

City of Newberg

Traffic Safety Commission Meeting Minutes

July 13, 2026, 6:00 PM-7:45 PM

I. CALL MEETING TO ORDER

The Traffic Safety Commission meeting was called to order at 6:00 PM on Monday, July 13, 2026, at the Newberg Public Safety Building, 401 E Third Street, Denise Bacon Community Room, Newberg, Oregon, and via Zoom.

II. ROLL CALL

A quorum was established. The following members were in attendance: Commissioner and Chair Roger Kuhlman, Commissioner Russell Johnson, Commissioner Steven Hardgrove, Commissioner James Keary, Commissioner Wyle O'Neill, Student Commissioner Toby Linhart. The following were absent: Ex-Officio Councilor Derek Carmon, Commissioner Hunter Anderson, Commissioner Natasha Luepke, and Commissioner Andrew Miller.

III. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

IV. PUBLIC COMMENTS

a. Written Public Comment #1 – Third at Main

Staff noted that the concern regarding a tree obscuring a stop sign at the intersection of Third and Main has been forwarded to Code Compliance for review of potential enforcement actions. No further discussion was recorded on this item.

a. Oral Public Comments – Red Light Camera Violation Fees

One member of the public, Frida Endinjolc spoke about an experience with receiving a speeding ticket and requesting the court for a reduced fee due to experiencing economic hardship. She described that the judge referred her to the commission. She asked the commission to consider having a discussion on allowing for reduced red light camera violation fees in some circumstances.

V. STAFF REPORTS & GENERAL INFORMATION

a. Police

Captain Ferguson gave a report on DUI and crash data for the period beginning 5/11/2026. He noted that the department staff are continuing to work on ways to report on this kind of data.

Captain Ferguson also described that existing radar speed survey equipment is out of date and that plans are being made to replace them with more portable and modern equipment.

b. Public Outreach – Traffic Safety Related

Senior Engineer Brett Musick informed the commission of traffic safety related notifications in May and June as reported by the City Interim Public Information Officer. These notifications covered street closures for road work, water valve replacements and notifications for implementation of traffic cameras at Garfield and First. Other notifications included resharing of information from other agencies about heat safety and typical holiday DUII post around Memorial Day.

Senior Engineer Brett Musick also reminded the commission of the City Interim Public Information Officer request for the commission to provide any specific messaging they wish to be distributed.

c. Engineering

Senior Engineer Brett Musick described the status of items on the Traffic Safety Active Issues Log. Indicating the number of items added to the log since January 2026 as 13 with the number of items completed since January at 12. Also described was the status of various studies being conducted by Keller as part of assisting with addressing the backlog of items on the active issues log. Several studies being conducted by Keller are expected to be presented at the October meeting of the commission. These include studies associated with E Third at Center and E Third at Meridian, as well as the Villa at Haworth intersection.

Senior Engineer Brett Musick also stated that GIS continues to collect speed data to aid in addressing speeding related concerns.

There was general discussion of the Federal SS4A Planning and Demonstration Grant submitted by the City Manager with assistance from staff and Keller. The intent is to use funds for more expedient clearing of items on the active issues log and development of a safety action plan.

VI. NEW BUSINESS

a. Presentation / Discussion by the City Manager, Will Worthey

I. SDC Presentation for TSC

City Manager Will Worthey presented information on System Development Charges (SDCs). There was some general discussion of SDCs with the City Manager responding to questions for when the next update of the Transportation System Plan (TSP) was planned to occur. The City Manager stated that the current plan coordinated with the Community Development Director is for the TSP update to begin next year. There was also discussion on the SDC eligibility percentage and that the percentage is expected to be applied to cover all aspects of a project, provided that the necessary amount of SDC funds are available. Otherwise other funding is needed to pay for a capital improvement project.

II. E Illinois Street Closure at N Main Street Discussion

City Manager Will Worthey explained the expectation that the City Council desires the Traffic Safety Commission to work with the staff liaison to create a list of possible safety fixes for the Main and Illinois intersection. These options would then be reviewed by transportation engineers at Keller, who would make recommendations on which ones should be implemented. After that, a report would then be provided to the City Council.

Chair Roger Kuhlman expressed concern with the volume of materials included in the agenda packet related to the Main at Illinois discussion and suggested that the discussion be tabled to the next meeting. This would allow time for the commissioners to fully review the materials and be better prepared to have a productive discussion.

Senior Engineer Brett Musick suggested that, if the commission desires to table the discussion to the next meeting, the commission still hears public comment from those that submitted public comment registration forms prior to the meeting.

In discussion that followed, Chair Kuhlman suggested that ODOT representatives be asked to attend a future meeting for discussion of potential safety improvements for the main at Illinois intersection. Vice-Chair Russell Johnson stated that using crash data was the worst way to advance change to an intersection when safety issues are observed. Commissioner Wyle O'Neill stated a desire to have a discussion to identify key items for further discussion and expressed a desire to hear public comments.

Oral Public Comments – E Illinois Street at N Main Street

Two members of the public provided oral comments regarding the E Illinois Street and N Main Street intersection, which was also the subject of the New Business agenda item – E Illinois Street Closure at N Main Discussion .

