

TRAFFIC SAFETY COMMISSION MINUTES
Monday, May 10, 1999
7:00 p.m.

PRESENT: Bob Andrews, Dick Meyer, Doris Brandt, Glenn Benedict, Everett Clarkson, Jack Stephens, Larry Anderson, Terry Mayfield, Mac McDonald.

STAFF PRESENT: Lt. Brian Casey, City Engineer Larry Anderson, City Attorney Terry Mahr, and Recording Secretary Mary Newell.

I. CALL MEETING TO ORDER:

- A) Introduce new Traffic Safety Commission member Jack Stephens
- B) Review and approve minutes of April 12 , 1999

Chairman Bob Andrews called the meeting to order at 7:00 p.m. Jack Stephens, newly appointed Traffic Safety Commission member, was introduced and assigned to the Community Relations Sub-committee.

Motion: Brandt/Meyer to accept the minutes as corrected. Motion carried.

II. OLD BUSINESS:

- A) Continued deliberations of appeals of Watt Welding Supply and Peavey Oil Company against Limited Decision of the Traffic Safety Commission to remove parking along W. Third Street between Hwy. 99W and the railroad crossing.

Andrews asked Larry Anderson to confirm his position presented in memo dated April 12. Mr. Anderson stated that second paragraph should have "not" in the last sentence. Paragraph correctly reads:

"Third Street is 34 feet wide. The standard parking stall is 8 feet wide. If cars are allowed to park on both sides of the street it leaves only 18 feet for two-way truck traffic. This is **not** enough for a commercial/truck route."

Anderson explained standard parking space sizes: a stall that is not open ended is twenty feet; a stall that is open ended is eighteen. Open ended means that no cars can park behind the space.

With these clarifications and a review of the minutes, Chairman Andrews entertained questions and comments.

Mr. Herman said he understands the fifty foot setback from rail lines; however, he does see a discrepancy in how it applies to those streets which run parallel. Anderson indicated that the rail on Blaine Street is a private rail line, but that it is still regulated.

Vehicles can park alongside of the rail line, but all cross intersections are regulated. All cross intersections are marked back far enough to accommodate the 50 feet. Anderson indicated that he has driven the crossings with inspectors and they have found no problems with the setbacks.

Mr. Watt had no comment.

Andrews commented and Anderson agreed that removing the ADA ramp would not make a difference as it would not allow the 50 foot setback.

Herman indicated there was room for two spaces on the west side of Third. Larry Anderson concurred that two allocable parking stalls exist on the west side.

Mayfield indicated the original concern was based safety relating to trucks turning on and off Hwy. 99W and Third, coupled with limited access when construction was in progress. Mayfield said the issue is the width of the road, not the length of the parking stalls.

Anderson, responding to a question from Andrews, said that if parking is allowed on only one side, the lanes will be thirteen feet which is adequate for trucks. The problem is when they are turning. IF a centerline is painted down the road and a car is parked at the nearest stall, there is not turn radius for trucks arriving from the Dundee direction and it's difficult to stay within their lanes. The parking space on the corner is the dangerous parking space.

Responding to Clarkson, Mr. Watt indicated he might be willing to reduce the size of his driveway. Anderson indicated it would be possible to shorten up the east side by six feet, thereby gaining two stalls by creating two 18' open ended spaces. Watt indicated he would look at that on the east end of the driveway. Watt intends to develop the property in the future. Anderson advised Watt that the City will not allow a 61 foot driveway if Watt were to redevelop his property. The driveway would be developed so one vehicle can enter as one vehicle exits. This eliminates several vehicles using the driveway at the same time. Watt indicated he would like to look at the site before making a decision on relinquishing six feet of his driveway.

Terry Mahr indicated that there is no liability to the City as long as standards are met.

Motion: Meyer/Brandt to retain "NO PARKING" designation of that area to the west of the 61' driveway on the south side of Third Street. Motion carried unanimously.

The Traffic Safety Commission through subsequent motions will look at creating two parking spaces at the next Traffic Safety commission meeting.

Anderson corrected earlier statements by clarifying that Mr. Watt's driveway would have to be reduced by fourteen feet, not six in order to create parking. Mr. Watt confirmed that he would have to look at his driveway before he will consent to narrowing his driveway to allow those two parking spaces.

Mahr indicated that an emergency provision keeps the decision enacted, but if a regular decision, it may be held in abeyance. Further, he indicated that the City Engineer can make those decision on behalf of the Traffic Safety Commission. Andrews indicated it is a good concept on part of City Attorney to designate the City Engineer to work with Mr. Watt to arrive at whatever is necessary to open up the two parking spaces on the south side of Third Street and bring the matter back for ratification at the next meeting. Mayfield suggested it be put into a motion.

Motion: Mayfield/McDonald to direct the City Engineer to work with Mr. Watt to arrive at whatever is necessary to open up two parking spaces on the south side of Third Street and bring the matter back for ratification at the next meeting.

Larry Anderson indicated that one space is already a legal parking space and suggested the motion be amended so that it reflects the need to open only "one" space. Both Mayfield and McDonald were in agreement. Motion was amended to read:

Amended motion: "to direct the City Engineer to work with Mr. Watt to arrive at whatever is necessary to open up one parking space on the south side of Third Street and bring the matter back for ratification at the next meeting."

Mahr asked if an emergency provision was designated by the Traffic Safety Commission. It was confirmed that this was a Limited Traffic Decision.

Motion carried.

