

## **NOTICE OF PUBLIC MEETING & AGENDA**

### **TRAFFIC SAFETY COMMISSION**

**6:00 PM, MONDAY, April 28, 2025**

**Newberg Public Safety Building**

**401 E Third Street**

**Denise Bacon Community Room**

**&**

### **VIA Zoom**

Join Zoom Webinar

<https://us06web.zoom.us/j/89536547180>

Phone: +1 669 900 6833

Webinar ID: 895 3654 7180

For Public Comment sign up in person at the meeting or online:

[Public Comment Registration](#)

Have questions or need clarification? Contact the City Recorder:

[cityrecorder@newbergoregon.gov](mailto:cityrecorder@newbergoregon.gov)

To request documents in Spanish please email

[trafficsafety@newbergoregon.gov](mailto:trafficsafety@newbergoregon.gov)

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“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**

#### **II. ROLL CALL**

Dan Kizer

Michael Rossman

Branden Dross

Roger Kuhlman

Rick Marshall

Russell Johnson

Derek Carmon (Ex-officio)

#### **III. PLEDGE OF ALLEGIANCE**

#### **IV. PUBLIC COMMENTS**

#### **V. INTRODUCTIONS**

#### **VI. CONSENT CALENDAR**

- a. [Traffic Safety Commission Meeting Minutes January 13, 2025](#)

**ACCOMMODATION OF PHYSICAL IMPAIRMENTS:** In order to accommodate persons with physical impairments, please notify the Engineering Department of any special physical or language accommodations you may need as far in advance of the meeting as possible, and no later than two business days prior to the meeting. To request these arrangements, please contact the Engineering Department at (503) 537-1273. For TTY services please dial 711.

## VII. STAFF REPORTS & GENERAL INFORMATION

- a. Police
- b. Engineering
  - i. [Active Issues Log](#)
    - 1. Traffic Safety Issues Work Plan for Keller Assistance
      - a. First task assignment: Preliminary review and work plan development for Fernwood at Brutscher pedestrian crossing (TSC Issue 2022-005 and 2023-008).
    - 2. GIS Analyst traffic related data collection
      - a. The GIS analyst position description is to be revised to include collection of speed data and traffic count data.

## VIII. NEW BUSINESS

- a. Review of the [2024 TSC Work Plan](#).
  - i. Operational traffic safety –
    - a. Police
      - i. Crash statistics and other traffic safety data.
    - b. Engineering
      - i. Active Issues Log
    - c. Maintenance – as applicable
      - i. Maintenance activities
    - d. Public Outreach – as applicable, *note TSC to identify what to publicize.*
      - i. Specific issues to publicize.
      - ii. Ongoing public awareness activities
  - ii. Long-range planning – TSC Work Item No. 1

*TSC Work Item No.1 is a combination of previously identified future tasks including identifying recommendations for the next Transportation System Plan update, review and identify recommendations for prioritization of bike-ped plan routes, review and identify recommendations for traffic calming guidelines, including recommendations for Newberg Municipal Code (NMC) amendments for traffic calming requirements for new developments.*

## IX. COMMISSIONER COMMENTS

## X. ADJOURNMENT – July 14, 2025

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**City of Newberg  
Traffic Safety Commission  
January 13, 2025**

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Meeting called to order at 6:08 p.m.

Commissioners Present:

Dan Kizer (Chair 2024)  
Rick Marshall (Vice Chair 2024)  
Michael Rossman  
Branden Dross  
Roger Kuhlman  
Russell Johnson  
Derek Carmon (Ex-officio)

Staff Present:

Brett Musick  
Fatin Abdullah  
Sgt. Brian Hagan

With Chair Dan Kizer's attendance expected to be delayed and to be via Zoom, Vice-Chair Rick Marshall agreed to chair this meeting. Vice-Chair Rick Marshall reordered agenda items such that introductions would occur prior to public comments and for the item for election of a chair and vice chair for 2025 to occur once Chair Dan Kizer was in attendance.

**PLEDGE OF ALLEGIANCE**

**INTRODUCTIONS**

Introduction of Attendees: including Rick Marshall, Roger Kuhlman, Branden Dross, Michael Rossman, Russell Johnson, Councilor Derek Carmon (Ex-officio), Brian Hagan, Brett Musick, and Fatin Abdullah.

**PUBLIC COMMENTS:**

No public comments submitted.

**CONSENT CALENDAR:**

Action:	Approve the Consent Calendar.
Motion:	Commissioner Branden Dross
Second:	Commissioner Roger Kuhlman
Vote:	Unanimous Yes

## **STAFF REPORTS & GENERAL INFORMATION:**

### **1. Report from Newberg-Dundee Police Department**

Sgt. Brian Hagan presented on police department activities, include a description of enforcement operations over the past year.

### **2. Report from City of Newberg Engineering**

Senior Engineer Brett Musick gave an update on the status of steps intended to clear outstanding items on the Active Issues Log. These steps included working with the City Manager for inclusion of funds in the next budget cycle for obtaining traffic counts and other studies noted as needed for investigation of numerous items on the Active Issues Log. Senior Engineer Brett Musick also described development of a four-year Capital Improvement Program by the City Engineer that is in progress to align with the next budget cycle that begins July 2025.

The updated active issues log was discussed. Senior Engineer Brett Musick described the color coding that was added to indicate outstanding items that are under ODOT jurisdiction and outstanding items under City of Newberg jurisdiction that include some items dating back to 2019. The latest information on these outstanding items is highlighted under comments with the color-coding legend.

There was discussion regarding the need for assignment of resources, to address items in the active issues log that are noted as needing traffic counts or collection of other data to confirm issues and identify if various options are warranted. Senior Engineer Brett Musick described coordination underway with the City Engineer and City Manager for assignment of resources to work on clearing items on the active issues log.

The limited traffic decision issued for the intersection of Redwood Court at N Elliott Road to install signage or curb markings to delineate no parking areas within 20-feet of the marked crosswalk at this intersection was discussed.

## **ELECTION OF CHAIR AND VICE-CHAIR:**

Action:	Dan Kizer was nominated as the Newberg Traffic Safety Commission Chair for a term effective from January 13, 2025, to December 31, 2025.
Motion:	Commissioner Rick Marshall
Second:	Commissioner Roger Kuhlman
Vote:	Approved – 4 Yes, 1 No, 1 abstained

Action: Rick Marshall was nominated as the Newberg Traffic Safety Commission Vice Chair for a term effective from January 13, 2025 to December 31, 2025.

Motion: Commissioner Dan Kiser  
Second: Commissioner Roger Kuhlman  
Vote: Unanimous Yes

## **OLD BUSINESS**

- a. Long-range Planning – TSC Work Item No. 1, *From the Traffic Safety Commission Work Plan 2024* ([tsc\\_work\\_plan\\_2024.pdf](https://www.newbergoregon.gov/tsc-work-plan-2024.pdf) ([newbergoregon.gov](https://www.newbergoregon.gov)))
  - i. Evaluate need and recommendations for updates –
    - 1. Draft Traffic Calming Policy Outline – 2024 Update.
      - a. Discuss Next Steps

There was discussion regarding the feedback on the draft Traffic Calming Policy Outline from City Councilors that was provided by the City Manager. The discussion included how to best communicate with City Council on tasks for the commission that would align with council priorities.

Vice-Chair Rick Marshall reordered the Old Business and New Business agenda items. Following the New Business item discussion, Vice-Chair Rick Marshall tabled the Old Business item.

