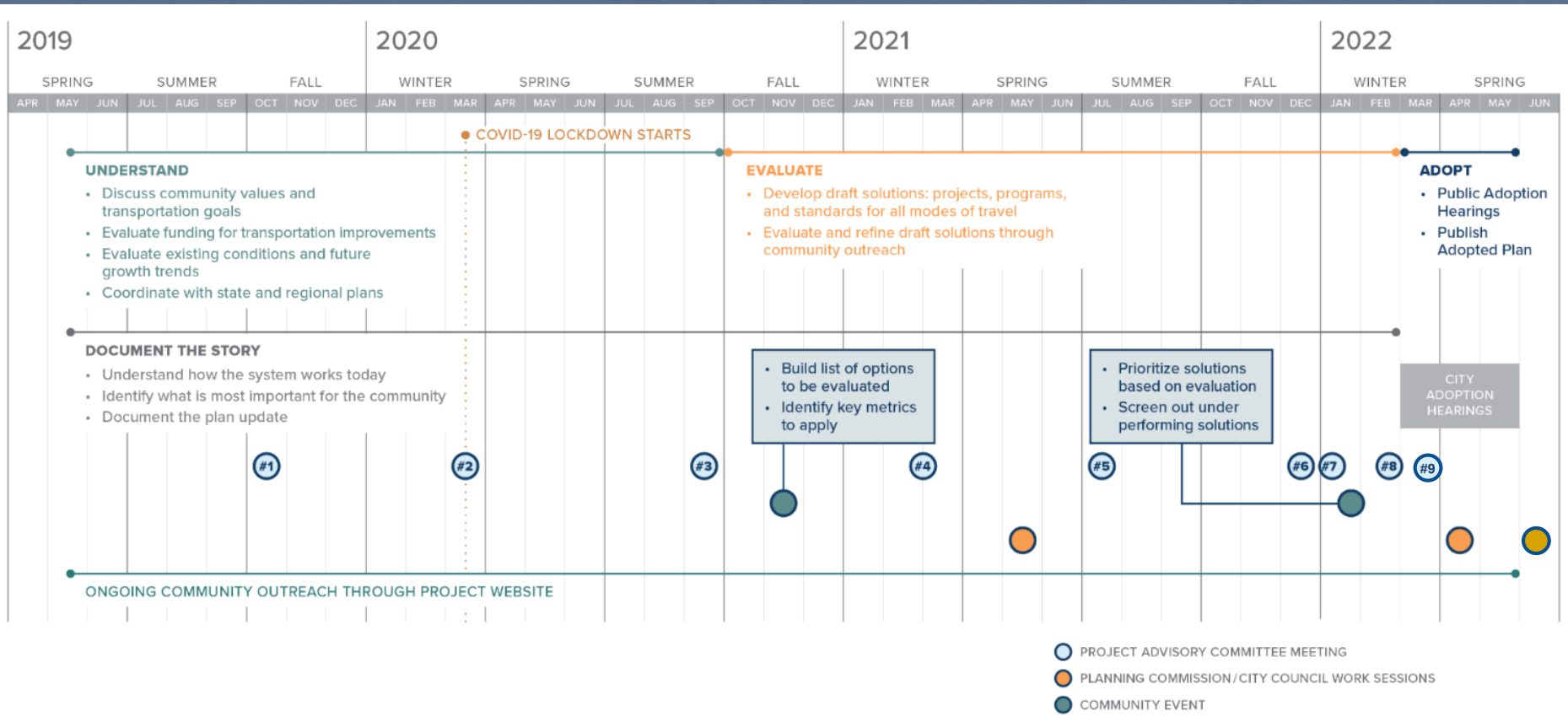
NEWPORT TRANSPORTATION SYSTEM PLAN UPDATE

