

THE CITY IS MAKING ELLIOTT ROAD SAFE FOR EVERYONE

Elliott Road is located at one of few traffic signals along OR 99W and is a vital north - south connection in Newberg. It provides direct access to Newberg High School's south entrance, and links to Mabel Rush Elementary, the Chehalem Aquatic and Fitness Center, to nearby churches, and homes. Elliott Road is a community connection for residents south of OR 99W and a high priority in the Transportation System Plan. The City is making changes that create a safer route for all users.



The existing road lacks continuous sidewalks to Newberg High School. The road lacks stormwater facilities and the pavement is in need of replacement.

STREET IMPROVEMENTS

Three thousand cars travel on Elliott Road each weekday. Under the Newberg Transportation System Plan and City Code, Elliott Road is identified as a "major collector." The project is currently in the design stage. Once built, the project will benefit everyone.

- **Vehicle lanes** will be a consistent and clearly marked 11-foot width, sized to encourage school-zone speeds. Current lanes vary from 12 to 19 feet. Vehicle lanes will not be getting wider with the changes.
- **Sidewalks and bike lanes** will be continuous and clearly marked on both sides of the road. No one will have to cross traffic to find a safe path.
- Intersections will have **curb extensions** for shorter, safer crossings and will encourage slower traffic.
- **Planter strips** will separate traffic from people walking and biking. The area provides space for plants and new trees to enhance the neighborhood.
- **LED streetlights** placed at consistent distances will improve visibility and safety while backlight shields will reduce light intrusion for residents.
- A full **stormwater system** will prevent pooling on the road and in yards.

TIMELINE

- **Design:** Through 2020
- **Construction:** Beginning in spring 2021

FOR MORE INFORMATION

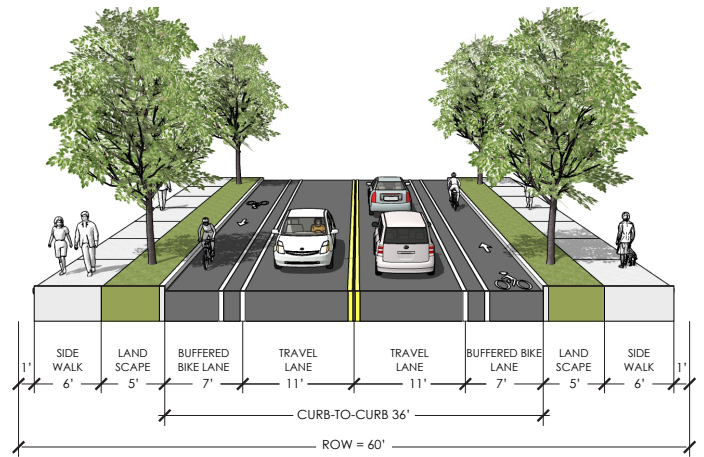
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WHAT WILL IT LOOK LIKE?

The graphics below are simulations of future changes to Elliott Road. A video simulation can be viewed at the project website.



Simulation of future changes to Elliott Road. A video simulation can be viewed at the project website



The cross section of Elliott Road will include vehicle lanes, sidewalks, and bike lanes with curb extension at the intersections. This is a representative cross section. The actual may vary in some locations.

COMMUNITY VISION FOR THE FUTURE

The Elliott Road Sidewalks and Bike Lanes Project works toward the vision that the City and residents helped shape last year.

The 2019 Community Vision Plan's Livability and Development goals include:

- Create accessible sidewalks on primary critical routes.
- Complete bicycle lanes and lane treatments along planned routes established in the Newberg Transportation System Plan, adopted by City Council.
- Increase awareness of multi-modal transportation options, especially on routes to school.

CITY COUNCIL GOALS FOR 2020

The project will create an Elliott Road accessible for all residents whether they walk, drive, or roll. This is consistent with the 2020 Council goal of developing an operational culture that adopts and cherishes **Diversity, Equity, and Inclusion** as a core value. Not all residents drive, and everyone benefits from a street where it is safe for all people, regardless of age or ability, to get around.

Sustainability is a key 2020 Council goal. This project encourages safe walking and biking in Newberg.

Safe and active options to get around are good for our health and our environment.

FREQUENTLY ASKED QUESTIONS (UPDATED MAY 1, 2020)

Some parts of Elliott Road are only 24 feet wide, but the new design is 36 feet. Does that mean the city will acquire land?

Yes. The City currently owns but does not use much of the area at the edge of neighbors' front yards. Of 40 properties along the project area, five will require the city to purchase some right of way or land to accommodate the planned design. The curb-to-curb width for a collector road is 36 feet. This includes the vehicle lane and bicycle space. Sidewalks and planter strip require an additional 24'. However, the city engineer can reduce or remove the planter strip where needed to avoid damage to existing trees and other sensitive areas.

Are drivers currently speeding?

Some drivers are. Radar data (collected south of Haworth) shows most drivers stay close to the road's posted speed limit of 25 mph (20 mph north of Haworth Avenue during school hours). The 85th percentile speed is 28 mph, though outlier speeds are as much as 54 mph.

How will the new design discourage speeding?

Narrow lane width has been shown to discourage speeding. The new design keeps motor-traffic lanes clearly marked and consistent at 11 feet wide, instead of varying from today's 12 to 19 feet. The curb extension at each intersection will also discourage speeding.

Won't we lose street parking in the new design?

Yes. On about a third of this project's length (and on the east side only), developers years ago added a half-street width as they built houses intended for bike lanes toward the high school. Over time, drivers began using it for parking. The new design will use the space for its original intent.

Aren't power lines on the west side in the way of the new design?

Yes. Power and telecommunication lines will move underground. Eighteen homes will be converted to underground service which is more reliable.

Will the new design require taking out trees?

Yes. Some trees will need to be removed. More trees will be replaced in the planter strips. Curb-tight sidewalks may be possible in some locations to avoid removing trees close to the future sidewalk. An arborist study of the project area has identified trees that might need special protection during construction. We will need to do more design work to understand which trees closest to the project would be removed or need special protections when crews work around the roots.

Doesn't the road already have streetlights?

Some of the utility poles have streetlights, but coverage is not uniform. The new design will have more consistent LED street lighting.

Will homes or structure be removed?

No residences are removed by the project. There are 24 homes with direct driveway access from Elliott Road. Those driveways remain and all will be able to fit a standard 18 foot vehicle in their driveway. The city is working with one property owner on the removal of a storage structure.