

TRAFFIC

SAFETY

COMMITTEE

MINUTES

1974-1994

PART 3

Traffic Safety Committee

1990

1/8/90

1/14/90

2/12/90

3/12/90

4/9/90

5/21/90

6/11/90

7/5/90

10/8/90

11/12/90

12/10/90

Traffic Safety Commission

1991

2/11/91

4/8/91

5/13/91

6/10/91

8/8/91

10/14/91

11/18/91

12/9/91

Traffic Safety Commission

1993

1/11/93

2/8/93

3/8/93

~~4/12/93~~ missing April

5/10/93

6/14/93

7/12/93

8/9/93

9/13/93

10/11/93

11/15/93

12/13/93

Traffic Safety Commission 1992

1/13/92

2/10/92

3/9/92

4/13/92

5/11/92

6/8/92

7/13/92

— no August

9/14/92

10/12/92

11/9/92

12/14/92

Traffic Safety Commission

1994

1/10/94

2/14/94

— no March

4/11/94

— no May

6/13/94

— No July

8/8/94

— No September

10/10/94

11/14/94

MINUTES
TRAFFIC SAFETY COMMITTEE
January 8, 1990
7:03 p.m.

1. Attendance: Doris Brandt Andy Anderson
 Bob Weaver Richard Meyer
 Russ Pack Glenn Benedict
 Ray Buckley Ken Austin
 Lt. Hailey

Motor Officer Pete Dalton
Motor Officer Chris Edin
Public Info. Officer Art Pohl

2. There were no guests.
3. Old Business

A. Post office box for autos at Springbrook Plaza.

Traffic Safety was advised that this was proceeding. That Mercury Development had been contacted, and indicated their willingness to cooperate. Lt. Hailey will continue to coordinate between the post office, Mercury Development and Traffic Safety. Progress on this program will be reported back to Traffic Safety at the February meeting.

B. Stored and Abandoned Auto Ordinance.

Traffic Safety unanimously moved to recommend to Public Safety that this ordinance be revamped to be more consistent with the Tualatin ordinance.

C. Sidewalk adjacent to Dr. Kern's office on Villa Rd.

this wasn't done
Traffic Safety was shown a video tape of this problem. Traffic Safety has requested that more research be done into this matter, and that Dr. Kern's office be contacted in order to solicit some volunteer improvements on this problem.

- D. Reports from Motor Officers Pete Dalton and Chris Edin on the Selective Enforcement Program.

Motor Officers Pete Dalton, Chris Edin and Public Information Officer Art Pohl discussed the Selective Traffic Enforcement Program, from their perspective, with the Traffic Safety Committee. This was a very positive report. Traffic Safety Commissioners were very interested in this program, and

continued to give their full support. Traffic Safety Commission suggests that some positive reinforcement measures be incorporated into the program, such as noting some good driving, and when the opportunity presents itself, to make contact with the driver and advise him of his good driving habits.

4. New Business

A. No Parking zone on Carol Ann Drive.

Traffic Safety Commission was shown a video of this area. Traffic Safety expressed some concern over the planning of these developments where the streets are not required to have sufficient width to support parking on both sides. This item will be placed back on the February Traffic Safety Agenda.

5. Business from the Floor

A. Traffic Safety Commission election of officers.

The Traffic Safety Commission voted for the 1990 Chairman and Vice Chairman of the Traffic Safety Commission. It was moved that Doris Brandt continue as Chairman, and that Richard Meyer continue as Vice Chairman. This unanimously carried.

B. Concerns regarding sidewalks.

Ray Buckley brought up the concern about city sidewalks. A lot of questions were raised regarding the city's liability relating to sidewalks that are allowed to remain in a state of ill repair. The Traffic Safety Commission tends to believe the City should adopt a more pro-active posture in requiring property owners to maintain their sidewalks, and to not wait until complaints are received about a hazardous condition. Traffic Safety has requested that these concerns be discussed with Bert Teitzel, as well as the City Attorney. This item will be placed back on the February Traffic Safety Agenda.

C. Business from the floor.

Traffic Safety has expressed some concerns over truck parking on Haworth St. between Springbrook and Deborah. It has been noted that there have been some trailers off-loaded and left on the street at those locations. Traffic Safety is requesting some research into prohibiting truck parking in certain areas, and particularly this area of Haworth St.

D. Traffic Safety Meeting adjourned at 8:18 p.m.

Traffic Safety Minutes
January 14, 1990 Meeting

Call to Order 7:00 p.m.

Attendance:

Doris Brandt
Russ Pack
Richard McCabe
Glenn Benedict
Larry Hailey

Richard Meyer
Andy Anderson
Jerry Fisher
Ray Buckley

It was noted that Russ Pack was in attendance at the last traffic safety meeting but his name was not included in the minutes.

Guest in Attendance:

Sue and Ron Boyd representing Newberg Terrace Beauty Salon.
Pete Miller and Steve Robert representing Coffee Cottage.

All guests were present to discuss item A under Old Business, the two hour parking on Hancock St. and a portion of Edwards St.

After listening to the input of all citizens, Traffic Safety determined that it was most appropriate to recommend that parking be limited only between Meridian and Edwards St. on Hancock St.

Traffic Safety further recommended that research be done into future options for off-street parking in this area, and requested that this item specifically future plans, be placed back on the February Traffic Safety agenda.

Item 5 A, New Business:

Compact car zones on First and Hancock St. After discussion on this issue, Traffic Safety moved to encourage the development of an ordinance that would restrict parking in areas where visibility was a hazard. ie: the first spaces east of the intersections on Hancock St. and the first spaces west of the intersections on First St.

Traffic Safety feels that a good approach may be to restrict the height of vehicles parking at these locations in order to approximately 5 to 5.5 feet.

Some of the Traffic Safety commissioners have observed this done in other communities and feel that it may solve the problems here.

Item B:

Stop Sign request in the alleyway between Second and First St., west of Main St., adjacent to Al-Fab Steel.

After some consideration on this, Traffic Safety moved to table this item, as they feel that none of the warrants are met for a stop sign at this location.

Item C, Traffic Safety Commission Vacancy:

This was discussed briefly, and it was determined that Jerry Fisher will be making contact with Russ Gainer to determine if he is interested in serving on the Traffic Safety Commission. Jerry Fisher will report back at the next Traffic Safety meeting.

Item D, Other:

The traffic congestion in the 100 block of N. College St. was discussed and noted that when people stop to make a left turn onto Hancock St. (particularly during rush hour), that traffic will back up clear to First St. and around the corner.

Traffic Safety feels that more study is warranted in elevating this problem. Studies into the re-alignment of the lanes and creating a left turn lane has been suggested. This will be discussed with the State Highway department.

Meeting adjourned.

MINUTES
TRAFFIC SAFETY COMMITTEE
February 12, 1990
7:00 p.m.

1. Attendance: Doris Brandt Richard Meyer
 Gerry Fisher Ray Buckley
 Russ Pack
2. Staff Present: Burt Teitzel, City Engineer
 Lt. Hailey, Newberg Police Dept.
3. Guests: Dick McPike, President, Sentry Market, Jason Simpson, manager of Newberg Sentry Market, and Vince McDonald, Owner/Manager of the Shell gasoline station were present regarding the one-way traffic on First from Church St. to Villa Rd.
4. Old Business

A. Parking on Carol Ann Drive.

After discussing this issue, monitoring video tapes of the area, Traffic Safety recommends that parking be restricted (eliminated) from Villa Rd. up to the first driveway on the north side of Carol Ann Drive. Traffic Safety feels that by doing this, fire trucks and other larger vehicles will be able to accomodate the turn onto Carol Ann Drive, and the congestion right at the intersection will be relieved.

B. One-way traffic on First from Church St. to Villa Rd.

The guests participated in the discussion involving how to improve the traffic safety in the area of Church St. Several options were discussed, those options including making First St. one-way from Church to Villa; second option - placing an island out on Hwy. 99W to eliminate the ability to make left turns; third option - changing the signs and improving the signage near Villa Rd., which would discourage traffic desiring to use Hwy. 99W from going beyond Villa Rd.; fourth option - blocking Church St., between First and Hwy. 99W to prevent through traffic.

The guests in attendance generally agreed that they wanted to try the simplest solution first. They voiced some very strong opinions against creating the one-way traffic on First St. After the discussion, it was Traffic Safety's opinion that Church St. should be blocked off on a trial basis to determine how this affected the traffic flow in the area. In addition, any improvement in signs, to better direct motorists, is recommended.

C. Carol Ann and Haworth - dark areas for pedestrians.

This item will be reviewed and researched prior to the next meeting, and recommendations will be made at that time regarding this problem.

D. Report- Progress on mailbox at Springbrook Plaza.

Traffic Safety was made aware of the fact that Mercury Development has given their approval for the placement of the mailboxes. A copy of the letter has been given to the Postmaster, and Burt Teitzel has been made aware of this project, as the post office has requested some assistance in the placement of these boxes. Traffic Safety feels that accomplishing this site for dropping off mail will relieve much of the pressure currently being experienced at the First and Blaine St. mail drop boxes, and feels that traffic safety will be enhanced in this area as a result.

E. Report- Meeting with State Department of Transportation.

Burt Teitzel and Lt. Hailey met with Duane Hofstetter and Dennis Billings of the Department of Transportation. (See attachment.)

5. New Business

A. Second & Blaine St. visibility concerns.

Traffic Safety was made aware of the visibility problem that is created when Buckley's park their large truck in front of the stop sign; and how the various departments from the city, working together, had a rubber stop sign placed in the center of the street, improving the traffic safety in this area.

Traffic Safety was encouraged to pass on any of their traffic safety concerns, progressively, in order to give the departments the opportunity to solve some of these issues prior to Traffic Safety meetings.

B. Priority issues in traffic safety.

Traffic Safety was requested to evaluate their traffic safety concerns, and place them on the forms provided by the Oregon Traffic Safety Commission, in order to establish priority issues in traffic safety for Oregon. Traffic Safety members will be calling in their concerns to Lt. Hailey, who will document them and forward them to the State.

6. Business from the Floor

The concerns over defective sidewalks was brought up again. Burt Teitzel explained problems that the city is facing in dealing with property owners and defective sidewalks. This item will be placed back on the March Traffic Safety Agenda.

MINUTES
TRAFFIC SAFETY COMMITTEE
March 12, 1990
7:00 p.m.

1. Attendance: Gerry Fisher Bob Weaver
 Ray Buckley Glenn Benedict
 Richard Meyer Doris Brandt
2. Staff Present: LT. Hailey, Newberg Police Department
3. Continuing Business

- A. Lighting in the area of Carol Ann and Hayworth at Villa Road intersections.

This area was visited during the hours of darkness by Doris Brandt, and Lt. Hailey. It was noted that a street light was out on Villa Road near this intersection. It was felt that once this light was repaired that the lighting in this area would be consistent with the other areas in the city.

- B. Priority Issues in Traffic Safety.

Traffic Safety Commission felt that the appropriate priorities for our areas should be (1) pedestrian safety, (2) driver improvement and safety instruction, (3) drivers education programs for the elderly which would include some guidelines in factual information to help the elderly decide when they should stop driving, and how a concerned relative of an elderly person can anonymously request the re-examination of their loved senior person.

- C. Reports

Traffic Safety was made aware of the progress being made towards establishing the mailbox in the Springbrook Plaza parking lot.

Traffic Safety was made aware of the progress and accomplishments relative to the selective enforcement grant and traffic safety grant where the video equipment was acquired. Traffic Safety was also made aware of the streets that have been inventoried to date. See attached list.

Traffic Safety was made aware of a particular comment made at the Public Safety meeting by Chief Bishop, where the Public Safety meeting was advised that the Traffic Safety Commission was doing a good job. (This was well received by the Traffic Safety Commission.)

6. New Business

A. Handicapped Parking at Public and Government Buildings.

Traffic Safety Commission was made aware of the new guidelines for handicapped parking at Public and Government Buildings. See attached information sheet. This requirement goes into affect September 1, 1990.

B. Crosswalk at First and Garfield Street.

Traffic Safety Commission utilizing the video taped index of this location discussed the pros and cons of eliminating one of the crosswalks similarly to the elimination of the Eastside crosswalk at First and School in order to better accommodate pedestrian traffic as it relates to the unloading of trucks at Nap's Supermarket (due to location of the Nap's delivery door much of the day the crosswalk is blocked by delivery trucks). This item will be placed back in the April Traffic Safety Agenda for further review.

7. Item from the Floor.

A. The Repair of City Sidewalks.

Traffic Safety Commission discussed at length the concern over this city sidewalks that are in ill repair. Traffic Safety Commission wishes to go on record encouraging the city to place the repair of these sidewalks on a high priority list. The Traffic Safety Commission suggests that the sidewalks be repaired in group lots starting with a top five or ten list. It was suggested that possibly the water meter reader could carry a list and document those sidewalks that are in severe need of repair. The Traffic Safety Commission also suggests that city should consider budgeting funds for annual sidewalk repair.

MINUTES
TRAFFIC SAFETY COMMITTEE
April 9, 1990
7:00 p.m.

1. Attendance: Gerry Fisher Doris Brandt
 Ray Buckley Russell Pack
 Glenn Benedict Richard Meyer
2. Staff Present: Lieutenant Hailey, Newberg Police Department
3. Continuing Business

A. Crosswalk at First and Garfield Street.

In a meeting Lieutenant Hailey had with Bert Teitzel in regards to trucks parking here and blocking this crosswalk, Bert said that Nap's had already promised them that no delivery truck would be allowed to park blocking this crosswalk. ORS 8115 Section 5 states that you cannot park on a crosswalk. The plan now is whenever a delivery truck is seen parking or parked in this area officers are to advise them that they have to move out of the crosswalk. Bert wants the Traffic Safety Commission to reevaluate and come in line with the state law regarding this. It was agreed that no crosswalks should be taken out or eliminated.

* Lieutenant Hailey is going to discuss with Nap's the alternatives to unloading on this crosswalk and report back next month in the Traffic Safety Meeting.

B. Street light in area of 99W and Springbrook.

Officer Stich looked into this for the Traffic Safety Commission and reported back that he feels a light in this location would be appropriate.

* Lieutenant Hailey to tape this area in hours of darkness and report back at the next Traffic Safety Meeting.

C. Sidewalk Repair.

The Traffic Safety Commission feels that in order to have a safe situation regarding sidewalks the City needs to do whatever it takes. If the property owner does not take care of the problem then the City should take on the responsibility. The Traffic Safety Commission wants to encourage a partnership with property owners and the City. There should be cooperation on both sides. This problem will not go away, and the Traffic Safety Commission wants to see progress in this area.

* Lieutenant Hailey is going to contact Dr. Kern regarding the need of a sidewalk, and report back at the next Traffic Safety Meeting.

D. Speed Reader Board.

The Kiwanis came through with their check for \$250.00 for the Speed Reader Board, and their donation was very much appreciated. This board is mainly for P.R., and to educate the people. Officers have only cited where this has been used when there have been very flagrant violations. The plan is to set this up at the Industrial Park area so that people can come out and check their speedometers. We are partners with Tualatin in this Speed Reader Board, and we have the use of it two weeks out of the month.

4. New Business

A. Truck Traffic on Second Street between 219 and Springbrook Road.

The Traffic Safety Commission received a complaint regarding the truck traffic in this area shaking the foundations of the mobile homes, and a great deal of noise. This area has been monitored and no problem has been noticed in the area of speeding. There will be more research into this complaint.

B. Truck Parking.

The Traffic Safety Commission wants to work up and Ordinance and control the parking of trucks in certain areas. There has been discussion about the definition of a truck being changed to eliminate this problem. The Traffic Safety Commission feels that if truck parking is eliminated in certain parts of town that the changing of the definition of a truck will not be necessary. Basically the Traffic Safety commission wants the trucks off of the streets.

* Lieutenant Hailey will find out more about this, and report back in the next Traffic Safety Meeting.

C. Tour of City

Traffic Safety Committee members were requested to submit items for the agenda for the annual tour of the city in July.

D. Traffic Safety discussed some traffic survey equipment that is being tested. Lieutenant Hailey will bring the results from the traffic counter on Elliott Road to the next meeting.

E. Parking Adjacent to Crosswalks.

The law is that you cannot park no less than 20 feet from a crosswalk at any time. The Traffic Safety Commission feels

that this needs to be enforced. Right now the Traffic Safety Commission wants to concentrate on First Street, and limit the enforcement of this law to marked crosswalks.

F. Speed Signs on First Street.

Officer Dalton suggested that due to the difficulty of seeing the speed signs on First street because of the abundance of other signs in this area that, the speed signs should be hung directly under each traffic signal.

G. Items from the floor.

1. Lieutenant Hailey was requested to check on when the no skateboarding and no bicycle signs will arrive, and report his findings at the next Traffic Safety Meeting.

2. Lieutenant Hailey is going to check out the Friends Church parking lot sidewalk to see the condition of these, and report back to the next Traffic Safety Meeting.

3. Mandatory Seatbelt law

Petitions to get the Mandatory Seatbelt law on the ballot were handed out to the Traffic Safety Commission members, to be turned in by July 6, 1990.

The meeting adjourned at 8:10 p.m.

MINUTES
TRAFFIC SAFETY COMMITTEE
May 21, 1990

1. **Attendance:** Jerry Fisher Doris Brandt
 Ray Buckley Russell Pack
 Glenn Benedict Richard Meyer
 Andy Anderson
2. **Staff Present:** Lieutenant Hailey, Newberg Police
 Department
3. **Continuing Business:**

A. Sidewalk Improvements.

There is work going on, on South River Street. Traffic Safety has requested attention to be on the sidewalk improvements from other departments. Public Safety is going to be more aggressive regarding this subject.

Lieutenant Hailey made an appointment with Dr. Kern but could not get in. The next action that will be taken is to write a letter regarding the problem there.

B. Visibility Triangle

Lieutenant Hailey showed a video tape of 9th Street and College and 9th and Center. The Traffic Safety Committee feels that he should make contact with these property owners in this triangle so that they are more aware of the problem with visibility. It was said that this is a never ending problem that will have to be dealt with every year.

C. Right of Way North Side of 4th Street at Friends Church
 Parking Lot.

There is a problem here with cars parking too far forward in their parking spaces thus parking on the sidewalk. Traffic Safety wants to move the white line in this area back further. They feel that personal contact with the Friends Church would be the best thing.

D. Lighting at 99 and Springbrook

Lieutenant Hailey is going to check with the Highway Department about the reflectorization of the island at this intersection for better visibility at night.

E. Traffic Safety Selective Enforcement Program (TSEP)

The Newberg Police Department is applying for a one year extension on this.

F. Mini Grant

The Traffic Safety Committee has been using the video equipment acquired through this grant and really like it. One thing Traffic Safety hopes to do with this is to have Lieutenant Hailey work towards filming traffic aerially. Efforts in this area will be concentrated on heavy traffic days and heavy traffic areas.

G. Seat Belt Petitions

Lieutenant Hailey is going to check on getting more petitions to get this matter put on the ballot. Doris Brandt had hers completed and brought it to the meeting.

4. New Business

A. Stop Sign Request at Buckley and Donald

After viewing a video tape of this area, Traffic Safety would like to place a stop sign adjacent to the street sign at the end of Buckley where it meets Donald. There is getting to be more and more traffic in this area. Jerry Fisher motioned that this stop sign be placed and the motion was seconded. Traffic Safety also moved to have a stop sign placed on Buckley at Mt. View.

B. Traffic Safety Workshop June 28th

This workshop is for Traffic Safety Commissioners and will be held at Clackamas Community College. Jerry Fisher and Andy Anderson will try to attend this workshop.

C. Villa Road Intersection

Jerry Fisher moved to table this particular item. Traffic Safety look at the video index of this intersection and felt it most appropriate to wait on the highway department's investigation and recommendation for improving this intersection.

D. Crosswalk Requested at 9th and South College

There will be a sidewalk here South College is excavated for it. It was mentioned that there are no 20 mile per hour signs there. It was recommended that these might be placed also.

Traffic Safety felt that 9th and South College would be a good place to look for a four way stop. Andy made motion for a four way stop; the motion was seconded, this will now go to Public Safety and the motion carried.

E. No Parking on First Street and Nap's

Traffic Safety wants to reevaluate the current ordinance regarding this in order to make it consistent with the current needs as Nap's only has one driveway entering First Street, as opposed to the two they had prior to their new construction.

F. Tour of City

Traffic Safety Committee members were requested to submit items for the agenda for the annual tour of the city in July.

It was requested that the turn at Hancock and College (both directions) be looked at on the tour.

MINUTES
TRAFFIC SAFETY COMMITTEE
June 11, 1990

1. Attendance: Doris Brandt Bob Weaver
 Richard Meyer Andy Anderson
 Ray Buckley
2. Staff Present: Lieutenant Hailey, Newberg Police
 Department

3. Continuing Business:

A. July Tour

This tour is designed to pin point the trouble areas as far as Traffic Safety goes around town. This tour will take place July 9, 1990. Traffic Safety Committee members need to bring their locations for troubled areas to this tour.

B. Traffic Safety Workshop

This workshop will take place at Clackamas Community College on June 28, 1990. Andy Anderson and Jerry Fisher are the two Traffic Safety Committee members that will be attending this workshop.

C. Speed Reader Board

This has been used in some real troubled areas to remind people to keep their speed down. Lieutenant Hailey feels that it has helped in this area.

D. No Parking Zones 100 Block E. First St. (Nap's IGA)

The Traffic Safety Committee feels that an ordinance is needed to restrict parking in the first space west of the Nap's IGA driveway on 1st Street. Also, the old ordinance that restricts parking in the other parking spaces on the west side of this driveway should be repealed. Andy Anderson moved that this be sent to the Public Safety Committee, His motion was seconded. This issue will now be referred to the Public Safety Committee.

E. Reports

A. Reflectorization of Triangle at 99W and Springbrook Rd.

Lieutenant Hailey has been speaking with Dennis Billings of the highway department and they may be able to help us with this. The reflectorization of both sides of the triangle is planned.

B. Sidewalk Repair

The Traffic Safety Committee feels that S. River Street has been fixed up very nicely. Lt. Hailey feels that there needs to be more support from the Traffic Safety Commissioners in identifying the problem spots in the city. This needs to be a team effort. It has been considered to have patrol officers note when they see problem areas. It was suggested that the officers take a polaroid snapshot of the area and when there is an accumulation of these for the Traffic Safety Committee members to prioritize these areas.

C. Friends Church Parking

The Friends Church will be having a meeting tomorrow night to discuss this concern. They are going to pick someone from their group they feel to be the appropriate person to contact Lt. Hailey about the results of their meeting. There have not really been any citizen complaints about this. We may have to look at a compromise.

4. New Business:

A. Service Award

The Traffic Safety Committee received its second service award from the Newberg Rotary Club. Doris Brandt the Traffic Safety Committee Chairman received this award. This was a very nice gesture by the Rotary Club and a thank you letter will be sent.

B. Traffic Safety Literature

Doris Brandt met with Chuck Nelson. She just received some literature from him regarding how to pin point trouble intersections and how to enhance the roads.

C. Street Repair - Lumbermans

There has been an ongoing problem in the area of Lumbermans for quite some time. It is not uncommon to see Edwards Street blocked by three (3) trucks at a time. The Street is getting pretty severely damaged also.

D. Children Playing in Street

There has been a problem with children playing in the streets lately. There have been complaints of people having basketball hoops placed near the edge of the street and the street being used as the court. There is no ordinance to prohibit this being done but the Traffic Safety Committee would like to go on record as saying that this should be

discouraged.

E. Lowering of Speed Limit on North College

The state approved this action but will take some time. Money is part of the problem.

F. Attendance At Traffic Safety Meetings

These meetings are very important and Traffic Safety Committee members need to be at them. A letter will be sent to those members that have not been attending lately.

Meeting adjourned at 7:38 p.m.

POLICE DEPARTMENT
David G. Bishop
Chief of Police



414 E. First St.
Newberg, Oregon 97132
(503) 538-8321
FAX (503) 538-5393

July 5, 1990

Doris Brand
1220 Pennington Drive
Newberg, OR 97132

Dear Doris:

On Monday July 9, 1990 the Newberg Traffic Safety Commission will be taking the annual tour of the city.

Doris Brandt has once again made all of the arrangements for transportation of the commission.

We will meet in front of the police department at 7 p.m.

Some of the areas to be observed are:

- 1.) College and Hancock Street
- 2.) First and River
- 3.) 99 and Church Street
- 4.) Portland Road
- 5.) Industrial Area Behind Les Schwab
- 6.) Blain Street
- 7.) Buckleys Addition (Stop Sign Issues)
- 8.) Annes Addition (Stop Sign Issues)

Sincerely,

David G. Bishop
Chief of Police

Larry L. Hailey
Lieutenant

LLH/br



MINUTES
TRAFFIC SAFETY COMMITTEE
October 8, 1990

1. Attendance: Doris Brandt Richard Meyer
 Andy Anderson Bob Weaver
 Glen Benedict Richard McCabe
2. Staff Present: Lieutenant Hailey, Newberg Police
 Department
3. Guest: Mike Murphy, Lumbermans
4. Continuing Business:

A. Lumbermans.

Mike Murphy was asked to attend this traffic safety meeting so that he could discuss with the Traffic Safety Commission traffic safety concerns relating to Lumbermans. It was discussed with Mike that there could be no double standards as far as traffic safety went. He was informed that violations occurring with Lumbermans employees would have to be dealt with the same as if it was any other person. Some concerns discussed were, the problem regarding keeping the sidewalks clear in that area, work vehicles being parked on the wrong side of the street, and traffic congestion during loading and unloading. Some solutions to these problems were discussed also. Such as, providing flaggers to help people around when loading and unloading, discussing with truck drivers that they need to be aware of how they are parked and where they are parked when unloading. It was suggested that the employees should be courteous to those people that get stopped in the loading and/or unloading process. It should be noted that Mike Murphy suggested having an unloading stripe right along the driveway seven or eight feet wide for loading and unloading purposes. He said that he knows of one that used to exist in these areas and asked that Lt. Hailey look into this. He also assured the Traffic Safety Commission that he would speak to the truck drivers regarding the problems discussed and that he would also speak to his employees regarding the problems. He said that they are working to get the trucks loaded or unloaded as quickly as possible. Mr. Murphy was very interested in promoting Traffic Safety in the area of Lumbermans.