NEWPORT PLANNING COMMISSION

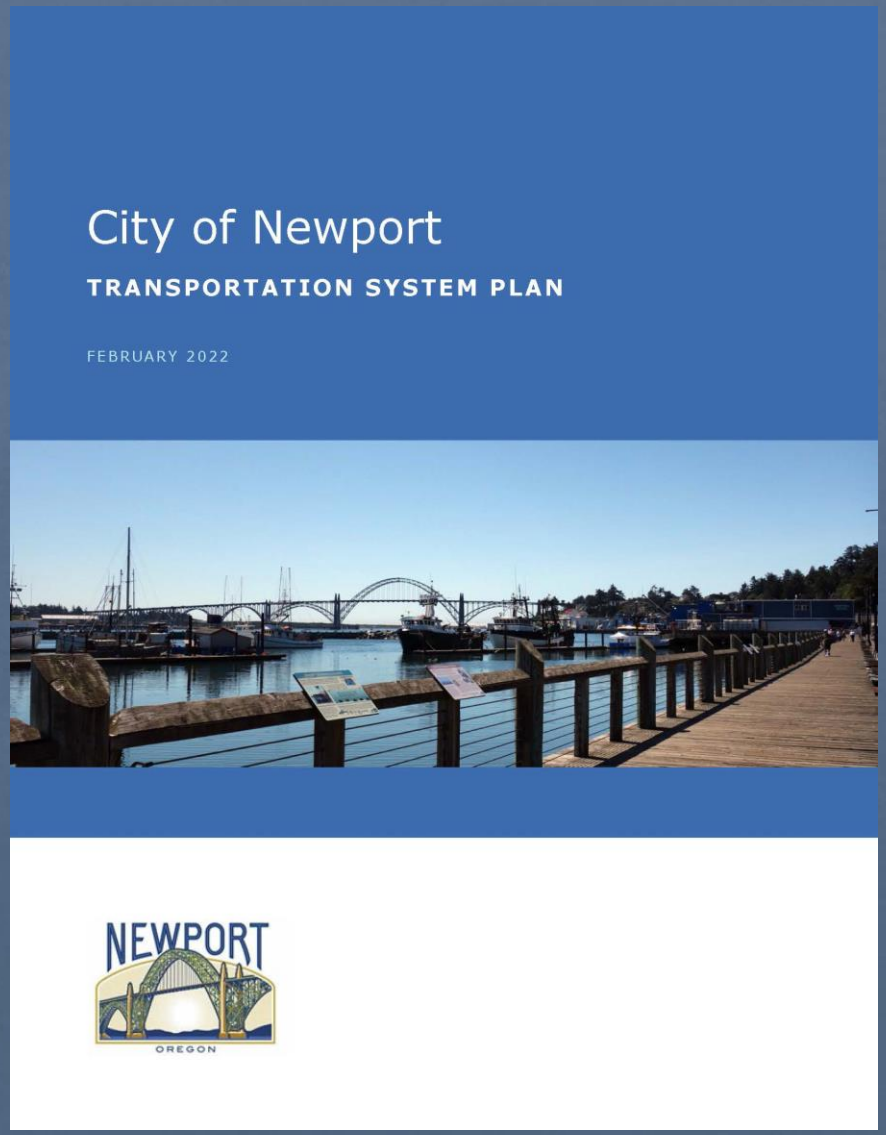
JUNE 13, 2022 PUBLIC HEARING

PROJECT SCHEDULE



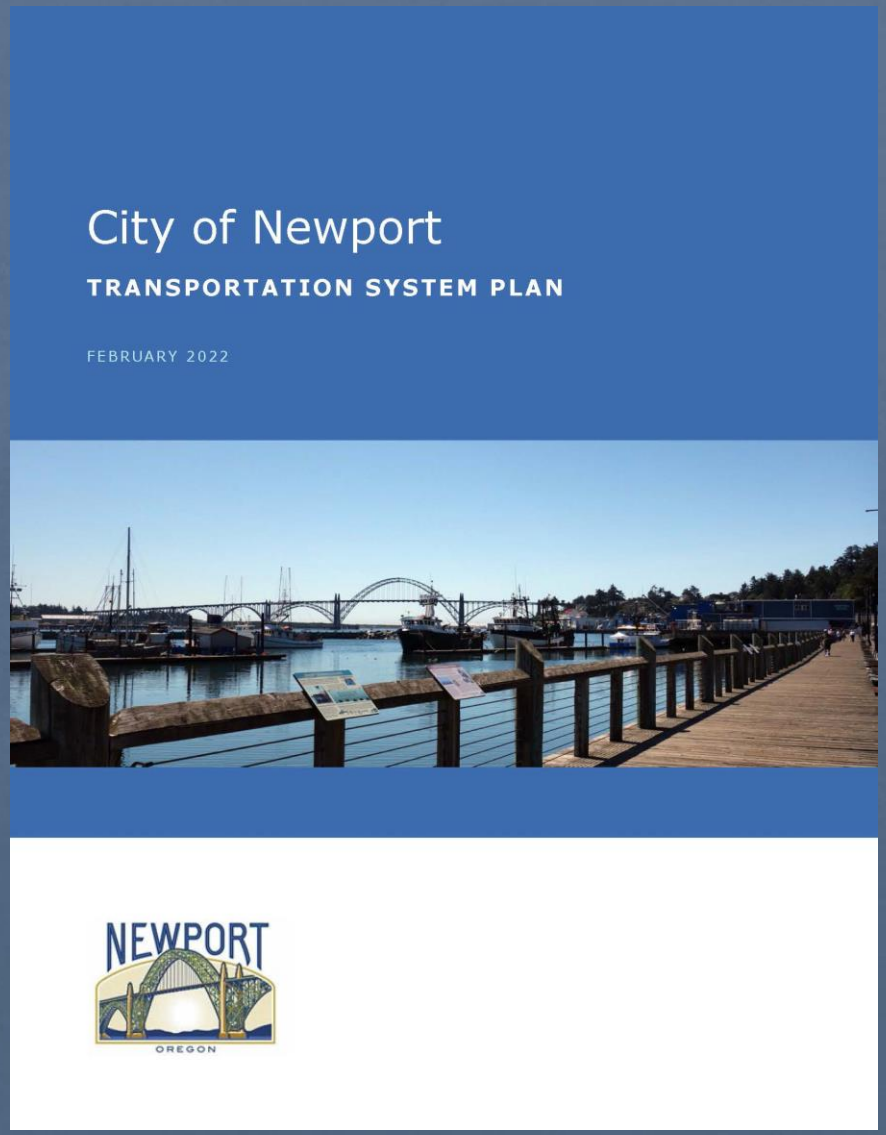
KEY TRANSPORTATION SYSTEM PLAN (TSP) COMPONENTS

- Transportation System Plan Executive Summary, March 2022
- Newport Transportation System Plan (Full Document), February 2022
- Tracking Sheet of Edits to be Made to the TSP
- Amendments to the Transportation Element of the Comprehensive Plan
- Amendments to the Transportation Goals and Policies of the Comprehensive Plan
- Transportation System Plan Amendments to the Newport Municipal Code



KEY TRANSPORTATION SYSTEM PLAN (TSP) COMPONENTS

- Transportation System Plan Executive Summary, March 2022
- Newport Transportation System Plan (Full Document), February 2022
- Tracking Sheet of Edits to be Made to the TSP
- Amendments to the Transportation Element of the Comprehensive Plan
- Amendments to the Transportation Goals and Policies of the Comprehensive Plan
- Transportation System Plan Amendments to the Newport Municipal Code



TSP Critical Success Factors

- Develop desired streetscape, urban form, and roadway alignment for downtown commercial core to spur redevelopment.
- Identify transportation enhancements for the Agate Beach neighborhood that are sensitive to local geologic conditions.
- Update the TSP capital projects and planning level estimates for near- and long-term system investment priorities.
- Clarify whether the US 101 highway alignment may change as a part of the future replacement of Yaquina Bay Bridge.
- Evaluate the viability and efficiency of NE Harney St. extension as north-south alternative to US 101.

TSP CRITICAL SUCCESS FACTORS

- Develop a city-wide integrated multi-use bike and pedestrian network.
- Identify areas suitable for neighborhood traffic calming measures and address pedestrian safety needs.
- Identify transit needs of the community.
- Refine street cross-sections requirements to provide options that address constraints.
- Revise infill frontage improvement requirements to better balance cost and community needs.

TSP OUTREACH EFFORTS

Approximately 970 people were engaged through:

Effort was also supported by:

- Project Advisory Committee
- Bike & Pedestrian Committee
- Planning Commission

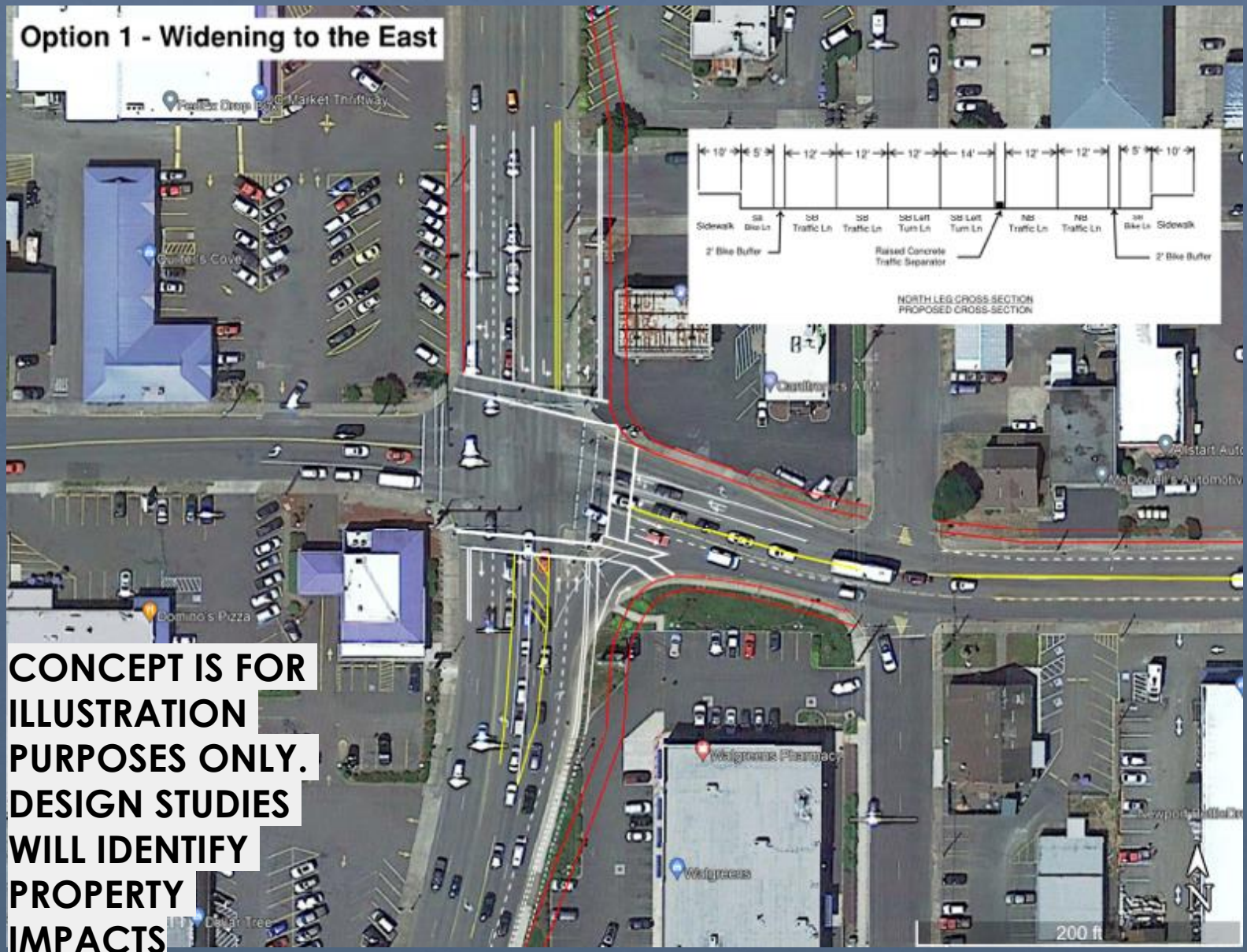
KEY THEMES FROM COMMUNITY FEEDBACK

- Enhance Pedestrian and bicyclist safety
- Increase bus/transit/shuttle options
- improve traffic flow and reduce congestion for all users

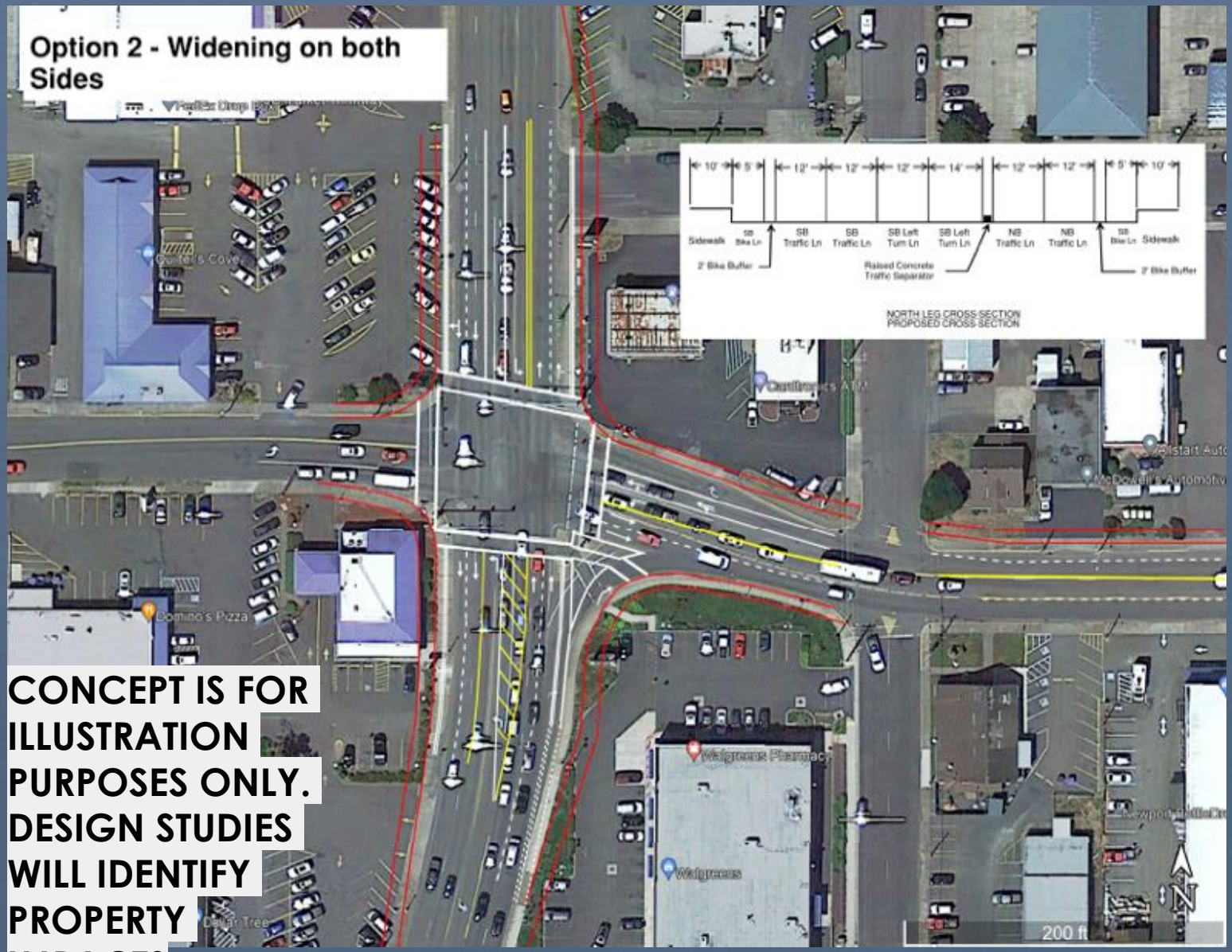

AUGUST 2021 WORKSHOP

- Provide Parking improvements, especially in the downtown area
- Enforce Traffic speeding
- Preserve/rebuild the Yaquina Bay Bridge in the same location
- Support emerging technology such as electric vehicle (EV) charging stations

PREFERRED SOLUTION FOR US 101/20 INTERSECTION



PREFERRED SOLUTION FOR US 101/20 INTERSECTION



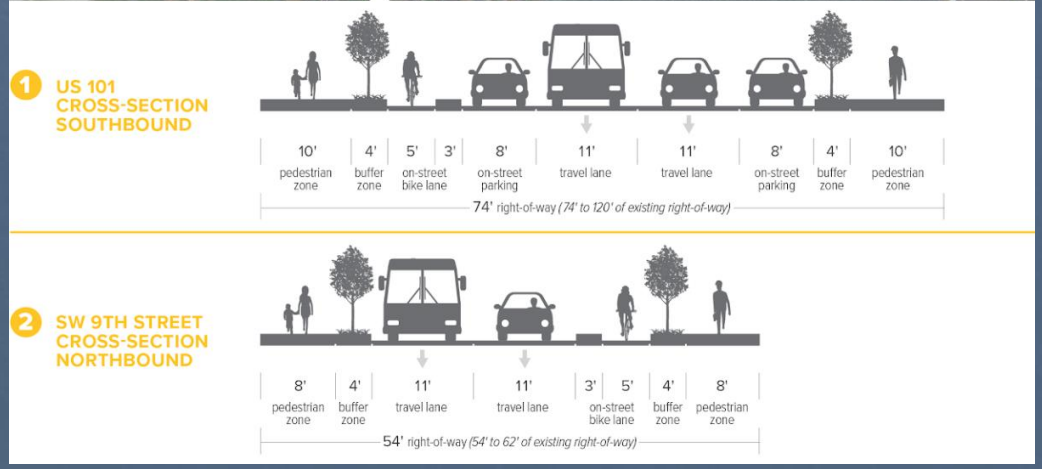
CONCEPT IS FOR ILLUSTRATION PURPOSES ONLY. DESIGN STUDIES WILL IDENTIFY PROPERTY IMPACTS

