

CITY TRAFFIC ENGINEER'S REPORT

ISSUE NO. TC 787

Truck Parking on NW 167th Place, and on NW Twin Oaks Drive

December 17, 2018

Background Information

At the October 4, 2018 Traffic Commission meeting, the Traffic Commission considered TC Issue 782 Overnight Parking Restrictions on NW 167th Place, NW Twin Oaks Drive and SW Merlo Drive. Following the public hearing, the Traffic Commission approved restricting overnight truck parking on SW Merlo Drive but not on NW 167th Place and NW Twin Oaks Drive. The Traffic Commission directed staff to consider other options and bring the issue back to the Commission (see attached excerpt meeting minutes).

The pavement width of NW 167th Place and NW Twin Oaks is 40 feet. Both streets are classified as Local Streets that serves office and industrial businesses. Although the area around these streets was planned for office industrial use, in the last several years many of the buildings in the area are occupied by new businesses that provides general services.

During several field visits to the sites, staff observed that the demand for on-street parking from businesses along NW 167th Place and NW Twin Oaks is very low as businesses have large parking lots with ample parking. It was also observed that the streets are used for truck storage with trucks lined on both sides of the street. Many of the trucks belonged to the same company that is not on 167th place or Twin Oaks. Parked trucks makes it difficult for drivers to see pedestrians walking or crossing the street. Many of the trucks did not move for several days.

Staff is proposing to restrict overnight truck parking on NW 167th Place south of Cornell Road and on NW Twin Oaks between Cornell Road and 167th Place except for approximately 500 feet on the west side of 167th Place north of the intersection with Twin Oaks and for approximately 450 feet on the south side of NW Twin Oaks east of 167th place where truck parking will allowed for 48 hours (see attached drawing).

Applicable Criteria

The applicable criterion from Beaverton Code 6.02.060A is:

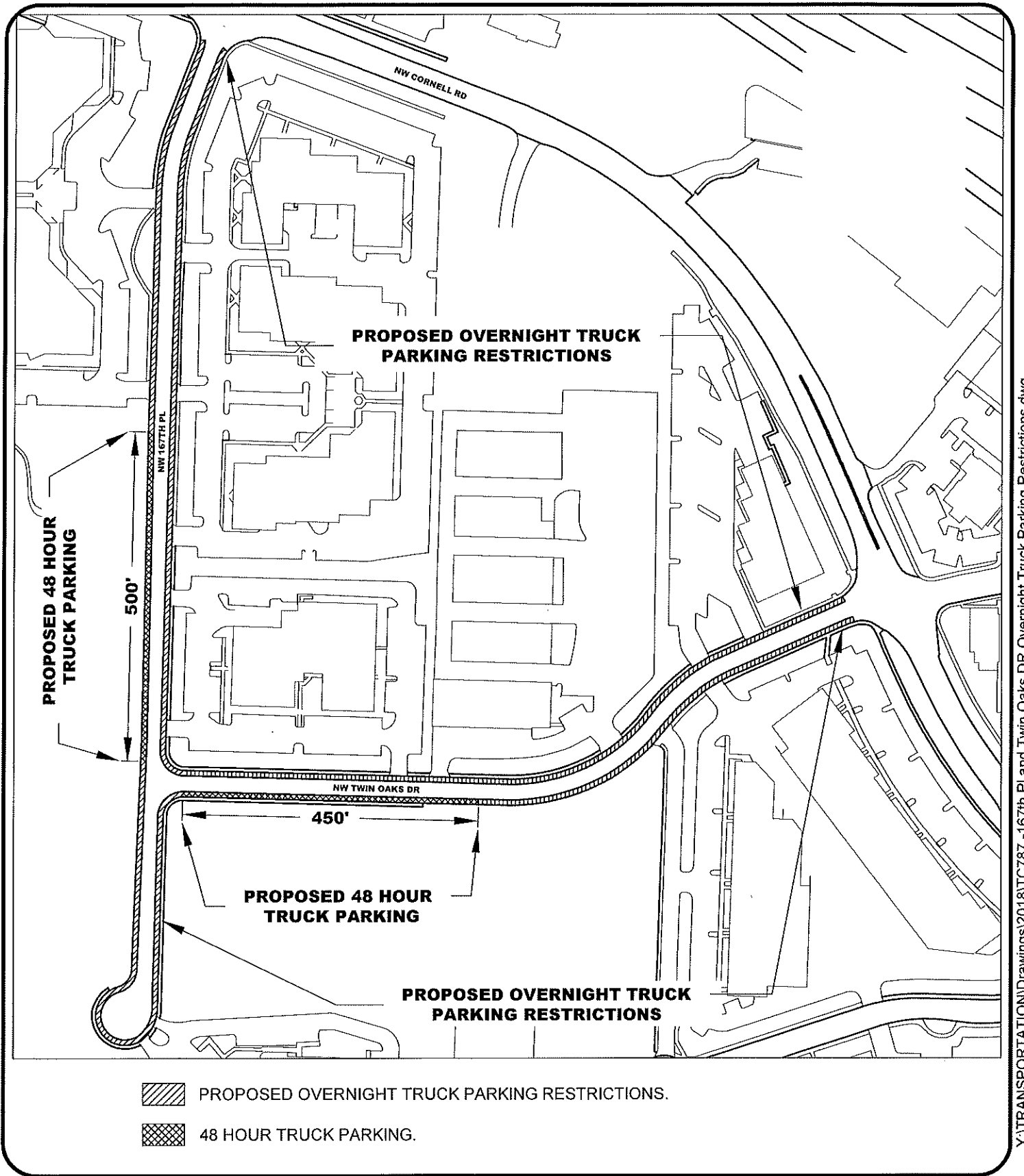
- 1a (provide for safe vehicle, bicycle and pedestrian movements);
- 1g (carry anticipated traffic volume safely);
- 1d (accommodate the parking needs of residents and businesses in a safe and equitable fashion).

