

CITY OF NEWBERG TRAFFIC SAFETY COMMISSION MINUTES
JULY 14, 2014, 7:00 PM
PUBLIC SAFETY BUILDING (401 E. THIRD STREET)

"Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community."

I. CALL MEETING TO ORDER

Chair Neal Klein called the meeting to order at 7:08 PM.

II. ROLL CALL

Members Present:	Neal Klein, Chair	Karl Birky, Vice Chair	Dianna Cotter
	Ron Johns	Kari Lawson	David Venable
	David Hostetler	Chris Kelly	
	Jacque Betz, City Manager		

Members Absent: Tony Roos (excused) and Sarah Ferguson (excused)

Staff Present:	Brian Casey, Chief of Police	Jason Wuertz, Civil Engineer
	Jessica Pelz, Planner	
	Mary Newell, Support Services Manager and Recorder Pro Tem	

Others Present:	Cathy Stuhr, Planning Commission	Art Smith, Planning Commission
	Gary Bliss, Planning Commission	
	Tim Potter, ODOT Area 3 Manager	
	Kelly Amador, ODOT Senior Project Leader	
	Terry Cole, ODOT Region 2 Lead Planner	

III. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was performed.

IV. PUBLIC COMMENTS

Chair Klein opened and closed the public testimony as there was no one to testify.

V. CONSENT CALENDAR

A. Review and approve meeting minutes of April 14, 2014.

MOTION: D. Cotter/K. Lawson approving the Consent Calendar including the Traffic Safety Commission minutes as written for April 14, 2014. Motion carried (8 Yes/0 No/1 Absent/0 Abstain/0 Vacant).

B. Review and approve General Traffic Order of the Traffic Safety Commission to allow for Temporary Street Closures for "Tunes on Tuesday" events on specific dates in July and August 2014.

MOTION: K. Birky/D. Cotter approving the General Traffic Order of the Traffic Safety Commission allowing temporary street closures for Tunes on Tuesday during July and August. Motion carried (8 Yes/0 No/1 Absent/0 Abstain/0 Vacant).

VI. NEW BUSINESS:

A. Update by ODOT on bypass and other area projects.

Jason Wuertz introduced Tim Potter, ODOT Area 3 Manager, and Kelly Amador, ODOT Senior Project Leader for the Newberg-Dundee bypass, who were in attendance to talk about the bypass and the numerous other ODOT projects in the Newberg area.

Tim Potter, area manager for Marion, Polk and Yamhill Counties, began the discussion with a brief overview of the area projects, assisted by Kelly Amador, outlining the steps for the bypass project to date.

Mr. Potter provided the following project update.

- Primary project is paving project of 99W, from Oregon 240 to McDougall junction, which runs into September. This project will skip Dundee this summer due to some sidewalk improvement projects involving ADA ramps and street lighting by the City of Dundee. When Dundee's project is complete, ODOT will finish the paving project.
- Last weekend, Friday through Saturday night, the railroad upgraded their protection for the rail around the road. Thanked Chief Casey for traffic control assistance, as they shut down two lanes of highway, which made the project go more quickly and smoothly.

Kelly Amador provided the following bypass project update.

- Project started a little over one year ago, and the first round of construction is finished.
- Have done a lot of the prep work for the next contracts that are coming in.
- Contractor will be finishing work on bridge fills, including the smaller bridges in Dundee and a large one off 99 onto Parks, as well as a Hwy 219 large culvert and the roadbed in Newberg on the east end.
- Next, Hamilton Construction will start the Dundee end in the next couple weeks, with a preconstruction meeting on Friday. Dundee will begin to see more construction soon.
- Bid opens August 21st for next contract for the Mid-Newberg to Dundee section. Anticipated work would start end of September to mid-October, after finalizing the bidding and contacting process.
- Within Newberg and Dundee there are ten bridges that will be built, in addition to several water quality facilities for collecting water runoff for all the new surface being installed.
- Sound walls will be going up on one of the larger bridges in Newberg. There will also be aesthetic features for a bridge crossing 99 in Dundee.
- Last piece of project is the connecting piece from 99, down Springbrook Road to the bypass at 219, which bids in September 2015. This portion is in the design process now, but won't go out to bid until a year from now to finish up that portion of the project.

Mr. Potter indicated that there is a lot of excavation on Wynooski and 11th, which is necessary to relocate the utilities, such as large gas lines which feed SP Newsprint plant and some water facilities on 11th Street. These are not part of the ODOT project but are being relocated as a result of their project, noting ODOT has been working with the City of Newberg and the utilities to get it all done.

Mr. Potter asked for questions.

Responding to a question from Chairman Klein, Mr. Potter advised that the completion date is anticipated to be end of the summer in 2017.

Potter and Amador confirmed that bidding for the Springbrook & 99W portion was slated for September 2015, and they anticipated construction would begin in November, but that it would depend on how quickly the paperwork gets turned around and coordination of schedules.