TYPICAL IMPLEMENTATION TIMEFRAME

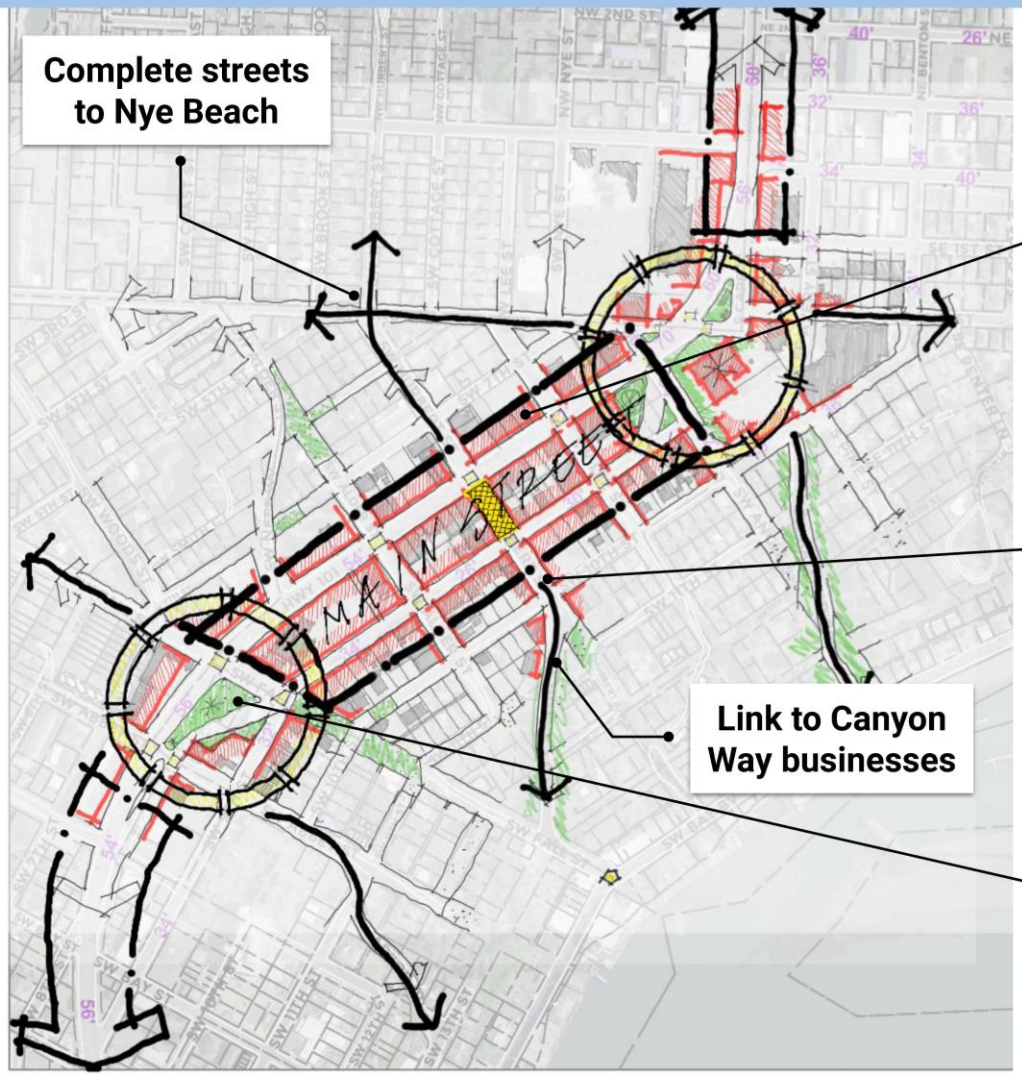
- TSP IS ADOPTED
- CITY AND ODOT PRIORITIZE PROJECT FOR FUNDING
- PRELIMINARY DESIGN IDENTIFIES CONSTRAINTS AND REFINES COSTS
- CONDUCT FIELD SURVEYS TO PREPARE CONSTRUCTION DOCUMENTS
- EVALUATE TRADE-OFFS AND IMPACTS TO MEET ROW REQUIREMENTS, STREET AND UTILITY DESIGN STANDARDS
- EACH STAGE OF THE DESIGN PROCESS ENGAGES WITH FRONTING PROPERTY OWNERS

US 101 CIRCULATION OPTION: SHORT COUPLET (PROJECT ID: REV6)

- Northbound shifts to SW 9th
- Improves/adds walking and biking facilities
- Enhances multi-modal safety Supports mixed use development (commercial and residential)
- Cost: $11.7 million
- (Urban Renewal, State and Federal)
- Package: Financially Constrained



