

**CITY COUNCIL WORK SESSION
NOVEMBER 17, 2014, 6:00 PM
NEWBERG PUBLIC SAFETY BUILDING (401 EAST THIRD STREET)**

WORK SESSIONS ARE INTENDED FOR DISCUSSION. NO ACTION WILL BE TAKEN ON THE AGENDA ITEMS AND NO DECISIONS WILL BE MADE. NO ORAL OR WRITTEN TESTIMONY WILL BE HEARD OR RECEIVED FROM THE PUBLIC.

I. CALL MEETING TO ORDER

II. ROLL CALL

III. REVIEW OF COUNCIL AGENDA AND MEETING

IV. COUNCIL ITEMS

1. Transportation System Plan Update

Pages 1-3

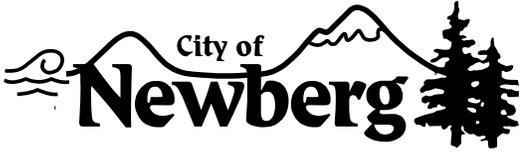
V. EXECUTIVE SESSION

1. Executive Session pursuant to ORS 285C.145 (4) Enterprise Zone Application

VI. ADJOURNMENT

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 two business days prior to the meeting. To request these arrangements, please contact the city recorder at (503) 537-1283. For TTY service please dial 711.



Planning and Building Department

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MEMORANDUM

TO: Newberg City Council
CC: Jacque Betz, City Manager; Steve Olson, Interim Planning & Building Director
FROM: Jessica Pelz, AICP, Associate Planner
SUBJECT: Newberg Transportation System Plan Update – City Council Work Session
DATE: November 17, 2014

During the City Council work session on November 17, I will give an overview presentation of our progress on the Transportation System Plan update. I will update the Council on what we are currently working on (alternatives evaluation, a list of projects likely to be funded in the 20-year horizon, and round 2 of stakeholder interviews), and the project schedule.

I have attached two pages from the NACTO Urban Street Design Guide (National Association of City Transportation Officials). The first page discusses interim design strategies for moving the curb, something that would be associated with a potential “road diet” idea for downtown. The second page shows the transition from a traditional one-way street to a one-way street with many multi-modal features (transit, pedestrian, bike). While our downtown does not look exactly like any of these examples, it’s interesting to see the features other cities are implementing. No decisions have been made on downtown options; these pages are just to give you some ideas of things that could possibly be implemented if we did eventually move to two lanes through downtown.

An upcoming important event is a community open house on December 10, 5-8pm, at the Newberg Public Safety building where we will be discussing the downtown concepts and the traffic system as a whole. The downtown concepts and other traffic system information will come back to Council for review following the community event and completion of the second round of stakeholder interviews.

Overall, the TSP update is going well, and we expect to wrap up the project sometime in mid to late 2015.

Moving the Curb

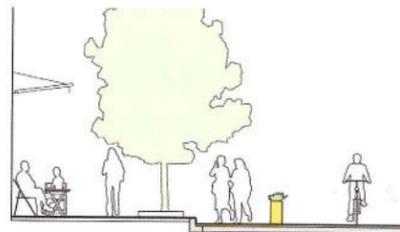
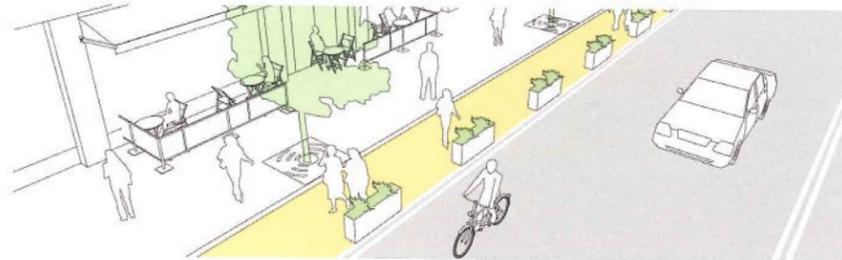
While the separation of the street and the sidewalk is generally defined through on-street parking, street furniture, and physical elements that buffer pedestrians from motorists, curbsides have the potential to host a wide variety of uses beyond parking.

