

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.

Larry said the recommendation of City staff is to stripe the left turn lane as indicated on the plan.

There being no further testimony, Chairman Andrews closed the public hearing.

Motion: Anderson/Brandt to adopt the Staff recommendation. Motion carried.

III. OLD BUSINESS:

- A) Report on truck parking on the north side of E. Hancock, and set public hearing to eliminate parking on north side of E. Hancock, east of Elliott Road

Larry Anderson reporting. Larry spoke with Mr. Fry and was told that Mr. Fry is purchasing property in Carlton on which to park his trucks. The sales transaction will close within the month. Larry Anderson, noting Mr. Fry has exhausted all possibilities for locating property within the industrial park, suggested this matter be postponed for 30 days as the situation could resolve itself. No further contact from Mr. Williams has been reported.

There was hesitancy on the part of the Commission to post the area as a no parking zone because of a single problem with truck parking. General consensus was to postpone a decision on truck parking.

Motion: Park/Andrews hold the matter over to the April meeting and Larry report at the meeting. Motion passed unanimously.

- B) Reconsider proposed four-way stop at 2nd & College
(Referred by City Council)

Chief Tardiff reporting. Chief Tardiff said the City Council has requested the Traffic Safety Commission reconsider their proposal to post the intersection of 2nd and College as a four-way stop. Directing Commission's attention to his memorandum enclosed in their packet, he said Council asked the Traffic Safety Commission to take into consideration other alternatives to making the intersection a four-way stop: eliminate a parking space, install a flashing amber or red light, lower the fence on southwest corner, and require crossing guards.

The Chief of Police briefly outlined and explained the recommended alternatives. He noted there is no enforcement capability to the requirement for crossing guards.

Chief Tardiff recommended the Traffic Safety Commission:

- (1) set a second public hearing on the issue and consider the alternate suggestions from City Council.

(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 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

on S. College northbound from Second; install a flashing amber and red light; require the fence on the southwest corner be lowered to comply with the City's clear vision ordinance, and require school guards during crossing hours.

2. Notify all affected property owners, post the location, and provide notice to each City Council member; and
3. Consider the testimony received at the first and second hearings and either reaffirm the original recommendation or develop an alternative solution.

If the flashing amber light does not work out, Mr. Fisher suggested it become a red light.

Regarding the crossing guard, Larry Anderson confirmed that the Traffic Safety Commission could not enforce the requirement for a crossing guard, although the State has that authority. Mr. Pack suggested C.S. Lewis Community School might be willing to take responsibility for providing the crossing guards. Andy Anderson stated that Mr. Poole had indicated in a past meeting that most of their students cross at 3rd Street. Mr. Pack indicated the loading and unloading of children was a concern of Mr. Poole's. Mr. Pack questioned whether Mr. Poole was still wanting loading and unloading zones. Chief Tardiff said these questions should be raised at the public hearing.

VOTE: The motion passed and a public hearing date set for March 14, 1994.

IV. NEW BUSINESS:

- A) Request of Gary Norman to eliminate one parking space on Meridian between Hancock and First.

Larry Anderson reporting. Mr. Norman has asked for removal of one parking space in front of a loading stall at the corner of Hancock and Meridian Street. Presently there are three stalls marked, and Mr. Norman would like the southernmost stall, adjacent to the alleyway, posted "No Parking" to allow access to the loading bay. The curb is a driveway-type curb and would allow trucks to drive over the curb.

Mr. Norman, owner of Norman's Carpets, explained he has two loading bays. When semis attempt to make deliveries access to one loading bay is blocked by vehicles in the parking space. He explained there are no curbs along the area. Mr. Norman, noting how valuable parking is to the downtown area, said he would not ask to remove existing parking if it were not creating a serious problem for his business. Currently, the spaces are used for daytime parking by employees of neighboring businesses, not his customers visiting his showroom.

Jerry Fisher stated parking has not always been allowed in this location. Mr. Pack agreed,

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.

B) Request for stop sign on Main Street at the intersection of 5th and Dayton.

Chief Tardiff reporting. A request has been made to install a stop sign on Main Street at the intersection of 5th and Dayton, making the intersection a five-way stop.

Larry Anderson indicated this issue had been discussed before and did not meet the criteria at for a stop sign based on the traffic warrants ran at the time. An unusual situation exists due to the five-way intersection, with all but one leg of the intersection requiring a stop. He said the two most heavily traveled lanes are the two that do not allow good visibility. For this reason, he recommended the individual requesting the stop sign appeal the decision even though traffic warrants did not support the posting of a stop sign.

There followed general discussion regarding the intersection, visibility and traffic flow. Following a request from the Chairman, Larry Anderson indicated he would do a current traffic count on the intersection and have them available for the public hearing.

Motion: Andrews/Brandt to set a public hearing on the request to post a stop sign on Main Street at the intersection of 5th and Dayton. Motion carried and the date for public hearing was set for March 14, 1994.

(C) Request for full stop sign on Hoskins at the intersection of Crestview Drive

Chief Tardiff reporting. Referring Commission members' attention to the diagram in their packets, Chief Tardiff indicated there are stops on both sides of Crestview. The stop existing on Hoskins has a free right turn. The request is to remove the free right turn and install a full stop sign, making the intersection a three-way stop.

Doris Brandt said the issue had come before the Traffic Safety Committee in the past. Traffic Safety recommended making the intersection a three-way stop but the request was turned down at that time.

There was some discussion regarding the history the area of Hoskins and Crestview.

Motion: Brandt/Fisher to set a public hearing to consider removal of the free right turn and installing a full stop sign. Motion carried, and the public hearing was scheduled for March 14, 1994.

Larry Anderson will prepare a report on accidents and the history of the existing traffic control device, which includes investigating past minutes and reviewing the previous recommendation.

D) Request for stop sign at 2nd and Everest

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.

Tina said the speed of vehicles on Sheridan was too fast. Chief Tardiff said gravel could be thrown at 25 mph, which is the allowable speed in a residential area.

Mr. Park suggested the Fire Department would need to provide some input before the street is closed or changed.

Bob Andrews suggested a one-way grid, entering on Morton and exiting on Main. Larry Anderson did not recommend this solution if the traffic volume did not warrant it because one-way streets are generally used to increase traffic through an area. Regarding access to Sheridan, Larry said the street next to the Armory is a private street.

Motion: Brandt/Anderson recommended Larry Anderson research the options available, including paving, and report his findings back to the Traffic Safety Commission.

Larry indicated the area has been improved through local improvement projects over the course of several years, but said it is difficult to garner a majority of residents to support paving. Tami suggested there would be much support from the residents for paving Sheridan.

Motion carried. Larry will report on the issue of Sheridan Street at the March meeting.

V. MISCELLANEOUS BUSINESS:

Larry Anderson ran an accident list for the intersections of Hancock & College Street and Hancock & Main Street. His findings were: Hancock & Main, five accidents in 1992 and three accidents in 1993; Hancock & College, 3 accidents in 1992 and one accident in 1993. He stated it appears the left-turn lanes are producing the desired results.


VI. COMMUNICATIONS FROM THE FLOOR: None.

VII. ADJOURN TO NEXT MEETING:

Adjourn to next meeting on Monday, March 14, 1994, at 7:00.

Motion: Brandt/Pack to adjourn. Motion carried and the meeting adjourned at 8:40 p.m.

Submitted by: _____


Mary Newell, Secretary
Traffic Safety Commission