



**NOTICE OF PUBLIC MEETING & AGENDA
TRAFFIC SAFETY COMMISSION
7:00 PM, MONDAY, July 22, 2019
PUBLIC SAFETY BUILDING, 401 E THIRD STREET, NEWBERG**

“Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community.”

I. CALL MEETING TO ORDER

II. ROLL CALL

Karl Birky	Chris Kelley	Sarah Sand
Mark Carleton	Neal Klein	Lesley Woodruff
Jeff Grider	Tony Roos	Gregory Tompkins

III. PLEDGE OF ALLEGIANCE

IV. PUBLIC COMMENTS

V. CONSENT CALENDAR

- a. April 8, 2019 Meeting Minutes

VI. STAFF REPORTS & GENERAL INFORMATION

- a. Police
- b. Engineering
 - i. Active Issues Log
 - ii. ODOT responses to various Issues Log items
 - iii. Limited Traffic Decision
 - 1. Fulton at Villa – No Parking Curb Painting on Villa (SW corner of intersection)
 - 2. Werth Boulevard – No Parking Signage South of Providence Roundabout
 - iv. General Information

VII. NEW BUSINESS

- a. College Street at Sheridan – Discussion

ACCOMMODATION OF PHYSICAL IMPAIRMENTS: In order to accommodate persons with physical impairments, please notify the Engineering Department of any special physical or language 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 Engineering Department at (503) 537-1273. For TTY services please dial 711.



VIII. OLD BUSINESS

- a. Collector Roadways – Presentation/Discussion
- b. Traffic Safety Commission Proposed Work Plan – Review Draft

IX. COMMISSIONER COMMENTS

X. ADJOURNMENT – October 14, 2019

ACCOMMODATION OF PHYSICAL IMPAIRMENTS: In order to accommodate persons with physical impairments, please notify the Engineering Department of any special physical or language 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 Engineering Department at (503) 537-1273. For TTY services please dial 711.

CITY OF NEWBERG TRAFFIC SAFETY COMMISSION MINUTES
MONDAY, April 8, 2019 7:00 PM
Public Safety Building, 401 E. Third Street, Newberg

“Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community.”

I. CALL MEETING TO ORDER

Chair Tony Roos called the meeting to order at 7:00 PM.

II. ROLL CALL

Members Present:	Tony Roos, Chair Greg Tompkins Neal Klein	Mark Carleton Lesley Woodruff	Sarah Sand Chris Kelley
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Members Absent: Karl Birky, Jeff Grider, and Cooper Foushee

Staff Present: Brett Musick, Senior Engineer
Paul Chiu, Senior Engineer

III. PLEDGE OF ALLEGIANCE

The pledge of allegiance was performed.

IV. PUBLIC COMMENTS

None.

All Commissioners introduced themselves.

V. CONSENT CALENDAR

A. January 14, 2019 Meeting Minutes

MOTION: Klein/Carleton moved to approve the January 14, 2019, minutes as presented. Motion carried (7 Yes/0 No).

VII. STAFF REPORTS & GENERAL INFORMATION

Senior Engineer Brett Musick was working on getting a summary of reports from the Police Department. He then gave an update on the Active Issues Log. A lot of the items were around the area of the new Chehalem Point Apartments and Pool project. Those two projects had now been completed and staff was confirming with the residents who voiced concerns that they were seeing what had been expected and staff would decide the next steps based on that feedback. A decision was made to change the signage at the 4th and College intersection.

There was discussion regarding the potential for a signal at Everest and Highway 219 and how ODOT had found that there were not warrants to do the signal at this time.

Chair Roos thought they should request enhancements to the current crossing at that intersection. SE Musick would look into the process to make that request.

There was also discussion regarding the complaint about people from the new apartments turning left using Aldersgate to get to Crestview. People thought that was a private road and requested traffic calming or to close the road to through traffic.

Commissioner Klein discussed a fence on Parkview heading east to Villa Road that was obscuring site distance and causing people to veer into the left turn lane. He thought that was one reason people were turning left and using Aldersgate.

Commissioner Klein also pointed out that Mr. Soppe's concerns that he expressed at the Commission's last meeting were not added to the Log.

SE Musick said he would add it to the list. He would be putting together a report related to that area and would bring it back to the next Commission meeting.

There was discussion regarding the crosswalk at Crater Elementary. SE Musick said staff was looking at where the signs were currently located.

SE Musick said the City was going into the budget season and the Capital Improvement Plan for Engineering was being planned for the next fiscal year. The design for the Crestview Drive project would be going to Council on April 15. The Pavement Preservation Projects would also be going forward. Interns were inventorying sidewalks without compliant ADA ramps and the City would be upgrading those as well.

Chair Roos asked if the City had an ADA Transition Plan. SE Musick said they were working towards that.

VIII. NEW BUSINESS

A. Elliot Road Capital Improvement Project

Chair Roos said his firm was currently negotiating the scope of this project with Mr. Chiu with him as the project manager.

Senior Engineer Paul Chiu said this project was currently under contract negotiation with Kittelson and Associates and would go to Council in May. This project was identified in the 2016 Transportation System Plan as a critical project. Elliot was a major collector and would require bike lanes on both sides as well as sidewalks from Highway 99W to the High School. He planned to reach out to the homeowners and businesses as to what they would like to see included in the project. It was a challenge as the street was narrow and there was on street parking at night. There would be a series of public outreach meetings and he wanted to work together with neighbors to make it livable. He thought right-of-way would also need to be acquired.

Commissioner Kelley asked about the recent pavement that had been redone in this area. SE Chiu said that paving was done due to the poor condition of the road. Staff would look into that issue and try to save what they could.

