

NOTICE OF PUBLIC MEETING & AGENDA

TRAFFIC SAFETY COMMISSION

6:00 PM, MONDAY, October 13, 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

To request documents in Spanish please email

trafficsafety@newbergoregon.gov

“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	Russell Johnson
Roger Kuhlman	Rick Marshall	
Derek Carmon (Ex-officio)		

III. PLEDGE OF ALLEGIANCE

IV. PUBLIC COMMENTS

V. CONSENT CALENDAR

- a. Traffic Safety Commission Meeting Minutes July 14, 2025

VI. Keller Presentation – Fernwood at Brutscher Pedestrian Crossing Study, *Information Only – no action requested of the Traffic Safety Commission*

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. Public Outreach - Traffic Safety Related
 - i. The City Interim Public Information Officer has conducted the following:
 - 1. Distributed parking information flyer to George Fox University.
 - 2. Posted traffic safety reminders from the National Highway Traffic Safety Administration (NHTSA) to social media in August with a focus to:
 - a. pay attention, put phones down and drive carefully around school zones and bus routes.
 - ii. The City Interim Public Information Officer has requested that the Traffic Safety Commission provide any specific messaging they wish to be distributed.
- c. Engineering
 - i. [Active Issues Log](#)
 - 1. Status summary of progress made this year.
 - a. The number of items added to the Active Issues Log since January 2025 is 18.
 - b. The number of items completed since January 2025 is 14.
 - c. The number of outstanding items noted as Ongoing – Traffic Counts and/or Study Needed is 20.
 - d. There are 3 items noted as “Received”.
 - 2. Traffic Safety Issues Work Plan for Keller Assistance
 - a. Next task assignments: Engineering Studies to include review of existing conditions, initial evaluations and proposed recommendations for:
 - i. E Third at Center and E Third at Meridian Street
 - ii. N Villa at Laurel
 - iii. Villa at Haworth
 - 3. GIS Analyst traffic related data collection
 - a. GIS has been collecting speed data and free flow traffic count data to aid in addressing speeding related concerns.

VIII. COMMISSIONER COMMENTS

IX. ADJOURNMENT – January 12, 2026

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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



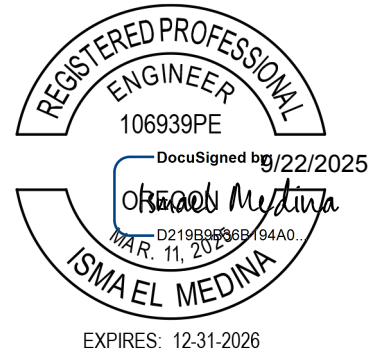
Technical Memorandum

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

FROM: Ismael Medina, PE
Matt Steele, EI
Keller Associates, Inc.
4800 SW Griffith Dr. Suite 128
Beaverton, OR 97005

DATE: September 22, 2025

SUBJECT: Review and Proposed Crossing Recommendation
Brutscher St. and Fernwood Rd.
Pedestrian Crossing Traffic Safety Issue (TSC #2022-005, 2023-008)



1.1. PROJECT BACKGROUND

The City of Newberg requested a crossing treatment study examining the intersection of Fernwood Road and Brutscher Street. High pedestrian crossing volumes have been observed between the north side sidewalk and the southern shared-use path along Fernwood Road. This study identifies existing challenges and recommends effective safety countermeasures such as enhanced signage, high visibility crossings, and geometric modifications that are congruent with the future vision for the corridor.

1.2. SITE CHARACTERISTICS AND EVALUATION

A site visit was performed on Saturday, June 30th between 8:45 AM and 3:00 PM, to collect bicycle and pedestrian volumes during a window of time when bicycle and pedestrian activity would be assumed to be highest. Radar survey of passing vehicles was conducted from Thursday May 22nd to Thursday May 29th to collect vehicle data over a week period. Recreational walking and biking activities were assumed to be highest during a weekend day, from late morning to early afternoon, when outdoor conditions are more comfortable. During pedestrian and bicycle volume counts, the travel pattern of people walking and biking was observed to be along the unmarked crossing at the intersection of Fernwood and Brutscher to the shared use path on the south side of Fernwood. The observer noted strollers were present, emblematic of the wide range community users this facility serves.

Relevant physical characteristics of the site are shown in **Table 1**. There is no history of crashes within the last 5 years of available data (Appendix B). North of the intersection is a residential community and a Portland Community College (Newberg Center). To the southeast is the Chehalem Glenn Golf Course. East of the intersection with Brutscher Street, drainage ditches are present on both sides of Fernwood.



TABLE 1 : SITE CHARACTERISTICS

Feature	Description
Total Number of Approach Lanes	3 lanes
Presence of a Median	Yes, Painted
Distance from adjacent signalized intersections / other controlled crossings	1,100 ft
Pedestrian and Bicyclist Volumes	20 pph ¹
Pedestrian and bicyclist path of travel	North-South
Public Transit Stops	Within 0.5-mile walkshed
Vehicle Volume	255 vph ²
Posted Speed Limit	25 mph ³
Lighting	Overhead streetlight at Fernwood & Brutscher
Sidewalk / Shared Use Path	Yes, both sides
Bicycle Facilities	Bike lane, north side
Roadway Width	42 ft
ADT ⁴	< 9000 Vehicles

¹PPH: Pedestrians Per Hour, determined by traffic count Saturday, 05/24/2025 (Appendix A)²VPH: Vehicles Per Hour, determined by traffic count Saturday, 05/24/2025 (Appendix A)³MPH: Miles Per Hour⁴ADT: Average Daily Traffic, determined by traffic count Saturday, 05/24/2025 (Appendix A)

City of Newberg's GIS Division (Appendix D) collected vehicle speeds and volumes on May 29, 2025, which indicated an **85th percentile speed for both directions at 34 mph**. The maximum speed recorded over a 7-day period was 59 miles per hour, and the percentage of vehicles driving over the excessive speed threshold (40 miles per hour) was approximately 2.5%.

While driving five to ten miles per an hour over the speed limit can be a product of driver comfort on the facility, an excessive speed threshold was set at 15 miles per an hour over the posted speed limit to capture a behavioral shift of disregard for the posted speed. The excessive speed threshold is typically examined before and after countermeasure implementation to capture typical high-speed behavior change as a result of the safety investment.

Sidewalk is present on the north side of Fernwood, in both directions from the intersection with Brutscher. A paved asphalt shared use path on the southern side of Fernwood (a segment of the Chehalem Heritage Trail) extends to within approximately 30 feet of the intersection with Brutscher, turning north near the intersection but not continuing west towards Springbrook.

City Ordinance No. 2009-2715, adopted May 18th 2009, allows golf carts and low-speed vehicles to use certain city highways adjacent to the Chehalem Golf Course to travel between the golf course and other locations. The purpose of the ordinance is to improve access to recreational amenities in the community while conserving fuel consumption through lighter vehicle use. The ordinance applies to golf carts and low-speed vehicles with at least three wheels, 1300-pounds or less (unloaded), and operate around 15 miles per hour.

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TSC: FERNWOOD RD. & BRUTSCHER ST. CROSSING RECOMMENDATION



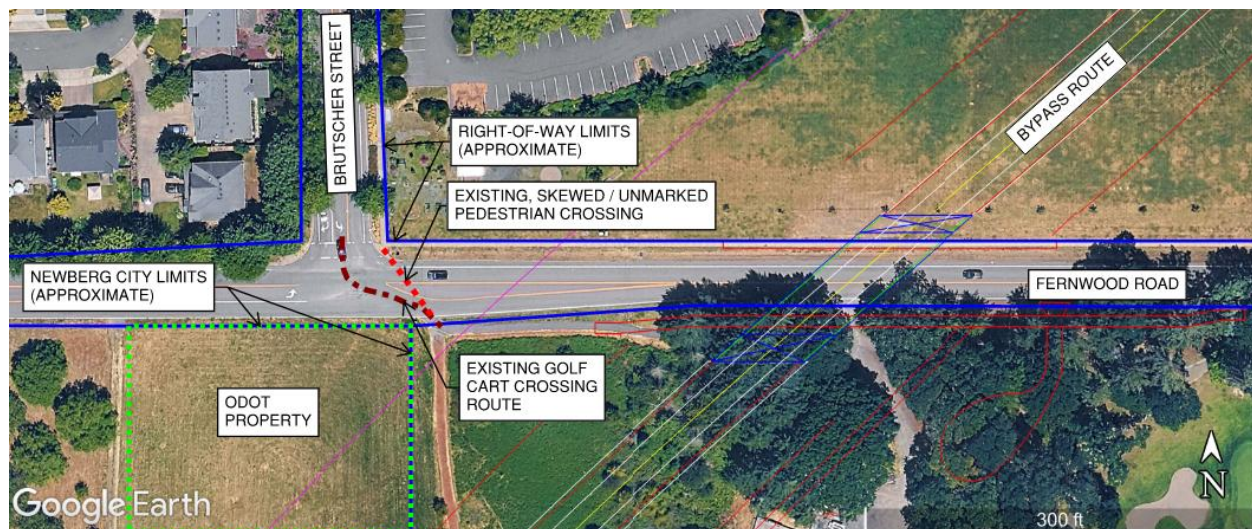
Golf cart use on highways is currently allowed along Brutscher and Fernwood to get to and from the golf course and the adjacent subdivisions along Brutscher. The city indicated that the preferred route for people driving golf carts is the shared use path on the south side of Fernwood— accessed via the path connection near the intersection of Fernwood and Brutscher.

1.3. REGIONAL PLANNING REVIEW

The Newberg ADA/Pedestrian/Bike Route Improvement Plan (**Reference 1**) indicates Fernwood and Brutscher are critical on-street routes – segments of the transportation system that provide network connectivity between different land uses and other directional routes. Per the Newberg Transportation Plan (**Reference 2**) Fernwood has an aspirational plan for reconstruction east of Springbrook Road to include sidewalk and bicycle lanes on both sides. The Chehalem Heritage Trail Strategic Plan (**Reference 3**) identifies the southern shared use path as a neighborhood on-street trail.

ODOT is currently working on the design of Phase 2B of the Newberg-Dundee Bypass which connects the previously built Phase 1 at the intersection of OR18 & OR219 to OR99W by the Rex Hill Winery. Phase 2B will intersect Fernwood approximately 350-feet east of the Brutscher intersection (See **Figure 1** and **Appendix F**). Per communication with the ODOT Project Manager Ian Roholt, construction is not anticipated to occur within the next ten years at the time of this crossing study.

FIGURE 1: PROPOSED NEWBERG-DUNDEE BYPASS





1.4. ALL-WAY STOP CONTROLLED AND PEDESTRIAN HYBRID BEACON (PHB) WARRANTS

MUTCD guidance points to All-Way Stop Control Warrants A through E to evaluate conversion to an all-way stop control at an intersection:

- A. Crash Experience
- B. Sight Distance
- C. Transition to Signal Control or Transition to Yield Control at a Circular Intersection
- D. 8 – Hour Volume
- E. Other Factors

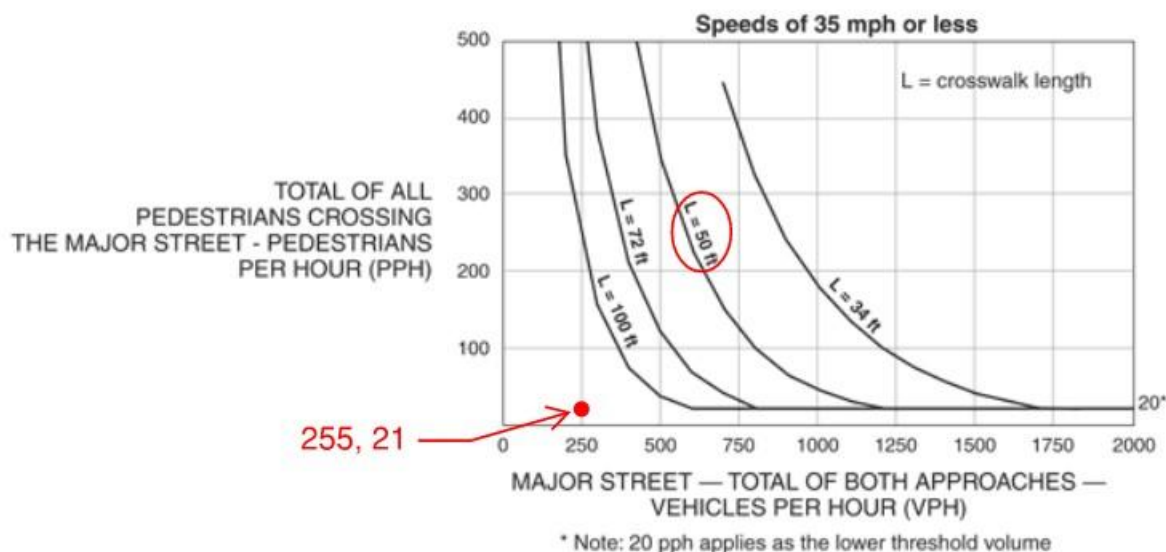
Warrants A through E were evaluated at the intersection of Fernwood and Brutscher. **Warrants A through D were not met.** Warrant E supports all-way stop control installation through engineering judgment when other warrants are not fully satisfied but other broader and contextual concerns are present. Common justifications include active pedestrian and bicyclist movements, potential safety concerns from left-turn conflicts, and nearby trail crossings. In this instance, Warrant E is considered applicable due to existing trail connectivity, documented community concerns, and consistent bike and pedestrian activity.

A Pedestrian Hybrid Beacon – a traffic control device consisting of a beacon with red and yellow lenses that are activated by a pedestrian call button, directing motorists to slow and come to a stop for pedestrians to safely cross the roadway – was evaluated. MUTCD suggests that the need for a PHB should be considered when the total vehicles per hour on the major street versus the total of all pedestrians crossing the major street for 1-hour of an average day falls above the curve illustrated in **Figure 2. Analysis of existing conditions indicates that the crossing does not meet the MUTCD Warrant for a Pedestrian Hybrid Beacon.**

FIGURE 2: PEDESTRIAN HYBRID BEACON WARRANT FOR SPEEDS UNDER 35 MPH

U.S. Federal Highway Administration. Manual on Uniform Traffic Control Devices (2009), Chapter 4F. June 7, 2024.

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





1.5. POTENTIAL COUNTERMEASURE OPTIONS

FHWA research (FHWA-HRT-04-100) shows that installing a marked crosswalk alone at an uncontrolled location does not significantly improve pedestrian crash rates compared to leaving the crossing unmarked. To effectively enhance safety at such locations, more substantial measures are typically needed—such as traffic calming strategies, lane reductions, curb extensions, raised medians and crosswalks, and pedestrian-scale lighting.

