

AMENDED

NOTICE OF PUBLIC MEETING & AGENDA

TRAFFIC SAFETY COMMISSION

7:00 p.m., Monday, November 14, 2011

Public Safety Building, 401 E. Third Street, Newberg, OR

“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.”

- 1. PLEDGE OF ALLIEGENCE:**
- 2. CALL MEETING TO ORDER:**
 - A) Review and approve minutes of October 10, 2011
- 3. COMMUNICATIONS FROM THE FLOOR:**
- 4. NEW BUSINESS:**
 - A) TSC-11-030: Pinehurst from Main to College – Speed issue
- 5. OLD BUSINESS:**
 - A) TSC-11-028: Villa at Laurel – Reconsideration of Crosswalk request
 - B) TSC-11-029: N College at Mission – Reconsideration
 - C) TSC-11-11-009A: Emma-Creekside – Reconsideration
- 6. STAFF REPORTS - GENERAL INFORMATION:**
 - A) Police Update
 - B) Engineering update
 - TSC-11-025: Foothills at N College – through Traffic & Parking request. Maintenance will schedule this work, weather permitting.
 - Other
- 7. ADJOURN TO NEXT MEETING: January 9, 2012**

ACCOMMODATION OF PHYSICAL IMPAIRMENTS: In order to accommodate persons with physical impairments, please notify the City Recorder's office of any special physical or language accommodations you may need as far in advance of the meeting as possible and no later than 48 hours prior to the meeting. To request these arrangements, please contact the City Recorder at (503) 537-1283. For TTY services please dial 711.

Posted: November 8, 2011

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Posted: November 8, 2011

TRAFFIC SAFETY COMMISSION MINUTES
7:00 p.m., Monday, October 10, 2011
Public Safety Building, 401 E. Third Street, Newberg, OR

“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.”

CALL MEETING TO ORDER

Chair Neal Klein called the meeting to order at 7:01 PM.

ROLL CALL

Members

Present: Neal Klein, **Chair** Lesley Woodruff, **V. Chair** Doris Brandt Karl Birky
Dianna Cotter Shannon Eoff Ron Johns James Oravetz
Ronald Sult

Members

Absent: Student Commissioner (VACANT)

Staff

Present: Chris Bolek, Police Captain Paul Chiu, Senior Engineer
Mary Newell, Support Services Manager Jennifer Nelson, Minutes Recorder

Ex Officio

Present: Mayor Bob Andrews

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was performed.

APPROVAL OF MINUTES

- A) Review and approve minutes of September 12, 2011

<p>MOTION #1: Woodruff/Cotter to approve the Traffic Safety Commission Minutes for September 12, 2011. Motion carried (9 Yes/0 No).</p>
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COMMUNICATIONS FROM THE FLOOR

None.

NEW BUSINESS

- A) TSC-11-028: Villa at Laurel – Crosswalk request
TIME – 7:04 PM

Mr. Paul Chiu, Senior Engineer, presented the staff report using a PowerPoint slideshow (see official meeting packet for full report).

Commissioner James Oravetz asked if the buses are traveling north or south in the mornings when they are picking up students. Mr. Chiu replied they are traveling north and have flashing lights on, which students rely on to cross the street to get to the bus.

Chair Klein spoke of children sometimes waiting for the bus to arrive and turn on their lights before crossing Villa Road, but noted that not all children are doing that. Mr. Chiu agreed this is possible and continued with the staff report to consider providing a crosswalk or not.

Commissioner Dianna Cotter asked about the estimated costs for the crosswalk installation. Mr. Chiu estimated it could be within the two thousand dollar range; this only includes material costs, not personnel time to complete the installation. The costs would be higher if they contracted the project out.

Commissioner Shannon Eoff stated she travels there often to take her children to school and has seen a lot of foot traffic north and south, but not a whole lot of crossing there. She questioned the need for a full crosswalk with the Americans with Disabilities Act (ADA) ramps and everything.

Mayor Andrews spoke with staff about a missing piece of sidewalk just to the north of the driveway into the George Fox University (GFU) Villa Academic complex and on the opposite side; he suggested another crosswalk should be established in the area to the north of the proposed sidewalk and over to the complex on the east side.

Commissioner Doris Brandt said eight or nine years ago there was a request for a crosswalk going diagonally here for the medial park and it was requested for Dr. Kearns to put in sidewalks, he would not do it.

