

# NOTICE OF PUBLIC MEETING & AGENDA

## TRAFFIC SAFETY COMMISSION

7:00 p.m., Monday, September 12, 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 August 8, 2011
3. **COMMUNICATIONS FROM THE FLOOR:**
4. **NEW BUSINESS:**
  - A) TSC-11-025: Foothills at N. College \_ Through Traffic & Parking Issue
5. **OLD BUSINESS:**
  - A) TSC 11-009A: Emma-Creekside \_ Stop Sign Request
  - B) TAC 11-023: 11<sup>th</sup> Street at Scott Leavitt Park \_ Speed Zone Request
  - C) TSC-11-021: Hwy 99W at Drive-in Theater
6. **STAFF REPORTS - GENERAL INFORMATION:**
  - A) Police Update
  - B) Engineering update
7. **ADJOURN TO NEXT MEETING:** September 12, 2011

### **ACCOMMODATION OF PHYSICAL IMPAIRMENTS:**

*In order to accommodate persons with physical impairments, please notify the City Recorder's office of any special physical 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 service please call (503) 554-7793*

Posted: September 6, 2011

**TRAFFIC SAFETY COMMISSION MINUTES**  
**7:00 p.m., Monday, August 8, 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 7:02 PM.

**ROLL CALL**

**Members**

**Present:** Neal Klein, **Chair**      Lesley Woodruff, **V. Chair**      Karl Birky      Ron Johns  
James Oravetz      Shannon Eoff (left early at 8:35)      Ronald Sult      Josi Fettig

**Members**

**Absent:** Doris Brandt (excused)      Dianna Cotter (excused)

**Staff**

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

**Ex Officio**

**Present:** Mayor Bob Andrews

**Others**

**Present:** Sandy Dormer

**PLEDGE OF ALLEGIANCE**

The Pledge of Allegiance was performed.

**COMMUNICATIONS FROM THE FLOOR**

None.

**APPROVAL OF MINUTES**

A) Review and approve minutes of July 11, 2011

**MOTION #1: Woodruff/Birky** to approve the Traffic Safety Commission Minutes for July 11, 2011, as corrected. (7 Yes/0 No/2 Absent [Brandt,Cotter]) Motion carried.

## NEW BUSINESS

A) **TSC-11-022:** Edwards, between First & Second Streets, Limited Parking Request  
TIME – 7:06 PM

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

Commissioner James Oravetz asked if the utility pole located there would be blocked by the business.

Ms. Sandy Dormer replied the request is attempting to facilitate Mr. Ray Hopp of Hopp Insurance and his privately owned parking lot by preventing her customers or delivery drivers from parking there in the early morning or mid-afternoon when on-street parking is unavailable. She also spoke to the owner of Impact Jiu Jitsu; he does not have a problem with this request. She said there are no problems with parking after 6:00 PM, but 5:00 PM is the busiest time; she offered to assist with printing the signs as well through her business.

Commissioner Shannon Eoff asked if the request for a fifteen (15) minute loading time included the standard business hours as a limitation. Staff said this would be agreeable and noted there is similar signage on College Street just south of 1<sup>st</sup> Street created by the Traffic Safety Commission (TSC) in 2009; but, he warned the signs are small and there may not be enough space to put too much wording regarding hours and loading zone.

**MOTION #2: Oravetz/Birky** to approve **TSC-11-022** requesting a 15 minute limited parking zone on N. Edwards Street, between First & Second Streets. (7 Yes/0 No/2 Absent [Brandt, Cotter]) Motion carried.

**MOTION #3: Eoff/Oravetz** to amend **TSC-11-022** to limit the 15 minute parking between the hours of 9:00 AM and 6:00 PM. (7 Yes/0 No/2 Absent [Brandt, Cotter]) Motion carried.

Chair Klein directed Mr. Chiu to work with Ms. Dormer and Mr. Russ Thomas, Maintenance Superintendent, to ensure the signs meet the necessary requirements.

B) **TSC-11-023:** Eleventh Street at Scott Leavitt Park, Speed Zone Request  
TIME – 7:20 PM

Mr. Paul Chiu, Senior Engineer, presented the staff report and requested the fifteen (15) miles per hour (mph) remain (see official meeting packet for full report).

Commissioner Eoff agreed with the request noting there are fewer occupied houses currently in the area because of preparations made by the Oregon Department of Transportation (ODOT) for the Newberg-Dundee Bypass. She added it is very empty back there now and it is a through way from Hwy 219 to 9<sup>th</sup> Street and the Chehalem Park and Recreation District (CPRD) Skate Park. She spoke of the kids playing there living in houses to the north and she favored the change to twenty-five (25) mph because it is not as highly utilized or frequented as Memorial Park.

Commissioner Ron Johns asked if all parks in the city have 15 mph speed zones around them and what the distance was from the playground structure to the street, since it is hard to tell from one of the pictures. Staff replied they did not have a current inventory of the speed limits around all the parks, but most are 15 mph; Mr. Chiu did not have a picture or the distance from the play structure to the street.

Commissioner Oravetz stated he rides his bicycle on this road and has experienced many drivers passing him in the early morning at higher speeds. He noted there are basketball courts right up against this road and the playground is pretty close as well. He said he is against raising the speed limit because of the closeness of the

playground and basketball courts and because if the speed limit goes up then drivers may go faster than they already are.

