INTRODUCTION TO PUBLIC FACILITIES[1]

The City of Newport has recognized the need for updating its public facilities data base to encourage sound planning for future development. In response to this need, the city engaged CH2M HILL, INC., to prepare a public facilities plan for the incorporated area and the revised urban growth boundary. The "Public Facilities Plan for the City of Newport, Oregon," hereafter known as the "Facilities Plan," addresses facilities development for the planning period from the present to the year 2010 and is hereby included in this document by reference. In 1999 the City adopted an updated Transportation System Plan (with additional updates to portion of the Transportation System Plan adopted in 2008). In 200-9 the City adopted an updated Water System Master Plan.

Public Facilities Plan Purposes and Relationships:

This Facilities Plan has been developed to facilitate sound planning for the economic, efficient, and environmentally sensitive development of urbanizable land, and sound public fiscal management. It was prepared in accordance with Oregon Administrative Rule 660-11-000 through 660-11-050, which requires Oregon cities containing populations of over 2,500 persons to prepare such plans.

The Facilities Plan is a support document to the city's Comprehensive Plan. Portions of the Facilities Plan, however, have been adopted as part of the Comprehensive Plan and include:

> A list of public facility project titles.

> A map of the public facility projects' locations and service areas.

> The urban growth management agreement designating the provider of each public facility system.

Master plans for water, wastewater, transportation, drainage, airport, and waterfront facilities have been prepared or revised for Newport. Much of the information from the master plans has been incorporated directly into this Facilities Plan. The master plans can be obtained at the Community Development Department and include the following titles:

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[1] The public facilities section of this document represents a summary of CH2M HILL's "Public Facilities Plan for the City of Newport, Oregon," 1989 and subsequent amended portions of the facilities plans. Tables are included here, but the CH2M HILL document or the applicable amended portion of the document must be referenced for figures and maps. See also adopted South Beach Neighborhood Plan for additional analysis and amendments regarding this Section for the South Beach Neighborhood Plan area.

> "2008 Water System Master Plan", Civil West Engineering Services, Inc.

> "Wastewater System Master Plan Update 1988 for the City of Newport, Oregon," CH2M HILL.

> "City of Newport Transportation System Plan, June 1997", Parsons Brinckerhoff Quade & Douglas, Inc. (adopted in 1999).

Updates to the Transportation Plan include:
>"Northside Local Street Plan", Parametrix (adopted in August 2008).
>"Newport Pedestrian and Bicycle Plan", Alta Planning & Design (adopted in August 2008).

> "City of Newport Storm Sewer Facilities, February 1990," CH2M HILL.

> "Master Plan: Newport Municipal Airport, Newport, Oregon," August 1989, FORESITE Group, Inc., DRAFT.

> "Newport Urban Renewal Agency: Update of Port Development Element of Comprehensive Plan," 1989, CH2M HILL.

This Facilities Plan summarizes the master plans and provides a condensed reference for people interested in settling or developing in Newport. Each of the following sections of the Facilities Plan presents an inventory of existing facilities, statements concerning their general condition, and a discussion of the major projects recommended to improve or provide new services to Newport through the year 2010 or to a later date as identified in the adopted updated portions of the Facilities Plan. Maps identifying existing and projected facilities are provided (where applicable) at the end of each section. All tables and maps are titled by section.

Facilities Plan Area:

The Facilities Plan applies to the area within the Newport urban growth boundary as shown in the City of Newport's Comprehensive Plan Map and including the Thiel Creek destination resort area. The Facilities Plan area encompasses approximately 5,600 gross acres not including lands subjected to tidal action and resulting flooding. Included in the 5,600 acres are approximately 1,000 acres of land encompassing the Thiel Creek destination resort area south and east of the city's municipal airport. A portion of the Thiel Creek area property to the east of the airport was removed from the Urban Growth Boundary as part of the adoption of the South Beach Neighborhood Plan in 2006 (acknowledged in 2007), and additional land was added to the Urban Growth Boundary to the east and northeast of Mike Miller Park.

Establishing The Need For Future Facilities Projects:

The planning period established for the Facilities Plan is 20 years. The need for future projects has been identified by analyzing the following:

o Land use data and population projections contained in the City of Newport Comprehensive

Land Use Plan of 1980 and a document titled "Petition to Amend the Lincoln County and City of Newport Comprehensive Plans," dated March 1987.

- Historical uses of the facilities.

- Information contained in master plans.

The city estimates that Newport's population will reach about 11,500 in the year 2000. The population projection at year 2010 is 13,500. This is an average annual growth rate of 2.0%. However, since the master plans are for the entire urbanizable area, a higher potential population figure of 20,000 was used. This allows for facilities planning for the entire UGB. Updated portions of the Facility Plan may contain revised population projections and timeframes as applicable to the updated plan portion.

Historical uses of each facility are discussed at length in each of the facility master plans. Each master plan also divides the facility plan area according to the most efficient manner to manage each facility considering terrain, existing land uses, related existing facilities, projected facility needs, and buildout of the urban growth boundary.

All of the proposed facility improvement projects discussed in this Facilities Plan and amended sections are prioritized. Project priorities correspond to when the project would be needed. The type of improvement and the increase in capacity (if applicable) is indicated in each project's title. The projects outlined in this facilities plan are subject to change as various development proposals and construction projects occur, as environmental impact statements are processed, design studies are completed, master plans modified, capital improvement programs changed, facility components malfunction, site availability changes, or growth rate changes.

WATER SUPPLY FACILITIES

Water supply facilities north and south of the bay to near the boundary between Sections 17 and 20 (generally referred to as the South Beach area) are provided by the City of Newport. The area lying south of the boundary between Sections 17 and 20, including the municipal airport and the proposed Thiel Creek development area, are provided water by the Seal Rock Water District.

Existing Water Supply Facility Components:

The Newport Comprehensive Plan and portions of Chapters 3 and 4 of the "Water System Master Plan Update 1988 for the City of Newport, Oregon" (hereinafter referenced as the "Water System Master Plan"), provide an inventory of the components of the existing water supply system. Map W1 in the CH2M HILL update identifies the location of all existing primary water supply system components within the city and the urban growth boundary. Generally, the water supply system is in good condition. A brief summary of major components of the Newport water supply system and a general assessment of the system's components follows.

Supply: The City of Newport water service area, not including the Seal Rock Water District, consists of approximately 3,000 acres, which contains about 8,500 people. The service area is divided into three major pressure zones, or service levels, based primarily on existing terrain and existing and expected hydraulic profiles (Map W1). Big Creek provides the water supply for the city and has a water flow adequate to meet the city's need to about 1990-1992. The city has the earliest priority dates on water rights in Big Creek amounting to 6.45 million gallons per day from natural flow. Two raw water storage reservoirs with a combined storage right for 1,170 acre-feet of raw water are used to meet summer water demands. A portion of the lower reservoir has silted in, resulting in a limited loss of capacity. The city maintains an unutilized 6-cubic-feet-per-second water permit on the Siletz River.

Treatment: All of the water for the City of Newport is produced from the Newport Water Treatment Plant located on Big Creek. The recently improved plant has a 5.75 million gallon per day capacity.

Transmission, Pumping, and Storage of Treated Water: Treated water is pumped from the water treatment plant through a 16-inch pipeline. This pipeline branches near the plant into two pipelines, a 16-inch and a 12-inch. The 16-inch pipeline carries
water to the southeast and to the second level reservoirs. Flow from this pipeline is also delivered to the first level distribution system. The 12-inch second level pipeline delivers

flow west to Big Creek County Road and west along 20th Street. Branching north from this primary 12-inch line, a 10 and 12-inch transmission pipeline supplies water from the treatment plant to the Agate Beach area. The South Beach area is served by a 12-inch bay undercrossing receiving water from the aforementioned 16-inch primary transmission line.

Five pump stations, not including second level pumps at the treatment plant, serve the city. The Nautilus Pump Station is subject to vandalism and will require extensive repairs to upgrade it to current standards. The four remaining pump stations meet the current demand and are in good condition.

The first level service area is served by two concrete reservoirs with a combined volume of 1.1 million gallons. These reservoirs have slow leaks and are in need of repair or replacement. The second level service area is served by two 2 million gallon steel reservoirs. A 40,000 gallon concrete reservoir at the Nautilus Pump Station serves the Agate Beach area but is in poor condition.

Recommended Water Supply Improvement Projects:

The Water System Master Plan analyzed the adequacy of the existing system by using a mathematical model. The model and the results of the analysis are included on pages 4-6 through 4-9 of the Water System Master Plan. The verified water system model was used to test various flow conditions such as maximum hour demand, reservoir refill, and fire flows during maximum-day demand periods. The existing water transmission and distribution system was tested. Additional computer test runs were used to determine the future parameters for the design of pipelines, pump stations, and reservoirs for the projected growth conditions. The results of the tests and conclusions about the adequacy of the current system provided the basis for the recommended Phase I improvements. The recommendations contained in the Water System Master Plan are summarized in the following subsection.

Table 1 (page 143) lists recommended water supply system improvement projects identified in the Water System Master Plan. The type of improvement and the increase in capacity (if applicable) is indicated in each project's title. The location of the recommended improvement and the service level with which each project is associated is indicated on Map W1. The projects listed in Table 1 are recommended to upgrade the existing system to meet the city's projected water flow requirements, including increased raw water availability, emergency storage, fire flows, peak flow demands, and equalization through the year 2010. The improvements requiring the most immediate attention are the Priority A projects proposed to be constructed during the first 5-year planning period.

Table 1
CH2M HILL, INC.
Recommended Water System Improvements

	Costs[a]	Anticipated Year of Construction[b]	Funding Source(s)
PHASE I, PRIORITY A--1988-1995 COMPONENTS			
1. Silt removal, culvert and road work at Big Creek Reservoir No. 1	$120,000	1991	GOB
2. Siletz River raw water intake	460,000	1992	GOB
3. Siletz River 16-inch water pipeline, 28,000 lf	1,765,000	1992	GOB
4. WTP expansion to 7.75 mgd	2,000,000	1992	GOB
5. South Beach 1.0 mg reservoir	380,000	1995	GOB
6. Thiel Creek 1.0 mgd reservoir	380,000	1995	GOB
7. Agate Beach 1.0 mg reservoir	380,000	1993	GOB
8. Yaquina Heights 1.0 mgd reservoir	380,000	1993	GOB
9. Altitude valves at existing 4 mg reservoirs	50,000	1992	GOB
10. Repair or replace existing City Shops reservoirs	380,000	1992	GOB
11. Modify control to N.E. 7th Street 3rd level pump station	20,000	1993	GOB
12. N.E. Nautilus Street 3rd level pump station, 350 gpm	110,000	1994	GOB
13. PRV- 1-6"; 1-8"	65,000	1993	GOB
14. Arterial and transmission pipelines	2,161,000	1995	GOB
PHASE I TOTAL ESTIMATE COSTS	**$8,651,000**		
PHASE II, PRIORITY B--1996-2000 COMPONENTS			
1. WTP expansion to 9.75 mgd	$200,000		GOB
2. King Ridge, 1.0 mg reservoir	380,000		GOB
3. South Beach 2nd level pump station, 570 gpm	175,000		GOB
4. PRV- 1-4"; 4-8"	102,000		GOB
5. Arterial and transmission pipelines	4,027,000		GOB
PHASE II TOTAL ESTIMATED COSTS	**$ 4,884,000**		
PHASE III, PRIORITY C--2001-2010 COMPONENTS			
1. Upper Agate Beach 1.0 mg reservoir	$380,000		GOB
2. Yaquina Heights 4th level pump station, 350 gpm	110,000		GOB
3. Thiel Creek 3rd level pump station, 300 gpm	100,000		GOB
4. PRV- 1-6"; 2-8"	92,000		GOB
5. New 12-inch bay undercrossing pipeline	550,000		GOB
6. Arterial and transmission pipelines	1,240,000		GOB
PHASE III TOTAL ESTIMATED COSTS	**$2,472,000**		

Source: "Water System Master Plan Update 1988 for the City of Newport, Oregon," CH2M HILL.

Note: Reference Map W1.

a A1 August 1987 costs (ENR 4430); b The anticipated year of construction may vary depending upon the rate and direction of growth and availability of funding; mgd = million gallons per day; mg = million gallons; gpm = gallons per minute; GOB = general obligation bonds.

Supply: Two major projects during the first 5-year planning period are designed to increase raw water supply. These projects include the following:

- Developing the Siletz River raw water supply by constructing intake and pipeline facilities

- Increasing raw water storage by removing silt in the Big Creek Reservoir No. 1

Treatment: Water treatment is planned to be increased to 7.75 million gallons per day by expanding the water treatment plant. This expansion will accommodate the water received from the Siletz River raw water source.

Transmission, Pumping, and Storage: Major recommended pipeline and pumping developments are designed to maintain adequate residential, commercial, industrial, and emergency water volumes and pressure during peak demands. These developments include the following:

> A 16-inch raw water pipeline from the Siletz River to the water treatment plant.

> A third level pump station on Nautilus Street that, in combination with a new storage reservoir, will supply water to the Agate Beach area.

> New arterial and/or transmission pipelines to improve or establish delivery to the Thiel Creek area, Agate Beach area, and the east central city and west central urban growth boundary area.

Water storage requirements were derived by considering the needs for equalizing pressure, fire reserve, and emergency storage. Priority A projects designed to significantly increase water storage include four 1-million gallon reservoirs. These reservoirs will serve the Agate Beach second and third service levels, the third service level area north of Highway 20 and near the urban growth boundary, the proposed Thiel Creek development area south of the airport, and the first level service area of the northern South Beach area.

During the second planning period (1995-2000), the water treatment plant capacity will be increased to 9.75 million gallons per day, and storage capacity will be increased by adding one 1-million gallon reservoir and a second level pump station, and improving arterial and transmission pipelines. The third planning period (2001-2010) will be marked by the addition of two pump stations serving the upper service levels, a 1-million gallon reservoir, and a new bay undercrossing pipeline.

It is recommended that the city provide water service to the Thiel Creek development area when facilities can be constructed. Until then, water will be provided to the development from the Seal Rock Water District. Anticipated city water system improvements to the area would include construction of a new transmission system from the existing city water system in the South Beach area south to the development. To realize

this development south, the existing city system will require modifications, including the construction of two new pressure reducing valves on the south side of the bay and new connecting pipelines to the second service level on the north side of the bay.

Funding:

The cost estimates in Table 1 are based upon current costs for constructing only the major arterial and transmission pipelines, pump stations, and storage reservoirs shown on Map W1. The costs of distribution pipelines, water service connection pipelines to structures, and any special metering devices to serve all potential users have not been included. The Water System Master Plan (pp. 5-5 through 5-6) identifies material type and construction technique assumptions used in producing the cost estimates.

Water development projects in Newport generally have been financed through General Obligation Bonds issued by the city. It is expected that projected water development projects will continue to be financed through general obligation bonds issued by the city. General obligation bonds are primarily supported by the city's taxing power and credit. The bonds reduce the city's available debt level because local governments are limited in the amount of debt which can be secured overall.

WASTEWATER FACILITIES

Wastewater facilities are provided by the City of Newport. The sewerage service area encompasses most of the major developed areas within the city limits north of the bay. The areas lying south of South Beach and outside the city limits but within the UGB are currently unserved by the city's wastewater facilities.

Existing Wastewater Facilities:

The primary components of the wastewater system are the wastewater treatment plant, gravity sanitary sewer lines, force mains, and lift stations. These components are identified in Map WW1 (CH2M HILL update) and are discussed in greater detail in the "Wastewater System Master Plan Update 1988" (hereinafter referenced as the "Wastewater Master Plan").

No systematic and detailed evaluation has been made to determine the conditions of the components of the existing system, other than to identify the sizes and flow carrying capacities. General conditions of the existing components are inferred by recommendations in the Wastewater Master Plan that address their maintenance, upgrading, or replacement: the greater their deterioration and significance to the overall function of the wastewater system component, the higher their priority for maintenance or replacement.

Several events have occurred since 1981 that improved the condition of the wastewater facilities. These events are outlined in the following.

Treatment: The city's existing treatment plant was expanded in two major stages to provide secondary treatment for an average daily flow of 3.2 million gallons per day. This treatment capacity is adequate to serve a population of around 11,000 residents. Between 1980 and 1986, the greatest sewage flows received at the city's treatment plant were approximately 2.49 million gallons per day.

Collection: Some of the existing trunk sewers, lift stations, and force mains were modified to expand their capacities. Some new sewers were added to provide sewer service to previously unsewered areas within the city limits.

Recommended Wastewater System Facility Improvement Projects:

The Wastewater Master Plan briefly describes the need for facility improvements necessary to accommodate the projected population growth in Newport, considering the following factors:

> Existing and forecasted sewer service needs by area and type

> Total peak flow rate of wastewater

> Natural drainage contours, topography, site access, and sewer system construction factors

> Oregon State Department of Environmental Quality's policies covering the design of sewer systems

The existing major facilities together with the proposed facilities shown on Map WW1 combine to make up the wastewater system facilities plan for Newport. Table 2 (page 142) lists wastewater system improvement projects identified in the Wastewater Master Plan. A brief discussion of the facility needs and means to address these needs follows.

The City of Newport and its urban growth boundary have been divided into 14 separate drainage basins that are largely based on natural gravity drainage patterns and topography, but are also functions of land use and potential for phased construction of sewer extensions. These drainage basins are indicated on Map WW1.

Treatment: A preliminary sizing of the needed wastewater treatment facilities was based on the forecasted daily base flow from the projected residential population plus an allowance for infiltration of ground water. Wastewater flow during the summer months has increased significantly since 1981. The concentrations of suspended solids and biochemical oxygen demand in the influent have continued to remain high during the summer months, indicating the increased flow during the summer is mostly domestic sewage and not an increase of ground water infiltration or stormwater inflow. It is suspected that the higher summer domestic sewage flow results from an increase in tourism, industry, and commercial activity.

By using the flow rates given for the various drainage basins shown on Map WW1, several different alternatives have been examined for transmission of wastewater to treatment facilities and disposal of treated effluent. Major development anticipated south of the bay determines many of the forecasted wastewater facility needs. The current 3.2 million gallon per day capacity of the existing treatment plant provides secondary treatment for a residential population of around 11,000 people. Assuming the population of Newport increases as projected, particularly in the South Beach area and in the Thiel Creek area, additional treatment facilities located on a separate site will be required. Either a treatment plant will need to be constructed on the south side of the bay, or additional transmission capacity will be needed to supplement the existing 8-inch force main bay undercrossing. The Wastewater Master Plan recommends that a new treatment plant, with an initial capacity of 3.5 million gallons per day, be constructed on the south side of the bay with a new ocean effluent outfall pipeline. The plant would be constructed to allow an expected inflow of 3.9 million gallons per day by the year 2010.

Collection: A combination of force mains and gravity sanitary trunk sewer lines will parallel U.S. 101, supplying effluent to the South Beach treatment plant. Generally, gravity sanitary trunk sewers will service the peripheral areas of South Beach, directing sewage to the lines paralleling the highway. Because of beneficial topography on developable properties on the north side of the bay, almost all of the proposed new sewer lines will be gravity sanitary trunk sewer lines. One exception to this pattern is an 8-inch force main serving the northeast bay area.

A detailed discussion of the proposed phased improvement plan for the wastewater system facilities is provided in the Wastewater Master Plan (pp. 3-4 through 3-11). The highest priority projects recommended for construction during the first planning period (1988-1992) include:

- Construction of new and proposed expansions to existing trunk sewers, lift stations, and force mains, totaling $5,980,000

- Construction of three new lift stations and expansion of one existing lift station, totaling $760,000

- Construction of new force mains, gravity trunk sewers, and gravity sewers, involving a combined total of 251,000 linear feet of new service lines, totaling $1,405,000

During the second planning period (1993-2000), the most significant proposed addition to the wastewater system involves the construction and operation of a new South Beach Wastewater Treatment Plant to provide secondary treatment for certain drainage basins and a new effluent outfall pipeline from the facility. Much of the recommended collection system development is designed in conjunction with the proposed new South Beach treatment plant. The last planning period (through the year 2010) will be marked by the abandonment of the northside wastewater treatment plant and its replacement by an expanded South Beach Wastewater Treatment Plant, which will be capable of treating 7 million gallons per day.

Funding:

The cost estimates in Table 2 are based upon current design and construction costs for the major system components, not including laterals and service connections. The Wastewater Master Plan (pp. 3-11 through 3-15) discusses further assumptions used in calculating the cost estimates.

Most of the locally financed projected wastewater development projects are expected to be financed through a combination of general obligation bonds issued by the city and funding from the urban renewal program. General obligation bonds are primarily supported by the city's taxing power and credit. The bonds reduce the city's available debt level because local governments are limited in the amount of debt which can be secured overall. The Newport Development Commission administers the city urban renewal program, which provides monies through tax increment bonds.

Table 2
CH2M HILL, Inc.
Recommended Wastewater System Improvements

PHASE I, PRIORITY A--1988-1995 COMPONENTS

		Costs[a]	Anticipated Year of Construction	Funding Sources
1.	Trunk sewers, lift stations, and force mains within several drainage basins to provide collection service within the individual drainage basins.	$ 5,980,000	1988-95	Unknown
2.	New Thiel Creek lift station. Pumping capacity 1.30 mgd.	390,000	1993	Developer
3.	New 10-inch force main from Thiel Creek lift station to gravity sewer--7,800 lf; and new 12-inch gravity trunk sewer--1,600 lf; and 15-inch gravity trunk sewer--2,000 lf; from force main to South Beach lift station.	640,000	1993	Developer
4.	New South Beach lift Station. Pumping capacity 0.60 mgd	150,000	1993	
5.	New 6-inch force main from South Beach lift station to gravity sewer--6,000 lf; and new 8-inch gravity trunk sewer--1,800 lf; from force main to Ferry Slip lift station.	340,000	1994	Developer UR/GOB[c]
6.	New Ferry Slip lift station. Pumping capacity 0.60 mgd.	130,000	1990	
7.	New 6-inch force main from Ferry Slip lift station to existing gravity sewer--2,700 lf.	105,000	1990	UR/GOB UR/GOB
8.	Expand OSU Marine Science Center lift station to pumping capacity of 1.00 mgd.	90,000	1990	UR/GOB
9.	New 15-inch gravity sewer from existing bay crossing to existing bay front lift station--3,200 lf	320,000	1993	UR/GOB
	TOTAL ESTIMATED COST OF PHASE I	**$ 8,145,000**		

PHASE II, PRIORITY B--1996-2000 COMPONENTS

		Costs[a]	Anticipated Year of Construction	Funding Sources
1.	Trunk sewers, lift stations, and force mains within the several drainage basins to provide collection service within the individual drainage basins.	$ 1,410,000		Unknown
2.	Extend existing 8-inch force main to relocate outlet from gravity sewer to north end of existing 8-inch bay crossing force main--1,500 lf.	75,000		Unknown
3.	Construct new 24-inch force main from bay front lift station across Yaquina Bay to the OSU MSC lift station --4,000 lf (1,600 feet of which is the bay undercrossing).	1,000,000		GOB
4.	New OSU MSC lift station. Pumping capacity 2.00 mgd	500,000		GOB
5.	New 24-inch force main from OSU MSC lift station to gravity sewer--6,000 lf; and new 30-inch gravity trunk sewer--2,600 lf; and new 36-inch gravity trunk sewer--100 lf; from force main to new South Beach treatment plant site.	1,175,000		GOB
6.	Abandon South Beach lift station and force main and construct 27-inch gravity trunk sewer to 30-inch gravity trunk sewer 3,200 lf and connect to manhole.	300,000		Unknown
7.	Expand Ferry Slip lift station to pumping capacity of 0.72 mgd and relocate outlet of 6-inch force main to existing 24-inch force main--100 lf.	130,000		Unknown
8.	New South Beach Wastewater Treatment Plant—trickling filter process--initial treatment capacity 3.50 mgd average daily flow.	9,500,000		UR/GOB
9.	New 36-inch effluent outfall pipeline--4,000 lf from plant to beach; 2,500 lf from beach into ocean.	2,000,000		UR/GOB
	TOTAL ESTIMATED COST OF PHASE II	**$16,090,000**		

PHASE III, PRIORITY C--THROUGH YEAR 2010 COMPONENTS

New lift station at site of existing Northside Wastewater Treatment Plant. Pumping capacity 5.34 mgd. Assumes using existing structur for wetwell.	$ 1,150,000	UR
New 18-inch force main from lift station at existing Northside plant site gravity trunk sewer--1,800 lf; and new 21-inch gravity trunk sewer fron force main to bay front lift station construction under Phase II-- 1,800 lf.	250,000	Unknown
3. Rehabilitation and expand bay front lift station to pumping capacity of 6.50 mgd.	1,640,000	Unknown
4. Expand OSU MSC lift station to pumping capacity of 8.00 mgd.	1,000,000	Unknow
5. Construct 3.50 mgd expansion of proposed South Beach Wastewater Treatment Plant to bring treatment capacity to 7.00 mgd average daily flow.	6,500,000	Unknown
Abandon existing Northside Wastewater Treatment Plant.		
TOTAL ESTIMATED COST OF PHASE III	$10,540,000	

[a] At August 1987 costs (ENR 4430).

[b] The anticipated year of construction may vary depending upon the rate and direction or growth and availability of funding.

[c] UR means Urban Renewal Program Funds; GOB means General Obligation Bonds.

[d] Abandoning the treatment plant will involve some costs, but the amount is dependent on the City's future plans for the structures and plant site property. This estimate points out that costs for abandoning the plant are not included here at this time.

mgd = million gallons per day; lf = linear feet.