On-street parking spaces or curbside travel lanes may be converted to bus lanes or cycle tracks. Two to four parking spaces can be replaced

with a parklet or bike corral. On weekends or at lunchtime, curbsides can host food trucks or vendors that activate street life and create a destination within the street.

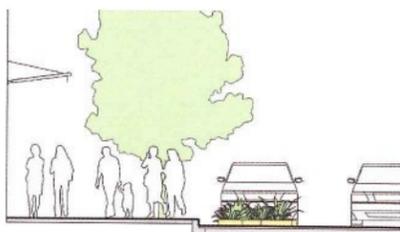
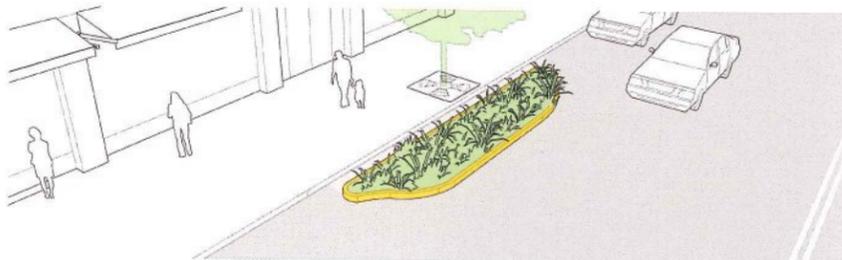
Interim Sidewalk Widening

As neighborhoods change and develop, the intensity of a street's uses may also change. Sidewalks can be expanded using interim materials, such as epoxied gravel, planter beds, and bollards, easing pedestrian congestion in advance of a full reconstruction.



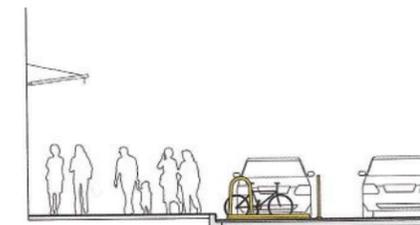
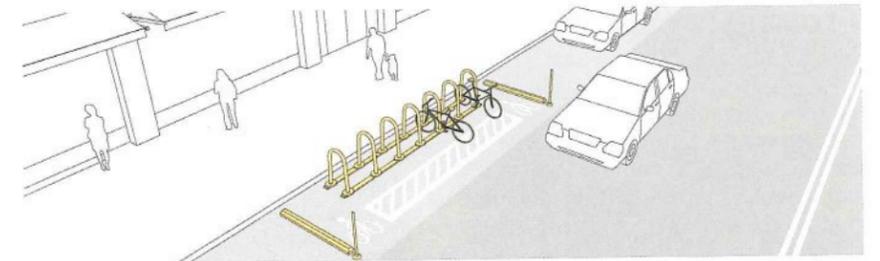
Traffic Calming

Temporary traffic calming devices may be installed using a narrow drainage channel. These offset islands help slow speeds in advance of a full reconstruction.



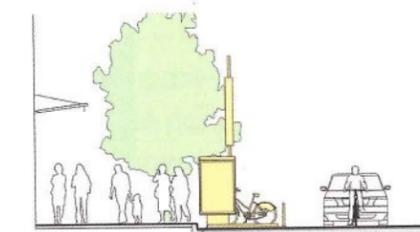
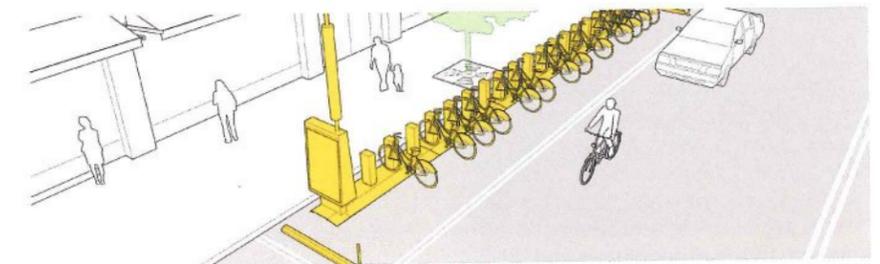
Bike Corral

