

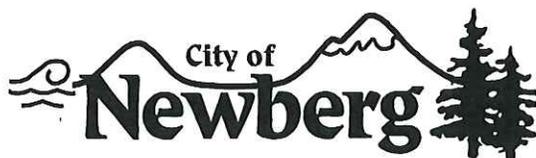
**NOTICE OF PUBLIC MEETING & AGENDA
TRAFFIC SAFETY COMMISSION
7:00 PM, MONDAY, JANUARY 11, 2016
PUBLIC SAFETY BUILDING, 401 E THIRD STREET, NEWBERG**

“Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community.”

- I. CALL MEETING TO ORDER**
- II. ROLL CALL**
- III. PLEDGE OF ALLEGIANCE**
- IV. PUBLIC COMMENTS**
- V. CONSENT CALENDAR - None**
- VI. NEW BUSINESS**
 - A. Traffic Calming Devices
 - B. Prioritize Traffic Safety Commission work plan options
- VII. OLD BUSINESS**
- VIII. STAFF REPORTS – GENERAL INFORMATION**
 - A. Engineering
 - B. Police
 - C. Commissioners
- IX. ADJOURNMENT – Next meeting February 8, 2016**

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, and no later than two business days prior to the meeting. To request these arrangements, please contact the City Recorder at (503) 537-1283. For TTY services please dial 711.

Posted: January 4, 2016



PLANNING COMMISSION AGENDA
November 14, 2013
7 p.m. Regular Meeting
Newberg Public Safety Building
401 E. Third Street

COPY

I. CALL MEETING TO ORDER

II. ROLL CALL

III. PUBLIC COMMENTS (5 minute maximum per person)

1. For items not listed on the agenda

IV. CONSENT CALENDAR (items are considered routine and are not discussed unless requested by the commissioners)

1. Approval of October 10, 2013 Planning Commission Meeting Minutes

V. WORKSHOP: NEWBERG TRANSPORTATION SYSTEM PLAN UPDATE

Newberg's existing Transportation System Plan (TSP) was adopted in 2005. This project will result in a new, updated plan for the city, along with implementing land use ordinances and a funding plan. The purpose of the workshop is to brief the Planning Commission on the TSP update. It is not expected that the Planning Commission will take public comments.

VI. NEW BUSINESS: TRAFFIC CALMING PLAN: Review the Traffic Safety Commission's proposed traffic calming plan

VII. ITEMS FROM STAFF

1. Update on Council items
2. Other reports, letters, or correspondence
3. Planning Commission Holiday Dinner: December 4, 2013
3. Next Planning Commission Meeting: December 12, 2013

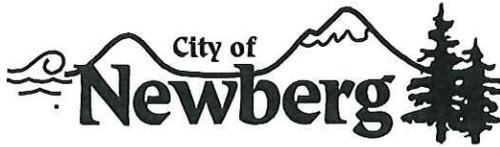
VIII. ITEMS FROM COMMISSIONERS

IX. ADJOURN

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 accommodations you may need as far in advance of the meeting as possible and no later than 48 hours prior to the meeting. To request these arrangements, please contact the city recorder at (503) 537-1283. For TTY services please dial 711.



Planning and Building Department

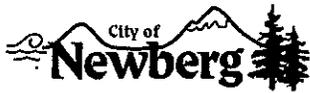
P.O. Box 970 ▪ 414 E First Street ▪ Newberg, Oregon 97132
503-537-1240 ▪ Fax 503-537-1272 ▪ www.newbergoregon.gov

PLANNING COMMISSION STAFF REPORT TRAFFIC CALMING PLAN

MEETING DATE: November 14, 2013
FILE NO: G-13-006
APPLICANT: Initiated by Newberg Traffic Safety Commission
REQUEST: Endorse the use of the Traffic Calming Plan
ATTACHMENTS:

Resolution 2013-303 with
Exhibit "A": Traffic Calming Plan

- A. SUMMARY:** The proposal would endorse the Newberg Traffic Safety Commission's proposed traffic calming plan. The plan considers a number of potential traffic calming measures and gives guidance on when and where they would be appropriate for use. The plan would be used by the Traffic Safety Commission in making decisions about traffic calming measures.
- B. BACKGROUND:** The Newberg Traffic Safety Commission has developed a draft Traffic Calming Plan. The Planning Commission discussed this plan at their joint meeting with the Traffic Safety Commission on April 11, 2013. The Traffic Safety Commission would like the Planning Commission input and endorsement on the plan.



PLANNING COMMISSION RESOLUTION 2013-303

A RESOLUTION ENDORSING THE USE OF THE TRAFFIC CALMING PLAN

RECITALS

1. The Newberg Traffic Safety Commission has developed a Traffic Calming Plan to establish a set of consistent standard to respond to traffic calming requests.
2. The Planning Commission and Traffic Safety Commission met in April 2013 to discuss this plan.
3. The traffic calming plan presents an consistent and sound approach to implementing various traffic calming techniques.