Source: "Wastewater System Master Plan Update for 1988 for the City of Newport, Oregon," CH2M HILL.

NEWPORT TRANSPORTATION SYSTEM PLAN*

This Transportation System Plan (TSP) describes the individual elements that make up the transportation system for the City of Newport. Plus, the TSP represents recommended project improvements and goals and policies towards establishing a coordinated multi-modal transportation network for the City of Newport intended to comply with Statewide Planning Goal 12 and the Transportation Planning Rule.

The complete TSP describes in detail the various components of a transportation system, makes a complete analysis of those various components, and describes the process used to develop the plan. The current Transportation System Plan was completed in 1997 and adopted in 1999. Several updates to the plan were adopted, including major updates in 2008 and 2012. By this reference, the complete TSP as amended by Ordinance No. 1963 is incorporated herein. Where the text references "TSP," the reference is to the TSP as amended unless otherwise noted.

However, the complete plan, including the updates, contains more information than most individuals want to sort through when looking for guidance on how future decisions should be made to implement the plan. This section will therefore summarize the projects contained in the TSP and the goals and policies needed to assure compliance. Persons interested in obtaining a more thorough understanding of the reasoning for the projects, goals, and policies should review the full TSP documentation referenced in Policy 1, Goal 1 of this chapter.

Transportation System Plans for Each Mode

The TSP places a strong emphasis on the preservation and improved operation of the US 20 and US 101 corridors. The City of Newport views US 101 and US 20 as the most important arterials in the multi-modal transportation network and likewise recognizes the importance of these facilities as statewide facilities per the Oregon Highway Plan. In implementation of the City's Comprehensive Plan and the associated Transportation System Plan, the City will strive to maintain the function of these facilities to meet their statewide as well as regional needs.

The Transportation System Plan comprises all the improvements in the Middle Alternative, as developed during the TSP process. The Middle Alternative has been identified as the preferred alternative, which includes transportation improvements that support the identified goals and objectives and the adopted and acknowledged Comprehensive Plan. The following describes the recommended projects for each mode contained in the preferred alternative. For further specifics on the projects, refer to the complete Transportation System Plan.

The TSP was amended in 2008 to add a North Side Local Street Plan to support commercial development and redevelopment activity within the area bounded by 12th Street on the north, John Moore/Harney Drive on the east, the Pacific Ocean on the west, and the Yaquina Bay on the south. The 2008 amendment included a more comprehensive Pedestrian and

Bicycle Plan for the entire City. In February of 2010 a refinement plan was prepared for the South Beach Peninsula to identify transportation and related improvements to SE Marine Science Drive, SE Ferry Slip Road, SE Pacific Way, SE 25th Street and SW Abalone Street, needed to support marine research and industrial development anchored by the new NOAA pacific marine operations center. The TSP was last amended in 2012 to address needed system improvements south of the Yaquina Bay Bridge in Newport's South Beach Area, including an infrastructure refinement plan for the Coho / Brant neighborhood situated west of Highway 101 and north of SW 35th Street.

*Added by Ordinance No. 1802 (1-4-99); Amended by Ordinance No. 1963 (8-18-08) and Ordinance No. 2045 (11-5-12).

The City has concentrated recent efforts on addressing transportation and land use issues in the South Beach area (south of the Yaquina Bay Bridge) where a significant amount of the City's new development is anticipated. A combination of anticipated 2030 levels of land development in South Beach and increasing background traffic volumes along US 101 will result in greater congestion levels, particularly during the summertime peak. However, traffic growth is likely to be high enough that other times of the year will also experience significant congestion. The City has an adopted South Beach Urban Renewal Plan that includes street improvements which will be critical new components of the system. However, due to limited State transportation funding for bridge improvement or replacement, the capacity of the Yaquina Bay Bridge is expected to continue to be the major constraint in the operation of the transportation system south of the bridge. Because of this, the City and ODOT worked together to identify a transportation system and management strategy that will support future growth in South Beach, one that includes alternative mobility standards for US 101, strategic improvements to the state highway, and a variety of improvements to both the local roadway system and the pedestrian and bicycle system. The improvements are discussed further in the *Transportation Planning in South Beach* section. The local and state actions and improvements that are identified for South Beach constitute the reasonable limits of what can be done to improve congestion on US 101, short of building more capacity into the Yaquina Bay Bridge. The City is committed to finding long-term solutions sufficient to address the existing capacity and structural limitations of the existing structure that affect the bridge's ability to carry vehicles and pedestrians. To this end, the City will continue to engage ODOT, Lincoln County, and its other regional partners in conversations regarding future project planning and funding that would lead to improvements to, and possibly replacement of, the Yaquina Bay Bridge.

Roadway Improvements

The roadway improvements include new roadway construction for extensions and improvements to existing facilities as well as the development of new facilities. The recommended roadway improvements are listed in Table 1 and are discussed in more detail in the Transportation System Plan. Table 1 identifies project location, description and priority for projects in the local roadway system. As indicated by headings in Table 1, the projects listed are identified by the 1997 TSP, as well as updates to this plan in 2008 and 2012. All project cost estimates are shown in 2012 dollars; cost estimates for projects from the 1997 TSP (and 2008 update) have been adjusted for projects that have been altered or partially implemented. Costs for projects yet to be implemented have been adjusted to account for inflation.

Table 1: Roadway Improvement Projects

Project Description	Functional Class	Sidewalks	Bicycle Lanes	Priority	Estimated Cost ($2012)	*Source*
New Roadway Projects or Extensions						
NE Harney Street between NE 3rd and Hwy 20	Minor Arterial	Yes	Yes	High	$824,000	*2012 Cost Estimate*
North-South Arterial – Phase IB (between NE 7th St and NE 32nd St) From 1997 TSP	Minor Arterial	No	No	Medium	$3,720,000	*1997 TSP*
Extend NW Nye St to Ocean View Dr From 1997 TSP	Minor Arterial	Yes	Yes	High	$240,000	*1997 TSP*
Connect SE 1st St (between SE Douglas and SE Fogarty)	Local	Yes	Yes (one side)	Low	$250,000	*1997 TSP*
Extend NE Avery St (between NE 71st St and NE 73rd St	Local	Yes	No	Low	$369,000	*2012 Cost Estimate*
Extend SW Abbey St to SW Elizabeth St	Collector	Yes	No	Medium	$141,000	*2012 Cost Estimate*
Extend NE 5th St (between NE 7th Dr and Newport Heights Rd	Local	No	No	Low	$1,680,000	*2012 Cost Estimate*
Extend NW Biggs to NW 60th St and Extend NW 60th St to US 101	Collector	Yes	No	Low	$102,000	*1997 TSP/1995 Cost Estimate*
Extend NW Harney Dr (between US 101 and Ocean View Dr)	Collector	Yes	Yes	Medium	$452,000	*1997 TSP/ 1995 Cost Estimate*
Extend SW Abalone from SW 29th Street to SW 35th Street/US 101	Collector	Yes	Yes	High	$2,315,000	*2012 Coho / Brant Plan*
Ash Street at SE 40th Street, extend to approx. 1,200 feet south	Collector	Yes	Yes	Medium	$1,473,000	*2012 SB TSP update*
New SE 50th Street segment extending from existing road to South Beach State Park entrance	Collector	Yes	Yes	Low	$1,565,000	*2012 SB TSP update*

Project Description	Functional Class	Sidewalks	Bicycle Lanes	Priority	Estimated Cost ($2012)	*Source*
New road from SE 50th Street to SE 62nd Street at US 101	Collector	Yes	Yes	Low	$5,017,000	*2012 SB TSP update*
Extend SW 28th Street south from SW 27th Street to connect with SW Brant Street	Local	Yes	No	Low	$554,000	*2012 Coho / Brant Plan*
Construct SW 35th street from US 101 to SE Ferry Slip Rd	Collector	Yes	Yes	Medium	$653,000	*2012 Coho / Brant Plan*
Improvements to Existing Roadways						
Reconstruct NE 3rd St (between NE Eads St and NE Harney Dr)	Local	Yes	No	Medium	$243,000	*1997 TSP*
Extension of 60th east of Highway 101 to connect with Hazel Ct and the improvement of hazel down to NE 57th Street	Collector	Yes	No	Low	$94,000	*1997 TSP*
Widen US 101 to five lanes (NE NE 31st Street to North City Limits)	Principal Arterial	Yes	Yes	Low	$13,000,000	*1997 TSP*
Widen US 20 to five lanes (John Moore Rd to US 101)	Principal Arterial	Yes	Yes	Medium	$1,730,000	*1997 TSP*
Add travel lanes on US 101 from Yaquina Bay Bridge to SE 32nd Street and restrict westbound movements at Pacific Way to emergency and transit vehicles only.	Principal Arterial	Yes	Yes	Medium	$659,000	*2012 SB TSP update*
Add travel lanes on US 101 from SE 40th Street to South Beach State Park/New SW 50th Street	Principal Arterial	Yes	Yes	Low	$1,602,000	*2012 SB TSP update*
Add travel lanes on US 101 from New SE 50th Street to SW 62nd Street	Principal Arterial	Yes	Yes	Low	$799,000	*2012 SB TSP update*
Widen and pave SE Ash Street from Ferry Slip to SE 40th	Collector	Yes	Yes	High	$506,000	*2012 SB TSP update*
Add eastbound through lane to receive traffic from second southbound through lane at SE 40th and US 101	Collector	No.	No.	Medium	$161,000	*2012 SB TSP update*
Widen SE Ferry Slip to three lane section from SE Marine Science Dr to SE 29th St	Minor Arterial	Yes	Yes	Medium	$547,000	*2010 SB Peninsula Plan*

Project Description	Functional Class	Sidewalks	Bicycle Lanes	Priority	Estimated Cost ($2012)	*Source*
Widen and pave SW 27th St from SW Brant St to SW Abalone St	Local	Yes	No	High	$145,000	*2012 Coho / Brant Plan*
Widen and pave SW 27th St from SW Coho St to existing improvements	Local	Yes	No	Low	$101,000	*2012 Coho / Brant Plan*
Widen and pave SW 28th St from Brant to Abalone slope (with pedestrian. stairs down embankment)	Local	No	No	Low	$303,000	*2012 Coho / Brant Plan*
Widen and pave SW 29th St from SW Coho St to SW Brant St	Local	No	No	Low	$229,000	*2012 Coho / Brant Plan*
Widen and pave SW 30th from SW Brant St to SW Abalone St	Local	Yes	Yes	High	$311,000	*2012 Coho / Brant Plan*
Widen and pave SW Coho St from SW 29th St to SW 30th St	Local	Yes	Yes	Low	$186,000	*2012 Coho / Brant Plan*
Widen and pave SW Brant St from SW 27th to SW 30th St	Local	Yes	No	High	$707,000	*2012 Coho / Brant Plan*
North Side Local Street Plan Street and Roadway Projects						
Improve to 2-lane NE Benton Street from NE 8th Street to NE 10th Street	Local	Yes	No	High	$316,000	*2008 North Side TSP update*
SW 9th St/ NE Benton St Connectivity Enhancement; Pedestrian xing and signage improvements from Abbey to NE 11th to facilitate corridor as a local parallel route to US 101 and access between US 20 and the bay front. Consider all way stop at 9th/Hurbert.	Local			High	$34,000	*2008 North Side TSP update*
Improve to 3-lane urban standard NE 1st Street from US 101 to US 20 to provide westbound-to-northbound bypass of US 101 and US 20 intersection.	Local	Yes	Yes	High	$557,000	*2008 North Side TSP update*

Project Description	Functional Class	Sidewalks	Bicycle Lanes	Priority	Estimated Cost ($2012)	*Source*
Improve to 2-lane urban standard SW Neff Street from US 101 to SW 2nd Street to add system connectivity.	Local	Yes	Yes	High	$515,000	*2008 North Side TSP update*
Improve to 2-lane urban standard SW 7th Street from SW 2nd Street to SW Elizabeth Street to add system connectivity.	Collector	Yes	Yes	Low	$19,200,000	*2008 North Side TSP update*
Alternative Port Access Road Improvements; Evaluate improvements to SE Benson Road and/or SE John Moore Drive to improve access to waterfront area	Collector (Benson) Arterial (John Moore)			Medium/ Low	Planning study needed to determine alignment and cost	*2008 North Side TSP update*

Transportation System Management/New Traffic Signals

Transportation System Management is a traffic control tool that attempts to maximize the efficiency of the existing transportation system without additional roadway capacity. TSM projects can be characterized as being low-capital cost alternatives that can be implemented in a relatively short time frame and that aim to make better use of existing facilities, either by operational changes or by better traffic management.

There are several TSM projects that have been recommended for implementation in Newport. These projects are listed in Table 2 below. Table 2 identifies project location, description and priority for TSM projects in the local roadway system. As indicated by headings in Table 2, the projects listed are identified by the 1997 TSP, as well as updates to this plan in 2008, 2010 and 2012. All project cost estimates are shown in 2012 dollars; cost estimates for projects from the 1997 TSP (and 2008 update) have been adjusted to account for inflation.

Table 2: Transportation Management System (TSM) Improvement Projects

Location/ Limits	Project Description	Priority	Estimated Cost ($ 2012)	*Source*
TSM Improvement Projects – City-wide				
US 101 Revisions (between OR 20 and Yaquina Bay Bridge)	Removal of on-street parking, no bike lanes, left turns only at Bayley, Abbey, Hurbert, Angle, and Olive	High	$31,000	*1997 TSP*
US 101/NE Avery Street	Access management modification (right-in, right-out only)	High	$18,000	*1997 TSP*
John Moore Rd at SE Bay Blvd	Provide realignment and channelization	High	$51,000	*1997 TSP*
US 101 to Cape	Provide island and channelization	High	$7,500	*1997 TSP*
Naterlin at US 101 (Yaquina Bay Bridge)	Provide realignment and channelization	High	$45,000	*1997 TSP*
NE 52nd St Area Improvements	Improve NE Lucky Gap between NE 52nd St and NE 54th St; provide access from Longview Hills to NE 52nd St	Medium	$1,000,000	*1997 TSP*
NW 56th St Improvement Area	Eliminate Old Hwy Loop between NW 55th St and NW 58th St; extend NW 56th St to US 101; improve NW Gladys St between NW 56th St and NW 60th St as a frontage road	High	$545,000	*1997 TSP*
US 101	Surface Parking Lots for 101 Business: Construct surface parking lots to supplement parking removed from 101 restriping	Medium	$270,000	*1997 TSP*
Abbey St	Construct a new parking structure on Abbey St parking lot (4 levels with top level open); include bike racks; restripe Bay Blvd to accommodate parallel parking south of Fall St to Naterlin Dr	Low	$3,975,000	*1997 TSP*
NE 57th St	Eliminate US 101 access; cul-de-sac NE 57th St on its western terminus; connect NE Hazel Ct to NE 60th St	Medium	$270,000	*1997 TSP*
SW 2nd St between US 101 and SW Angle St	Close SW 2nd St between US 101 and SW Angle St (to be completed as part of signalization project at US 101 and Angle St)	Low	$45,000	*1997 TSP*
US 101 and Hurbert St	Signal improvements to provide for left turns	High	$270,000	*1997 TSP*
US 101/OR 20	Signal revisions/improvements; realign E Olive St	High	$1,120,000	*1997 TSP*

Location/ Limits	Project Description	Priority	Estimated Cost ($ 2012)	*Source*
US 101 at NW 11th Street	Realign intersection to eliminate slight off-set. Consider need for additional east/west turning lanes and/or signalization improvements.	High	$570,000 ROW needed	*2008 North Side TSP update*
US 101 at NW 6th Street	Realign intersection to eliminate off-set. Consider need for added east/west turning lanes and/or improved signal to address congestion problem.	High	$730,000 ROW needed	*2008 North Side TSP update*
North Side Local Street Plan TSM Improvement Projects				
US 101, US 20 north to NW 12th Street	Evaluate opportunities for driveway and/or minor street closures or consolidation.	High	As redevelopment occurs.	*2008 North Side TSP update*
US 101 at US 20	Add 2nd southbound left turn lane. Widen eastbound US 20 to receive 2 lanes of traffic, transition to one lane east of US 101.	High	$885,000 ROW needed	*2008 North Side TSP update*
US 20 at NE Coos Street	Add signal and improve intersection to encourage north/ south local street alternative to US 101. Signal could help relieve congestion at NE Eads.	High	$605,000	*2008 North Side TSP update*
US 20 at SE John Moore Drive	Add north/south left turn lanes and adapt signal phase. Combine northbound right/through lanes.	Medium	$220,000	*2008 North Side TSP update*
SW Hatfield Drive at SW Bay Boulevard	Stripe separate right and left turn lanes, add crosswalk and no parking designation on Hatfield Dr. Add curb extensions on Bay Blvd. to facilitate pedestrian crossing.	High	$52,000	*2008 North Side TSP update*
SW 2nd Street, SW Coast Street to SW Lee Street	Realign intersections of SW Lee Street, SW Hurbert Street, SW High Street and SW Coast Street to eliminate off-sets.	Medium	$805,000 ROW needed	*2008 North Side TSP update*
US 101 at Angle Street	Modify 1997 TSP to install traffic signal and left turn lanes on US 101. Remove on-street parking in vicinity of intersection to accommodate added lanes. Consider alternative to retain on-street parking by eliminating lefts on US 101 at Angle and evaluating local connectivity thru refinement plan after installation of signal at US 101/Abbey.	Medium	$600,000	*2008 North Side TSP update*
US 101 at Hurbert Street	Modify 1997 TSP to install left turn lanes on US 101. Remove on-street parking in area of intersection for	High	$100,000	*2008 North Side TSP update*

Location/ Limits	Project Description	Priority	Estimated Cost ($ 2012)	*Source*
	added lanes. Consider alternative to retain on-street parking by eliminating lefts on US 101 at Hurbert and evaluating local connectivity thru refinement plan after installation of signal at US 101/Angle.			
John Moore Drive at Bay Blvd.	Stripe John Moore for separate left and right turns. Modify curb radii to enhance right turns from John Moore onto Bay. Add eastbound left turn lane and pedestrian crossing.	High	$400,000	*2008 North Side TSP update*
Various Locations	Signage Improvements: ▫ Directional signs from US 20 to both John Moore and 9th for Bay Front visitors ▫ Directional signs from Bay Front parking lots and along Bay Blvd to Naterlin for Ocean access ▫ Improve signage to parking on Bay	High	$21,000	*2008 North Side TSP update*
South Beach TSM Improvement Projects				
US 101 at 32nd Street	Remove traffic signal from intersection of US 101 and SE 32nd Street. Convert intersection of US 101 and 32nd Street right in and right out. Add one travel lane in each direction, construct multi-use path on west side with buffer and shoulder. Add shoulder/bike lane and sidewalk on east side of the highway. Acquire right-of-way as needed and institute access management.	High	$787,000 ($190,000 for interim improvements per 2012 Coho/Brant Refinement Plan)	*2012 South Beach TSP update*
US 101 at 35th Street	Widen intersection to add channelization and install traffic signal. Add one travel lane in each direction and construct multi-use path on west side with buffer and shoulder. Add shoulder/bike lane and sidewalk on east side of US 101. Construct 35th Street to connect with US 101 (approx. 600-700 ft.) with multi-use path on north side and sidewalk on south side. Acquire right-of-way as needed and institute access management.	High	$1,935,000 ($1,119,000 for interim improvements per 2012 Coho/Brant Refinement Plan)	*2012 South Beach TSP update*
US 101 at SW 40th Street	Widen intersection to add channelization and install traffic signal. Add one travel lane in each	Medium	$2,624,000	*2012 South Beach TSP update*

Location/ Limits	Project Description	Priority	Estimated Cost ($ 2012)	*Source*
	direction and construct multi-use path on west side with buffer and shoulder. Add shoulder/bike lane and sidewalk on the east side of US 101 north of 40th Street and shoulder to the south. Add sidewalks on north side of 40th [cost does not include 2nd EB through lane to receive dual SB lefts from US 101 (see Project #12)]. Acquire right-of-way as needed and institute access management.			
US 101 at South Beach State Park/New SW 50th Street	Construct traffic signal and intersection improvements to add new east leg. Multi-use path with buffer on west side of US 101 and shoulder/bike lanes on both sides. Multi-use path on north side of 50th and sidewalk on south side.	Low	$1,970,000	*2012 South Beach TSP update*
US 101 at SW 62nd Street	Widen intersection to add channelization. Shoulder/bike lanes on both sides of US 101. Multi-use path on west side of US 101 with buffer and north side of 62nd. Sidewalk on south side of 62nd.	Low	$1,054,000	*2012 South Beach TSP update*
SE Ferry Slip Road	Close intersection of US 101 at SE Ferry Slip Road, and overlay and widen roadway from SE 32nd Street to north end of SE Ash Street (~1,100 feet).	High	$144,000	*2012 South Beach TSP update*
SE 40th Steet at US 101 to approx. 500-700 feet east	Add eastbound through lane to receive traffic from second south bound through lane at intersection of 40th Street with US 101	Medium	$154,000	*2012 South Beach TSP update*

New Traffic Signals

It has been identified that as traffic volumes increase, several intersections throughout Newport will require the installation of traffic signals. The cost for each traffic signal is estimated at $500,000, totaling $3.5 million for seven signals. This includes the cost for installation and signal coordination infrastructure but does not include intersection road work.

Listed below are the locations that will likely require new traffic signals or turn lanes, as traffic volumes increase. Intersection road work, such as turn lanes, also may be needed with these traffic signals. New traffic signals on state highways must be authorized by the State Traffic Engineer. These intersections should be monitored to determine the point in time at which signalization is warranted:

- US 101 at Abbey Street (High)
- US 101 at Angle Street (Low)
- US 101 at NE 36th St. (Medium)
- US 101 at NE 73rd St. (Low)
- US 101 at SE 35th Street (High)
- US 101 at SW 40th Street (High)
- US 101 at South Beach State Park/New SW 50th Street (Low)

Transportation modeling shows that traffic flow near the bridge would be improved by relocating the traffic signal at 32nd Street southward to 35th Street. When the planned 35th Street intersection widening is complete and a traffic signal is installed, the traffic signal from the intersection of US 101 and SE 32nd Street will be removed and replaced with a stop sign for motorists approaching US 101 from the side street. In addition, the 32nd Street intersection with US 101 will be limited to right in and right out traffic movements.

Functional Classification System

Streets perform various roles in a community, ranging from carrying large volumes of through traffic to providing direct access to abutting property. These functions are often conflicting, and a hierarchical classification system is needed to determine the appropriate function and purpose of each roadway.

Figures 1 through 3, and Table ~~4~~3 presents the recommended functional classification system plan for the City of Newport. This plan recommends four roadway classifications as follows:

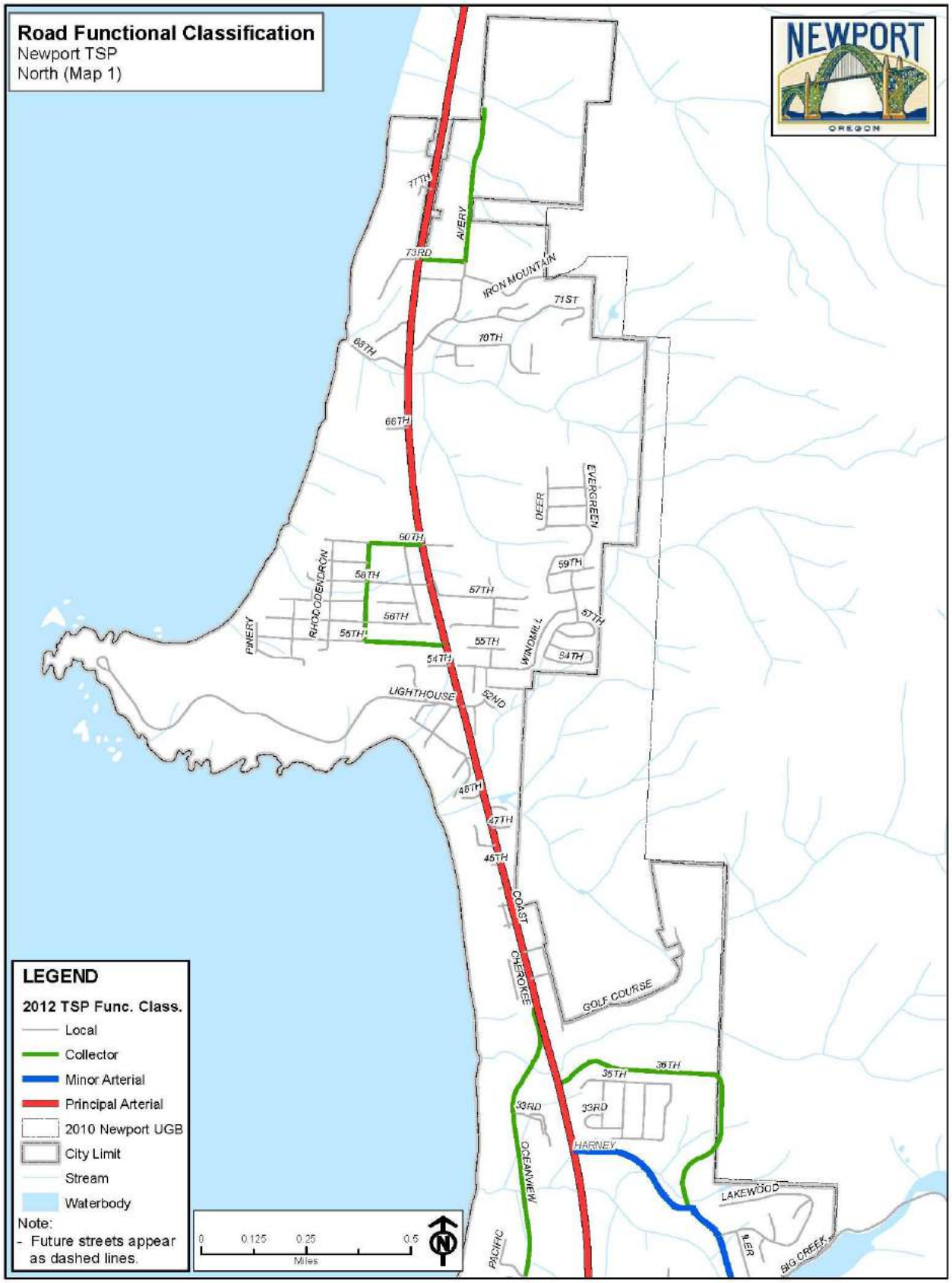
- **Principal Arterials** – These facilities carry the highest volumes of through traffic and primarily function to provide mobility and not access. Principal arterials provide continuity for intercity traffic through the urban area and are usually multi-lane facilities. The only facilities identified as principal arterials are US Highways 101 and 20.