## **NEW BUSINESS**

- a. Review of the 2024 TSC Work Plan.

There was continued discussion regarding the feedback on the draft Traffic Calming Policy Outline from City Councilors and how to best communicate with City Council on tasks for the commission that would align with council priorities.

Action: Chair or Vice Chair to ask Councilor Carmon to request a City Council agenda item to discuss the Traffic Safety Commission duties and to ask Council to provide direction on priorities to the Traffic Safety Commission. Example priorities for discussion include reducing crashes, improving pedestrian safety and reducing speeding complaints.

Motion: Commissioner Marshall  
Second: Commissioner Dross  
Vote: Unanimous Yes

**COMMISSIONER COMMENTS**

Commissioner Dross commented that phase 2a of the Newberg-Dundee Bypass was starting in 2025.

Commissioner Russell asked that the Traffic Safety Commission be emailed when the requested City Council agenda item is confirmed to be on the council calendar.

Meeting adjourned at 8:00 p.m.

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Brett Musick, Senior Engineer

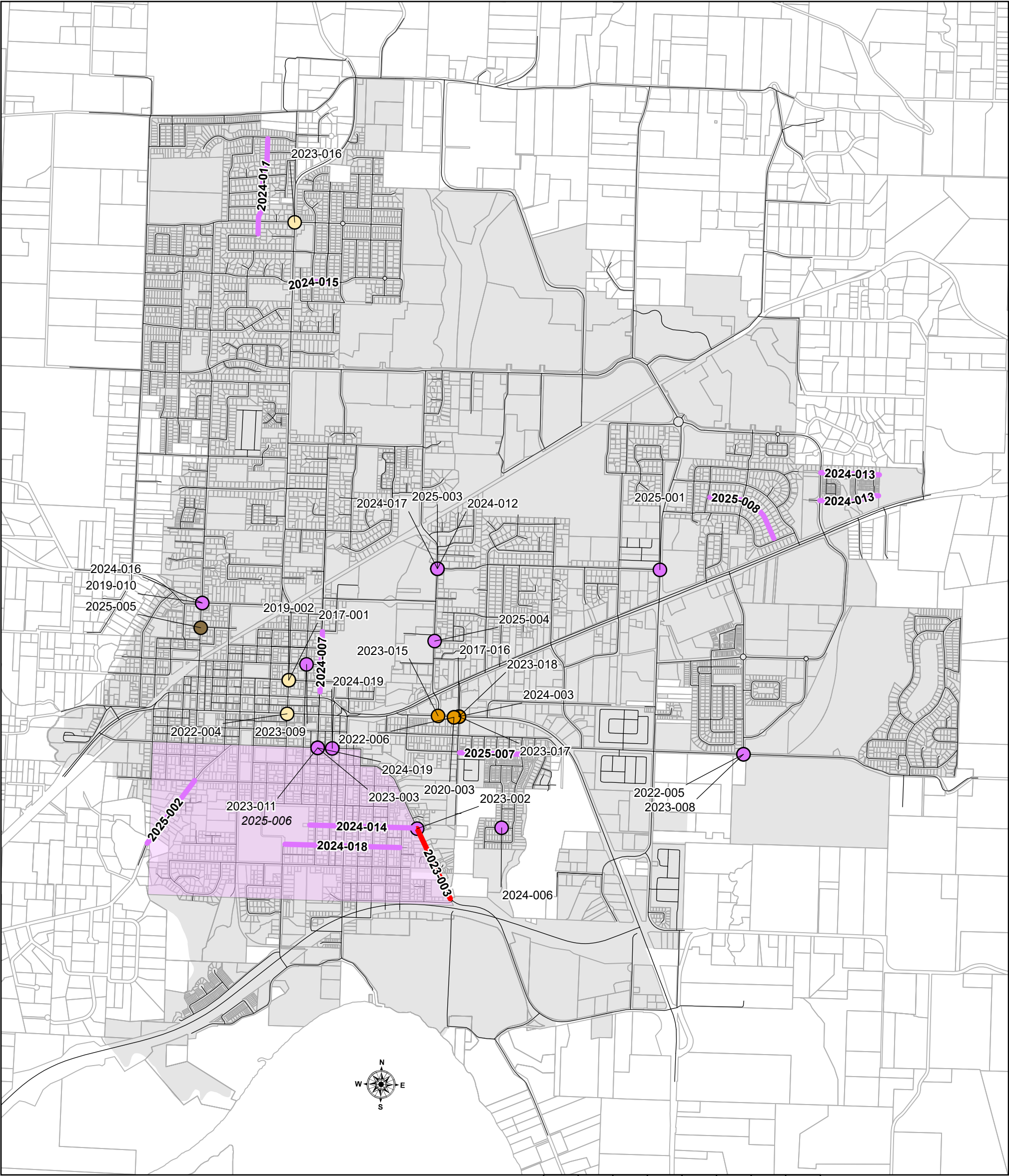
**ATTEST:**

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Dan Kizer, Chair

# Traffic Safety Commission Active Issues

As of 4/8/2025



## TSC Active Issues Legend

### Issue Jurisdiction

- City
- ODOT - College / OR219
- ODOT - First / OR219
- ODOT - Main / OR240
- City
- Yamhill County
- City

Refer to the Traffic Safety commission Active Issues Log for Issue Description and Current Status

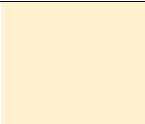



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DISCLAIMER AND LIMITATION OF LIABILITY  
This information is not guaranteed to be accurate and may contain errors and omissions. The City of Newberg provides NO WARRANTY AS TO THE MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE FOR ANY INFORMATION HEREIN.

This map is created from various data sources and is subject to change without notice. This map is intended for general planning purposes only.

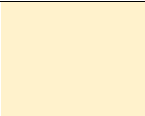





## Traffic Safety Commission Active Issue Log

Color	Jurisdiction	General Location Street/Highway	Comment
	ODOT	College / OR 219	Various concerns along College/OR219 have been relayed to ODOT since 2017. A request has been submitted to Ask ODOT asking for a specific contact within ODOT that these concerns can be directed to identify options to address these concerns. This request has resulted in a meeting being scheduled between ODOT representatives and city staff on 1/15/2025. <b>ODOT representatives have offered to attend the 7/14/2025 TSC meeting and present on how ODOT evaluates and prioritizes traffic safety concerns.</b>
	ODOT	First / OR 219	The current ODOT Newberg Urban Verification Study Project includes recommended improvements that have been requested to be incorporated into the ODOT Newberg ADA Curb Ramp Project. <b>See links to ODOT projects below.</b> <a href="#">ODOT Newberg Urban Verification Study Project</a> <a href="#">ODOT Newberg ADA Curb Ramp Project</a>
	ODOT	Main / OR240	Concerns along N Main/OR240 have been relayed to ODOT. <b>ODOT representative has expressed that ODOT does not currently have funding or a planned project to install a marked crosswalk at this location at this time. ODOT active transportation liaison Jenna Berman has been made aware of this community request as well. ODOT representative also expressed that unfortunately, the reality is that there are more needs than what we have funding for and that speed enforcement of vehicles is best accomplished through enforcement. Just posting a lower speed or adding a flashing device to a sign does not necessarily lower vehicle speeds.</b>
	City	Various resident expressed concerns	Traffic Counts and/or other Study needed to confirm issues and identify options. Staff has worked with the consultant City Engineer and the City Manager for assignment of additional resources to look into and address these items. <b>A Traffic Safety Issues Work Plan has been developed for Keller's assistance with addressing outstanding items in the TSC Active Issues Log. This work plan has been developed based on how long and how often a location and/or issue has been noted in the log combined with engineering judgement. The first task assignment for Keller is a preliminary review and work plan development for Fernwood at Brutscher pedestrian crossing (TSC Issue 2022-005 and 2023-008).</b>

