

**CITY OF BEAVERTON
NEIGHBORHOOD ASSOCIATION COMMITTEE
MEETING MINUTES**

NAC: West Slope	Date: September 20, 2011
BOARD MEMBERS PRESENT:	QUORUM PRESENT: Yes
Co-Chair, Sid Snyder	Co-Chair, Joe Whittington
Co-Chair, Carl Tebbe	BCCI representative, Terry Lawler
Recorder, Jack Platten	Treasurer, Ken Wolfgang
Ginger DeMars	Larry Foster
Jerry Denton	Corinne Denton
NAC GENERAL MEMBERSHIP PRESENT:	
Beverly Swanson	George Woodcock
Marie Woodcock	Shannon Hampton
John Halsell	
Others Present:	
TVF&R Engine 65 on duty shift	Officer Neil Stellingworth, Beaverton Police Department
Delinda Morgan, Candidate for Congress	Pavel Goberman, Candidate for Congress
Rob Cornilles, Candidate for Congress	Brad Witt, Candidate for Congress
Jim Greenfield, Candidate for Congress	Saba Ahmed, Candidate for Congress
Lisa Michaels, Candidate for Congress	Todd Ritter, Candidate for Congress
Dan Strite, Candidate for Congress	Melinda Keller
Lance Morgan	Cecelia Nunn
MEETING START TIME: 6:30 pm	MEETING ADJOURN TIME: 9:00 pm
RECORDERS SIGNATURE:  Jack R. Platten	DATE: September 20, 2011

According to the Oregon Public Meeting and Records Laws, meeting minutes shall include at least the following: members present, motions, proposals, resolutions, orders, ordinances, and measures proposed and their disposition, results of all votes and, except for public bodies consisting of more than 25 members, unless requested by a member of that body, the vote of each member by name; the substance of any discussion on any matter; and subject to the Public Records Laws, a reference to any document discussed at the meeting. Minutes need not be a verbatim transcript and the meeting does not have to be recorded unless otherwise required by law.

ITEMS DISCUSSED:

The September 20, 2011 meeting of the West Slope NAC was held at the West Sylvan Middle School. Following the call to order by co-chair Sid Snyder and mutual introductions by those present, the following items were presented to and discussed by the NAC members and visitors present at the meeting:

Reports:

The on-duty shift of TVF&R Engine 65, reported that there had been no events of note in the NAC area in the preceding month. Progress is being made on the new Station 65. It is planned to complete demolition and debris removal, installation of utilities and sidewalks this winter, and then wait until spring for any further construction. There was a presentation on safety issues with furnaces, furnace maintenance and use of space heaters.

Officer Neil Stellingworth of the Beaverton Police Department gave a brief report of police activities in the NAC area. There was a brief discussion of the continuing problems of parking on West Sylvan Drive.

Beverly Swanson, a NAC member who lives on West Slope Drive reported on the continuing problem of parents parking in the street adjacent to West Sylvan Middle School, blocking access to the walking paths used by students walking to and from the school, forcing students to walk in the street, and making access difficult for the school busses. She had investigated the requirements for a "traffic calming" program, had taken pictures of cars parked illegally and reported on her discussions with the relevant City departments. Copies of the program information and pictures taken are attached to these minutes.

Treasurer Ken Wolfgang presented his report showing a balance of \$2,812.10 in the treasury, an increase of \$190.48 from the preceding month.

The minutes for the NAC meetings on May 17, 2011 and June 21, 2011 were approved as written on motion duly made, seconded and unanimously adopted.

Co-chair Sid Snyder reported that the next NAC meeting on October 18 would be the annual election of officers and Board members. He will not be eligible for election to the Board or to any office, having spent 10 years in such positions. The NAC bylaws impose a term limit of 10 continuous years.

There was discussion of the NAC sponsoring a drop box and chipper in the fall, to help with Autumn cleanup. After discussion, it was decided to postpone any decision on this matter until the October meeting.

The major portion of the meeting was devoted to presentations by ten of the declared candidates for US Congress in the first Congressional District, to replace David Wu, who has resigned. Each candidate spoke for twelve minutes, including answering questions from the audience.

