

MINUTES OF THE TRAFFIC SAFETY COMMISSION

Monday, June 13, 1994

7:00 p.m., Newberg Public Library

PRESENT: Bob Andrews, Chairman Richard McCabe
Andy Anderson Richard Meyer
Russel Pack Earl Sandager
Jerry Fisher Doris Brandt

ABSENT: Glenn Benedict

STAFF PRESENT: 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, May 9, 1994

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

II. PUBLIC HEARING:

A) Consider restricting or eliminating truck parking on all or part of the north side of E. Hancock and along Sitka Street, between Elliott Road and Hwy. 219.

Chairman Bob Andrews opened the public hearing.

There being no abstentions or objections to jurisdiction of the Traffic Safety Commission to hear this matter, Chairman Andrews directed Staff to present the staff report.

Larry Anderson, Engineer, presented the staff report. At this location, Hancock Street is 34 feet wide and truck parking is restricted on the south side. Currently, truck parking is allowed on the north side of Hancock. Trucks were allowed to park on both sides of Hancock in the past; however, because cars had difficulty passing between the trucks, truck parking was eliminated on the south side of Hancock. Cars are allowed to park on the south side of Hancock. Accidents have occurred at this location.

Truck parking is an ongoing concern because no truck parking is available within the city limits.

Larry warned that posting both sides of the street may cause the trucks to move elsewhere in town. It is the opinion of Staff that the problem will continue until trucks have a suitable place to park.

If the industrial park were being designed today, the City would require street widths to be 40 to 44 feet wide to accommodate parking and still allow for vehicle traffic flow. The streets of the industrial park were built to residential standards. The 34-foot width of Hancock is a traffic safety hazard because it does not allow for the safe passage of vehicles when trucks and cars are parked along the streets. Future development of sites located within the industrial park will require on-site employee and truck parking.

Staff recommended the length of Hancock be posted to restrict truck parking.

To clarify for Chairman Andrews, Larry confirmed that the south side of Hancock from Sitka to the dead end of E. Hancock is posted "No Truck Parking."

Andy Anderson noted there was parking on the north side of Hancock which does not interfere with businesses on the south side of Hancock. Larry concurred that room was available which would not interfere with access; however, he feels that this issue will be revisited as the area is developed. From a traffic safety standpoint, Larry recommended the area be posted no parking for trucks due to street width and traffic volume.

Earl Sandager requested interpretation of "*restricting or eliminating truck parking*" as contained in the notice. To clarify, Chairman Andrews said based on earlier discussion "*restricting*" refers to all parking and "*eliminating*" will refer to truck parking but allowing other vehicular parking. Mr. McCabe and Mr. Sandager concurred.

Chairman Andrews asked for testimony either in favor of restricting all parking or eliminating truck parking as indicated in the notice.

Dave Ryan, owner of RYCO Manufacturing, Inc., 2410 E. Hancock, spoke in favor of restricting parking on E. Hancock. Noting he had been located in the area for three years, Mr. Ryan began by providing a brief history of the area. He said parking was allowed on both sides of the street at one time, but that truck parking was eventually prohibited on the south side of Hancock. This, he said, caused trucks to park in driveway areas, and his company was forced to off-load on the street. This creates an unsafe condition for vehicles and persons on the roadway.

Using a diagram drawn to scale, Mr. Ryan directed Commissioners' attention to the maneuvering problems created by trucks and vehicles parking on the north side of the street. The area becomes extremely tight and delivery trucks cannot turn into their driveways, causing delivery trucks going to area businesses to off-load in the center of the street. He cited cases where vehicles were

parked unattended for periods longer than 72 hours, which is the time frame a truck can park before being ticketed. He indicated the street is 36 feet wide from curb to curb.

Mr. Ryan requested the yellow curb from the fire hydrant be extended along the north side of E. Hancock down the length and just past his business to keep trucks from blocking the driveways in front of his building and Nascom. His major concern is his blocked driveways.

Responding to a question from Dick McCabe, Mr. Ryan responded that parked cars create the same difficulty as do parked semi-trucks as far as access to the driveways.

Chairman Andrews asked Mr. Ryan to restate his request. Dave Ryan indicated he would request no truck parking be allowed on the north side of E. Hancock from the fire hydrant east to about five feet past his business driveway. He requested vehicles be included in the No Parking area.

At the request of the Chairman, Larry Anderson reiterated the Staff's Recommendation to post both sides of E. Hancock from Elliott Road to Sitka as No Truck Parking.