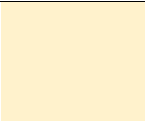



Date Received	TSC Issue Number (Date-Number)	Issue Description	Comments	Status	Updated	Filter	Issue/ Concern/ Request Type	Location 1	Location 2	Jurisdiction (if not City)
1 6/24/2022	<a href="#">2022-004</a>	Complaint about pedestrian safety at College & First Street.  Updated ODOT description of the issue. From response received through AskODOT, 1/2/2025:  I'll first speak on the pedestrian safety concerns you mentioned at the OR-219 and E 1st St intersection. The pedestrian safety concern you specified is the turning movement conflicting with pedestrians crossing. This intersection is one that has been on ODOT's radar for several years and one we continue to monitor for the vehicle turning to pedestrian crossing conflict. The intersection was included in the recent project that made signal improvements to several signalized intersections in Newberg. The project intended to install a signal head with a left turn arrow, which would also display a red arrow when the pedestrian walk sign was activated. This improvement would have separated the southbound left turning vehicles from pedestrians within the crosswalk. Unfortunately, it was determined through structural analysis that the existing signal span wires are over capacity for loads and no changes could be made. ODOT has tried to obtain funding to replace the traffic signal in other funding cycles. However, ODOT has limited funding and there are other locations in Region 2 with safety needs that have been prioritized. This signal will continue to be reviewed by our staff each funding cycle.	This is an ODOT facility. ODOT Traffic responded. Without completely rebuilding the signal there is not much they can do at this time.  See updated description of the issue provided by ODOT through the response received from AskODOT.	No Further Action Taken	NA, 1/15/2025		Ped Crossing	College / OR219	First / OR219 / 99W	ODOT - OR219 and 99W

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	ODOT	College / OR 219	Various concerns along College/OR219 have been relayed to ODOT since 2017. A request has been submitted to Ask ODOT asking for a specific contact within ODOT that these concerns can be directed to identify options to address these concerns. This request has resulted in a meeting being scheduled between ODOT representatives and city staff on 1/15/2025. <b>ODOT representatives have offered to attend the 7/14/2025 TSC meeting and present on how ODOT evaluates and prioritizes traffic safety concerns.</b>
	ODOT	First / OR 219	The current ODOT Newberg Urban Verification Study Project includes recommended improvements that have been requested to be incorporated into the ODOT Newberg ADA Curb Ramp Project. <b>See links to ODOT projects below.</b> <a href="#">ODOT Newberg Urban Verification Study Project</a> <a href="#">ODOT Newberg ADA Curb Ramp Project</a>
	ODOT	Main / OR240	Concerns along N Main/OR240 have been relayed to ODOT. <b>ODOT representative has expressed that ODOT does not currently have funding or a planned project to install a marked crosswalk at this location at this time. ODOT active transportation liaison Jenna Berman has been made aware of this community request as well. ODOT representative also expressed that unfortunately, the reality is that there are more needs than what we have funding for and that speed enforcement of vehicles is best accomplished through enforcement. Just posting a lower speed or adding a flashing device to a sign does not necessarily lower vehicle speeds.</b>
	City	Various resident expressed concerns	Traffic Counts and/or other Study needed to confirm issues and identify options. Staff has worked with the consultant City Engineer and the City Manager for assignment of additional resources to look into and address these items. <b>A Traffic Safety Issues Work Plan has been developed for Keller's assistance with addressing outstanding items in the TSC Active Issues Log. This work plan has been developed based on how long and how often a location and/or issue has been noted in the log combined with engineering judgement. The first task assignment for Keller is a preliminary review and work plan development for Fernwood at Brutscher pedestrian crossing (TSC Issue 2022-005 and 2023-008).</b>

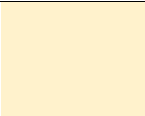



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2 9/11/2023	<a href="#">2023-016</a>	N College St & E Foothills Dr Newberg  I often have issues crossing the street here because cars are zooming by in both directions. This might be because of the speed drop and increase in the respective directions, but it often feels unsafe crossing from one side of E Foothills Dr to the other. Also, there have been multiple times where children are trying to cross the street, sometimes after being dropped off by their school bus, and are ignored by drivers and almost hit. Recent, I was driving down from Bell Rd. towards E Foothills Dr. I was making a left turn onto E. Foothills Dr. and a young boy was crossing at the crosswalk. I stopped, but a car going straight flew past me nearly hitting the young boy in the cross walk. I had to honk at the young boy to stop walking because the car was not stopping. A flashing sign or pedestrian lights for the cross walk could help with safety in the area.	Submitted by See-Click Fix  N College Street is owned by ODOT. This complaint has been submitted to ODOT.  Updated ODOT description of the issue. From response received through AskODOT, 1/2/2025:  Regarding the request for flashing pedestrian signs, I'll mention that ODOT has established a process for evaluating and approving crosswalk treatments on state highways at uncontrolled locations. The evaluation study and approval process are outlined in ODOT's Traffic Manual. For the existing marked crosswalk at the Foothills Dr intersection, the recommended crosswalk treatments are what are considered visibility enhancements, such as lighting that meets ODOT lighting standards, continental crosswalk markings and parking restrictions at the crosswalk. In addition to these treatments, a median refuge island and rectangular rapid flashing beacons are also listed as treatments that can be installed at this crosswalk to improve pedestrian safety. If city staff would like to further discuss crosswalk improvements at this intersection, please feel free to contact me directly.	No Further Action Taken	9/11/2023, 1/15/2025		Ped Crossing	College / OR219	Foothills	ODOT - OR219

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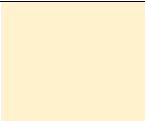



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3 1/9/2017	<a href="#">2017-001</a>	There is a significant safety problem at this intersection that persists when drivers don't follow the "Right Turn Only" sign.	Received. Area of ODOT jurisdiction.  Updated ODOT description of the issue. From response received through AskODOT, 1/2/2025:  As for the OR-219 and Sheridan St intersection, this location is one that our investigation staff has reviewed through our Safety Priority Index System (SPIS) investigations. Most recently, the OR-219 and Sheridan St intersection was a top 15% SPIS site in the 2021 SPIS report, which was based off crashes from the three previous calendar years. The 2021 SPIS investigation noted that the city was considering restricting the west approach of Sheridan St to right in and right out only, but our investigation staff isn't aware if this treatment was determined to be feasible. Based off our 2022 SPIS report and recent reported crash data, this intersection is no longer a top 15% SPIS site and crashes began to decrease in 2022. Although crashes have decreased, our traffic staff would be available to discuss any ongoing traffic issues residents and city staff are encountering.	No Further Action Taken	NA, 1/15/2025		Traffic	College / OR219	Sheridan	ODOT - OR219

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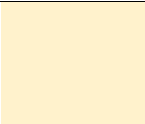