The Newberg Planning Commission resolves as follows:

1. The Commission recommends that the Newberg Traffic Safety Commission and Newberg City Council implement the Neighborhood Traffic Calming Plan as shown in Exhibit "A". Exhibit "A" is hereby adopted and by this reference incorporated.

Adopted by the Newberg Planning Commission this 14th day of November, 2014.

ATTEST:

Planning Commission Chair

Planning Commission Secretary

List of Exhibits:

Exhibit "A": Neighborhood Traffic Calming Plan



Neighborhood Traffic Calming Plan

Engineering Services Department & Newberg-Dundee Police Department

1. INTRODUCTION AND PURPOSE

The purpose of this Neighborhood Traffic Calming Plan (NTCP) is to establish a set of consistent standards offering the City of Newberg's approach to potential traffic calming requests by the public, City staff, Newberg Traffic Safety Commission, and others.

Local residential streets in the City are designed and constructed to serve neighborhood traffic. As collector or arterial streets experience congestion, local residential streets report an increase in cut through traffic. This increase can be attributed to population growth in the City which averages around three percent each year over the last decade. Other growth related traffic issues are higher traffic volumes that reduce roadway capacity and excessive speed beyond the posted limits. These traffic problems have been brought to the attention of Newberg Traffic Safety Commission for consideration in accordance with the Municipal Code §2.15.070 through §2.15.220.

The City of Newberg recognizes the benefits of reasonable traffic calming measures (TCM) that may restore livability and enhance traffic and pedestrian safety. TCM, on the other hand, may adversely affect emergency response time for fire and rescue if they are not properly applied. This NTCP is created to provide a unified response in addressing speed, volume, and cut through traffic problems that are often expressed by local residents. Upon adoption by Newberg Traffic Safety Commission and the Newberg City Council, NTCP will provide guidance to the public and staff on traffic calming implementation.

2. EVALUATION PROCESS

Although requests for TCM are often initiated by local residents, the City can also request it proactively. Careful consideration must be given to the applicability, location and design of TCM based upon a set of established traffic engineering principles.

The *Manual on Uniform Traffic Control Devices (MUTCD)*, 2009 Edition or the latest as revised, offers authoritative principles on certain TCM. *U.S. Traffic Calming Manual*, published by APA Planners Press and American Society of Civil Engineers, 2009, provides practical guidance only on when and how to implement TCM and not all listed TCM are acceptable to the City of Newberg. See Section 5 for acceptable TCM on city streets.

2.1 Involving the Community

Getting community support and adequate funding is crucial for the success of TCM. Input from all stakeholders including decision makers is essential in building support for a sustainable TCM. Newberg-Dundee Police Department and Newberg Engineering Services Department offer staff support in the TCM process. Approval from Newberg Fire Department is also required.

2.2 Understanding the Problems

Listening to citizens' complaints is essential for each traffic issue. By listening, root problems or causes may be isolated from perceptions.

2.3 Visiting Problem Areas and Collecting Data

Visits to problematic areas may identify certain site issues such as lack of visibility due to vegetative growth that may be easily corrected. Often, traffic data such as speed and volume has to be collected and crash information from Newberg-Dundee Police Department records evaluated for a traffic study. Details of crash information are now available through the City's Geographic Information System.

2.4 Developing and Analyzing Options

Data that is collected for a TCM consideration would typically be reviewed by City staff within 30 days of its collection. Recommendations that meet Federal Highway Administration Rules as set forth in the current MUTCD edition and the Oregon Supplement to MUTCD may follow.

Newberg Fire Department has identified the following routes as primary to their fire and paramedic responses:

Main Street, College Street, Meridian Street, Villa Road, Springbrook Road, Blaine Street, River Street, Wyooski Road, Haworth Avenue, Mountainview Drive, Vittoria Way, Brutscher Street, Hayes Street/Providence Drive, and Fernwood Road.

Consequently, traffic calming on these routes requires special review and must demonstrate no loss in emergency response time. Horizontal deflection devices such as roundabouts may be the only calming measure approvable in these circumstances. Joint approvals from Police, Fire and Engineering Services Departments will be required prior to implementation of any TCM projects.

City streets of *local* or *minor collector* classifications with a posted speed limit of 25 MPH or less per current edition of *Newberg Transportation System Plan* (other than the above emergency routes) may receive full consideration for TCM.

The Average Daily Traffic (ADT) is defined as the total traffic volume on a street during a given time period (in whole days), greater than 1 day and less than 1 year, divided by the number of days in that time period. The 85th percentile speed is the speed under which 85 percent of traffic is traveling in a free flowing condition. This should be a good indicator for the posted speed. TCM solutions are best used when the 85th percentile speed is more than 5 mph higher than the posted speed limit and the ADT exceeds 1,000 vehicles. Speeds are best controlled by law enforcement actions when these criteria are not met.

