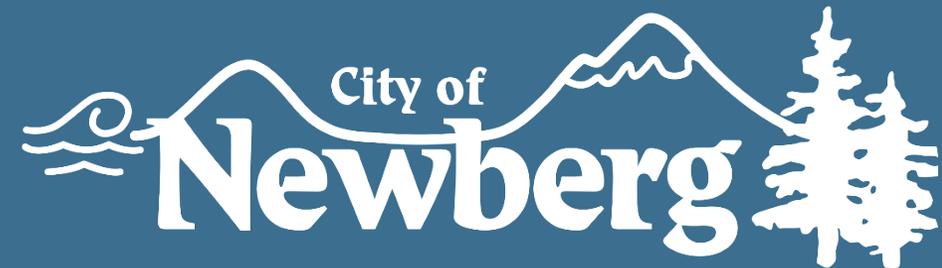


# ELLIOTT ROAD IMPROVEMENT PROJECT UPDATE

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March 15, 2021



# What is the Elliott Road Improvement Project?

We are updating Elliott Road to include:

- Consistently marked and sized vehicle lanes
- Continuous, ADA compliant sidewalks with curb extensions
- Continuous bike lanes
- LED streetlights to improve visibility and safety
- A full stormwater system to prevent water pooling

Funded by gas tax dollars and System Development Charges (SDCs)

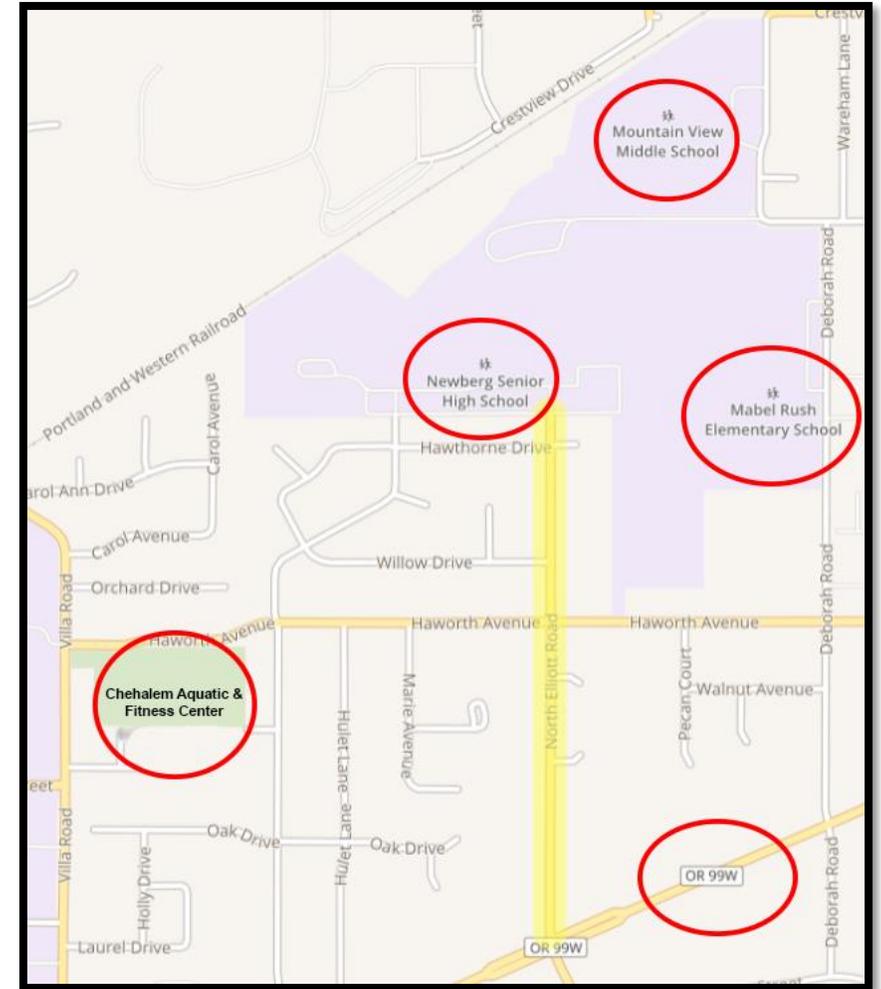


# The Council's Most Recent Decision

- At the June 18, 2020 City Council Meeting:
  - Approved the preferred alternative
  - Approved right of way acquisition for road improvements
- Purpose of this presentation
  - Reminder of what the Elliott Road project is
  - Why the project matters
  - What has happened since the Council's most recent decision
  - Where we go from here