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4 1/14/2019	<a href="#">2019-002</a>	Resident spoke at the January 2019 TSC meeting expressing concerns with crashes on College Street at Sheridan. Resident believes problem is cars going east not seeing oncoming traffic to go left or straight due to backed up traffic from the light at College and Hwy 99.	Looking into issues. College is ODOT jurisdiction. Per request at TSC meeting NDPD provided summary of crashes reported in 2018. Full reports for the 2018 crashes requested from NDPD. Reports received and being reviewed. ODOT crash data for 2013 through 2017 and 2008 through 2012 have also been obtained and being reviewed. ODOT has also been contacted to review this. ODOT states that the Sheridan Street intersection was first identified as a top 10% SPIS (Safety Priority Index System) site in 2017. ODOT Region 2 is currently in the process of doing a desk investigation of all Region 2 SPIS sites Since this is a first time SPIS site, ODOT has also stated that a field investigation is intended for late August/early September to finalize their recommendations. ODOT has been requested to keep us apprised of the status and results of their investigation. No additional information from ODOT as of 1/02/2020.	No Further Action Taken	5/20/2019, 7/15/2019, 01/03/2020		Traffic - Crashes	College / OR219	Sheridan	ODOT - OR219

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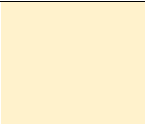



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5 9/6/2023	2023-015	Resident reached out a second time about HY 219 and Villa road. She witnessed another pedestrain vehicle incident and suggested that she wasn't sure that the pedestrain survived the collision.	I verified with the City Engineer who we should be talking to in ODOT for traffic safety concerns along ODOT facilities. He directed me to Jena Berman. Jenna said that she has been looking at this intersection quite a bit and that there is currently a scope of work under development for a transportation study for this intersection. There is funding available and project delivery could be as early as 2027.  Ongoing/Passed onto ODOT 9/11/2023	No Further Action Taken	9/11/2023		Ped Crossing	First / OR 219	Villa	ODOT - OR219

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Date Received	TSC Issue Number (Date-Number)	Issue Description	Comments	Status	Updated	Filter	Issue/ Concern/ Request Type	Location 1	Location 2	Jurisdiction (if not City)
6 10/9/2017	2017-016	Question regarding timing for installation of traffic signal at Everest and E. First St. Concerns with increased traffic at this intersection related to improvements on 219 associated with the Bypass.	Notified that, per the IGA between the City and ODOT, ODOT is to install the signal within 3 years. ODOT has been requested to begin counts for the warrant analysis. ODOT's January 2019 Newberg/Dundee Bypass Quarterly update states that an updated signal warrant analysis determined that the OR219 @ Everest intersection does not meet any traffic control signal warrants. ODOT contacted about possible interim improvements such as changing the ped crossing to include an rectangular rapid flashing beacon. ODOT indicated that if funding could be identified this could be considered. Other interim ideas expressed by resident include; 1) If space allows, stripe Everest at HWY 219 to create right turn lanes, 2) Install larger sign at Everest/Second intersection recommending Church Street as an alternate route.	No Further Action Taken	4/1/2019, 7/15/2019		Traffic / Ped Crossing	First / OR219	Everest	ODOT - OR219

## Traffic Safety Commission Active Issue Log

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	ODOT	First / OR 219	The current ODOT Newberg Urban Verification Study Project includes recommended improvements that have been requested to be incorporated into the ODOT Newberg ADA Curb Ramp Project. <b>See links to ODOT projects below.</b> <a href="#">ODOT Newberg Urban Verification Study Project</a> <a href="#">ODOT Newberg ADA Curb Ramp Project</a>
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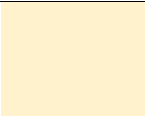



Date Received	TSC Issue Number (Date-Number)	Issue Description	Comments	Status	Updated	Filter	Issue/ Concern/ Request Type	Location 1	Location 2	Jurisdiction (if not City)
7 11/3/2023	<a href="#">2023-018</a>	Sarget Brian Hagen provided information about an incident along 1st street and Everest	Information regarding the incident has been provided to the ODOT rep preparing a study for this intersection complex. Jenna.BERMAN@odot.oregon.gov	No Further Action Taken			Traffic / Ped Crossing	First / OR219	Everest	ODOT - OR219
8 3/6/2024	<a href="#">2024-003</a>	Resident expressed concerns with the intersection of First Street (HWY 219) and Everest and proposed a roundabout be installed.	Highway 219 is under ODOT jurisdiction. The resident was directed to ODOT rep, ODOT rep preparing a study for this intersection. The ODOT rep responded with approximate costs and requirements, including right-of-way acquisitions, for a typical ODOT roundabout (\$5million) and the general process that would be required. The city has no funding for any improvements to state facilities.	No Further Action Taken	3/15/2024		Traffic / Ped Crossing	First / OR219	Everest	ODOT - OR219

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	City	Various resident expressed concerns	Traffic Counts and/or other Study needed to confirm issues and identify options. Staff has worked with the consultant City Engineer and the City Manager for assignment of additional resources to look into and address these items. <b>A Traffic Safety Issues Work Plan has been developed for Keller's assistance with addressing outstanding items in the TSC Active Issues Log. This work plan has been developed based on how long and how often a location and/or issue has been noted in the log combined with engineering judgement. The first task assignment for Keller is a preliminary review and work plan development for Fernwood at Brutscher pedestrian crossing (TSC Issue 2022-005 and 2023-008).</b>

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9 11/3/2023	<a href="#">2023-017</a>	Resident provided information about an incident along 1st street (HWY 219) and Everest.	e-mail and photo from resident has been provided to the ODOT rep preparing a study for this intersection complex. Jenna.BERMAN@odot.oregon.gov	No Further Action Taken			Traffic / Ped Crossing	First / OR219	Everest	ODOT - OR219
10 9/4/2022	<a href="#">2022-006</a>	Complaints about speed at OR219 near First Street. - Several neighbors all made the same complaint.	This is an ODOT facility. ODOT Traffic responded. They offered up some lower impact options - widening the stop bar and installing a bike lane. These would be to help make the road look narrower. The work ODOT offered has been completed.	No Further Action Taken	NA		Speed	First / OR219	Portland Rd / 99W	ODOT - OR219 and 99W
11 5/13/2020	<a href="#">2020-003</a>	Resident requested a crosswalk at E First Street and OR 219.	She was directed to ODOT. ODOT responded. No further action at this time. Staff will be reminding ODOT to have traffic counts taken in the fall to determine if signal warrants are met.	No Further Action Taken	6/3/2020		Ped Crossing	First / OR219	Portland Rd / 99W to Everest	ODOT - OR219

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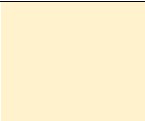



