TRANSPORTATION SYSTEM PLAN POLICY ADVISORY AGENDA
Thursday, January 27, 2022 - 6:00 PM
Council Chambers, Newport City Hall, 169 SW Coast Highway

This meeting will be held electronically. The public can livestream this meeting at https://newportoregon.gov. The meeting will also be broadcast on Charter Channel 190. Public comment may be made, via e-mail, up to four hours before the meeting start time at publiccomment@newportoregon.gov. The agenda may be amended during the meeting to add or delete items, change the order of agenda items, or discuss any other business deemed necessary at the time of the meeting.

Anyone wishing to make real time public comment should submit a request to publiccomment@newportoregon.gov. at least four hours before the meeting start time, and a Zoom link will be e-mailed.

CALL TO ORDER AND ROLL CALL

Meeting Agenda.
PAC Meeting #7 Agenda

APPROVAL OF MINUTES

Draft Transportation System Plan Policy Advisory Committee Meeting Minutes of December 16, 2021.
Draft TSP Policy Advisory Comm Mtg Minutes 12-16-2021

1. TSP DECISION-MAKING PROCESS AHEAD.

2. REVISED DRAFT TRANSPORTATION SYSTEM PLAN.

3. RECOMMENDED CODE CHANGES (TECH MEMO #12).

4. ANY OUTSTANDING ISSUES?

5. PUBLIC COMMENT.

NEXT MEETING - FEBRUARY 2022

HANDOUTS

Handout Files:
Draft Transportation System Plan, dated December 2021
Development Code Amendments, Technical Memo #12, December 8, 2021
Public Comment - Kennett 1.18.22
Public Comment - Gutknecht 1.18.22
Public Comment - Bertuleit 1.23.22
News Times Article 1.14.22

ADJOURNMENT

Newport Transportation System Plan
Project Advisory Committee (PAC) Meeting #7

January 27, 2022 | 6 PM to 8:00 PM
Online Zoom Meeting & In-Person at Council Chambers

Meeting Objectives

- Review (PAC) Feedback on Revised Draft TSP
- Review Development Code Changes

1. TSP Decision-Making Process Ahead

2. Revised Draft Transportation System Plan

- Transportation System Context/Projections (Ch. 2 & 3)
- Functional Classifications, Cross-Sections, and Standards (Ch. 4)
- Project Evaluation and Priorities (Ch. 5 & 6)
- Organization and Presentation of Priority Projects (i.e. Tiers, Financially Constrained list, etc.)

3. Recommended Code Changes (Tech Memo #12)

4. Any Outstanding Issues?

5. Public Comment

Next Meeting – February 2022

- Review Adoption Draft TSP & Final Recommended Code Changes

Handouts

- Draft Transportation System Plan, dated December 2021
- Development Code Amendments, Technical Memo #12, December 8, 2021
- Public Comments/Articles Since PAC Meeting #6

Other Resources

Project website: https://sites.jla.us.com/newport-tsp

***Draft* MINUTES**
Transportation System Plan Policy Advisory Committee
Meeting #5
Newport City Hall Council Chambers by Video Conference
December 16, 2021

Committee Members Present by Video Conference: Jeff Hollen, Bob Berman, Dean Sawyer, Ralph Breitenstein, Judy Kuhl, Roy Kinion, Rich Belloni, Rosa Maria Coppola, Linda Niegebauer, and Bryn McCornack, James Feldman, Lyle Mattson, Roland Woodcock,.

Committee Members Absent: Tomas Follett, Dietmar Goebel, Beatrice Botello, and Fran Matthews.

City Staff Present by Video Conference: Community Development Director, Derrick Tokos; City Manager, Spencer Nebel; and Executive Assistant, Sherri Marineau.

Consultants Present: Carl Springer, and Kevin Chewuk.

Public Members Present by Video Conference: Steven Webster, Nyla Jebousek, and Jeremy Kennett.

1. **Call to Order & Roll Call.** Meeting started at 6:04 p.m.

2. **Approval of Minutes.** Bob Berman noted minor changes to the minutes. Motion was made by Bob Berman, seconded by Ralph Breitenstein to approve the July 8, 2021 Transportation System Plan Policy Advisory Committee meeting minutes with minor corrections. The motion carried unanimously in a voice vote.

3. **TSP Decision-Making Process Ahead.** Springer covered the agenda for the evening's meeting and the and the project schedule through 2022.

4. **Public Outreach Summary, Phase 2.** Springer reviewed the approach to the outreach and noted that the survey participants were generally in the mid to older range and were over 45 years old. He then went over the Oceanview/Nye Street scoring results noting that there was a clear preference for a multimodal path. Springer reviewed the US 101 solutions and pointed out that there was a slight preference for two-way traffic versus the couplet options. For the US 101 solutions there were mixed preferences for two way versus couplets. Springer reviewed the other feedback that was heard during the outreach. Topics included traffic calming, shared streets designs, and priority bikeways.

5. **Revised Draft Transportation System Plan.** Springer recapped what the draft TSP contained and the highlights of the TSP document. He reminded that the way projects were picked were set forth by the goals and objectives set forth by the community.

   Tokos emphasized that the TSP had recommendations for projects that didn't necessarily align with top votes in the rounds of public outreach. It wasn't that these were being ignored. They were trying to look behind the public's concerns and determine which of the different solutions best achieved mobility. Tokos also noted that they recognized that some of the online surveys only shared a limited amount of information and people didn't always have full context of what the Policy Advisory Committee had seen.

Berman asked if the infrastructure funding package that had been passed on the Federal level would come to Newport ,and how this would affect funding for some of the projects. Tokos explained that they expected additional funding to trickled down from the package, some of which might be available for these projects. He explained it was an advantage for the city to be wrapping up a TSP and to have those priorities identified, because it put the City in a position where they could move forward as funding became available. Depending on what funding came forward they would look at the best fit to leverage the grant funds available. Nebel noted the City didn't know what they would be getting from the Federal funding, but it would be a substantial amount. The City didn't know how it would work yet but it would put them in a spot to take advantage of other funding. The State of Oregon funding was also critical for a lot of the projects as well. Berman asked Feldman if ODOT had any comments on using some of these funds for the Yaquina Bay bridge. Feldman reported that since they were currently maintaining the bridge, they would not be using the funding for it at this time. The package had broader competitive programs and it was just a matter of what the City applied for.

Springer reviewed the recap of the process for TSP projects and the project funding available. There was $37.8 million from the North Side Urban Renewal District and $38.3 million from other City and State funding sources. Tokos pointed out that the City would have around $3 million in South Beach Urban Renewal funds that were earmarked for transportation related projects over the next five years. These priorities would be plugged into the plan as well.

Springer reviewed the project improvement packages next. He noted that the City was free to make changes to the priority of projects over time. Berman thought that the terminology that said projects could be "potentially funded" should be called "unconstrained" instead. He thought the terminology should be the opposite of what was presented. Springer noted that "financially constrained" was what they used from industry standards and how they were labeling it.

Springer reviewed the TSP project types next and the TSP project highlights of the list. He first covered the US 20 at Harney Street/Moore Drive project first, then the US 101 at US 20 project next. Tokos noted that given how poorly this intersection was functioning, this needed to have attention in the next 20 years and should be worked into the fiscally restrained projects. He noted that one suggestion was to route traffic onto north east 1st Street by way of Harney and US 20 for vehicles looking to go north bound on US 101. Springer explained the consultants had looked at this and saw that it provided some benefits for people turning right on US 101 to head north. He reviewed the benefits for it but thought it wasn't enough to resolve the problems that has been identified. Mattson thought that the recommendations to move traffic to 1st Street and then back to US 20 prior to the stop light did not make sense. He thought they should continue the traffic down 1st Street to make a righthand turn on US 101 to help with congestion. Tokos pointed out that this was an earlier iteration they talked about in terms of a couplet where all of the traffic going both north and south on US 101 and it wasn't something that was being considered anymore. What they were looking at currently was to route traffic off of US 20 onto 1st Street for traffic that was looking to go north on US 101. Berman asked if 1st Street would be turned into a one way street as part of this concept. Tokos thought that only a portion of it would be one way close to US 101, and then a portion of 1st Street going east would be for two way traffic. He noted that this hadn't been fully sorted out in the TSP projects. Springer noted that they would also be looking at adding a turn lane going south on US 101 and using a median so traffic couldn't turn left from 1st Street to US 101.

Hollen thought that there was a serious issue with traffic going south and turning left onto US 20 from US 101. The backup was very often two blocks back when turning left onto US 20. Hollen

noted he had observed that the northbound traffic on US 101 didn't normally have this problem. He thought that rerouting traffic over to 1st Street would allow them to add a second turn lane from US 20 onto US 101 heading south. Niegebauer asked if this would require a signal on 1st Street and US 101. Springer thought that the intersection would become a left turn only from 1st Street to US 101. Niegebauer thought all the intersection streets from 1st to 6th Streets were difficult to turn onto US 101 because this stretch was bottlenecked all around. This wouldn't eliminate traffic, it was just making them stop in another spot. A discussion ensued regarding the flow of traffic and thoughts on how to utilize turn lanes to help with backups. Niegebauer requested that this be looked at further. Mattson was concerned about the change to US 101 to US 20 would take away parking for his staff. Springer reminded that the illustration that was presented was only a doodle and not a preliminary design. Tokos reminded that this would mean they would have to widen the road to add additional turn lanes. Berman agreed that this was a problematic intersection. He asked what it would take to get this project to the financially constrained list to make the numbers work. Springer noted the City and City Council would decide on this. Input from the community and those that knew the different value in the projects would also come into play. Woodcock noted that the majority of traffic at the intersection was headed west to the beach and thought that any relief heading west would be good. A discussion ensued regarding the traffic analysis that had been done, and how to try to address this and come up with solutions. Sawyer thought that putting a cement barrier to keep people from turning left from 1st Street to US 101 would be good because it was a problematic area.

Springer reviewed the US 20 circulation improvements next. Berman noted that there were comments from the public who were dead set against couplets and asked how much the public input played into instituting a couplet. Tokos explained that with public input, they always tried to keep in mind the context of the information that was presented to the public, and what was behind the comments they were receiving. Some of the comments on the two ways were under the assumption that if we simply took parking off of US 101 in the City Center area, it would make everything better there. As an interim solution this would help traffic flow but it wouldn't facilitate redevelopment of the commercial core area, which was one of their objectives. Tokos pointed out that this objective wasn't included in the public outreach. He wasn't confident the public outreach provided the full context. We did learn what the public's core concerns were and what they wanted to see addressed, whatever the solutions might be. A big fear with the couplets was that locals would lose their way to reasonably get around the neighborhoods. The reason this landed on the financial constrained was because it best meet the broad range of the goals that were identified for what they were trying to accomplish for the TSP. Removing parking would be a near term solution for traffic on US 101 and would improve traffic up to a certain point. It wouldn't help with redevelopment of the commercial and pedestrian movements. At the end of the day policy makers had to be sure that what was ultimately funded was something the public could get behind.

Niegebauer was worried about there being a signal on 9th and Hurbert Streets due to the couplet and it being in juxtaposition with the signal on US 101. She expressed concerns about what it would do to the flow of traffic. Niegebauer also asked if the parallel parking would go away. Tokos explained it would be reconfigured but there would be some parking in that area. Niegebauer expressed concerns about the couplet moving traffic out of the commercial zone and the viability of it. Hollen liked this type of plan because businesses on US 101 couldn't survive as it was currently. Mattson asked how many parking spaces would be eliminated in the commercial core zone. Tokos didn't have the exact numbers. Mattson thought that if they were to funnel traffic on 9th Street they should create a parking lot to compensate for the parking that would be taken away. Tokos noted that if they offset the parking spaces there would still be an enormous amount of traffic. It wasn't conducive and useful to require businesses to create a parking lot and wouldn't

help businesses on 9th Street. Berman asked why there were 2,000 more cars a day going north versus south bound. Springer didn't know the reason for this but felt it was small enough that it wouldn't make a difference in the type of facility they would put in place and what would perform well. Feldman noted that there would be a street scape project in Philomath in 2023 where they would be working with their couplets. They were also working on a grant to do a study of downtown Philomath to better know what a couplet would look like and what it could do. A discussion ensued regarding how the flow of traffic would work with a couplet.