5. **Assignments:**

- A. Lt. Hailey to research loading zone at Lumbermans.
- B. Lt. Hailey to contact Greyhound and Mrs. James to negotiate the problem with Greyhound bus traffic exiting alleyway onto Garfield Street.
- C. Lt. Hailey to do more videotaping of request for four way stop at Eighth and Meridian Street.
- D. Lt. Hailey to contact George Fox College regarding parking and traffic flow on River Street at Sheridan Street and Sherman Streets.

B. Greyhound Bus Traffic Exiting Alleyway onto Garfield Street.

The problem of the breaking down of this curb and other concerns were discussed. It was determined that the problem was occurring on Mrs. James' property and that both parties involved should be contacted to negotiate a solution to the problem.

C. Basketball Hoops Adjacent to City Streets.

Doris Brandt suggested that a nice article be placed in the Newberg Graphic letting the public know that the Traffic Safety Commission is concerned with the growing problem of basketball hoops being placed on curbs. Studies are being conducted to establish some control as to their use. The Traffic Safety Commission wants to discourage people from playing in the street. This issue will be back on the November Traffic Safety agenda.

D. Restrictions on Springbrook Road.

Lt. Hailey let the Traffic Safety Commission know just for information that these restrictions have been renewed.

E. Request for Four Way Stop at Eighth and Meridian Street.

This request was made due to the entrance to the new Edwards School, a lot of traffic is being generated in this area. Lt. Hailey will do more videotaping for next meeting. Need more research done regarding this request.

F. Parking and Traffic Flow on River Street at Sheridan Street and River Streets.

Lt. Hailey is going to contact George Fox College regarding this problem.

G. T & C Arco Parking.

This problem was discussed and Richard McCabe motioned that yellow paint be put on the curb by the fire hydrant and from the north driveways of the Burger King restaurant and the Arco gas station to 99W. This motion was seconded.

H. Friends Church Parking.

A letter regarding parking in front of the Friends Church was sent to Lt. Hailey. Lt. Hailey is going to talk to them regarding this issue.

MINUTES
TRAFFIC SAFETY COMMITTEE
November 12, 1990

1. Attendance: Jerry Fisher Richard McCabe
 Bob Weaver Glen Benedict
 Richard Meyer
2. Staff Present: Lieutenant Hailey, Newberg Police
 Department
3. Continuing Business:

A. Progress Report - Lumbermans

The Traffic Safety Committee agreed that Lumbermans was doing an excellent job at handling the concerns that had been discussed in the last meeting. The Traffic Safety Committee feels that a letter should be sent to Lumbermans, thanking them for their immediate action in this situation.

B. Basketball Hoops

The Traffic Safety Committee feels that complete prohibition of basketball hoops on the curbs would not be appropriate. The idea of a city permit for such basketball hoops, with certain regulations is being discussed. The committee also feels that before going any further with this idea that the City Attorney should be contacted in regards to city liability and various other concerns expressed by committee members.

C. 4-Way Stop at 8th and Meridian

Lt. Hailey has observed this area in the morning and has seen no real concern. Although, he has recently had concerns expressed to him regarding the afternoon hours and will obtain a traffic count in this area and video tape afternoon traffic prior to the next Traffic Safety meeting.

D. Sidewalk Repair Efforts

Lt. Hailey explained to Traffic Safety Committee members that Larry Anderson is sending out letters to property owners regarding the repair of their sidewalks. Follow-up will be done to see if action is taken by the property owners. The city will give the property owners 90 days from the receipt of their letters to repair their sidewalks. After that the city will repair the sidewalks and the property owner will be charged for this.

4. New Business

A. Report on Oregon Traffic Safety Conference

Lt. Hailey attended this conference at the Salishan. He said that this was a good conference, very informative regarding traffic safety. Some of the main things that were discussed were Risk Management, how to avoid Tort claims, and other traffic safety issues. While at this conference Lt. Hailey also attended a victims panel presentation and was given information regarding the group OSSOM which stands for (Oregon Student Safety on the Move).

B. Discussion on Measure Nine

It was noted that it will be the quickest way to save 200 lives in Oregon.

C. 1991 Selective Traffic Enforcement Grant Activities

From this grant we are going to be refunded approximately \$14,909. Something that will be added to this will be DUII enforcement and education of distributors in order to avoid DUII incidents and a strong focus on the child restraint law.

D. Request for Crosswalk at Edwards School

After discussion, the Traffic Safety Committee moved to approve this crosswalk. Lt. Hailey will be making contact with the resident directly across the street where the crosswalk will terminate to determine what their concerns may be regarding the crosswalk.

E. Award

The Traffic Safety Committee was presented an outstanding service award from the Oregon Traffic Safety Commission for the innovative mini-grant where video equipment provided through this grant is used to index city streets and key intersections as well as a method of bringing the traffic safety concerns into the meetings via video tape.

Meeting adjourned at 7:56 p.m.

MINUTES
TRAFFIC SAFETY COMMITTEE
December 10, 1990

1. **Attendance:** Doris Brandt Glenn Benedict
 Jerry Fisher Richard McCabe
 Richard Meyer Ray Buckley
 Bob Weaver Andy Anderson

2. **Guests:** Steve Roberts Pete Miller

Both guests present to speak in relationship to item A in New Business, the restricted parking on Hancock and N. Edwards St. adjacent to the Coffee Cottage.

3. **Staff Present:** Lieutenant Larry L. Hailey, Newberg
 Police Department

3. **Continuing Business:**

A. Basketball Hoops on City Streets

Traffic Safety was presented with a sample ordinance regulating the placement of basketball hoops on city streets. Traffic Safety Commission is concerned about liability issues if a permit system is established to allow the placement of basketball hoops which would require participants to play in the street. Traffic Safety is requesting the opinion of the City Attorney on this issue before a recommendation is made.

B. Four Way Stop at 8th and Meridian Street

After studying this request and several trips by Lt. Hailey to the area to monitor the traffic it was determined that specific warrants for a four way stop at this location do not exist and until a four way stop is warranted Traffic Safety desires to table this item. Traffic Safety wishes to avoid the placement of stop signs within the city where the criteria for placement are not met. Traffic safety has also requested in relationship to this area that appropriate school signs be placed and that the crosswalk running from the south exit of Edwards School be marked and the appropriate set backs for parking be established.

C. Measure Nine

Traffic Safety discussed briefly the positive aspects of this measure being passed and Chairman Doris Brandt read a letter that was sent by the measure nine committee to the Newberg Traffic Safety Commission.

4. New Business

A. Request For Time Restricted Parking at Hancock and Edwards St.

Upon considering the input from Steve Roberts and Peter Miller and observing a video tape of this area the Traffic Safety Commission felt it appropriate to recommend that an ordinance be created to establish two hour parking on portions of Hancock St. and N. Edwards St. See the attached letter and map for the specific locations of the restricted parking.

B. Request For No Parking Zone On Sherman St. at the Villa Rd. Intersection.

After viewing a video tape of traffic in this area Traffic Safety recommends that parking be prohibited on the north side of Sherman Street from Villa to the entrance of the hospital parking lot. In addition, Traffic Safety recommends that no parking be established on the south side adjacent to the stop sign consistent with ORS. Refer to the attached map for further explanation of this recommendation.

C. Bob Weaver - Resignation

Commissioner Bob Weaver announced at this Traffic Safety meeting that he would be resigning from the commission. Bob has served the commission very well during his tenure and the Traffic Safety Commission will miss him.

D. Checks To Be Made

Traffic Safety requests that checks be made on the following conditions within the city.

- 1.) Visibility at the intersection of 9th and College, the northeast corner.
- 2.) Check on the semi truck that is parked on the south side of Hancock St. adjacent to the Commercial Bank. It is felt that this semi creates some visibility problems at this intersection.

- 3.) Check the blinding light that is on the State Highway Department property on N. College St. that tends to reduce the visibility for northbound traffic on N. College St.

Meeting adjourned at 8:15 p.m.

MINUTES
TRAFFIC SAFETY COMMITTEE
February 11, 1991

1. **Attendance:** Jerry Fisher Glenn Benedict
Richard McCabe Ray Buckley
Richard Meyer Russell Pack
Andy Anderson Doris Brandt
2. **Staff Present:** Duane Cole, City Manager
Lieutenant Hailey, Newberg Police
Department
3. **Guests:** Pete Miller, Resident Hancock St.
Steve Roberts, Resident Hancock St.
4. **Continuing Business**

- A. Restriction of parking on between Meridian & Edwards
Street on Hancock St.

Both residents present are in favor of restricting the parking in this area. Traffic safety encourages more research into the future development of the parking options for the future.

- B. Compact car zone.

Traffic safety discussed this and felt it appropriate to do some research, for example, with the League of Oregon Cities and Oregon Traffic Safety Commission to determine what other communities are doing in this area.

- C. Selective Enforcement Program.

Report Traffic Safety was brought up to date regarding the activities of the Newberg Police Department relative to the Selective Enforcement Program.

- D. Traffic Safety Commissioners.

The vacancy left by Bob Weaver was discussed and potential candidates will be contacted between now and the next meeting.

4. **New Business**

- A. Stop sign request at the 800-900 block of S. River St.

Traffic Safety felt the stop sign was inappropriate due to lack of warrants being met. The warrants for stop signs were reviewed by the Traffic Safety Commission.

Traffic Safety did request, however, they check into the location of speed signs reminding travelers that this is a 25 mph speed zone. It was also felt that additional selective enforcement was appropriate.

- B. Left turns from center lane on 99W.

After discussion it was felt that some educational programs should be developed and aired over TCI Cable relative to proper lane usage, turns, etc. Traffic Safety requested that some research be done into better lighting in order to set out the Vittoria Street intersection on 99W.

- C. Request for speed reduction on N. College Street.

Traffic Safety is under the impression that the Oregon Speed Control Board has already addressed this issue and requested a check be conducted with Dennis Billings regarding this item.

- D. Request for input by the Oregon Traffic Safety Commission.

This item was discussed with Traffic Safety.

- E. Traffic Safety requested that Lt. Hailey report back at the next meeting about:

1. Status of proposed reflectors on the island at Springbrook and 99W intersection.
2. The placement of the no bike/skateboard signs on 1st Street.
3. Why some intersections have a marked crosswalk on one side of the intersection and not the other.

TRAFFIC SAFETY MINUTES
April 8, 1991
Newberg PD Conference Room
7:00 p.m.

1. Meeting called to order.

2. In attendance were: Doris Brandt Jerry Fisher
 Ray Buckley Richard Meyer
 Richard McCabe Russ Pack

3. Guests: Earl Sandager, a prospective member of the Newberg Traffic Safety Commission. He was attending the meeting in order to learn more about the commission, its goals, and objectives.

4. Old business:

A. Traffic congestion around Edward School.

1. Traffic safety viewed video tapes of this area and came to the following conclusions: 1) Edward's school should be contacted, and the teachers asked not to park in that short strip of 7th street between Meridian and the new school building. It is felt that there is adequate parking lot space available that by encouraging teachers to park there as opposed to the street, would improve visibility, and enhance student safety. 2) The traffic safety commission encourages the PD to enforce the bus zone no parking areas during loading hours along 6th street. 3) It was generally felt that the intersection of 7th and Meridian did not warrant a 4 way stop.

B. Goals and objectives:

1. The traffic safety commission feels that one primary goal should be worked on, and that is shortening the time span between traffic safety recommendations and the completions of that project. It was noted that this is an ongoing problem, and one example given by Chairperson Doris Brandt was the length of time it has taken to get the no bicycling and skateboarding signs on First Street. Efforts will be made to expedite traffic safety recommendations.

C. Selective enforcement report:

1. Traffic safety was brought up to date on the activities of the Newberg PD relative to the selective enforcement grant received from the Oregon Traffic Safety Commission. The Newberg Traffic Safety Commission is very supportive of the PD's efforts to reduce accidents within the city of Newberg.

5. New business:

A. A three way stop at Haworth and Villa Road.

After discussion and viewing a video tape of this intersection, traffic safety felt it inappropriate to establish this as a three way stop, however traffic safety did feel that it was appropriate to eliminate parking for the first space on both the North and South side of Haworth Street immediately east of Villa Road. Traffic safety feels that at times when the Park and Rec is holding special activities that people park too close to the Villa Road creating hazards for other traffic.

B. Seat Belt Law.

Traffic safety was made aware of the enforcement efforts by the Newberg PD to encourage drivers to use their seat belts. Here again, traffic safety is supportive of these efforts and supports the seat belt law.

C. Safety check list.

The Traffic Safety Commission was shown a sample checklist obtained from Chuck Nelson of the Oregon traffic safety commission. Traffic safety feels that this is an excellent idea and request that a draft be made that would meet the specific needs of the Newberg area, with this draft being submitted at the next meeting for approval. Traffic safety feels that this is an excellent way to improve traffic safety in Newberg and to involve a broader base of our community in the process.

D. Opportunity for Oregon Traffic Safety Commission to conduct an engineering study of the school bus and pedestrian safety around the schools.

Traffic safety commission desires to have more detailed information regarding this, particularly in light of the recent student who had his foot run over at the High School, as well as the other issues previously discussed in this meeting regarding the traffic congestion around Edwards School. This information will be obtained from the Oregon Traffic Safety Commission and a report given at the next meeting.

In addition, traffic safety request that Doris Brandt and Lt. Hailey contact the school and discuss the safety concerns in an attempt to promote a higher level of supervision around all bus stops including the high school.

E. Fulton street speeding vehicles.

Traffic safety recommends that some 25mph speed signs be posted on Fulton St, and in addition, they recommend that the Police Department occasionally use a decoy similar to what has been used on First St to encourage compliance with the 25mph speed limit.

F. First Street posted speed.

Traffic safety again recommends that 25mph speed signs be hung in the center of the street near 1st and Main street and again near College St, in order to deliver a solid message to the citizens travelling our streets that 25mph is the speed limit on 1st Street.

G. 1st and Center Street.

After discussion on this item and viewing a video tape, traffic safety feels it appropriate to do further study relative to the types of signs that can be posted in order to control the left turns at this intersection. Traffic safety was opposed to totally eliminating left turns at this intersection, and they were also not favorable to closing the street at this time.

Meeting was adjourned at 8:30 p.m.

MINUTES
Traffic Safety Meeting
May 13, 1991
Newberg PD Conference Room

1. Meeting called to order at 7:00 p.m.

2. In attendance were: Jerry Fisher Glenn Benedict
 Richard Meyer Russ Pack
 Andy Anderson Doris Brandt
 Dick McCabe

3. Guests: Rod Morter representing the video house was present to discuss his concerns relative to the parking adjacent to his business at 2nd and College Street.

4. Old business:

A. A report was given to the traffic safety commission relative to a meeting that was held with Wes Smith. The purpose of the meeting was to bring about some improvement in the traffic safety relative to the traffic congestion occurring when parents and school buses attempt to pick up students at the same time. Traffic safety commission was made aware that the school was working with the traffic safety commission in trying to improve conditions. Traffic safety was also made aware that the teachers who are parking just west of Meridian would be requested to park in the big parking lot at the back of the school. This would eliminate some pedestrian concerns. Traffic safety desires to be appraised of the progress in this area.

B. Fulton Street report: Traffic safety was advised that in 1990 there were 423 cites and warnings given on Fulton Street. Traffic safety feels that it is appropriate that some 25 mph speed signs be posted on Fulton. Currently there are none.

C. Follow up on traffic safety recommendations: A proposed form. Traffic safety reviewed the proposed outline for tracking progress on traffic safety recommendations as proposed by the city manager. It was felt that this was an excellent idea, and this will serve to expedite the completion of traffic safety projects.

D. Concerns relative to the traffic on 219 near Shell: Traffic safety was made aware of the fact that a lot of the traffic fails to recognize the need to turn right onto Villa road in order to make it to 99W, causing them to have to turn around near the Shell station. Many of these vehicles are semi trucks pulling heavy trailers, and it is not uncommon for these vehicles to attempt to cross the Wagner Shell lot. Traffic safety recommends that Lt. Hailey and Bert Teitzel visit this area and look at improving the type of signs that appear advising the vehicles they must turn right on Villa. The guest, Mr. Morter, a former truck driver, suggested that the type of sign that truckers would respond

would be along the lines of no truck outlet, or no outlet for trucks. Traffic safety recommends that this type of sign be researched to see if it could be placed in an appropriate location to adequately warn the truck drivers that they must turn right.

E. Lighting at the intersection of Hwy 219 and 2nd Street at the airport: After discussion on this matter, traffic safety recommends that Lt. Hailey and Bert Teitzel visit this intersection once again and try to determine if improvements can be made to eliminate some of the hazards at this intersection. Traffic safety has discussed this intersection before, and various options have been tried. Traffic safety is aware of the problems with lighting that intersection due to its alignment with the airport.

F. Traffic safety discussed the parking realignment on 1st: Traffic safety reviewed Bert Teitzel's plans to move parking away from the crosswalks. We feel that this will be more consistent with the state law and will do a lot to improve pedestrian safety in Newberg.

5. New Business:

A. Request for no parking on Columbia Drive at Ridgeview mobile home park. After discussion and viewing a video tape in this area, we recommend that parking be eliminated for the 1st base on both the east and the west side of this mobile home driveway on the north side of Columbia drive.

B. Request for restricted parking on S College at 2nd street. This was the item that Rod Morter, the guest was concerned with. Mr. Morter's request was that a 15 minute parking zone be created on the 1st parking space on the east side of College Street, just north of second street. This would provide for the unloading of TV sets, stereos, etc. into his repair shop without causing customers to have to carry these heavy items for long distances. Contact had been made with the other businesses in that portion of the block, and all were supportive of this 15 minute zone.

C. Request for no parking on S Elliott at 2nd street in the Flightways Industrial Park. After discussion on this, we moved to eliminate parking on both the east and the west side of Elliott road where it intersects with 2nd street. We feel that this is appropriate in order to facilitate the turning of large vehicles, semi trucks, etc. going into the Pride gas station and other businesses in the industrial park. We feel that this parking limitation should be as per suggested by Bert Teitzel, re: the required turning radius at this intersection.

D. Discussion: The pro's and con's of restricting parking on Meridian Street just north of Hancock as per the request of the business in that area. The video tape that we viewed failed to show the problem as perceived by the business however, traffic safety feels that the business complaint is with basis. We also noted that there is available parking on Hancock street just east

of Meridian and we are concerned about starting a precedence on restricting parking north of Hancock street when there is available parking there. We request that further study be done into this particular problem and request, and it be placed back on the agenda for June.

E. Request: For a new drive way exit/entrance on 14th street going into the river rock products. We viewed a video tape of this area and the proposed driveway, and feels that if anything is approved it should be approved upon the continuance that the visibility be improved all along 14th street and along the corner. Currently there is much vegetation growing in the form of a hedge on both sides of the proposed drive way and along the entire length of the corner. We feel that is visibility is improved, that this drive way can be made safe.

F. Third and Blaine street visibility problem. We noted that there is a vehicle, believed to be a city employee, that is parking on the parking strip just north of third street that creates a visibility obstruction. We requested that this be researched to see if this condition can be improved upon.

G. Traffic safety has been monitoring what has been going on down around Lumberman's and feels that another contact is warranted as they are backsliding into having pallets and wood piles on the sidewalk. Contact will be made with the manager of Lumberman's and a follow up report submitted to the traffic safety commission.

Meeting adjourned.

MINUTES
TRAFFIC SAFETY MEETING
June 10, 1991

Meeting called to order at 7:00 p.m.

In attendance were:	Doris Brandt	Richard Meyer
	Richard McCabe	Jerry Fisher
	Russ Pack	Glenn Benedict
	Ray Buckley	

Guests: Dave Conat from the Friends Church was present.

OLD BUSINESS:

- A. Traffic safety discussed the 15 minute parking zone at 2nd and College St.

1. Traffic Safety was made aware of the concerns of the public relations committee. Traffic Safety has requested that more research be done relative to precedence already having been set.

2. Meeting with Bert Teitzel. Traffic Safety discussed some of the options relative to the 2nd at 219 intersection. Traffic Safety feels that a meeting should be held with the State Highway Department in order to further explore the options on improving this intersection: the visibility as well as the lighting, in relationship to the airport. Also discussed the option of placing a sign on 219 coming into Newberg near the Villa Road intersection that states no outlet for trucks. It was determined in the meeting with Bert that this would be a possibility. Further research is requested on this.

- B. Traffic safety discussed Bert Teitzel's proposal at Haworth and Villa of making a right turn onto Villa lane on Haworth. This would require the elimination of parking spaces on the north side as well as on the south side. Traffic Safety were very much in favor of this proposal, and feel that it should be pursued.
- C. Traffic safety issues in the area of 7th and Meridian Street. Traffic Safety was made aware of the concerns of a Mr. Larry Preabe which involved a request for no parking, 8-4 p.m. on 7th, east of Meridian Street. Traffic Safety felt that this was only a request for a 4-way stop on 7th and Meridian. Traffic Safety has looked at this in the past and have felt that a four way stop is not warranted. A third request is for a crosswalk to be painted on the street across Meridian at 7th. Traffic Safety felt that this is appropriate, and move that this be completed.
- D. Lumberman's pedestrian safety concerns. Traffic Safety has

been monitoring the conditions around Lumberman's and feel that things are very much in need of improvement. Building materials and debris lay all about the pedestrian sidewalk areas. Traffic Safety are requesting contact, and this items be placed back on the future agenda.

- E. Parking on Meridian North of Hancock Street. After discussion, traffic safety felt that restricting parking on Meridian Street would be inappropriate for so long as there is parking available on Meridian and Hancock Street.

NEW BUSINESS:

- A. Restricted parking at 2nd & College Street at the Friends Center. After discussion on this, Traffic Safety felt that it was most appropriate not to restrict any parking in this area. Dave Conat from the Friends Church advised that the majority of the problem is being caused by their own church members. traffic safety felt that it would be most appropriate for them to continue putting out their signs to help control their church members. Traffic Safety requests that this concern be monitored.
- B. Truck parking in the residential areas. After some discussion on this, traffic safety felt that more research is needed regarding the city's ordinance relative to truck parking, and to determine where trucks can park.
- C. Parking on 99w. Traffic Safety requested that the state highway department be contacted re: making sure that the entire length of 99w is appropriately posted no parking.
- D. Traffic Safety was made aware that Earl Sandager was officially appointed to the Commission at the last city council meeting.
- E. Traffic safety was made aware that Rod Morter from Video Collection donated some 15 minute VHS tapes to the traffic safety commission.
- F. Traffic safety commission viewed a video tape in the area of the construction of the medical building at Hancock and Washington Street. Traffic Safety discussed the need for potentially removing some parking spaces on the west side of Washington Street, adjacent to the driveway. Traffic Safety request that the dentist office across the street be contacted, and discuss with them the parking concerns re: this driveway, and placed this item back on the future agenda.
- G. Traffic safety requests that research be done into the following areas:
 - 1. The feasibility of developing a left turn lane at Hancock at the intersection of College street for northbound College Street.

2. Getting the curbs repainted at Emery in front of the Springbrook Middle School.

3. More enforcement on bicycle violations, particularly during the hours of darkness.

4. More media coverage on traffic safety items.

H. Traffic Safety feels that the following streets should be checked by the street department and holes filled where needed:

Columbia, North Main Street, Wynooski, and River Street. Traffic safety expressed a concern over 6th and River. Feels that there is a considerate amount of congestion due to cars being parked on both sides of the street close to the intersection.

Minutes
Traffic Safety Meeting
August 8, 1991
Newberg PD Conference Room

Called to order at 7:00 p.m.

In attendance were:	Doris Brandt	Richard Meyer
	Earl Sandager	Richard McCabe
	Andy Anderson	Ray Buckley
	Larry Hailey	Bert Teitzel

OLD BUSINESS

- A. **Parking 200 block of N. Washington Street:** Traffic Safety, after discussion, determined that the parking space adjacent to driveway to the new medical facility must be eliminated. Traffic safety requests that contact be made with the adjoining businesses to determine what their thoughts were to widening the street, and sharing the costs in order to maintain parking.
- B. A report was given on the status of the Newberg Selective Enforcement Program relative to the continuation of the program by the Oregon Traffic Safety Commission.
- C. **Traffic Safety Concerns in the area of Lumberman's:** Discussed the ongoing concerns in this area, and discussed the fact that a letter was sent to the manager regarding concerns that building materials need to be kept clear of sidewalks, and roads need to be kept clear, etc. It was requested that the area of Center Street where Lumberman's is storing be checked for safety violations. This will be placed back on the September agenda.
- D. **Discussion on July's tour by the Newberg Traffic Safety Commission.** Traffic Safety was made aware that the 219 speed reduction is forthcoming. Traffic Safety also discussed the establishment of the right turn lane at Haworth and Villa. Traffic Safety was very much in support of this improvement.
- E. **219 and 2nd Street:** After discussing the material provided by Larry Anderson, Traffic Safety moved to have Bert Teitzel forward this plan to the appropriate authorities for their approval. Traffic safety feels that this will enhance safety in this area.

