



**CITY COUNCIL &
PLANNING COMMISSION
MINUTES**

**May 11, 2006, 7:00 p.m. Regular Meeting
Newberg Public Safety Building
401 E. Third Street**

APPROVED AT THE JUNE 8, 2006 PLANNING COMMISSION MEETING

I. CALL TO ORDER

The meeting was called to order at 7:00 pm

II. ROLL CALL:

City Council Members—

Present:	Bob Andrews	Mike Boyes	Robert Soppe
Absent:	Bob Stewart, Mayor	Roger Currier	Dawn Nelson

Planning Commissioners—

Present:	Daniel Foster	Matson Haug	Chair Larson
	Devorah Overbay	Phil Smith	Cathy Stuhr
	Nick Tri		

Staff Present: James Bennett, City Manager
Barton Brierley, Planning and Building Director
Elaine Taylor, Associate Planner
David King, Recording Secretary

III. JOINT MEETING AGENDA:

Tonight's meeting is a debriefing. The City of Newberg is being updated on the bypass progress, specifically the Newberg-Dundee Bypass Interchange Area Management Plan (IAMP).

Richard Upton, CH2M Hill, contractor for Oregon Department of Transportation, was introduced by Bob Andrews. Mr. Upton in turn introduced other staff members who will assist in the presentation.

The NDTIP is a 20 year plan to protect the function, operations, and safety of a highway and its interchanges. This is to protect the investment in the highway system. An interchange these days can cost \$15,000,000. It is also to make land use and transportation decisions about how the interchanges will be managed and how to balance conflicting needs of provided. They also balance the long distance needs versus the needs of the corridor. It is also to address the access management rules that are put forth in the Oregon administrative rules.

Elements of IAMP:

1. Planning Context

NDTIP elements were first discussed. The bypass is only one of five components of the DNTIP. The bypass is being described as a four lane divided road with median with four interchanges between the bottom of Rex Hill and Dayton intersection with Highway 18.

2. Interchange Concepts

Mark Butorac, a deputy project manager with Kittelson & Associates, spoke next. His purpose was to inform the councilors and commissioners IAMPs. The history of IAMPs dates back to 2001, and currently about ten have been adopted in Oregon or are under way through the process to be adopted.

IAMPs (Interchange Area Management Plan) are a 20 year refinement plan of the city's and county's transportation plans, as well as a refinement to Oregon's highway plan. The bypass will have two major interchanges. 1) The east Newberg interchange, *a system interchange* designed to facilitate one high speed facility into another. 2) The 219 interchange, *a service interchange* designed to service local access. Important elements to IAMPs include: Interchange design, access management, land use compatibility, environmental impacts, and agreement with local governments.

The study areas of the two interchanges were shown via PowerPoint presentation and aerial photographs.

Public Involvement Process to date has involved stakeholder working group, which has had four meetings to date. There have also been three local access forum meetings. CS³ workshop meeting will occur May 23, 2006 (5:30 – 8:30). Come mid-June ODOT will be looking recommendations of alternatives of the draft design process.

Six different styles of interchange forms were presented next. Of the six concepts, Parclo B (two quadrants) interchange truly caters to the major needs projected for this 219 interchange. The other favorite is the Tight Urban Diamond Interchange. All of the interchange options were presented on poster board as well.

Commissioner Overbay asked what the pictures meant to reveal with the highlighted green spaces.

Mark Butorac responded that the green spaces represent the access spacing.

Commissioner Haug asked which elements contribute to the ranking process of the interchange options. **Mark Butorac** responded that traffic volume, traffic impact, and cost elements to-date have all been considered. Furthermore, the number of homes, businesses, and historical sites impacted will be considered.

Councilor Soppe asked why a tight diamond interchange needs to be spread out. **Mark Butorac** clarified that the stakeholder working group believed that spreading out the quadrants would allow for a loop ramp to be built within the quadrants.

The east Newberg interchange only has one concept option. This Y-shaped interchange will allow traffic to remain at highway speed. There will also be a truck bypass lane to keep trucks to the right going east up Rex Hill as Newberg traffic merges from the left onto eastbound Highway 99.

3. Local Circulation/Access Options

What must be done to minimize the impact of these interchange options? The following solutions were not provided by ODOT, but by the stakeholder working group and local access forum. **Mark Butorac** believes that local citizens are very capable of providing good solutions. The options that will now be discussed are not yet ranked or prioritized.

A) Sandoz Road:

This road can be turned into a cul-de-sac. The road can have an overpass added to bridge Hwy. 219. The third option is to cul-de-sac Sandoz Road and bridge over at Wyooski's intersection with Hwy. 219.

B) Wyooski Road:

Keep it the way it is with a new intersection with Hwy. 219. It could also be realigned to the south to maintain safety spacing. A simpler intersection could be achieved by only allowing for right-in, right-out.

