

TRAFFIC SAFETY COMMISSION MINUTES
Monday, November 8, 1999

PRESENT: Dick Meyer, Doris Brandt, Don Matthews, Terry Mayfield, Everett Clarkson, Howard McDonald, and Dione Baumer.

ABSENT: Glenn Benedict and Jack Stephens

STAFF PRESENT: Bob Tardiff, Larry Anderson, and Mary Newell

CALL MEETING TO ORDER:

A) Review and approve minutes of October 11, 1999

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

Motion: Brandt/Clarkson to accept the minutes of October 11, 1999 as written. Motion carried.

PUBLIC HEARING:

A) Appeal of Limited Decision to eliminate parking in the 700 and 800 blocks of the north side of E. Sheridan

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

Larry Anderson, City Engineer, presented the staff report. Currently, parking on both sides of Sheridan has been eliminated in the vicinity of George Fox University. When the Traffic Safety Commission received the request to eliminate parking on the north side of E. Sheridan in the 700 and 800 blocks, the Commissioners went along with the request because it continued to move traffic through the neighborhood. Since the decision was made, there have been appeals, primarily involving livability issues. He indicated the need to determine what is going on within the neighborhood, noting it is not really a safety hazard although it does cause problems for cars passing other vehicles on the street. Anderson indicated it is not a function of Engineering as much as having an impact on the neighborhood and stated his interest in hearing testimony from the neighbors.

Testimony from opponents:

Noting Mr. **Bruce Bishop**, 714 E. Sheridan, was unable to attend the hearing due to a conflict, he read the text of Bishop's appeal into the public record (attached as part of these minutes).

Robert Soppe, 709 E. Sheridan, said he has a fair perspective of what happens on the street. Accidents have happened, but have been limited to intersections. Mr. Soppe has three children. There is a concern that vehicles travel fairly fast along Sheridan, and he feels that removing

parking will only make people go faster. Drivers use Sheridan to cut around the intersection of College, and expressed concern that opening up the lane will cause more traffic because it becomes easier for people to use the cut through. He does not see an issue that parked vehicles will be hit by oncoming traffic.

Directing attention to his letter (attached) to the Traffic Safety Commission dated November 8, 1999, Soppe asked Commission to review the map. The map reveals the following:

- ▶ At 54 spaces, parking is limited
- ▶ Traffic Safety's Limited Decision eliminates 19 parking spaces (35% reduction)
- ▶ Next year ODOT will eliminate approximately ten spaces along Hancock, which is almost entirely residential (19% reduction in parking spaces)
- ▶ No parking exists on College. Residents must use side street parking if they don't have their own off street parking
- ▶ After the Limited Decision and the action by ODOT, it will result in a 54% reduction in parking spaces.

Regarding a comment in the minutes of the October meeting that school buses no longer use Sheridan, two of Soppe's children take the school bus which travels from College to Sheridan to Edwards.

Lastly, he suggested Commission members consider the option of a one-way street. This would allow two lanes of parking, with one lane of traffic. It would help the livability of the neighborhood while eliminating the cut-through traffic. The blocks are short and drivers would not have to travel far to turn around in case of a wrong turn.

There being no further testimony in opposition to the proposal, the Commission entertained testimony from proponents of the proposal to eliminate parking on the north side of E. Sheridan Street.

Jim Morrison, 717 E. Sheridan, said his concern is one of misuse of residential property. He expressed concern that people are using residential housing as communal living resulting in many people in one house with many cars. This causes them to park on his island and on their island, creating a situation where vehicles cannot pass safely. This is a traffic hazard. He questioned how many 26 foot wide streets allow parking on both sides and said that 24 foot wide streets should allow no parking. This was his reason for making the request.

Pat Haight, 501 E. Illinois, stating she has personally seen non-family members parking on Morrison's property, is opposed to parking on the north side of Sheridan. In addition, when vehicles are parked on both sides of the street, sometimes you have to stop before you can move forward and suggested that eliminating parking would not encourage fast speeds because they are short blocks. Lastly, individuals purchased homes knowing that parking was limited and it is not fair for neighbors to encroach onto neighboring property. The street is so narrow that allowing

parking on both sides creates a hazard, and vehicles may end up sideswiping other vehicles.