NEW BUSINESS

- A. **Parking adjacent to the Golden Rule Antiques on the 100 block of N College:** Traffic safety, after discussing these concerns and viewing a videotape, requested that Lt. Hailey make contact with The Golden Rule to discuss the possibility of their exiting out the alley way, and to report back to the next traffic safety meeting.
- B. **Traffic congestion in the 100 block of N College Street:** Traffic safety has been concerned about the congestion at this location, particularly during peak traffic hours, and suggested that some consideration be given to eliminating parking and creating a left turn lane and a through lane for northbound traffic. Traffic Safety has requested that Bert send a plan into the state and see if they will approve such a concept.
- C. **Newberg Downtown Parking:** Bert Teitzel gave a report relative to the downtown parking needs. Traffic safety was impressed with this report, needs and evident, and whenever possible, progress should be made towards acquiring the needed parking for the court area.

October 14, 1991

Traffic Safety Committee

- Called to order.

- Attendance. (Raymond Buckley, Russ Pack, Doris Brandt, Dick Meyer, Earl Sandager, Glenn Benedict).

-Old Business:

- On Sitka by First Step Day Care; school bus; Community Resolutions Committee Okayed crosswalk and signs to be put in.

- Highway 219 and 2nd Street. Bert Tezel was contacted and he is looking for information on it. Information from Marily was that reflectors are to be put up.

- Columbia and Ridgeview. Not a problem now since yellow striping has been put in.

- Lumberman's blockage of sidewalk and street. Letter to Lumberman's. It was noted that numerous letters had been sent to Lumberman's to no avail. It was asked if something else could be done as citations.

- 806 1st. St; doctor zone. Community Relations Committee took action on this. The sign was taken out.

- Sherman and River, GFC requests a stop sign be put in to slow down traffic from Hancock. There have been several accidents there. Taken under advisement to have time to survey the area.

- Park Lane; people running the stop sign and speeding. Will ask for help on monitoring - license numbers, use of radar unit.

- Hancock and Main; Grocery Express requests time - limit parking signs. Motion made, seconded and carried with unanimous vote.

- College Street, C.S. Lewis School, school bus loading and unloading. It is a safety hazard. Send a letter, as done in the past saying it was already adopted by the City two or three years ago.

- 2nd Street and Nut Tree Mobil Home Park; no parking signs requested as pick up parked near entrance of park blocks view. Check landowner, talk to pick up owner, and ask him to move truck.

- E. Sherman and School street; PTA Central School requests stop sign for North School and North Sherman. This is a very heavy traffic area before and after school and there are no traffic control signs. There is also an RV bus parked there all the time. Report back next time.

- A letter of resignation from the Traffic Safety Committee from Richard McCabe was read.

- New business:

- Sherman and Villa; crosswalk with wheelchair ramp across Villa. A letter is to be sent to the person requesting it that one will be put in when a sidewalk is put in.

- Guest:

-Sheri Cederberg
1211 Sitka
Newberg, OR 97132
538-2916 (after 3:00pm)

*unknown
who made
request. 11-1-91*

- There is a problem with high schoolers turning from Elliot onto Willow and speeding on Willow to Sitka. There are 15 children in 6 homes near corner where cars go around the corner on two wheels. Neighbor has had a trailer hit that was parked up off the street. What can be done? Decided it was a police problem taken under advisement. Discussion ensued with two suggested solutions, one, to close it off from 3-4pm during school, and two, get license numbers of violators.

- Adjourn.

TRAFFIC SAFETY COMMITTEE MEETING MINUTES

November 18, 1991

Newberg PD Conference Room

Present: Earl Sandager Doris Brandt
Richard Meyers Glenn Benedict
Jerry Fisher Vernon Anderson
Raymond Buckley Dave James

Absent: Russ Pack.

Guests: John Lidia of GFC regarding stop sign issue on
Sheridan and River Streets.

OLD BUSINESS:

1. Request for stop sign at North River Street and Sheridan Street.

- A. John Lidia representing George Fox College voiced the college's concerns regarding regulating traffic in this area with concern of high speed traffic coming off of River and Hancock Street. The traffic safety committee also received a number of letters from citizens of this area voicing the same concerns. These were shared with the group. The stop sign was discussed by committee members.

MOTION: to place a stop sign for north- and south-bound traffic on River and Sheridan Streets. Approved.

2. Park Lane:

- A. Discussed by committee members, information shared: 550 cars travel this road during one day. They felt this was a high volume and the area residents are using this road a short cut to get to other roadways. A police car was used in the area as a decoy car regarding a complaint of speeding vehicles in the area. The police department also used radar reader board to show the motorists their speed. It was explained to the committee members that the area residents complained about this type of traffic enforcement in the area.

MOTION: to reduce speed to 20 mph on this street due to the narrowness of the roadway. Approved.

3. Willow Drive:

- A. Speeding vehicles from the High School. Information was shared with the committee members, including the Sitka Neighborhood Association who voiced the same concerns as the citizens on Willow Drive. Committee members felt that a stop sign and other control devices are not as necessary of an answer to slowing traffic down. But it was felt that contact should be made with the High School to work out a solution to the problem. (Note: Willow drive has a traffic flow of 200 cars per day.)

4. No Parking 2900 block of East 2nd:

- A. Committee members felt that this was unwarranted however, a motion was made to paint a stop line for traffic going out of the trailer park so residents would have a reference point to stop at.

5. Stop sign at Sherman and School Street:

- A. It was decided to go with the recommendation of the engineering department to paint no parking or yellow curbs twenty feet from the intersection.

MOTION: Recommended and carried in favor of the above solution.

NEW BUSINESS:

1. Request for special parking zone, 1201 E Sheridan Street.

- A. It was suggested that contact be made with GFC to see if a solution could be worked out, due to the fact that it is students who are taking up the parking.

2. Sunset Court (Drive):

- A. Request for the posting of dead-end or no-thru traffic sign. It was moved and seconded that this be done.

3. Laurel (and Villa Road):

- A. Repainting of crosswalks and yellow striping of curb for no parking. It was moved and seconded that this be done.

4. Stop sign; Crestview and Hoskins:

- A. A motion was brought up by committee members and seconded that a rubber stop sign be placed on the street to better mark the area for a stop line.

5. Request for stop sign at Third and Meridian Street:

- A. Committee members felt that this was unwarranted for this intersection. Request denied.

6. Better posting of 25 MPH zone for E 1st Street:

- A. Committee members were advised that there are only three signs along First Street showing the 25 MPH zone. It was moved and seconded that proper authorities be contacted for better placement of signs.

7. Request of a four way stop at 8th and Meridian, and place speed bumps on 8th:

- A. After some discussion regarding this request, it was determined that the best recourse to take was posting of the area as a school zone (20 MPH). It was also suggested by committee members that the other school areas in the city also be posted where appropriate for school zones.
- B. The stop sign at 8th and Meridian is to be left as is, and yellow painting of the curbs at this intersection done in order to open it up for better visibility. The school zone change and painting of curb was moved and leaned by committee members for approval.

8. No parking on College Street, and left turn lane, two hour parking College and Hancock: (Antique store):

- A. It was decided to motion on the floor that a left turn lane be approved for the 100 block of North College.
- B. A letter was read to the committee members from the state stating the only way for this to work is to limit all parking on College. A concern was raised on how this would affect those businesses in the area. However, everyone felt there was probably enough off-street parking, but that those businesses would probably feel some effects. In the letter from the state it also suggested that some parking be eliminated on Hancock Street. Committee members felt if these could be saved if, and when a left turn lane was put in on College, it should be done. (refer to letter from state).

TRAFFIC SAFETY COMMITTEE MINUTES

12-9-91

Attendance:

Vernon Anderson
Doris Brandt
Raymond Buckley
Jerry Fisher

Richard Meyers
Earl Sandager
Larry Anderson
Dave James

Absent:

Glen Benedict

Russel Pack

(1) Old Business.

- (A) Community Relations Committee minutes shared with Traffic Safety--only those areas pertaining to traffic safety.

(2) New Business.

- (A) Parking problems, South Center.

Video of problem shown to group. Issue discussed. Larry Anderson said he would do some measurements to see if changing parking spaces would take care of the problem. He said he would report back next meeting.

- (B) Parking problem, Second Street and Nap's IGA.

Video of problem area shown to group. The problem was discussed. Larry Anderson shared with the group the problems the city has been having in regarding problems with Nap's IGA. Item was tabled until the next meeting.

M I N U T E S
Traffic Safety Committee
January 11, 1993
Newberg Police Department Conference Room

Present: Dick McCabe, Russel Pack, Richard Meyers, Dave James, Vernon Anderson, Larry Anderson, Glenn L. Benedict, Doris Brandt, Raymond Buckley

Absent: Earl Sandager, Bob Andrews

Guest: Jerry Fisher, Corinne Adams

OLD BUSINESS:

TRUCK PARKING IN RESIDENTIAL AREAS

D.T. James informed the committee regarding trucks over 10,000 pounds. He also stated that all or most trucks that have dual rear wheels, weigh over 10,000 pounds. (Refer to attached memo).

NEW BUSINESS:

DRAFT OF ORDINANCE FOR ESTABLISHING THE NEWBERG TRAFFIC SAFETY COMMISSION

The Proposed ordinance was handed out to the committee members for discussion. The group had the following concerns for the proposed ordinance.

- 1) Terms of office were not clearly defined by the city when they handed out the new roster for the committee members. The draft ordinance under section two, shows different terms of office; such as one year term, two year term, etc.
- 2) Committee Members wanted to make sure that Earl Sandager remains a member even though he lives outside the city of Newberg.
- 3) Committee members were shown the proposed changes that the police department suggested.

A vote was then taken and members were in agreement of the proposal ordinance if the above listed items were addressed and changed or added in.

COMMITTEE MEMBERS VOTED ON NEW OFFICERS

Those lucky persons are: Head Chairperson-Doris Brandt, Assistant Chairperson-Richard Meyers.

PURCHASE OF LUMBERMAN'S VACANT LOT

Ray Buckley suggested that the city buy Lumberman's lot and use it as a public and truck parking lot.

TRUCK TRAFFIC NEAR VILLA ROAD AND CHURCH STREET

C. Adams brought up an area of concern regarding truck traffic traveling beyond the intersection of Villa Rd. to Church St., then turning onto Second St. to get turned around. Adams was informed that the matter has been referred to the State. Larry Anderson said he will recontact the state to see if anything else can be done about this matter.

C. Adams asked if the Traffic Safety Committee could address the problem with street widths around the new housing area's. Committee members felt this was not a Traffic Safety matter and should be handled by planning commission.

Submitted by: David T. James

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M I N U T E S

Traffic Safety Committee February 8, 1993

PRESENT: Dick McCabe, Russel Pack, Richard Meyers, Vernon Anderson, Glenn Benedict, Earl Sandager, Bob Andrews, Jerry Fisher, Dave James, Larry Anderson.

ABSENT: Doris Brandt

GUESTS: Dennis Manning, Corinne Adams

Meeting was called to order by co-chairperson n Richard Meyers at 6:59 p.m. in the Police Conference Room.

OLD BUSINESS:

1. **RE-EVALUATE STOP SIGN REQUEST DENIAL:**

The Community Relations Committee asked us to once again evaluate the request for a stop sign at Crestview and N. Meridian. This had been referred to this committee before, and the request was denied by this committee because the stop sign did not fit the city's stop sign criteria.

Traffic Safety Committee members felt very strongly that the previous denial by this committee should stand. The committee felt that placing stop signs in this area would cause more problems, rather than help the situation (pollution from cars stopping and starting; frustration of motorists which could cause them to not stop at the signs when there is not traffic around, etc.)

Committee members felt that the policy adopted by the city for stop sign criteria be once again explained to the Community Relations Committee, so that they have a better understanding of the format of this policy.

2. **TRUCK ORDINANCE/ PARKING IN RESIDENTIAL AREAS:**

This was referred to this committee from the Community Relations Committee, along with minutes from their meeting where they discussed this issue. There were a number of different options discussed by the members of this committee:

- a) Rewrite the Newberg City Ordinance, 6-6.23a, section 44, penalties #3, to read as a progressive bail.
- b) Enforce those ordinances that are already on the books, such as the "Uniform Civil Infraction Procedure for Ordinance #2073, 2035.)
- c) Promote someone building a truck parking stop.
- d) Promote the idea through the Chamber of Commerce for a truck stop or parking lot for trucks.
- e) Have the city or Chamber research for resources for grants or loans for this type of project.

Committee members felt the city should not be in the business of building a parking area for trucks, but rather promote the other ideas that have been suggested above.

NEW BUSINESS:

1. PARKING PROBLEM, 700 BLOCK NORTH MERIDIAN:

Guest Dennis Manning outlined the problems that he is having getting in and out of his driveway, which faces Meridian Street. Mr. Manning explained that the duplex located next to his property has an overflow of Hispanic persons living the duplex. He says that this causes a large number of motor vehicles to park on the street in front of the duplex. The duplex has no off-street parking, thus when Mr. Manning pulls out of his driveway, he cannot see traffic traveling north or south on Meridian. Manning says he has had some near misses so far.

Mr. Manning's problems was tabled until next meeting so that his problem could be discussed with other department heads for solutions. One solution could be to paint a yellow line on each side of Mr. Manning's driveway to discourage parking which blocks his view of the street. Concerns include:

- a) Overcrowding of persons in the duplex.
- b) Off-street parking: there is enough room on the north side of the duplex for a driveway and parking in the rear of the duplex.

Submitted by:

David T. James

MINUTES
Community Relations Committee
March 1, 1993

PRESENT: Bill Larson; Stan Newland; Duane Cole; Bob Johnson; Marge Stiefbold; Donna Proctor; Marty McIntosh; Lea Griffith, Bert Teitzel; Michael Sherman.

Correction to February minutes: Attendance should indicate Bob Johnson instead of Bill Johnson.

Meeting was opened by chairperson McIntosh.

OLD BUSINESS:

Traffic Safety Committee updates:

- * Truck Parking - Taken from the minutes of the Traffic Safety committee, the Traffic Safety committee recommends the Police enforce the ordinance regarding truck parking. This issue is moved back and forth between the Traffic Safety and Community Relations committees and no decisions have been made. Two issues discussed: (1) damage created to city street surfaces, and (2) access to private property if tractor/trailers are not allowed on city streets. Bob Johnson said they should be able to drive the truck home until there is a complaint. Corinne Adams suggested that the City should provide a place for the trucks to park such as a truck stop.

Marty McIntosh stated the city should re-write the ordinance or enforce it.
Recommendation from the committee is to review and bring back to committee.

- * Stop Sign at Crestview & Meridian: Bert Teitzel passed out different sets of criteria for the placing of stop signs. We have been using the current criteria approximately a year as it was adopted by Traffic Safety. Recommendation on this issue is that the criteria has not been met for a stop sign at Crestview and Meridian, and it is being denied.

City Survey: Duane Cole - The survey is being done at this time.

Parking Request: Duane Cole - The Coffee Cottage is supplying a parking lot and, due to this, the parking will return to a two-hour limit.

NEW BUSINESS:

*** What is the function of the Community Relations Committee?**

Traffic Enforcement policy

"Take Heat off Council"

Liaison between the people and community

Problem Solving

Proactive direction for staff based on input from community.

Example: Transportation Plan Information

Focus all Communications.

How do we communicate? Inventory and analyze.

Getting the word out

Education - Speakers Bureau

Perhaps a Mediation Board.

Donna wanted to know who Traffic Safety would report to if not the Community Relations committee. She would like to see Traffic Safety continue to report to this committee, and Community Relations take issues to council. Stan Newland stated that Traffic Safety committee questions their function if they have no decision-making responsibility and the necessity of moving issues back and forth between the two committees.

Marty McIntosh stated that it would not hurt his feelings if the committee were to be abolished. Chairperson McIntosh recommends this draft and issue be put on the next agenda.

Meeting adjourned.

Submitted by:

Bonnie Dodson
Newberg Police Department

MINUTES
TRAFFIC SAFETY COMMITTEE
Police Conference Room
March 8, 1993

PRESENT: Chairperson Doris Brandt, Larry Anderson, Dave James, Bob Andrews, Glenn Benedict, Vernon Anderson, Richard Meyers, Russel Pack, and Dick McCabe.

ABSENT: Earl Sandager

GUESTS: Dennis Manning, and City Manager Duane Cole

The meeting was called to order by Chairperson Doris Brandt at 7:02 p.m.

I. OLD BUSINESS

1. Parking problem at 700 Block of N. Meridian

Guest Dennis Manning explained to group members the parking problems in the 700 block of North Meridian. Manning told members that his driveway faces N. Meridian Street; and those persons who rent the duplex in the 700 block, block his view to drive out onto Meridian Street safely. Manning went on to state that the duplex owner has not provided off-street parking for the duplex renters, thus causing the problem. He says that on the north side of the duplex there is enough room for a driveway. Mr. Manning also said the duplex owner over rents, causing over-crowding at the duplex.

Larry Anderson said that they city ordinance regarding boarding houses would cover the problem. He said he would research this and take the appropriate action.

Other options discussed by City Manager Duane Cole such as painting curbs near the driveway. Mr. Cole said he would pass along the information to the Building Department to see if the landlord has been contacted regarding this problem in the past, and if so a citation would be issued.

A video was shown of the problem area.

Chairperson Doris Brandt briefly discussed the turning lanes in the 100 block of N. College and N. Main streets. Consensus among Committee members was that this is a very positive change in the traffic flow for the city of Newberg.

II. NEW BUSINESS:

1. City Manager to discuss the future goals of Traffic Safety Committee.

City Manager Duane Cole first invited committee members to meet with the four police chief

Minutes
Traffic Safety Committee
Newberg Library
April 12, 1993

Present: Chairperson Doris Brandt, Earl Sandager, Dick McCabe, Russel Pack, Richard Meyers, Vernon Anderson, Glenn Benedict, Bob Andrews, Larry Anderson, Dave James.

The meeting was called to order by Chairperson Doris Brandt at 7:01 pm.

1) Old Business:

- A) Parking problem, 700 Block N. Meridian report by Larry Anderson. Mr. Anderson reported that the above problem had been discussed by department heads and the feeling was that the City could not help Mr. Manning.

Anderson went on to say that under City codes up to five unrelated persons could stay in the duplexes. The parking problem that this causes cannot be enforced by the City to make the property owner put in parking or a driveway on the existing property. This is due to the fact that the building was built before the existing laws which require off-street parking.

2) New Business:

- A) Parking request by Sartron, Inc.

Larry Anderson explained to the group that since the turning lane went into effect on Main Street, Sartron has lost a number of parking spaces. Anderson explained about the yellow line painted on the south side of Hancock Street, that it takes up space from Main Street ^{west} to the alleyway. Anderson said by using current code guidelines the City could reopen two parking spaces.

It was moved and seconded by the group that this be done.

- B) Stop sign request, Third and Meridian Street.

Under current guidelines the request was denied.

- C) Street sign request, "Children at Play," Sheridan Street. (Rebecca Crockett).

This type of request has come up in the past for these types of signs. It is the Traffic Safety Committee's opinion that these types of signs put out the wrong type of message to children and adults. Traffic Safety members feel that the child's yard, a park, or school playground is the best place to play--not the street.

- D) Stop sign request, East Sherman--for east and west bound traffic at Howard.

Request denied as it does not fit stop sign criteria.

Other Items of Interest: Richard McCabe suggested that the Traffic Safety Committee show its support for the idea of City Council members riding with Newberg police officers. The Traffic members agreed unanimously, as they felt this was a good idea.

MINUTES OF TRAFFIC SAFETY COMMITTEE
Newberg Library
7:00 p.m., Monday, May 10, 1993

PRESENT: Chairperson Doris Brant, Ray Buckley, Russel Pack, Richard Meyers, Vernon Anderson, Glenn Benedict, Bob Andrews, Larry Anderson, and Dave James.

ABSENT: Earl Sandager and Richard McCabe

Special Note on Attendance: Ray Buckley has attended the last three meetings but had not been noted on the attendance record.

The meeting was called to order by Chairperson Doris Brandt at 7:03 p.m.

OLD BUSINESS

Amendment to the minutes from April 12, 1993, regarding parking request by Sartron. Line #5 should read, "Main Street **east** to the alleyway," not west.

NEW BUSINESS

- A. Request through Larry Anderson that the alleyway by U.S. Bank between School Street and Howard Street be changed to a one-way alleyway.

The request was made because of heavy traffic created by the bank, the Graphic, and other businesses in the area. It was determined by the group that the alleyway was at one time a one-way and should return to a one-way to ease traffic problems. This idea was agreed upon by Traffic Safety members. It was so moved and seconded that this should be done.

- B. Request for more crosswalks at Edwards School.

City crews painted after the request was made. The problem has been resolved.

- C. Two-hour parking limit in front of Newberg Library on Howard Street. Request by Donald E. and Geneva Fraser.

The problem was discussed by the committee. It was determined that during business hours the area is probably being used for over-flow parking.

It was moved and seconded that this should be done and to post the area for two hour parking.

Traffic Safety Committee Minutes
Monday, May 10, 1993
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D. Request from Committee members regarding membership of Jerry Fisher.

I, Dave T. James, made contact with Duane Cole, City Manager. Mr. Cole advised that he sent a letter to Mr. Fisher explaining that if someone left Traffic Safety Committee, he would be at the top of the list. He felt Mr. Fisher would be an outstanding person, but that there are no openings at this time.

There being no further business the meeting was adjourned.

TRAFFIC SAFETY COMMITTEE MINUTES
Monday, June 14, 1993
7:00 p.m., Newberg Public Library

ATTENDANCE: Chairperson Doris Brandt; Andy Anderson; Glenn Benedict; Richard McCabe; Earl Sandager; Bob Andrews; and D. T. James, Secretary.

ABSENT: Larry Anderson, Richard Meyers, Russel Pack, and Ray Buckley.

GUEST: Linda Miller, 1009 Sitka Avenue, 538-6108

I. Call meeting to order

The meeting was called to order at approximately 7:05 p.m. by Chairperson Doris Brandt.

2. OLD BUSINESS

**A) Intersection of Villa Road/Hwy. 219
Trucks missing turn (Report by Larry Anderson)**

Larry Anderson, unable to attend the meeting, provided by memo the following report.

"I've talked with Will Bradshaw at ODOT Region 2 about putting up an overhead lighted sign at the intersection of Villa Road and the St. Paul Highway. He said he agrees that something else has to be done to direct the trucks onto Villa Road. He is looking into a lighted sign, but he also recommends channelizing the traffic with a right-turn without stopping and a stop-through lane on westbound Hwy 219. He thinks this will make it clear to the traffic that Hwy. 219 turns into Villa Road. He will get back to me in a couple of weeks."

Item was continued to next meeting.

B) Stop sign request at East 11th and Willamette

This request was made by Glenn Bailey of East 11th.

Mr. Bailey's concern which initiated the request for a stop sign was the fact that there is an excessive amount of speeding vehicles in the area. Since Mr. Bailey's request for a stop sign, Sgt. Dave James and other officers have worked radar at that location, and the problem of speeding vehicles in that area at this time has been reduced.

The request for the stop sign was denied.

3). NEW BUSINESS

Linda Miller, 1009 Sitka, had a complaint regarding heavy traffic from the high school (before school, lunch hour, and after school). Her complaint results from the high school kids speeding through the residential areas in an attempt to get around the other traffic created by the school hours.

It was explained to Ms. Miller that Larry Anderson who could speak directly about her problem was on vacation, but that it was the Traffic Safety Committee's understanding that Elliott Road was going to be widened substantially and a traffic light installed at Hwy 99 and Elliott Road. By doing this, the traffic problems that are occurring should be resolved. It was noted also that the high school has mentioned opening up the back gates so some of the high school traffic could be rerouted from that area.

Doris Brandt, Chairperson, suggested that Linda Miller send a letter to the high school voicing her concerns, and requested Linda Miller address the Traffic Safety Committee just before school begins so that Traffic Safety could also send a letter explaining their concerns regarding this matter.

**A). Request "Children at Play" sign
Aime Miller, 627 N. Grant (538-9500)**

It is Traffic Safety Committee's opinion that the "Children at Play" sign gives the wrong idea to the children who live in such areas that it is okay to play in the streets.

Sgt. James was directed to investigate the matter for Traffic Safety and to check with Larry Anderson to see if another type of wording could be placed on the sign that would advise motorists that children are in the area but not give children a false impression that it was okay to play in the street. Sgt. James will report back to the committee at the next meeting.

**B) Request 25 mph zone posting for Melody Lane
Dorothy Chun, 501 Melody Lane**

The reason for the request is that Melody Lane has now turned into a outlet street instead of a dead-end street, allowing more through traffic on Melody Lane from College Street or Hwy. 219 to North Main Street.

It was moved and seconded that Ms. Chun's request for a 25 mph zone be approved and that the City post a 25 mph zone for that area.

**C) Parking problems created by trucks on 2700 Block East Hancock
Jack Williams (538-0177)**

Jack Williams requested that changes be made for the truck parking next to his business. Mr. Williams was to attend this meeting today, but did not appear.

Mr. Benedict is going to make contact with Mr. Williams and find out exactly what he feels is the problem at his place of business and solicit his ideas on how to change the problem created by trucks parking near his business.

This matter was tabled until the next meeting.

Traffic Safety had several ideas regarding truck parking and is also very concerned about this problem. Traffic Safety has referred this item back to the Community Relations Committee several times, and there has been no action taken by the Community Relations Committee. Traffic Safety addressed the fact that instead of the City providing parking for trucks in the different areas of town, that the city solicit someone private -- perhaps through the Chamber of Commerce -- to provide parking for trucks instead of the City getting into the truck parking business.