Springer covered the Harney Street extension next. He noted this project was in the unconstrained projects. Tokos added that the concept of closing vehicle traffic on 31st Street would only happen in conjunction with the Harney Street extension option.

Springer reviewed the Oceanview Drive/Nye Street improvement next. Tokos noted the concept for this was to ask what people were reasonably going to do and how they would address some of the concerns with the volume of traffic on Oceanview Drive, which was an Oregon coast bike route. He explained the view was that if they just did a bike and pedestrian connection from Nye to Oceanview it wouldn't be utilized. If they did the vehicle connection, it would make a lot of sense because you would have a pretty significant volume of traffic that would go up Nye to connect to Oceanview and then tie back up to US 101. Hollen thought this was a good idea and thought that there needed to be improvements on Oceanview north to US 101 to allow better bicycle routes. Berman asked how the Lighthouse to Lighthouse Drive project fit in with this, and asked if there was another right-of-way that connected into US 101 that then it would be designated as pedestrian/bike. Tokos remined there was a project included in the plan and an active Federal Land Access program grant in partnership with BLM that would be used to install a multiuse path on the west side of US 101 between Lighthouse Drive and Oceanview. This was a $4 million project entirely funded by Federal dollars that would go down US 101 from Lighthouse Drive to Oceanview. Hollen thought making Oceanview a one way south would assist with concerns. A discussion ensued regarding how difficult it would be for traffic if they limited traffic going south on Oceanview. Nebel thought they needed to address the first part of Oceanview if it wasn't in the plan.

6. **<u>Key Elements of Tech Memos 11 and 12.</u>** Springer reviewed Tech Memo 11 alternate mobility targets. Tokos pointed out that the City didn't currently hit the existing mobility target in a number of areas. Springer confirmed that the City didn't currently meet the target. This became an issue when doing the 2040 forecasting, which triggered the analysis to be done. Tokos explained that by doing an alternate mobility target on some of the intersections they would be saying they would be accepting a higher level of congestions because we recognized we couldn't build our way out of it. This meant alternate targets would have circumstances in the future where businesses that were across from these intersections would be able to do renovations and expansions that they might not otherwise be able to do if they left the standard bond to capacity in place. Nebel asked what the downside would be for taking this designation from the State. Springer explained it would mean they would be tolerating a little more congestion.

Springer covered the code changes for Tech Memo 12. Tokos noted that one part of the code changes was to create a process for policy makers to identify when traffic calming measures were appropriate and when they should be deployed in the City. This was done by identifying which streets should be eligible for traffic calming and a code change to identify a process to address citizen requests for traffic calming measures in their neighborhoods. He pointed out that another thing included was a new "shared street" section which allowed for narrower street sections on low volume streets. This helped in the infill neighborhoods where people felt more comfortable

walking and biking in the streets. Tokos noted these were streets where there was less than 500 average daily vehicles trips. These were typically dead-end streets with lower volumes of traffic. This made it easier to work through infill projects.

7. **Public Comment.** Tokos read the public comment submitted by Nyla Jebousek to the Policy Advisory Committee.

8. **Adjournment.** Having no further business, the meeting adjourned at 7:31 p.m.

Respectfully submitted,

_____
Sherri Marineau
Executive Assistant

City of Newport

TRANSPORTATION SYSTEM PLAN

DECEMBER 2021

ACKNOWLEDGMENTS

PROJECT ADVISORY COMMITTEE (PAC)

Jeff Hollen

Roland Woodcock

Fran Matthews

Lyle Mattson

Bryn McCornack

Tomas Follett

Rosa Coppola

Judy Kuhl

Ralph Breitenstein

Roy Kinion

Bob Berman

Linda Niegebauer

Rich Belloni

Dean Sawyer

MAYOR AND CITY COUNCIL

Beatriz Botello, Councilor

Dietmar Goebel, Councilor

CM Hall, Council President

Cynthia Jacobi, Councilor

Jan Kaplan, Councilor

Ryan Parker, Councilor

Dean Sawyer, Mayor

PLANNING COMMISSION

Jim Patrick, Commissioner

Bob Berman, Commissioner

James Hanselman, Commissioner

Bill Branigan, Commissioner

Lee Hardy, Commissioner

Gary East, Commissioner

Braulio Esccobar, Commissioner

PROJECT TEAM

CITY OF NEWPORT

Aaron Collett, City Engineer

Chris Janigo, Acting City Engineer

Spencer Nebel, City Manager

Clare Paul, Assistant City Engineer

Derrick Tokos, Community Development Director

OREGON DEPARTMENT OF TRANSPORTATION

James Feldmann, Senior Planner

DKS ASSOCIATES

Carl Springer, Project Manager

Kevin Chewuk, Senior Transportation Planner

Rochelle Starrett, Associate Transportation Planner

Melissa Abadie, Communications Manager

SERA ARCHITECTS

Ben Weber

Matthew Arnold

JLA

Brandy Steffan

Ariella Frishberg

ANGELO PLANNING GROUP

Andrew Parrish

Darci Rudzinski

HARPER HOUF PETERSON RIGHELLIS

Chris Beatty

CONTENTS

LIST OF FIGURES

LIST OF TABLES

Chapter 1: Executive Summary

[PLACEHOLDER - TO BE WRITTEN LATER]

Chapter 2: Transportation System Context

This chapter introduces Newport and describes what a Transportation System Plan (TSP) is and how it was developed. The process involved a formal decision-making structure, community engagement, and a structured technical analysis.

NEWPORT AT A GLANCE

Located along the shores of the Pacific Ocean and Yaquina Bay, Newport is a dynamic City with neighborhoods that cater to residents and visitors of all ages and interests. The population of permanent residents in the City is 10,125, but that can rise to 25,000 during a summer day, as visitors are drawn to the City's beachfront, numerous outdoor activities, attractions, eateries, shopping and more. It is home to an active fishing industry, miles of sandy beaches, Oregon State University's Hatfield Marine Science Center, the Oregon Coast Aquarium, and the home port of the National Oceanic and Atmospheric Administration (NOAA). Several neighborhoods are within Newport including Agate Beach, the Deco District (aka Downtown Newport), Nye Beach, Bayfront and South Beach, each with its own unique character.

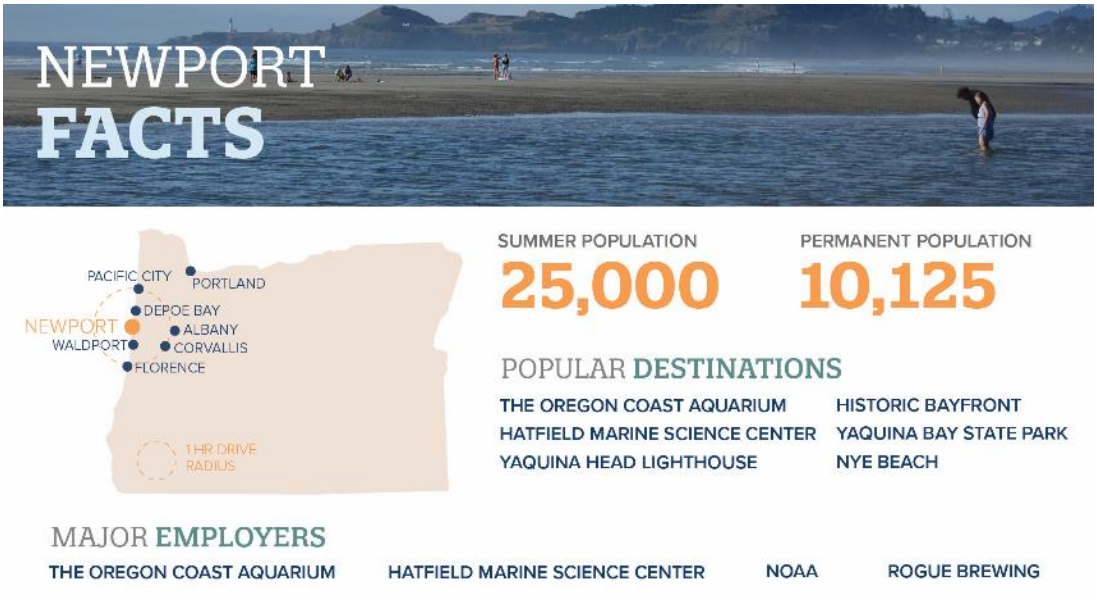


FIGURE 1: KEY TRANSPORTATION FACILITIES (NORTH)

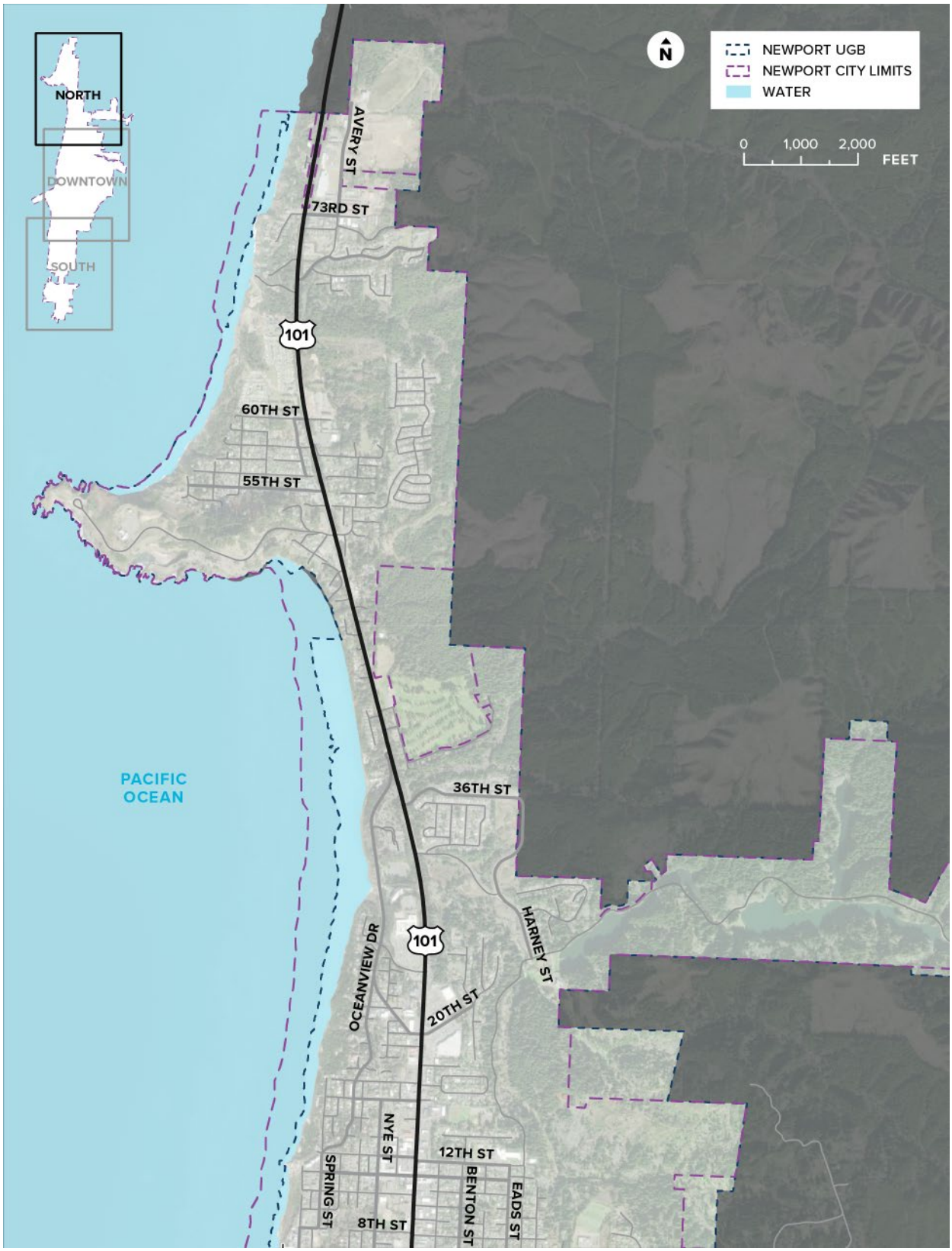


FIGURE 2: KEY TRANSPORTATION FACILITIES (DOWNTOWN)

