

OCT - 8 2015

Public comments at the Newberg City Planning Commission 8 Oct 2015
Brent Ahrend, PE, Senior Associate, Assistant Department Head, Transportation Planning,
Mackenzie Engineering, Portland, OR:

Initial: _____

My name is Brent Ahrend. I am here today (8 Oct) before the Newberg City Planning Commission to provide a rebuttal to several points Mr. Bliss made at the Newberg City Council 21 Sept 2015 meeting during the Public Comments period with respect to *Newberg Resolution 2015-3218 initiating an amendment to the TSP for changes to the road and lane configuration of Highway 219 and the Highway 219/Phase 1 Bypass/Wilsonville Road intersection*. As members of the City Planning Commission, you each need accurate and current information for preparing your analysis and recommendations back to the City Council on this matter. My comments are also being submitted to the City Planning Commission in writing along with a verbatim transcript of Mr. Bliss' public comments.

I do wish to make one important clarification first. There has been much confusion with respect to our analysis, using ODOT and Kittleson data, that shows that the 'no-thru' design would cause a MAXIMUM increase in traffic on Newberg local streets of 3-4%. This means that these streets might only see an additional 25 cars per peak hour ('no-thru' vs. 'thru-thru'). That's less than one car every two minutes. Wilsonville Rd. could see many 100's of vehicles per hour in both directions with the 'thru-thru' design, due to commuters, beach traffic, and others seeking a 12+ mile short-cut to/from I-5 who want to avoid 99W. With a 'thru-thru' intersection in place, Garmen GPS, Google Maps, Wayz, etc. would point straight-ahead despite any signage otherwise.

With all due respect to Mr. Bliss, who has had a long career as a civil engineer, traffic engineers are the ones who figure out traffic flow, lane configurations and intersection control. Civil engineers, like Mr. Bliss, prepare the final design, right-of-way needs and construction documents. Specifically:

NO THRU DESIGN ORIGIN & VETTING:

- The no-thru design originated from ODOT to address major public safety and concerns along Wilsonville Rd. The State Highway and Traffic Engineer, Mr. Bob Pappé has reviewed and approved the 'no-thru' design concept back in March, 2015. Thus, this design has been vetted at the highest levels in ODOT.
- In fact, the 'no-thru' design has been shown to increase the efficiency of traffic flow at the Bypass intersection by allowing a longer time per signal sequence for traffic to go from the Bypass north to Springbrook Rd.

TRAFFIC IMPACT ON LOCAL STREETS:

- Drivers traveling between west Yamhill County and Wilsonville Road may choose to use Fernwood, Coral Creek, and Renne Road, but more likely would continue to use Hwy 99W through Newberg as they currently do.
- Mr. Bliss notes some traffic to and from Wilsonville Road is from Hwy 219. This will still be directly allowed from 219 South to make a left onto Wilsonville Rd. or 219 North to make a right onto Wilsonville Rd. The only restriction will be traffic traveling on the Bypass (existing Hwy 99W traffic that is traveling through Newberg).

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THE NO-THRU DESIGN IS NOT A 'PORK CHOP':

- It is not relevant to compare the proposed intersection configuration with a right turn driveway restriction using a "pork chop". The medians proposed are much different than a "pork chop" used at a driveway.
- I agree with Mr. Bliss that a driveway restriction using only a pork chop is known to be ineffective at prohibiting left turn movements – a raised median in the through street is needed to effectively restrict left turn movements. However, this is not relevant for the Bypass/OR219/Wilsonville Road signaled intersection.
- Mr. Bliss states he has designed similar intersections, but only provides examples of driveways with pork chops, not signalized intersections with channelization.

BOTTOM LINE:

- The no-through restriction will be implemented through a combination of channelization, medians, striping, signing and traffic signal control. There is no need for a raised median on Hwy 219 as Mr. Bliss implies. Illegal cross 219 traffic (east of west) will be mitigated by both Wilsonville Rd. westbound and the Bypass eastbound left turns occurring simultaneously.