Traffic Safety hopes that this can be addressed by the Community Relations Committee and the problem resolved. There have been a number of ideas that have come from Traffic Safety but nothing has come about at this date.

OTHER

Vittoria Way and 99W Intersection

Cars have a hard time seeing the intersection and knowing where to turn

In a memo, Larry Anderson provided the following information for Traffic Safety Committee members.

"One option we looked at was to install a street light on the south side of 99W at this intersection. ODOT says they would prefer to put candle type reflectors around the intersection; it's easier on the driver's eyes and will make the intersection show up better during the day. I agree with them. Will Bradshaw will talk to the District Office to schedule the installation."

There being no further business, the meeting was adjourned.

Sgt. D. T. James, Secretary

TRAFFIC SAFETY COMMITTEE MINUTES
Monday, July 12, 1993
7:00 p.m., Newberg Public Library

PRESENT: Chairperson Doris Brandt; Andy Anderson; Glenn Benedict; Richard McCabe; Bob Andrews; Larry Anderson; Richard Meyers; Russel Pack; Police Chief Bob Tardiff, and D.T. James.

ABSENT: Earl Sandager and Ray Buckley

GUEST: Elaine Smith, 617 N. Grant Street, Newberg; and, Jack Williams, property owner in the 2700 block of East Hancock Street.

1. CALL MEETING TO ORDER

The meeting was called to order at approximately 7:03 p.m. by Chairperson Doris Brandt.

New Police Chief Bob Tardiff was introduced to the members of the Traffic Safety Committee.

2. OLD BUSINESS

**A) Request "*Children at Play*" sign
Amie Miller, 627 N. Grant**

(Item A, New Business, was heard in conjunction with Item A, Old Business.)

**A) Traffic Problems on North Grant
Elaine D. Smith, 617 North Grant**

Representing her neighborhood on N. Grant Street, Elaine Smith expressed the following concerns: (1) the need for a "*Children at Play*" sign for N. Grant Street; (2) a request for a 25 mph speed sign to control speeding in area of Grant Street; and (3) speed bumps for the North Grant area once paving takes place in that area later in the summer. Refer to her letter for a summary of her request.

These issues were addressed by the Traffic Safety members in the presence of Elaine Smith.

First, regarding the "*Children at Play*" sign, it was explained that by allowing the sign in their area, the Committee would be expected to grant all other requests. Further, Traffic Safety feels this type of sign gives the wrong impression to children by allowing them to think that it is okay to play in the street. Request for "*Children at Play*" sign was denied.

Consensus was that if speed bumps were allowed the City could be liable if any damage occurred to vehicles while crossing the speed bumps. Therefore, this request was denied.

The third issue of speed signs was addressed. Larry Anderson of the Engineering Department indicated that it was the City's philosophy that if the area is already a 25 mph zone -- as all posted residential areas are -- that the City feels it should not be required to post a speed sign for that particular area. However, Traffic Safety members and Anderson felt it was appropriate to place a 25 mph zone for the speed area coming off of Hwy. 240, speed signs to face south on North Grant Street. Anderson went on to explain to Traffic Safety members and to Elaine Smith that the road construction planned for N. Grant Street in that particular residential area and the way that the street is going to be laid out should eliminate the speeding problem that is concern of the N. Grant residents. Anderson indicated that the intersection of Grant and North Street is designed to cause the motorist to slow substantially before making a turn either east or west bound on East North Street. The request for speed signs was denied.

It was decided that the residents should keep an eye on the problem after the paving takes place on Grant Street and report back to Traffic Safety if there is a factual problem that occurs causing concern for citizens in that area.

**B) Parking problem 2700 Block East Hancock, Jack Williams
Concerns from a business owner in that location**

Jack Williams was a latecomer to the meeting. He explained that truck parking on the north side of Hancock Street (from the intersection of Hancock and Elliott eastbound) created a problem for the businesses that are along that stretch of the roadway, approximately 125 yards in length. Truck parking causes large delivery trucks to have to back into the area to make deliveries to his and other businesses located on that stretch of road. He also indicated that it interferes with other commercial vehicles and their ability to make deliveries.

This was discussed by Traffic Safety members. It was then brought to the floor, moved and seconded, that truck parking be eliminated along this stretch of the roadway. It was also voted that a posting be made, either *Dead End* or *Not An Outlet Street* for that section of roadway.

3. NEW BUSINESS

B) Parking problem at 1700 Carol Avenue

Briefly, it was explained that residents were concerned that too many cars were being

parked in that area, especially on Sundays. Officer James explained that the streets are fairly wide, and that the Police Department would keep an eye on the parking. He suggested that it was not a problem that needed to be addressed by the Traffic Safety Committee at this point in time.

4) MISCELLANEOUS

The Traffic Safety members discussed the waiting period for vehicles at train crossings throughout the city. It was noted that it sometimes takes an extremely long period of time, sometimes blocking traffic 30+ minutes. Officer James and Larry Anderson will attempt to make contact with the train line owner to advise them of the problem and see if they can rectify it.

There was apparent concern on Mission Drive regarding trees blocking the street and the view to oncoming traffic from College Street. This problem will be addressed by Larry Anderson and taken to the property owner.

Regarding the intersection at Hwy. 219 and Villa Road, Larry Anderson indicated that this issue is being studied by the Oregon Department of Transportation.

Directing their concerns to Chief Tardiff, Traffic Safety members again expressed their views concerning the overlap of issues being heard by Traffic Safety and later reviewed again by Community Relations. Traffic Safety members felt that if Community Relations was going to do the same work that Traffic Safety was doing (example going over the same issues) there is not a need for both committees. It is the opinion of Traffic Safety that they are to report to the City Council as written in the bylaws. Traffic Safety members asked Chief Tardiff to come up with a solution, noting that they had already discussed this issue to the City Manager. Chief Tardiff indicated that he would check into this issue and get back to the Traffic Safety Committee. Traffic Safety members were advised that the bylaws indicate that Traffic Safety Committee reports directly to City Council, and that the new proposed bylaws reflect the same.

Submitted by D.T. James, Secretary.

TRAFFIC SAFETY COMMITTEE MINUTES

Monday, October 11, 1993

7:00 p.m., Newberg Public Library

PRESENT: Chairperson Doris Brandt; Andy Anderson; Ray Buckley; Glenn Benedict; Richard McCabe; Bob Andrews; Earl Sandager, Larry Anderson; Richard Meyers; Russel Pack; Police Chief Bob Tardiff, and D.T. James.

I. CALL MEETING TO ORDER

The meeting was called to order at 7:05 p.m. by Chairperson Doris Brandt.

II. OLD BUSINESS

A) Parking problem, 1200 E. Sheridian

Problem caused by students of George Fox College. Larry Anderson will make contact with George Fox College and discuss the parking problem with them for solutions. He will report back at the next meeting.

B) Parking strip in front of Cameo Theater

Larry Anderson shared with the group the City ordinance regarding parking in front of theaters. Parking is restricted only during open hours.

Larry Anderson will do some research on how to properly mark the area. He will make contact with the owner and advise him that there have been inquiries about changing the parking during other business hours when the theater is not open. Anderson is to report back next meeting.

C) Traffic Safety Grant

A draft was shown to each member and explained by Chief Tardiff. Information regarding radar reader boards was presented for review.

D) Parking problem on East Hancock

A video regarding the problem was shown by Chief Tardiff.

Clarence Fry, Big Dipper Transport (538-2660), voiced his concern regarding painting yellow curbs restricting truck parking spaces on East Hancock, east of the intersection of Elliott Road. Mr. Fry felt this was unfair because there is no space available for truck parking in Newberg.

After some discussion by Traffic Safety members, it was decided not to take any action for 90 days regarding this issue. This would allow Big Dipper Transport to find another parking

location for his trucks. Mr. Fry was also asked to work with the original Complainant Williams regarding this issue. Mr. Fry agreed. A letter is to be sent to Williams regarding the findings of Traffic Safety.

III. NEW BUSINESS

A) Traffic problems on east First Street (Letter from Scott E. Reinhardt)

The letter was read by Chairperson Doris Brandt.

The issues were discussed by Committee members. It was felt that a radar reader board would help with the speeding issue.

Regarding the exhaust brakes (jake brakes), this issue was discussed by members. It was felt signs should be posted prohibiting this type of brake within the City limits. It was moved and seconded to ask the State to place the signs at city limits. Larry Anderson is to make contact with the State.

IV. MISCELLANEOUS

Current Electronics, Inc., 125 South Elliott

Letter to be sent by Larry Anderson, thanking them for their cooperation and help when dealing with the parking issue.

V. ADJOURN

Meeting was adjourned.

Submitted by _____
D. T. James, Secretary

MINUTES OF THE TRAFFIC SAFETY COMMISSION

Monday, November 15, 1993

7:00 p.m., Newberg Public Library

(The regular meeting of Monday, November 8th, was rescheduled to November 15th.)

PRESENT:	Doris Brandt, Chairperson	Russel Pack
	Vernon (Andy) Anderson	Bob Andrews
	Glenn L. Benedict	Earl Sandager
	Richard Meyer	Richard McCabe

STAFF

PRESENT: Police Chief Bob Tardiff
Sgt. Dave T. James
Larry Anderson, Engineering
Mary Newell, Secretary

I. CALL MEETING TO ORDER:

Chairperson Doris Brandt called the meeting to order at 7:00 p.m.

Motion: Sandager/McCabe to approved the minutes of Monday, October 11, 1993, as written. The motion passed.

II. CONTINUED BUSINESS:

Reports from Larry Anderson:

A) Parking problem, 1200 E. Sheridan

Larry Anderson said parking in the vicinity of George Fox College is an issue which should be reviewed. He said he spoke with Clyde Thomas, Director of Maintenance at George Fox College, who felt the issue could be dealt with by enlisting the aid and cooperation of the students. Larry and Mr. Thomas will meet and prepare a map identifying the problem areas. He suggested the City post the area opposite the driveway at 1200 E. Sheridan, in the meantime. Larry Anderson asked that the Fire Department be included in the planning of a parking plan because of emergency vehicle access.

Action: This matter was continued to a later date. Staff to prepare maps identifying problem areas.

B) Parking Strip, Cameo Theater

Larry reported that he had contacted Bob Francis, who is not opposed to allowing parking in front of the theater during non-business hours as long as parking is not allowed during the hours of 7:30 p.m. - 11:30 p.m. Mr. Francis indicated his main concern is damage to his marquee

due to trucks parking in front of the theater. Larry said the marquee and the light poles show some damage. He agreed that the potential is there for damage to the marquee if truck parking is allowed in front of the theater.

Mr. Sandager suggested the appropriate group to discuss the marquee issue might be the sign/design review committee.

There was discussion regarding truck parking in front of the Cameo Theater. Mr. McCabe said the lack of a curb creates a problem. Larry Anderson indicated the curb is painted yellow. Larry suggested that something akin to a curb detector be installed on the marquee to alert trucks that they are dangerously close to the marquee.

Responding to a suggestion to post the area with a no parking for trucks, Chief Tardiff said it would be an unusual posting if the sign limiting parking also included no parking for trucks. He said liability might be another issue for consideration. After discussion, this suggestion was abandoned.

Motion: McCabe/Andrews to post a sign in front of the Cameo Theater indicating there is *No Parking* allowed during the hours of 7:30 pm to 11:30 pm. Motion carried.

**C) Traffic Problems on East First Street
Sign Posting for Exhaust Brakes**

Larry Anderson indicated he spoke with John Graftsman, State Highway Maintenance Engineer, for District 2. Mr. Graftsman said the State had enacted a new law which outlaws unmuffled exhaust brakes. The State will post signs at ports of entry into the state indicating that it is illegal to have an unmuffled exhaust brake in the State of Oregon, along with postings in truck stops and articles in publications for trucking associations. The law went into effect November 4, 1993. Larry indicated there was no decibel levels attached to the law, but felt it would reduce the number of complaints.

Action: No action required due to legislation initiated by the State.

III. NEW BUSINESS:

A) Receive report and set public hearing on request of Brenda Diedrich and Open Bible School to allow a crosswalk across N. College Street at Aldercrest Drive and relocation of two speed signs.

Larry Anderson advised that Committee's decision on this matter will be in a form of recommendation to the state, and that the City cannot on its own, initiate these changes. Larry said he spoke with the State to determine what procedure is required in order to accomplish this

request and was advised the following:

Crosswalk:

The State needs a request from the school and the City's agreement to the proposal. The State strongly advised that the crosswalk, if approved, be staffed with a crossing guard. Larry Anderson said the City would have to review the crosswalk for access and indicated the map prepared by the applicant appeared a workable plan as far as access from other streets.

Sign postings and speed zone change:

This issue would have to be reviewed by the State Speed Control Board. The State indicated they could extend the 25 mph zone at the request of the City to expand the urban speed. To change the speed from 35 to 40, would require a review by the State Speed Control Board.

Doris Brandt and Dave James indicated the speed zones were just recently changed within the last two or three years.

There was much discussion regarding the locations and frequency of speed signs along Hwy. 219.

Mr. Sandager asked for a count on the number of children expected to use the crosswalk. It was noted that the Open Bible School facility was expanded recently. Larry Anderson suggested the number of children in this area would increase once the Crater School site is developed. Doris Brandt said a crosswalk at this location had been discussed by the Transportation Department of the School District, but had been dropped because they felt it would create a dangerous situation.

Responding to a question from Mr. McCabe, Sgt. James indicated the area is not posted as a school zone.

Andy Anderson suggested the school might reconsider their request when advised of the need for a crossing guard and the danger to pedestrians using the crosswalk. Concerns expressed were (1) a child's false sense of security that cars will always stop at a crosswalk; (2) weather conditions which hinder visibility; (3) high-speed traffic associated with a State highway; and (4) periods where the crosswalk will not have a guard to control the crosswalk. Chief Tardiff suggested Larry Anderson meet with Open Bible School to discuss the need for a crossing guard. Consensus was that Oregon Bible School could hire a crossing guard to escort children across the street without a crosswalk being painted on the roadway. There was some discussion regarding training for crosswalk guards.

Committee discussed erecting a lighted sign to warn that children and crosswalk are ahead.

Larry said he would investigate what requirements are required to install such a sign, but felt the State would install the signs and paint the crosswalks.

Sgt. James cautioned against setting precedence for other schools in the area who might be contemplating installing crosswalks.

Chief Tardiff felt that the decision on this matter will be a recommendation from the Traffic Safety Commission to the State and need not go to Council; however, he will check the ordinance for confirmation.

Motion: Sandager/Anderson to set the public hearing on this issue for December 13th, the public hearing to commence at 7:30 p.m. The motion carried.

B) Receive communication of C. S. Lewis Community School regarding dangerous intersections at So. College and Second and So. College and Third Streets, and set a public hearing.

Chief Tardiff said this matter is before the Traffic Safety Commission because of the number of accidents at 2nd and College was excessive, creating a dangerous situation for the public. He suggested making the intersection a four-way stop. Larry Anderson confirmed five accidents in one year and one the following year at the intersection of So. College and Second Street. Larry said he felt that stopping traffic on Second Street by installing a four-way stop would impact traffic significantly.

Sgt. James suggested it would be more appropriate to make it a three-way stop, with yellow curbs to open up the visibility, in order to accommodate the amount of traffic feeding So. College. Chief Tardiff responded that the concern with a three-way stop, is citizens tend to assume it is a four-way stop.

Andy Anderson expressed concern that a four-way stop would back up traffic towards First Street. Larry Anderson concurred, stating the amount of southbound traffic feeding onto So. College is significant and will do a volume count to determine the amount of traffic. Larry Anderson questioned whether drivers running through a yellow light on 1st could come to a full stop at College and Second Streets.

Consensus was that there is sufficient justification to allow crosswalks at the intersection. Larry Anderson advised that two crosswalks is preferred.

There was general discussion regarding parking and loading zones in the area of C.S. Lewis Community School. It was noted that a request by the church for a loading zone had been denied in the past. Chief Tardiff said Mr. Poole felt adequate parking was available in the area and had suggested creating loading zones as a way to increase visibility for cars. It was noted

that creating a loading zone would eliminate double parking at the site.

Larry Anderson will prepare and distribute a report addressing the issues of traffic volume, loading and parking zones, and parking before the next meeting.

Motion: Andrews/Sandager to set the date of the public hearing for December 13, 1993. The motion carried.

Richard McCabe raised the issue of designating the area of the east side of No. Springbrook Road, from the corner of Hwy. 99W to the entrance of Springbrook Plaza at Payless Drug Store, as a *No Parking* area. He expressed concern that trucks parking along this stretch of road block visibility.

Larry Anderson advised that this issue will be reviewed as part of the design review process at the time Mercury Development develops the last commercial pad of Springbrook Plaza.

Larry suggested Committee consider creating left and right turn lanes from Haworth onto No. Springbrook Road. He noted another area for concern is cars using the far right side of So. Springbrook as a right-turn lane onto westbound Hwy. 99W. He advised that this is another issue to be considered at the time of commercial development at the intersection.

General discussion followed. Various options for parking and turn lanes for Haworth were explored. Consensus of Committee was for turn lanes on Haworth be developed immediately. Larry Anderson concurred.

Motion: Andrews/McCabe moved to direct Engineering develop a plan for right hand and left hand turn lanes marked back as many feet are appropriate on Haworth at the intersection of Haworth and Springbrook.

Chief Tardiff advised that Ordinance requires a public hearing be held when deciding on traffic lanes.

Motion: Andrews/McCabe to amend their motion to have the matter scheduled for a public hearing. Motion carried.

IV. OLD BUSINESS:

Chief Tardiff said the City Manager has suggested the Traffic Safety Committee revisit the issue of truck parking in the City of Newberg. It was noted the ordinance needs to be updated.

Chief Tardiff offered to do some research on this matter and report back to Committee at a later date.

Chief Tardiff advised that the new ordinance for Traffic Safety requires the drawing of lots to determine expiration dates for terms of office. Committee drew lots and the following terms were established:

Vernon Anderson, term to expire 12/31/94
Glenn Benedict, term to expire 12/31/94
Richard Meyer, term to expire 12/31/95
Russel Pack, term to expire 12/31/95
Bob Andrews, term to expire 12/31/94
Doris Brandt, term to expire 12/31/93
Earl Sandager, term to expire 12/31/93
Richard McCabe, term to expire 12/31/93
Ray Buckley, term to expire 12/31/95

V. COMMUNICATIONS FROM THE FLOOR:

No communications from the floor.

VI. ADJOURN TO NEXT MEETING:

Motion: McCabe/Meyer to adjourn.

Meeting was adjourned at 8:25 p.m.

Submitted by:

Mary Newell, Secretary

MINUTES OF THE TRAFFIC SAFETY COMMISSION
Monday, December 13, 1993
7:00 p.m., Newberg Public Library

PRESENT:	Doris Brandt, Chairperson	Russel Pack
	Vernon (Andy) Anderson	Bob Andrews
	Glenn L. Benedict	Richard McCabe
	Richard Meyer	

ABSENT: Earl Sandager

STAFF Police Chief Bob Tardiff
PRESENT: Sgt. David T. James
Larry Anderson, Engineering
Mary Newell, Secretary

I. CALL MEETING TO ORDER:

Chairperson Doris Brandt called the meeting to order at 7:00 p.m.

There being no corrections, the minutes of Monday, November 8, 1993, were approved as written.

II. OLD BUSINESS:

Chief Tardiff advised Committee that he met with Marsha Garrick, Superintendent of Schools, to discuss traffic around Newberg High School. Ms. Garrick confirmed that the School District plans to move the main high school entrance from Elliott Road to either Emory or Deborah Road. Noting that the Engineering Department has set aside funds for widening Elliott Road, he suggested she contact the Engineering Department to discuss this matter before unnecessary work is done by the City.

Regarding the Crater Lane school site, Chief Tardiff said the School District plans to conduct a traffic study of the area and will meet with Traffic Safety to discuss the development of a traffic plan for around the school site.

Chief Tardiff reported that the grant application for the radar reader board had been approved.

Andy Anderson suggested Committee watch closely how ODOT handles the traffic project being planned by the City of Forest Grove to redirect traffic around downtown Forest Grove.

Regarding truck parking on Hancock, Chief Tardiff reminded Committee that Big Dipper

Transport has until the first of the year to find alternate parking.

Mr. McCabe asked when a public hearing will be scheduled on the issue of lane striping on Hancock at Springbrook. Larry Anderson explained the process Engineering will take on scheduling this matter and any future issues involving the establishment of lanes or changing the traffic flow. Larry said Engineering will first do an engineering analysis: traffic counts, traffic movement to see how the lanes would be designed, and parking. This analysis will then be presented to Committee, with a recommendation. At that time, Committee can establish a public hearing date, if necessary.

Regarding this particular issue, Larry confirmed that he would be able to make a recommendation at the January meeting, and a public hearing on the elimination of parking spaces could be set.

A complaint relating to noon-time traffic in the Sitka-Hayworth-Hewlitt area was reported. Chief Tardiff said citations were issued in the area of Hawthorne Loop, but felt activity in that district had been quiet.

Larry Anderson asked Committee to take into consideration the amount of staff time required to meet deadlines when setting meeting dates or public hearings. He suggested scheduling public hearings on a quarterly basis.

III. PUBLIC HEARINGS:

A) 7:30 time certain

Public hearing on request of Brenda Diedrich and Open Bible School to allow a crosswalk across N. College Street at Aldercrest Drive and relocation of two speed signs.

There being no abstentions or objections to hearing this issue, Doris Brandt opened the public hearing.

Larry Anderson presented the staff report. Larry explained that since it is a State Highway, the City can only make a recommendation to the State. He said the Oregon Department of Transportation (ODOT) strongly recommends that an adult crossing guard be required to monitor the crosswalk during school hours. Anderson suggested meeting with school staff to work up a traffic plan and school route children will follow to keep to one side of the street. This plan will be submitted to ODOT, who will then survey the site to see if a crosswalk is appropriate for the proposed location. If so, ODOT will proceed with a traffic and speed study. He advised that ODOT will not allow a speed zone change for a school crossing. Instead, he said, they will post a *20 mph When Children are Present* sign at the crosswalk. He cautioned that if a statistical analysis is done on traffic, it is possible that ODOT would increase the speed. He

explained that ODOT's determination is based on an 85 percentile of the speed of traffic in the area, and then adjusts the traffic to that speed.

Larry indicated that with the painted crosswalk on the highway and an adult crossing guard, he felt it would be a safer crossing for the children. He warned that the State Highway Department could revoke the crosswalk if they find the crosswalk does not have a crossing guard during school hours.

Andy Anderson asked Mr. Vaughan how many children cross at the proposed crosswalk location. Mr. Vaughan confirmed that Open Bible does not have a school bus, but that a public school bus stops at that location. It could not be determined whether the children exiting the school bus had to cross College Street. Mr. Vaughan or Ms. Diedrich will notify Larry Anderson of the number of children crossing the street and where the school bus stop is located.

Mr. McCabe asked Larry to confirm the location of the proposed crosswalk, as he was concerned that children would have to walk down the edge of the road. Larry Anderson indicated Staff would align the crosswalk with the sidewalk on Aldercrest.

Proponent Larry Vaughan, Principal, Open Bible Christian School, 1605 N. College, indicated the school would comply with the requirement for an adult crossing guard at the crossing.

Brenda Diedrich, 1621 Trestle View Court, speaking in favor of the proposed crosswalk, cited safety of the children as her primary concern for the need for a crosswalk.

Larry Anderson said Staff's recommendation is to pursue the crosswalk and meet with the school to develop a traffic plan. Then City staff will submit the plan to ODOT for them to do their traffic study to see if a crosswalk is warranted in the proposed location.

To clarify, Larry Anderson said the plan submitted to ODOT would include the location of the proposed crosswalk, signage, a map of the area, proposed pedestrian route the children would be taught to take to access the crosswalk, and the number of children using the crosswalk during school hours. The number of children using the crosswalk would include all children using the crosswalk, not just students of Open Bible School.

Motion: Russ Pack/Dick Meyer to close the public hearing. The motion carried, and Chairperson Brandt declared the public hearing closed.

Bob Andrews asked if the Newberg School District allows private schools to use public school buses. Glenn Benedict confirmed that students at C.S. Lewis use public school buses to get to school.

Andy Anderson expressed concern regarding the danger inherent with creating a crosswalk on

a state highway in a semi-rural area. Cited as potential dangers were (1) lack of knowledge that a school is located in the vicinity, (2) speeding traffic, (3) individuals depending on the crosswalk for safety, (4) hours crosswalk is not monitored, and (5) lack of attention by drivers very familiar with the area. It was noted the crosswalk in Dundee is located at a light and is entering a residential area where drivers expect to slow their speed. The proposed crosswalk does not have these indicators prior to the crosswalk.

Sgt. James raised the issue of installing a lighted sign prior to the crosswalk. Larry Anderson said the State would install two warning signs, a sign before the crosswalk and a sign at the crosswalk. He said ODOT did not usually install lighted signs, but a flashing light or other requirements could be included in the City's recommendation.

The types of signs suitable for identifying the crosswalk and schools received considerable discussion.

Dick McCabe suggested painting the word "SCHOOL" on the pavement surface in large letters.

Bob Andrews asked whether ODOT could provide any history on the effectiveness and safety of crosswalks in semi-rural areas based on their experience and research. Staff indicated the request would be weighed against other similar requests.

Motion: McCabe/Anderson moved to accept the Staff recommendation to pursue the crosswalk and meet with Open Bible School to develop a traffic plan to submit to the Oregon Department of Transportation so ODOT can commence with their traffic study to determine if a crosswalk is warranted in the location of No. College and Aldercrest Drive.

Amendment to Motion: For clarification, Bob Andrews asked if the motion includes the proviso that the crosswalk have an adult crossing guard during school hours. The amendment was so moved. Upon being put to the vote, the motion as amended passed.

