

TRAFFIC SAFETY COMMISSION MINUTES

Monday, July 12, 1999 7:00 p.m.

PRESENT: Bob Andrews, Doris Brandt, Dick Meyer, Don Matthews, Terry Mayfield, Howard McDonald, Jack Stephens.

STAFF PRESENT: City Engineer Larry Anderson, Police Chief Bob Tardiff, and Recording Secretary Mary Newell.

ABSENT: Glenn Benedict and Everett Clarkson

I. CALL MEETING TO ORDER:

- A) Review and approve minutes of May 10, 1999

Chairman Bob Andrews convened the July 12th meeting of the Traffic Safety Commission.

Motion: Brandt/Mayfield to place the minutes on file as corrected. Motion carried.

Chairman Andrews reported that he has been appointed to the Planning Commission and distributed a copy of his resignation from the Traffic Safety Commission, noting that this meeting is the last on which he will serve. He thanked the commission members and staff for their support. He will be carrying concerns of sound traffic management into his new position.

II. OLD BUSINESS:

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

Ms. Sweeney called from Santa Barbara, California to say that she is out of town and will not be able to attend the meeting. This matter will be held over to the next meeting scheduled for September when Ms. Sweeney will be available to air her concerns.

III. NEW BUSINESS:

- A) Communication of John Lyda requesting a no parking area at the intersection of N. Main and E. Illinois, and Hwy. 219.

Mary Newell informed the Commission that Mr. Lyda had a conflict and would not be able to attend the meeting. He indicated his diagram explains his concerns and would leave any decision up to the Traffic Safety Commission.

City Engineer Larry Anderson indicated he agreed with Mr. Lyda's assessments. Regarding the intersection of E. Illinois and N. Main and Hwy. 240, Anderson said that cars turning at 35 mph frequently encounter vehicles parked in the area identified in the diagram. Anderson indicated this is a State Highway, but that he felt sure they would approve yellow striping the area. Anderson suggested maintaining one parking space in front of the one house unless the driveway is too close to the intersection. He suggested that if there is allowable space, the City would

leave one parking stall and remove everything else. Anderson confirmed that the City has authority over parking on the State Highway. He indicated that the City contractor is currently painting curbs so it is a good time to do this.

Motion: Brandt to paint the two areas. Motion died for lack of a second.

Regarding the area of Hwy. 99W and Hwy. 219, Chief Tardiff indicated that the City can sign Hwy. 219, but that the whole area is a bike lane which means no parking is allowed. Anderson indicated the lane could be stripped. Anderson will check with ODOT regarding the bike lane. If no objection, the City will simply mark it as a bike lane.

Mayfield questioned whether this is a limited decision on this issue, with a fourteen day appeal period. Chief Tardiff confirmed that it is not a Limited Decision, just a matter of extending the markings.

Andrews suggested handling the two issues with two separate motions.

Motion: Brandt/Mayfield to direct City Staff to paint the bike lane markings on Hwy. 219 once confirmed as bike lane by ODOT. If that area is not designed by ODOT as a bike lane, the City should paint it as a bike lane immediately as a Limited Decision, allowing a fourteen day appeal period. Motion carried.

Motion: Brandt/Mayfield to paint the natural 20-foot setback on E. Illinois at N. Main, as no parking as indicated on the diagram dated June 17, 1999. Motion carried.

Confirmed that a setback already exists and this is not a Limited Decision.

Larry Anderson provided some history of the intersection of Illinois and Hwy. 240.

B) Request of Wanda D. Gage, and others, requesting the closure of Deskins Street at the College Street SR-219 end.

Ms. Wanda Gage, 711 N. Deskin, #5, explained her concern of speeders and traffic using the small street as a turnaround and speeders cutting corners, creating a hazardous situation for residents in the area. Her sister's house at 707 Deskins has been hit by vehicles going too fast. She indicated that while walking on the street, passing vehicles have been known to "brush" past her. Ms. Gage cited the danger to the number of children in the area. Most of the traffic is southbound traffic. Ms. Gage indicated the only buildings on Deskins is an apartment complex, the store and her sister's residence. Ms. Gage is requesting that Deskins be closed at College, on the north end. This allows an entrance to Deskins on the south end from Illinois only.

Dick Meyer indicated he had visited the area during the afternoon. Out of twelve vehicles, seven turned onto Deskins. Tardiff indicated that the speed is 35 mph, with it turning to 25 mph

shortly after Deskins. The speed is not marked on Deskins.

Don Matthews noted that cut-through traffic onto Deskins would increase with the northbound bypass.

