

**PLANNING COMMISSION MINUTES
THURSDAY, DECEMBER 4, 2003 AT 7 P.M.**

**SPECIAL TSP WORKSHOP SESSION #3
Newberg Public Safety - 7 P.M.
401 E. Third
Newberg, Oregon 97132**

Subject to Approval at the June 9, 2005 Planning Commission Meeting

I. PLANNING COMMISSION ROLL CALL

Planning Commission Members Present:

Dwayne Brittell Louis Larson Philip Smith
Richard Van Noord

Absent: Matson Haug Dennis Schmitz
 Nick Tri

Staff Present:

Barton Brierley, City Planner
Peggy Hall, Recording Secretary

II. OPEN MEETING

Vice-Chair Van Noord opened the meeting at 7:00 p.m.

Mr Barton Brierley presented the background and history and focus on mostly the non-auto facilities (bicycle lanes, pedestrian walkways, etc.). Mr. Dennis Seam will be making the presentation for the workshop.

Vice-Chair Van Noord opened the meeting at 7:00 p.m. He announced the procedure of testimony. Citizens must fill out a public comment registration form to speak at the meeting.

III. DISCUSSION

1. Transportation System Plan Workshop Series 1 of 3 - File GR-25-01
 Workshop #1: November 6, 2003 Newberg Public Safety Building
 Workshop #2: November 20, 2003 Public Library - lower level
 Workshop #3: December 4, 2003 Newberg Public Safety Building

Mr. Dennis Seeman, Kittelson & Associates, talked about the following:

1. Bike Systems. They did an alternative analysis. As they presented to you in the road segment of the workshops, they have been working with a technical advisory committee and heard consultants' recommendation for preferred plan and the committee developed their preferred alternatives. In terms of the existing bicycle facilities, he reviewed the graphics of the existing facilities (in blue) those streets who have full bicycle facilities with shoulders and partial bicycle facilities on one side in the dotted blue line. Those are shouldered bicycle lanes. Blue on the map is where there are bicycle facilities in the city today. In orange, there are major collector systems and above that does not have bicycle facilities (Main, Blaine, Meridian, Hwy 99W, River, Wynooski, Villa, etc. that have gaps in the over-all bicycle system.

They had a public event and solicited input from constituency and asked for opinions of bike system. There needed bike lanes on the collector streets (college and Main Streets). For alternatives, they looked at a minimal alternative, a moderate and an maximum:

- Minimum is a laissez-faire approach to the facility. The City will maintain and as new streets are constructed, the City will provide bike or shared bike lanes (major collector streets and arterials to have bike lanes). In addition, where new development occurs, adjacent to those streets, the half street improvements will have to provide the bike lane as well.
- The moderate approach plus route signage to make sure it is safe it will be designed by a traffic engineer (mixing of bicycles and vehicles). They received one comment that signage is not adequate in most instances - false sense of security for bikers. They may feel protected which they may not.
- Maximum approach - the city to systematically and make improvements (minimum 5 foot bike lane system on major system and above). Bike lanes to be within 5,000 feet from schools. What they found was an absence of facilities to schools as well.
- Coordination with bypass. The bypass will have bike facilities incorporated in their designs. In any case, in the corridor, there will be bicycle facilities and the bypass will have to coordinate with the bypass facilities.
- Recommendations - the city should seek funding sources to provide for minimum and should prioritize the needed projects as funds are available, the city is available to construct those facilities: those closest to key generators (schools) and the links to the bypass.
- Provide facilities to the new waterfront; park funds or other available funds to constructed a bridge to the other side.

Discussion was held concerning available funds - the city should seek available funds and the City to prioritize the needs that may be used to construct as the funds become available.

Commissioner Larson said in addressing the map, he established a completed plan on Mountainview to Villa - no bike lane. Secondly, there is a small segment for a bike road, but on Villa Road, there are issues with bike lane being hazardous to the people walking. On Foothills Drive, partially completed? It was taken off a few years ago (College Street going east). Beyond Oxford, there is not one. On College Street itself, if there is a bike rider tonight (weather conditions raining) - they are not 5 feet and go against the flow of traffic. Recommending first alternative to construction of bike lanes in the City. Frankly, it does not do anything for the immediate future, but does for the long range. Eugene is aggressive in bicycle traffic. Probably, it would be a good model for Newberg to take a look at and make recommendations. Discussion was held concerning how Portland is a good example of providing bicycle facilities. A lot of people commute on bicycle. He would like to see that the best alternative is the best for the city as an immediate impact.