Commissioner Carleton was glad the City was taking steps to put in sidewalks and bike lanes to the High School.

Commissioner Woodruff asked if there was a timeframe for the project. SE Chiu said this project would take two to three years to complete. He was not sure when construction would begin, but it could be the summer of next year.

Commissioner Woodruff suggested talking with the School District as they might have plans for that road. SE Chiu was planning to meet with them.

Commissioner Woodruff asked about the funding for the project. SE Chiu said it was coming from City funds.

Commissioner Carleton discussed a resident on Elliot that could potentially be politically active especially regarding eminent domain for the right-of-way.

Chair Roos thought the public outreach would far exceed any other project he had done.

Commissioner Klein was concerned that history would repeat itself and there would be another Villa Road on their hands with people being upset about the on street parking being taken away and part of their property being taken away for the bike lanes and sidewalks. He asked for staff to give the Commission regular updates on the project.

Commissioner Tompkins would like to know what a major collector was.

Chair Roos said he would make sure the Commission would be aware of the open houses and next steps to the design.

IX. OLD BUSINESS

A. Traffic Safety Commission Proposed Work Plan

Chair Roos discussed items on the Work Plan. He said there was a speed study request on 240th and ODOT had decided to keep the road at 25 mph from the bridge into town. There was a historic sidewalk stamping inventory being done as well.

There was discussion regarding initiating a program regarding the results of drunk or distracted driving for high school students.

SE Musick was looking into upcoming Safe Routes to School infrastructure grants.

B. Collector Roadway Discussion

Chair Roos gave the Commission a challenge to drive through the minor and major collectors in the City and look at the on street parking, sidewalks, bike lanes, and number of access points. There was a broad range in the City and he wanted to discuss the aspects of collectors that the Commission appreciated and look at the typical collector section in the TSP and hold a mini design charette with the Commission to help them come up with a vision for future collectors.

There was discussion regarding the difficulty the Commission was having with their City email accounts and not being able to get the maps Chair Roos had sent them.

Commissioner Carleton said he had driven to the south side of town and some of his preconceived notions were confirmed and there were a couple of surprises. The more recently developed properties had better sidewalks, bike lanes, and wide streets. Some collectors were very short, only two blocks long, and two bike routes had no bike lanes on them. The bike lanes and sidewalks were inconsistent.

Commissioner Sand also drove around the south side of town and the intersection of 6th and River should be a four way stop. Most of Wyooski was a County road. On Chehalem the sidewalks were curb tight, but the curb was non-existent. 9th Street was supposed to be a bike route and she thought it was

too hazardous for that. Southbound College turning west on Highway 99W should have a left turn arrow.

SE Musick said ODOT had said there was a timing issue with other downtown signals and did not recommend putting in a left turn arrow.

Commissioner Sand thought the new apartment building going in on 2nd might cause new issues for parking.

Chair Roos asked that once the email issues were resolved that the rest of the Commission drive on the collectors in the City and bring back their comments to the next Commission meeting.

There was discussion regarding the definition of collector and how it fit with the TSP. This would be discussed more at the next Commission meeting.

X. COMMISSIONER COMMENTS

The next Traffic Safety Commission meeting would be held on July 22, 2019.

Commissioner Carleton asked about an update on sidewalks on College. SE Musick said that project was still being worked through.

XI. ADJOURNMENT

The meeting was adjourned at 8:42 PM.

Approved by the Newberg Traffic Safety Commission on this ?? day of ?? 2019.

Minutes Recorder

Tony Roos
Traffic Safety Commission Chair



TRAFFIC SAFETY COMMISSION
CITIZEN ISSUE LOG

City Engineer's Office
 Tel: 503.537.1273
 www.newbergoregon.gov

Date Received	Issue Description	Comments	Status
8/11/2017	Rework Neighborhood Traffic Patterns on Park, Aldersgate, etc.	TSC17-003, 10/09/17 TSC Discussion Results: Additional research and review is needed. Looking into issues and process for asking ODOT to consider a cross walk at the intersection of College with Sierra Vista. ODOT not inclined to consider marked cross walk at this location until east side of HWY 219 is improved with sidewalk. Related to concerns with apartment project Park and Villa.	No Further Action Taken
11/3/2017	Concern with pedestrian crossing at intersection of Springbrook and Middlebrook. Incident observed where SB traffic stopped for child and NB traffic did not.	Called back and reviewed location. Incident occurred the Friday prior to the fall time change. Reviewing issues and existing conditions (lighting, signage etc.) Appears that lighting improvements might help with visibility in low light conditions. Similar incidents have not been reported.	No Further Action Taken
11/14/2017	Email from Steve Olson. One commenter at the PC hearing for the Chehalem Pointe Apartments (Park at Villa) stated concern that traffic from the apartment project would lead to too many people using Alderesgate Lane to avoid traffic on Villa	Looking into issues. Further review expected after the apartment project is built. Apartment project complete, so far concerns appear to be related to parking on Parking Lane. From field investigations it appears that drivers have not fully adjusted to the widened road and parking.	No Further Action Taken