Transcript: Gary Bliss Public Comments: Newberg City Council Meeting 21 Sept 2015

Mayor Andrews: Mr. Gary Bliss

Gary Bliss: Mr. Mayor, Councilmen, my name is Gary Bliss. As some of you know, I am chair of the Planning Commission, but not here in that capacity this evening. I am here as a resident and as a retired civil engineer. I have reviewed this plan and think it does not merit further study or cost by the City for a plan that will not function as it is intended. In my 45 years as a civil engineer, I built many arterial roads. One is Evergreen Road in Hillsboro, Cornell Rd. in Beaverton, Walker Rd. in Beaverton, and 158th just to name four. And, when I've dealt with that, I've been imposed by ODOT as well as Washington County to construct intersections very similar to what's being proposed tonight. And that is a right-in, right-out, denying cross-traffic or left turns. And that's through what is known as a 'pork chop'. And the pork chop is supposed to divert traffic left or right. It's been my experience that they don't work. People ignore signs. They ignore traffic lines or arrows. I had an instance on Cornell Rd. at an intersection at a major shopping center. We tried a pork chop – it was the State's design. We found that people ignored it. They made illegal turns constantly. So we put in a median that was raised about 6". People drove over it. They ignored signs. We put in rubber bollards; they ran through those. Finally, the only result since this was a T-intersection, was to put in a raised concrete curb. Obviously, in this alignment, in this design, a vertical curb is not going to work, because you have a left turn off of southbound 219 traffic to get onto Wilsonville Rd. I use Wilsonville Rd. quite often to visit my grandson in Wilsonville and, yes, there's traffic on Wilsonville Rd. and people travel too fast. And a lot of the traffic I find comes from the intersection of 219 and Springbrook Rd. to the intersection of Springbrook Rd. and Wilsonville Rd. When this proposal cuts that off, it eliminates cross-traffic, so that anyone in West Yamhill County, West Newberg or North Newberg, is not going to have access to Wilsonville Rd. unless they travel Fernwood Rd., then go to Coral Creek Rd. and then turn on that to Renee Rd., which is about 16' wide, very narrow and has horrendous curves in it, in order to reach

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Wilsonville Rd. In my many trips over Wilsonville Rd., I have absolutely never seen any difficulty at any intersection, of any sub-division, or any of the County roads. Wilsonville Rd. is a County road for the purpose of joining communities. This is denying it. I do not understand that the State for years have taken the Bypass as a local issue. It's not a local issue, it's a regional issue. All of a sudden now, we are into a regional issue because we have Clackamas County and homeowners in Clackamas County dictating to Newberg what we should do to throw transient traffic off the Bypass or off 219 onto our local roads. Several years ago, this Council, or the City, at least, have approved the allowance of golf-carts on Brutscher and on Fernwood Rd. Now we are suggesting that we introduce transient traffic to mix with that. There are four neighbors within my neighborhood which is 55 homes that have golf-carts to go to the golf course.

Mayor Andrews: I need you to wrap up please.

Gary Bliss: They use Fernwood Rd. There are 250 homes in the proximity of the golf course that could use that same road with golf carts. So I suggesting that the City not expend money or proceed with considering this design. Thank you.

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Jessica Nunley Pelz

From: CAROL <cbanyard@msn.com>
Sent: Tuesday, October 13, 2015 4:20 PM
To: PLANNING
Subject: Newberg Dundee Bypass

Just a note of concern re: not using Wilsonville Rd as an access to Springbrook Rd when the bypass is put in. We have a farm on St Paul Hwy and it is becoming a major thoroughfare between I-5 and Newberg and points West. I fear that with the bypass, the Donald interchange which is already busy will not be able to accommodate the additional traffic from the north. Farmers use St Paul Hwy frequently to move equipment and crops. I hope you stick to your decision to have Wilsonville Rd as a conduit to reduce some congestion on St Paul Hwy.

Thank you for your time.

Sent from [Mail](#) for Windows 10