

**CITY OF NEWBERG  
TRAFFIC SAFETY COMMISSION**

**TUESDAY, June 11, 2013**

**7:00 P.M. MEETING**

**PUBLIC SAFETY BUILDING TRAINING ROOM (401 EAST THIRD STREET)**

- I. CALL MEETING TO ORDER**
- II. ROLL CALL**
- III. PLEDGE OF ALLEGIANCE**
- IV. PUBLIC COMMENTS**
- V. CONSENT CALENDAR**
  - a. Approve meeting minutes for May 13, 2013**
- VI. OLD BUSINESS**
  - a. TSC-13-002: E First Street – No Parking Request at Grocery Outlet Driveway. An update from ODOT**
  - b. TSC-13-005: 99W-Hwy 219 Crosswalk Safety. An update from ODOT**
  - c. TSC-13-010: College-2<sup>nd</sup> 4-way Stop Request**
- VII. NEW BUSINESS**
  - a. TSC-13-015: Tunes on Tuesday**
- VIII. REPORTS**
  - a. Police**
  - b. Engineering**
- IX. ADJOURNMENT**

*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 business hours prior to the meeting. To request these arrangements, please contact the City Recorder at (503) 537-1283. For TTY services please dial 711.*

**TRAFFIC SAFETY COMMISSION MINUTES**  
**MONDAY MAY 13, 2013 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 Neal Klein called the meeting to order at 7:01 PM.

**II. ROLL CALL**

Members Present:	Neil Klein	Dianna Cotter	Doris Brandt
	Ron Johns (arrived 7:07 PM)	Kari Lawson	Shannon Eoff
	Greg Martin	Mayor Bob Andrews, Ex-officio	
	Hannah Kinney, Student Commissioner		

Members Absent: Karl Birky (excused) and Suzanne Stitch (excused)

Staff Present:	Brian Casey, Chief of Police	Mary Newell, Support Services Manager
	Paul Chiu, Senior Engineer	Nicole Tannler, Minutes Recorder

Others Present: Phat Voong

**III. PLEDGE OF ALLEGIANCE**

The Pledge of Allegiance was performed.

**IV. PUBLIC COMMENTS**

Chair Klein opened and closed the public testimony; no citizens appeared.

**V. CONSENT CALENDAR**

A. Approval of minutes of April 8, 2013

<b>MOTION #1: Brandt/Cotter</b> to approve the Consent Calendar including the Traffic Safety Commission minutes for April 8, 2013. Motion carried (7 Yes/0 No [2 Absent: Birky (excused) and Stitch (excused)])
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**VI. OLD BUSINESS**

A. TSC-13-011 Mountainview Drive Striping plan: Request for reconsideration.

Paul Chiu, senior engineer, presented the staff report accompanied by a PowerPoint presentation (see official meeting packet for full report.)

Chair Klein opened public testimony on TSC-13-011 Mountain Drive Striping plan.

Phat Voong, Newberg resident, stated he is not opposed to the bike lane, but hoping to get a couple spots of parking in front of his property. There is not a lot of parking on North Main and he needs at least one or two spots in front of his property. He has a trailer and uses the front of his house to get it ready.

Paul Chiu, senior engineer, said the city's desire is to have bike lanes from Mountainview Drive across State Highway 219 to College and Main. The challenge is there will be no frontage parking on Mountainview Drive. What considerations would the Commissioners like to provide for this situation. Staff is not sure either way and would recommend some discussion with the committee.

Commissioner Eoff stated she likes the idea of granting an area of parking even though it might create a curvy road, and doesn't like taking away all the on street parking. Commissioner Cotter said Mountainview Drive and North College transition into a shared lane. Is there a potential possibility to do the same thing at the section on North Main and Mountainview Drive. Mr. Chiu replied there are three active lanes for motorized vehicles and on this particular intersection the bikers merge with traffic. We want to have as much continuity of bike lanes as possible instead of breaking them up.

**MOTION #2: Eoff/Brandt** to reconsider TSC-13-001 Mountainview Drive Striping plan. Motion carried (7 Yes/0 No [2 Absent: Birky (excused) and Stitch (excused)])

Chair Klein said according to the packet the width of Mountainview is 42 feet wide between 219 and Main. He asked if it would be feasible to create a bike lane with curbside parking in front of the property. Mr. Chiu responded Mountainview west of Main Street does have bike lanes. You would be pushing traffic out and back again in a relatively short distance. Commissioner Eoff asked if the residence across from him opens up to Mountainview as well and will they be able to utilize the on street parking as well. Mr. Yoong said yes.

Chair Klein stated it is more important for me to have residents have on street parking than for properties with no residents. Perhaps we could remove some of the parking in front of the park and add it to the south side of the street.

Mayor Andrews discussed having parking and adding sharrows in the area where Mountainview and Main have two residences. Commissioner Eoff said the simplest solution is adding sharrows. Mr. Chiu replied the easiest solution is to move the parking from the north side of the street to the south side of the street.

**MOTION #3: Johns/Eoff** to modify TSC-13-011 Mountainview Drive Striping plan and create parking and bike lane on the south side of Mountainview between North Main Street and Mountainview Court and move restricted parking on north side of Mountainview to the crosswalk at Mountainview Court. Motion carried (7 Yes/0 No [2 Absent: Birky (excused) and Stitch (excused)])

B. TSC-12-001 Turn restriction approval (Sheridan @ OR-219).

Paul Chiu, senior engineer, stated the email was an update, in which ODOT approved the right turn only between specified hours from Sheridan to College. This means the 14-day notice of decision can be sent out and the signage installed if there are no objections filed.