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1/22/2018	Requested curb between driveways for 612 and 616 Little Oak Street to be painted for no parking.	Looking into issues. This neighborhood has a series of similar locations with spacing between driveways not sufficient to provide on street parking. Looking at possible locations for "No Parking" signage rather than multiple locations of yellow curb painting. Resident contacted with request to confirm issue continues or not.	No Further Action Taken
8/14/2018	TVFR Deputy Fire Marshal forwarded concern from one of TVFR's crews about access to Werth Blvd. south of the roundabout at Hayes St/ Providence Dr. The issue is when cars are parked along the curb south of the roundabout.	Looking into issues. Coordinating field meeting with Deputy Fire Marshal and TVFR crew to review concerns. Have spoken with Marquis Newberg, they have taken some steps to educate their staff and clients to not park along the frontage within the area of concern. Will continue to monitor. After further review of the issues and monitoring the situation, it was found that steps taken by Marquis Newberg to educate their staff and clients have not been consistently effective. Following additional discussions with TVFR Fire Marshals, a Limited Traffic Decision was issued by the City Engineer on 7/11/19 to prohibit parking along both sides of Werth Boulevard from the Hayes Street/ Providence Drive crosswalk to the Newberg Marquis driveway.	No Further Action Taken



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8/20/2018	Citizen has expressed concern regarding - Crosswalk near Main and Foothills: Citizen noted that drivers often run the stop sign. There is a crosswalk for the school. Requested that light up crosswalk signs be installed.	Looking into issues. A preliminary field investigation identified that signage locations may not meet current standards. Further review found existing signage as meeting current standards. Will continue to monitor and work with school for education flyer/program to remind parents to practice safe driving.	No Further Action Taken
10/17/2018	Citizen has expressed concern with the intersection of Edgewood and Center. Has observed close calls related to drivers not slowing down through the intersection.	Looking into issues. This is an uncontrolled intersection of two local roads. The citizen has been informed of the stop sign policy and provided a link to the policy form.	No Further Action Taken
1/3/2019	NDPD has received complaint that large vehicles (buses and trucks) are experiencing difficulties making southbound turns from Fulton onto Villa when vehicles are parked on the west side of Villa close to the intersection with Villa.	Looking into issues. Previous determination following installation of the new stop signs on Villa at Fulton was to monitor this intersection. Field reviews and follow up discussions indicate additional curb painting on southwest corner should resolve the issue. A Limited Traffic Decision was issued by the City Engineer on 7/11/19.	Resolved
7/31/2017	Concern about stop sign at 6th and River	Looking into issues, including bike and pedestrian travel, crosswalk markings MUTCD guidelines etc. to see if a 4-way stop is warranted. Connected with other concern regarding increased traffic along 6th by Edwards Elementary. Issue specific traffic count data has been obtained and a consultant has been requested to provide an analysis.	Ongoing



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10/9/2017	Question regarding timing for installation of traffic signal at Everest and E. First St. Concerns with increased traffic at this intersection related to improvements on 219 associated with the Bypass.	Notified that, per the IGA between the City and ODOT, ODOT is to install the signal within 3 years. ODOT has been requested to begin counts for the warrant analysis. ODOT's January 2019 Newberg/Dundee Bypass Quarterly update states that an updated signal warrant analysis determined that the OR219 @ Everest intersection does not meet any traffic control signal warrants. ODOT contacted about possible interim improvements such as changing the ped crossing to include an rectangular rapid flashing beacon. ODOT indicated that if funding could be identified this could be considered. Other interim ideas expressed by resident include; 1) If space allows, stripe Everest at HWY 219 to create right turn lanes, 2) Install larger sign at Everest/Second intersection recommending Church Street as an alternate route.	Ongoing
10/13/2017	Concern with parking along north side of Park Lane west of Villa when apartment project completed on south side of Park. Asked if north side of park lane could remain no parking.	Looking into concern. With the new development, parking on both sides of Park is required per TSP. Waiting for the apartment project's Public Improvement plan submittal and review to determine if any segments along Park should be identified as no parking. Review of Public Improvement plans did not identify areas to mark as No Parking at this time. Will review conditions after the new development is completed and occupied. Apartment project complete. From field investigations it appears that drivers have not fully adjusted to the widened road and parking. Will continue to monitor.	Ongoing



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7/9/2018	<p>Planning Commission received written comments for file No. CPMA 18-0002/ZMA 18-0001, 1109 S River Street Comp Plan and Zoning amendments. 1) Concern with stop sign on River and not on Sixth at intersection of River St. and Sixth St. Suggests having stop signs on Sixth rather than River or making it a 4-way stop.</p>	<p>Comments discussed at 7/12/18 Planning Commission meeting. Connected with other concern regarding increased traffic along 6th by Edwards Elementary. Looking into issues, including bike and pedestrian travel, crosswalk markings MUTCD guidelines etc. to see if a 4-way stop is warranted. Issue specific traffic count data has been obtained and a consultant has been requested to provide an analysis.</p>	Ongoing
1/14/2019	<p>Resident spoke at the January 2019 TSC meeting expressing concerns with crashes on College Street at Sheridan. Resident believes problem is cars going east not seeing oncoming traffic to go left or straight due to backed up traffic from the light at College and Hwy 99.</p>	<p>Looking into issues. College is ODOT jurisdiction. Per request at TSC meeting NDPD provided summary of crashes reported in 2018. Full reports for the 2018 crashes requested from NDPD. Reports received and being reviewed. ODOT crash data for 2013 through 2017 and 2008 through 2012 have also been obtained and being reviewed. ODOT has also been contacted to review this. ODOT states that the Sheridan Street intersection was first identified as a top 10% SPIS (Safety Priority Index System) site in 2017. ODOT Region 2 is currently in the process of doing a desk investigation of all Region 2 SPIS sites Since this is a first time SPIS site, ODOT has also stated that a field investigation is intended for late August/early September to finalize our recommendations. ODOT has been requested to keep us apprised of the status and results of their investigation.</p>	Ongoing - Pending Results of ODOT investigation results