There being no further testimony in favor or opposition, the Chair asked for questions.

McDonald, due to the limited visibility, suggested that it might be safer for children if parking were allowed on only one side of the street.

Baumer indicted that ODOT's intention of removing parking spaces should be considered before making a decision. Dick Meyer indicated that ODOT intends to replace any parking that will be eliminated, but was unsure where the parking would be located. Larry Anderson said that parking would be provided between River and Center streets, and will leave an area on Hancock where parking will be allowed. ODOT is looking to purchase other vacant lots downtown. However, parking will not be conveniently located like on-street parking.

Baumer questioned the viability of a one-way street. Anderson said one-way streets are pretty rare in residential areas. Although complicated, they work downtown by improving traffic flow and helps with signals.

The City Engineer indicted he does not know of any other streets this size which allow parking on both sides. He feels this particular stretch was not marked due to individual requests from George Fox University to the east and, perhaps, Central School to the west, coordinating eastbound and westbound traffic patterns. Ms. Haight suggested it was due to influences of earlier residents of the 700 block.

Soppe indicated the available parking was added reason for purchasing his home and is asking to keep what they purchased. Parking across the street will be inconvenient for residents. In addition, he feels moving vehicles are more of a hazard than parked cars.

Soppe agreed with Morrison that too many cars belong to the houses and people do park on his lawn. He suggested the people need to park on the street and there is enforcement if people are parking in the grassy areas. He suggested signage and enforcement would be better than the drastic measure suggested.

There being no further testimony, either for or against, Chairman Meyers closed the public hearing and the Traffic Safety Commission entered into deliberations.

Chairman Dick Meyer indicated that the appeal will hold up any enforcement of the Limited Traffic Decision. Clarkson suggested that the issue be tabled until the Commission had an opportunity to discuss the new testimony in detail.

Motion: Clarkson/Brandt to table the issue to the January meeting. Motion carried.

NEW BUSINESS:

A) Examine limited parking on First Street and Howard Street adjacent to Newberg City Hall

David Beam, City Planning, delivered a short presentation on the request of the Planning Commission to limit parking around City Hall. He explained the City Hall remodeling project and the Planning Commission's request to examine the current uses of on-street, short-term parking surrounding City Hall. City Hall has two street frontages: one on First Street and one on Howard Street. He discussed past uses and those proposed uses once City Hall is occupied. The majority of use when opened will be for Community Development, Legal Department and Administration. Will need spaces for visitors, deliveries and short term parking for employee who stop by frequently for very short periods of time. City employees will park their personal vehicles in the City lot.

He said staff recommendation is as follows:

1. Predesignate the Howard Street parking spaces D & E to a 30 minute limit.
 2. Retain 15-minute time limit designation for spaces B & C.
 3. Retain 2-hour limit designation for spaces A and F through K.
- Restrictions on all spaces B through K should be limited to Monday through Friday, 8:a.m. to 6 p.m.

Beam indicated that they originally felt the need to limit D through K for Monday through Friday, but after reconsideration felt it more appropriate to increase the number of spaces from B through K.

The Planning Commission felt it would give a wide range of available parking for those persons needing to visit City Hall.

Mayfield noticed that there was no delivery zone. Beam indicated that if a vacant space were not available the delivery drivers would have to move further down the block; Anderson indicated the alley could also be used for delivery.

Beam indicated the bulbouts planned for First Street will also help with the parking. He thanked Commission members for taking the time to consider the request, noting that this early consideration will allow Public Works time to plan and order appropriate signage.

Motion: Mayfield/McDonald to make a Limited Decision to accept the Planning Staff recommendation with the correction made by the planner to limit spaces B through K to Monday through Friday, 8:00 a.m. to 6:00 p.m. as follows:

1. Predesignate the Howard Street parking spaces D & E to a 30 minute limit

2. Retain 15-minute time limit designation for spaces B & C.
3. Retain 2-hour limit designation for spaces A and F through K.
Restrictions on all spaces B through K should be limited to Monday through Friday, 8 a.m. to 6 p.m.

Motion carried unanimously. Confirmed that a Limited Decision requires a fourteen day appeal period.

