

TRAFFIC SAFETY COMMISSION MINUTES

Monday, July 10, 1995, 7:00 p.m.

Newberg Public Library

PRESENT: Chairman Bob Andrews, Dick Meyer, Dick McCabe, Andy Anderson, Jerry Fisher, Earl Sandager, Glenn Benedict, and Russ Pack.

ABSENT: Doris Brandt

STAFF

PRESENT: Larry Anderson, Engineering; Chief Bob Tardiff, Chief of Police; City Attorney Terry Mahr (8:10 p.m.) and Mary Newell, Recording Secretary

I. CALL MEETING TO ORDER:

The meeting was called to order by Chairman Bob Andrews at 7:00 p.m.

A) Review and approve minutes of Monday, May 14, 1995

Andy Anderson asked for clarification of the issue of truck parking as indicated in the minutes. Bob Andrews explained and Dick Meyers concurred that the truck parking ordinance was for the truck tractor only and did not include the van/trailer.

Motion: McCabe/Fisher to approve the minutes as written. The motion carried.

II. OLD BUSINESS:

A) Staff reports regarding speed bumps, speed humps and traffic circles.

Larry Anderson reporting. In 1994 Washington County implemented a program to install speed humps and traffic circles on a priority basis. A copy of their Neighborhood Streets program was distributed to Commission members, with selection criteria list and priority list. Larry indicated that the Washington County program is a pilot project and appears to be a pretty good plan. Based on their selection criteria, most Newberg streets would not qualify. Streets are assigned points based on cost, traffic, pedestrian demand, road characteristics, safety, accident history, etc.

Benefits of the Washington County plan include: (1) compares different traffic problems throughout the county so the City can design and build the most important, highest priority traffic improvements; (2) allows citizens to compare their problem area in relation to the other projects being considered; and (3) provides a budgeting tool when the Budget Committee reviews a proposal for traffic modifiers.

Larry Anderson drew Commissioners' attention to a memo from the City Attorney regarding the

legalities of speed humps and traffic circles. Dated July 10, 1995, the memo reports that speed bumps are legal but must be designed to allow traffic to pass them without slowing down from the legally established speed. There are some safety concerns.

Chief Tardiff suggested speed humps might be a better approach than speed bumps based on the last paragraph of the City Attorney's memo which states, "It would seem that speed bumps are legal, however, speed bumps do have a lot of safety concern. The Committee may want to consider some other devices such as speed humps. The cost of such devices as not known."

Larry Anderson and Bob Andrews explained the differences between speed humps and speed bumps:

Speed Bumps are narrow and drivers must slow to cross.

Speed Humps are long wide humps which are designed to allow drivers to cross at the speed limit without damage to their vehicles. Speed humps are installed in a series of humps approximately every 700 feet in order to control speed.

Responding to a question from Earl Sandager regarding who decides funding and selection, Larry indicated Staff would need to develop a program similar to Washington County's. They have a Commission who decides who receives the information, transfers the information to the engineering department for numbers, and then decides who gets the humps.

Andy Anderson, based on observation of Portland streets, noted a tremendous financial investment to install speed bumps/humps. Bob Tardiff suggested the Traffic Safety Commission may want to develop criteria, put together costs figures, and send the information to the City Council for their approval. City Council may elect to review the costs, refer it to Community Development whose budget it would be responsible for the improvements, and let the Council decide how to proceed. Chief Tardiff indicated, based on his conversations with the City Attorney, that the City Manager would like to see something during this budget year.

Regarding the direction the Commission will take on the issue of speed modifiers, Bob Andrews indicated the Traffic Safety Commission is taking this issue under consideration based on requests from citizens as a means for slowing vehicular traffic. When determining the actual financing of the devices, the Traffic Safety Commission through deliberations, must determine how to measure the effectiveness of the devices.

Responding to a question from Dick McCabe, Larry indicated that speed bumps and humps are more commonly located in larger, metropolitan areas. Bob Andrews suggested that speed humps are more common than speed bumps.

Chief Tardiff indicated a preference for speed humps because there is less chance of damage or loss of control to police vehicles during pursuit. He noted the Fire Department shares this view as it pertains to

emergency response. Chairman Andrews said the Fire Department also has concerns over the circles.