Bike corrals typically replace one parking space at the request of a local business or property owner and accommodate 12–24 bikes. Corrals can be installed at corners to daylight an intersection since bicycle parking has no effect on the visibility of pedestrians to moving vehicle traffic. Bike corrals have been shown to have a positive impact on business.¹



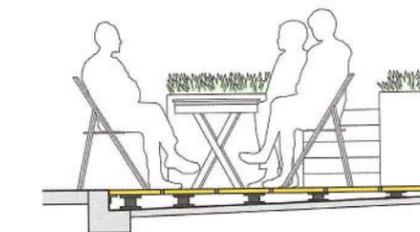
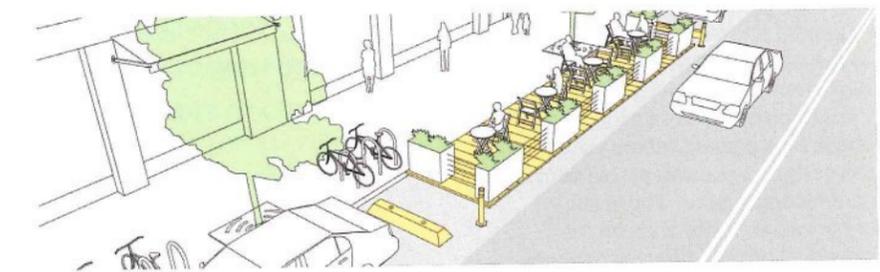
Bike Share

Bike share stations can serve as an integral part of the public transit system. Station maps and kiosks can serve as a focal point that orients tourists and visitors while drawing people to key destinations.

