



**PLANNING COMMISSION AGENDA**  
**THE PLANNING COMMISSION AND MR. KARL BIRKY WILL BE MEETING AS THE**  
**CITIZENS ADVISORY COMMITTEE TO THE TRANSPORTATION SYSTEM PLAN UPDATE**  
**May 22, 2014 7:00 PM**  
**NEWBERG PUBLIC SAFETY BUILDING**  
**401 EAST THIRD STREET**

- I. CALL MEETING TO ORDER**
- II. ROLL CALL**
- III. PUBLIC COMMENTS** (5-minute maximum per person)
- IV. WORKSHOP: Transportation System Plan (TSP) update.** There will be a presentation by DKS Associates on the progress of the TSP update.
- V. ITEMS FROM STAFF**
  - 1. Update on Council items
  - 2. Other reports, letters or correspondence
  - 3. Next Planning Commission meeting: June 12, 2014
- VI. ITEMS FROM COMMISSIONERS**
- VII. ADJOURNMENT**

FOR QUESTIONS PLEASE STOP BY, OR CALL 503-537-1240, PLANNING & BUILDING DEPT. – P.O. BOX 970 – 414 E. FIRST STREET

**ACCOMMODATION OF PHYSICAL IMPAIRMENTS:** *In order to accommodate persons with physical impairments, please notify the City Recorder's Office of any special physical or language accommodations you may need as far in advance of the meeting as possible as and no later than 48 business hours prior to the meeting. To request these arrangements, please contact the City Recorder at (503) 537-1283. For TTY services please dial 711.*

## **Newberg TSP Update**

Citizen Advisory Committee Meeting #3

May 22, 2014 – 7:00 to 9:00 p.m.

Newberg Public Safety Building (401 E. Third Street)

---

**Meeting Objective:** To review and discuss sketch level analysis and identify alternatives for further evaluation.

Key feedback items include:

- Does the application of evaluation criteria generally capture Newberg’s transportation vision?
  - Are there additional significant system improvements to evaluate?
- 

## **Agenda**

1. Presentation and Discussion of Evaluation Process 7:00 p.m.
  - Status Update
  - Evaluation Process Overview
  - Identified Transportation Needs
  - Major Projects and Downtown Options
  - Goals and Evaluation Criteria
  - Overview of Preliminary Analysis
  - Discussion
2. Wrap up and Next Steps 8:55 p.m.
  - Technical Memo – Alternatives Evaluation



## MEMORANDUM

**DATE:** May 15, 2014

**TO:** Newberg TSP Citizen Advisory Committee

**FROM:** Garth Appanaitis, DKS Associates

**SUBJECT:** May 22 Meeting and Sample Evaluation Criteria P#11086-005

---

The purpose of the May 22 Citizen Advisory Committee (CAC) Meeting will be to review preliminary analysis that has been prepared for a subset of transportation system project alternatives. The feedback provided at the meeting will be used to identify additional projects and/or criteria to be considered for the complete evaluation of project alternatives.

The upcoming alternatives analysis will apply evaluation criteria to measure how well potential projects address Newberg's transportation vision. This process allows projects of different types and benefits to be compared across the same set of criteria, based on Newberg's transportation goals. City staff and the consultant team are currently updating the transportation goals and identifying evaluation criteria that can be used to assess whether a project meets each goal. We will provide updated information about the goals and evaluation criteria during our presentation on May 22.

To prepare for our presentation and discussion about project evaluation, we have provided a list of sample evaluation criteria based on Newberg's existing transportation goals. There is also a matrix that provides a sample application of these criteria to several potential transportation projects. These are provided as a sample only to demonstrate application of the criteria and that some criteria may have competing interests. Items to consider include:

- Are there specific objectives or benefits that should be addressed through the evaluation criteria (e.g., faster travel time for motor vehicles, improved pedestrian connectivity, etc.)?
- Are there specific transportation elements or objectives that should be regarded as more important and weighted above other criteria?