Jerry Fisher said that if no parking is limited to trucks, it will not help Mr. Ryan because of the cars parking in the area. Larry explained that Current Electronics is parking on the street, but any new development will require on-site parking. He did not anticipate vehicular parking to be a major problem.

There being no further testimony in support or against the proposal, no other agencies offering testimony, and no correspondence, Chairman Bob Andrews closed the public hearing and the Commission entered into deliberations.

There was discussion regarding the parking situation in the area and current parking practices. Andy Anderson noted Staff would like to see no truck parking because of a safety problem, the width of the road. Russ Pack asked Mr. Ryan if he meant to allow or eliminate passenger vehicle parking. Mr. Ryan stated that eliminating vehicle and truck parking in the immediate area would significantly improve his access and maneuverability to his business.

The Chairman said the public hearing notice could be interpreted to mean restricting parking or eliminating truck parking, and for the Committee to include passenger vehicles could be included in the deliberations.

Larry Anderson confirmed that the south side of E. Hancock allows passenger vehicle parking but restricts truck parking.

Earl Sandager suggested that it would be the opportune time to set precedence to allow parking on only one side of the street. He said parking will continue to be a problem as the area develops

because all streets are the same width. The streets were not wide enough when they were built.

Motion: Sandager/McCabe to eliminate all parking on the north side of E. Hancock from Elliott to Sitka and the west side of Sitka from Hancock to Hwy. 219.

The motion carried unanimously.

III. NEW BUSINESS:

A) **Request for yellow curb markings adjacent to pedestrian crosswalk across from Mable Rush School.**

Directing the Commission's attention to their packet, Chairman Andrews indicated a communication from Officer Art Pohl suggested yellow curb markings be painted adjacent to the crosswalk in front of Mable Rush School for better visibility of children walking into the street.

It was suggested vinyl or rubberized materials be used for painting street markings. Noting that street markings do last longer, Larry Anderson said he would investigate the costs associated with this method.

Larry indicated there is no local regulation regarding the setback for this particular crosswalk. Ordinance does provide a 25-foot setback from the crosswalk on Hancock.

Chairman Andrews said there is no restricted parking on Deborah Road. He suggested creating a 20-foot setback on either side of the crosswalk on each side of the street, and questioned whether adequate parking was available if four vehicle spaces were eliminated. Larry indicated that a yellow strip exists at the west end of the sidewalk because of a fire hydrant and driveway adjacent to the crosswalk and said only the east side of the crosswalk would be affected. Consensus was there is adequate parking to accommodate residents, school personnel, and parents stopping to pickup/deliver children to school.

Responding to a question from the Chairman, Larry indicated that an ordinance covers all prohibited parking. He thought parking stripes can be manipulated to accommodate the yellow zone for this crosswalk..

Motion: McCabe/Fisher to yellow stripe both sides of the crosswalk in front of Mable Rush School a minimum of twenty feet on the east and west sides of Deborah Road. Motion passed unanimously.

Larry Anderson will check with the City Attorney regarding administrative decisions and amending ordinances. He will prepare the necessary amendments for the Council on these and

future ordinances, if required.

IV. OLD BUSINESS: None.

V. REPORTS:

A) Report on requirements for moving a parking stall adjacent to Norman's Carpets, with possibility of setting a public Hearing (Anderson)

Using an 1984 aerial photograph of the site occupied by Norman's Carpets, Larry Anderson indicated that if a vehicle is parked in the parking stall directly west of the northernmost loading bay, Mr. Norman cannot access the loading bay. After considerable discussion with Mr. Norman, Larry Anderson said Mr. Norman requests the southerly parking stall be moved approximately 30 feet south to the area of the alley. Although Staff felt it would be more difficult for trucks to access the loading bays, Larry recommended Committee move the parking stall per Mr. Norman's request.

Motion: McCabe/Pack to move the southernmost parking stall on the east side of Meridian south of Hancock, south approximately thirty feet to the alley area, maintaining the two-hour short term parking. Motion carried unanimously.

VI. MISCELLANEOUS BUSINESS:

Andy Anderson suggested the vacant U.S. Bank parking lot might be used for parking for downtown employees, the library, etc. Larry Anderson will do some follow-up regarding insurance liability, availability, and will report at the next meeting.

There was general discussion regarding trucks parking and driving through residential areas. Although identified as an enforcement issue, Larry Anderson suggested the economic factors associated with street repair from trucks traveling through residential areas could be brought to the attention of the City Council.

VII. COMMUNICATIONS FROM THE FLOOR: None.

VIII. ADJOURN TO NEXT MEETING:

Motion: Brandt/Fisher to adjourn. Motion carried, and Chairman Andrews adjourned the meeting at 8:20 p.m.