Discussion followed regarding traffic circles retro-fitted in the Portland area and high costs associated with retrofitting. The traffic circle planned for a Newberg development was planned as part of the development. Chairman Andrews stated that many Beaverton neighborhoods like the speed humps. Nobody promotes speed bumps. There are some neighborhoods that prefer the circles and have been lobbying for the circles vs. speed humps. Chairman Andrews suggested neighborhood preference should be factored in future studies or analysis as more communities go to neighborhood associations for an ownership or partnership in developing the devices in the neighborhoods.

Chairman Andrews asked if an LID would be practical as a means of providing these traffic devices. Larry explained that LIDS must show a local benefit to the property owners. Unless property owners are in agreement, the process for implementing an LID can be long and tedious. He noted it is rare to get that kind of cooperation.

Earl Sandager felt more study is needed to gather cost figures. He suggested additional funding for police officers for patrol would be more appropriate, rather than paying for speed humps. Chairman Andrews noted that the Traffic Safety Commission must consider these issues when providing guidance on financial matters to the City Council on traffic safety issues. What would be a better expenditure of budgetary dollars: providing officers or providing traffic control devices?

Consensus was to drop "speed bumps" from discussion as an option. Chairman Andrews felt it would be appropriate for Staff to develop a program for Newberg modeled after Washington County, to go in and study some of the identified trouble areas, and see what it develops. Andy Anderson asked if Staff has the capability to do this type of evaluation.

Larry Anderson indicated he will talk with Washington County and the city of Portland to see if they have similar streets with humps/traffic circles with similar problems and traffic counts. Will use this data as a starting point to get a cost estimate. However, Larry noted they do not put humps on collector streets which is where our heaviest traffic is located. Larry does not recommend putting control devices on collector streets because this is where we want the vehicles to travel. Chief Tardiff indicated the collector streets are where the problems are occurring.

Dick McCabe requested the study include the cost of maintaining the traffic devices over the period of use.

Diane Nave, 905 Hulet, requested the Traffic Safety Commission consider the speed modifiers on Hulet because of the traffic volume and speed. She noted that traffic speeds and quantity is down since school is out and Everybody's Market has lost their liquor license. She has noticed increased police patrol since the last meeting. On the issue of the neighborhood's preference for speed bumps vs. humps or traffic circles, Ms. Nave indicated they had not polled the neighbors on these topics.

Responding to a question from Ms. Nave, Chief Tardiff said he felt the City Manager's position was that he would be willing to look a recommendation from the Traffic Safety Commission, take it to the council and see if funding might be available.

Larry Anderson indicated he would have a report back at the next meeting for discussion purposes. It would be up to the Traffic Safety Commission to decide if they want to pursue and implement a plan.

ACTION: Larry Anderson will prepare a report for the September meeting.

B) Staff report regarding shifting stop signs from Aquarius to Libra

Larry Anderson reporting. Using an aerial map, Larry outlined the traffic patterns for Libra Street. Currently, Aquarius is through traffic. He indicated a stop sign warrant analysis scored four of 28 points required for a stop sign. The score is due to the low volume on the side streets. Larry explained the process for determining stop sign locations based on the Manual of Uniform Traffic Control Devices.

The development was designed for Libra to be a collector street to eventually extend to the highway. Traffic currently moves along Vittoria and exits onto Hwy. 99W. There is also a lot of cut-through traffic. He suggested Vittoria would be a candidate for speed humps. In the future, if Libra were to extend and connect at the light on Hwy. 99W, it would be possible to close Vittoria. This would reverse the traffic pattern. If Vittoria were to remain open, there might be a four-way stop installed at Vittoria and Libra. There is not a local street system plan. There is a Collector and Arterial street plan in the Transportation Plan. This allows the developer to determine how traffic may be collected.

Larry Anderson does not recommend a stop sign on Aquarius at this time.

Chief Tardiff presented Commissioners with a speed summary for Aquarius. The average speed is 23 mph with approximately 1400 vehicles in the period of June 20-26th. He indicated the traffic monitor upholds Larry's comments regarding cut-through traffic.

There were no comments from the audience regarding moving the stop signs from Libra to Aquarius at this time.

Motion: Sandager/Benedict moved to accept Staff's recommendation that stop signs at Aquarius and Libra not be changed at this time because the warrants do not justify the change. Motion carried.

C) Request to stripe for two-way traffic on Deborah Road in front of Mabel Rush School and on Emery Road in front of Springbrook Middle School.