Commissioner Smith addressed the red color - recommended alternate street and what is the origin and where would it fall. Mr. Seeman said it would be on the maximum proposal and the construction of the Hess Creek multi-use facility. One comment was that Hess Creek should not be exploited and not have a trail there. Mr. Seeman said he has not heard any other similar comment. Commissioner Smith said that this is probably an ODOT requirement that the bypass have a bicycle facility - but not necessarily that the road project does not require a bicycle lane adjacent to it. .

Alan Fox, Bypass Coordinator, ODOT, said that they have not entered the design phase at this time. Mr. Fox said that he is not familiar with the exact design. Mr. Fox said that papers will provide for alternate modes to travel and how to address those. Transit will be going to the Yamhill County Transit

Committee and then out to the jurisdictions. They have not figured out how to do the other papers. It will address the regulations and the state plans and policies regarding bicycles. As to whether, assuming that there was such a required as a parallel bicycle facility, that issue will also be addressed in the design phase. They have to determine the location of the bypass. They will have open discussions on design, how it to look and bicycles incorporated. They will take this information as they approach the design phase.

Discussion was held concerning multi-level concept and go as they may. Mr. Seeman said the recommendation of the task is being brought before the Commission and the general public. There was not a general passion for bicycle facilities. Not to over extend the City in providing this alternative. They would need to incorporate that recommendation in the planning. The origin of the Hess Creek Path was from the 1994 Transportation Plan which has been slightly modified (north of Hwy 99W has been eliminated due to injections of George Fox University - not to allow access through the campus).

Commissioner Smith said he agrees with Commissioner Larson and the fact that Newberg does not have adequate bicycle transportation. Unless the city pays attention to extending the bicycle paths and other funding issues. It has to be a higher priority. Mr. Seeman said that the City has taken the step to designate a number of facilities in the system as being compatible with bike facilities (more major collectors that have the standards for bike lanes already planned). With funding, it comes down to a matter of priorities.

Mr. Brierley said he received two phone calls - they could not be here tonight, but were interested in having bike lanes on Mountainview Drive and Villa Road near the Newberg Christian Church. They are very inadequate. Mr. Seeman said that Mountainview Drive will likely be constructed and re-constructed sooner than others which will include bike lanes. Discussion was held concerning the George Fox University sports complex.

Jack Kriz, Newberg, Oregon, supported Mr. Smith's statements. The east end of Mountainview is a gravel street. He also questioned a painted margin a bike lane on the state highway. Currently, they are not marked or have a wider stripe. Mr. Seeman said that the minimum width for a bike lane is 4 feet (ODOT standards). Where there is a protected paved strip on the outside of the Shilo that is wider than 4 feet, they designated it in the inventory as a bicycle facility (shoulder bikeway). Mr. Seeman said that there are not great bicycle facilities. Mr. Seeman said they inventoried the existing conditions and they work closely with the City's database on the Grid Information System (GIS). Mr. Kriz asked if ODOT was to construct the bicycle facilities and is a matter of funding and those types of construction.

Mr. Brierley said that if ODOT reconstructs the facility, they have to provide bike lanes.

Mr. Kriz said there needs to be a way to improve a biker to cross the Hwy 99W strip. Traffic is too busy to cross.

Dick Meyer, 200 W. Second Street, Newberg, said we would have more bicycle funds except the City has been using them on sidewalks also (repairs). Mr. Breriely said he does not have any specifics and will have to check.

Mr. Van Noord addressed a bike and pedestrian lane side by side. Mr. Brierley said it would be in the Hess Creek Canyon. Mr. Seeman said it would be 12 feet wide to accommodate bikes and pedestrians.

Charlie Harris, Neweberg, agrees with bicycle paths around town. It is a shared path now, who are using the bicycle paths for walking. There are county bike path lines that end with the city limits. There happens to be signs on Bell Road that alert bicyclists that there is no further bike lanes.