Student Commissioner Josi Fettig agreed with Commissioner Oravetz and felt there should be more research completed as to the speed limits around other parks and why. Staff agreed an inventory would be a helpful tool for this body to use in this decision and other like it.

Commissioner Lesley Woodruff noted this may seem like an unusual request, especially from a traffic safety commissioner and as the requestor she is still ambivalent to the solution here; she felt the decision could go either way as long as there is a basis of consistency to go along with the decision. She felt it would be a courtesy to driver since there is so little foot traffic here to increase the limit, but there is a possibility drivers will go faster if the speed limit is raised. She would not be offended if the speed limit remained as it is.

Commissioner Karl Birky said he would be supportive of this request and asked what the speed limits on the other three streets around this park are. Staff said there are no posted speed limits so the area is treated as a 25 mph default zone for residential areas according to Oregon Revised Statutes (ORS), which is consistent with the city's speed zone policies. Mr. Chiu spoke briefly of this 15 mph zone being set up years ago because of a speed situation on 11<sup>th</sup> Street and assumed the other streets did not have signs installed because the reduction was not warranted there.

Commissioner Birky commented by applying the logic that lower volume streets can have higher speed limits than connectors with higher traffic volumes, then 99W should be 10 mph. Staff agreed it can appear that way on the surface, but he has not conducted any speed studies here and his conclusions can only be assumed.

Mayor Andrews recommended staff should review previous actions taken by the TSC regarding Scott Leavitt Park and asked if a copy of the ORS could be provided regarding special treatment being required around parks. Staff agreed those materials could be provided with further research at the next meeting.

Commissioner Woodruff spoke of the plans for the bypass being close to here as well and felt this should be added to the consideration, even though the change may be many years away. Staff drew some diagrams on the whiteboard to discuss options and alternatives that may close off access to 11<sup>th</sup> Street from Wyooski Road. Mayor Andrews stated the preferred alternative is to not close 11<sup>th</sup> Street.

Commissioner Birky said this discussion is very important because it questions why we have street, how we make streets, and how we determine safe speeds for streets. Guidance is given to us from ODOT and if we reject their standards we can fall into a trap like the City of Dundee did with 99W. He felt either decision could be lived with but asked everyone to discuss why we are making the decision. He said we do not build streets for children to play basketball in them and questioned everyone to consider what is safe and how to make the transportation system work in our town.

Mr. Chiu discussed school zones are currently limited to 20 mph by ORS because study conclusions have been fairly-widely accepted that when person is hit at 20 mph the survival rate is between 80-90%, which drops to 50-60% when speeds are increased to 25-30 mph; I try to use that knowledge to conclude that 15-20 mph is safer while recognizing the need to allow traffic to go through. He said solution is fine with him, however, because it is a park environment and this is not the only route to get from point A to point B, the urgency is not there to increase the speed.

Commissioner Birky questioned if parks are more dangerous than schools then. Mr. Chiu said he does not know why it was changed to 15 mph, nor why the ORS has 15 mph for parks and 20 mph for schools.

Chair Klein stated he does think parks are more dangerous than school zones because of the limited presence of children at schools to two specific times a day in the morning and afternoon with school and parental supervision. Parks are more chaotic, with children being present at different times throughout the day, possibly without supervision; so he feels there is a higher risk at parks than schools.

Commissioner Johns suggested this decision be moved to next meeting when more information can be made available as to why the previous decision was made and to complete a study of other parks in the city since he can think of two at least that do not have the 15 mph speed limit.

Commissioner Oravetz commented that he did not think a convenience of a 10 mph increase is worth the risk to one child's loss of life.

Chair Klein tabled the item for one month and directed staff to acquire an inventory of parks and speed zones, the reasoning behind the speed reduction at Scott Leavitt originally, and the ORS rules regarding parks. He also requested collecting historical data from the last three years of vehicle vs. pedestrian encounters or traffic violations to see if there is an issue with precedence. He said they are looking at this park for now and may wish to look into others for consistency as well afterwards.

C) TSC-11-024: E Ninth Street (#803) Alleyway Access, One-way traffic consideration  
TIME – 7:51 PM

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

Mayor Andrews spoke of City Council asking for this to be brought to the TSC because of concerns this will need to be revisited and if this has gone through the proper venue.

Mr. Steve Olson, Associate Planner, offered further background information on the situation and the concerns that came up regarding emergency access and considering making this a one-way alley.

Chair Klein asked if there were a lot of 12 foot alley's that have primary access to dwellings; Mr. Olson replied this would be the first at 12 feet, but there are six houses on Brutscher Street that have alley access off of 20 feet.

Mr. Olson continued to speak of the uses of the alley by at least some of the homes for access and one at the end for parking; one house uses the alley fairly often with up to ten trips a day estimated with one at peak afternoon time. It is anticipated to be local traffic, not drivers cutting through. He also discussed the conditions to pave the alley at the 12 foot portion and gravel at the 20 foot portion; once the improvements are complete, the partition can be finalized and building can start on the house. Other areas south of Haworth Avenue were identified as using an alley for primary access in addition to the ones on Brutscher Street.

