

**PLANNING COMMISSION MINUTES
THURSDAY, NOVEMBER 6, 2003 AT 7 P.M.
SPECIAL TSP WORKSHOP SESSION #1
Newberg Public Safety Building - 7 P.M.**

Approved at the February 12, 2004 Planning Commission Meeting

I. PLANNING COMMISSION ROLL CALL

Planning Commission Members Present:

Dwayne Brittell	Matson Haug	Louis Larson	Dennis Schmitz
Philip Smith	Nick Tri, Chair	Richard Van Noord	

Staff Present:

Barton Brierley, City Planner
Dan Danicic, Engineering Department
Peggy Hall, Recording Secretary

II. OPEN MEETING

Chair Tri 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

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| 1. | Transportation System Plan Workshop Series 1 of 3 | |
| | 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. Barton Brierley reviewed the history of the Transportation System Plan over the 20 year period. They involved Kittleson & Associates to prepare a model which would reflect the impact to the area. They were able to test a few things, and when the results were received, they were able to view the scenarios. They held prior workshops, and staff received comments which guided the proposed plan. They created a steering committee to view the results of the model. The technical advisory committee has a preferred alternative. The next step is to prepare a draft plan they can take to the Planning Commission for adoption and recommendation to the City Council. Staff said that after prior public input and expert opinion, they wanted the Planning Commission to rely heavily on what the public had to say and give further comments and recommendations. The purpose of the meeting is not to make a decision, but to give guidance for the drafting of an acceptable plan for consideration. Mr. Brierley said it can be an open discussion with the public and the Planning Commission and written comments are also allowed. If anyone wanted to speak with the staff, either himself or Mr. Danicic, they can do so after the meeting. It is not a meeting to make decisions -no decisions have been made. There are three meetings to discuss. The next meeting is November 20th to be held at the Newberg Public Library. Tonight they are going to cover the south side of town, and the November 20th meeting will cover the north and east sides of town. December 4th will be at the Public Safety Building to discuss other items not necessarily concerning streets. One of our main focuses since the last TSP is the bypass. The State's Project Oversight Steering Committee has a proposed route for the bypass. They have gone through many public hearings. This meeting is not intended to discuss where or if the bypass should go. The bypass planned route may have an impact on the city's plans.

Mr. Dennis Schmitz appeared at the meeting at 7:10 p.m.

Mr. Dan Seeman, of Kittleson & Associates, a traffic engineering firm spoke. He provided some presentation graphics and recommendations being forwarded to the Planning Commission for the series of

meetings. There are 3 over-all workshops in a few areas of the town. He will be addressing the south area of Newberg. The graphics show an overall picture of the transportation system. They have gone through a series of technical studies that are inter related. They identified the deficiencies in the system and the future (with/without a bypass and a series of options). They also reviewed and evaluated alternatives to fix the problems in various areas of the town. The culmination is the recommended transportation system and the hierarchy of streets in addition to arterials (minor and major, collectors and streets).

1. Should the Highway 219 intersections with Wynyoski Street, Wilsonville Road and 9th Street be relocated when a bypass is constructed?

Mr. Seeman reviewed the impact of the environmental study (swath that the bypass is in and the interchange locations). There is an area that is larger around Hwy 219 which is in the affected area of the interchange. ODOT has access spacing requirements. To protect the operation of their interchanges; an intersection must be spaced a 1/4 mile away from interchange ramps. Some of the arterials in the influenced area must be relocated.

Wynyoski Street will extend under the bypass to the south and is currently aligned to intersect with Hwy 219 in the affected area. In the future, it will need to be signalized. Also, it needs to be moved the 1/4 mile distance from the intersection. It is recommended to be relocated to the south. Discussion was held concerning the importance of the environmental impact regarding the location of Wynyoski Street - possibly to the north. It would be realigned close to the south edge of the airport. It would wind northward along Hwy 219. Some considerations given were that by staying to the north, the conflict with the airport is great and the topography issues are great. Wynyoski would better serve a developing industrial area to the south if extended that direction.