Mr. Jack Kriz said the red line in Hess Creek - recreational rides, but needs to make a connection to the Willamette River to retain the natural experience.

Mr. Brittell addressed the red line being removed due to the George Fox University property being in the way. Discussion was held concerning priorities to provide bike paths to the schools and it appears that the area was removed. Mr. Seeman said that the multi-use path if extended north and eastward to the high school provide a great link for the major generators. The objection of George Fox, Barton said that historically, that proposal had been on the table for a while (6-7 years ago) when they had a lot of public meetings with the stream corridors. George Fox has raised concerns about a lot of public traffic going through their campus. The Council's decision on the stream corridor ordinance did not allow it to go through the property. They have drawn the diagrams as they had - it could be included back if that is what needs to be done. Discussion was held concerning a right of public access to the subject property.

Tape 1 - Side 2:

Discussion was held concerning George Fox University and the City's good neighbor policy in working with the bicyclists. Mr. Brittell said the path should continue through.

Commissioner Smith said he is not privy to the official policy of the University, he is a professor, and is also concerned about safety issues. The police do not have direct access to some areas and there could be some safety issues. Discussion was held concerning security problems for surrounding properties.

Mr. Kriz said the City needs to look beyond Newberg. A lot of other cities have bike lanes that are continuous. Having lived in Newberg for sometime, the historic area of Hess Creek and the University, there are areas for pedestrians and bicycles - and it should apply to the George Fox area as well as the south of Hwy 99W.

Mr. Meyer said that the City once addressed bike lanes all the way to Champoege and trying to figure a way to use the old bridge down by the mill to cross. Mr. Brierley said it is in the proposal with the bicycle network and also the River Front Master Plan.

Mr. Kriz said it is a good example why the University issue needs to be addressed. Smurfit property also needs to be addressed. Mr. Kriz addressed the issues with CPRD. Mr. Brierley said they did a discussion with the Chehalis Creek area. Discussion was held concerning certain areas that are not consistent. Mr. Harris said how does it tie in with the plans for the golf course? Mr. Brierley said that part of the CPRD golf course, it is planned for recreational trails. Discussion was held concerning the bypass and the golf course having an over/under pass. Mr. Fox said it would be separated.

2. Pedestrian Systems. The City's GIS helped to spot check the area. The map shows in red the sidewalk locations of the City - some have sidewalk on one or other, some have both and some do not have any at all. Hwy 99W and the downtown and the newer developed areas have sidewalks. The map also shows are comments made at the last public event - more passion about sidewalks than bicycle facilities. There was more interest in pedestrian facilities. The comments about the need for sidewalks on Elliott, Main, College, were heard the most. There was a comment for a need on a sidewalk on the North side of Second between Grant and Harrison. Need for sidewalks for Jaquith Park and College. Also the mapping does not show wheelchair ramps on sidewalks except most recent sidewalk facilities constructed. They will be mapping and pursuing it further in road and development projects. The shaded areas are schools and 1000 foot distance from public schools. You also see not a lot of red with absence of pedestrian system to the schools.

- Minimum - new construction and development provide new pedestrian facilities. It would not include multi-use path along Hess Creek.
- Moderate - sidewalks be provided on at least one side of all collector and above (arterials in the system) and that side walks be provided on both sides within 1000 feet of schools to provide protection to the students. The cost is about \$2.9 assuming new development will take care of sidewalks. The road projects will be taken by new development.

- Maximum - both sides of the road about \$7 million - coming out of the City's pocket. It amounts to in terms of sidewalks on both sides (about a mile of streets and sidewalks on one side of about 4-5 miles. A lot of distance to be built to satisfy the demand.