Responding to a question from Mac McDonald, Ms. Gage indicated that vehicles seldom stop when pulling onto Hwy. 219. Chief Tardiff suggested that section of Deskins is actually State Highway. Anderson noted the strange angles which exist at this intersection, and proceeded to explain the history of how the triangle came to be created. He suggested that closure of Deskins would require approval from ODOT. Further, he said that the City's long range plan – still a couple years out – is to clean up that area, with bike lanes, curbs, et cetera.

Margaret Bise, 707 N. Deskins, noting she had resided at this address for thirty years, said that her husband's vehicle was hit as she was backing out of their driveway by an oncoming car which did not slow or signal. She asked that the area be signed with the appropriate speed limit, as near to the entrance to Deskins as possible.

Action: A 25 mph speed sign will be posted.

Mayfield suggested moving the speed reduction up College prior to Deskins. Andrews explained that the City has no jurisdiction over speeds on the state highway. Andrews advised that there is a House or Senate bill which, if passed, will allow cities to designate speeds within their boundaries.

Action: Larry Anderson will report at the September meeting on the status of the triangle area following his discussion with ODOT. If ODOT does not have jurisdiction over that portion of the highway, the City may hold a public hearing to promote this issue. No other action will be taken at this time.

IV. STAFF REPORTS - GENERAL INFORMATION:

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

Regarding stop signs at Nugget and North Main, a work order has been issued to have the signs installed. Yamhill County is working on the intersection of Lynn and North Main.

Regarding Morton Street, Larry Anderson indicated that stop signs are installed on Sheridan at Morton Street. He will review installing 25 mph near the entrance of Morton and Hwy. 240, and investigate a "park zone" near the Armory. A recent speed survey on Morton Street indicated the average vehicular speed was 26 mph. The speed survey was taken over a week long period, so the average is over 24 hours over a seven day period. One day the average was 27 mph. He indicated a few problem cars clocked in at 45 mph. This information will be shared with the Newberg Police Department.

- C) Traffic Safety Committee Sub-committees
1. Community Relations -
 - Dick Meyer reported on the Crestview/Mountainview alignment, noting that the southerly route had been selected.
 - Traffic signals are due on First Street.
 - Rotary is rebuilding the shelter in Memorial Park.
 2. Pedestrian Safety - No report.
 3. Parking Safety (passenger vehicles & trucks) - No report.
 4. Traffic Control and Obstructions - No report.

V. REPORTS:

- A) Engineer's report on Traffic Safety Commission's directive to work with Mr. Watt to if possible to open up two parking spaces on the south side of Third Street, south of the Watt driveway.

Larry Anderson reported that Mr. Watt elected not to remove part of his driveway to accommodate two parking spaces south of his driveway on West Third Street. Mr. Watt indicated to the City Engineer that he would be talking to Peavey Oil to see if together they could pay for the curb replacement, which run approximately \$10-\$20 per foot. Mr. Watt was not willing to pay for the cost of reducing the driveway.

Anderson confirmed that no legal parking exists on the east side. From the driveway to the highway on the west side, that area is no parking. There is one legal open ended parking space south of the driveway on the south side of East Third Street. The area between the driveway and the railroad offset is no parking.

Mr. Herman raised the question of whether there was still one legal parking space that his employees could use. His understanding was that one legal parking space still exists. Chairman Andrews allowed time for a review of the last Traffic Safety Commission minutes.

Chairman Andrews clarified the intent of the decision of the last meeting: the intent of the motion was that one parking stall was "legal" in the sense that the spot meets standards, but that the "No Parking" designation holds until a decision is made by Traffic Safety to lift the no parking restriction.

Motion: Mayfield/Matthews to reaffirm the "No Parking" on the south side of Third Street from Hwy. 99W to the railroad tracks.

Mr. Herman stated that on-street parking is very important to his business and reiterated his feeling that the City erred by not notifying him that his parking was being eliminated and the need for the landscaping during the building project. He suggested that Peavey Oil would have done something differently.

Chairman Andrews called for a poll vote of Commission members:

Matthews: Nay
Brandt: Yea
Meyer: Nay
Mayfield: Yea
McDonald: Yea
Stephens: Nay
Andrews: Nay

The motion failed with a vote of four to three.

Motion: Matthews/Mayfield to remove the “No Parking” designation on the one legal parking stall located south of the Watt driveway on East Third Street.

Chairman Andrews called for a poll vote of Commission members:

Matthews: Yea
Brandt: Yea
Meyer: Yea
Mayfield: Nay
McDonald: Yea
Stephens: Yea
Andrews: Yea

Motion passed with a vote of six to one.