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12 3/4/2025	2025-005	Submitted via SeeClickFix:  Resident expressed concern with area of N Main/Hwy 240 at North Street. Concerns stated:  <i>"It's only a matter of time before a pedestrian gets hit by an automobile at this spot. With a new business, Voda, whose employees park on North, along with a growing church, a fish market, and bus stops across the street for children from our neighborhood, we need a flashing crosswalk! I know that Main St is technically a highway, but so is 99 which passes through town and has all kinds of crosswalks. Vehicles very seldom follow the 25 mile speed limit here, so it's even a challenge to pull out onto Main in a car during the busy part of the day. I also ask for flashing 25 signs much like the ones by Snyder Park in Sherwood. Along with flashing crosswalk, this will save a life someday."</i>	TSC Staff Liaison provided access to SeeClickFix on 3/4/2025.  This section of N Main Street is also Highway 240 under the jurisdiction of ODOT. This concern submitted to ODOT. Summary of response received from ODOT representative:  ODOT does not currently have funding or a planned project to install a marked crosswalk at this location at this time. ODOT active transportation liaison Jenna Berman has been made aware of this community request as well.  ODOT expressed understanding with frustrations and fear for the safety of the community. Vehicles driving over the posted speed on this highway is not an isolated incident.  ODOT stated that speed enforcement of vehicles is best accomplished through enforcement. Just posting a lower speed or adding a flashing device to a sign does not necessarily lower vehicle speeds. Oregon and the rest of the U.S. are seeing historically high traffic crash fatalities – at rates we have not seen since the late 1980s.  ODOT expressed that unfortunately, the reality is that there are more needs than what we have funding for. We simply will not see change in behavior and crash reductions through engineering and education alone.	No Further Action Taken	3/4/2025, 3/5/2025		Parking, speed, ped crossing	N Main / Highway 240	North	ODOT

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13	5/10/2019	<a href="#">2019-010</a>	Resident expressed concern with cars intending to make right turns from E Illinois (WB) onto N Main (NB) are passing cars on the right that are waiting to make left turns from E Illinois (WB) onto N Main (SB), often without out stopping.	Informed resident about the future intersection study (FY 20/21)	Ongoing	5/10/2019		Traffic	Illinois	N Main	ODOT - OR 240 and City
14	10/28/2024	2024-016	Resident provided public comment at the TSC meeting regarding concerns with the the Illinois/N Main/ Highway 240 intersection included multiple difficulties when travelling through the intersection. These included vehicles entering and then blocking the intersection when waiting to turn. Believes that the addition of signs or markings noting not to block the intersection would help address the concerns.	A previous planned project had been cancelled due to the lack of road funds and that the City Manager had indicated that he expects this intersection to be addressed in the future.	Ongoing	12/6/2024		Traffic	N Main / Highway 240	Illinois	ODOT - OR 240and City
15	9/3/2022	<a href="#">2022-005</a>	Request for a painted crosswalk at Fernwood & Brutscher	Traffic counts will need to be taken to determine if it is warranted.	Ongoing, Traffic Count/Study Needed			Ped Crossing	Fernwood	Brutscher	
16	5/16/2023	<a href="#">2023-008</a>	Is there a plan for a crosswalk and sidewalk entrances on the corner of Brutscher and Fernwood? Entrance of the Gettman loop trail by PCC has continues pedestrian traffic. Dozens per day cross Fernwood at that corner without any indication to drivers of that popular crossing. As it stands now folks are crossing a drainage ditch and mindfully crossing Fernwood in order to enter the Gettman loop trail. A few painted lines and a sign at the very least would be beneficial.	Responded to inquiry to let them know that the issue has been logged in the TSC log. Traffic counts will need to be taken to determine if it is warranted.	Ongoing, Traffic Count/Study Needed	5/16/2023		Ped Crossing	Fernwood	Brutscher	

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17 2/13/2023	2023-003	Traffic Safety Issue E 3rd St & S Meridian St Newberg, OR, 97132, USA A stop sign at this 4 way intersection would be/should be placed. There are cars commonly speeding by, accidents occurring and pedestrians nearly getting hit. This road is only two blocks from 99 and gets a lot of traffic.	Made through See Click Fix.  <b>*Should be noted that stopsigns are NOT a safe or effective means of slowing down traffic.</b>  Traffic counts would need to be taken to determine if stop signs warranted.	Ongoing, Traffic Count/Study Needed	2/23/2023		Ped Crossing	Third	Meridian	
18 7/17/2023	2023-011	E 3rd St & Meridian  A stop sign at this 4 way intersection would be/should be placed. There are cars commonly speeding by, accidents occurring and pedestrians nearly getting hit. This road is only two blocks from 99 and gets a lot of traffic	Submitted by See-Click Fix. <b>*Should be noted that stopsigns are NOT a safe or effective means of slowing down traffic.</b>  Traffic counts would need to be taken to determine if stop signs warranted.	Ongoing, Traffic Count/Study Needed			Ped Crossing	Third	Meridian	



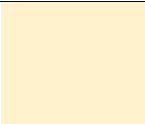



City Engineer's Office  
Tel: 503.537.1273  
www.newbergoregon.gov

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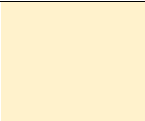



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19 12/6/2024	2024-019	Resident expressed concern with lack of stops signs at many intersections on the south side of town. Specific areas of concern are E Third at S Center and E Third at S Meridian.	Installation of stop signs are to be consistent with the stop sign policy within the stop sign policy packet available on the TSC webpage.  There are many areas of Newberg where intersections do not have stops signs in either direction. Most if not all of these do not meet the warrants for a stop sign. Looking into issue.  Traffic counts needed to see where stop signs are warranted.	Ongoing, Traffic Count/Study Needed	12/6/2024		Stop Sign	E Third at S Center	E Third at S Meridian	

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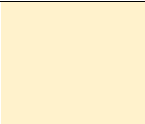



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20 2/8/2023	<a href="#">2023-002</a>	<p>They could start by making the north bound speed limit sign more visible. The speed limit is 45 coming from the highway, dropping to 25 as you get to Wynooski. There is one sign before you get to Wynooski. There's another on Wynooski, but it's completely hidden by trees. I'd never want to take out trees, so another sign in a more visible spot would help.</p> <p>A stop sign at 7th and Wynooski should slow things down a lot. The problem is it's a long open stretch and cars just build up speed with nothing to stop them. Making them stop at 7th should make a big difference.</p> <p>It depends on the time of day. At some times there's so little traffic on Wynooski it could be considered a non-problem, even though most of those cars are speeding. I was walking the dogs yesterday, not many cars, but most of them were going too fast, some had to be going 40 mph or more.</p> <p>Some sections have no sidewalk or inadequate sidewalks, so speeding poses a particular danger to pedestrians. Walking on the curve just before Wynooski becomes 4th is alarming because there's only a tiny sliver of grass verge between the sidewalk and the road, and cars come barreling around the curve. The morning rush hour time really sees an increase in speeds. We've also got some young folks in the neighborhood who use Wynooski for racing.</p> <p>Very little enforcement to speak of and virtually none in the evenings.</p>	<p><b>*Should be noted that stop signs are NOT a safe or effective means of slowing down traffic.</b></p> <p>Radar trailers have recently been deployed on Wynooski.</p> <p>Further research and investigation is needed to confirm issues and identify options.</p>	Ongoing, Traffic Count/Study Needed	2/8/2023, 7/01/2024, 12/6/2024		Pedestrian Infrastructure, Speed	Wynooski		Yamhill County - south of E Seventh

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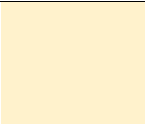