Commissioner Lesley Woodruff asked what the estimated average daily traffic volume is. Mr. Chiu said it is a major collector and it would probably be more than five thousand, but he is not positive; he can bring that information to them at a later time.

Chair Klein discussed there not being a lot of children there, but the school and the First Student bus service would know better. He spoke of the old hospital being an academic building and wondered if there are many students using this area and walking to it if it might be a good idea to have a cross walk; there are no sidewalks on Laurel Drive and modified sidewalks and most college students are traveling from behind the building, not on Villa Road, probably because there is no sidewalk.

Commissioner Cotter said it does not make sense to put in a crosswalk with ADA ramps when there are not sidewalks on the eastside. Staff said according to the report from the school bus service provider's observations, it could be argued either way.

Commissioner Ron Johns pointed out that previous trainings have focused on the possibility that crosswalks may make some areas for dangerous because of the false sense of security it promotes with the pedestrians and often fatalities are higher at crosswalks.

Commissioner Oravetz said the school only reported five students using this area this year and asked about the next year, regardless of the numbers he felt the children crossing the street have nothing there to protect them.

Mayor Andrews said based on his experience driving in the mornings the buses travel north in the evenings and south on the east side in the mornings and there are no students crossing the street, they are queued up on the east side of the street but not on the west.

MOTION #2: Cotter/Brandt to table TSC-11-028 and not install a marked crosswalk at Villa Road and Laurel Drive, as requested. Motion carried (9 Yes/0 No).

B) TSC-11-029: N College at Mission – Crosswalk & School Zone Request
TIME – 7:27 PM

Mr. Chiu presented the staff report using a PowerPoint slideshow regarding a request for a school zone to be pursued and briefly explained the procedure for completing this through a submittal to the Oregon Department of Transportation (ODOT) (see official meeting packet for full report).

Mayor Andrews asked the age of the students that are walking to downtown from the school; staff was unsure. He asked if the school has any frontage on N. College Street. Staff replied strictly speaking there is not any frontage on College Street and its physical address is a Mission Street address.

Commissioner Eoff said she agreed with the staff recommendation and Veritas School to wait for any motion to be made on the sidewalk since ODOT already has this in process because although it may take years, to put it together with a lack of sidewalk would have students crossing to no sidewalk. She said it does not make sense to have a crosswalk to an area where there is no sidewalk.

Mr. Chiu noted the requestor was unable to attend the meeting this evening although she was invited so we do not have the benefit of further convincing arguments.

MOTION #3: Cotter/Brandt to table **TSC-11-029** for a crosswalk and school zone request at N. College Street and Mission Drive based on there being no frontage on N. College Street and ODOT will be doing work there in the future Motion carried (9 Yes/0 No).

OLD BUSINESS

A) TSC 11-009A: Emma-Creekside – Stop Sign Request
TIME – 7:45 PM

Mr. Chiu presented the staff report using a PowerPoint slideshow to follow up on the no decision at the last meeting. He offered several examples of options requested with estimated costs (see official meeting packet for full report).

Commissioner Cotter asked about placing a yield sign on south side of Emma Lane to eliminate the hindrance of the tree for the southbound Creekside Lane. Staff thought this would be awkward because it is not typical placement for a yield sign.

Mayor Andrews spoke about lane markers installed on Vittoria Way and Springbrook Road to extend the double lines and asked what the material costs for this would be here and why it has not been considered here. Staff replied there were some reflective devices used there which are much less hazardous than the bumps on the road, particularly for motorcyclists; he would not be opposed to this as a solution.

Commissioner Johns said the street is real narrow, so markers denoting the lanes might make this seem even narrower.

Commissioner Oravetz said he drove out there to evaluate the area again and suggested going back to square one to place a stop sign on the utility pole for Creekside Lane southbound and another for Emma Lane westbound. He felt a double stop sign install in the intersection was the only way to gain control over this.

Commissioner Johns asked staff if a stop sign can even be placed where he suggested. Staff replied it could not.

Police Captain Chris Bolek agreed and added there has only been one accident at this intersection.

Chair Klein agreed this matter has been batted around for some time now and every solution would only serve as a "band-aid" solution to the problem. Based on his discussions with the Police Chief Brian Casey they do not even think a stop sign would have prevented what occurred here. He said based on there only being one complainant and not a long history of accidents a stop sign is not warranted here.