Per the FHWA Toolbox of Individual Traffic Calming Measures (**Reference 4**) and Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations (**Reference 5**) the following countermeasures are appropriate for this context and provide effective solutions to pedestrian and bicycle crossing safety challenges:

- **High visibility crosswalk markings and enhanced signage** make the pedestrian crossing more visible to drivers. Bar pairs, continental, and ladder striping done in thermoplastic tape make the crosswalk highly reflective and easier to recognize from far away. “YIELD Here to Pedestrians” sign, as well as MUTCD approved signage indicating the presence of pedestrian and bicycle traffic serve to alert drivers in advance of the crossing.
- **Pedestrian scale lighting**, with positive contrast to help identify a pedestrian from their shadow. Improved lighting conditions also enhance the user’s sense of security – a critical component of pedestrian and bicycle infrastructure.
- **Rapid Rectangular Flashing Beacons (RRFB)** are especially effective at crossings with speed limits under 40 mph with yield rates of up to 98% and a potential reduction of up to 47% in pedestrian crashes. Flashing patterns should be activated by APS pushbuttons to ensure ADA compliance. RRFB implementation at this location should be done alongside pedestrian or trail crossing warning sign.
- **Raised Crosswalk** at this location may tie into the shared use path on the south side without curb or gutter. This countermeasure is appropriate along roadways with a posted speed limit of 30mph or below. Moreover, the relative flat and straight alignment of Fernwood makes the raised crosswalk ideal, as well as the absence of conflicting driveways and on-street parking. Since roadside ditches already collect stormwater, this treatment will not affect the current stormwater system. Raised crosswalks are typically applied over an overall travel length of 22 feet (with two 6-foot approaches and a 10-foot table).

Studies have demonstrated that these countermeasures reduce conflicts at crossing locations, address excessive vehicle speeds, enhance visibility, and produce higher yield rates. The three alternatives presented in the next section offer viable countermeasure treatments. These measures are designed to reduce speeds and increase driver compliance, ultimately providing a safer crossing through data-driven solutions.

1.6. POTENTIAL DESIGN ALTERNATIVES

Installing a marked crosswalk at an uncontrolled intersection alone does not significantly improve pedestrian safety outcomes. However, given that the intersection satisfies All-Way Stop Control Warrant E through active bicycle and pedestrian volumes, converting it to all-way stop control would enhance driver compliance and prioritize non-motorized users. To support this conversion, the northeast corner ramps must be reconstructed, and a new ramp installed west of the terminus of the existing trail on the south side. These improvements must comply with PROWAG standards, including direct alignment of opposing ramps.

Adjusting the alignment of the ramps would require the crosswalk to be relocated closer to the intersection. Moving the crosswalk closer to the intersection would involve relocating utilities along the

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south side of the roadway and would encroach on land set aside by ODOT for the future Newberg-Dundee Bypass PH2B (OR 18). At this site, the roadway measures roughly 44 feet wide with a center turn lane, resulting in a relatively long pedestrian crossing distance (as shown in **Figure 3**).

FIGURE 3: EXISTING CROSSING SITE CONFLICTS



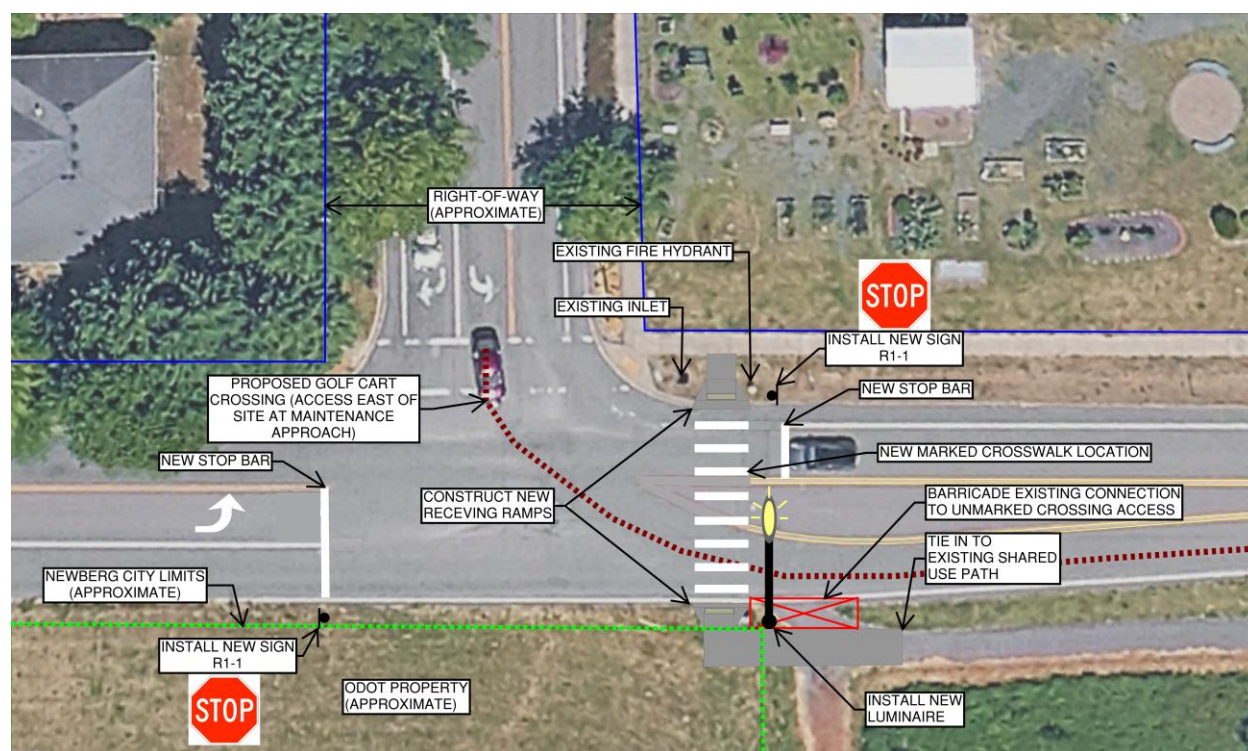
Implications for changes to golf cart access and proposed routes are explored in a section below, following the descriptions of the individual alternatives.



All-Way Stop Control (Option 1)

The estimated costs to convert the intersection into an all-way stop controlled intersection (illustrated in **Figure 4**) and provide proper pedestrian crossing accommodations is \$66,220. This cost reflects installation of the signage, signage material, construction of a receiving ramp on the south side of Fernwood with associated right of way acquisition, reconstruction of the north ramp to provide adequate pedestrian travel way alignment, installation of an additional luminaire to improve visibility of users and hazards at the intersection, new high visibility crosswalk markings, trail crossing signage, and restriping of all pavement markings 25 feet in advance of the intersection to enhance visibility. This cost estimate does not reflect costs associated with potential property annexation if found to be needed. Given the closure of the existing shared use path entrance, golf carts are expected to access the path via a maintenance approach to the east of the intersection.

FIGURE 4: ALL-WAY STOP CONTROL ALTERNATIVE (OPTION 1)





Mid-Block Crossing Alternatives (Options 2 & 3)

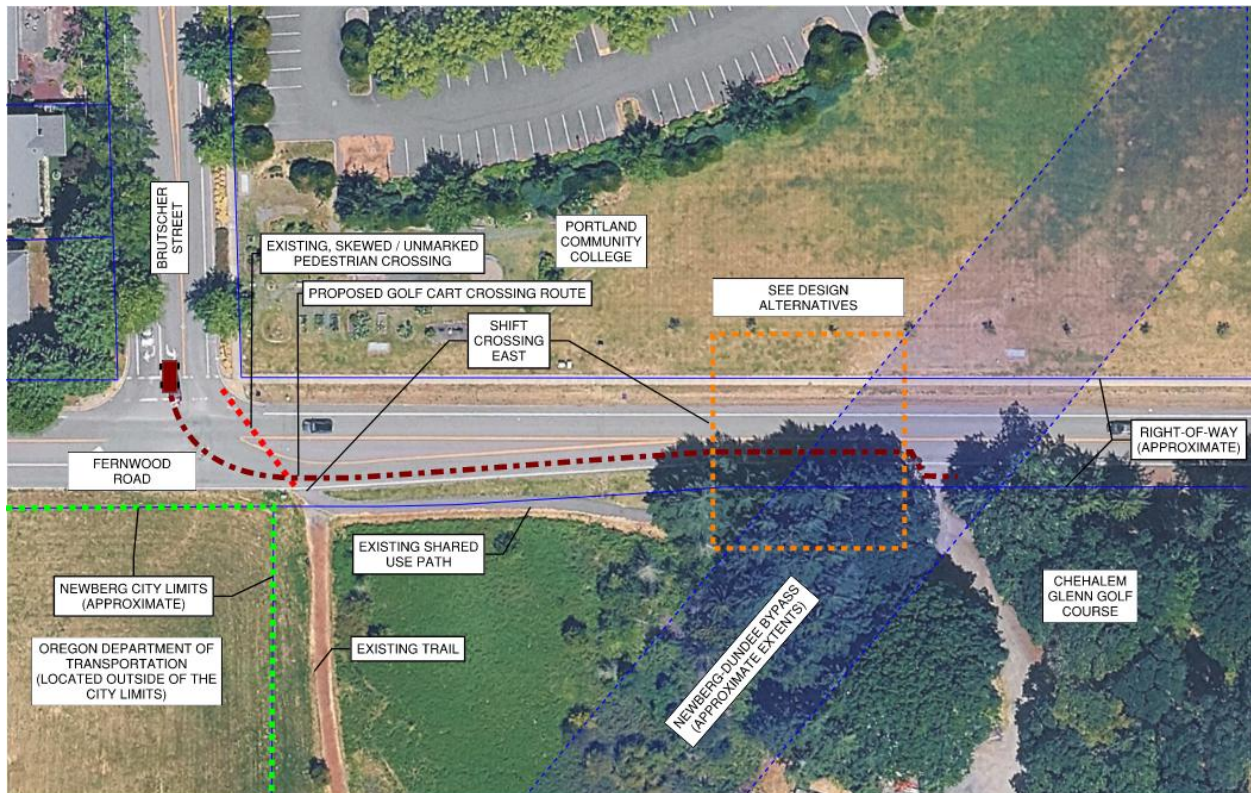
The City of Newberg's stop sign policy states that at intersections of two collector streets, the street with lower traffic volume should be stop-controlled, while the higher volume street remains uncontrolled. In consideration of FHWA guidelines regarding additional safety measures at marked crossings in uncontrolled intersections, as well as existing site limitations and deviations from City standards, alternative solutions are proposed. These alternatives relocate the crossing to a mid-block location to ensure compliance with FHWA and City standards, while also addressing current site constraints at the intersection.

Figure 5 illustrates the existing unmarked, skewed pedestrian crossing location and the alternate crossing location which repositions the crossing farther east. This location addresses the identified concerns and aligns with FHWA's recommendations for improving pedestrian safety at uncontrolled crossings. This shift would achieve a number of safety improvements:

- Reduce the pedestrian crossing distance
- Improve visibility for drivers
- Mitigate left turning conflicts
- Avoid right of way and utility impacts.

Per the figure below, both mid-block crossing alternatives propose a golf cart reroute to access the shared use path via the maintenance approach east of the intersection.

FIGURE 5: ALTERNATIVE CROSSING LOCATION

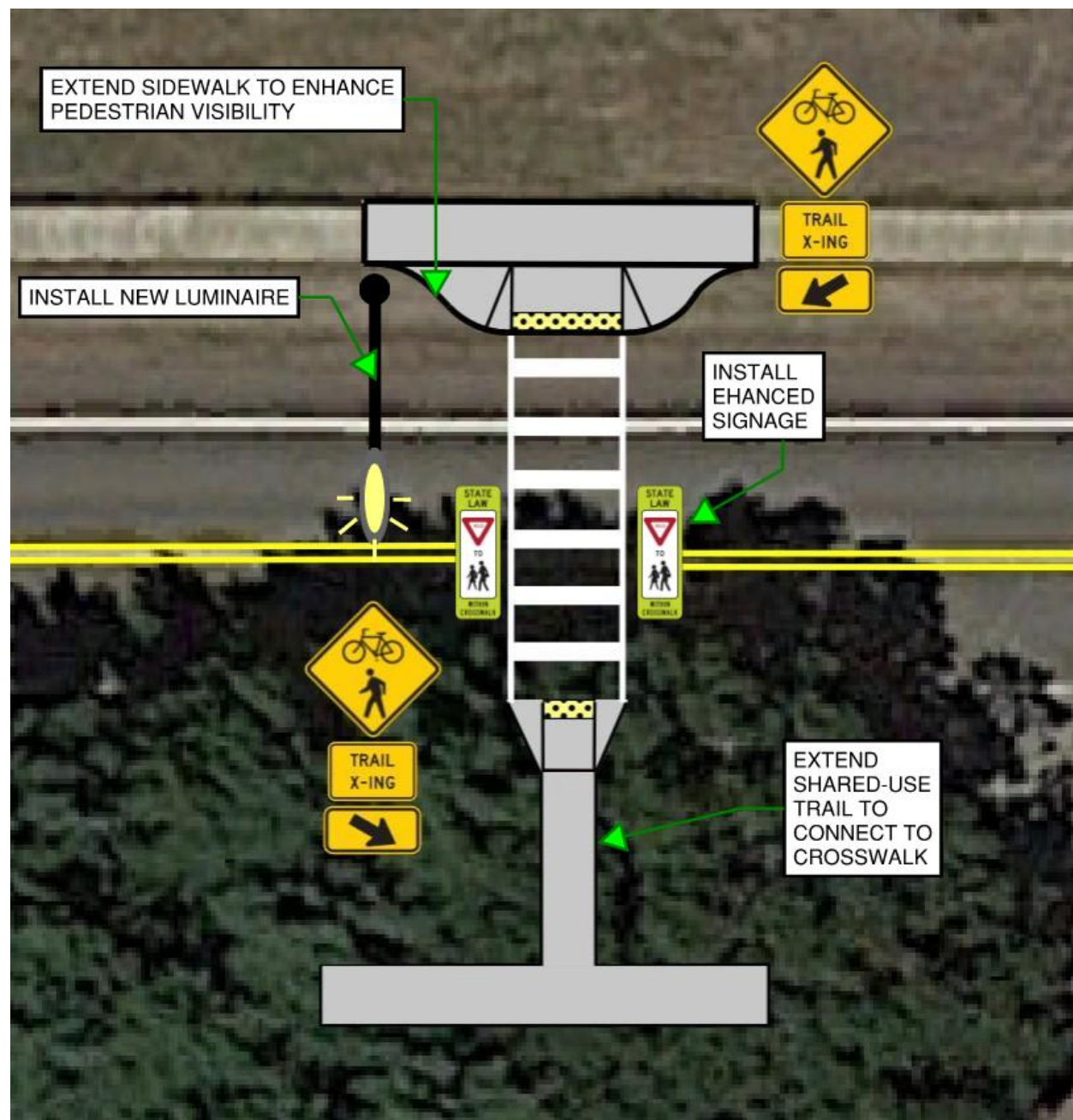




Mid-Block Crossing Alternative (Option 2)

Figure 6 illustrates a cost-effective crossing treatment at this location that includes high-visibility crosswalk markings and enhanced signage. This alternative incorporates a curb extension and a connection to the existing shared-use path, improving accessibility at the designated crossing location. To promote yield compliance, the installation of State Law – Yield to Pedestrian signage is recommended. Adequate illumination of people using the crossing, as well as unexpected hazards at the location, is a critical component of a safe facility. In this alternative, a luminaire is proposed to meet adequate illumination. The Engineer's estimate of probable cost for this option is \$65,050.