# Why Elliott Road?

- Serves as a vital North-South connection
- Provides direct access to Newberg High School South entrance (student parking)
- Links to Mabel Rush Elementary, Chehalem Aquatic & Fitness Center, nearby churches, and homes
- Identified as a critical route and a high priority in Transportation System Plan



# Why Elliott Road?: Current Road Conditions are Unsafe

- Missing and noncontiguous sidewalks
- No bike lanes
- No safe route for those with disabilities
- Inadequate lighting leads to low visibility at night and on rainy days



Elliott Road leading up to Newberg High School is missing sidewalk pieces on both sides of the road and provides no bike lanes for students.

# Why Elliott Road?: Council Adopted Plans

- 2007 ADA/Pedestrian/Bike Plan indicates N Elliott Road as a critical route.
- Established route to add bicycle lanes in Newberg Transportation Plan
- Meets goals established for Livability & Development in aNewBERG Community Vision for 2040
- Identified project since 2016 in Capital Improvement Program



GOAL 2: IMPROVE MULTI-MODAL TRANSPORTATION					
STRATEGY	LEAD ORGANIZATION	TIMELINE			
		SHORT	MID	LONG	
1 Complete ADA Spot Improvement Program projects for Primary Critical Routes to improve walkability in accordance with the Newberg Transportation System Plan	City of Newberg		<input type="checkbox"/>	<input type="checkbox"/>	
2 Complete bicycle lanes and lane treatments along planned routes established by the Newberg Transportation System Plan	City of Newberg	<input type="checkbox"/>	<input type="checkbox"/>		

# Why Elliott Road?: Council Goals

- Diversity, Equity, & Inclusion
  - Places a priority on accessibility for all residents as a major connection point to 99W.
  - 14.7% of Newberg area residents have no car
  - 10% of area residents are identified as having a disability
  - 11.7% of area residents are over the age of 65
  - Studies show that the lowest income households are most likely to utilize sidewalks & bike lanes as a means to get to work and for transportation.
  - According to the U.S. Department of Transportation, roadways without sidewalks are more than twice as likely to have pedestrian crashes as sites with sidewalks on both sides of the street.

# Why Elliott Road?: Council Goals

- Sustainability

- Encourages bicycling – the most energy efficient form of transportation
- Encourages students to walk and bike to school – giving them daily exercise and lowering fuel emissions by removing the reliance on driving to school
- Increase walkability from neighborhoods to businesses along 99W
- Will help develop and maintain “livable communities” with reduced emissions, noise and environmental impacts
- New street lights are more energy efficient and provide additional safety for all users
- Flooding issues will be addressed and water quality treatment will be provided