## VII. NEW BUSINESS

A. TSC-13-013 Traffic Review at Church and 2<sup>nd</sup> Street Intersection

Paul Chiu, senior engineer, presented the staff report accompanied by a PowerPoint presentation (see official meeting packet for full report.)

From the traffic review, staff recommends there is no need for any changes.

Commissioner Eoff said after some of the improvements made on 3<sup>rd</sup> street and Hwy 219 we are going to have to revisit this. A lot of the traffic will be redirected to Everest Road to go left and people will avoid Everest Road and avoid Church Street when it is right turn only. Mr. Chiu responded it is about three years from now.

B. TSC-13-014 stop sign request at 11 intersections.

Paul Chiu, senior engineer, presented the staff report accompanied by a PowerPoint presentation (see official meeting packet for full report.)

Chair Klein asked staff to list the intersections with no crash data. Mr. Chiu stated West 4<sup>th</sup> Street and South Lincoln Street, West 4<sup>th</sup> Street and South Harrison Street, South River Street and East 7<sup>th</sup> Street, East 5<sup>th</sup> Street and Edwards Street, and East 5<sup>th</sup> Street and South School Street.

Commissioner Lawson asked of the ones with crash data were they pedestrian or vehicle related. Mr. Chiu replied there appears to be no pedestrian related crashes. Commissioner Cotter asked the cost of putting in a four-way stop sign. Mr. Chiu said in the neighborhood of \$500.00 or more per stop sign and he does not believe there is a need for a four-way stop in residential areas.

Commissioner Johns stated he would like to look at the three on 7<sup>th</sup> street and leave it at that. He would like a traffic study on east-west bound traffic on 7<sup>th</sup> Street and Center. Chair Klein responded to put it on the list.

## VIII. STAFF REPORTS – GENERAL INFORMATION

A. Police Update

Brian Casey, chief of police, stated they had the first annual open house at the police department on Saturday. They opened up the department and showcased equipment. They had approximately 250-300 people there and feel it was very successful. New drug dog is in training and has about 4-6 weeks of training left. May 21, 2013, is tip-a-cop at L'il Cooperstown and the money will be going toward Special Olympics.

B. Engineering Update

Mr. Paul Chiu, senior engineer said the Newberg Dundee Bypass is still in progress. The Mable Rush Safe Routes to School has an IGA in process.

C. Committee Member Update

Mayor Andrews stated Chief Casey had great turnout for the annual open house, and we also had the bike safety rodeo for bike month and they were handing bike helmets out to children.

Commissioner Cotter said she attended the Yamhill County FEMA exercise.

Chair Klein received official resignation from Commissioner Brandt effective at the end of June.

**IX. ADJOURNMENT - Next meeting June 11, 2013**

The meeting adjourned at 8:30PM.

**Approved** by the Newberg Traffic Safety Commission this 11<sup>th</sup> day of June, 2013.

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**Mandy Dillman**  
**Minutes Recorder**

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

**MEMORANDUM**

ENGINEERING SERVICES DEPARTMENT  
Engineering Division  
P.O. Box 970 • 414 E. First Street • Newberg, Oregon 97132  
Tel 503.537.1240 • Fax 503.537.1277

May 14, 2013

To: Newberg Traffic Safety Commission  
Cc: Jay Harris, PE, City Engineer; Brian Casey, PD Chief; Mary Newell, PD Support Services Manager  
From: Paul Chiu, PE, Senior Engineer *PC*  
RE: TSC-13-002 \Follow up #2 on No Parking Request at Grocery Outlet Driveway

This is a follow-up of a prior memo dated February 4, 2013 for the Traffic Safety Commission.

The following emails between Oregon Department of Transportation (ODOT) and City staff (on pages 2 through 4) indicated that ODOT ultimately did not approve the Newberg Traffic Safety Commission's request to eliminate on-street parking up to 50 feet west of the entrance/exit of the Grocery Outlet parking lot on the north side of East First Street (see Figure 1). Parking is not allowed east of this commercial driveway to the Villa Road corner prior to this request.



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**From:** Paul Chiu  
**Sent:** Thursday, March 21, 2013 8:31 AM  
**To:** Dorothy Upton (ODOT)  
**Cc:** Mary Newell; Amanda Salyer (ODOT-Traf Invstg); Weldon Ryan (ODOT)  
**Subject:** RE: TSC-13-002 No Parking Request for 50 feet on East First Street west of the entrance/exit of Grocery Outlet

Dorothy,

We will share your response with the Newberg Traffic Safety Commission (TSC). I will get back with you if TSC has any further questions. Thank you for the explanation. Have a good day!

*Paul Chiu, P.E.*

Senior Engineer - Newberg Public Works/Engineering  
414 E. First Street / P O Box 970, Newberg, OR 97132  
Direct: 503-554-1751 Fax: 503-537-1277

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**From:** UPTON Dorothy J [<mailto:Dorothy.J.UPTON@odot.state.or.us>]  
**Sent:** Wednesday, March 20, 2013 1:48 PM  
**To:** Paul Chiu  
**Cc:** Mary Newell; SALYER Amanda; RYAN Weldon J  
**Subject:** RE: TSC-13-002 No Parking Request for 50 feet on East First Street west of the entrance/exit of Grocery Outlet

Thank you for the additional information, but it doesn't change most of the inputs to the evaluation for a parking restriction - so we are not issuing a parking restriction for the segment just west of the Grocery Outlet driveway.

The information seems to support the low number and severity of crashes that our data yielded. Of the crash data you supplied, all were property damage only and only 2 were not at the Villa/First or First/Church intersections (so possible associated with one of the driveways, but not necessarily the Grocery Outlet one). The concern about drivers exceeding the posted speed is more of an enforcement issue and not a parking/sight distance issue.