B) Public hearing on request of C.S. Lewis Community School regarding dangerous intersections at So. College and Second and So. College and Third Streets.

There being no abstentions or objections to the jurisdiction on this matter, Chairman Brandt opened the public hearing.

Larry Anderson presented the Staff Report. He explained that from an Transportation/Engineering standpoint, four-way stops are used mainly to even the flow of traffic through high-volume intersections with streets having nearly the same traffic. Visibility problems are not considered ample reason for four-way stops. Drawing Committee's attention to the Multi-way Stop Investigation worksheet, Anderson noted the intersection did not warrant

a four-way stop based on the point calculation done by the Engineering Department. Larry said the analysis done by Engineering does not take into account the number of near-miss accidents since they cannot be accurately determined. Based on their investigation, Staff recommends painting the crosswalks and posting the limited parking around the school as requested. Staff does not recommend putting in a four-way stop at the intersection of So. College and 2nd Street.

On the contrary, Chief Tardiff suggested that the unique characteristics of the intersection at So. College and 2nd Street make it suitable as a four-way stop. He stated he agreed that there needs to be a standard process for evaluating the need for stop signs. However, equally important is the need to provide for citizens' safety. Citing the excessive number of accidents at the intersection, the poor visibility, and the fact that both streets are through-streets (in his opinion), he contends that these factors form a logical foundation for creating a four-way stop at the intersection. In summary, Chief Tardiff said he considers the intersection unsafe and recommends it be made into a four-way stop.

Sgt. Dave James informed Committee that most accidents are caused by a failure to yield because drivers cannot see vehicles approaching in the intersection. Larry Anderson said that on a daily basis approximately 3,000 vehicles travel north & south through the intersection on College, and 2,000 east & west on 2nd. Chief Tardiff noted that the traffic volume is fairly even, meeting one of the criteria of the analysis.

Andy Poole, Principal, C. S. Lewis Community School, P.O. Box 938, spoke in favor of creating a four-way stop at the intersection. Noting that most of his students cross at 3rd, he concurred that crossings at 2nd and College would create a feeling of security for pedestrians using that intersection during school hours. The crosswalks would steer children to the corner, keeping them from crossing in the middle of the street. He suggested that by requiring drivers to come to a complete stop, it would allow ample time to determine if vehicles were coming from another direction and thereby avoid a collision. Mr. Poole suggested this intersection could be compared to the four-way stop intersection at Blaine. Citing the reduced amount of traffic, Larry Anderson said it is not comparable.

As a concern, Mr. Poole asked Chief Tardiff to aggressively enforce traffic laws as they relate to vehicles stopping for pedestrians in a crosswalk.

In summary, Poole reiterated his support for the four-way stop, crosswalks, and posting the limited parking. In addition, he requested school signs be posted in the area.

Responding to a question from Mr. Benedict, Poole indicated that teachers escorted children across the crosswalks during school hours.

Larry Anderson indicated the speed limit is 25 mph in this area, and did not think reducing the speed limit to 20 mph would stop vehicles from drifting through the intersections. Consensus

was that speed is not the issue as most vehicles are almost stopped as they proceed through the intersection.

There was some general discussion regarding the intersection of 2nd and Blaine. Sgt. James indicated there were several accidents with the train prior to the intersection becoming a four-way stop due to failure to yield. Chief Tardiff indicated there is a similar circumstance due to lack of visibility because of the Buckley building.

Larry Anderson advised Committee that the City Council will have to amend the stop sign ordinance if Committee chooses to create a four-way stop at the intersection of 2nd and College. In summary, Larry Anderson said he does not recommend the four-way stop because he feels it will be stopping an additional 3,000 cars a day that would otherwise not have to stop.

Chief Tardiff, in summary, said a four-way stop is worthwhile if it prevents five to six accidents a year.

Dick McCabe suggested stop signs on College, allowing 2nd as a through street. Larry Anderson suggested the visibility issue would not make this a viable option. Also, the proposal would require that signs be posted to advise of a traffic change ahead.

Responding to Dick Meyers' concern over safety of pedestrians, Chief Tardiff indicated that a four-way stop would allow greater opportunity to see pedestrians in the crosswalk.

It was noted that a tractor, without trailer, frequently parks near the intersection which obstructs visibility for vehicles approaching the intersection.

There was general discussion regarding crosswalks. Chief Tardiff advised that by law there is a crosswalk from corner to corner at a stop sign, whether painted or not. Larry Anderson confirmed that Engineering routinely only paint crosswalks around schools and highways.

Larry will investigate the placement of signs around the private school. He suggested the signs would be placed at the stop.

Motion: Andrews/McCabe to close the public hearing. Motion carried.

Motion: Andrews/Benedict to recommend to the Newberg City Council that a four-way stop be created at the intersection of So. College and 2nd Street, with painted crosswalks, and that Staff come back with recommendation for appropriate signage identifying a school zone. Motion carried, with one vote in opposition (Pack).

IV. NEW BUSINESS:

**A) Request limited parking around 719 E. 1st Street,
Community Development Building (Staff)**

Larry Anderson advised Committee that Staff had discussed limiting parking around the Community Development Building to fifteen minutes but decided to stay with the 2-hour parking. He explained Staff felt fifteen minutes would not allow enough time to conduct business. Currently, the office is utilizing parking spaces in the vacant Lumberman's lot, and a neighboring business has offered to lease some parking spaces to the City. He said they will post the side street for customer parking and have staff park in lot behind.

Motion: Benedict/McCabe to adjourn. Meeting adjourned at 8:20 p.m.

Submitted by _____
Mary Newell, Secretary

TRAFFIC SAFETY COMMITTEE MINUTES

1-13-92

Attendance:

Larry Anderson
Vernon Anderson
Glen Benedict
Roy Buckley

Richard Meyers
Doris Brandt
Dave James
Jerry Fisher

Absent:

Earl Sandager

Russel Pack

(1) Old Business.

(A) Parking Space, 100 Block South Center.

Report by Larry Anderson; Larry indicated that they would remeasure the parking space and repaint the area when it was time for the city to do repainting. He indicated this should take care of the concern by Kathy Caffay (care-taker of the Minthorne House).

(B) Nap's IGA Parking Lot, exits and entries.

Larry Anderson reported that the problem is being addressed by a number of city departments to come up with a workable solution. Nap's has been somewhat obstinate about the problems caused by the parking lot lay-out. Larry will continue to keep the committee updated.

(C) Parking, Hancock Street (truck parking, north side).

This was discussed by Committee members. It was decided to place signs for truck and trailer parking on the north side of the street only, leaving both sides of Hancock open to passenger vehicle parking.

It was also suggested by Committee members to eliminate truck parking from Sitka and Hwy. 219 to Hancock Street, plus moving a "No Parking" space back far enough on Hancock Street to allow traffic to negotiate the turn safely and unobstructed. This was moved and seconded for approval by Committee members.

(2) New Business.

(A) Policy on placement of stop signs.

The City of Beaverton Stop Sign Policy was reviewed by Committee members. This was discussed by members and it was decided to table the item until the next meeting. Larry Anderson is to do some research for the Committee and report back next meeting, so that the Committee can decide on an

appropriate route to take.

(B) 25 MPH signs on South Elliott.

It was approved and seconded to place four 25 MPH signs on Elliott--one near Hwy 99W for persons traveling south on Elliott and one near Second Street for vehicles traveling north on Elliott. The two remaining signs are to be placed north and south of Hancock Street.

(C) Stop Sign, Melody Lane.

Tabled for next meeting.

(D) Speeding vehicle, 1900/2000 block of North Main; speed bumps.

Tabled for next meeting.

(E) Placement of No Parking signs, 1300 Block of North Elliott, near nine-plex.

This was approved and seconded by Committee members to go along with the recommendations of No Parking Signs.

(F) Placement of sidewalks on Eighth Street near Edwards School.

Tabled for next meeting; report back to Committee by Larry Anderson.

Traffic Safety Committee Meeting
MINUTES
February 10, 1992

Present: Vernon Anderson Russel Pack
 Doris Brandt Larry Anderson
 Ray Buckley David T. James
 Rick Meyers

Absent: Jerry Fisher
 Earl Sandager

Guests: David Arnold: Concern regarding traffic problems
 with Wynooski.

OLD BUSINESS:

- A. Nap's IGA parking problem: The traffic Safety Committee has been discussing this problem at the past few meetings. Larry Anderson advised that the problem or concerns have been turned over to the planning department. He advised the planning department is going to take a more of an active roll with the Naps's parking lot problem.
- B. Policy on placement of stop signs: Larry Anderson reported on information from the City of Springfield policy for placement of stop signs. It was agreed by Traffic Safety members that this was the best plan so far for the placement of stop signs. This was moved and seconded for approval by committee members. Larry said he would draw up the needed information for Community Relations.
- C. Stop sign - Melody Lane and Prospect: A stop sign was to be placed at the intersection by the developer. Larry Anderson said this was overlooked by the city. It was agreed by committee members that a sign be placed at Prospect and Melody Lane. This was moved and seconded for approval by Committee Members.
- D. Speeding vehicles: 1900/200 block of N. Main. No action taken, to be monitored by the Police Department.
- E. Placement of sidewalk on 8th Street near Edwards School. Larry Anderson stated he was handling this request through his department (Engineering.) He will be sending letters to property owners and forwarding information to Edwards School.

NEW BUSINESS:

- A. Volunteer for transportation committee. Russell Pack stated that he would do this.
- B. David Arnold of 409 Wynooski voiced his concern regarding the narrowness of Wynooski Street, along with vehicles occasionally running up over his lawn. Larry Anderson explained to the committee members the expense of putting curbs along Wynooski with the expense of widening the street. He stated Bert Teitzel would be taking information to City Council about placing landscaping rocks in this area.
- C. Parking problem - South River Street. Larry Anderson and Dave James will be looking into this and reporting back to committee members.
- D. Mr. Want regarding 1st Street cross walk problems. Larry Anderson and David James will check into this concern and report back at the next committee meeting.
- E. Farm Grow - problems with truck blocking the sidewalk. David James made contact with property owner. They said they would handle the problem.

MINUTES
Traffic Safety Meeting
March 9, 1992
NPD Conference Room

Present:	Glen Benedict	Russel Pack
	Doris Brandt	Raymond Buckley
	Jerry Fisher	Richard Meyers

Absent: Larry Anderson
Vernon Anderson

1. Old Business:

- A. Parking problems, South River Street - held over for next meeting (needed report by Larry Anderson).
- B. First Street cross walk problems (needed report by Larry Anderson).

-Members did discuss some solutions to the problems.

2. New Business:

- A. Karen Pe'A of Jodi Court would like to have slow children playing signs. Committee members felt this was inappropriate because of too many signs being placed on the city streets. They asked that a letter be sent explaining this to Mrs. Pe'A.
- B. Basketball hoops: Concerns about too many basketball hoops being placed on the street. City ordinance states that the hoops have to be approved by the Planning Department. Concerns from citizens that too many of these are causing traffic problems.
- C. School zone signs: This has been discussed and approved by committee members in the past for school zone signs to be placed in appropriate areas. There are concerns that this has not been done yet in such areas as East 6th Street, Elliott Road, north of Haworth Ave, and placement of school zone signs around Central School.

M I N U T E S

Traffic Safety Committee
April 13, 1992

PRESENT: Glenn Benedict; Doris Brandt; Raymond Buckley; Jerry Fisher; Richard Meyers; Russel RPack; Earl Sandager; Sgt. David James; Larry Anderson.

ABSENT: Vernon Anderson.

1) OLD BUSINESS:

PARKING PROBLEM SOUTH RIVER STREET

Approved by committee members that the westside of South River Street be posted as no parking. This would be from the 400 block of South River to the end.

FIRST STREET CROSS WALK PROBLEMS

It was agreed by committee members to leave this as is, with the following exceptions approved by members:

- 1) Change the yellow light to a flashing yellow light that hangs over the crosswalk.
- 2) Change the parking spaces near the crosswalk to compact cars only. this would enable better visibility.

NAP'S IGA SITUATION

Larry Anderson indicated that the city is working on the problem to get things worked out with Naps.

MELODY AND PROSPECT STOP SIGN

This sign is not warranted because it does not fit the stop sign criteria the city is using.

GROCERY EXPRESS PARKING PROBLEMS

The committee approved creating four 15-minute parking spaced near the store. A representative of Grocery Express, Tina Willson, was present at the meeting.

(2)

2) NEW BUSINESS:

STOP SIGNS AT WASHINGTON AND SHERMAN; LINCOLN AND 5TH

This issue was held over until the next meeting so Larry Anderson could give a recommendation.

PARKING PROBLEMS ON HOWARD STREET

In the 100 block of North Howard near Butler's Chevrolet there are some parking problems. The committee agreed the two-hour parking there. Sgt. James has checked the area and found it was already posted two-hour parking, but it needs better positioning of the signs - some of the signs are down.

UPDATE ON STATE HIGHWAY MEETING

Russ Pack gave an update on the State Highway Transportation Committee meeting.

3) MEETING ADJOURNED.

M I N U T E S

**Traffic Safety Committee
May 11, 1992**

PRESENT: Glenn Benedict; Doris Brandt; Raymond Buckley;
Jerry Fisher; Richard Meyers; Russel Pack; Sgt.
David James; Larry Anderson.

ABSENT: Vernon Anderson; Earl Sandager.

1) OLD BUSINESS:

STOP SIGNS AT WASHINGTON AND SHERMAN; LINCOLN AND 5TH

Larry Anderson gave a report to the committee members advising the above request does not meet criteria for stop signs in those locations. Committee members agreed with Larry.

2) NEW BUSINESS:

PARKING PROBLEM: 814 EAST HANCOCK STREET

It was recommended and agreed by committee members that yellow paint be used to highlight the driveway of the business at 814 East Hancock.

UPDATE ON STATE TRANSPORTATION MEETING

Russ Pack gave an update on this meeting.

3) MEETING ADJOURNED.

M I N U T E S
Traffic Safety Committee
June 8, 1992

Present: Glenn Benedict; Doris Brandt; Raymond Buckley; Larry Anderson; Russel Pack; Richard Myers; Vernon Anderson; Dave James; visitor, Dick McCabe.

Absent: Jerry Fisher; Earl Sandager.

1. OLD BUSINESS:

None to carry over

2. NEW BUSINESS:

A. D.T. James presented Newberg Police Department Survey and explained the content and purpose. The committee members are to bring back their ideas and changes if any for the next meeting. Vernon Anderson commented that it is important how and when the survey is presented.

B. Larry Anderson brought the committee members up to date on the Community Relations meeting.

3. Larry Anderson brought the committee members up to date on the city proposal regarding turn lanes at Main and Hancock; and College and Hancock.

4. Russ Pack updated the members regarding the by-pass around Newberg. He indicated there is a lot of rhetoric, but no much more going on.

5. Meeting adjourned.

Submitted by:

David T. James

M I N U T E S

TRAFFIC SAFETY COMMITTEE

July 13, 1992

PRESENT: Earl Sandager, Larry Anderson, Doris Brandt, Russel Pack, Glenn Benedict, Richard Myers, Dick McCabe, Vernon Anderson, Dave James.

ABSENT: Raymond Buckley

OLD BUSINESS:

- 1) Traffic Safety Committee members discussed the proposed Newberg Police Department citizen survey.

Members suggested a number of different options for distributing the questionnaire, but no changes to the questionnaire in itself. Ideas included:

- a) Leave it/ come back next day.
- b) Set up a table at the plaza.
- c) Put it in the water bill.
- d) Put it into the newspaper.
- e) Select or target areas for the questionnaire to be personally distributed, in addition to the mail out.

Committee members felt that the persons who present the questionnaire should be well-informed about the police department and its programs.

Question #2 on the questionnaire: members felt that the presenter should know this program has reduced accidents, etc., due to the motor officers enforcement (performance indicators, etc.)

If the presenter is unable to answer questions, or the concerns that come up, have a follow-up done by police officer or administrator.

NEW BUSINESS:

- 1) Larry Anderson brought the group up to date on Community Relations meeting.
- 2) Doris Brandt read Jerry Fisher's letter of resignation. This brought about some discussion among members, who felt that there should be more feedback from Community Relations Committee.

Submitted by
David T. James

M I N U T E S
Traffic Safety Committee
Sept. 14, 1992

Present: Raymond Buckley, Richard McCabe, Earl Sandager, Larry Anderson, Russel Pack, Richard Myers, Doris Brandt, Dave James, Andy Anderson.

Absent: Glenn Benedict.

Guests: Steve Roberts, 814 Hancock; Paul Wolsten.

The meeting was opened at approximately 7 p.m. in the Newberg Police Department conference room.

NEW BUSINESS:

PROPOSAL FOR 10-MINUTE PARKING:

Mr. Steve Roberts voiced his concern regarding parking problems at 814 East Hancock and the adjacent property, the Coffee Cottage. Roberts' concern is that the customers of the Coffee Cottage are parking their cars in his driveway, blocking his driveway. This has been a continuing complaint by Mr. Roberts.

His solution to the problem is to place a 10-minute parking signs on the east and west spaces on each side of his driveway facing Hancock Street. This would involve two parking spaces.

Committee members agreed with this and voted in favor of 10-minute parking signs.

TRACTOR TRAILER PARKING EAST 5TH and MERIDIAN:

Mr. Paul Wolsten voiced his concern regarding a tractor trailer parking in the area of East Fifth and Meridian streets. he felt that it was a traffic hazard, along with causing problems to the street and curb. Larry Anderson said he would check into the problem as far as street damage goes, and then report back to the committee. He said that he would take appropriate actions against the property owner if damage has occurred.

Committee members felt that the city attorney should research the city ordinance to see if it can be improved to have more teeth to it. Members felt a progressive bail or fine would be appropriate to this problem. Some truck drivers feel that a small parking ticket or tickets is cheap rent to pay.

(2)

TRAFFIC SAFETY ISSUE AT FRED MEYER:

Concern was brought to the committee members regarding poor posting of a sign at a Fred Meyer driveway. There was a concern that a "do not enter" sign should be posted on the east exit across from Newall Road. Traffic is cutting across 99W and entering against the traffic flow that is exiting the parking lot.

It was also suggested that the 45 mph zone be moved farther east for Southbound traffic, due to high speeds coming into the area and not slowing down.

Larry Anderson said that he would talk with state highway and report back next meeting. He said the state is working on changing some things in that area.

Also about crosswalks

MAIN AND FIFTH STREET:

Larry Anderson reported that a stop sign was requested for that area. He said it did not meet the requirements set by the city. However, they are looking at other traffic control ideas for this area.

SPEEDS:

Larry Anderson reported that the state is looking at changing speed on Springbrook to a 35 mph zone.

OLD BUSINESS:

HIGHWAY 219 AND VILLA ROAD INTERCHANGE:

Discussed the need for a turning lane and better posting of signs. Larry Anderson will check with the state and report back next meeting on this matter.

TRAFFIC ISSUES RE: HORIZON CONSTRUCTION PROPOSED APARTMENT COMPLEX:

The question: should the driveways exit onto Hwy 219 or onto 99W? This was held over for the next meeting. Richard Myers will be representing the committee at a meeting scheduled for 9/15/92 regarding this issue. He will report back at the next meeting.

OTHER INFORMATION:

- A. Received and invitation to Community Relations meeting. Andy Anderson said he would go to this meeting on October 1st.

(3)

- B. Larry Anderson said the city is looking into widening Sierra Vista from College to Meridian.
- C. The committee members pointed out they think there should be a school for riding bicycles - do's and don'ts.
- D. Posting of signs for no skate boards and no bicycles: Committee members had a concern that posting has disappeared. They were advised that this being painted onto the sidewalks instead.

Submitted by:

David T. James
Recording secretary

DTJ/jt

M I N U T E S
Traffic Safety Committee
October 12, 1992

PRESENT: Earl Sandager, Larry Anderson, Russel Pack, Richard Meyers, Doris Brandt, Dave James.

ABSENT: Dick McCabe, Andy Anderson, Glenn Benedict.

The meeting was opened at 7:10 p.m. in the Newberg Police Department Conference Room.

OLD BUSINESS:

HIGHWAY 219 AND VILLA ROAD INTERCHANGE TURN LANE:

Larry Anderson reported that the state is looking into the feasibility of this, and is in the process of taking measurements.

TRAFFIC ISSUE: HORIZON CONSTRUCTION:

Richard Meyers reported on the meeting for the Horizon Construction proposed apartment complex. He said that there was a great deal of opposition and it was hard to get much done in the meeting. He said Horizon is looking at other property to see if it would fit into their plans. Another meeting has been set.

PROPOSAL FOR 10 MINUTE PARKING:

A report came back from Community Relations Committee that they have approved a 90-day trial period for 10-minute parking on either side of the driveway at 814 E. Hancock.

TRACTOR TRAILER PARKING E. FIFTH AND MERIDIAN:

Larry Anderson said he checked into this and found the street to be broken down from normal use. Community Relations Committee has not reported back regarding the Traffic Safety recommendation that the city attorney research this issue in order to beef up the city ordinance.

TRAFFIC SAFETY ISSUE AT FRED MEYER:

Larry Anderson reported that the state is looking at changing some of the signing at Fred Meyer to make it less confusing to the motorists.

NEW BUSINESS:

PENDING REPORT ON STATE HWY BYPASS:

Russel Pack reported that the bypass committee is looking at three proposals. At an upcoming meeting, the bypass committee is to recommend one that they feel all parties can live with.

Minutes submitted by David T. James

M I N U T E S
Traffic Safety Committee
November 9, 1992

PRESENT: Dick McCabe, Andy Anderson, Glenn Benedict, Larry Anderson, Russel Pack, Doris Brandt, Richard Meyers, Dave James.

ABSENT: Earl Sandager.

GUEST: Mr. and Mrs. Johnson, 516 S. College, Corinne Adams.

The meeting was opened at 7:05 p.m. by Doris Brandt at the Newberg Police Department Conference Room.

Old Business:

- A. Report by Richard Meyers regarding apartment complex, Horizon Construction. Mr. Meyers reported that there has not been a meeting set up yet. Also stated that Horizon Construction is looking for new locations as building sites.
- B. Report by Russel Pack on recommendations regarding proposals for the bypass committee; Mr. Pack stated that the committee is leaning towards Highway 219 and Mountain View Plan.
- C. Traffic Safety Commission seed money for local project grant. Report by D.T.James gave an overview of the grant. Traffic safety committee members felt bicycle safety would be a good area to work towards. It could be used as a community policing effort in educating bicycle riders. Information will be passed along for approval.

New Business:

- A. Guest Mr. and Mrs. Johnson (516 S. College) presented a request for no parking in above address. This was held over until the December meeting to allow committee members to look at other solutions to the problem. D.T.James will bring a video type of the area for members to observe.
- B. Truck parking in residential neighborhoods. This was held over until the December meeting. D.T.James requested to check with other cities to see how they handle this problem and report back.
- C. Stop sign request for Libra and Crestview. Larry Anderson reported that this does not meet policy on placement of stop signs, set by the city. Committee members agreed with this and denied the request.

- D. Stop sign request for Crestview and N. Meridian. Larry Anderson reported that this does not meet policy on placement stop signs set by the city. Committee members agreed with this and denied the request.
- E. Stop sign at Hoskins and Crestview. Request made to remove right turn permitted without stopping. Committee members felt it best to leave the sign as it is.
- F. Request made from community relations to study driveway obstruction at the entry of Pasquale's restaurant parking lot on Hancock. This will be held over for the December meeting. Report to be done by Larry Anderson and D.T.James.
- G. Request from the owner of the Antique store at College and Hancock for two-hour parking on Hancock in front of her store. This request was agreed upon by Committee members and passed.

Other areas of concern:

- 1. Andy Anderson brought up his concern, as he did at the Community Relations Committee meeting, as to the duplication of efforts by both committee's. Other members voiced the same concern.
- 2. Larry Anderson asked that committee members report back to him regarding street lights out.

Submitted by D.T. James

M I N U T E S
Traffic Safety Committee
December 14, 1992

Present: Dick McCabe, Andy Anderson, Larry Anderson, Russel Pack, Richard Meyers, Dave James.

Absent: Doris Brandt, Glenn Benedict

Guest: Dave Lily, 616 S. Wynooski

OLD BUSINESS:

REQUEST FOR NO PARKING AT 516 SOUTH COLLEGE.

Request denied. Mr. and Mrs. Johnson did not show for this meeting. Committee members felt the area should stay as is. If more "No Parking" was added to the area, committee members felt that it would add more burden to the already over stressed parking situation on E. 6th. St. and College Streets.

TRUCK PARKING IN RESIDENTIAL NEIGHBORHOODS.

Held over for the next meeting. More information to be obtained.

DRIVEWAY OBSTRUCTION AR PASQUALE'S RESTAURANT.

Committee members felt that there was no problem.

NEW BUSINESS:

CONCERN REGARDING SPEEDERS ON WYNOOSKI ROAD. PROPOSAL TO HAVE A SCHOOL ZONE FOR ST. PETERS SCHOOL.

Mr. Lily suggested that the school zone be reposted in area of St. Peter's School. It is now run by C.S. Lewis Schools. 25 mph zone signs posted on Wynooski Road. Higher profile of enforcement by Police. Posting of City signs at city limits on Wynooski Road. Larry Anderson to take of sign posting.

STOP LINE ON DEBORAH ROAD, SOUTH SIDE OF HWY 99.

Larry Anderson to check with the state to make sure this was done.

POSTING OF "NO LEFT TURN" ON CHURCH STREET AND EAST FIRST STREET.

Hazard was explained to committee members. Larry Anderson to make contact with the state to get signs posted.

