



**OREGON**  
**STATE HIGHWAY DEPARTMENT**  
**SALEM**

April 14, 1953

**HERBERT SWIFT**  
**RECEIVED**  
APR 15 1953  
**R. H. BALDOCK**  
STATE HIGHWAY ENGINEER  
**W. C. WILLIAMS**  
1ST ASST. STATE HWY. ENGR.  
**W. W. STIFFLER**  
2ND ASST. STATE HWY. ENGR.  
**C. W. ENFIELD**  
CHIEF COUNSEL

**COMMISSIONERS**  
**BEN R. CHANDLER, CHAIRMAN**  
COOS BAY  
**CHAS. H. REYNOLDS, MEMBER**  
LA GRANDE  
**M. K. MCIVER, MEMBER**  
PORTLAND  
**H. B. GLAISYER**  
SECRETARY

Mr. Herbert Swift  
City Attorney  
Newberg, Oregon

Dear Sir:

In reply to your letter of April 7, the Highway Commission has no definite plans for any change of the existing highway routing through Newberg. Studies, of course, have been made as to possibilities of one-way street routings, if such should become necessary. The studies indicate that Hancock Street is better located for the westbound traffic, but no detail plans of any nature have been worked out.

Owing to the probable length of time before a one-way street system could be justified in Newberg, we believe no useful purpose could be accomplished by any surveys that might be made now.

Very truly yours,

A handwritten signature in cursive script, likely belonging to R. H. Baldock.

R. H. Baldock  
State Highway Engineer



April 7, 1953

Mr. R. H. Baldock  
State Highway Engineer  
State Highway Building  
Salem, Oregon

Dear Sir:

Re: Highway Relocation.

The Newberg City Council met on Monday, April 6 and discussed the above subject, particularly with reference to Highway 99W now traversing First Street in said City. It was brought to the attention of the Council that Mr. R. M. Curtis and Reverend Gustave Storaker of the First Methodist Church here had conferred with you recently regarding the matter. The church building is situated on Hancock Street, one block north of First Street and the church organization proposes to construct a parsonage. However, they would like to avoid building it in such a location as to be adversely affected should Hancock Street be widened to take a part of the traffic from First Street. You may perhaps recall that the two streets paralleling the highway within one block are Hancock Street on the north and Second Street on the south.

The Council was advised that, while the Commission could make no statement regarding future relocation, it might be possible to provide the City with a relocation survey. Information available did not clarify just what was meant by such a survey and I would appreciate it if you would advise me for the Council as to the nature and purpose served by such a survey together with the cost thereof and when it might be performed.

Thanking you, I remain

Yours very truly,

HERBERT SWIFT  
City Attorney

HS:eo



# *Southern Pacific Company*

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

L. R. SMITH  
SUPERINTENDENT

GMO-66594

December 17, 1956

DEC 20 REC'D

Hon. George H. Layman, Mayor  
City of Newberg  
Newberg, Oregon

Dear Sir:

Our letter October 18th, transmitting  
quitclaim deed in connection with Oregon State  
Highway Department constructing an additional  
crossing at Newberg and closing crossing at  
Vermillion Street:

Will appreciate advise as to when we may  
expect return of quitclaim deeds properly signed by  
City of Newberg.

Yours truly,



# Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

L. R. SMITH  
SUPERINTENDENT

October 17, 1956

GMO-66594

City  
OCT 20 REC'D

Hon. George H. Layman, Mayor  
City of Newberg  
Newberg, Oregon

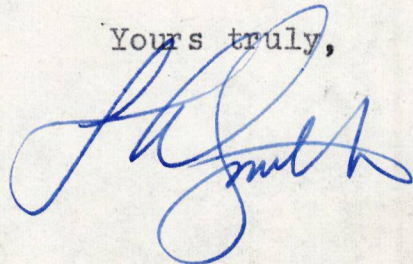
Dear Sir:

Will you please refer to the Oregon State Highway Department's letter of August 29th relative to the relocation of Hillsboro-Silverton Highway No. 140 where it crosses our track near Union Oil Company's plant in your City?

According to the PUC Order, the State and City of Newberg were to close existing crossing. The existing crossing was opened in 1916 under Public Service Commission Order No. F-499 and is covered by agreement with Southern Pacific Co.

Mr. De Souza, attorney for the Oregon State Highway Commission, suggests that the attached indenture be submitted to the City of Newberg for action by their Council. Therefore, we request that you pass same to the Council and obtain necessary approval for you as Mayor to sign, and have the Clerk sign and acknowledge, fixing seal of the City and returning the original copy to us for filing. We also request that we be given a certified copy of resolution adopted by your Council authorizing the parties executing the quitclaim to sign. The extra copy of this quitclaim is for your files.

Yours truly,





December 21, 1956

Southern Pacific Company  
Union Station  
Portland 9, Oregon

Gentlemen:

Re: GMO-66594

Pursuant to instructions of Mr. George H. Layman, Mayor of the City of Newberg, I enclose herewith duly executed Quitclaim Deed covering the railroad crossing over your right of way North of Newberg together with certified copy of Resolution authorizing same.

Hoping this meets your requirements I remain,

Yours very truly,

HERBERT SWIFT  
City Attorney

HS:m  
Enclosure



August 20, 1968

West - 4 more blocks of business area.



5. History:-

Before rebuilding of hwy over Rex Hill, and extension of 4-lane from Tigard to Rex Hill, and on to Newberg, various alternatives:

in 1930's, Sen. Burke credited with plan to run hwy north of town  
Since, many rumors and apparent plans - some to run south of town

In 1955 bridge at E. end of town replaced with modern 4-lane fill, dedicated with former Pres. Hoover as guest (along with Park and his boyhood home)

Then we understood it was estimated that First St. would remain as is for 10 more years - -

now - 13 years later - consider facts relating to safety and convenience.