Conclusions:

1. Restricting overnight truck parking on NW 167th place and on NW Twin Oaks and allowing 48 hour truck parking for approximately 500 feet on each street would discourage long term truck storage and would allow for overnight short term truck parking. It would improve the visibility and the safety of pedestrians, bicyclists and vehicles using the street, satisfying Criteria 1a and 1g.
2. The demand for overnight on-street truck parking by businesses along NW 167th Place and NW Twin Oaks is very low. Restricting overnight truck parking and allowing 48 hours truck parking for approximately 500 feet on each street would provide short term truck parking if needed without affecting the parking needs of businesses in the area, satisfying Criterion 1d.

Recommendation:

1. Restrict overnight truck parking on NW 167th Place south of Cornell Road and on NW Twin Oaks between Cornell Road and 167th Place except for approximately 500 feet on the west side of 167th Place north of the intersection with Twin Oaks and for approximately 450 feet on the south side of NW Twin Oaks east of 167th place where truck parking will be allowed for 48 hours.



Y:\TRANSPORTATION\Drawings\2018\TC787 -167th Pl and Twin Oaks Dr Overnight Truck Parking Restrictions.dwg



Overnight Truck Parking Restrictions on
 NW 167th PI & on Twin Oaks Dr

ENGINEERING DEPARTMENT
TRANSPORTATION DIVISION

Drawn By: GO Date: 12/18/18
 Reviewed By: _____ Date: _____
 Approved By: _____ Date: _____

APPROVED

CALL TO ORDER

On Thursday, October 4, 2018, at 7:03 p.m., Chairman Conway called the Traffic Commission meeting to order in The Beaverton Building Council Chambers, 12725 SW Millikan Way, Beaverton, Oregon 97076.

ROLL CALL

Traffic Commissioners present were, Chairman Ernie Conway, Bradford McClean, Amy Johnson, Paul Cohen, Ian Beaty and Douglas Henderson. Vice Chair John Herring was absent and excused.

City staff present were: City Transportation Engineer Jabra Khasho, Police Sergeant Steve Schear, Officer Mark Barrowcliff and Traffic Commission Recorder Shelley Searle. Oregon Department of Transportation representative Martin Jensvold was present as well.