Noting it will probably become a big issue for the Traffic Safety Commission, Commissioner Cotter asked ODOT to describe the plan for rerouting traffic on Springbrook between 99W and Wynyoski Road. Ms. Amador indicated this was under discussion as part of the design review and they would probably have a good idea in early 2015 and they'd be happy to review the plan with the Traffic Safety Commission at that time. Ms. Cotter suggested citizens and businesses be involved as it would be a major inconvenience, plus obtaining traffic stats, and doing some community outreach. Ms. Amador indicated ODOT has a public involvement consultant who is helping with public information. ODOT will definitely do some preliminary community outreach. Ms. Amador encouraged commissioners to contact her after the first of the year to work things out together.

Chairman Klein asked if there had been more discussion regarding the concern that Wilsonville Road would become a freeway between I-5 and bypass. Primary discussion has been how to appropriately sign it so people know what to do when they get to Hwy. 219, that Wilsonville Road is not the road to take to I-5. Other elements are an agreement to do studies before and after the opening to determine if the fears are real. Existing traffic studies do not indicate that what residents feel will happen, will actually happen.

Mr. Potter, addressing a question from Chairman Klein, indicated Wilsonville should not come up as a through route for GPS mapping, that traffic should funnel through McKay Road which is a collector road. But ODOT cannot predict what the mapping programs will project.

Ms. Cotter said a lot of traffic uses the exit off I-5 at McKay Road and that it would be helpful to have signage informing drivers that there is construction on Hwy 219 and Springbrook Road. It's a heavily traveled exit and ODOT was unsure where to locate signage but would try to figure that out. However, Mr. Potter did say that all freight industry is plugged into TripCheck and well informed. More of a hurdle for the casual driver.

Ms. Stuhr asked about the rest of the bypass. Mr. Potter responded that ODOT really does not know, it will be when funding comes available but that is an unknown at this time. He did note there is already a lot of political effort to start that outreach.

Chairman Klein thanked ODOT for their time and report, and looks forward to working with them in the future.

Chairman Klein called for a five minute recess.

B. Presentation on the Transportation System Plan update.

Jessica Pelz, Planner, tweaked the presentation DKS gave the Planning Commission for presentation to the Traffic Safety Commission. She provided an overview of where they are in the process, the evaluation, and some of the major projects and downtown options under discussion. They also did some preliminary analysis, and this will be ongoing with a lot more analysis on the different alternatives for the different projects and how things will look going forward. The Downtown Coalition has been very active in the process for the downtown.

So far in the TSP process, they have held an open house in January and Stakeholder interviews in March. They are currently in the process of data analysis and identifying needs in the system for pedestrian, bike, transit, and vehicle. Also identified various projects and consultant is doing some model testing and compiling evaluation criteria. These are all related to the goals and objectives of the TSP: sustainability, safety, pedestrian oriented,

fiscal responsibility. Those goals all have evaluation measures and objectives that they use to measure and weigh the projects so that they can prioritize them.

They are pretty far along in the TSP process. A lot of the background work has been done. Jessica advised of the overall process. Important to balance the priorities with the funding to see what they can accomplish over the 20 year outlook. The next steps will be to develop policies and ordinances, and adopting the TSP.

Jessica then explained how to build the project list. Projects are generated from analysis and input from the public and stakeholders and from the existing TSP. They are in the process of identifying the alternatives, particularly regarding downtown options. Then the project management team, with public input, will evaluate the alternatives and come up with a recommendation.

A few major projects identified by the existing TSP and the public are:

- Ped/bicycle system
- Downtown livability/difficulty crossing 99W. Major issue due to the traffic counts. Traffic will be reduced with the bypass, leaving approximately 38,000 cars downtown on opening day. Downtown improvements can be done, but it is still a lot of traffic in 2016. That's more than in Dundee today. It will be significant going forward as they consider the downtown planning.
- Looking for better connectivity of routes between east and north Newberg
- Congestion east of Springbrook/Bypass relief. Opening day of Bypass Phase I, they anticipate that traffic volume will about double on Springbrook Road. Expected improvements to the intersection of 99 & Springbrook is expected to take care of that traffic increase, but will continue to go up over time. As it becomes congested, cars will take other routes which will increase congestion on adjacent streets.

There is a pretty pervasive belief that the Bypass will fix the Newberg downtown, comparing it to McMinnville 3rd Street. Jessica understands the desire to have that, but says that is really not possible with 38,000 vehicles flowing through the Newberg downtown. McMinnville's 3rd Street is off Hwy 99 and they also have a bypass, which is a very different situation.

She discussed the general concepts for the Downtown:

- Remove one lane each direction of the couplet (road diet), which means two lanes each way instead of three.
- De-couple Hancock and First, which would make Hancock and First Street both two-way.
- Third option is to shift the couplet to Second or Third Street, which is already in the current TSP by using Second Street and Hancock.

There are pros/cons to each option. With the de-coupling, there is some engineering issues on each end in how to merge back.