6: Increase in population of area:

1950: 3946  
1960: 4204  
1968: (est.) 4883 16%  
1978: Double - 610,000  
Family units added: → 1960 - 10  
single 1968  
7 mos. 25  
multiple: 1960 - none  
1961 12  
1967 63  
1968 - 7mos 38

New construction: 1963 \$710, 189  
(1967 1,226,679)  
7 mos. 1968 1,404,761 double all of 1963

Substantial annexations to city

Publishers Paper Co. - 27, million paper plant some 150 more workers  
direct and indirect expansion

Recreation: Boating and Parks - bring in people

~~Substant - double in 10 years~~

7: Safety:

Traffic accidents: 1966: 201 39% on St.  
DVM 103 on St.  
City: 103 40 on St.  
1967: City 104 inv. 48% on St.

Pedestrian: 1963-67 inc. av. 3.8 per year  
1958-62 inc. av. 1.6 per year double

8: Convenience: 1964-8 19 1/2% increase in acc. inv. by police = about 50% on St.  
1964-7 - 57 1/2% increase in citations for moving violations

traffic congestion

Difficulty in crossing First St.

Stop lights not coordinated -

seem to be coordinated in reverse - one string and then

another - almost reverse  
also danger - as people try to slip thru

9: Traffic flow:

State hwy count:

		June				
Av. Wpk Day:	1964	1965	1966	1967	1968	
	8150	8100	8400	8950	9850	←
Av. wkend Day:	9650	9200	9800	9350	10,700	↓
						plus 10.1%
						20% in 4 yrs
						plus 14.4%

Increases reflect not only further activity in Newberg area, but also travel to and from the expanding metropolitan area, and the greater developed coastal area - in add. to tourists -  
emphasize that local traffic would constitute no problem by itself

10: Our delegation: provide additional data at any time

glad to submit memo on our figures, if helpful

11: Conclusion:

*Question: how long does it take growing area can acc escalating hwy traffic*  
 Appreciate serious consideration of measures both <sup>short-term</sup> temporary and <sup>long-term</sup> permanent  
*one-way can't by pay* long-time planning - *how long can a local area accommodate escalating hwy traffic*  
*range that* *not only* but present problems should be met  
*and but*  
 future increased problems anticipated.

Thank you.



## COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN  
MEDFORD  
DAVID B. SIMPSON, MEMBER  
PORTLAND  
FRED W. HILL, MEMBER  
PENDLETON



STATE OF OREGON  
STATE HIGHWAY DEPARTMENT  
SALEM 97310

July 23, 1968

Mr. Gustav H. Bliesner, P.E.  
City Engineer  
City of Newberg  
414 East First Street  
Newberg, Oregon 97132

Dear Sir:

This is in response to your letter of July 17, 1968 requesting some additional traffic count data for the permanent recorder on US 99W northeast of Newberg and for certain railroad grade crossings in the City of Newberg.

For the month of June, the 1964-1966 average weekday volume and average weekend-day volume is tabulated below for that permanent recorder site. The 1967 and 1968 data were presented in our letter of July 10, 1968.

	1964	1965	1966
Average Weekday (AWD)	8150	8100	8400
Average Weekend-day	9650	9200	9800

During most of June, 1963 the recorder was inoperative. However, the records show an AWD estimate of 7900.

Our file contains the following data for the railroad crossings you mentioned.

1. Main Street	1967 Average Daily Traffic, 3600
2. Sherman Street	December, 1963 count, 170
3. Meridian Street	October, 1956 count, 800
4. Franklin Street	No Date
5. Washington Street	October, 1956 count, 120
6. 3rd Street	No Date

Up-to-date counts will be obtained sometime in November, after completing the Department's 1968 traffic counting schedule.

Mr. Bliesner, P.E.

-2-

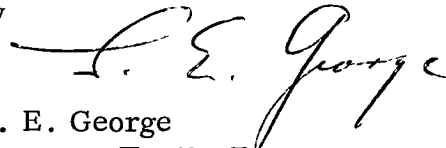
July 23, 1968

Should you have an urgent need for an up-to-date count before November, please let us know.

Very truly yours,

Tom Edwards  
Assistant State Highway Engineer

By

A handwritten signature in cursive script, appearing to read "L. E. George".

L. E. George  
Assistant Traffic Engineer



Chief Hawkins has also expressed much concern over traffic conditions on 1st Street and strongly supports and urges removing as much traffic as possible from our main thoroughfare. According to Chief Hawkins, 1st St. which runs the entire length of our City and through the heaviest business district, is becoming more congested and hazardous every year.

Many factors combined are rapidly causing a great deal of anxiety by the entire motoring public. Not only are our local citizens constantly complaining about existing conditions but many complaints are also received from out of towners who are just passing through. Most of the complaints are related to such problems as pedestrian safety in crossing 1st St., in accessibility to St. during peak hours of traffic or on weekends and holidays, speed too fast for conditions, inconvenience to shoppers, etc.

We must realize that there is a reasonable basis for these complaints. When we stop to analyze some of the statistics available to us we find that according to State Highway Department records, between June 1964 and June 1968 the flow of average weekday traffic increased approximately 20% and the average weekend day traffic increased approximately 10.8%. During this same period, local figures reveal approximately a 19½% increase in accidents investigated by police. Of this approximately 40 to 50% occur on 1st St.

We realize of course that as traffic increases so will our accidents, however we feel that far too large a percentage of accidents are occurring on 1st St. or 99W.

Strict enforcement measures and constant educational programs promoted by the police to local citizens have failed to effectively curb the rising accident ratio.