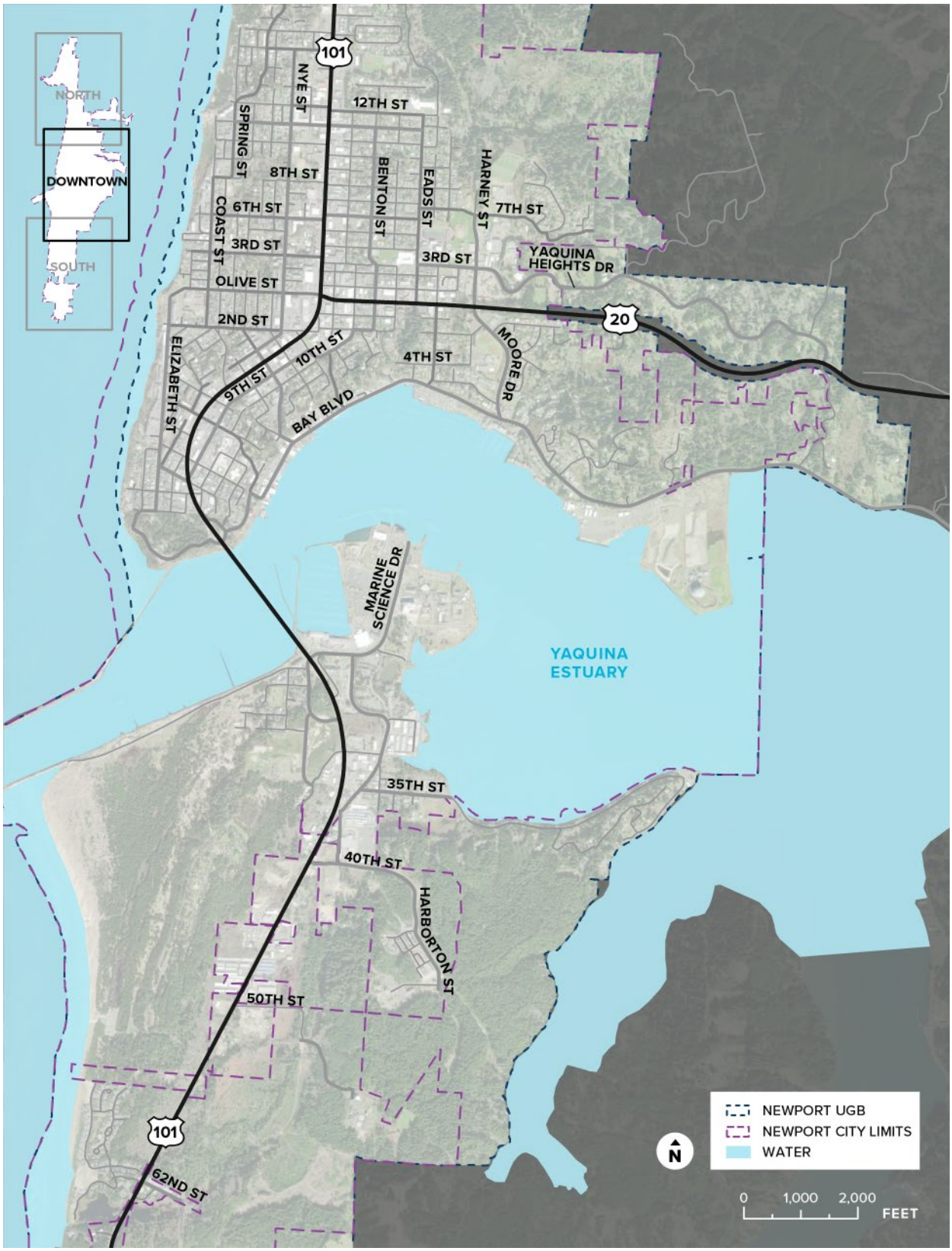


FIGURE 3: KEY TRANSPORTATION FACILITIES (SOUTH)

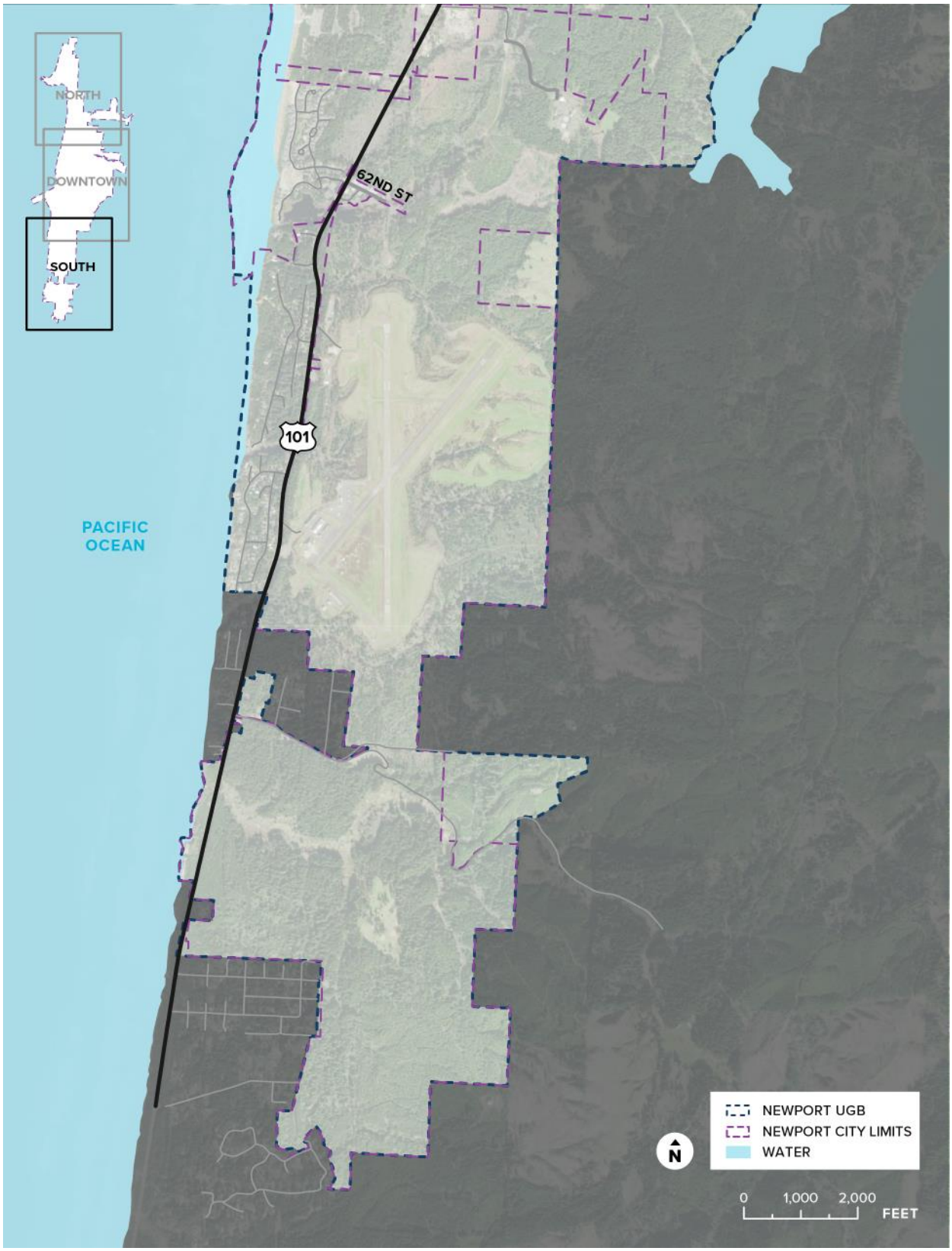
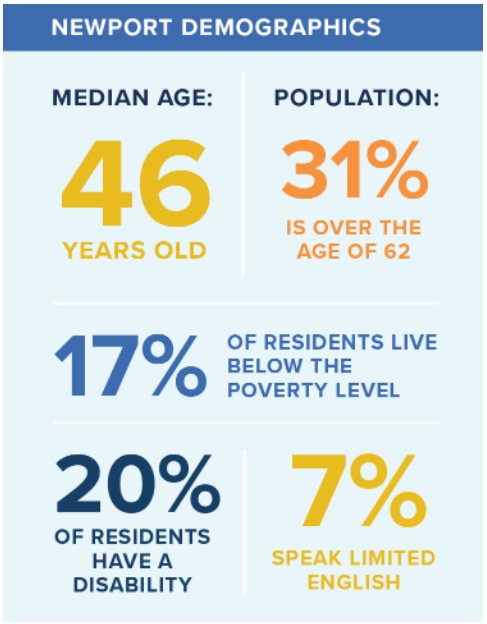


FIGURE 4: KEY DEMOGRAPHICS



Residents of Newport have a median age of 46 years and just over half, 51%, of all residents are within the peak working age range. Also shown in Figure 4, about one-third (31 percent) of the population is over the age of 60. The city has similar demographics with the rest of Lincoln County in terms of the share below the poverty income level, 17 percent, and people with disabilities (20 percent), while 7 percent speak limited English. These demographics are significantly different than those of the State, with the City accounting for a 10 percent larger share of residents aged over 62 and up to a 5 percent greater share of residents living below the poverty level, with a disability, or speaking limited English. The source for the Newport demographic data was taken from the American Community Survey, 2015 to 2019, as reported by the US Census Bureau.

As growth continues in the City, it will likely to show a higher share of older residents choosing to retire on the coast compared to other areas of the State, which influences the likelihood of more residents living on limited retirement incomes or having a disability. The City will also likely continue to see younger people and families choosing to visit and live in Newport, and likewise will continue to see people of all ages and abilities walking, biking and using transit.

KEY TRANSPORTATION OPPORTUNITIES AND CHALLENGES

Newport faces the challenge of accommodating population and employment growth while maintaining acceptable service levels on its transportation network. The transportation system must accommodate highway through traffic, residents, and thousands of tourists who are here in the summer and over holiday weekends. With limited funding for transportation improvements, and built and natural environment challenges, the City must balance its investments to ensure that it can develop and maintain the transportation system adequately to serve the City and everyone who travels in it. Some of the key transportation opportunities and challenges in the City are summarized below, with more details provided in Chapter 3 of this TSP.