CONCEPT C. HWY 101 SHORT COUPLET \ GRID AND URBAN FORM

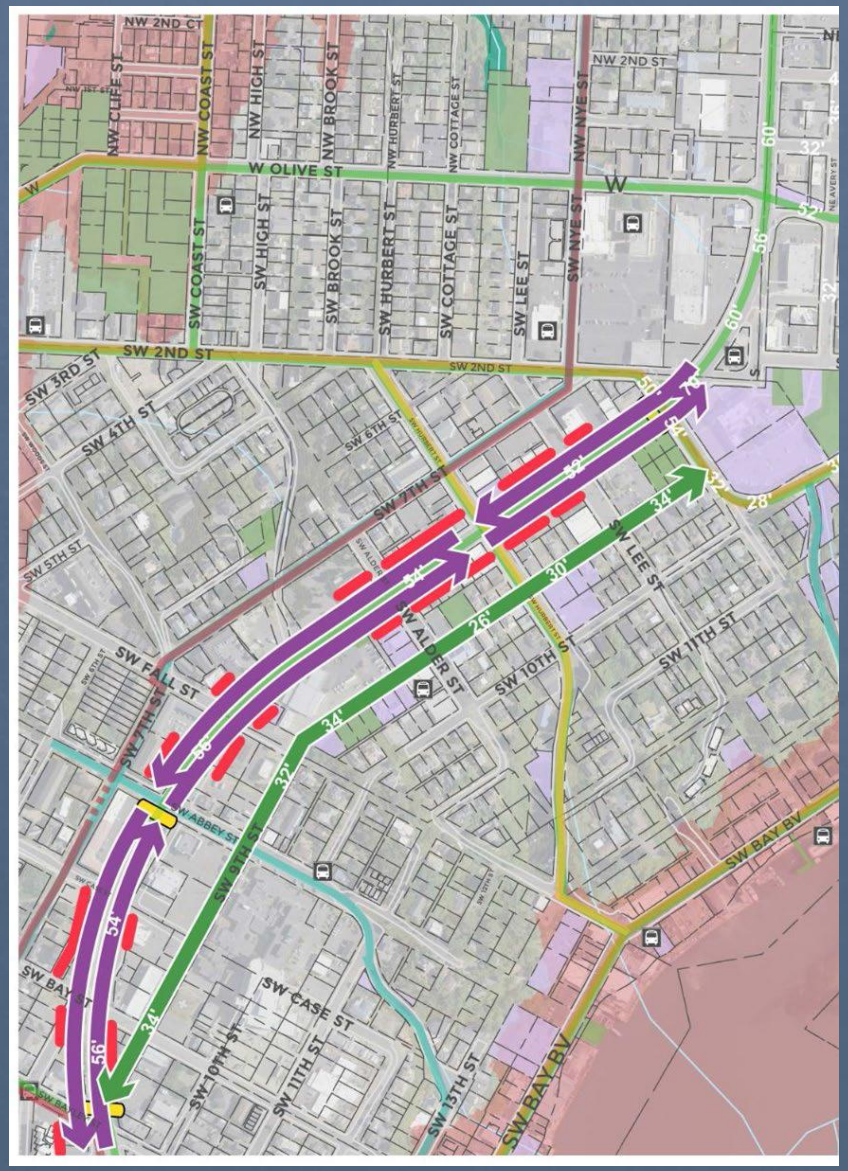


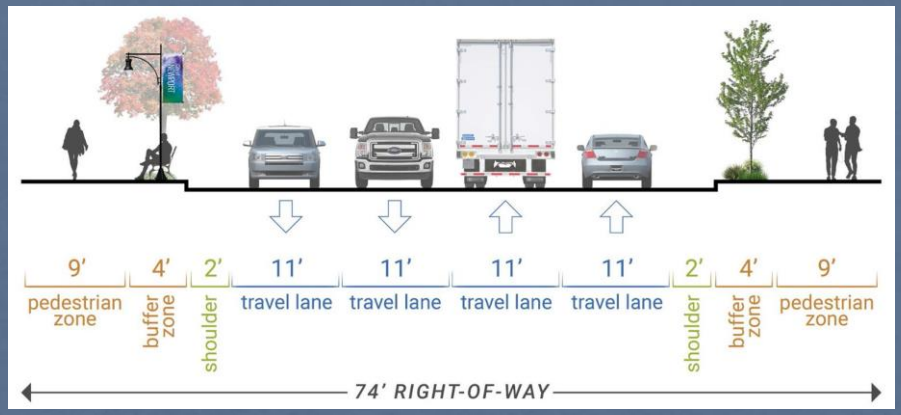
Mixed-use development

Side street improvements

Gateway and welcome

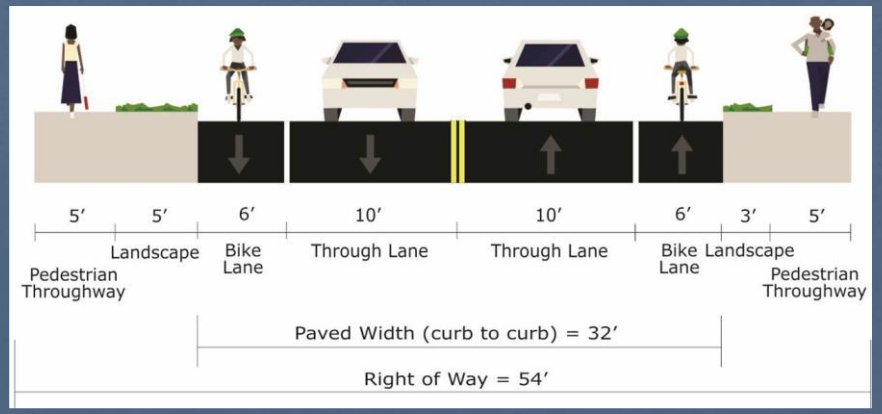
US 101 CIRCULATION OPTION: TWO-WAY





US 101 Four Lane: Wider Sidewalk Option

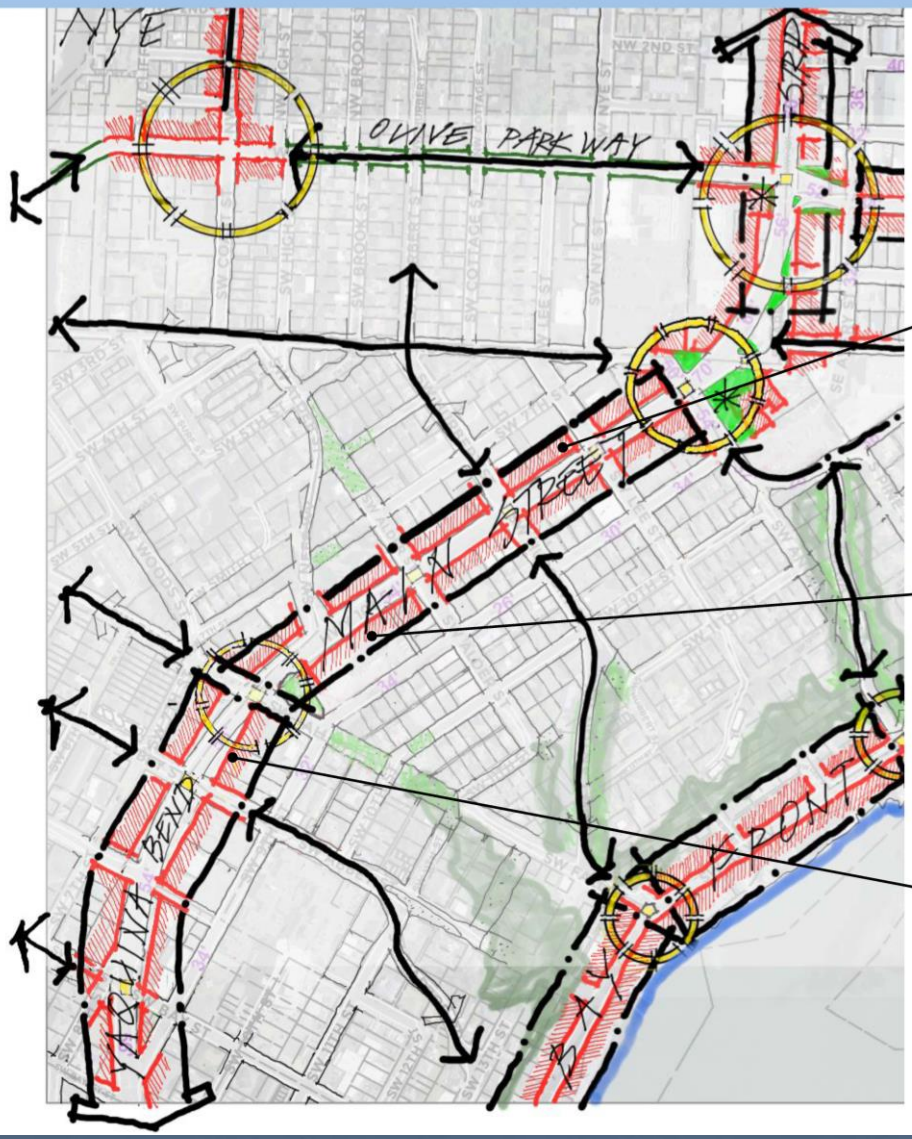
- Remove on-street parking, with parking on side streets and lots
- Provide wider 11′ travel lanes (from 10′ today)
- Provide wider sidewalk area with landscape