During the same period previously mentioned from '64 through '67 police report an increase of 57½% in the number of traffic citations issued for moving hazardous violations.

Thus bearing in mind that Newberg's population is expected to double within 10 to 15 years, that three State highways intersect within the City, that there is a constant annual increase in traffic flow on First St. and that strict traffic law enforcement has failed to reduce on a proportionate basis the number of accidents occurring on 1st St. or 99W, we therefore feel that these circumstances should warrant immediate attention when considering remedies to relieve this hazard and congestion on highway 99W within the City of Newberg.

This can best be accomplished by providing a by-pass or couplet to eliminate all or at least half of highway traffic from 1st St.

$$\begin{array}{r} 9850 \\ \cancel{8150} \\ \hline 1700 \end{array}$$

$$\begin{array}{r} 2 \\ \hline 8150 \overline{) 1700.00} \\ \underline{16300} \\ 7000 \end{array}$$



# City of Newberg

For new file

## POPULATION

## HOMES Single Family

## FAMILY UNITS ADDED MULTIPLE Duplex & Apts.

## TRAILERS Single Family

	1960	4,204	10	-	-
	1961	4,230	12	18-units	-
	1962	4,280	14	4	-
	1963	4,351	19	29	-
	1964	4,444	20	19	-
	1965	4,500	14	16	41
	1966	4,630	11	6	13
Dec.	1967	4,790	19	63	-
7 Mos.	1968	4,883	25	38	1

Not  
CERTIFIED  
At This Date

## ANNEXATIONS

## NEW CONSTRUCTION VALUATION

1957	1 Acre	
1958	8 "	
1959	260 "	
1960	-	
1961	-	
1962	5 "	
1963	-	1963 \$ 710,189
1964	9 "	1964 1,783,649
1965	-	1965 455,745
1966	230 "	1966 529,884
1967	28 "	1967 1,226,679
7 Mos 1968	101 "	7 Mos 1968 1,404,761

4200 | 6830  
4200  
2630  
25210

## COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN  
MEDFORD  
DAVID B. SIMPSON, MEMBER  
PORTLAND  
FRED W. HILL, MEMBER  
PENDLETON



STATE OF OREGON  
STATE HIGHWAY DEPARTMENT  
SALEM 97310

July 10, 1968

Mr. Gustav H. Bliesner  
City Engineer  
414 First Street  
Newberg, Oregon 97132

Dear Sir:

Enclosed is a copy of the summary of the hourly machine traffic counts obtained last month in Newberg on 1st Street (US99W). The daily total is posted on the attached map.

These counts were obtained at the same locations that were counted in August, 1967. The machines were set out Friday morning, June 28, and remained until removed on Monday Morning, July 1. For those hours that a machine did not record a count or recorded a questionable low count, a car wheel may have been parked on the road tube on the counting machine's side of the street.

The nearest permanent traffic recorder is located on US99W at about one and one-half miles from the Newberg east city limits. Although the traffic volume at this point is less than on 1st Street in Newberg, the trend at both may be similar.

For the month of June the 1967 and 1968 average weekday volume and average weekend-day volume is compared below:

	<u>June, 1967</u>	<u>June, 1968</u>	<u>% Change</u>
Average Weekday (AWD)	8,950	9,850	+10.1
Average Weekend-day <u>1/</u>	9,350	10,700	+14.4
Percent of AWD <u>2/</u>	104.5	108.6	

1/ An average of the Saturday and Sunday total.

2/ Average Weekend-day/AWD.

If we may be of further assistance to you, please let us know.

Very truly yours,

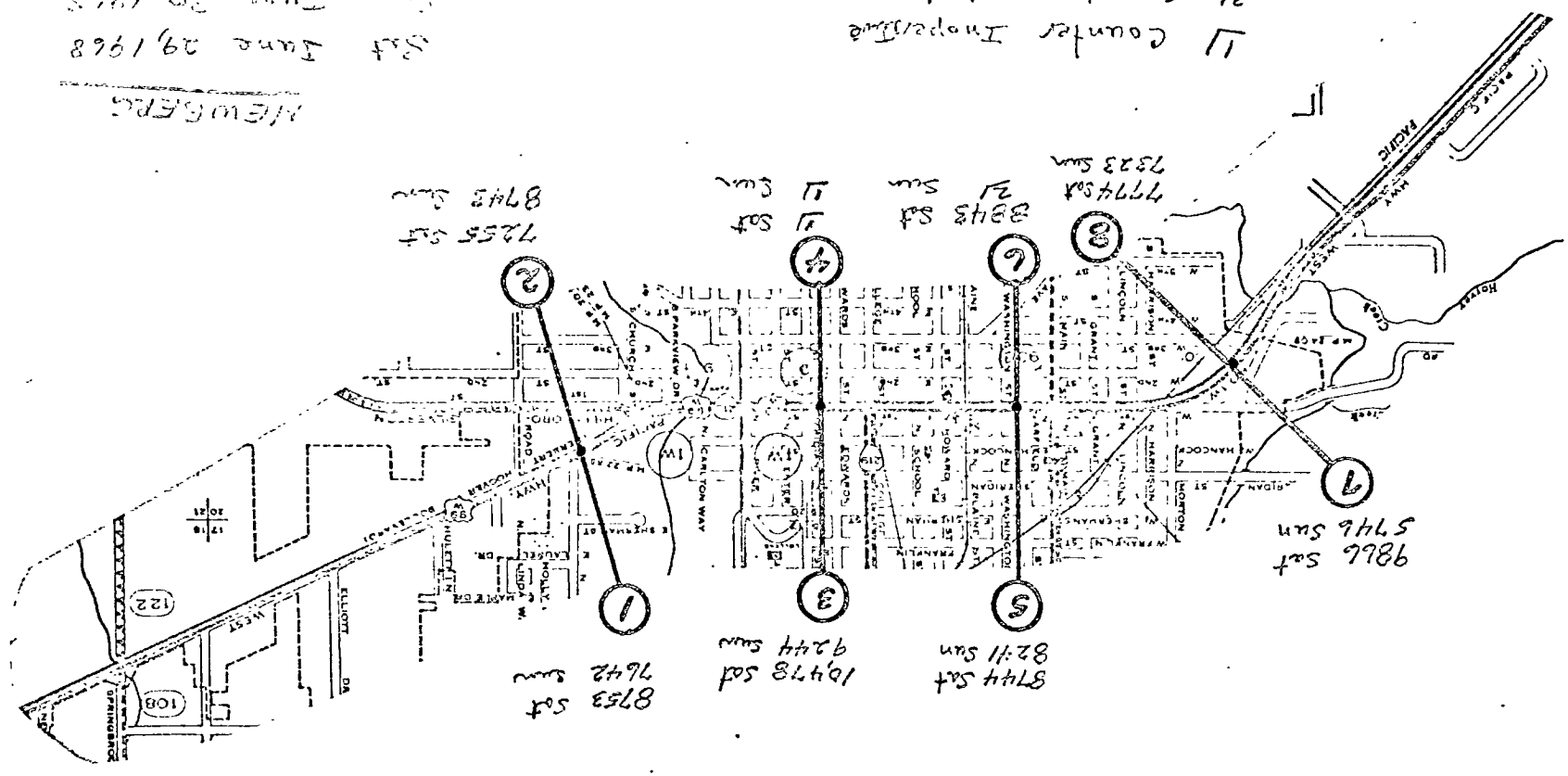
Tom Edwards  
Assistant State Highway Engineer

