

**NEWBERG PLANNING COMMISSION MINUTES**  
**December 10, 2015, 7:00 PM**  
**PUBLIC SAFETY BUILDING (401 E. THIRD STREET)**

Chair Gary Bliss called the meeting to order at 7: 00 p.m.

**ROLL CALL**

Members Present:	Gary Bliss, Chair	Jason Dale
	Philip Smith	Matthew Fortner
	Cathy Stuhr	Luis Saavedra/student
	Allyn Edwards	Patrick Johnson

Staff Present: Steve Olson, Associate Planner  
Doug Rux, Community Development Director  
Bobbie Morgan, Planning Secretary  
Kaaren Hofmann, City Engineer

**PUBLIC COMMENTS:** None

**CONSENT CALENDAR:**

1. Approval of November 12, 2015 Planning Commission Meeting Minutes

Chair Gary Bliss said in the minutes the vote was written as 3-0, but it should be 4-0.

MOTION: Commissioner Cathy Stuhr moved to approve November 12, 2015 minutes as amended.  
Seconded by Commissioner Jason Dale and passed 7-0.

**LEGISLATIVE PUBLIC HEARING:** Chair Gary Bliss opened the public hearing at 7:02 pm.

**TSP Amendments related to the Phase 1 Bypass**

FILE NO.: CPTA-15-002

- RESOLUTION NO: 2015-310: Changes to the road and lane configuration of southbound Oregon 219 from north of the Springbrook Road/Industrial Parkway intersection through the Phase 1 Bypass/Wilsonville Road intersection.
- RESOLUTION NO: 2015-311: Changing the adopted Oregon 219/Phase 1 Bypass/Wilsonville Road intersection to a "No Thru Traffic" design.

Chair Gary Bliss explained the hearing procedures.

**Call for Abstentions and Objections to Jurisdiction:** None.

Chair Gary Bliss declared that he had a Bachelor of Science degree in Civil Engineering and was licensed in three states, Oregon, California, and Washington. All of these licenses had been retired. He was very familiar with the subject road system and had traveled Wilsonville Road many times over the last ten years. He had recently driven Wilsonville Road and looked at the possible impacts to Fernwood, Corral Creek, and Renne Roads. He also met with someone who lived in the south west corner of Corral Creek and Fernwood, PC Cathy Stuhr, who helped him measure the lane width of Fernwood. His findings were

the following: the distance between Highway 219 and Renne and Wilsonville Roads was 1.7 miles and the distance taking the Bypass route was 2.9 miles or 71% longer. Wilsonville Road had widths of 9.5 feet average and 0 to 3 feet of shoulder. Fernwood also had 9.5 foot widths average with no shoulders between the golf course and Corral Creek Road. Corral Creek Road was 9 feet wide with minimal to no shoulders. Renne Road had 8.5 foot wide widths and no shoulders. Both Wilsonville and Renne Roads had 90 degree S curves where Wilsonville Road's curves were lightly less severe and were wider. There was a large tree at the intersection of Wilsonville and Renne that was 24 inch diameter and was adjacent to the edge of the pavement. Opposite the tree was a ditch with the bank adjacent to the edge of pavement. The intersection of Renne and Wilsonville Roads had no radiuses and was narrow with a ditch at the edge. The intersection of Renne and Corral Creek Road was not at a right angle, but was more of a 135 degree. The traffic approaching southeast Corral Creek Road had minimal sight distance for drivers. The landing on Renne Road at Corral Creek was on a steep incline. He traveled the three routes from 219/Wilsonville intersection to I-5 via McKay Road, via Wilsonville Road, and via Tualatin-Sherwood/99W/Springbrook Road. He believed he could listen to all testimony given, had read all the facts in the packet, and could make an unbiased decision on this matter.

PC Cathy Stuhr disclosed that the Planning Commission in Newberg allowed one member to live outside of the City within a mile of the City limits or Urban Growth Boundary. That person was currently her and she represented the rural areas. She lived on the corner of Fernwood and Corral Creek Road. She drove these roads often and was familiar with the conditions Chair Bliss was describing. She spent a lot of time reviewing the information and shared a lot of concerns about the situation. She thought she could look at this issue fairly and make a good decision.