**Exhibit "A" to PC
Resolution No. 2013-303**

A post-implementation evaluation will be performed by City staff following each TCM project. This should identify all impacts to the citywide transportation system. Although TCM may address a speeding or volume issue on a single street or at a single intersection, only an analysis will determine if the real issue has been fully mitigated and not simply shifted to the neighboring streets. TCM must not be installed if they generate other traffic hazards.

3. FUNDING

Normally community neighborhoods will fund 100% of TCM projects. The City may participate in funding when TCM for certain streets is deemed critical from the City's perspective. Funding options must be reviewed and determined before planning for design and construction occurs. Cost of the design, construction permits, etc. of any TCM projects must be developed and sources of funding determined prior to implementation.

3.1 Determining Eligibility for Funding

Each street or intersection will be given a score to determine eligibility for City funding according to the point system in the following table. Proposed TCM project would be eligible for partial City funding when street scoring reaches at least 50 points, with full City funding at 100 points.

Table A: Street Scoring for Subsidy

Category	Points	Basis for Point Assignment
85 th Percentile Speed	Max 40	10 points for every mph greater than 5 mph over the posted speed limit.
Average Daily Traffic Volume	Max 20	2 points for every 100 vehicles.
Sidewalks	Max 20	10 points for missing sidewalk on one side; 20 points for no sidewalks at all.
Pedestrian Generators	Max 20	10 points for each school, church, library, community center, park or playground.
Total Scoring	Max 100	

3.2 Setting Funding Level

The City intends to subsidize TCM projects based on budget allowance for design and construction according to the following levels of participation:

Table B: Funding from the City

Points	Subsidy Level
49 or less	None
50	50% of total cost up to a maximum of \$5,000
60	60% of total cost up to a maximum of \$6,000
70	70% of total cost up to a maximum of \$7,000
80	80% of total cost up to a maximum of \$8,000
90	90% of total cost up to a maximum of \$9,000
100	100% of total cost up to a maximum of \$10,000

**Exhibit "A" to PC
Resolution No. 2013-303**

The City's contribution is limited and will be based on budgetary constraints and available funding for requests that meet NTCP criteria.

3.3 Exploring Funding Options

The City may explore grant opportunities or in-kind donations for implementing TCM on city streets. When neighborhood funding is able to support 100% of the construction cost, the City will offer a TCM construction plan at no cost to the neighbors, provided at least 60% of households in the calming area support the cause.

The neighbors can also petition for the formation of a local improvement district per Newberg Municipal Code Chapter 3.15.

4. DESIGN AND CONSTRUCTION

Construction plans require review by all affected City Departments prior to construction and must comply with Federal and State regulations and requirements. The City will install TCM per the approved plan.

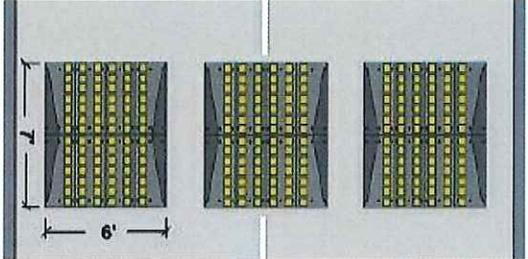
5. TRAFFIC CALMING MEASURES

This section identifies TCM that are in use by the City of Newberg. Some are listed for information and not allowed for use at this time.

**Table C: Legend for key words in the "Comments" column
of Traffic Calming Measures:**

Key Words	Meaning
Allowed	The described device is permitted. Use when designed in accordance with generally accepted engineering principles and practices.
Cautioned	The described device may be allowed under certain conditions. Use when approved and designed in accordance with generally accepted engineering principles and practices.
Restricted	The described device is restricted due to <i>side effect</i> and is therefore not likely approved for use.
Not Allowed	The described device is not permitted.
Not Recommended	The described device reduces flexibility in traffic flow and is therefore discouraged for use.

