

**MINUTES OF THE TRAFFIC SAFETY COMMISSION**  
**Monday, May 9, 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:**

Robert I. Tardiff, Police Chief  
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, April 11, 1994**

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

**II. NEW BUSINESS:**

**A) Presentation by the Downtown Renewal and Revitalization Committee (Bevan)**

Gloria Bevan, Downtown Renewal and Revitalization Committee, 309 Pinehurst, advised Commission that their committee is dedicated to revitalizing downtown Newberg. The boundary of the area targeted by the committee for revitalizing is River to Harrison and Hancock to Second.

Ms. Bevan indicated the DRRC has identified areas of importance to the downtown merchants and important to any revitalization efforts of the Committee. Based on a survey performed by the Committee, the #1 concern is traffic and parking. Ms. Bevan said the parking issue had been a topic of much discussion and several empty lots were identified as potential areas for downtown employee parking. There was some general discussion regarding downtown parking, with Chief Tardiff noting that parking enforcement cannot be determined until City Council finds a way to generate funds.

General discussion followed Ms. Bevan's presentation regarding the future of the downtown area and what issues the DRRC would like to address. Ms. Bevan highlighted the need for volunteers.

Dick Meyer volunteered to attend the committee meetings as a representative of the Traffic Safety Commission. Ms. Bevan will provide Commission members with a copy of the survey. The next meeting of the Downtown Renewal and Revitalization Committee is scheduled for Monday, May 16, 1994.

### **III. OLD BUSINESS:**

#### **A) Continued discussion regarding request for 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, directing Commission's attention to their packets, noted this issue has been under discussion for a long time as indicated by the extract of minutes from previous meetings.

Larry Anderson indicated he spoke with Clyde Thomas, Superintendent of Plant Services, George Fox College. He said George Fox is redeveloping much of the property surrounding the college, including dormitory areas. The parking issue is being reviewed through the design review process as each property is developed. He noted that no long-range parking plan has been developed for the area.

Continuing, Larry indicated that George Fox has more parking available to the campus than is required by City ordinance. This includes the parking lots on Fulton Street and Carlton Way. Larry indicated the parking problem starts when a house near the campus is converted to a dormitory.

Jerry Fisher noted that several service clubs meet at the college which exacerbates the parking problem, as these individuals want to park close to the meeting and not use the lots. Andy Anderson suggested that most individuals want to park close for classes or meetings and do not want to utilize the parking lots. Dick Meyer noted that the lots always have empty stalls available and are never full.

Discussion turned to the request for yellow curb striping at the intersection of E. Sheridan and N. River, and to limit parking to only one side of Sheridan Street.

Al Blodgett, Newberg Fire Department, stated he visited the intersection and can see the concern expressed by Ms. Ochsner in her letter of March 14, 1994. He indicated that Sheridan from College to River is the last remaining street area in Old Town Newberg which allows parking on both sides of the street. Parking has been restricted to one side of Sheridan Street from College to Main Street. The Fire Department is concerned about emergency vehicle access. Larry Anderson said Sheridan Street is 24' wide.

Earl Sandager noted enforcement could be difficult if parking is limited for only a one-block area. It was noted that two issues had come under discussion by the Commission: the immediate request for curb striping and limited parking, and the second issue of a long range parking plan around George Fox College.

Larry Anderson indicated said a yellow area exists on the south side of College, but that there are no markings on the corner and parking is allowed up to the curbing. Discussion ensued regarding street widths, curb markings, and parking at and around the intersection. Staff indicated that most residences in the area are owned by the College. Larry indicated that by Ordinance no parking is allowed within 20 feet of a curb return.

**Motion: Sandager/Fisher** to instruct the City to paint yellow striping at the intersection of E. Sheridan and N. River streets, yellow striping to be 20' section back on all four corners.

Expressing support for the motion, Al Blodgett indicated this restriction would make it easier for fire trucks and other emergency vehicles to make the turn.

Larry Anderson said he supported the motion and would support limiting parking to one side of Sheridan Street from College to River streets because off-street parking is available to these residences. Of particular concern is the lack of emergency vehicle access. He noted that elimination of parking could push cars seeking parking into the outlying residential areas. Earl Sandager said the parking issue needs to be studied in more detail, perhaps at a later hearing. Bob Andrews raised the issue of residential permit parking such as those used in other metropolitan areas. Chief Tardiff noted that the cities using residential parking permits also have active parking enforcement officers.

There being no further discussion on the motion, Earl Sandager called for the question. The motion passed unanimously.

