

TRAFFIC SAFETY COMMISSION
7:00 P.M. Monday, March 13, 2000
Public Safety Building

PRESENT: Dick Meyer, Don Matthews, Terry Mayfield, Jack Stephens, Dione Baumer, Mac McDonald, and Everett Clarkson.

STAFF PRESENT: Lieutenant Brian Casey, Police; Cindy Bolek, Public Information/Community Resource; John Goad, Motor Traffic Officer; and Mary Newell

I CALL MEETING TO ORDER:

Review and approve minutes of January 10, 2000

Motion: McDonald/Clarkson to approve minutes as written. Motion passed.

II OLD BUSINESS: None.

III NEW BUSINESS:

A) Request for a four-way stop on South Main Street between 2nd and 3rd streets
Kaleen Fulking, 210 S. Main Street, is a concerned parent and two-year resident of Main Street. She indicated there are lots of fast cars speeding through the residential area, which is not posted with the 25 mph limit. She proposes installing a four-way stop—stopping traffic in all directions – instead of the two-way stop on Third Street. Ms. Fulking indicated she has the support of the neighbors, having a signed petition. Using a hand-drawn diagram, she detailed the traffic patterns through the area.

Dick Meyer indicated that much of the traffic on Third Street is due to it being a truck route. Ms. Fulking does not feel this is the problem; the problem is the cars speeding and suggested posting speed signs as the least of the options to consider. She is concerned for the safety of her children.

City Engineer Larry Anderson explained that stop signs are not installed for speed control. Stops are installed to handle yield traffic. Main Street is a collector street and traffic should feed onto a collector street. Stops on a collector street would make it inconvenient for drivers, and would cause drivers to reroute into residential neighborhoods. Stop signs will slow the traffic, but also creates a problem for residents living at the intersection because of noise and exhaust.

There is standard criteria which must be met before the installation of stop signs. Anderson indicated he would do a speed survey which will identify times of habitual speeders and help with enforcement. Usually speed signs will work for a while, but are not very effective long-term.

Action: Larry Anderson will do a speed survey, look at the criteria and traffic, and report back to the Traffic Safety Commission for further discussion.

Ms. Fulkinger thanked the Traffic Safety Commission for their consideration and offered her assistance if there was any way she could help.

Mac McDonald said Tigard displays signs which state "strictly enforced" and asked if Newberg has anything similar. Casey indicated that speed signs are generally ignored, but that we could check on the type of signs available. McDonald agreed that speeding is probably an issue as people head out to the Dayton Highway.

B) Request of residents for (1) speed bumps, (2) photo radar, (3) stationed daily traffic patrol, (4) close Hawthorne Drive to through traffic from 7 a.m. to 4 p.m., and (5) legal yellow "no parking" curbs on Hawthorne Drive.

Ralph and Roberta Osburn, 2300 Hawthorne Drive, directed Commission's attention to his letter sent via e-mail to the Traffic Safety Commission, attached as part of these minutes. The Osburns having lived at this address for over seven years, indicated there have been on-going issues with traffic and student issues because of the excessive number of vehicles entering and exiting the high school grounds daily. It was during 1995 or 1996, that a meeting was held between City staff, residents, high school principal, and students. Many issues were raised including traffic and trash, and to implement a permit parking plan. Outcome of this earlier meeting was to increase high school patrols and Newberg Police patrols, and because the high school was undergoing construction and the new parking lot was not completed, a wait-and-see attitude was adopted to see how it worked. This was effective for a time, but did not last and the situation returned. When the parking lot did open at the high school, it was deemed for staff only and not made available to students. Osburn feels the school grounds does have room to accommodate the parking of student vehicles, having personally witnessed many vacant parking spots in the high school parking lot. Mr. Osburn outlined his five concerns:

1. Student parking without regard to mailboxes
2. Student parking without regard to driveways and the safety of residents having to back out with impaired visibility.
3. Illegal student activities such as underage use of tobacco products and assault (fighting).
4. Illegal dumping of trash on the street and in yards
5. Illegal and hazardous student and parent driving behavior such as excessive speed and lack of carefulness.

Mr. Osburn indicated that kids leave school grounds to eat their lunch in their cars, hang out, leave trash. Also noted was the high volume of vehicles entering and exiting the school grounds during the day, driving too fast. Elliott Road was not designed to handle the high volume of traffic it gets. Also looking at an increase in student enrollment. Just last week, Mr. Osburn's mailbox was destroyed by a student trying to leave quickly.