	Date Received	TSC Issue Number (Date-Number)	Issue Description	Comments	Status	Updated	Filter	Issue/ Concern/ Request Type	Location 1	Location 2	Jurisdiction (if not City)
21	5/23/2023	2023-009	This is an uncontrolled intersection feeding into GFU. We see a lot of on-street parking during school hours, University events, and Cultural Center events. Many visitors don't realize this is an uncontrolled intersection so speed through to get from College to Meridian (or vice versa). If there is oncoming traffic, many people don't know the rules for uncontrolled intersections. The biggest issue is people often don't even slow down to look and we have a lot of pedestrian traffic from students and local events in addition to the traffic. For the last few years the best thing has been the awful condition of the road, which makes it uncomfortable to speed, to be honest. I doubt stop signs are the answer, but possibly yield signs or speed bumps would help	East Sherman Street and North Edwards Street Intersection--all between College Street and Meridian Street. Responded to inquiry to let them know that the issue has been logged in the TSC log.  This location is anticipated to be reviewed in the fall when GFU is in session. Traffic counts would need to be taken to determine if stop signs warranted.	Ongoing, Traffic Count/Study Needed	5/23/2023, 7/01/2024		Ped Crossing	Sherman	Edwards	
22	8/26/2024	2024-007	Resident on N Meridian near GFU expressed concerns with parking, traffic, speeding and pedestrian safety at intersections.	Multiple issues to be looked into.	Ongoing, Traffic Count/Study Needed	8/26/2024		Parking, Traffic, Speed, Ped Crossing	Meridian	Near GFU	

## Traffic Safety Commission Active Issue Log

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	ODOT	First / OR 219	The current ODOT Newberg Urban Verification Study Project includes recommended improvements that have been requested to be incorporated into the ODOT Newberg ADA Curb Ramp Project. <b>See links to ODOT projects below.</b> <a href="#">ODOT Newberg Urban Verification Study Project</a> <a href="#">ODOT Newberg ADA Curb Ramp Project</a>
	ODOT	Main / OR240	Concerns along N Main/OR240 have been relayed to ODOT. <b>ODOT representative has expressed that ODOT does not currently have funding or a planned project to install a marked crosswalk at this location at this time. ODOT active transportation liaison Jenna Berman has been made aware of this community request as well. ODOT representative also expressed that unfortunately, the reality is that there are more needs than what we have funding for and that speed enforcement of vehicles is best accomplished through enforcement. Just posting a lower speed or adding a flashing device to a sign does not necessarily lower vehicle speeds.</b>
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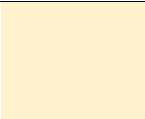



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23 8/13/2024	2024-006	Resident at S Donna Drive and E Kennedy Drive inquired about having a stop sign installed at this intersection.	Installation of a stop sign is to be consistent with the stop sign policy within the stop sign policy packet available on the TSC webpage. Looking into issue.	Ongoing, Traffic Count/Study Needed	8/19/2024		Stop Sign	Donna Drive	Kennedy Drive	
24 9/27/2024	2024-012	Resident submitted a Traffic Safety Issue Report form providing observations of a pedestrian safety issue at the intersection of N Villa Road and E Haworth Avenue. Also described issues of westbound cars on Haworth waiting for extended periods of time to turn south onto Villa.	Multiple issues to be looked into. Missing sidewalks on the east side of Villa south of the intersection appear to be contributing to the issues and concerns.  Traffic counts needed to see if the addition of stop signs is warranted.	Ongoing, Traffic Count/Study Needed	9/30/2024, 12/6/2024		Ped Crossing	Villa	Haworth	
25 10/28/2024	2024-017	Resident provided public comment at the TSC meeting regarding concerns with the Haworth at Villa intersection. Concerns included visibility issues at this tee intersection, the lack of stop signs on N Villa at this location, amount of pedestrian traffic at this location in the vicinity of George Fox University and CPRD's Aquatic and Fitness Center, and increased traffic anticipated from new development at north of E Mountainview Drive at N Villa Road. Believes that the addition of stop signs to make the intersection an all-way stop would help address the concerns.	Multiple issues to be looked into. Missing sidewalks on the east side of Villa south of the intersection appear to be contributing to the issues and concerns.  Traffic counts needed to see if the addition of stop signs is warranted.	Ongoing, Traffic Count/Study Needed	12/6/2024		Stop Sign	Villa	Haworth	

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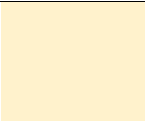



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26 10/14/2024	2024-014	Resident expressed concerns with the lack of stops signs at intersections near E Seventh Street.	Installation of stop signs are to be consistent with the stop sign policy within the stop sign policy packet available on the TSC webpage.  There are many areas of Newberg where intersections do not have stops signs in either direction. Most if not all of these do not meet the warrants for a stop sign. Looking into issue.  Traffic counts needed to see where stop signs are warranted.	Ongoing, Traffic Count/Study Needed	12/6/2024		Stop Sign	E Seventh		

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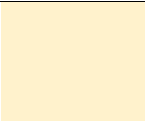



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27	11/14/2024	2024-018	Resident on Eighth Street expressed concern with speeding on Eighth and the lack of stop signs in the area.	Resident has expressed intent to submit a Stop Sign Request form. Installation of stop signs are to be consistent with the stop sign policy within the stop sign policy packet available on the TSC webpage.  There are many areas of Newberg where intersections do not have stops signs in either direction. Most if not all of these do not meet the warrants for a stop sign. Looking into issue.  Traffic counts needed to see where stop signs are warranted.	Ongoing, Traffic Count/Study Needed	12/6/2024		Stop Sign	Eighth		
28	9/25/2024	2024-011	Resident expressed concern with speeding on N Morris Street. Requested installation of speed limit sign.	Resident informed of Traffic Issue Report forms available on the TSC webpage. Looking into issue.	Ongoing	9/25/2024		Speed	Morris		
29	10/4/2024	2024-013	Resident on Wilakenzie has expressed concerns with speeding and lack of speed limit signs along Willakenzie and Jory in the Crestview Crossing development.	Looking into Issues. Speed limit signs are likely to be warranted with development of the adjacent Crestview Green development to the east.	Ongoing	12/6/2024		Speed	Willakenzie/ Crestview	Jory/ Crestview	

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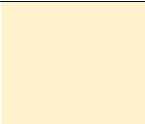



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30	10/17/2024	2024-015	Resident asked about how to have portions of Edgewood Drive near Burlington Drive designates as "No Parking" areas.	Need more information from resident on specific areas of concern. Looking into issues and working with resident. Waiting for response from resident.	Ongoing	12/6/2024, 1/6/2025		Parking	Edgewood	Burlington	
31	1/8/2025	2025-001	Residents have expressed concerns to the mayor regarding crosswalk danger and people running stop signs. It has been suggested that crosswalk signals on the west and north legs of the intersection be installed to address this issue.	Need coordination with City Manager and City Engineer for assignment of resources to investigate concerns and potential options besides the traffic signal project I09 identified in the Transportation System Plan.	Received	1/8/2025		Ped Crossing	E Haworth	N Sprinbrook	
32	2/3/2025	2025-002	Resident expressed that speeding is a persistent issue along Dayton Avenue. Resident has asked if speed bumps are not an option, could the city install permanent speed monitoring signs?  This concern is related to TSC Issue Numbers: 2024-002, 2023-019, 2021-006.	This request has been provided to the City Manager and City Engineer for assignment of resources to investigate possibility of installing the requested permanent speed monitoring signs.  Waiting on update from the City Manager.	Received	2/7/2025, 3/25/2025		Speed	Dayton		

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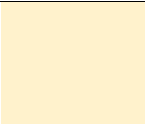



