

TRAFFIC SAFETY COMMISSION
Meeting Minutes
Monday, January 10, 2000

PRESENT: Dick Meyer, Doris Brandt, Don Matthews, Everett Clarkson, Terry Mayfield, Howard McDonald, and Dione Baumer

STAFF PRESENT: Bob Tardiff, Chief of Police; Larry Anderson, City Engineer; and Mary Newell, Recording Secretary

ABSENT: Glenn Benedict and Jack Stephens

1. CALL MEETING TO ORDER:

Dick Meyer called the meeting to order at 7:00 p.m.

A) Elect President and Vice President of the Traffic Safety Commission for '2000
Entertained were nominations for the positions of president and vice president of the Traffic Safety Commission for year '2000.

Motion: Brandt/Matthews for Richard Meyer to continue to serve as president of the Traffic Safety Commission for the year '2000. Motion carried unanimously.

Motion: Clarkson/Brandt to nominate Howard McDonald for the position of Vice President of the Traffic Safety Commission for the year '2000. Motion carried unanimously.

B) Review and approve minutes of November 8, 1999

Motion: Brandt/Mayfield to approve the minutes as written. Motion carried, and minutes will be placed on file.

2. OLD BUSINESS:

A) Continued deliberations of appeals to Limited Decision to eliminate parking on the north side of the 700 and 800 blocks of E. Sheridan Street.

Robert Soppe, 709 E. Sheridan, addressed the Traffic Safety Commission. He distributed two items, a letter from himself addressing his concerns and another from Mr. Morrison directed to the City of Newberg. Mr. Soppe indicated the goal of the Traffic Safety Commission is to address issues of safety, and he feels this parking issue is not a safety issue but a neighborhood livability issue. He indicated that if it were a safety issue, there would be a record of accidents but Mr. Anderson has reported there are none. Soppe indicated there had been some accidents, but the accident was a failure to yield and had nothing to do with parking.

It was noted that occasional problems always occur at uncontrolled intersections.

Soppe feels the Commission should consider the following points:

- If you take away parking, people will drive faster along the street
- If people are driving faster, there will be more hazardous situations

- If parking is eliminated, visitors will have to walk a block or illegally cross the street to visit.

Safety, indicted Mr. Soppe, is not the motivation for eliminating parking along this street but rather the number of people living in single family residences. There are zoning laws covering these issues and suggested that is what should be pursued. Soppe identified some houses which appear to be used as duplexes and triplexes.

Soppe reported that Mrs. Soppe has had conversations with Mr. Morrison and one of the biggest complaints is that he can't edge his lawn when vehicles are illegally parked. Also, busses do go down Sheridan Street and can pass when vehicles are parked. He included a photograph confirming that busses do use Sheridan Street.

Mr. Soppe asked the Traffic Safety Commission to think about the real issue of neighborhood livability and determine if the Traffic Safety Commission is the correct venue to hear this issue.

Larry Anderson confirmed that there are rules governing how many can live in a building.

Ms. Baumer expressed concern that eliminating parking would affect too many neighbors. She personally viewed the blocks on two separate occasions, removing parking affects too many people and it is not a safety issue.

Responding to questions from McDonald, Soppe indicated most traffic appears to travel in one direction and drivers are pretty cautious.

Motion: Brandt to leave the decision as it stands, and, if need be, send the police department to check into the concerns regarding the houses. Motion died for lack of a second.

Larry Anderson, noting he had driven Sheridan Street and met a school bus, suggested looking at a compromise. He explained.

When Hancock Street loses parking through the Brutscher to Main Street project, those individuals will send parking into the surrounding residential areas. This will increase the frequency of cars meeting other cars on Sheridan, resulting in a situation where each car is trying to decide what to do and how to get by the other vehicle. Anderson does not feel this is a safety issue but it does create a problem for those wanting to use the street. He indicated these drivers would be looking for a refuge where they can pull over so cars can pass each other. You can get a bus down the middle but the street will not allow two vehicles to pass.

Mr. Anderson suggested posting a no parking area near the center of each block, 50 feet opposite each other. This would cause the loss of a couple parking spaces but would allow vehicles a safe pull out (refuge) to allow vehicles to pass one another. To further clarify his suggestion, the City Engineer sketched out his proposal on the white board.

Responding to a question from Ms. Baumer, Larry indicated that the refuge pattern could be done later when Hancock is developed.

Discussion on the proposal. Soppe suggested that rather than staggering the no parking in the middle of the block, that the no parking area be expanded from the no parking area of the fire

hydrant located at the end of the block and across the driveway. Suggested the same could be done in the next block of Sheridan. This would eliminate fewer parking spaces.

The City Engineer felt it was a good compromise.

Motion: Brandt/Matthews moved to amend the original decision of the 700 and 800 blocks of Sheridan Street, providing for parking on the north side, and pull-out refuges as designated by the City Engineer. Motion carried.

4. NEW BUSINESS:

A) Quarterly review of log of decisions of Traffic Safety Commission
No discussion. Placed on file.

B) There being no appeal(s) filed, ratify following Limited Decisions of Traffic Safety Commission:

1. Limited parking adjacent to City Hall
2. Authorize four way stop at Sierra Vista and Hoskins Street
3. No parking on south side of Hayes with variable for Parr Lumber trucks
4. Eliminate one parking space north of the northern entrance of Spaulding Oaks Condominium at 1100 N. Meridian Street

Motion: Clarkson/Mayfield to ratify limited decisions Nos. 1-4 as presented. Motion passed unanimously.

5. STAFF REPORTS - GENERAL INFORMATION:

A) Chief of Police

Chief Tardiff received a complaint via e-mail stating a driver had to wait for 45 vehicles to pass before the complainant could cross Crestview Street. Anderson indicated this was excessive for a neighborhood street, even a designated collector street, and that it is perhaps time to look at another stop sign at Crestview/Meridian or Crestview/College. A traffic count will be done.

New Year's Eve passed with no serious problems.

Regarding Photo Radar, Chief Tardiff reported that Portland will be doing an RFP and Newberg may be able to purchase using their RFP. In the meantime, Martin Marietta is preparing a cost estimate.

B) Engineering

Larry Anderson distributed a notice for a traffic safety workshop scheduled in McMinnville and encouraged Traffic Safety Commission members to attend.

Another meeting to discuss the Brutscher to Main Street project is being planned for downtown.

Issue raised over length and time of trains blocking city streets. Anderson will check on this issue and report back at later meeting.

- C) Traffic Safety Committee Sub-Committees:
1. Community Relations - A gas tax meeting is scheduled for Thursday.
 2. Pedestrian Safety - No report.
 3. Parking Safety (passenger vehicles & trucks) - No report.
 4. Traffic Control & Obstructions - Brandt reported a trailer parked on the street; Clarkson reported a cyclone fence blocking visibility at corner of North Morton and Hwy. 99W.

6. **REPORTS:** None.

7. **COMMUNICATIONS FROM THE FLOOR:** None.

8. **ADJOURN TO NEXT MEETING:**

There being no further business to come before the Traffic Safety Commission, the meeting adjourned at 8:40 p.m. The next meeting will be held on March 13, 2000.

Mary Newell 3/13/2000
Mary Newell, Recording Secretary