

**TRAFFIC SAFETY COMMISSION MINUTES**  
**Monday, January 8, 1996**  
**Newberg Public Library**

**PRESENT:** Chairman Bob Andrews, Doris Brandt, Dick McCabe, Dick Meyer, Don Matthews, Glenn Benedict, Jerry Fisher, and Earl Sandager

**ABSENT:** Andy Anderson

**STAFF**

**PRESENT:** Bob Tardiff, Larry Anderson, and Mary Newell

**I. CALL MEETING TO ORDER:**

Chairman Bob Andrews called the meeting to order at 7:03 p.m.

As a first item of business, Chairman Andrews called for nominations for the positions of chairperson and vice chairperson for the year 1996.

**Motion: Brandt/McCabe** made a motion to nominate Bob Andrews to continue as chairperson of the Traffic Safety Commission for the year 1996.

Jerry Fisher moved the nominations be closed. Following a second by Mr. Benedict, nominations were closed and Bob Andrews elected by acclamation.

**Motion: McCabe/Brandt** for Dick Meyer to continue as Vice Chairperson of the Traffic Safety Commission. **Motion: Sandager/Fisher** to close the nominations. By acclamation, Dick Meyer was elected to continue as vice chairperson.

**A) Review and approve minutes of November 13 and December 11, 1995.**

**Motion: McCabe/Brandt** to approve minutes of November 13, 1995 and December 11, 1995, as written. Motion carried.

**II. STAFF REPORTS - GENERAL INFORMATION**

**A) Chief of Police**

Chief Tardiff reported that another complaint had been received relating to the double stop at Crestview and Hoskins. The law says the driver must stop at the stop line. He said the stop line cannot be moved; however, he suggested the stop be at more of an angle, moving the stop sign and creating a better transition between the stop sign and

Larry Anderson said the Staff Recommendation is for 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.

Earl Sandager felt the twenty feet allowed vehicles enough visibility; however, Mr. Meyer felt that it did not allow enough room for cars to enter with enough maneuvering space around the parked cars.

Larry Anderson agreed with Jerry Fisher that eliminating the same amount of parking on the north side could be beneficial.

For clarity, Larry Anderson diagramed the intersection and Sherman Street. He indicated the corner is very abrupt rather than the standard 20 degree radius. He noted that removing parking on both sides down to the hospital entrance would allow only one or two spaces for George Fox dorm parking. He recommended that at least two good parking spaces be left on the south side of Sherman.

Dick Meyer suggested moving the yellow center line to one side. Larry, noting that the City policy is not to stripe local streets, said the traffic will naturally move to one side if the parking is removed.

**Motion: Sandager/Brandt** to remove parking on the north side of Sherman Street from Villa Road back to the hospital entrance and to remove parking on the south side, retaining one parking space in the vicinity of George Fox property. Motion carried unanimously.

**B) Continued deliberations on request for four-way stop at the intersection of Eighth and Meridian; install "Caution" or "School Zone" signs on College Street between Eighth and Ninth Streets; and consider painting crosswalks at various locations around Edwards Elementary School.**

Bob Andrews, referring to the December 11th minutes, reminded committee members that the Staff recommendation was not to install a four way stop at this time but to do a survey to determine where children are traveling and to move them to safe locations on the streets.

Larry Anderson said what is needed is a pedestrian routing plan for the streets for the children to use, then stripe them, sign them, and work with the schools to educate the children. The intersection does not meet the warrants for a stop sign. The speed survey indicated that most drivers were within the speed limit.

Staff sent a notice to the person with the overgrown hedge to cut it back within thirty days. If the hedge is not maintained, the City will send another notice or will be trimmed by the city.

Bob Andrews asked for clarification on the difference between School Zone Signs and School Crossing Signs. Larry indicated that school zone signs are located very near the school whereas school crossing signs may be located a distance away from the school grounds. The school crossing signs are put up on a planned pedestrian route the children should take to and from school. They are not necessarily in view of the school and are usually combined with painted crosswalks. The painted crosswalks are more visible than the signs and generally more effective.

Chairman Andrews said he would like to see a standard set , a consistent approach for dealing with school pedestrian traffic that would be suitable for any of Newberg's public schools.

Larry indicated that the school zone signs around Central School have not been removed although the no parking signs are gone.

Jerry Fisher indicated that school zone signs were compulsory in years past. Larry Anderson said that criteria exist for school zone signage.

Dick Meyer said Edwards is unique in that sidewalks are not always available around the school grounds. Andrews cited similar situations at Newberg High School and approaching Crater Elementary School.

Chairman Andrews asked Larry Anderson to work with Jerry Fisher and the Pedestrian Safety Subcommittee on developing standards. Relating to crosswalks and signs, Bob Andrews indicated the Traffic Safety Commission would prefer to err on the side of the safety of the children.

At this time the Traffic Safety Committee took a five minute break.