FIGURE 6: ECONOMICAL ALTERNATIVE (OPTION 2)

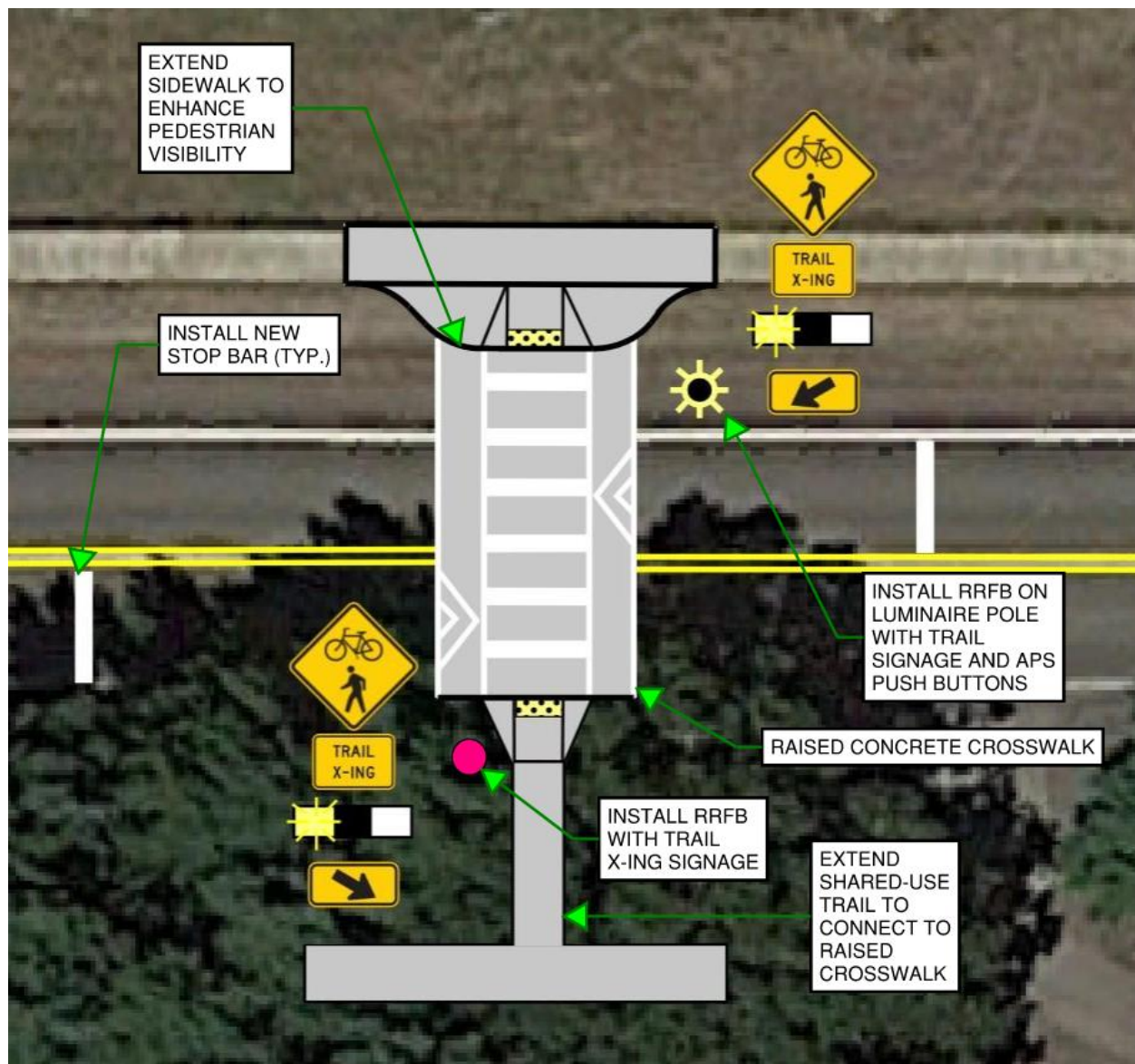




Mid-Block Crossing Alternative (Option 3)

A more robust alternative is illustrated in **Figure 7**. This option features a 3-inch raised concrete crosswalk with high visibility pavement markings, pedestrian lighting and Rectangular Rapid Flashing Beacons (RRFB). The RRFBs and pedestrian scale lighting, alongside appropriate signage updates ensure pedestrians and bicyclists crossing Fernwood are highly visible and anticipated leading to higher yield rates and less potential pedestrian crashes. The Engineer's estimate of probable cost for this option is \$118,210.

FIGURE 7: ROBUST DESIGN ALTERNATIVE (OPTION 3)





1.7. IMPLICATIONS FOR PHASE 2B OF THE NEWBERG-DUNDEE BYPASS

The future construction of the bypass introduces specific design challenges for the proposed mid-block crossing. In particular, the inclusion of a raised crosswalk (proposed in **Option 3**, shown in **Figure 7**) may affect the vertical clearance under the bypass, which is a crucial aspect of that option's overall design. It is advised that the city collaborate closely with the bypass design team to integrate crosswalk elements—including any impacts to vertical profiles and receiving pathways—into the bypass project, or to adapt the crossing design accordingly.

While the second phase of the bypass is not anticipated to occur within the next 10 years, it would behoove the City to invest in a crossing solution that solves an immediate need for a safe facility that will not need to be removed with the construction of this planned bypass infrastructure. The all-way stop alternative is not as impacted by the construction of the bypass; both crossing alternatives could be located to the west of the proposed bypass provided there is sufficient sight distance from westbound vehicles approaching the crossing and no obstruction of the RRFB from the bridge girder structure.

1.8. IMPLICATIONS FOR GOLF CART ACCESS

All alternatives explored in this study recommend that the current shared path connection at the Fernwood and Brutscher intersection be closed. This closure should be made by removing the asphalt connection to the road and placing a pedestrian barricade with a Do Not Cross sign. A physical berm would provide even greater compliance. This would include deterring golf cart access and diverting them farther to the east along Fernwood to access the shared use path at another location (potentially at the maintenance approach east of the proposed crossing location). In advance of the golf cart crossing location from either direction of travel along Fernwood, MUTCD-compliant W11-11 signage, with supplemental "SHARE THE ROAD" plaque, should be used to alert drivers to golf carts using Fernwood. It is recommended that signs showing golf carts are not permitted to use the sidewalk entrances are installed at the crossing locations. Golf cart access to the shared use path via the sidewalk and crossing entrances is not recommended on the basis of two factors:

- The speed and maneuverability that a golf cart would need to obtain to use the sidewalk entrance would be low and potentially obstructive to the movement of other sidewalk users and/or passing vehicles.
- Golf carts are motorized vehicles that pose a danger to people walking or riding a bicycle given the mass of a golf cart and the relative ease with which it can attain speed. Separation of these modes at the crossings is recommended to prevent frequent conflicts between the cart and vulnerable road users.



1.9. CONCLUSIONS

A marked crossing accompanied by additional countermeasures can provide a safer route for pedestrians and cyclists, potentially reducing pedestrian incidents and supporting active transportation in the area. All of the following crossing options would correspond to Newberg's objectives for safe and accessible streets and encourage various transportation modes for residents:

Option 1 – All Way Stop Control

Installing an all-way stop control at Brutscher and Fernwood may improve vehicle stopping compliance and maintain current bike and pedestrian paths in a cost-effective manner. However, this approach could increase delays for vehicles traveling east and west on Fernwood, does not adhere to Newberg's stop sign policy, and would require acquiring either a permanent sidewalk easement or right-of-way from ODOT property, located outside City limits, to meet PROWAG standards. A survey would be required to confirm whether adequate right-of-way exists between the intersection and the end of the existing shared use path to install a sidewalk and ramp. The estimated cost for this alternative is \$66,220.

Option 2 – Economical Solution

A mid-block crossing with curb extensions and high visibility markings and signage, also between Brutscher Street and the Chehalem Glen Golf Course entrance, offers a lower-cost method for improving crossing safety, increases vehicle compliance, does not require right-of-way acquisition, and aligns with the Newberg-Dundee Bypass Ph2B design. The estimated cost for this alternative is \$65,050.

Option 3 – Robust Solution

Another option is a raised mid-block crosswalk between Brutscher Street and the Chehalem Glen Golf Course entrance, located 350 feet east of the intersection, combined with rectangular flashing beacons. This alternative provides high driver compliance and reduced speeds with limited impact to road users but involves higher investment and may influence the future Newberg-Dundee Bypass Ph2B project. The estimated cost for this alternative is \$118,210.

It is recommended to conduct a before-and-after study of any crossing implemented at this location. The analysis should include:

- Vehicle yield rate to pedestrians and cyclists
- 85th percentile vehicle speed
- Percentage of vehicles exceeding the excessive speed threshold
- Maximum speed recorded

These findings may inform future decisions about safety improvements at other locations in Newberg.

Sincerely,

KELLER ASSOCIATES, INC.

Matt Steele
Project Engineer / EI

DocuSigned by:

D219B9B36B194A0...
Ismael Medina, PE
Traffic Engineer



REFERENCES

Reference 1: *City of Newberg, Oregon. ADA / Pedestrian / Bike Route Improvement Plan. June 2007.*

Reference 2: *City of Newberg, Oregon. City of Newberg Transportation System Plan. December 2016.*

Reference 3: *Chehalem Park and Recreation District. Chehalem Heritage Trail Strategic Plan. April 2010.*

Reference 4: *US Department of Transportation – Federal Highway Administration. [Traffic Calming ePrimer - Module 3: Toolbox of Individual Traffic Calming Measures.](#)*

Reference 5: *US Department of Transportation – Federal Highway Administration. Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations. July 2018.*

APPENDICES

Appendix A: Cost Estimation

Appendix B: Traffic Counts

Appendix C: Crash Data

Appendix D: City of Newberg Traffic Data

Appendix E: City of Newberg Ordinance No. 2009-2715

Appendix F: Newberg-Dundee Bypass (Phase 2B) Informational Design Plans

APPENDIX A

Cost Estimation





4800 SW Griffith Dr, Suite 128, Beaverton, OR 97005

Phone: 971.405.6331 - kellerassociates.com

Project: Fernwood Crossing

Engineer: Matt Steele

Client: City of Newberg

Printed: 9/10/2025

ENGINEER'S OPINION OF MOST PROBABLE CONSTRUCTION COST				
224060 - FERNWOOD CROSSING STUDY - ROBUST ALTERNATIVE COST ESTIMATE (1A)				
ITEM DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	COST
LUMINAIRE POLE WITH RRFB	1	EA	\$ 20,000.00	\$ 20,000
STANDARD RAPID RECTANGULAR FLASHING BEACON	1	EA	\$ 15,000.00	\$ 15,000
SIGNS	28	SF	\$ 45.00	\$ 1,260
THERMOPLASTIC TAPE	146	LF	\$ 10.00	\$ 1,460
CEMENT CONC. SIDEWALK	110	SY	\$ 150.00	\$ 16,500
PROJECT TEMPORARY TRAFFIC CONTROL	1	LS	\$ 10,000.00	\$ 10,000
CULVERT CROSSING	2	EA	\$ 500.00	\$ 1,000
MOBILIZATION			10%	\$ 6,422
CONSTRUCTION SUB-TOTAL (ROUNDED)				\$ 71,700
CONSTRUCTION CONTINGENCY			30%	\$ 21,510
CONSTRUCTION TOTAL				\$ 93,210
ENGINEERING			LS	\$ 25,000
TOTAL PROJECT COST ESTIMATE				\$ 118,210

The opinion of most probable cost herein is based on our perception of current conditions at the project location. This estimate reflects our opinion of probable costs at this time and is subject to change as the project design matures. Keller Associates has no control over variances in the cost of labor, materials, equipment, services provided by others, contractor's methods of determining prices, competitive bidding or market conditions, practices or bidding strategies. Keller Associates cannot and does not warrant or guarantee that proposals, bids or actual construction costs will not vary from the costs presented herein.



4800 SW Griffith Dr, Suite 128, Beaverton, OR 97005

Phone: 971.405.6331 - kellerassociates.com

Project: Fernwood Crossing

Engineer: Matt Steele

Client: City of Newberg

Printed: 9/10/2025

ENGINEER'S OPINION OF MOST PROBABLE CONSTRUCTION COST				
224060 - FERNWOOD CROSSING STUDY - ECONOMICAL ALTERNATIVE COST ESTIMATE (1B)				
ITEM DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	COST
SIGNS	34	SF	\$ 45.00	\$ 1,530
THERMOPLASTIC TAPE	126	LF	\$ 10.00	\$ 1,260
CEMENT CONC. SIDEWALK	42	SY	\$ 150.00	\$ 6,300
LUMINAIRE POLE	1	EA	\$ 20,000.00	\$ 20,000
PROJECT TEMPORARY TRAFFIC CONTROL	1	LS	\$ 5,000.00	\$ 5,000
CULVERT CROSSING	2	EA	\$ 500.00	\$ 1,000
MOBILIZATION			10%	\$ 3,409
CONSTRUCTION SUB-TOTAL (ROUNDED)				\$ 38,500
CONSTRUCTION CONTINGENCY			30%	\$ 11,550
CONSTRUCTION TOTAL				\$ 50,050
ENGINEERING			LS	\$ 15,000
TOTAL PROJECT COST ESTIMATE				\$ 65,050
The opinion of most probable cost herein is based on our perception of current conditions at the project location. This estimate reflects our opinion of probable costs at this time and is subject to change as the project design matures. Keller Associates has no control over variances in the cost of labor, materials, equipment, services provided by others, contractor's methods of determining prices, competitive bidding or market conditions, practices or bidding strategies. Keller Associates cannot and does not warrant or guarantee that proposals, bids or actual construction costs will not vary from the costs presented herein.				



4800 SW Griffith Dr, Suite 128, Beaverton, OR 97005
Phone: 971.405.6331 - kellerassociates.com

Project: Fernwood Crossing
Engineer: Matt Steele
Client: City of Newberg
Printed: 9/10/2025

ENGINEER'S OPINION OF MOST PROBABLE CONSTRUCTION COST

224060 - FERNWOOD CROSSING STUDY - ALL WAY STOP COST ESTIMATE

ITEM DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	COST
SIGNS	16	SF	\$ 45.00	\$ 699
THERMOPLASTIC TAPE	384	LF	\$ 10.00	\$ 3,840
CEMENT CONC. SIDEWALK	22	SY	\$ 150.00	\$ 3,333
LUMINAIRE POLE	1	EA	\$ 20,000.00	\$ 20,000
PROJECT TEMPORARY TRAFFIC CONTROL	1	LS	\$ 5,000.00	\$ 5,000
JUNCTION BOX RELOCATION	1	EA	\$ 500.00	\$ 500
REMOVE AND REPLACE CONCRETE RAMP	14	SY	\$ 150.00	\$ 2,667
MOBILIZATION			10%	\$ 3,287
CONSTRUCTION SUB-TOTAL (ROUNDED)				\$ 39,400
CONSTRUCTION CONTINGENCY				30% \$ 11,820
CONSTRUCTION TOTAL				\$ 51,220
ENGINEERING			LS	\$ 15,000
TOTAL PROJECT COST ESTIMATE				\$ 66,220

The opinion of most probable cost herein is based on our perception of current conditions at the project location. This estimate reflects our opinion of probable costs at this time and is subject to change as the project design matures. Keller Associates has no control over variances in the cost of labor, materials, equipment, services provided by others, contractor's methods of determining prices, competitive bidding or market conditions, practices or bidding strategies. Keller Associates cannot and does not warrant or guarantee that proposals, bids or actual construction costs will not vary from the costs presented herein.

