

TRAFFIC SAFETY COMMISSION

Newberg Public Safety Building
401 E Third Street
Denise Bacon Community Room

VIA Zoom

Join Zoom Webinar: <https://us06web.zoom.us/j/89536547180>

Phone: +1 669 444 9171

Webinar ID: 895 3654 7180



SCAN FOR FULL PACKET

For Public Comment sign up in person at the meeting or online: [Public Comment Registration](#)

Have questions or need clarification? Contact the City Recorder: cityrecorder@newbergoregon.gov

6:00 PM, MONDAY, October 12, 2026

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

Roger Kuhlman	Russell Johnson	Hunter Anderson
Natasha Luepke	Steven Hardgrove	Andrew Miller
James Keary	Wyle O’Neill	Toby Linhart (student)
Derek Carmon (Ex-officio)		

III. PLEDGE OF ALLEGIANCE

IV. PUBLIC COMMENTS

V. STAFF REPORTS & GENERAL INFORMATION

a. Police

b. Public Outreach - Traffic Safety Related

- I. The main traffic safety notifications in July, August and September were:
 - A. In July, shared information from a speeding awareness campaign from the National Highway Traffic Safety Administration (NHTSA).
 - B. In August, shared about the new Pedestrian crosswalk on Fernwood near Brutscher.

ACCOMMODATION OF PHYSICAL IMPAIRMENTS: In order to accommodate persons with physical impairments, please notify the Engineering Department 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 Engineering Department at (503) 537-1273. For TTY services please dial 711.

To request documents in Spanish please email: trafficsafety@newbergoregon.gov

- C. In August/September, shared about Committee recruitment, including Traffic Safety Commission.
 - D. In September, shared about Back-to-School traffic safety.
 - E. In September, Newsberg published an article where the City's Interim Public Information Officer and Sgt. Ronning are quoted sharing information about parking enforcement on residential streets around GFU.
- II. The City Interim Public Information Officer requests that the Traffic Safety Commission provide any specific messaging they wish to be distributed.
- c. Engineering
- I. Traffic Safety Active Issues Log
 - A. Status summary of progress made to date in 2026.
 - 1) The number of **items added** to the Active Issues Log since January 2026 is **16**.
 - 2) The number of **items completed** since January 2026 is **19**.
 - 3) There are **3** outstanding items noted as **Ongoing – Keller Study in Progress**.
 - 4) There are **13** outstanding items noted as **Ongoing – On Work Plan for Keller Assistance**
 - 5) The number of outstanding items noted as **Ongoing – Speed Data Needed** is **0**.
 - 6) There are **0 items noted as “Received”**.
 - 7) The number of items noted as Keller Study Complete – **Limited Traffic Decision issued** is **3**.
 - 8) There are **3** items noted as Keller Study Complete – **With City Engineer for next steps**.
 - B. Traffic Safety Issues Work Plan for Keller Assistance.
 - 1) Current task assignments: Engineering Studies to review existing conditions, prepare initial evaluations and propose recommendations for:
 - i. Villa at Haworth
 - a. Study completed, with City Engineer for next steps.
 - ii. N Villa at Laurel
 - a. Study completed, with City Engineer for next steps.
 - iii. N Morris Street – Speeding concerns, request for speed limit signs.

- a. Study in progress.
- iv. E Foothills Drive, NE Chehalem to N College – Speeding concerns during non-school times, request for additional speed limit signs.
 - a. Study in progress.
- C. Limited Traffic Decisions
 - 2) [E Third at Center Street to Meridian Street](#)
 - i. Limited Traffic Decision issued by City Engineering on 9/4/2026 for the addition of stop signs.
 - ii. On 9/9/2026 [notification of this decision](#) was mailed to property owners within 300 feet of the location of the traffic safety improvements noted in the decision.
 - a. The notice includes information on how to appeal the decision in accordance with Newberg Municipal Code 2.15.410.
- D. GIS Analyst traffic related data collection
 - 1) GIS has completed collection of speed data and free flow traffic count data associated with items included on the Active Issues Log.

VI. NEW BUSINESS

- a. Presentation by the Keller Associates of recently completed traffic safety studies.
[Presentation](#)
 - I. N Villa at Haworth, [2026-08-28_TSC Villa & Haworth Study](#)
 - II. N Villa at Laurel, [2026-09-24 TSC Villa & Laural Study](#)

VII. OLD BUSINESS

- a. Illinois Street at Main Street Discussion, *to suggest and review potential mitigation alternatives*.
 - I. The motion passed by Council on 7/6/2026, noted in the [meeting minutes](#), to end the trial closure of E Illinois Street included the following:
 - A. “a long-term solution be addressed by the Traffic Safety Commission”
 - II. [Background Information](#)
 - A. Transportation System Plan: [Project I-14, pg. 65](#)
 - B. Traffic Safety Active Issues Log items: [2025-1229 Archive Log Excerpts](#)

C. Initial Project website: [N Main Street at Illinois Street \(HWY 240\) Intersection Study | Newberg Oregon](#)

1) [Open House #1 - Summary](#)

- i. Attendees: at least 46 people, with 20 of those submitting a comment form during the 10/27/2023 Open House. – *Most of the comments seem to have been focused on aspects of the Highway 240 portion of the combined intersection.*
 - a. Most attendees mentioned the **intersection doesn't feel safe**.
 - b. Many mentioned **heavy traffic** causing disruptions and conflicts.
 - c. Several said they **avoid the intersection** when possible.
 - d. **Reducing speeds and traffic** was stated by many as an overall goal for the intersection.
 - e. Single **car crashes into residential properties** have been a result of high speeds on the curves.
 - f. Many brought up the **lack of sidewalks** or requested **increased safety for people walking or biking**.
 - g. Some also brought up **(need for) bike lanes (and) or crosswalks**, especially for children using the route or needing to cross Highway 240.