Commissioner Birky asked if there was a staff recommendation. Mr. Olson spoke of concerns for both two-way and one-way. Commissioner Birky suggested if changing to one-way the direction should be towards exiting at the 12 foot section because it would be too difficult to have people backing out there if there was a conflict.

Mr. Chiu said his initial reaction before visiting the site was that it should be one way situation from the wider portion to the narrower exit, but when he was out there looking at it, he changed his mind. He would be afraid of the homes on the exit end because have to drive so much farther to get home on both ends and there may be a tendency to ignore the one-way situation because of the desire to get quickly into their own back yards and the possibility of vehicles facing each other in a 12 foot section where they cannot turn around.

Chair Klein stated he had forgotten that one commissioner wished to make a declaration at the beginning.

Commissioner Shannon Eoff stated she serves on the building committee for Habitat for Humanity, but it is a volunteer position and she receives no benefits from this decision.

Commissioner Oravetz discussed parking with staff and the condition being to post no parking signage on the entire alley.

Mayor Andrews spoke of the suggestion to allow the 20 foot section to remain a two-way and only make the 12 foot section a one-way traveling west bound and placing a "Do Not Enter" sign from Meridian Street up to the 20 foot section.

Commissioner Johns was concerned for fire emergency access in the 12 foot section.

Chair Klein also had great concerns for this although he did not wish to criticize the decisions already made concerning this. He felt there was real potential for this to be a fire trap just waiting to happen and he did not think it was a good idea to have a house with only one entrance onto a 12 foot alley based on his own experiences as a firefighter. He felt a dangerous situation was being created here.

Commissioner Oravetz agreed with Chair Klein based on his own twenty-five years of firefighting experience and he is not in favor of this situation at all. Mr. Olson added there was an additional condition to install fire sprinklers in the house or an accessible fire hydrant; so this matter was addressed to some degree.

Commissioner Woodruff stated she rode her bicycle down this alley and noticed only one or two residences looked like they were using the alley for access because the others have chains on fences or trees planted to block access to the alley. He did not feel there would be a high volume of traffic here.

Commissioner Johns if improvement up to road which there has to be and might increase people driving on it; so not entrance on meridian side good; Klein would fight fire from Meridian street side; Johns what about ambulance

Commissioner Birky said he would not like to meet another car and try to pass on a 12 foot street and he would at least make that section a one-way and have it so the exits do not even trap people.

Chair Klein agreed and said he like the Mayor's suggestion. He asked if Newberg Garbage and Recycling was contacted and if there would be any school busses or post office drivers traveling on this alley. Staff replied the garbage is planned to be picked up on Meridian Street, no school buses or postal vehicles will be traveling in this alley either. Chair Klein also asked what the legal address is and if that would be clear to the dispatchers. Staff stated the address is to be 8 ½ Alley and will be updated with the police dispatch when completed.

Chair Klein recessed at 8:33 PM and reconvened at 8:43 PM.

Birky/20 ft section two way and 12 ft one way in the direction towards meridian going east/Johns

**MOTION #4: Birky/Johns** to approve **TSC-11-024** designating the twenty (20) foot section of E. Ninth Street (#803) Alleyway Access for two-way traffic and the twelve (12) foot section for one-way traffic moving east towards Meridian Street. (7 Yes/0 No/2 Absent [Brandt, Cotter]) Motion carried.

- D) TSC-11-025: Letter from Bill Burnett regarding parking on Foothills, near the College Street intersection

TIME – 8:45 PM

Mr. Paul Chiu, Senior Engineer, stated there was no staff report because the letter was received too late for preparations to be completed. A report will be prepared and brought to the next meeting.

### **OLD BUSINESS**

- A) Traffic Safety Ordinance review and recommendation

TIME – 8:47 PM

Ms. Mary Newell, Support Services Manager, briefly spoke of one adjustment to the TSC ordinance.

Chair Klein referred to page one, item two, under membership referring to this body as a board rather than a commission. He suggested changing this and ensuring it is the same reference throughout.

Mayor Andrews suggested trying to have a representative present at the City Council meeting to speak to the amendments.

- B) ACTS Oregon Mini-grant

TIME – 8:49 PM

Mayor Andrews suggested crossing guard equipment for Kiwanis for Halloween nights and other downtown events. It was determined this would not be allowed under the grant requirements for use.

Chair Klein spoke of an idea previously discussed to purchase a counter for engineering which would cost at \$2,500.00 and what the educational component would be for that. Mayor Andrews suggested having students from the high school to assist with traffic studies using that equipment as a possible educational opportunity.

Commissioner Birky said he enjoyed last year's presentation/training by the traffic engineer from Portland and suggested something like this being extended into the community.

Chair Klein asked about volunteers to serve on a grant committee to research this and make it happen before the deadline on September 9, 2011. Commissioner Johns said he was willing to help, but his time is limited. Suggestions were made to work in coordination with Shannon Stueckle, the principal of Mabel Rush Elementary and the funding they received through the Safe Routes to School program. There were not enough volunteers able to work on putting this together in time and it was decided to pass on applying for the grant this year.

### **STAFF REPORTS - GENERAL INFORMATION**

- A) Police Update

Mr. Chris Bolek, Police Captain, reported on the activities of this year's Safety Town Camp and announced graduation will be at the end of this week. He reported being in the hiring process for four officers to replace three recent retirees and briefly mentioned a series of burglaries that have been occurring recently.