Mr. Osburn suggested holding another meeting between the City, residents, and the school district. He indicated that implementing a controlled parking environment would eliminate a lot of these issues, noting the successful policy experienced by Tigard high school. Osburn would

like to see more trash collection and students parking on school grounds. Some kids park on Hawthorne because they want a quick exit off the school grounds, not necessarily because there isn't room to park on school grounds.

Responding to a question from Ms. Baumer, Mr. Osburn confirmed it was mostly students who were parking in their neighborhood.

Roberta Osburn cited personal experiences where she had been cut off by student drivers and an incident where a student took out a utility box, noting this was typical student behavior. Mr. Osburn explained that it was not just student behavior, noting that parents after dropping off their children at school often drive too fast in their efforts to get to work.

Generally there is not a problem during evening hours unless there is a very large activity. The exiting from games appears to be more orderly than the lunch time activity.

Ken Phillips, Dean of Students, Newberg High School, indicated the school sells 350 parking permits. During December, the staff evaluates how many of the parking permits are not being used and reissues. Depending on what time of day, the parking lot may not appear full. The staff parking lot was situated on the north side (Douglas) in order to reduce student driving around the pedestrian traffic which occurs between the high school, Mountain View Middle School, and Mabel Rush Elementary.

Osburn suggested a parking arrangement with the Church of Christ, although an audience participant indicated that they would be implementing a preschool at that location and their lot was not likely to be available.

Michelle Carlisle, 2304 Hawthorne, witnessed the selling of drugs during morning and lunch hours. She indicated that anytime during the day you can see students meeting cars which have been circling. Ms. Carlisle cited an incident where she was almost hit in her own driveway as a driver pulled into their driveway in order to back up so the driver could chase a friend down the street. Ms. Carlisle, who home schools her four children, will not allow them into the front yard because it is not safe for them to be there. The Carlises are parking their personal vehicles in front of their home so the kids cannot park there, because they are disturbed by the kids pulling up in front of their home and revving their engines.

In addition, students dump garbage in their yard. They found a pill bottle with a name and was able to report it to the police. The individual was cited for illegal dumping. A car was hit in front of their home, not reported since they didn't know who hit their vehicle. A neighbor has lost two cats who were hit by students.

Ms. Carlisle noted the neighbors are not always trying to be difficult, noting that she has called the school when kids have left on the lights to their vehicle in order that they could avoid a dead battery.

Phillips indicated that a student's permit will be pulled in cases of students involved in reckless driving. However, there is no rule that if you have a parking permit you must park on campus. Students don't have to park on campus.

Tom and Terrie Marshall, 2309 Hawthorne Drive, have lived on the corner of Hawthorne and Elliott Road for 25 years. Concerns being raised are not new, noting these same problems have been raised and discussed for twenty years. The Marshalls indicated that students obtain a very fast speed over a very short distance. They suggested speed humps between the high school gate and Hawthorne Drive. Speed and traffic volume is a problem, especially during lunch and when school adjourns. The Marshalls often cannot exit their own driveway due to the continuous passing of vehicles. Also, some vehicles use their driveway to pick up and drop off students.

They were one of the families who painted their curbs yellow, noting it has been very helpful.

They cited problems with vandalism, damage to plants, fires being set, beer, cigarettes, garbage, someone tossed the hood of an automobile in their backyard. Cited were instances where students were having a party in a neighbors backyard patio while the owners were away. Kids sit on the Marshall's vehicle and have lunch. Terri Marshall has never let her kids play in their front yard because it is not safe.

Finally, the Marshall's requested consideration of a closed campus, noting the school district has always dismissed this suggestion because they say they don't have adequate space in which to feed the kids.

Commissioner Matthews sympathized, noting that these issues around the high school have existed for twenty five years. Tom Marshall noted that periodically things improve, but that nothing that has been done to alleviate these issues has solved anything on a permanent basis.