US 101 and US 20

U.S. Highway 101 (US 101) and U.S. Highway 20 (US 20) are the spine of Newport's transportation network. US 101 runs north to south through the City, connecting coastal communities along the entire west coast of the United States, while US 20 runs east to west through the City, connecting it to Corvallis, Interstate 5 and eventually Boston, Massachusetts 3,365 miles to the east. These roadways intersect in the downtown area forming one of the most complex intersections in the City. These statewide highways serve as designated freight routes along all of US 20 and the northern portion of US 101, specifically the section north of US 20 which serves the primary commercial centers. Because these highways carry the highest levels of traffic in the city, they

present many great opportunities, but also bring many challenges. Each day these highways bring thousands of visitors and economic opportunities for the City, which includes a mix of large recreation vehicles or towing trailers often traverse narrow and busy sections of these streets through the City. These highways were designed and built in an era that focused on serving motor vehicle traffic, and they lag behind ODOT's current vision of a complete multimodal street facility. As a result, this creates conflicts with parked vehicles, and often leads to uncomfortable and difficult walking and biking conditions for residents and visitors along and across these highways.

Downtown

US 101 runs through Newport's downtown area and the historic heart of the City, spanning both sides of US 101 between US 20 and Yaquina Bay to the north and south, and Bayfront and Nye Beach neighborhoods to the east and west. The central city is an area where many of the properties are underutilized or in economic distress with vacant storefronts and aging, poorly maintained buildings. The City established an urban renewal district in 2015 to generate funding to revitalize the area and is considering how the transportation system can be redefined to catalyze economic development and provide infrastructure needed to support additional density. The downtown area is home to many shopping, dining, cultural, and City service establishments and has emerged as a destination for residents and visitors alike. The increased energy draws many people who walk, ride bikes and take transit to and from nearby neighborhoods and along and across streets throughout downtown. Many more people drive vehicles and park within the area, and then walk or bike. Streets will need to be repurposed and reimagined to complement the street side activity, support desired economic development and balance the expected uptick in travel among all travel modes.

Yaquina Bay Bridge

Just to the south of Newport's downtown area, is Yaquina Bay and the iconic Yaquina Bay Bridge. Here the structure serves US 101 and spans 3,223 feet across Yaquina Bay. It opened in 1936 and provides the only crossing of Yaquina Bay and connection to the South Beach area of the City and its major employment and recreational destinations. With one travel lane in each direction, today the bridge is one of the top bottleneck locations in the City carrying nearly 17,000 motor vehicles per day during the summer and 14,000 per day during an average weekday. With narrow roadway-adjacent walkways and no separated bicycle facilities, the crossing is often uncomfortable and challenging for pedestrians and bicyclists.

In 2013, ODOT placed weight limit restrictions on this bridge considering the degraded maintenance conditions of the structure, particularly as it relates to seismic events. This weight limitation was intended to prolong the effective service life of the bridge before major reconstruction would be required. The current estimate for replacing the bridge is $200 million. Given the uncertainty of the bridge's viability long-term, the Newport City Council requested a statement from ODOT regarding their plans for this facility. In a letter dated February 4, 2021, the ODOT Director responded and indicated that the Yaquina Bay Bridge is on their Seismic Resilience Plan, and a specific date for funding major construction is uncertain at this time. However, the letter did also indicate that based on their understanding to date, retaining the bridge essentially in

its current location would be the preferred option to minimize environmental, engineering and community impacts.

Nye Beach

Nye Beach was named for John Nye who claimed a 160-acre parcel in 1866, In the 1880's the property was purchased by Sam Irvin, and in the 1890's the "summer people" began coming to Newport Beach in large numbers. They came by train to Yaquina Bay, where the railroad ended, then by ferry boat to the Bayfront, and finally by the boardwalk built in 1891 to connect the Bayfront with Nye Beach.

Today, Nye Beach has become a mixed-use neighborhood with direct beach access anchored by Performing Arts and Visual Art Centers. Commercial development is concentrated along Beach Drive and Coast Street, both of which include streetscape enhancements that encourage a dense pedestrian friendly atmosphere. This area includes a mix of retail, dining, lodging, professional services, galleries, single family homes, condominiums, long term and short-term rentals.

Bayfront

A working waterfront with a mix of tourist-oriented retail, restaurants, fish processing facilities (e.g. Pacific Seafood), and infrastructure to support the City's commercial fishing fleet. The Port of Newport is a major property owner, and a boardwalk and fishing piers provide public access to the bay. The area is terrain constrained, with steep slopes rising up from commercial sites situated along Bay Boulevard.

South Beach

Nestled on the south side of the Yaquina Bay Bridge, Newport's South Beach provides a mix of regional institutions, recreational facilities, neighborhoods, and retail businesses, including the popular Oregon Coast Aquarium, Hatfield Marine Science Center, OMSI's Camp Gray, Oregon Coast Community College, Newport Municipal Airport, and the Port of Newport's South Beach Marina and RV Park. The City largest residential planned development is also located in South Beach. Known as "Wilder" the community is in its initial phase of development.

Natural Hazards

As an Oregon coastal city, Newport is at risk to a variety of natural hazards that should be considered in developing a Transportation System Plan to reduce risks to public health, facilitate emergency evacuation and prolong the serviceable life cycle of transportation infrastructure.

The first category of hazard is the tsunami events that follow earthquakes. The impacts on the Oregon coastline for a range of potential major earthquake events has been studied extensively by Oregon Department of Geology and Mineral Industries (DOGAMI), which is the best source of information for identifying areas that may be subject to tsunami inundation. The City and State have taken actions to prepare for these events, including developing emergency response and evacuation routes, and designating evacuation assembly areas. Establishing resilient transportation facilities and bridges along these routes is a critical element to facilitate the movement of people

during these emergency situations. The tsunami inundation and assembly areas in Newport can be found in the Appendix, Technical Memo #5, Existing Conditions.

Landslides and bluff erosion also present significant challenges to maintaining a stable foundation for roads and structures. The soil composition in many beach areas require special design considerations to adequately treat storm drainage and runoff to mitigate against degrading soil conditions. These design treatments are commonly applied in designated areas such as Agate Beach, which has experience chronic bluff erosion in recent years.

PURPOSE OF THE TSP

The TSP is a long-range plan to guide future transportation investments for the next 20 years and beyond within the Urban Growth Boundary (UGB). It is a key resource for implementing transportation system improvements that address current deficiencies and will also serve expected local and regional growth, and ensure that they align with the community's goals, objectives, and vision for the future. This TSP was developed through community and stakeholder input and is based on the transportation system's needs, opportunities, and anticipated available funding. The requirements of a TSP are summarized in Figure 5.

FIGURE 5: REQUIREMENTS OF A TRANSPORTATION SYSTEM PLAN

REQUIREMENTS OF A TSP

A TSP is required by the State of Oregon Transportation Planning Rule (TPR). Oregon Administrative Rule 660-012-0015 defines the primary elements of a TSP. The TPR requires that a city TSP includes the following components:

1. Comprehensive understanding of the existing multimodal transportation system that serves the city and how well that system performs its expected function today
2. Reasonable basis for estimating how the city and the surrounding region might grow in its population and employment over the next 20 or more years
3. Evaluation of how the expected growth could change system performance
4. Goals, policies and transportation system improvements that address community multimodal transportation needs
5. Understanding of the on-going funding required to build and maintain the transportation system as the city grows

In compliance with State requirements, the City of Newport updated their 2017 TSP. This latest update provides a plan for the City to support the transportation needs from land use growth within the UGB through the 2040 planning horizon. The City's UGB is shown earlier in Figure 1. The UGB is a land use planning line to control urban expansion and promote the efficient use of land, public facilities, and services. Land inside the UGB supports urban services such as roads, water and sewer systems, parks, schools and fire and police protection. This boundary also supports 20-years' worth of population and employment growth, of which cities must plan for urban services.

The TSP is the City's tool for planning transportation infrastructure for all modes within the UGB. This TSP will be used by the City to make strategic decisions about transportation system investments and will be instrumental in supporting grant applications to fund future projects, and ensuring projects are built in coordination with land use actions and future development.

SETTING DIRECTION FOR THE PLAN

A transportation vision, and set of goals, objectives, and evaluation criteria (see Figure 6) were used to guide the project team in the development, evaluation, and prioritization of solutions that best fit the community and provided the basis for policies to support Plan implementation. They were established with guidance from the Newport City Council and Planning Commission, Project Advisory Committee (PAC) and general public.

Collectively, the transportation-related goals, objectives, and evaluation criteria describe what the community wants the transportation system to do in the future, as summarized by a vision statement. A vision statement generally consists of an imaginative description of the desired condition in the future. It is important that the vision statement for transportation align with the community's core values.

Goals and objectives create manageable stepping stones through which the broad vision statement can be achieved. Goals are the first step down from the broader vision. They are broad statements that should focus on outcomes, describing a desired end state. Goals should be challenging, but not unreasonable. Each goal must be supported by more finite objectives. In contrast to goals, objectives should be specific and measurable. Where feasible, providing a targeted time period helps with objective prioritization and achievement. When developing objectives, it is helpful to identify key issues or concerns that are related to the attainment of the goal.

The solutions recommended through the TSP must be consistent with the goals and objectives. To accomplish this, evaluation criteria based on the goals and objectives were developed. For the Newport TSP, they were used to inform the selection and prioritization of projects and policies for the plan by describing how well they support goal areas.

FIGURE 6: DIRECTION FOR THE PLAN

VISION FOR THE PLAN

VISION STATEMENT

Travel to and through Newport is safe and efficient, with convenient options available for everyone. Investments in the transportation system are made in a cost-effective manner and respect the City's resources. The system supports local business activity, and all streets, including US 101 and US 20, complement a vibrant streetscape environment where people stop and visit and can travel by all modes safely and comfortably.

GOAL 1 **SAFETY**

Improve the safety of all users of the system for all modes of travel.

Objectives:

- Reduce the frequency of crashes and strive to eliminate crashes resulting in serious injuries and fatalities.
- Proactively improve areas where crash risk factors are present.
- Improve the safety of east-west travel across US 101.
- Improve the safety of north-south travel across US 20.
- Apply a comprehensive approach to improving transportation safety that involves the five E's (engineering, education, enforcement, emergency medical services, and evaluation).

GOAL 2 **MOBILITY AND ACCESSIBILITY**

Promote efficient travel that provides access to goods, services, and employment to meet the daily needs of all users, as well as to local and regional major activity centers.

Objectives:

- Support expansions of the local and regional transit network and service.
- Support improvements that enhance mobility of US 101 and US 20.
- Manage congestion according to current mobility standards.
- Support transportation options and ease of use for people of all ages and abilities.
- Ensure safe, direct, and welcoming routes to provide access to schools, parks, and other activity centers for all members of the community, including visitors, children, people with disabilities, older adults, and people with limited means.
- Provide an interconnected network of streets to allow for efficient travel.

GOAL 3 **ACTIVE TRANSPORTATION**

Complete safe, convenient and comfortable networks of facilities that make walking and biking an attractive choice by people of all ages and abilities.

Objectives:

- Continuously improve existing transportation facilities to meet applicable City of Newport and Americans with Disabilities Act (ADA) standards.
- Provide walking facilities that are physically separated from auto traffic on all arterials and collectors, and on streets and paths linking key destinations such as employment centers, schools, shopping, and transit routes.
- Provide low-cost improvements to enhance walking and biking on all arterials and collectors, and on streets and paths linking key destinations such as employment centers, schools, shopping, and transit routes.
- Provide safe street crossing opportunities on high-volume and/or high-speed streets.
- Provide walking access to transit routes and major activity centers in the City.
- Work to close gaps in the existing sidewalk network.
- Provide biking facilities that are comfortable, convenient, safe and attractive for users of all ages and abilities on or near all arterials and collectors, and streets and paths linking key destinations such as employment centers, schools, shopping, and transit routes.
- Provide biking access to transit routes, major activity centers in the City, and regional destinations and recreational routes.

GOAL 4 **GROW THE ECONOMY**

Develop a transportation system that facilitates economic activity and draws business to the area.