Chief Tardiff indicated the decision does not require an ordinance. Larry Anderson, noting that the City does their painting of crosswalks, striping, etc. once a year during good weather, said the intersection will be painted soon.

**B) Reconsider stop sign at intersection of 2nd and Everest**

Directing attention to the memo from City Manager Duane Cole, Bob Andrews opened discussion regarding his request for Commission to reconsider installing a stop sign at 2nd and Everest.

Noting the lack of traffic and the strong recommendation from Staff that a stop sign was unnecessary at the intersection, Andy Anderson said he would not support a stop sign at this time but would reconsider it in the future. Dick McCabe concurred.

Stating that the neighborhood is developing very rapidly, Earl Sandager suggested a stop sign may be needed to handle the increased traffic. Citing prior testimony, Andy argued that Everest or Second may not be the main street for traffic as the area continues to be developed. It was noted the intersection does not meet the criteria for a stop sign. Andy suggested patrolling the intersection if traffic to the cemetery is the issue. Continuing, he said the rule is to post stop signs as they are necessary, not in anticipation of what traffic might become in the future.

Larry Anderson reiterated the findings from the earlier traffic analysis done for the intersection based on existing conditions, i.e. the intersection has good visibility, a safe approach speed, and received a total of 3 points out of 21 on the traffic analysis.

In preparation for this hearing, Larry indicated he calculated what traffic can be expected if the entire area (approx 34 acres) south of 2nd Street is developed. The area is R1 density, and approximately 300 potential home lots could be built. At 10 trips per day, a total of 3,000 vehicles would be the average daily traffic. Based on this criteria, Larry said a stop sign would be warranted depending on the number of accidents occurring at the intersection. Larry explained that these numbers are high, and that development of the 34 acres will not occur soon as the owner has refused repeatedly to develop the site.

Larry indicated the State of Oregon will probably close 2nd Street at Hwy. 219, near the airport as a condition of approval for a multi-family development in the area. If this happens, traffic will exit onto Everest Street to access the highway. Larry said another consideration is an LID currently underway to perform some street improvements to 2nd Street, 3rd Street and Everest Street. Depending on what happens with the LID, will determine what street will need the stop sign.

Larry stated that most of the traffic will be coming from the undeveloped 34 acres, traffic that does not exist today. He said the need for a stop sign should be explored at the time development of the 34 acres occurs and when the State closes 2nd Street at Hwy. 219. He said he does not recommend installing a stop sign at this time.

Chief Tardiff indicated the request for a stop sign is due to the increase in traffic through the intersection, not based on problems with speed. Enforcement is not an issue in this request.

**Motion: Brandt/Pack** to uphold the original decision to postpone further action on the request pending further development of the area for a period of at least six months. Motion carried (Nay, Sandager).

#### **IV. REPORTS:**

##### **A) Staff report on crosswalk across N. Springbrook Road, between Haworth and Aquarius**

Directing attention to the diagram located in the packet, Larry Anderson explained the results of the plot conflict he performed on three crosswalk scenarios at the intersection of Springbrook Road and Haworth. He indicated the arrows on the diagram reflect the directions to look as a person crosses the street. The southernmost and center crosswalks (the crosswalks immediately adjacent to Haworth) are painted but faded. The scenario to the north is a proposed crosswalk. He noted the middle crosswalk has at least one extra diagonal move through the intersection a pedestrian must be aware of because people leaving the Springbrook Plaza parking lot head to Haworth Street. Staff recommendation was to eliminate the center crossing and move it to the north of the Springbrook Plaza driveway.

**Motion: Sandager/Brandt** to accept the map as drawn by Staff and use the north and south crossings to be the main crossings, and eliminate the middle crossing. The motion passed unanimously.

##### **B) Staff report on train traffic obstructing street traffic**

Larry Anderson contacted Tom Creswell of Willamette Pacific Railroad regarding trains blocking Newberg streets for extended periods of time. He reported that PUC regulations allow trains to block highways for ten minutes. If they block traffic longer, engineers have to relieve traffic at least once every ten minutes. Larry was advised to contact Brian Enfield, Operations Manager, of future traffic tie-ups. Call Larry to report any train traffic tie-up, and he will make direct contact with Mr. Enfield.

Chief Tardiff will advise the patrol officers and dispatch personnel of the contact person and telephone number to handle night and week-end calls.

#### **V. MISCELLANEOUS BUSINESS:**

##### **A) Truck parking**

The ordinance relating to truck parking in residential areas was included in the packet. There was no action taken on this matter.