APPENDIX B

Traffic Counts



Time	Vehicles	Bikes (on road)	Bikes (crossing)	Pedestrian (crossing)	Vehciles Turning (prior to crossing)
8:45-9:45	175	0	0	21	53
9:45-10:45	215	0	2	12	66
11:00-12:00	218	1	1	14	68
12:00-1:00	255	1	0	18	92
1:00-2:00	244	2	2	11	80
2:00-3:00	245	2	0	16	90
6-hr Totals	1352	6	5	92	449
per/hr avg.	226	1	1	16	75

1st hr

Bikes (on Road)

8:45 - 9:45 AM

Cars

Bikes

(+ stroller)

Ped

Turned (Rior)
right/left

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21

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53

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175

Making Path

Page 2

Bikes (on road): 1 (1)

11:00 - 12:00 AM

Turn prior
to walk

Cars

Bikes

Ped

II II

II II

I

IIII

II II

II II

(1)

II

II II

II II

III

II II

II II

(14)

II II

II II

II II

II II

II II

II II

(68)

II II

II II

II II

II II

II II

II II

II II

II II

II II

II II

II II

II II

II II

II II

(218)

Bikes (on road): 1 (1)

12:00 - 1:00 PM

Turn Prior
to walk

Cars

Bikes

Ped

II II

II II

(6)

II II

II II

II II

II II

II II

II II

II II

II II

II II

III

II II

II II

(18)

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II II

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II II

(255)

APPENDIX C

Crash Data





2014-2023 Crash Data Viewer (Beta v3.1)

Updated 4/25/25

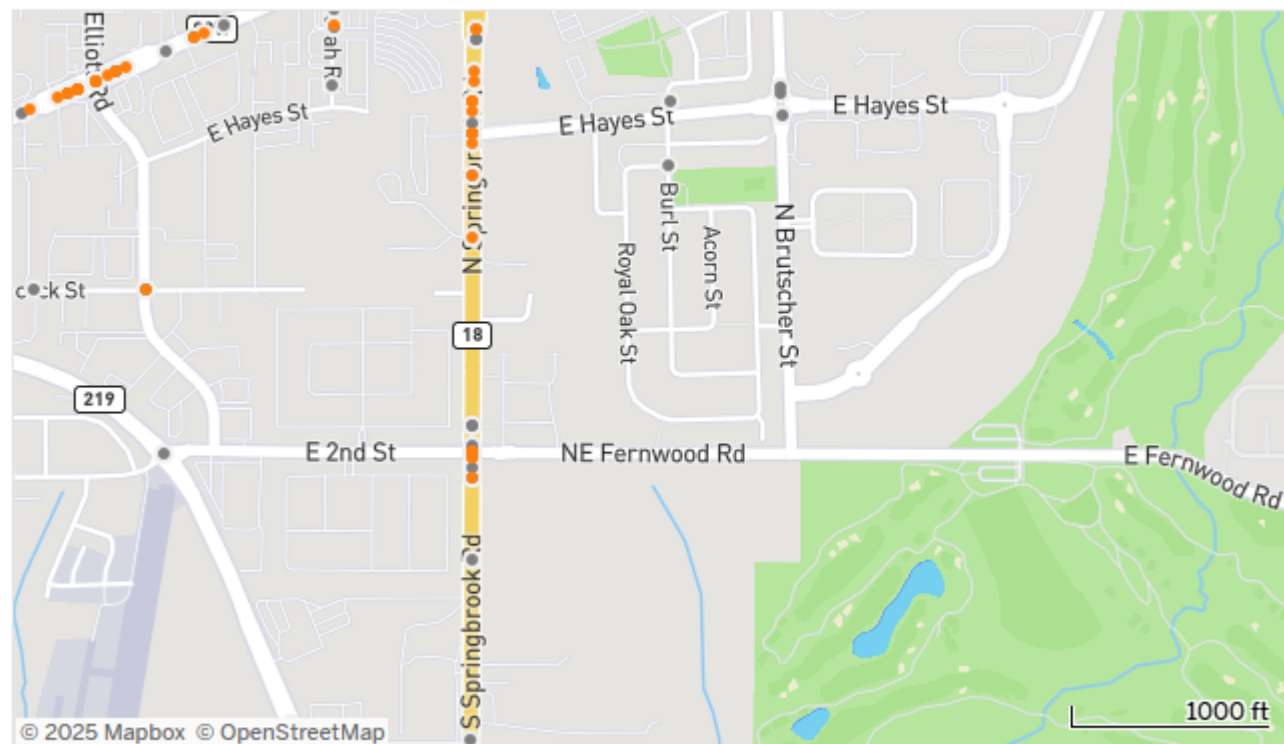
It is highly re
Unit's Coding
with

Support: CrashAnalysis&ReportingSupport@odot.oregon.gov

Start Here (select crash year and area of interest)

***Limit your search area to improve performance.**

Year	(Multiple values)
Urban Area	NEWBERG UA
County	Yamhill
City	Newberg
ODOT Region	2
ODOT District	03
Street Name	(All)
Route No	(All)
Hwy No	(All)
LRS	(All)
Milepoint	(All)



Summary Data (Selected Years) *Counts Participants in the crash

Note: Map shows only the selected years data. Points may be stacked on top of each other if at same location.

This is a large data set (500k crashes) internet speed and filter selection will affect performance.

APPENDIX D

City of Newberg Traffic Data



Survey Summary (Free Flow 0 seconds)

Total Vehicle Count	22606		
Traffic Direction	Closing (West)	Away (East)	Combined
Vehicle Count	11768	10838	22606
Average Daily Vehicle Count	1633	1504	3136
Posted Speed Limit	25 Miles/Hour		
Vehicles Under the Speed Limit Count	1961	1580	3541
Vehicles Under the Speed Limit Percentage	16.66%	14.58%	15.66%
Vehicles Over the Speed Limit Count	9807	9258	19065
Vehicles Over the Speed Limit Percentage	83.34%	85.42%	84.34%
Excessive Speed Threshold	40 Miles/Hour		
Vehicles Over the Excessive SpeedCount	205	345	550
Vehicles Over the Excessive SpeedPercentage	1.74%	3.18%	2.43%
Average Violation Speed	31.02 Miles/Hour	31.95 Miles/Hour	31.47 Miles/Hour
Speed Profile			
Average Speed	29.53 Miles/Hour	30.5 Miles/Hour	29.99 Miles/Hour
Minimum Speed	4 Miles/Hour	11 Miles/Hour	4 Miles/Hour
Maximum Speed	55 Miles/Hour	59 Miles/Hour	59 Miles/Hour
Standard Deviation	5 Miles/Hour	5 Miles/Hour	5 Miles/Hour
85% Percentile Speed - Free Flow	34 Miles/Hour	35 Miles/Hour	34 Miles/Hour
10 MPH Pace - Free Flow	25-34 Miles/Hour	26-35 Miles/Hour	26-34 Miles/Hour
In Pace Count - Free Flow	8026	7102	15128
Data Recording Limits			
Highest Speed Allowed		200 Miles/Hour	
Lowest Speed Allowed		0 Miles/Hour	
Minimum Following Time		0 (Seconds)	

Courtesy of City of
Newberg GIS Services
(July 18th, 2025)

APPENDIX E

**City of Newberg
City Ordinance No. 2009-2715**



REQUEST FOR COUNCIL ACTION

DATE ACTION REQUESTED: May 18, 2009

Order ____ **Ordinance** XX **Resolution** ____ **Motion** ____ **Information** ____
No. **No. 2009-2715** **No.**

SUBJECT: An Ordinance permitting the use of golf carts on designated city highways, delegating the authority to the Traffic Safety Commission to specify the areas, as well as establish additional rules and provide for appropriate signage.

Contact Person (Preparer) for this

Ordinance: Dawn Wilson

Dept.: City Attorney's Office

File No.:

(if applicable)

RECOMMENDATION:

Adopt **Ordinance No. 2009-2715** implementing the authority given the City to allow golf carts on city highways pursuant to ORS 810.070.

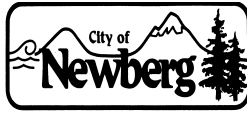
EXECUTIVE SUMMARY: In an effort to constantly improve the community's recreational prowess and to conserve fuel consumption, the City Council has authorized golf carts to be used on city highways going to and from certain locations and the Chehalem Glenn Golf Course. The authority to do this within certain restrictions is provided for in ORS 810.070. The Traffic Safety Commission is the committee that the City has to make decisions concerning traffic matters, including traffic location of traffic control devices and other traffic programs.

The Council has directed the Traffic Safety Commission to look at specific areas within the criteria and rules of the statute for specified areas in which the golf carts may be operated and any additional necessary rules.

Signage is required before the provisions allowing the golf carts to be operated on city highways can be effective. The City staff is delegated the authority to determine what signage is appropriate, as well as the task of posting the signs.

FISCAL IMPACT: Cost of posting signs and staff time for hearings.

STRATEGIC ASSESSMENT: Helps support the Chehalem Glenn Golf Course and the recreational atmosphere of the residential community surrounding the golf course. It also assists citizens living in the community with their recreational activities of playing golf.



ORDINANCE No. 2009-2715

AN ORDINANCE PERMITTING THE USE OF GOLF CARTS ON CITY HIGHWAYS ADJACENT TO A GOLF COURSE; DELEGATING THE AUTHORITY TO THE TRAFFIC SAFETY COMMISSION TO DESIGNATE THE SPECIFIC CITY HIGHWAYS ALONG WITH ANY ADDITIONAL RULES; DELEGATING THE AUTHORITY TO THE CITY ADMINISTRATION TO DETERMINE THE APPROPRIATE SIGNAGE; AND ESTABLISHING AN ADDITIONAL SECTIONS UNDER CHAPTER 71 (TRAFFIC RULES) TO INCLUDE THE PROVISIONS OF THIS ORDINANCE

RECITALS:

1. Oregon Revised Statutes (ORS) 810.070 provides that cities may permit the operation of golf carts on city highways adjacent to a golf course with certain rules and restrictions. ORS 810.070 is attached as Exhibit "A" and by this reference incorporated.
2. On December 1, 2008, the city attorney gave a presentation to the City Council on golf carts and low-speed (LS) vehicles. At which time, there was a consensus to permit the operation of golf carts on certain city highways adjacent to the golf course.
3. The Chehalem Glenn Golf Course is an 18-hole golf course operated by the Chehalem Park and Recreation District within the city of Newberg, and the course is a great asset to the community for recreational purposes.
4. There are residential developments adjacent to the golf course in which the residents park, own, and store golf carts that are used in the golf course.
5. The operation of golf carts as transportation to and from the golf course conserves the consumption of fuel, as well as provides a convenient and efficient transportation method to and from the golf course.
6. The City desires to support the operation of the golf course and allow the citizens in adjacent residential developments the convenience and economic use of golf carts as convenient transportation to and from the course.

THE CITY OF NEWBERG ORDAINS AS FOLLOWS:

Section 1. Golf Carts on City Highways. Pursuant to the authority of ORS 810.070, the City permits the operation of golf carts between the Chehalem Glenn Golf Course and the place where golf carts are parked, stored, or located within or bounded a real estate development.

Section 2. Specific City Highways and Rules. The City delegates, authorizes, and directs the Traffic Safety Commission to designate the exact highways and locations where the combined operations of golf carts and regular vehicular traffic shall occur along with any additional rules and regulations taking into account the conditions set forth and the criteria provided in ORS 810.070.

Section 3. Appropriate Signage and Effective Date. The City Administration is delegated, authorized, and directed to determine and post the appropriate signage, as well as designating the effective date for the combined operation as allowed pursuant to this ordinance.

Section 4. Code Provisions. The specific Code sections to fully implement this ordinance are contained in Exhibit “B” and by this reference incorporated. Additional details contained in Exhibit “B” shall be in full force and effect, as specifically and enumerated in the main ordinance. The sections are fully incorporated in the Code of Newberg.

➤ **EFFECTIVE DATE** of this ordinance is 30 days after the adoption date, which is: June 18, 2009.

ADOPTED by the City Council of the City of Newberg, Oregon, this 18th day of May, 2009, by the following votes: **AYE:** **NAY:** **ABSENT:** **ABSTAIN:**

Norma I. Alley, City Recorder

ATTEST by the Mayor this 21st day of May, 2009.

Bob Andrews, Mayor

LEGISLATIVE HISTORY

By and through City Council at 12/01/2008 meeting. Or, None.
(committee name) (date) (check if applicable)

Exhibit “A”
to Ordinance No. 2009-2715
(Total pages: 1)

Oregon Revised Statutes (ORS) 810.070
(Use of Golf Carts on Highways; Rules)

810.070 Use of golf carts on highways; rules. A road authority, on any of its own highways that are located adjacent to a golf course, may permit the operation of golf carts between the golf course and the place where golf carts are parked or stored or located within or bounded by a real estate development. All of the following apply to the authority granted under this section:

(1) Exercise of the authority granted under this section must be by means of an ordinance.

(2) The authority granted under this section may only be exercised where the combined operation of golf carts and regular vehicle traffic can be accomplished safely.

(3) A road authority shall prescribe rules and shall regulate the combined operation of golf carts and vehicles when permitted under this section. The rules may establish speed limits and other operating standards but shall not require that golf carts conform with the vehicle equipment laws under the vehicle code.

(4) A designation of combined operation under this section or rules instituted under this section are effective when appropriate signs giving notice thereof are posted along the affected highway and are not effective before such posting.

(5) If a designation is made under this section to permit combined operation, the golf carts operated in accordance with the designation and rules adopted by the road authority qualifies for the exemptions under ORS 820.210.

(6) This section only applies to real estate developments that have single or multiple family residences whose owners or occupants are eligible for membership in or the use of one or more golf courses within the development by virtue of ownership or occupancy of a residential dwelling unit in the development.

(7) This section neither grants authority to nor limits the authority of the Department of Transportation. [1983 c.338 §151; 2003 c.757 §2]

Exhibit “B”
to Ordinance No. 2009-2715
(Total pages: 2)

Code Provisions

The following provisions of the City Code of the City of Newberg are added to the City Code and have full force and effect:

TITLE 7: TRAFFIC CODE

CHAPTER 71: TRAFFIC RULES

GOLF CARTS

§ 71.40. Golf Carts Permitted on City Highways.

(A) Operation. The operation of golf carts are permitted on city highways that are located adjacent to the Chehalem Glenn Golf Course between said course and the place where golf carts are parked, stored, or located within or bounded by a real estate development pursuant to ORS 810.070.

(B) Golf carts. Golf carts is defined, as it is in ORS 801.295, as a motor vehicle that has not less than three wheels in contact with the ground, has an unloaded weight less than 1,300 pounds, is designed to be and is operated at not more than 15 miles per hour, and is designed to carry golf equipment and not more than two persons, including the driver.

§ 71.41. Designation of Specific Streets and Signage.

(A) Street Designation. The Traffic Safety Commission will designate the exact streets and which real estate developments that the operation of golf carts are permitted along with any additional rules subject to ORS 810.070 that provide for the safety of the combined operation of golf carts and regular vehicular traffic upon the designated city highways.

(B) The City Administration will determine what signage is appropriate and post said signage before permission of operation of the golf carts on public roads is effective.

§ 71.42. Rules.

(A) Qualifications of Drivers. Drivers of golf carts will obtain and have in their possession a valid Oregon Driver License or Oregon Department of Motor Vehicles Golf Cart Permit when operating golf carts under this provision.

(B) Regulations for Use of Golf Carts. Golf carts will be operated only during daylight hours, and shall observe all applicable requirements of state traffic law. Golf carts shall yield the right-of-way to motor vehicles and pedestrians when crossing a public street.

(C) Registration and Licensing Exemption. Golf carts operated pursuant to this ordinance will be exempt from registration and licensing as provided in ORS 820.210.