Commissioner Oravetz wondered how long they were going to keep kicking it around without making a decision.

Chair Klein said they made a decision and there are reasons they do not want to take action. The community does not agree with the request and showed more concern for the tree over the stop sign. He did not think they could respond to every traffic accident or situation and he cannot accept taking this on if it is not a total fix.

Commissioner Woodruff stated all of these solutions are engineering solutions for a poorly engineered intersection; she suggested taking a different approach through education and enforcement as there are other ways to affect change.

Commissioner Johns agreed there does not need to be a sign added here because it would not help even if it is poorly placed. Since there is only one household desiring this request, he felt there was not a need to continue with this.

MOTION #4: Cotter/Woodruff to table TSC 11-009A requesting a stop sign installation at Emma Lane and Creekside Lane until there are more complaints from the neighborhood. Motion carried (9Yes/0 No).

Chair Klein requested staff to follow-up with the requestors of the stop sign.

STAFF REPORTS - GENERAL INFORMATION

A) Police Update

Mr. Chris Bolek, Police Captain, reported on the upcoming Drug Take Back event in October and gave updates on the computer crimes unit. He also spoke of coordinated efforts to complete a sweep of outstanding warrants or probation violations involving domestic violence. He also spoke of the honors Officer Chris Rasmussen has been and will be receiving regarding the officer involved shooting recently in Dundee.

Commissioner Cotter spoke of a request she received from the crossing guard at Mabel Rush Elementary school to increase patrols there because cars are speeding or not stopping when children are in the crosswalk; also cars are parking in front of the flagger there.

B) Engineering Update

Mr. Chiu gave updates from the engineering department on ongoing projects. He said he contacted the ODOT District 3 Manager who will be attending the November 14th work session to discuss the Newberg-Dundee Bypass Phase 1.

C) Items from Commissioners

Mayor Andrews spoke to commissioners about recruiting applicants for the various vacancies on city committees.

Commissioner Woodruff shared an article about the use of mimes to public scold drivers and pedestrians not following the rules of the road.

Commissioner Oravetz said he would like to have more information on the proposed Jack in the Box restaurant coming to 99W and Springbrook Road.

Commissioner Brandt spoke of plans for the December meeting at Izzy's Pizza.

ADJOURN TO NEXT MEETING

The meeting adjourned at 8:37 PM until November 14, 2011.

Approved by the Newberg Traffic Safety Commission this 14th day of November, 2011.

Jennifer L. Nelson
Minutes Recorder

Neal S. Klein
Traffic Safety Commission Chair

MEMORANDUM

PUBLIC WORKS DEPARTMENT
Engineering Division

P.O. Box 970 • 414 E. First Street • Newberg, Oregon 97132
Tel 503.554.7705 • Fax 503.537.1277