D) Request of Spaulding Oaks Condominiums to eliminate a parking space on the north and south side of the north driveway entrance of Spaulding Oaks Condominiums at 1100 N. Meridian

No one appeared on behalf of Spaulding Oaks to discuss their request outlined in a letter to the Traffic Safety Commission.

Ms. Brandt indicated that the issue with parking was due to construction parking at the Habitat for Humanity site across Meridian blocking visibility to their driveway.

Anderson indicated that this northern driveway is no different than any other driveway in town and suggested it would need very extenuating circumstances to condone such an action. He said the same issues do not exist around the northern driveway as those surrounding the request for the southern driveway.

Matthews indicated he felt if they wanted to eliminate a parking space that the Traffic Safety Commission should accommodate them. Dick Meyer cautioned that it would open the door to every other person who wants to create a doorway out of their area.

Doris Brant said Spaulding Oaks is a senior citizen condominium. Many of those seniors have a difficult time with visibility to the right and that the Traffic Safety Commission had heard the same concern on other occasions.

Motion: Brandt/Matthews to comply with the request of Spaulding Oaks Condominium to eliminate one parking space north of the north driveway. Motion passed, with Baumer voting in opposition.

Chief Tardiff indicated that this Limited Decision carries a fourteen day appeal period.

E) Request of Donna McCain to reconsider her request for a four-way stop at the intersection of Sierra Vista and Hoskins Street

Donna McCain thanked the Traffic Safety Commission for their efforts and apologized for not attending the last meeting. She felt that her request was not clear and thanked Commission members for reconsidering her request for a four way stop at Sierra Vista and Hoskins. She indicated that she has lived in that particular area for twenty-one years. Over that period of time,

many changes have occurred. The street has been reconfigured, apartments have been built, traffic has increased and so has the number of residents in the area.

Ms. McCain indicated that the school bus makes several stops in the area. She said that several parents have mentioned to her how dangerous it is for the children waiting at this particular intersection. Stops are located on three sides of the intersection but several children have to cross going to the north. Ms. McCain indicated she is requesting a fourth stop on Sierra Vista so that there are stops in all directions to keep drivers from moving through the intersection so fast.

Larry Anderson indicated that at one point the Legislature considered removing the three way stops because of the concern about the confusion which is created by three way stops.

Donna McCain, noting that she appreciated the approval of the additional signage alerting motorists of the three-way stop, said the actual hazard of that corner is the through traffic towards the children. There are two sets of busses which pass through, one for elementary school and one for middle school.

For clarity, Chief Tardiff drew the intersection on the white board. Larry Anderson said that three way stops are confusing for those persons who are not familiar with an area. For that reason, they are not as safe as a four-way stop.

Motion: Baumer/Clarkson to reconsider their Limited Decision on Sierra Vista and Hoskins and moved to make the intersection a four-way stop. There was no discussion and the motion carried unanimously.

This limited decision will carry a fourteen day appeal period. However, Chief Tardiff indicated that signs could be installed immediately under the order of the Chief of Police.

OLD BUSINESS:

A) Report on moving "No Parking" on Hayes Street from south side of Hayes Street to the north side of Hayes Street (Anderson)

Larry Anderson, noting he had talked with Loren Berg, distributed a map dated 11-8-99 outlining his proposal for consideration, attached as part of these minutes. Proposal was the following:

On Hayes Street between Elliott Road and Deborah Road, no parking on the south side of Hayes Street, and to allow vehicle parking on the north side of Hayes Street *except* for no parking for 50 feet east from Elliott Road or 50 feet west from Deborah Road, and no parking on north side of Hayes Street opposite the Parr Lumber driveway plus additional 50 feet each direction.

Augie Gonzales expressed approval with the proposal, noting it eliminates the visibility concern

for their patients exiting their driveway.

Brad Farmer, Parr Lumber, expressed opposition to the proposal citing the heavy truck traffic. He indicated they had looked at the zoning and spent a great deal of time examining the traffic flow; he feels current road situation is the appropriate one for the heavy concentration of truck traffic. Parr selected their lot because it was appropriate for their businesses and the safety of the community. Also asked Commission members to keep in mind the number of vacant lots still available for development, noting the light industrial area will develop dramatically.