(D) Vehicle Equipment Exemption. Golf carts operated pursuant to this provision will be exempt from vehicle equipment laws as provided for in ORS 810.070.

(E) Other Rules and Regulations. Any other rules and regulations adopted by the Traffic Safety Commission in conformance with the regulations of ORS 810.070.

§ 71.43. Liability. The operation of golf carts under these Code provisions will be totally the risk and responsibility of the operator. The City, by granting this permission and designation under state law, assumes no responsibility for the operation of the golf carts and shall be held harmless in any action arising from the operation of golf carts on or off any public way within the city.

APPENDIX F

David Evans and Associates OR 18: Newberg-Dundee Bypass (Phase 2B) Design Acceptance Plans (Informational)

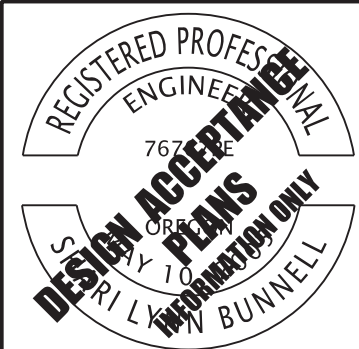
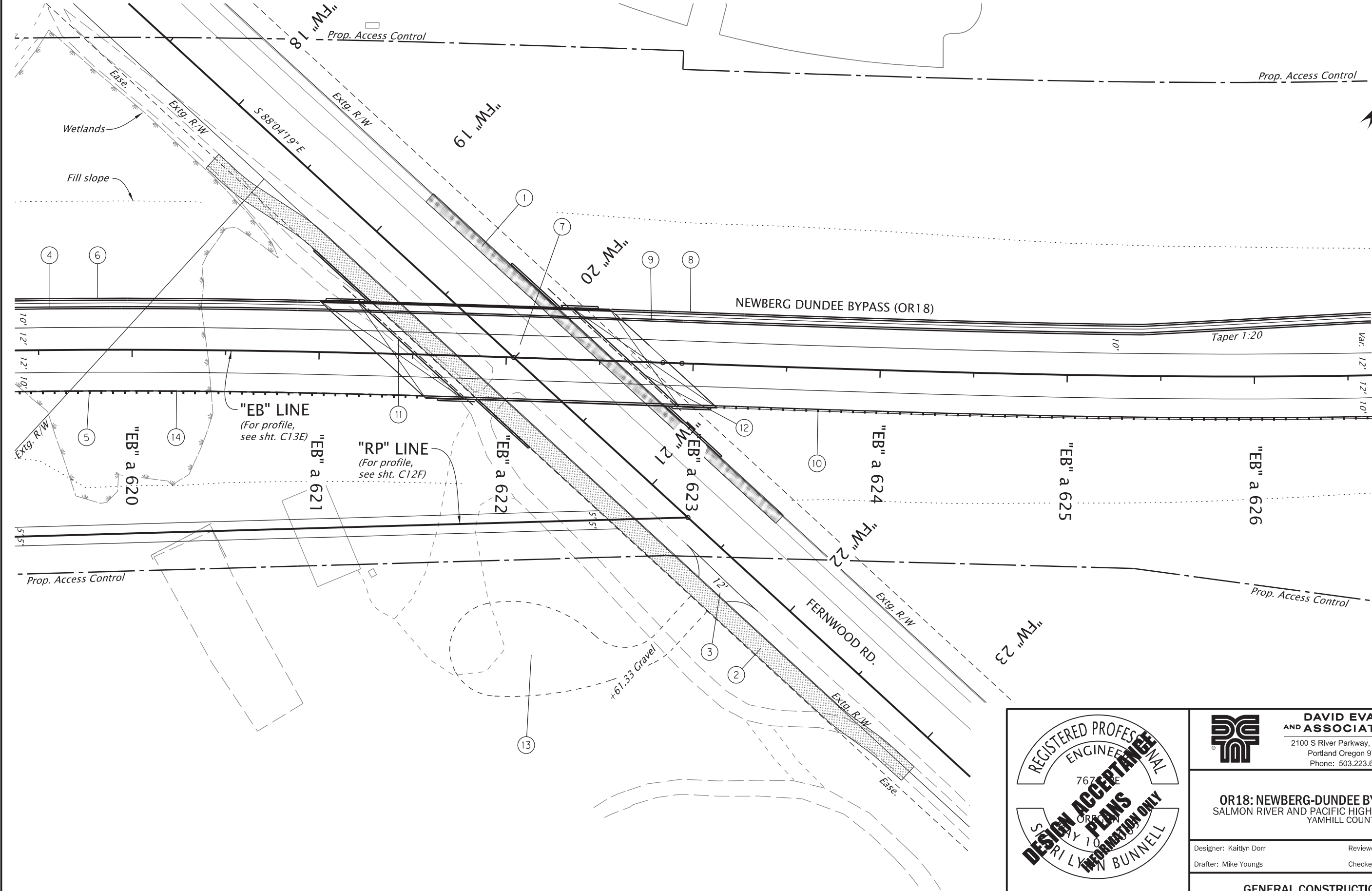


??V-???



Sec 21, T. 3S, R.2W, W.M.

??V-???



DAVID EVANS AND ASSOCIATES INC.
2100 S River Parkway, Suite 100
Portland Oregon 97201
Phone: 503.223.6663



OR18: NEWBERG-DUNDEE BYPASS (PHASE 2B)
SALMON RIVER AND PACIFIC HIGHWAY WEST HIGHWAYS
YAMHILL COUNTY

Designer: Kaitlyn Dorr

Reviewer: Shari Bunnell

Drafter: Mike Youngs

Checker: Terry Wheeler

GENERAL CONSTRUCTION

SHEET NO.
C13A

RENEWS: 12-31-2023

FINAL ELECTRONIC DOCUMENT
AVAILABLE UPON REQUEST

Rotation: 40.6515° Scale: 1"=50'

??V-???

CONSTRUCTION NOTES

- 1

Remove extg. sidewalk
Const. PCC sidewalk
- 2

Remove extg. sidewalk
Const. asph. conc. sidewalk
- 3

Const. appr.
- 4

See sht. C12B, note 5
Const. conc. shoulder barrier
Secure barrier
Const. conc. barrier transition to bridge rail
- 5

See sht. C11B, note 3
Const. guardrail
Const. guardrail - 12.5' (Type 3)
Const. guardrail to bridge transition
- 6

See sht. C12B, note 2
Const. sound wall
- 7

Structure no. 00000
Const. structure - X'
Rdwy. width 44'
and reinf. panel at bridge ends
(For sht. nos., see sht. A03, Bridge)
- 8

Structure no. 00000
Sta. "EB" XX+XX to Sta. "EB" XX+XX, Lt.
Const. sound wall
(For sht. nos., see sht. A03, Geotechnical)
- 9

Sta. "EB" XX+XX to Sta. "EB" XX+XX, Lt.
Const. conc. shoulder barrier
Secure barrier
Const. conc. barrier transition to bridge rail
- 10

Sta. "EB" XX+XX to Sta. "EB" XX+XX, Rt.
Const. guardrail - X' (Type 2A)
W=1', E=2'
Const. guardrail - 12.5' (Type 3)
Const. guardrail to bridge transition
Const. guardrail terminal, non-flared
Test level 3
- 11

Structure no. 0000
Sta. "FW" XX+XX.X to Sta. "FW" XX+XX.X
Const. retaining wall
(For sht. nos., see sht. A03, Bridge)
- 12

Structure no. 0000
Sta. "FW" XX+XX.X to Sta. "FW" XX+XX.X
Const. retaining wall
(For sht. nos., see sht. A03, Bridge)
- 13

Const. gravel lot
(For details, see sht. BBxx)
- 14

Const. low profile mountable curb

REGISTERED PROFESSIONAL
ENGINEER
767-35
OREGON
MAY 10 2018
SHARILYN BUNNELL

DESIGN ACCEPTANCE
PLANS
FOR INFORMATION ONLY

RENEWES: 12-31-2023

DAVID EVANS
AND ASSOCIATES INC.

2100 S River Parkway, Suite 100
Portland Oregon 97201
Phone: 503.223.6663

ORIGIN
DEPARTMENT OF
TRANSPORTATION

OR18: NEWBERG-DUNDEE BYPASS (PHASE 2B)
SALMON RIVER AND PACIFIC HIGHWAY WEST HIGHWAYS
YAMHILL COUNTY

Designer: Kaitlyn Dorr
Reviewer: Shari Bunnell

Drafter: Mike Youngs
Checker: Terry Wheeler

GENERAL CONSTRUCTION NOTES

SHEET NO.
C13B

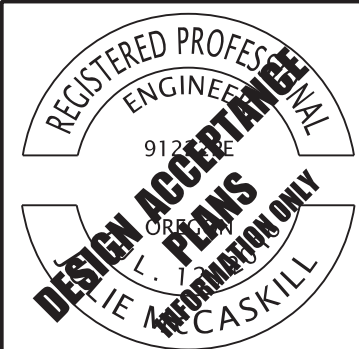
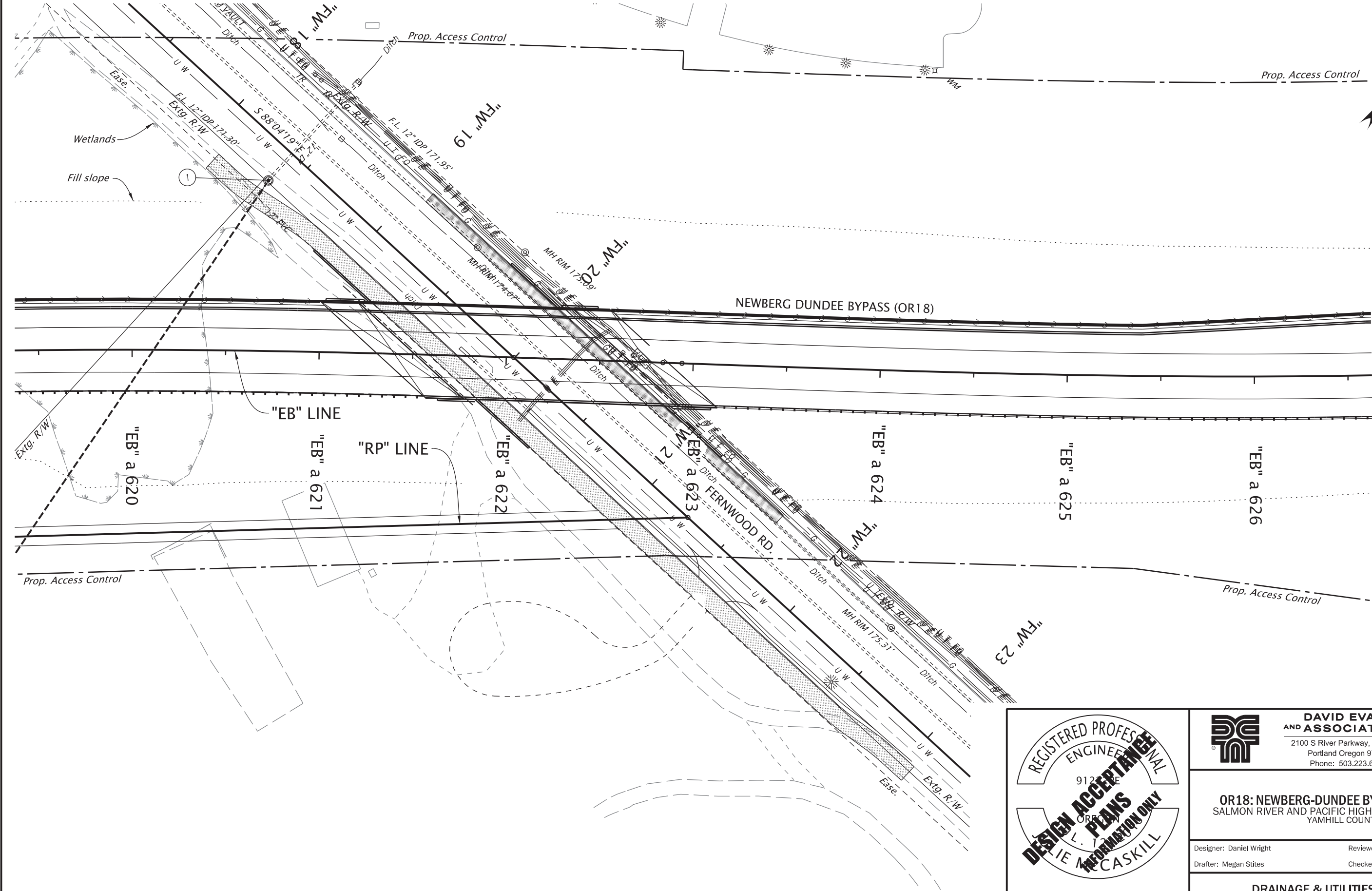
R_K19909_nt_20.dgn :: Default5/25/2022 9:20:32 AMMjy

FINAL ELECTRONIC DOCUMENT
AVAILABLE UPON REQUEST

Rotation: 0°Scale: NTS

Sec 21, T. 3S, R.2W, W.M.

??V-???



RENEWS: 12-31-2022



**DAVID EVANS
AND ASSOCIATES INC.**
2100 S River Parkway, Suite 100
Portland Oregon 97201
Phone: 503.223.6663



OR18: NEWBERG-DUNDEE BYPASS (PHASE 2B)
SALMON RIVER AND PACIFIC HIGHWAY WEST HIGHWAYS
YAMHILL COUNTY

Designer: Daniel Wright

Reviewer: Julie McCaskill

Drafter: Megan Stiles

Checker: Mike Rice

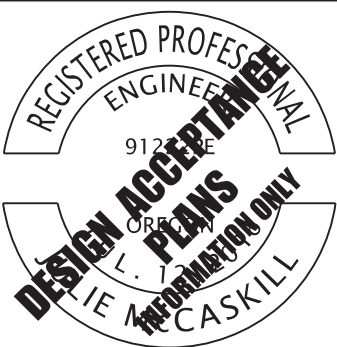
DRAINAGE & UTILITIES

SHEET NO.
C13C

??V-???

CONSTRUCTION NOTES

- 1
- Sta. "EB" 620+71.38, 91.17' Lt.
Const. manhole over existing pipe
Rim 171.56
FL In 171.30 (N) (Extg.)
FL Out 171.56 (S)



RENEWS: 12-31-2022

 DAVID EVANS AND ASSOCIATES INC. 2100 S River Parkway, Suite 100 Portland Oregon 97201 Phone: 503.223.6663	
OR18: NEWBERG-DUNDEE BYPASS (PHASE 2B) SALMON RIVER AND PACIFIC HIGHWAY WEST HIGHWAYS YAMHILL COUNTY	
Designer: Daniel Wright Reviewer: Julie McCaskill Drafter: Megan Stiles Checker: Mike Rice	
DRAINAGE & UTILITIES NOTES	SHEET NO. C13D

??V-???



1000' V.C.