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**From:** Paul Chiu [<mailto:paul.chiu@newbergoregon.gov>]  
**Sent:** Monday, March 18, 2013 6:26 PM  
**To:** UPTON Dorothy J  
**Cc:** Mary Newell  
**Subject:** RE: TSC-13-002 No Parking Request for 50 feet on East First Street west of the entrance/exit of Grocery Outlet

Dorothy,

The Newberg Traffic Safety Commission would still like to eliminate just 50 feet west of the entrance/exit of the Grocery Outlet for on-street parking. This is to ensure an excellent driver vision.

I just want to repeat that your response is definitely "no" at this time. Correct?

Thank you.

FYI - City staff conducted a site visit and also collected a 2-day traffic data from January 2<sup>nd</sup> through 4<sup>th</sup>, 2013. The traffic data is summarized in the following tables:

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Traffic Data on E. First Street		
Block	Between Church Street and the Grocery Outlet Driveway	
85% Speed	Westbound	Eastbound
	25.7 MPH	42.7 MPH
ADT =	284 (3.8%)	7,246 (96.2%)
AM Peak =	27 (11:00AM)	591 (7:00AM)
PM Peak =	31 (4:00PM)	617 (4:00PM)

Vehicle Crash Data in Last Five (5) Years				
Incident Date	Motor Vehicle Crash	Location	Comment	Injury
3/29/2008 (Sat)	1	Villa/First	Written warning	0
4/13/2008 (Sun)	1	E First/Church	Written warning	0
5/22/2008 (Thu)	1	Villa/First	Written warning	0
12/30/2008 (Tue)	1	E First/Church	Written warning	0
2/26/2009 (Thu)	1	Villa/First	Written warning	0
11/9/2010 (Tue)	1	Villa/First	CAD report only	0
11/26/2010 (Fri)	1	E First/Villa	Report Required	0
2/7/2011 (Mon)	1	1500 E First	Vehicle on fire	0
7/28/2011 (Thu)	1	1500 E First	Vehicle on fire	0
8/18/2011 (Thu)	1	E First/Church	Vehicle on fire	0
4/23/2012 (Mon)	1	E First/Villa	Report Required	0
4/27/2012 (Fri)	1	E First/Church	CAD report only	0
6/5/2012 (Tue)	1	E First/Villa	Report Required	0
10/16/2012 (Tue)	1	E First/Villa	Report Required	0

Traffic volume on East First Street is high for the eastbound lane with an average daily traffic (ADT) over 7,200. East First Street is posted at 35 MPH. The 85 percentile speed for the eastbound traffic was recorded at almost 43 MPH during the same period of time.

*Paul Chiu, P.E.*

Senior Engineer - Newberg Public Works/Engineering  
 414 E. First Street / P O Box 970, Newberg, OR 97132  
 Direct: 503-554-1751 Fax: 503-537-1277

**From:** UPTON Dorothy J [<mailto:Dorothy.J.UPTON@odot.state.or.us>]

**Sent:** Monday, March 18, 2013 4:51 PM

**To:** Paul Chiu

**Cc:** RYAN Weldon J

**Subject:** RE: TSC-13-002 No Parking Request for 50 feet on East First Street west of the entrance/exit of Grocery Outlet

Here is the few bits of information you asked for related to this parking prohibition:

By ORS 810.160 1(a), the Oregon Transportation Commission has the authority to regulate, control or prohibit stopping, standing and parking on all state highways within the corporate city limits of a city except where the highway is routed over a city street. The prohibition becomes effective when signs are posted (by ORS 810.160 -(4)).

ODOT establishes parking prohibition based on criteria outlined in OAR 734-020-0020. It basically states that an engineering investigation should indicate a need for the prohibition and that the investigation will include a review of the past accident history, a study of traffic volumes, patterns and turn movements and that a field investigation of the physical conditions to insure good driver vision (clear sight triangle).

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There already is no parking from this driveway east to the Villa Road connection. Your request was to establish no parking from the driveway west along E First Avenue. Weldon's field investigation showed there was adequate sight distance when drivers position themselves just back from the travel lane. The volumes are not high on this connection and there were few reported crashes.

Given this information, we will not be establishing a parking prohibition west of the Grocery Outlet driveway along E First Avenue.

As for your perception about regulating parking hours, this is done (with our approval) for limited conditions, like when trying to balance parking use. for example establishing a few 15-minute (quick-turnover spaces) by a post office where customers typically stay no more than a few minutes, but is located next to a doctor's office where clients typically parking longer. Another time restriction relates to a need from maintenance activities such as sweeping or plowing particularly during overnight hours.

Hopefully this answers your questions about establishing a parking restriction along E First Avenue just west of the Grocery Outlet driveway.

**Dorothy J. Upton, P.E.**

ODOT Region 2 Traffic Engineer  
455 Airport Road, SE Building A  
Salem, OR 97301-5397

Office: 503-986-5761

[dorothy.j.upton@odot.state.or.us](mailto:dorothy.j.upton@odot.state.or.us)

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**From:** Paul Chiu [<mailto:paul.chiu@newbergoregon.gov>]

**Sent:** Monday, February 04, 2013 5:17 PM

**To:** UPTON Dorothy J; RYAN Weldon J

**Cc:** Mary Newell; KARGEL Angela J

**Subject:** RE: TSC-13-002 No Parking Request for 50 feet on East First Street west of the entrance/exit of Grocery Outlet

Dorothy, Weldon,

We appreciate Weldon visiting the site last month. Weldon said that after the visit, he has to "leave it as it is with no proposed changes."

We need to have a copy of your findings in an email response please. Thank you.

