

TRAFFIC SAFETY COMMISSION MINUTES
Monday, August 13, 2001
Public Safety Building

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

ABSENT: Jack Stephens, Becky Simpson, Everett Clarkson

STAFF PRESENT: Robert Tardiff, Chief of Police; Dan Danicic, City Engineer; Mary Newell, Recording secretary

1. CALL MEETING TO ORDER:

A) Review and approve minutes of May 14, 2001 and June 11, 2001.

Motion: Brandt/Mayfield to approve minutes of May 14, 2001, as written. Motion carried.

Motion: Brandt/McDonald to approve June 11, 2001, minutes as presented. Motion carried.

2. OLD BUSINESS: None.

1. NEW BUSINESS:

A) Request for Yield Sign at Mountain View Drive and Aspen Way

Sandy Knotts, 335 Hillsdale Drive, indicated there appears to be confusion as to who has the right-of-way as vehicles meet, turn or yield in the area of Mountain View Drive and Aspen Way. She asked what could be done about these interchanges to clarify what and who has the right-of-way.

Doris Brandt, having driven the route for Newberg School District, indicated no problem exists at the intersection.

Bob Andrews, noting that he and Dick Meyer had driven the area, advised that three stop signs are located in the area to help control all traffic going accessing Mountain View Drive.

Dan Danicic indicated there would be significant changes over the next 3-5 years as the northern arterial project for Mountain View is completed. Also, although the road is in the City limits, Yamhill County has jurisdiction over the road.

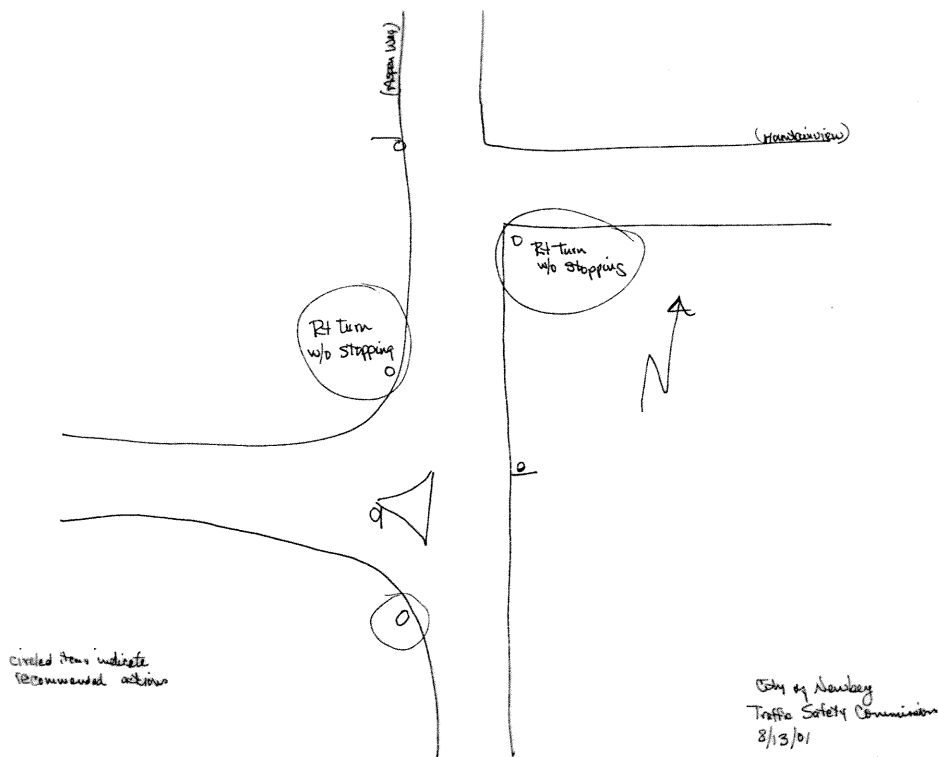
Chief Tardiff drew the interchanges on the whiteboard, identifying stop sign.

Anna Rose, 607 Camden Lane, Newberg, expressed support for Ms. Knotts, stating that there several collision points in the area and had wondered why the area had not been cleaned up earlier.

Don Matthews, citing the increased traffic with the Mountain view project, supported a stop or yield sign on Aspen.

Suggested by Chief Tardiff, Bob Andrews agreed that "Right Turn Without Stopping" signs might be appropriate. Dan Danicic, noting that one of the problems is that Mountain View is not well striped, suggested that better striping would better delineate the traffic flow.

Motion: Andrews/Matthews that Staff forward to Yamhill County a recommendation that two "right turns permitted without stopping" signs be installed per the diagram Exhibit A.



There were no votes in opposition and the motion passed.