Larry Anderson reporting. Staff does not recommend striping centerlines because the streets are not collector streets. Deborah Road and Emery Road are local streets and policy has been to stripe collector streets only. Also, parking is allowed on both sides of the street which reduces the width of the travel

area. It is safer for cars to encroach over the centerline when space is needed than to remain on one side of the street and centerlines would keep traffic from using the street area.

Staff recommends Deborah Road and Emery Road not be stripped with centerlines.

Andy reminded there will be changes with the remodel of the high school. Larry concurred, noting that there is a plan to develop a staff parking lot in the area of Emery and Douglas on the north side of Mabel Rush school. Douglas at Emery will be extended and may include a three-way stop. Staff has asked the School District to address this location in their design.

Eric Johnson, Principal of Mabel Rush Elementary School, indicated the request for striping was to help move traffic in front of the school. All three entrances are tied up with the pick up and delivery of children. He said the problem is not parking, but parents arriving to pick up their children and causing a back up of vehicles into the street area. This back up causes the streets to clog and blocks the turn lanes. Buses turn both directions. Mr. Johnson said there are approximately 40-50 cars after school. This problem does not exist in the morning because busses and parents' arrival times are staggered. Biggest problem occurs after school when everybody is released at the same time.

There was generous discussion on this issue with some ideas presented:

- ▶ Larry Anderson suggested a left-turn pocket. The street is pretty narrow and some parking would have to be eliminated.
- ▶ Earl Sandager suggested access out Haworth, next to the church. Eric indicated there are baseball fields and football fields located in the area. Traffic would put children at risk.
- ▶ Chief Tardiff questioned the possibility of a right-turn only. The Principal has discussed this option with the bus service and said this option could be used depending on where the busses have to go after they pick up the Mabel Rush children. Release hours are staggered and busses may go to other schools after their Mabel Rush stop.
- ▶ Consider hiring a person to direct traffic. Principal Johnson indicated that currently they have one crossing guard. Larry Anderson advised that the State will provide training.
- ▶ Consider staggering the class release times. Mr. Johnson indicated this had been tried before and did not work well, was not very effective. Also this creates a problem adhering to the minimum hourly classroom requirement by the State.
- ▶ Larry Anderson suggested a sign be posted that states "Do Not Block the Driveway" to keep the driveway clear.

Motion: McCabe to install "Do Not Block the Driveway" signs.

Larry Anderson indicated that he would have to research the signs.

There followed a generous discussion regarding parking, eliminating parking, vehicular and bus travel patterns, and bike lanes.

Jerry Fisher suggested an educational program for parents to encourage one-way pattern for the pick up of children. Eric Johnson concurred and will pursue this proposal. He indicated there is a need for parking and would not like to see parking eliminated.

Motion failed for lack of a second.

Larry concurred with Russ Pack that unless you have the left-turn pocket, does not feel the City will be able to fix the problem. Bob Andrews remarked that to accommodate the left-turn pocket, it will necessitate eliminating some parking. Larry responded that the Transportation Plan addresses this issue for residential areas.

Motion: Sandager/Benedict accept the recommendation of Staff and not stripe a center line on Deborah Road in front of Mabel Rush School and Emery Road in front of Springbrook Road at this time.

Jerry Fisher suggested amending the motion to include “and work with the School District to seek other options.” Earl Sandager and Glenn Benedict concurred and the motion was amended.

Motion passed as amended.

Dick McCabe encouraged School Principal Eric Johnson to seek training for a traffic director.

Chairman Andrews called for a 10-minute break at 8:25 p.m.

III. NEW BUSINESS:

- A) Consider request to install speed bumps on James Street and Andrew Court and install a stop sign at School Street and 10th, and set a public hearing date.**

There being no persons present to speak on this issue, Chairman Andrews set the matter over to the September meeting.

- B) Consider request to paint yellow stripes on each side of driveway at 515 So. Edwards.**

There being no persons present to speak on this issue, Chairman Andrews set the matter over to the September meeting.

C) **Consider two requests to install stop signs at the intersections of Sherman and Lincoln, and Sheridan and Harrison; or dead-end Sheridan Street, and set a public hearing date**

Kathryn Potter, 300 W. Sheridan Street, indicated their request stems from concern for the safety of children living in the area. She cited excessive speed as their primary concern, not the quantity of traffic. She said much of the traffic comes from Gerome Manufacturing trying to cut through to 99W. Children playing in the area cannot be seen by drivers traveling through the curve on Morton.