Profile grade @ Φ

Subgrade

- Subgrade

Ground line @ ϕ

RENEWS: 12-31-2023

FINAL ELECTRONIC DOCUMENT
AVAILABLE UPON REQUEST



**DAVID EVANS
AND ASSOCIATES INC.**
2100 S River Parkway, Suite 100
Portland Oregon 97201
Phone: 503.223.6663



OR18: NEWBERG-DUNDEE BYPASS (PHASE 2B)
SALMON RIVER AND PACIFIC HIGHWAY WEST HIGHWAYS
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Designer: Kaitlyn Dorr

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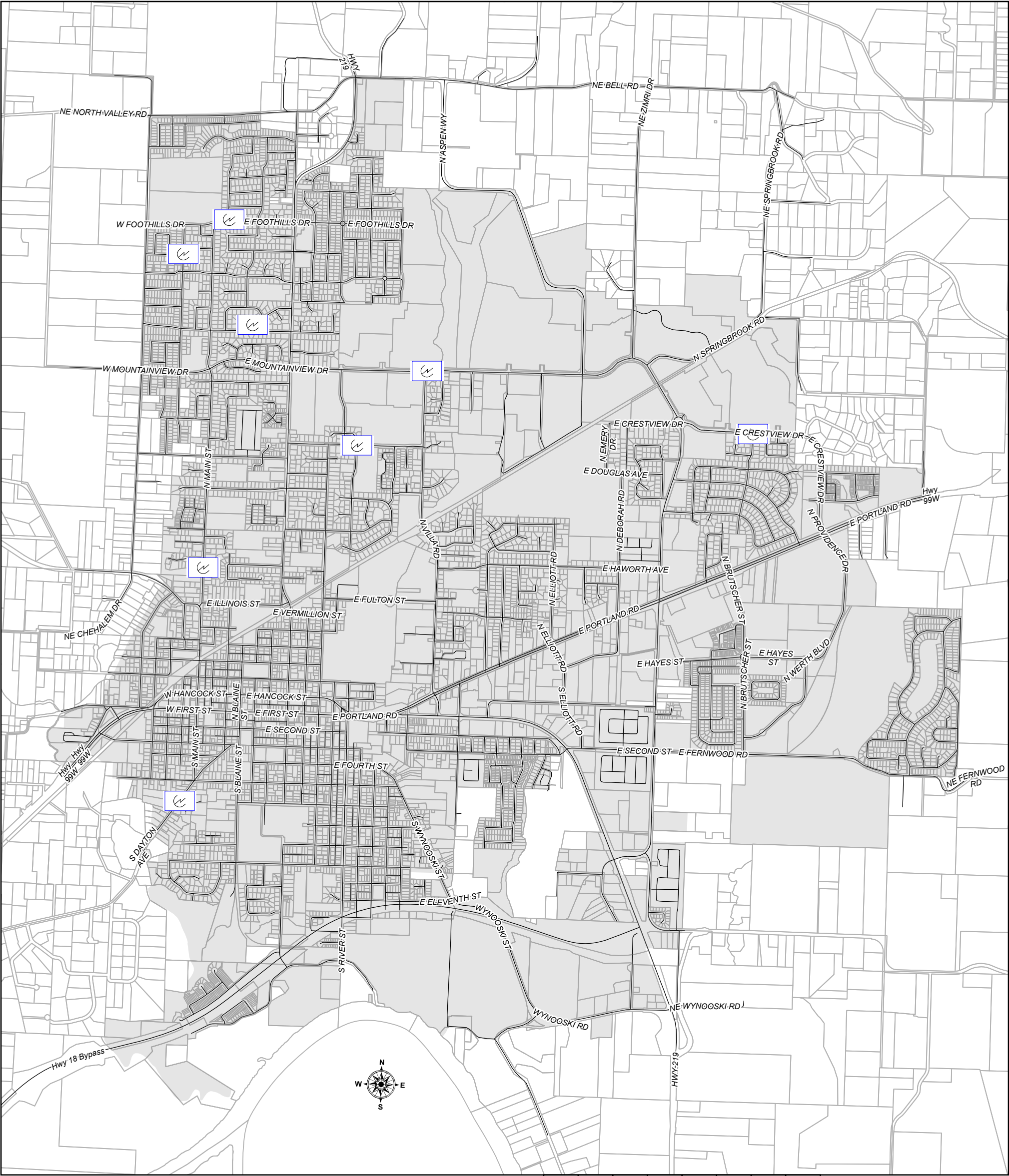
PROFILE

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Traffic Safety Commission AUG, SEP 2025 Radar Locations

As of 10/1/2025



Yamhill County Tax Lots



Streets

City Limits



Radar Trailer Locations



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

IMPORTANT NOTICE TO ALL USERS:

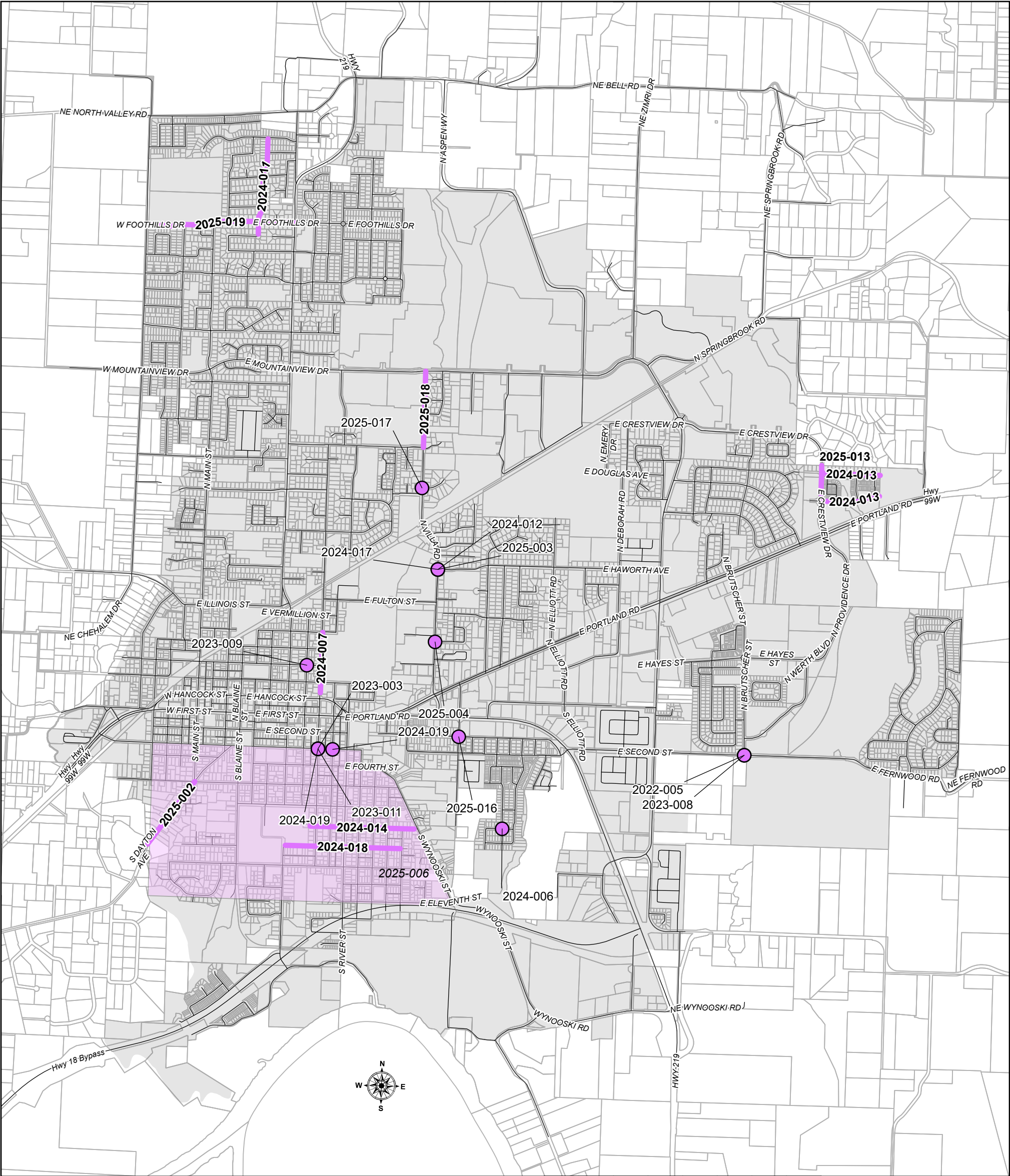
DISCLAIMER AND LIMITATION OF LIABILITY
This information is not guaranteed to be accurate and may contain errors and omissions. The City of Newberg provides NO WARRANTY AS TO THE MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE FOR ANY INFORMATION HEREIN.

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 Issues

As of 9/17/2025



Yamhill County Tax Lots



Streets



City Limits



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

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9/22/2025

Traffic Safety Commission
Active Issue Log - Progress Tracking Notes

Number of Items added since January 2025: 18
Number of Items completed since January 2025: 14

ACTIVE ISSUES LOG NOTES - STATUS SUMMARY AS OF JANUARY 2025
TIME PERIOD OCTOBER 2016 THROUGH DECEMBER 2024

		TOTAL		City Jurisdiction
Number of Items noted as Resolved or No Further Action Taken	122	Percent completed	80%	87%
Number of Items noted as Ongoing - Traffic Counts and/or Study Needed	15			
Number of Items noted as In Progress or Ongoing for initial review	4	Percent outstanding	13%	13%
City Jurisdiction TOTAL	141			
Number of Items noted as in ODOT Jurisdiction - No Further Action Taken	11	Percent not City jurisdiction	7%	
TOTAL	152			

ACTIVE ISSUES LOG NOTES - STATUS SUMMARY AS OF APRIL 2025
TIME PERIOD OCTOBER 2016 THROUGH APRIL 2025

		TOTAL		City Jurisdiction
Number of Items noted as Resolved	101			
Number of Items noted as Limited Decision Issued	7			
Number of Items noted as No Further Action Taken	15	Percent completed	77%	83%
Number of Items noted as Ongoing - Traffic Counts and/or Study Needed	22			
Number of Items noted as In Progress or Ongoing for initial review	3	Percent outstanding	16%	17%
City Jurisdiction TOTAL	148			
Number of Items noted as in ODOT Jurisdiction - No Further Action Taken	12	Percent not City jurisdiction	7%	
TOTAL	160			

ACTIVE ISSUES LOG NOTES - STATUS SUMMARY AS OF JULY 2025
TIME PERIOD OCTOBER 2016 THROUGH JULY 2025

		TOTAL		City Jurisdiction
Number of Items noted as Resolved	101			
Number of Items noted as Limited Decision Issued	7			
Number of Items noted as No Further Action Taken	19	Percent completed	77%	83%
Number of Items noted as Ongoing - Traffic Counts and/or Study Needed	22			
Number of Items noted as In Progress or Ongoing for initial review	4	Percent outstanding	16%	17%
City Jurisdiction TOTAL	153			
Number of Items noted as in ODOT Jurisdiction - No Further Action Taken	12	Percent not City jurisdiction	7%	
TOTAL	165			

ACTIVE ISSUES LOG NOTES - STATUS SUMMARY AS OF OCTOBER 2025
TIME PERIOD OCTOBER 2016 THROUGH SEPTEMBER 2025

		TOTAL		City Jurisdiction
Number of Items noted as Resolved	101			
Number of Items noted as Limited Decision Issued	7			
Number of Items noted as No Further Action Taken	28	Percent completed	80%	86%
Number of Items noted as Ongoing - Traffic Counts and/or Study Needed	20			
Number of Items noted as In Progress or Ongoing for initial review	3	Percent outstanding	13%	14%
City Jurisdiction TOTAL	159			
Number of Items noted as in ODOT Jurisdiction - No Further Action Taken	12	Percent not City jurisdiction	7%	
TOTAL	171			



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Traffic Safety Commission
Active Issue Log - City Jurisdiction

9/17/2025

Color		Jurisdiction	General Location Street/Highway	Comment							
		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. 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 an Engineering Study for the Fernwood at Brutscher pedestrian crossing (TSC Issue 2022-005 and 2023-008).							
	NONE	City	Various resident expressed concerns	Issue has been received and initial coordination has begun for data collection and/or potential enforcement action.							
		-	-	New or updated Item							
		-	-	Item to be moved to Archive Log - No Further Action Taken.							
Date Received	TSC Issue Number (Date-Number)	Issue Description		Comments	Status	Updated	Keller Work Plan Item	Issue/ Concern/ Request Type	Location 1	Location 2	Jurisdiction (if not City)
1 1	9/3/2022	2022-005	Request for a painted crosswalk at Fernwood & Brutscher	Traffic counts will need to be taken to determine if it is warranted. City Manager has authorized Keller to perform an Engineering Study for the pedestrian crossing. Ped Crossing Engineering Study in progress. Study expected to be completed week of 9/22/2025.	Ongoing - Engineering Study by Keller In Progress	9/3/2022, 6/30/2025, 9/17/2025	1	Ped Crossing	Fernwood	Brutscher	
2 2	5/16/2023	2023-008	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. City Manager has authorized Keller to perform an Engineering Study for the pedestrian crossing. Ped Crossing Engineering Study in progress. Study expected to be completed week of 9/22/2025.	Ongoing - Engineering Study by Keller In Progress	5/16/2023, 6/30/2025, 9/17/2025	1	Ped Crossing	Fernwood	Brutscher	



Traffic Safety Commission
Active Issue Log - City Jurisdiction

9/17/2025

Color		Jurisdiction	General Location Street/Highway	Comment							
		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. 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 an Engineering Study for the Fernwood at Brutscher pedestrian crossing (TSC Issue 2022-005 and 2023-008).							
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Date Received	TSC Issue Number (Date-Number)	Issue Description		Comments	Status	Updated	Keller Work Plan Item	Issue/ Concern/ Request Type	Location 1	Location 2	Jurisdiction (if not City)
3 3	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. *Should be noted that stop signs are NOT a safe or effective means of slowing down traffic. Traffic counts would need to be taken to determine if stop signs warranted. Proposed work plan scope received from Keller. Requested scope to be revised to focus on determining if stop sign warrants are met.	Ongoing - On Work Plan for Keller Assistance	2/23/2023, 6/30/2025, 9/17/2025	2	Ped Crossing, Stop Sign	Third	Meridian	
4 4	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. *Should be noted that stop signs are NOT a safe or effective means of slowing down traffic. Traffic counts would need to be taken to determine if stop signs warranted. Proposed work plan scope received from Keller. Requested scope to be revised to focus on determining if stop sign warrants are met.	Ongoing - On Work Plan for Keller Assistance	6/30/2025, 9/17/2025	2	Ped Crossing, Stop Sign	Third	Meridian	
5 5	12/6/2024	2024-019	Resident expressed concern with lack of stop 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. There are many areas of Newberg where intersections do not have stop signs in either direction. Most if not all of these do not meet the warrants for a stop sign. Looking into issue.	Installation of stop signs are to be consistent with the stop sign policy within the stop sign policy packet available on the TSC webpage. Traffic counts needed to see where stop signs are warranted. Proposed work plan scope received from Keller. Requested scope to be revised to focus on determining if stop sign warrants are met.	Ongoing - On Work Plan for Keller Assistance	12/6/2024, 6/30/2025, 9/17/2025	2	Stop Sign	E Third at S Center	E Third at S Meridian	