- **Minor Arterials** – These facilities interconnect and augment the principal arterial system and accommodate trips of somewhat shorter length. Such facilities interconnect residential, shopping, employment, and recreational activities within the community.

- **Collector Streets** – These streets provide both land access and movement within residential, commercial, and industrial uses. These streets gather traffic from local roadways and serve as connectors to arterials.

- **Local Streets** – These streets provide land access to residential and other properties within neighborhoods and generally do not intersect any arterial routes. All remaining streets not listed in Table 4 are classified as local streets.

Figure 1: Functional Classification of Roadways – Agate Beach Map



TSP Page - 0 -

Figure 2: Functional Classification of Roadways – Downtown Map

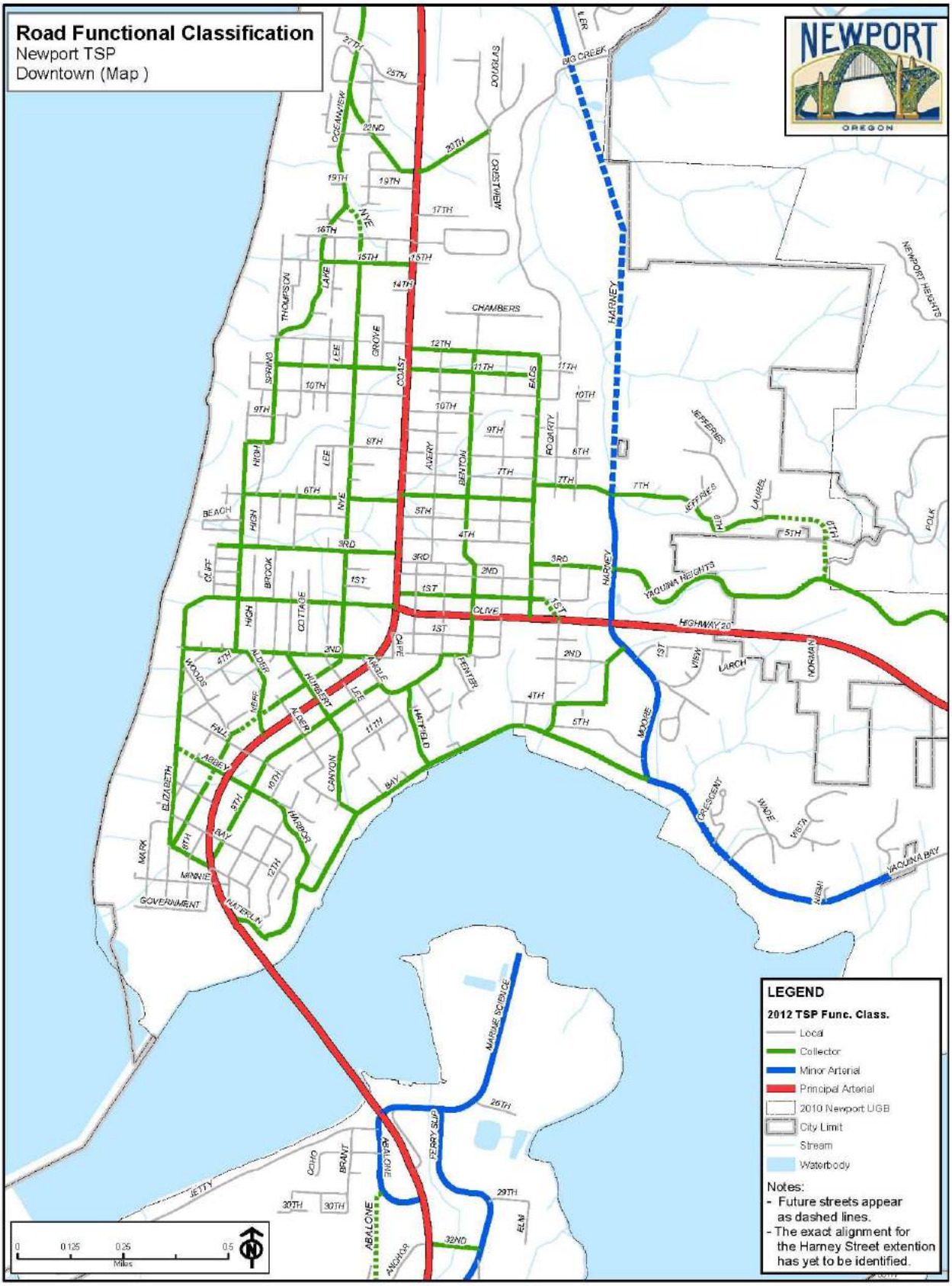
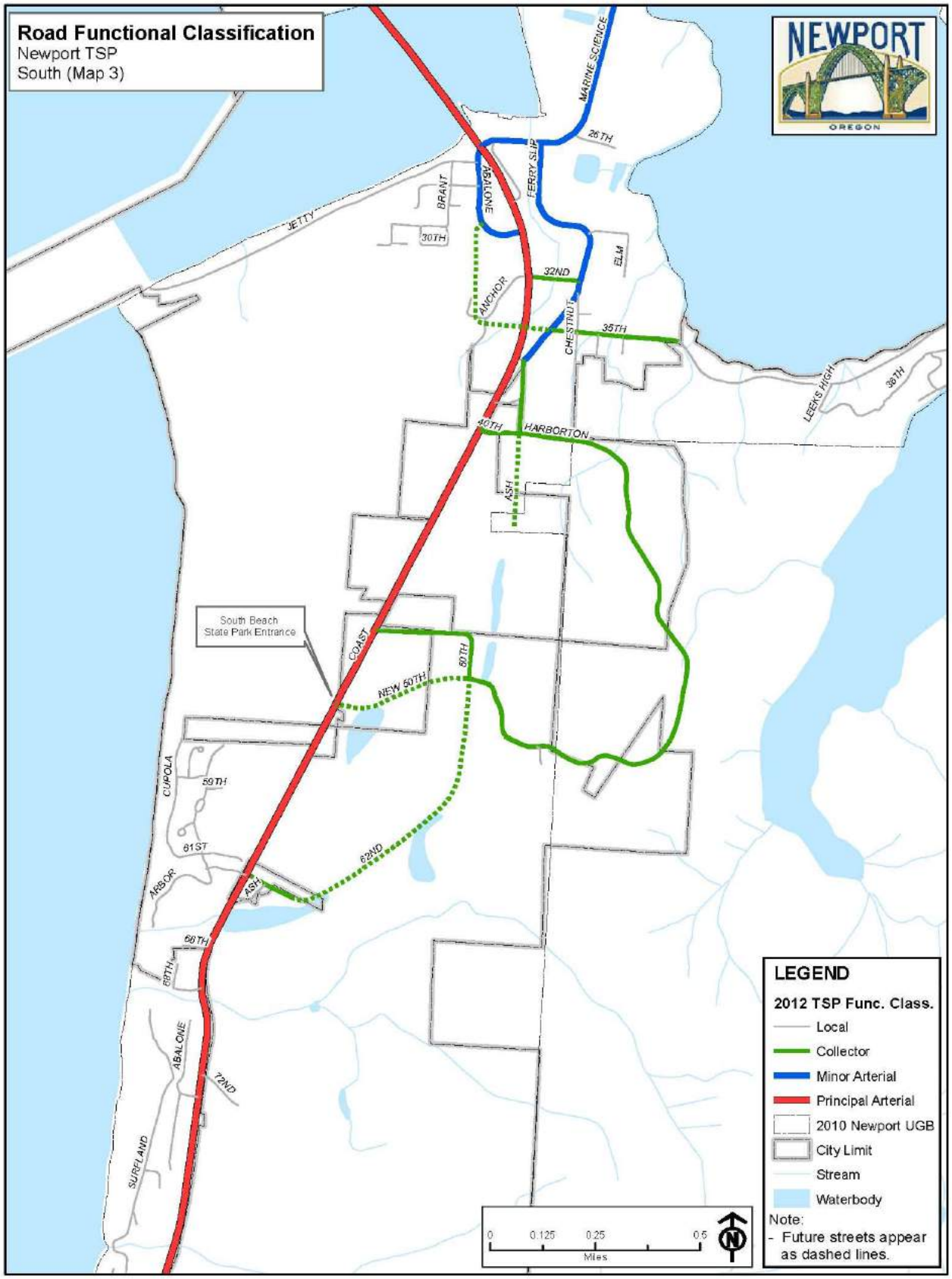


Figure 3: Functional Classification of Roadways – South Beach Map



TSP Page - 1 -

Table 4: Functional Classification of Roadways

Principal Arterials	**Limits**
US Hwy 101	North UGB Limits to South UGB Limits
US Hwy 20	Hwy 101 to East UGB Limits
Minor Arterials	**Limits**
SW Abalone St	Hwy 101 to SE Marine Science Dr
SE Bay Blvd	John Moore Rd to East UGB Limits
SE Ferry Slip Rd	SE Marine Science Dr to SE Ash St
Harney Dr	Hwy 101 to Hwy 20
John Moore Rd	SE Bay Blvd to Hwy 20
North-South Arterial	Harney Dr to Harney Dr
SE Marine Science Dr	SW Abalone St to end of Street
Collectors	**Limits**
SW Abalone St	Stub out at cemetery to SW 35th St
SE Abbey St	Hwy 101 to SW Harbor Way
SW Alder St	SW 2nd St to SW Neff Way
SW Angle St	SW 2nd St to SW 9th St
SE Ash St	SE Ferry Slip to southern terminus
SE Avery St	SE 2nd St to East Olive (Hwy 20)
NE Avery St	NE 73rd to North UGB Limits
SE Bay Blvd	SE John Moore Rd to SW Naterlin Dr
SW Bayley St	SW 7th St to SW 11th St
NE Benton St	NE 3rd St to NE 12th St
SW Canyon Way	SW Hurbert St to SW Fall St
NW Coast St	SW 2nd St to NW 8th St
NE Coos St	NE 3rd St to SE 2nd St
NE Eads St	East Olive (Hwy 20) to NE 12th St
NW Edenview Way	Hwy 101 to NW Ocean View Dr
SW Elizabeth St	SW Bayley St to W Olive St
SW Fall St	SW Canyon Way to SW Bay Blvd
SW Fall St	SW Elizabeth St to Hwy 101
SE Ferry Slip Road	SE Marine Science Dr to SE Ash St
SE Fogarty St	SE Bay Blvd to SE 4th St
SW Harbor Way	SW Abbey St to SW 13th St
SE Harborton St	SE 40th St to SE 50th St
SE Harney Dr	SE 4th St to SE John Moore Rd
SW Hatfield Dr	SW 9th St to SW Bay Blvd
SW Hurbert St	SW 2nd St to SW Canyon Way
SW Naterlin Dr	SW Government St to SW Bay Blvd
SW Neff Way	SW Alder St to Hwy 101
NW Nye St	West Olive St to NW Ocean View Dr
SW Nye St	SW 2nd St to West Olive St
NW Ocean View Dr	NW 12th St to Hwy 101
W Olive St	SW Elizabeth St to Hwy 101
NW Spring St	NW 8th St to NW 12th St
NE Yaquina Heights Rd	NE Harney Dr to Hwy 20
NE 1st St	Hwy 20 to Hwy 101
SE 2nd St	SE Benton St to SE Coos St
SW 2nd St	SW Elizabeth St to SW Angle St
NW 3rd St	NW Coast St to Hwy 101
NE 3rd St	NW Harney St to NE Eads St

SE 4th St	SE Fogarty St to SE Harney Dr
NW 6th St	NW Coast St to Hwy 101
NE 6th St	Hwy 101 to NE Eads St
NE 7th St	NE 7th Dr to Yaquina Heights Dr
SW 7th St	SW 2nd St to SW Elizabeth St
NW 8th St	NW Coast St to NW Spring St
SW 9th St	Hwy 101 to SE 10th St
SE 10th St	SE Benton St to SW 9th St
NW 11th St	NW Spring St to Hwy 101
NE 11th St	Hwy 101 to NE Eads St
NE 12th St	Hwy 101 to NE Eads St
SW 13th St	SW Harbor Way to SW Bay St
NW 15th St	NW Ocean View Dr to Hwy 101
NE 20th St	Hwy 101 to NE Crestview Dr
SE 32nd St	Hwy 101 to SE Ferry Slip Road
SE 35th St	Hwy 101 to eastern terminus
SE 40th St	Hwy 101 to SE Harborton St
SE 50th St	SE Harborton St to US 101
SE 62nd St	SE 50th St to Hwy 101
NE 73rd St	Hwy 101 to NE Avery St

The hierarchical functional classification system requires different design standards for each roadway classification. For instance, major thoroughfare routes require different access control standards, paving requirements, right-of-way widths, and traffic safety devices. The TSP includes graphics showing the typical design standards for each roadway under the functional classification system.

The suggested design standards are to be used as a guideline for roadway construction, including the development of new roads and the reconstruction of existing roads. The roadway design standards are established to ensure consistency throughout the City, but because the City has diverse topographic and natural constraints, they must provide flexibility for unique and special situations. The City also may permit alternate street cross-section design in response to the challenges and needs of specific areas, where these standards are supported by the recommendations of a refinement planning process. Recent examples of where a more flexible approach to roadway design was adopted include the Coho/Brant and South Beach Peninsula Transportation Refinement Plans.

Transportation Planning in South Beach

Overview

Primary access to businesses and residents in South Beach principally relies on US 101. Recent analysis of the transportation system's capability to support existing and future growth indicates that the existing Oregon Highway Plan's (OHP) mobility standards or "targets" would not be met along US 101 for the 2030 planning horizon. This condition results from the combination of background traffic growth (e.g., through traffic) and anticipated development within the South Beach area. Substantial highway improvements in South Beach would not be sufficient to respond to the additional travel demand because the system is limited by the capacity of the Yaquina Bay Bridge, given its physical constraints as well as system infrastructure costs. To respond to this expected future condition, and to come into compliance with the State's expectations for mobility on US 101, the TSP identifies a variety of improvements to local street, bicycle, and pedestrian systems, as well as to US 101 that will improve local circulation and

facilitate traffic movements on US 101. The identified improvements on the local roadway system, are described in Table 1[1]. The Oregon Transportation Commission recognizes that the mobility targets established in OHP Table 6 may not be feasible or practical in all circumstances. OHP Policy 1F states that alternate mobility targets can be developed to reflect the balance between relevant objectives related to land use, economic development, social equity, and mobility and safety for all modes of transportation. New mobility standards for US 101 have been identified and analyzed in conjunction with planned transportation system improvements in the report titled "Newport Transportation System Plan Update - Alternate Mobility Standards Final Technical Memorandum #13 Summary of Measures of Effectiveness," dated April 2012 in order to confirm that the mobility targets can reasonably be met within the planning horizon.

The Oregon Transportation Commission has sole authority to set standards for state facilities. The City supports the application of alternative mobility standards at intersections on US 101 in order to facilitate planned growth in South Beach. This change to mobility standards on US 101 as a result of planning done in 2011-12 represents a decision to accept a higher level of congestion. In recognition of the constraint that the existing Yaquina Bay Bridge poses to access to South Beach, and the lack of funds for large capacity improvements on the highway system in the foreseeable future, the City has chosen to help implement the State's alternate mobility standards, given that a higher level of controlled congestion on US 101 is an acceptable trade-off for accommodating economic development and reduced costs of total transportation system improvements associated with development.

An infrastructure refinement plan was prepared for the Coho/Brant neighborhood concurrent with the preparation of the TSP. That plan identifies needed improvements to local and collector streets in the neighborhood considering the transportation network identified in the TSP update for the greater South Beach area.

Development of an Alternative Mobility Standard

A substantial seasonal increase in traffic volumes occurs on US 101 during the summer months due to tourist traffic. During the peak traffic months of July and August, Newport weekday traffic is 21% higher than the annual average traffic volumes and 40% higher than traffic volumes during January. The Oregon Highway Plan (OHP)'s mobility targets apply during this peak summer traffic period.[2] Current traffic conditions in South Beach; however, are better than the conditions allowed by the OHP mobility targets.[3]

The capacity of the two-lane Yaquina Bay Bridge also affects highway operations in South Beach. The narrow travel lanes, lack of highway shoulders and the significant road grade from the middle of the bridge to its south end in South Beach affect the bridge's capacity when compared to a typical highway. The TSP Update calculated that the two-lane bridge's capacity is about 25% less than a typical highway. No replacement bridge can be expected in the planning horizon to provide additional capacity, so South Beach traffic movements will continue to be affected by this condition in 2030.

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[1] In 2012, Ordinance 2045 updated the TSP to include transportation improvements for South Beach. The technical memoranda that constitute the analysis and recommendations for the transportation system in South Beach are documented and included in Ordinance 2045. *Newport Transportation System Plan Update - Alternate Mobility Standards Final Technical Memorandum #13 Summary of Measures of Effectiveness* informs the development of alternate mobility standards for US 101 in the South Beach study area. The development of these standards is based on the findings of technical memoranda #5, #10, #11 and #12 prepared for the Newport Transportation System Plan (TSP) Update.
[2] OHP Policy 1F, Table 6.
[3] Newport TSP Technical Memorandum #5.

OHP mobility targets apply at the end of the planning horizon to evaluate the effect of future community development on highway operations, and substantial development is expected in South Beach during the planning horizon. Traffic volumes that would result from the level of development expected to occur in South Beach by 2030 were combined with ODOT's projections for background traffic growth. These future traffic volumes then were evaluated with the current local road network and current highway configuration, and with the existing road network and a five-lane highway alternative. The analysis showed that the existing network and the existing highway could not meet the OHP mobility targets anywhere in the system. Congestion would be so severe that traffic volumes would exceed the capacity of all highway intersections and the average travel speed would be 3.9 miles per hour for northbound traffic, and 2.5 miles per hour for southbound traffic on the existing highway. When the analysis included a five-lane highway, conditions north of 50th Street still could not meet the OHP targets and still exceeded capacity. South of 50th Street, most highway movements could meet the OHP targets, but none of the intersecting streets could. The average travel speed for a five-lane highway would be less than nine miles per hour for northbound traffic and less than six miles per hour for southbound traffic.[4]

A local road network is proposed in the South Beach Urban Renewal Plan to provide a local transportation system that is better able to support development in South Beach. The network would provide a more interconnected local street system that would allow local travel to occur on city streets rather than solely on the highway. This network was included in the Preferred System for the TSP Update because it would provide better long-term traffic conditions than the existing network and a five-lane highway.

The OHP mobility targets cannot be met on US 101 in South Beach because of high seasonal traffic and the reduced highway capacity caused by the Yaquina Bay Bridge. The OHP calls for consideration of alternative mobility standards where it is infeasible to meet the OHP mobility targets. Future traffic conditions in South Beach will be affected by high seasonal traffic and the reduced capacity of the Yaquina Bay Bridge. The alternative mobility standard incorporates a seasonal adjustment to use the annual average traffic volume; assigns new mobility targets; evaluates mobility only at existing traffic signals and at the locations where signalized intersections are proposed as part of the TSP Update; and accounts for the development of community services in South Beach, thereby minimizing future travel on US 101 to reach such services elsewhere in Newport. The results are alternative mobility standards effective at the current signalized US-101/SE 32nd Street intersection and at the future signalized highway intersections at South 35th Street, SE 40th Street and at SE 50th Street/South Beach State Park.

[4] Newport TSP Update, Technical Memorandum #11.

Trip Budget Program

The purpose of the Trip Budget Program is to ensure that the planned transportation system meets the needs of existing and future development in South Beach. The underlying premise of the program is that the planned transportation system can accommodate a reasonable level of land development and still operate at an acceptable level. The assumed number of trips that will be generated by development in South Beach over a 20-year planning horizon was determined based on projected population growth and permitted land uses, but with the assumption that not all areas were 100% buildable due to environmental constraints.[5] The land uses in this scenario, and the vehicular trips this future growth will generate, are anticipated to be accommodated on the adopted planned transportation system over a similar time horizon. The Trip Budget Program will be used to maintain the balance between the expected land uses and the identified needed transportation improvements in South Beach.

The City maintains a zoning overlay for South Beach that sets the parameters for allocating trips to new development and provides a framework for how and when the City of Newport and ODOT will revisit 20-year growth assumptions. The overlay, titled the South Beach Transportation Overlay Zone ("SBTOZ"), includes developable and redevelopable land in the South Beach portion of Newport, from the Yaquina Bay Bridge south to properties accessing SE 62nd Street (Figure 2: South Beach Overlay Zone). The SBTOZ helps the City track the consumption of trips from future development. It is a tool to assess new growth and compare it to the assumptions upon which the transportation system and improvements are based.

TAZ Trip Budgets

The Trip Budget Program is based on the number of trips projected to be generated from new development in South Beach over a 20-year time horizon. South Beach transportation analysis zones ("TAZs") were created, as shown in Figure 2, to forecast future trips. Future development assumptions were made based on existing land use designations, environmental constraints in the area, and information gathered from property owners and businesses regarding assumptions about the amount of development that could be expected for each of the TAZs within the planning horizon. Table XX lists the TAZs in the SBTOZ and the PM peak hour trip total for each TAZ, at the time of plan adoption. The total number of trips available in the SBTOZ at the time of plan adoption also is shown in Table XX; these totals are the basis for the Trip Budget Program.

[5] Land Use Scenario #2 in Newport Transportation System Plan Update - Alternate Mobility Standards Technical Memorandum #12 Analysis of South Beach Land Use Scenarios. Further supported by technical reports titled "Review of Newport TSP Update – Technical Memorandum #10: Biological/Wetlands Review" and "Newport Transportation System Plan Update – Alternate Mobility Standards Technical Memorandum #11 2030 Baseline System."

Table 4: South Beach Overlay Zone Trip Budget Totals

Area	TAZ Trip Budget[1]
Area A	1,237
Area B and C	798
Area D	606
Area E	167
Area F	626
Area G	257
Area H	300
Area I	181
Area J	200
Trip Reserve Total[2]	**490**
SBTOZ Trip Total	**4,862**

[1]TAZ Trip Budgets are projected PM Peak Hour Trips forecasted for each TAZ during the next 20 years. TAZ Trip Budgets are based upon Scenario #2 in the "Newport Transportation System Plan Update--Alternate Mobility Standards Final Technical Memorandum #12."
[2] The SBTOZ Trip Reserve Total is 10% of the PM Peak Hour Trips from each TAZ. These trips can be allocated anywhere within the SBTOZ through Newport Zoning Code provisions.

City shall develop a process for the allocating trips out of the TAZ Trip Budget. Such a process may provide for vesting trips with a valid land use decision or through the issuance of a vesting letter. As part of the trip allocation process, the City is responsible for determining whether or not remaining trips available in the TAZ can accommodate the development proposal. Proposed developments that would generate more PM peak hour trips than what remains in the budget for the TAZ can be approved only by submitting a land use application requesting to use trips from the Trip Reserve Fund or through mitigation supported with a traffic impact analysis.

Trip Reserve Fund

Trips from the Trip Reserve Fund can be allocated to development projects anywhere within the SBTOZ. The trips in the reserve fund were calculated based on the cumulative total of all the TAZs in the SBTOZ and roughly equal 10% of the total PM peak hour trips available in the SBTOZ, as shown in Table 4. Reserve trips may be allocated across TAZ boundaries, to any land use type that is permitted by the underlying zoning.[6] Through the SBTOZ, the City applies the following criteria to determine when trips should be allocated out of the Trip Reserve Fund to support a proposed development project:

- There are insufficient unassigned trips remaining in the TAZ to accommodate the proposed types of use(s).
- The proposal to use trips from the Trip Reserve Fund to meet the requirements of the Trip Budget is supported by a Transportation Impact Analysis.
- There are sufficient trips available in the Trip Reserve Fund to meet the expected trip generation needs of the proposal.

Approval of the allocation of trips from the Trip Reserve Fund is a discretionary decision, subject to attendant public notice, opportunity to comment, and an appeals process. Allocation of reserve trips is approved only where a transportation analysis demonstrates that the impacts from the

[6] As opposed to TAZ trips, which must be allocated within the TAZ boundaries where development is proposed.

proposed development is consistent with the planned preferred transportation system, or that the transportation impacts can be mitigated with improvements proposed as part of the development.