Discussion between Larry Anderson and Brad Farmer regarding Parr's truck traffic, turning radius, traffic flow, and the entrance and exit into Parr Lumber. Farmer indicated that people are using Hayes to avoid Hwy. 99 traffic. He sees a conflict as traffic flow increases and their trucks pull out from a dead stop. He indicated the parked cars are not a problem but expects visibility to be difficult because there is a gray zone looking to the right. Anderson suggested tracking a truck as it exits Parr Lumber driveway as they may want to expand the no parking area. Anderson indicated that Loren Berg is expecting street parking for their customers.

Farmer indicated that the mill trucks might change their patterns if the Commission chooses to change the parking.

Jason Mock, Yamhill Grill, approved of the proposed plan. He said his concern exists if parking is eliminated as they have no parking for their employees. Mock indicated the lube shop does store vehicles on the street.

Dr. Matthews, Newberg Urgent Care, passed around photographs of the parking around his business. He asked for no parking in front of his business, no parking on the corner of Deborah and Hayes, and no parking in front of his signage. Matthews indicated other businesses should provide parking for their employees and visitors. He expressed support for the proposal as presented as it would eliminate his concerns. Dr. Matthews is also in favor of no parking on both sides of Hayes Street.

Larry Anderson reiterated the staff recommendation and suggested a variable be included to address Parr Lumber truck clearance issues as follows:

On Hayes Street between Elliott Road and Deborah Road, no parking on the south side of Hayes Street, and to allow vehicle parking on the north side of Hayes Street *except* for no parking for 50 feet east from Elliott Road or 50 feet west from Deborah Road, and no parking on north side of Hayes Street opposite the Parr Lumber driveway plus additional 50 feet (*variable*) each direction.

Discussion regarding the history of the industrial park. Responding to a question from Dione Baumer, Larry indicated the width of the street is too narrow to allow truck parking on both sides of the Hayes street.

Motion: Matthews/Mayfield to accept the staff recommendation with the variable for Parr Lumber trucks. No discussion. Motion carried unanimously.

STAFF REPORTS - GENERAL INFORMATION:

- A) **Chief of Police** - Larry Wiltshire was awarded the Safety Award at ODOT's annual conference held in Ashland.
- B) **Engineering** - ODOT ran the lines for interconnects up Hancock Street for the new signals so they should be operating within a couple weeks.
Also, Baker Rock is moving ahead with locating on the property. Next step will be design review at the County level. City will have an opportunity to comment. Will keep the Traffic Safety Commission updated. Would be appropriate for the Traffic Safety Commission to provide input if they choose.
- C) **Traffic Safety Committee Sub-committees**
 - 1. Community Relations - No report
 - 2. Pedestrian Safety - No report
 - 3. Parking Safety (passenger vehicles & trucks) - Boats parked on Meridian, also boat parked wrong way on Sherman Street opposite Central School. Boat and camper parked behind house on Cherry and Center, near the Manor.
 - 4. Traffic Control and Obstructions - No report.

Chief Tardiff encouraged Traffic Safety Commission members to call the police department with Code violations for immediate action rather than waiting for the monthly meeting. Code violations include vehicles parked in setbacks, etc.

REPORTS:

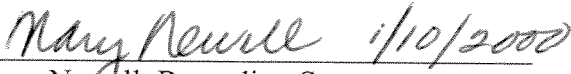
- A) **Engineer's report on George Fox University master plan and street vacation**

Larry Anderson met with George Fox University. The Traffic Engineer has not yet been hired so it appears that they will hire a firm to complete the traffic analysis; however, they expect to hire by January at which time they will be able to make a report.

COMMUNICATIONS FROM THE FLOOR: None.

ADJOURN TO NEXT MEETING: No meeting will be held in December. Rather, an informal holiday dinner is planned at Izzy's. Please let Doris Brandt or Dick Meyer know if you will be attending. The next regular meeting of the Traffic Safety Commission is January 10, 2000.

Motion: McDonald/Mayfield to close the meeting. Meeting adjourned at 9:15 p.m.


Mary Newell, Recording Secretary