Objectives:

- Support improvements that make the City a safe and comfortable place to explore on foot.
- Manage congestion along freight routes according to current mobility standards.
- Provide safe, direct, and welcoming routes between major tourist destinations in Newport.

GOAL 5 **ENVIRONMENT**

Minimize environmental impacts on natural resources and encourage lower-polluting transportation alternatives.

Objectives:

- Support strategies that encourage a reduction in trips made by single-occupant vehicles.
- Minimize negative impacts to natural resources and scenic areas, and restore or enhance, where feasible.
- Support facility design and construction practices that have reduced impacts on the environment.

GOAL 6 **SUPPORT HEALTHY LIVING**

Support options for exercise and healthy lifestyles to enhance the quality of life.

Objectives:

- Develop a connected network of attractive walking and biking facilities, including off-street trails, which includes recreational routes as well as access to employment, schools, shopping, and transit routes.
- Provide active transportation connections between neighborhoods and parks/open spaces.
- Provide for multi-modal circulation on-site and externally to adjacent land uses and existing and planned multi-modal facilities.

GOAL 7 **PREPARE FOR CHANGE**

Ensure that the choices being made today make sense at a time when Newport is growing, and the transportation industry is rapidly changing.

Objectives:

- Anticipate the impacts and needs of connected and automated vehicles.
- Seek to supplement traditional transportation options with more emphasis given to walking, biking, and transit and consideration for new alternatives such as car sharing, bike sharing, driverless vehicles, ride sourcing, and micro-mobility.
- Explore opportunities to partner with state, regional, and private entities to provide innovative travel options.

GOAL 8 **FISCAL RESPONSIBILITY**

Sustain an economically viable transportation system.

Objectives:

- Improve transportation system reliance to seismic and tsunami hazards, extreme weather events, and other natural hazards.
- Identify and develop diverse and stable funding sources to implement transportation projects in a timely fashion and ensure sustained funding for transportation projects and maintenance.
- Preserve and maintain existing transportation facilities to extend their useful life.
- Seek to improve the efficiency of existing transportation facilities before adding capacity.
- Ensure that development within Newport is consistent with, and contributes to, the City's planned transportation system.

GOAL 9 **WORK WITH REGIONAL PARTNERS**

Partner with other jurisdictions to plan and fund projects that better connect Newport with the region.

Objectives:

- Coordinate projects, policy issues, and development actions with all affected government agencies in the area.
- Build support with regional partners for the improvement of regional connections.

SUPPLEMENTAL STRATEGIES

In addition to the goals and objectives outlined above, a set of supplemental strategies and guidelines were developed to address specific issues of concern within the Commercial Core and the Agate Beach areas of the City. The Commercial Core area is also commonly referred to as the Downtown. The strategies are extensions of the citywide goals and objectives to provide adequate depth and context for addressing the unique issues within these areas.

Commercial Core

- Consider improvements that enhance the safety of US 101 and US 20 and their intersections through the Commercial Core.
- Explore options for alternative highway routing through the Commercial Core.
- Consider options to meet the future capacity needs of the Yaquina Bay Bridge.
- Explore options for improved pedestrian and bicycle facilities across Yaquina Bay.
- Explore options for safe crossing opportunities of US 101 and US 20 in the Commercial Core.
- Consider streetscape improvements that define and enhance the character of the Commercial Core and serve as attractive gateways.
- Support the economic vitality of businesses in the Commercial Core by making multi-modal access safer, more convenient and more attractive.

Agate Beach

- Provide options for local street sections that consider the stormwater management needs of the Agate Beach area.
- Plan for local street connections adjacent to existing coastal routes given future erosion concerns.
- Evaluate safe crossing opportunities of US 101 in Agate Beach.
- Upgrade vehicle access onto US 101 to correct substandard conditions.
- Explore options to provide pedestrian and bicycle facilities on US 101 in Agate Beach.
- Explore options for a connection for pedestrians and bicyclists in Agate Beach to areas further south in the City.

PERFORMANCE BASED PLANNING PROCESS

The TSP utilizes a performance-based planning process. The community vision is distilled into the measurable goals and supporting objectives. These goals and objectives were used to identify evaluation criteria to help evaluate potential projects and to measure long-term alignment between Newport's transportation system and the community's vision of this system. The plan process is illustrated below in Figure 7, along with the key questions that were considered during three development stages of the TSP.

FIGURE 7: PERFORMANCE BASED PLANNING PROCESS

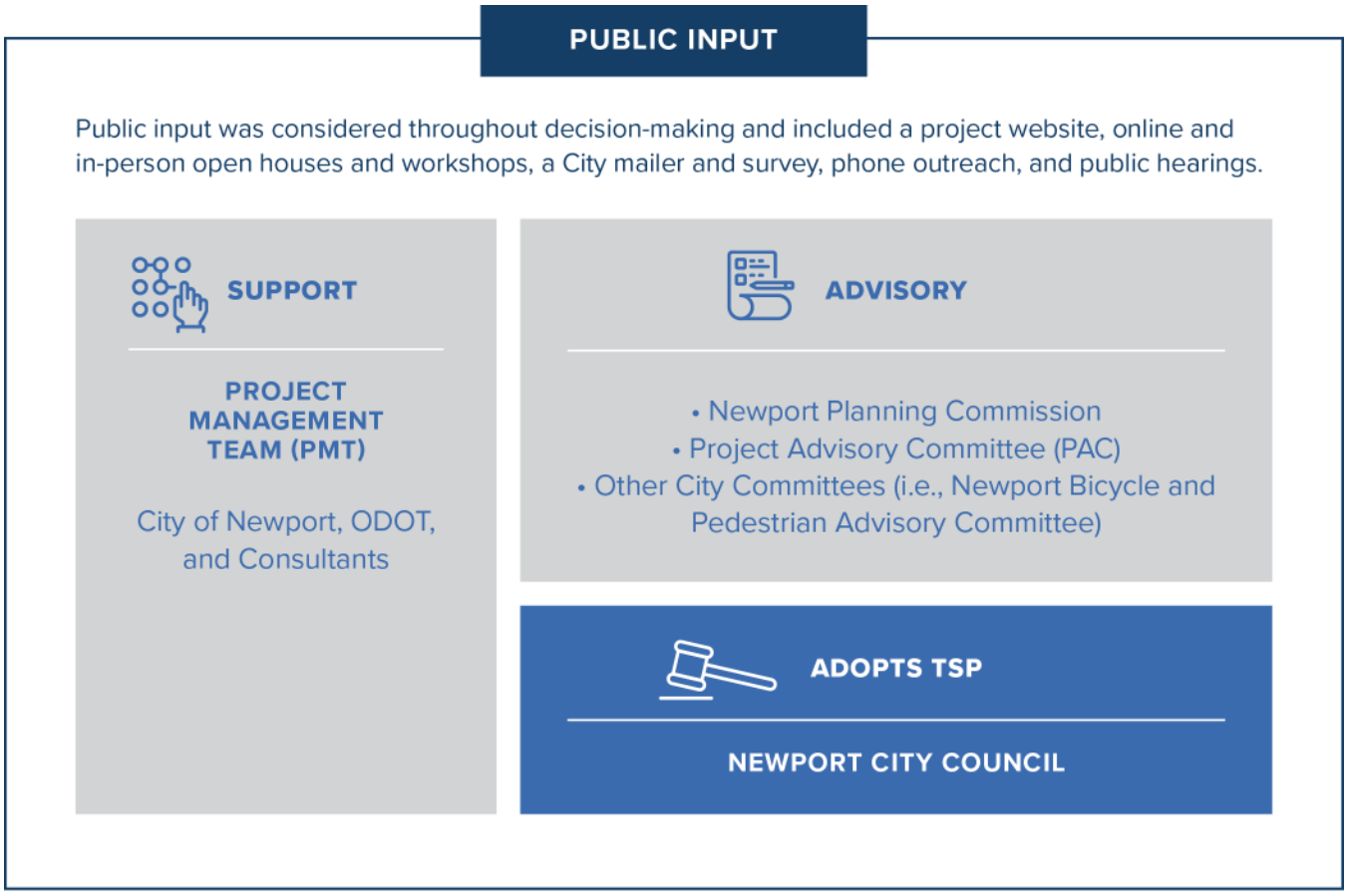
DECISION MAKING STRUCTURE

The decision-making structure for this TSP was developed to establish clear roles and responsibilities throughout the project. The decision-making structure (Figure 8) established a framework for broad-based community engagement for the project.

As the TSP was developed, the Project Management Team (PMT) worked with a Project Advisory Committee (PAC) that included local committee, neighborhood, and business representatives, emergency service providers, and agency staff members from the City of Newport, Lincoln County, and the Oregon Department of Transportation. The PAC was formed to provide community-based recommendations, and informed and guided the plan by reviewing draft deliverables, providing insight into community perspectives, commenting on technical and regulatory issues, and providing recommendations for the TSP.

The City Council and Planning Commission for Newport were all briefed on the development of this TSP throughout the process. The City Council made all final decisions pertaining to this TSP. The PMT made recommendations to the City Council based on technical analysis and community input.

FIGURE 8: NEWPORT TSP ROLES AND RESPONSIBILITIES



PUBLIC AND STAKEHOLDER ENGAGEMENT

The strategy used to guide stakeholder and public involvement throughout the TSP update reflects the commitments of the City of Newport and the Oregon Department of Transportation (ODOT) to carry out public outreach that provided community members with the opportunity to weigh in on local transportation concerns and to provide input on the future of transportation within the City and UGB.

Public outreach was conducted between November 2020 and August 2021 to share information about the TSP project and community members, stakeholders, and other interested parties were invited to share their ideas and feedback about how people currently get around, what can be improved, and to solicit feedback on transportation projects. Feedback received through this outreach helped the City and its consultants address planned growth and the evolving transportation needs of residents. Feedback was also used to develop a list of transportation projects to be included in this TSP.

The Public and Stakeholder Involvement Strategy for the TSP (included in the Appendix) considered the demographic makeup of the area to inform outreach activities. Considering the COVID-19 pandemic, the project team adapted to provide several engagement opportunities

(virtual, in-person, by phone and by mail) to enable community members to safely participate and provide meaningful input. Approximately 970 people were engaged through a variety of outreach opportunities. These opportunities are summarized in Figure 9. These engagement opportunities were promoted through social media posts, updates on the City and project websites, postcards mailed to residents within the City, emails sent to interested parties, stakeholders, and community organizations, and press releases. In addition, a virtual workshop was held with Spanish-speaking community members.

FIGURE 9: PUBLIC AND STAKEHOLDER ENGAGEMENT FACTS

SUMMARY OF COMMUNITY FEEDBACK

Overall, the respondents wanted to see improvements to Newport's transportation system that will benefit all residents and visitors, with a particular focus on the safety and circulation for the walking, biking and transit modes of travel. There was also a strong call for linking the transportation improvements to the form of the city's buildings and land use and redevelopment opportunities. A complete summary of the outreach efforts can be found in the Appendix, Newport TSP Outreach Summary.

Common themes:

- Pedestrian and bicyclist safety throughout the City
- Increased bus/transit/shuttle options
- Interest in improving traffic flow and reducing congestion, for through travelers and local users
- Parking improvements, especially in the downtown area
- Traffic speeding enforcement
- Preserve/rebuild the Yaquina Bay Bridge in the same location
- Strong support for emerging technology such as electric vehicle (EV) charging stations, parking solutions and solar power

AUGUST 2021 WORKSHOP WHERE PEOPLE COULD TALK TO STAFF AND PROVIDE INPUT ON PROJECTS

TECHNICAL DEVELOPMENT

Figure 10 illustrates the technical tasks involved in updating the TSP. These are categorized in three major stages: the first to understand system needs and constraints, the second to develop solutions, and the third to prepare and adopt the plan. Community input guided the TSP development through all stages.