Transportation Impact Analysis Requirement

To ensure that the number of trips available in the Trip Budget and Trip Reserve Fund are not being exceeded by development, the City will need to know the expected trip generation from each development proposal. In order for this information to be included in a development application, the City has traffic-related submittal requirements in the Zoning Ordinance. For development proposals, including changes in uses that will have a limited impact on the transportation system, this can be accomplished by determining the number of PM peak hour trips expected from the future development and ensuring that the effect to the transportation system is consistent with the transportation improvements planned for South Beach. Additional traffic analysis is required for higher traffic generating uses, such as development proposals that include a requested change in the underlying land use designation or zone or proposals that request trips from the Trip Reserve Fund to support a development proposal. The "two tiered" nature of such submittals in the City Zoning Ordinance requires a Trip Assessment Letter of all applicants, and requires a Transportation Impact Analysis ("TIA") when certain prescribed threshold conditions are met. The TIA section in the Zoning Code also includes thresholds that, if met or exceeded by a development proposal, would require that a TIA be submitted to the City for review and approval through a Type III review process.

The Zoning Code shall describe the thresholds for requiring a TIA that are applicable to development anywhere in Newport. The required elements of a TIA also are described. However, City staff has some discretion to determine the level of analysis necessary, based in part on the size and expected impact of the proposed project. Initial information on a proposed project and expected transportation impacts is gained through a pre-application conference between City staff and the applicant. The zoning code should allow the City to require needed transportation improvements as a condition of approval when the TIA shows that there is a need for the improvements. A fee-in-lieu option may also be included in the zoning code to provide for some flexibility as to when those improvements are made.

Trip Generation Calculation

The number of PM peak hour trips a proposed development is expected to put on the transportation system is based on trip generation by use in the latest edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. One identified way to reduce the number of trips across the Yaquina Bay Bridge to reach essential goods and services is to promote a mix of uses in South Beach and to encourage service-related uses not currently found south of the bridge. Consistent with this approach, certain land use types must only consider the "primary trips" for the use rather than the trips that also would accrue from "passby" or "diverted-link" trips. Passby and diverted link trips involve intermediate stops on the way from a trip origin to a primary destination. "Passby" or "diverted linked" trips are identified by the type of use in the latest edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. The following uses will be required to calculate only "primary trips":

- Personal service oriented uses, such as professional offices and branch banks.
- Sales or general retail uses, total retail sales area under 15,000 square feet, such as a grocery store. This does not include restaurants.
- Repair oriented uses.

Monitoring the Trip Budget Program

The trip generation information obtained from the Trip Assessment Letter required of each development proposal, as well as alterations or changes in use, in South Beach will be used by City staff to keep the Trip Budget updated. Upon approval of the trip allocation, City staff will update the available PM peak hour trip total for the subject TAZ by deducting the trips allocated to the permitted development. In the case of a change in use, where the new use generates less trips than the previous use, or through mitigation capacity is added to the system then trips may be added to the Trip Budget. The Trip Reserve Fund will be similarly updated when development is allocated trips from the Fund.

The Planning Commission and City Council should receive periodic updates on the status of the Trip Budget. The frequency of these updates may depend upon the respective body's work program but occur at least once a year.

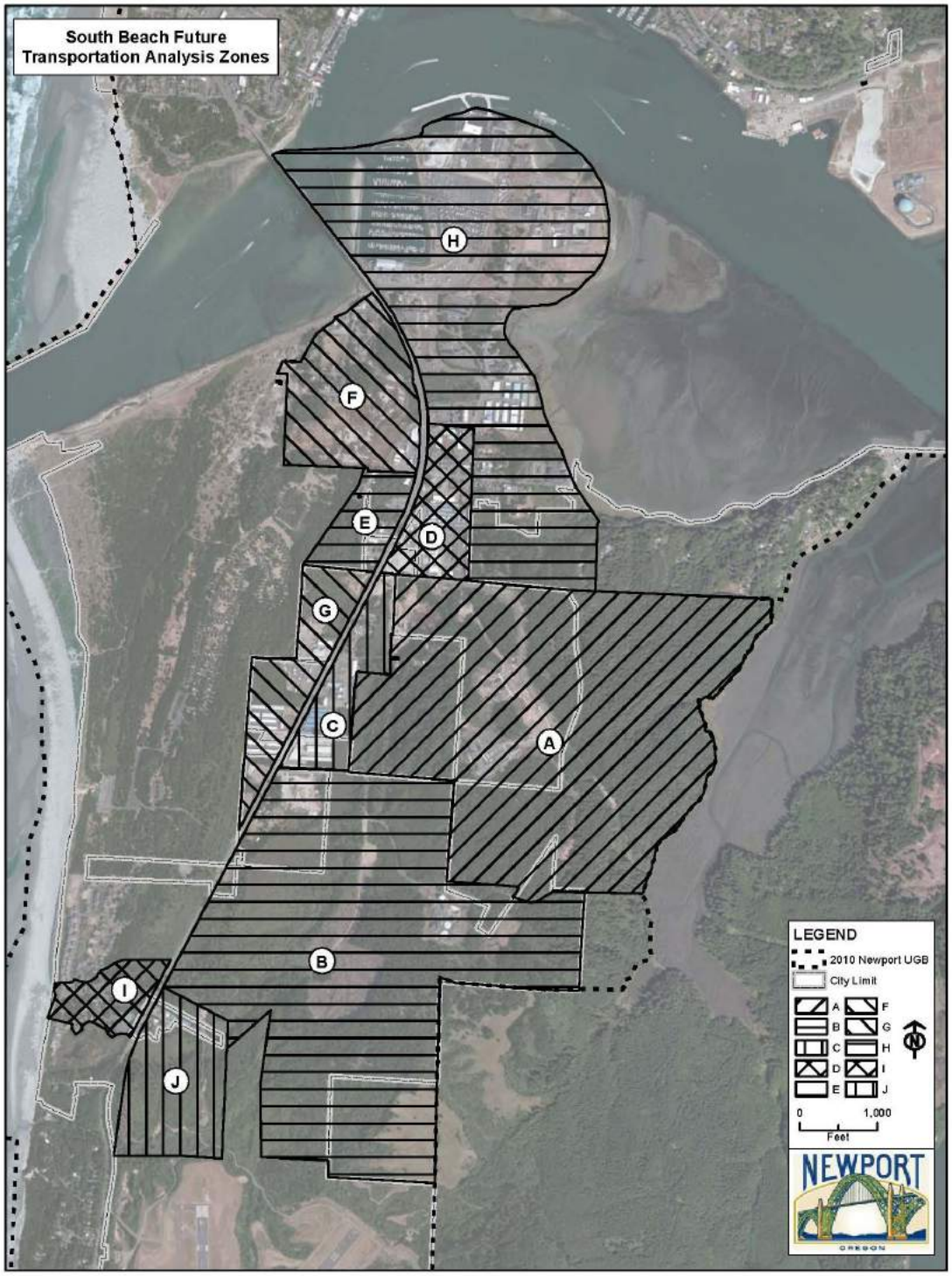
Amending the Trip Budget Program

It is unlikely that development will match up precisely to the assumptions in the future transportation analysis and, despite the flexibility afforded by the trip reserve, the Trip Budget Program may need to be updated to reflect actual development trends or to accommodate economic development opportunities that were not foreseen at the time of its adoption. These updates will be accomplished by:

- A comprehensive reassessment of the trip budget program that will begin no more than 10 years from effective date of Trip Budget Program ordinance.
- A reevaluation of the Newport Transportation System Plan and the associated trip budget will occur when 65% of the total trips in any given TAZ have been committed to permitted development.
    - This review will be initiated no later than 6 months from the time the threshold is reached. In anticipation of development reaching the 65% threshold, the City could also choose to commence the review any time development pressure in a certain TAZ warrants such an action.
    - The development proposal that triggers the 65% Review will not be denied based on this required review. Subsequent development proposals within the subject TAZ may also be reviewed and approved by the City during the review process. If the review necessitates updates to the Trip Budget Program, proposed changes will be adopted through a TSP and associated Zoning Code amendments.
    - To ensure that the 65% Review provides timely information, it will be completed within 12 months from initiation, or pursuant to a schedule that is part of a work program previously agreed upon by both the City and ODOT.

Major updates or adjustments of the land use scenarios and the trip budget for South Beach will require a legislative amendment to the TSP. Transportation Planning Rule findings of compliance with the adopted transportation system plan must support the modification.

Figure 4: South Beach Overlay Zone[7]



[7] Corresponds with Figure 2-2 from Newport Transportation System Plan Update - Alternate Mobility Standards Technical Memorandum #12 Analysis of South Beach Land Use Scenarios.

Pedestrian Facility Improvements

Specific to the City's pedestrian plan are recommendations for a continuous sidewalk system in good repair that will connect existing and future pedestrian and transit traffic generators. Emphasis is given to the pedestrian/transit interface. Also critical to the plan is the support it provides for tourist foot traffic, from the main traffic area and to specific tourist attractions. To this end, sidewalk improvements were identified to link existing sidewalks and to provide a system of sidewalks to ensure a balanced transportation system that offers realistic non-motorized alternatives. Early City efforts focused on providing safe and convenient travel for children who walk to school. The pedestrian and bicycle plan was greatly expanded in 2008 when the City adopted a new Pedestrian and Bicycle Plan. The City's existing pedestrian facilities and proposed pedestrian system are illustrated in the 2008 Pedestrian and Bicycle Plan.[8] The update to the transportation system serving South Beach resulted in recommended projects that will enhance the pedestrian experience south of the bridge, including sidewalks along the west side of US 101, south to 35th Street, which will be part of future roadway improvements, and a multi-use path and sidewalks east of the highway, along 40th Street, Harborton Road, and 50th Street. South Beach improvements are illustrated Figure 3, Recommended South Beach Pedestrian and Bicycle Projects.

In 2011 the City conducted a series of charrettes with the public to improve recreational access to Agate Beach. The Agate Beach Wayside Project resulted in a conceptual design and list of associated improvements after extensive outreach by the City of Newport and Lincoln County with neighboring property owners, business owners, Oregon Department of Transportation, the Oregon Parks and Recreation Department, Surfrider Foundation, and other stakeholders.
Major elements of the project include: improved parking lot circulation and safety; pedestrian improvements for Lucky Gap Trail; pedestrian improvements to North Agate Beach (i.e. "surfer access"), and; improvements to NW Agate Way and sidewalks on NW Gilbert Way.

Table 5 includes the recommended pedestrian facility improvements needed over the next 20 years. As indicated in the source column in Table 5, the projects listed are identified in the 1997 TSP, as well as updates to this plan in 2008 and 2012. All project cost estimates are shown in 2011 dollars; cost estimates for projects from the 1997 TSP (and 2008 update) have been adjusted to account for inflation.

Planning level cost estimates have been prepared for projects needed to provide continuous sidewalks within the school bus perimeter and in the core area, and to provide sidewalks where they do not currently exist on streets that will be part of the future arterial or collector network.

Adding sidewalks along a roadway are only part of the pedestrian solution; many busy streets and intersections are difficult to cross and can be barriers to walking. Allowing people to cross streets as freely as possible is important in maintaining a pedestrian-friendly environment. Often the width of the street, the geometry of the intersection, and the signal timing are designed only for the needs of the vehicle; not the pedestrian.

To increase pedestrian crossing opportunities and safety, two approaches can be considered: (1) designing roads that allow crossings to occur safely by incorporating design features such as raised medians or signal timing that creates gaps in traffic; or (2) constructing actual pedestrian crossings with pedestrian-activated signals, mid-block curb extensions, marked crosswalks, etc.

[8] See maps 2-1, 3-1, 3-2, and 3-3 in the 2008 Pedestrian and Bicycle Plan. Note that the location of the shared use path and the proposed sidewalk along Highway 101 depicted on Map 3-3, Proposed Pedestrian System in South Newport, has been updated; see Figure 3, Recommended South Beach Pedestrian and Bicycle Projects.

There are a variety of locations in Newport where crosswalk improvements are necessary to maintain pedestrian safety. The 2008 Pedestrian and Bicycle Plan identify several techniques that can be implemented at busy intersections.

Bicycle Facility Improvements

US 101 is the state-designated bike route that is known nationally as the Oregon Coast Bike Route. In Newport, the Oregon Coast Bike Route diverges from the highway between Ocean View Drive and the Yaquina Bay Bridge onto city streets located west of the highway that have lower traffic volumes and are closer to the Pacific Ocean. Other City-designated routes are along Ocean View Drive, Coast Street, and Elizabeth Street. These routes are currently signed, but lack separated bike lanes. The City's goal is to provide bicycle routes that enable safe and efficient travel for through bike traffic traveling along the Oregon Coast, as well as to provide a system for traveling within the city. The system of bicycle facilities has been designed to connect both north-south and east-west bicycle traffic. It has also been designed to connect all major generators of bicycle traffic with residential neighborhoods and tourist facilities. The pedestrian and bicycle plan was greatly expanded and adopted by the City of Newport in 2008. The existing bicycle facilities and proposed bicycle facilities are illustrated in the 2008 Pedestrian and Bicycle Plan.[9] The update to the transportation system serving South Beach resulted in recommended projects to enhance the pedestrian experience south of the bridge. Sidewalks will be extended on both sides of the highway south to 35th Street. South of 35th Street, a multi-use path will be constructed on the west side of the highway; a sidewalk will be constructed on the east side. Multi-use paths and sidewalks will be constructed along SE 40th Street, Harborton Road and the new alignment for SE 50th Street.

Table 5 presents the recommended bicycle route improvements. The cost estimate for upgrading existing roads to include bicycle lanes has been prepared for each route or series of routes. The cost estimates for bicycle facilities on new roadways have been included in the roadway construction cost estimates. All project cost estimates are shown in 2012 dollars; cost estimates for projects from the 1997 TSP (and 2008 update) have been adjusted to account for inflation.

[9] See Maps 2-2, 3-4, 3-5, and 3-6 in the 2008 Pedestrian and Bicycle Plan. The location of the proposed shared use path in South Beach was updated by the 2012 South Beach amendments (see Figure 3 Recommended South Beach Pedestrian and Bicycle Projects).

Table 5: Recommended Pedestrian and Bicycle Improvements[10]

Project	From - to	Description	Project Lead	Priority	Estimated Cost ($ 2012)	*Source*
US 101 Crossings						
NW 68th Undercrossing	n/a	An undercrossing of US 101 at NW 68th	ODOT / Newport	Low	$2,340,000	*2008 Ped. Bike Plan*
Mid-block between 16th Street & 17th Street	n/a	Add median, raised stop bars, appropriate signage, and striped continental crosswalk	ODOT / Newport	Low	$265,000	*2008 Ped. Bike Plan*
NW 15th Street	n/a	Add crosswalk	ODOT / Newport	Low	$11,500	*2008 Ped. Bike Plan*
13th Street	n/a	Add median, raised stop bars, appropriate signage, and striped continental crosswalk	ODOT / Newport	Low	$265,000	*2008 Ped. Bike Plan*
10th Street	n/a	Add median, raised stop bars, appropriate signage, and striped continental crosswalk	ODOT / Newport	Medium	$265,000	*2008 Ped. Bike Plan*
8th Street	n/a	Add median, raised stop bars, appropriate signage, and striped continental crosswalk	ODOT / Newport	Medium	$265,000	*2008 Ped. Bike Plan*
3rd Street / 4th Street	n/a	Add median, raised stop bars, appropriate signage, and striped continental crosswalk	ODOT / Newport	High	$265,000	*2008 Ped. Bike Plan*
2nd Street (outside City Hall)	n/a	Add median, raised stop bars, appropriate signage, and striped continental	ODOT / Newport	High	$265,000	*2008 Ped. Bike Plan*

[10] All project estimates, unless otherwise noted, are shown in 2012 dollars. Costs are escalated at a 4% per year from the previous project estimate (1997, 2008 or 2011).

Project	From - to	Description	Project Lead	Priority	Estimated Cost ($ 2012)	*Source*
		crosswalk				
SW Angle Street	n/a	Add curb extensions	ODOT / Newport	High	$78,000	*2008 Ped. Bike Plan*
SW Lee Street	n/a	Add curb extensions	ODOT / Newport	High	$53,000	*2008 Ped. Bike Plan*
SW Hurbert Street	n/a	Add curb extensions	ODOT / Newport	High	$38,000	*2008 Ped. Bike Plan*
SW Alder Street	n/a	Add curb extensions	ODOT / Newport	High	$53,000	*2008 Ped. Bike Plan*
SW Neff Way	n/a	Add median, raised stop bars, appropriate signage	ODOT / Newport	Medium	$265,000	*2008 Ped. Bike Plan*
SW Abbey Street	n/a	Tighten the turning radius for vehicles, add marked crosswalks	ODOT / Newport	Low	$205,000	*2008 Ped. Bike Plan*
SW Bay Street	n/a	Tighten the turning radius for vehicles, add marked crosswalks	ODOT / Newport	Low	$205,000	*2008 Ped. Bike Plan*
Mid-block between SW Bayley Street & SW Minnie Street	n/a	Add median, raised stop bars, appropriate signage, and striped continental crosswalk, and curb extensions	ODOT / Newport	Medium	$265,000	*2008 Ped. Bike Plan*
Sidewalks						
US 101[11]	Yaquina Bay Bridge to Abalone Street	Construct sidewalk on west side of highway			$186,000	*2012 South Beach TSP update*
US 101[12]	Abalone Street to Anchor Way/35th Street	Construct sidewalk on west side of highway			$332,000	*2012 South Beach TSP update*

[11] Funding currently proposed from FEMA as part of tsunami evacuation route. The Ash Street Extension roadway improvement project (south of SE 40th Street) shows a multi-use path at this location. This estimate is for an independent sidewalk improvement.

[12] Project included as part of the Ash Street Extension roadway improvement project (south of SE 40th Street) as a multi-use path.

Project	From - to	Description	Project Lead	Priority	Estimated Cost ($ 2012)	*Source*
NE Avery Street	US 101 to end of street	Construct sidewalk on west side of street	Newport	Medium	$219,000	*2008 Ped. Bike Plan*
NE 71st Street	NE Avery Street to NE Echo Ct	Construct sidewalk on south side of street	Newport	Low	$115,000	*2008 Ped. Bike Plan*
NE 70th Street	NE Avery St to fire access easement road	Construct sidewalk on north side of street	Newport	Low	$79,000	*2008 Ped. Bike Plan*
Fire Access Easement	NE 70th St to NE 71st St	Construct pedestrian accessway	Newport	Low	$18,000	*2008 Ped. Bike Plan*
US 101	NE Avery St to Agate Beach Access Rd	Construct sidewalk on west side of street	ODOT / Newport	Low	$700,000	*2008 Ped. Bike Plan*
NE 57th Street	US 101 to NE Evergreen Ln	Construct sidewalk on south side of street	Newport	Medium	$130,000	*2008 Ped. Bike Plan*
NE Evergreen Lane	End of street to NE 54th St	Construct sidewalk on west side of street	Newport	Low	$245,000	*2008 Ped. Bike Plan*
NE 54th Street	NE Evergreen Ln to NE 56th St	Construct sidewalk on north side of street	Newport	Low	$60,000	*2008 Ped. Bike Plan*
NE 56th Street	NE 54th St to NE Lucky Gap St	Construct sidewalk on east/south of street	Newport	Low	$85,000	*2008 Ped. Bike Plan*
NE Lucky Gap Street	NE 56th St to NE 57th St	Construct sidewalk on east side of street	Newport	Low	$55,000	*2008 Ped. Bike Plan*
NW 60th Street	US 101 to end of street	Construct sidewalk on both sides of street	Newport	Medium	$155,000	*2008 Ped. Bike Plan*
NW 58th Street	US 101 to end of street	Construct sidewalk on both sides of street	Newport	Medium	$225,000	*2008 Ped. Bike Plan*
NW 57th Street	NW Gladys St to end of street / NW Biggs St to end of street	Construct sidewalk on south side of street	Newport	Low	$115,000	*2008 Ped. Bike Plan*
NW 56th Street	US 101 Access Rd to	Construct sidewalk on south side of	Newport	Medium	$145,000	*2008 Ped. Bike Plan*

Project	From - to	Description	Project Lead	Priority	Estimated Cost ($ 2012)	*Source*
	end of street	street				
NW 55th Street	US 101 to end of street	Construct sidewalk on north side of street	Newport	Medium	$160,000	*2008 Ped. Bike Plan*
NW Rhododendron Street	NW 55th St to NW 60th St	Construct sidewalk on east side of street	Newport	Medium	$105,000	*2008 Ped. Bike Plan*
NW Biggs Street	NW 56th St to NW 60th St	Construct sidewalks on both sides of street	Newport	Medium	$155,000	*2008 Ped. Bike Plan*
NW Gladys Street	NW 56th St to NW 60th St	Construct sidewalks on west side of street	Newport	Low	$90,000	*2008 Ped. Bike Plan*
NW Lighthouse Drive	US 101 to end of street	Construct sidewalks on north side of street	Newport	Low	$335,000	*2008 Ped. Bike Plan*
NE Harney Street	US 101 to NE Big Creek Rd	Construct sidewalks on south side of street	Newport	Medium	$210,000	*2008 Ped. Bike Plan*
NE Lakewood Drive	NE Harney to end of street	Construct sidewalk on one side of street	Newport	Medium	$190,000	*2008 Ped. Bike Plan*
NE Crestview Drive	NE 20th St to end of street	Complete sidewalk gaps on west side of street	Newport	Low	$34,000	*2008 Ped. Bike Plan*
NE Crestview Place	NE 20th St to end of street	Construct sidewalks on west side of street	Newport	Low	$63,000	*2008 Ped. Bike Plan*
NE 20th Place	NE 20th St to end of street	Construct sidewalks on south side of street	Newport	Low	$61,000	*2008 Ped. Bike Plan*
NE Douglas Street	NE 20th Pl to end of street	Construct sidewalks on west side of street	Newport	Low	$59,000	*2008 Ped. Bike Plan*
NW Oceanview Drive	US 101 to NW Spring St	Construct sidewalks on west side of street	Newport	Low	$495,000	*2008 Ped. Bike Plan*
NW Spring Street	NW Oceanview Dr to NW 8th St	Construct sidewalks on west side of street	Newport	Medium	$105,000	*2008 Ped. Bike Plan*
NW 8th Street	NW Spring St to NW Coast St	Construct sidewalks on north side of street	Newport	Medium	$32,000	*2008 Ped. Bike Plan*

Project	From - to	Description	Project Lead	Priority	Estimated Cost ($ 2012)	*Source*
NW 15th Street	NW Oceanview Dr to NW Grove St	Construct sidewalks on south side of street	Newport	Low	$68,000	*2008 Ped. Bike Plan*
NW 12th Street	NW Spring St to just east of NW Nye St	Construct sidewalks on south side of street	Newport	Medium	$87,000	*2008 Ped. Bike Plan*
NW 11th Street	NW Spring St to US 101	Complete sidewalk gaps on both sides of street	Newport	High	$130,000	*2008 Ped. Bike Plan*
NW 10th Street	NW Spring St to NW Nye St	Construct sidewalk on south side of street	Newport	Medium	$79,000	*2008 Ped. Bike Plan*
NW 6th Street	NW Coast St to NW Nye St	Construct sidewalks on north side of street	Newport	High	$183,000[13]	*2008 Ped. Bike Plan*
NW 12th Street	US 101 to NE Benton St	Complete sidewalk gaps on south side of street	Newport	High	$60,000	*2008 Ped. Bike Plan*
NE 8th Street	US 101 to NE Eads St	Construct sidewalks on one side of the street	Newport	Medium	$130,000	*2008 Ped. Bike Plan*
NE 7th Street	US 101 to NE Eads St	Construct sidewalks on one side of the street	Newport	High	$130,000	*2008 Ped. Bike Plan*
NE Jeffries Place	NE 7th St to end of street	Construct sidewalks on west side of street	Newport	Low	$39,000	*2008 Ped. Bike Plan*
NE 7th Drive	NE 7th St to end of street	Construct sidewalks on west side of street	Newport	Low	$94,000	*2008 Ped. Bike Plan*
NE 6th Street	NE 7th Drive to end of street	Construct sidewalks on south side of street	Newport	Low	$100,000	*2008 Ped. Bike Plan*
NE 4th Street	US 101 to NE Douglas St	Construct sidewalks on both sides of street	Newport	High	$170,000	*2008 Ped. Bike Plan*
NE 3rd Street	NE Eads St to NE Harney St	Complete sidewalk gaps on both sides of street	Newport	High	$140,000	*2008 Ped. Bike Plan*
NE 2nd Street	US 101 to NE Eads St	Complete sidewalk gaps on both sides of street	Newport	Medium	$125,000	*2008 Ped. Bike Plan*

[13] Project cost estimate developed in 2012.