Traffic Safety Commission
Active Issue Log - City Jurisdiction

9/17/2025

Color		Jurisdiction	General Location Street/Highway	Comment							
		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. 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 an Engineering Study for the Fernwood at Brutscher pedestrian crossing (TSC Issue 2022-005 and 2023-008).							
NONE		City	Various resident expressed concerns	Issue has been received and initial coordination has begun for data collection and/or potential enforcement action.							
		-	-	New or updated Item							
		-	-	Item to be moved to Archive Log - No Further Action Taken.							
Date Received	TSC Issue Number (Date-Number)	Issue Description		Comments	Status	Updated	Keller Work Plan Item	Issue/ Concern/ Request Type	Location 1	Location 2	Jurisdiction (if not City)
6 6	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. 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.	Need coordination with City Manager and City Engineer for assignment of resources to investigate possibility of making improvements at this intersection. Keller to advance recommendations memo for pedestrian crossing enhancements after Third at Meridian and Third at Center analysis.	Ongoing - On Work Plan for Keller Assistance	2/25/2025, 3/26/2025, 9/17/2025	3	Parking, speed, ped crossing	Villa	Laurel	
7 7	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. Proposed work plan scope received from Keller.	Ongoing - On Work Plan for Keller Assistance	9/30/2024, 12/6/2024, 9/16/2025	4	Ped Crossing, Stop Sign	Villa	Haworth	
8 8	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 stops 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. Proposed work plan scope received from Keller.	Ongoing - On Work Plan for Keller Assistance	12/6/2024, 9/16/2025	4	Stop Sign	Villa	Haworth	
9 9	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. Proposed work plan scope received from Keller.	Ongoing - On Work Plan for Keller Assistance	2/7/2025, 9/16/2025	4	Stop Sign	Villa	Haworth	



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Traffic Safety Commission
Active Issue Log - City Jurisdiction

9/17/2025

Color		Jurisdiction	General Location Street/Highway	Comment							
		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. 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 an Engineering Study for the Fernwood at Brutscher pedestrian crossing (TSC Issue 2022-005 and 2023-008).							
NONE		City	Various resident expressed concerns	Issue has been received and initial coordination has begun for data collection and/or potential enforcement action.							
		-	-	New or updated Item							
		-	-	Item to be moved to Archive Log - No Further Action Taken.							
Date Received	TSC Issue Number (Date-Number)	Issue Description		Comments	Status	Updated	Keller Work Plan Item	Issue/ Concern/ Request Type	Location 1	Location 2	Jurisdiction (if not City)
10 10	8/8/2025	2025-016	NDPD requested no parking signage at all four corners of Second and Everest due to this being an intersection with poor visibility and cars parking too close to the intersection.	Review of issue and site investigation to be coordinated with Keller overall Work Plan	Ongoing - On Work Plan for Keller Assistance	8/8/2025	5	Parking	Second	Everest	
11 11	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. Review of issue and site investigation to be coordinated with Keller overall Work Plan	Ongoing - On Work Plan for Keller Assistance	8/19/2024, 9/17/2025	6	Stop Sign	Donna Drive	Kennedy Drive	



Traffic Safety Commission
Active Issue Log - City Jurisdiction

9/17/2025

Color		Jurisdiction	General Location Street/Highway	Comment							
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NONE		City	Various resident expressed concerns	Issue has been received and initial coordination has begun for data collection and/or potential enforcement action.							
		-	-	New or updated Item							
		-	-	Item to be moved to Archive Log - No Further Action Taken.							
Date Received	TSC Issue Number (Date-Number)	Issue Description		Comments	Status	Updated	Keller Work Plan Item	Issue/ Concern/ Request Type	Location 1	Location 2	Jurisdiction (if not City)
12 12	10/14/2024	2024-014	Resident expressed concerns with the lack of stops signs at intersections near E Seventh Street. 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.	Installation of stop signs are to be consistent with the stop sign policy within the stop sign policy packet available on the TSC webpage. Traffic counts needed to see where stop signs are warranted. Review of issue and site investigation to be coordinated with Keller overall Work Plan.	Ongoing - On Work Plan for Keller Assistance	12/6/2024, 6/30/2025, 9/17/2025	7	Stop Sign	E Seventh		
13 13	11/14/2024	2024-018	Resident on Eighth Street expressed concern with speeding on Eighth and the lack of stop signs in the area. 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.	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. Traffic counts needed to see where stop signs are warranted. Review of issue and site investigation to be coordinated with Keller overall Work Plan.	Ongoing - On Work Plan for Keller Assistance	12/6/2024, 6/30/2025, 9/17/2025	7	Stop Sign	E Eighth		
14 14	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> 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.	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. Coordination is ongoing with the City Manager and City Engineer for assignment of resources to investigate concerns and potential options. Review of issue and site investigation to be coordinated with Keller overall Work Plan	Ongoing - On Work Plan for Keller Assistance	3/5/2025, 9/17/2025	7	Stop Sign	South of Second between S Harrison and Wynoski.		



Traffic Safety Commission
Active Issue Log - City Jurisdiction

9/17/2025

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NONE		City	Various resident expressed concerns	Issue has been received and initial coordination has begun for data collection and/or potential enforcement action.							
		-	-	New or updated Item							
		-	-	Item to be moved to Archive Log - No Further Action Taken.							
Date Received	TSC Issue Number (Date-Number)	Issue Description		Comments	Status	Updated	Keller Work Plan Item	Issue/ Concern/ Request Type	Location 1	Location 2	Jurisdiction (if not City)
15 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 Meridan 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. Coordination is ongoing with the City Manager and City Engineer for assignment of resources to investigate concerns and potential options.	Ongoing, Traffic Count/Study Needed	5/23/2023, 7/01/2024, 9/17/2025	8	Ped Crossing	Sherman	Edwards	
16 8/26/2024	2024-007	Resident on N Meridian near GFU expressed concerns with parking, traffic, speeding and pedestrian safety at intersections.		Multiple issues and locations to be looked into. Coordination is ongoing with the City Manager and City Engineer for assignment of resources to investigate concerns and potential options.	Ongoing, Traffic Count/Study Needed	8/26/2024, 9/17/2025	8	Parking, Traffic, Speed, Ped Crossing	Meridian	Near GFU	
17 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. Preparations being made to obtain speed and traffic count data in this area.	Ongoing, Speed Data/Study Needed	9/25/2024, 9/16/2025	9	Speed	Morris		
18 9/10/2025	2025-019	Resident expressed concern with increased speeding along Foothills Drive between NE Chehalem and College. Also made observation that there are not any 25 mph speed limit signs on the south side of Foothills between NE Chehalem and College.		Informed resident that the lack of 25 mph speed limit signs along the south side of Foothills east of NE Chehalem is most likely due to a combination of the area being within a school zone and the number of other signs along this segment of roadway. Review and site investigation to be coordinated with Keller overall Work Plan.	Ongoing, Speed Data/Study Needed	9/11/2025	10	Speed	Foothills Drive	NE Chehalem to N College	



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Traffic Safety Commission
Active Issue Log - City Jurisdiction

9/17/2025

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Date Received	TSC Issue Number (Date-Number)	Issue Description		Comments	Status	Updated	Keller Work Plan Item	Issue/ Concern/ Request Type	Location 1	Location 2	Jurisdiction (if not City)
19 19	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. Requested City inspectors to remind contractor to have all those entering or leaving the construction area to comply with traffic laws including statutory speed limit for residential areas. Preparations being made to obtain speed and traffic count data in this area.	Ongoing	12/6/2024, 9/16/2025		Speed	Willakenzie / Crestview	Jory / Crestview	
20 20	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. Past radar trailer survey results in 2021 and 2024 have not indicated an excessive average speed nor an 85th percentile speed that would result in enforcement action. NDPD reported that while there are some outliers, there does not appear to be an obvious pattern of excessive speeding here and are not aware of any crashes reported for this stretch of Dayton Avenue. With this area being one of the streets that residents are routinely concerned about this area is in the NDPD regular rotation of hot spots for traffic officers.	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.	Ongoing	2/7/2025, 3/25/2025		Speed	Dayton		



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Active Issue Log - City Jurisdiction

9/17/2025

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Date Received	TSC Issue Number (Date-Number)	Issue Description		Comments	Status	Updated	Keller Work Plan Item	Issue/ Concern/ Request Type	Location 1	Location 2	Jurisdiction (if not City)
21 1 6/4/2025	2025-013	Resident expressed concern with speeding on E Crestview Drive north of E Jory Street. Resident asked about plans for installing speed bumps on this section of road.		Requested NDPD to add this area to their list of areas to review for potential enforcement action. The resident has been informed of the request sent to NDPD. The resident has also been informed of the following: - Per the city's Transportation System Plan (TSP) speed bumps/humps are not appropriate traffic calming measures for arterial and collector streets. The referenced section of E Crestview is a major collector. - During the land use hearing that approved the Crestview Crossing development various traffic calming measures were presented and considered by the Planning Commission. - Street improvements constructed for the Crestview Crossing development include traffic calming measures approved with Planning Commission Order 2018-10 for PUD 18-0001/CUP18-0004. These measures included 10-foot wide travel lanes, two-foot wide buffers between travel lanes and the six-foot wide bike lanes with raised pavement markings. Preparations being made to obtain speed and traffic count data in this area.	Received	6/9/2025, 6/30/2025, 9/11/2025		Speeding	E Crestview	E Jory	
22 2 8/17/2025	2025-017	Resident expressed concern with speeding on Villa Road in area of Hess Creek Court.		CM informed resident that Villa Road could be a candidate for automated speed enforcement cameras.	Received	9/11/2025					
23 3 9/9/2025	2025-018	Resident expressed Speeding Concern - N Villa between E Crestview and E Mountainview		Requested NDPD to review this area for potential enforcement action. Preparations being made to obtain speed and traffic count data along N Villa once construction of the Mountainview at Villa roundabout is completed.	Received	9/11/2025					



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Traffic Safety Commission
Active Issue Log - City Jurisdiction

9/17/2025

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24 1	5/10/2019	2019-010	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) Waiting on update from the City Manager. CM worked with Public Works Maintenance for Trial Closure of E Illinois at N Main. Public outreach included notification on the city website. Closure occurred on 9/15/2025. Item to be moved to Archive Log - No Further Action Taken.	No Further Action - City Manager Led Item	5/10/2019, 6/30/2025, 9/16/2025		Traffic	Illinois	N Main	ODOT - OR 240 and City
25 2	10/28/2024	2024-016	Resident provided public comment at the TSC meeting regarding concerns with 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. Waiting on update from the City Manager. CM worked with Public Works Maintenance for Trial Closure of E Illinois at N Main. Public outreach included notification on the city website. Closure occurred on 9/15/2025. Item to be moved to Archive Log - No Further Action Taken.	No Further Action - City Manager Led Item	12/6/2024, 6/30/2025, 9/16/2025		Traffic	N Main / Highway 240	Illinois	ODOT - OR 240and City



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Traffic Safety Commission
Active Issue Log - City Jurisdiction

9/17/2025

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26 3	2/8/2023	2023-002	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. 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. 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. 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. Very little enforcement to speak of and virtually none in the evenings.	*Should be noted that stop signs are NOT a safe or effective means of slowing down traffic. Radar trailers have recently been deployed on Wynooski. Further research and investigation is needed to confirm issues and identify options. Speed data was collected between 7/8/2025 and 7/15/2025. The combined 85% percentile free flow speed was found to be 30 mph and the combined 10 mph free flow pace was 24-33 mph. The collected data does indicate an immediate need for any further action. The TSP includes standards project S37 for improvements to Wynooski that could address many of the concerns with this segment of Wynooski. Item to be moved to Archive Log - No Further Action Taken.	No Further Action Taken	2/8/2023, 7/01/2024, 12/6/2024, 9/16/2025		Pedestrian Infrastructure , Speed	Wynooski		Yamhill County - south of E Seventh
27 4	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. NDPD provided citation and crash data for this intersection along with a request for traffic control device upgrades to include flashing stop signs for northbound and southbound traffic.	Need coordination with City Manager and City Engineer for assignment of resources to investigate concerns and potential options besides the traffic signal project 109 identified in the Transportation System Plan. Staff sent the NDPD request to the CM, CE and PW Director. It was determined that the requested traffic control upgrade could be accommodated by PW Maintenance. It was also determined that this action would fall under the authority of the City Engineer per NMC 2.15.470(A). Flashing stop signs have been installed on the southbound, northbound and eastbound legs of the intersection. These are expected to resolve the pedestrian crossing concerns. Item to be moved to Archive Log - No Further Action Taken.	No Further Action Taken	1/8/2025, 9/16/2025		Ped Crossing	E Haworth	N Springbrook	



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28 5	3/11/2025	2025-007	Resident expressed concerns with vehicles parking too close to intersections in 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 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(PIO)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. The PIO has reported that the Parking Basics flyer has been provided to GFU's Campus security for distribution for the start of the fall semester. Item to be moved to Archive Log - No Further Action Taken.	No Further Action Taken	3/11/2025, 4/08/2025, 6/30/2025, 9/16/2025		Parking	E Third	S Corinne	
29 6	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." The resident has sent a request for the process to request "speed bumps" for E Madrona Drive. The city does not have an established process for residents to request "speed bumps", determination if speed humps could be appropriate for an existing local street would depend on documentation of speeding along a particular section of roadway.	Requested NDPD to look at the area of E Madrona Drive for possible enforcement action and deployment of a radar trailer. The resident has been informed of the request sent to NDPD. NDPD has reported that the concern wasn't able to be substantiated at this time. This was based on observations made during the morning commute on Wednesday, 3/26/2025. NDPD have been asked if similar observations were made during an afternoon/evening commute Speed data was collected between 7/28/2025 and 8/4/2025. The combined 85% percentile free flow speed was found to be 25 mph and the combined 10 mph free flow pace was 16-25 mph. The collected data does indicate a need for any further action. The request for speed humps could be considered for inclusion with a future pavement project along Madrona. Item to be moved to Archive Log - No Further Action Taken.	No Further Action Taken	3/25/2025, 6/30/2025, 9/16/2025		Speeding	E Madrona Drive		



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30 7	5/6/2025	2025-010	Resident expressed concerns with the area near the intersection of N Everest and E Third. Concerns include drivers failing to stop at stop signs where Second and Third cross N Everest. The resident thinks the following issues contribute to making the intersection dangerous: 1) Parking on N Everest between E Third and the entrance to Sunrise Estates. 2) The stop sign at the entrance/exit to the Sunrise Estates neighborhood is "so far back that you have to pull through/roll forward to see past the first lot and around the fence. Not only that but the stop sign is completely covered by tree branches. 3) Visibility of stop signs on E Third at N Everest.	Requested NDPD Code Compliance Officer to look at the referenced area for potential enforcement actions. Code Compliance identified that the verified that the entrance/exit to Sunrise Estates is a private driveway and that per ORS811.505 it is implied to stop regardless of a posted sign. The resident has been provided with information available on the Traffic Safety Commission, NDPD and Code Compliance pages of the City website. This includes: -Stop Sign Policy -Parking Change Request Policy -Code Complaint Report It has been identified that N Everest south of E Second is under Yamhill County jurisdiction. Item to be moved to Archive Log - No Further Action Taken.	No Further Action Taken	5/9/2025, 6/30/2025, 9/16/2025		Traffic, stop signs, parking	N Everest	E Third	Yamhill County - south of E Second
31 8	7/16/2025	2025-014	Resident expressed concern with deliver trucks speeding, requested 20 mph speed limit sign, other concerns expressed included drivers attending events at the Jaquith Park ball fields trying to reach N Main by entering Mission only to have to turn around due to Mission not being a through street - expects this to increase with closure of E Illinois at N Main, parking too close to corner of Mission and College.	Informed resident that speed limits are set by ODOT. Also informed CPRD of concern with "lost" drivers trying to reach the ball fields at Jjaquith Park that are accessed from Main. Discussed potential park user education and improved park wayfinding signage that CPRD might implement. Item to be moved to Archive Log - No Further Action Taken.	No Further Action Taken	7/16/2025, 9/16/2025					
32 9	7/17/2025	2025-015	Resident expressed concern with speeding on Aquarius between Libra and Springbrook.	Speed data was collected between xxxxx and xxxxx. The combined 85% percentile free flow speed was found to be 25 mph and the combined 10 mph free flow pace was 17-26 mph. The collected data does indicate a need for any further action. Item to be moved to Archive Log - No Further Action Taken.	No Further Action Taken	7/17/2025, 9/16/2025					
33 10	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. No response. Item to be moved to Archive Log - No Further Action Taken.	No Further Action Taken	12/6/2024, 1/6/2025, 6/30/2025		Parking	Edgewood	Burlington	