*Paul Chiu, P.E.*

Senior Engineer - Newberg Public Works/Engineering

414 E. First Street / P O Box 970, Newberg, OR 97132

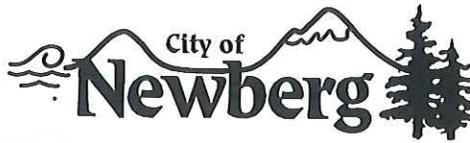
Direct: 503-554-1751 Fax: 503-537-1277

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## MEMORANDUM

ENGINEERING SERVICES DEPARTMENT  
Engineering Division  
P.O. Box 970 • 414 E. First Street • Newberg, Oregon 97132  
Tel 503.537.1240 • Fax 503.537.1277

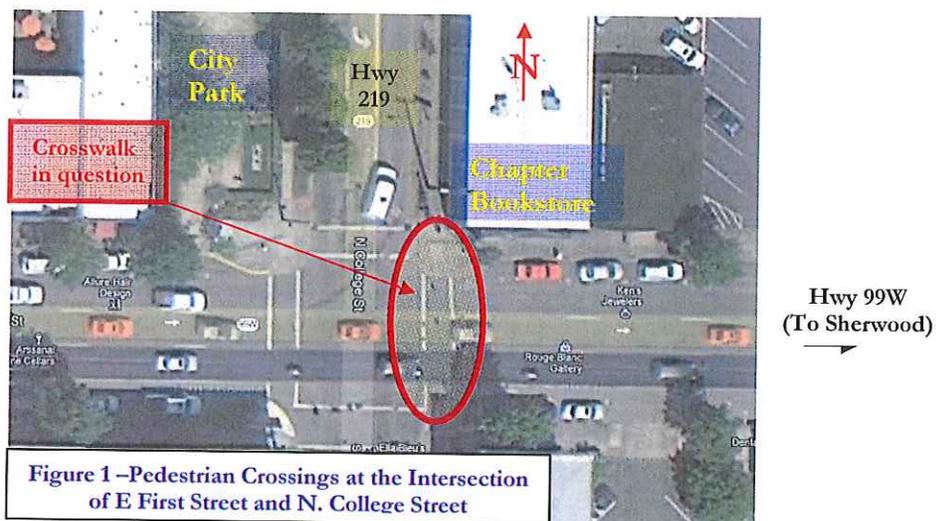
May 28, 2013

**To:** Newberg Traffic Safety Commission  
**Cc:** Jay Harris, PE, City Engineer; Brian Casey, PD Chief; Mary Newell, PD Support Services Manager  
**From:** Paul Chiu, PE, Senior Engineer *PC*  
**RE:** TSC-13-005 \Follow up on Crosswalk Safety at E First & N College Street Intersection

This is a follow-up of a public comment made by Mr. Mike Ragsdale regarding crosswalk safety at the east leg of the intersection of E. First Street and N. College Street on November 13, 2012. Please see Figure 1 on this page.

“Mr. Mike Ragsdale testified about a dangerous crosswalk at the intersection of College Street (aka Highway 219) and First Street where he witnessed a college student getting struck when using the crosswalk. He contacted the Oregon Department of Transportation (ODOT) and they will be having their traffic safety division look into it.

The following emails between Oregon Department of Transportation (ODOT) and City staff (on pages 2 through 5) indicated that ODOT will keep the signing as they are and no further action is proposed for the crosswalks at this intersection. Please see the yellow highlighted responses in the emails. Thank you.



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**From:** UPTON Dorothy J  
**Sent:** Friday, January 18, 2013 1:11 PM  
**To:** Paul Chiu  
**Cc:** KARGEL Angela J; POTTER James T \* Tim; Mary Newell; JORDAN Donald L; INFANTE Julie K  
**Subject:** RE: Crosswalk Safety at E First and N College Streets (TSC-13-005)

Paul,

Thank you for the additional crash information from your police department records. Thank you for the additional information from the police department records. It does show that there are many more crashes occurring at this location than what are reported. However, looking into these details, I see this issue as having three parts

The first issue deals with modifying the sign itself and using a non-standard sign on the state highway intersection. Your proposal adds another line to a sign that already has 4 lines of text. The current sign is one that we have standardized to so a driver is familiar with it (and not have to read it word-for-word) and understand what the message is within the driver's reaction time.

Second, this intersection configuration is common for where a 2-way street crosses a 1-way street within a couplet configuration. This puts a pedestrian in a standard location for a driver to be aware of and yield to. Oregon law states that a driver must yield to a pedestrian that is in a crosswalk. If the pedestrian is crossing correctly, then the drivers should be yielding. There is nothing out of the ordinary for the driver to have to modify their behavior in order to maneuver through the intersection.

Third, to consider a non-standard sign, there needs to be a documented problem, not just a perception. The city police listing reports 4 pedestrian crashes in the last 10 years, but I don't have data on the 2004 and 2005 crashes, even though they are recorded as injury. With those crashes being 8 and 9 years old, I don't know how much conditions have changed since they occurred (i.e. when were the bulb outs installed). Therefore, I looked at the two more recent crashes in the police department log to better understand the circumstances. I don't have details for the one listed on 5/27/11 but since the police did not log this as an injury, it not being included in the ODOT crash listing doesn't surprise me. Do you have more details about it for us to consider? The police log did not list any injury for the 4/21/11 crash (similar to the 5/27/11 one). However, this (4/21/11) crash is the one ODOT records have (and we cited). It was an teenage girl crossing the north leg of the intersection that was struck (resulting in an Injury C) from a car turning left from 99W to go north on 1st Street. Your proposal would not address this type of crash, so I have limited information that would justify the use of a non-standard sign as you have proposed.