By   
L. E. George  
Assistant Traffic Engineer

Enclosures

1/ Counter Inoperative  
 2/ Some hours missing-may be  
 due to car parked on route.

NEWBERRY  
 Sat June 29, 1968  
 Sun June 30, 1968





OREGON STATE HIGHWAY DEPARTMENT  
Traffic Engineering Division  
Planning Survey

AUTOMATIC RECORDER TRAFFIC COUNTS

Portable Recorder ☒

Permanent Recorder ☐

Route or Highway No. \_\_\_\_\_ Station No. Newberg

Location West of Villa Rd. on 99W WB

Week Beginning June 28 1968

Day of Week		Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Total
Day		28	1				28	29	
Hour of Day									
A. M.	12-1	117	76					157	
	1-2	183	70					114	
	2-3	167	31					90	
	3-4	43	17					58	
	4-5	57	23					50	
	5-6	30	21					31	
	6-7	65	157					151	
	7-8	108	507					206	
	8-9	150	317					288	
	9-10	267	480				254	100	
	10-11	529					410	386	
	11-12	507					509	318	
P. M.	12-1	171					170	228	
	1-2	209					491	129	
	2-3	226					477	612	
	3-4	434					665	562	
	4-5	1507					774	647	
	5-6	434					857	572	
	6-7	1000					717	477	
	7-8	1000					744	570	
	8-9	1000					545	341	
	9-10	300					410	302	
	10-11	1000					208	242	
	11-12	1000					1000	208	
Automatic Recorder Total 24 Hours		7042						8753	
Axle Correction Factor									
Adjusted All Vehicle Total 24 Hr.									

REMARKS \_\_\_\_\_

OREGON STATE HIGHWAY DEPARTMENT  
Traffic Engineering Division  
Planning Survey

AUTOMATIC RECORDER TRAFFIC COUNTS

Portable Recorder ☒ 2

Permanent Recorder ☐

Route or Highway No. \_\_\_\_\_ Station No. Newberg

Location West of Village Pk. on 97W E. B.

Week Beginning June 22 1965

Day of Week		Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Total
Day		20	1				20	29	
Hour of Day									
A. M.	12-1	93	60					76	
	1-2	88	42					57	
	2-3	54	16					38	
	3-4	34	8					21	
	4-5	17	27					15	
	5-6	25	122					52	
	6-7	84	222					126	
	7-8	56	422					178	
	8-9	141	360					225	
	9-10	253	224				157	345	
	10-11	228					227	223	
11-12	220					425	150		
P. M.	12-1	233					523	487	
	1-2	231					407	489	
	2-3	445					545	499	
	3-4	217					523	557	
	4-5	222					522	482	
	5-6	222					522	528	
	6-7	221					422	525	
	7-8	220					420	477	
	8-9	222					391	474	
	9-10	217					233	222	
	10-11	212					256	242	
11-12	111					155	149		
Automatic Recorder									
Total 24 Hours		5743						7255	
Axle Correction Factor									X
Adjusted All Vehicle Total 24 Hr.									
REMARKS									

OREGON STATE HIGHWAY DEPARTMENT  
Traffic Engineering Division  
Planning Survey

AUTOMATIC RECORDER TRAFFIC COUNTS

Portable Recorder ☒ 3

Permanent Recorder ☐

Route or Highway No. \_\_\_\_\_ Station No. Newberg

Location West of Meridian on 99th W.R.