LEARN & UNDERSTAND	ANALYZE & EVALUATE	RECOMMEND / ADOPT
• Introduce project to stakeholders. • Evaluate existing conditions and future growth trends. • Discuss community values and transportation goals. • Develop performance measures and evaluation. • Coordinate with state and regional plans.	• Determine future conditions. • Develop alternative solutions for all modes of travel. • Evaluate and refine draft solutions with the community.	• Identify preferred alternatives. • Develop draft plan for public review. • Hold public meetings with city boards, commissions and council. • City Council adopts TSP.

Chapter 3: Newport Today and Tomorrow

This chapter identifies the needs for the Newport transportation system. The needs reflect where the transportation system can better accommodate the desired activities of the community. Needs were determined based on a comprehensive multimodal existing conditions analysis and projecting future conditions through the planning horizon (2040) based on assumed growth in households and employment.

LAND USE AND TRANSPORTATION

Land use is a key component of transportation system planning. Where people live and where they go to work, shop, or access services has a big impact on how they get around and the demands they place on the transportation system.

Household and employment information is used as the basis for estimating future transportation activity in Newport. Figure 11, Figure 12, and Figure 13 summarize where household and Figure 14, Figure 15, and Figure 16 summarize where employment growth is expected through 2040 (see Technical Memorandum #6 in the Appendix for more information). High housing growth is concentrated around Newport's urban fringe including in northern Newport along US 101, Big Creek Park, Newport Middle School, in eastern Newport between US 20 and Yaquina Bay Road, and near the Oregon Coast Community College.

High employment growth is concentrated near Avery Street, the Lincoln County Fairgrounds, the Port of Newport, the South Beach area, Oregon Coast Community College, the Newport Airport, and the Holiday Beach area. Moderate employment growth is also expected along US 101 and in Newport's downtown area.

FIGURE 11: NEWPORT HOUSEHOLD GROWTH (NORTH)

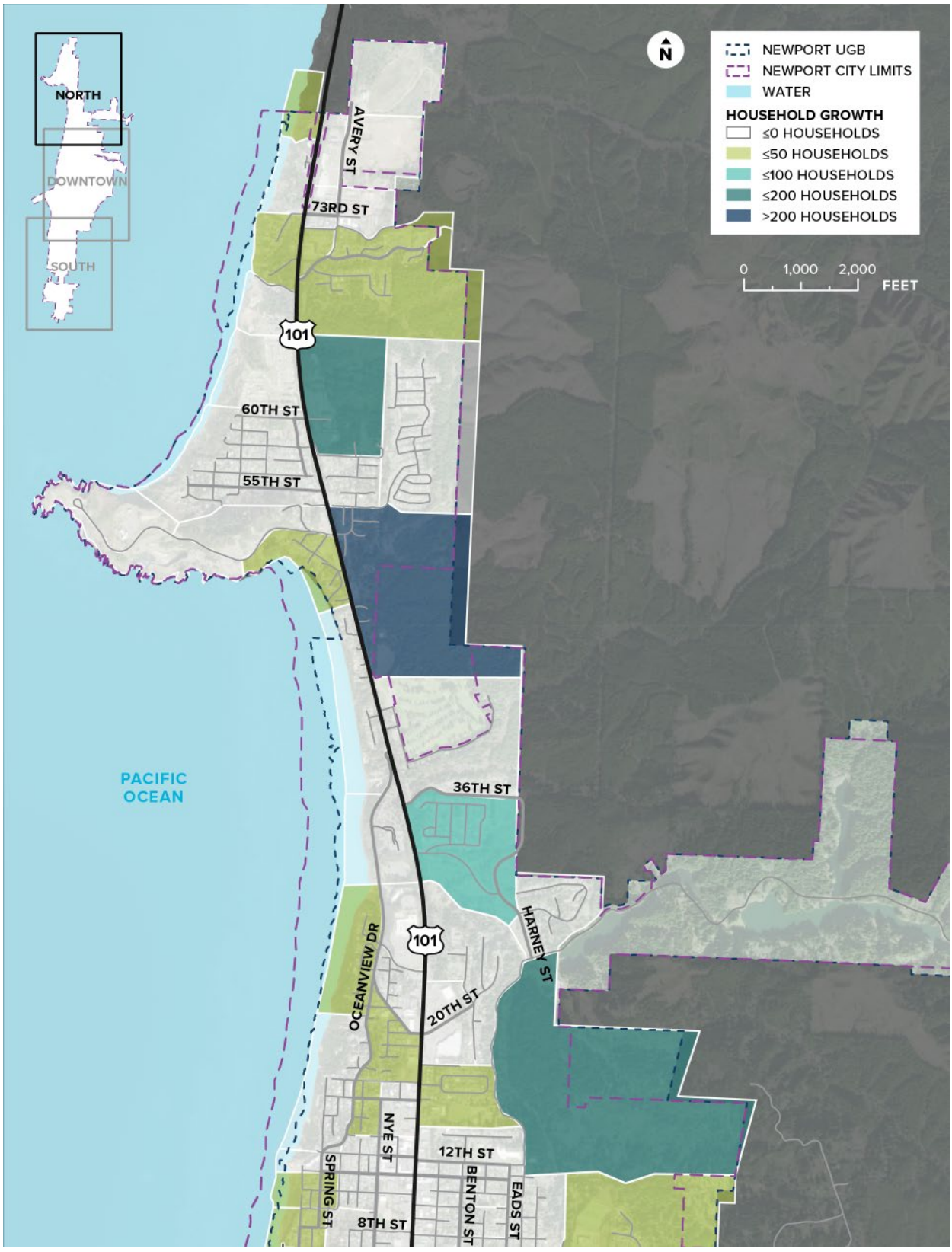


FIGURE 12: NEWPORT HOUSEHOLD GROWTH (DOWNTOWN)

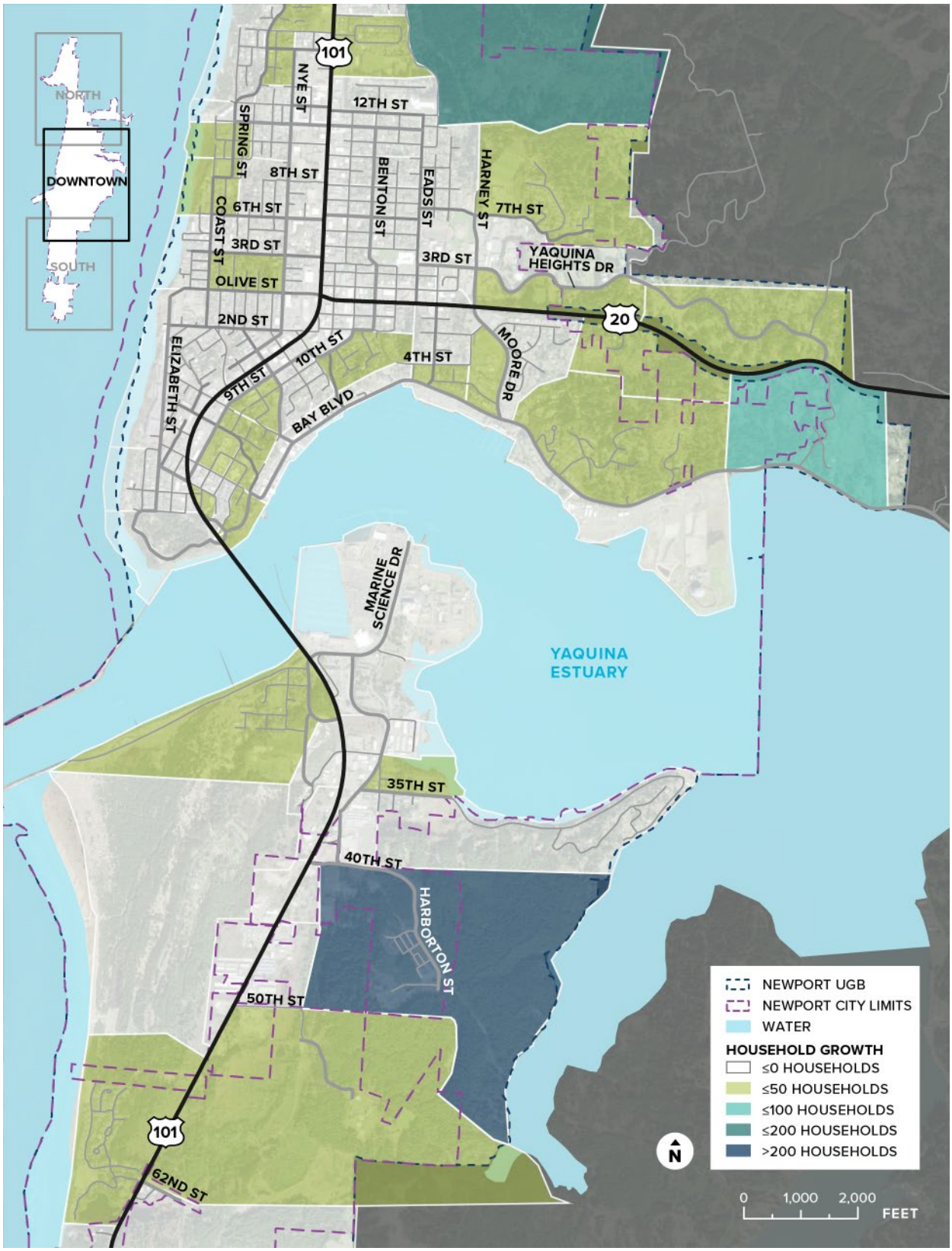


FIGURE 13: NEWPORT HOUSEHOLD GROWTH (SOUTH)

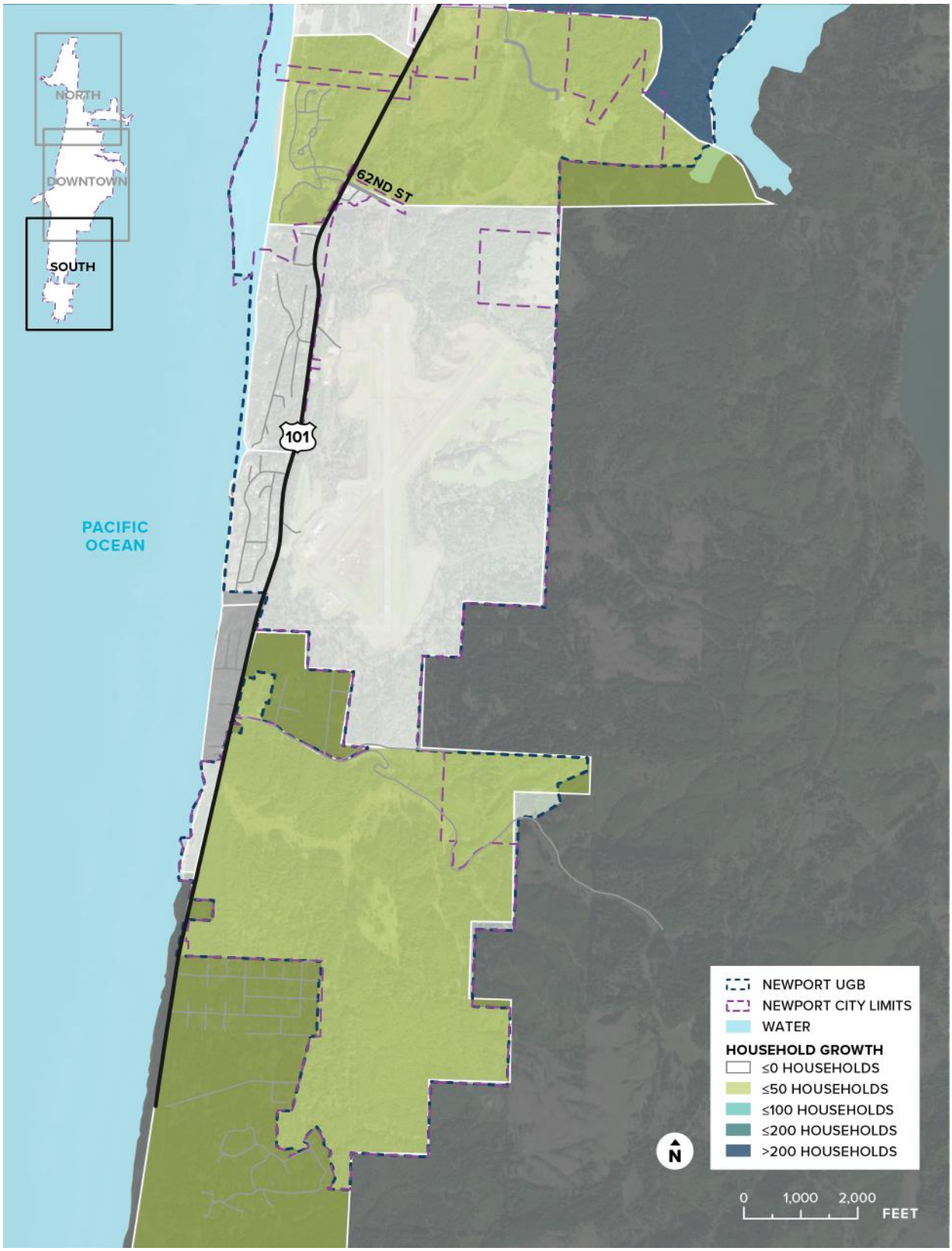


FIGURE 14: NEWPORT EMPLOYMENT GROWTH (NORTH)