I do understand the vulnerability of pedestrians, but I can't see how the modifying sign will address a pedestrian issue at this location. Thank you again for the additional information.

**Dorothy J. Upton, P.E.**  
ODOT Region 2 Traffic Engineer  
455 Airport Road, SE Building A  
Salem, OR 97301-5397

Office: 503-986-5761  
[dorothy.j.upton@odot.state.or.us](mailto:dorothy.j.upton@odot.state.or.us)

**From:** Paul Chiu  
**Sent:** Friday, January 11, 2013 4:58 PM

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**To:** Dorothy Upton (ODOT)  
**Cc:** Angela Kargel (ODOT); 'Tim Potter (ODOT)'; Mary Newell  
**Subject:** FW: Crosswalk Safety at E First and N College Streets (TSC-13-005)

Dorothy, Angela,

Attached is a PDF file with crash data for the last 10 years from Newberg-Dundee Police Department that has considerably more reported crashes.

I don't advocate more signs but at this location because of the higher volume of pedestrians, we may all need to re-think the need to add a placard "YIELD TO PEDS" below the existing "TRAFFIC YIELD TO ONCOMING TRAFFIC" if the following suggestions don't work:

change the existing sign:  
One Way w/arrow and Left Turn Yield to Oncoming Traffic  
to:  
One Way w/arrow and Left Turn Yield to Oncoming Traffic **& Peds**  
or:  
One Way w/arrow and Left Turn Yield to Oncoming **Peds & Traffic**

We urge you to re-consider your recommendation and please get back with us. Thank you.

**From:** Melissa Hyder  
**Sent:** Wednesday, January 09, 2013 8:52 AM  
**To:** Paul Chiu; Mary Newell  
**Subject:** RE: Crosswalk Safety at E First and N College Streets (TSC-13-005)

Paul,

Here is our info from 2003 to current, it should be the same as Jan's since he has the same accident table to work from.

I looked up to clarify the injury and Pedestrian columns.  
Let me know if you have any questions.

**From:** Paul Chiu  
**Sent:** Tuesday, January 08, 2013 5:03 PM  
**To:** Mary Newell  
**Cc:** Melissa Hyder  
**Subject:** RE: Crosswalk Safety at E First and N College Streets (TSC-13-005)

Mary,

Jan gave me the attached spreadsheet info. Will it help your search?

**From:** Jan Wolf  
**Sent:** Tuesday, January 08, 2013 4:28 PM  
**To:** Paul Chiu  
**Subject:** accidents on first and college.xls (..... TSC-13-005)

Here is what I came up with over the past 5 years at the intersection of 1<sup>st</sup> & College. Appears to be two pedestrian & two bicycle in that intersection. Not sure where in the intersection. Is a call number in the spreadsheet?

Thank you.

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**“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.”**

**From:** Paul Chiu  
**Sent:** Monday, January 07, 2013 4:50 PM  
**To:** Mary Newell  
**Cc:** Gwen Johns; Brian Casey; Jan Wolf  
**Subject:** RE: Crosswalk Safety at E First and N College Streets (TSC-13-005)

Try the last 10 years please. If time is limited, then at least the last 5 years. I can't believe only one pedestrian crash at this location. Thank you.

**From:** Mary Newell  
**Sent:** Monday, January 07, 2013 3:52 PM  
**To:** Paul Chiu  
**Cc:** Gwen Johns; Brian Casey; Jan Wolf  
**Subject:** RE: Crosswalk Safety at E First and N College Streets (TSC-13-005)

Melissa can run a quick query. How much info are you looking for? Please be specific.

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**From:** Paul Chiu  
**Sent:** Monday, January 07, 2013 3:35 PM  
**To:** Mary Newell  
**Cc:** Gwen Johns; Brian Casey; Jan Wolf  
**Subject:** FW: Crosswalk Safety at E First and N College Streets (TSC-13-005)  
**Importance:** High

Mary,

I wonder if PD has any records of pedestrians hit or hurt while crossing E First Street to and from Chapter Bookstore. I believe that there may be many more unreported or underreported cases here. Can you find someone to research and perhaps turn the tide?

Thank you.

**From:** UPTON Dorothy J  
**Sent:** Monday, January 07, 2013 2:36 PM  
**To:** KARGEL Angela J; Paul Chiu  
**Cc:** POTTER James T \* Tim; KUBISHTA Steve B  
**Subject:** RE: Crosswalk Safety at E First and N College Streets (TSC-13-005)

True it is highway to highway, but I don't see that there is room to put up an additional sign as we already have many signs at this intersection:

On the span wire with the pair of signal heads - One Way w/arrow and Left Turn Yield to Oncoming Traffic  
On the far right signal pole - Street name and a large guide sign  
On the far left signal pole - Street name, a large advanced guide sign and a traveler info sign  
Trees on four corners

The primary message that needs to be signed is the vehicular movements as over the past 10 years there have been 11 turning crashes at this intersection in contrast to only 1 reported pedestrian crash (as listed in the October 2012 emails). I understand pedestrians are more vulnerable, but the larger crash concern is with turning movements at this intersection.

Therefore, we will be keeping the signing as currently installed.