Week Beginning June 25 1968

Day of Week		Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Total
Day			1				22	29	
Hour of Day									
A. M.	12-1	204	115					217	
	1-2	243	113					150	
	2-3	120	79					97	
	3-4	55	77					64	
	4-5	54	43					57	
	5-6	45	34					75	
	6-7	122	196					137	
	7-8	112	271					233	
	8-9	225	423					388	
	9-10	467	520					558	
	10-11	513					473	638	
	11-12	626					575	753	
P. M.	12-1	774					559	660	
	1-2	674					579	714	
	2-3	582					609	721	
	3-4	577					750	722	
	4-5	510					557	780	
	5-6	560					767	672	
	6-7	560					818	553	
	7-8	581					558	602	
	8-9	494					574	511	
	9-10	501					516	424	
	10-11	333					406	393	
	11-12	226					245	264	
Automatic Recorder									
Total 24 Hours		7244						10478	
Axle Correction Factor									X
Adjusted All Vehicle Total 24 Hr.									
REMARKS									



OREGON STATE HIGHWAY DEPARTMENT  
Traffic Engineering Division  
Planning Survey

AUTOMATIC RECORDER TRAFFIC COUNTS

Portable Recorder ☒ 4

Permanent Recorder ☐

Route or Highway No. \_\_\_\_\_ Station No. Newberg

Location West of Marion Street EB

Week Beginning June 28 1968

Day of Week		Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Total
Day		30	1				28	29	
Hour of Day									
A. M.	12-1							53	
	1-2								
	2-3								
	3-4								
	4-5								
	5-6								
	6-7								
	7-8								
	8-9								
	9-10								
	10-11								
	11-12								
P. M.	12-1								
	1-2								
	2-3						1.36		
	3-4						6.82		
	4-5						1.35		
	5-6						6.54		
	6-7						5.66		
	7-8						5.17		
	8-9						5.05		
	9-10						4.00		
	10-11						3.55		
	11-12						5.22		
Automatic Recorder									
Total 24 Hours									
Axle Correction Factor									
Adjusted All Vehicle Total 24 Hr.									

REMARKS

Counter inoperative - Road Tube disconnected

OREGON STATE HIGHWAY DEPARTMENT  
Traffic Engineering Division  
Planning Survey

AUTOMATIC RECORDER TRAFFIC COUNTS

Portable Recorder ☒ 5

Permanent Recorder ☐

Route or Highway No. \_\_\_\_\_ Station No. Newberg

Location West of Washington Street 99th W.B.

Week Beginning June 22 1958

Day of Week		Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Total
Day		22	1				28	29	
Hour of Day									
A. M.	12-1	155	28					117	
	1-2	151	23					77	
	2-3	53	22					57	
	3-4	58	21					46	
	4-5	75	15					64	
	5-6	127	12					121	
	6-7	157	22					205	
	7-8	227	22					328	
	8-9	227	22					460	
	9-10	227						412	
	10-11	227						500	
	11-12	227						524	
P. M.	12-1	227						553	
	1-2	539					540	626	
	2-3	526					654	527	
	3-4	483					729	648	
	4-5	162					810	525	
	5-6	277					725	523	
	6-7	517					743	548	
	7-8	227					121	477	
	8-9	227					444	262	
	9-10	227					411	252	
	10-11	212					211	213	
	11-12	117					194	295	
Automatic Recorder									
Total 24 Hours		3241						8744	
Axle Correction Factor									
Adjusted All Vehicle Total 24 Hr.									
REMARKS _____									

**OREGON STATE HIGHWAY DEPARTMENT**  
**Traffic Engineering Division**  
**Planning Survey**

**AUTOMATIC RECORDER TRAFFIC COUNTS**

Portable Recorder ☒ 6

Permanent Recorder ☐

Route or Highway No. 9200 Station No. Newberg

location West of Washington St EB

Week Beginning August 28 1966

Day of Week		Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Total
Day		30	1				28	20	
Hour of Day									
A. M.	12-1	162	81					68	
	1-2	120						61	
	2-3	65	24					36	
	3-4	37	5					22	
	4-5	20	10					23	
	5-6	32	115					57	
	6-7	7	415					164	
	7-8	1	232					266	
	8-9	1	430					291	
	9-10		502					417	
	10-11	257						142	
	11-12	477						530	
P. M.	12-1	124						52	
	1-2	152						57	
	2-3	125					636	519	
	3-4	5					650	393	
	4-5	334					597	1230	
	5-6	381					587	42	
	6-7	310					491	100	
	7-8	330					515	330	
	8-9	226					439	21	
	9-10	220					270	132	
	10-11	27					240	346	
	11-12	17					212	182	
Automatic Recorder								8843	
Total 24 Hours									
Axle Correction Factor									
Adjusted All Vehicle Total 24 Hr.									

**REMARKS**

For hours missing - car may have been parked  
station on side road



**OREGON STATE HIGHWAY DEPARTMENT**  
**Traffic Engineering Division**  
**Planning Survey**

**AUTOMATIC RECORDER TRAFFIC COUNTS**

Portable Recorder ☒ 7

Permanent Recorder ☐

Route or Highway No. \_\_\_\_\_ Station No. Newburg

Location North of W 3rd St on 99W SB

Week Beginning June 28 1968

Day of Week		Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Total
Day		70	1				28	29	
Hour of Day									
A. M.	12-1	202						112	
	1-2	147						157	
	2-3	55						54	
	3-4	49						53	
	4-5	42						44	
	5-6	37						37	
	6-7	44						160	
	7-8	85						291	
	8-9	155						293	
	9-10	206						223	
	10-11	204						220	
	11-12	200						721	
P. M.	12-1	157						272	
	1-2	206						260	
	2-3	200					259	282	
	3-4	200					432	280	
	4-5	200					518	280	
	5-6	200					341	281	
	6-7	200					544	280	
	7-8	200					292	287	
	8-9	200					317	472	
	9-10	200					225	306	
	10-11	200					195	253	
	11-12	200					184	159	
Automatic Recorder									
Total 24 Hours		5746						9866	
Axle Correction Factor									
Adjusted All Vehicle Total 24 Hr.									