B) Engineering Update

Mr. Chiu Crestview gave updates on projects on Springbrook Road, West Lake Loop, and the intersection of Crestview Drive at Bird Haven Loop. He spoke of the approval of additional grants monies for transportation enhancement through ODOT for bicycle lanes on both sides of College Street from the railroads north for as far as they can go and sidewalk on the west side of the street; staff is working with the railroad company to get crossing pads installed as well to get sidewalks on both sides across the tracks. He also gave updates for Hwy 219 and Everest Street; he is working with ODOT and some location of utilities underground, they hoping to advertise by the end of this month for bids and hoping for work to be done before the rain comes. He also discussed working with Portland General Electric (PGE) on some sort of memorial for the victim who died there.

C) Items from Commissioners

Commissioner Johns informed everyone the school board has moved its meeting nights to Tuesdays and no longer conflicts with the TSC meetings on Monday if anyone ever wants to attend.

Chair Klein spoke of the ambulance accident and feedback from other cities who were impressed with the Newberg-Dundee ambulance crews' response to the situation.

Student Commissioner Fettig asked if there was any more information on the other driver who was life-flighted from the scene. There was no other information at this time.

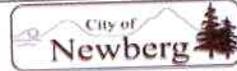
**ADJOURN TO NEXT MEETING**

The meeting adjourned at 9:13 PM until September 12, 2011.

**Approved** by the Newberg Traffic Safety Commission this 12<sup>th</sup> day of September, 2011.

\_\_\_\_\_  
**Jennifer L. Nelson**  
Recording Secretary

\_\_\_\_\_  
**Neal S. Klein**  
Traffic Safety Commission Chair



PUBLIC WORKS DEPARTMENT  
Engineering Division

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

MEMORANDUM

September 1, 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-11-025 \Traffic flow on Foothills Drive at N College Street intersection

Mr. Bill Burnett submitted a letter to the city on August 1, 2011, and asked for a yellow curb on both sides of Foothills Drive, west of N. College Street (see Exhibit A). Mr. Burnett expressed that any parked vehicles currently allowed on Foothills Drive reduce the street width and thus create an unsafe situation for two way traffic to pass through easily at the intersection.



TSC-11-025 Foothills at N. College  
Parking Issue & Yellow Curb Request

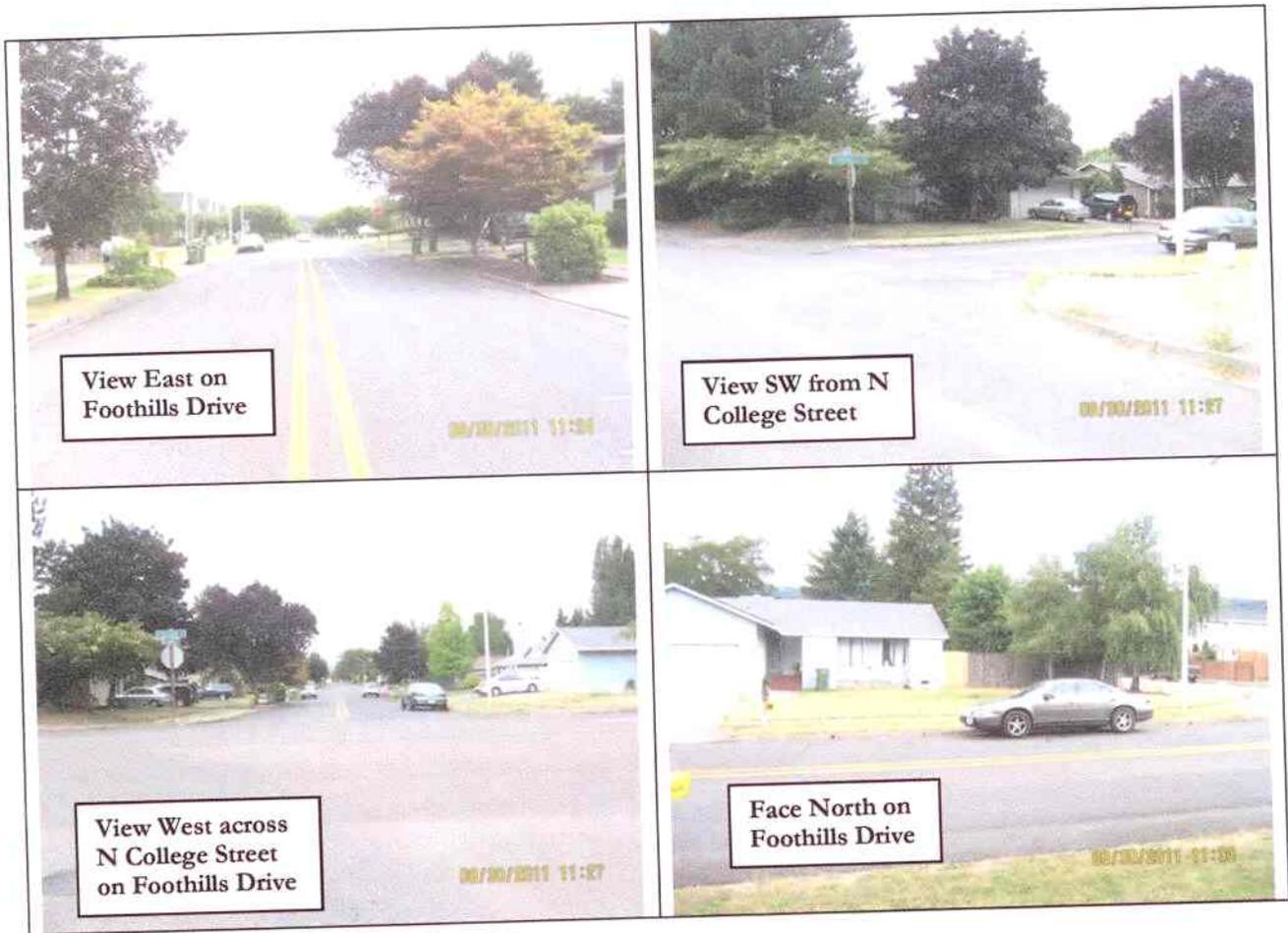
Cody Cardor  
City of Newberg  
Po Box 970  
Newberg Ore 97132