STOP SIGNS: ARE THEY HELPING OR HURTING?

Larry Anderson explained to the group the differences of a stop sign verses yield signs. Anderson stated to use yield signs instead of yield signs when most applicable.

Submitted by: David James

MINUTES OF THE TRAFFIC SAFETY COMMISSION
Monday, January 10, 1994
7:00 p.m., Newberg Public Library

PRESENT:	Doris Brandt, Chairperson Vernon (Andy) Anderson Glenn L. Benedict Richard Meyer	Russel Pack Bob Andrews Richard McCabe Earl Sandager <i>Terry Fisher</i>
STAFF	Police Chief Bob Tardiff	
PRESENT:	Sgt. David T. James Larry Anderson, Engineering Mary Newell, Secretary	

I. CALL MEETING TO ORDER:

Chairperson Doris Brandt called the meeting to order at 7:00 p.m.

- A) Review and approve minutes of Monday, December 13, 1993

Motion: McCabe/Pack to approve the minutes of Monday, December 13, 1993, as written.
Motion carried.

- B) Nominations and election of chairperson of the Traffic Safety Commission

Chairperson Doris Brandt entertained motions for the nomination for chairperson of the Traffic Safety Commission.

Motion: McCabe to nominate Bob Andrews as chairman of the Traffic Safety Commission.
Bob Andrews accepted the nomination.

Motion: Sandager/McCabe moved, seconded and carried to close nominations. The vote was unanimous, and Bob Andrews was elected as chairman of the Traffic Safety Commission.

Thanking Doris Brandt for her excellent leadership, incoming Chairman Bob Andrews took over the meeting. Chairman Andrews asked for nominations for the position of Vice Chairperson.

Motion: McCabe/Sandager moved, seconded to nominate Dick Meyers as Vice Chairperson.

Motion: Brandt/Benedict moved, seconded and carried that nominations be closed. The vote was unanimous, and Dick Meyers was elected as Vice Chairman of the Traffic Safety Commission.

arrange for parking space.

Larry Anderson indicated he expressed to Mr. Fry that the Commission feels strongly that the roadway be kept clear for business use. Staff feels Mr. Fry has had ample opportunity to find alternate parking and the area should be posted no parking for trucks.

Earl Sandager indicated he would like to avoid posting the area as no parking if only one individual is causing the problem.

Commission directed Larry Anderson to send Mr. Fry a letter and get his response to report at the next meeting on February 14, 1994. If necessary, a public hearing to post the north side of Hancock as *No Parking* will be scheduled if no action has been taken on the part of Mr. Fry.

III. NEW BUSINESS:

A) Traffic Complaint

Unsafe intersection at Fourth and River ~~Road~~ *Street*

Ms. Lillian Litfin, 1314 E. Seventh Street, addressed the Traffic Safety Commission. She said she wished to keep 6th Street as a through-street across River. Her request was to install signage under the stop sign identifying 6th Street as a through-street. She said drivers assume the intersection is a four-way stop. The same confusion occurs at 4th and River Street, but her concern lies with the intersection of 6th and River.

Bob Andrews turned Committee's attention to the memo from City Manager Duane Cole.

Mr. Fisher said historically, 6th was a through-street to accommodate school buses and 4th was originally a state highway.

Larry Anderson advised that Staff had done a Traffic Warrant Analysis of the intersection of 4th and River. The study did not warrant a 4-way stop at the intersection, with 11 points out of 28. He confirmed three accidents at 4th and no accidents at 6th. Larry agreed that the through streets are historical, and Staff today would recommend River Road as the through street because River has twice the traffic as 4th and 6th Streets.

Larry indicated signs identifying the intersection as a two-way stop could be added to the stop signposts located on River and 4th.

Dick McCabe asked Staff to identify the types of accidents occurring at 4th and River. Sgt. Dave James reported on the three accidents: one failure to yield; one running a stop sign; and no information was available on the most recent accident.

Andy Anderson and Earl Sandager suggested the Coffee Cottage should educate their patrons on the issue of jaywalking or post a sign to bring the matter to their attention.

It was suggested the matter be addressed in an article in the Newberg Graphic.

No action was taken on this issue.

IV. COMMUNICATIONS FROM THE FLOOR:

There were no communications from the floor.

Chief Tardiff indicated the first budget meeting of the Budget Committee was held. Discussed were projections for revenue for the next five years, which generally do not look too favorable because of reduction in state shared revenue and the tax base has remained constant while costs have risen. He indicated the Budget Committee voted unanimously to initiate the process for obtaining a tax base or levy.

General discussion regarding the radar reader board. Chief Tardiff indicated the \$2500 grant was approved and the City would have to provide approximately \$7000. Doris Brandt said School Bus Services provides grant monies and would be an option to consider.

Bob Andrews raised the subject of the frequency of public hearings. Bi-monthly meetings and quarterly meetings were discussed. Committee decided to hold public hearings when needed, allowing ample time for Staff preparation of reports.

V. ADJOURN TO NEXT MEETING:

There being no further business to come before the Commission, Chairman Andrews adjourned the meeting at 7:51 p.m.

Reported by _____
Mary Newell, Recording Secretary
Traffic Safety Committee

MINUTES OF THE TRAFFIC SAFETY COMMISSION
Monday, February 14, 1994
7:00 p.m., Newberg Public Library

PRESENT:

Bob Andrews, Chairman	Russel Pack
Andy Anderson	Doris Brandt
Jerry Fisher	Richard Meyer
Glenn L. Benedict	

STAFF PRESENT: Bob Tardiff, Chief of Police
Larry Anderson, Engineering
Mary Newell, Secretary

I. CALL MEETING TO ORDER:

Chairman Bob Andrews called the meeting to order at 7:00 p.m.

- A) Review and approve minutes of Monday, January 10, 1994

Motion: Benedict/Pack to approve the minutes as amended. Motion carried.

II. PUBLIC HEARING:

- A) 7:15 p.m. time certain
Public hearing to consider eliminating parking and installing turn lanes on Haworth Avenue at the intersection of Springbrook Road

There being no abstentions or objections to jurisdiction, the Chairman opened the public hearing.

Larry Anderson presented the Staff report. Larry identified the "no parking" area as the west 120 feet from the right-of-way line of Springbrook Road, on both sides of Hayworth. Impact to adjoining property is minimal. Developers are looking to develop the property immediately south, with access on the extreme west end of the property. The left turn lane will accommodate storage of about four cars turning left. The Average Daily Traffic (ATV) through the intersection is approximately 12,000 per day, with about 4,000 turning either from Hayworth or onto Hayworth. The width of Haworth accommodates a left-turn lane. Planned is one stop bar, with arrows indicating traffic flow.

Larry Anderson indicated the manager of Bi-Mart had called to discuss the sketch. After discussion, the manager stated he had no objections to the planned improvements.

Larry indicated the area is a 30 mph zone and would need approximately 230 feet for vision allowance. To accommodate this, Staff recommends the hedges be trimmed.

No testimony in favor or in opposition was presented, and no written communications received.

(2) notify all affected property owners, post the location, and notify Council members. This would promote more community input.

(3) consider all testimony and either affirm the original recommendation or develop an alternative solution.

Citing lack of visibility due to setback, obstructing vehicles and fences, Chief Tardiff said he still considers 2nd and College a problem intersection, noting that another accident has occurred at the intersection since the last meeting. Council is concerned about making the intersection a four-way stop without first trying other alternatives to relieve the problem. Traffic backing up on First Street did not impress Chief Tardiff as a major concern of Council members. Chief Tardiff recommended the Traffic Safety Commission hold another public hearing with a better notification process which will allow for more public input, at which time Commission will consider all options suggested by the City Council.

Russel Pack feels strongly that other options should be considered before making the intersection a four-way stop, but expressed concern that there has been another accident.

~~Jerry~~
~~Andy~~ Fisher said he felt this intersection comes very close to meeting the criteria for a four-way stop, but expressed concern that precedent might be set.

Russel Pack expressed concern that increasing the no parking area from 30 to 60 feet would not make much difference to the traffic entering the intersection. Chief Tardiff said a four-way stop does not increase visibility but allows more time for viewing since the vehicles come to a complete stop, thus reducing the chance for accidents. He confirmed that most accidents at the intersection have been failure to yield.

Andy Anderson voiced concern over eliminating parking so close to the downtown area.

Bob Andrews suggested a no parking area on 2nd would allow for visibility. Larry Anderson said a four-foot fence in the front yard is allowed by Ordinance, except within the vision triangle which is 15 feet from the corner. He indicated the fence could be lowered by 18 inches at the corner and back fifteen feet. Regarding removing a parking space, it was noted the property owner has garage parking.

Chief Tardiff reiterated the recommendations from the City Council and suggested elimination of parking spaces would create more opposition than creating the four-way stop.

Motion: Pack/Brandt to accept Chief Tardiff's recommendation, based on Council's input, to

1. Set a public hearing on the proposed four-way stop and include as alternatives the suggestions to eliminate one parking space on S. College southbound from Second and

stating he feels Mr. Norman has the right to have his merchandise delivered and asked how many deliveries per week are made. Mr. Norman indicated the number of deliveries vary, but average five to ten deliveries per week. Mr. Pack suggested a temporary sign could be erected when deliveries are anticipated. Mr. Norman indicated this was not a feasible solution because deliveries are not on a regular schedule.

Mr. Anderson suggested eliminating a parking space and designating it a driveway.

Chief Tardiff said a public hearing is required on the issue of parking. Noting he feels a consensus on the part of the Commission to grant Mr. Norman's request, Chief Tardiff suggested he could, as Chief of Police, authorize Public Works to remove the parking space temporarily, while the public hearing is scheduled.

Motion: Benedict/Meyer to remove the parking space, pending a public hearing to discuss the elimination of the southernmost parking space on the east side of Meridian Street, south of Hancock Street.

Larry Anderson asked Mr. Norman if he would consider posting the area 15-minute short-term parking in consideration of his own customers. Mr. Norman indicated he would consider short-term parking for the remaining two spaces, but still wants to eliminate the third space. He felt it would also benefit the Coffee Cottage, his neighboring business. Chief Tardiff cautioned that the City currently does not have the personnel to enforce short-term parking. Chairman Andrews indicated the motion would have to be amended to include consideration for short-term parking.

To clarify, Larry Anderson said he meant two-hour short-term parking or 15-minute short term parking. He indicated Staff generally posts 2-hour parking or 15-minute short-term parking. City Staff is attempting to make the entire downtown core area 2-hour parking to encourage merchant parking, preventing employees from using downtown spaces for all day parking. Mr. Pack indicated this suggestion would not be inconsistent with the request. Larry indicated limited parking would eliminate the all-day parking in front of his business and free a space for deliveries. He said occasionally, if the parking space were filled, Mr. Norman would have to back down the alley to make his deliveries.

Mr. Norman indicated he is in favor of short-term parking, but eliminating the southernmost parking space located in the driveway area of the loading bay is his primary concern.

Amended Motion: Benedict/Meyer to temporarily remove the southernmost parking space, pending a public hearing to consider posting the southernmost parking space as "no parking" on the east side of Meridian Street, south of Hancock Street, and consider designating the two remaining spaces short-term 2-hour parking. Motion passed, and a public hearing date was set for April 11, 1994.

Chief Tardiff reporting. This request came through the City Manager's office. The Chief diagrammed the intersection and identified the intersection where the stop sign was proposed. Chief indicated the area has new subdivision developments, a mobile home park and a church. Planned streets have not been built, and the area generally is undergoing extensive development. It was not confirmed whether the stop sign requested was for 2nd Street or Everest. Chief Tardiff expressed concern that the stop sign does not meet existing criteria for installing a stop sign.

Larry Anderson said traffic volume and traffic patterns are changing rapidly due to the heavy development going on in the area. Existing development plans continue development out to the airport. Larry recommended this issue be tabled and looked at more closely when the traffic plan for that area is developed.

Also, Larry indicated the future of 2nd Street is questionable. He reported that the State objected to apartment development on the far east side of 2nd Street, stating they would approve it only if 2nd Street were closed at the highway to become a dead end road. Reasons cited for concern were: (1) 2nd Street crosses a State highway; (2) the difference in elevation, and (3) the amount of traffic entering the Wilsonville Highway on the curve. If the apartments are not approved, 2nd Street will not be closed off.

Larry Anderson will prepare a report and traffic analysis for the April meeting.

- E) Request of Mark Davenport to consider blocking Sheridan to eliminate through-traffic.

Chief Tardiff said traffic on Main Street is using Sheridan Street, a gravel road, to evade waiting for the train, causing increased traffic through the residential district. Chief Tardiff spoke with individuals on the street and their main concern is safety, in particular the children in the neighborhood. The request is to barricade Sheridan so traffic cannot make the transition from Main to 99W to get around the trains.

Tina Lamar, 305 W. Sheridan, neighbor to Mark Davenport, said there are thirteen children residing in the immediate area. She said train traffic is not the residents only concern. Other concerns are teenagers spin out in the gravel and drivers try to avoid stop lights.

Discussion turned to train traffic and the length of time traffic is stopped while waiting for the train to clear the roadways. Larry Anderson said he had discussed track maintenance with them and utility work under the track but has had no contact about the length of time stopped on the highway. He indicated Willamette Pacific is very receptive to communication. It was generally thought the stops were not as lengthy as those for Southern Pacific, but that Willamette Pacific had more trains.

MINUTES OF THE TRAFFIC SAFETY COMMISSION

Monday, April 11, 1994

7:00 p.m., Newberg Public Library

PRESENT:

Bob Andrews, Chairman	Richard McCabe
Andy Anderson	Richard Meyer
Glenn Benedict	Russel Pack
Jerry Fisher	Doris Brandt
Earl Sandager	

STAFF PRESENT:

Sgt. Dave T. James, Police Department
Larry Anderson, Engineering
Mary Newell, Secretary

I. CALL MEETING TO ORDER:

Chairman Bob Andrews called the meeting to order at 7:00 p.m.

A) Review and approve minutes of Monday, March 14, 1994

Motion: McCabe/Brandt to approve the minutes as written. Motion carried.

II. PUBLIC HEARINGS:

A) Public hearing to consider posting the southernmost parking space as "No Parking" on the east side of Meridian Street, south of Hancock Street, and designating the remaining two spaces two-hour short-term parking.

There being no abstentions or objections to the Traffic Safety Committee's jurisdiction on this matter, Chairman Bob Andrews opened the public hearing. The applicant Gary Norman was not present at the hearing.

Larry Anderson presented the Staff report. Directing Commission's attention to the diagram enclosed in their packets, Larry reiterated the request of applicant Gary Norman to eliminate parking in the southernmost space directly across from the loading bay at Norman's Carpets. He advised that the parking space had been posted NO PARKING by barricade. The barricade also provided a notice of hearing.

Based on his observations since the last meeting, Larry diagramed the area. He identified the parking spaces, alley, and buildings for Committee's clarification. He pointed out the two loading bays (Bay 1, nearest the building; and Bay 2, the southernmost bay). He indicated employees use the south wall of the building as head-in parking which also blocks Norman's access to loading Bay 1. There is a continuous curb cut from Hancock to the dedicated alley to the south. Based on his observations, he indicated Bay 2 appears to be the loading bay used primarily for deliveries and he does not see need to eliminate parking.

Larry agreed with Earl Sandager who suggested a right turn out of the loading area would be difficult.

Responding to a question from Dick Meyer, Larry said the alley to the south is almost directly opposite the alley on the other side of the street.

There was no testimony in support of the request.

Steve Roberts, 814 E. Hancock, testified in opposition of the request to eliminate a space. As the owner of the building on the SW corner, Mr. Roberts said he has seen many changes in occupancy of the building housing Norman's Carpets. His opposition is based on the limited parking in the area. He indicated the State will be resurfacing Hancock Street and plans to eliminate all parking (52 spaces) along the north side of Hancock. This, he said, will have a significant impact on parking in the area. He cited the Coffee Cottage located in the next block as needing the parking for business. He supported the recommendation to reclassify the three spaces as 2-hour short term parking because it would eliminate downtown employee parking and provide turnover in the use of the parking spaces.

Staff Recommendation: Staff Engineer Larry Anderson recommended Commission deny the request to eliminate the southernmost parking space and post all three parking spaces on the east side of Meridian, south of Hancock, as 2-hour short term parking.

He indicated this solution would stop downtown employees from using the spaces for all-day parking, thus ensuring rotation of space availability. This would benefit customer parking for Norman's Carpets. Parking spaces would open regularly to provide delivery truck access. Larry recommended designating the spaces as short term parking before taking the more restrictive step to eliminate parking from the downtown area.

There being no further public testimony, Chairman Andrews closed the public hearing and the Traffic Safety Commission entered into deliberations.

Responding to a question from Earl Sandager, Mr. Roberts confirmed that parking is allowed on both sides of Meridian at this location.

Earl Sandager indicated he spoke with Roger Veatch who indicated he had no problem eliminating a space because it could always be restored if Norman's Carpets vacated the building. Earl noted that Mr. Veatch is the son of adjacent property owners C & M Veatch, and was not speaking in their behalf.

Motion: McCabe/Pack to deny the request to remove the southernmost parking space south on the east side of Meridian, south of Hancock, and to designate the three spaces on the east side of Meridian, south of Hancock, as 2-hour short-term parking. Motion carried unanimously.

II. OLD BUSINESS:

A) Staff report on intersection of 2nd and Everest.

Larry Anderson presented the staff report. He indicated a stop sign warrant analysis had been performed and the analysis indicated a stop sign was not warranted in the location of 2nd and Everest, having

received a total of 3 points. 25 points are required. Larry said the intersection has good visibility in all directions, traffic is relatively light although more than the residents are used to, and there is a safe approach speed of 25 mph.

Another consideration was the recent development of the area. It was felt the increase in traffic brought about the inquiry. The area is in a transitional phase and the traffic pattern may change as more development is planned and expected for the neighborhood.

Larry confirmed there are no traffic flow devices at the intersection.

Staff recommendation: Staff does not recommend installing a stop sign or any other type of control device at this intersection at this time.

Chairman Andrews asked Larry if this matter should be reviewed at a later date. Larry indicated there is no need for review during the next stage of planned development. He suggested it would be appropriate for the Commission to revisit the issue of the stop sign when the vacant area behind the mobile home park is developed.

After general discussion on the recommendation, the Traffic Safety Commission ^{postponed} tabled the request pending further development of the area. Item was ~~tabled~~ ^{postponed} with no action to be taken at this time.

B) Staff report on truck parking on East Hancock, east of Elliott Road

Directing Commission's attention to his memo in their packet, Larry indicated he had spoken with Mr. Fry. Mr. Fry indicated he is in the process of purchasing property and will be moving his home and business to Dayton in July.

Larry indicated he had also talked with Mr. Williams who made the original complaint about truck parking, as well as the owner of Newberg Transmission. They indicated the truck parking situation had improved.

Larry said he was not aware that Mr. Fry had been working on his trucks on the street, engine work and welding. This type of complaint is a zoning issue.

It was the consensus of the Traffic Safety Commission to postpone any action on this matter until after July 1994.

C) Continued discussion regarding a request to install a crosswalk across N. Springbrook Road, between Haworth and Aquarius

Chairman Bob Andrews briefly outlined the testimony from the last meeting. He informed Commission members that Commission would at this meeting decide whether Commission wished to pursue the request for a crosswalk to be placed somewhere between Aquarius and Haworth, essentially somewhere in the area of the curve where you can see through from both sides. The Chairman opened the discussion.

Earl Sandager supposed that residents would want to walk to the shopping center. Dick McCabe said the main issue raised by the two ladies was the distance. Bob Andrews continued that the Haworth/Springbrook there was the problem of the added traffic out of the shopping center as well as the T-turn. Aquarius was too far. The ladies were asking for something reasonable in between.

Larry Anderson said putting a crosswalk in the area of the curve further congests Springbrook Road. Staff does not recommend mid-block crossings. He said the problem was the design in the entrance to Springbrook Plaza, the way it is offset from Haworth Street. He indicated this had been discussed in his office when discussing the development of the last pad of Springbrook Plaza. Staff will ask the owner to redesign their entrance to Springbrook Plaza by moving the driveway directly opposite Haworth. This, he said, would clear the intersection and remedy the problem of crossing at Haworth and clean up the intersection. Larry suggested this request would be something which should be handled by the Community Development Director at the time the site plans for the last pad are submitted.

Further, Larry said the Transportation Plan without the northern arterial connection, makes Springbrook Road a 5-lane road if Crestview Drive does not get extended to reach 99W. He said this is an indication of the traffic expected for Springbrook Road in the future. Larry said a crosswalk can be removed if Commission chooses to install one at this time. The Transportation Plan specifically mentions moving the entrance driveway over opposite Haworth as a short-term improvement to improve traffic in the downtown. Once the Plan is adopted by the Council, the authority would be there to require the improvements for new development on the property.

Bob Andrews said more families are moving in on Springbrook Road and adding to the traffic congestion but the City is not doing anything for pedestrian-assisted crosswalks.

Andy Anderson suggested repainting and maintaining the crosswalks at Haworth to increase visibility. Bob Andrews indicated there are no pedestrian-assisted crossings until 99W.

Bob Andrews requested Larry Anderson investigate and report back on the authority the City has in requiring Mercury Development to move their driveway at the time development occurs. Larry said he also develop some scenarios on how the crosswalk could be built and access moved, either voluntarily or involuntarily as development occurs.

Larry indicated he would concur with marking the crosswalks and could also cut in a handicapped ramp on the other side.

Russ Pack asked Larry where he intended to mark the crosswalk. When Larry indicated he close to Haworth, Russ Pack suggested the crosswalk be further up away from the intersection, further north towards the curve.

Larry said most of the confusion is occurring around the Haworth intersection with Springbrook and suggested it might be suitable to move the crosswalk north of Haworth, north of Springbrook Plaza. Russ Pack agreed, noting that vehicles making the turns would not be confronted with pedestrians in the crosswalks immediately. Sgt. James remembered a crosswalk across from the Azalea Gardens. Dick McCabe concurred, noting the crosswalk existed when that entrance to Azalea Gardens was open but the crosswalk was paved over and never repainted.

Jerry Fisher asked who would be liable if a pedestrian were struck by a vehicle while crossing Springbrook at Haworth. Larry speculated it would be the driver. Mr. Fisher suggested there may as well be a crosswalk marked as unmarked.

Larry indicated he would plot conflicts for the intersection, a plan for tracking turns and pedestrian movements. He will bring this back to the Committee. He suggested that the scenario with the crosswalk being painted on the northerly side of Springbrook Plaza will reveal the lowest number of conflicts than the option where the crosswalk is directly north of Haworth Street.

Richard Meyer asked Staff to contact Mercury Develop and request they trim their bushes because the overgrowth is causing visibility problems. Other intersections requiring attention are Hewlitt at Haworth because of overgrown shrubs, and on Second at So. Main for trees obstructing the stop sign. Larry will follow up on these complaints.

The Traffic Safety Commission continued this matter to the next meeting.

IV. NEW BUSINESS:

- A) Correspondence requesting yellow striping on the curbs at the intersection of E. Sheridan and N. River Streets and limiting parking to only one side of Sheridan Street

Chairman Bob Andrews referred Commission's attention to the correspondence from Danya Ochsner of George Fox College regarding this request.

Dick McCabe indicated he drove up around the area and confirmed there is a lot of traffic flowing through the intersection.

Earl Sandager said there are tremendous parking problems at the college. Consensus was that parking around the college is a serious issue, an issue that has been discussed by the Traffic Safety Commission before.

Earl asked if Ms. Ochsner was writing as a representative of the college or on her own behalf as a citizen. Staff indicated this item was put on the agenda but Ms. Ochsner was not notified of the meeting tonight.

Bob Andrews recommended the Commission postpone further discussion on this issue until the next meeting, and directed Staff invite Ms. Ochsner to discuss her request.

Staff was directed to compile the minutes of past discussions and include them in the packet for review before the next meeting. Commission members will take the opportunity to look at the area before the next meeting.

V. MISCELLANEOUS BUSINESS:

Bob Andrews reported the City Council passed an ordinance eliminating the free right turn on Hoskins

at Crestview, and made the intersection at Main and Dayton. He noted one Councilor asked that the Traffic Safety Commission to consider eliminating the free right turn at 4th and River. No action on this request.

Regarding the turn lanes and eliminating parking on Haworth at Springbrook, the City Attorney is reviewing the ordinance to determine if an amendment to the ordinance is appropriate or if the work can be implemented through the administrative power of the Chief of Police. There appears to be a conflict in ordinance.

Bob Andrews raised the issue of trains blocking streets for extended periods, noting he had received a complaint from a citizen regarding traffic delay on Hancock. Staff indicated there had been no contact with the Willamette on this issue. Sgt. James noted a complaint had been referred to Lt. Newland. Commission asked Staff to review this and report at next meeting.

Chairman Andrews asked Staff to include a copy of the ordinance or an executive summary of the ordinance regarding parking of semi-trucks in residential areas in the packet.

Dick Meyer attended a meeting of the Downtown Revival Committee. He reported there is a promotion on May 20th to rediscover downtown Newberg. The group made suggestions to improve the downtown area: crossing guards and speed signs painted on the street. They suggested that there may be funds to support the purchase of a radar readerboard.

Chairman Bob advised that he invited the Downtown Revival Committee to the May meeting to share the results of their survey about traffic and traffic safety issues of the downtown core area.