B) Request for Handicapped Parking Space on Meridian at Newberg Body and Paint

Rory Antis, 244905 NE Hwy. 240, Newberg, said Newberg Body & Paint is adding a second story to their building and the City of Newberg has requested a handicapped parking space be installed. Space suitable for a handicapped parking space does not exist on the site, and Mr. Antis is requesting that two parking spaces be turned into one handicapped space on Meridian. The first option was to put the space on First Street, but this idea was eliminated because First

Street is a State highway. Mr. Antis said Barton Brierly, Russ Thomas and Bob Stewart assisted with the recommendation. The exact location on Meridian is necessitated by the requirement that tree wells not be removed to accommodate the parking space. The owner will fix the sidewalks.

Andrews questioned whether handicapped ramps were included as part of the plan. Mr. Antis said Brierly said no ramps would allow easier access than if ramps were included. However, Antis indicated that they would be willing to include ramps if that were the decision.

Dick Myer expressed concern that a precedence was being set to allow handicapped parking on the street if there is not sufficient space on the site and he was not in agreement with this theory.

Responding to Andrews request for clarification, Antis explained that the renovation of the property was to add a second floor. The upstairs is currently used for storage and they are merely raising it an additional foot to allow vertical storage of bumpers. Andrews suggested that they are adding cubic feet, not square feet.

Dan Danicic, noting he also felt some concern about setting a precedent, indicated he has not seen enough evidence to suggest that the parking space could not fit onto the existing property. Using the schematic, Rory Antis addressed this issue with Danicic. Antis indicated that they have the permit and the contractor is ready to begin work.

Danicic estimated the cost of installing the new parking space to be approximately \$500, including paint and signage. Dan raised the question of whether the City of Newberg was expected to maintain the new parking space.

Motion: Andrews/Brandt to approve the request to eliminate two parking spaces on Meridian adjacent to Newberg Body and Paint, to allow one handicapped parking space on the street, and provision that Staff and the Rory Antis work together on an alternate solution, such decision not to be a precedent setting decision. Motion passed, with Terry Mayfield voting against the motion.

Regarding setting a precedent on this decision, items considered when making the decision included: belief that the decision does not have a significant impact on the neighboring properties; a curb cut is already available; and adequate handicapped parking spaces are not accessible.

Motion: Mayfield/Andrews moved to preclude consideration by the Traffic Safety Commission on future similar items unless appropriate City planning and development code information is provided. Motion carried unanimously.

C) Request for stop signs on 9th Street at S. Chehalem Street

No one appeared to support or oppose this request.

City Engineer Dan Danicic indicated that Staff, using existing data, had determined that this intersection did not warrant a four-way stop.

Consensus decision to deny the request due to the fact that the intersection does not meet the criteria for a four-way stop.

D) ODOT request to close the northbound lane of Meridian Street at Hancock Street.

Ron Clay, ODOT Project Manager, explained that a sight distance issue exists where Meridian Street crosses Hancock Street. This will be fixed with the installation of the stop light next year. However, in the meantime, ODOT requests that Meridian be blocked to northbound traffic with a barricade at Hancock eliminating vehicles from crossing Hancock or turning left. Southbound traffic would still be allowed. Access to that block of N. Meridian would be from First Street.

Motion: Brandt/McDonald to accept the recommendation of ODOT to temporarily close N. Meridian at Hancock for the duration of the Brutscher to Main Street Project. Motion carried. ODOT will take care of signage.

4. STAFF REPORTS - GENERAL INFORMATION:

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

Dan Danicic reported that the design of the Mountain View to Villa project has been completed, but it is most likely too late to begin construction until next year.

Questioned regarding current status of stop bars and traffic control on Villa and Haworth. Dan will check on this and report back at next meeting.

- C) Traffic Safety Committee Sub-Committees:
 - 1. Community Relations - Reminder of ODOT Block Party on Thursday.
 - 2. Pedestrian Safety - None
 - 3. Parking Safety (passenger vehicles & trucks) - None
 - 4. Traffic Control & Obstructions

Reported that vehicles are parked up to the corner at Sierra Vista and Meridian, specifically adjacent to the Oaks Apartments, and it was suggested a 20-foot yellow strip on the corner be painted to stop vehicles from parking to the corner.

5. REPORTS:

- A) Confirm application on behalf of Traffic Safety Commission for \$2975 ***Building Safer Communities Mini-Grant Program*** grant to provide bicycle helmets

Chief Tardiff, directing Commission's attention to a copy of the grant in their packets, advised that deadlines for submitting the grant was prior to the meeting. Therefore, they contacted Dick Meyer to sign the grant request on behalf of the Traffic Safety Commission.

Dick Meyer indicated he signed after first discussing the application with another member.

The Traffic Safety Commission by consensus confirmed their support of the application for \$2975 Building Safer Communities Mini-Grant Program to provide bicycle helmets.