STAFF COMMENTS

Mr. Khasho advised commissioners that before them was additional written testimonies for TC 781, TC 782, and TC 783 which were received after the initial packet had been distributed.

****BEGIN EXCERPT****

PUBLIC HEARINGS

Chairman Conway read the opening statement on the conduct of the public hearings for TC 781, TC 782 and TC 783. No conflict of interests were declared.

Issue TC 782: Overnight Truck Parking Restrictions on NW 167th Place, NW Twin Oaks Drive, and SW Merlo Drive.

Staff Report:

Presented by Mr. Khasho.

Officer Mark Barrowcliff of the Beaverton Police Department requested restricting overnight truck parking on NW 167th Place south of Cornell Road, on NW Twin Oaks between Cornell Road and 167th Place and on SW Merlo Drive between Merlo Road and 170th Avenue (see attached memo). Officer Barrowcliff indicated that since the City adopted the No Camping ordinance throughout the city, those streets are being used for truck parking and storage by individuals that are not connected to any of the businesses in the area. He indicated that when trucks are parked on the side of the street it creates a safety hazard to the community.

The pavement width of NW 167th Place and NW Twin Oaks is 40 feet. Both streets are classified as Local Streets that serves office and industrial businesses. Although the area around these streets was planned for office industrial use, in the last several years many of the buildings in the area is occupied by new businesses that provide general services.

The pavement width of SW Merlo Drive is 44 feet. It is classified as a Local Street that serves Merlo High School and office and industrial businesses. Due to the growth in the area and the construction of several multifamily developments on 170th Avenue, the pedestrian and bike activity on Merlo Drive has increased by individuals getting to the school and to the Merlo Max station.

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During field visits to the sites, staff observed that the demand for on-street parking from businesses along NW 167th Place, NW Twin Oaks and SW Merlo Drive is very low as businesses have large parking lots with ample parking. It was also observed that the streets are used for truck storage with trucks lined on both sides of the street that makes it difficult for drivers to see pedestrians walking or crossing the street. Many of the trucks did not move for several days.

The demand for overnight truck parking by the businesses along NW 167th Place, NW Twin Oaks and SW Merlo Drive is very low. This was also confirmed in the attached memo from Officer Barrocliff.

Staff is proposing to restrict overnight truck parking on NW 167th Place south of Cornell Road, on NW Twin Oaks between Cornell Road and 167th Place and on SW Merlo Drive between Merlo Road and 170th Avenue.

-End Report-

Officer Barrowcliff reported being contacted by many businesses on SW Merlo Drive, NW 167th, and NW Twin Oaks. The semi-trucks that are parking there are not affiliated with any of those businesses. They are owner-operator trucks. Many of the businesses have reported not feeling safe walking in this area due to this issue. He has been contacted by businesses on other streets, including, 169th, Artic, and Nimbus. Officer Barrowcliff is asking Traffic Commission to look at the streets purposed in the issue, and possibly address more down the road for the safety of the kids and the community.

Commissioner Beaty asked about the definition of "truck", as referenced on the sign.

Mr. Khasho confirmed the sign will say "No truck parking", which includes semi-trucks and U-Hauls.

Commissioner Beaty noted most of the complaints are about day-time activity and parking. Why are the parking restrictions for the evening and not during the day?

Mr. Barrowcliff noted each location is different. The Merlo is near soccer fields, and restricting parking would affect daytime activities. The trucks stay for a varied amount of time, ranging from one night to all weekend.

Mr. Khasho said businesses would be negatively effective by overnight only parking.

Commissioner Conway built off Commissioner Beaty's question, noting the staff report said the on street parking demand is very low.

Mr. Khasho confirmed this is correct, and added sometimes they may need additional parking.

Commissioner Henderson asked if these signs are approved how they will be enforced. He believes having a no parking time window would be easier to enforce for Code Enforcement or officers.