**Staff Report:** The staff presentation was given by CDD Doug Rux. The case before the Commission was an application from the Oregon Department of Transportation for an amendment to the City's Transportation System Plan. The first component was changing the lane configuration on Highway 219 going southbound between Springbrook Road and the Bypass. The second component was the Highway 219/Wilsonville Road Bypass intersection itself. There were two resolutions dealing with each component, but were being done under one hearing. Regarding the first component, a safety issue was identified due to the double left hand turns coming off of Springbrook onto Highway 219 and the lane weave to get to the right lane and people could get trapped as the length was not long enough to allow people time to get over. The proposal was to drop one of the two southbound lanes and reduce some of the right-of-way width. Regarding the second component, ODOT requested modifying the intersection design of the Bypass, Highway 219, and Wilsonville Road. A modification was approved in 2013, but the Ladd Hill Neighborhood Association had concerns about the through movement from Wilsonville Road to the Bypass. ODOT received direction from their top management that they needed to stay on time and budget for the project and to stay within the existing right-of-way that was already laid out because it could increase costs for land acquisition or utility relocation. Staff had discussed eight different alternatives with ODOT and he described each one. For the first option all through movements would be allowed in the TSP and could be built in the original right-of-way that was already there and had no construction delays or utility relocations. Option 8 was what ODOT was requesting which would restrict the east/west movement across Highway 219 and could result in increases to construction schedule and timing, but had no construction delays or utility relocations. There were 50 cars in the pm peak hour going east/west which could average 500 trips per day. Restricting the east/west movement could lead to people making U-turns and using neighborhood streets to turn around. The function of the intersections was also reviewed for what was significant in the number of trips. He discussed lane configurations on 219 and Wilsonville Road. There was concern about the potential safety and livability issues with the mobile home park to the east of the existing Wilsonville Road alignment as there was already cut through traffic. Staff also looked at Yamhill County's Transportation System Plan which identified the average daily trips on Wilsonville Road was in a range of 3,000 to 6,000. The peak hour

volumes would be 100 to 200 trips. The analysis also showed good corridor health. Staff recommended approval of the resolutions. The first resolution would reduce the lanes to one on Highway 219 and addressed a safety concern and the second was for the Wilsonville Road/Highway 219 to go with a no through design.

PC Philip Smith clarified there were 3,500 daily trips on Wilsonville Road. How many additional trips would there be for Option 1?

CDD Doug Rux answered another 500 daily trips, which increased the number to 4,000.

PC Philip Smith asked how many additional trips would there be for Option 8.

CE Kaaren Hofmann answered the assumption was the same, 500 daily trips would be added. PC Philip Smith clarified getting rid of through traffic would not discourage traffic to go on Wilsonville Road.

Chair Gary Bliss asked about information on current peak hour traffic and future estimates for the following segments of roads from 2011 to 2015 and 2016 to 2035. The segments were: Fernwood Road from Springbrook to Brutscher, Fernwood Road from Brutscher to Corral Creek, Brutscher Road from Fernwood Road to Hayes, and Corral Creek Road from Fernwood to Renne.

CE Hofmann said the numbers they had were for Brutscher Road from Fernwood to Hayes from 2016 to 2035 under a no build scenario and the difference in the numbers was a 39% increase in traffic. The numbers in the traffic studies provided showed how the traffic would move from Springbrook to Brutscher or Providence Drive and how the trips shifted over to coming from that direction. The numbers for Corral Creek Road from Fernwood to Renne were in the Yamhill County TSP as well as Renne Road to Corral Creek. The current numbers showed daily trips on Renne Road and Corral Creek were less than 1,000 and the future numbers were also less than 1,000. For peak hours it was less than 100 in 2016. She did not have any traffic accident reports for these roads. The road extensions for Corral Creek, Renne, and Fernwood from the golf course to Corral Creek were not in the Yamhill County TSP and would not be constructed in the next 20 years.

PC Allyn Edwards asked if there was information on why there was logging on Wilsonville Road.

CDD Doug Rux answered he did not know why that was occurring.

PC Jason Dale thought a winery would be going in that location.

### **Public Testimony:**

#### **A. Applicant:**

Tim Potter of ODOT said Phase 1 was determined by the legislature in 2009 and the legislature provided \$192 million dollars to build the first phase of the Bypass.

William Ciz, ODOT Consultant, gave a PowerPoint presentation regarding the two requests, the southbound lane configuration on Highway 219 and the Wilsonville Road intersection. Some additional information was submitted that updated the traffic analysis in the application. The intersections were evaluated based on the opening year of the Bypass and was consistent with the work done on the EIS process. The intersections on 219 and 99W did not meet the plan performance standards in 2035 and would be addressed through the TSP process by creating alternate mobility standards for those intersections for the Transportation Commission to approve. The first request was for changing the lane configuration for Highway 219. They had

proposed two south bound through lanes on 219 and between Springbrook and the Bypass intersection there would be two right turn lanes. During the final design process, a safety concern arose and ODOT developed an alternative with a single through lane and dedicated right turn lane onto the Bypass. The final design alternative did not meet ODOT's standard for new intersections, however in this case the safety and operational benefits outweighed the standard. It also cut down on right-of-way impacts to properties in the industrial park and reduced costs.

Mr. Potter explained the right-of-way constraints on both sides of 219.

PC Philip Smith thought if the second proposal was approved it would improve the volume to capacity ratio on the preferred alternative here.

