

TRAFFIC SAFETY COMMISSION MINUTES
Monday, September 13, 1999
7:00 PM, Public Safety Training Room

PRESENT: Dick Meyer, Doris Brandt, Don Matthews, Everett Clarkson, Terry Mayfield, and Jack Stephens

ABSENT: Glenn Benedict and Mac McDonald

STAFF PRESENT: Robert Tardiff, Chief of Police; Larry Anderson, City Engineer; Cindy Bolek, Community Resource Technician; and Mary Newell, Recorder.

I. CALL MEETING TO ORDER:

Chairman Dick Meyer called the meeting to order at 7:00 p.m.

A) Review and approve minutes of July 12, 1999

Motion: Brandt/Mayfield to accept the minutes as corrected. Motion passed.

II. PUBLIC HEARING:

There being no abstentions nor objections to jurisdiction, Mr. Meyer opened the public hearing.

A) Public Hearing to consider establishing "No Parking" on the south side of Hayes Street from Deborah Road to Elliott Street.

Larry Anderson presented the Staff Report. The south side of Hayes on the Parr Lumber frontage is already posted as No Parking. Between Parr Lumber and Urgent Care, it is posted as No Truck Parking. When looking at changing parking as the industrial area continues to develop, public hearings are held for input. Any development in the industrial park will include ample off street parking. Originally, the limitation on truck parking was due to illegal tractor-trailer parking in the area. Streets are fairly narrow for an industrial area, between 34-35 feet wide. In terms of visibility and conducting business in the area, if the property owner would like to remove parking from his/her frontage, City Staff has no objection.

Chairman Meyer asked for testimony from proponents.

Dr. Matthews, Newberg Urgent Care, sees two issues: safety and fairness. He cited lack of visibility for his patients when exiting his business, particularly when vehicles are traveling down Deborah onto Hayes Street. Hayes also has a slight bend which falls to the south, causing a reduction in visibility. Secondly, development requires that adequate off street parking is provided. He has done this for his staff and patients, and

feels that those businesses across Hayes Street should be held to the same requirement. Vehicles blocking the view of his clinic and causing visibility issues for his patients is not fair or consistent with City development code standards. He is in complete support for eliminating parking.

Augie Gonzales, Clinical Administrator Newberg Urgent Care, said that the area needs some consistency in the designated parking and no parking areas. The vehicular parking on the street puts an unfair burden on the area surrounding the clinic. The mailman cannot make deliveries without getting out of his vehicle. Agreed with the stated issue of public safety.

Karen Anderson, Newberg Urgent Care, supports the no parking proposal due to safety issues. She has been a victim of a close call with a southbound vehicle on Deborah entering Hayes Street, and has had the opportunity to witness many more close calls at that intersection. She sees the no parking area as a better traffic environment.

There being no further testimony in favor of the proposal, the Chair called for testimony in opposition.

Jason Mock, General Manager, Yamhill Grill, 2818 Portland Road, said they have a total of 65 parking spaces for employees and patrons of the Yamhill Restaurant. They should have 110, so the restaurant requires their employees to park off site. There is not enough parking area to accommodate the employees. They may be able to take out a few more spaces, but not nearly enough to provide adequate parking for both employees and patrons. A section of the parking lot was sold to another company by the previous owners. Additional parking may have been part of the original plan, but the decision to relinquish that area was done prior to Yamhill's taking over the restaurant. Regarding safety, he feels there is more concern with turning into their restaurant from Hwy. 99W, than those encounters on Hayes Street. He noted that he has not observed the traffic issues which the proponents have raised.

There being no further testimony in favor or opposition to the proposal, Chairman Meyer the Chair entertained questions.

Responding to a question, City Engineer Larry Anderson said that restaurant currently known as Yamhill Grill had originally had parking which met the standards at the time. Initially, there was a plan to build a motel, and parking standards were met .

Mr. Mock said the Yamhill Grill employs 45 people. They encourage car pooling, but that there is no place for these people to park except on the street. If parking is eliminated, he foresees problems because they will be parking where they are not

wanted.

Responding to a question from Committeeman Don Matthews regarding the inconsistent parking areas along Hayes Street, Larry Anderson gave a brief history of the truck-trailer parking issues in the industrial park and the resulting Traffic Safety Commission decision to post no parking for trucks and allow vehicular parking on the south side of Hayes Street. He said the No Parking area in front of Parr Lumber must have been part of the Design Review process.