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**From:** KARGEL Angela J

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

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**Sent:** Friday, December 28, 2012 7:15 AM  
**To:** UPTON Dorothy J  
**Subject:** FW: Crosswalk Safety at E First and N College Streets (TSC-13-005)

Dorothy - Tim Potter asked me about this intersection before so I'm pretty sure that Mr. Ragsdale talked to him. I'll forward the emails again, though I think you were cc'ed originally. The decision then was that this intersection isn't any different from any signalized, one way street where drivers have to yield to peds. Paul is requesting R10-15 which is actually the one with the new graphic (that we used on Kuebler NB ramp). Maybe you can relook at decide if this intersection is extra special enough to need the sign... it is highway to highway...?  
-Angela

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**From:** KARGEL Angela J  
**Sent:** Friday, December 28, 2012 7:12 AM  
**To:** 'Paul Chiu'  
**Cc:** KUBISHTA Steve B  
**Subject:** RE: Crosswalk Safety at E First and N College Streets (TSC-13-005)

Paul - I think I did look at this briefly before, but I will ask Dorothy to do a review.  
-Angela

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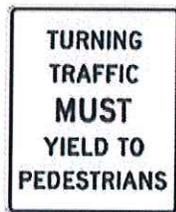
**From:** Paul Chiu  
**Sent:** Thursday, December 27, 2012 1:09 PM  
**To:** KARGEL Angela J  
**Cc:** KUBISHTA David A  
**Subject:** Crosswalk Safety at E First and N College Streets (TSC-13-005)

Angela,

Mr. Mike Ragsdale (a member of the Newberg Downtown Coalition) testified at the Newberg Traffic Safety Commission's meeting about a dangerous crosswalk at the intersection of College Street (aka Highway 219) and First Street where he witnessed a college student getting struck when using the crosswalk. He said that he had contacted the Oregon Department of Transportation (ODOT) and that they will be having their traffic safety division look into it. I also was almost struck by a vehicle (a delivery truck) in the same crosswalk and agreed that this crosswalk is extremely dangerous and should be looked into for the general public's safety.

One suggestion that I can think of would be to add the MUTCD R10-15 sign to this intersection (or something to alert drivers to also watch for pedestrians before turning). Perhaps you or other ODOT traffic safety staff may pitch in on this consideration.

Will you please forward this request to another person, if applicable, and provide us a response please?  
Thank you.



R10-15

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**“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.”**

**MEMORANDUM**

PUBLIC WORKS DEPARTMENT  
Engineering Division  
P.O. Box 970 • 414 E. First Street • Newberg, Oregon 97132  
Tel 503.537.1240 • Fax 503.537.1277

May 28, 2013

**To:** Newberg Traffic Safety Commission  
**Cc:** Jay Harris, PE, City Engineer; Brian Casey, PD Chief; Mary Newell, PD Support Services Manager  
**From:** Paul Chiu, PE, Senior Engineer *Paul Chiu*  
**RE:** TSC-13-010 \4-Way Stop Request at College Street and Second Street

Ms. Rebecca Thexton provided comments to the City regarding her concern for safety at the above intersection. Staff interviewed her over the phone on March 25, 2013, and understood the reasons behind her request for a 4-way stop (see photo below for an aerial view of the said intersection). Staff mentioned to her that traffic data would need to be collected and evaluated before an accurate response could be given. Staff encouraged her to speak at the monthly TSC meeting.



**Figure 1 - Aerial view at the intersection of Second & College Streets**

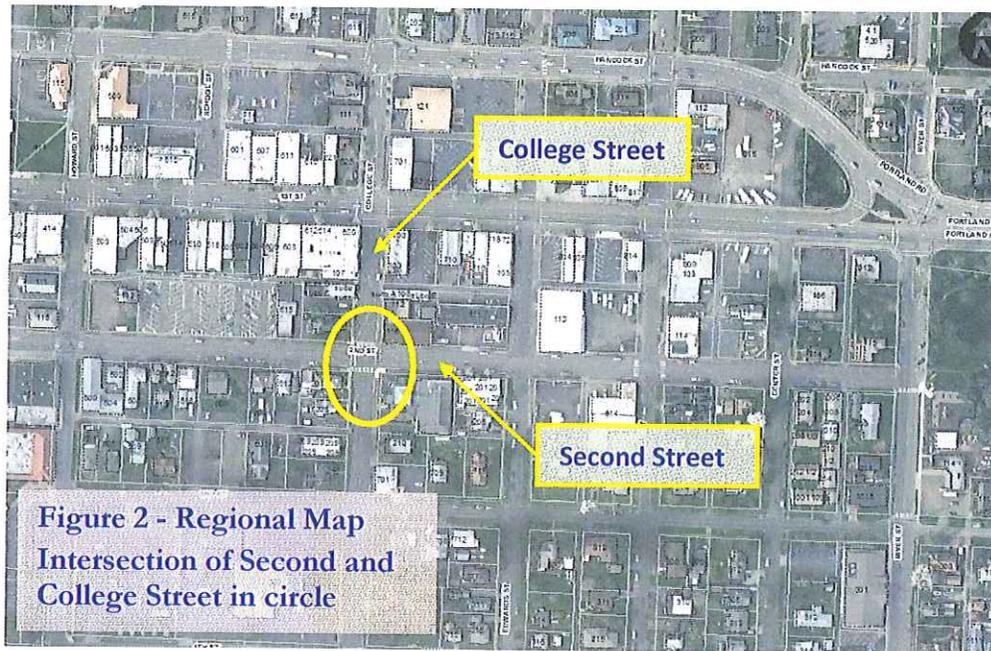
College Street runs in a north and south direction. Second Street extends east to west from River Street with a stop sign each way at College Street (see the regional map on the following page for the location of the intersection).

A traffic consultant, **Associated Transportation Engineering & Planning, Inc.**, was hired to provide the 4-way stop warrant analysis. Please refer to the traffic consultant's letter for the traffic stop warrant analysis.

Traffic data (speed and volume) at the four legs of said intersection was provided to the traffic consultant by the City. The data was collected from April 2<sup>nd</sup> thru 4<sup>th</sup>, 2013. The 3-day traffic data is summarized in the tables on the following page.

