

MINUTES OF THE TRAFFIC SAFETY COMMISSION

Monday, April 11, 1994

7:00 p.m., Newberg Public Library

PRESENT:

Bob Andrews, Chairman
Andy Anderson
Glenn Benedict
Jerry Fisher
Earl Sandager

Richard McCabe
Richard Meyer
Russel Pack
Doris Brandt

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 the request pending further development of the area. Item was 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 College. 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 need before the more restrictive option of 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, employee 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