REMARKS \_\_\_\_\_

OREGON STATE HIGHWAY DEPARTMENT  
Traffic Engineering Division  
Planning Survey

AUTOMATIC RECORDER TRAFFIC COUNTS

Portable Recorder ☒ 8

Permanent Recorder ☐

Route or Highway No. \_\_\_\_\_ Station No. Newberg

Location North of W 2nd St on 92nd

Week Beginning June 28 1968

Day of Week		Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Total
Day		28	1				28	29	
Hour of Day									
A. M.	12-1	116	107					125	
	1-2	77	80					107	
	2-3	125	61					64	
	3-4	22	15					57	
	4-5	100	77					149	
	5-6	60	100					100	
	6-7	77	100					123	
	7-8	77	100					207	
	8-9	77	100	100				207	
	9-10	112	100					100	
	10-11	200						200	
	11-12	200						200	
P. M.	12-1	200						421	
	1-2	100						505	
	2-3	100					456	257	
	3-4	100					420	220	
	4-5	100					400	400	
	5-6	100					400	400	
	6-7	100					210	210	
	7-8	100					210	510	
	8-9	100					210	510	
	9-10	100					100	200	
	10-11	100					100	100	
	11-12	100					100	100	
Automatic Recorder									
Total 24 Hours		7375						7774	
Axle Correction Factor		X							
Adjusted All Vehicle Total 24 Hr.									
REMARKS _____									



1- LAST MAJOR OBSTACLE ON HWY 99 SOUTH  
1- COAST TRAFFIC

2. HWY 240 HWY 219 JOIN 99W  
AT CITY HEART,  
MAP SKETCH.

3. TRAFFIC DENSITY

1. NOW

2. PROJECTED

4. SAFETY

1- ACCIDENTS

2. PROJECTED.

OUR CONCERN & RESPONSIBILITY

5. STATE MUST HELP

1- GET Temp Relief

a. complete

2- More permanent Relief

(a) Bypass

3. NEWBORN'S Bonding

(a) TAX REBATE

(b) STATE DOES NOT ASSES

Boat Pool  
Pace



- OTHER OPEN COUNTRY PROPERTY  
ON FEDERAL

- IF through traffic off of 1st. street  
Local traffic would not cause problems

Pulp mill & Industrial  
expansion in area

ACCELERATED HOUSING & APT PROGRAM

Pulp Mill EXPANSION



State Highway Commission

We have become concerned in Newberg with the increase in traffic on Highway 99-West and its passage through Newberg. Of 201 accidents in the City in 1966, 39% were on First Street, which handles 99-West traffic. Approximately 50% of the accidents were at the intersections of First and Highway #240 and First and Highway #219.

We have a problem with left turning movements which tend to delay traffic. These movements accounted for 26% of the vehical accidents for 1966.

In 1967 the number of vehicle accidents on First Street increased from 39% to 48%.

The cross traffic and the increase in vehicle movements caused by the expansion of Publishers Paper Company have again complicated our problem.

Our vehicle pedestrian accidents for the last five years have averaged 3.8 accidents per year. In the five year period previous to this, the yearly average was 1.6 per year. The average for the past 11 years has been 2.7 per year. This is a substantial increase no matter how you look at it. We are very concerned about the safety on our street, and feel that some measures should be started now for the immediate relief of the situation and also that a more permanent solution, through rerouting, be considered for the future.

I know that within the next five years at least one child will be fatally injured in the cross walks of First Street.

I ask that you give this problem of The City of Newberg your immediate attention.

---

Durell Belanger, Mayor  
City of Newberg

CITY OF NEWBERG  
VEHICLE-PEDESTRIAN ACCIDENTS

YEAR	NUMBER	CROSSWALK	
		Inside	Outside
1957	3	2	1
1958	0	0	0
1959	1	1	0
1960	5	5	0
1961	2	2	0
1962	0	0	0
1963	3	3	0
1964	4	4	0
1965	1	0	1
1966	7	5	2
1967	9	4	0

