic flow and reduce the potential for accidents is probably advisable.

Once again, my apologies for not being able to personally attend your meeting, however, I appreciate your interest and support for overall traffic safety.”

Staff Recommendation: No parking on Sherman from Villa Road back to the hospital entrance on the north side and No Parking twenty feet back to the curb return on the south side of Sherman Street.

There being no further testimony for or against this matter, Chairman Bob Andrews closed the public hearing.

This matter continued to the meeting on January 8, 1996.

- B) Consider adding stop signs at the intersection of Eighth and Meridian to create a four-way stop; install “Caution” or “School Zone” signs on College Street between Eighth and Ninth Streets; and consider painting crosswalks at various locations.**

There being no abstentions or objections to the Traffic Safety Commission’s jurisdiction to hear this matter, Chairman Bob Andrews opened the public hearing.

Larry Anderson presented the staff report. The intersection at Eighth and Meridian does not meet the criteria for a four-way stop based on criteria outlined in the Uniform Traffic Control Devices. The intersection scored only 12 points of a possible 28. He found the intersection to be fairly low volume, approximately 300 cars per day entering and exiting the intersection. There was good visibility through the intersection, with the exception of the S.E. corner with a hedge. The City could require the hedge to be removed as an obstruction based on City ordinance.

As an alternative to a four-way stop sign, Larry indicated that a pedestrian access plan to the school could be developed and based on that plan, crosswalks would be painted in different locations leading up to Edwards Elementary School.

Staff Recommendation: Do not install a four-way stop at this time, but do a survey to determine where children are traveling and move them to safe locations on the street.

Chairman Andrews called for testimony in favor of the proposal.

Rhonda Driscoll read a letter from **Pam Irish**, 316 S. Meridian, into the record:

“To Whom It May Concern: I would like to voice my concern about the lack of stop signs and crosswalks in the Edwards Elementary Area. The two areas that have the most children walking are Eighth and Meridian and Ninth and College. Both of these intersections have kids walking in front of moving cars due to the lack of stop signs and crosswalks. It seems as though these two items could save a child from being hit or even killed by a car. Another much needed item at Eighth and Meridian is a sidewalk from the driveway of Edwards to the corner of Eighth Street so you don’t have children walking in the street which is what we are trying to avoid in the first place. I would hope that you seriously look at this problem to best protect the future of the children.”

Rhonda Driscoll, 300 S. Everest #45, co-president of Edward’s Parent Organization, referred Commission’s attention to her letter of request and spoke in favor of the proposal. She indicated her suggestion for a four-way stop was a means of slowing traffic through the intersection and not necessarily a need to stop the traffic. Her major concern is for the safety of the children as they go to and from school. Because many of the blocks around the school do not have sidewalks, she requests that crosswalks be painted. There are no distinguishable areas for child pedestrians. She suggested locations for crosswalks include:

- Sixth and River
- Sixth and Meridian
- Sixth and Blaine
- Sixth and College
- Seventh and River
- Seventh and Meridian
- Eighth and River
- Eighth and Meridian
- Ninth and River
- Ninth and Meridian
- Ninth and College
- Ninth and Blaine

In addition to crosswalks, Ms. Driscoll felt it would be appropriate that “School Zone” signs be placed on approaches to Edwards Middle School, i.e. Sixth Street (Sixth and College), Ninth Street (Ninth and Blaine/Ninth and River), and on Meridian and Seventh.

Ms. Driscoll indicated that sidewalks would eliminate some of the problems. Currently, children

are forced off the sidewalks and into the street between parked cars.

Earl Sandager suggested the School consider developing a sidewalk within the school fence.

Dorothy Rogers read a letter from **Florene Stenbock**, Principal Edwards School, into the record:

“It has come to my attention that a group of Edwards parents are asking the following: Crosswalks be painted (or repainted) on Meridian and Fourth, Meridian and Fifth, Meridian and Sixth, and Meridian and Eighth; School Zone signs be placed on College Street between Eighth and Ninth; Stop signs be added to the corner of Meridian and Eighth, making it a four-way stop. I wish to make it known that I fully support this effort to increase the safety for our children as they walk to and from school. Most of the Edwards students walk across one of these streets. We are deeply concerned about their safety, especially when there are not crosswalks clearly marked and drivers are not required to stop in an area so heavily trafficked by children as young as five years old. Please give this request serious consideration.”