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1/30/2019	Waste Management has expressed concern with their trucks getting through Sheridan and Sherman Streets between College and Meridian Streets. When cars are parked on both sides of the street the available travel lane is reduced to only allow minimal clearance between the trucks and parked cars.	Looking into issues. This segment of Sheridan identified as being 24-feet wide with Sherman being 28-feet wide.	Ongoing
2/14/2019	Resident has asked to consider adding marked crosswalks on Meridian in front GFU.	Informed resident that this is similar to other requests received previously. Issues to resolve include avoiding a congestion of marked crosswalks. City engineering met with GFU representatives to discuss identifying if an appropriate location can be identified. Potential locations identified as Sherman or North. Next steps are to collect ped vs vehicle crash history and traffic counts this fall.	Ongoing
2/28/2019	The Crater Elementary Safety Committee has requested assistance with research for upgraded school zone traffic solutions. Traffic not always complying with stop signs, marked crosswalks, the school zone speed limit.	Looking into issues. A preliminary field investigation identified that signage locations may not meet current standards. Further review found existing signage as meeting current standards. Will continue to monitor and work with school for education flyer/program to remind parents to practice safe driving.	Ongoing



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4/8/2019	<p>Representative of a number of business and property owners along Debrah Road south of HWY 99W has proposed some changes to address their traffic concerns for this area. These include; 1) Paint the curb along the car wash site and Burger King as a no parking zone, 2) Place no stopping, standing, parking or other interruptions to traffic flow, 3) Remove vegetation near the power pole on the southwest corner and restrict temporary signage in that area, 4) Construct a half pork chop restricting left turns out from Deborah onto 99W. The traffic concerns expressed include; 1) Poor visibility for turning left onto Portland Rd (99W) causing queuing on Deborah, 2) Stopped or standing (non-moving) cars in front of the Dutch Bros location causing issues with vehicles turning onto Deborah from 99W. The business and property owner representative has provided signatures of some neighbors in support of items 1-4.</p>	<p>Looking into issues. Items 1 and 2 need further clarification of the proposed no parking zone limits and location of the proposed no stopping, standing or parking signage. Item 2 also needs further discussion with adjacent property owners regarding potential impacts of the proposed signage. Item 3 appears to be a code compliance item and might require ODOT coordination and/or approval. Item 4 would require ODOT approval. For Item 4 ODOT has been contacted and indicated that restricting left turns onto Deborah Road would need to be identified in a future update of the City's TSP in order to obtain ODOT approval. For Item 3 Code compliance will be contacted. For Items 1 and 2 the business and property owner representative will be contacted to clarify the proposed no parking/signage limits and to discuss having a neighborhood meeting to discuss these issues.</p>	Ongoing
5/30/2019	<p>Resident expressed concern with parking violations in the area of Doris, Donna. Lair, Sam Parrett, and Corinne Drives.</p>	Looking into issues.	Received

From ODOT email of 6/17/2019:

The summary and crash listings show crashes from 1/1/2013-12/31/2017, which are the most recent finalized crash data available to us. The crash summaries summarize the crashes by different characteristics such as severity, collision type, time of crash, day of the week and other various crash characteristics. The summary also displays the most recent Safety Priority Index System (SPIS) information. SPIS is a statewide yearly analysis tool that uses 3 years of crash data to identify segments with a high crash frequency, crash rate and crash severity. Each segment is compared to all other segments flagged by SPIS on a state highway by assigning a SPIS score. Our region focuses on and investigates the top 5% and top 10% SPIS sites each year.

College St (Hwy 140) @ Sheridan St (MP 20.10)

This intersection had a total of 15 reported crashes from 1/1/2013-12/31/2017. There were no fatal or serious injury (Injury A) crashes. The primary crash pattern was angle, with a total of 12 crashes. All angle crashes had the errant vehicle traveling from west to east and subsequently colliding with a vehicle on the highway. 2016 had the greatest number of reported crashes, with a total of 6 crashes. Between 3pm-6pm, 7 of the 9 total crashes were also angle collisions.

The Sheridan St intersection was first identified as a top 10% SPIS site in 2017. Prior to 2017, it has never been flagged as a top 10% SPIS site. The 2017 SPIS uses the previous 3 years of crashes data (1/1/2014-12/31/2016) to determine the SPIS score.

From street view and digital video inventory, it appears that the turn restriction was installed between Sep. 2013 and Jan. 2015. The reported crashes show that angle movements from the west leg have continued during the 3pm-6pm time period after the installation of the sign.

1st St (Hwy 140) @ Everest Rd (MP 20.8)

Everest Rd had 18 total reported crashes from 1/1/2013-12/31/2017. This intersection had 1 injury A crash in 2015. The injury A crash resulted from a northbound vehicle failing to yield to a westbound vehicle on the highway. In 2015, there was a pedestrian collision which resulted from a westbound vehicle failing to yield to the pedestrian in the crosswalk. (I believe this is the one that prompted the ped crossing). The primary crash pattern for this intersection was angle, with a total of 11 reported angle crashes. A majority of the angle crashes had the errant vehicle crossing in the north to south direction and then collide with a vehicle on the highway. 2015 had 7 total reported crashes, the greatest number for all years analyzed.

This intersection was included in 2016 SPIS as a top 10% SPIS site and a top 5% SPIS site in 2017 SPIS. The 2016 SPIS uses crash data from 1/1/2013-12/31/2015 and 2017 SPIS uses crash data from 1/1/2014-12/31/2016. It should be noted that the construction and opening of the Newberg-Dundee Bypass straddled the crash years that were included in the summary and crash listing.

Everest Rd was evaluated in Dec. 2018 for a traffic control signal warrant. The intersection did not meet any MUTCD traffic control signal warrants at the time of analysis.