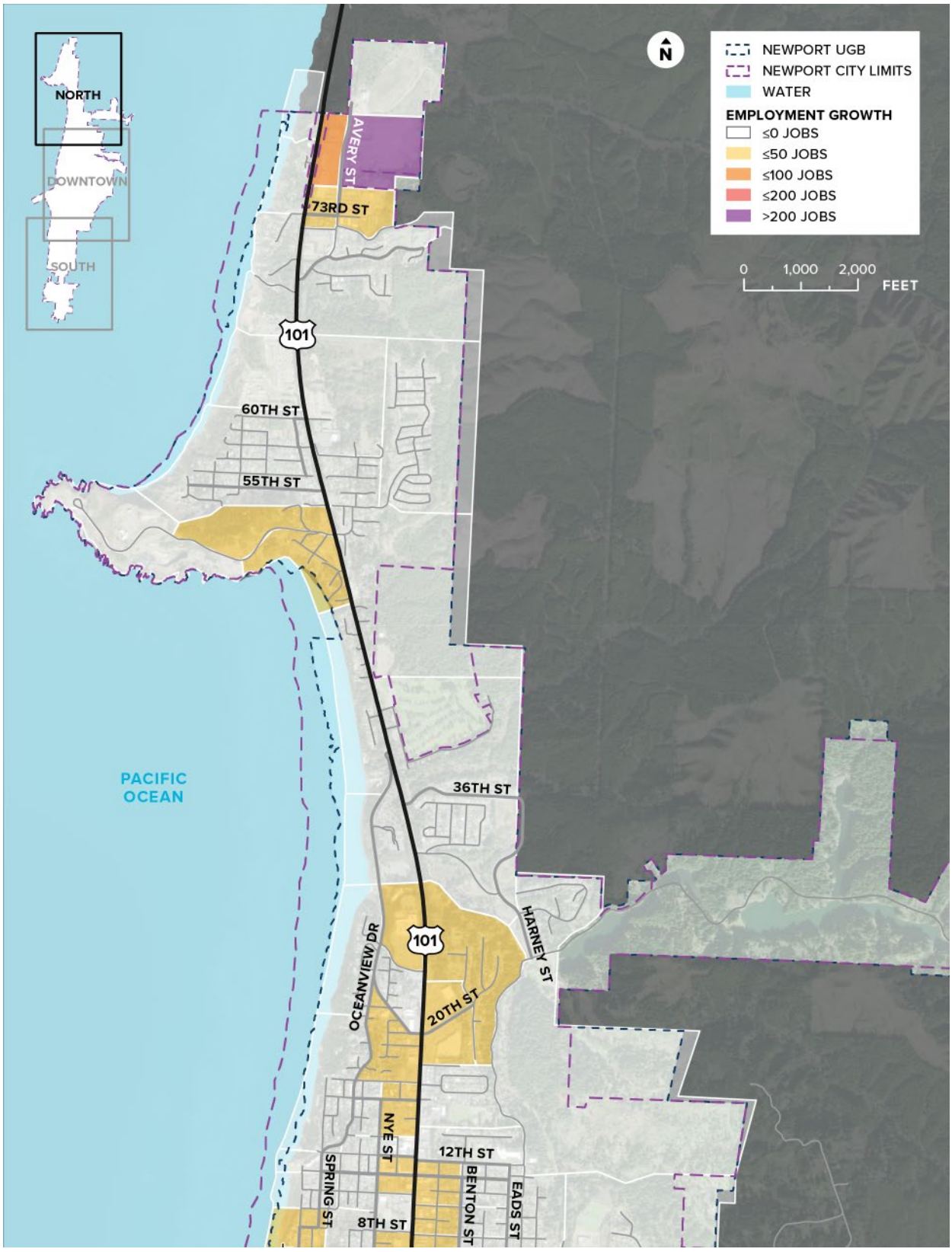


FIGURE 15: NEWPORT EMPLOYMENT GROWTH (DOWNTOWN)

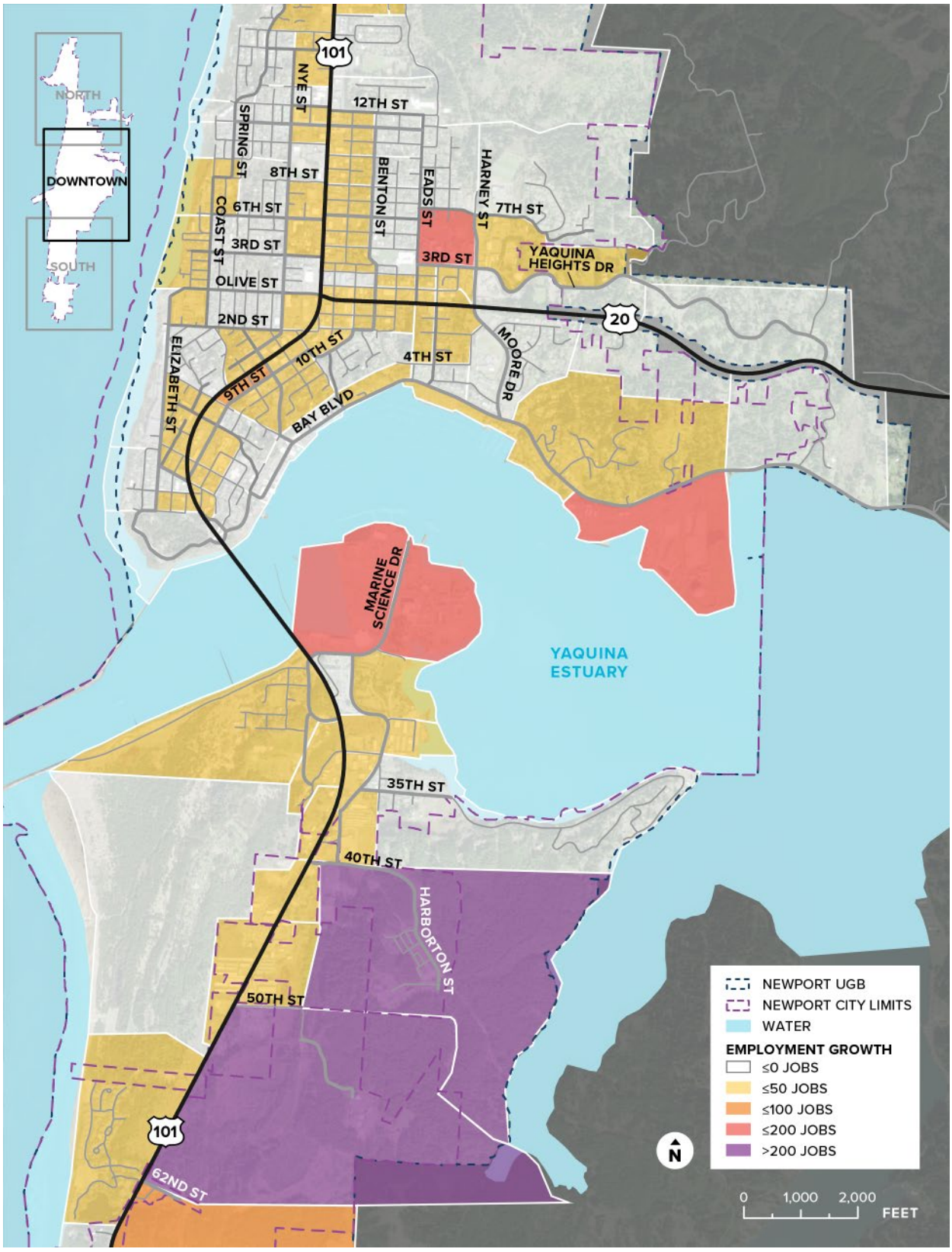
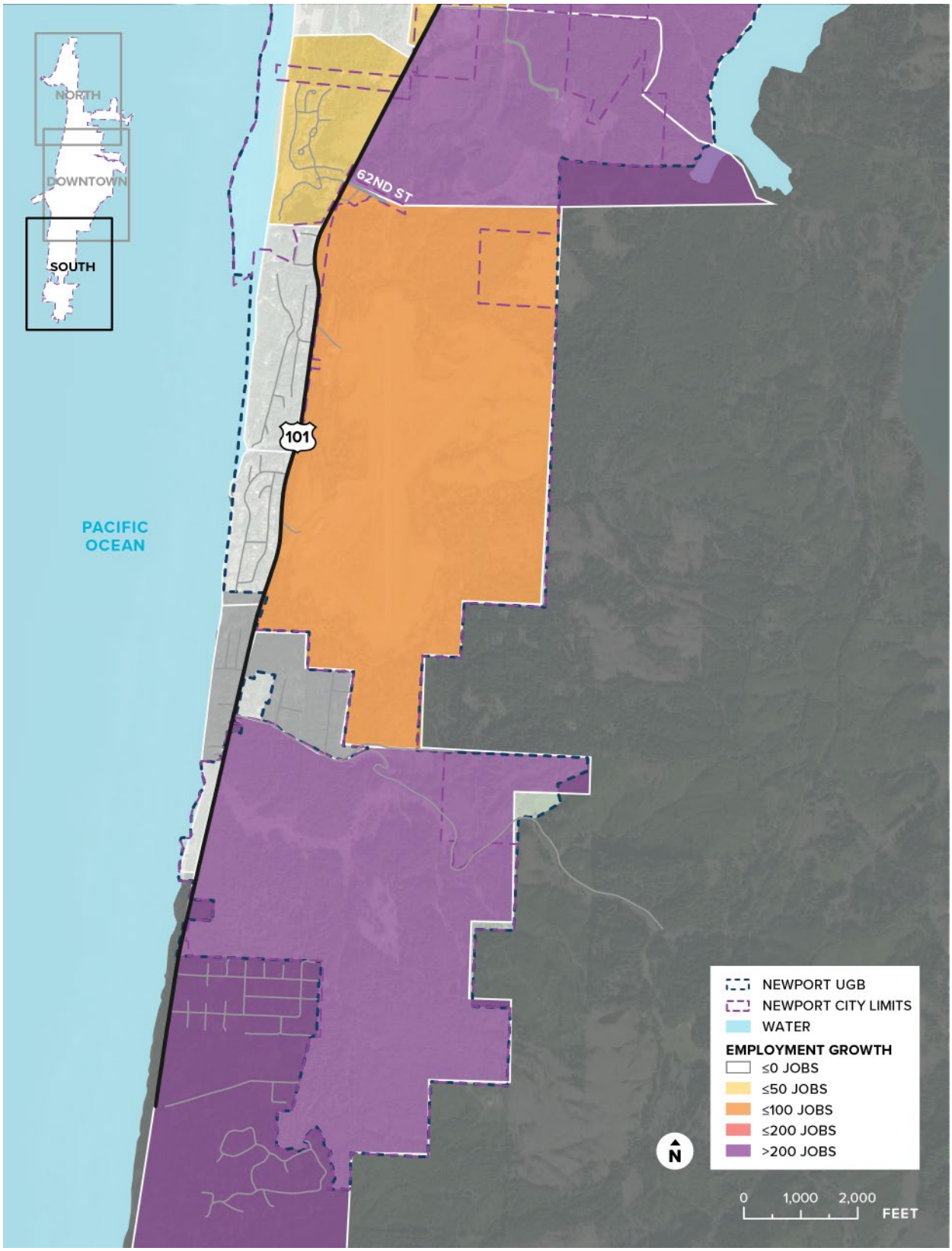