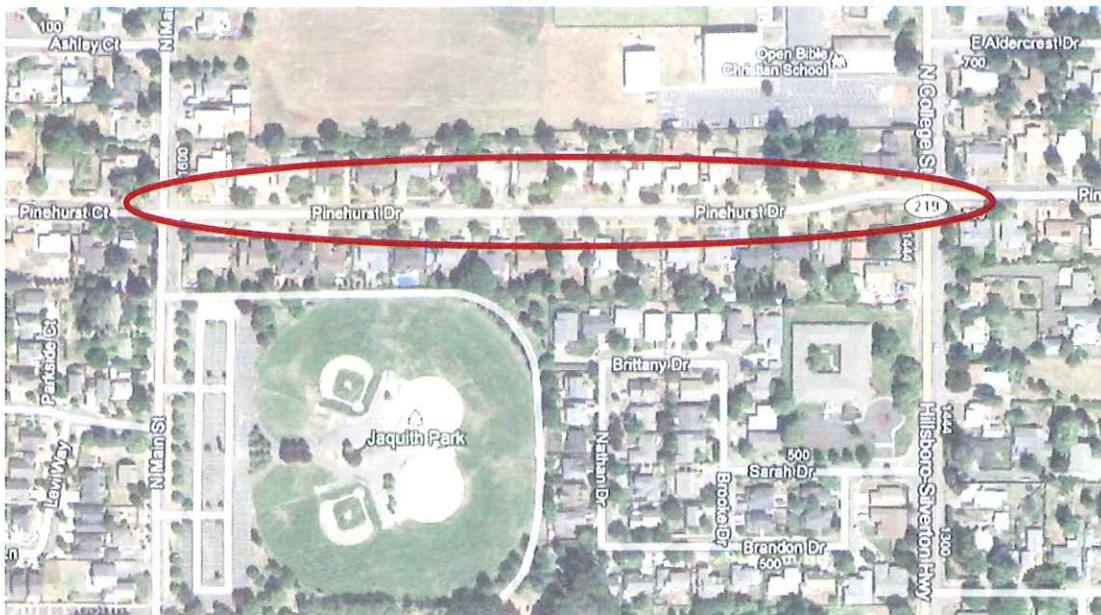
November 7, 2011

To: Newberg Traffic Safety Commission
Cc: Dain Eichel (Interim PW Director), Brian Casey (PD Chief), Mary Newell (PD Support Services Manager)
From: Paul Chiu, PE, Senior Engineer *PC*
RE: TSC-11-030 \Pinehurst Drive between Main and N. College Streets

On October 16, 2011, Ms. Karen Lang contacted City Councillor Wade Witherspoon regarding her concerns about the traffic on Pinehurst Drive. (See attached letter on next page.) On October 28, 2011, staff met with her on Pinehurst Drive and listened to her concerns as noted below:

- (a) Excessive speed on Pinehurst Drive.
- (b) An easy access to Jaquith Park on Main Street that is favored by drivers on College Street.
- (c) Pinehurst becomes a transit bus route.
- (d) More children live on Pinehurst and some walk on the street.

Ms. Lang would like to see traffic calming on Pinehurst Drive (circled on the map below) and note that the street needs a new pavement overlay in the near future.



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evaluate related issues, provide a liaison with the City and promote traffic safety within the community."*

From: Karen Lang
Sent: Sunday, October 16, 2011 8:31 PM
To: Wade Witherspoon
Subject: Street Safety on Pinehurst Dr.

Karen Lang
XXX Pinehurst Dr.
Newberg, OR 97132
October 2, 2011

Wade Witherspoon
Councilor District 2
Newberg City Council
PO Box 970
Newberg, OR 97132

Dear Mr. Witherspoon:

I am a four year resident of our city, and I am writing to express my concern about the traffic on Pinehurst Dr. between Main Street and College. I understand that residents have expressed previous concerns but would like you to consider resurfacing and putting in traffic bumps along this passage as it is a thoroughfare.

I believe that the benefits of this would be great to the community after watching people drive this road for three years. I have witnessed school buses, city transit buses, business vehicles and passenger vehicles excessively speed putting many at risk. The residents on this road are becoming older or their occupancy being replaced by younger families with children. This road is traveled by cars throughout the day and night as it is the closest access to the entrances of Jaquith Park. During the year seasonal sports increases the flow of travel therefore increasing threats to safety. The street is anchored at each end by school bus stops and the children are walking up to 15 houses each direction as well as crossing the street and their safety is being compromised.

I watched as streets around us were repaved and our street was looked over. I witness trailers bouncing down the road on a regular basis because people don't take into account the need to travel slowly. Often times I come home and am tailgated driving 20-25 mph on the street. There are many bushes and cars parked along the road that cause blind spots of pedestrians crossing the street. My neighbors and I don't even allow our children to play outside without supervision in a direct line of sight because the flow of traffic is too heavy and too swift to prevent them from harm.

Mr. Witherspoon, please consider this request. I feel that if we had additional city precautions, we can prevent a catastrophic tragedy from occurring. I would hate the city to be reactive in this situation when we have a chance to be proactive and assure the safety of our residents.

Your execution and response to this matter is greatly appreciated.

Sincerely,

Karen Lang

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Traffic data was collected on November 1st thru 3rd, 2011 and summarized as follow:

Pinehurst Drive		
Block	between Main & College	
85% Speed	Eastbound	Westbound
	26.8 MPH	28.3 MPH
ADT =	228	162
> 2 Axles =	1	1
Buses =	2	1

Upon review, the eastbound traffic volume is almost 60% of the total traffic on Pinehurst Drive (More eastbound traffic than the westbound.) The 85 percentile speed is below 30 MPH in either direction and data indicated almost 20 drivers that had exceeded the 30 MPH limit (of which 3 were in the 35 to 40 MPH range). Relatively speaking, speeding was not a major issue here according to the traffic data. Traffic calming is therefore not recommended based on analysis of the collected traffic data at this time.