Wilsonville Road connects with Hwy 219 at a poorly configured intersection. It is not currently signalized, but will be in the distant future and will be an aggravation for future spacing. It would have to be realigned to approximately 8th and 9th street. Taking Wilsonville Road and winding northward to intersect with Springbrook would allow for adequate spacing. It is the most logical and achievable solution. In terms of Ninth Street and tying into Hwy 219 to the west, they are suggesting the new connection tied in with Wilsonville and Springbrook would be extended westward as well, adjacent to Sportsman Airpark.

Ninth Street is too close to the interchange and needs to be relocated. It would open up the area to new industrial development. There is a large area to discuss regarding the bypass.

Commissioner Schmitz asked for clarification of preferred and over-all system. Discussion was held concerning Wilsonville Road to Springbrook Road. It would have it's own under/over-crossing which is yet to be determined.

Commissioner Haug said it is the Planning Commission's request and recommendation to the Council to have the bypass lowered below the street level with the same level at present. Discussion was held concerning a detailed study to make the determination about the bypass and the input from the City is important for that.

2. Should 2nd Street/Highway 219 intersection be reconfigured to improve safety?

Mr. Seeman asked about the Second Street and Hwy 219 intersection (located at the end of the airstrip). There is a difficult issue with site distance because the intersection is on a curve, because of the elevation of Hwy 219, and the close spacing of the Elliott intersection. They considered a number of regional transportation options. Mr. Seeman said an issue that came out of the public event was why the statewide traffic had to come into the downtown area. College Street is a narrow tree-lined residential street and it may not be appropriate to route statewide traffic through there. They looked at the 1994 Transportation Plan for Hwy 219 north from St. Paul: it is to use Springbrook, head north to First Street, parallel Second Street and Hwy 219 east of Villa and use the same route to head north which addressed the conflict area with the airpark.

It was a clumsy alternative. Another option considered was using Springbrook and re-routing Hwy 219 to Springbrook and using northern arterials to College to head north (addresses issues with airpark, College Street and the traffic downtown). The downside is that it has direct impacts on Springbrook and uses Springbrook and directs greater traffic to the northern arterial. Another alternative was routing Hwy 219 to Elliott Street and diverting it to Elliott and coming down Hwy 99W onto College as it does today. It would simplify the intersections and simplify the conflicts and problems with the airpark. The final alternative is to address the issues at the airpark and the Second Street/Hwy 219 intersection. As traffic volumes grow, there would be a need for a traffic signal which would have a direct impact on the traffic flow. They are suggesting a center median with right in and right out only and local streets to provide for movement on Hwy. 219.

3. Mr. Haug said there was another alternative, when the bypass is constructed at the south side, follow the bypass up to Hwy. 99W and Hwy 219 becomes a northern arterial eliminating it from being a state highway. Come up to Hwy 219 and get on to the bypass to Hwy 99W (intersection) and make the connection to the northern arterial, which is part of the Master Transportation Plan - solve the northern arterial's problems as well.

Mr. Seeman said it was the first time he had heard of that proposal. Is the operation reasonable to get on north to the interchange? The northern arterial does not connect directly to the bypass. One would have to get off an interchange, because of ramp expenditures for movement from eastbound of bypass to west bound of Hwy 99W. Discussion was held concerning the northern arterial's coming into the bypass. At the hospital, there will be an intersection. Mr. Seeman said it would involve connecting the northern arterial to the bypass interchange, and might be considered.

Mr. Schmitz asked where the anticipated interchanges and intersections are to be located. An interchange configuration is yet to be finalized. It will have ramps that tie in with Hwy 219, likely coming from the west due to topographical/UGB issues. Something like a couple of loop ramps and the associated diamond ramps and direct connection from Hwy 219 in all directions to and from the bypass. There would be an interchange at Hwy 99W that would provide all movements except those prior movements mentioned (to/from bypass back into Newberg) because there is an existing connection. Mr. Haug addressed forcing traffic into a busy location. A weakness of this action is the hospital site, and he hoped that the state would get involved with the economic analysis. Mr. Seeman said the information relating to the intersections at the two ramps off Hwy 219 and the traffic signal at Hwy 99W would be provided to ODOT representatives.

Discussion was held concerning location of signals at Hwy 219 and a new intersection of Springbrook and Wilsonville Road, and the long term future of a signal at Wynooski Street.