SW 9th Street Bikeway

- Remove parking, reduce lane width and add bike lanes

CONCEPT A. HWY 101 TWO-WAY IMPROVEMENTS \ GRID AND URBAN FORM



Business revitalization

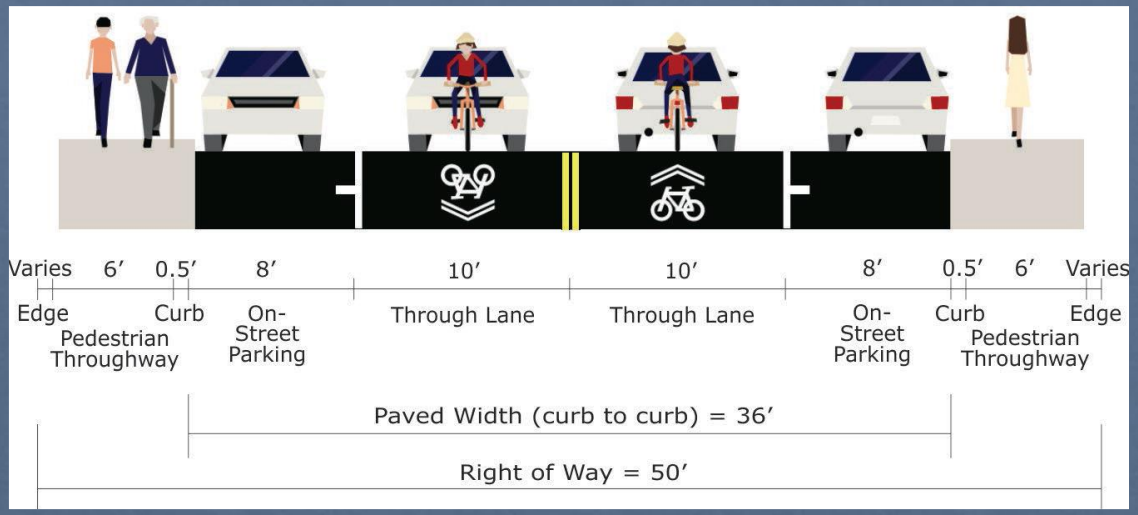
Infill development

Streetscape improvements

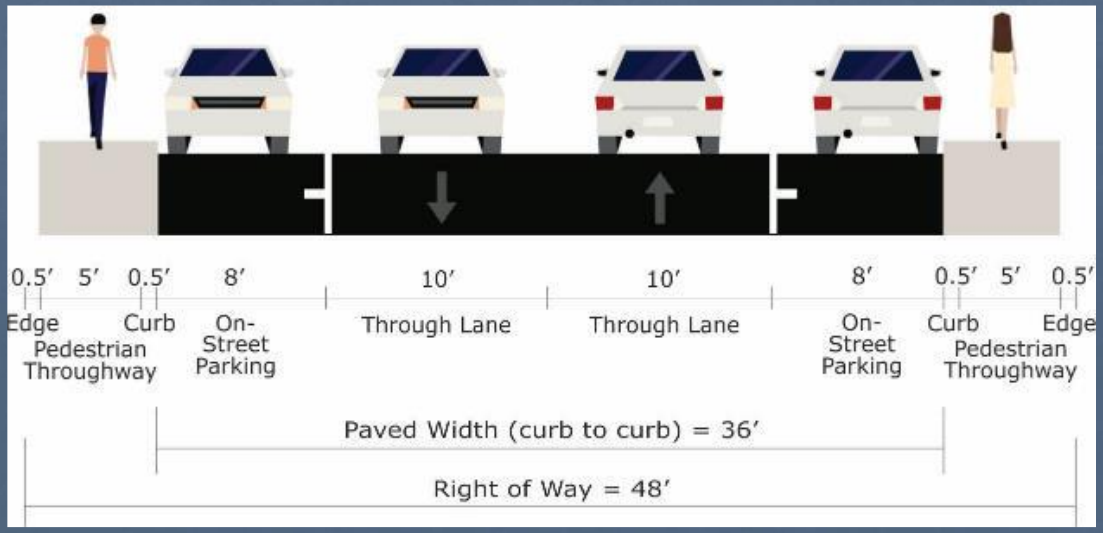
EVALUATION CRITERIA	HWY 101 TWO-WAY WITH BIKE LANES ON 9TH STREET	HWY 101 SHORT COUPLET
Promotes mixed-uses and activity centers	+ Traffic volume on 9th Street remains static; difficult to promote mixed use on US 101 due to high vehicle volume and limited separation from travel lanes , no bike facilities or parking	+ + + Concentrates investment in existing most active 101 area; add new opportunities on 9th Street; wider sidewalks and addition of bike lanes creates opportunities for residential over retail mixed use
Distributes transportation investment to the widest range of opportunity streets and sites	+ + Primary benefit on 9th Street only; US 101 remains the same	+ + + Better site access, visibility, and circulation improvements in Fall-Angle corridor
Improves overall mobility	+ + Basic traffic calming and intersection cleanup; center turn lane reduces delays, where feasible	+ + + New traffic pattern, bikeways, sidewalk upgrades, parking
Improves walking and biking network	+ + Dedicated bikeways on 9th Street only; no bikeways on US 101;; Walking degraded on US 101 as motor vehicles are closer to sidewalk	+ + + Overall improvements provide benefits; new facilities on both street segments
Increases streetscape improvement opportunities	+ + No change on US 101; new opportunities on 9th Street	+ + + Provides much space for streetscape upgrades
Improves the street grid and urban pattern	+ Overall circulation improvements; related side-street impacts	+ + + Major upgrades to highway segments and interconnected side streets