Jessica and ODOT discussed population/volume counts in downtown with before/after bypass counts. Population will increase over the next 20 years.

The next phase of the process is system analysis to test the alternatives and see what happens with actual traffic modeling. Doing any of the options will reduce capacity. Consultants have proposed getting rid of the shifting couplets idea and not studying it any further..

She touched on the 20-year outlook for Fernwood, Hayes, Crestview, and Hwy 2nd/219 sections. There is a lot of cause and effect, any improvement/relief made at one location will have some accompanying traffic congestion somewhere else.

Next steps is more refined analysis of the included projects, intersection impacts, and the operational analysis post-bypass. Then the updated ranking on the goal, objective, and evaluation criteria. There will be another public event within the next few months.

Commissioner Karl Birky expressed appreciation for being allowed to represent the Traffic Safety Commission on the committee, noting DKS was doing a good job. He said they support complete street concepts, and was encouraged. He was impressed and pleased by the response of the Planning Commission when the discussion centered on 99 through the downtown. On the whiteboard, Commissioner Birky sketched out the downtown couplet / de-couplet idea and explained that process for clarity. Commissioner Birky told a story to illuminate the idea that one must plan today for tomorrow's unknowns.

General discussion followed.

Responding to a question by Chairman Klein, Terry Cole, ODOT, responded. Regarding funding, they are doing TSPs all over the region to determine the financial limitations/status. A lot of the funding over the past 10 years have been through bonding programs. When they look over the next 20 years of funding needed at the state level in Region 2, the entire amount of statutory minimum requirement (ModMimimum) amount would not pay for the next two phases of the bypass. They would be borrowing that against their maintenance. Maintenance gets more expensive over time. Anticipating more funding Acts over time, but there is a lot of competition within the budget. Yamhill County won the jackpot with the budget the last time there was an infusion of money. Being realistic, it is unlikely there will be funds available to finish the next two phases of the bypass in the planning horizon. Official position is that neither is reasonably likely to occur during the planning horizon. They are looking at the TSP with just Phase I in place and how will they manage and adapt the system with just the first phase in place.

Cole stated, with respect to the Downtown Couplet, angled parking is a really difficult thing as it is unsafe for people to back into traffic, particularly with the traffic volumes they are talking about. Further, the level of traffic anticipated, whether just Phase I or if the entire by-pass were completed, the situation still has a congested amount of traffic that makes it undesirable. Newberg could look at what can you do in that 3-lane couplet situation to make it more ped/bicycle friendly by narrowing the lanes to slow traffic, curb extensions, etc. Improve the quality of the crossings and sidewalks; you can make the downtown more attractive. Forecasts show that if you give back the capacity you will have some unintentional consequences which would be as bad if not worse than exists currently.

Birky said 3rd Street in McMinnville is perpendicular to the highway. Discussion.

Jason Wuertz said a significant challenge for the city will be spillover traffic on the east side of Newberg post-bypass. The most affected streets will be Brutscher, Fernwood, and Providence. Terry Cole provided further explanation on the priorities they are trying to balance out when making determinations on how to proceed. He concurred that the northeast side feels the pressure of the one phase of the bypass, where the rest of Newberg is not too bad.

Jessica advised that this matter would be discussed at the work session with City Council on Monday. It will be a while before there is any anticipated action by the Planning Commission or the City Council.

IV. OLD BUSINESS

A. Status update on Traffic Calming Plan

The Chairman advised that this matter was still before the Planning Commission, awaiting another opportunity for discussion.

V. STAFF REPORTS – GENERAL INFORMATION

- A. Engineering Update – Jason Wuertz indicated staff has moved back into their offices following the flooding of City Hall.
- B. Police Update – Chief Casey advised that department has been busy with many events. They just finished up with Special Olympics, which was a wonderful event and will be back in Newberg next summer. Had the Dundee marathon; Tunes on Tuesday, and anticipating the Old Fashioned Festival. Working a DUII grant and Crosswalk enforcement. City lost communication capability when lightening took out a tower, and a tree was struck in town. Lots of fireworks complaints.
- C. Commissioners Updates - Commissioner Diana Cotter advised that this was her last meeting with the Traffic Safety Commission, noting she was accepted as a graduate student at University of Oregon in Eugene.

Commissioner Birky also expressed support for Special Olympics and encouraged attendance.

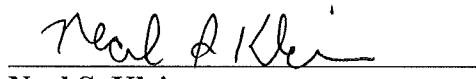
Chairman Klein polled interest in a joint Christmas party with the Planning Commission. Consensus was to pursue and Neil will work with Cathy Stuhr to coordinate.

VI. ADJOURNMENT

There being no further business to come before the Traffic Safety Commission, the meeting adjourned at 8:40 PM.

Approved by the Newberg Traffic Safety Commission on this 13th day of October, 2014.


Minutes Recorder


Neal S. Klein
Traffic Safety Commission Chair