RECEIVED  
AUG 1 2011

Dear Cody  
Traveling North from town, on College St  
and making a left turn to Foothills is  
becoming a big problem.  
From Foothills from College to Chelton Dr.  
is a much used double yellow center line  
road.  
When you turn left and see car in parker in  
front of 609 Foothills, it is ok, but try  
it with a parked car, and one on Foothills  
stops at the stop sign, to go on college.  
There is a very busy town. We would like to  
see a yellow curb on both sides of Foothills  
to stop the problem, and possibly a sign.  
This will prevent an accident, or accident.

Sincerely  
Bill Burnett

In response, staff visited the site on August 30, 2011. Please see photos taken during the visit below. Each side of Foothills Drive has a 7 foot planter strip and 4 foot wide concrete sidewalk. The face-of-curb to face-of-curb distance was measured in the field at 33.8 feet (say 34') and the double yellow center line 1.5 feet across. Homes in this area were built in the early 1980s and since then, more homes were added to the west and southwest of this area. Foothills Drive is functionally classified as a major collector today.



Review of crash data in the last 5 years indicated that there were six reported cases, none with fatalities.

Traffic counts from November 2010 (next page) indicated that the average daily traffic (ADT) on Foothills Drive (west of N College Street) was over 3,000.

Description 1: Foothills W of College  
 Description 2:  
 Description 3:

Site: Foothills W of College  
 Wednesday, 11/03/2010, 3:11:35 PM -  
 Thursday, 11/04/2010, 3:29:52 PM

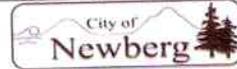
Volume Grand Totals

	Average Hourly Volumes		
	Travel Lane	Turn Lane	Combined
12:00 AM	7.0	8.0	15.0
1:00 AM	6.0	6.0	12.0
2:00 AM	2.0	5.0	7.0
3:00 AM	3.0	3.0	6.0
4:00 AM	2.0	13.0	15.0
5:00 AM	5.0	53.0	58.0
6:00 AM	28.0	90.0	118.0
7:00 AM	149.0	308.0	457.0
8:00 AM	73.0	171.0	244.0
9:00 AM	27.0	70.0	97.0
10:00 AM	43.0	70.0	113.0
11:00 AM	54.0	92.0	146.0
12:00 PM	60.0	108.0	168.0
1:00 PM	56.0	87.0	143.0
2:00 PM	112.0	145.0	257.0
3:00 PM	91.2	129.5	220.7
4:00 PM	123.0	108.0	231.0
5:00 PM	132.0	147.0	279.0
6:00 PM	82.0	138.0	220.0
7:00 PM	44.0	88.0	132.0
8:00 PM	32.0	52.0	84.0
9:00 PM	19.0	27.0	46.0
10:00 PM	13.0	20.0	33.0
11:00 PM	11.0	17.0	28.0
ADT	1174.2	1955.5	3129.7

Based on all the above information, staff recommends that one parking space on each side of Foothills Drive closest to the intersection be removed by having the existing curb be painted yellow on the south side, going east and starting at a point 25 feet west of the existing stop sign, and the same length be mirrored on the north side.

This would allow delivery access to existing mailboxes that are located east of each driveway entrance and still permit one parking space in front of each home. The proposed yellow curb would allow a momentary refuge for larger vehicles that exit N. College Street (also known as State Highway 219) onto Foothills Drive.

Please contact staff for any questions or comments. Thank you.