1.6 AVER.  
PER YEAR

3.8 AVERAGE  
PER YEAR.

11 YEAR

30

AVERAGE PER YEAR 2.7

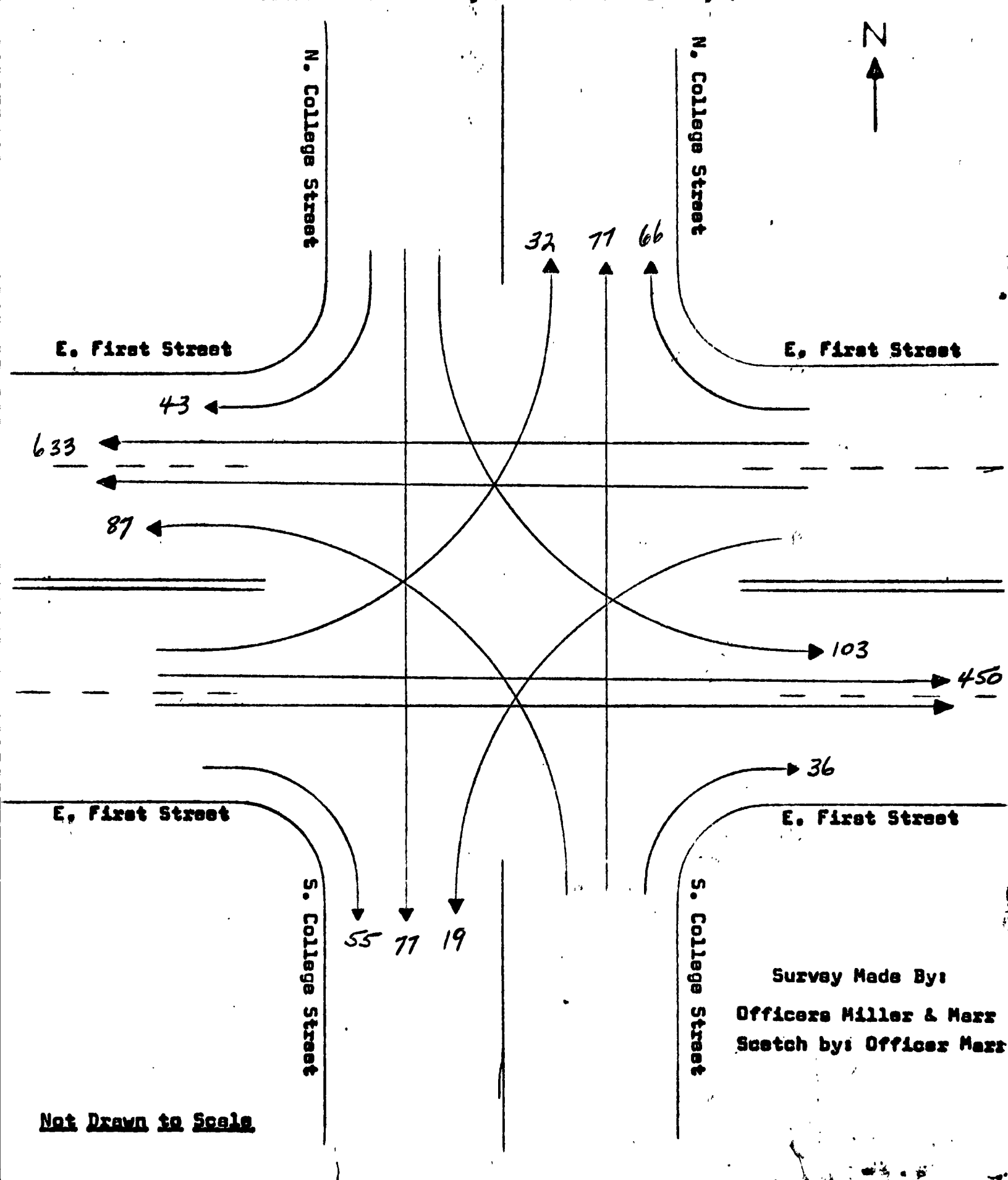
**TRAFFIC SURVEY**

**4:30 P to 5:30 P**

**JUNE 1, 1967**

**Intersection East 1st Street and College Street**

**Total Cars Counted, all Directions: 1,678**





# ACCIDENT STATISTICS

Calendar Year 1967

Total number of accidents investigated	104	
Most Critical Hours	1st 3-6PM (33)	2nd 6-9PM (14)
Most Lethal Days	1st Saturday (11)	2nd Thursday (10)
Injuries Involved	41	No Injuries Involved 63
Most Common Weather Factor	1st Clear (42)	2nd Cloudy (33)
Road Condition	1st Dry (61)	2nd Wet (39)
Road Surface	Blacktop 104	Note: All Occured on Blacktop
Road Character	1st Intersection (67)	Straight (31)
Leading Causes	1st Did Not Have Right of Way (39)	
Drinking Drivers Involved	10	None 92
Leading Age Group	1st Over 60 (29)	2nd 20-25 (22) 3rd 41-50 (16)
Location	51 accidents on First Street. First & College (12); First Main (6)	

## REMARKS:

Of the total number of accidents investigated (104) 48% occurred on First Street and 11.4% happened at the intersection of First and College Streets.

Note: The most typical accident could be summarized as occurring between the hours of 3pm and 6pm on Saturday with no injuries involved. It would be on a clear day with dry blacktop road surface at an intersection on First Street and would involve a driver over 60 years of age who had not been drinking. The main contributing factor would be "did not have right of way".

6 CAR - PEDESTIAN ACCIDENTS, OF WHICH 4 WERE ON FIRST STREET

# ACCIDENT STATISTICS

Calendar Year 1966

Total number of accidents investigated			103
Most Critical Hours	1st 3-6PM (28)	2nd 6-9PM	(15)
Most Lethal Days	1st Friday	2nd Monday	
Injuries Involved	40	No Injuries Involved	63
Most Common Weather Factor	1st Clear(43)	2nd Cloudy(34)	
Road Condition	1st Dry (66)	2nd Wet (30)	
Road Surface	Blacktop (103) Note: All Occurred on Blacktop		
Road Character	1st Intersection (64)	2nd Straight (26)	
Leading Causes	1st Did Not Have Right of Way	2nd Miscellaneous	
Drinking Drivers Involved	12	None	91
Leading Age Group	20-25 Years Tied With Over 60 Years for 1st Place. 2nd 18-19 Years		
Location	First Street Unchallenged for 1st Place, with 40 Accidents Which Accounts for 39% of All Accidents Investigated. Note: (Approximately 10% of all Accidents Occurred at 1st and College Streets.)		

## REMARKS:

The total number of accidents investigated by police (103) represents 51% of all accidents occurring within the City Limits. Department of Motor Vehicles records indicate 201 accidents reported to them. Of this total number 103 occurred on 1st Street and 26.2% involved turning movements.