In response to question from Terry Mayfield, Larry indicated that at 20 feet per parking space, the number of spaces which could be eliminated would be approximately sixteen. He will get a firm number before the next meeting.

Augie Gonzales indicated that Parr Lumber is supportive of no parking along the south side of Hayes Street. Regarding Anderson's suggestion of removing just those spaces in front of Urgent Care, Augie indicated that would not solve the vision clearance issue to the west down Hayes Street.

Chief Tardiff suggested moving the No Parking for all vehicles to the south side of Hayes and allowing vehicular parking on the north side. Larry Anderson indicated that with the impending development of that property owned by Berg Chevrolet, he would suggest speaking with Loren Berg prior to making a proposal.

Mayfield inquired whether City staff had painted the no parking area at the corner of Deborah Road and Hayes Street. Larry Anderson said this was on the job list, but that painting has not been completed and was unsure if painting of this site had been completed.

Staff Recommendation: Larry Anderson said that as a policy, it has always been that if a business wants to eliminate parking in front of their building, the City has allowed that to happen. He expressed concern that there has been no contact with the owners of the vacant property. He said that each of those properties paid for the improvement through an LID. He does not have a concern with eliminating parking in front of Newberg Urgent Care and far enough away from their driveway to increase visibility. In addition, he would also like to consider the feasibility of moving vehicular parking back to the north side of Hayes Street while eliminating parking on the south side of Hayes Street.

There being no further discussion or questions of staff, Dick Meyer closed the public hearing. The matter was set over to the next meeting scheduled for October 11, 1999, and in the meantime Tardiff will contact Berg.

III. NEW BUSINESS:

- A) Petition of Scott Leavitt Park Community regarding traffic concerns and requesting Traffic Safety Commission consider installing traffic monitoring devices.

Cindy Bolek, Community Resource Technician, drew Committee members attention to the petition in their meeting packets. She had drawn out the general area on the white board to facilitate understanding of the request. She indicated a traffic accident in the vicinity is what precipitated the request. Both Cindy and Officer Dutton had attended a neighborhood meeting to discuss neighbors concerns. Traffic was the main concern, with others as outlined in the letter. The majority of issues centered around Scott Leavitt Park. Several options for reducing traffic was discussed: speed humps, reduced speed zones, additional enforcement, rerouting traffic, and four-way stops at Willamette & 10th and Columbia & 10th. Since the meeting, City staff has upgraded all the 15 mph signs around the park, and some have been moved to provide greater visibility. Neighborhood Watch signs were also moved. Neighbors were to list offending driver's license plates, but none have been submitted.

The neighbors agreed to a speed survey, which is included in the packet. Overwhelmingly, the speeds are within acceptable limits. It is felt the two intersections are a problem because they are uncontrolled. There were some near misses observed during the course of the meeting. The great volumes of traffic has been an ongoing concern over many years. She encouraged them to put their concerns into a letter to the Traffic Safety Commission. Ms. Bolek requested that based on the high traffic volume, the high use of the park, the great number of families who live near and use the park, that the Traffic Safety Commission consider installing four way stops at both intersections of 10th & Willamette and 10th & Columbia.

Larry Anderson said that stop signs are not installed to control speed. Stop signs control right-of-way issues. He said it works very well not to have stop signs in neighborhoods like this. The "right hand rule" works well for low volume streets. He explained the difference between low volume streets and high volume streets.

In this particular case, the intersections do not meet traffic warrants for installing stop signs. However, a compelling reason to grant the request would be the high pedestrian traffic into the park. There are probably as many pedestrians as vehicles which traverse this area, which is uncommon. In addition, a consideration is the large number of children congregating at the park and clustered in the streets around the park. Installing the four way stops would not harm the traffic flow, since only 100 or so vehicles would be affected. It would make it a safer neighborhood and be cheaper than installing speed humps. Speed humps wouldn't do anything since the speed survey has already indicated that drivers are going the speed limit. In addition, there are no sidewalks and only one crosswalk. He suggested a stop sign and a stop bar may be all

that would be required; he recommended trying that prior to adding crosswalks. He said sidewalk would be required before the City could install crosswalks. Anderson suggested that by installing stop signs as requested, it will not impact many people, just those who will be using the area near the park.

Don Matthews reminded that installing stop signs just increases the noise level in the area.