# MEMORANDUM

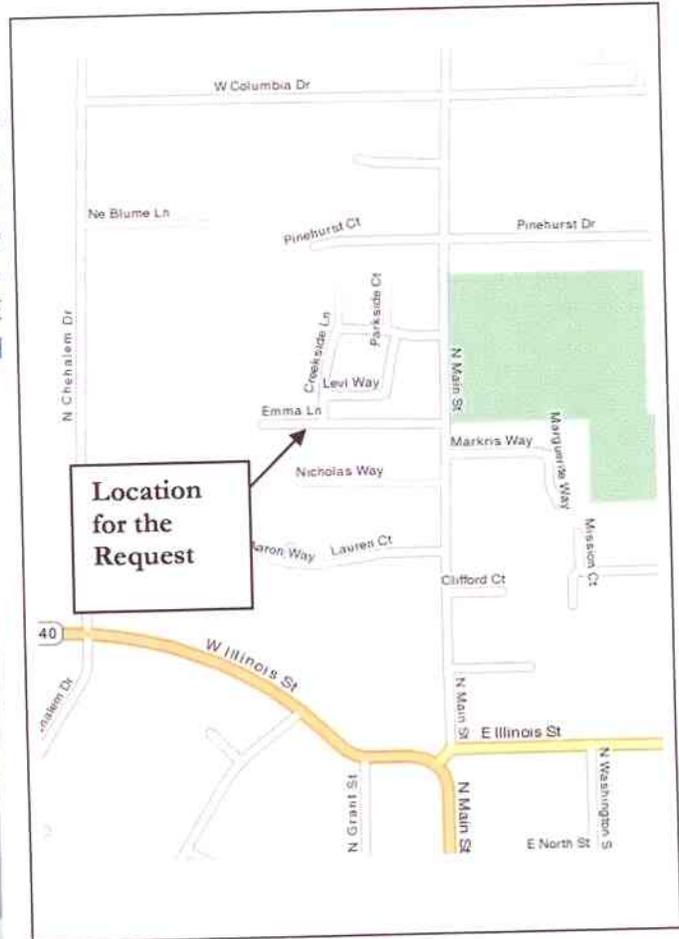
PUBLIC WORKS DEPARTMENT  
Engineering Division  
P.O. Box 970 • 414 E. First Street • Newberg, Oregon 97132  
Tel 503.554.7705 • Fax 503.537.1277

September 2, 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-11-009A \Creekside Lane at Emma Lane\_Stop Sign Request

### History:

This case was last reviewed by the Traffic Safety Commission (TSC) on March 14, 2011 at the request of Mr. Craig Ewing. The original request for a stop sign on Creekside did not go through the TSC motion on February 8, 2010. No parking was since implemented at the NE corner of the intersection of Creekside and Emma Lanes.



*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.”*

**Current Request:**

Mr. Ewing presented a letter (Exhibit A) dated August 4, 2011, to City staff on August 8, 2011, along with eight (8) photos (Exhibit B) that documented a two-vehicle crash incident that happened in July 2011.

Mr. Ewing requested that his initial petition for a stop sign be reconsidered in light of this crash event.

Apparently a driver heading south on Creekside Drive failed to yield or slow down prior to making a left turn movement and cut into the opposing lane of another vehicle that travelled west on Emma Lane. A stop sign for the southbound Creekside Lane may help only when drivers adhere to proper driving practice on neighborhood streets.

Please contact staff for any questions or comments. Thank you.



Aug. 4, 2011

TO: Paul Che<sup>ie</sup>Mr. Che<sup>ie</sup>:

Please be advised of the following information:

1. You have the photos of the accident that occurred on July 21 in front of my house, at the corner of Creekside and Emma Ln. I cannot digitalize them.

Sorry.

2. Pedestrians regularly use the sidewalks on Emma Ln. and Creekside.
3. Per our conversation and your request the following vehicles are illegally parked: RGU 435, Chevy Blazer is parked daily wrong direction. 246 DLK Ford Ranger is disabled and parked on Emma Ln. The owner of these vehicles lives at 1225 Creekside. The Ford Ranger has been parked for

several months.

Thank you for your help with these matters of concern.

Craig Ewing  
240 Emma Ln  
Newberg, Or 97132

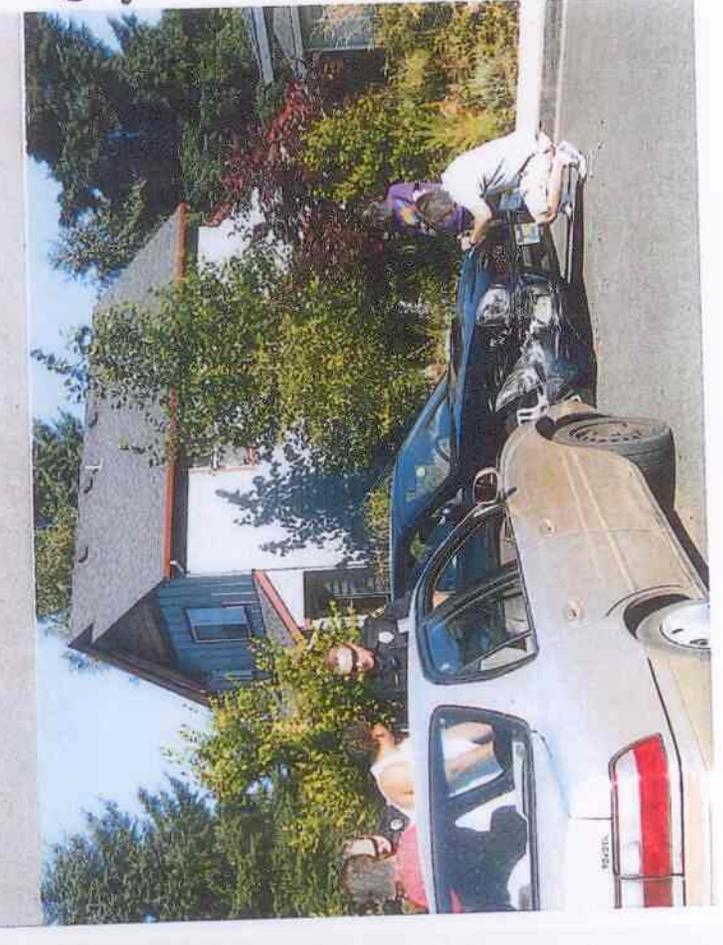
TSC-11-009 A two-car collision at the intersection of Emma & Creekside in the late afternoon of 7/26/2011. (photos - courtesy of Craig Ewing)