Mr. Ciz continued his presentation on the proposal for the Highway 219/Phase 1 Bypass/Wilsonville Road intersection. Since the last TSP amendment in 2013, there were concerns about the design of Wilsonville Road. ODOT looked at eight options to address the concerns. The improvements on Highway 219/99W and Springbrook Road had to be in place before the rest of the Bypass could be opened. Any changes to the intersection design had to minimize right-of-way purchases and utility relocations. Option 1 was currently in the construction plans for the project. All of the intersections except 219 and Wyooski met either City or ODOT standards. He explained Option 2, installing a signal at the current intersection of Wilsonville and Springbrook, which would not work because of the queuing issue and it would not allow for future growth. Option 3, turning the existing intersection of Springbrook and Wilsonville into right in, right out, would not work due to the additional traffic it would place on these roads. Option 4, taking Wilsonville Road to a signalized intersection south of Wyooski Road, would not work because it would include new right-of-way, utility impacts, and impacts to the schedule. Option 5, using existing Adolf Road and connecting it with Wyooski at a signalized intersection, would operate similar to Option 1. Option 6, a roundabout, did not meet the concerns of the Ladd Hill group, Clackamas County, or City of Wilsonville. Option 7 was removing the eastbound through movement onto Wilsonville Road from the Bypass which would add traffic and alternate routes in the neighborhood would be used. Option 8 was what ODOT was requesting. It was a no through option for Wilsonville Road. It not only cut off access from the eastbound Bypass onto Wilsonville Road but also access from Wilsonville Road onto the Bypass westbound. He explained the alternate routes people would most likely use to go the direction they wanted and how it would add 50 trips in the peak hour, 25 going in each direction.

PC Philip Smith asked about the numbers from staff. Currently there were 3,500 trips on Wilsonville Road per day and with Option 1 it would increase to 4,000 trips per day and Option 8 it would also go up to 4,000 trips per day.

Mr. Potter challenged the 3,500 cars per day and thought that number included the 50 that wanted to go in either direction. It was people who had a destination beyond Newberg or Dundee that the modeling indicated. The 3,500 would not increase, it was there already.

PC Cathy Stuhr asked if they went with Option 8, how many fewer cars were going to go down Wilsonville Road than in Option 1. PC Philip Smith said many people wanted to adopt Option 8 because they thought it would reduce the number of cars on Wilsonville Road and he wanted to know how much of a reduction was estimated.

Mr. Ciz answered the modeling showed the traffic on Wilsonville Road would be the same under either of these options. Wilsonville Road was not an attractive route to I-5.

PC Philip Smith clarified that between Option 1 and Option 8 the number of cars on Wilsonville Road did not change. If so, why propose something that would hurt neighborhoods in Newberg?

Mr. Potter said from ODOT's standpoint it was an issue of taking the concerns of the Ladd Hill Neighborhood Association into account and making sure their issues were addressed as they would for any neighborhood association.

PC Matt Fortner thought Option 8 would make people go on neighborhood streets to get onto Wilsonville Road and that was a safety concern. People would be doing U-turns where they were not supposed to, cutting through private properties, etc. He did not think the option sounded viable as a realistic plan.

PC Philip Smith asked what the thinking was behind Option 8. Mr. Potter replied there were many people that did not believe the traffic engineer's numbers and they were in a position where they were arguing perceptions. This was a compromise that allowed ODOT to stay within schedule, scope, and budget. There was not a significant difference between the two.

PC Allyn Edwards asked how they measured the anticipated increase of flow of people on the Bypass. He thought because of the convenience of the Bypass that had never been there before more people would be using it. Mr. Potter said part of the reason for the Bypass was to relieve traffic on 99W. He discussed the assumptions in the modeling including travel patterns and times. The Bypass would relieve traffic on 99W, but would increase what happened on McKay Road through Marion County. There was some potential of increase on Wilsonville Road, but it would be based on people's destinations. If it took people longer to get to the Bypass, they would be much more likely to continue on Wilsonville Road to 99W and points west.

PC Cathy Stuhr said if the Commission approved Option 8, and all the traffic was put on Fernwood, Corral Creek, and Renne Roads, there was no plan in Yamhill County to improve those roads to handle the traffic.

Chair Gary Bliss asked if Fernwood, Corral Creek, and Renne Roads were in the area of influence and if so, why weren't they studied. These streets already had safety issues. Mr. Potter did not have an answer to that question.

PC Philip Smith asked what could be done for people who lived in the mobile home court to prevent through traffic and prevent U-turns on 219. Mr. Potter said ODOT was committed to working with the Traffic Safety Commission to come up with recommendations for the unintended consequences.

PC Patrick Johnson asked why ODOT spent the time to come up with a new alternative and the net gain was zero. He wondered why other jurisdictions were in favor of Option 8. Did potential litigation have an impact on this decision? Mr. Potter said it was negotiation with concerned neighbors that led to the design. It was not purely political, but was schedule related as well as answering the concerns by other jurisdictions. The other jurisdictions were aware of the traffic modeling and how ODOT came up with the option.