Mr. Khasho said the city has the same signs on Artic Drive, and trucks have not been parking overnight since the signs were installed. By saying no overnight parking, it does not mean trucks can park during the evening and drop a load. It means they cannot park the whole evening. "No overnight parking" is actually more flexible for truck drivers than specific hour no parking restrictions.

Commissioner Conway noted he wants the commission to be consistent throughout the city with any restrictions they put in place.

Commissioner Johnson asked if there is a city wide parking ordinance for the council to address right now.

Mr. Khasho confirmed council is working on an ordinance.

Commissioner McClean noted staff has reported that the trucks parking are not affiliated with local businesses. He questioned why it matters who is parking on the street.

Mr. Khasho stated, no, anyone can park on the street. The only place trucks cannot be left overnight is residential areas. There is no city ordinance that gives special permission to street parking for adjacent home or business owners.

Commissioner Conway is concerned about implementing change and having the problem move to somewhere else in the city. Where does staff think these trucks will go?

Officer Barrowcliff said Beaverton has grown and conditions have changed. Cut through traffic has increased, the bus barn is new, and there are more kids on Merlo Road now. He sympathizes with the truck drivers, but Beaverton is changing. He doesn't know where the trucks will go. This has become a dangerous situation.

Commissioner Conway inquired why these two locations being presented as one Traffic Commission issue. Mr. Khasho explained they are the same type of issue.

Public Testimony:

Susan Leatherman, Beaverton, Oregon, *In Favor*

Mr. Leatherman works for John L. Scott. The trucks park past where they are supposed to park, making it difficult to pull out of driveways. This street receives a lot of family traffic from people using the park. When she left to come to the meeting this evening, there were semi-trucks parked on the entire stretch of 167th.

Ms. Leatherman would like to see a parking time limit on 167th, and no overnight parking. She contacted the School District. The bus barn has about 200 buses making a total of 800 trips per school day. When the buses are lined up down the road and the semi-trucks parked on the sides, you can barely drive down the road. On Twin Oaks, she would like to see no parking on one side of the street.

David Pyrkey, Beaverton, Oregon, *In Favor*

Mr. Pyrkey has been a tenant at Twin Oaks Plaza for 15 years. He is concerned about the semi-trucks on 169th. For many years there hasn't been any semi-truck parking here. This is a recent problem. Staff has reported almost being hit while checking the mail. This street is also being used for cut through traffic to bypass 170th. Cars park right up to the intersection blocking line of sight, and creating the need to make a wide turn. Mr. Pyrkey has almost been in head-on crash here. Other tenants have reported being scared to cross the street here as well. This has been an issue for about six months.

Mr. Pyrkey provided a letter and a list of signatures of support as well.

Commissioner Conway asked if he is in support of this issue as it is currently written, as this issue does not mention 169th.

Mr. Pyrkey confirmed, and noted he was told to attend this meeting.

Commissioner Conway asked if he has contacted staff.

Mr. Pyrkey confirmed he reached out to Officer Barrowcliff and transportation engineering a few weeks ago.

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Staff Comments:

Mr. Khasho stated he received the request for 169th after the October agenda was set. This will be addressed in a future meeting.

Commissioner Cohen clarified the issue is trucks parking during the day.

Mr. Khasho said restricting overnight parking is the easiest way to have drivers not to leave their trucks for extended periods of time. Having specific time restrictions can be confusing.

Commissioner Conway asked if there is a way to have two different solutions for these streets. He wants a holistic solution and not just pushing the problem around the city.

Discussion:

Commissioner Beaty noted this is a precautionary issue, no accidents have been reported here yet. This is clearly a safety issue. He is in favor. If commission approves this issue, he wants to see where the trucks go prior to approving another similar issue. Traffic Commission should not be pushing the same problem around the city. If this becomes a bigger issue, city council should be responsible for direction.

Commissioner Henderson suggested approving Merlo and address the other streets later.