There were almost a dozen vehicles (classified as 2 axle-6 tires) that travel in each direction on this street. The truck volume is low. This street is considered a low volume road (because it is below 400 ADT). Staff would recommend random and occasional speed enforcement on Pinehurst Drive.

Pavement conditions of City streets are classified according to the following table:

Category – Condition	Description
Category 0 – Special	Gravel Road
Category 1 – Very Poor	Pavement is in extremely deteriorated condition. Numerous areas of instability. Majority of section is showing structural deficiency. Riding quality is unacceptable (probably should slow down).
Category 2 – Poor	Areas of instability, marked evidence of structural deficiency, large crack patterns (alligator cracks), heavy and numerous patches, deformation very noticeable. Riding qualities range from acceptable to poor. Rutting greater than 3/4”.
Category 3 – Fair	Pavement structure is generally stable with minor areas of structural weakness evident. Cracking is easier to detect. The pavement may be patched but not excessively. Although riding qualities are good, deformation is more pronounced and easily noticed. Rutting less than 3/4”.
Category 4 – Good	Stable, minor cracking, generally hairline and hard to detect. Minor patching and possibly some minor deformation evident. Dry or light colored appearance. Very good riding qualities. Rutting less than 1/2”.
Category 5 – Very Good	Pavement Structure is stable, with no cracking, no patching, and no deformation evident. Roadways in this category are usually fairly new. Riding qualities are excellent. Nothing would improve the roadway at this time.

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Pinehurst Drive between Main and College Streets is less than 1,500 feet in length and is considered a local street (functionally less than a minor collector). Pavement condition on Pinehurst Drive is classified as category 2. Pavement in Category 2 may require major rehabilitation or reconstruction. A simple overlay is estimated to cost over \$60,000 and depends on the monthly asphalt cement material price index.

The City has a total of over 145 lane miles and about 26 lane miles are classified under category 2. Staff members have not determined which streets will be resurfaced in the following fiscal years.

Please contact staff member if you have any questions. Thank you.

mph	Hourly Averages													
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	0.7	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.7	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	3.3	0.3	0.3	0.7	1.0	0.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	6.0	0.7	1.0	3.3	0.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	11.0	1.0	2.7	4.3	1.3	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	5.7	0.7	1.0	2.3	1.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	4.3	0.3	0.7	1.3	1.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	8.3	0.3	1.0	2.7	4.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	7.3	0.0	1.3	2.0	3.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	9.7	0.0	2.0	3.3	4.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	12.0	0.3	2.7	3.0	5.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	20.0	3.0	0.7	6.7	9.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	17.0	2.0	2.0	6.3	5.3	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	16.0	0.7	2.0	7.7	5.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	16.0	1.0	2.0	7.7	4.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	8.3	1.3	3.0	3.0	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	5.7	0.7	1.3	1.3	2.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	5.7	1.0	0.3	2.7	1.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	3.7	0.3	0.0	2.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	0.7	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	162.3	14.0	25.0	60.7	51.3	9.0	2.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0

Percentile Speeds
 (mph) 10% 15% 50% 85% 90%
 15.7 18.3 23.6 28.3 29.4

10 mph Pace Speed
 Number in Pace 18.3 - 28.3 Average 23.1 mph
 341 (70.0 %) Minimum 5.3 mph
 Maximum 43.3 mph

Speeds Exceeded
 Count 55 mph 65 mph 75 mph
 0.0 % 0.0 % 0.0 %
 0 0 0

mph	Study Grand Totals													
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
West Bound	487	42	75	182	154	27	6	1	0	0	0	0	0	0
		8.6%	15.4%	37.4%	31.6%	5.5%	1.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Description 1: Pinehurst between College & Main
Description 2:
Description 3:

TSC-11-030 Pinehurst (Main to College)

Site: Pinehurst between College
Tuesday, 11/01/2011, 12:00:00 AM -
Thursday, 11/03/2011, 11:59:59 PM