Recommendation from technical advisory commission:

- Seek funding and prioritize projects as funds become available. The highest project should be the ones near the school.
- handicap facilities
- City should seek additional funds to build Hess Creek Canyon Multi-use path

Mr. Harris - concerning the available of funds, is there some gas money or other available for use for this type of construction. Mr. Brierley said yes there are gas tax money available. If we use all the tax money, we will still not be able to maintain the roads. There needs to be additional fund available to build facilities

Dick Meyer asked if there was any set rule for sidewalks (grass medians- any recommendation). Mr. Brierley said there are written standards for sidewalks and there is a preference for a planter strip and they will accept a sidewalk of the curb due to topography or pre-existing development and trying to rebuild existing facility. In new facilities, they do require a planter strip with exceptions in certain cases. Mr. Seeman said they will be talking about street standards including planter strips were applicable.

Commissioner Smith said that he heard distressing testimony to the effect regarding wheelchair accessibility which requires wheelchair cutouts and the City could be liable in the event of lawsuit. Mr. Seeman said he too thought differently about it and include in the Transportation Plan some mention or acknowledgment to bring the City up to standard regarding handicap access and priorities to get the sidewalks in place where there are gaps. Discussion was held concerning the moderate alternative would address the issue.

Mr. Brittell asked if the city was in violation with the ADA compliance. Mr. Brierley said the City has a lot of work to do and they will be aggressive in fixing access problems and they probably need to do improvements and find the funds where they come. The legal issues are the chance for legal liability is great and the beset approach is to do better than the best and correct the issues to identify. Discussion was held concerning identifying the issues. Mr. Brierley said we can deal with any new construction or rebuilding and start with those that are the highest priority. Commissioner Brittell said the state improvements have been addressed for compliance and improvements to some of the alley-ways and other intersections in the downtown areas.

Mr. Seeman said that sidewalks were not required for construction of streets over the past 50 years - so now it is a catch-up game.

Commissioner Larson said the moderate plan is probably acceptable. We need to strike a balance. The City has an obligation beyond a legal obligation to provide facilities to move easily within the City they leave. He imagines the frustration who has been denied access to private and public facilities due to the sidewalks not being ADA compliant. There is much more of an obligation of the society. Mr. Seeman said they are looking at the over-all costs of the plans. How does it impact the general citizens and they will be further looking at the options.

3. Bus Routes. **Mr. Seeman** addressed the bus route and the existing transit system. Neewberg School District runs school buses, Greyhound runs service from Portland to the beach. The links system from McMinnville to Tualatin, the links express system (Newberg, Hillsboro and Gaston) there is an 8-5 handicap system, there is a town flyer system (intra city system - 9:15 - 3:15 M-F and travels around the city in a large loop. It takes about an hour to go around town (clockwise route). Public comments discussed trunk line, rail, 15 minute frequency to Sherwood. The issue of rail, there was a study about

commuter rail associated with planning process for bypass and what was found was that commuter was not viable in the corridor due to the low ridership and would not justify the expense of that kind of system. On the other hand, the bypass, has a provision for support of trunk line service in the 99 corridor. The details are being worked out and within the next month will be proposed by ODOT to the County and the city. There is support by the bypass project from McMinnville to Sherwood and Portland and the likely routing of that service and frequency of that service. If were to increase or expand the transit system - there were 6 alternatives. Mr. Seeman said that he would show the recommendation:

- The system on the right side with the existing system on the left side, the chart summarizes the operational system. Rather than a system that covers all of the city, the choice would be to instead to provide two direct routes which provides shorter travel time and a system that would carry more passengers (more focused) - but it will carry more passengers because it provides 15 minute trips rather than a one hour trip. To expand the City's system, for two busses, the route system on the right which runs up Main from downtown and a two way system on the same street. It has the red line route up Main and a second route that uses Haworth and 99W and back into the downtown. They would suggest that the City pursue if the city intends to adopt the transit system.
- Summarize the system:
 - Town Flyer has an over all route milage of 12.9 miles.
 - Each of the two buses rides would be approximately 3 miles
 - If to expand to two buses- the frequency would be twice fro each of the two bus routes
 - The system would not service everyone.
 - The preferred system is higher in frequency
 - The journey time is longer than the two bus system.

Mr. Seeman said the provision of the transit system is now coagulating and that recommendation from ODOT will be made in the next month or two. They recommend the trunk system.

Commissioner Larson asked if they have received input from the people that provide the Town Flyer. Mr. Seeman said that they have asked for information, but have not actually solicited responses.