VI. COMMUNICATIONS FROM THE FLOOR:

Ms. Dorothy Adams, 211 West Illinois, expressed concern about traffic conditions on West Illinois and Hwy. 240. She indicated that traffic is heavy. She supported use of the radar trailer. It helps slow traffic while it's in operation on the street, but when it is taken away the traffic promptly returns to speeding over the bridge into Newberg.

Although expressing support for the police department, she chided them for not responding to her complaint call on June 29th. She said that people are not stopping on Morton before entering Hwy. 240. The traffic is heavy, and there is lots of speeding. Ms. Adams does not know why more people aren't calling to complain about the speeding because it is so flagrant.

Chief Tardiff indicated that police are dispatched based on the nature of the complaint, more serious calls get the first call out. With only two officers assigned to traffic, the police department is trying to monitor traffic all over Newberg and it is impossible to be several places at one time.

Regarding Hwy. 240, Main Street, and Illinois, Ms. Adams concurred that it is a bad intersection and suggested that directional arrows would help. She has viewed persons making wrong turns in that intersection, obviously not knowing the right and wrong way to enter the intersection. Jack Stephens agreed, noting that any arrows or street lining would help clarify directions of traffic travel.

Larry Anderson indicated that City staff does not do lane striping; that is contracted out. He indicated that they can do some temporary lane markers and see if they can better delineate the travel lanes. Unfortunately, the striping contractors have come and gone for this summer.

Action: Larry Anderson will have some arrows and lane marking done at the entrance of North Main and Illinois, off Hwy. 240.

Dr. Matthews, 1401 N. Springbrook, owner of Newberg Urgent Care, asked the Traffic Safety Commission to consider extending the "No Parking" on South Hayes Street to Deborah Road. He said cars are parked on the south side of Hayes, parking in front of his building, and up around the corner onto Deborah Road. Dr. Matthews indicated this causes a very tight corner and lanes of travel for those traveling between Deborah Road onto Hayes Street. He passed around photographs of the area for Commission members to view in support of his concerns.

Mayfield asked if there is striping adjacent to his driveway. Dr. Matthews indicated yellow curbing exists which was an improvement, but that the situation could be better.

Anderson confirmed that Hayes is posted "No Parking" along the east side of Deborah Road, in the unfinished area, along with "No Parking" on the north side of Hayes.

Dr. Matthews requested "No Parking" on the south side of Hayes Street from the driveway of Newberg Urgent Care west to Elliott Road and east to the end of Hayes Street.

Anderson indicated that this would eliminate approximately 4-5 parking spaces heading east and maybe ten spaces going west. Because off-street parking will be required of all business as development of the individual parcels occur, Anderson does not foresee a need for off-street parking and suggested it would not be a problem to eliminate the parking. It would require a public hearing. The City Engineer suggested that the stretch with the Texaco, mini-mart, and automotive store, --- developed through an LID -- is densely developed and guessed that was the source of vehicles parking on the street. He suggested the City could legally paint a twelve-foot setback on the corner on Deborah back from Hayes Street; Anderson confirmed a need for a public hearing to eliminate parking on Hayes east to Elliott.

Motion: McDonald/Brandt to hold a public hearing in conjunction with the regular business meeting on September 13th to consider establishing "No Parking" on the south side of Hayes Street from Deborah Road to Elliott Street. Motion carried with one Nay vote from Terry

Mayfield.

VII. ADJOURN TO NEXT MEETING: September 13, 1999

Prior to adjournment, Chairman Andrews officially resigned from the Traffic Safety Commission, turning over the gavel to Vice Chairman Dick Meyer.

Dick Myer opened nominations for Chairperson of the Traffic Safety Commission.

Motion: Matthews/Brandt to nominate Dick Meyer as Chairman.

Dick Meyer nominated Terry Mayfield and Doris Brandt, both of whom declined the nominations.

Mac McDonald moved the nominations be closed, which was seconded by Brandt. Brandt called for the question. Motion carried, with one nay vote from Dick Meyer.

Chairman Dick Meyer opened nominations for the position of Vice Chairperson.

Brandt nominated Terry Mayfield, who declined the nomination citing a lack of time commitment.

Motion: Brandt/McDonald to nominate Everett Clarkson as Vice Chair of the Traffic Safety Commission. Motion carried, with one nay vote from Bob Andrews.

Motion: Brandt/Stephens to close the meeting. New Chairman Dick Meyer closed the meeting at 9:35 p.m. The next regularly scheduled meeting of the Traffic Safety Commission will be held on Monday, September 13th, 1999.


Mary Newell, Recording Secretary