①

7/26/11  
Emma Lane  
&  
Creekside

②



③

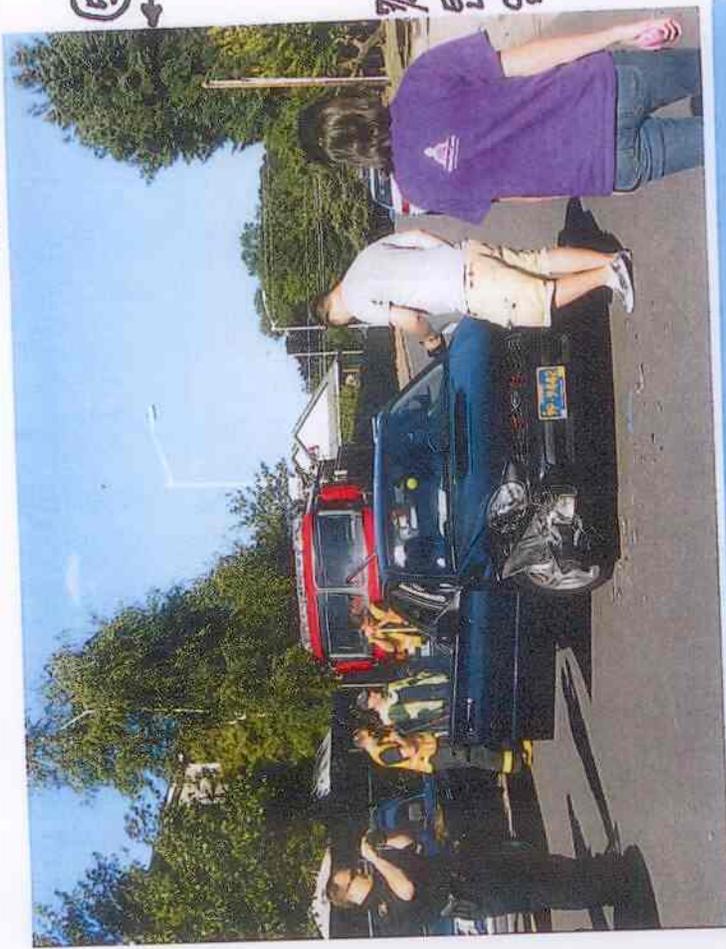


④



EXHIBIT B for TSC-11-009A

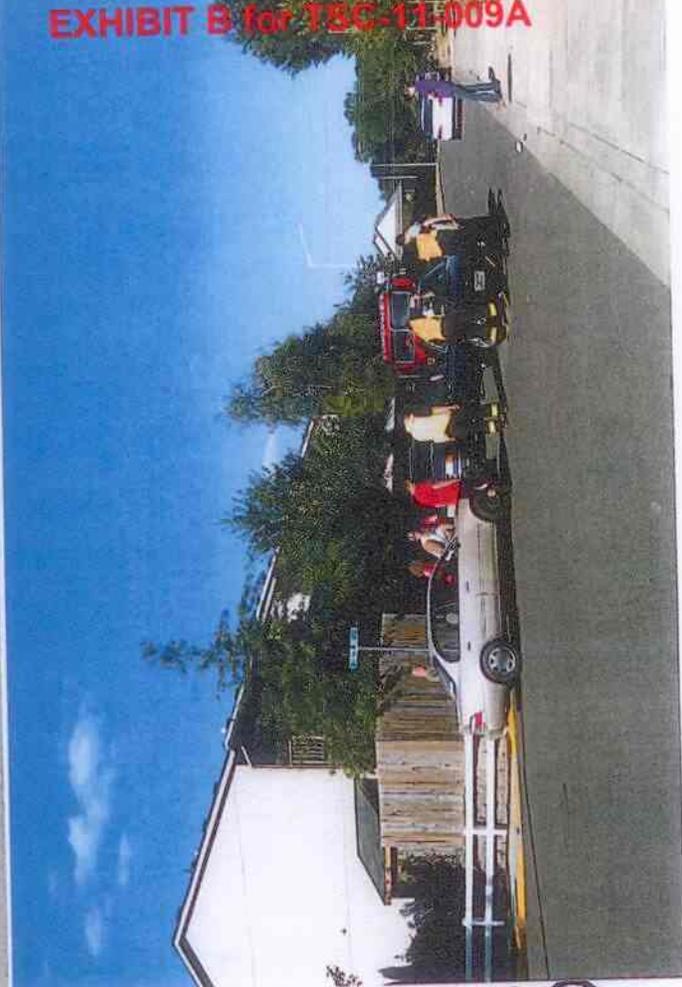
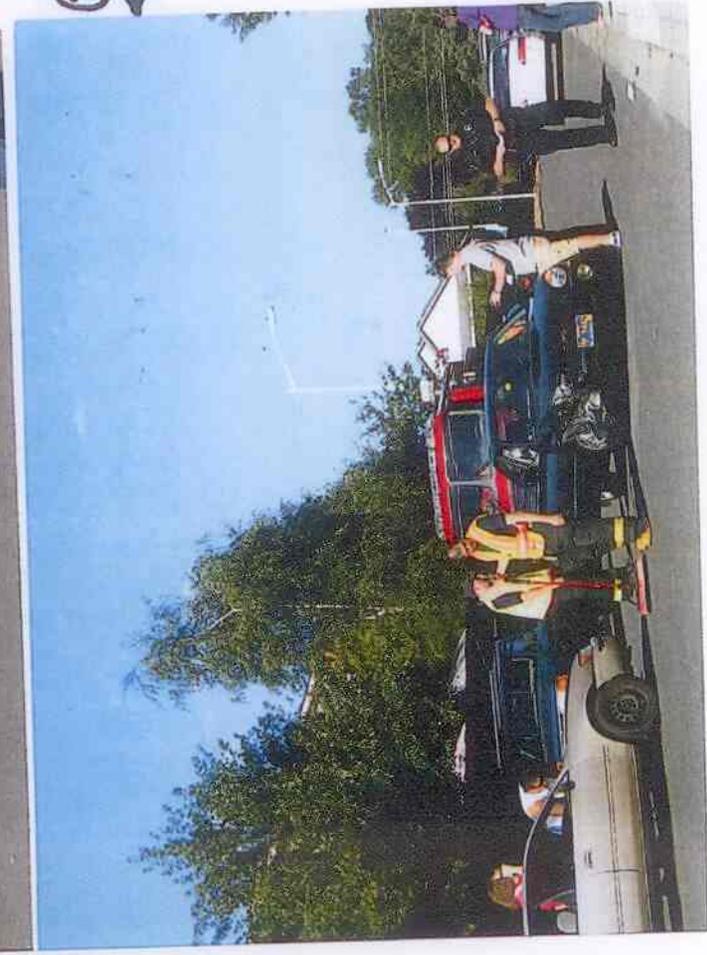
TSC-11-009 A two-car collision at the intersection of Emma & Creekside in the late afternoon of 7/26/2011. (photos - courtesy of Craig Ewing)