Project	From - to	Description	Project Lead	Priority	Estimated Cost ($ 2012)	*Source*
SE 1st Street	US 101 to SE Douglas St	Construct sidewalks on south side of street	Newport	High	$105,000	*2008 Ped. Bike Plan*
SE 2nd Street	SE Benton St to SE Douglas St	Construct sidewalks on south side of street	Newport	High	$46,000	*2008 Ped. Bike Plan*
SE Benton Street	SE 1st St to US 20	Construct sidewalks on west side of street	Newport	High	$18,000	*2008 Ped. Bike Plan*
SE Coos Street	SE 2nd St to US 20	Construct sidewalk on west side of street	Newport	Medium	$39,000	*2008 Ped. Bike Plan*
SE Douglas Street	SE 2nd St to US 20	Construct sidewalk on west side of street	Newport	Medium	$39,000	*2008 Ped. Bike Plan*
SE 2nd Street	SE Fogarty St to SE Harney St	Construct sidewalks on south side of street	Newport	High	$45,000	*2008 Ped. Bike Plan*
SE 4th Street	SE Fogarty St to SE Harney St	Construct sidewalks on south side of street	Newport	High	$45,000	*2008 Ped. Bike Plan*
SE Harney Street	SE 4th Street to SE 2nd St	Construct sidewalks on east side of street	Newport	High	$39,000	*2008 Ped. Bike Plan*
Bay Blvd	Length of street	Complete sidewalk gaps on both sides of street	Newport	Medium	$185,000	*2008 Ped. Bike Plan*
SW Hatfield Drive	SW Bay Blvd to SW 10th St	Construct sidewalks on west side of street	Newport	Low	$67,000	*2008 Ped. Bike Plan*
SW Harbor Drive	SW Bay St to SW 11th St	Construct sidewalks on west side of street	Newport	High	$51,000	*2008 Ped. Bike Plan*
SW Neff Way / SW Alder St	US 101 to SW 2nd St	Construct sidewalks on both sides of street	Newport	High	$170,000	*2008 Ped. Bike Plan*
SW 7th Street	SW Alder St to SW Elizabeth St	Construct sidewalks on north side of street	Newport	Medium	$180,000	*2008 Ped. Bike Plan*
SW Elizabeth Street	SW Government St to SW Abbey St	Construct sidewalk on west side of street	Newport	High	$145,000	*2008 Ped. Bike Plan*
SW	Yaquina State	Construct sidewalk	State Parks /	Low	$140,000	*2008 Ped.*

Project	From - to	Description	Project Lead	Priority	Estimated Cost ($ 2012)	*Source*
Government Street / Yaquina State Park	Park	adjacent to road through park	Newport			*Bike Plan*
SE Marine Science Dr	SW Abalone to end of street	Construct sidewalks on south and east side of street	Newport	Medium	$250,000	*2010 South Beach Peninsula Plan*
SE Ferry Slip Road	SE 29th St to SE Marine Science Dr	Construct sidewalks on east side of street	Newport	Medium	$27,000	*2010 South Beach Peninsula Plan*
SW Brant Street	SW Abalone St to end of street	Construct sidewalks on west side of street	Newport	High	$433,000[12]	*2012 Coho/Brant Infra. Plan*
SE 35th Street	SE Ferry Slip Rd to end of street	Construct sidewalk on one side of street	Newport	High	$400,000	*2008 Ped. Bike Plan*
SE Fogarty Street	US 20 to SE Bay Blvd	Construct sidewalk on east side of street	Newport	Medium	$110,000	*2008 Ped. Bike Plan*
NE 36th Street	US 101 to NE Harney St	Construct sidewalk on one side of street	Newport	Medium	$135,000	*2008 Ped. Bike Plan*
NE 10th Court	NE Eads to NE Benton St	Construct sidewalks on both sides of street	Newport	Medium	$120,000	*2008 Ped. Bike Plan*
NE 10th Street	NE Benton St to US 101	Construct sidewalks on both sides of street	Newport	Medium	$125,000	*2008 Ped. Bike Plan*
NE 5th Street	NE Benton St to NE Eads St	Construct sidewalks on both sides of street	Newport	Medium	$125,000	*2008 Ped. Bike Plan*
NE Fogarty Street	US 20 to NE 3rd Street	Construct sidewalks on both sides of street	Newport	Medium	$115,000	*2008 Ped. Bike Plan*
SE Moore Drive	Bay Blvd to SE 2nd Street	Construct sidewalk on west side of road	Newport	Medium	$125,000	*2008 Ped. Bike Plan*
SE 2nd Street	SE Moore Drive west	Construct sidewalks on both sides of street	Newport	Medium	$23,000	*2008 Ped. Bike Plan*

Project	From - to	Description	Project Lead	Priority	Estimated Cost ($ 2012)	*Source*
SE 5th Street	SE Moore Drive west	Construct sidewalks on both sides of street	Newport	Medium	$180,000	*2008 Ped. Bike Plan*
San-Bay-O Circle	Proposed connection to Crestview to proposed connection to Chambers Ct	Construct sidewalk along one side of street from proposed connections to Crestview and to Chambers Court	Newport	Medium	$48,000	*2008 Ped. Bike Plan*
Sidewalks and Bike Lanes						
40th Street	East of US 101 to South Beach Village	Construct bicycle lane and sidewalk along north side of street			$89,000	*2012 South Beach TSP update*
NW Nye Street	NW 15th St to SW 2nd St	Construct bicycle lanes on both sides of street and complete sidewalk gaps on east side of street	Newport	High	$195,000	*2008 Ped. Bike Plan*
NE Benton Street / NE Coos Street	NE 12th Street to US 20	Construct bicycle lanes and sidewalks on both sides of street	Newport	Medium	$525,000	*2008 Ped. Bike Plan*
NE 7th Street	NE Eads St to NE 6th St	Construct bicycle lanes on both sides of street and sidewalks on south side of street	Newport	High	$215,000	*2008 Ped. Bike Plan*
NE Harney Street	US 20 to NE 3rd Street	Construct bicycle lanes and sidewalks on both sides of street and sidewalks on south side of street	Newport	Medium	$91,000	*2008 Ped. Bike Plan*
US 20	NE Harney St / SE Moore Dr to US 101 intersection	Construct bicycle lanes and fill in sidewalk gaps on both sides of street	ODOT / Newport	Medium	$55,000	*2008 Ped. Bike Plan*
SW 10th Street	SW Hatfield Dr to SE 2nd St	Stripe bicycle lanes on south side of street and fill in sidewalk gaps on both sides of street	Newport	Medium	$45,000	*2008 Ped. Bike Plan*

Project	From - to	Description	Project Lead	Priority	Estimated Cost ($ 2012)	*Source*
SW 2nd Street	SW Nye St to SW Coast St	Strip bicycle lanes on both sides of the street and complete sidewalk gaps on north side of the street	Newport	Low	$72,000	*2008 Ped. Bike Plan*
SW 26th Street	SW Brant St to SW Abalone St	Construct sidewalk on north side and striped bike lane on south side of the street	Newport	Medium	$52,000	*2012 Coho / Brant Plan*
Recommended Bicycle System Improvements						
Bicycle Parking		Parking at major bus stops and bus stations (for tourists)		High	$28,000	*2008 Ped. Bike Plan*
Bicycle Racks		Racks for all Dial-a-Ride vehicles (10 racks)		High	$14,000	*2008 Ped. Bike Plan*
West Olive St	Elizabeth St to Nye St	Striping for bicycle lanes along identified roadways to complete the East-West Bike Route.		High	$3,000	*2008 Ped. Bike Plan*
SW 2nd St	Nye St to Angle St					
Angle St	SW 2nd St to SW 9th St					
SW 9th St/Avery St	Angle St to SE 1st St					
SE 1st St	Avery St to Fogarty St					
Fogarty St	SE 1st St to SE 2nd St					
SE 2nd St	Fogarty St to Harney Dr					
John Moore Rd	Harney Dr to US 20					
Eads St	NE 12th St to NE 3rd St	Provide a bike route		Low	$145,000	*2008 Ped. Bike Plan*
NE 3rd St	Eads St to Harney Rd					
Big Creek Rd	Harney Dr to NE 12th St	Provide bikeway; also includes sidewalk improvements.		Medium	$205,000	*2008 Ped. Bike Plan*

Project	From - to	Description	Project Lead	Priority	Estimated Cost ($ 2012)	*Source*
		Road will be closed to traffic after completion of the North-South Arterial.				
Ocean View Dr	US 101 to the new Nye St extension	Add bicycle route signs along identified roadways to provide a north-south alternate bicycle route to US 101 (signed route only).		High	$1,000	*2008 Ped. Bike Plan*
Nye St	Ocean View Dr to Olive St					
Olive St	Nye St to the Beach at Elizabeth St					
Elizabeth St	Olive St to SW 2nd St (connects to existing bicycle path along Elizabeth St)					
Bicycle Lanes						
SW Canyon Way	SW Fall St to SW 9th St	Construct bicycle lane on east side of street	Newport	Low	$11,000	*2008 Ped. Bike Plan*
US 101	Yaquina Bay Bridge to South Beach State Park Access	Stripe bicycle lanes on both sides of street	ODOT	Low	$64,000	*2008 Ped. Bike Plan*
West Olive	US 101 to SW Elizabeth St	Stripe bicycle lanes on both sides of street	Newport	Medium	$24,000	*2008 Ped. Bike Plan*
New Boat Launch Pathway	Marine Science Dr to New Boat Launch	Designate bike and pedestrian lane on access road on Northern edge of parking lot	Port	Low	$11,000	*2008 Ped. Bike Plan*
Shared Roadways / Bicycle Boulevards						
Oregon Coast Bicycle Route	US 101 to Yaquina Bay Bridge	Implement Level 1 and 2 bicycle boulevard applications (signage, pavement markings)	Newport	Medium	$9,000	*2008 Ped. Bike Plan*
NE Harney	US 101 to NE	Implement Level 1	Newport	Low	$2,000	*2008 Ped.*

Project	From - to	Description	Project Lead	Priority	Estimated Cost ($ 2012)	*Source*
Street	Big Creek Rd	and 2 bicycle boulevard applications (signage, pavement markings)				*Bike Plan*
11th Street	NW Spring St to NE Eads St	Implement Level 1 and 2 bicycle boulevard applications (signage, pavement markings)	Newport	High	$2,000	*2008 Ped. Bike Plan*
6th Street	NW Coast St to NE Eads St	Implement Levels 1, 2 and 3 bicycle boulevard applications (signage, pavement markings, intersection treatments)	Newport	High	$2,000	*2008 Ped. Bike Plan*
NW 3rd Street / NW 4th Street	NW Coast St to NE Eads St	Implement Levels 1, 2 and 3 bicycle boulevard applications (signage, pavement markings, intersection treatments)	Newport	Medium	$3,000	*2008 Ped. Bike Plan*
SW 7th Street	SW 2nd St to SW Elizabeth St	Implement Level 1 and 2 bicycle boulevard applications (signage, pavement markings)	Newport	Medium	$2,000	*2008 Ped. Bike Plan*
SW 10th / 9th Street	SE 2nd St to SW Bay St	Implement Levels 1, 2 and 3 bicycle boulevard applications (signage, pavement markings, intersection treatments)	Newport	High	$3,000	*2008 Ped. Bike Plan*
SW Canyon Way / SW Hurbert Street	SW Bay Blvd to NW 6th St	Implement Levels 1, 2 and 3 bicycle boulevard applications (signage, pavement markings, intersection treatments)	Newport	High	$3,000	*2008 Ped. Bike Plan*

Project	From - to	Description	Project Lead	Priority	Estimated Cost ($ 2012)	*Source*
SW Bay Street	SW 9th St to SW 12th St	Implement Level 1 and 2 bicycle boulevard applications (signage, pavement markings)	Newport	High	$1,000	*2008 Ped. Bike Plan*
SW 10th Street / SW 12th Street	SW Bay St to US 101	Implement Level 1 and 2 bicycle boulevard applications (signage, pavement markings)	Newport	High	$1,000	*2008 Ped. Bike Plan*
Bay Blvd	SW Naterlin Dr to SE Moore Dr	Implement Level 1 and 2 bicycle boulevard applications (signage, pavement markings)	Newport	Medium	$3,000	*2008 Ped. Bike Plan*
South Beach State Park	US 101	Implement Level 1 and 2 bicycle boulevard applications (signage, pavement markings)	Newport	Low	$3,000	*2008 Ped. Bike Plan*
NE Eads Street	US 20 to NE 12th Street	Implement Levels 1, 2 and 3 bicycle boulevard applications (signage, pavement markings, intersection treatments)	Newport	High	$18,000	*2008 Ped. Bike Plan*
SE Moore Drive	Bay Blvd to US 20	Implement Level 1 and 2 bicycle boulevard applications (signage, pavement markings)	Newport	High	$2,000	*2008 Ped. Bike Plan*
SW 26th Street	US 101 to west of town	Implement Level 1 and 2 bicycle boulevard applications (signage, pavement markings)	Newport	Medium	$1,000	*2008 Ped. Bike Plan*
Old Boat Launch access	US 101 to old boat launch	Implement Level 1 and 2 bicycle blvd applications (signage, pavement markings)	Newport	Low	$17,000	*2008 Ped. Bike Plan*

Project	From - to	Description	Project Lead	Priority	Estimated Cost ($ 2012)	*Source*
Shared-use Paths						
Ferry Slip Road	Marine Science Drive to SE 29th Street	Shared use path	Newport	High	$77,000	*2010 South Beach Peninsula Plan*
Bay Road		Shared use path	Newport	Medium	$432,000	*2008 Ped. Bike Plan*
Harborton Road	40th Street to 50th Street	Multi-use path along south side with bicycle lanes and sidewalk along north side	Newport	Medium	$1,344,000	*2012 South Beach TSP update*
Realigned 50th Street	East of US 101 to existing 50th Street[14]	Multi-use path along north side with bicycle lanes and sidewalk along south side	ODOT / Newport	Low	$435,000	*2012 South Beach TSP update*
US 101	SE Ash St to South Beach State Park	Construct shared-use path on west side of road	ODOT / Newport	Low	$349,000	*2012 South Beach TSP update*
NE Big Creek Road	NE Harney St to NE 12th St	Construct a shared-use path along the NE Big Creek right-of-way	Newport	Medium	$520,000	*2008 Ped. Bike Plan*
SE 2nd Street Bridge	SE Douglas St to SE Fogarty St	Construct a non-motorized shared-use bridge over the existing ravine to provide a more direct connection to Yaquina View Elementary School from the nearby residential areas	Newport	Low	$1,750,000 to $3,500,000	*2008 Ped. Bike Plan*
Yaquina Bay Bridge	Bridge	Shared use path along west side of bridge; Provide a dedicated travel space for bicyclists and pedestrians	Newport	Low	$16,000,000 to $21,000,000	*2008 Ped. Bike Plan; 2012 South Beach TSP update*

[14] Project included as part of the Ash Street Extension roadway improvement project north of SE 40th Street as a multi-use path.

Project	From - to	Description	Project Lead	Priority	Estimated Cost ($ 2012)	*Source*
North Jetty Trail	SW Naterlin Dr to north jetty	Construct a shared-use path out the north jetty	Newport	High	$920,000	*2008 Ped. Bike Plan*
San-Bay-O Connection	San-Bay-O Circle to NE Crestview	Construct a shared-use path connection; requires an easement over private property. Exact location uncertain.	Newport	Medium	$41,000	*2008 Ped. Bike Plan*
Route to Main Shopping Area	NE Chambers Ct to Frank Wade Park and Park to San-Bay-O Circle	Construct a shared-use path connecting to main shopping area	Newport	High	$96,000	*2008 Ped. Bike Plan*
Path across old RV Park	SE Pacific Way to Marine Science Dr	Improve pathway through RV park, route pedestrians off blind corner at SE Pacific Drive and Marine Science Dr	Newport	High	$1,000	*2008 Ped. Bike Plan*
Estuary Trail Access	SE 35th St to Chestnut St	Provide a dedicated travel space for bicyclists and pedestrians as an alternative to Idaho Point Road	Newport	Medium	$205,000	*2008 Ped. Bike Plan*
Connector to OCCC	SE 35th St to OCCC	Provide a dedicated travel space for bicyclists and pedestrians	Newport	Medium	$530,000	*2008 Ped. Bike Plan*
Ash Extension	Ash Street end to SE 35th St	Provide a dedicated travel space for bicyclists and pedestrians along railway right-of-way	Newport	Medium	$225,000	*2008 Ped. Bike Plan*
Connector to US 101 Stairways	US 101 to SW 26th and SW 27th Avenues	Provide access to US 101 stairways	Newport	High	$93,000	*2008 Ped. Bike Plan*
Develop of SW Coho St	S Jetty Rd to SW 29th St	Construct shared use path	Newport	Medium	$84,000[15]	*2008 Ped. Bike Plan*

[15] Project cost developed in 2012 as part of the *Newport Coho/Brant Infrastructure Refinement Plan.*

Project	From - to	Description	Project Lead	Priority	Estimated Cost ($ 2012)	*Source*
Connector – SW 29th Street or SW 30th Street	State Park and South Beach neighborhood	Links into State Park trail system	Newport	High	$129,000[16]	*2008 Ped. Bike Plan*
Connector	State Park to South Shore	Links into State Park trail system	Newport	Medium	$185,000	*2008 Ped. Bike Plan*
Connector	South Shore to Airport	Links State Park trail system to airport	Newport	Low	$1,050,000	*2008 Ped. Bike Plan*
Yaquina Bay Estuary Trail Extension	Yaquina Bay Trail to SE 35th Street	Extends existing trail	Newport	High	$380,000	*2008 Ped. Bike Plan*
NW Coast Street	NW 8th St to NW 11th St	Provide bicycle and pedestrian improvements over existing gravel road	Newport	Medium	$135,000	*2008 Ped. Bike Plan*
NW Nye Street	NW 15th St to Oceanview	Construct shared-use path connecting Nye to Oceanview	Newport	Medium	$130,000	*2008 Ped. Bike Plan*
SW Coho St	Jetty Way to SW 29th St	Construct shared-use path	Newport	Medium	$82,000	*2012 Coho / Brant Plan*
Jetty Way	SW 26th St to South Beach State Park parking areas	Construct shared-use path	OPRD / Newport	Low	$486,000	*2012 Coho / Brant Plan*
SW Abalone Street	SE Marine Science Dr to US 101	Construct sidewalks on west side of street	Newport	High	$490,000	*2012 Coho/Brant Infra. Plan*
Wayside Improvements						
Agate Beach	SW Corner of US 101 and NW Agate Way to north end of Agate Beach	Realign parking, improve streets, sidewalks, trails, and construct restroom/showers	Newport	High	$697,120[17]	*2011 Agate Beach Design Charrette*

[16] Project cost developed in 2012 as part of the *Newport Coho/Brant Infrastructure Refinement Plan.*
[17] Project cost developed in 2011. Project funded in 2012 with FHWA Scenic Byways Grant.

Transit Plan

It is difficult for cities the size of Newport to support fixed-route transit. The City had attempted to provide such transit service through the Newport Area Transit System, but low ridership and funding constraints lead to discontinuation of the service in July 1991. In November 1992, Lincoln County, with some funding from the City of Newport, began operation of a county-wide public transit system, the Central Coast Connection. The name was later changed to Lincoln County Transit (LCT). Lincoln County Transit currently provides the combined services of a scheduled stop system and a dial-a-ride service. County employees coordinate a daily fixed-route intercity shuttle system with east and south county buses operating as feeder lines to the intercity shuttle. The LCT shuttle makes intercity runs from Newport to Lincoln City daily. Newport is the hub for all intercity routes. The LCT shuttle and the intercity feeder lines between Siletz, Toledo, Waldport, Yachats, and Newport are open to the general public. LCT has added a coast to valley service that operates five days from Newport to Corvallis and Albany Amtrak. Dial-a-ride service operates on a demand/response basis for Newport residents.

Lincoln County Transit provides bus service to the South Beach community through the "Newport City Loop," between 7:30 a.m. to 5:30 p.m., seven days a week. Stops are provided north and south of the Yaquina Bay Bridge. Improvements to the transit system could make bus ridership more viable for South Beach employees and residents, with the dual benefit of reducing single-occupancy trips on US 101 and supporting economic development in the area. Anecdotal evidence supports the assertion that the infrequency of bus service and the daytime-only service hours hinder employees working in South Beach from commuting by bus. In addition to the recommended transit improvements included in the TSP, the City is committed to working with Lincoln County Transit to improve the bus system and, in particular, increasing ridership in South Beach and decreasing local single-occupancy vehicle trips on US 101 and the Yaquina Bay Bridge .

Table 6 displays all the recommended transit improvements included in the Plan with their associated annual or capital costs. Funding is from state and federal sources.

Table 6: Recommended Transit Improvements

Transit Improvements	Priority	Estimated Annual Operating Costs	Estimated Capital Cost
Support expanded daily Lincoln County Transit Service to enhance commute options for Newport employers and access to retail districts	High	$434,200	-------
Provide covered bus shelters at major bus stops	High		$40,000
Enhance dial-a-ride service through the use of private taxis as a backup service	Medium	8,000	-------
Construct a centrally located transit facility	Low		$500,000
Total Cost (Transit Improvements)			**$540,000**

Airport Transportation Plan

The Newport Municipal Airport is owned by the City of Newport. It is classified as a General Aviation General Utility category airport and is a public airport capable of handling corporate-type aircraft. The Newport Municipal Airport Master Plan outlines a staged development program for the airport (see Table 7, below).

Table 7: Staged Development Program – Projected Development

Stage II (1995-1999)	Local	FAA	Other	Total
Road Relocation	$18,000	$162,000	$0	$180,000
Land Acquisition	$1,000	$9,000	$0	$10,000
Hangar Taxiways	$4,000	$32,000	$0	$36,000
Auto Parking	$40,000	$0	$0	$40,000
Aircraft Apron	$11,000	$94,000	$0	$105,000
Clear Zone Earthwork	$10,000	$90,000	$0	$100,000
Runway Marking	$200	$1,800	$0	$2,000
Single-Unit Hangars (5)	$0	$0	$125,000	$125,000
FBO Hangar	$0	$0	$300,000	$300,000
Corporate Hangar	$0	$0	$200,000	$200,000
Airport Maintenance Shop	$200,000	$0	$0	$200,000
ARFF Station/City Fire Station	$9,000	$81,000	$0	$90,000
Total Stage II	**$293,200**	**$469,800**	**$625,000**	**$1,388,000**
Stage III (2000-2009)				
Terminal	$300,000	$280,000	$0	$580,000
Auto Parking	$225,000	$0	$0	$225,000
Terminal Roadway	$22,000	$198,000	$0	$220,000
Apron Expansion	$10,000	$90,000	$0	$100,000
Relocate VOR	$50,000	$0	$0	$50,000
Parallel Taxiway Extension	$39,000	$351,000	$0	$390,000
Overall Runway 16-34 & Taxiway	$88,000	$787,000	$0	$875,000
Runway 2-20 Taxiway	$23,000	$207,000	$0	$230,000
Corporate Hangars (2)	$0	$0	$400,000	$400,000
Single-Unit Hangars (5)	$0	$0	$375,000	$375,000
Total Stage III	**$757,000**	**$1,913,000**	**$775,000**	**$3,445,000**
Total Stages II and III	**$1,050,200**	**$2,382,800**	**$1,400,000**	**$4,833,000**

Source: Newport Municipal Airport Master Plan, 1991

Water Transportation

The upland areas adjacent to, and development within, Yaquina Bay are controlled by the City of Newport, Lincoln County, the Port of Newport, and the State of Oregon. The tourism, commercial fishing, and commercial shipping industries that use the bay provide a significant part of the local economy. The Recommended Water Transportation Plan considers a wide variety of needs and acknowledges the competition between marine-related industries for certain tracts of waterfront property.

Recommended improvement projects for the port have been prioritized into three categories based on the time frame for implementation (see Table 8, below). Funding has not been determined for all of the projects.

Table 8: Recommended Port Improvement Projects

Priority 1 – Develop in the Next 5 Years **Project**	**Cost** **($ X 1,000)**	**Funding** **Source**
Rehabilitation of Port Dock 5 Pier	75	Port
Multi-Level Parking Structure	2,000	Urban Renewal
Revitalization of Newport International Terminal	Unknown	Port
Rehabilitation of Existing Corps of Engineers Breakwater and d175 Feet of New West Extension	1,200	Corps/State/Port
Marine Commercial Lease Facility	Undetermined	Undetermined
Priority 2 – Develop in the Next 5 to 10 Years **Project**		
Widening of Bay Blvd	Undetermined	Undetermined
Public Viewing Dock	Undetermined	Undetermined
Priority 3 – Develop in Next 10 to 15 Years **Project**		
Second Ship Berth	32,000	Port
Second Barge Berth	5,800	Port

Source: Public Facilities Plan, 1990 and Port of Newport Staff Review, 1996

Rail Transportation

Willamette and Pacific Railroad provides freight service from the western Willamette Valley to the terminus of the rail line at Toledo, six miles east of Newport. There is no direct service into Newport.

Pipeline Transportation

Current pipeline service includes transmission lines for electricity, cable television, and telephone service, and pipeline transport of water, sewage, and natural gas. The Newport TSP encourages the continued use of these services for the movement of these commodities through the City.

The Plan also recognizes the increasing likelihood that telecommuting and other "super-highway" technologies will become viable alternatives to physical commuting, thus reducing and possibly even eliminating some auto trips during the peak hours. The use of telecommuting and other similar technologies should be encouraged through land use policy and plans.

Other Elements of TSP

Funding

The City of Newport Transportation System Plan also contains a section on the funding of the various projects and an analysis of transportation funding alternatives. For a complete discussion on the available options, please refer to the TSP and the adopted TSP updates.

There are a variety of funding options available to the City of Newport. To fund all of the recommended capital improvement projects in the TSP and the TSP updates would most likely require a number of new revenue sources. For purposes of illustration, the following provides an example of what it would take to fund the entire TSP (see Table 9). The funding options include:

- Obtain $16 million in additional revenue from State grants and programs
- Use revenue bonds to pay for recommended parking structure
- Create local improvement districts to pay for neighborhood street improvement projects
- Increase SDC charges from $300/dwelling unit to $837 (from 20% to 50% of needed capital expenditure)
- Implement a city-wide street utility fee (e.g. $2/month for all residences)

Table 9 shows that the new funding sources would generate a surplus of revenue of about $1 million in Years 1-5. If this surplus were carried forward into Year 6-10, there would be enough revenue for all of the recommended capital improvement projects.

