

TRAFFIC SAFETY COMMISSION MINUTES
MONDAY, October 11, 2021 7:00 PM
Zoom Meeting

“Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community.”

I. CALL MEETING TO ORDER

Vice Chair Woodruff called the meeting to order at 7:00 PM.

II. ROLL CALL

Members Present: Lesley Woodruff Mark Carleton Jeff Grider
 Roger Kuhlman Robert Sherry
 Kasper Czuk

Members Absent: John Ehrlich, Tony Roos, and Neal Klein

Staff Present: Brett Musick, Senior Engineer
 Brian Hagen, Police Sergeant
 Russ Thomas, Public Works Director
 Preston Langeliers, Public Works Maintenance Superintendent

III. PLEDGE OF ALLEGIANCE

The pledge of allegiance was performed.

IV. PUBLIC COMMENTS

Mark Grier, Newberg resident, lived by the airport on Third Street and said there was an issue with derelict cars and trailers parked for long periods of time. He thought it was a traffic safety hazard as it impeded flow of traffic, restricted access to neighborhoods by emergency vehicles, and obstructed line of site at corners.

Police Sergeant Hagen said the City did not have a full time parking enforcement unit. Typically, the night shift patrol officers took those types of complaints. He explained the difficulty with the 72-hour notice for towing vehicles and how they could not always respond effectively. They did document and respond to all complaints. He thought the City Prosecutor’s office or City Attorney’s office would have direction on this specific complaint.

Mr. Grier suggested putting a flyer in everyone’s utility bills about where people were allowed and not allowed to park.

V. CONSENT CALENDAR

A. Traffic Safety Commission Meeting Minutes August 9, 2021

<p>MOTION: Kuhlman/Sherry moved to approve the August 9, 2021 minutes. Motion carried (6 Yes/0 No).</p>
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VI. STAFF REPORTS & GENERAL INFORMATION

Sergeant Hagen discussed the statistics for traffic citations and warnings, arrests, and DUIs.

There was discussion regarding the nuisance vehicles and how the Police Department needed guidance and direction on the tools they were allowed to use, especially for aggressive residents who did not want to follow the rules. There was further discussion on enforcement of speeding, drunk driving, and distracted driving,

Senior Engineer Musick reviewed the Active Issues Log including speeding on Wyooski and Fernwood.

There was discussion regarding the data collected from speed radar trailers and how it was distributed.

SE Musick gave updates on the Safe Routes to Schools project, Crestview Drive, Elliott Road, sidewalks, ADA transition plan, and Sheridan Street.

Public Works Director Thomas said the City would be receiving ARPA funds to address ADA barriers and critical routes.

VII. NEW BUSINESS

None

VIII. OLD BUSINESS

A. Neighborhood 20 mph Speed Limit

Chris Henry, City of Eugene Traffic Engineer, explained it would take an ordinance adopted by the City Council to designate speed limits 5 miles per hour less than the statutory speed on residential streets. The City of Eugene went through that process, and then started to replace signs. Newberg would have to decide if this was only for local streets or if they would include collector streets. Eugene chose to look at collector streets at a later time. For replacing signs, they might have to do utility locates before installing them. Material costs were going up significantly and he estimated about \$200 per sign. Eugene had a 20 is Plenty community campaign where they printed yard signs and neighbors could request them. They were still working on replacing all of the speed signs, about 600 signs in all. He did not think it is was likely the signs would change driving behavior or improve safety especially since they did not have the resources to enforce it. People did think 25 was too fast, and this was a way to respond to community interest. If people did drive slower, there would be better outcomes in crashes.

There was discussion regarding Eugene's process, how it was a goal in Eugene's Vision 0 action plan, timeline for implementation, crash studies for the residential streets, cost for the signs, how Eugene broke the city down into sections and replaced the signs in phases, how Eugene was now installing signs they missed, community pushback, things that did change behavior like street design and enforcement, building a culture of safety, putting the funding into sidewalks instead, and next steps.

The Commission wanted to know more about Vision 0, implementing 20 mph zones in a strategic approach such as around parks, and hearing how the city of Portland did their program.

B. Worst Intersection List

Commissioner Carleton asked if the Police Department could bring back accident data on these intersections.

SE Musick would forward Sergeant Hagen the list. They could look for crash data and officers' perceptions.

IX. COMMISSIONER COMMENTS

There was discussion regarding the role of the Commission in addressing abandoned and nuisance vehicles. The Police Department would look into the issue and bring information back to the Commission.

Commissioner Kuhlman reported on the session he attended on traffic safety.

Commissioner Sherry would be moving to Washington and this was his last Commission meeting.

The Commission thanked him for his service.

The next Traffic Safety Commission meeting would be held on January 10, 2022.

X. ADJOURNMENT

The meeting was adjourned at 8:34 PM.

Approved by the Newberg Traffic Safety Commission on this 10th day of January 2022.

Minutes Recorder

Tony Roos
Traffic Safety Commission Chair