# Why Elliott Road?: Federal and State Mandates

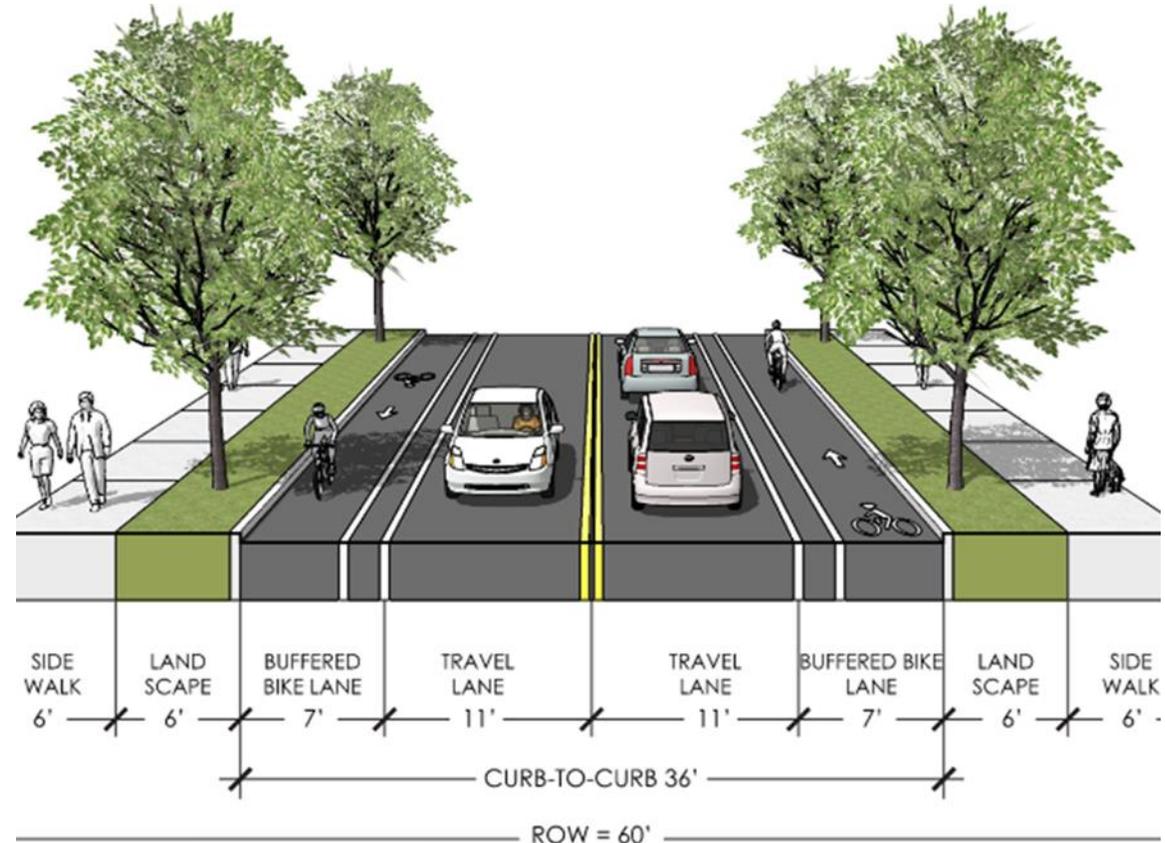
- **Americans with Disabilities Act (ADA):** Public and private entities who design and construct sidewalks and trails are obligated under ADA to make them accessible to and usable by people with disabilities.
- **Pedestrian and Bicycle Bill (ORS 366.514):** The law applies to all transportation projects in the state, regardless of who owns the facility, project funding source, or amount. The law ensures that Oregon roadways provide facilities that allow for safe travel by people walking and biking.
  - ORS 366.514 applies to all agencies with jurisdiction over the public right-of-way.
  - ORS 366.514 applies to all “highways”, which are defined broadly in Oregon Statute (801.305) as “every public way, road, street, thoroughfare and place, including bridges viaducts and other structures within the boundaries of this state, open, used or intended for use of the general public for vehicles and vehicular traffic.
  - Includes new roadway construction, roadway widening, realignment, and full-depth pavement work.

# Community Engagement

- **June 19, 2019** – Elliott Road residents/property owners invited to neighborhood field meetings to help identify issues. The project team met with many residents during meetings on 7/23 and 7/24
- **September 18, 2019** – Public Open House at Mabel Rush Elementary School where design concepts were first presented and attendees had a chance to give input.
- **November 18, 2019** – Project update and information presented to Newberg City Council
- **May 18, 2020** – Project update and design concept presentation to Newberg City Council
- **May 22, 2020** - Public meeting on design alternatives
- **June 10, 2020** – On-site meeting with property owners
- **June 10, 2020** – Traffic Safety Committee Meeting in which Elliott Road Project plans were discussed
- **June 18, 2020** – Presentation and approved resolution at the Newberg City Council Meeting
- **September 8, 2020** – Met with 5 owners individually to discuss power conversion & drainage easements
- **October 20, 2020** – Met with 3 owners and their attorney to discuss project design
- **December 3, 2020** – Met with 2 property owners

# Project Design

The preferred alternative selected and approved by the Council for this project has been designed to meet the Council Goals, the Newberg Community Visioning, the Transportation System Plan and Federal & State Mandates.



# What have we done since June?

- Realigned roadway to minimize impacts on the west side
  - Reduced 6.5' on west side from standard TSP cross section (23.5' ROW width instead of 30' standard)
- Design replacement parking such that the apartments will not lose any on-site parking (net gain of 1 space)