Table 9 shows that the new funding sources would generate a surplus of revenue of about $1 million in Years 1-5. If this surplus were carried forward into Years 6-10, there would be enough revenue for all of the recommended capital improvement projects.

Table 9 displays a potential scenario that would fund the entire recommended 1997 TSP over the 20 year period. It does show that the recommended 1997 TSP can realistically be implemented over the next 20 years. Regardless, the following funding strategy should include the following:

- Aggressively pursue federal and state funding options for capital improvement projects, especially for US 20 and US 101.

- Increase System Development Charges (SDCs) to a more comparable rate with surrounding communities (i.e. 50 to 60% of the needed revenue, $875 to $1,000 per dwelling unit).

- Seek one or more of the local funding options previously discussed.

- Carefully prioritize capital improvement projects.

Access Management

The purpose of the Access Management Plan is to define an effective access management program that will enhance mobility and improve the safety of roadways in the City of Newport. Access management strategies that limit the number of conflict points, separate conflicts as much as possible, reduce deceleration requirements, and separate turning traffic from traffic will all contribute to better mobility and safety on the City of Newport's roadways.

The primary focus of the access management plan is on the major arterials in the City of Newport; US 101 and US 20. The plan seeks to maintain the function of these roadways as the primary through routes in the City of Newport. The Access Management Plan as detailed in the TSP establishes policies and criteria that support this function.

The Access Management Plan must address the growth in traffic in Newport through planning for the future transportation system. The Oregon Transportation Planning Rule requires in Section 660-12-045 Subsection (2):

> *Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities, corridors, and sites for their identified functions. Such regulations shall include: (a) Access control measures, for example, driveway~~s~~ and public road spacing, median control and signal spacing standards, which are consistent with the functional classification of roads and consistent with limiting development on rural lands to rural uses and densities; […]*

Access management can be most effectively implemented when it is integrated into the land use permitting process. Or developing areas, this allows jurisdictions an immediate tool to implement their access management goals as these areas apply for permits and submit plans for agency review. Applying access management to a developed arterial – representative of the conditions of many sections of US 101 and US 20 in the City of Newport – is a much more difficult task due to right-of-way limitations and the economic concerns of adjacent property owners. In such areas, access management can best be implemented as adjacent properties redevelop or as part of roadway improvement or retrofit plans.

Access management is a set of measures to regulate access to streets, roads, and highways from public roads and private driveways. The purpose of access management is to maximize the efficiency and safety of the existing roadway while preserving the flow of traffic and limiting the number of traffic conflicts. A traffic conflict occurs where the paths of two traffic movements intersect. Crossing conflicts are the most serious because of the potential for collisions. The area and complexity of the crossing conflicts are also affected by the roadway cross-section. For example, with a four-lane cross-section, each conflict involves two lanes, whereas with a two-lane section, each of the conflict points involves only one lane.

There are many different strategies for accomplishing access management, but the common theme of all strategies is to reduce traffic conflicts. Strategies to reduce conflicts are listed below followed by select examples for tools that can be used to implement the strategy:

- Limit the number of conflict points
  - Installation of median barriers or closure to eliminate left turns at ingress and egress points
  - Installation of traffic signals at high volume intersections or driveways
  - Optimization of traffic signal spacing and coordination
  - Installation of physical barriers along frontage properties, e.g. curbs, fences, Landscaping
  - Regulate maximum width of driveways

- Separate conflicts as much as possible when they cannot be eliminated
  - Regulate minimum spacing of driveways
  - Consolidate access for adjacent properties
  - Regulate maximum number of driveways per frontage property

- ⁄ Consolidate existing access as parcels redevelop
- ⁄ Require access on adjacent cross-section (when available) in lieu of driveways on major highways

- Reduce deceleration requirements
  - ⁄ Improve driveway sight distance
  - ⁄ Increase effective approach width of driveway
  - ⁄ Restrict parking on roadway adjacent to driveway to increase driveway turning speeds
  - ⁄ Install right-turn acceleration lane

- Separate turning traffic from through traffic
  - ⁄ Install continuous two-way left turn lane
  - ⁄ Require adequate internal design and circulation plan
  - ⁄ Provide local service roads
  - ⁄ Encourage connections between adjacent properties

Many of these tools can be used within the City of Newport. Specific recommendations for application of these access management strategies will be provided in the Goals ad Policies section.

During the development of the Newport TSP, specific access management goals were established for the City of Newport's primary arterials, US 101, and US 20. These access management goals address these facilities in both the established and the developing areas of the City as defined in the maps contained in the Access Management Plan contained in the TSP. The goals reflect the input of the Technical Advisory Committee, the Citizens Sounding Board, and public input from the Open Houses as well as correspondence from members of the public.

Supporting access management goals were developed for the two types of areas in the City: established areas and developing areas. The goals for these areas are defined below as well as the range of strategies that were explored by the study team.

Established Areas

Many properties now having direct access to the highway within these established areas will eventually redevelop. At such time, alternate access may be provided and existing private accesses can be closed. The reduction in traffic conflicts, due to preventing future private accesses and closing old private accesses, will allow the highway to operate safely at higher volumes of traffic.

The types of access management tools most appropriate for these established areas include:

- Optimize traffic signal spacing and coordination
- Install physical barriers along frontage properties, e.g. curbs, fences, landscaping
- Regulate maximum width of driveways
- Regulate minimum spacing of driveways
- Consolidate access for adjacent properties
- Regulate maximum number of driveways per frontage property
- Require access on adjacent cross-street (when available) in lieu of driveways on US 101 and US 20
- Require adequate internal design and circulation plan
- Encourage connections between adjacent properties
- Install traffic signals at high volume intersections or driveways

Spacing goals for the established areas are 500 feet for driveways, ¼ mile for public roads, and ½ mile for signals. As redevelopment occurs, these spacing standards and access management tools should be evaluated and applied as appropriate to the specific needs of the project.

Developing Areas

The types of access management tools most appropriate for these areas are:

- Install median barriers or closure to eliminate left turns at ingress and egress points
- Install traffic signals at high volume intersections or driveways
- Optimize traffic signal spacing and coordination
- Install physical barriers along frontage properties, e.g. curbs, fences, landscaping
- Regulate maximum width of driveways
- Regulate minimum spacing of driveways
- Consolidate access for adjacent properties
- Regulate maximum number of driveways per frontage of property
- Require access on adjacent cross-street (when available) in lieu of driveways on major highways
- Improve driveway sight distance
- Increase effective approach width of driveway
- Install right-turn acceleration lane
- Install continuous two-way left turn lane
- Require adequate internal design and circulation plan
- Provide local service roads
- Encourage connections between adjacent properties

Spacing standards for primary arterials in developing areas are 800 feet for driveways, ½ to one mile for public roads, and ½ to one mile for signals. As development and redevelopment occurs, these spacing standards and access management tools should be evaluated and applied as appropriate to the specific needs of the project.

GOALS AND POLICIES

The following goals and policies are intended to guide the decision makers and the development community in the administration of the Transportation System Plan (TSP) and the development of applicable implementing ordinances consistent with the TSP. This section is not intended to provide review criteria for specific projects or to function as a capital improvement plan.

Goal 1: To provide a safe and efficient multi-modal transportation system consistent with the Transportation System Plan.

Policy 1: To improve and maintain a transportation system that is consistent with the adopted 1997 TSP, as amended by the following updates:

A. Transportation system Plan Update Technical Memo # 2 (Northside Local Street Plan) dated July 2008.
B. Transportation System Plan Update Technical Memo # 4 (Pedestrian and Bicycle Plan) dated July 2008.

C. Newport Transportation System Plan Update - Alternate Mobility Standards Final Technical Memorandum #13 Summary of Measures of Effectiveness dated April 2012.
D. South Beach Peninsula Transportation Refinement Plan, dated February 9, 2010.
E. Agate Beach Wayside Improvements Design Charrette Concept Plan dated, March 2, 2011.
F. Coho/Brant Infrastructure Refinement Plan, dated July 2012.

Policy 2: To develop implementing ordinances and funding options consistent with the following:

A. Street System Plan

1. New roadway projects, transportation management system improvements and improvements to existing roadways shall be consistent with the TSP subject to available funding.

2. Streets created as part of a subdivision shall be designed in accordance with the adopted street design classification system in the TSP and the development standards in the subdivision ordinance unless a modification through the subdivision approval process is granted. The City shall require all new development to make street frontage improvements consistent with adopted engineering standards proportional to the impact of the development on public facilities.

3. The City will implement street cross-section designs that deviate from adopted street classification system standards where such designs apply to a defined area, respond to area-specific challenges and needs, and are supported by the findings and recommendations of an adopted Refinement Plan.

4. The City shall require that any change to the acknowledged Comprehensive Plan land use designations must make a finding that the change will not reduce the function of streets, especially Highway 101 and Highway 20, as identified in the TSP.

5. The City supports optimizing the existing transportation system through modifications to US 101 and local transportation system improvements in South Beach, as identified in the TSP. The capacity of the Yaquina Bay Bridge is expected to continue to be the major constraint in the operation of the transportation system south of the bridge, and funding for a new or expanded facility is not likely in the foreseeable future.

6. To ensure that capacity on US 101 is sufficient to accommodate planned local growth south of the Yaquina Bay Bridge, the City supports adoption of alternate mobility standards by the Oregon Transportation Commission for the section of highway between the bridge and South 62nd Street. These standards will allow a higher level of congestion than would be acceptable without the alternate standards. The alternate standards will support economic development and reduce the costs of total transportation system improvements associated with development.

7. Comprehensive plan land use changes and development proposals that meet established thresholds for traffic generation or heavy vehicles, or that propose to

take access directly from US 101, shall submit a transportation impact analysis as part of the application. The analysis shall evaluate the impacts of the development and propose mitigation that would allow transportation facilities to operate under conditions consistent with the planned transportation system. These analyses are a necessary tool to aid City decision-making related to the transportation system and its adequacy to accommodate both existing and future users. Whenever a direct property connection to US 101 is proposed, the City will coordinate with ODOT to ensure that the analysis addresses both state and local requirements.

8. Many of the commercial activities needed by residents are missing from the South Beach community. South Beach residents currently must travel across the Yaquina Bay Bridge to obtain these goods and services. Development of commercial uses that provide for the goods and services needed in the South Beach community warrants special consideration by the City of Newport. The Newport Development Code shall include special traffic analysis provisions for certain uses in order to encourage such development.

9. The City shall monitor the transportation impacts of development in South Beach through a South Beach Transportation Overlay Zone (SBTOZ) and an associated Trip Budget Program to ensure that vehicle trips that result from new development do not exceed the number of trips that can be accommodated by the planned transportation system. When development in the SBTOZ occurs inside the urban growth boundary but outside City limits, the City shall coordinate with Lincoln County through the development approval process to ensure that County-approved trips are recorded.

10. The Trip Budget Program envisions circumstances where an applicant may, identify measures as part of a traffic impact analysis that mitigate the impacts the development will have on the transportation system allowing trips to be authorized in excess of what would otherwise be permitted in the TAZ. An amendment to the TSP is not required in such cases; however, the City should update the Trip Budget to reflect the additional trips.

11. The City shall continue to engage ODOT in conversations regarding future project planning and funding that would lead to improvements to, and possibly replacement of, the Yaquina Bay Bridge. A recent decision by the Oregon Department of Transportation to place the bridge on the "Weight-Restricted Bridges on Major State Routes" list highlights the need for Newport to find long term solutions that sufficiently address the existing capacity and structural limitations that affect the bridge's ability to carry vehicles and pedestrians.

B. Pedestrian System Plan

1. The City shall provide a continuous pedestrian network consistent with the TSP, to the greatest extent possible considering funding limitations, topographic constraints, and existing development patterns.

2. The City shall provide a safe walking environment.

3. The City shall provide a pedestrian-oriented urban design especially on the Bay Front, in the City Center, and in Nye Beach.

4. The City shall work to implement the Goal, Policies and Implementation Strategies related to pedestrian facilities identified on pages 1-3 and 1-4 of the Newport Pedestrian and Bicycle Plan adopted in 2008. The City also shall work to implement identified pedestrian system improvements in South Beach, consistent with the adopted TSP.

C. Bicycle System Plan

1. The City shall provide a safe and efficient bicycle network consistent with the TSP, considering funding limitations, topographic constraints, and existing development patterns.

2. The City shall work to implement the Goal, Policies and Implementation Strategies related to bicycle facilities identified on pages 1-3 and 1-4 of the Newport Pedestrian and Bicycle Plan adopted in 2008. The City shall also work to implement identified bicycle system improvements in South Beach, consistent with the adopted TSP.

D. Transit System Plan

1. The City shall support the Lincoln County Transit Service consistent with the TSP considering funding limitations, topographic constraints, and existing development patterns.

2. The City shall work with Lincoln County Transit to identify and address the following:

a. Barriers to transit ridership, such as frequency of buses, convenience and proximity of the transit stops to employment areas, etc.

b. Enhancements to service, including but not limited to modifying existing transit loops, adding stops to the loops, or adding additional routes.

c. Impediments to providing service (funding, ridership numbers, etc.)

d. Physical amenities to promote transit use, such as shelters, signage, benches, posted schedules, signal timing/preferential treatment at intersections, etc.

3. The City shall continue to work with Lincoln County Transit, ODOT, and Lincoln County to identify opportunities for transit improvements in the planned roadway system, such as "queue-jump" opportunities for buses through intersection configurations and preferential signal timing along US 101.

4. The City shall encourage new retail, office, industrial, and institutional developments to provide transit facilities on site if identified in an adopted transit plan and shall work to ensure that there are safe pedestrian and bicycle connections through and from the site to existing and planned transit routes.

5. The City shall explore with Lincoln County Transit opportunities to provide shuttle service across the bay during the busy tourist season to help reduce traffic congestion, i.e. on the Yaquina Bay Bridge, subject to the availability of funding.

E. Access Management Plan

1. The City shall implement an access management strategy for the established and developing areas of the City of Newport along Highway 101, Highway 20,

and other arterials that supports the City's Transportation Goal and ensures that those streets can accommodate traffic in a safe and efficient manner as traffic increases.

2. In established areas of the City of Newport as identified in the TSP, the City shall encourage consolidation or reduction of accesses as possible during property redevelopment and/or frontage improvements. Spacing goals for the established areas are 500 feet for driveways, ¼ mile for public roads, and ½ mile for signals. As redevelopment occurs, these spacing standards and access management tools should be evaluated and applied as appropriate to the specific needs of the project.

3. In developing areas of the City of Newport as identified in the TSP, as sites develop or redevelop, accesses shall be planned, consolidated, and/or reduced to meet the spacing standard to the greatest extent possible. Spacing standards for primary arterials in developing areas are 800 feet for driveways, ½ mile to one mile for public roads, and ½ mile to one mile for signals.

4. The City shall develop specific ordinance provisions to further this access management plan.

F. Funding Plan

1. The City shall continue to employ a variety of local funding options such as the local gas tax, street utility fee, general obligation bonds, local improvement districts, developer exactions, system development charges, to fund the planned transportation system.

2. The City shall carefully prioritize capital improvement projects through the development, maintenance, and implementation of the TSP and Capital Improvement Program.

3. The City shall aggressively pursue federal and state funding options for capital improvement projects, especially for Highways 101 and 20.

4. The City shall continue to plan for and finance needed infrastructure improvements necessary to support economic development consistent with adopted urban renewal plans.

5. The City shall pursue extending the South Beach Urban Renewal Plan to provide funding for projects beyond the year 2020 if needed to better coordinate City plans with the timeline for future state funding.

ROADWAY TRANSPORTATION FACILITIES

The roadway transportation facilities in Newport are provided by the State Highway Division, the City of Newport, and Lincoln County. The largest volume of traffic occurs on U.S. Highway 101, which basically bisects the city from north to south. The majority of the central city roadway grid is oriented north-south. A more complex grid system is situated north of the U.S. 101 bay bridge and along the north bayfront, and is associated with the historical development of the city along the north shore of the bay. Detailed discussions of the city's roadway transportation facilities are provided in the documents entitled, "A Roadway and Traffic Safety Management Plan," dated 1981 (hereinafter referenced as "Roadway Plan"), and "City of Newport Transportation Plan Update," dated 1989 (hereinafter referenced as "Plan Update"), which serves to supplement the Roadway Plan. Combined, these two documents serve as the Transportation Master Plan for the city.

Existing Roadway Transportation Facilities:

The primary components of Newport's transportation facilities include the roadway systems (motorized vehicle routes, parking, curb cut, lighting), pedestrian facilities (sidewalks, crosswalks, safety zones or pedestrian refuge islands, pedestrian signals, street lighting), bicycle facilities (bicycle routes), and public transit facilities (local public bus facilities, regional bus facilities, bus routes). These components are discussed in detail in the Roadway Plan and the Plan Update. They are summarized in the following.

The updated inventory of state highways, arterials, and collector roadways contained in the Plan Update includes the following:

- A list of roadways classified by function, included in Table 3 on page 154.

- An inventory of miles of roadways classified by surface material, curbing, and number of lanes, and evaluated for their general condition, as provided in Table 4 on page 156.

There are 55.49 miles of roads in the City of Newport. Of these, 6.50 miles are bituminous highways, 36.29 miles are bituminous city streets, 12.29 miles are graveled roadways, and 0.41 miles are oiled surface roadways. Of the bituminous city streets, over 75% were found to be in good to very good condition --with only 4% considered to be in poor condition.

Table 3
Functional Classification of Streets

Classification	Limits
State Highways	
U.S. Highway 101	North to south city limits
U.S. Highway 20	US 101 to east city limits
Arterials	
S.W. Abalone Street*	S.W. 29th Street to S.E. OSU Drive
S.E. Bay Boulevard	John Moore Road to east city limits
S.E. Ferry Slip Road*	US 101 to S.E. OSU Drive
Harney Drive*	US 101 to North-South Bypass
John Moore Road	S.E. Bay Boulevard to US 20
North-South Bypass*	US 20 to US 101
S.E. OSU Drive*	S.W. Abalone Street to S.E. Ash St.
Port Bypass*	US 101 to Yaquina Bay Road
South Beach Bypass*	US 101 to US 101
Yaquina Bay Road*	East city limits to Port Bypass
S.W. 29th Street*	S.W. Abalone Street to US 101
N.E. 54th Street*	US 101 to North-South Bypass
Collectors	
S.W. Abbey Street	US 101 to S.W. Harbor Way
S.W. Alder Street	S.W. 2nd Street to S.W. Neff Way
S.W. Angle Street	S.W. 2nd Street to S.W. 9th Street
S.E. Avery Street	S.E. 2nd Street to E. Olive (US 20)
N.E. Avery Street	E. Olive (US 20) to N.E. 12th Street
S.E. Bay Boulevard	S.E. John Moore Road to S.W. Naterlin Drive
S.W. Bayley Street	S.W. Elizabeth Street to US 101
S.E. Benson Road*	S.E. Yaquina Bay Road to US 20
S.W. Brant Street*	S.W. 35th Street to S.W. 26th Street
S.W. Canyon Way	S.W. Hurbert Street to S.W. Fall St.
N.W. Coast Street	S.W. 2nd Street to N.W. 8th Street
N.E. Eads Street	E. Olive (US 20) to N.E. 12th Street
N.W. Edenview Way	US 101 to N.W. Ocean View Drive
S.W. Elizabeth Street	S.W. Bayley to W. Olive Street
S.W. Fall Street	S.W. Canyon Way to S.W. Bay Blvd.
S.W. Fall Street	S.W. Elizabeth Street to US 101
S.E. Fogarty Street	S.E. Bay Boulevard to S.E. 4th St.
S.W. Harbor Way	S.W. Abbey Street to S.W. 13th St.
S.E. Harney Drive	S.E. 4th St. to S.E. John Moore Road

S.W. Hatfield Drive S.W. 9th Street to S.W. Bay Blvd. S.W. Hurbert Street S.W. 2nd Street to S.W. Canyon Way
S.W. Industrial Frontage Road* US 101 to US 101
S.E. Industrial Frontage Road* US 101 to South Beach Bypass
S.W. Naterlin Drive S.W. Government to S.W. Bay Blvd.

Table 3 (con't)

Classification	Limits
S.W. Neff Way	S.W. Alder Street to US 101
N.W. North Avenue*	N.W. 56th Street to N.W. 60th Street
N.W. Nye Street*	W. Olive Street to N.W. Ocean View S.W. Nye Street S.W. 2nd Street to W. Olive Street
N.W. Ocean View Drive	N.W. 12th Street to US 101
W. Olive Street	S.W. Elizabeth Street to US 101
S.E. Point Road*	S.E. 35th Street to End of Point
N.W. Spring Street	N.W. 8th Street to N.W. 12th Street
N.W. Spring Street*	N.W. 6th Street to N.W. 8th Street
N.E. Yaquina Heights Road	N.E. Harney Road to Highway 20
S.W. 2nd Street	S.W. Elizabeth Street to S.W. Angle N.W. 3rd Street N.W. Coast Street to US 101
N.E. 3rd Street	N.E. Avery Street to N.E. Avery St. S.E. 4th Street S.E. Fogarty Street to S.E. Harney S.W. & S.E. 6th Street S.W. Coast Street to S.E. Eads St.
N.E. 7th Street*	N.E. 7th Drive to N.E. Newport Heights Road
N.W. 8th Street	N.W. Coast Street to N.W. Spring St. S.W. 9th Street US 101 to S.E. 2nd Street
N.W. 11th Street	N.W. Spring Street to US 101
N.E. 11th Street	US 101 to N.E. Eads Street
N.E. 12th Street	US 101 to N.E. Eads Street
S.W. 13th Street	S.W. Harbor Way to S.W. Bay Street
N.W. 15th Street	N.W. Ocean View Drive to US 101
N.W. 20th Street	US 101 to N.E. Crestview Drive
S.W. 26th Street*	S.W. Brant Street to S.W. Abalone N.W. 27th Street* N.W. Ocean View Drive to US 101
S.E. 32nd Street*	S.E. Ferry Slip Road to US 101
S.E. 35th Street*	US 101 to S.E. Point Road
S.W. 35th Street*	US 101 to South Beach
N.E. 36th Street	US 101 to east city limits
N.W. 56th Street*	N.W. North Avenue to Old US 101
N.W. 60th Street*	N.W. North Avenue to US 101

* These are proposed classifications--some of these streets do not presently go through, or are

proposed new routes.

Source: "City of Newport Transportation Plan Update, March 1989," CH2M HILL.

No tabulated or mapped inventory of pedestrian facilities exists for the city. The designated bicycle routes in Newport are along Ocean View, Coast, and Elizabeth Streets. The routes are presently signed, but there is no separate bike lane or path.

Table 4
Street Inventory

	Road Miles Curb=-0	Curb Miles Curb=1	Road Miles Curb=2	Curb Miles	Lane Miles	Road Miles Lanes=1	Lane Miles Lanes=2	Road Miles	Lane Miles Lanes=3	Road Miles	Lane Miles Lanes=4	Road Miles	Road Totals Road Lanes=5	Mile	Mile
Asphalt Concrete	14.20	0.34	22.43	44.86	0.41	35.85	71.70	0.03	0.09	0.00	0.00	0.00	0.00	36.29	72.20
Asphalt Concrete (Highway)	4.16	0.97	3.25	6.50	0.00	2.38	4.76	1.39	4.17	0.99	3.96	1.74	8.70	6.50	21.59
Gravel	14.85	0.00	0.00	0.00	1.88	10.41	20.82	0.00	0.00	0.00	0.00	0.00	0.00	12.29	22.70
Oil	2.97	0.00	0.00	0.00	0.12	0.29	0.58	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.70
Total Curb Miles	36.18	1.31	25.68	51.36	2.41	48.93	97.86	1.42	4.26	0.99	3.96	1.74	8.70	55.49	117.19

Asphalt Concrete Pavement - City Miles

Condition Value	1	2	3	4	5	6	7	8	9	10	11	12	13	Not Rated	Totals
Lanes=1			0.12			0.01		0.21				0.07		0.41	
Lanes=2	0.36	0.08	0.30	0.81	0.58	1.61	1.81	1.53	1.58	2.75	2.86	6.97	14.61		35.85
Lanes=3										0.03		0.03			
Subtotal	0.36	0.08	0.30	0.93	0.58	1.61	1.82	1.53	1.79	2.75	2.86	6.97	14.71	0	36.29

Asphalt Concrete Pavement - Highway Miles

Condition Value	1	2	3	4	5	6	7	8	9	10	11	12	13	Not Rated	Totals
Lanes=2						0.52	0.83	0.43					0.60	2.38	
Lanes=3								0.16		1.23			1.39		
Lanes=4										0.29	0.70		0.99		
Lanes=5										1.74			1.74		
Subtotal						0.52	0.83	0.59		3.26	0.70		0.60	6.50	
Totals	0.36	0.08	0.30	0.93	0.58	1.61	1.82	2.05	2.62	3.34	2.86	10.23	15.41	0.60	42.79

Table 4 (con't)
Condition Value Chart for Asphalt Concrete Pavement

Condition Value	Description of Pavements
1	All very poor (broken up; poor drainage)
2	Mostly very poor; some poor
3	Mostly poor; some very poor
4	All poor (open cracks; uneven; poor drainage)
5	Mostly poor; some fair
6	Mostly fair; some poor
7	All fair (coarse; close cracks; good drainage)
8	Mostly fair; some good
9	Mostly good; some fair
10	All good (some wear; good drainage)
11	Mostly good; some very good
12	Mostly very good; some good
13	All very good (new appearance; smooth; good drainage

NOTE: Street inventory information provided by City of Newport Public Works.