**Exhibit "A" to PC
Resolution No. 2013-303**

Traffic Calming Measures			
Devices	Comments <small>See Table C</small>	Photos and/or Descriptions	
Vertical Deflection Techniques	Speed Hump	Cautioned	
	Speed Table	Cautioned	"A long raised speed hump with a flat section in the middle and ramps on both approaches"
	Speed Cushion	Allowed	 <p>Designed as several small speed humps installed across the width of the street with spaces between them for the wider axle of emergency vehicles such as fire engines and ambulances to straddle them without slowing down or increasing the response time</p>
	Raised Crosswalk	Cautioned (at bus shelters or on critical pedestrian routes but not always – Must be engineered to the posted speed)	 <p>Same as "speed table" but with crosswalk marking</p>
	Textured Crosswalk	Cautioned (on critical pedestrian routes but not always)	
	Rumble Strips	Restricted (due to noise creation)	"Raised parallel strips of material placed on pavement that transmits an audible rumbling through the wheels when travel on"
	Raised Intersection	Restricted	"A flat raised area covering an entire intersection, with ramps on all approaches"

**Exhibit "A" to PC
Resolution No. 2013-303**

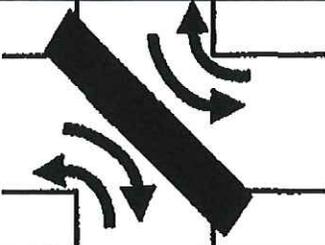
Traffic Calming Measures			
Devices	Comments <small>See Table C</small>	Photos and/or Descriptions	
Horizontal Deflection Techniques	Curb Extension	Allowed	
	Crosswalk Bulb Out	Allowed	
	Traffic Circle (controlled by stop signs)	Allowed (but must accommodate fire/garbage trucks and school buses)	" A raised island, placed in an intersection, around which traffic circulates"
	Roundabout (with yield control)	Allowed	
	Raised Median Island	Cautioned	
	Chicane	Not recommended	
Choker	Not recommended	"A curb extension on both sides of the street"	

**Exhibit "A" to PC
Resolution No. 2013-303**

Traffic Calming Measures			
Devices		Comments <small>See Table C</small>	Photos and/or Descriptions
Horizontal Deflection Techniques	On-street Parking	Allowed (per code)	

Traffic Calming Measures			
Devices		Comments <small>See Table C</small>	Photos and/or Descriptions
Obstruction Techniques	Right-in/Right-out	Restricted (use only when warranted)	
	Raised Median Through Intersection	Allowed (but must accommodate fire/garbage trucks and school buses)	
	Intersection Channelization	Cautioned	

Exhibit "A" to PC
Resolution No. 2013-303

Traffic Calming Measures		
Devices	Comments <small>See Table C</small>	Photos and/or Descriptions
Obstruction Techniques	Bike Lane Channelization	Cautioned 
	Diverter	Not recommended 
	Full Closure	Not recommended 

Traffic Calming Measures		
Devices	Comments <small>See Table C</small>	Photos and/or Descriptions
Signage (for traffic calming purposes)	Traffic Calming Neighborhood	Cautioned 
	Playground (not truly a traffic calming signage)	Allowed (per code) but not typically effective 

**Exhibit "A" to PC
Resolution No. 2013-303**

Traffic Calming Measures		
Devices	Comments <small>See Table C</small>	Photos and/or Descriptions
Signage (for traffic calming purposes)	Local Traffic Only (cannot be enforced on public streets)	Cautioned 
	One Way Street	Not recommended 
	Speed Limit	Allowed (per code) 
	Right Turn Only	Restricted (no left turn) 
	Yield	Allowed (per code) 
	Stop	Not recommended (for traffic calming as problems shift to other areas) 

Traffic Calming Measures		
Devices	Comments <small>See Table C</small>	Photos and/or Descriptions
Other Techniques	Speed Radar	Cautioned http://www.trafficlogix.com 
	Crossing Flags	Not allowed http://pedflags.com/ http://www.seattle.gov 

6. REFERENCES

For additional information on traffic calming, see the following websites:

- <http://www.trafficcalming.org>, Traffic Calming by Fehr & Peers Transportation Consultants.
- <http://www.ite.org>, Institute of Transportation Engineers.
- http://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm, U.S. Department of Transportation, Federal Highway Administration.



TRAFFIC SAFETY COMMISSION
PROPOSED WORK PLAN
DECEMBER 14, 2015

Preparation of policy documentation on the following items:

- a. Application process improvements. Develop a Traffic Safety Commission application packet (request submittal form, process flowchart, request timeline, internal tracking etc.).
- b. Stop sign installation/warrants policy.
- c. Sight distance and vision clearance standards. *There are some standards in the Development Code but they are minimal.*
- d. No parking zones (School areas, industrial, etc.).
- e. Revisit the Traffic calming devices policy. *Started but needs to be updated with objective criteria.*
- f. Safe Routes to school improvements & grant opportunities.
- g. Truck route locations, signage, and enforcement.
- h. George Fox University parking program review.
- i. Develop interactive program for citizens
- j. Truck parks program

Education/Training Opportunities:

- a. Downtown street seat program
- b. Manual of Uniform Traffic Control Devices (MUTCD) review
- c. Traffic signs, size, reflectivity, location
- d. Speed Zone Orders
- e. Photo red light (education/policy)
- f. Photo Radar
- g. High School accident reconstruction education.
- h. Presentation on road maintenance funding
- i. Briefing on TSP amendment