B. Proponents:

Brent Ahrend, Traffic Engineer with McKenzie Engineering, had been working with the Ladd Hill Neighborhood Association to help them understand this issue. Contrary to what was said by ODOT

and City staff, there was no transportation model that could predict the volume of traffic that would use Wilsonville Road with the proposed connection directly opposite the Phase 1 Bypass. A transportation model was prepared for the full Bypass project and assumed no change on the roads in and out of the Newberg/Dundee area. These were fixed numbers reflecting travel demand outside the model's sphere of influence. When funding was provided for Phase 1, ODOT reran that same model for the full Bypass with just the Phase 1 section of the Bypass. Because the volumes on Wilsonville Road outside the boundary of the existing model were fixed there was no way the volumes could change no matter how many times the numbers were run using various road configurations inside Newberg. The neighborhood learned of this in May of 2014. Even though the model was incapable of showing any impact on Wilsonville Road, ODOT and their consultants continued a misleading narrative of the model showing no impact on Wilsonville Road. ODOT, City staff, and consultants had confused the issue by talking about travel patterns and origin destinations for current Wilsonville Road users. This still did not address the concern that drivers on the Bypass would find Wilsonville Road a convenient route to and from Wilsonville, I-5, and points north and east. During negotiations with ODOT, City staff, and the Ladd Hill Neighborhood Association there was dispute over the potential traffic volume that would be added to Wilsonville Road with the Phase 1 alignment, but they worked together to find options that would likely reduce the number of trips. The outcome was a no-through option or Option 8. The analysis assumed 50 trips traveling on Wilsonville Road and the Bypass in the peak hour, 25 in each direction. He believed people would continue to use 99W through Newberg and Dundee as they currently did. The prediction was the Bypass would reduce 865 vehicles during the pm peak hour on Highway 99W and downtown Newberg. Adding those 50 trips back still resulted in a large reduction through downtown Newberg. The 50 trips represented 12% of those already on Wilsonville Road that were assumed to be traveling to and from locations beyond Dundee and would choose to use the Bypass under the Option 1 configuration. The model showed no change to the south on 219 towards Mckay. The Bypass would not change the traffic volumes on Wilsonville Road. The Ladd Hill Neighborhood Association, ODOT, and the City did not know how many vehicles would be added to Wilsonville Road with the Phase 1 project with Option 1 as currently proposed. There was potential for an increase on Wilsonville Road when the connection was made. That was why ODOT and the neighborhood worked together to find a solution to discourage that through traffic. Given the small percentage of current Wilsonville Road travelers going beyond Dundee there would be a small impact on local streets as most would continue to use 219 and 99W. Safety concerns along Wilsonville Road would be addressed with the no-through configuration.

PC Philip Smith clarified there was no scientific prediction for how much traffic would change on Wilsonville Road. Mr. Ahrend thought the modeling was not done because of the large scope of such a study. PC Philip Smith said this request was asking the City to do something based on other people's fears.

PC Cathy Stuhr asked how the modeling was done. Mr. Ahrend said when the legislature gave ODOT the money to build Phase 1 of the Bypass, they should have known the model couldn't accurately predict the Phase 1 project. It did not include the smaller roads in this area and the model should be expanded to look at it.

PC Allyn Edwards asked about the advantages of Option 1 over Option 8. Mr. Ahrend said there were safety concerns and hazards with Option 1 such as sharp curves and narrow streets and truck traffic and cut through traffic.

PC Matt Fortner discussed the need for expanding the model to I-5 and if it was more than what should be expected of ODOT to do.

Chair Gary Bliss discussed the possible re-routes of traffic and how it did not make sense to add trips to streets such as Renne Road as it was a safety issue for the Newberg community. He did not see the same reasoning on Wilsonville Road. Mr. Ahrend stated not all 50 trips would choose Renne Road. The most likely scenario for someone traveling west of Dundee back to Wilsonville Road was to use 99W through town. If they got on the Bypass, they could come back on Springbrook. Even though a route might be quicker, he thought people would rather go the route where they were not impeded by traffic lights.

PC Matt Fortner thought Wilsonville Road had a perception too and not many would want to drive on it. Mr. Ahrend said McKay was quicker, but for people less familiar with the area Wilsonville Road would be an attractive option. PC Fortner said this was traffic that daily went in and out and people did not take Wilsonville Road unless they had to. Mr. Ahrend said most of the Wilsonville Road traffic stayed in the Newberg/Dundee area.

Mike Bezner, Assistant Director of Transportation for Clackamas County, agreed Wilsonville Road was not a good road and said that the County cared about safety everywhere. Clackamas County had a Transportation Safety Action Plan, which was the only county in Oregon that had one. They had a goal to reduce fatal and serious injury crashes by 50% between 2012 and 2022. Wilsonville Road in 2013 had reported 22 crashes. There were safety projects for the road, but only one was funded. He did not feel comfortable with adding trips to Wilsonville Road.

