

City of Newberg

River Street Ad-Hoc Committee Meeting Minutes

June 25, 2026

1. Call to Order

The River Street Ad-Hoc Committee Meeting was called to order on Thursday, June 25, 2026, at 6:03 PM at the Newberg Public Safety Building, 401 E. Third Street, Denise Bacon Community Room, Newberg, OR.

2. Roll Call

Present: Councilor Turgesen, Councilor McBride, Ted Ebor, Bob Woodruff, Jim Talt, Steven Brittell, Jacob Hiester, Mark Seger. David Heddy was absent.

3. Pledge of Allegiance

The Pledge of Allegiance was led by a committee member.

Public Comment

One public comment was received from a community member identifying themselves as "Joan," who spoke in support of fiscal responsibility and financial stewardship by the City, while also advocating for the preservation of natural resources—specifically the urban tree canopy—citing the irreplaceable nature of mature trees and ecosystems. The speaker also noted an active community social media presence focused on protecting Newberg's natural resources.

4. Discussion on Existing Business 4.1.

Discussion of the Talt Plan

a. Exhibit A

The committee reviewed a 3D rendering of the Talt Plan (referred to as Option 4), previously circulated to members. The engineer presented the key design parameters: a roadway width varying from 22 to 24 feet maintaining two travel lanes, grade-separated concrete bike lanes placed roadside at five feet minimum width, a six-foot planter strip, and five-foot sidewalks, resulting in an anticipated total permanent back-of-walk to back-of-walk impact of 58 feet and an anticipated construction impact zone of 60 feet, with the engineer noting some possible variability in construction zone impact based on considerations of grade, slope, intersections, etc. The full-depth reconstruction scope spans from Fourth to Eleventh Street, with surface-level modifications between Third and Fourth Street.

The rationale for the raised bike lane design was clarified: keeping the travel lanes at their existing width avoids the need to shift the roadway centerline, which would otherwise require encroaching on utility poles or taking five feet of private property on one side of the street. The grade separation also provides a measurable safety benefit by creating a physical buffer between cyclists and motor vehicles.

Discussion addressed minimum bike lane widths, with the engineer noting four feet as an absolute minimum but recommending no less than five feet. The committee acknowledged that the existing back of-walk footprint is approximately 60 feet, meaning the proposed design does not materially increase the right-of-way impact beyond the existing condition.

Regarding stormwater management, the committee discussed the planter strip designation as a stormwater facility. The engineer noted that treatment could be accomplished through bioswales or submerged vault systems. Several members expressed a strong preference for submerged vaults, citing the poor long-term performance and aesthetics of surface bioswales. It was noted that submerged vaults have a longer life expectancy, lower long-term maintenance costs, and do not rely on homeowner upkeep. The engineer confirmed that vaults could feasibly be placed beneath the bike lane rather than the planter strip, potentially reducing impacts on existing vegetation. No formal motion was made on stormwater design, as that decision would be finalized at approximately the 30% design phase.

The question of a one-way street couplet using Chehalem Street was raised. The engineer and committee members discussed the proposal and concluded it was not feasible due to: Chehalem Street's classification as a local road versus River Street's collector classification; Chehalem's severely deteriorated pavement requiring full reconstruction to handle redirected traffic volumes; the lack of a graceful connection at either end of the couplet; and the significant additional cost of improving two streets. The committee reached a consensus that a one-way configuration was not a viable path forward.

The "do nothing" option was also briefly addressed. Multiple committee members, including Councilor McBride, stated that deferring the project entirely was not acceptable given the road's condition, the city's financial position, and the ADA obligations which would be triggered even by routine maintenance such as grind and-inlay work.

4.2. Discussion of design options

The committee reviewed three photographic examples of raised intersections—from Boise, Idaho; Beaverton, Oregon; and McMinnville, Oregon—illustrating different curb profiles and concrete treatments. The engineer explained that raised intersections provide traffic calming, eliminate the up-and-down grade challenges for cyclists at each intersection, and resolve ADA ramp transitions more efficiently. Several members expressed aesthetic reservations about raised intersections, noting they could appear out of character for a residential street. Others argued that the traffic calming benefit was meaningful, particularly given the tendency for vehicles to increase speed on newly paved surfaces.

The committee discussed the placement of additional stop signs as an alternative or complementary traffic calming measure. The engineer noted that stop sign placement requires an engineering study and that overuse may divert traffic to parallel streets. One member suggested a stop sign at Eighth Street as a natural midpoint, noting the volume of pedestrians, cyclists, and school buses in that area. It was noted that the truck route at Eleventh Street would preclude a raised intersection at that location.

The committee reached informal consensus to include a raised intersection mockup at Ninth Street within the forthcoming roll plot, to allow members to evaluate the concept in context without committing to its inclusion in the final design.