OR99W (Hwy 091) @ Deborah Rd (MP 22.21)

Deborah Rd had 27 total reported crashes from 1/1/2013-12/31/2017. There were no fatal or injury A crashes at this intersection. The primary crash pattern was turning, with a total of 11 reported turning crashes. The turning crashes are primarily vehicles turning from the north and south approach on to the highway. All 7 rear-end crashes were in eastbound direction. Additionally, 10 of the 27 reported crashes occurred on a Friday.

Deborah Rd was part of a top 10% SPIS site in 2015. The 2015 SPIS uses crash data from 1/1/2012-12/31/2014. This intersection has not been a top 10% SPIS site since 2015.

There were 4 rear-end crashes that occurred to the west of the southern leg of Deborah Rd and the Dutch Bros access. The rear-end crashes may be attributed to vehicles failing to slow or stop for vehicles turning towards Deborah Rd or vehicles failing to stop for the queue from the signal or queue from the Dutch Bros access. If a queue at the Dutch Bros access does occur, the line of vehicles may be limiting sight distance for vehicles wishing to turn from the southern approach.



MEMORANDUM

ENGINEERING SERVICES

P.O. Box 970 • 414 E. First Street • Newberg, Oregon
97132

Tel 503.537.1240 • Fax 503.537.1277

July 11, 2019

To: Newberg Traffic Safety Commission
Cc: Brian Casey, PD Chief
From: Brett Musick, PE, Senior Engineer
RE: TSC-19-001/ Fulton at Villa Intersection Parking Issue – Southwest corner

City of Newberg Maintenance and Engineering staff along with the NDPD have been informed that large vehicles (buses and trucks) are experiencing difficulties making southbound turns from Fulton onto Villa, at the southwest corner, when vehicles are parked on the west side of Villa close to the intersection.

The northwest corner of this intersection has “no parking” yellow curb painting along Villa. The south side of Fulton also has “no parking” yellow curb painting near the intersection. Previous determinations following the installation of the new stop signs on Villa at Fulton was to monitor this intersection. Field reviews and follow up discussions indicate additional “no parking” yellow curb painting on the southwest corner along the west side of Villa for 25-feet south from the intersection should resolve the issue.



Turning Right from
Fulton onto Villa



Northwest Corner of
Fulton at Villa



Southwest Corner of
Fulton at Villa



Existing “no
parking”
yellow curb
painting

“Working Together for a Better Community – Serious About Service”

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AUTHORITY OF THE CITY ENGINEER

The Newberg Municipal Code authorizes the City Engineer to make limited traffic decisions:

2.15.410 Authority.

A. Limited Traffic Decisions. Limited traffic decisions are traffic decisions which affect and are confined to one particular location.

- 1. The city engineer will make an initial decision based on city policies. Notice of the decision will be mailed to property owner(s) within 300 feet of the subject location if more than one property owner is affected by the decision. The notice will include information on how to appeal the decision.*
- 2. Request for Public Hearing. A public hearing will be held before the traffic safety commission upon written request by two or more affected property owners. Notice of the hearing will be given to property owners within 300 feet of the subject location in a manner reasonably calculated to notify affected property owners.*
- 3. Notice of the decision by the traffic safety commission will be mailed to all property owners within 300 feet of the subject location within 10 business days of the decision.*
- 4. Appeal. Limited traffic decisions of the traffic safety commission may be appealed to the Newberg city council within 30 days of the notice of the decision. A notice of appeal and council hearing date will be mailed to property owners within 300 feet of the subject location as provided in NMC [2.15.450](#).*

2.15.470 Authority of city engineer.

The city engineer will have the authority to make traffic decisions as follows:

A. General Authority. The city engineer will have the authority to establish, maintain, remove or alter any traffic control device. Such orders of the city engineer will designate the findings as to reasons for taking such action, will make entry into the schedule of decisions, and submit a report and findings as to reasons for taking such action to the traffic safety commission.

FISCAL IMPACT

The installation of paint will cost the City approximately \$200 initially, and will be required to be maintained periodically. The funds will come from 02-5120-541000.

ENGINEERING DECISION

Install additional “no parking” yellow curb painting on the southwest corner of the intersection along the west side of Villa for 25-feet south from the intersection.

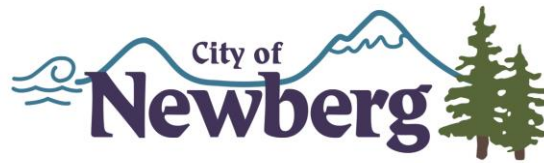
NEXT STEPS

1. Notice of this Limited Traffic Decision will be mailed to property owner(s) within 300 feet of the subject location. The notice to include information on how to appeal the decision.
2. Engineering will work with Public Works Maintenance for the indicated modifications for “no parking” yellow curb painting.

“Working Together for a Better Community – Serious About Service”

“Traffic Safety Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community.”

Brett Musick
Senior Engineer
503.554.1631



414 East First Street
PO Box 970
Newberg, OR 97132

July 12, 2019

Dear Property Owner/ Resident:

RE: Notice of Limited Traffic Decision (File #TSC 19-001), Fulton at Villa Intersection – Southwest Corner Parking Issue Evaluation

At the Traffic Safety Commission (TSC) meeting on Monday, July 22, 2019, City of Newberg Engineering staff will present the following Limited Traffic Decision:

Install additional “no parking” yellow curb painting on the southwest corner of the intersection along the west side of Villa for 25-feet south from the intersection.