We look forward to our discussion on these items next week.

720 SW Washington Street, Suite 500  
Portland, OR 97205  
(503) 243-3500 **Phone**  
(503) 243-1934 **Fax**  
[www.dksassociates.com](http://www.dksassociates.com)

**SAMPLE MEASURES OF EFFECTIVENESS FOR PROJECT EVALUATION**

Measure of Effectiveness	Evaluation Score
<b>Goal 1: Be coordinated to balance transportation system impacts to and from adjacent communities.</b>	
<b>Consistent with regulatory documents</b>	+2 Consistent with regulatory documents
	+1 Somewhat compatible with regulatory documents
	0 Not mentioned in regulatory documents (or unknown)
	-1 Consistent with regulatory documents in some respects, but inconsistent in others
	-2 Not consistent with regulatory documents
<b>Consistent with regional plans</b>	+2 Consistent with regional plans
	+1 Somewhat consistent with regional plans
	0 Not mentioned in regional plans
	-1 Consistent with regional plans in some respects, but no consistent in others
	-2 Not consistent with regional plans
<b>Goal 2: Promote reliance on multiple modes of transportation and reduce reliance on the</b>	
<b>Serves pedestrians and bicyclists</b>	+2 Significantly improves service for pedestrians and bicyclists
	+1 Improves service for pedestrians and bicyclists
	0 Does not impact pedestrians and bicyclists
	-1 Reduces service for pedestrians and bicyclists
	-2 Significantly reduces service for pedestrians and bicyclists
<b>Improves pedestrian/bicyclist comfort, convenience, and safety</b>	+2 Significantly improves pedestrian/bicyclist comfort, convenience, and safety
	+1 Improves pedestrian/bicyclist comfort, convenience, and safety
	0 Does not impact pedestrian/bicyclist comfort
	-1 Reduces pedestrian/bicyclist comfort, convenience, and safety
	-2 Significantly reduces pedestrian/bicyclist comfort, convenience, and safety
<b>Goal 3: Minimize regional traffic impacts on local system</b>	
<b>Maintain motor vehicle mobility along Highway 99W</b>	+2 Improves mobility along 99W
	+1 Maintains mobility along 99W
	0 Does not impact mobility along 99W
	-1 Reduces mobility along 99W
	-2 Significantly reduces mobility along 99W
<b>Provide appropriate arterial/collector spacing</b>	+2 Significantly improves arterial/collector spacing in a larger area
	+1 Provides appropriate arterial/collector spacing in a localized area
	0 Does not impact arterial/collector spacing
	-1 Worsens collector/arterial spacing in a localized area
	-2 Significantly worsens collector/arterial spacing in a larger area
<b>Goal 4: Maximize pedestrian, bicycle, and other non-motorized travel throughout the City.</b>	
<b>Serves pedestrians and bicyclists</b> - Minimize driveways across bike lanes - Locate on-street parking safely from bike lanes - Encourage multi-use paths	+2 Significantly improves conditions for pedestrians and bicyclists
	+1 Improves conditions for pedestrians and bicyclists
	0 Does not impact pedestrians and bicyclists
	-1 Worsens conditions for pedestrians and bicyclists
	-2 Significantly worsens conditions for pedestrians and bicyclists
<b>Reduce VMT</b>	+2 Significantly reduced VMT
	+1 Reduces VMT
	0 Has no effect on VMT
	-1 Increases VMT
	-2 Significantly increases VMT
<b>Goal 5: Minimize the capital improvement and community costs to implement the plan.</b>	
<b>Low-cost improvements</b> Consider right of way costs when evaluating	+2 Project results in significant improvements for little cost
	+1 Project results in significant improvements for moderate cost
	0 Project results in moderate improvements for moderate cost
	-1 Project results in moderate improvement for significant cost
	-2 Project results in little improvement for significant cost
<b>Eligible for multiple funding sources</b> Can be funded from a range of funding sources, or may be triggered as mitigation for private development	+2 Eligible for complete funding from outside sources
	+1 Eligible for partial funding from outside sources
	0 Can be funded through City capital improvement program
	-1 Can be partially funded through City capital improvement program
	-2 Cannot be funded through City capital improvement program
<b>Possible savings</b> - Can project be implemented in phases - Share costs by timing work with utility projects - Provide opportunities for utilities to do underground work prior to capital improvements	+2 Project can be implemented with significant cost savings by coordinating with utilities
	+1 Project can be implemented with some cost savings by coordinating with utilities
	0 No utility work or other cost saving measures available
	-1 Project and utility work must be conducted separately - some extra costs
	-2 Project and utility work must be conducted separately - significant extra costs