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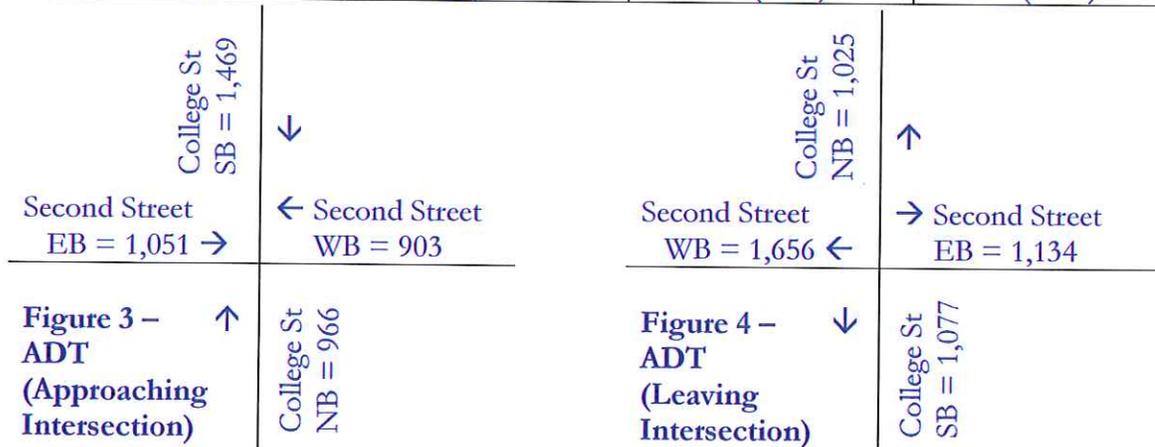


**Table 1 - Traffic Data on College Street**

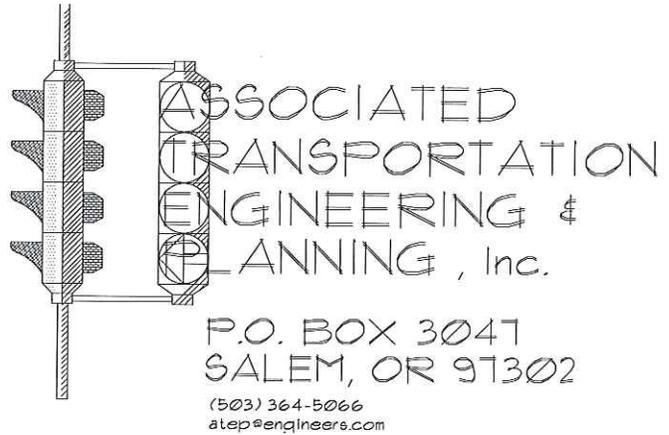
Block	North of Second Street Intersection		South of Second Street Intersection	
	Southbound	Northbound	Southbound	Northbound
85% Speed	23.7 MPH	23.0 MPH	26.3 MPH	23.9 MPH
ADT =	1,469	1,025	1,077	966
AM Peak =	93 (8AM)	75 (8AM)	70 (8AM)	67 (7AM)
PM Peak =	134 (4PM)	89 (3PM)	96 (6PM)	85 (3PM)

**Table 2 - Traffic Data on Second Street**

Block	West of College Street intersection		East of College Street intersection	
	Westbound	Eastbound	Westbound	Eastbound
85% Speed	21.0 MPH	13.2 MPH	16.1 MPH	21.6 MPH
ADT =	1,656	1,051	903	1,134
AM Peak =	87 (8AM)	68 (7AM,8AM)	51 (8AM)	85 (7AM)
PM Peak =	162 (4PM)	76 (5PM)	90 (5PM)	93 (4PM)



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May 14, 2013

Mr. Paul Chiu, P.E.  
Senior Engineer - Newberg Engineering Services Dept.  
414 E. First Street / P O Box 970,  
Newberg, OR 97132

Subject: College St at 2<sup>nd</sup> Street 4 way stop analysis

Dear Mr. Chiu

As you requested ATEP has reviewed the intersection of College St and 2<sup>nd</sup> St located in Newberg, OR. The installation of a Multi-Way Stop applications is governed by the 2009 Manual of Traffic Control Devices (MUTCD) Section 2B.07, Page 52. The comments listed in *Italics* below are my responses to the MUTCD Requirements for the installation of a multi- way stop

The MUTCD states that "Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal."

The decision to install multi-way stop control should be based on an engineering study.

The following criteria should be considered in the engineering study for a multi-way STOP sign installation:

- A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal. *This intersection does not meet the requirements for the installation of a traffic signal as described in the MUTCD in section 4C.01 page 436. The intersection is operating at an acceptable level of service and does not warrant a signal. See Attached*
- B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions. *A review of the Oregon Department of Transportation's Accident Analysis section indicate that the intersection had only two accidents in 2011 which is the latest accident data in ODOT's data base.*

C. Minimum volumes:

1. The vehicular volume entering the intersection from the major street approaches ((total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and

College Street Total Entering Volumes				
	Average Hourly Volumes		Total Entering Volumes	Eight Highest Hour
	South Bound	North Bound		
12:00 AM	8	3	11	
1:00 AM	4	3	8	
2:00 AM	3	1	4	
3:00 AM	3	2	5	
4:00 AM	4	4	8	
5:00 AM	15	19	33	
6:00 AM	46	26	71	
7:00 AM	86	67	153	153
8:00 AM	93	61	154	154
9:00 AM	75	48	123	
10:00 AM	71	49	120	
11:00 AM	79	65	144	
12:00 PM	99	57	156	156
1:00 PM	92	55	147	147
2:00 PM	111	59	170	170
3:00 PM	116	85	201	201
4:00 PM	134	77	210	210
5:00 PM	129	76	205	153
6:00 PM	101	67	168	154
7:00 PM	72	56	129	
8:00 PM	55	41	96	
9:00 PM	36	26	61	
10:00 PM	26	12	38	
11:00 PM	<u>12</u>	<u>5</u>	17	
Total	1469	966		