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4/28/2025	2025-009	Resident expressed concerns with drivers making unsafe U-turns at the intersection of E Hayes and N Oak Leaf Street. The resident's assumption is that most of these U-turns are result of people are trying to get to Fred Meyer coming southwest on 99W (E Portland Rd) and don't realize they need to turn left on Brutscher, then turn left onto N Springbrook, then left onto E Hayes, then make a U-turn at the first intersection they see on E Hayes.		Requested NDPD to look at the referenced area for potential enforcement action. NDPD responded to the resident and indicated that they have been focusing on this U-turn issue as time allows and also indicated that they make their rounds to traffic violation hot spot areas as they can. Item to be moved to Archive Log - No Further Action Taken.	No Further Action Taken	4/29/2025, 6/30/2025		Traffic, U-Turns	E Hayes	N Oak Leaf	
5/15/2025	2025-011	Resident expressed concern with speeding on Oxford Street near College. Resident requested more patrols or "speed checking devices".		Requested NDPD to review the referenced area for potential enforcement action and for deployment of a speed radar trailer. Item to be moved to Archive Log - No Further Action Taken.	No Further Action Taken	5/15/2025, 6/30/2025		Speeding	Oxford	N College/ HWY219	
5/20/2025	2025-012	Resident expressed concern with traffic signal timing at the intersection of HWY 99W at N Brutscher. Resident requested timing changes to be made at the traffic signal.		Traffic signals along HWY 99W are under ODOT jurisdiction. Referred the resident to the Ask ODOT website as a resources for sharing signal timing concerns and requests with ODOT. Item to be moved to Archive Log - No Further Action Taken.	No Further Action Taken	5/20/2025, 6/30/2025		Signal Timing	HWY 99W	N Brutscher	ODOT



TO: NEWBERG TRAFFIC SAFETY COMMISSION
CC: JEFF KOSMICKI, CHIEF OF POLICE
RUSS THOMAS, PUBLIC WORKS DIRECTOR
BRETT MUSICK, SENIOR ENGINEER
FROM: TREVIS SMITH, CITY ENGINEER
SUBJECT: TSC 2025-001 / E HAWORTH STREET AT N SPRINGBROOK ROAD
INTERSECTION – CITY ENGINEER DECISION FOR TRAFFIC
CONTROL DEVICE UPGRADE
DATE: SEPTEMBER 24, 2025

EXECUTIVE SUMMARY:

On July 8, 2025, City of Newberg Engineering staff received a request from the NDPD for an improved traffic control device for the E Haworth Street at N Springbrook Road intersection to address observed safety issues at this location. NDPD provided crash and citation data from investigation of several significant crashes at this intersection. This data combined with observations of drivers not stopping at this commuter heavy intersection with a fair amount of pedestrian traffic makes this a high priority safety issue to address. The specific traffic control device upgrade requested by NDPD is for flashing stop signs consisting of a standard stop sign with a ring of LED lights powered by a small solar panel.

Staff sent the NDPD request to the City Manager, City Engineer and Public Works Director. On July 14, 2025 it was determined that the requested traffic control upgrade could be accommodated by Public Work Maintenance. The upgraded flashing stop signs will include a radar unit to activate the flashing lights only when traffic is present. It was also determined that this action would fall under the authority of the City Engineer per NMC 2.15.470(A).

Public works maintenance staff obtained the required materials and have installed the flashing stop signs.

AUTHORITY OF THE CITY ENGINEER

The Newberg Municipal Code authorizes the City Engineer to make decisions related to any traffic control device:

2.15.470 Authority of city engineer.

The city engineer will have the authority to make traffic decisions as follows:

A. General Authority. The city engineer will have the authority to establish, maintain, remove or alter any traffic control device. Such orders of the city engineer will designate the findings as to reasons for taking such action, will make entry into the schedule of decisions, and submit a report and findings as to reasons for taking such action to the traffic safety commission.

This memorandum serves to document and report to the Traffic Safety Commission this traffic decision of the City Engineer to address the request from the NDPD in coordination with the Public Works Director and the City Manager.

FISCAL IMPACT

The installation of upgraded stop signs will cost the City approximately \$7,644 initially and will be required to be maintained periodically. The funds will come from 02-5120-541000.

ENGINEERING DECISION

Install the flashing stop signs, with solar sign controller and radar unit, on the N Springbrook and Haworth legs of the intersection.

NEXT STEPS

1. Engineering will work with NDPD to monitor this intersection and evaluate the effectiveness of this installation.

Event Date	Call Number	Case Number	Situation Reported	Call Disposition	Location	City
08/12/2023 03:03:29 AM	2023-018888	No Case Assigned	MVC- INJURY	No report needed	E Haworth Ave / N Springbrook Rd	Newberg
06/21/2024 10:40:34 AM	2024-014058	24-0001096	MVC- INJURY	Report to follow	E Haworth Ave / N Springbrook Rd	Newberg
06/29/2024 03:41:38 PM	2024-014835	No Case Assigned	MVC-NON INJURY	No report needed	E Haworth Ave / N Springbrook Rd	Newberg
06/26/2025 02:43:01 PM	2025-015328	25-0001067	MVC- INJURY	Report to follow	E Haworth Ave / N Springbrook Rd	Newberg
01/18/2024 09:55:21 PM	2024-001429	No Case Assigned	MVC-NON INJURY	No report needed	N Springbrook Rd / E Haworth Ave	Newberg
08/25/2024 01:46:47 PM	2024-020317	24-0001554	MVC- INJURY	Report to follow	E Haworth Ave / N Springbrook Rd	Newberg
10/22/2024 01:53:34 PM	2024-025796	No Case Assigned	MVC-NON INJURY	No report needed	N Springbrook Rd / E Haworth Ave	Newberg
11/22/2024 08:08:15 AM	2024-028246	24-0002109	MVC- INJURY	Report to follow no action needed / No report needed / No report needed	E Haworth Ave / N Springbrook Rd	Newberg
01/23/2025 01:22:40 PM	2025-001718	No Case Assigned	MVC-NON INJURY		N Springbrook Rd / E Haworth Ave	Newberg
09/27/2023 10:45:25 AM	2023-022734	23-0001750	MVC-NON INJURY	Report to follow	N SPRINGBROOK RD / E HAWORTH AVE	Newberg
02/29/2024 06:44:48 PM	2024-004652	No Case Assigned	MVC-NON INJURY	No report needed Report to follow / Report to follow	N Springbrook Rd / E Haworth Ave	Newberg
11/02/2024 01:19:59 PM	2024-026708	24-0002000	MVC-NON INJURY		N Springbrook Rd / E Haworth Ave	Newberg
12/13/2024 02:20:20 PM	2024-029757	No Case Assigned	HIT AND RUN	No report needed	N SPRINGBROOK RD / E HAWORTH AVE	Newberg

Case Number	Citation #	Citation Date	Location	City	Charge
22-0000844	22-415686		SPRING/HAWORTH	Newberg	811.025 FAILURE TO YIELD TO PEDESTRIAN ON SIDEWALK
No Case Assigned	23-420604		N SPRINGBROOK RD & E HAWORTH AVE	Newberg	811.265 FTOTCD Fail to Obey Traffic Control Device
No Case Assigned	23-417724	01/05/2023 05:50:32 PM	E Haworth Ave / N Springbrook Rd	Newberg	811.265 FTOTCD Fail to Obey Traffic Control Device
No Case Assigned	25-450546	01/07/2025 06:07:34 PM	N Springbrook Rd / E Haworth Ave	Newberg	811.265 FTOTCD Fail to Obey Traffic Control Device
No Case Assigned	23-414293W	01/08/2023 08:51:31 PM	N Springbrook Rd / E Haworth Ave	Newberg	811.265 FTOTCD Fail to Obey Traffic Control Device
No Case Assigned	24-423135	01/13/2024 02:32:52 PM	N SPRINGBROOK RD / E HAWORTH AVE	Newberg	811.130 Impeding traffic
No Case Assigned	23-418782	01/14/2023 09:37:11 PM	N Springbrook Rd / E Haworth Ave	Newberg	811.265 FTOTCD Fail to Obey Traffic Control Device
No Case Assigned	24-423139	01/14/2024 03:13:44 PM	N SPRINGBROOK RD / E HAWORTH AVE	Newberg	811.265 FTOTCD Fail to Obey Traffic Control Device
No Case Assigned	22-415323W	02/10/2022 02:21:29 PM	N Springbrook Rd / E Haworth Ave	Newberg	811.507 Operating motor vehicle while using mobile electronic device
No Case Assigned	25-452736	02/14/2025 01:04:56 AM	E Haworth Ave / N Springbrook Rd	Newberg	811.265 FTOTCD Fail to Obey Traffic Control Device
No Case Assigned	25-452736W	02/14/2025 01:04:56 AM	E Haworth Ave / N Springbrook Rd	Newberg	811.400 Fail to signal turn
No Case Assigned	22-73330W	02/17/2022 04:03:32 PM	N SPRINGBROOK RD & E HAWORTH AVE	Newberg	811.346 Misuse of Special Left Turn Lane
No Case Assigned	23-419156	02/18/2023 08:02:25 PM	E Haworth Ave / N Springbrook Rd	Newberg	811.265 FTOTCD Fail to Obey Traffic Control Device
No Case Assigned	24-420476b	02/29/2024 01:49:48 PM	N SPRINGBROOK RD / E HAWORTH AVE	Newberg	811.265 FTOTCD Fail to Obey Traffic Control Device
No Case Assigned	25-453320	03/09/2025 01:45:38 PM	N Springbrook Rd / E Haworth Ave	Newberg	811.130 Impeding traffic
No Case Assigned	25-453320W	03/09/2025 01:45:38 PM	N Springbrook Rd / E Haworth Ave	Newberg	811.265 FTOTCD Fail to Obey Traffic Control Device
No Case Assigned	25-453321	03/09/2025 02:20:35 PM	N Springbrook Rd / E Haworth Ave	Newberg	811.111 Violating a Speed Limit
No Case Assigned	25-453384W	04/28/2025 10:04:35 PM	N Springbrook Rd / E Haworth Ave	Newberg	811.265 FTOTCD Fail to Obey Traffic Control Device
No Case Assigned	25-454603	05/01/2025 11:24:56 AM	E Haworth Ave / N Springbrook Rd	Newberg	811.265 FTOTCD Fail to Obey Traffic Control Device
23-0000859	23-420147w	05/17/2023 04:21:48 PM	N Springbrook Rd / E Haworth Ave	Newberg	811.265 FTOTCD Fail to Obey Traffic Control Device
No Case Assigned	25-454662	06/07/2025 03:25:24 PM	N Springbrook Rd / E Haworth Ave	Newberg	811.265 FTOTCD Fail to Obey Traffic Control Device
No Case Assigned	23-420071	06/10/2023 07:42:22 PM	N Springbrook Rd / E Haworth Ave	Newberg	811.507 Operating motor vehicle while using mobile electronic device
No Case Assigned	22-416607	06/12/2022 02:51:30 AM	N SPRINGBROOK RD & E HAWORTH AVE	Newberg	811.507 Operating motor vehicle while using mobile electronic device
No Case Assigned	22-415945	06/12/2022 04:50:32 PM	SPRINGBROOK/HAWORTH	Newberg	811.507 Operating motor vehicle while using mobile electronic device
21-0001061	21-412567	06/15/2021 11:20:52 PM	N Springbrook Rd / E Haworth Ave	Newberg	811.135 Careless Driving
No Case Assigned	22-67000W	07/12/2022 08:31:47 PM	E Haworth Ave / N Springbrook Rd	Newberg	811.340 Improperly executed left turn
No Case Assigned	22-416362W	08/11/2022 12:24:33 PM	N Springbrook Rd / E Haworth Ave	Newberg	811.265 FTOTCD Fail to Obey Traffic Control Device
22-0001669	22-416897	08/17/2022 10:17:15 PM	N Springbrook Rd / E Haworth Ave	Newberg	811.140 Reckless Driving
22-0001669	22-416896	08/17/2022 10:17:15 PM	N Springbrook Rd / E Haworth Ave	Newberg	811.265 FTOTCD Fail to Obey Traffic Control Device
No Case Assigned	24-450454W	08/17/2024 07:16:56 PM	N Springbrook Rd / E Haworth Ave	Newberg	811.100 Violation of basic speed rule

No Case Assigned	22-418676W	08/21/2022 11:39:40 PM	SPRINGBROOK/HAWORTH N SPRINGBROOK RD & E	Newberg	811.265 FTOTCD Fail to Obey Traffic Control Device
No Case Assigned	22-418476W	08/31/2022 12:03:39 AM	HAWORTH AVE N SPRINGBROOK RD & E	Newberg	811.111 Violating a Speed Limit
No Case Assigned	22-418476	08/31/2022 12:03:39 AM	HAWORTH AVE N SPRINGBROOK RD / E HAWORTH	Newberg	811.265 FTOTCD Fail to Obey Traffic Control Device
23-0001750	23-420629	09/27/2023 10:45:25 AM	AVE E HAWORTH AVE & N	Newberg	811.265 FTOTCD Fail to Obey Traffic Control Device
No Case Assigned	22-73666W	09/29/2022 04:06:37 PM	SPRINGBROOK RD	Newberg	811.346 Misuse of Special Left Turn Lane
No Case Assigned	24-450535	09/29/2024 01:05:55 PM	SPRINGBROOK/HAWORTH	Newberg	811.028 FAILURE TO STOP AND REMAIN STOPPED FOR PEDESTRIAN
No Case Assigned	24-451400	10/22/2024 01:53:34 PM	N Springbrook Rd / E Haworth Ave	Newberg	811.265 FTOTCD Fail to Obey Traffic Control Device
No Case Assigned	22-417443	10/26/2022 12:29:02 PM	E Haworth Ave / N Springbrook Rd	Newberg	811.370 Fail to Maintain Lane
24-0002000	24-422399	11/02/2024 01:19:59 PM	N Springbrook Rd / E Haworth Ave	Newberg	811.140 Reckless Driving
No Case Assigned	22-417472W	11/22/2022 08:05:45 PM	E Haworth Ave / N Springbrook Rd	Newberg	811.265 FTOTCD Fail to Obey Traffic Control Device
No Case Assigned	24-452183W	12/13/2024 05:38:58 PM	N Springbrook Rd / E Haworth Ave	Newberg	811.028 FAILURE TO STOP AND REMAIN STOPPED FOR PEDESTRIAN
No Case Assigned	22-73340W	12/16/2022 06:29:11 PM	N Springbrook Rd / E Haworth Ave N SPRINGBROOK RD & E	Newberg	811.265 FTOTCD Fail to Obey Traffic Control Device
22-0002482	22-73343W	12/22/2022 08:16:58 PM	HAWORTH AVE	Newberg	811.265 FTOTCD Fail to Obey Traffic Control Device