



CITY OF STAYTON

PUBLIC NOTICE AND OPPORTUNITY TO COMMENT

In response to the Neighborhood Parking Collaborative hosted by Santiam Hospital on October 4, 2022, the City staff looked more closely at several issues and ideas raised at the meeting. The areas of concern centered around several main issues raised by those in attendance:

- Parking on Pine on the east side of North Tenth, primarily on the north side and near the intersection.
- Traffic speeds on North Tenth
- Parking on Fir/Pine west of North Tenth and concerns about sight distance at the driveways into the hospital parking lot and in the curve
- Parking on Mountain near the intersection
- Sight distance from Pine onto North Tenth

Staff has looked at these issues and ideas and developed a “package” of potential improvements. We would like input from the community as the Council, in coordination with the hospital, considers the package of improvements. Below is a brief analysis of what was considered, followed by the recommendation and the specific issue we would like your input on. Comments can be provided to Julia Hajduk via:

email to jhajduk@staytonoregon.gov

by calling 503-769-3425

mailing comments to 362 N. Third Ave, Stayton OR 97383.

Please provide input by January 18thth to allow time to package comments and share with Council in a timely manner

SUMMARY OF ACTIONS/RECOMMENDATIONS IN RESPONSE TO THE ISSUES BROUGHT UP AT THE NEIGHBORHOOD PARKING COLLABORATIVE:

Staff Recommendations
1. Install “No Parking” signs on the north side of Pine Street between North Tenth and Mt. Jefferson Drive
2. Install “No Parking” signs on Fir on the inside curves
3. Examine signage opportunities and location of a speed activated sign on North Tenth Ave
4. Fix curb painting on Mountain Drive to remove both stenciling and paint
5. If requested and desired, install 2 “No Hospital Parking” signs at the entrance to Mountain Drive from Fir
6. Sight distance meets PWDS and AASHTO design guidelines, no changes proposed.

Parking on Pine, east of North Tenth

Neighbors raised concerns about the vehicles parked, primarily on the north side of the street. Their concerns were that the cars did not always pull off the road fully and impacted visibility and the travel lane. City staff looked not just at the right of way width but also the pavement width and determined that while the ROW width was sufficient to allow parking on both sides, the actual paved width was not. Ultimately, when the road is fully constructed with the ultimate width, it may be safe and appropriate to allow parking on both sides, but in the meantime, it is recommended that the north side of Pine be signed for no-parking.

Some people suggested that signage be installed that specifies “residential parking only” or “permit parking only” on the south side of the street. The hospital recommends that, at minimum “Residential Parking Only” signs be installed in front of the first few homes on the south side of the street. Staff does not recommend that at this time because we are concerned that there will be an expectation that the City will enforce the parking and there is not a mechanism to know residential versus non-residential vehicles. We recommend revisiting the parking issues in 6 months to a year and determining how things are working. If additional efforts are needed, then we can have the conversation about the best way to accomplish this at that time.



No Parking Signs (x7), spaced at approximately 200'

PUBLIC INPUT REQUESTED:

We would like to hear your thoughts and concerns about installing “no parking” signage on the north side of Pine Street between Tenth and Mt. Jefferson Drive and not installing any signage on the south side with the understanding that we will revisit in 6 months to a year to determine if additional signage or restrictions are needed at that time.

Traffic speeds on North Tenth

Concerns were raised about the traffic speeds on Tenth. The road is currently signed for 30 MPH. The speed limit was raised from 25 mph to 30 mph following a speed study conducted by ODOT after the Tenth Avenue improvement project was completed. On October 16-21, the Police Department conducted speed and traffic volume study via Stayton PD’s Speed Tracker unit. This data revealed that the 85th percentile of drivers travel at 29 mph going north and 31 mph going south. If we were to explore changing the speed limit, the 85th percentile would be the data used to justify a lower (or higher) speed. Because the 85th percentile of speed was within the existing speed limit, there does not appear to be a justification for lowering the speed limit at this time.

That said, because of the hill and sight distances and the proximity to the hospital and crosswalk, staff recommends looking into whether additional signage, including a speed activated “slow down” sign might be appropriate along Tenth Avenue.

PUBLIC INPUT REQUESTED:

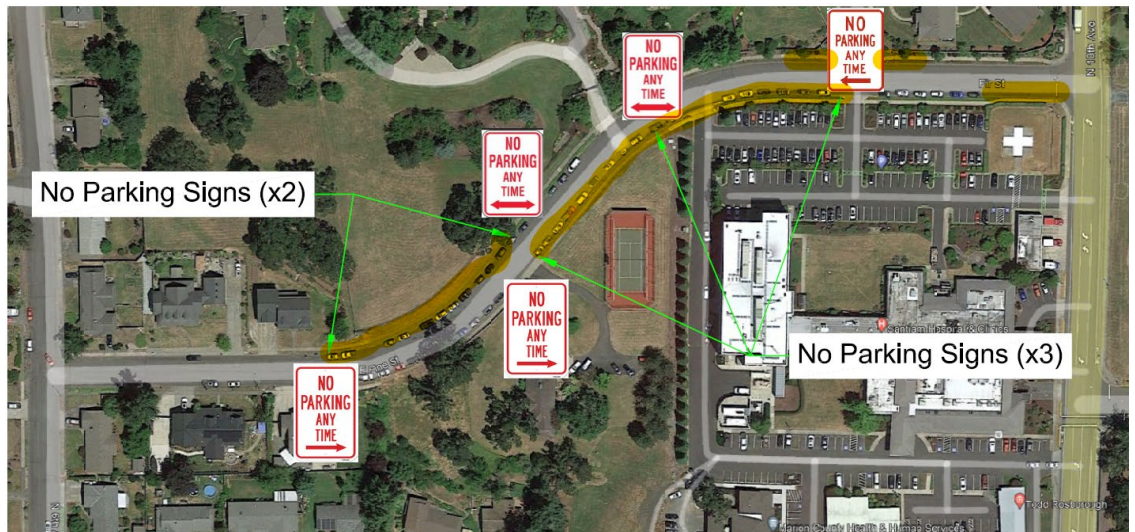
We would like input on the staff recommendation to look into providing more signage, including the speed feedback signage. In addition, while not indicated as needed based on the traffic analysis completed, we are interested in comments related to potentially reducing the speed limit to 25 mph.

Parking on Fir, west of North Tenth

While the right of way and paved width along this section of the street meets dimensional requirements to allow for parking on both sides, we conducted additional analysis to see if the curvature of the road and sight distance resulting from the curvature would impact the parking. The analysis indicated that the 150-foot stopping sight distance on the road, particularly the inside curves, was impacted with parking on both sides of the road. Staff was asked if the “no parking” areas could be located on the north side of the road, rather than a combination of both sides. Because the issue is the curvature of the road, the stopping sight distance is at issue on the inside curves, therefore, limiting parking on the north side would not address the issue.

Staff recommends installing “no parking” signs on the inside curves as shown in the diagram below. The yellow highlighted section is the approximate location of where the no parking areas would be installed.

Staff recognizes that this eliminates a significant amount of on-street parking and is open to more closely examining the sight distances and other options such as reducing the speed limit to 20 mph (if possible, thus shorting the stopping sight distance requirement) to enable some on-street parking while maintaining safe and effective sight lines. The hospital has provided some thoughts and additional ideas to address safety while maximizing on-street parking. Staff will continue evaluating these ideas as well.



PUBLIC INPUT REQUESTED:

We would like input on the staff recommendation as presented. We would also like input on the option of looking at increasing on-street parking (beyond what is shown) by lowering the speed and shortening the stopping sight distance and/or looking at the curves and on-street parking locations more closely.

Parking on Mountain near intersection of Fir

While we heard from Mountain Dr residents indicating concern with vehicles parked on the street impacting their ability to exit their driveway and saw photo documentation to that effect, we have driven by the area on numerous occasions at various times of day since the meeting and have not seen vehicles parked there. Staff has not identified a justification for additional measures in this location. That said, we do acknowledge that the City's efforts to remove the "no parking" stencil that was placed on the curb is not very attractive and we are proposing that this be corrected. In addition, there is the possibility that the increased efforts to regulate parking on Pine and Fir may result in vehicles parking on Mountain that had not historically done so. While staff does not specifically recommend installation of signage in this area, there is not opposition to the installation of signage that states "No Hospital Parking" as a way to deter hospital staff, patrons or vendors from parking there. The hospital recommends "Residential Parking Only" as they feel the other has a negative connotation.

PUBLIC INPUT REQUESTED:

We would like input on staff's recommendation. We also would like to know the level of interest or support for signage that discourages hospital parking.

Sight distance from Pine and Fir onto North Tenth

There were complaints raised about sight distance from Fir and Pine when entering Tenth and the need for vehicles to pull out into the travel lanes in order to safely see. Staff looked at this issue and found that it appears meet the Stayton Public Works Design Standards and the American Association of State Highway and Transportation standards. It is important to keep in mind that the stop bar is not an indicator of where the car must remain before pulling out into traffic. The stop bar must be placed east of the ADA sidewalk ramp, which it is. The driver is to stop, look for pedestrian traffic crossing the road, then pull out to look south down the road. That will place the driver's eye approximately 15 feet east of the fog line, out of the bike lane and vehicle travel lane. The Engineering department surveyed and analyzed this issue in detail in response to the comments made to ensure that the sight distance was in fact met.

PUBLIC INPUT REQUESTED:

Do you have any additional thoughts or comments on the sight distance at the intersections of Pine and Tenth and Fir and Tenth?

Please provide your comments by **January 18th to Julia Hajduk via:**

jhajduk@staytonoregon.gov

503-769-3425

362 N. Third Ave, Stayton OR 97383.