Mr. Seeman addressed the park and ride study. In recognition regarding main line trunk service, they were asked as part of this analysis to consider the location of a park and ride lot. The chart describes the service and the alternative sites considered and evaluated them to prioritize them. The ones in the lower priority are shown in a pink/magenta color, the priority are colored in blue. Discussion was held concerning the level of funding and the need for a 15 minute service in the 99W corridor, not on the bypass which would have a greater impact going through the center of town rather than the bypass. IT would service 150-200 spaces. It would require 1.5 acres. Of the 23 sites, is it of sufficient space to accommodate, location, visibility, ease of access, out of direction travel, is the lot in the reverse direction from center of gravity of population of downtown, transit connections, bicycle access, commuter rail and appropriate adjacent land uses, size of facility and further expansion. They rank the sites that are close to Hwy 99W and Hwy 219. There are three sites in that area (around Elliott). They identified other locations off the corridor but for size and other reasons, proximity to employment centers that also have appearance of also working well. Once ODOT considers trunk line service on Hwy. 99.

Discussion was held concerning availability of the dial-a-ride system not just for the handicap. Discussion was held concerning funding. The City partially pulled out of the transit system. Mr. Debbie Lewis said it comes from the County funding, cigarette funding, ODOT and federal funds. The city used to pay \$12,000 quite a few years ago. That was cut some years ago. Ms. Barbara Brown, director, was not consulted. Ms. Lewis said that there are county general funds and Chehalem Senior System - that runes the link system which has 7 trips per day. Commissioner Smith discussed the increase of public use in the bus system. Ms. Smith said that if Newberg and McMinnville want to improve the fixed route systems, the

cities should have to come up with the funding to create and expand the links system that currently exist. To expand to a 15 minute trip is really a big expense. The County will be hard pressed to doing something more than the trips already provided. The city should step up to the plate.

How does the Town Flyer are covered by fares. Ms. Lewis said they get somewhere in the range of 15% range of fares. If the double amount of transportation is available and there are twice the number of people use it, that additional revenue will offset the costs. Ms. Lewis said it will help a little bit.

Charlie Harris asked about the relationship with the Newberg Transportation Plan and the Bypass (consistent with each other - works both ways). Discussion was held concerning adding bicycle paths and pedestrians and transit systems. If ODOT wants to build the bypass, they have to come up with the funding. The purpose of the transportation system plan is to provide a recommendation for all modes of transportation and try and identify available funding. Mr. Seeman said ODOT is looking to the City for a direction and recommendation.

Mr. Brierely said that he thinks throughout the Newberg/Dundee transportation improvement project because it is looking at more than just a bypass. It looks at transit, a chance to strong arm ODOT to help us to do things we are talking about.

Mr. Jack Kriz said that the alternative route that there be a low impact aspect to it. If they are looking to Newberg and Dundee to come up with alternatives, it could be difficult. Ms. Lewis said that Mr. Seeman should have talked with the transit providers to see what they have to say and look at fixed improvements and where they are to be located. Mr. Seeman said they receiving the information from Ms. Brown and contacted the existing transit operators and was reviewed by technical advisory committee and approved.

Mr. Charles Harris addressed reason why there was no park and ride downtown. Beyond that, he reported that there were meetings held concerning the bypass including a meeting held in south Newberg and the people in South Newberg was forcibly in favor of Newberg and Sherwood (tie into the Trimet system). It is worth while to use the transportation plan to help guide ODOT. We don't want to miss the opportunity to tell ODOT what the City wants to do. Mr. Seeman addressed the park and ride downtown location. It is logical to have a transit center downtown, have those two lines or the Town Flyer to maximize the local ridership. Mr. Harris said that the City should have a shelter for the Greyhound bus - standing out in the rain.

Mr. Meyer said that Nap's is the stop for the Links. The last bus out of Sherwood is at 8:00 at night. There is no weekend service. Mr. Meyer said that he took a trip to New Jersey and too the red line max to Beaverton and to the Airport.