VI. COMMUNICATIONS FROM THE FLOOR:

Jim Morrison, 717 E. Sheridan, said the Leadership Committee is holding a town hall meeting to discuss transportation issues. He asked Commission for transportation topics which might be appropriate discussion material. Chairman Andrews said the Traffic Safety Commission deals with traffic safety issues, not those of transportation. He suggested Mr. Morrison contact the Community Development Committee for input on transportation issues. He noted the Traffic Safety Commission would offer support at the town hall meeting. Earl Sandager suggested Chairman Andrews represent the Traffic Safety Commission at the meeting. Staff presented Mr. Morrison with a copy of Ordinance No. 93-2354 outlining Commission's responsibilities. Mr. Morrison will advise Commission of the date and topic chosen for the town hall meeting.

As a separate matter, Jim Morrison requested the Commission review the following issues:

- ◆ install yellow curbs on both sides of the crosswalk in front of Mable Rush School to increase visibility. He cited the danger to children walking out from between parked cars on both sides of the crosswalk.
- ◆ install yellow curbs on both sides of the crosswalk on Meridian near George Fox College.

- ♦ the telephone pole on the northwest corner of Fulton and Villa Road obstructs visibility.
- ♦ continue the NO PARKING area on one side of Sheridan Street to improve fire truck access. He noted the street is only 24-feet wide.

Gary Norman, Norman's Carpets, 112 So. College, indicated he was late and missed the public hearing. He asked Commission to review with him their decision. Chairman Andrews advised Mr. Norman that the Traffic Safety Commission denied Mr. Norman's request to eliminate parking, and designated all three spaces as 2-hour short-term parking.

When asked why his request was denied, Chairman Andrews explained that based on the information available at the hearing and presented by Staff, the Traffic Safety Commission decided to limit parking rather than eliminating parking at this time to see if it will accommodate the needs rather than eliminating parking.

Mr. Norman indicated he did not agree with the diagram prepared by Staff. He indicated once the parking space was designated No Parking, employ parking would no longer occur on the south wall of the building because he wants to access Loading Bay 1.

General discussion followed regarding parking, delivery access, and the alley. A question arose regarding the alley; Larry will check to see if the alley is dedicated or vacated. Mr. Norman indicated the area would be his parking.

Chairman Andrews reiterated the decision of the Traffic Safety Commission. He suggested Mr. Norman try the short-term parking to see if it satisfies the needs of his business. If after a trial period Mr. Norman feels short term parking is not the answer, Mr. Andrews suggested Mr. Norman ask the Commission to reconsider their decision.

Larry Anderson asked Mr. Norman to contact Larry at the time the business receives deliveries because Staff might be able to suggest maneuvering patterns accommodate the delivery trucks.

VII. ADJOURN TO NEXT MEETING:

Motion: Brandt/Pack to adjourn. The meeting adjourned at 8:25 p.m. The next meeting is scheduled for Monday, May 9, 1994, at 7:00 p.m.

Mary Newell, Recording Secretary
Traffic Safety Commission

MINUTES OF THE TRAFFIC SAFETY COMMISSION

Monday, June 13, 1994

7:00 p.m., Newberg Public Library

PRESENT:	Bob Andrews, Chairman	Richard McCabe
	Andy Anderson	Richard Meyer
	Russel Pack	Earl Sandager
	Jerry Fisher	Doris Brandt

ABSENT: Glenn Benedict

STAFF PRESENT: Larry Anderson, Engineering
Mary Newell, Secretary

I. CALL MEETING TO ORDER:

Chairman Bob Andrews called the meeting to order at 7:00 p.m.

A) Review and approve minutes of Monday, May 9, 1994

Motion: McCabe/Brandt to approve the minutes as corrected. Motion carried.

II. PUBLIC HEARING:

A) Consider restricting or eliminating truck parking on all or part of the north side of E. Hancock and along Sitka Street, between Elliott Road and Hwy. 219.

Chairman Bob Andrews opened the public hearing.

There being no abstentions or objections to jurisdiction of the Traffic Safety Commission to hear this matter, Chairman Andrews directed Staff to present the staff report.

Larry Anderson, Engineer, presented the staff report. At this location, Hancock Street is 34 feet wide and truck parking is restricted on the south side. Currently, truck parking is allowed on the north side of Hancock. Trucks were allowed to park on both sides of Hancock in the past; however, because cars had difficulty passing between the trucks, truck parking was eliminated on the south side of Hancock. Cars are allowed to park on the south side of Hancock. Accidents have occurred at this location.

Truck parking is an ongoing concern because no truck parking is available within the city limits.

Larry warned that posting both sides of the street may cause the trucks to move elsewhere in town. It is the opinion of Staff that the problem will continue until trucks have a suitable place to park.

If the industrial park were being designed today, the City would require street widths to be 40 to 44 feet wide to accommodate parking and still allow for vehicle traffic flow. The streets of the industrial park were built to residential standards. The 34-foot width of Hancock is a traffic safety hazard because it does not allow for the safe passage of vehicles when trucks and cars are parked along the streets. Future development of sites located within the industrial park will require on-site employee and truck parking.

Staff recommended the length of Hancock be posted to restrict truck parking.

To clarify for Chairman Andrews, Larry confirmed that the south side of Hancock from Sitka to the dead end of E. Hancock is posted "No Truck Parking."

Andy Anderson noted there was parking on the north side of Hancock which does not interfere with businesses on the south side of Hancock. Larry concurred that room was available which would not interfere with access; however, he feels that this issue will be revisited as the area is developed. From a traffic safety standpoint, Larry recommended the area be posted no parking for trucks due to street width and traffic volume.

Earl Sandager requested interpretation of "*restricting or eliminating truck parking*" as contained in the notice. To clarify, Chairman Andrews said based on earlier discussion "*restricting*" refers to all parking and "*eliminating*" will refer to truck parking but allowing other vehicular parking. Mr. McCabe and Mr. Sandager concurred.

Chairman Andrews asked for testimony either in favor of restricting all parking or eliminating truck parking as indicated in the notice.

Dave Ryan, owner of RYCO Manufacturing, Inc., 2410 E. Hancock, spoke in favor of restricting parking on E. Hancock. Noting he had been located in the area for three years, Mr. Ryan began by providing a brief history of the area. He said parking was allowed on both sides of the street at one time, but that truck parking was eventually prohibited on the south side of Hancock. This, he said, caused trucks to park in driveway areas, and his company was forced to off-load on the street. This creates an unsafe condition for vehicles and persons on the roadway.

Using a diagram drawn to scale, Mr. Ryan directed Commissioners' attention to the maneuvering problems created by trucks and vehicles parking on the north side of the street. The area becomes extremely tight and delivery trucks cannot turn into their driveways, causing delivery trucks going to area businesses to off-load in the center of the street. He cited cases where vehicles were

parked unattended for periods longer than 72 hours, which is the time frame a truck can park before being ticketed. He indicated the street is 36 feet wide from curb to curb.

Mr. Ryan requested the yellow curb from the fire hydrant be extended along the north side of E. Hancock down the length and just past his business to keep trucks from blocking the driveways in front of his building and Nascom. His major concern is his blocked driveways.

Responding to a question from Dick McCabe, Mr. Ryan responded that parked cars create the same difficulty as do parked semi-trucks as far as access to the driveways.

Chairman Andrews asked Mr. Ryan to restate his request. Dave Ryan indicated he would request no truck parking be allowed on the north side of E. Hancock from the fire hydrant east to about five feet past his business driveway. He requested vehicles be included in the No Parking area.

At the request of the Chairman, Larry Anderson reiterated the Staff's Recommendation to post both sides of E. Hancock from Elliott Road to Sitka as No Truck Parking.

Jerry Fisher said that if no parking is limited to trucks, it will not help Mr. Ryan because of the cars parking in the area. Larry explained that Current Electronics is parking on the street, but any new development will require on-site parking. He did not anticipate vehicular parking to be a major problem.

There being no further testimony in support or against the proposal, no other agencies offering testimony, and no correspondence, Chairman Bob Andrews closed the public hearing and the Commission entered into deliberations.

There was discussion regarding the parking situation in the area and current parking practices. Andy Anderson noted Staff would like to see no truck parking because of a safety problem, the width of the road. Russ Pack asked Mr. Ryan if he meant to allow or eliminate passenger vehicle parking. Mr. Ryan stated that eliminating vehicle and truck parking in the immediate area would significantly improve his access and maneuverability to his business.

The Chairman said the public hearing notice could be interpreted to mean restricting parking or eliminating truck parking, and for the Committee to include passenger vehicles could be included in the deliberations.

Larry Anderson confirmed that the south side of E. Hancock allows passenger vehicle parking but restricts truck parking.

Earl Sandager suggested that it would be the opportune time to set precedence to allow parking on only one side of the street. He said parking will continue to be a problem as the area develops because all streets are the same width. The streets were not wide enough when they were built.

Motion: Sandager/McCabe to eliminate all parking on the north side of E. Hancock from Elliott to Sitka and the west side of Sitka from Hancock to Hwy. 219.

The motion carried unanimously.

III. NEW BUSINESS:

A) Request for yellow curb markings adjacent to pedestrian crosswalk across from Mable Rush School.

Directing the Commission's attention to their packet, Chairman Andrews indicated a communication from Officer Art Pohl suggested yellow curb markings be painted adjacent to the crosswalk in front of Mable Rush School for better visibility of children walking into the street.

It was suggested vinyl or rubberized materials be used for painting street markings. Noting that street markings do last longer, Larry Anderson said he would investigate the costs associated with this method.

Larry indicated there is no local regulation regarding the setback for this particular crosswalk. Ordinance does provide a 25-foot setback from the crosswalk on Hancock.

Chairman Andrews said there is no restricted parking on Deborah Road. He suggested creating a 20-foot setback on either side of the crosswalk on each side of the street, and questioned whether adequate parking was available if four vehicle spaces were eliminated. Larry indicated that a yellow strip exists at the west end of the sidewalk because of a fire hydrant and driveway adjacent to the crosswalk and said only the east side of the crosswalk would be affected. Consensus was there is adequate parking to accommodate residents, school personnel, and parents stopping to pickup/deliver children to school.

Responding to a question from the Chairman, Larry indicated that an ordinance covers all prohibited parking. He thought parking stripes can be manipulated to accommodate the yellow zone for this crosswalk..

Motion: McCabe/Fisher to yellow stripe both sides of the crosswalk in front of Mable Rush School a minimum of twenty feet on the east and west sides of Deborah Road. Motion passed unanimously.

Larry Anderson will check with the City Attorney regarding administrative decisions and amending ordinances. He will prepare the necessary amendments for the Council on these and future ordinances, if required.

IV. OLD BUSINESS: None.

V. REPORTS:

A) Report on requirements for moving a parking stall adjacent to Norman's Carpets, with possibility of setting a public Hearing (Anderson)

Using an 1984 aerial photograph of the site occupied by Norman's Carpets, Larry Anderson indicated that if a vehicle is parked in the parking stall directly west of the northernmost loading bay, Mr. Norman cannot access the loading bay. After considerable discussion with Mr. Norman, Larry Anderson said Mr. Norman requests the southerly parking stall be moved approximately 30 feet south to the area of the alley. Although Staff felt it would be more difficult for trucks to access the loading bays, Larry recommended Committee move the parking stall per Mr. Norman's request.

Motion: McCabe/Pack to move the southernmost parking stall on the east side of Meridian south of Hancock, south approximately thirty feet to the alley area, maintaining the two-hour short term parking. Motion carried unanimously.

VI. MISCELLANEOUS BUSINESS:

Andy Anderson suggested the vacant U.S. Bank parking lot might be used for parking for downtown employees, the library, etc. Larry Anderson will do some follow-up regarding insurance liability, availability, and will report at the next meeting.

There was general discussion regarding trucks parking and driving through residential areas. Although identified as an enforcement issue, Larry Anderson suggested the economic factors associated with street repair from trucks traveling through residential areas could be brought to the attention of the City Council.

VII. COMMUNICATIONS FROM THE FLOOR: None.

VIII. ADJOURN TO NEXT MEETING:

Motion: Brandt/Fisher to adjourn. Motion carried, and Chairman Andrews adjourned the meeting at 8:20 p.m.

MINUTES OF THE TRAFFIC SAFETY COMMISSION

**Monday, August 8, 1994
7:00 p.m., Newberg Public Library**

PRESENT:	Bob Andrews, Chairman	Richard McCabe
	Andy Anderson	Richard Meyer
	Russel Pack	Earl Sandager
	Jerry Fisher	Doris Brandt

ABSENT: Glenn Benedict

STAFF PRESENT: Larry Anderson, Engineering
Mary Newell, Secretary

I. CALL MEETING TO ORDER:

A) Review and approve minutes of Monday, June 13, 1994

Motion: McCabe/Fisher to approve minutes as written.

II. NEW BUSINESS:

The issue of sidewalk repair was raised. Larry Anderson outlined how Community Development handles sidewalk complaints. Noting that the property owner is liable for repair, he said the city of Newberg can also be named if a lawsuit is filed. The best approach to repair and maintenance of the sidewalks is to section the city, and then systematically repair each section on a rotating basis. Although Community Development is aware of the need for a regular maintenance plan for city sidewalks, budgetary constraints do not allow for a sidewalk inspector.

Discussion then centered on the type of person needed, noting this person could be a volunteer, summer-time college help, or from a labor pool. Larry suggested the individual should have strong interpersonal skills and have experience with concrete work.

Consensus was the Commission could endorse the need for a sidewalk inspector as a Traffic Safety Issue, making a recommendation to the budget committee. Larry Anderson will bring this issue back before the Commission at a later meeting.

It was noted the stop sign at the corner of Hayworth and Sitka is being obscured by a bush.

III. OLD BUSINESS:

Chairman Andrews asked for an update on the following Traffic Safety Commission decisions.

Striping Hayworth at Springbrook: Larry indicated that City crews can not do the lane striping and it will be contracted out. The yellow curbs, however, have been painted.

Mable Rush Crosswalks: Striping on curbs adjacent to pedestrian crossings have been painted.

Parking stall at Norman's Carpets: Currently, work is underway to move the parking stall. There was a delay, but painting is now on schedule.

Painting curbs on E. Sheridan and River: Painting done.

Crosswalks: Crosswalks have been painted. Old crosswalks which will no longer be used will be erased by an outside contractor.

Curb painting on north side of E. Hancock: Painting has not been done. Slated for the next City Council agenda.

Curb painting So. College and Second Street: Painting has been done, however, painters stopped short and it will need to be fixed. Owners of the fence have agreed to let something be done about the fence height. However, Community Development Director has decided to wait to see if paint works well enough, since the fence was originally allowed by the City Planning Department during the building stage.

IV. REPORTS:

Larry Anderson provided all Traffic Safety Commission members with a copy of a Downtown Development Plan that was considered in 1985. Noting that the City Council decided against the plan in 1985, he feels the plan has merit and needs to be revisited. He noted there are several areas that could be modified or redesigned, but was bringing it to Commission's attention for some general input.

Considerable discussion followed regarding traffic alignments, parking, building locations, the vacancy rate, and history of the plan. It was suggested the Oregon Department of Transportation be contacted for their input.

There was general agreement that something must be done about traffic and parking in the downtown area, but no formal proposal was made by the Commission.

V. MISCELLANEOUS BUSINESS:

A) Update on truck parking issue on East Hancock, east of Elliott Street

No further complaints received regarding Mr. Fry parking semi-trucks on E. Hancock.

It was proposed that truck parking be eliminated within the confines of the industrial park. It was suggested that if adopted, a sign be posted at the entrance of the industrial park citing the Ordinance eliminating parking. Consensus was this matter requires more information before taking any action. Larry Anderson proposed preparing a report with maps of the industrial park and submitting a recommendation for review. Commission agreed. Larry will bring the matter back to Commission at a future date.

B) Report on availability of the vacant U.S. Bank parking lot

Larry Anderson reported that U.S. Bank is not interested in leasing the parking space. The bank feels leasing the parking space might complicate selling the building and parking lot.

VI. COMMUNICATIONS FROM THE FLOOR: None.

VII. ADJOURN TO NEXT MEETING:

Chairman Bob Andrews advised that he would not be able to attend the September meeting. It was noted there was little to come before the committee.

Motion: Brandt/McCabe to adjourn to the October meeting unless pressing business is presented requiring a meeting in September. Motion carried, and the meeting adjourned.

Mary Newell, Secretary
Traffic Safety Commission

MINUTES OF THE TRAFFIC SAFETY COMMISSION
Monday, October 10, 1994
7:00 p.m., Newberg Public Library

PRESENT: Bob Andrews, Chairman Richard McCabe
 Andy Anderson Richard Meyer
 Russel Pack Earl Sandager
 Doris Brandt *Glenn Benedict*

ABSENT: Jerry Fisher

STAFF PRESENT: Larry Anderson, Engineering
 Robert I. Tardiff, Police Chief
 Mary Newell, Secretary

I. CALL MEETING TO ORDER:

- A) Review and approve minutes of Monday, August 8, 1994

Chairman Andrews called the meeting to order.

Motion: Benedict/Brandt to accept the minutes as written. The motion carried unanimously.

II. NEW BUSINESS:

- A) Communication requesting right-of-way signs for pedestrians at entrances to one-way grids in downtown Newberg.

Larry Anderson contacted the Oregon Department of Transportation (ODOT) about installing signage alerting to pedestrian crossings. He advised that ODOT's policy is to post signs for pedestrian right-of-ways only in advance of areas where pedestrians are not expected to be in the street area. In this case, ODOT has said they will not allow the city of Newberg to install any type of sign in the right-of-way of Hwy. 99W. This includes overhanging signs, signs painted on the roadway, or signs posted in the right-of-way.

The exception is when the City controls the right-of-way. There are areas within the city limits where the City owns and maintains the right-of-way. Signs may be posted at these points. He noted that ODOT does not recommend signs in any case.

Action: The Traffic Safety Commission directed Staff to identify the areas along Hwy. 99W which may accommodate a pedestrian right-of-way sign under the guidelines, content of what the sign will say, and report the findings at the November meeting.

- B) Petition requesting four-way stops at intersections bordering Central School; enhanced enforcement of the traffic code; no parking zone on the corner of N. Meridian and E. Franklin; prohibit trucks from travelling east-west along Franklin and Sherman; and establish truck routes on N. Blaine Street.**

Chief Tardiff explained that this petition is the result of a neighborhood meeting where citizens discussed and listed their concerns. Chairman Bob Andrews suggested the issues be discussed separately.

Request four-way stops at intersections bordering Central School:

Larry Anderson confirmed that traffic counts exist for this area and he does not feel there would be much impact if four-way stops were installed. He noted that most school pedestrian traffic enters from the west, and that Blaine Street has good visibility and fencing.

Chairman Bob Andrews noted that there can be no action on this portion of the petition without first holding a public hearing. He requested Staff prepare a diagram of the area and identify traffic flow and pattern. He noted he would like to maintain some consistency on school signage.

Russ Pack said he understood the concern about trucks and truck traffic through the neighborhood and around the school grounds.

Following discussion, the Traffic Safety Commission scheduled a public hearing on this issue for Monday, November 14, 1994.

Enhanced enforcement of the traffic code:

Chief Tardiff said the Police Department had contacted this group to discuss their concerns. As a result of their discussions, traffic enforcement has been increased and he has received permission to place the Mobile Traffic Monitor trailer in the area.

Based on Chief Tardiff's report, Chairman Andrews ^{set new} ~~tabled~~ the enforcement issue.

No Parking zone on the corner of N. Meridian and E. Franklin:

There was discussion regarding traffic, width of streets, and parking. Consensus was to approve the request, and cited was the improved situation resulting from painting the curbs at the intersection of E. Sheridan and River Streets.

Motion: Anderson/McCabe to paint 20-foot setbacks at the intersection of N. Meridian and E. Franklin. Motion carried.

Prohibit trucks from travelling east-west along Franklin and Sherman:

Chief Tardiff advised that this issue can be resolved without a public hearing, citing City Ordinance No. 2073 which makes it unlawful to operate trucks exceeding 10,000 pounds on city streets.

"Ordinance No. 2073, Section 1. It shall be unlawful to operate any vehicle with a gross weight of the vehicle and its load exceeding 10,000 pounds upon the streets located within the City of Newberg, excepting those vehicle making retail deliveries to and from persons located within the city limits of the City of Newberg, except upon those streets designated as a truck route ..."

Chief Tardiff suggested posting signs indicating "No Trucks Over 10,000 GVW" on College at the entrances of Franklin, Sherman, and Sheridan streets. It is anticipated this action will cause truck drivers to find alternate routes to their destinations, most probably Blaine. Similar signs have been posted on Collage at the entrance to Foothills.

Larry Anderson said streets in this neighborhood are not built to handle truck traffic.

Following discussion, the Traffic Safety Commission directed Staff to post signs at the entrances of Franklin, Sherman, and Sheridan streets.

Establish truck routes on N. Blaine Street:

Section 9 of Ordinance No. 93-2354 requires a public hearing be held on determining truck routes.

Commissioner Earl Sandager felt that Blaine and Illinois streets should be designated as truck routes. General discussion followed regarding streets which might be used as truck routes to access Main Street, without having to traverse the residential streets around Central Elementary School. Citing its close proximity to Central School, Commission members expressed concerns relating to child safety should a truck route be located adjoining school grounds.

For clarification, Chief Tardiff said trucks are allowed only on College and Main Streets as designated truck routes; however, trucks may take the most direct route to their delivery destination.

Chairman Andrews, stating no consensus of the Commission had been reached to make a decision at this time, requested Staff prepare a report, with recommendations, for consideration at the November meeting. He asked that a map, traffic patterns, restrictions, and truck access to

the industrial area be included in the report.

Earl Sandager suggested allowing time for determining the effectiveness of the signs before truck routes are established. Discussion followed.

By consensus, the Traffic Safety Commission will not take action on the truck route until there is some indication of the effectiveness of the signs to be posted at Franklin, Sherman, and Sheridan streets.

C) Communication from C. S. Lewis Community School requesting yellow areas be designated "loading zone only" between the hours of 7:45 AM and 3:30 PM, Monday through Friday during the school year.

Mr. Poole, principal of C. S. Lewis Community School, addressed the Traffic Safety Commission. He explained that when the Traffic Safety Commission voted to paint the yellow curbs along the school frontage, his original request was to create a loading zone during school hours. At the time, the Commission did not include the loading zone area in their decision. At this time he requests the area be designated as a loading zone during school hours. This loading only zone would eliminate vehicles from parking in the yellow zone. Principal Poole also requested signage be installed on all approaches to school grounds indicating motorists were entering a school zone.

Chief Tardiff indicated this loading zone would be a lesser restriction than currently designated for the area and could be decided upon without a hearing.

For clarification, Chairman Andrews restated the request: (1) designate yellow areas as "loading zone only" during school hours, thereby allowing parking at all other hours; and (2) school zone signs at all approaches to the school.

Larry Anderson, noting the roads had just been coated with a slurry seal, said crosswalks will be painted as soon as possible.

Chief Tardiff said it makes sense to allow parking after school. He recommended maintaining a two-space setback from the intersection. The loading zone could be achieved by posting signs which state, "No Parking between Signs between the hours of 7:30 a.m. to 3:30 p.m."

Regarding signage, both Chief Tardiff and Larry Anderson addressed this issue. State statute does not allow posting school zone signs for private schools. Larry Anderson indicated this was because the State could not use federal funds for private use. Another consideration is the change of speed when signs are placed, from 25 mph for a residential area to 20 mph for a school zone. Any change in speed zone requires a public hearing.

Responding to a question from Russ Pack, Mr. Poole indicated the only signage identifying the location as a school is the name on the school building. He noted that all other schools have school zone signs. His request is for signage on all four approaches from College and 2nd. Mr. Poole said the Community Development department should determine exactly where the signs would be placed.

The question was raised regarding Commission's authority to grant the loading zone request without a public hearing. Larry Anderson said he discussed this issue with Greg Scoles, Community Development Director, regarding a process to manage parking and incidental items without the need for a public hearing. Chief Tardiff noted there is a conflict between ordinances and said he has requested an opinion from the City Attorney. Chief Tardiff said this particular request lessens the restrictions imposed by the Traffic Safety Commission and feels they have jurisdiction to decide the issue without a public hearing.

Followed was general discussion regarding signage, speeds, and the parking situation in the area.

Chairman Andrews asked Mr. Poole to clarify his request. Mr. Poole said he was requesting a Loading Zone during school hours to keep the yellow area open during school hours, with no parking.

Chief Tardiff requested time to research the issue of signs for private school zones. Although not opposed to placing the signs, he indicated the need to insure that a decision is based on accurate information.

Motion: Sandager/McCabe To approve the loading zone only request as stated in the agenda and to postpone a decision on the request for "School Zone" signage for one month, pending more research.

Chairman Andrews suggested the motion include a two-car setback. There being no objection, the **motion was amended (Sandager/McCabe)**

Dick McCabe suggested expanding the motion to indicate that parking was restricted during specified hours between the signs.

Mr. Poole reiterated his request for signage on all approaches, noting that several private schools have signs. Chief Tardiff agreed, but said facts need to be confirmed.

Motion Amended Sandager/McCabe: To retain the two-car parking space setbacks at all corners and to provide that parking was restricted during specified hours between the signs.

Chairman Andrews asked that the motion be restated to include all amendments:

Motion to designate the yellow areas around C. S. Lewis Community School, on So. College and Second Street, as "No Parking between signs between the hours of 7:30 a.m. and 3:30 p.m." and maintaining the two-car setbacks from the corner of 2nd and College.

The motion, as amended, passed unanimously.

Chairman Andrews directed Staff to research and make a recommendation regarding the issue of school zone signage for private schools, and report their findings at the November meeting.

III. OLD BUSINESS: None.

IV. REPORTS:

A) Project Updates: (Anderson)

Left turn lane on Hayworth at Springbrook Road

Weather permitting, all collector streets including this intersection will be striped under contract with Hicks Striping of Portland, Oregon, by the end of this week.