6. COMMUNICATIONS FROM THE FLOOR:

Don Stradley, 2055 Hillsboro Highway, a tenant of the building on the corner of Blaine and Hancock addressed the Traffic Safety Commission on the need for a truck loading and unloading zone on Hancock. Mr. Stradley said he was representing all three tenants of the building, including Envisco, Inc., Caravan Coffee, and Advanced Machines.

Stradley indicated that all businesses in the building had a need for unloading trucks to receive products shipped. Some of the loading and unloading require the use of a forklift. He's not concerned over the lose of parking spaces, as long as there is still truck access providing access to the rear of the truck by ramp or something. Without truck loading, the building becomes useless for all tenants. Asking for a reasonable solution. Suggestions include having employees park elsewhere, or institute scheduled delivery and implementing a temporary truck loading zone during delivery.

He read a letter from Pete Miller of Caravan Coffee, 117 N Blaine into the record:

To Whom It May Concern:

As a matter of introduction, my name is Pete Miller and I'm the proprietor of Caravan Coffee. I regret not being able to attend the traffic safety meeting due to a scheduling conflict. Please accept my few words regarding freight access at 117 N. Blaine.

The only access to freight in and out of our building is through the door on Highway 99W. We accept deliveries of coffee and coffee related products 2 to 5 times per week. 1 or 2 of these deliveries is on pallets and requires us to unload and bring into our warehouse using a forklift.

With the future elimination of the parking area in front of our loading door on Highway 99W, we need an alternative safe way of getting freight in and out of the building. A truck loading Zone just north of our building on 99W would allow for a safe unload are. In addition, a ramped sidewalk alongside our building would eliminate us from entering the traffic lane of Hwy. 99 with a forklift.

Thank you for your consideration in this matter.

Sincerely,
Pete Miller

Continuing, Mr. Stradley indicated that between all businesses deliveries are made every day, or every day and one-half. It is very important to them to maintain a loading area.

Mr. Roger Minthorne, owner of the building, distributed maps and provided a summary of his remarks for the record. In summary, he agreed with the original plan but the plan changed from the original proposal.

Ron Clay, ODOT Project Manager, indicated he has not spoken with ODOT regarding this issue, and was not prepared to discuss this issue since he was unaware that the issue would be raised at the meeting.

Followed was extensive discussion regarding the Minthorne building and possible building access points. Mr. Minthorne was asked what temporary loading/unloading plan had been made for the 3-month closure of Haworth to see if that temporary arrangement might be useful in determining a long-range plan. No decisions were made. Andrews suggested that apparent design and engineering problems would need to be addressed before the Traffic Safety Commission could decide on a loading zone. Noted that loading and unloading would be an issue for most properties located on Hancock and First Streets, due to the closure and rerouting of traffic during the closure.

Followed was extensive discussion regarding the Minthorne building and access.

Responding to Mr. Minthorne, Ron Clay indicated that loss of business is a non-compensable issue for ODOT.

Motion: Mayfield/Andrews to table the issue until after the October 2001 meeting. Motion carried.

Staff will work with ODOT to obtain additional project information, with ODOT providing the parking configuration for First Street. Mr. Minthorne will find out whether distributors can deliver at specific hours and also whether they can utilize smaller, shorter delivery trucks.

Anna Rose, 607 Camden Lane, Newberg is a resident of Chehalem Meadows. This is the last subdivision approved for private streets, and she is seeking a resolution to uncontrolled vehicle travel in the cul-de-sac. The cul-de-sac has several private streets which enter and exit into the cul-de-sac. In addition, an island of mailboxes sit in the middle of the cul-de-sac. Nothing exists to direct traffic around the cul-de-sac, resulting in confusion. People drive on both sides of the street depending on which private drive or mailbox is being accessed. Vehicles are also driving too fast as they enter and exit. Children and others are put at risk. No parking is allowed on the cul-de-sac.

Anna Rose indicated that Russ Thomas has installed a "no outlet" sign at the entrance, but has

denied further signage because signs are not allowed in cul-de-sacs. She is working with the post office to relocate an island of mailboxes which sit in the center of the cul-de-sac. She asked that the Traffic Safety Commission consider what could be done.

Dan Danicic suggested that directional signage to alleviate crossing the cul-de-sac from the wrong side. Bob Andrews mentioned one-way arrows as a possible solution to make traffic flow into one direction of traffic.

Action: Dan Danicic will go back to staff to determine how the situation came about, feeling it is somewhat acting as a round about. He will have the Engineering staff take a closer look and report back at the next meeting.

Doris Brandt asked Engineering to review whether or not Crestiveiw is evenly divided.

7. ADJOURN TO NEXT MEETING: Next meeting September 10, 2001

There being no further business to come before the Traffic Safety Commission, the meeting adjourned at 9:57 p.m.

Mary Newell 9/10/01 as amended
Mary Newell, Recording Secretary