Commissioner Smith said are there any exits coming out of town and going toward Sherwood at the interchange at Hwy 99W and the traffic coming from the south and Hwy 219. Discussion was held concerning access to any side streets. Mr. Seeman reviewed the proposal and the first access would be Corral Creek Road (merging Hwy 99W traffic with bypass traffic). Corral Creek is intended to be right in/right out intersection. Beyond that, the streets would be pretty much the same as they are now. Mr. Seeman said it is a real problem area and somewhat of a design nightmare. The ability to turn back and the cost benefit to do more is not there.

Commissioner Haug addressed the Corral Creek Road area. The interchange at Hwy 99W would not need the Corral Creek exit because they could get off at the northern arterial.

Discussion was held regarding the bypass being a high speed highway which would require deceleration and acceleration lanes. Mr. Danicic said Corral Creek could be right in/right out only. Mr. Seeman said the County is also concerned with these areas (outside the UGB) of Newberg.

Mr. Seeman addressed the local street area access to Hwy. 219 and related compromises.

4. What Street connections should be made across a southern bypass to the Newberg Willamette

Riverfront area?

- (A) Blaine Street - grade separated construction to provide access to rail traffic
- (B) College Street
- (C) Hwy 219
- (D) Wilsonville Road
- (E) Fernwood/Second Street
- (F) Future connection near the hospital

Discussion was held concerning below-grade construction. Mr. Seeman said his job is to provide the important connections. Mr. Seeman said there are clearance issues with the planes and they need to keep the bypass low at that point. He knows that Wynooski comes through a canyon. The bypass has to stay low because of the airport anyway. Given there are River and College Streets and a bluff that the bypass is likely to stay on the high side of (yet to be determined) - it seems the bypass may go up and over those streets to clear the local streets and descending possibly to the canyon and airport. Discussion was held concerning the complications in those areas.

Mr. Brierley said the City went through the planning for the riverfront area to be able to tell ODOT what their feelings are. They are continuing those street connecting ideas. There are a series of recommendations, and they would anticipate those recommendations in the plan and what it should be like.

5. Should traffic changes be planned in downtown Newberg?

Mr. Seeman reviewed the potential changes. In 1986, the City considered the benefits of converting the downtown street network. Mr. Seeman provided the plan from that review. That plan shows two-way traffic on First Street, Second Street going north, and Hancock as it is today - west going toward McMinnville. The study shows the redevelopability of many of the properties along the section of First Street. It would require sorting out the movements - potentially new traffic signals. The plan showed costs in the \$2.4 million dollar range. It has some benefits and drawbacks. It has some benefits and drawbacks. It is a land use choice rather than a transportation choice.

Commissioner Smith said on the downtown plan, the 1986 Plan noted that many people were unhappy on the eastern end of Hancock, and it has now been improved. Discussion was held concerning easing in additional costs which ultimately double the expected costs. Mr. Seeman said it was a significant cost in 1986 (which would probably double those costs in today's money). The cost is the cost acquisition of the land rather than the construction of the road. Discussion was held concerning the loss of the State Highway through Newberg to be worked out with ODOT, and if the City would take authority over the existing road (City/County street) rather than it be a state-wide route and freight route. The function of the street, will be a district level highway which allows as part of the standards, slower speeds and greater congestion than a state wide route.

Commissioner Brittell asked if there were plans for a bypass in 1986? Mr. Brierley said yes.

Discussion was held concerning the reduction of the number of automobiles in the areas. Mr. Seeman said the traffic volumes on the arterials, collectors and state highway system is shown in the drawings the thickness of the lines. More than 50% currently on Hwy 99W will convert to the bypass - very significant.

Commissioner Schmitz said regarding Wynooski Street and the loops on the west side of Hwy 219, the West side is more populated than the eastern area. Mr. Seeman said that the UGB essentially runs through and to construct ramps/loops or diamond ramps east to the bypass would encroach on areas outside the UGB which would require a goal exception - major ordeal. That decision is subject to the whole design process.

Commissioner Haug addressed the blue line on Wilsonville Road. That road is under consideration of inclusion into the city (annexation). Mr. Brierley said there is a proposal on the table to bring property owned by CPRD into the UGB to construct a golf course and there is not a proposal to bring other land into the UGB in that area at this time. Discussion was held concerning the URA areas along the corridor that could some

day be within the UGB. Discussion was held concerning the CPRD proposed golf course which is under consideration.