4.3. Creating Distinction

a. Exhibit B

Committee Member Jim Talt presented Exhibit B, a collage of streetscape enhancement concepts intended to generate discussion about adding character to River Street. Elements presented included decorative lighting, stamped concrete in a river-themed pattern along the bike or pedestrian path, colored concrete accents, community-made tile installations in coordination with George Fox University or the Cultural Arts Center, rest benches at key locations, and small sculptural installations at points along the corridor where no adjacent private residences would be impacted.

The committee discussed the importance of ensuring that any distinction elements reflect the historic character of River Street—estimated to have been paved in the early 1920s—rather than appearing commercial or out

of place. Members noted that the Rotary Club peace poles present throughout Newberg and the Arts Council's rotating sculpture program could be incorporated. The potential for community painted murals was noted, with general agreement that murals age poorly and may be divisive. Concrete stamping and coloring were viewed more favorably as durable and relatively low-cost options.

The City Manager noted that the Downtown Coalition and Chamber of Commerce may have a role in supporting distinction elements that connect River Street's identity to the broader community. No formal motion was made on this item; the committee agreed to carry the discussion forward as the design process advances.

4.4. Tree Discussion

Committee Member Jim Talt presented a draft "River Street Tree Program" proposal covering the following areas: a tree replacement and "Trees for Everyone" policy guaranteeing replacement of any tree removed or damaged by the project, and offering one free planter-strip tree with professional installation to any requesting River Street homeowner; requirements for subsurface concrete root barriers installed during construction and identified prior to construction commencement; a city-maintained deep watering program (via gator bags or equivalent) for approximately four years post-planting; and a curated River Street tree pick list developed with input from a certified arborist familiar with Newberg's soils and climate conditions, favoring species diversity to reduce disease vulnerability.

The committee discussed the draft favorably as a starting point. Members noted that the existing city tree list, developed by city planner Leanne Wagener and approved by the Oregon Department of Forestry, already accounts for local soil conditions, root behavior, overhead clearance, and site constraints. The draft proposal was intended to produce a narrower, River Street-specific list derived from that broader inventory. Two arborists were consulted in preparing the draft, including Brian Stewart, Chehalem Parks and Recreation's (CPRD) grounds and maintenance supervisor, who walked the corridor with Jim Talt.

A preference was expressed for larger-caliper replacement trees (three-to-four-inch caliper) rather than saplings, to more quickly re-establish canopy. The engineer noted that the roll plot would make tree impact areas more clearly visible, allowing the committee to assess which trees are likely to be retained versus removed.

The committee agreed that members would email preliminary tree recommendations to the engineer by July 2, 2026 for inclusion in a River Street Rendering for the upcoming meeting, understanding that ongoing modifications to any proposed tree list will be ongoing until further into the design process and that the committee chair would circulate the draft tree program document for member feedback in a numbered, line-by-line format to facilitate structured review.

Motion to proceed with the roll plot of the Talt Plan (Option 4), incorporating tree species mockups based on member-submitted recommendations, was made by Committee Member Mike McBride and seconded by a committee member. The motion carried unanimously.

The vote was recorded as follows:

- Councilor Turgesen — Aye
- Councilor McBride — Aye
- Ted Ebor — Aye
- Bob Woodruff — Aye
- Jim Talt — Aye

- Steven Brittell — Aye
- Jacob Hiester — Aye
- Mark Seger — Aye

A separate motion was made to remove the previous design options (Options 1 through 3) from the City's River Street web portal to support community engagement and enhanced clarity regarding which plans are currently under consideration and replace the featured option with the Talt Plan (Option 4), noted as the currently preferred and least-impactful option.

Motion to archive all previous design options from the River Street project website and post Option 4 (the Talt Plan) as the preferred option was made by Committee Member Mike McBride and seconded by a committee member. The motion carried unanimously.

The vote was recorded as follows:

- Councilor Torgesen — Aye
- Councilor McBride — Aye
- Ted Ebra — Aye
- Bob Woodruff — Aye
- Jim Talt — Aye
- Steven Brittell — Aye
- Jacob Hiester — Aye
- Mark Seger — Aye

5. Scheduling of the Next Meeting

Following discussion of member availability, the committee established the following schedule:

- Preliminary tree list recommendations due to engineer: Wednesday, July 2, 2026
- Feedback on the Talt Plan due to Committee Chair: Wednesday, July 9, 2026
- Next Ad-Hoc Committee Meeting: Thursday, July 16, 2026, at 6:00 PM.

6. Adjournment

There being no further business, the meeting was adjourned.

Attested by:

Jeri Torgesen
Jeri Torgesen (Jul 10, 2026 13:19:18 PDT)

Councilor Torgesen, Chair, River Street Ad-Hoc Committee



W E Worthey

W E Worthey (Jul 10, 2026 14:03:43 PDT)

City Manager Will Worthey, Staff Liaison City of Newberg

2026-0625 River Street Ad-Hoc Committee Minutes

Final Audit Report

2026-07-10

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