

TRAFFIC SAFETY COMMISSION
7:00 p.m., Monday, August 11, 2003
Public Safety Building
401 E. Third Street, Newberg, OR

PRESENT: Dick Meyer, Doris Brandt, Everett Clarkson, Becky Simpson, Ron Sult, and Joyce Vergets.

ABSENT: Howard McDonald, Michael Simpson and Paul Thompson

STAFF: Dan Danicic and Mary Newell

1. CALL MEETING TO ORDER:

Chairman Dick Meyer called the meeting to order at 7:00 p.m. He directed members attention to a communication from Paul Thompson, who resigned, effective August 11, 2003.

A) Review and approve minutes of July 14, 2003

Minutes not available and will be reviewed at the next meeting.

2. OLD BUSINESS:

A) Continued consideration on request to limit truck traffic on the new road which will serve as the main access to Providence Newberg Hospital from Hwy. 99W, exiting through Springbrook Oaks

Mark Meinert, 2713 E Roberts Lane, Administrator of Providence Newberg Hospital, indicated he and Mike Gougler had spent time together and they were in agreement to limit tractor-trailer access through the site. However, Springbrook Oaks has a large industrial park which needs good in-out access. He distributed a map to Traffic Safety Commission members to familiarize them with the area.

Mr. Meinert indicated they are not saying no to all truck traffic, just limiting the trailer traffic. Providence is working with Springbrook Oaks to work out a solution.

Responding to Ms. Vergets, Dan Danicic indicated that the roadway speed would likely be 25 mph, but not more than 35. Speed has not been discussed in detail.

Mike Gougler, 5214 Windsor Terrace, West Linn, explained more fully identified the map in extensive details. Discussion included the following:

- Hayes Street is scheduled to be completed during Summer 2003
- One area of land will not be developed until a final decision is made on the bypass; same parcel has a variance
- An area of land will be donated to CPRD for golf course holes 7 & 8. This works with area south of Fernwood Road is currently owned by CPRD.

- Federal rule that a federal funds cannot be used to build a road across park lands or park. In order for the bypass to be straightened, parties much reach agreement with CPRD. This proposal would cost less and fewer homes would be demolished.
- Springbrook Oaks has asked for a rezoning. Currently, M1 Industrial allows a truck intensive use. The M1 zone would allow a semi-truck, a full tractor truck every five minutes. Hayes goes through a residential neighborhood and a future neighborhood.
- Problem is that unless some sort of accommodation is reached regarding zoning, M1 will remain. The City of Newberg has proposed swapping RP with M1, which was considered at the time Allen Fruit was looking to relocate. Does not appear now that they are looking for property in Newberg.
- M1 extends to the stream corridor.
- A roundabout was built to accommodate about 400 additional homes and will accommodate accompanying traffic.

Mr. Gougler indicated that they support the building of the hospital but do not want to be put into a situation where they cannot develop their property.

Responding to a question from Becky Simpson, Mr. Gougler indicated that the land swap will likely occur, but the problem is that industrial property appeals to a narrower market. Most industrial users are looking for 20+ acres and are reluctant to develop them in the middle of a neighborhood. This parcel will have a bypass on the east and residential on the west, and later a golf course to the south so no additional development is possible anywhere around it. If zoned M1, could consider making it into smaller lots. Their restriction is no steel building, which further limits the market to the type of user for the site. Approximately 80 acres is M1 property. If the golf course is built, it will stay M1 because a waiver was received to allow a golf course on M1. It appears to be in the economic interest to have a full regulation golf course.

Dan Danicic, City Engineer, directed Commissioners attention to the maps in their packets, identified as:

Exhibit A - proposed hospital site layout, surrounding existing road network, and future northern arterial and Hwy 99W bypass.

Exhibit B - Springbrook Oaks conceptual use plan.

Exhibit C - Recommended transportation system plan, and

Exhibit D - Draft of an update to the existing transportation plan with the bypass which has not yet been adopted by the Newberg City Council.