Commissioner Larson said the plan takes into consideration the anticipated growth - how many years. Mr. Seeman said it is 2025 and projected growth is 30-40% over that time. Commissioner Larson said the Wilsonville Road and Hwy 219 connection - will it be a viable intersection given the current congestion. Mr. Seeman said it is a bad situation already. Discussion was held concerning the acceptable level of service with the modifications. Commissioner Larson said Wilsonville Road is heavily traveled. Given the fact that driving Hwy 99W to Portland/Sherwood, is becoming more of a nightmare and given the fact that Wilsonville will be more heavily used because of the Portland metro area and given the population growth, he is questioning the period of time this will be able to handle the area other than the current situation. Mr. Seeman said that signalization will be provided later. The level of traffic projected in the 25 year future of Wilsonville (600-700 cars per hour during peak hours). That can be well accommodated by the proposed traffic system. The growth in traffic statewide and movements from Hwy 219 and from the metro area.

Mr. Leonard Rydell, said he is concerned about the traffic patterns and we are trying to adopt the mismanaged traffic patterns to make things work. The over/under pass issues are a problem. Discussion was held concerning funding availability with ODOT. He said the City should reconsider the concept and have more accesses, more roundabouts. Mr. Seeman said the bypass would carry around 35,000 cars a day. Roundabouts can handle about 1,000 cars a day. Mr. Rydell said they should have a smaller scale road with 45mph limitations and more connectivity. We can conserve the community values. We need to go back and reconsider the bypass. There are more pleasing and cheaper alternatives. Discussion was held concerning slower and 45mph speed alternatives. **Mr. Brierley** said that different options have been considered. It is not something that is decided upon through transportation system process.

Susan Walsh said that car traffic is already a problem and projections are generally way off the mark. She said she would like to see it presented as a complete plan.

Mr. Seeman said the third meeting will address transit issues (parking lots/ transit lines, including the bypass.

Mr. Donald Alexander said the proposal was done by 1000 Friends of Oregon and not Friends of Yamhill County.

Mr. Seeman said the alternative was not enough traffic diversion as effective as it would need to be as a slower speed facility.

William Holms, discussed the small road connection to Hwy 219 and Wilsonville Road (Sandoz Road). It shows that it will be closed and will not be able to address the transit for the homes. Mr. Seeman said that further consideration will be done at the design level - we must know where the bypass is located before we can determine the impact on those streets. Those connections will be provided and make them a better connection along the way.

Elijah Dickson, regarding the Blaine and College intersection of the bypass. Will there be access in and off the streets (through without off and on) Mr. Seeman said those streets will not connect to the bypass. Hwy 219 and Hwy 99W will connect. Those type of streets will be grade crossed streets.

Grace Areola asked about 11th street and the bypass location. Mr. Seeman said that 11th street will be narrowed (mill on the south side and neighborhood on the north side). Discussion was held concerning moving toward the houses or the mill. Mr. Seeman said that is a design level question that is being addressed at the transportation level. She can talk with a person from ODOT concerning her specific area.

Ron Carstenson said he lives on Wyooski and Mill Place.

Discussion was held concerning costs and meeting the projected budget. Mr. Seeman said it was a tough question and they are not at a point to cost out the improvements, but are narrowing the target and identifying the revenue stream and funding sources over the 20-25 year future, to fund the whole thing. Funding may involve increase or SDC or some other kind of fee or tax to augment funding sources.

Julian Labadie, addressed moving Wynooski into the canyon and stream corridor. Discussion was held concerning Wynooski dropping southward and the whole issue is in the design - we have to do something.

Commissioner Haug addressed the process and the recommendation of the technical committee will probably carry the most weight - where are the other recommendations and suggestions to be processed. He has other major alternatives. He has no idea how thoroughly analyzed the alternative will be considered or will it be dropped - how do we know that you just won't continue with what you have. Mr. Brierley said we want to hear what people have said. Ultimately, the next step is a staff recommendation with a draft Transportation System Plan. The Planning Commission will consider and review the recommendation. The reason for having this is to do more research and come back with more recommendations.