NHBD COLLECTOR/LOCAL STREET SECTIONS

Neighborhood Collector



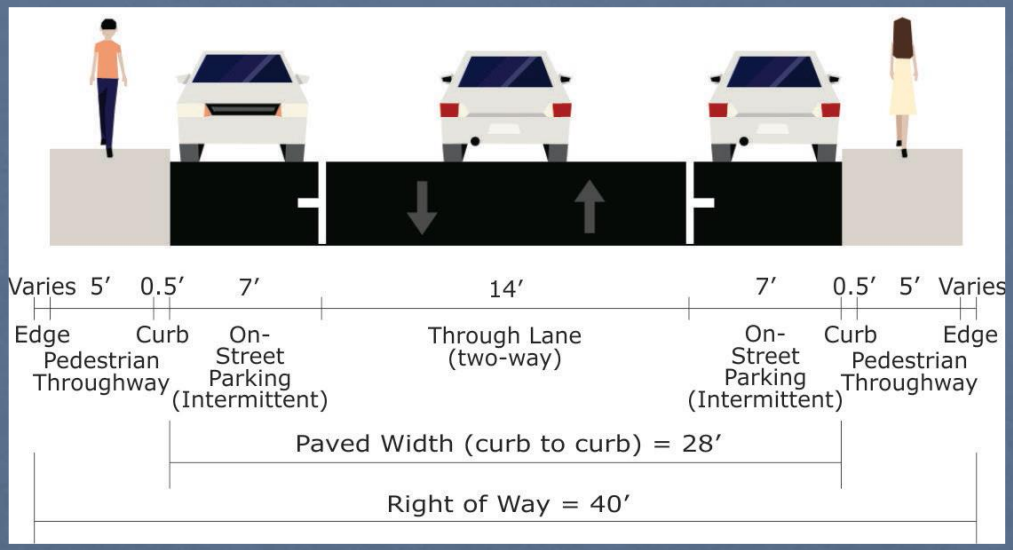
Local Street

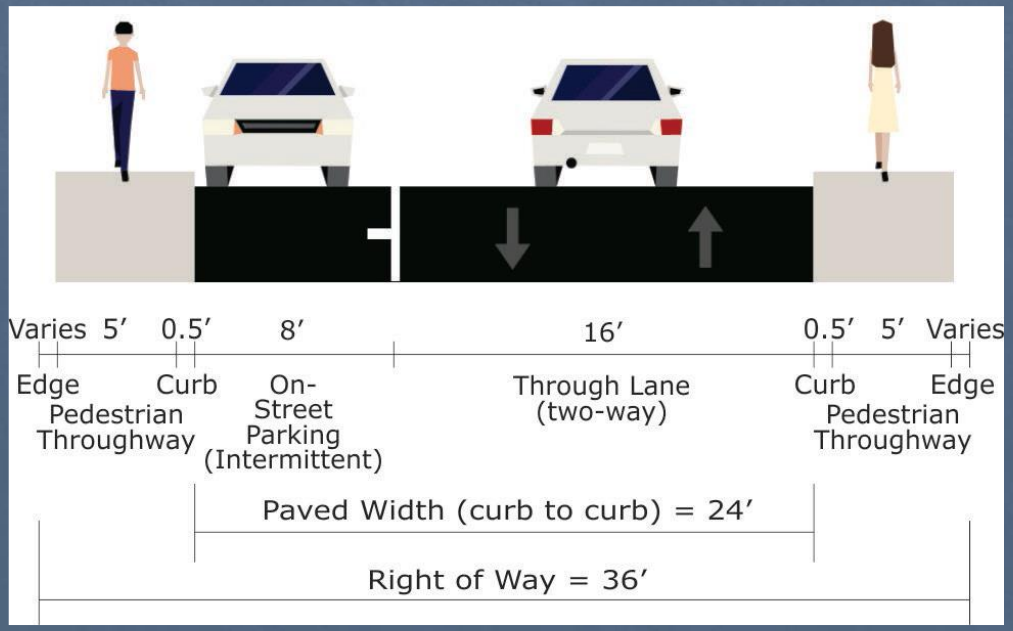


YIELD STREET CROSS-SECTIONS

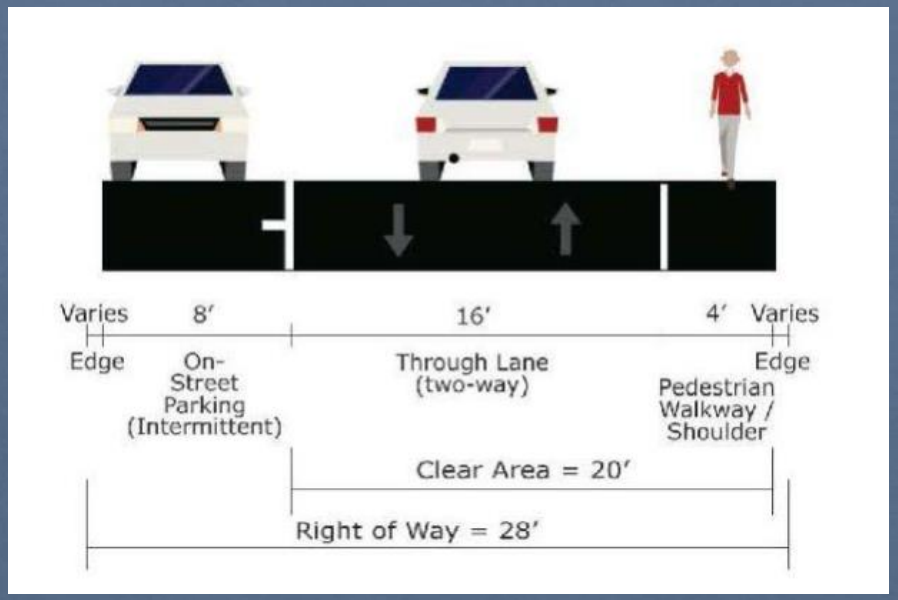
Note: For use along low volume local streets in residential areas only that carry fewer than 500 vehicles per day, with blocks of no more than 300 ft. in length. For blocks longer than 300 feet, this also requires 30 ft. long pullouts/no parking zones every 150 ft.

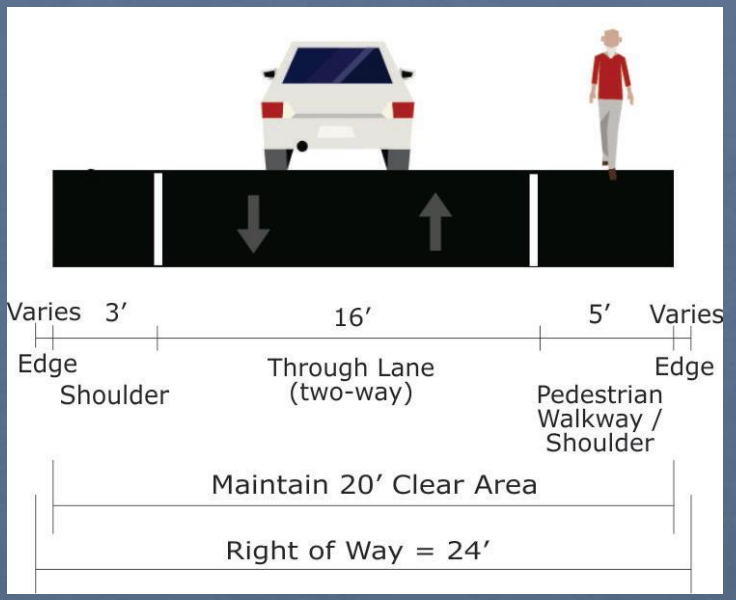
Same as Corvallis (28' curb-to-curb, 14' travel way, parking both sides)





SHARED STREET CROSS-SECTIONS





Note: For use along low volume local streets in residential areas only that carry fewer than 500 vehicles per day, with blocks of no more than 300 ft. in length. Through lane width of yield and shared streets may be reduced to 12 ft. in areas that carry fewer than 150 vehicles per day. For blocks longer than 300 feet, this also requires 30 ft. long pullouts/no parking zones every 150 ft.