Source: "City of Newport Transportation Plan Update, March 1989," CH2M HILL.

There is no local public transit service in Newport, although Lincoln County Council on Aging provides a Dial-A-Ride van service focusing on the senior and disabled

population. Other special transportation needs of these residents are met by various agencies and non-profit and church-affiliated groups.

The only bridge listed on the Federal Bridge Inventory within the urban growth boundary (UGB) is the Yaquina Bay Bridge. The bridge is also part of the Highway 101 system, so the State Department of Transportation is responsible for its maintenance. It is in good condition and, with proper upkeep, should not need replacement within the planning horizon.

Recommended Roadway Improvement Projects:

The Roadway Plan and Plan Update recommend improvements necessary to address safety concerns and the projected population growth in Newport considering the following factors:

> Capital improvement projects completed since the Roadway Plan was prepared

> Traffic accident evaluations and traffic movement studies

> Projects identified by the city

> Additional studies for an access management plan for U.S. Highway 101 in the Agate Beach area and the South Beach peninsula area

Traffic accident evaluations and traffic movement characteristic studies are summarized in Figure 2 contained in the Plan Update. In addition to the Plan Update, a report entitled "Exhibit C--Newport: An Access Management Plan for U.S. 101 in the Agate Beach Area" should be referred to for more detailed information concerning the Agate Beach area highway improvement plan.

Several planned developments proposed for the South Beach peninsula will have impacts on the road and circulation patterns in the area. The planned developments include:

- Expansion of the Port of Newport facilities to include a 250 room hotel/motel, approximately 23,000 square feet of restaurant and specialty retail shops, and a 50,000 square foot exhibition hall.

- Expansion of the Marine Science Center to accommodate 300 employees and 2,300 visitors daily.

- Opening of the Oregon Coast Aquarium, which expects between 450,000 and 550,000 visitors annually and 70-100 staff and volunteers daily.

- Expected commercial development of about 15 acres of currently vacant land between the port property and 32nd Street.

Table 5 in the Plan Update identifies capital improvement projects completed since the 1981 Roadway Play was prepared.

Tables 5 (p. 161) and 6 (p. 163) in this section of the Facilities Plan identify the recommended transportation capital improvement intersection and street network projects, respectively. Figure 1 (Plan Update) shows the location of these projects. The short and long term prioritization of the recommended projects are indicated in Tables 5 and 6. A priority rating system described in the Roadway Plan (pp. IV-1) further describes the evaluation procedure that the city follows in prioritizing projects within each planning period. The procedure assigns priority points based on traffic safety, transportation mobility, general plan conformance, and economic considerations.

Major expenditures will be incurred during the second and third planning periods for the recommended construction of the North-South Bypass and the South Beach Bypass. The North-South Bypass arterial will be constructed in three phases between 1995 and 2003. It is intended to alleviate traffic congestion on U.S. 101 resulting from through traffic between U.S. 101 and U.S. 20. Additionally, this bypass will provide arterial access to developable lands in northeast Newport and the northern urban growth boundary. The South Beach Bypass arterial will be constructed during the second planning period around the year 2000. It is intended to provide arterial access to the developable lands lying north, east, and south of the Newport Municipal Airport.

The South Beach peninsula area network plan indicated in the Plan Update has been selected by the city to guide street and land use development in the area. The plan will minimize the amount of additional right-of-way needing to be purchased. With the exception of the improvements to Ferry Slip Road and 32nd Street, the plan has the same access routes to the area as exist today and allows possible additional access points in the future. Intersection Project 14 listed in Table 3 addresses the initial construction needed for this plan.

In addition to the projects listed by the city, the State Department of Transportation has listed a few projects in their Six-Year Highway Improvement Plan. Those projects listed in the 1991-1996 plan are as follows:

- Signal at Highway 101 at the Pacific Plaza Shopping Center: scheduled for construction in federal fiscal year 1991; cost is estimated at $110,000.00; funding source is the Federal Aid Primary.

- Structural improvements to the southern approach to the Yaquina Bay Bridge: scheduled for construction in federal fiscal year 1991; cost is estimated at $5,360,000.00; funding source is Highway Bridge Replacement.

- Newport/Pacific Highway Corridor Study (West Unit) Reconnaissance.

- Signal at Highway 101 and N.W. 11th Street: project that was considered but not scheduled for construction; cost is estimated at $50,000.
- Pier protection for the Yaquina Bay Bridge: project that was considered but not scheduled for construction; cost is estimated at $140,000.

Funding:

Roadway operation, improvements, and maintenance requires utilization of numerous funding sources available to public agencies. Improvement and maintenance funding can be on an individual or cooperative matching basis. The primary funding include the following:

- Federal Aid Urban funds administered by the Oregon Department of Transportation through the Oregon State Highway Division (OSHD).

- Urban Renewal Funds increment bonds.

- Local Improvement Districts.

- State Gasoline Tax.

- Oregon State Highway Trust Fund, Federal Safety Programs for projects not involving state or interstate highway systems; administered by the OSHD.

A more detailed discussion concerning the procedures that must be followed for these funding programs and how these funding programs have been used by the city is provided in Chapter IV of the Roadway Plan.

Table 5
Recommended Intersection Projects[a]

Project Number	Project Name	Type of Improvement	Funding Source	Estimated Cost 1989 $[b]	Year of Proposed Construction
Priority A (1988-1992)					
1	US 20 at US 101	Alt. A--Restrict east and west through movements on US 20 (East Olive) and on West Olive	OSHD	$ 6,000	n/a
		Alt. B--Provide left turn phasing on US 20 (East Olive) and West Olive	OSHD	37,000	n/a
2	US 101 at S.W. Angle	Close S.W. 2nd between S.W. Angle and US 101. Signal installation and channelization	UR[c]	105,000	1989
3	US 20 at S.E. Avery	Providing signing and channelization	Gas Tax	5,000	1989
4	John Moore Road at S.E. Bay Blvd.	Provide realignment and channelization	FAU	21,000	1989
5	N.E. 20th @ Crestview	Provide realignment and channelization	Gas Tax	6,000	1989
6	S.W. Canyon @ S.W. Fall	Provide realignment and channelization	Gas Tax	2,000	1989
7	US 101 @ S.E. 1st and South Cape	Provide island and channelization	Gas Tax	3,000	1990
8	US 101 @ S.W. Minnie and S.W. 9th	Provide signing and channelization	Gas Tax	6,000	1990
9	S.W. Hurbert @ S.W. 2nd	Provide channelization	Gas Tax	1,500	1990
10	S.W. Lee @ S.W. 2nd and S.W. Nye	Provide realignment and channelization	Gas Tax	2,000	1990
11	US 101 @ S.W. Fall and Frontage Road	Change traffic flow to one-way north on Frontage Road and extend island	Gas Tax	1,500	1990
11A	US 101 @ S.W. Abbey	Signal installation	UR	105,000	1991
12	Naterlin @ US 101 (Yaquina Bay Bridge)	Provide realignment and channelization	Gas Tax	18,00	1991
13	US 101 @ N.E. 36th Street	When PUD is implemented, improve N.E. 36th to collector standards and improve sight distance onto US 101	n/a	--	--
14	South 35th at US 101 and Ferry Slip Road (South Beach), Ferry Slip Road between US 101 and South 35th	Construct South 35th between US 101 and Ferry Slip Road to collector standards. Re-align and modify Ferry Slip Road connection to US 101. Install signal at US 101 and South 35th when development requires	LID OSHD	105,000	--

[a] Projects not listed in 1981 plan were provided by the City.

[b] Costs of projects listed in 1981 plan updated to 1989 dollars using ENR Construction Cost Index--costs of new projects provided by City.

[c] FAU means Federal and Urban; UR means Urban Renewal Program Funds; and LID means Local Improvement District.

Source: "City of Newport Transportation Plan Update, March 1989," CH2M HILL.

Table 6
Recommended Street Network Projects[a]

Project Number	Project Name	Type of Improvement	Funding Source	Proposed Estimated Cost 1989 $[b]	Year of Construction
Priority A (1988-1992)*					
1	John Moore Road between Bay Blvd. and US 20	Reconstruct to arterial standards; 44 foot pavement section with curb and gutter, storm drainage, sidewalks both sides, and traffic control. Provide passing lane (climbing lane), i.e. 3 lanes: 2 northbound and 1 southbound	FAU[c]	$ 435,000	1989
2	S.W. Bay Blvd. between Bay Street and Fall Street	Provide a detailed access management and parking study to improve traffic safety and movement	UR	7,000	1989
3	N.E. Eads Street between N.E. 4th and N.E. 7th	Construct 5 foot sidewalks on the west side of N.E. Eads Street	LID	9,000	1990
4	US 20 between John Moore Road and US 101	Construct 5 foot sidewalks on the south side of US 20	LID	38,000	1989
5	S.W. Neff and S.W. Alder between US 101 and S.W. 2nd	Reconstruct to collector standards; 40 foot pavement section with curb and gutter, storm drainage, and traffic control	UR	110,000	1990
6	US 101 @ Agate Beach	Speed limit considerations, intersection realignments, channelization, signing, and sight distance improvements	LID OSHD	n/a	1990
7	US 101 between Alder and Yaquina Bay Bridge	Phase out on-street parking and provide continuous left turn refuge	OSHD	25,000	1990
8	N.W. 27th between Ocean View and US 101	Construct to collector standards	--	100,000	1990
9	Edenview between Ocean View and N.W. 20th	Widen to 40 foot pavement section with curb and gutter, storm drainage, and traffic control	Gas	110,000	1991
10	N.W. Spring Street between 8th Street and 6th Street at Coast	Construct to collector standards	UR	60,000	1992
11	Idaho Point Road between 35th Street and end	Construct to collector standards	--	537,000	1992
Priority B (1993-2000)					

12	N.E. 7th Street between 7th Drive and Newport Heights Road	Construct to collector standards	FAU LID	100,000 100,000	1993
13	N.E. 3rd Street between N.E. Eads and N.E. Harney	Reconstruct to local standards; 36 foot pavement section with curb gutter, storm drainage, and traffic control	FAU LID	50,000 50,000	1994
14	N.W. Nye Street extension to Ocean View	Construct to collector standards; 40 foot pavement section with curb and gutter, storm drainage, and traffic control (maximum grade of 15%)	LID	100,000	1995

Table 6 (con't)

Project Number	Project Name	Type of Improvement	Funding Source	Proposed Estimated Cost 1989 $ [b]	Year of Construction
15	N-S Bypass, Phase I between US 20 and N.E. 32nd	Construct to arterial standards; 44 foot pavement section with curb and gutter, storm drainage, and traffic control	LID	1,400,000	1995
16	N.W. 60th/North Avenue/55th Street	Construct to collector standards	--	39,000	1995
17	South Beach Industrial Access Roads	Construct to arterial standards	--	2,000,000	1996
18	N-S Bypass, Phase 2 between Phase 1 and N.E. 60th Street	Construct to arterial standards	--	1,800,000	1998
19	Port Bypass between US 20 and Yaquina Bay Road	Provide right-of-way for arterial; construct 24 foot paved road with 8 foot shoulders	--	3,400,000	2000
20	South Beach Bypass	Construct to arterial standards	--	3,300,000	2000
Priority C (2001-2010)					
21	N-S Bypass, Phase 3 between Phase 2 and US 101	Construct to arterial standards	--	1,200,000	2003

[a] Projects not listed in 1981 plan were provided by the city.

[b] Costs of projects listed in 1981 plan updated to 1989 dollars using ENR Construction Cost Index --costs of new projects provided by city.

[c] FAU means Federal and Urban; UR means Urban Renewal Program Funds; and LID means Local Improvement District.

* Priority A means first 5 years (short-term); Priority B means the second planning period (1993-2000), which is long-term; and Priority C is the final planning period (2001-2010) for the current 20 year planning period. Priorities are subject to change based on future plan updates, available funding, and specific development proposals.

Source: "City of Newport Transportation Plan Update, March 1989," CH2M HILL.

Pages 153 through 166 repealed by Ordinance No. 1802 (January 4, 1999).

AIRPORT FACILITIES

The Newport Municipal Airport is owned by the City of Newport and is located within the city limits, approximately 2.5 miles south of the city center. The federal law by which the city obtained ownership requires that the property must be preserved as a public airport. The Newport Municipal Airport is the primary airport in Lincoln County and serves a large area primarily because it is the only general aviation airport in the area capable of handling corporate aircraft. The nearest public use airport is the Toledo State Municipal Airport, approximately 9 miles east.

More detailed information on the historical and background environmental setting of the Newport Municipal Airport can be found in the document entitled, "Master Plan, Newport Municipal Airport" (hereinafter, the "Airport Master Plan").

Existing Municipal Airport Facilities:

The Newport Municipal Airport consists of 695.82 acres of land. Major components of the airport facility are outlined in Table 7 on page 169 and illustrated in Figure 3 of the Plan Update. In general, the airport is in good condition and is well operated and maintained. A detailed discussion of the facility's components and their condition is contained in Chapter 3 of the Airport Master Plan. A brief discussion of some of the major components of the airport follow.

Approach/Airspace: Until recently, aircraft using the airport relied on nonprecision approach procedures. During 1991, the Federal Aviation Administration (FAA) financed instrument landing system (ILS) will be installed, which will enable aircraft to perform precision instrument approaches from the north to Runway 16. This development significantly increases the utility of the airport. The airport is located in an area of relatively uncomplicated airspace structure and use, and can be operated without significant close-in problems during Visual Flight Rules flying conditions (good weather).

Airport Users: Fifteen aircraft were based at the Newport Municipal Airport in 1987 (down from a 1981 high of over 29 aircraft). No commercial air carriers use the airport. The U.S. Coast Guard currently operates a temporary facility on the airport property from which they base a helicopter. A permanent facility is expected by 1992.

Structures: Whereas Runway 16-34 is in very good condition,
Runway 2-20 is in need of some maintenance. Additionally, the airport terminal, a double-wide mobile office, is a temporary structure. It is owned by the City of Newport and leased to the fixed base operator (FBO), Bertea/Aviation. The structure contains the operator's office/lobby, pilot lounge, small machine maintenance shop, and rest

rooms. The airport does not have an air traffic control tower.

Recommended Airport Improvement Projects:

Chapters 4 and 5 of the Municipal Airport Master Plan forecast airport demand and identify airport facility requirements. The forecast was based on an extrapolated use trend analysis, correlation analysis of socioeconomic and other aviation activity indicators, market analysis, FAA requirements and forecasts, and professional judgment. The population base for the analyses includes the Lincoln County area, which is forecasted to reach 45,200 by the year 2000. From the demand forecasts, airport facility requirements were identified. A municipal airport layout plan, terminal area plan, and airspace, approach, and clear zone plans addressing the facility requirements are established in Chapter 8 of the Airport Master Plan.

Approach/Airspace: The Approach and Clear Zone Plan, Drawing 3 of 3, illustrates the approach and departure safety concerns relating to adjacent airport development. Acquisition of adjacent property at the north and south ends of Runway 16-34 and the northeast end of Runway 2-20 is recommended to provide additional clear zone.

Airport Users: The Newport Municipal Airport is proposed to be a general utility commercial service airport in accordance with the FAA's Airplane Design Group (ADG) III. This means that airplanes with wingspans up to 97 feet and approach speeds of less than 121 knots could use the airport safely. It is expected that most of the airport's general aviation use will involve airplanes with wingspans less than 49 feet. The commuter fleet would include airplanes with wingspans between 49 and 117 feet. These would probably include 18- to 36-seat commercial airline aircraft.

The Newport Municipal Airport is currently unused by commercial passenger air carriers. The current demand for regional commercial commuter air carrier services, which is unmet by airline services to the airport, is approximately 3,800 enplaned passengers per year. Many of the potential enplaned passengers could probably be captured by initiation of commuter air carrier service at the airport. If commuter air carrier service were initiated soon, it is believed that annual passenger enplanements could reach 5,100 or 10,200 total passengers by the year 2008. Approximately 1,260 annual airline operations (landings and departures) are forecasted to meet this demand.

Table 7
Existing Airport Facilities

Facility	Characteristics	Condition

Runway 16-34	5,398 ft. x 150 ft.; VORTAC, VASI, ILS, REILS approach aids; MIRL; nonprecision marking	Very good
Runway 2-20	3,300 ft. x 75 ft.; VORTAC visual aid; no lighting; basic displace marking	Fair to good
Taxiway A	2,850 ft. x 35 ft.	Excellent
Taxiway B	Connects Runway 20 with Runway 16	Poor
Taxiway C	Connects runway intersection with terminal area	Excellent
Taxiway D	1,700 ft. x 75 ft.	Fair
Taxiway E	Connects Runway 34 with Taxiway D	Fair
Aircraft Parking Aprons		
Terminal	8,800 square yards	Very good-excellent
Transport	7,000 square yards, for 737 or DC-9	Fair
Public helipad		Very good
Military helipad	Generated by U.S. Coast Guard	Very good
Tie-down area	Grassy, 300 ft. x 30 ft.	n/a
Hangars	5 port-a-ports for 11 aircraft; 2 private individual; 2 double	Good
Terminal	Temporary; 1,681 square ft.	Poor
Public Parking	20 total; 15 public, 2 rental; gravel	Fair
Coast Guard buildings	2 temporary	Poor to fair
Fuel Storage	Jet-A (underground 20,000 gal.); 100LL (underground 12,000 gal.)	Unknown

Source: "Master Plan, Newport Municipal Airport, Newport, Oregon," August 1989. FORESITE Group.

General aviation demand by the year 2008 is forecasted to include approximately 40

based aircraft. These general aviation aircraft are expected to generate approximately 32,060 aircraft operations per year by the year 2008. Therefore, the total number of operations from the Newport Municipal Airport by the year 2008 is expected to reach 33,320.

Structures: Several facility improvements are recommended to accommodate this airport use demand. Table 8 (page 163) outlines the recommended staged development for the Newport Municipal Airport. The recommended facility improvements are illustrated in the Airport Layout Plan and the Terminal Area Plan, Drawings 1 of 3 and 2 of 3, respectively. These recommended improvements are briefly discussed in the following.

The first planning period through 1993, or Stage I of the airport development program, will include installation of the ILS, which will permit precision landing, construction of the new U.S. Coast Guard facility, some land acquisition in the approach to Runway 20, construction of some single unit hangars for small aircraft and at least one small corporate hangar, and construction of a small aircraft rescue and fire fighting station.

The second 5-year planning period, or Stage II of the airport development program, will involve the addition of several hangars, construction of automobile roads and parking facilities, and construction of an airport maintenance shop.

The third 5-year planning period, or Stage III of the airport development program, will include improvements to accommodate commercial commuter air carrier services. This activity will include improving the principal runway and key taxiways. The existing Newport Municipal Airport terminal is insufficient to accommodate the initial demands of the commuter air carrier service and will be replaced to permit commercial commuter air carrier service at the airport. This will require accommodations for arriving and departing passengers. Additionally, ancillary uses should be considered (for example, a car rental counter and concession areas).

Funding:

Much of the cost of the recommended airport improvements may not be borne primarily by the City of Newport. The primary source of revenues for airport development will be the aviation users of the airport and the FAA. Table 8 (page 172) identifies potential funding sources for each of the proposed airport improvement projects. The costs indicated for all development items are expressed in 1989 dollars. Chapter 9 of the Airport Master Plan provides a detailed discussion of potential funding sources that are summarized here.

Use of the airport's public and leased facilities generates a variety of revenues, including landing fees, building and land rentals, and fuel fees. Private sector development of facilities such as T-hangars also significantly contributes to airport development.

Grants from the FAA fund 90% of eligible projects at airports similar to Newport's.

The Newport Municipal Airport has received discretionary FAA development assistance in the past. These funds are distributed by the FAA on a regional priority basis.

The National Aviation Trust Fund provides monies granted by the FAA through the Airport Improvement Program (AIP). Under the AIP, annual funding assistance for approved projects is available to "primary" air carrier airports. However, because the Airport Master Plan does not forecast enough enplanements for the airport to be considered a "primary" air carrier during the planning period, the airport will not be eligible for this type of entitlement funding.

Local funding can be provided by a variety of means, including general obligation bonds, self-liquidating general obligation bonds, revenue bonds, combined revenue/general obligation bonds, and third party support. Funds derived from these methods will assist in independently financing airport improvements and providing matching or share funds for federal or state funding assistance.

Table 8*
Recommended Airport Development

Priority A, Stage I (1989-1993)

1989	Local	FAA	Other	Total

ILS Installation	$ 120,000	$ 1,080,000	$ 0	$ 1,200,000
1990				
Coast Guard Facility	0	0	n/a	n/a
Hangar Taxiway	3,100	27,900	0	31,000
ARFF Station	9,000	81,000	0	90,000
Single Unit Hangar	0	0	25,000	25,000
Total 1990	$ 12,100	$ 108,900	$ 25,000	$ 146,000
1991				
Single Unit Hangar	0	0	25,000	25,000
Land Acquisition	1,000	9,000	0	10,000
Total 1991	$ 1,000	$ 9,000	$ 25,000	$ 35,000
1992				
Single Unit Hangar	0	0	25,000	25,000
Corporate Hangar	0	0	200,000	200,000
Total 1992	$ 0	$ 0	$ 225,000	$ 225,000
1993				
Single Unit Hangar	0	0	25,000	25,000
Total Stage I	$ 133,100	$ 1,197,900	$ 300,000	$ 1,631,000

Priority B, Stage II (1994-1998)

Road Relocation	$ 18,000	$ 162,000	$ 0	$ 180,000
Hangar Taxiways	4,000	32,000	0	36,000
Auto Parking	40,000	0	0	40,000
Aircraft Apron	11,000	94,000	0	105,000
Clear Zone Earthwork	10,000	90,000	0	100,000
Runway Marking	200	1,800	0	2,000
Single Unit Hangars (5)	0	0	125,000	125,000
FBO Hangar	0	0	300,000	300,000
Corporate Hangar	0	0	200,000	200,000
Arpt. Maintenance Shop	200,000	0	0	200,000
City Fire Station	0	0	n/a	n/a
Total Stage II	$ 283,200	$ 379,800	$ 625,000	$ 1,288,000

Table 8 (con't)

Priority C, Stage III (1999-2008)				
Terminal	$ 300,000	$ 280,000	$ 0	$ 580,000
Auto Parking	225,000	0	0	225,000
Terminal Roadway	22,000	198,000	0	220,000
Apron Expansion	10,000	90,000	0	100,000
Relocation VOR	50,000	0	0	50,000
Parallel Taxiway Ext.	39,000	351,000	0	390,000
Overlay Runway 16-34 and Taxiway	88,000	787,000	0	875,000
Runway 2-20 Taxiway	23,000	207,000	0	230,000
Corporate Hangars (2)	0	0	400,000	400,000
Single Unit Hangars (5)	0	0	375,000	375,000
Total Stage III	$ 757,000	$ 1,913,000	$ 775,000	$3,445,000
TOTAL ALL STAGES	$ 1,173,300	$ 3,490,700	$ 1,700,000	$6,364,000

* Costs based on 1989 dollars with 25% overhead.

Source: "Master Plan, Newport Municipal Airport, Newport, Oregon," 1989. FORESITE GROUP, INC.

PORT FACILITIES[1]

BACKGROUND

The Port District was formed in 1910 to promote water-related commerce in Lincoln County. The Port is located on the central Oregon coast and encompasses the Yaquina Bay estuary. The Port boundaries extend north to Otter Rock, east up to six miles inland, south to Seal Rock, and west to the Pacific Ocean. The Port of Toledo is adjacent to the Port of Newport's eastern boundary and the Port of Alsea adjoins the Seal Rock boundary.

VISION AND MISSION

Vision: The Port of Newport will serve as the premier Oregon coast port for the commercial fishing fleets, for recreational fishing and tourism, and for ocean observation and marine research support. We will be one of the top two Oregon coast ports for waterborne commerce while protecting and enhancing the beauty and integrity of the natural environment which is the foundation of our working waterfront community.

Mission: Build and maintain waterfront facilities, and promote/support projects and programs in cooperation with other community organizations and businesses that will retain and create new jobs and increase community economic development.

GOVERNANCE

The Port District is governed by a Board of Commissioners that is elected, at large, from the territory within the District and is responsible for policy setting and providing strategic direction to its professional staff. The Board is comprised of five members elected for four year terms. The terms are staggered.

EXISTING PORT FACILITIES

The Port of Newport was originally formed to promote water related commerce in Lincoln County and throughout its history has evolved and refined the provision of services to the commercial and recreational fishing fleets, to tourists, and for ocean observation and marine research support.

Port facilities are situated in three distinct areas bordering portions of the Yaquina Estuary. The South Beach facilities primarily support the recreational fleet, ocean observation and marine research and tourism activities. The Port's "Bay Front" facilities on the north shore of the bay primarily support the commercial fishing fleet along with some tourism. The Port's International Terminal is also located on the north shore of the Bay, to the east of the "Bay Front" facilities, adjacent to the Northwest Natural Gas LNG tank.

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[1] Most of the information contained in this section is taken from the Port of Newport's Strategic Business and Capital Facilities Plans, prepared by the Northwest Port Planning Team, and dated January 2013.

Section replaced in its entirety by Ordinance No. 2056 (September 5, 2013).

Service Facilities

The South Beach Port facilities consist of a 600 berth recreational boat basin originally installed in 1978-79, a four lane boat launch facility with parking which was installed to replace the original marina launch facility in 2005, a 92 space RV Park installed in 2006, an older 52 space RV Park, the NOAA Marine Operations Center – Pacific (MOC-P) pier, office/operations building and Warehouse, completed in 2012, and several buildings leased to Oregon Brewing and other leased properties associated with ocean observation and marine research organizations (Oregon State Hatfield Marine Science Center, USA of Fish and Wildlife Service, Oregon Coast Aquarium, etc).