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33	2/4/2025	2025-003	Resident expressed concern with the intersection of N Villa at E Haworth and why it is not a three-way stop.  This concern is related to TSC Issue Numbers: 2024-17 and 2024-12.	Need coordination with City Manager and City Engineer for assignment of resources to investigate possibility of making this a three-way stop intersection.	Received	2/7/2025		Stop Sign	Villa	Haworth	
34	2/24/2025	2025-004	Resident express concern with residents trying to leave from Laurel onto Villa and having a very dangerous time navigating this intersection when school commuters park along Villa.  Resident proposed adding in street pedestrian crossing sign and curb extensions at an existing marked crosswalk on the southern leg of this intersection.	Need coordination with City Manager and City Engineer for assignment of resources to investigate possibility of making improvements at this intersection.  A site visit identified that there is existing yellow curb painting designating no parking areas along Villa and Laurel. The curb painting has faded. PW Maintenance is working to install no parking signs as an additional measure to clearly designate no parking in this area.	Ongoing	2/25/2025, 3/26/2025		Parking, speed, ped crossing	Villa	Laurel	

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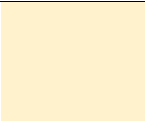



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35 3/5/2025	2025-006	Submitted via SeeClickFix:  <i>"In the south side of town, please choose the thoroughfares and add stop signs to all the side streets. It's ridiculous to have no stop signs at so many intersections. You are risking some huge lawsuits in the future. Add stop signs north to south. Please consider designating west to East to be the thoroughfares."</i>	TSC Staff Liaison provided access to SeeClickFix on 3/4/2025.  This concern related to the number of uncontrolled intersections in the south side of town is noted in the TSC Active Issues Log as TSC Issue Number 2024-19. This concern is also related to TSC Issue Numbers 2024-18, 2024-14 and 2023-011.  Installation of stop signs are to be consistent with the stop sign policy within the stop sign policy packet available on the TSC webpage. Most if not all of these intersections are not expected to meet the warrants for a stop sign. Traffic counts are needed to see where stop signs are warranted.  Coordination is ongoing with the City Manager and City Engineer for assignment of resources to investigate concerns and potential options.	Received	3/5/2025		Stop Sign	South of Second between S Harrison and Wynooski.		

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36 3/11/2025	2025-007	Resident expressed concerns with vehicles parking too close to intersections in the the area south of E Third Street between S Everest Road and S Corinne Drive.	Parking within 20 feet of crosswalks, marked or unmarked, is a a violation of ORS 811.550(17).  Requested NDPD to look at the area south of E Third Street between S Everest Road and S Corinne Drive for possible enforcement action.  Staff requested the City's Public Information Officer to work with NDPD on an updated flyer regarding parking basics to be available on the city website and possibly for distribution within this neighborhood and possibly at GFU.	Ongoing	3/11/2025, 4/08/2025		Parking	E Third	S Corinne	

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37 3/24/2025	2025-008	Resident expressed concern with speeding on E Madrona. The resident provided the following description of the concern.  "E Madrona Drive has become the road to use for those people who dislike using Crestview and all of the roundabouts. As a result they turn into the Springmeadow development from 99W, turn onto Aquarius for 1 block and then scream down E Madrona. Some of the cars are in the 40-45 MPH range. The worst offenders are in the early morning and early evening so I assume they're commuting to and from work."	Requested NDPD to look at the area of E Madrona Drive for possible enforcement action and deployment of a radar trailer.	Ongoing	3/25/2025		Speeding	E Madrona Drive		

April 15, 2025

MEMORANDUM

Brett Musick  
City of Newberg  
414 E. First Street  
Newberg, OR 97132

Re: **Preliminary Review and Proposed Work Plan for Brutscher St and Fernwood Rd  
Pedestrian Crossing Traffic Safety Issue** (TSC # 2022-005, 2023-008)

Brett:

Please find below our preliminary review of the Brutscher St and Fernwood Rd Pedestrian Crossing Traffic Safety Issue (2022-005, 2023-008) and our proposed work plan.

Road Classification: Major Collector  
Posted Speed Limit: 25 mph

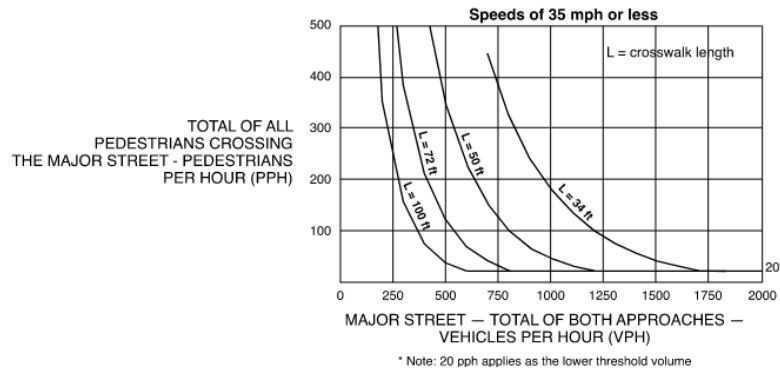
**Guidance (MUTCD):** Before installing a marked crosswalk at uncontrolled approaches, an engineering study should be conducted, considering the following criteria:

1. Total number of approach lanes
2. Presence of a median
3. Distance from adjacent signalized intersections or other controlled crossings
4. Projected pedestrian and bicyclist volumes
5. Pedestrian and bicyclist paths of travel
6. Pedestrian ages and abilities
7. Pedestrian and bicyclist delays
8. Location or frequency of public transit stops
9. Average daily traffic (ADT)
10. Speed limit or the 85th-percentile speed
11. Horizontal and vertical geometry of the crossing location
12. Possible consolidation of multiple crossing points
13. Availability of street lighting
14. Other appropriate factors

**Additional Guidance:** The FHWA's Guide for Improving Pedestrian Safety at Uncontrolled Crossings provides further assistance for selecting appropriate countermeasures. Agencies should use **Tables 1 and 2 (attached)** to determine suitable crossing treatments and visibility enhancements. Furthermore, MUTCD suggest the use of a Pedestrian Hybrid Beacon (PHB) if the plotted points for vehicles per hour (both directions) and total pedestrian crossings during any peak hour fall above the curve in Figure 4J-1 for the crosswalk length.



**Figure 4J-1. Guidelines for the Installation of Pedestrian Hybrid Beacons on Low-Speed Roadways**



### Other Considerations

1. Provide visibility enhancements such as high visibility markings, lighting, advanced yield here to peds or stop here for ped signs.
2. Provide pedestrian refuge island.
3. Right of Way limitations on the SW corner. State owns the parcel just across the existing ped crossing. Crossing will need to be placed to avoid impacts outside of city limits.
4. Improvements fall within a special flood hazard and stream corridor overlay. Ensure improvements consider impacts to these elements.
5. An irrigation ditch exist roadside on the north side of Fernwood Rd possibly needing to be piped.

### Work Plan

1. Obtain speed, traffic, bike and ped counts for the highest ped traffic day for a 12-hour period (Saturday).
2. Perform a site visit to make observations
3. Develop Memo with Concept Layout of Crossing Countermeasures
4. Level of Effort: \$4,000 (including traffic counts)

Please feel free to contact me with any questions at (208)-244-5083.