C) Wilsonville Road

It too could be turned into a cul-de-sac and realign it further south. Another option is to skirt the old intersection, redirect traffic down Adolf and build a new intersection with a realigned Wyooski. It could also bridge over Hwy. 219 at its current location. Another option is to cul-de-sac Wilsonville and Adolph Roads and keep these roads for local access.

There are seven areas that need consideration for the east Newberg interchange. All of these were presented visually by area with the possible options shown in rapid succession.

Area A) It has two options.

Area B) Only one option has been developed.

Area C) It has two options.

Area D--Trails End Extension): This land locked area can not be condemned by the state and sold to adjacent owners. It can be purchased by ODOT or it can be kept by the owner without access.

Area E--Corral Creek): This has four options.

Area F—Corral Creek overpass): This allows for some much needed conductivity on both sides of Hwy.99

Area G): There are four options

End of Side A, Tape 1

Councilor Soppe asked if it had been considered putting in a signal at the top of Rex Hill. **Mark Butorac** said that the project can't extend all the way to I-5. There needs to be an eastern limit to the project, which will probably after the top of the hill on the flats.

4. Next Steps

There is going to be another stakeholder working group meeting and two forums. All of the information presented this evening is available on the website. The key meeting will be May 23, especially for people giving their input.

Councilor Soppe asked for an explanation of the quarter mile impact versus the half mile impact.

Mark Butorac said that the reason for the differential is because within an urban area there is usually a much defined street network that must be considered. In a rural setting there is more room to work with.

Councilor Soppe also asked if the traffic speed of the bypass is going to be set at 45 mph. Mark Butorac said it would be 55 mph.

City Attorney Terry Mahr asked about the workshop and how divided the presentation will be, believing that there might be a conflict with the presentation of the Austin master plan also presented to the public that day.. **Mark Butorac** believed that the presentation would be segmented enough to hear various segments in an open house format.

Councilor Soppe thought the Wilsonville Road options mainly focused on options to the south. Councilor Soppe wanted to know what was being considered for the current project of realigning Wilsonville Rd. to the north.

Terry Cole with ODOT, explained the current project of bringing Wilsonville Rd. up to an intersection that would connect to Hwy. 219 across from Industrial Way. Soppe wanted to know specifically if it was going to be expensive to switch Wilsonville Rd. onto southern Springbrook. Mr. Cole didn't believe it would be very expensive at all in the overall scope of the project, and certainly not a waste.

Councilor Larson made an observation that there has been recent resentment expressed in the community about the proposed toll fee involved with the bypass. ODOT is in a wait and see mode on the issue of tolls.

Councilor Soppe wondered if all the options presented this evening would allow for either of the main tolling options.

Mr. Cole believed that the basic designs to-date could probably allow for toll booths and any other needed traffic pattern changes.

Councilor Overbay asked how the expectation of the 55 mph was determined. **Mr. Cole** said that the speed limit is a function of design, and the hope is to design the bypass to allow for this higher speed. Mrs. Overbay also wondered how a speed limit might affect the adjacent neighborhoods. She also wanted to know how much attention bicycle and pedestrian plans were being addressed. **Mr. Cole** reminded everyone that many bike paths are being considered, as well as a separate and parallel trail/bike lane.

IV. ADJOURN CITY COUNCIL:

Chair Andrews shared a greeting from the mayor who could not attend due to his recovery from knee replacement surgery. City councilors were adjourned.

V. NEWBERG PLANNING COMMISSION AGENDA:

The next meeting is June 8, and there will be June 22, July 13 and July 27 meetings as well.

Barton Brierley passed out copies of the Fred Meyer pedestrian access map.

Motion #1: Stuhr/Tri to approve the April 27, 2006 minutes with a correction on page seven presented by commissioner Stuhr in writing. (7 Yes/ 0 No)

Some discussion followed on commissioners asking questions not related to the criteria. The commissioners should strive to stick to the criteria and the public, which is not versed in code and policy, deserve some latitude in their questions related or unrelated to the criteria.

Commissioner Haug asked Mr. Brierley where the city council is on acquiring money to explore urban design within proposed density plans. Mr. Brierley responded that a grant has come in to help getting codes to work with proposed density plans. Haug reemphasized livability, and how the City needs money to help explore policies that maintain livability with higher densities.

Commissioner Haug reemphasized that ordinances can help develop a beautiful city via development and building codes. It is already built into R-2 zoned property via a point system.

Commissioner Stuhr reminded the commissioners of livability.com

VI. ADJOURN PLANNING COMMISSION:

The meeting was adjourned 8:33.

Approved by the Planning Commission this 8th day of June, 2006.

AYES: 4 NO: 0

ABSENT: 3 ABSTAIN: 0
(List Name(s)) (List Names(s))

HANG
OVERBAY
STUHR



Planning Recording Secretary



Planning Commission Chair 6-8-06
Date