WELL VETTED SOLUTION FOR LOW-VOLUME STREETS

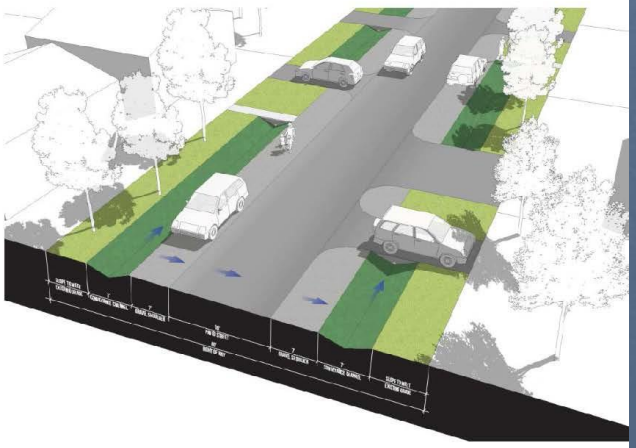
Source: NACO

ENVIRONMENTAL SERVICES
CITY OF PORTLAND

PBOT
PORTLAND BUREAU OF TRANSPORTATION

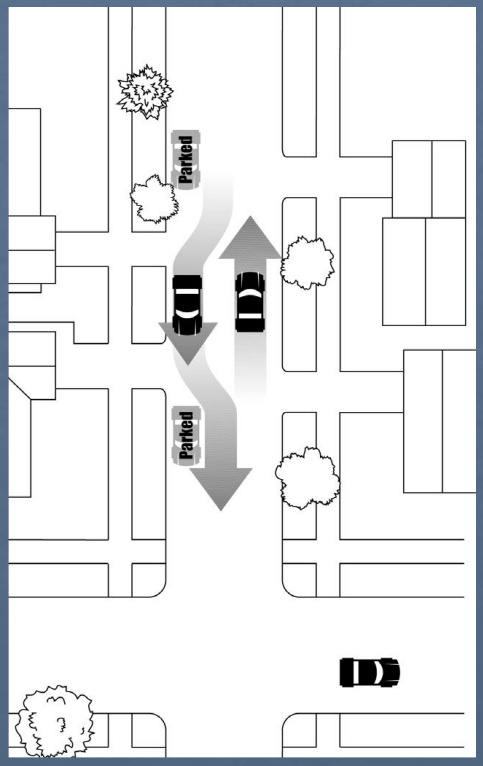
Shared Residential Street

The shared residential street design is the lowest cost option since it does not include a sidewalk. Two 7' gravel shoulders for on-street parking border a 16' wide paved roadway that will be used by all travel modes. Stormwater is collected in conveyance channels and directed to stormwater planters to slow infiltration. Because this will require all modes of travel to share the paved roadway, there are additional criteria for eligibility and standards for design:



- Traffic volume must be 500 vehicles per day or less.
- To ensure a low speed traffic environment, traffic calming elements are also required. At a minimum, this includes speed bumps. These streets will also have a posted speed limit of 15 mph.
- To ensure good visibility of pedestrians using the street, a sight distance and lighting analysis is required.

Local Yield Streets- Parking on one side



Source: Neighborhood Street Design Guidelines, State of Oregon

SUPPORTS NEEDED HOUSING BY REDUCING INFRASTRUCTURE COSTS FOR IN-FILL AND GREENFIELD DEVELOPMENT

ALIGNS WITH ON THE GROUND CONDITIONS

SE Vista Drive (50 ft ROW)

Zoning: R-1/“Residential Low Density Single Family”

Roadway Width: 16-24 ft, parking available on shoulders

Average Daily Trips (ADT): 450 – 500

ALIGNS WITH ON THE GROUND CONDITIONS

NW Cherokee Lane (30 ft ROW)

Zoning: R-1/“Residential Low Density Single Family”

Roadway Width: 16-20 ft, limited parking on east shoulder

Average Daily Trips (ADT): 160 - 220

ALIGNS WITH ON THE GROUND CONDITIONS

NE Golf Course Drive (50 ft ROW)

Zoning: R-1/“Residential Low Density Single Family”

Roadway Width: 12-16 ft, limited parking adjacent to residential lots

Average Daily Trips (ADT): 200 – 250 (400 including Megginson St)

SUMMARY OF CODE CHANGES

- Chapter 14.01, Definitions – Adds subdivision definitions, and modifies or adds terms per TSP recommendations
- Chapter 14.03, Zoning Districts – Clarifies that Transportation Projects are Outright Allowed Uses
- Chapter 14.14, Parking – Adds Standards for angled and EV Parking, clarifies and enhances bike parking requirements, includes cross-reference to new driveway and landscaping requirements, and adds vanpool/ carpool requirements
- Chapter 14.19, Landscaping – Increases Min. Parking lot Landscaping requirement from 5 to 10 percent, establishes screening standards, and specifies planting requirements

SUMMARY OF CODE CHANGES

- Chapter 14.33, Transportation Mitigation Procedure – Adds land use process to adjustment/variance chapter for granting deviations to transportation standards
- Chapter 14.44, Transportations Standards, incorporates subdivision street improvement standards, allows for Neighborhood Traffic Management (calming), and adds Street, pathway, accessway, and trail standards from TSP
- Chapter 14.45, Traffic Impact Analysis – Adjusts threshold for when analysis is needed and adds Level of Service Requirements for intersections

SUMMARY OF CODE CHANGES

- Chapter 14.46, Vehicular Access & Circulation – Establishes dimensional and spacing standards for driveways
- Chapter 14.47, Pedestrian Access – Creates placement and sizing standards for pedestrian facilities on private property
- Chapter 14.48, Land Divisions – Incorporates Title XIII provisions and TSP Recommendations
- Chapter 14.49, Property Line Adjustments – Language moved from Title XIII
- Chapter 14.50, Tsunami Hazard Overlay Zone – Language moved from chapter 14.46

SUMMARY OF CODE CHANGES

- Chapter 14.52, Procedures – adds pre-application conference requirement, updates mailing standards and incorporates land division procedures from Title XIII
- Chapter 14.53, Council Review – Deleted as it contained no provisions
- Chapter 14.54, Applicability – Moved to NMC Section 14.01.010
- Chapter 14.55, Compliance with Ordinance Provisions – Moved to NMC Section 14.01.015
- Chapter 14.56, Enforcement – Moved to NMC Chapter 14.53
- Chapter 14.57, Penalty – Moved to Chapter 14.54 & provisions replaced with cross-reference to civil infraction chapter

REVISIONS SINCE LAST WORK SESSION

- Clarified Scope of Transportation Mitigation Procedure
- Added private street Standards
- Clarified future street alignment standard
- Allows option for shared use paths narrower than 12-ft next to ODOT facilities
- Updated Financial Assurance/post-construction warranty Stds
- Removed discretionary final plat review language and requirement that hard copies of recorded plats be submitted
- Eliminated language in Transportation Standards that duplicated the applicability provisions of the same chapter
- Removed the deferred sidewalk improvement agreement requirement for residential projects

QUESTIONS?