Virginia Selden, 308 W. Sheridan, used a map to indicate the problem areas. There is a curve on Morton which needs the boundaries defined, because the gravel has spread and the road shoulder is not clear. There is a fire hydrant which should be in the "sidewalk" area, but sits in the roadway. Her request is for a dead end street on Lincoln or install stop signs to deter people from speeding.

Larry Anderson presented the Staff Report. He indicated there are no reported accidents for the area. Stop signs would not be warranted unless designating Morton as a collector street but the sharp corner would only enhance the problem. Larry felt this was an enforcement matter which could be handled by the Police Department. He indicated that closing the street would only move the cut-through traffic to another area.

Gary Potter, directing Commissioner's attention to the map, identified the most common traffic route for drivers moving through the neighborhood. There was an accident in the area but the vehicles landed closer to the next stop sign.

Generous discussion followed regarding the street, the 90-degree curve, and the type of barricade proposed. Earl Sandager suggested the request would not meet the warrant criteria for installing stop signs and suggested a warning sign "10 mph, Slow, Curve" be installed. Virginia indicated they did not expect approval of the stop sign but something needed to be done to control the speeding traffic. Larry Anderson confirmed that the railroad owns the property where residents propose a barricade be installed. Kathryn indicated that the railroad is working with residents to clean up the area.

Larry said he would look at a way to better define the street. Members of the audience agreed that better definition of the 90-degree corner would help, but said a new drainage system that had been installed may create a problem.

Dick McCabe asked if there was a plan to pave the street and if so perhaps the street could be improved at that time. Larry indicated there were no plans to improve the street at this time.

Motion: McCabe/Benedict to direct Larry Anderson to study the matter further and also refer the matter to the Police Department as an enforcement problem. Motion carried unanimously.

IV. REPORTS:

- A) **School District Planning Update for Newberg Schools. Discussion topics include anticipated traffic patterns and parking issues for all schools and open vs. closed campus at the high school.**

Chairman Andrews welcomed Debbie Rickey, principal of Newberg High School.

Debbie Rickey provided some background information on the school bond passed three years ago. The 1995-96 Newberg High School student body is over 1,450, larger than McMinnville High School. For several years, the NHS high school has been larger than McMinnville. The bond provided for, among other things, building a middle school, an elementary school, renovation of Newberg High School, and renovation of Renne Middle School. The existing high school is land locked, and renovation is a temporary measure until the School District can purchase and build a second high school. As part of the plan, Springbrook Middle School is to be incorporated as part of the high school to help accommodate the overcrowding.

The remodel of the high school has been divided into two phases, one during the summer of 1995 and the second phase during the summer of 1996. During Fall 1995, Springbrook students will move to Chehalem Valley Middle School, and the Springbrook building will house Renne students while Renne Middle School undergoes renovation in the 1995-96 school year. Next year, after renovation of Renne has been completed, Renne students will return to Renne Middle School and the high school will take possession of Springbrook as part of the high school.

In the meantime, renovation of the high school has started. Several issues are being addressed as part of this renovation.

Using the map, Principal Rickey identified the areas proposed for student and staff parking. The architects are proposing to extend Douglas to enter the school grounds as a turnaround. Staff parking will be located in the area of Douglas/Emery; the parking lot will be shared with the Springbrook (Renne) staff. Building One (as you enter high school grounds) will be moved to the area of the turnaround. Parking lots will not be asphalted until next year. If some of the portable classrooms are moved, the gravel areas will also be used as staff parking.

Currently, 225 spaces are available for student parking. This is not expected to change this school year. Students are involved in many activities -- work co-op, sports, etc. -- which necessitates students to arrive and leave school at varying hours.

Ms. Rickey identified for Commissioners the areas that will be affected. Traffic patterns are expected to change. School boundaries are being changed so bus routes will change. The boundary decision is due next year. This is a year of transition and so plans may change. Elliott Road will no longer be the entrance to the high school grounds. Bus traffic patterns for the new schools are expected to be one-way

on Foothills, with the exit to be decided. Larry Anderson said Mountain View Drive, Main Street, Crater Lane, and Chehalem Drive will be extended but currently do not serve the area. Larry is working on a LID for Main Street. Bus routes will change, based on the new boundaries set by the School Board next year. Extended discussion regarding the new schools, possible road configurations, busses, pedestrian traffic, and the senior center.