A letter from Florene Stenbock, Principal of Edwards Elementary School, was entered into the record in support of the request.

There followed discussion regarding crosswalks.

**Motion: Meyer/McCabe** to accept the Staff Recommendation and deny the four way stop at this time but to conduct a survey to determine where the children are traveling and move them to safe locations on the streets.

Chairman Andrews requested more direction and asked for a general plan suitable for all schools and recommended that Staff and the subcommittee come prepared at the at the March meeting with recommendations on signage and crosswalks.

**Motion: Andrews/Sandager** to amend the motion to include the request that the Subcommittee on Pedestrian Safety come to the March meeting with recommendations on signage and crosswalks in general and also specifically for Edwards Elementary School. There was no objection to the amendment from Dick Meyer and Dick McCabe to amend the motion. The amendment passed unanimously.

The secretary read the motion as amended:

"Motion to accept the Staff Recommendation to deny the request for a four-way stop at the intersection of 8th and Meridian at this time, but to do a survey of pedestrian travel to determine where children are traveling and to move them to safe locations on the streets and for Staff, together with the Pedestrian Safety Subcommittee, be prepared to make recommendations at the March meeting on signage and crosswalks in general and regarding Edwards Elementary School in particular.

The motion as amended passed unanimously.

**IV. NEW BUSINESS: None.**

**v. REPORTS:**

**A) Speed Bump Advisory Committee Report**

The Speed Bump Advisory Committee did meet in December to discuss speed bumps/humps. At the meeting, Johann May advised that portable speed bumps are used in Germany. These speed bumps are moved from location to location each night by their public works employees. Larry indicated that these speed bumps may not be suitable for our curved streets. The speed bumps are rigid concrete, bolted down and threaded with screws built into concrete.

The ODOT grant was denied because it failed to meet the criteria. Larry Anderson contacted Helen Liere at ODOT and learned the grant cannot be used for any type of construction or engineering. The selection committee felt this request was a type of construction. The grant is basically for paper work or for the persons hired to do something. Because the Committee felt the speed bump request had merit, Ms. Leire indicated she had looked but could not find other funding. In view of the lack of funding, Larry said the Community Development Director will include the speed bump as a budget item for this coming budget year.

The committee decided the pilot speed bump project should be located on Hulet and Sitka.

Earl Sandager suggested contacting a paving company for a speed bump template. Larry indicated they are hand built to specific specifications with warning signs, certain paint patterns, sizing, etc.

Chief Tardiff reminded everyone that the speed bump being recommended is the elongated speed hump, although everybody is referring to them as speed bumps.

Bob Andrews suggested a public/private partnership with the McMinnville business who recycles tires for padding on playgrounds, etc. He felt they might consider developing a prototype speed bump that could be tested here. Larry will contact R.B. Rubber and report back in March.

**B) Update on Traffic Safety Commission ordinance (Mahr)**

City Attorney Terry Mahr distributed another draft of the Traffic Safety Commission ordinance. Discussion followed regarding the proposed changes and modifications.

**Motion: Matthews/McCabe** to accept the changes as determined by City Attorney Terry Mahr and directed the City Attorney to submit the ordinance as written to the Newberg City Council. Motion carried.

**VII. ADJOURN TO NEXT MEETING:**

There being no further matters to come before the Traffic Safety Commission, the meeting adjourned.

  
Mary Newell, Recording Secretary

# NOTICE OF PUBLIC MEETING AND AGENDA

## TRAFFIC SAFETY COMMISSION

Monday, January 8, 1996  
7:00 p.m., Newberg Public Library

### I. CALL MEETING TO ORDER:

- A) Review and approve minutes of November 13th and December 11th, 1995

### II. STAFF REPORTS - GENERAL INFORMATION:

- A) Chief of Police
- B) Engineering
- C) Sub-Committees

### III. OLD BUSINESS:

- A) Continued deliberations on request to limit parking for a distance along one or both sides of Sherman Street near the intersection of Villa Road.
- B) Continued deliberations on request for four-way stop at the intersection of Eighth and Meridian; install "Caution" or "School Zone" signs on College Street between Eighth and Ninth Street; and consider painting crosswalks at various locations around Edwards Elementary School

### IV. NEW BUSINESS:

### V. REPORTS :

- A) Speed Bump Advisory Committee Report
- B) Update on Traffic Safety Commission ordinance (Mahr)

### VI. COMMUNICATIONS FROM THE FLOOR:

### VII. ADJOURN TO NEXT MEETING:

Next meeting scheduled for Monday, February 12, 1996

#### **ACCOMMODATION OF PHYSICAL IMPAIRMENTS:**

*In order to accommodate persons with physical impairments, please notify the Office of the Chief of Police of any special physical or language accommodations you may need as far in advance of the meeting as possible and no later than 48 hours prior to the meeting. To request these arrangements, please contact Mary Newell at (503) 537-1221.*