He indicated that maintaining industrial land is an issue as the City does want to maintain a certain amount of industrial land within the City limits.

Mike Gougler said a pedestrian/cart path from the east to the west north under the bypass will go all the way to Fred Meyer and directly to the hospital. The path will be 12-foot wide and accommodate both pedestrians and golf carts. In addition, there will be walking paths though every neighborhood.

Per Mark Meinert, the Newberg hospital will be significantly different in design from the McMinnville facility.

Dan Danicic, said that if some limitation is done to the road now, it would greatly impact Mr. Gougler's ability to develop land at its current zoning. He suggested that it would be best to wait for the zone change and then deal with this issue. The City Engineer, noting it is a long process to change the zoning, said the zone change request would first be heard by both the Planning Commission and the City Council. Any zone change would also have to be approved by LCDC, and it is unlikely they would be able to remove industrial completely from the Comprehensive Plan.

Mike Gougler said that M1 will not allow a medical office building, but the City does need industrial land. He noted that many industries are looking for land with close access to I5.

It was suggested that Yamhill County has a reputation as being unfriendly to industry.

Motion: Brandt/Sult to take the position that truck traffic is not conducive to hospital development as explained and requested that City staff and City counsel look at accommodating zoning which is beneficial to both uses. Motion carried, 5-1. Becky Simpson voted against the motion.

3. NEW BUSINESS:

- A) Request to consider installing a four-way stop at the intersection of 5th and S. Howard streets

Gail Bonsey, 501 S Howard, resident for fourteen years, expressed concern for safety. The park play area is located at the end of the park at the intersection that has no speed signs. She cited reasons for installing a four-way stop:

- park is heavily used
- Boy Scout House located in park
- Speeding vehicles
- Another Newberg park is surrounded by 4-way stops
- Edwards Elementary School is just four blocks away, adding to the pedestrian traffic, and
- volunteers for the Fire Department drive through the intersection regularly

Suggested additional traffic due to 5th street acting as a short-cut to Dayton.

Dan Danicic indicated that a traffic study will be completed. He indicated these are valid concerns and parks are a unique feature that could warrant stop signs. A traffic study will be obtained for the next meeting.

4. STAFF REPORTS - GENERAL INFORMATION:

- A) Chief of Police - Report on Old Fashioned Festival activities; departure of two employees to work for the Beaverton Police Department.
- B) Engineering - The City Engineer reported the following:

- Newberg Transportation System Plan Update meeting, August 26
- City staff met with Springbrook Property Management about possible solutions to the entrance to Springbrook Plaza. Safeway is getting complaints. An analysis of the site was done; consultant will address driveway design and A-dec impact.
- As a condition of approval, a northbound left turn lane is expected on Fulton from Villa. Expect to see an application in the spring for the development.
- Fernwood Road will be done before winter
- The Limited decision on the Blaine Street Parking lot is on the City Council agenda for next week.
- ODOT is investigating the problems with vehicles turning right onto Main from Hancock.
- Painting order for Sierra and Meridian has been submitted, but City staff playing catch up.
- Staff looking at painting request of George Fox University, regarding yellow curb adjacent to some driveways

C) Traffic Safety Committee Sub-Committees:

1. Community Relations - Ground breaking for hospital on September 27th, and the Harvest Festival at the Library on September 13.
2. Pedestrian Safety - Becky Simpson expressed concern for roadway due to overloaded dump trucks.
3. Parking Safety (passenger vehicles & trucks) - None.
4. Traffic Control & Obstructions - None.

5. REPORTS: None.
6. COMMUNICATIONS FROM THE FLOOR: None.
7. ADJOURN TO NEXT MEETING: September 8, 2003

There being no further business to come before the Traffic Safety Commission, Chairman Dick Meyer closed the meeting at 8:33 p.m.

Mary Newell 10/13/03
Mary Newell, Recording Secretary