The Commercial Marina facilities consist of Port Docks 3, 5, 7, Swede's Dock and the Hoist Dock along with upland dry storage and parking. The Port's Bay Front facilities also include Port Dock 1, which is used for some transient vessel berthing along with providing a tourist platform for bay viewing and sea lion observation.

The International Terminal area contains facilities which consist of the Terminal Dock Facility (currently under complete reconstruction), along with some commercial fleet dry storage area and several leased properties and structures. A detailed map of existing leased facilities is included as Appendix A to Capital Facilities Plan for the Port of Newport, prepared by the Northwest Port Planning Team, dated January 2013.

A comprehensive inventory of Port owned facilities associated with all properties is presented in Appendix B of the same Capital Facilities Plan. The inventory includes an estimated current value of each facility along with an estimated replacement cost. The following table indicates a summary of Port owned facilities and estimated current values and replacement costs.

	Replacement Costs	Estimated Existing Value
Buildings	$ 30,200,295	$ 26,611,254
Docks/Piers	$ 52,283,864	$ 36,883,726
Parking	$ 4,889,105	$ 3,854,041
Other Facilities & Structures	$ 787,000	$ 338,999
Equipment	$ 759,500	$ 496,000
	$ 88,919,764	$ 68,184,020

While the numbers presented above are estimated, they give a perspective of the extent of what the Port owns and is responsible for.

Utilities

Along with the more visible Port owned facilities used for providing Port services and associated with leaseholds, there exists considerable utility infrastructure supporting the Port and its operations. Much of the utilities providing services to the Port are owned and operated by outside agencies (City of Newport, Central Lincoln PUD, etc) however, the Port does own and operate some underground utilities primarily associated with storm drainage and area lighting. Appendix C to the Capital Facilities Plan for the Port of Newport includes an inventory of utilities situated on Port properties that are necessary for Port Operations. It also identifies the controlling agency of the Utility. Appendix D to the Capital Facilities Plan contains maps of existing utilities serving the Port's various service areas.

DESIGN CRITERIA AND LEVEL OF SERVICE

Design Life of Improvements

The design life of the Port's infrastructure components is sometimes referred to as its useful life or service life. The selection of a design life is a matter of judgment based on such factors as the type and intensity of use, type and quality of materials used in construction, and the quality of workmanship during installation. The estimated and actual design life for any particular component may vary depending on the above factors. The establishment of a design life provides a realistic projection of service upon which to base an economic analysis of new capital improvements. The typical design life for system components is discussed below.

Floating Docks

Modern concrete floating docks are estimated to have a useful life of 35 to 50 years. Lightweight dock systems, such as timber, aluminum and steel typically have a life of 20 to 30 years.

Piling Supported Docks/Piers

On average, industry experts estimate that a galvanized, epoxy coated or galvanic protected steel pile has 8-10 years before it will require constant maintenance and up keep. These piles typically have a lifespan of 30 years. Steel pile lifespan can be significantly extended with the use of HDPE sleeves and caps. The service life of timber pile in a marine environment is dictated by the type of wood used and treatment. The life span of a treated timber pile in a marine setting ranges from 30-50 years. The disadvantage of timber pile is the limited diameter choices and difficulty in splicing for longer lengths needed for many applications.

Buildings, Upland Structures and Equipment

Major structures and buildings should have a design life of approximately 50 years. Mechanical equipment such as motors, pumps, lifts etc. usually have a useful life of about 15-20 years. The useful life of equipment can be extended when properly maintained.

Asphalt Surfaced Parking/Storage Areas

Asphalt surfaces for parking and storage areas typically have practical service lives of 15-20 years in the mild coastal climate. With the absence of base material failures (as typically represented by extensive cracking or “alligatoring” asphalt) surface life may be extended an additional 5-10 years through seal coating.

CAPITAL IMPROVEMENT PROJECTS

The term “capital improvement” refers to new or expanded physical facilities for the Port that are of relatively large size, are relatively expensive, and are considered permanent with respect to usefulness to service area customers. Large-scale replacement and rehabilitation of existing facilities also falls within this category.

In 2012 the Port Commission and its staff engaged stakeholders in the community to identify the District’s capital improvement needs. Projects were evaluated on a basis of physical need, desire, importance and availability of funding. The prioritization process placed the projects in three priority categories, Priority 1-3. The priority 1 projects are projects to be scheduled for work by 2018. Priority 2 projects are to be scheduled by 2023, and Priority 3 projects by 2028. The following is an initial cost and priority summary table of the identified projects for the Port:

Project Description	Priority	Estimated Cost of Improvement
Port Dock 7 Replacement	1	$3,400,000
Wash down facility for South Beach Marina fish waste trash bins	1	$40,000
Hoist Dock (Center Section) Replacement	1	$637,500
Reconstruction of Recreational Marina Docks	1	$130,000
Port Dock 5 Improvements	1	$775,000
New Port Offices/Parking Area	1	$878,149
Marina Dredging	1	$4,732,302
SUBTOTAL -PRIORITY 1 PROJECTS		$10,592,951
Renovate RV Park Annex	2	$660,000
Rogue Brewery (Dry Moorage Building) North Wall/Siding Replacement	2	$150,000
Electrical Load Center South Beach Marina	2	$100,000

International Terminal Fire Water Line Loop	2	$127,355
Wastewater Pump Station Replacement -South Beach	2	$30,000
Port Dock 1 Replacement	2	$750,000
SUBTOTAL -PRIORITY 2 PROJECTS		$1,917,355
South Beach/Fishing Pier Storm Sewer Outfall Replacement	3	$80,685
Picnic Bunker Rebuild	3	$36,000
Pavement Reconstruction/Seal Coating (all areas)	3	$400,030
Fishing Pier Replacement	3	$1,567,000
Old Boat Ramp Fill	3	$64,116
SUBTOTAL -PRIORITY 3 PROJECTS		$2,147,831
TOTAL ALL PROJECTS		**$14,658,137**

FINANCING

Grant and Loan Programs

The Port of Newport is eligible for federal and state funding assistance in the form of grants or low interest loans. Many of these programs are also available to the City of Newport. The following is a list of the major funding programs, which are typically utilized to assist qualifying ports in the financing of improvements.

- Oregon Business Development Department (OBDD) Community Development Block Grants. May be used for infrastructure or facilities development. The Port is only eligible if the grant is sponsored by the City of County on its behalf.
- OBDD Special Public Works Fund. Provides loan and grant funds for publically owned facilities that support economic and community development.
- OBDD Water/Wastewater Financing Program. A loan program that funds the design and construction of public infrastructure needed to ensure compliance with the Safe Drinking Water Act or the Clean Water Act.
- Connect Oregon. A multimodal transportation fund established by the Oregon Legislature. Subject to periodic reauthorization.
- Oregon Port Revolving Fund. A loan program to assist Oregon ports in the planning and construction of facilities and infrastructure.
- Oregon Port Planning and Marketing Fund. A grant program to help ports fund planning or marketing studies related to expanding their trade and commerce activities.
- Oregon Marine Navigation Improvement Fund. Provides grants and loans that fund either a federally authorized project that needs matching funds; or a non-federally authorized project that directly supports or accesses an authorized navigation improvement project.
- Oregon Marine Board Boating Facility Grant Program. Funds planning, design and construction, or rehabilitation of public recreational boat access and vessel waste collection facilities.
- Oregon Marine Board Boating Infrastructure Grants. Similar to the above, but larger scale and competitive nationally.

- Oregon Marine Board Clean Vessel Act Funds. A grant program that funds public and private vessel waste collection systems (pumpouts, dump stations, etc.)
- Property Taxes**.** Includes taxes from permanent rates, local option levies, and bond levies.

Each of the government assistance programs has its own particular prerequisites and requirements. These assistance programs promote such goals as aiding economic development, benefiting areas of low to moderate-income families, and providing for specific community improvement projects. Not all ports or projects may qualify for all programs.

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STORM SEWER FACILITIES

Introduction:

This section summarizes the findings of CH2M HILL's investigation of the City of Newport's present storm sewer system and recommends future facilities to serve the area within the urban growth boundary for a planning period from the present to the year 2010. Major elements discussed in the report include:

> Existing system description

> Project criteria

> Proposed storm sewer facilities

> Cost estimates and funding sources for the proposed facilities

Study Area:

The study area for this report is identical to the lands within the city's urban growth boundary (UGB), as shown in the City of Newport Comprehensive Plan and as revised to include the Thiel Creek destination resort area south and east of the municipal airport. The urban growth boundary (as of February 1990) is shown on Figure SS-1, which appears at the end of this section on page 188. The total area contained within the urban growth boundary is approximately 5,600 gross acres of land, not including lands subjected to tidal action and resulting flooding. The 5,600 acres include approximately 1,000 acres of land added to the urban growth area to include the Thiel Creek destination resort lands. The Comprehensive Plan Map included in the city's Comprehensive Plan indicates various land uses within the UGB that were used in this study.

Existing System:

The existing storm water drainage for the City of Newport urban growth boundary is shown in Figure SS-1. The existing system consists mainly of a series of creeks along the coast, which carry surface runoff from the hills down to the ocean. As development has occurred, these creeks have been maintained, as much as possible, to continue carrying the major runoff through the developed areas. Storm sewers were constructed to convey storm water runoff from streets and other paved areas to the creeks. The existing system appears to be functioning well, with minor problems occurring in isolated portions only during heavy rainfall. Table 11 (page 186) lists a summary of pipe lengths for major trunks.

The condition of the existing sewers also appears to be satisfactory. The sewers in Drainage Basin I are approximately 60 years old and would be candidates for replacement or rehabilitation within the next 20 years. Older parts of the existing system are also located in Drainage Basin B, parts of which are 30 years old, Basin C, parts of which are 25 years old, and Basin F, parts of which are 30 years old.

These sewers should last at least through the current planning period, if not longer.

In addition to the storm sewers, numerous drainage culverts carry stormwater under U.S. Highway 101, mostly at points where creeks are located. Most of these are under jurisdiction of the Oregon Department of Transportation.

Project Criteria:

In the development of the proposed plan, the ensuing criteria were used as a basis for locating and sizing the projects:

- Topography was taken from the U.S. Geological Survey 7.5' quadrangle maps.
- Areas of development within the urban growth boundary were determined using the Comprehensive Plan Map of the City of Newport.
- Short-term projects are those that are anticipated to occur within the next 5 years. Long-term projects are anticipated between 5 and 20 years.
- Only major trunk sewers, 24 inches in diameter or larger, are included in the plan. Smaller sewers, although not included, will also be required as development occurs.
- Existing creeks will continue to be the major drainage carriers. Development that would cross these creeks would be required to design and build a culvert under the development. Where and when these would occur is not known and, therefore, not included in the plan. Only developable land large enough to require a 24-inch or larger sewer to drain to an existing creek are shown with a proposed project.

- Pipes were sized to carry a peak flow, Q = CIA, at a velocity of 3 feet per second, where the runoff coefficient, C = 0.67, the rainfall intensity, I = 0.5 inches/hour the area, and A = acres tributary to the pipe, per City of Newport design criteria.

Proposed Storm Sewer Facilities:

Using the criteria listed above, a Storm Sewer Facilities Plan was developed (shown in Figure SS-1 of that Plan). Most of the projects shown are to serve future residential development. Exceptions are those shown in Drainage Basins S3, S6, S7, and S8. The 27- and 24-inch sewers proposed in Drainage Basin S3 are part of the Oregon Coast Aquarium/South Beach development and will be completed within the next couple of years. The new drainage channels, the improvement of existing channels, and the proposed detention pond in Basins S3 through S8 are part of the recommended Open Channel System proposed in the 1982 South Beach Urban Renewal Plan for future industrial development. Costs from the Urban Renewal Plan have been updated to current construction dollars.

Costs and Funding Sources:

Table 12 on page 187 lists the proposed storm drainage projects needed to serve the area within the Newport urban growth boundary. Cost estimates for each project are also given and are based on current construction prices in the general area. Costs assume no pavement restoration and that sewers are buried an average of 6 feet in depth. Costs are for general planning purposes only, and final project costs will depend on final project scope, actual labor and material costs, market conditions, and other variable factors.

Each project listed in Table 12 is assigned a priority which reflects how soon the project would be needed if projected growth is realized. The projects listed are subject to change as various development proposals and construction projects occur, and at future plan updates.

There are a variety of funding sources available to pay for the proposed projects. The cost of most projects can be absorbed into the construction costs associated with the development of the land. Other alternative financing methods include local improvement districts, inclusion with publicly-funded street construction projects, loans from the state or federal government, and bonding. The availability and appropriateness of each of these funding sources varies for each type of project proposed.

Another possible source of revenue, although it is not normally used for this purpose, is the creation of a storm drainage utility fee. Each property owner is charged a monthly amount based on the area of land and amount of impervious surface that contributes runoff to the storm system. The monies collected are used for maintenance of the existing system, as well as for construction of future projects that benefit the city in general.

Table 11
Existing Major Storm Sewers
City of Newport, Oregon

Drainage Basin	Basin Area (Ac)	Elevation-Range (Max)	(Min)	Length of Sewer (Feet) 12 Inches	15 Inches	18 Inches	24 Inches	30 Inches	36 Inches	42 Inches	**Totals**
A	23	154	0	--	--	--	--	--	--	--	0
B	70	172	80	1,450	1,250	110	550	170	--	--	3,530
C	36	148	90	830	160	570	50	--	--	--	1,610
E	21	154	0	470	--	--	--	--	--	--	470
F1	83	177	80	1,200	1,000	1,050	1,700	--	--	--	4,950
F2	97	--	--	4,100	100	700	1,600	--	--	800	7,300
G	36	189	131	1,000	--	200	--	--	--	--	1,200
H	23	160	0	--	--	--	--	--	--	--	0
I	171	170	0	3,600	2,000	1,800	1,400	--	300	1,600	10,700
J	17	161	115	1,000	--	--	--	--	--	--	1,000
K	13	162	110	400	--	--	--	--	--	--	400
L	7	86	0	--	--	--	--	--	--	--	0
M	29	130	0	1,200	400	--	--	--	--	--	1,600
N	20	108	0	700	--	--	--	--	--	--	700
O	59	170	0	1,800	100	1,200	300	--	--	--	3,400
P	25	165	0	--	--	--	--	--	--	--	0
Q1	34	156	0	900	400	--	--	--	--	--	1,300
Q2	--	--	--	1,000	--	75	--	--	--	--	1,075
Q3	--	--	--	200	300	1,600	--	--	100	--	2,200
R	56	180	0	--	600	--	2,500	--	500	--	3,600
S	36	180	0	--	300	200	--	--	--	--	500
T	45	160	0	1,400	--	1,170	180	--	--	--	2,750
U	10	125	0	150	--	--	--	--	--	--	150
V	25	156	0	--	500	--	--	--	--	--	500
Totals	**936**	**--**	**--**	**21,400**	**7,110**	**8,675**	**8,280**	**170**	**900**	**2,400**	**48,935**
Total Mileage				**4.05**	**1.35**	**1.64**	**1.57**	**0.03**	**0.17**	**0.45**	**9.27**

Table 12
Proposed Storm Drainage Projects
City of Newport, Oregon

Project Number	Drainage Basin	Project Description	Estimated Project Cost $	Priority	Anticipated[a] Year of Construction
1	B	700 lf 24-inch sewer	42,000	Long term	
2	O	200 lf 24-inch sewer	12,000	Short term	1993
	N1	800 lf 24-inch sewer	48,000	Long term	
4	N2	800 lf 24-inch sewer	48,000	Long term	
5	N4	1200 lf 24-inch sewer	72,000	Long term	
6	N10	800 lf 18-inch sewer	40,000	Short term	1993
7	N12	1100 lf 48-inch sewer			
		700 lf 30-inch sewer	291,000	Long term	
		1200 lf 24-inch sewer			
8	S3	815 lf 27-inch sewer	64,000	Short term	1994
		185 lf 24-inch sewer			
9	S3-S8	South Beach Urban Renewal Plan	300,000	Long term	
10	S9	1000 lf 42-inch sewer			
		700 lf 30-inch sewer	185,000	Long term	
11	S11	1400 lf 48-inch sewer			
		500 lf 24-inch sewer	288,000	Long term	
		500 lf 24-inch sewer			

[a] The anticipated year of construction may vary depending upon the rate and direction of growth and the availability of funding.

GOALS AND POLICIES
PUBLIC FACILITIES ELEMENT

GENERAL

Goal: To assure adequate planning for public facilities to meet the changing needs of the City of Newport urbanizable area.

Policy 1: The city shall develop and maintain public facilities master plans (by reference incorporated herein). These facility plans should include generalized descriptions of existing facilities operation and maintenance needs, future facilities needed to serve the urbanizable area, and rough estimates of projected costs, timing, and probable funding mechanisms. Public facilities should be designed and developed consistent with the various master plans.

Policy 2: In order to assure the orderly and cost efficient extension of public facilities, the city shall use the public facilities master plans in the capital improvement planning.

Policy 3: The city shall work with other providers of public facilities to facilitate coordinated development.

Policy 4: Essential public services should be available to a site or can be provided to a site with sufficient capacity to serve the property before it can receive development approval from the city. For purposes of this policy, essential services shall mean:

> Sanitary Sewers

> Water

> Storm Drainage

> Streets

Development may be permitted for parcels without the essential services if:

> The proposed development is consistent with the Comprehensive Plan; and

> The property owner enters into an agreement, that runs with the land and is therefore binding upon future owners, that the property will connect to the essential service when it is reasonably available; and

> The property owner signs an irrevocable consent to annex if outside the city limits and/or agrees to participate in a local improvement district for the essential service.

Policy 5: Upon the annexation of territory to the City of Newport, the city will be the provider of water and sewer service except as specified to the contrary in an urban service agreement or other intergovernmental agreement.

Policy 6**: Local Improvement Districts (LIDs) should be evaluated as a means of funding public facilities where the construction of such facilities is expected to enhance the value of properties that are adjacent or proximate to the planned improvements.

For LIDs in developed residential areas, the aggregate assessment amount within a prospective LID should be no more than 10% of the assessed value of properties within the boundaries of the proposed district. The aggregate assessed value may be higher for other types of LIDs, such as developer initiated districts; however, in no case should it exceed 50% of the assessed value of the affected property.

When considering a new LID, the City should proceed with preparing an engineer's report that sets out the likely cost of constructing the improvement.

Consideration should be given to bundling LID projects with other capital projects that the City secures bond funds to construct. For an LID to proceed, it must have a reasonable chance of being self-financing, with adequate reserves to ensure that payments are made on bonds/loans regardless of the property-owners' repayment.

If an LID project is considered by the City Engineer to be a partial improvement (less than ultimate planned design), the City should require that interim improvements conform to current City standards in a manner which will allow for completion of the total facility at such time that resources are available.

New LIDs may be initiated by petition or resolution of the City Council.

Formation of an LID by Petition

The City Council shall evaluate new LIDs proposed by petition to determine if City resources should be expended to formulate an engineer's report. Only those projects with substantial public support should proceed. An LID petition that includes non-remonstrance agreements and/or petitions of support from property owners representing 75% of the benefited area shall be presumed to have substantial public support.

If an LID petition seeks to leverage other funding to achieve 100% of the project costs then the City Council should consider the likelihood of whether or not those funds will be available within the timeframe that they would need to be committed for construction.

When the City receives petitions for multiple LIDs, priority should be given to prospective LIDs with the highest level of documented support, as measured by recorded non-remonstrance agreements and/or petitions in the benefit area in question.

The cost of completing the engineer's report should be included in the total LID assessment. The City should update its fee schedule to include a non-refundable LID Application Fee to be paid by LID petitioner(s) for petition-initiated LIDs.

City Council Initiated LIDs

The City Council on its own motion or upon recommendation by the City Manager may initiate an LID without a petition. In doing so the City Council shall consider the following factors:

- Project purpose and need, including whether or not the improvement addresses an immediate health and safety risk or if it has been identified as a priority improvement in an adopted public facility plan.
- Whether the improvement will address existing deficient infrastructure that is chronically failing.
- Capital cost of the improvement.
- Project cost contingencies and related construction risk factors, such as the need to acquire new public right-of-way, unique construction challenges, or environmental issues.
- Nature of the area benefited, including its existing condition.
- The amount of potential non-LID funding that is expected to be leveraged by the LID, if any. This may include, but is not limited to, federal or state grants, sewer or other types of service charges, urban renewal funds, revenue or general obligation bonds, and reimbursement districts.
- Percentage of properties within the benefit area that have prerecorded non-remonstrance agreements or have owners that favor formation of an LID.

When considering multiple City-initiated LIDs, priority should be given to the LID that addresses the greatest number of factors identified above.

Policy 7**: The City may use various means to finance, in whole or in part, improvements to public services in order to maintain public facility service levels and to carryout improvements identified in public facility plans, and adopted city goals and policies. This includes but is not limited to consideration of federal or state grants; water, sewer, storm drainage and other types of service charges; urban renewal funds, revenue or general obligation bonds, local improvement districts, and reimbursement districts.

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WATER

Goal: To provide the City of Newport with a high quality water system that will supply residents and businesses with adequate quantities for consumption and fire protection.

Policy 1: The city will comply with state and federal laws concerning water quality and will take appropriate steps consistent with those laws to protect and maintain drinking water source areas.

Implementation Measure 1: The City shall work to establish a source water protection buffer in the Big Creek Watershed. The City declares the Big Creek Watershed a public facility consistent with the definition of Public Facility Systems in OAR 660-011-0005(7)(a)(A). The City will work to establish a source water protection buffer that is consistent with the findings of the Oregon Department of Environmental Quality / Oregon Health Department source water assessment report (PWS #4100566).

Policy 2: The water system will be designed and developed to satisfy the water demand of the various users under normal and predictable daily and seasonal patterns of use, and at the same time provide sufficient supplies for most emergency situations.

Policy 3: The city may extend water service to any property within the city's urban growth boundary, and may extend water service beyond the urban growth boundary if the extension of service is not inconsistent with an urban service agreement or other intergovernmental agreement. The city may require a consent to annexation as a condition of providing water service outside the city limits.

Policy 4: The city will acquire lands within the municipal watershed when available or necessary to protect water quality or improve its water system.

Policy 5: The city will reconstruct its municipal raw water storage and distribution facilities to address identified structural deficiencies to Big Creek Dam #1 and Big Creek Dam #2.

Implementation Measure 1: The city shall conduct necessary and appropriate engineering studies to determine the safest and most cost-effective approach to ensure the integrity of the municipal water supply. The studies shall identify the cost and timing of needed capital projects to address identified structural deficiencies and comply with Policy 2 of this section.

Implementation Measure 2: The city shall explore financing mechanisms, and prepare a financing plan to fund construction needed to resolve the structural deficiencies by 2030.

Implementation Measure 3: The city shall use data and findings from Implementation Measures 1 and 2 of this section to update the Water Supply section of the Public Facilities element of the Newport Comprehensive Plan to reflect new information as a result of the engineering and finance studies.

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WASTEWATER

Goal: To provide a wastewater collection and treatment system with sufficient capacity to meet the present and future needs of the Newport urbanizable area in compliance with State and Federal regulations.

Policy 1: On-site sewer systems shall not be allowed unless the city's sanitary sewer system is greater than 250 feet away. In any case, a subsurface permit from the Lincoln County Sanitarian must be obtained prior to any development that will rely on an on-site sewer system.

Policy 2: City wastewater services may be extended to any property within the urban growth boundary. Except for the very limited circumstances allowed by state law and regulations, the city will not generally provide wastewater services outside the urban growth boundary. The city may require a consent to annexation as a condition of providing wastewater service outside the city limits. Nothing in this policy obligates the City to provide wastewater services outside of the city limits. For property outside the city limits but within the urban growth boundary, wastewater services may be provided at the City's discretion only for:

a) residentially zoned lands as allowed by county zoning without full services, and

b) commercial and industrial zoned lands to existing lawful uses as of the date (9/4/07) of this amendment.

Policy 3: The city will design and develop the wastewater collection and treatment system in a way that addresses the demands of the various users under normal and predictable daily and seasonal patterns of use.

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TRANSPORTATION

Transportation Goals and Policies repealed by Ordinance No. 1802 (January 4, 1999).

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STORM WATER DRAINAGE

Goal: To provide a storm water drainage system with sufficient capacity to meet the present and future needs of the Newport urbanizable area.

Policy 1: The city will comply with state and federal laws concerning water quality.

Policy 2: The city will use existing, natural drainage systems to the greatest extent possible.

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AIRPORT

Goal: To provide for the aviation needs of the City of Newport and Lincoln County.

Policy 1: The city will ensure through zoning and subdivision ordinance provisions that the airport will be able to operate safely and efficiently.

Policy 2: The city will cooperate with state and federal agencies in the development of the airport.

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PORT OF NEWPORT*

Goal: To collaborate with the Port of Newport on the implementation of its Capital Improvement Plan.

Policy 1: The city will coordinate with the Port of Newport when planning to upgrade or construct new public facilities within the Port District and will seek to partner on capital projects to achieve mutually beneficial outcomes.

Policy 2: The city will assist the Port of Newport in its efforts to secure outside funding for capital projects.

**Subsection added by Ordinance No. 2056 (September 5, 2013).*
***General Policies 6 & 7 added by Ordinance No. 2093 (May 19, 2016)*