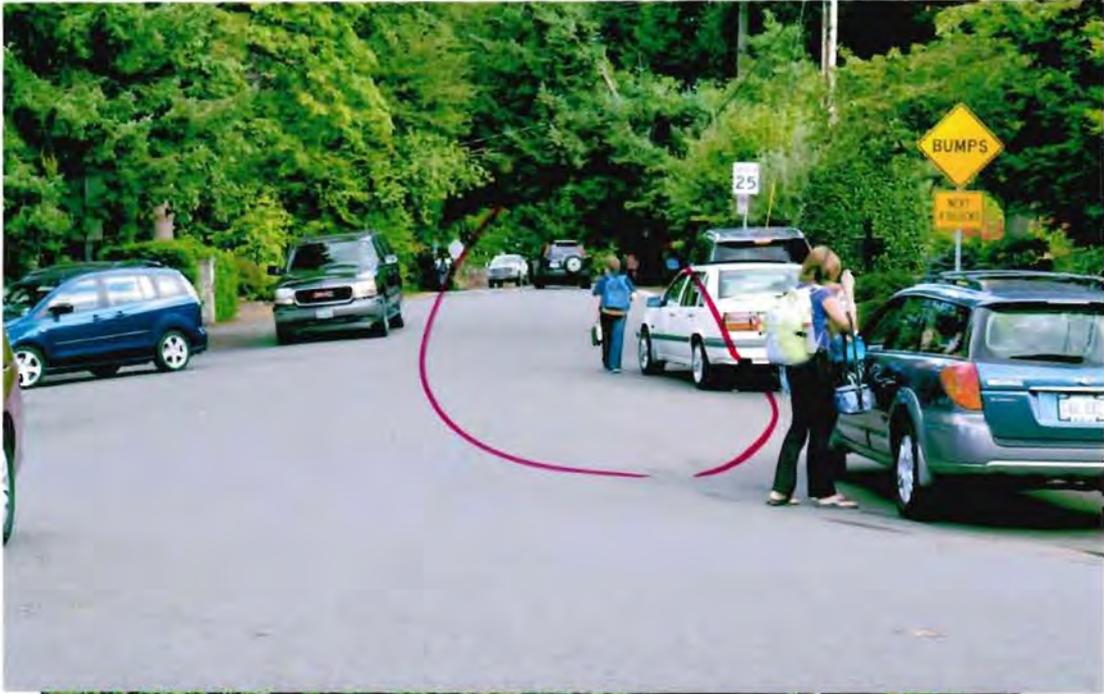
There being no further business to come before the meeting, it was adjourned at 9:00 pm upon motion duly made, seconded and unanimously carried.

Respectfully submitted

Jack Platten, Recorder

9-16-11 3:15 - 3:50pm West Slope Drive at West Sylvan Middle School

Minutes to be reviewed and approved at the October 18, 2011 West Slope NAC meeting.



Minutes to be reviewed and approved at the October 18, 2011 West Slope NAC meeting.



9-16-11 3:15-3:50 pm West Slope Drive at West Sylvan Middle School

BEVERLY SWANSON
7910 SW West Slope Dr
97225
bas328@comcast.net



City of Beaverton

Engineering Department
Transportation Division

NEIGHBORHOOD TRAFFIC CALMING PROGRAM

Adopted July 1998
Revised December 2000

The City of Beaverton is committed to maintaining and improving the livability and safety of its residential neighborhoods. The City's neighborhood traffic calming program is designed to reduce the negative impacts of traffic on neighborhood streets and to improve safety. The program is a collaborative process with residents, City staff, and emergency agencies. It is based on years of implementation experience of jurisdictions in the United States and around the world. The goals and policies of the City's Transportation System Plan and Comprehensive Plan provide the policy foundation for the program; specific traffic calming goals and policies provide for implementation.

Traffic calming is defined as the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users.¹ The traffic calming program goals and objectives are:

Neighborhood Traffic Calming Program Goals

1. Improve neighborhood livability.
2. Make efficient effective use of City resources.
3. Create safe and attractive streets for residents, pedestrians, bicyclists, motorists, and transit users.
4. Help reduce the negative effects of motorized vehicles on the environment.
5. Promote pedestrian, bicycle and transit use.

Neighborhood Traffic Calming Program Objectives

1. To achieve lower vehicle speeds in neighborhoods with identified speed problems.
2. To improve real and perceived safety for motorized and non-motorized users.
3. To promote pedestrian, bicycle and transit use.
4. To reduce cut-through traffic in neighborhoods.
5. To increase access for all modes and preserve reasonable emergency vehicle access.
6. To enhance the street environment.
7. To incorporate the preferences and needs of those using the street.

¹ Lockwood, Ian M., "ITE Traffic Calming Definition", ITE Journal, July 1997.

PROCEDURES

When a resident or neighborhood identifies a traffic problem they think should be addressed by the Neighborhood Traffic Calming Program, the following process shall be followed:

PHASE ONE

1. **Written Request:**

An individual or neighborhood submits a written request for a traffic calming project to the City Traffic Engineer. The traffic problem is identified in the request.

2. **Information Sharing and Coordination:**

Information Sharing - The City will assist neighborhoods interested in traffic calming by sharing information about the City's phased program. Staff are available for presentations.

Coordination - Education and enforcement is emphasized in Phase One by requiring neighborhoods to coordinate with the Police Department and Transportation Division as a first step.

Staff gathers preliminary data about the identified problem and works with the neighborhood to determine a primary approach; e.g., possible participation in Neighborhood Watch, use of the speed wagon or photo radar, or implementation of less restrictive engineering solutions such as signing or striping.

The Police Department and/or Transportation Division implement the approach. Effectiveness is monitored. If the approach is not appropriate to the problem, or if it is not considered effective after a six-month period, as determined by the City Traffic Engineer, the project area may be considered for inclusion in Phase Two of the Traffic Calming Program.

PHASE TWO

3. **Eligibility Determination:**

Staff gather and analyze the traffic data for the project area. Using the *Eligibility Criteria*, the City Traffic Engineer makes a determination of whether the project area is eligible for installation of traffic calming measures. The requestor(s) is notified of the eligibility determination.