PC Matt Fortner said ODOT stated no extra traffic would be going on Wilsonville Road except what was already existing. What data was being used to show the trips would be increased? Mr. Bezner did not have the data, but believed it to be true.

Linda Edwards, resident on Wilsonville Road, opposed the traffic from the Bypass being directed to and from Wilsonville Road and supported the no-through traffic plan. There would be an increase in traffic as it would be the quickest route. Wilsonville Road was not designed or maintained to support through traffic as there were curves and hazards. It was a two lane country road that Clackamas County designated as part of their scenic road program. Farmers worked the land in this area as well as equestrian facilities that drove tractors, trailers, and equipment on the road. Many people speed on the road resulting in accidents. There were no turn lanes, signal lanes, lights, stop signs, or roundabouts and no shoulders only deep ditches, drop offs, trees, and fences on each side. The road was not engineered for large vehicles. There was no room to pass or back up or maneuver. Some schools were located on Wilsonville Road and the traffic that collected there at certain times of the day increased safety concerns. The surrounding neighbors around the schools could only be accessed by Wilsonville Road. Wilsonville Road could not handle additional traffic from a Bypass without causing major safety issues and delays. It needed to be obvious to drivers taking the Bypass that Wilsonville Road was not the direct access to I-5 and was not an extension of the Bypass. The most important issue was safety for the people in this community and she thought that would be done by the no-through choice for Wilsonville Road.

PC Cathy Stuhr said the same comments could be made for Fernwood, Corral Creek, and Renne Roads. They did not have the data to create the best flow of traffic and do the best thing.

PC Allyn Edwards asked if it was larger vehicles that were mostly creating the traffic safety issues. Ms. Edwards said larger vehicles were an issue when it came to tight corners. It was also the amount of traffic currently on Wilsonville Road which was getting worse. She did not think putting in a lot of stop signs would solve the problem.

PC Philip Smith said when the whole Bypass was completed, some traffic would be coming down Wilsonville Road. The Bypass might never be completed and it looked like those on Wilsonville Road got an ideal situation with Option 8.

John Freeman was a resident on Heater Road which was on the east shoulder of Parrot Mountain. While he did not live in the city limits of Newberg, he was a part of the Newberg community as he shopped in Newberg, dined in Newberg, his property taxes supported the School District, and he hired employees that were Newberg residents. He was an active member of the Yamhill County CERT. There were no traffic studies that would show how much traffic would increase on Wilsonville Road if Option 1 was put in. He thought the State was wrong in saying there would not be a change, but he did not know how much of a change it would be. Common sense told him it would be a significant increase if Option 1 was built. The reason Option 8 was attractive was because the additional traffic would not come down Wilsonville Road and the State would not have to do a study and the Bypass would be finished on time and on budget.

Chair Gary Bliss said if Option 8 was built it might diminish traffic in that area, but other neighborhoods would be impacted. He thought Option 1 could be built within the scheduled time. Mr. Freeman said about two thirds of Wilsonville Road in Yamhill County was marked in yellow indicating 100 to 200% more than the State average for accidents.

Chair Gary Bliss recessed the meeting for a five minute break and then reconvened the meeting.

Berniece Godfrehy, Yamhill County resident who lived on Wilsonville Road, said it came down to safety. She traveled the road every day and discussed accidents she had witnessed on Wilsonville Road. Given the speeding and passing even though there were double lines on the road, it was a safety issue and she was concerned about adding more traffic to the road. She hoped that the Commission would prioritize safety.

PC Allyn Edwards thought everyone was concerned about safety. Traffic would be increased on Wilsonville Road and he asked if she had suggestions to alleviate the issues. Ms. Godfrehy was in favor of Option 8 as it would give the City time to address the safety issues before the final construction of the Bypass was completed.

Nancy Kraushaar, CCD for the City of Wilsonville, was in attendance on behalf of Mayor Knapp and the Wilsonville City Council. Since June of 2013 the City of Wilsonville had been engaged in working with ODOT on a design for the 219/Wilsonville Road intersection associated with Phase 1 of the Bypass. The original traffic modeling for the complete Bypass did not assume it would terminate at Wilsonville Road and with this new connection they were gravely concerned about additional traffic on Wilsonville Road. This was a highly constrained rural road with tight curves, limited site distance, and existing safety issues. There were frequent crashes and problematic truck movements. They were concerned about safety impacts around the schools and adding new trips and congestion to Wilsonville Road. The City of Wilsonville was under the obligations of an adopted Interchange Access Management Plan with ODOT. The City of Wilsonville was in favor of Option 8, however they also understood that it was not a desirable modification for Newberg because of the impacts to local streets. It would be best to build the east end of the Bypass now to its ultimate configuration where Wilsonville Road was separated from the Bypass. This was Option 4. The City of Wilsonville would partner with Newberg to convince ODOT that it made the most sense to build this end of the project with the best engineering solution and not increase traffic on Wilsonville Road. In the meantime they requested approval of the no-through option.



