

# City of Newberg

## Traffic Safety Commission Meeting Minutes

### October 13, 2025

#### **Call Meeting To Order**

The Traffic Safety Commission meeting was called to order on Monday, October 13, 2025, at 6:00 PM. The meeting took place in the Newberg Public Safety Building with some participants joining via Zoom.

#### **Roll Call**

Alan McKeel conducted the roll call. Present were Dan Kizer, Rick Marshall, Russell Johnson, Natasha Luepke, and Hunter Anderson. Roger Kuhlman, Michael Rossman and Steven Hardgrove were noted as excused. It was noted that with five members present, they had achieved a quorum.

#### **Pledge Of Allegiance**

The Commission stood for the Pledge of Allegiance.

#### **Public Comments**

No public comments had been received in writing.

#### **Consent Calendar**

##### **Traffic Safety Commission Meeting Minutes July 14, 2025**

Rick Marshall moved to approve the minutes as presented. Russell Johnson seconded the motion. The motion was approved unanimously.

#### **Presentation**

##### **Keller Presentation – Fernwood at Brutscher Pedestrian Crossing Study, Information Only**

Ismael Medina from Keller Associates presented findings from a pedestrian crossing study at Fernwood Road and Brutscher Street. He explained that the site was part of two active issues log items from 2022 and 2023 where residents requested a marked crosswalk at this intersection.

Ismael Medina outlined several challenges with the current situation including:

- Proximity to the planned Dundee Newberg bypass route (about 350 feet east of the intersection)
- Property outside city limits south of the intersection
- A city ordinance allowing golf carts to use Brutscher and Fernwood to access the golf course
- An existing unmarked crossing path that has an aggressive skew
- Utility infrastructure that would need to be relocated
- A wide road crossing distance of approximately 44 feet

The presentation detailed three potential options:

**Option 1: All-Way Stop Control (\$66,220)**

- Converting the intersection to an all-way stop.
- Adding stop bars, stop signs, marked crosswalk, proper illumination and signage
- Would require closing existing crossing locations
- Would need a receiving pedestrian ramp on the south side, requiring acquisition of right-of-way or an easement and possibly annexation
- Would require coordination with Chehalem Parks and Recreation District

**Option 2: Economical Mid-Block Crossing Solution (\$65,050)**

- Located east of Brutscher
- Would include bulb-out extensions, pedestrian ramps, high visibility markings and signage
- Would include proper illumination
- Would connect to the existing trail system on the south side
- Would eliminate the existing crossing location at Brutscher
- Would reroute golf carts to a maintenance access east of the site
- Would not conflict with the planned bypass

**Option 3: Robust Mid-Block Crossing Solution (\$118,210)**

- Similar to Option 2 but including a 3-4 inch raised mid-block crosswalk speed table
- Would include curb extensions, pedestrian ramps, high visibility markings
- Would include rectangular rapid flashing beacons
- Would reduce vertical clearance for the planned bypass by 3-4 inches

During discussion, Rick Marshall expressed concern that directing pedestrians to a mid-block location might result in some percentage of users continuing to cross at the current location, undermining safety improvements. He also felt that acquisition of property from ODOT should remain a viable option rather than being dismissed.

Russell Johnson noted that moving pedestrian traffic away from an intersection is generally a good idea, especially if the existing path is removed.

Brett Musick confirmed that as this project moves forward, it would become a capital improvement project, and that what was being presented represented options rather than a final recommendation for construction.

## **Staff Reports & General Information**

### **Police**

Sergeant Hagen reported that the police department has two radar trailers that have been deployed at various locations across the city between July and September. He also noted that their grants had been renewed, allowing officers to work overtime for specialized enforcement including DUIs, distracted driving, and speeding, particularly during major holidays and events.

## **Public Outreach – Traffic Safety Related**

Brett Musick reported that in addition to distributing parking information to George Fox University and posting traffic safety reminders on social media, the interim public information officer has made additional posts for October, which is pedestrian safety month. The public information officer has asked for specific messaging recommendations from the Traffic Safety Commission for distribution.

## **Engineering**

Brett Musick provided several updates:

### **Active Issues Log**

- Since January 2025, 18 items have been added to the log and 14 have been completed
- 20 items are noted as ongoing with traffic counts and/or studies needed
- 3 items are in "received" status

Traffic Safety Issues Work Plan for Keller Assistance - The next task assignments include engineering studies for:

- E Third at Center and E Third at Meridian Street
- N Villa at Laurel
- Villa at Haworth

### **GIS Analyst Traffic Related Data Collection**

- The GIS analyst has been collecting speed data and free flow traffic count data to help address speeding-related concerns.

Brett also provided updates on:

- The TSP (Transportation System Plan) update - a grant has been applied for, with the city manager working with Keller on updated typical street sections for collectors in the meantime
- The red light camera at Villa and Highway 99 - still in process with the new vendor, with plans for a social media campaign before implementation
- The closure of E Illinois at N Main - has been installed and is producing the intended calming effect on traffic according to resident feedback

Rick Marshall commented on the active issues log summary, suggesting it would be beneficial to share it with the City Council to increase awareness of the Commission's work.

Russell Johnson noted that the installation of flashing stop signs at Springbrook and Haworth was a positive development, though there were concerns about trees potentially blocking the solar panels that power the flashing lights.

## **Commissioner Comments**

Rick Marshall expressed appreciation to the commission, staff, and fellow commissioners as this was his last meeting. He noted that he was appointed for a two-year term that was now ending.

Dan Kiser also indicated this would be his last session and thanked staff for all their hard work. Russell Johnson and Dan Kiser gave credit to Brett Musick for the detailed work on the meeting packets.

### **Adjournment**

Rick Marshall moved to adjourn the meeting. Hunter Anderson seconded. All members voted in favor, and the meeting was adjourned.

The meeting was adjourned at 6:45 The next meeting is scheduled for January 12, 2026.

Attested By:

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Brett Musick, Senior Engineer

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Dan Kizer, Chair