FIGURE 16: NEWPORT EMPLOYMENT GROWTH (SOUTH)

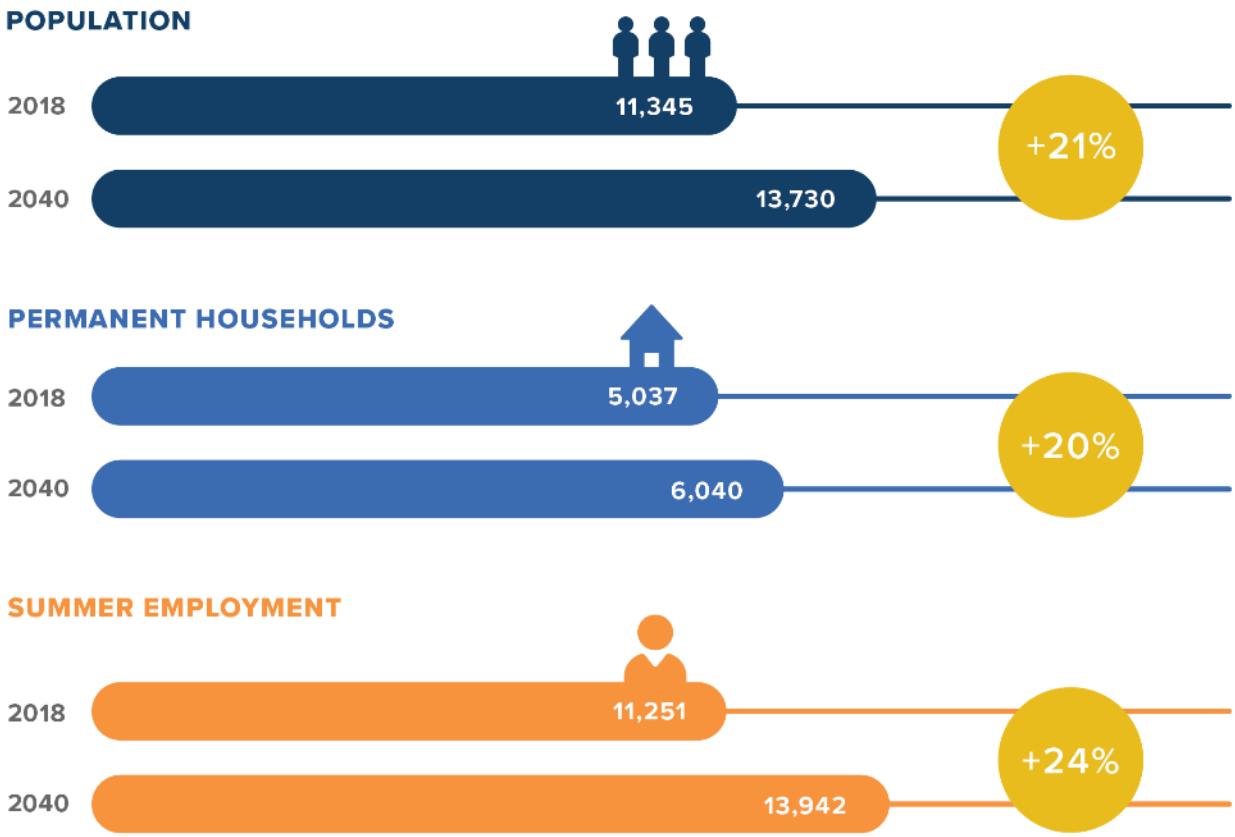


POPULATION, HOUSEHOLD AND EMPLOYMENT GROWTH

As growth continues to the year 2040, the demands on the City's transportation system will be influenced by changes in population, housing, and employment. These changes in travel demands will require better ways to manage the system, more choices for getting around, and targeted improvements to make the system safer and more efficient.

As shown in Figure 17, Newport is expected to add about 2,385 more people[1] living here by 2040. For travel forecasting purposes, the population and employment during the average summer weekday is used, which are higher levels than the off-season. The City population of 10,125 rises to 11,345 during that period. By 2040 that summertime population is expected to be 13,730. This includes an expected 1,003 new households by 2040, for a total 6,040. Newport's current summertime average employment of 11,251 is estimated to increase to 13,942, with 2,691 more jobs in the UGB by 2040 (see Figure 17).

FIGURE 17: NEWPORT POPULATION, HOUSEHOLD AND EMPLOYMENT GROWTH TRENDS



SOURCE: NEWPORT TRAVEL DEMAND MODEL

[1] The 2017 Portland State University population forecast for Newport including its Urban Growth Boundary expansion was 2,385 more people. The 2021 PSU report showed a lower growth total of 547.

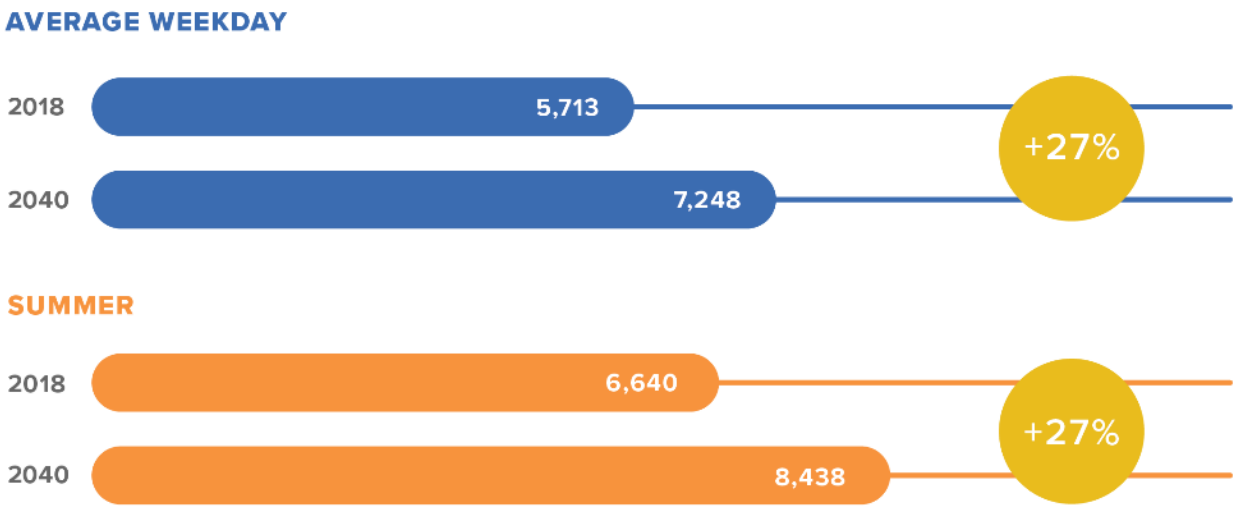
TRAVEL DEMANDS

The number of people who choose to walk, bike, ride transit or drive and the distances they travel is important for assessing how well existing transportation facilities serve the needs of users. Available data on travel mode choice, travel demand and trip length are used to better understand travel behavior in the community and inform the needs analysis for the transportation system.

Travel demands levels are influenced by the local housing and employment, seasonal visitors, and the amount of through traffic on the highway. Each of these components were considered in forecasting how current conditions in Newport will change by 2040. The increase in the number of local households and employees in the Newport UGB increases the overall number of trips generated. Figure 18 summarizes the total p.m. peak hour motor vehicle trip ends for the Newport UGB for year 2018 and year 2040. The number of vehicle trips is expected to grow by approximately 27 percent over this period if the land develops according to the land use assumptions during both an average weekday and the summer.

Being on the Oregon Coast, Newport is also impacted by a significant number of visitors and other regional travel on US 20 and US 101. This regional recreation-based travel significantly increases traffic volumes on these facilities in the summer months when compared to an average weekday. As shown in Figure 18, this tourism and recreational activity adds approximately 900 p.m. peak hour motor vehicle trip ends today (i.e., 5,713 during an average weekday versus 6,640 during the summer) and is expected to add 1,200 p.m. peak hour motor vehicle trip ends by 2040 within the Newport UGB, an increase of over 16 percent (i.e., 7,248 during an average weekday versus 8,438 during the summer).

FIGURE 18: NEWPORT VEHICLE TRIP ENDS (PM PEAK HOUR)



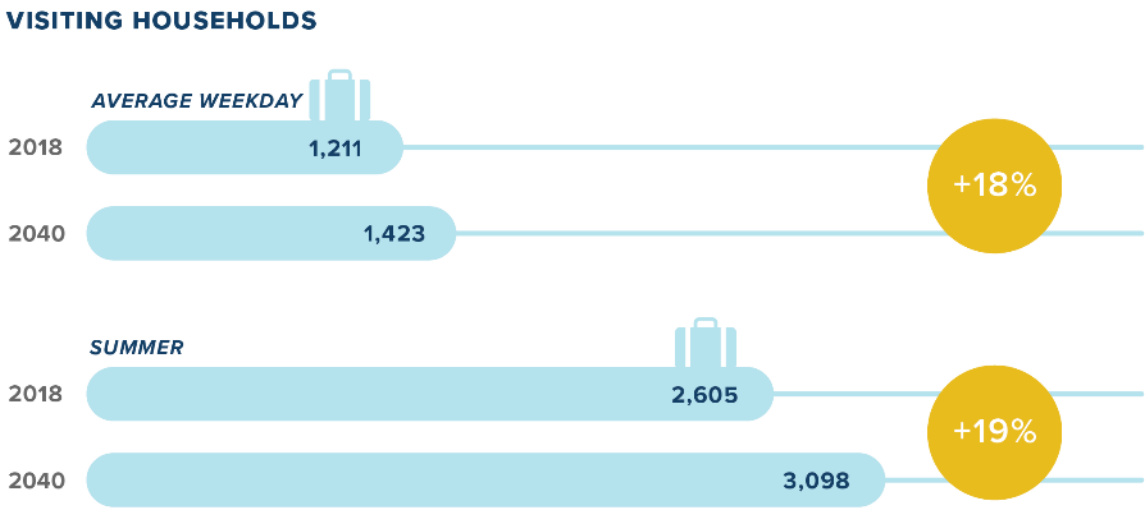
SOURCE: NEWPORT TRAVEL DEMAND MODEL

VISITING HOUSEHOLD TRIPS

Located within a two-hour drive from Albany, Corvallis, Eugene and Salem and a 3-hour drive from Portland, