

TRAFFIC SAFETY COMMISSION

Monday, September 10, 2001

Public Safety Building

PRESENT: Dick Meyer, Doris Brandt, Don Matthews, Terry Mayfield, Jack Stephens, Bob Andrews, and Becky Simpson.

ABSENT: Howard McDonald and Everett Clarkson

STAFF PRESENT: Bob Tardiff, Dan Danicic, and Mary Newell

I. CALL MEETING TO ORDER:

A) Review and approve minutes of August 13, 2001

By consensus, minutes were approved with correction that Doris Brandt worked for Newberg School District, not School Bus Services.

II OLD BUSINESS:

A) Request to reconsider Limited Decision to eliminate two parking spaces on Meridian Street in order to install a handicapped space adjacent to Newberg Body & Paint

Dan Danicic reported that he met with Rory Antis and together they figured a way to reconfigure the space to allow a handicapped parking space on the lot. Danicic recommended that they adopt a revised recommendation to allow the parking space onsite.

Motion: Brandt/Simpson to accept the recommendation of Dan Danicic to reconsider the original motion to eliminate two parking spaces on Meridian Street, and to accept the joint alternate solution to reconfigure the space and allow the handicapped parking space on the lot.

Bob Andrews indicated this reconsideration meets a provision of the original motion to work with Mr. Antis to reach an equitable solution on the property if possible. The question was called for and the **motion passed unanimously**.

B) Affirm Limited Decision to approve ODOT request to temporarily close the northbound lane of N Meridian at Hancock

Mr. Roberts, adjacent property owner, spoke in support of the closure.

Motion: Matthews/Mayfield to affirm the limited decision of the Traffic Safety Commission to temporarily close the northbound lane of N. Meridian Street at Hancock Street. Motion carried.

C) Affirm decision of Chief of Police to temporary close the northbound lane of N Meridian at Hancock

Motion: Matthews/Mayfield to affirm the decision of the Chief of Police to temporarily close the

northbound lane of N. Meridian at Hancock Street. Motion passed.

III. NEW BUSINESS:

A) Review draft ordinance pertaining to design and regulations for City-owned parking lots

David Beam, Planning Director, addressed the City Council on (1) the proposed changes to design of the Second Street parking lot and (2) regulations for City owned parking lots. Using an overhead, he explained the current parking lot design of the Second Street parking lot and identified proposed changes. Noted were concerns of business owners who have backdoor entrances in the parking lot, and their concerns of residents conflicting with business customers. Some downtown buildings are currently in remodel with upper floors being remodeled to residential space. An organized meeting was held with downtown stakeholders resulting in the existing proposal. Generally, the south third of the parking lot are 48 hour spaces, with everything north two hour spaces. Handicapped parking spaces are moved to the west, more centrally located in the lot area.

Ordinance 1133, regarding regulation of City-owned public parking lots, was approved by the City Council in 1953, and addresses the Second Street parking lot. Beam advised that a second City-owned lot was being developed at the corner of Hancock and Blaine, and that more would be developed in the future. Beam asked Commission members to review proposed Ordinance No. 2001-2552, amending Ordinance No. 1133, to expand enforcement capability to all existing and future parking lots. He indicated it provides more flexibility as business needs change. Parking currently is regulated by staff; Ordinance 2001-2552 provides for regulation of time limits to become a City Manager function. Section 5 makes ordinance violations punishable by a Class 5 civil infraction, which allows for automatic update to current fine fees.

Dick Meyer questioned how it is that only four handicapped parking spaces are required for a lot of 99 spaces, when the Development Code requires 1 handicapped space for every 17 regular spaces. Beam was unsure but indicated that four spaces was the number required by the Building Department.

Bob Andrews raised the following issues:

- ▶ Concern with moving the decision making from City Council, passing jurisdiction to the City Manager
- ▶ Questioned whether there was a need for an "emergency closure" clause in case the lot needed to be pulled for City use during a natural disaster
- ▶ Questioned the term "vehicle" and whether that included trucks, passenger cars, pickups, and asked whether a prohibition against any vehicle which would pull across the lines, i.e. trucks or cars pulling boats, etc.
- ▶ Delivery needs
- ▶ Future aggress and egress issues

David Beam responded with the following:

- ▶ An emergency closure clause had not been considered

- ▶ Vehicles must fit between the lines; there will be a prohibition against anything which will pull across the lines.
- ▶ The alley will be used for deliveries
- ▶ Future ingress and egress has not been considered if 99W is moved to Second Street.

Regarding the number of handicapped parking spaces, he does not have an answer. Dick Meyer thinks the Second Street parking lot is the only lot with handicapped spaces and stressed the importance of this particular need.

Motion: Brandt/Matthews to forward to the City Council the recommendation that the Second Street Parking lot design and the ordinance be accepted as written.

Bob Andrews indicated he feels an inconsistency exists between Exhibit A and the Ordinance as they relate to the authority of the City Council and the City Manager. He would need to vote no unless the issues can be considered separately.

Brandt/Matthews withdrew their motion so the issues could be addressed separately.

Chief Tardiff, addressing David Beam, asked whether those preparing the ordinance understand that enforcement is limited. Beam indicated that they understand that at this time, there is no enforcement.

Motion: Andrews/Mayfield to favorably recommend to Planning to go forward to the City Council with the reconfiguration of the proposed Second Street Parking Lot known as Exhibit A. Motion passed unanimously.

Andrews indicated that he would like the language relating to time limits be amended to show that if the City Council wishes to delegate to the City Manager those responsibilities, they would be able to do so, or delegation to Planning, etc. He reasoned that the City Council may want to delegate those responsibilities for all future lots, or may prefer instead to review on a case by case basis. He preferred that question be left for the City Council for discussion.

Motion: Andrews/Brandt to recommend the ordinance be forwarded to the City Council with those recommendations as they pertain to the language in Sections 1 and 2 regarding delegation. Motion passed unanimously.

B) Request for stop signs at the intersection of 5th Street and Meridian to clarify right-of-way issues

Brian Massey, 500 S Meridian Street, raised the issue of installing stop signs at 5th Street and Meridian. Noting he represents a group in the community, he cited safety as the main concern. He indicated the Police Department had identified four accidents in that intersection, but he feels there is at least one every month, with many being minor and going unreported. He cited the highway project for the increase in traffic, drivers looking to bypass the construction. In addition, the

removal of the stop light at River has exacerbated the problem. Further, there has been an increase in population and many children cross at the intersection to get to school. His concern is no signage exists to cause drivers to slow. He suggested that if the Traffic Safety Commission were to make a decision on stop signs, his recommendation would be to stop traffic going east and west.

Audrey Harkema, 421 S Meridian, 39 year resident in this location. She cited many children in the area and has personally witnessed many near misses. There are no school zone signs to aid children in their trips to and from school.

Mr. John and Mrs. Bonnie Wood, neighborhood residents, expressed agreement with Mr. Massey and Ms. Harkema.

Responding to Ms. Brandt, City Engineer Dan Danicic indicated that residential streets are not normally signed and suggested that further study would be recommended to see if stop signs are warranted for the intersection.

Dick Meyer indicated that visibility is not the issue; Massey agreed, noting it is a wide open intersection. Massey said Fifth Street has the heaviest traffic.

Ms. Kristin Massey clarified that the residents want something to happen at this intersection. She said that if a stop sign is not possible, Ms. Massey suggested Yield signs and Children At Play signs be installed. School zone signage close to the intersection would also be advisable.

Terry Mayfield indicated this he observed vehicles parking up to the corner.

Bob Andrews suggested a speed analysis be done if there is a question of speeding in the area. Dan Danicic agreed, stating that a speed analysis would be required to determine warrants for the location.

Responding to Bob Andrews, Dan Danicic indicated he would investigate what would be required to extend the school zone from Edwards Elementary School to that intersection and report back. Andrews agreed, noting that such information would be needed to prepare for holding a public hearing on the installation of stop signs.

Action: The Traffic Speed Form was given to Mr. Massey; Staff will conduct speed surveys and report back to the Traffic Safety Commission to determine further action.

IV STAFF REPORTS - GENERAL INFORMATION:

A) Chief of Police - None.

B) Engineering

Dan Danicic gave a brief update on the Brutscher To Main Street Project. Becky Simpson expressed concern about the abrupt drop between lanes as the paving was completed, noting the dangerous situation it creates for motorcycles.

The new light on Springbrook for the fire station is due to be turned on September 18th.

C) Traffic Safety Committee Sub-Committees:

1. Community Relations - Thursday is the last Construction Block Party.
2. Pedestrian Safety - None.
3. Parking Safety (passenger vehicles & trucks) - None.
4. Traffic Control & Obstructions - Reported a bad section of sidewalk between School and Fourth Street.

V. REPORTS:

A) Chehalem Meadows cul-de-sac

Dan Danicic indicated that Staff was working on this issue and had spent time confirming whether it was considered a public right-of-way. Staff is in agreement that the mailboxes should be moved and Public Works will assist with the move once the Postmaster has identified where they should be placed. Landscaping will be relocated. The cul-de-sac is too small to meet the criteria for a roundabout and so cannot install that type of signage.

Responding to Bob Andrews, Dan indicated there is no practical way to sign the cul-de-sac; there's not enough space to stripe two travel lanes. If the area is turned back into a traditional cul-de-sac, drivers will have to recognize the travel areas. Danicic noted that staff has learned much from this project and won't do it again.

Anna Rose, 607 Camden Lane, was disappointed to learn that there won't be double lanes, and inquired whether there was a way to direct traffic in the cul-de-sac. She suggested a light in the center of a planter for the middle of the cul-de-sac. Danicic said that was a deviation from City standards, but agreed that a unique situation with three drives entering the cul-de-sac which does not exist anywhere else in the city.

Discussion turned to parking in the cul-de-sac and Ms. Rose suggested eliminating parking on Arlington. Danicic said that parking can be controlled at the intersection by painting the curb. Eliminating parking between the curbs and the intersection would require a public hearing. Ms. Rose indicated that cars are allowed to park on both sides of the street. There are no sidewalks on the north side of Arlington which means there is no buffer between the street and parked cars, creating a safety hazard for children. The no outlet sign has cut down on the traffic.

Ms. Rose raised the issue of speed humps to slow traffic speed on Arlington. Citing Ordinance No. 99-2513, Danicic indicated that speed humps on a residential street need a minimum of 1200 trips per day to warrant the installation of speed humps and that a traffic study would be needed.

Anna Rose asked that a stop sign be installed at the end of Lewis Street, where it exits onto Arlington. Further, Ms. Rose said, residents will be installing stop signs and speed signs on the private streets.

Action: Danicic and Staff will continue to work towards a solution for Arlington Drive.

B) Stop bars and traffic control on Villa at Haworth

Dan Danicic is working with ODOT because this intersection will be impacted by the MountainView detour. He's looking to ODOT to foot the expense of doing some of the work. Staff is looking at moving the stop bars.

VI. COMMUNICATIONS FROM THE FLOOR:

Steve Roberts, 814 E Hancock Street, agreed with the closure of the northbound lane of N. Meridian Street, although it was completed at great inconvenience to him. He still has concerns regarding the intersection, pedestrian safety, and offered some solutions:

- ▶ close portion of Hancock
- ▶ close pedestrian crossing at Meridian and Hancock and signed redirecting pedestrian traffic to cross at Edwards;
- ▶ remove one parking space to allow for left turn southbound from Hancock onto N. Meridian
- ▶ Close Meridian on both sides before wet weather arrives.
- ▶ Install the light early

Roberts suggested any changes should first be discussed with George Fox University.

Marlene Kavan, PO Box 1747, Portland, OR 97207, expressed concern that pedestrians cannot be seen on First Street when they are trying to cross First Street. Ms. Kavan received a citation for failure to stop for a pedestrian and asked that the City look to make pedestrians more visible. She passed around photographs taken to support her theory that pedestrians are not visible.

Chief Tardiff turned Commission's attention to an e-mail sent to the City Manager requesting that a speed sign be installed on Elliott Road. Chief Tardiff suggested that a speed analysis be done to set a speed appropriate for that street. Russ Thomas has suggested that Elliott be posted at 25 mph, but the basic rule should prevail. Tardiff indicated that 20 or 25 mph is probably too slow for that area; Danicic agreed.

Action: Danicic will do a traffic analysis and report back at a later meeting.

Bob Andrews will attend the Oregon Department of Transportation Conference.

VII. ADJOURN TO NEXT MEETING: Next meeting October 8, 2001. There being no further business to come before the Traffic Safety Commission, Andrews moved the meeting be adjourned. Following a second by Terry Mayfield, the meeting adjourned at 8:55 p.m.



Mary Newell, Recording Secretary