

TRAFFIC SAFETY COMMISSION MEETING MINUTES

Monday, April 12, 1999

7:00 PM

Public Safety Building

PRESENT: Bob Andrews, Dick Meyer, Doris Brandt, Mac McDonald, Don Matthews, and Everett Clarkson.

ABSENT: Glenn Benedict and Terry Mayfield

I. CALL MEETING TO ORDER:

- A) Review and approve minutes of March 8, 1999

Brandt/Meyer to accept the minutes of March 8, 1999, as written. There were no corrections and minutes will be placed on file.

II. PUBLIC HEARING:

- A) Appeals of Watt Welding Supply and Peavey Oil Company against Limited Decision of the Traffic Safety Commission to remove parking along W. Third Street between Hwy. 99W and the railroad crossing.

Chairman Bob Andrews opened the public meeting on the appeal of Watt Welding Supply and Peavey Oil Company against the limited decision of the Traffic Safety Commission to remove parking along W. Third Street between 99W and the railroad crossing.

There were no abstentions, nor conflicts of interest declared. No objections to the jurisdiction of Traffic Safety Commission members to hear the appeal were raised.

Due to a scheduling conflict, City Engineer Larry Anderson was not in attendance at the meeting. Secretary distributed his written staff report and recommendation, attached as part of these minutes. The Chairman convened a rest period whereby Commission members, appellants and visitors could review the staff report.

When the meeting reconvened, Chairman Andrews raised the issue of whether or not a typographical error existed in the last sentence of the second paragraph of the staff report. Andrews surmised that the last sentence of Paragraph 2 should read, "This is **not** enough for a commercial/truck route." Andrews indicated although his reading of the development code would indicate that eighteen feet is not wide enough for truck traffic, he was hesitant to interpret the code.

Sergeant Weaver suggested that eighteen feet for two-way truck traffic, especially the

trucks that are using that stretch of street, seems rather narrow.

When asked for a recommendation, Sergeant Weaver indicated the police department concurs with the staff recommendation of Mr. Anderson, recommending parking be eliminated.

When asked by Chairman Andrews for comments regarding Oregon state code and restrictions on parking before a railroad crossing, Sergeant Weaver directed attention to ORS citation 811.550, Places where stopping, standing and parking prohibited,

Subsection 11, "On any railroad tracks or within seven and one-half feet of the nearest rail at a time when the parking of vehicles would conflict with railroad operations or repair of the railroad tracks..."

Subsection 21, "Within 50 feet of the nearest rail of a railroad crossing..."

Sergeant Weaver said these restrictions are safety issue requiring vehicles to be parked away from the railroad, due to visibility, maintenance issues, equipment access, and in case of derailments.

No proponents in favor of the proposal appeared to speak on behalf of eliminating parking on Third Street from Highway 99W to the railroad.

Chairman Andrews entertained testimony from opponents to the elimination of parking on East Third Street south of Hwy. 99W to the railroad crossing.

Steve Watt, owner Watt Welding Supply, 308 N. Hwy. 99, Newberg, spoke in opposition. Referring to the map of the area, Mr. Watt indicated he had no objection to eliminating parking right at the corner. Mr. Watt agrees with paragraph 3 of the staff report, regarding the amount of truck traffic turning at the intersection of East Third and Hwy. 99. He concurred that a no parking zone is needed there, citing difficulty for those traveling to Newberg from Dundee. He said it's blind sided at that corner for traffic approaching from the opposite direction. Mr. Watt noted, however, that he has never seen a vehicle parked in that location.

Mr. Watt objects to eliminating parking on the west side in the middle of the street. Watt indicated the problem began when Peavey Oil began their construction. While under construction, there was no place left for parking on the site. They were parking on his property and on the street. He said it was a good policy to provide parking while under construction and it was only short term. While construction was underway, no one brought the issue of no parking to Mr. Watt's attention, nor to the attention of Peavey Oil to eliminate the traffic congestion. He would have appreciated the opportunity to do something about it, rather than eliminating his parking for future development.

Watt owns a building that fronts on East Third Street. He brought a copy of his lease from the last tenant which provides for limiting parking to five cars. Currently, the building does not have a tenant but would be willing to limit on-street parking for employees in the future.

Third issue for him is that he would like to develop the property in the future. Wants to keep his options open and he feels that eliminating street parking would have a detrimental effect. AT the time the property was developed, he would expect to return to the City to look at the parking issues. Would like to keep his options open.

Trying to be objective and determine what would be the best thing for Newberg, Mr. Watt, citing the limited field of vision, feels that parking should be restricted from Hwy. 99W to Harrison Street. Thinks that if the City will be restricting the parking, it would be very progressive to go all the way to Harrison. Open that up as a collector street, it's intended use. He feels that works and not a band-aid solution. Harrison is all commercial district and this would be a much better long-range plan.

Leroy Herman, representing Peavey Oil, is a member of their management team, objected for two reasons: no prior notification on the north side. Did receive notice on the west side. Notification on the north side was when the signs went up, individuals were told to move their vehicles or they would be towed after the signs were up.

Questioned some of the timing. When they submitted plans to City of Newberg, the city laid out all criteria relating to signs, curbs, sidewalks, hydrants etc. Herman said that had the City notified them at that time that parking would not be allowed on the street, it would have been easy for Peavey to accommodate more off street parking. Does not understand why they weren't told. The street had never been posted before, until they built.

Herman would like a couple spots to park on the street and they need t he extra spots. Reference to ample parking on the lot, normally they do but depends on how many employees drive to work and what shifts. Some shifts have twelve to fourteen people working at one time. If only have sixteen spots, that only leaves two parking spots for the customers. Knows it's narrow and can be dangerous from truck traffic, but would still like to save a couple spots to save the regular spots for customers.