No Parking zone on the north side of E. Hancock (west of Elliot Road) and the west side of Sitka Street from Hancock to Hwy. 219

The "No Parking" signs were posted two weeks ago. Since that time, Larry reported receiving a call of complaint about the signs and receipt of a letter in support of posting the entire industrial as no parking.

Larry indicated an updated No Parking Ordinance will be presented at the November 7th Council meeting. He noted the entire issue of truck parking in the industrial park will need to be dealt with in the future. Earl Sandager and others expressed concern with safety, particularly along Elliot Road.

Motion: McCabe/Brandt to hold a public hearing to eliminate all parking on the east side of Elliot from Hancock Street to Second Street. By unanimous vote, the motion carried.

Open Bible Church Crosswalk

ODOT denied the request for a crosswalk at this location. Larry indicted the school has been notified of their decision. He proposed putting a crosswalk across at Pinehurst Drive without school markings. This is allowable because it is a city street. Although not a school zone, Larry indicated it would bring pedestrians to the right side of the roadway to access the school.

Consensus was to paint the crosswalk on Pinehurst because it would serve the general public as well as the school children. It was noted there exists an invisible crosswalk at corners anyway. Larry suggested ODOT might pay for the crosswalk on Pinehurst.

Motion: McCabe/Benedict: Instruct Staff to negotiate with ODOT to install a crosswalk on Pinehurst. The motion passed.

Curb Painting

All of the painting around George Fox College is complete. The intersection of College Street and Second Street was paved over, and Public Works will repaint the crosswalks as soon as possible. The yellow zone at the southwest quadrant will be extended.

B) Mobile Traffic Monitor Trailer (Tardiff)

The Mobile Traffic Monitor Trailer was set up on Hancock for the Traffic Safety Commission's viewing. Members commented that the trailer has been visible throughout the city since its arrival.

Chief Tardiff indicated there have been numerous requests for the trailer and the comments have been very positive.

V. MISCELLANEOUS BUSINESS:

A) Discuss intersection of Springbrook Road and Hwy. 99W (Tardiff)

Larry Anderson reported that ODOT has agreed to move the striping on the north side of Springbrook Road to allow for a 10-foot marked right turn lane. He said old plans for the intersection showed a right turn lane for the intersection. The signal detector loops are under the street and will have to be repositioned. The signal detector loops are the mechanisms which trigger the lights at the intersection. There will be some cost to the city for repositioning the detector loops because ODOT will not cover that cost, although Larry hopes to negotiate to share the costs.

B) Discuss speed and signage on Mountainview Drive (city and county road), between Aspen Way and Villa Road (Tardiff)

Originally the complaint stemmed from individuals speeding on this county road. Larry contacted Yamhill County's Road Department who surveyed Mountainview Drive and found that it fell into the category of urban-developed county road and, therefore, should carry a posted speed of 25 mph. Without posting, the speed was 55 mph. 25 mph signs were posted by the

County.

Larry Anderson and Chief Tardiff recommended the speed be raised to 35 mph, which requires approval by the State Speed Control Board. Larry indicated the process takes approximately three months.

Motion: Sandager/Brandt to request the State Speed Control Board to raise the speed from 25 mph to 35 mph for Mountainview Road from Aspen to Villa Road. Motion carried with a unanimous vote.

C) Frequency of Meetings

Larry Anderson discussed with Greg Scoles the possibility of streamlining some of the minor issues which come before the Traffic Safety Commission. The process is becoming burdensome. Chief Tardiff suggested bimonthly meetings and delegating the authority to establish public hearings to the Chairman without prior discussion by the Commission.

Earl Sandager questioned whether too much work is being created by requiring a public hearing for every item.

Consensus was to hold regular meetings every other month, with the option of scheduling additional meetings if necessary.

Motion: McCabe/Brandt to delegate to the Chairperson of the Traffic Safety Commission the authority to establish public hearings without prior discussion between members of the Traffic Safety Commission. The motion carried.

VI. COMMUNICATIONS FROM THE FLOOR:

Chief Tardiff advised that the same grant which allowed us to purchase the Mobile Traffic Monitor Trailer is again available. Any possible grant ideas should be submitted soon as the deadline for applying for the grant is November 15th.

Chief Tardiff presented a new badge to past Police Sergeant Dick McCabe for his commitment, assistance, and dedication to the Newberg Police Department and the community.

Doris Brandt cited a problem area on Fulton towards Villa, where a pickup truck is parked which obstructs visibility.

Bob Andrews asked Commission members to consider sitting on a subcommittee to discuss

concerns. He would like committees on Community Relations, Pedestrian Safety, and Truck Parking and Truck Routes, and Signage Replacement & Obstructions.

VII. ADJOURN TO NEXT MEETING:

There being no further business to come before the Commission, meeting adjourned.

Mary Newell, Secretary
Traffic Safety Commision

MINUTES OF THE TRAFFIC SAFETY COMMISSION

Monday, November 14, 1994

7:00 p.m., Newberg Public Library

PRESENT: Bob Andrews, Chairman Richard McCabe
Andy Anderson Richard Meyer
Russel Pack Earl Sandager
Doris Brandt Glenn Benedict

STAFF PRESENT: Larry Anderson, Engineering
Robert I. Tardiff, Police Chief
Mary Newell, Secretary

I. CALL MEETING TO ORDER:

- A) Review and approve minutes of Monday, , 1994

Chairman Andrews called the meeting to order.

Motion: McCabe/Pack to approve the minutes as amended. Motion carried.

II. PUBLIC HEARINGS:

- A) Request of C. S. Lewis Community School to post "School Zone" signs on College and Second Streets approaching the school, reducing the speed to 20 mph when children are present.
- B) Request to turn the "No Parking" space located in front of the video store on the northeasterly corner of College at Second Street into a 10-minute zone.

Chairman Andrews proposed public hearings on items A and B be held concurrently as both requests relate to the same vicinity and stem from the same request.

There being no abstentions or objections to jurisdiction on this matter, Chairman Andrews opened the public hearing.

Larry Anderson presented the staff report. He said the intersection is congested and would recommend it be posted as a school zone if it will improve and slow speeds on College. The signs will be on city streets under the jurisdiction of the city in an area considered as a business district. Larry indicated a school zone signage would be located within the blocks approaching the school, keeping it close to the school to help control the school crossing.

Chief Tardiff explained the request for a 10-minute loading zone. He indicated the first open space, nearest the intersection, is the area which will become a 10-minute zone if the request is approved.

Chairman Andrews requested testimony from proponents of the requests.

Andy Poole, Principal C. S. Lewis Community School, gave a brief history of his request pertaining to the intersection of Second and College, noting the original request was for loading zones and a four-way stop. Mr. Poole requests the school approach signs and said he has no objection to a loading zone in front of the video store.

Rod Morter, 116 S. College, owner of video store, voiced support for a four-way stop at the intersection. Regarding his loading zone request, he indicated he needs a loading zone for patrons bringing VCRs and televisions into his store. He said it is too far to carry heavy merchandise.

A letter from Jim and Cathie Rawlings in support of the request for school signs and the 10-minute loading zone was entered as part of the record.

Earl Sandager noted that testimony has been in favor of four-way stop at the intersection but stressed that Commission is to consider posting school signage and reducing the speed in front of the school.

Chairman Andrews requested Staff restate their Staff Recommendation.

Larry Anderson said recommendation of Staff is to (1) post areas as school zones, including the block south of third street, thus reducing speed to 20 mph in a school zones, and (2) to allow 10-minute parking in the first stall available on College, north of the intersection of College and Second, in front of the video store.

Chairman Andrews closed the public hearing and the Traffic Safety Commission entered into deliberations.

Motion: McCabe/Fisher to (A) approve the request for school zone signage, reducing the speed to 20 mph when children are present, and (B) to allow 10-minute parking in the first stall available on College, north of the intersection of College and Second, in front of the video store.

Responding to a question from Mr. Sandager, Chairman Andrews said approving these requests do not preclude citizens from pursuing the four-way stop at a future date.

The motion carried by a unanimous vote.

C. Request to create four-way stops at all intersections bordering Central Elementary School: Blaine & Sheridan, Blaine & Sherman, School & Sherman, and School and Sherman.

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

Larry Anderson presented the Staff Report. Using a map of Central School and surrounding streets, he said there is good visibility in all directions. There is some congestion on School and Sheridan streets. He noted that traffic counts are close to the same for all intersections. None of the intersections met the warrants for stop sign under the MVPCD for a uniform traffic device; however, there are signs throughout the area that do not meet the criteria. He said a total of 21 points is required to put in stop sign and the most accrued was 7. Regarding Blaine Street, Larry indicated he checked with the PUC and trains do not have to stop for stop signs. Currently, there are no stop signs on Blaine. Larry said he would not recommend a four-way stop on Blaine due to train traffic and good visibility.

There are stops on School Street; there are no stops on Sheridan Street. There is more traffic on School Street crossings than on the Blaine Street crossings. Larry acknowledged there is a parking problem in the area of Central School. He proposed that curbs on School and Sheridan Streets be painted 20-feet back from the intersections to increase visibility. Most children use Sheridan because of the school crossing, and he sees no problem posting the north-south traffic. Larry sees no harm in posting a four-way stop at School and Sherman even though it does not meet the criteria. He noted a two-way stop exists at the intersection.

Larry said Staff recommends posting School Street the same as Sheridan, a four-way stop with no parking 20 feet from the intersection.

Regarding Sherman and School, Staff does not recommend a stop sign. Visibility is good and it does not meet the warrant requirement. He indicated the curbs could be painted, as well as Sherman and Blaine.

Dick Meyer inquired about school crossings. Larry indicated crossings would be painted on Sherman and Sheridan.

Jerry Fisher questioned the need for school signage. Staff indicated signage is not necessary, citing the very low speed. Dick Meyer noted the area is not posted as a school zone currently.

Chief Bob Tardiff said the Police Department conducted a speed survey for North College, southbound at Sherman. Volume of cars was 3,255 cars in 24-hour period on two-lane road. He noted this is a tremendous load of traffic on a two-lane road. Average speed of all vehicles was

26.2 mph. Chief Tardiff indicated that for the same reason you want to have a stop east-west on Sheridan, you want a four-way rather than a two-way, i.e. you do not want to stop the highest volume of traffic and leave the smaller volume as through traffic. He feels it creates confusion for drivers that do stop on Sherman. Chief Tardiff recommends a four-way stop on Sherman and School.

Chairman Bob Andrews asked for testimony in favor of the proposal.

Dale Prentice, 406 N. School, spoke in favor of the four-way stop, citing excessive speed and lack of visibility as the reasons.

Mary Post, 415 N. College, petitioner, spoke in favor of the four-way stop. She indicated the main issues are visibility at Sheridan & School on both corners on School and speeding traffic. She indicated many children attending the school cross at the back so they don't have to cross College. She reiterated their request for stop signs to help deter speeding. She mentioned that excessive speed is a problem on Franklin also.

Regarding the traffic survey, Ms. Post said a traffic count one block north on College would see an increase in traffic speeds. Chief Tardiff said they chose the location north of crosswalk to get feel of the area around the crosswalk.

Matt Hawblitzel, 402 N. School, cited high volume and excessive speed as reasons to install four-way stops. He said there have been a lot of near accidents and hoped it would not take a serious injury to get something done.

Mark Gaidos, 414 N., College, cited speeding as a major concern in the area. He noted he has personally witnessed two accidents within 18 months. Vehicles appear to be speeding whether travelling north or south and it is dangerous for the children who cross the street. Regarding the request for four-way stops around Central, he supports the request for the four-way stops.

Rhonda Scott, 515 E. Sherman, spoke in favor of four-way stops signs because she feels it is an unsafe situation for the children in the area.

Debby Hawblitzel, 402 N. School, agreed that visibility is very good but felt it would take stop signs to stop the speeding cars.

There was no testimony in opposition to the proposal.

There being no further testimony in favor or opposition to the requests, the Traffic Safety Commission asked questions of the audience.

For clarification, Larry Anderson confirmed that both Blaine & Sheridan and Blaine & Sherman are currently two-way stops.

Chairman Andrews suggested he would consider approving a four way stop on Sheridan and asked if there is any benefit to making both intersections the same. Larry Anderson said consistency is important; if people are not stopping for the crosswalk, either through enforcement or signs, something needs to be done. He said about three hundred cars a day go through that intersection. Peak traffic hours is also the time of peak pedestrian traffic. He said it would be an inconvenience for drivers during non-peak hours.

Dale Prentice, 406 N. School, said that basically cars take off at the stop signs and reach velocity about two blocks down the street, noting that police have gone door-to-door to identify repeat offenders. He estimated that some drivers are doubling the allowable speed in the area. Children try to use the crosswalk, but by the time they have looked both directions cannot get across the streets because a speeder is approaching too rapidly. The corners on School are the most severely affected corners.

Larry Anderson reiterated his recommendation for the benefit of Traffic Safety Commission members, to wit:

- * He does not recommend posting four-way stops on Blaine Street, leaving it a through street to the south end of town.
- * The intersection at Sheridan Street should be a stop, and paint the curbs back 20 feet for better visibility.
- * He will go either way on a four-way stops on Sherman and School. The intersection does not meet the warrants in either case, but if there is a problem it needs a remedy. Traffic is light and most probably to the school, so inconvenience is limited. Would recommend two-way stops, but would go with a four-way.
- * Paint 20-foot setbacks on all four corners at all intersections around the school.

There followed extensive discussion regarding traffic, parking, stop signs, train traffic, school zone signage and traffic patterns.

Responding to a question from Glenn Benedict, Larry indicated there would not be much confusion having two-way and four-way stops.

After reevaluating his position, Larry indicated he would suggest two stop signs on Sherman, most probably stopping Sherman Street, east and west, since it has the higher traffic volume.

Chairman asked Larry to list the drawbacks of making all four intersections into four-way stops. Larry indicated that none of the streets meet the engineering warrants and that stop signs can cause other problems such as rear ends and complaints from noise and pollution. Russ Pack mentioned that Blaine is a train street. Larry concurred, noting that there are no stops on Blaine and the City has always tried to limit the inconvenience.

Jerry Fisher asked whether the tracks slow the vehicular traffic. Larry indicated this is true, plus has good visibility and no entrances into the school grounds from Blaine.

Responding to a question from Earl Sandager, parents said that no school buses load on Sherman that most load from Sheridan Street.

Ron Halstead, 511 N. Howard, addressed the issues of trains, parking and traffic in the area. There may be several trains during business hours per day. Residents are frustrated with the traffic flow caused by the people travelling through the north neighborhoods to miss the traffic congestion on Hancock and College. Mr. Halstead indicated there may be problems if stops are put on Blaine because the trains cannot stop. Speeding traffic is a problem, not on Blaine but on School Street. Local parking is taken by employees from local schools and the business population. If you paint the 20-foot setback, you'll increase visibility but decrease parking. He recommended Commissioners follow the staff recommendations.

Chief Tardiff recommended a four-way stop at the intersection of School and Sherman.

There being no further testimony in support or opposition to the public hearing, Chairman Andrews closed the public hearing and entered into deliberations.

Earl Sandager indicated the high volume is during school hours when children are present.

Motion: Sandager/Brandt: to install a four-way stop at the intersections of Sheridan & School and at Sherman & School, and paint yellow 20-foot setbacks on all four intersections surrounding Central Elementary School.

Bob Andrews indicated that based on testimony received and the motion under consideration, we are dealing with two issues now : stop signs and setbacks. Chief Tardiff indicated no public hearing is required to paint the setbacks because we are merely painting an area where parking is not allowed.

Chairman Andrews observed from issues raised in discussion there is a need to establish a safety policy around public and private schools. By agreement, this matter will come before the Commission at a future date.

Although discussed, "school zone" signage was not included in the motion. By general consent, this issue may be returned for consideration at some future date. It was noted the school is scheduled for closure.

By a unanimous vote, the motion passed.

D) Eliminate all parking on one side of Elliot Road, between Hancock and Second Streets.

There being no abstentions or objections to jurisdiction, the Chairman opened the public hearing.

Larry Anderson presented the staff report. This is a commercial-industrial park with streets designed to residential standards. Larry noted that employers have done a good job maintaining employee parking on one side of the roadway; however, because of business growth parking is now occurring on both sides of the street. Two through lanes are needed so parking must be removed from one side of the street. Staff indicated that it does not matter which side of the roadway has restricted parking; however, currently more parking occurs on the west side. More driveways are located on the east side of the street but this will balance out as the industrial park is developed. Future businesses will be required to provide off-street parking. Larry recommended that post Elliot Road no parking on the east side.

Responding to a question, Larry discouraged eliminating all parking on the west side of all streets in the industrial park at this time. He proposed a parking plan including truck parking be developed before parking is eliminated.

Chairman Andrews asked for testimony in support of eliminating parking on one side of Elliot Road.

Matt Hewlitson, Current Electronics, expressed support for the parking limitation. He noted their firm, Current Electronics, is probably one of the biggest contributors to the parking issue on Elliot. He indicated they are currently working with shifts to help alleviate the parking problem. He supports the parking restriction because it would increase employee safety and help with the traffic flow.

Chuck Hewlitson, Current Electronics, agreed that parking in the industrial park will continue to be an issue and supports the recommendation to eliminate parking on one side of Elliot. He indicated it is safer for their employees to park on west side as opposed to the east side. He proposed the Traffic Safety Commission consider an overall plan for how to deal with the width of the road which is residential in an industrial zone.

George Alexander, 33405 Parrott Mountain Road, spoke in favor of the parking restriction and

would support restricting parking on Elliot Road all the way to Hwy. 99W.

Dan McCracken, Barkley Press, concurred that eliminating parking on east side of Elliot is the preferred side of the street to eliminate parking on.

A letter from Rich Racette, Sr., Malone Realty Company, was entered into the record as supporting the elimination of parking on one side of Elliot Road, with a request that Commission address the issue of parking trucks & trailers on Hayes between Elliot and Deborah.

Staff repeated their recommendation: post the east side of Elliot Road from Hancock to Second Street as "No Parking."

There being no further testimony, the Chairman closed the public hearing and the Traffic Safety Commission entered into deliberations.

Following a question from Earl Sandager, Chairman Andrews indicated the parking restriction could not be made to Hwy. 99W unless it is first advertised for a public hearing.

Motion: McCabe/Brandt to eliminate all parking on the east side of Elliot Road between Hancock and Second Street. The motion carried unanimously.

There followed a five minute recess.

III. NEW BUSINESS:

- A) Communication regarding heavy trucks using Third Street between the concrete plant and Main Street.

Drawing Commission members attention to the memorandum in their packets, Larry Anderson indicated he had talked with Mr. Cameron and explained that the trucks are travelling legally. Mr. Cameron spoke with the City Manager, who then asked the issue to be placed on the Traffic Safety agenda. Larry said the truck routes were established by Council by ordinance. Third to Main is classified as a collector street and truck route. Newberg Ready Mix vacated the west end. The street is failing under the heavy traffic loads. The City Council has \$30,000 to do a structural overlay of the road from Main Street to the railroad tracks. From the maintenance and cost standpoint, it's a good idea to prohibit trucks on Third Street if you can get them out on the highway. That is where the danger is, trucks pulling out into traffic at Third and 99W. Larry felt it would create a dangerous situation if the City required that all the trucks pull out at the intersection unless steps are taken to insure the safety of trucks entering the intersection.

Responding to a question from Mr. Sandager, Larry indicated Main Street is in better shape and

does not appear to have the same stress as Third Street. However, there is a need to spend more funds on truck routes and collector streets.

Chairman Andrews questioned whether it is prudent to put in an overlay if there is no sustaining base under the roadway. Larry explained the need to weigh the cost of putting in a new street vs. designing an overlay to accomplish the same thing.

No action taken.

B) Request to consider and recommend to the Oregon Speed Control Board that the speed limit along N. College be reduced.

Chief Tardiff presented an oral staff report. He provided Commission members with a printout of the traffic counts done for the area, heading southbound. Currently that stretch of road is posted at 40 mph. The Mobile Traffic Monitor for a 24-hour posting showed speeders going in excess of 70 mph. More children will be expected with the opening of Crater School. Chief Tardiff felt the Traffic Safety Commission should look at the appropriateness of 40 mph for the area and also a second issue of enforcement.

Earl suggested installing a reduced speed sign prior to the 40 mph sign, somewhere in the area at the corner coming down the hill.

Larry Anderson said a signal is planned directly opposite the development east of College Street. ODOT has required highway improvements be done at development area and the City's Transportation Plan designates a stoplight at that intersection. Developers will all pay a share of the cost.

Chief Tardiff suggested it is appropriate to ask ODOT to extend the 35 mph zone up to Bell Road. Earl Sandager felt it was too far and suggested postponing the matter until Crater School opens and the signal is installed. If the stoplight is not installed by the time school is opened, the matter should be revisited.

Motion: Andrews/Fisher to direct Staff to ask the Oregon Speed Control Board to review the speed limits on College with the anticipation of school opening in the fall of 1995. Motion carried.

C) Request to post a "Yield" sign on Mountainview Drive (county road) as Aspen Way.

Larry Anderson advised that he has asked Yamhill County to investigate this request since it is a County road. Currently, there is a stop sign on Aspen, heading southbound.

Chief Tardiff turned Commission's attention to a letter from Yamhill County acknowledging the request for speed zone investigation on Mountainview Road.

Staff referred this item to Yamhill County for action.

IV. OLD BUSINESS: None.

V. REPORTS:

A) Staff report regarding pedestrian signage along Hwy. 99W, identifying possible locations and wording of signs. (Anderson)

Larry Anderson said it will take something unique to effectively cause drivers to remember pedestrians, something which will cause drivers to look. The signs discussed "Stop for Pedestrian Crossing," cost money and are not very effective. However, they could be placed on Hancock, and are already posted on First Street.

Earl Sandager suggested placing a sign near the *Welcome to Newberg* sign to alert drivers of crosswalks in Newberg.

Dick Meyer suggested a banner over 99W, similar to that used by the Fire Department for their annual Turkey Carnival. He proposed this banner would be displayed off and on during the year. Consensus was this is a good idea. Larry said Newberg is known for being innovative -- like the hash marks on our crosswalks -- and the sign would target drivers going east or west through Newberg. Larry Anderson will research the requirements for hanging a banner over 99W and report at the January meeting.

B) Staff report regarding establishing a truck route along N. Blaine Street and making a recommendation. (Anderson)

Ron Halstead, Halstead Cabinets, stated his business exists in a residentially locked industrial area. Deliveries arrive by College and Franklin which appears to be causing a problem in the neighborhood. Regarding the establishment of a truck route on Blaine, businesses come and go. A truck route is permanent and as the community changes a truck route on Blaine may not be the most aesthetically or community pleasing idea. He indicated he is not in favor of establishing a truck route on Blaine and said he is using the most direct route as allowed by City Ordinance. He noted that some drivers have complained because of a tree on College at Franklin. Some of the trucks have difficulty making the turn because of overhanging branches. And there have been complaints of congestion from parking as drivers approach the intersections. Mr. Halstead said their building is scheduled to be remodeled and will continue to be an industrial area.

Earl Sandager asked about rerouting the trucks back on Franklin, going out the back way, and suggested some of the development funds could be used for this purpose. Mr. Halstead said he had investigated that possibility and found that to route traffic around the back of the building would require major work and expense. Another option Halstead considered is travelling on North Street, but said there is pedestrian congestion from the apartments located there. He prefers a traffic flow be established rather than having to develop a truck route.

Mary Post, 415 N. College, petitioner, offered testimony regarding the neighborhood and the truck traffic encountered there. Her home is the corner with the tree which is listed on the historic inventory. The tree was given away in the 1905 Lewis and Clark exposition and is trimmed regularly by the State and PGE. Regarding truck traffic, she indicated the trucks routinely go over the curb because they are big trucks coming from a narrow street. She concurred there is a lack of space to maneuver when cars are parked on both sides. She indicated they all want to be good neighbors but feel the truck traffic is a danger to the children in the area, many of whom are new to the neighborhood. She indicated it is a family neighborhood now, not an older population of years past.

Chief Tardiff explained that a provision exists in the City Ordinance which allows trucks to leave the truck route and take the most direct route to their designation.

Ron Halstead offered to speak with Staff and neighbors to solve the problem without legislation. Chairman Andrews stated that a decision would not be made at the meeting and proposed that interested parties get together with Staff to make a recommendation for Commission's consideration at the January meeting.

Chairman Andrews directed Staff to make their recommendation at the January meeting.

VI. COMMUNICATIONS FROM THE FLOOR:

Chairman Andrews said he has noticed cars making right-hand turns from the left turn lane on Hayworth to Springbrook and asked if plans include installing direction arrows on Hayworth. Larry indicated there are no plans for additional signs but it could be done.

Dick McCabe said a new crosswalk was painted today on Second Street across from the new Climax to the old Climax.

Chairman Andrews requested a status report on the crosswalk at College and Pinehurst be presented at the January meeting.

Chief Tardiff indicated there were no grant requests made this year.

Chairman Andrews established subcommittees of the Traffic Safety Committees:

Community Relations

Richard Meyer, Chair

Dick McCabe

Pedestrian Safety

Jerry Fisher, Chair

Glenn Benedict

Parking Safety (passenger vehicles & trucks)

Russ Pack, Chair

Andy Anderson

Traffic Control & Obstructions

Earl Sandager, Chair

Doris Brandt

Three terms are due to expire 12/31/94. Chief Tardiff said terms are not automatically reappointed and encouraged Bob Andrews, Andy Anderson, and Glenn Benedict to reapply for their positions on the Traffic Safety Commission.

Motion: McCabe/Fisher to adjourn. The meeting adjourned at 9:35 p.m.

Mary Newell
Recording Secretary
Traffic Safety Commission