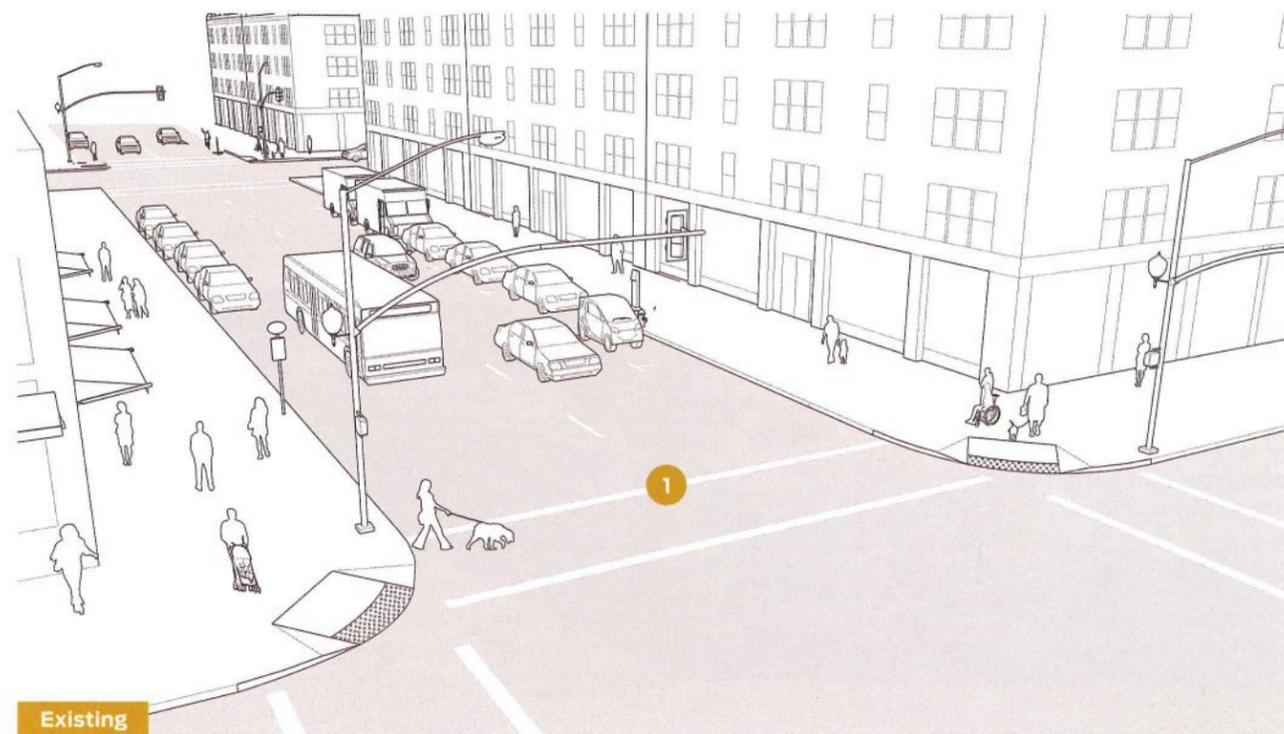


Parklet

Parklets are public seating platforms that replace several parking spaces. They serve as a gathering place for the community and can energize local stores and shops.



Downtown 1-Way Street



Existing

In the mid-20th century, many 2-way downtown streets were converted to 1-way operation to streamline traffic operations, reduce conflicts, and create direct access points to newly built urban freeways. Today, many of these streets operate significantly below capacity and create swaths of empty pavement in downtown areas. While many cities are converting these streets back to 2-way operation, these broad roadways can be narrowed using cycle tracks and transit lanes, which require less cost and analysis, and optimize usage of the street as a public space.

EXISTING CONDITIONS

The existing conditions shown in the illustration above are typical of many city streets in the downtown core. Many of these streets have been designed for a 15-minute peak period and remain well below capacity at other times of day.

- 1 Undifferentiated street space and wide travel lanes can result in higher speeds and are an ineffective use of valuable street space.

Many downtown 1-way streets have travel lanes with extra capacity or peak-hour restricted parking lanes.

Bicyclists feel uncomfortable riding between fast-moving traffic and the door zone. Double-parked vehicles may cause bicyclists to weave into traffic unpredictably, creating unsafe conditions for both motorists and bicyclists.

RECOMMENDATIONS

- 2 On downtown streets with heavy bus traffic, a red bus-only lane may be applied at curbside or offset. Bus-only lanes require significant enforcement and may be encroached upon by double parked cars and loading vehicles without proper enforcement. Combine bus-only lanes with bus bulbs, shelters, and transit signal priority to increase their effectiveness.

Analyze existing traffic volumes to determine whether or not peak-hour lanes can be removed and converted to on-street parking, bus or bike lanes, or additional sidewalk space. Converting underutilized travel lanes to other uses can eliminate potential conflicts within the roadway and improve traffic operations.



Reconstruction

- 3 A raised cycle track or parking-buffered cycle track applied on the left side of a 1-way street, removes cyclists from potential conflicts with bus traffic and creates a pedestrian safety island that decreases exposure time for pedestrians. Note: 2-way cycle tracks can also function effectively on 1-way streets in some instances. Where 2-way cycle tracks are installed, consider mitigating contra-flow turn conflicts by using bicycle signals, turn restrictions, and other means that improve visibility and slow motorists turning at the intersection.

- 4 As part of a full reconstruction, consider widening sidewalks, especially when they have previously been narrowed in favor of additional travel lanes.

The street illustrated above depicts a 46-foot roadway within an 86-foot right-of-way.



NEW YORK, NY

In 2010, 1st Avenue in New York City was redesigned with a 1-way cycle track, Select Bus Service, and pedestrian safety islands. The redesign not only carved out room for bicyclists, but shortened long, unsafe crossings for pedestrians. The avenue has since become a model for the successful transformation of the city's major avenues.