Dorothy Rogers, 419 N. Morton, Assistant Principal Edwards Elementary School, spoke in favor of the request. Ms. Rogers indicated that although Renne Middle School is not in session at this location, Renne (Springbrook) Middle School children are bussed to the Edwards/Renne school compound and students walk home along with the Edwards children. In addition to this added student population, all the playing fields are in use all year round due to the various sports activities. This results in added parking and traffic.

In addition to the problem with the hedge, Ms. Rogers noted the presence of a parked RV and boat on the site which adds to the decrease in visibility.

Ms. Rogers encouraged the Traffic Safety Commission to consider any steps that can be taken to help ensure the safety of the children in the area.

Dona Clevenger, 806 E. Eighth, expressed agreement with the traffic and pedestrian problems that had been identified previously. She noted that when in a small car, you cannot see around the hedge. Congestion on the street is very busy year round, and she feels the speeding problem is worse in the summer than now. She voiced concern over children being forced to walk in and out between the cars because there are several areas which do not have sidewalks. She feels this is an extremely important issue which needs to be addressed.

Responding to a question from Dick McCabe, Dorothy Rogers indicated that parking guards are used only on school grounds in the parking lots and not off campus. Ms. Rogers also noted that during rainy weather, parents are inclined to call children to race across the school yard to the waiting car rather than wait to drive up and pick up the kids at the door. She agreed that additional crossing guards would help but said a significant number of children spread out to a

wide area around the school.

Bill, address unknown, said there are between 75-100 children on bicycles who go through the intersection on their way to and from school.

Rhonda said the school population is approximately 500.

Larry Anderson indicated that Staff is working on the sidewalk issue. The sidewalk on the north side of Ninth, between Blaine and College, is planned as part of the Renne remodel. The school is building the sidewalk, paying for it, and the sidewalk will be done by the next school season. The other areas may require assistance from developers, the school district or private property owners. At approximately \$12 per lineal foot, sidewalks are expensive and it is easier to get an apartment complex or developer to build a sidewalk than it is for a home owner.

On College, north and south between Eight and Ninth, the right-of-way does not allow a sidewalk on the east side. South of Ninth on College is a County road and the City of Newberg does not have jurisdiction over that stretch. At some point in time, the City will require homeowners to build to the City's standards. Currently, that stretch is located within the City limits, but the County owns the road.

Bill indicated the vacant house is in probate. Larry Anderson will want to discuss with probate the possibility of requiring the new homeowner to upgrade property with a sidewalk.

Earl Sandager expressed support for painting crosswalks where children would cross. Larry Anderson agreed, noting that crosswalks are more effective in alerting drivers that people are crossing than the "School Zone" signs on school approaches. A school zone sign is required in designated school zone.

Larry Anderson suggested working with Mrs. Rogers and the school on developing an access plan to Edwards Elementary School. The plan would take into account the school district boundaries, attendance boundaries, and a survey to determine where the children are coming from. This information would be used to determine the best pedestrian routes for the school children to take. At that point, the school could train the children on the routes to take and where to cross the streets.

Earl Sandager asked if there was any way to recommend to the School Board to absorb some of the cost of the sidewalks. Bob Andrews indicated this would be one of the issues discussed to the next meeting.

Andy Anderson said the request for a four-way stop could be denied until Staff has observed whether or not the crosswalks are doing the job.

Chairman Andrews said the Traffic Safety Commission should develop standards which will apply to all schools.

There being no further public testimony, either for or against this proposal, Chairman Bob Andrews closed the public hearing.

This matter is continued to the meeting on January 8, 1996.

III. REPORTS:

A) Update on ordinance revision clarifying the jurisdiction of the Traffic Safety Commission, streamlining some processes, and developing a clear appellate process (Mahr)

Traffic Safety Commission members were presented with a fourth draft of proposed changes to Ordinance No. 96-2427. This ordinance repeals Ordinance No. 93-2354 and further defines the duty of the Traffic Safety Commission, their authority, procedures and develops a clear appellate process.

Extensive discussion followed as City Attorney Terry Mahr outlined the details of the ordinance. Changes to text, intent and meaning were clarified as each section was reviewed.

Mr. Mahr indicated that the ordinance will go to the City Council in mid-January. The matter of drafting up the petition form and schedule (log) are still to be completed. Commissioner Dan Wollam will be reviewing Draft #4 before submission to the City Council.

III. ADJOURN TO NEXT MEETING:

Meeting was adjourned to the next regular business meeting on Monday, January 8th, 1996.



Mary Newell, Recording Secretary