Newberg Urban Design Verification Study

The Newberg Urban Design Verification (UDV) Study looked at how people travel through downtown along the OR 99E couplet (E Hancock Street and E 1st Street) and OR 219/E 1st Street. The study focused on how to make it safer for people walking, rolling, and bicycling. The study identified improvements that can be added to future projects to make getting around safer and more comfortable for everyone.

The Newberg UDV Study looked at:

- E 1st Street and E Hancock Street in Downtown Newberg.
- E 1st Street between OR 99W and Everest Road.

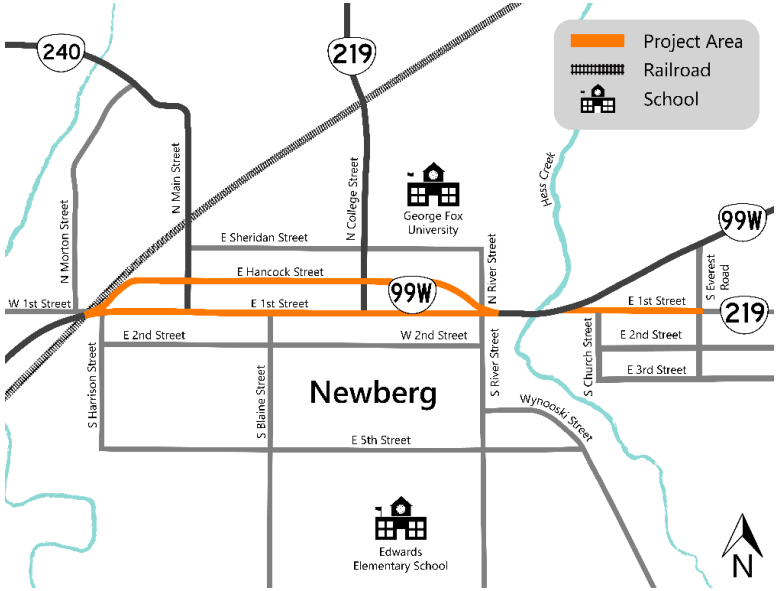
What's a UDV?

The UDV process identifies cost-effective solutions based on recommendations from local plans:

- The Newberg Transportation System Plan (2016).
- The Downtown Improvement Plan (2017).

These plans established a vision for a safer, more people-focused multimodal transportation system following the construction of the Newberg-Dundee Bypass. Completion of Phase 1 of the Newberg-Dundee Bypass removed traffic through Newberg.

ODOT studied these highway segments to identify improvements before future maintenance or other road improvement projects are planned. By identifying specific improvements, ODOT or the City can look for opportunities to include them with other necessary work to make the best use of limited resources.



Additionally, ODOT will be constructing new curb ramps along the study corridors between 2025-2027, creating an opportunity to add some UDV recommendations onto this larger project.

Study Timeline

The study took place between January 2024 and May 2025. Throughout the process, Newberg community members were invited to share their vision for the Newberg community and provide feedback on proposed improvements. Community feedback along with information about the corridor today, including traffic and safety data, shaped study recommendations.

What Happens Next

The Newberg UDV Study established recommended improvements to help the City of Newberg and ODOT plan for future improvements and identify future funding.

Oregon Department of Transportation Parametrix

E 1st Street/OR 219

Between OR 99W and Everest Road, E 1st Street has incomplete sidewalks and bike lanes, and there are few opportunities for pedestrians to cross the street. Community feedback emphasized the importance of safety on this corridor and identified the intersection of E 1st Street and Everest Road as a key location in need of improvement.

Recommendations include:

- Upgrade all curb ramps to meet Americans with Disabilities Act (ADA) requirements.
- Define path of travel at E 1st Street and OR 99W with curb extensions.
- Improve crosswalk at Church Street, including lighting and a curb extension on the north side.
- Add a new crosswalk, ADA ramps, and lighting at Villa Road.
- In the near-term, improve crossing at S Everest Road with new pedestrian beacons (Figure 1), illumination, and improved signage.
- In the long-term, construct a roundabout at E 1st Street and Everest Road.

Figure 1: Example of a Rectangular Rapid Flashing Beacon (RRFB)

OR 99W – E 1st Street and E Hancock Street

The recommended improvements advance the vision for a safer, more people-focused downtown. Originally established in City of Newberg plans, community feedback during this study confirmed a desire for safer and more comfortable ways to walk and roll in the area.

Improvements include repurposing one travel lane to expand space for people walking, rolling, and biking and to improve pedestrian crossings. The exact start and end points of these improvements will be decided in future design phases using the most recently available traffic data.

Figure 2: E 1st Street Lane Reconfiguration

On E 1st Street, a parking-protected bike lane would be installed on the south side of the street, with existing on-street parking shifting to the outside of the bike lane. In the future, the sidewalk would be expanded into the bike lane and buffer area.

Figure 3: E Hancock Street Lane Reconfiguration

On E Hancock Street, the north vehicle lane would be changed to a buffered bike lane. In the near-term, on-street parking would be added on the north side of the street; wider sidewalks would replace this parking in the long-term.

Benefits:

- Gives pedestrians more options for getting around downtown Newberg and improves corridor safety.
- Establish the space for future sidewalk expansion, consistent with the Downtown Improvement Plan.
- Maintains existing on-street parking.
- Creates a quieter, more pleasant pedestrian experience by creating more space between sidewalks and general purpose travel lanes.

Limitations:

- By restricting parking near intersections on E 1st Street, a few parking spaces may be removed to improve safety and visibility.
- To reach destinations, drivers may choose other nearby routes, including the Bypass or local streets.

Improved Pedestrian Crossings

Pedestrian islands would be added at all intersections to improve pedestrian visibility and reduce the distance to cross the street. This designated space separates people walking from both the bike lane and the travel lane.

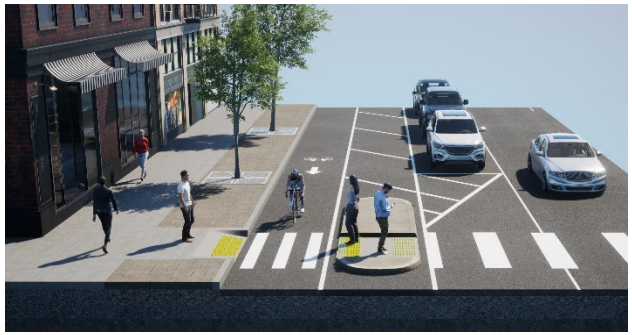


Figure 4: E 1st Street Pedestrian Islands

Figure 5: E Hancock Street Pedestrian Improvements

New crossings with pedestrian-activated beacons are also recommended at School Street and Washington Street on both corridors.