PC Patrick Johnson asked if there was a possibility for an MOU between the two cities. Ms. Kraushaar would bring that message back to the Wilsonville Council.

PC Philip Smith said Option 4 did not stay within ODOT's budget and timeline. Ms. Kraushaar thought it was conceivable that the projects could be run concurrently by proceeding with the current bid documents and working on the funding, design, and right-of-way acquisition for Option 4.

PC Allyn Edwards asked about posting signs and other extreme measures to discourage through traffic for trucks and to discourage speeding. Ms. Kraushaar said the City's Police Department only had jurisdiction in the City limits and the County had jurisdiction of the rural roads. They were most concerned about the potential for increased traffic.

Stan Halle, Yamhill County resident who lived on Wilsonville Road, said he paid Newberg taxes and spent a great deal of time in Newberg. He did extensive volunteer work at the Chehalem Cultural Center and was a Yamhill County CERT member. He had 45 years of experience as public policy advisor, an engineer, and management consultant. He was a proponent of the resolutions. He was also the Chair of the Bypass Impact Committee. ODOT and the consultants continued to say there was no impact on Wilsonville Road and that had been debunked several times in writing by their own people. To keep saying there was no impact was misleading and unprofessional and created a false basis which the City staff used to conclude that the Planning Commission should recommend Option 1. On September 30, he met Paul Mather of ODOT who said ODOT never intended Wilsonville Road to become an outlet for the Bypass. Clackamas County Sheriff data showed speeds on Wilsonville Road in excess of 85 mph five days in a row. The School District stated the through-through intersection was in direct conflict with the Safe Routes to School program. The 99W/Springbrook intersection would fail once Phase 1 of the Bypass was constructed and there was no mitigation. Traffic and trucks had increased on Wilsonville Road. They wanted the Bypass to be completed as soon as possible and wanted to work with the City to help get it accomplished. The Bypass was a high priority project federally and if the Bypass was completed these issues on Wilsonville Road and other side streets would disappear. The bad news was if there was a dispute over the Phase 1 Bypass including appeals and possible litigation which could put federal funding for the Bypass at risk. It was his opinion that if the Commission denied Option 8, it put those funds at risk.

PC Philip Smith thought completion of the Bypass would still bring traffic to Wilsonville Road because an exit would be created on Wynooski to go onto Wilsonville Road and the freeway. Mr. Halle said it would not be commuter traffic.

Chair Gary Bliss said the traffic was not only local, but transient from Portland, Gresham, or the coast. Mr. Halle said when ODOT made the decision to limit the spheres of influence to the boundaries of the City of Newberg that was what led to dumping of traffic onto Springbrook and Wilsonville. He suggested an answer to the problem was a couplet design where Springbrook became two lanes going northbound only, and Elliot became two lanes going southbound only. That would ease the traffic on Springbrook and increase the capacity for the 99W and Springbrook intersection and with the no-through it would reduce the Wilsonville Road issues. ODOT said they would be looking at mitigation and any savings they had in the construction of Phase 1 would be applied to this idea and they were hoping that it would be done in the short term. Debi Lowe was a Clackamas County resident living on Wilsonville Road. She was there on behalf of Representative John Davis who stated he was committed to funding and completing the Bypass in

a manner that helped rather than harmed mobility and traffic in Newberg and the surrounding region. Any increase in traffic on Wilsonville Road would have a negative impact on the health, safety, and welfare of thousands of Yamhill and Clackamas County residents who lived on or near the road. Such an increase was also in direct contrast to the legislative intent of passing the Jobs and Transportation Act of 2009 which funded the majority of the Bypass. He was committed to providing Newberg and the surrounding region with the resources from the State level to help. The Bypass needed to be fully completed in a way that improved rather than increased traffic mobility and mobility through Newberg. Ms. Lowe had lived on Wilsonville Road for 25 years and she echoed the safety issues and a solution would be changing the speed limit on Wilsonville Road to 35 mph.

David Leckey said Wilsonville Road was 13.5 miles long and 250 yards of it was in the City of Newberg. The other 99% was in other people's jurisdictions. Yet the Commission would be voting on something that the residents had no power to vote on. They would have to live with the Commission's decision and it affected a lot of people.

Cheryl McCaffrey said in the interest of time, she had no comment.