Bob Andrews addressed concerns regarding vehicular and pedestrian traffic in the Hulet/Sitka area. Principal Rickey responded. When the school was built it was surrounded by fields and the campus population was approximately 1150 students. The School Board never anticipated the build up of homes or the school population which now exists. Currently the cafeteria seats 230 students of a student body of 1450. Even staggered, there is no way to accommodate all students for lunch and is one reason the high school has an open campus. In the past, only Seniors and Juniors were allowed to leave campus. Now, Freshman and Sophomores can leave campus with parents' permission. As a means of addressing the lunchtime problem, the remodel plans include fast food commissaries. These fast food outlets will be located at the "ends" of each building, keeping the same building configurations. By allowing these fast food outlets to provide the food service, more students will stay on campus. Freshman will no longer be allowed to leave, and the sophomores will be encouraged to remain on campus for lunchtime.

Jerry Fisher asked if registration will be required of students driving to school. Debbie indicated that all students will be required to register under a permit process. Permits would hang on a rear-view mirror. The waiting list would also be under a registration system. Kids who do not abide by the rules may lose their parking privileges or "leaving campus" privilege. She noted a good relationship with the Police Department, and said problem students may be expected to participate in a police/school/parents/student conference.

Responding to a question from Dick McCabe, Principal Rickey explained that parents are usually contacted by phone when complaints or disciplinary incidents occur. The statement of rules and regulations regarding parking on campus requires the signature of both parent and student.

Diane Nave asked who to contact when there is a problem with school traffic in her neighborhood. The Principal indicated a call to the school office would be appropriate. When questioned about school personnel not returning calls, Ms. Rickey indicated school personnel would deal with the problem and not necessarily call back the complainant because of the confidentiality issue. Ms. Nave felt having the fast food outlets on campus will help with the noon time traffic.

Chairman Andrews thanked Principal Rickey for outlining the plans for the high school, noting it had been very beneficial to the Traffic Safety Commissioners.

C) Staff report on the tractor/trailer permit ordinance

City Attorney Terry Mahr reporting. He directed Commissioners' attention to his memo dated July 10, 1995. The Newberg City Council referred this item to the Ordinance/Legislative Committee. The

permit was discussed at the Ordinance/Legislative Committee at their July 6th meeting. Dick Meyer attended as a representative of the Traffic Safety Commission.

The Ordinance/Legislative Committee was concerned that a fair complaint process be incorporated in the permit process in the event a revocation be required. Committee was interested in developing a method for verifying a complaint and providing an appeal process. The Ordinance/Legislative Committee decided to provide a provision by including a notice to the person that a complaint was received, the content of the complaint, and then could revoke the permit with some cause shown. In addition to the notice of complaint, the issue of appeal was discussed. It was suggested that appeals be directed to Traffic Safety Commission, rather than the City Council at the first level.

The City Attorney explained the definition of tractors and clarified that the proposed permit pertains to the parking of truck tractors and motor trucks. The trailer that is part of the truck isn't addressed in the ordinance. The Ordinance/Legislative Committee mentioned trailers parking on the streets causing damage to the streets. Terry Mahr and Dick Meyer said the Legislative Committee asked the Traffic Safety Commission to look into trailer parking, but did not make a specific recommendation in this regard.

Terry indicated that a new Section (3) was added to the ordinance and would go to Council for their consideration. This section would be added as an exception to the Prohibitive Parking ordinance. Section (3) reads as follows:

- (3) A motor truck, as defined by ORS 801.355, or a truck tractor, as defined by ORS 801.575, on a street between the hours of nine (9) p.m. and seven (7) a.m. of the following day in front of or adjacent to a residence, motel, apartment house, hotel or other sleeping accommodation unless a revocable permit is obtained from the City Police Department. The permit shall be for a twelve-month period and may be renewed. In the event any complaint(s) is received from a resident or residents in the area of the parked truck, the City shall notify the permit holder of such complaints, give the permit holder a chance to respond to such complaints and after taking into consideration the complaints and response, the City Manger may revoke said permit. Such decision to revoke permit by the City Manger may be appealed within 10 days to the City Council. During such appeal the permit shall remain revoked.