Chairman Andrews read a letter from Ryco Manufacturing, Inc.; Nascom; and Roth Heating regarding the unsafe condition for semi-trucks and trailers to pick up and deliver products on East Hancock. They indicated this situation is due to cars and semi-trucks being allowed to park on

the north side of East Hancock between 2400 and 2410. The writers requested that "no parking" signs be posted in this location to allow their delivery trucks to back into their businesses safely. The Chairman explained that the area described is Hancock Street, east of Elliott Road.

Noting that he spoke with Dave Ryan, Ryco Manufacturing, Chief Tardiff diagrammed the area. He indicated that the business owners are concerned that they cannot get their semi-trucks into their driveways because trucks are parked along the road. They are looking to have the yellow curb extended from the fire hydrant down to the end of the driveways. Chief Tardiff confirmed that parking has been allowed on the north side of Hancock, with the exception of the yellow area around the fire hydrant. Truck parking is not allowed on the south side of Hancock Street.

Following general discussion on the matter, Staff was directed to schedule a public hearing in June to consider restricting or eliminating truck parking on the north side of Hancock and along Sitka between Elliott and Hwy. 219.

### **C) Springbrook Plaza**

Larry Anderson reported the driveway entering Springbrook Plaza, adjacent to and across from Haworth Street, has been deemed a dangerous intersection; however, the City may not be able to require moving it as a condition of design review. After talking with the City Attorney, Larry indicated the City can't just require them to move it because the driveway was approved by the city when it was built. Also, moving the driveway may affect the ability to develop the vacant pad. He said the City Attorney suggested meeting with the owners to talk about the safety problem and discuss the possibility of moving the driveway, and suggested the City will probably have to share some of the cost to relocate the driveway.

Larry indicated he will be sending a letter to the owners and asked for endorsement from the Traffic Safety Commission as a traffic safety issue. He noted the Transportation Plan, still to be adopted by Council, recognizes this area as a problem intersection.

**Motion:** Andrews/Meyer to provide support and recommend seeking cooperation in the relocation of the driveway as a traffic safety issue. Motion carried unanimously.

### **C) Norman's Carpets**

Referring to his memo in the packet, Larry Anderson said there is no alley south of Norman's Carpets, extending east-west across the block. The area does contain a main sewer and utility lines. Larry had reported at the previous hearing that an alleyway exists at this site. He said the fact that an alley does not exist should not affect truck access and parking for the carpet store.

Following a call from Gary Norman, Larry reported that he went to Norman's Carpets to look

at the parking situation. Larry indicated a car was parked in the southernmost stall, across from the loading bay nearest the building. Larry passed around pictures taken during his inspection. (Original pictures retained by Larry. Copies on file as part of the permanent record.) Based on his observations, Larry suggested that adequate space is available for trucks to make their deliveries.

Larry said Mr. Norman feels the Traffic Safety Commission was not fully and correctly informed regarding parking and maneuvering around the carpet store. Mr. Norman has requested the Commission reconsider their decision. Larry indicated he does not want Commission to act on information which he provided that the applicant feels is incorrect. He requested the matter be put on the next agenda and for members to visit the area in person so their decisions would be based on what they had viewed personally.

Earl Sandager suggested moving the southernmost space back to the alley. Larry indicated that since no alley exists in that location, the parking stall could be moved and the space freed to allow a driveway in front of the garage. It was suggested that it would be more difficult to park a semi-truck if a car were parked in the alley, than if parked in Space #3.

There followed some general discussion regarding the site, alley, access and maneuvering.

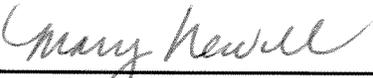
Consensus of Commission was not to change their original decision, desiring to maintain the 2-hour limit on parking. However, they agreed to consider holding a public hearing to consider moving the southernmost parking space south to the alley. Chief Tardiff confirmed the need for a public hearing; notification to neighboring business and property owners would be required.

Commission directed Staff to prepare a report on whether an ordinance is required to move a parking stall and report back at the June hearing, with the possibility of setting a public hearing date on the matter in July.

**VI. COMMUNICATIONS FROM THE FLOOR:** None.

**VIII. ADJOURN TO NEXT MEETING:**

**Motion: Brandt/Fisher** to adjourn to the next meeting on Monday, June 13, 1994. The meeting adjourned at 8:55 p.m.

  
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Mary Newell, Secretary  
Traffic Safety Commission