2) [Existing Conditions Tech Memo - DRAFT](#)

- i. [Crash Data – Tables 6 and 7](#)
 - a. N Main at Illinois (*Combined Project Intersection*):
From ODOT self-service online database for January 2017 Through December 2021 = 7 in area of combined intersections.
- ii. [Operational Analysis Results – Table 8. Year 2023 Existing Traffic Operations](#) - *with staff inserted highlights and correction of typos.*
- iii. [Conclusion](#) – *with staff correction of typos.*

“This analysis of year 2023 existing conditions found that the project intersection of *N Main Street (HWY 240) / W Illinois Street (HWY 240)* is **currently not meeting the City’s performance target**. The intersection operates at LOS F during the PM peak hour, with drivers experiencing the highest delays on the southbound (stop-controlled) approach. **All other study intersections are currently operating within the City’s performance target.**”

“There is also a lack of accessible crosswalks across Hwy 240 at the project intersection as well as incomplete bicycle lanes throughout the project area.”

“Next steps in the project will include preparing design alternatives for the N Main Street / Illinois Street intersection and evaluating no-build and build scenarios under future year 2043 traffic conditions.”

- D. Revised Project website: [N Main at Illinois \(HWY 240\) Intersection Study](#)
- E. [Press Release: N Main at E Illinois To See Trial Closure](#)
- F. [Press Release: N Main St & E Illinois Intersection Update](#)

III. Options for consideration provided by ODOT representatives:

A. Low-cost ideas.

- 1) Speed feedback signs (would need ODOT approval and would have to follow ODOT design requirements).
- 2) Refreshing the stop bar markings on the City approach.
- 3) Switching the crosswalk from standard to continental and adding a double-wide stop bar.
- 4) Adding reflective sheeting to the stop sign posts.

B. Higher-cost options

- 1) Illumination (Street Lighting)
- 2) Bulb-outs on City streets to help slow traffic
- 3) Turn restrictions like right-in/right-out or left-in only from the highway.

- 4) For full traffic-control changes, an Intersection Control Evaluation (ICE) is required whenever ODOT is considering changing the traffic control.
 - i. This looks at options like all-way stop, signalization, or roundabouts.
 - ii. ODOT doesn't have a dedicated funding pot for doing ICE reviews ahead of time, so they usually get done when a specific need comes up.

C. Near-miss data collection cameras.

- 1) ODOT has used Quality Counts recently, but there are other vendors out there too.
 - i. These can be really helpful when crash numbers are low because they show where conflicts are actually happening and help focus attention on specific concerns.

IV. Mitigation alternatives suggested by residents.

A. Lower-cost ideas:

- 1) Sign for "Do Not Block Traffic" and "One Vehicle Only".
- 2) Add hatched striping at the intersection to indicate that one should not block the intersection.
- 3) Address any vision clearance triangle encroachments.

B. Higher-cost ideas:

- 1) Add flashing red lights and rumble strips.
- 2) Restrict certain turn movements to limit traffic through the intersection (Possibly restrict EB left, or right-in right-out only to access Hwy 240).
- 3) Stoplight at the intersection.
- 4) Install a center island
- 5) Add turn lanes or right turn only lane.
- 6) Covert E Illinois Street and North Street as one-way streets (going in opposite directions).
- 7) Install a roundabout
- 8) All-way stop.
- 9) Complete the engineering study, collaborate with ODOT and determine any future improvements through the City's established transportation planning process.
- 10) Do the studies. Engage all stakeholders with equal consideration given to business and residential concerns.

V. Mitigation alternatives suggested by various sources:

A. Lower-cost ideas:

- 1) Lighted (flashing) stops signs
- 2) Mobile speed cameras
- 3) Sight distance evaluations to identify any vegetation trimming or removal to ensure sight distance requirements are met.
- 4) Install tough curb with delineators at intersection along center line of E Illinois, east of intersection, and along N Main, south of Highway 240.

B. Higher-cost ideas:

- 1) 25 MPH flashing signs as well as thermal pavement markings on Hwy 240 east and west of the intersection with N Main.
- 2) Remove the bulb-out and add a stop on northbound N Main south of E Illinois and north of Highway 240.
- 3) Conduct a study to evaluate an all-way stop controlled intersection of N Main at Highway 240. - *Coordinate with ODOT for consistency with ODOT requirements for an Intersection Control Evaluation.*

VI. [Considerations for Traffic Safety Commission Discussion](#)

VIII. COMMISSIONER COMMENTS

IX. ADJOURNMENT January 11, 2026