*Item 1 is not met*

2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but

2nd Street Total Entering Volumes				
	Average Hourly Volumes		Total Entering Volumes	Eight Highest Hour
	East Bound	West Bound		
12:00 AM	2	5	7	
1:00 AM	1	4	5	
2:00 AM	2	2	4	
3:00 AM	2	1	2	
4:00 AM	6	1	8	
5:00 AM	24	9	32	
6:00 AM	53	18	71	
7:00 AM	68	32	101	101
8:00 AM	68	51	119	119
9:00 AM	56	40	96	
10:00 AM	59	57	116	
11:00 AM	74	64	138	
12:00 PM	73	70	143	143
1:00 PM	75	69	144	144
2:00 PM	67	58	125	125
3:00 PM	68	71	139	139
4:00 PM	75	87	162	162
5:00 PM	76	90	165	165
6:00 PM	73	62	135	135
7:00 PM	48	40	88	
8:00 PM	38	31	69	
9:00 PM	24	24	48	
10:00 PM	12	11	23	
11:00 PM	6	7	12	
Total	1051	903		1954

*Item 2 is not met.*

3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2. ***85<sup>th</sup> percentile speed is 24 miles per hour. Based on TSC 13-010 3 day Traffic Speed and Volume Data 2013 040204 provided by City of Newberg. Item 3 is not met.***

- D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition. **Criteria C.1 (300\*.8 = 240) not met. Criteria C.2 (200\*.8 = 160) met for 2 hours. Not met.**

Option:

Other criteria that may be considered in an engineering study include :

- A. The need to control left-turn conflicts; **Turn Controls are not needed since 2<sup>nd</sup> St stops for College St.traffic.**
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes; **Not Met.**
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection. **While College and 2<sup>nd</sup> Sts are similar in operation and volumes the delay created by a four way stop will increase. (6.94sec/vehicle to 8.64 sec/vehicle),**

It is my professional opinion that while the intersection of College St and 2<sup>nd</sup> St currently operates at an acceptable level of service and has a low accident rate, I would agree that the intersection sight distance is somewhat limited. I would recommend that one additional parking space be removed from the NW Corner of College /2<sup>nd</sup> Sts and the no parking be extended.

If you have questions or comments please contact me at 503-364-5066

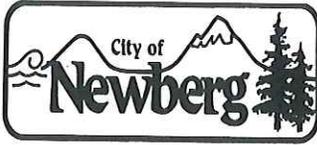
Sincerely,

ASSOCIATED TRANSPORTATION ENGINEERING & PLANNING, Inc.



Richard L. Woelk, P.E., T.E.  
Principal





**GENERAL TRAFFIC ORDER  
OF TRAFFIC SAFETY COMMISSION  
ON JUNE 11, 2013**

**Temporary Street Closures for “*Tunes on Tuesday*”**

**Recitals:**

1. Newberg City Code Section 2.15.470 authorizes the Chief of Police to establish, maintain, remove or alter any traffic control device. Additionally, this section of the Code requires that such orders by the Chief of Police be submitted to the Traffic Safety Commission for ratification after the reasons for the finding or order is reported to the Traffic Safety Commission.
2. The Chehalem Valley Chamber of Commerce hosts the “*Tunes on Tuesday*” community events. On April 15, 2012, the Newberg-Dundee Police Department via Capt. Chris Bolek received the following request for street closures from Ms. Sheryl Kelsh of the Chehalem Valley Chamber of Commerce:
  - **E. Sherman St.** - between N. Blaine St. and N. School St.
  - **N. School St.** - between E. Sheridan St and E. Sherman St.

For the following dates and time only:

- **July 09, 16, 23 and 30 2013.**
  - **August 06, 13, 20 and 27, 2013.**
  - For each date, the authorized closure times will be from **4:30 pm – 9:30 pm.**
3. Capt. Bolek spoke to Public Works Superintendent Russ Thomas who agreed to provide Type III barricades to accomplish these closures.
  4. Chehalem Valley Chamber of Commerce staff or designees will be responsible for the placement and removal of the barricades for each date.
  5. Capt. Bolek spoke to Police Chief Brian Casey. Chief Casey wishes to order these temporary street closures for this community event, altering the present traffic control devices, for the dates and times indicated.

**THE NEWBERG TRAFFIC SAFETY COMMISSION DECIDES AS FOLLOWS:**

1. **Decision:** The city streets of:
  - **E. Sherman St.** - between N. Blaine St. and N. School St.
  - **N. School St.** - between E. Sheridan St and E. Sherman St.

Shall be temporarily closed for the following specific and dates and times:

- **July 09, 16, 23 and 30 2013.**
- **August 06, 13, 20 and 27, 2013.**
  
- For each date, the authorized closure times will be from **4:30 pm – 9:30 pm.**

**2. Additional Conditions:**

1. Notice - The Chehalem Valley Chamber of Commerce shall, in writing, make the area residents affected by the temporary closures aware of the dates and time of the closures not less than 14 days prior to the first event date (July 09, 2013).
  
2. Signage – A minimum of four (4) signs will be posted at the four street entrance locations to the venue reminding attendees that their method of parking should not block any driveway. City administration is empowered with the authority to determine what signage is appropriate.

**ADOPTED** by the Traffic Safety Commission of the City of Newberg, Oregon, on June 11, 2013:

\_\_\_\_\_  
Neal Klein  
Traffic Safety Commission Chair