Dick Meyer addressed mass transit because it does not go where it should go. He said that his son lived in Portland and took buses. It is not always the answer - it should be considered for the convenience.

Commissioner Haug said he would like to see a continuance of the mass transit system, including information on rail which will be discussed later in the series of meetings. Discussion was held concerning alternatives and commuter rail along the Hwy 99W corridor. Mr. Seeman said the peak hour trips were 160 in relation to 55,000 trips on the corridor. At the relatively high cost of providing the service, it was dismissed as a likely and approved alternative. Mr. Seeman said that the bus routes and mass transit were considered - but it was the commuter rail that was dropped. Discussion was held concerning future expansion of light rail. Mr. Seeman said extended bus-routes and trunk service was also considered. Buses can run through Hwy 99W and serve the core and to Sherwood or all the way into downtown Portland.

Elijah Dickson said that it would probably have an intergovernmental agreement with metro. Mr. Brierley said the community could provide its own form of mass transit and have connection to the Tri-Met System.

Commissioner Haug reviewed the new streets which would have to be built, the costs associated with the work are yet to be determined. Mr. Brierley said in looking at the new streets to be built, quite a few of them have to be built because of the bypass anyway and moving and re-routing other streets. The other major part seen are roads that are going through developable property when constructed and when the property adjacent is developed.

Mr. Michael Sherwood addressed First Street. Mr. Seeman said it is 35,000 cars per day about the bypass - in the 20-25 year future. With the bypass, we would be able to take 60% off the load of Hwy 99W. Mr. Sherwood said the re-routing of downtown street packaged with the re-routing streets for the bypass. Mr. Seeman said that the city can do it if they want to spend the money. It is not required and it is more of a city enhancement and not necessarily associated with the bypass. ODOT would probably not participate in the funding - pretty much a wait and see approach. Mr. Seeman said it is really a street.

Dick Meyer said that if we go out to 2025 and even with the bypass we would still have the same amount of traffic because of the increase in traffic. Mr. Seeman said that ODOT has a volume to capacity and levels of service ratios which are taken into consideration. In the long term future, the system will comply with those standards.

Commissioner Haug said the amount of cars may be about the same, but the truck traffic will be lessened. The purpose of the bypass is to carry the heavy truck traffic and have more of a community.

Mr. Brierley reminded that the second workshop is on November 20th at the Newberg Public Library. They will focus that workshop on the improvements on the east and north side of town. He would be available for

further questions along with Dan Danicic, Jim Bennett, Mike Soderquist the Community Dvelopment Director. Mayor Stewart was also in attendance.

Commissioner Haug said he did not believe there has been enough community input with traffic issues. Discussion was held concerning wrapping up a TSP which incorporates all the alternatives to be prepared within a month - Mr. Seeman said the second week in January or so, will have a draft TSP for staff review and the technical advisory committee. He said about March, 2004. Commissioner Haug said the Planning Commission will consider the draft proposal.

Mr. Seeman asked about the 1986 study before the next meeting and a more substantive discussion at that time. It does not just have transportation, but marketing and economic issues. Commissioner Haug said that the next meeting will probably entail Oxberg residents. Discussion was held concerning a workshop in the affected areas. Discussion was held concerning re-routing of certain areas and opportunities to revisit it - including the downtown association. Discussion was held concerning extending out the draft proposal time line to allow for more full disclosure.

IV. ITEMS FROM STAFF

1. Update on Council items
2. Other reports, letters, or correspondence
3. Next Planning Commission Meeting: November 13, 2003

Mr. Brierley said the closing of the planning Commission vacancy applications close tomorrow.

V. ITEMS FROM COMMISSIONERS

VI. ADJOURNMENT

The meeting was adjourned at approximately 9:00 p.m.

Passed by the Planning Commission of the City of Newberg this 12th day of February, 2004.

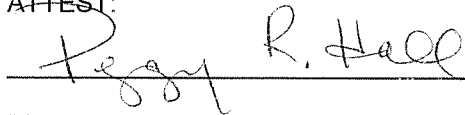
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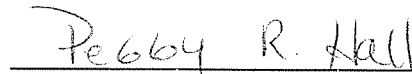
ABSTAIN:
(list names)

ABSENT:

ATTEST:



Planning Commission Recording Secretary Signature



Print Name