Sincerely,

**KELLER ASSOCIATES, INC.**

Ismael Medina, PE

Traffic Engineer

## Attachment A

Table 1. Application of pedestrian crash countermeasures by roadway feature.














































Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
<b>2 lanes</b> (1 lane in each direction)	① 2 4 5 6	① 5 6 7 9	① 5 6 ⑦ ⑨	① 4 5 6	① 5 6 7 9	① 5 6 ⑦ ⑨	① 4 5 6 7 9	① 5 6 7 9	① 5 6 ⑨
<b>3 lanes with raised median</b> (1 lane in each direction)	① 2 3 4 5	① ③ 5 7 9	① ③ 5 ⑦ ⑨	① 3 4 5 7 9	① ③ 5 ⑦ ⑨	① ③ 5 ⑦ ⑨	① ③ 4 5 7 9	① ③ 5 ⑦ ⑨	① ③ 5 ⑨
<b>3 lanes w/o raised median</b> (1 lane in each direction with a two-way left-turn lane)	① 2 3 4 5 6 7 9	① ③ 5 6 7 9	① ③ 5 6 ⑨	① 3 4 5 6 7 9	① ③ 5 6 ⑦ ⑨	① ③ 5 6 ⑨	① ③ 4 5 6 7 9	① ③ 5 6 ⑨	① ③ 5 6 ⑨
<b>4+ lanes with raised median</b> (2 or more lanes in each direction)	① ③ 5 7 8 9	① ③ 5 7 8 9	① ③ 5 8 ⑨	① ③ 5 7 8 9	① ③ 5 ⑦ 8 ⑨	① ③ 5 8 ⑨	① ③ 5 ⑦ 8 ⑨	① ③ 5 8 ⑨	① ③ 5 8 ⑨
<b>4+ lanes w/o raised median</b> (2 or more lanes in each direction)	① ③ ① ③ 5 6 5 ⑥ 7 8 9 7 8 9	① ③ ① ③ 5 ⑥ 5 ⑥ 7 8 9 7 8 9	① ③ ① ③ 5 ⑥ 5 ⑥ 8 ⑨ 7 8 9	① ③ ① ③ 5 ⑥ 5 ⑥ 7 8 9 ⑦ 8 ⑨	① ③ ① ③ 5 ⑥ 5 ⑥ ⑦ 8 ⑨ 8 ⑨	① ③ ① ③ 5 ⑥ 5 ⑥ 8 ⑨ ⑦ 8 ⑨	① ③ ① ③ 5 ⑥ 5 ⑥ 8 ⑨ 8 ⑨	① ③ ① ③ 5 ⑥ 5 ⑥ 8 ⑨ 8 ⑨	① ③ ① ③ 5 ⑥ 5 ⑥ 8 ⑨ 8 ⑨
<p>Given the set of conditions in a cell,</p> <ul style="list-style-type: none"> <li># Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.</li> <li>● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.</li> <li>○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*</li> </ul> <p>The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.</p>									
<ol style="list-style-type: none"> <li>1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs</li> <li>2 Raised crosswalk</li> <li>3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line</li> <li>4 In-Street Pedestrian Crossing sign</li> <li>5 Curb extension</li> <li>6 Pedestrian refuge island</li> <li>7 Rectangular Rapid-Flashing Beacon (RRFB)**</li> <li>8 Road Diet</li> <li>9 Pedestrian Hybrid Beacon (PHB)**</li> </ol>									

\*Refer to Chapter 4, 'Using Table 1 and Table 2 to Select Countermeasures,' for more information about using multiple countermeasures.

\*\*It should be noted that the PHB and RRFB are not both installed at the same crossing location.

This table was developed using information from: Zegeer, C.V., J.R. Stewart, H.H. Huang, P.A. Lagerwey, J. Feaganes, and B.J. Campbell. (2005). *Safety effects of marked versus unmarked crosswalks at uncontrolled locations: Final report and recommended guidelines*. FHWA, No. FHWA-HRT-04-100, Washington, D.C.; FHWA. *Manual on Uniform Traffic Control Devices*, 2009 Edition, (revised 2012). Chapter 4F, *Pedestrian Hybrid Beacons*. FHWA, Washington, D.C.; FHWA. *Crash Modification Factors (CMF) Clearinghouse*, <http://www.cmfclearinghouse.org/>; FHWA. *Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE)*, <http://www.pedbikesafe.org/PEDSAFE/>; Zegeer, C., R. Srinivasan, B. Lan, D. Carler, S. Smith, C. Sundstrom, N.J. Thirsk, J. Zegeer, C. Lyon, E. Ferguson, and R. Van Houten. (2017). NCHRP Report 841: *Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments*. Transportation Research Board, Washington, D.C.; Thomas, Thirsk, and Zegeer. (2016). NCHRP Synthesis 498: *Application of Pedestrian Crossing Treatments for Streets and Highways*. Transportation Research Board, Washington, D.C.; and personal interviews with selected pedestrian safety practitioners.

Table 2. Safety issues addressed per countermeasure.

Pedestrian Crash Countermeasure for Uncontrolled Crossings	Safety Issue Addressed				
	Conflicts at crossing locations	Excessive vehicle speed	Inadequate conspicuity/ visibility	Drivers not yielding to pedestrians in crosswalks	Insufficient separation from traffic
Crosswalk visibility enhancement					
High-visibility crosswalk markings*					
Parking restriction on crosswalk approach*					
Improved nighttime lighting*					
Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line*					
In-Street Pedestrian Crossing sign*					
Curb extension*					
Raised crosswalk					
Pedestrian refuge island					
Pedestrian Hybrid Beacon					
Road Diet					
Rectangular Rapid-Flashing Beacon					

\*These countermeasures make up the STEP countermeasure "crosswalk visibility enhancements." Multiple countermeasures may be implemented at a location as part of crosswalk visibility enhancements.



## Traffic Safety Commission

3/29/2024

### Work Plan 2024

#### 1. Operational traffic safety –

- a. Police
  - i. Crash statistics and other traffic safety data.
- b. Engineering
  - i. Active Issues Log
- c. Maintenance – as applicable
  - i. Maintenance activities
- d. Public Outreach – as applicable, *note TSC to identify what to publicize.*
  - i. Specific issues to publicize.
  - ii. Ongoing public awareness activities

#### 2. Long-range planning – TSC Work Item No. 1

*TSC Work Item No.1 is a combination of previously identified future tasks including identifying recommendations for the next Transportation System Plan update, review and identify recommendations for prioritization of bike-ped plan routes, review and identify recommendations for traffic calming guidelines, including recommendations for Newberg Municipal Code (NMC) amendments for traffic calming requirements for new developments.*

- a. Review current planning and code documents.
  - i. Transportation System Master Plan ([Vol 1.](#)) ([Vol 2.](#))
  - ii. [ADA/Pedestrian/Bike Route Improvement Plan](#)
  - iii. [Newberg Downtown Improvement Plan](#)
  - iv. [Riverfront Master Plan](#)
  - v. [2018 Traffic Calming Policy.](#)
  - vi. [City of Newberg Municipal Code \(NMC\)](#)

- b. Evaluate need and recommendations for updates –
  - i. Request incorporation of TSC recommendations into overall master plan update process (~2 years out) – *note TSC to identify any recommendations for updates/amendments to master plans and/or the NMC.*
  - ii. Identify updates to be requested sooner as an independent effort. – *note TSC to identify any recommendations for updates/amendments to master plans, the NMC and/or other documents.*
  - iii. Review and update the Traffic Calming Policy – *note 2018 Traffic Calming Policy has not been adopted by the City Council. TSC to identify any recommendations for updates including any recommendations for requirements for new development.*