The City Attorney asked for comments. He confirmed that this section would allow a trucker to park a motor truck and a truck tractor in any residential area in the city. It does not provide for trailers. The City Attorney indicated that truck drivers are parking in residential areas and the police are enforcing it by complaint. This method of enforcement can raise discrimination claims.

Andy Anderson, for clarification, said the permit will allow a truck driver to drop his trailer someplace and allow him to drive home and park the tractor there. Terry confirmed this is so, and he will be allowed to park there as long as there are no complaints generated by the neighbors. Andy indicated this

ordinance would open it up for a truck parking in every neighborhood.

Chairman Andrews indicated the Traffic Safety Commission had recommended truck parking permits on a trial basis only. Dick McCabe suggested contacting other cities to see how they handle truck parking.

Discussion ensued regarding the need for truck parking, the ordinance, and questioned the City's responsibility to private business to provide truck or trailer parking. Terry Mahr said the ordinance may not be a good solution but there needs to be a steady approach to truck parking. The existing ordinance prohibits truck parking in a residential area. The revised ordinance would continue the prohibition except to those who have permission by permit. Chairman Andrews said we don't need the ordinance unless we plan to enforce it. Currently, the police are not enforcing it but on a complaint basis. Andy Anderson said there is a safety issue with parking trucks and trailers on the streets. Earl Sandager felt that it was the responsibility of the truck driver to find a place to park their tractor and trailer.

Dick McCabe suggested increasing the fine and creating a graduated fine schedule for repeat offenders. Earl Sandager concurred.

Terry Mahr said if it is the position of the Traffic Safety Commission that we should not allow trucks, motor trucks and truck tractor parking in a residential area and the Commission does not want to go to a permit process, that the existing ordinance should be enforced, then the Traffic Safety Commission needs to send this message to the City Council. The City Attorney indicated the Police Officers feel like they don't have the clear authority to enforce the ordinance and the City needs to give them some direction.

Chairman Andrews indicated that when the motion at the last meeting was made it was not intended to indicate the Traffic Safety Commission endorsed the permit idea; they don't. The Traffic Safety Commission wanted to see if a permit process would work. Chairman Andrews said if this is the process to make it work, the Commission may want reconsider their position. The Chairman joined Andy Anderson in expressing frustration of having an ordinance that cannot be enforced. Earl Sandager felt you should include the trailer with the tractor because they cause as much trouble as the tractors.

To confirm, Terry Mahr asked Commission members if their message for the Council is that the Traffic Safety Commission looked at the changes that were recommended by the Ordinance/Legislative Committee. On rethinking the permit process, the Traffic Safety Commission feels the permit process would be expanding truck parking beyond what was intended. The Traffic Safety Commission would rather enforce the existing ordinance.

Motion: Pack/McCabe moved to reject the revision to the ordinance and request the City Attorney strengthen the existing ordinance by adding stricter progressive fines for violations of the ordinance.

Terry Mahr asked what was Commission's position on the trailer because the ordinance does not include trailers. Russ Pack and Dick McCabe agreed and amended the motion to include trailers.

The secretary read the motion as amended: motion to reject the revision to the ordinance and request the City Attorney to strengthen the existing ordinance by adding stricter progressive fines for violations of the ordinance, and to amend the ordinance to include trailers.

Chairman Andrews said the proposed ordinance was not accomplishing what they hoped it would and would create further problems that the Traffic Safety Commission would not endorse. He asked for confirmation of members that they are comfortable with the approach indicated by the motion.

The motion passed unanimously.

Terry indicated he would send an action memo to the City Council and the chairpersons of the Ordinance/Legislative Committee and Traffic Safety Commission. The City Attorney anticipates being present at the next meeting of the Traffic Safety Commission, bringing back an amendment including the progressive fine situation. Chairman Andrews stressed that they want the sanctions strengthened and to be progressive.

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

There was no report.

V. COMMUNICATIONS:

A) Communication from the Oregon Department of Transportation approving the school zone exception and school crosswalk on the Hillsboro-Silverton Highway at Pinehurst Drive.

No action. Letter placed on file.

VI. ADJOURN TO THE NEXT MEETING:

Adjourn to next meeting on September 11, 1995, 7:00 p.m.

There being no further business to come before the Traffic Safety Commission, Chairman Andrews entertained a motion to adjourn.

Motion: McCabe/Pack to adjourn. The motion passed and the meeting adjourned at 10:15 p.m.



Mary Newell, Recording Secretary