Volume Grand Totals

Average Hourly Volumes			
	East Bound	West Bound	Combined
12:00 AM	1.3	0.7	2.0
1:00 AM	0.3	0.3	0.7
2:00 AM	1.0	0.0	1.0
3:00 AM	1.0	0.7	1.7
4:00 AM	3.0	0.0	3.0
5:00 AM	4.0	0.0	4.0
6:00 AM	10.0	3.3	13.3
7:00 AM	23.0	6.0	29.0
8:00 AM	42.7	11.0	53.7
9:00 AM	8.0	5.7	13.7
10:00 AM	7.7	4.3	12.0
11:00 AM	12.3	8.3	20.7
12:00 PM	9.3	7.3	16.7
1:00 PM	8.7	9.7	18.3
2:00 PM	16.0	12.0	28.0
3:00 PM	23.3	20.0	43.3
4:00 PM	12.7	17.0	29.7
5:00 PM	10.3	16.0	26.3
6:00 PM	14.0	16.0	30.0
7:00 PM	10.3	8.3	18.7
8:00 PM	2.7	5.7	8.3
9:00 PM	3.3	5.7	9.0
10:00 PM	2.7	3.7	6.3
11:00 PM	0.7	0.7	1.3
ADT	228.3	162.3	390.7

Study Grand Totals		
East Bound	West Bound	Combined
685	487	1172
58.4 %	41.6 %	

Description 1:
Description 2:
Description 3:

Pinehurst between College & Main

TSC-11-030 Pinehurst (Main to College)

Site: Pinehurst between College
Tuesday, 11/01/2011, 12:00:00 AM -
Thursday, 11/03/2011, 11:59:59 PM

Classification Grand Totals East Bound

	Total	Bike	Cars & Trailer	2 Axle Long	Buses	Hourly Averages								
						2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	1.3	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	3.0	0.0	2.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	4.0	0.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	10.0	0.0	7.3	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	23.0	0.0	17.0	5.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	42.7	0.0	25.7	11.3	1.0	4.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
9:00 AM	8.0	0.3	4.3	2.7	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	7.7	0.0	6.0	1.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	12.3	0.0	8.7	3.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	9.3	0.7	6.0	2.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	8.7	0.0	7.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	16.0	0.0	8.3	5.7	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	23.3	0.0	15.0	6.3	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	12.7	0.0	9.7	2.7	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
5:00 PM	10.3	0.0	7.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	14.0	0.0	11.7	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	10.3	0.0	9.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	2.7	0.0	2.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	3.3	0.0	2.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	2.7	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	0.7	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	228.3	1.0	160.0	54.3	1.7	10.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0

Study Grand Totals

	Total	Bike	Cars & Trailer	2 Axle Long	Buses	Study Grand Totals								
						2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
East Bound	685	3	480	163	5	32	0	0	2	0	0	0	0	0
		0.4%	70.1%	23.8%	0.7%	4.7%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%

TSC-11-030 Pinehurst (Main to College)

Classification Grand Totals West Bound

	Total	Bike	Cars & Trailer	2 Axle Long	Buses	Hourly Averages						>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
						2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Multi				
12:00 AM	0.7	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	3.3	0.0	3.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	6.0	0.0	4.0	0.7	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	11.0	0.0	6.0	3.0	0.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	5.7	0.0	4.3	1.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	4.3	0.0	3.0	1.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	8.3	0.0	5.0	2.7	0.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	7.3	0.0	3.3	3.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	9.7	0.0	6.0	0.3	0.3	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	12.0	0.0	7.3	3.7	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	20.0	0.0	11.7	6.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	17.0	0.0	9.3	6.7	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	16.0	0.0	11.3	3.7	0.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	16.0	0.0	11.3	4.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	8.3	0.0	6.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	5.7	0.0	4.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	5.7	0.0	5.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	3.7	0.0	2.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	0.7	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	162.3	0.0	105.3	43.0	1.3	12.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0

Study Grand Totals

	Total	Bike	Cars & Trailer	2 Axle Long	Buses	Study Grand Totals						>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
						2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Multi				
West Bound	487	0	316	129	4	36	1	0	1	0	0	0	0	0	0
		0.0%	64.9%	26.5%	0.8%	7.4%	0.2%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

TSC-11-030 Pinehurst (Main to College)