Sheila Sperling, 2302 Hawthorne Drive, indicated she wrote the first letter about painting the curbs. She indicated that parking has been a problem because of where the students are parking, blocking mail delivery, parking/blocking driveways, parking over curbs. She has left notes on the vehicles. The kids don't care. She cited problems with students attitudes and disrespect., sassiness, foul language. Ms. Sperling indicated the painted curbs have helped a lot, providing visibility for exiting their driveways and keeping mailboxes clear. She said speed is an issue, noting students pick up a lot of speed between Elliott and Sitka as they travel down Hawthorne. She appreciates the radar trailer but recognizes that it is only a temporary fix. She suggested speed bumps as a means for reducing speed on Hawthorne. Safety is her main concern.

Mac McDonald noted that many high schools have worked out an arrangement with their police agency to park patrol vehicles in conspicuous places as a deterrent to speeding vehicles. Unfortunately, parking cannot be monitored by the police with any regularity because of staffing constraints.

Discussion regarding students cutting corners, traveling too fast. Suggestions of speed bumps or

reflectors as a means of controlling speed and keeping drivers in their lanes of traffic.

Cindy Bolek, Community Resource, Newberg Police Department, advised that Oregon law allows citizens to issue citations similar to those issued by the police. She distributed a traffic speed form to be completed by residents and returned to the police department, who issues a follow-up letter to the registered owner alerting them that a violation has been witnessed. The citizen has the option of continuing with a citation, providing there is supporting evidence that a violation has been committed. Ms. Bolek noted that the Sitka Street neighborhood group had experienced a significant drop in traffic since they began using the Traffic Speed Form.

Brian Casey, Lieutenant Newberg Police Department, having worked for four years at the high school has personally witnessed what the residents have described. However, he stated that the yellow markings painted by neighbors is illegal and unenforceable. In addition, parking enforcement is a problem for the police department due to limited resources but noted that the police do spend time patrolling in the area of the high school. He cited the following statistics:

Complaints generated by citizens and officers over the past year on Hawthorne Drive (between Elliott Road and Sitka Street):

	Tobacco	Litter	Drugs	Traffic	Other (False info, disturb, theft, raw, vandalism, assist, susp activity, etc.)
January - February 17, 2000:	12	4	1	16	24

Below are statistics regarding traffic violations generated by Newberg Police Department in this area which is a portion of Grid 7:

	Traffic Violations Issued Hawthorne	Traffic Violations Issued Elliott	Traffic Violations Issued Sitka	Traffic Citations Issued Grid 7	Traffic Citations City-Wide	Traffic Warnings City-Wide
January - February 17, 2000	Citations 17 Warnings 27	Citations 82 Warnings 99	Citations 28 Warnings 41	256	3148	5350

Lieutenant Casey indicated the Photo Radar is not an option because the City of Newberg is not authorized for photo radar at this time. Regarding the yellow paint, Lt. Casey recommended that residents remove the paint as it is unenforceable and it was installed illegally.

There was extensive discussion regarding the definition of what constitutes obstructing a driveway. Casey indicated there is no stipulation in the ORS regarding driveway obstruction. Ms. Bolek explained what the Municipal Judge has indicated he will consider when evaluation whether or not a driveway is blocked, noting that photographs are helpful when determining guilt.

John Goad, Motor Traffic Officer, Newberg Police Department, indicated that officers over time have discovered what the judge will consider when citing for blocked driveways or blocked stop signs.

Lynn Rollins, 2404 Hawthorne Drive, suggested creating a permit parking zone to solve the neighborhood's problems with student parking and traffic. In addition, the City should look at fixing Elliott and installing proper lighting. Mr. McDonald indicated that a traffic light will be installed on Hwy. 99W at Elliott as part of the Brutscher to Main Street Project.

Larry Anderson, Engineer, City of Newberg, explained that as part of the City's Transportation Plan, Elliott Road will eventually look like Haworth. Before any improvement to Elliott Road can be planned, a Local Improvement District (LID) must be approved by the people who live along and share Elliott Road. At this time the City does not have the funds available to fix the road. Funding for the next two years has been designated towards the ODOT project and intersection improvements.

Anderson explained that when Elliott Road, like other county roads, became a City street, property owners were not required to upgrade the road. Anderson suggested it is unfair to tax other City residents when the obligation should be borne by those who live on the street. However, there is more of a community-wide need for Elliott Road in this area. Anderson said the City is attempting to develop a street utility tax to pay for street maintenance, pot hole repairs, sweeping, painting, et cetera. This would free up some funding to help pay a greater share of the cost for fixing Elliott Road and others like it. These funds would be in addition to the System Development Charges, of which Elliott Road would be eligible for very limited funding. If the gas tax passes, two cents per gallon will go to the City of Newberg, which will help pay for the north side road to help alleviate some of the traffic.