- B) Discuss safety issues related to narrowness of North Main, between Lynn Drive and Crestview Drive raised at March 8th meeting (Matthews)

Terry Mayfield explained that he sees residents parking to the legal side of the street making the street too narrow to allow vehicles to pass safely. Anderson said the property is in the County and the street will be widened when the property is developed. He recommended that stop signs be installed on Nugget Lane and Lynn Drive.

Anderson indicated that stop signs can be installed because that is a collector street and it's designated in the Transportation Plan.

Motion: Mayfield/Brandt to install stop signs on Nugget Lane and North Main Street, and Lynn Drive at North Main, stopping traffic entering North Main.

Anderson said that Nugget is City street and Lynn Drive is County. He will work with Yamhill County. Anderson indicated that he expects no objection from the County.

Motion amended: to install stop signs on Nugget Lane and North Main Street, and to instruct the City to negotiate with Yamhill County to stop traffic on Lynn Drive at North Main, stopping traffic entering North Main. Motion carried unanimously.

III. NEW BUSINESS:

A) Petition for speed humps and traffic calming devices on Morton Street
Andrews passed around a photograph of a sign indicating that speed humps were ahead. The sign read "Undulations Ahead." Andrews indicated the sign alerted drivers that pairs of speed humps were ahead, placed two or three yards apart. Each pair of undulators are 100-200 feet.

Ron Wall, seven year resident on Morton Street, indicated that his main concern was speeding on Morton Street. He supports speed humps but does not like other forms of traffic calming. He feels speed humps would work well for this chronic type of problem, but would support any reasonable effort to slow the traffic. Wall received notice of the meeting in the mail and appreciates that someone is trying to do something. Speeders are a problem. Parking on both sides of Morton adds to the problem because it forces speeders to go down the center of the road. This presents a problem for oncoming traffic and he has witnessed several near misses.

Sharon Porter, 516 N. Morton, is a truck driver and past school bus driver, expressed concern for children who live in the area and those attending functions at the Armory. She says vehicles approaching around the corner cannot see the kids. She estimates peak hours between 3 PM and 7 PM, but notices that traffic sometimes goes until 10:00 PM.

She suggested installing a stop on Sheridan at Morton. She indicated she has called the police department numerous times for increased patrol. The Armory has added significantly to the number of children in the area as well as the number of vehicles.

Ms. Porter suggested a sign to indicate that a curve is ahead, and perhaps a "Children Present - 20 MPH." She indicated there are two school bus stops near the Armory plus two more down the street, all of which are not marked. Armory provides Indoor Park for very small children on Tuesdays and Thursdays. Andrews indicated that this may qualify them as a school zone and directed Larry Anderson to check and report at next meeting.

Irene South, 619 N. Morton Street, requested more police presence and traffic enforcement.

Al Calome, 503 N. Morton, agreed that speeding is a problem. He offered his residence for placing the radar trailer. Mr. Calome said he didn't feel that installing sidewalks would alleviate the traffic speeds.

McDonald agreed that the cut through traffic creates a problem, and agreed that speed humps are effective against speeding.

Brandt disagreed with installing signs at every bus stop. Larry Anderson will look at a new traffic count before the next meeting and check for speed signs.

Mayfield asked if a stop sign could be installed on Sheridan to stop for Morton traffic. Larry Anderson was surprised that one did not exist at this location; he will review before next meeting.

Regarding speed humps, Chairman Andrews said installation of speed humps will require neighborhood meetings, traffic counts, public hearings. Anderson said that we only have \$10,000 financing available until June 30, 2000, and suggested considering an LID.

Motion: Mayfield/Benedict to install stop sign on Sheridan to stop traffic at Morton. Motion carried. Larry Anderson will review speed signs and see that they are installed.

Andrews asked Lieutenant Casey to see that the police department addresses the traffic problems in the area.

B) Residential parking permits (Andrews)
City Attorney Terry Mahr distributed permit parking examples from Eugene, Salem and Portland. The theory behind residential parking permits is that parking is being taken up by out-of-area vehicles and the permits discourage those individuals from taking away the parking. Mahr said the present ordinance does not allow for permit parking. He suggested that the idea be presented to Council and see if there is an interest in pursuing a permit parking process. Would require the police department to enforce parking.

Lieutenant Casey indicated that the Police Department doesn't have the staff to enforce parking currently and does not foresee this to change in the future. Currently enforce parking on a complaint basis.

Discussion regarding parking enforcement near George Fox University and Newberg High School, utilizing volunteers, and training.

C) Citizen notification of staff actions (Andrews) No report.

IV. STAFF REPORTS - GENERAL INFORMATION:

- A) Chief of Police - No report.
- B) Engineering -

Anderson advised that the driveway into Springbrook Plaza has been moved, and the bulbouts on First Street have been completed. Mayfield raised the issue that curbs on First Street are below street level which could be a concern during icy or rainy weather.

- C) Traffic Safety Committee Sub-committees
 - 1. Community Relations - Another meeting to discuss the bypass is scheduled for June.
 - 2. Pedestrian Safety - No report.
 - 3. Parking Safety (passenger vehicles & trucks) - No report.
 - 4. Traffic Control and Obstructions - Concern about U-haul trucks parked on the sidewalk in front of Bug Busters.

V. REPORTS: None.

VI. COMMUNICATIONS FROM THE FLOOR:

- A) Concern of resident Marla Sweeney regarding traffic speed on Vittoria Way

Andrews directed that Ms. Sweeney be notified about the meeting scheduled for May 11, 1999, at 7:00 p.m. to discuss the Crestview-Mountainview project.

This issue was held over to the next meeting.

VII. ADJOURN TO NEXT MEETING: July 12, 1999. An August meeting will not be held. Meeting adjourned at 9:40 p.m.


Mary Newell, Recording Secretary