John Phelan, Yamhill County Public Works Director, had been in his position for seven years and noticed the first year he was on the job that this design was flawed. He answered some previous Commission questions. The forested area that was being removed was going to be a vineyard. There was no long term plan for Wilsonville Road to accommodate increased traffic. Chair Bliss had been right on his measurements. The best long term solution was to put shoulder gravel on the road as there was no funding to straighten the curves. The County's figures showed there were 2,500 cars per day on Wilsonville Road and the County's TSP recognized 3,000 to 6,000 in the future which was in anticipation of the Bypass. At the very least traffic would be increased by 500 vehicles per day. The speed control was set by a State agency, not the County, and he thought it would be difficult to get the speed limit reduced. There was no long term plan for Renne Road, and at best it would be paved in the next three to five years. He thought Wilsonville Road was currently at capacity and disagreed with the modeling saying it would not be an attractive road as it was aesthetically pleasing and people driving from the coast and casino would elect to go down Wilsonville rather than 99W.

PC Cathy Stuhr thought it was likely people would also choose to use the side streets to turn around and get onto Wilsonville Road. Mr. Phelan agreed and thought the two options before the Commission left a lot to be desired.

Henry Richmond lived and operated a farm on Wilsonville Road. He said Clackamas County had reduced the speed to 45 mph and put up a sign and might put a stop light on Wilsonville Road. The City of Wilsonville had 25 mph near the school as well as flashing lights and people did slow down during school hours. The farm worked both sides of Wilsonville Road and they crossed the road every day several times. He was in favor of the no-through proposal. The peak hour traffic on Wilsonville Road according to ODOT was 170 vehicles and the traffic on 99W west of Dundee was 1,270 and the State anticipated 49% of that traffic would go on the Bypass. The modeling was not done for Wilsonville Road and they did not know how many of those cars would end up on McKay or Springbrook, but if a third or half of them went down Wilsonville Road, that was two to three times more than it was today. That was not acceptable and he was not happy with how ODOT had acted throughout this process. The people who lived on Wilsonville Road had a solid basis for concern. They did not see Wilsonville Road as an extension of the Bypass.

Merle Smith was a Clackamas County resident who lived on S Ranch Road. He got his mail from the Newberg post office and paid taxes to the Newberg school system. He went to Newberg frequently and it was his community. He wanted the Bypass and the better access it would bring. This was not a battle between neighborhoods. They wanted to solve a local problem, but it had a regional impact. They were the victims of under-funding and a partial solution. The congestion was not being relieved, but was being removed from 99W to surface streets that everyone used and was being done without sufficient study or notification to the people who would be impacted. The 99W traffic was never intended to go down Wilsonville Road. Option 1 would be an invitation for that to happen. Option 8 went back to what was intended for the partial completed Bypass, to encourage the traffic to go back up to 99W. He explained how the no-through option would work and that it would allow left and right hand turns, just not straight through traffic.

PC Allyn Edwards asked what would happen to the residents if Wilsonville Road was shut down. Mr. Smith thought it would create chaos and he discussed how other alternatives would be worse if Wilsonville Road was shut down.

Lindsey Berschauer lived on Wilsonville Road. She supported the no-through option. No project was too far along to pull it back and make it right. The kids living on Wilsonville Road attended Newberg schools and their parents were shopping and working in Newberg. She explained the traffic problems she had taking her son to school on Wilsonville Road and the gridlock she encountered. She thought the cities of Newberg and Wilsonville should collaborate to find a better solution. There was a lot of truck traffic in the neighborhoods and there were fatal flaws in most of the intersections on Wilsonville Road. On top of the speeding issues, people were passing around some of the turns where there was almost zero visibility. She wanted to make sure it was done right the first time.

Steven Schuback lived on Wilsonville Road. There was mutual interest in safety and solving the traffic problems. He thought Option 8 met the interests for the majority of the people in attendance. Option 1 did not solve the problems for those living on Wilsonville Road. Regardless of the options, the whole area between the Bypass, Fred Meyer, the hospital, and Renne Road would be saturated with traffic. Inside the City limits they could change speed limits and traffic patterns, but on Wilsonville Road they had no control over the street and did not have the tools or alternatives the City had. He strongly recommended going with Option 8.

### C. Opponents and Undecided

Hillary Crew, Newberg resident, said her neighborhood bordered Springbrook and Brutscher. There were 288 homes in her neighborhood and most of them were homes with children. There were no crosswalks or lights, nothing in place that would protect the safety of the children and the ability to get in and out of the neighborhood. Anticipating 800 cars on Springbrook was a significant impact on the area.

Mike Hallock had no additional comments to make.

Terry Palmer, Newberg resident, lived near Fernwood. He thought cars would find a way around to Wilsonville Road, especially City of Wilsonville residents who were going home. The majority of traffic increase on Wilsonville Road would be Wilsonville residents, not people from out of town. Corral Creek and Renne were not designed for the increased traffic. Response time for emergency vehicles would be affected. Fernwood and Brutscher were homes to elderly residents who used mobility scooters to travel back and forth on the road. The roads were also zoned for golf carts.

