

City of Newberg

Traffic Safety Commission Meeting Minutes

July 14, 2025

Call Meeting To Order

The meeting was called to order at 6:00pm.

Roll Call

Alan McKeel conducted the roll call. Dan Kaiser, Rick Marshall, Michael Rossman, and Russell Johnson were present. Roger Kuhlman joined via zoom after roll call concluded.

Pledge Of Allegiance

The Pledge of Allegiance was recited by those present.

Public Comments

There were no public comments.

Consent Calendar

Traffic Safety Commission Meeting Minutes April 28, 2025

Brett Musick presented the meeting minutes from April 28, 2025, for adoption. A member commented that they were comfortable with the minutes as presented and moved for approval. Rick Marshall moved to approve the minutes as presented. Russell Johnson seconded the motion. The motion passed with all in favor.

ODOT Presentation

All Roads Transportation Safety (ARTS) Program

Amanda Sallier from Region 2 ODOT introduced herself and her role in coordinating the All Roads Transportation Safety (ARTS) program. She explained that ARTS is the Oregon version of the Federal Highway Safety Improvement program, which provides funding for projects aimed at reducing fatal and serious injury crashes.

Jane Schmidt, also from ODOT, introduced herself as the Region 2 Traffic Operations Engineer. She explained her role in working with traffic signals, traffic analysis, safety, and speed-related issues.

Anna Henson, the ODOT Area Manager for Marion, Polk, and Yamhill County, introduced herself and described her responsibilities for design and construction of funded projects.

Amanda Sallier provided an overview of Region 2, which covers an extensive area from Astoria through Lane County and up to just outside of Wilsonville. She highlighted that the region has many lower-volume highways with farm access and a significant number of aging assets.

How ODOT evaluates and prioritizes traffic safety concerns

Amanda Sallier explained that the ARTS program is data-driven and based on federal guidance. It uses proven safety countermeasures and prioritizes projects based on benefit-cost analysis or cost-effectiveness index. The program is split equally between hotspot and systemic approaches, with funding divided between local roads and state highways.

Sallier presented data showing an increase in fatal and serious injury crashes, particularly in the years following 2020. She noted that while fatalities have remained relatively stable, serious injury crashes have seen a significant spike.

The presenters discussed various factors contributing to the increase in crashes, including higher speeds, more erratic driving behaviors, and potential impacts from changes in drug laws. They emphasized the need for further research to understand these trends fully.

Examples

i. OR219 at First Street

Jane Schmidt discussed the intersection of OR219 and First Street, explaining that there are plans to add a left-turn phase to improve safety. She mentioned that the current signal equipment is outdated and needs replacement before these improvements can be implemented. There was discussion on potential improvements such as leading pedestrian intervals and audible pedestrian signals.

ii. OR219 at Sheridan Street

The presenters discussed issues at the OR219 and Sheridan Street intersection, including concerns about backup from the signal and driver behavior. They noted that the intersection experiences high traffic volumes, particularly from college students, and discussed potential improvements, including a potential future southbound right turn lane at Hancock.

iii. OR219 at Foothills Drive

Amanda Sallier and Jane Schmidt discussed the Foothills Drive intersection, focusing on pedestrian crossing concerns. They mentioned that this location is a school route and that they would need to evaluate the need for additional safety measures such as Rectangular Rapid Flashing Beacons (RRFBs) or a refuge island.

iv. OR240 North Street

The presenters addressed issues on OR240 North Street, particularly around the area where the highway turns. They discussed the lack of safe crossing points and sidewalks in the area, making it difficult for pedestrians to navigate safely. The possibility of including this area in sidewalk infill programs was mentioned.

Throughout the presentation, the ODOT representatives emphasized the importance of data-driven decision-making, the challenges of limited funding, and the need for collaboration between ODOT and local agencies to address safety concerns effectively.

Staff Reports & General Information

Police

The police representative reported on the recent implementation of an e-ticketing program. Officers are learning to use this new software, which allows for electronic citation issuance. The department had a record month in May for traffic citations, with approximately 470 issued. However, it was noted that this number might decrease in the coming months as officers adjust to the new system.

The police department has been focusing on cell phone violations and responding to speeding complaints. They have two dedicated traffic officers whose main role is to handle traffic-related issues throughout the day. The department's philosophy, as directed by the command staff, is to encourage officers to be proactive with traffic enforcement between calls for service.

Engineering

The engineering representative provided several updates:

1. The engineering division is undergoing restructuring, but this is not expected to impact the Traffic Safety Commission significantly.
2. Work is ongoing with George Fox University to distribute a parking guide for distribution to students in the fall.
3. The Community Development Director is working with a grant writer on a TGM grant application for a TSP update, targeting 2027-2029. The pre-application has been submitted, and letters of support have been secured from various stakeholders.
4. Keller Associates is working on an engineering study for the Fernwood and Brutscher intersection. Initial assessments suggest a mid-block crossing might be more suitable than an intersection crosswalk.
5. Flashing stop signs have been approved by the City Engineer for installation at the Springbrook and Haworth intersection in response to NDPD concerns about drivers running stop signs.
6. The engineering team is monitoring speeding concerns on E Crestview Drive north of Jory Street. Traffic calming measures, including narrowed travel lanes and buffered bike lanes, have already been implemented in this area as part of the Crestview Crossing development.
7. Plans for Benjamin Road include connecting it to Jory Street as part of a major collector road, rather than connecting directly to Highway 99. This is part of the work associated with the Crestview Green development currently under construction east of the existing Crestview Crossing development.
8. The GIS analyst has acquired equipment to conduct speed studies and traffic counts, which will help address items on the active issues log.

Active Issues Log

The engineering representative discussed updates to the active issues log, including the addition of a concern raised by a resident regarding speeding along the new section of E Crestview Drive north of Jory Street in the Crestview Crossing area. The existing traffic calming measures installed as part of the Crestview Crossing development were described. These included narrowed travel lanes and buffered bike lanes. They also mentioned the creation of a Traffic Safety Commission map that visually represents the locations of issues on the active log.

Old Business

Review of the TSC Work Plan

Rick Marshall described that the revised workplan was consistent with what was asked for at the previous meeting. There was general agreement on this. Rick Marshall moved to approve the work plans as presented. Michael Rossman seconded the motion. The motion passed with all in favor.

Commissioner Comments

Roger Kulman, who attended a recent state traffic safety meeting, reported on budget cuts and staffing reductions at ODOT. He mentioned that 14 program manager positions in the safety area were affected, with 8 positions currently unfilled and 2 more to be cut. This is expected to impact ODOT's ability to offer and manage various programs.

One commissioner noted that this would be their last session, with their term ending in October.

Adjournment until October 13, 2025

Dan Kizer moved to adjourn the meeting. Michael Rossman seconded the motion. All members voted in favor.

The meeting was adjourned at 7:50. The next meeting is scheduled for October 13, 2025.

Attested By:

Brett Musick, Senior Engineer

Dan Kizer, Chair