Chief Tardiff indicated that speed is not the issue but rather how to deal with the volume of pedestrians. He agreed that stop signs would be an easier method for addressing the problem, and the City would save money by not having to install the signage and meeting the ADA standards required of installing sidewalks and crosswalks.

Motion: Mayfield/Brandt to make a Limited Decision to install a four-way stop at the intersections of 10th & Willamette and 10th & Columbia based on the compelling reasons of park location and high pedestrian volume. Motion carried unanimously. A fourteen day appeal period from the date of notification is required.

IV. OLD BUSINESS:

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

No action. Cindy Bolek will contact Ms. Sweeney to discuss the possibility of a neighborhood meeting.

IV. STAFF REPORTS - GENERAL INFORMATION:

- A) Chief of Police -

Chief Tardiff attended a meeting on Photo Light Enforcement. Newberg was one of six cities chosen to use photo light enforcement. At this point in time, Chief Tardiff is exploring ways to help finance the program.

- B) Engineering -

Per Larry Anderson, stop signs have been installed on Nuget and North Main.

- C) Traffic Safety Committee Sub-committees

- 1. Community Relations

Transportation committee is looking at a utility fee for maintenance, which will free the City's gas tax for capital construction. This may assist with fixing Newberg streets and creating the northern arterial. Still in the planning stage.

- 2. Pedestrian Safety - No report.

- 3. Parking Safety (passenger vehicles & trucks)

Doris Brandt was contacted regarding Habitat for Humanity vehicles parking on Meridian at Spaulding Oaks. Vehicles were parked on both sides of the driveway; some vehicles were towed.

Larry Anderson will review the site to see if the driveway needs to be painted back to Spaulding Oaks.

4. Traffic Control and Obstructions - No report.

V. REPORTS:

- A) City Engineer report regarding discussion with ODOT regarding jurisdiction over College at Deskins, relating to request of Wanda D. Gage, and others, to close Deskins Street at the College Street end.

Anderson reported that a 25 mph sign already exists on Deskins. Regarding the triangle, ODOT owns the right-of-way. There would be no reason for the City to accept jurisdiction over that area because it's not to City standards.

Doris Brandt asked whether the City will consider closing off that section, noting that it has never been discussed with the store. Anderson indicated that there is one leg which is not usually used where they may be able to do something. He did not recommend closing Deskins at that point because it gives pedestrians a chance to get around the trains and also allows trucks entering the industrial area more room for their turning radius. He suggested it was safer for everyone as is than to make one turn at College and Deskins.

Discussion regarding what seems to be excessive time the train blocks traffic flow. Chief Tardiff suggested Traffic Safety Consider sending them a letter requesting they do their switching at a time other than at 5:00 p.m. No action.

B) City Engineer report on decision to paint bike lane markings on Hwy. 219. Larry Anderson spoke with ODOT representatives about the bike lanes on Hwy. 219. ODOT is in favor of eliminating the parking and would like the City to paint the yellow curb up to the first driveway. A painted bike lane makes the area a no parking area. Each of the properties which would be affected has off-street parking. ODOT will not finish painting the bike lane without written authorization from the Traffic Safety Commission.

Larry recommended that the Traffic Safety Commission make a limited decision to eliminate parking for one block between Parkview Lane and Church Street so ODOT can paint the bike lane. The issue died for lack of a motion.

Dick Meyer asked Larry Anderson to review lack of painting on Washington Street at the railroad crossing. Anderson reported that painting on Illinois at Hwy. 240 was also delayed due to street resurfacing.

The Traffic Safety Conference is scheduled for October 20-22 in Ashland, Oregon.

VI. COMMUNICATIONS FROM THE FLOOR:

Jim Morrison, 717 E. Sheridan, raised the issue of parking on Sheridan Street. He indicated that Sheridan Street is 25 feet wide. Most of Sheridan has No Parking on the north side with the exception of his block and, maybe, the 800 block. He would like to see the No Parking on the north side extended to both the 700 and 800 blocks, and asked the Traffic Safety Commission to review this issue. He noted that school buses no longer use Sheridan because they can't get through, and people park in the islands in order to get off the street.

VII. ADJOURN TO NEXT MEETING: October 11, 1999.

There being no further business to become before the Traffic Safety Commission, Chairman Meyer closed the meeting at 8:45 p.m.


Mary Newell, Recording Secretary