Measure of Effectiveness	Evaluation Score
<b>Goal 6: Maintain or enhance the City's image, character, and quality of life.</b>	
<b>City character</b> Improvements are consistent with City of Newberg street design standards and city character	+2 Significantly contributes to city character
	+1 Contributes to city character
	0 Does not contribute or detract from city character
	-1 Detracts from city character
	-2 Significantly detracts from city character
<b>Historic Structures</b> Minimize impact to historic structures	+2 Restores or rehabilitates historic structures
	+1 Helps preserve historic structures
	0 Has no impact on historic structures
	-1 Negatively impacts historic structures
	-2 Significantly negatively impacts historic structures
<b>Sustainable and low maintenance</b>	+2 Project is very sustainable and low maintenance
	+1 Project is somewhat sustainable and low maintenance
	0 Project requires average sustainability and average maintenance
	-1 Project is somewhat not sustainable and somewhat high maintenance
	-2 Project is very not sustainable and high maintenance
<b>Goal 7: Create effective circulation and access for the local transportation system.</b>	
<b>Improve system connectivity</b>	+2 Improves system connectivity city wide
	+1 Improves system connectivity in a localized area
	0 Does not impact system connectivity
	-1 Worsens system connectivity in a localized area
	-2 Worsens system connectivity city wide
<b>Improve roadway operations</b>	+2 Improves roadway operations city wide
	+1 Improves roadway operations in a localized area
	0 Does not impact roadway operations
	-1 Worsens roadway operations in a localized area
	-2 Worsens roadway operations city wide
<b>Goal 8: Promote a safe transportation system for all users including operators, pedestrians,</b>	
<b>Addresses identified safety need</b>	+2 Significantly improves safety conditions
	+1 Improves safety conditions
	0 Has no impact on safety conditions
	-1 Worsens safety conditions
	-2 Significantly worsens safety conditions
<b>Improves crossing safety</b>	+2 Significantly improves crossing safety
	+1 Improves crossing safety
	0 Has no impact on crossing safety
	-1 Worsens crossing safety
	-2 Significantly worsens crossing safety
<b>Goal 9: Maintain the viability of existing rail, water, and air transportation systems.</b>	
<b>Find alternatives to projects that impact existing rail, water, and air facilities</b>	+2 Alternative does not impact existing rail, water, and air facilities
	+1 Alternative mitigates impact on existing rail, water, and air facilities
	0 Not applicable
	-1 Alternative has some impact on existing rail, water, and air facilities
	-2 Alternative has significant impact on existing rail, water, and air facilities