7 VEHICLE - PEDESTRIAN ACCIDENTS

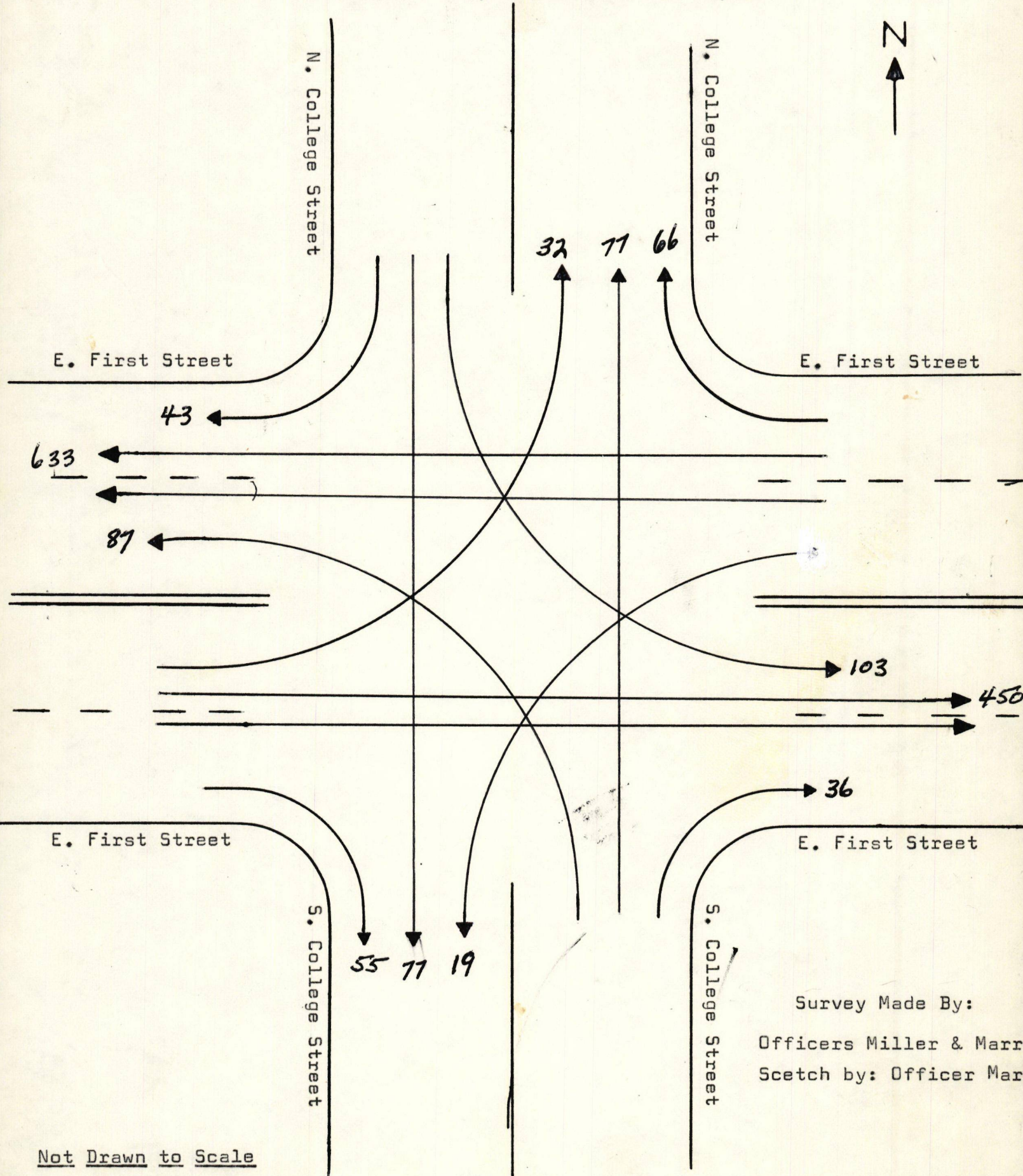
TRAFFIC SURVEY

4:30 P to 5:30 P

JUNE 1, 1967 T/HVR

Intersection East 1st Street and College Street

Total Cars Counted, all Directions: 1,678



Survey Made By:

Officers Miller & Marr

Scetch by: Officer Marr

Not Drawn to Scale

COMMISSIONERS  
GLENN L. JACKSON, CHAIR  
MEDFORD  
FRED W. HILL, MEMBER  
PENDLETON  
THADDEUS B. BRUNO, MEMBER  
PORTLAND



STATE OF OREGON  
STATE HIGHWAY DEPARTMENT  
SALEM 97310

June 17, 1968

City of Newberg  
City Hall  
414 East First Street  
Newberg, Oregon 97132

Attention: M. C. Gilbert  
Recorder

JUN 20 REC'D *Two Layman*

Gentlemen:

Thank you for your letter of June 14, letting us know that the City of Newberg will not appear as a delegation July 9 concerning a one-way couplet on 99W through the City.

The August Commission meeting date has been set tentatively for Tuesday, August 20, in Room 122 of the State Highway Building in Salem. We have reserved fifteen minutes of time for your group beginning at 10:30 a.m. If there is any change in this arrangement, we will let you know.

Very truly yours,

*Floyd Query*

Floyd Query, Secretary  
OREGON STATE HIGHWAY COMMISSION

FQ:wlh



COMMISSIONERS  
GLENN L. JACKSON, CHAIRMAN  
MEDFORD

FRED W. HILL, MEMBER  
PENDLETON

THADDEUS B. BRUNO, MEMBER  
PORTLAND



STATE OF OREGON  
STATE HIGHWAY DEPARTMENT  
SALEM 97310

June 10, 1968

JUN 12 REC'D

Mr. M. C. Gilbert  
Recorder  
City of Newberg  
414 East First Street  
Newberg, Oregon 97132

Dear Mr. Gilbert:

Your letter of June 6, 1968, requests an audience with the State Highway Commission concerning a two-way couplet on 99W through the city.

The next Highway Commission meeting will be held Tuesday, July 9, in Room 122 of the State Highway Building in Salem. We have reserved the usual fifteen minutes of time for your delegation beginning at 10:45 a.m.

Very truly yours,

*Floyd Query*

Floyd Query, Secretary  
OREGON STATE HIGHWAY COMMISSION

FQ:wln

*Geo D Layman*