Classification Grand Totals Combined

Hourly Averages

	Total	Bike	Cars & Trailer	2 Axle Long	Buses	6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	2.0	0.0	1.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.7	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	1.7	0.0	1.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	3.0	0.0	2.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	4.0	0.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	13.3	0.0	10.3	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	29.0	0.0	21.0	6.0	0.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	53.7	0.0	31.7	14.3	1.3	6.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
9:00 AM	13.7	0.3	8.7	3.7	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	12.0	0.0	9.0	2.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	20.7	0.0	13.7	6.0	0.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	16.7	0.7	9.3	5.3	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	18.3	0.0	13.0	2.0	0.3	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	28.0	0.0	15.7	9.3	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	43.3	0.0	26.7	12.3	0.0	4.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	29.7	0.0	19.0	9.3	0.0	1.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
5:00 PM	26.3	0.0	18.3	7.0	0.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	30.0	0.0	23.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	18.7	0.0	16.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	8.3	0.0	6.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	9.0	0.0	8.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	6.3	0.0	5.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	1.3	0.0	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	390.7	1.0	265.3	97.3	3.0	22.7	0.3	0.0	1.0	0.0	0.0	0.0	0.0	0.0

Study Grand Totals

	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
East Bound	685	3	480	163	5	32	0	0	2	0	0	0	0	0
West Bound	487	0	316	129	4	36	1	0	1	0	0	0	0	0
Combined	1172	3	796	292	9	68	1	0	3	0	0	0	0	0
		0.4%	70.1%	23.8%	0.7%	4.7%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%
		0.0%	64.9%	26.5%	0.8%	7.4%	0.2%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%
		0.3%	67.9%	24.9%	0.8%	5.8%	0.1%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%

MEMORANDUM

PUBLIC WORKS DEPARTMENT
Engineering Division

P.O. Box 970 • 414 E. First Street • Newberg, Oregon 97132
Tel 503.554.7705 • Fax 503.537.1277

September 30, 2011

To: Newberg Traffic Safety Commission
Cc: Dain Eichel (Interim PW Director), Brian Casey (PD Chief), Mary Newell (PD Support Services Manager)
From: Paul Chiu, PE, Senior Engineer *Paul*
RE: TSC-11-028 \Villa Road Crosswalk Request at Laurel Drive

Mr. Wayne Frost contacted the City on September 19, 2011 and said that:

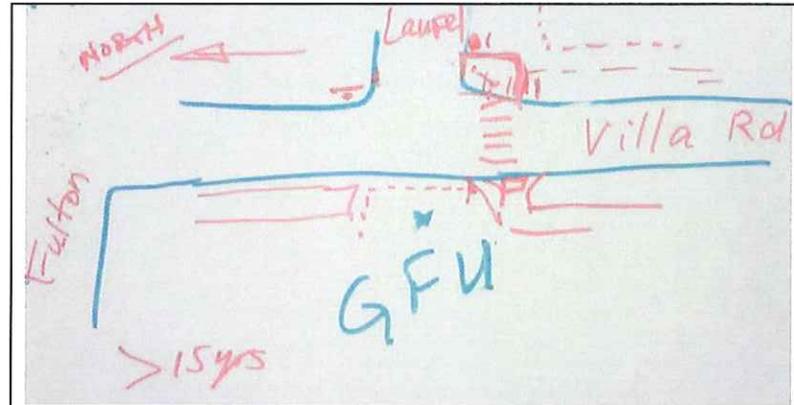
Children are back to school and there needs to have a marked crosswalk across Villa Road at the Laurel Drive intersection* for kids' safety. There used to be a crosswalk there many years ago and it was removed upon pavement overlay.

* See the red circle on the map below for the requested crosswalk location.



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

Engineering staff verified with Maintenance that there was indeed a marked crosswalk many years ago at that location. An ideal location for the requested crosswalk is depicted in the sketch below:



Engineering staff called the dispatch at First Student to evaluate the need for the crosswalk on September 30, 2011. Ms. Bobbi Richlick at the dispatch provided the following information:

- School buses pick up school kids in the morning and drop them off in the afternoon.
- School buses travel in both directions on Villa Road.
- There are about 5 students using the bus services at this intersection.
- All 5 kids live on the east side of Villa Road. (George Fox campus is on the west side.)
- Bus drivers put on blinker lights and make sure the kids cross Villa Road before leaving the intersection.

When asked about the need for a marked crosswalk, the dispatch said that there is no reason to have a crosswalk. (This is probably because the kids are given the opportunity to cross Villa Road while the lights blink.)

Given the above situations, staff would recommend that no marked crosswalk be installed at this time. Please contact staff for any questions or comments. Thank you.