Turning Right from
Fulton onto Villa



Northwest Corner of
Fulton at Villa



Southwest Corner of
Fulton at Villa



Fulton Street at Villa Road

Existing “no parking” yellow curb painting

New “no parking” yellow curb painting to be installed

More information regarding the July 22, 2019, Traffic Safety Commission meeting, including meeting minutes when available, will be at:

https://www.newbergoregon.gov/meetings?field_microsite_tid=All&field_microsite_tid_1=80

You are notified of this decision as a property owner within 300 feet of the subject location. A public hearing will be held before the Traffic Safety Commission upon written request by two or more affected property owners. Written comments on this Limited Traffic Decision can be submitted within thirty (30) days of the date of this letter to:

Newberg Traffic Safety Commission
P.O. Box 970, 401 E. Third Street
Newberg, OR 97132

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The appeal process is explained in [2.15.450 Appeals of decisions](#) of the Newberg Municipal City Code, you may access it at the city website: www.newbergoregon.gov.

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- 3. Notice of the decision by the traffic safety commission will be mailed to all property owners within 300 feet of the subject location within 10 business days of the decision.*
- 4. Appeal. Limited traffic decisions of the traffic safety commission may be appealed to the Newberg city council within 30 days of the notice of the decision. A notice of appeal and council hearing date will be mailed to property owners within 300 feet of the subject location as provided in NMC [2.15.450](#).*

2.15.470 Authority of city engineer.

The city engineer will have the authority to make traffic decisions as follows:

A. General Authority. The city engineer will have the authority to establish, maintain, remove or alter any traffic control device. Such orders of the city engineer will designate the findings as to reasons for taking such action, will make entry into the schedule of decisions, and submit a report and findings as to reasons for taking such action to the traffic safety commission.

Please call (503) 503-554-1631 if you have questions or require additional information.

Sincerely,

Brett Musick, PE
Senior Engineer
City of Newberg
Public Works Engineering Division

cc: Kaaren Hofmann, PE, City Engineer

MEMORANDUM

ENGINEERING SERVICES

P.O. Box 970 • 414 E. First Street • Newberg, Oregon
97132

Tel 503.537.1240 • Fax 503.537.1277

July 11, 2019

To: Newberg Traffic Safety Commission
Cc: Brian Casey, PD Chief
From: Brett Musick, PE, Senior Engineer
RE: TSC-19-002 / Werth at Hayes/Providence Parking Issue

City of Newberg Engineering staff have been informed by TVFR Deputy Fire Marshals of concerns raised by TVFR's crews about access to Werth Boulevard south of the roundabout at Hayes Street/Providence Drive. The issue is cars parking along the curb south of the roundabout. When this occurs emergency vehicle access is impacted.



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The initial determination was to monitor the situation and work with Marquis Newberg to educate their staff and clients to not park within the area of concern. After further review of the issues and monitoring the situation, it was found that steps taken by Marquis Newberg to educate their staff and clients have not been consistently effective. Following additional discussions with TVFR Fire Marshals and the City Engineer (see attached Exhibit A), it has been determined to prohibit parking along both sides of Werth Boulevard from the Hayes Street/ Providence Drive crosswalk to the Newberg Marquis driveway.

AUTHORITY OF THE CITY ENGINEER

The Newberg Municipal Code authorizes the City Engineer to make limited traffic decisions:

2.15.410 Authority.

A. Limited Traffic Decisions. Limited traffic decisions are traffic decisions which affect and are confined to one particular location.

1. The city engineer will make an initial decision based on city policies. Notice of the decision will be mailed to property owner(s) within 300 feet of the subject location if more than one property owner is affected by the decision. The notice will include information on how to appeal the decision.

2. Request for Public Hearing. A public hearing will be held before the traffic safety commission upon written request by two or more affected property owners. Notice of the hearing will be given to property owners within 300 feet of the subject location in a manner reasonably calculated to notify affected property owners.

3. Notice of the decision by the traffic safety commission will be mailed to all property owners within 300 feet of the subject location within 10 business days of the decision.

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FISCAL IMPACT

The installation of approximately six “no parking signs” will initially cost the City approximately \$250 per sign, for an approximate total of \$1,500, and will be required to be maintained periodically. The funds will come from 02-5120-541000.

ENGINEERING DECISION

Install approximately three “no parking signs” on each side of Werth Boulevard from the Hayes Street/ Providence Drive crosswalk to the Newberg Marquis driveway.

NEXT STEPS

1. Notice of this Limited Traffic Decision will be mailed to property owner(s) within 300 feet of the subject location. The notice to include information on how to appeal the decision.
2. Engineering will work with Public Works Maintenance for the indicated no parking” signage.

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EXHIBIT A

www.tvfr.com

May 10, 2019

City of Newberg
Engineering Department
Attn: City Engineer, Kaaren Hofmann
414 E. 1st St.
Newberg, OR 97132

Re: Parking on Werth Blvd.

Kaaren,

This letter is a follow up to our conversation regarding the parking on Werth Boulevard at the intersection of Hayes Street and Providence Drive. The fire district supports the "limited decision" to restrict parking along both sides of Werth Boulevard from the Marquis driveway to the crosswalk on Hayes Street and Providence Drive.

As you know, our fire apparatus have experienced trouble navigating this section of roadway with the current parking arrangement and this decision to limit parking will help us maintain fast and effective response times to emergency calls for service in the area.

Please let me know if you have any questions.

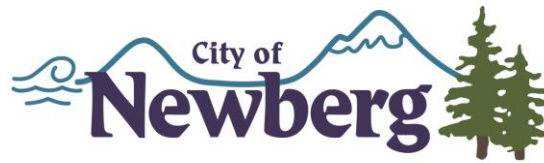
Respectfully,

A handwritten signature in blue ink that reads "Ty Darby".