Goals and Evaluation Criteria

Project Information			Consistent with regulatory documents	Consistent with regional plans	Goal 1: Be coordinated to balance transportation system impacts to and from adjacent communities.	Serves pedestrians and bicyclists	Improves pedestrian/bicyclist comfort, convenience, and safety	Goal 2: Promote reliance on multiple modes of transportation and reduce reliance on the automobile.	Maintain motor vehicle mobility along Highway 99W	Provide appropriate arterial/collector spacing	Goal 3: Minimize regional traffic impacts on local system	Serves pedestrians and bicyclists - Minimize driveways across bike lanes - Locate on-street parking safely from bike lanes - Encourage multi-use paths	Reduce VMT	Goal 4: Maximize pedestrian, bicycle, and other non-motorized travel throughout the City.	Low-cost improvements Consider right of way costs when evaluating	Eligible for multiple funding sources Can be funded from a range of funding sources, or may be triggered as mitigation for private development	Possible savings - Can project be implemented in phases - Share costs by timing work with utility projects - Provide opportunities for utilities to do underground work prior to capital improvements	Goal 5: Minimize the capital improvement and community costs to implement the plan.	City character Improvements are consistent with City of Newberg street design standards and city character	Historic Structures Minimize impact to historic structures	Sustainable and low maintenance	Goal 6: Maintain or enhance the City's image, character, and quality of life.	Improve system connectivity	Improve roadway operations	Goal 7: Create effective circulation and access for the local transportation system.	Addresses identified safety need	Improves crossing safety	Goal 8: Promote a safe transportation system for all users including operators, pedestrians, passengers, and property owners.	Find alternatives to projects that impact existing rail, water, and air facilities	Goal 9: Maintain the viability of existing rail, water, and air transportation systems.	OVERALL SCORE (higher is better)
Ref.	Name	Description																													
C5	Ore 219	Rerouting of Ore 219 through Newberg - mostly wayfinding changes - maybe divert 50 cars from 219 onto Springbrook/Mountainview			0.0		0.0		1	0.5				0.0	1			0.3			1	0.3			0.0			0.0		0.0	1.2
C8	Fernwood Road	Improve Fernwood Road between Springbrook Street and Greens Drive to major collector standards to include bicycle lanes and sidewalks on each side of the street	1		0.5	1	1	1.0			0.0			0.0	1			0.3	1			0.3			0.0	1		0.5		0.0	2.7
C12	Hayes Street	Hayes Street shall be extended from its eastern terminus at Deborah Street to Springbrook Street to minor collector street standards			0.0		0.0		1	0.5				0.0	1			0.3	1			0.3	1		0.5			0.0		0.0	1.7
C22	Crestview Drive	Connect Crestview Drive through to 99W			0.0		0.0		-1	1	0.0			0.0	1			0.3				0.0	1	1	1.0			0.0		0.0	1.3
C9	Highway 240	Add one more lane in each direction to Highway 240 (including Main St) from Hancock St to urban reserve boundary			0.0		0.0		1	0.5				0.0	1			0.3				0.0	1	1	1.0			0.0		0.0	1.8
NC36	Downtown Road Diet	Remove one lane each from Hancock and 1st St			0.0	2	1	1.5			0.0		1	1	1.0	1		0.3	2	1	1	1.3			0.0	1	0.5		0.0	4.7	
NC35	Downtown Two-Way Conversion	Convert Hancock and 1st to two-way			0.0	2	1	1.5			0.0		1	1	1.0			0.0	2	1	1	1.3			0.0		0.0		0.0	3.8	
NC39	OR219/2nd	Right in Right out (this may already be in the model?)			0.0		0.0				0.0			0.0		1		0.3				0.0			0.0	2		1.0		0.0	1.3
NC40	OR219/2nd	Right in Right out + lefts in (close left turn from 2nd onto highway, left onto 2nd from highway allowed)			0.0		0.0				0.0			0.0		1		0.3				0.0			0.0	2		1.0		0.0	1.3
	Dayton Ave SUP	Shared-use Path along Dayton Avenue			0.0	2	2	2.0			0.0	2	1	1.5				0.0			1	0.3	1		0.5			0.0		0.0	4.3
	Main St Sidewalk Infill	Sidewalk infill along Main St north of 99W			0.0	2	2	2.0			0.0	1		0.5		1		0.3	1		1	0.7	1		0.5	1		0.5		0.0	4.5
	Ped Crossing at 99W/River Road	Ped Crossing at 99W/River Road			0.0	2	2	2.0			0.0	1	1	1.0	1			0.3			1	0.3	1		0.5	1	2	1.5		0.0	5.7