

PLANNING COMMISSION MINUTES

July 19, 2012

7:00 p.m. Special Meeting

Newberg City Hall Permit Room

414 E. 1st Street

I. CALL MEETING TO ORDER:

Chair Thomas Barnes opened the meeting at 7:00 p.m.

II. ROLL CALL:

Present: Thomas Barnes, Chair Gary Bliss Allyn Edwards
Philip Smith Lon Wall
Mayor Bob Andrews, Ex-Officio Kale Rogers, Student PC
Karly Birky, Traffic Safety Commission

Absent: Art Smith (excused) Cathy Stuhr, Vice Chair

Staff Present: Barton Brierley, Building & Planning Director
Paul Chiu, Senior Engineer
DawnKaren Bevill, Minutes Recorder

III. CONSENT CALENDAR

No items.

IV. PUBLIC COMMENTS

No items were brought forward.

IV. WORKSHOP: TRANSPORTATION PLAN UPDATES

Mr. Brierley stated the current City of Newberg Transportation System Plan (TSP) was updated eight years ago. The Citizen Advisory Committee (CAC) is comprised of members from the Newberg Planning Commission and one member from the City's Traffic Safety Commission whom is Mr. Karl Birky. The CAC has been asked to review changes needing to be made to the TSP to coordinate with the first phase of the Newberg-Dundee Bypass project. The TSP update will involve many small decisions leading to the development of a final plan and will include public involvement.

Mr. Carl Springer and Mr. Garth Appanaitis, DKS Associates, stated their job is to help shape the TSP with the first task being an informational process of reviewing goals, objectives, and background information.

Mr. Springer began his presentation accompanied by a PowerPoint presentation (see official meeting packet for full report). The Transportation Planning Rule, OAR 660-012-0015, defines how to implement State Planning Goal 12 and serves as the transportation element of a local comprehensive plan. It provides long range direction for development of transportation facilitates and services for all modes, ensures the planned systems are adequate to meet the needs of planned land uses, facilitates cost-effective use of public funds, and demonstrates the project's need and readiness.

The TSP provides consistency with state and regional plans, establishes an efficient network of arterials/collectors, creates standards for layout, spacing, connectivity of local streets, provides plans for public transportation services to meet basic needs, plans for networks of sidewalks and bikeways linking residential areas to activity centers, creates finance programs that are reasonably likely, and implements codes and ordinances. The goals and objectives, evaluation criteria, and alternatives selection helps to place value on a particular proposal according to the goals of the community. The TSP development process includes public involvement, project website (under development), stakeholder outreach, media releases, and open houses. Plans and policies have already been looked at, as well as inventorying the existing transportation system. The next step is identifying deficiencies in the existing transportation system.

Mr. Springer shared transportation planning basics. The plan will consider sidewalks & trails, reduction of out of direction travel, safe crossings, accessible facilities (ADA), and access to transit, parks, schools, and shopping. A half mile primary radius for walking will all be looked at and identified as well as bicycle lanes, transit accessibility and accommodating stop locations, safety, crash history (frequency and severity) on the state and city systems, sight distance, and geometric deficiencies. Management options such as signal timing, access management, traffic calming, connectivity, telecommuting, transit, walking and biking programs, and carpooling will also be considered.

Common funding sources for transportation finances are through gas taxes, system development charges, development exactions, street utility fees, urban renewal, and grants. Transportation expenditures include operations, maintenance, and capital improvements.

The previous CAC helped develop ten criteria used to measure the success or failure of alternative projects and to recommend which projects was included in the 1994 Newberg TSP. Those same criteria were used again for the 2005 TSP update. For the 2012 update, the same criteria will be carried forward with a few suggested refinements for consideration by the CAC. Mr. Springer stated the ten criteria can be broken into corresponding goals. They will tighten up the objectives and add criteria to allow for a more robust decision-making framework. While not included in the previous planning efforts, the four goal areas that may be considered for inclusion during the 2012 update are economic development, which will provide and maintain a transportation system that fosters economic growth; freight, which will provide and maintain a transportation system allowing movement of goods to, from, and through Newberg; accessibility providing and maintaining a well-connected transportation system that ensures adequate and efficient accessibility for all acknowledged land uses; and environment sustainability, which will provide and maintain a transportation system that preserves protects and supports the social, natural, and cultural environment.

Commissioner Philip Smith asked how the freight goal is different from the economic development goal. Garth Appanaitis explained economic development is within the city and freight includes components that involve regional through-traffic.

The consensus of the Planning Commission was to carry the four additional goals forward.

Mr. Springer reviewed the 2010 Journey to Work information patterns, showing 70% or more Newberg citizens head north on 99W to work.

Chair Barnes called a five-minute break at 8:04 p.m. The meeting reconvened at 8:09 p.m.

Mr. Springer reviewed the 2010 job counts by distance/direction in Newberg and a virtual tour presentation to highlight and show system issues on 99W. Springbrook Road is the highest crash location in the city. He also showed photos illustrating a number of roads with no sidewalks. Mr. Springer asked the committee if there are any other significant routes where there are problems. Areas of concern are Highway 219 and Everest Street, Highway 219 and Third Street regarding pedestrians and the flashing light, congestion at E. 1st Street before

Highway 219, and the right in/right out turn only at the Fred Meyer Intersection. Zimri Drive off of Springbrook Road is also a problem area, as well as crossing east to west on Hess Creek Road. Mr. Chiu pointed out the problem area on Villa Road near the railroad trestle.

Mr. Brierley stated the committee will meet again several months down the road. Mr. Springer stated by that time more information from a quantitative point of view will be available.

Commissioner Edwards asked Mr. Chiu to bring to the next meeting his chart regarding the current condition of streets and scheduled maintenance.

V. ITEMS FROM STAFF

The next Planning Commission Meeting is scheduled for Thursday, August 9, 2012.

VII. ITEMS FROM COMMISSIONERS

None

VIII. ADJOURN

Chair Barnes adjourned the meeting at 8:55 p.m.

Approved by the Planning Commission on this 9th day of August 2012.

AYES:

7

NO:

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ABSENT:

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ABSTAIN:

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Planning Recording Secretary



Planning Commission Chair