There was no data to support the traffic flows. Everyone assumed it would be worse, but no one has the numbers. If Option 8 was passed, he would like to see no-through traffic allowed on Fernwood, Renne, and Corral Creek except for residents of those roads and that it would be enforced by the Police Department. He thought the primary responsibility was to Newberg residents and their safety.

Jack Reardon had no comments.

Sally Rice had left the meeting.

Bill Rourke, Newberg resident, did not think the east end of the Bypass would be done in the near future. Traffic would increase as a result of the Bypass and there were safety concerns. The safety concerns people had about Wilsonville Road were the same for the Newberg neighborhoods if the traffic was re-routed. The choice was where the safety issue needed to be addressed most. He suggested three options for people to take in order to more evenly distribute the traffic and using signage to direct the traffic better. The threat of a lawsuit should not be the deciding factor.

Gerald Towers lived on Wilsonville Road. He asked how many lanes would be on the Bypass. Chair Gary Bliss answered two, one lane going each way. Mr. Towers thought there should be two lanes going each way. Chair Gary Bliss said eventually there would be two lanes, but he did not think it would happen in his lifetime.

Jack Reardon, Newberg resident, spoke in favor of Options 2, 4, and 5, particularly Option 5. He heard nothing from ODOT explaining how it made sense to connect Wilsonville Road to a Bypass facility when there were no plans to improve the rural road.

#### D. Written Correspondence

CDD Doug Rux handed out additional correspondence that came in, an email from Representative Davis and material received from ODOT. The Planning Commission took five minutes to read the information.

#### E. Applicant rebuttal

Mr. Potter answered questions that had been directed at ODOT. There were no schedule or cost impacts by going with Option 8. He discussed the other two traffic models that could be used, the Metro model and statewide model. The Metro model treated 99W as an external station. The cost of Option 4 would be seven million dollars and would take three years to acquire right-of-way, design and construct. ODOT was willing to help mitigate any marginal impacts that the no-through design would have on the Newberg community. These impacts would be identified after construction because they did not know what those impacts would be yet.

PC Philip Smith thought they were already anticipating where those impacts would occur. The judgments needed to be made together with the County, ODOT, and the City of Newberg. He wanted the assurance that ODOT would help with planning and mitigation for Newberg streets. Included on the list was dealing with cut through traffic in the mobile home park, the problem of County roads that could not take more traffic, specifically Fernwood, Renne, Corral Creek, and Wilsonville Road, lights and crosswalks in the Brutscher/Springbrook area, and signage to McKay. Chair Gary Bliss asked if there was money for the mitigation issues. Mr. Potter said ODOT would find the money to meet the commitment.

Chair Gary Bliss asked about the travel times at the Springbrook and Fernwood and 99W intersection during peak times.

Wade Scarbrough, Kittelson and Associates, said Kittelson did the traffic analysis for the modeling. The Springbrook and Fernwood intersections with the Phase 1 of the Bypass was projected to be at 81% capacity. People should be able to get through at the first cycle.

**Final Comments from staff and recommendation:**

PC Johnson asked what it would mean to the timeline of the Bypass if the hearing was continued.

CDD Doug Rux said ODOT had been made aware that the hearing might be continued until January.

MOTION: Commissioner Philip Smith moved to close the public testimony portion of the hearing and continue Commission deliberations at the next meeting on January 14, 2016. Seconded by Commissioner Cathy Stuhr and passed 7-0.

**Close of Public Testimony:** Chair Gary Bliss closed the public testimony portion of the hearing at 11:23 pm.

**ITEMS FROM STAFF:**

CDD Doug Rux reported on recent City Council actions and upcoming items that would be brought to the Planning Commission in January and February. The Planning Commission would be getting City email addresses to be used for City communications and he explained how to set them up. He gave an update on the Urban Growth Boundary process.

**ITEMS FROM COMMISSIONERS:**

PC Allyn Edwards thought there should be discussion regarding extending Gary Bliss as Chair in January as they were in the middle of some issues. Chair Gary Bliss said the Chair typically changed after the January meeting.

CDD Doug Rux said election of the Chair and Vice Chair would be on the January meeting agenda. The new Chair could pass the gavel back to Mr. Bliss to complete the hearing in January and when the hearing was done the new Chair could take over.


PC Cathy Stuhr commented about the seniority based process the Commission used for electing Chair and Vice Chair and changing it to make sure if one was a newer member that the other was an older member who had more experience.

PC Patrick Johnson said the reason he left the Budget Committee was because they wanted to make him Chair. He had no interest in a leadership position until he understood the processes better.

Chair Gary Bliss adjourned the meeting at 11:35 p.m.

**Approved by the Newberg Planning Commission this 14 day of January, 2016.**

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Bobbie Morgan, Planning Secretary

  
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Gary Bliss, Planning Commission Chair