Ty Darby
Deputy Fire Marshal

Cc: Jeremy Friedrich, Captain/Station 21
Stefan Myers, Public Affairs Officer
Kate Stoller, Assistant Fire Marshal
File

Brett Musick
Senior Engineer
503.554.1631



414 East First Street
PO Box 970
Newberg, OR 97132

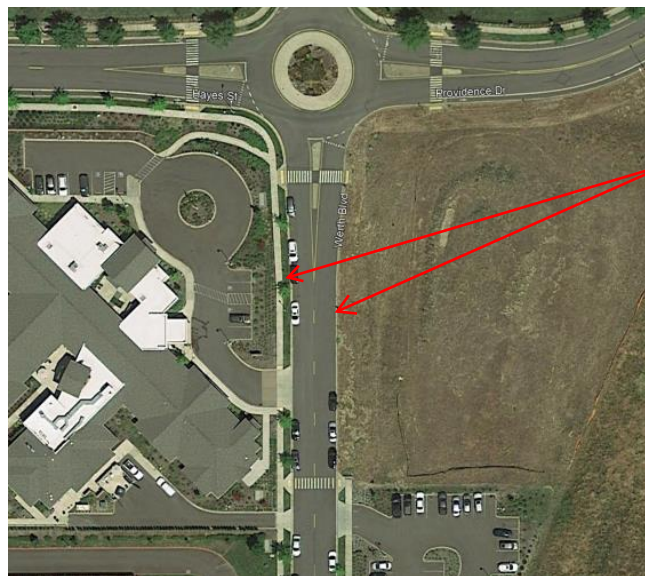
July 12, 2019

Dear Property Owner/ Resident:

RE: Notice of Limited Traffic Decision (File #TSC 19-002), Werth at Hayes/Providence
Parking Issue Evaluation

At the Traffic Safety Commission (TSC) meeting on Monday, July 22, 2019, City of Newberg
Engineering staff will present the following Limited Traffic Decision:

**Install approximately three “no parking signs” on each side of Werth Boulevard from the
Hayes Street / Providence Drive crosswalk to the Newberg Marquis driveway.**



**"No Parking"
signs to be
installed both
sides of Werth
Boulevard**

Werth Boulevard at Hayes Street/Providence Drive

More information regarding the July 22, 2019, Traffic Safety Commission meeting, including
meeting minutes when available, will be at:
https://www.newbergoregon.gov/meetings?field_microsite_tid=All&field_microsite_tid_1=80

You are notified of this decision as a property owner within 300 feet of the subject location. A
public hearing will be held before the Traffic Safety Commission upon written request by two or
more affected property owners. Written comments on this Limited Traffic Decision can be
submitted within thirty (30) days of the date of this letter to:

Newberg Traffic Safety Commission
P.O. Box 970, 401 E. Third Street
Newberg, OR 97132

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***"To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues,
provide a liaison with the City and promote traffic safety within the community."***

The appeal process is explained in [2.15.450 Appeals of decisions](#) of the Newberg Municipal City Code, you may access it at the city website: www.newbergoregon.gov.

The Newberg Municipal Code authorizes the City Engineer to make limited traffic decisions:

2.15.410 Authority.

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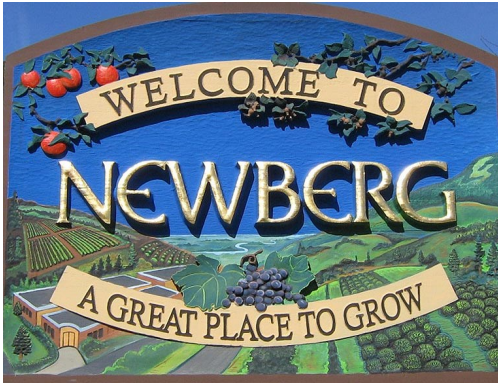
Sincerely,

Brett Musick, PE
Senior Engineer
City of Newberg
Public Works Engineering Division

cc: Kaaren Hofmann, PE, City Engineer

TRAFFIC SAFETY ISSUE

2019



The City of Newberg serves its citizens, promotes safety, and maintains a healthy community.

We care about your concerns. If you would like to report a non-urgent traffic safety issue, please complete the form below.

This report form will be directed to the Engineering Services Division, which is responsible for planning and improving the City infrastructure. A member of their team will investigate your issue and where necessary coordinate with other City of Newberg departments or staff and the Traffic Safety Commission.

Traffic Safety Issue Report Form

Requestors Contact Information

Name: _____

Address: _____

Phone Number: _____ (Cell) _____

(Work) _____ (Home) _____

Email: _____

Best time to contact: _____

Contact Us

Submit completed forms to:

City of Newberg
Engineering Services
414 E. Third Street
Newberg, OR 97132

(503) 538-1280

trafficsafety@newbergoregon.gov

Visit us on the web at :
www.newbergoregon.gov/trafficsafety

I want to:

Report an intersection safety issue

Report a pedestrian safety issue

Report a speeding safety issue

Report a visibility safety issue

Report a bicycle safety issue

Report a parking safety issue

Make a different safety request

Identify the location/specific address/cross streets (please be as detailed as possible e.g. (by the stop sign); (in the SW corner);

Describe the nature of the traffic safety issue which concerns you:

Have you contacted any other City Department about this issue: Yes No
If yes, what Department and when?