Regarding employees parking further down Third Street, Herman expressed concern for workers's safety while walking to their vehicles late at night, with no escort. Would prefer to have the employees park where other employees can see them, especially near the railroad tracks.

Asked that the Traffic Safety Commission reconsider their Limited Decision -- at least for a couple spaces -- because he feels that Peavey Oil was wronged by the City of

Newberg when they built. Had they known at that time, they could have made other arrangements. He suggested that landscaping strips twenty feet wide could have been eliminated or reduced and more parking allowed. Mr. Herman reiterated that the City should have notified them of the parking issue the first time and suggested that the City should attempt to do a better job of notification on future projects.

There being no one else to speak in opposition, Chairman Andrews asked for questions by commissioners.

Responding to question from Mac McDonald regarding staffing, Mr. Herman indicated the number of employees are high during the daytime. Grave is no problem. Staffing includes: Weiner Schnitzel is open until 9:00 p.m. plus one and a half to two hours of clean up. Two pumpers on until 10:00 p.m., plus three inside the stores. The Do-Nut Kettle has two employees but they are usually gone by 10:00.

Confirmed that on the east side there is no parking from Hwy. 99 to the railroad tracks.

Responding to a question from Bob Andrews, Steve Watt confirmed that the map was generally accurate. Watt confirmed that he did not object to the construction workers parking on the street and in the field area on the Watt property. Herman said that during construction they were parking on both sides of the street. Watt indicated that no parking on the west side has no impact on him today because they don't park there.

When queried, neither Mary nor Sergeant Weaver knew the length of a standard parking space.

Mr. Watt confirmed that if the Traffic Safety Commission eliminates parking in this area, he would prefer that the no parking go all the way to Harrison.

Mr. Herman confirmed that he would like to keep two parking spaces along that strip on either the east or west side. He indicated he understands the difficulty when you get cars on both sides of the street.

Andrews pointed out the fire hydrant, driveways, handicapped ramps, minimum set backs, etc.

Sergeant Weaver indicated that drivers are subject to citation if they park too near the railroad track. Andrews indicated that if the Traffic Safety Commission authorizes any parking in the no parking area designated by ORS, it would be done in violation of State law.

Secretary confirmed that other than appeals of Watt Welding and Peavey Oil, no other

written communications had been received from other agencies or persons either for or against the Limited Decision of the Traffic Safety Commission.

Andrews reiterated the recommendation of the City Engineer and the police department is to continue to support the recommendation that parking be eliminated on both sides of Third Street from Highway 99W to the railroad.

There being no further comments, Chairman Bob Andrews closed the public hearing and the Traffic Safety Commission entered into deliberations.

There was discussion regarding the distances plotted on the map, taking into account the no parking areas adjacent to the railroad tracks, fire hydrants, and driveways.

Using the Development Code, Bob Andrews attempted to identify how much space is needed for a parking space.

Herman indicated the City identified where the handicapped ramp would be located. Andrews attempted to allow for a parking space by moving the ADA ramp. Followed was extensive discussion regarding stall length, locations of driveways, parking restrictions near railroad tracks, accuracy of diagram dimensions, et cetera, by the Traffic Safety Commission as they tried to squeeze in one or two parking spaces.

Clarkson asked which turn is the most difficult from Hwy. 99 when entering East third Street. Consensus of both Herman and Watt was that vehicles coming from Dundee turning into East Third Street would require the most caution, being the most difficult turn due to a lack of visibility.

Chairman Andrews said that speed issues in the area are being addressed by the Police Chief, and those comments are reinforcing what the Traffic Safety Commission has heard in the past.

Andrews indicated that he cannot make a decision and would have to abstain from any vote. He asked commissioners to consider setting the matter over to the May meeting until the Engineering Staff can answer some of the questions.

Responding to a question from McDonald, Mr. Herman indicated that trucks do not have to swing wide in order to make a turn onto Third when traveling from Dundee.

Andrews drew the concept of the East Third/Hwy. 99W intersection on the white board for further discussion about entrance/exit patterns. Watt indicated that it was probably safety on the Peavey Oil side, not the Watt Welding side. Herman indicated no preference.

Motion: Brandt/Clarkson to set over any further deliberations to the May 10th meeting. There was no discussion on the motion. Motion carried.

Confirmed that the posted areas will remain posted until changed.

Andrews explained that the Traffic Safety Commission has set the matter over until the May meeting in order for Engineering to find out if the City can accommodate Mr. Herman's and Peavey Oil's request at all. Secretary advised Mr. Watt and Mr. Herman that they would receive notice of the May meeting via the mail.

III. COMMUNICATIONS FROM THE FLOOR:

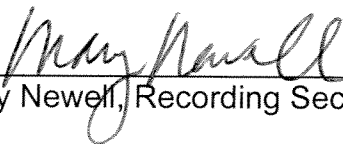
Matthews expressed concern that Traffic Safety is not involved in the planning process. Andrews indicated that the need of having a Traffic Safety Commission as a sitting member of the Planning Commission has been raised.

Andrews asked that the issue of citizen notification of actions be put on the next agenda.

Andrews advised that he has asked the City Attorney to do some research on ordinance structure for residential parking permits. He asked that the issue of Residential Parking Permits be included as a May agenda item, noting the George Fox University and high school areas might benefit from such a program.

IV. ADJOURN TO NEXT MEETING: May 10, 1999

There being no further information to come before the Traffic Safety Commission, Doris Brandt moved the meeting be adjourned. Following a second by Don Matthews, the motion passed unanimously and the meeting adjourned at 8:20 p.m.



Mary Newell, Recording Secretary