The first public commenter Kathy Meyer, an industrial property owner on E Illinois Street, expressed support for the City Council's decision to reopen the intersection and urged the Commission to engage engineers and professionals to evaluate solutions. The commenter noted that crash data for the intersection was limited—one crash in 2021, one in 2022, and two in 2023—and characterized the intersection as congested and awkward rather than inherently unsafe. The commenter raised concerns about equity, noting that the trial closure diverted traffic onto minor residential streets, including N Washington Street. Specific concerns raised included the need for a proper line-of-sight evaluation at the intersection itself, noting that a prior variance granted at 703 N Main was scoped only to a driveway and did not address the intersection as a whole. The commenter suggested that vegetation mitigation—reducing hedge height at corner properties to approximately two and a half feet—could be a low-cost first step to improve sight lines, and noted that ODOT's ADA crosswalk survey data may provide reusable baseline information. The commenter also inquired about the status of the \$400,000 engineering study approved by City Council in 2023, which was subsequently canceled. City Manager Will Worthey clarified that the study was canceled because there were no follow-up funds to construct either a signalized intersection or a roundabout—the latter of which would have required condemnation of at least one property. The commenter expressed the view that canceling the study presupposed its conclusions, and encouraged the Commission to consider resuming a professional engineering process with inclusive community and ODOT involvement.

The second public comment was delivered by Barb Trask, a resident of E Illinois Street living approximately three houses from the intersection, on behalf of herself and her husband Tim Trask. Ms. Trask acknowledged the historical difficulties associated with the thoroughfare and expressed appreciation for the background materials provided in the packet. She noted that while reduced traffic volumes have resulted from the trial closure, she anticipates traffic will return to prior levels now that the road has been reopened. Ms. Trask called upon the Commission to take meaningful action on the intersection, emphasizing the importance of safety for residents and pedestrians. She suggested that vegetation on the median island obstructing visibility of turn signals from drivers approaching from downtown was a key concern, and supported the concept of restricting left turns on a permanent rather than time-of-day basis, while acknowledging that would limit access. Her husband added that the core issue is one of congestion, referencing a study in September 2023 that recorded approximately 2,500 vehicles per day using the road, and that the intersection's geometry creates a blocking effect when vehicles attempt left turns, backing up traffic from three directions and onto Highway 240.

Following public comment and discussion, the Commission considered how to proceed with its tasking from the City Council to recommend alternate mitigation measures for the E Illinois Street and N Main Street intersection within a budget range of \$10,000 to \$20,000 or less.

Senior Engineer Brett Musick provided context on several matters raised during public comment. He confirmed that the variance at 703 North Main was scoped exclusively to a driveway vision clearance setback and did not constitute an intersection-wide sight distance evaluation. He noted that vegetation on the median island and planting strip has grown during the period of the trial closure, and that staff is actively pursuing the question of maintenance responsibility through coordination with ODOT and the

City's code compliance officer. He further clarified that a boundary and right-of-way survey with some topographic data was collected during the prior intersection study, but that a full topographic or formal sight distance study was not completed. Regarding ODOT's posture on a major intersection reconstruction, City Engineer Brett indicated that ODOT's regional operations and safety staff have confirmed that crash data at this location does not support a significant capital project, and that no such project is currently on ODOT's planning radar.

Commissioner O'Neill and another commissioner raised the possibility of inviting ODOT to a future meeting to discuss both low-cost mitigation measures within the City's authority and what modifications ODOT would permit near the intersection. Discussion also addressed whether a commission work session should be held prior to ODOT's attendance so that commissioners could arrive at internal consensus before a broader dialogue. City Manager Worthey suggested that staff first reach out to ODOT to determine their availability for the October meeting, and that if ODOT confirms attendance, a separate work session could be scheduled in September. It was noted that scheduling a full commission work session would constitute a public meeting. City Engineer Brett indicated he would contact ODOT to request attendance and would frame the inquiry around low-cost mitigation options and what actions the City may implement within ODOT's right-of-way.

Vice-Chair Russell Johnson moved to place discussion of the E Illinois Street at N Main Street intersection on the agenda for the October meeting as a formal agenda item to suggest and review potential mitigation alternatives. Motion seconded by Commissioner Toby Linhart. The motion was approved with a voice vote with multiple responses of "aye" for those in favor of the motion. No opposition was voiced.

No separate formal motion was made regarding the ODOT outreach or potential work session; these were addressed as administrative actions to be coordinated by Senior Engineer Brett and the Commission Chair via email.

VII. OLD BUSINESS

a. Review of the 2025 Traffic Safety Commission Work Plan

The Commission Chair noted that this item had been discussed briefly at the prior meeting and, given time constraints, proposed that it be carried forward to the October meeting agenda. No objection was raised and the item was tabled to the next regular meeting.

VIII. STAFF COMMENTS

City Engineer Brett reminded commissioners to monitor the Traffic Safety Commission email distribution, as relevant updates and materials are regularly communicated through that channel. He also noted that the E Illinois and N Main intersection matter is in the active issues log and is being pursued for inclusion in the Keller Engineering work plan.

IX. COMMISSIONER COMMENTS

Vice-Chair Russell Johnson raised a question regarding the process for approval of meeting minutes, seeking confirmation that no response to a draft is treated as approval without objection. Senior Engineer Brett Musick confirmed that the current practice, adopted pursuant to prior Commission discussion, is that silence constitutes approval and that only submitted comments are used to make edits to the minutes.

X. ADJOURNMENT

The meeting was adjourned. The next regular meeting of the Traffic Safety Commission is scheduled for Monday, October 12, 2026.

Attested by:

Roger Kuhlman

Roger Kuhlman (Jul 30, 2026 13:23:56 PDT)

Roger Kuhlman Chair of the Traffic Safety Commission, City of Newberg, Oregon

Brett Musick

Brett Musick (Jul 28, 2026 11:18:16 PDT)

Brett Musick Senior Engineer / Staff Liaison City of Newberg, Oregon

2026-0713 Traffic Safety Minutes

Final Audit Report

2026-07-30

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