Note: Please attach all additional information such as pictures, maps or further text. If this is Stop Sign Request or a Parking Change Request, please attach the required petition. (See the Traffic Safety Commission page on the City website):

<https://www.newbergoregon.gov/trafficsafety>

<p>City Use Only</p> <p>Date application received: _____</p> <p>Application received by: _____</p> <p>Applicant contacted on: _____</p> <p>By: _____</p>



MEMORANDUM

ENGINEERING SERVICES

P.O. Box 970 • 414 E. First Street • Newberg, Oregon
97132

Tel 503.537.1240 • Fax 503.537.1277

July 15, 2019

To: Newberg Traffic Safety Commission
Cc: Brian Casey, PD Chief
From: Brett Musick, PE, Senior Engineer
RE: N College Street (HWY 219) at E Sheridan Street

City of Newberg Engineering staff have been informed of concerns with crashes on N College Street (HWY 219) at E Sheridan. A resident that spoke at the January 2019 TSC meeting believes the problem is cars going east not seeing oncoming traffic to go left or straight due to backed up traffic from the light at N College Street (Hwy 219) and Hwy 99.

N College Street (HWY 219) is ODOT jurisdiction. Per a request at January 2019 TSC meeting NDPD provided summary of crashes reported in 2018. Full reports for the 2018 crashes requested from NDPD. Reports were also requested for the time period from January 2019 to June 2019. These reports were received and reviewed along with ODOT crash summary data for 2008 through 2017. ODOT was also contacted to review this intersection.

Information provided by ODOT states that the Sheridan Street intersection was first identified as a top 10% SPIS (Safety Priority Index System) site in 2017. ODOT has informed City of Newberg Engineering staff that ODOT Region 2 is currently in the process of doing a desk investigation of all Region 2 SPIS sites where they pull crashes, look for patterns, and propose potential improvements. Since this is a first time SPIS site, ODOT has also stated that a field investigation is intended for late August/early September to finalize our recommendations. ODOT has been requested to keep us apprised of the status and results of their investigation.



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SUMMARY OF RESEARCH NOTES:

From ODOT email of 6/17/2019:

The summary and crash listings show crashes from 1/1/2013-12/31/2017, which are the most recent finalized crash data available to us. The crash summaries summarize the crashes by different characteristics such as severity, collision type, time of crash, day of the week and other various crash characteristics. The summary also displays the most recent Safety Priority Index System (SPIS) information. SPIS is a statewide yearly analysis tool that uses 3 years of crash data to identify segments with a high crash frequency, crash rate and crash severity. Each segment is compared to all other segments flagged by SPIS on a state highway by assigning a SPIS score. Our region focuses on and investigates the top 5% and top 10% SPIS sites each year.

College St (Hwy 140) @ Sheridan St (MP 20.10)

This intersection had a total of 15 reported crashes from 1/1/2013-12/31/2017. There were no fatal or serious injury (Injury A) crashes. The primary crash pattern was angle, with a total of 12 crashes. All angle crashes had the errant vehicle traveling from west to east and subsequently colliding with a vehicle on the highway. 2016 had the greatest number of reported crashes, with a total of 6 crashes. Between 3pm-6pm, 7 of the 9 total crashes were also angle collisions.

The Sheridan St intersection was first identified as a top 10% SPIS site in 2017. Prior to 2017, it has never been flagged as a top 10% SPIS site. The 2017 SPIS uses the previous 3 years of crashes data (1/1/2014-12/31/2016) to determine the SPIS score.

From street view and digital video inventory, it appears that the turn restriction was installed between Sep. 2013 and Jan. 2015. The reported crashes show that angle movements from the west leg have continued during the 3pm-6pm time period after the installation of the sign.

From ODOT email of 7/16/2019:

The top 10% SPIS site that includes the College St & Sheridan St intersection spans from MP 20.01 to 20.13. Like I mentioned in my earlier email, it's a first time top 10% SPIS site. We are currently in the process of doing a desk investigation of all Region 2 SPIS sites where we pull crashes, look for patterns, and propose potential improvements. Since this is a first time SPIS site, we will also be doing a field investigation in late August/early September to finalize our recommendations.

From NDPD Crash Reports:

2018 (Jan through Dec) Crash Summary - Five angle crashes and 1 rear end crash. Four eastbound vehicle turning or crossing into path of a northbound vehicle. One during time of turn restriction. One westbound vehicle crossing into path of a northbound vehicle.

2019 (Jan through June) Crash Summary – One report so far, angle crash of eastbound vehicle crossing into path of northbound vehicle. NDPD has indicated another report is pending completion.

From review of the information provided so far by ODOT and the NDPD eastbound drivers involved with the reported crashes are typically not yielding the right-of-way, disregarding stop sign and turn restriction traffic control devices.

NEXT STEPS

Continue to coordinate with ODOT on the status and results of their investigation.

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TRAFFIC SAFETY COMMISSION
PROPOSED WORK PLAN - *DRAFT*
March 28, 2019

1) Preparation of policy documentation on the following items:

- a. Application process improvements. Develop a Traffic Safety Commission application packet (request submittal form, process flowchart, request timeline, internal tracking etc.).
- b. Sight distance and vision clearance standards. – *There are some standards in the Development Code but they are minimal.*
- c. No parking zones (School areas, industrial, etc.).
- d. Safe Routes to school improvements & grant opportunities.
- e. Truck route locations, signage, and enforcement.
- f. Major roadway parking policy for collectors and arterials.
- g. Develop interactive program for citizens. – *this can possibly be incorporated with every new policy or program*
- h. Truck parking program
- i. Street light requests

2) Education/Training Opportunities:

- a. Downtown street seat program
- b. Manual of Uniform Traffic Control Devices (MUTCD) review
- c. Traffic signs, size, reflectivity, location
- d. Speed Zone Orders
- e. Complete Streets Concept
- f. High School accident reconstruction education.
- g. Presentation on road maintenance funding
- h. George Fox University parking program review