Mr. Kriz asked about the proposed bus routes - consider extending to new hospital location, and Fred Meyer location. Secondly, he was concerned about the recommendation and the errors and omissions that the study people and they don't talk with the transit people in a give/take mode - maybe you want to take what is brought to you rather than just basic data. Mr. Seeman said they can and will make corrections, does it invalidate the conclusions drawn from that information? He asked that they consider the recommendations on the merits.

Mr. Brierley said the upcoming meetings and planning for transportation in the downtown area. Over the years there are a lot of thoughts about changes in the transportation system in the downtown area. They asked the consultant to do some different transportation system models for the downtown area- rerouting the main traffic on Second street and have First street be 2-way streets. It works and if the community wants to do that, it is a proposal that works. The big picture recommendation is there. The Commission talked about having another meeting to focus on that. The history on that - about 3 years ago they had floated the idea in the community. The input was that a lot of people liked it - rerouting traffic - people on Second street did not like it. Conclusion was that it was not right to make any decisions on what to do. Basically they tabled discussion on that. Question is - do you think the time is right for the discussion now.

There is no funding and not likely to happen in the near future. Options:

1. Simply as part of the plan, schedule that discussion - at some trigger point when the bypass is construction that we should really do a detailed plan on downtown and seek alternatives for re-routing and make the decisions then. - schedule discussion and make a determination at that point in the future.
2. Have a meeting and talk about it now and get some more detailed planning now.

Mr. Brierley said that the Commission schedule for future discussion in a workshop and go into more detail with downtown planning.

Mr. Van Noord addressed the modeling if mock-ups were done. Mr. Brierley said they would put it into a computer and the computer would simulate the traffic flow and volumes in certain areas, congestion and other issues. Discussion was held concerning Second Street being modeled and it was not part of the proposal to do that - however, if the Commission chooses to do so - they can do so.

Discussion was held concerning modeling the area if they choose the alternative, but if the City is able and willing to spend the dollars to address the impacts, it is something that the City could do. It is not part of the recommendation. Mr. Brierley said there was a lot of positive input. Mr. Brittell said the bigger question is the fact that possibly it would be in the City's benefit to NOT have Hyw99W go through the middle of the downtown area and would not be used for major traffic, more pedestrian traffic. His concern would be that if we were careful to get input from the Chamber and downtown businesses, it appears to be more important to address what is going to benefit the downtown City of Newberg - technical changes to be worked out. Commissioner Smith said that it is important to receive public input and explore the details, he would like to have a meeting and receive public input.

Doug Bartlett, 309 N. Alpine, Dundee, member of larger community and friendly observer and provider of public transportation, they are here to observe and they need to be doing the same thing over there. He said that most transit planning has to do with roads and assumed bias right off the top - the only way that we are going to transport is through owner/operator. He has heard comments about funding/financing issues - he is a director of a private non-profit organization that has constant issues. He would recommend that they do not approach whether it a bus transit system, or from the perspective and encourage more opening and less prejudicially and spend time if money was not issue, what would help us and what would we have? The frequency of busses along Hwy 99W. What about bus services for Salem and state workers. There are other questions and means of solving the problem - investigation of van pools. If we design the system, what would it look like and determine the cost. The cost is less than the expense of major roads. The on-going operation - would it be placed as a bond levy.

MOTION: Larson/Brittell to hold a fourth meeting to discuss the traffic pattern - find a date in January, 2004. (Unanimous). Motion carried.

Mr. Brierley said the January 22nd is a possible date -

IV. ITEMS FROM STAFF

1. Update on Council items
2. Other reports, letters, or correspondence
3. Next Planning Commission Meeting: December 11, 2003, Dinner location TBA

there is not a regular planning commission on December 11 - dinner meeting at Yamhill Grill at 7:15 p.m.

V. ITEMS FROM COMMISSIONERS

Commissioner Larson said he appreciated Leslie Lewis about mass transit may be within our reach and

perhaps there would be significant input to accomplish this as a significant role in the transportation planning.

VI. ADJOURNMENT

The meeting was adjourned at approximately p.m.

Passed by the Planning Commission of the City of Newberg this 9th day of June, 2005.

AYES:

NO:

ABSTAIN:
(list names)

ABSENT:

ATTEST:

 13 JUNE 05
Planning Commission Recording Secretary Signature Print Name Date