5

7/26/11  
Emma Lane  
&  
Creekside

6



7

8

EXHIBIT B for TSC-11-009A

**City of Newberg Parks (TSC-11-023)**  
Speed Posting Information

Park Name	Street Name	Direction of travel	Posted speed	Location of posting
Armory Park	Morton	N	25	between 1st & Sheridan
		S	25	between Illinois & the Armory
	North Harrison	W	not posted	
		N	not posted	
Pool Park	Villa	N	25	between Haworth & Fulton
		S	not posted	
	Haworth	E	25	between Villa & Sitka
		W	25	between Villa & Sitka
	Sitka	N	25	between Portland & Oak
		S	25	between Haworth & Cherry
Buckley Park	Mountain View	E	not posted	
		W	25	between Buckley & Donald
College Park	Sierra Vista	E	not posted	
		W	not posted	
Darnell Wright	Foothills	E	20 school zone	between Chehalem & Main
		W	20 school zone	between Main & College
	Chehalem	N	35 & 20 school zone	between N Valley & Foothills
		S	35 & 20 school zone	between Hazelnut & Foothills
Ewing Young	Blaine Frontier	S	15	at the Animal Shelter
		S	not posted	
Gladys Park	Mistletoe	E	not posted	
		W	not posted	
	Burl	N	not posted	
		S	not posted	
Hoover Park	River	N	not posted	
		S	not posted	
	Second	W	not posted	
Jaquith Park	College	N	35	between Deskins & Emma
		S	35	between Pinehurst & Sarah
	Main	N	25	between Clifford & Markis/also at Creekside
		S	25	at Ashley/also at Creekside
Memorial Park	Howard	N	15	between 6th & 5th
		S	15	between 3rd & 4th
	Blaine	N	15	between 6th & 5th
		S	15	between 3rd & 4th
	5th	E	15	between School & Howard
	W	15	between Main & Blaine	
Oak Knoll Tot Park	Hilltop	E	not posted	
		W	not posted	
	Center	N	not posted	
Centennial Park	Sheridan	E	not posted	
		W	not posted	
	Sherman	E	not posted	
		W	not posted	
	School	N	not posted	
Blaine	S	not posted		
	N	not posted		
	S	not posted		
Scott Levitt Park	11th	E	15	between Pacific & Columbia
		W	15	between Chehalem & Willamette
	10th	E	15	between Pacific & Columbia
		W	15	between Chehalem & Willamette
	Willamette	N	not posted	
		S	15	between 9th & 10th
Columbia	N	not posted		
	S	15	between 9th & 10th	
Spring Meadow Park	Vittoria	N	not posted	
		S	not posted	
	Coffee	N	not posted	
		S	not posted	
Aquarius	E	not posted		
Tom Gail Park	Edgewood	E	not posted	
		W	not posted	
	Center	N	not posted	
	S	not posted		
White Oak Prk	Oak Grove	N	not posted	
		S	not posted	
	Hayes	E	25	between Springbrook & Oak Grove
	W	25	between Brutcher & Oak Grove	