Commissioner McClean noted these are complicated issues. Without a city wide ordinance on overnight parking, we have to handle these on a case by case basis. We need to focus on the Traffic Commission criteria, providing safe vehicle, bicycle and pedestrian passing. So far the only issues that have been mentioned are visibility of pedestrians, and vehicles parking too close to intersections and driveways. He recognizes there is a challenge of trucks parking on this street, but in his opinion they have not met the criteria to approve this issue. There is no city ordinance that you cannot park on city streets.

Commissioner Johnson noted the city is changing and evolving. No one wants to see a kid dart out from behind a truck and get hit by a car. She would like the city to come up with a more holistic solution and ordinance. She is torn on this issue.

Commissioner Cohen doesn't believe restricting evening parking is the solution. If the proposal was to restrict daytime parking he would be in favor. He is not in favor.

Commissioner Henderson wants to see these as separate issues. He believes Merlo Drive is more of a safety issue. He would like to give business that rent nearby more of a vote than those who are randomly in the area.

Commissioner Conway would like to approve Merlo Drive and separate out the other streets. He also does not want to see this issue pushed around the city.

Commissioner Henderson MOVED to modify TC 782 to Restrict Overnight Truck Parking SW Merlo Drive, between Merlo Road and SW 170th Avenue, SECONDED by Commissioner Beaty.

Question called on the motion. Commissioner Henderson, McClean, Johnson, Conway, Beaty and Cohen voted AYE. The MOTION CARRIED (6:0).

Commissioner Conway MOVED, SECONDED by Commissioner McClean to approve the modified request, Restrict Overnight Truck Parking SW Merlo Drive, between Merlo Road and SW 170th Avenue and the final written order for TC 782 as modified.

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Question called on the motion. Commissioner Henderson, McClean, Johnson, Conway, Beaty and Cohen voted AYE. The MOTION CARRIED (6:0)*.

Commissioner Henderson MOVED, SECONDED by Commissioner McClean to deny the modified request, to Restrict Overnight Truck Parking NW 167th Place south of Cornell Road on NW Twin Oaks Drive, between Cornell Road and 167th Place and the final written order for TC 782 as modified.

Question called on the motion. Commissioner Henderson, McClean, Johnson, Conway, Beaty and Cohen voted AYE. The MOTION CARRIED (6:0)*.

*Both of these final written orders will be signed at the November 1st Traffic Commission meeting.

Several commission members said they would like to see a purposed solution for where trucks can park next time this type of issue comes forward.

****END EXCERPT****

Adjournment:

There being no further business before the Commission, the meeting was adjourned at 9:48 pm.

Shelley Searle, Traffic Commission Recorder

MEMORANDUM

Beaverton Police Department



DATE: December 20, 2018

TO: Jabra Khasho, City Transportation Engineer

FROM: Sergeant Steve Schaer

SUBJECT: Traffic Commission Issues No. TC 787

On review of the City Traffic Engineer's report, and my visitation of the location, I concur with the Traffic Engineer's recommendation to restrict overnight truck parking on NW 167th Place south of Cornell Road and on NW Twin Oaks between Cornell Road and 167th Place except for approximately 500 feet on the west side of 167th Place north of the intersection with Twin Oaks and for approximately 450 feet on the south side of NW Twin Oaks east of 167th place where truck parking will be allowed for 48 hours.

Sgt Steve Schaer

Jabra Khasho

From: Laura Duncan <lauradun33@yahoo.com>
Sent: Sunday, December 23, 2018 1:30 PM
To: Jabra Khasho
Subject: Semi parking Ban

I am writing to offer our 100 percent support for the truck ban on NW 167th Place and Twin Oaks Drive in Beaverton, Or. We live in the nearest subdivision to the west of 167th Place and we see these trucks out of our back windows. We hope this includes all commercial van type trucks also. All of these type of vehicles leak diesel fuel, motor oil etc. and some look like abandoned vehicles. This area is not a truck stop or is a industrial area. These are parked on tax

payer streets and don't even have a business address on these streets. Please support a ban on these freeloaders.
Sincerely, Garth and Laura Duncan, 1204 NW Weybridge Way. Beaverton, Or 97006

Sent from Yahoo Mail on Android