Regarding the student driver behavior, Larry Anderson suggested a student liaison, getting the students more involved, or partnering with the student council. Tom Marshall indicated that the problems stem from a small percentage of the students; most are not a problem.

Followed was extensive discussion. Noted that the school has a problem a problem with parking and needs to provide adequate parking for their students. Also, the residents want to work with the school district on solving these problems. Paul Frankenberger, Facilities Manager for Newberg School District, indicated the superintendent was attending the School Board meeting tonight or would have been in attendance at the Traffic Safety Commission meeting.

Cindy Bolek indicated that when the police department was first contacted about the yellow curbs, a December meeting was held to discuss the problems. Ken Phillips stated that the school tried to assist by picking up the garbage. In addition, kids caught blocking mailboxes were called in if they had a permit. If the student did not have a permit, they were contacted with the assistance of the truancy officer. Bolek said the school also looked at purchasing a large security mailbox so residents would not have to be concerned with someone taking their mail. Currently, the law does not allow the police to cite anyone for blocking a mailbox.

Cindy Bolek suggested getting together for a brainstorming and problem solving meeting. The thrust of the meeting would be to develop a partnership which would be on-going and self-sustaining, able to withstand the continuous changes in residential and school staff changes from year to year.

Regarding the parking permits, Anderson indicated that it takes 50% of area residents to agree on a residential permit plan before one can be implemented. He cited some other jurisdictions which have residential parking permit programs.

Chairman Dick Myer closed the meeting to further discussion, thanked the residents for bringing their concerns to the Traffic Safety Commission and indicated that the Commission will review their request. Sheila and Ralph Osburn offered to be the contact for the Hawthorne residents.

The Traffic Safety Commission asked for input from Staff.

Regarding the yellow curbs, Brian Casey indicated there are two problems from a law enforcement standpoint: (1) someone may be cited improperly for parking in the illegally marked spaces, and (2) if they are left painted, the police department cannot enforce the no parking zone.

The Traffic Safety Commission was advised that a public hearing would be required to install yellow "no parking" strips on the curbs because it eliminates parking spaces. Noted that parking enforcement is generally done on a "by complaint" basis because the police department does not have the staffing for a parking enforcement program. This would also be true in the event a permit parking zone were established.

Larry Anderson suggested a local ordinance defining what constitutes blocking a driveway. He suggested that could fix one problem without having to paint the curbs. From an engineering standpoint, the extension of a driveway is out to the street without any wings. Casey noted that Hawthorne is a public street and the students have a right to park there. The school has some authority if a violation of the law occurs within a certain distance of the school; however, the school cannot tell drivers that they cannot drive to school.

Stephens indicated he would like to see students parking in a designated parking lot.

McDonald suggested the school contact the parents about their students driving habits.

MOTION: McDonald/Clarkson to postpone a decision until a recommendation or report is presented from by staff. Motion carried.

Cindy Bolek will (1) check with the cities of Portland and Tigard regarding their residential permit programs, (2) schedule a meeting between the residents, school district, and city staff, and (3) meet with the municipal judge regarding definition of "blocking a driveway," with the idea that a municipal ordinance might be needed for enforcement.

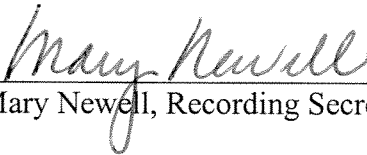
IV STAFF REPORTS - GENERAL INFORMATION:

- A) Chief of Police - None.
- B) Engineering - Utility work will begin on the Brutscher to Main Street project in June through November. Contract out to bid in August, with work probably starting in Spring 2001. Planning to work primarily during nighttime hours, with two lanes of traffic open
- C) Traffic Safety Commission Sub-Committees: None.

V. COMMUNICATIONS FROM THE FLOOR: None.

VI. ADJOURN TO NEXT MEETING:

The next regular meeting of the Traffic Safety Commission will be held May 8th, unless otherwise scheduled by Chairman Dick Meyer. Meeting adjourned at 9:43 p.m.

 5/8/2000

Mary Newell, Recording Secretary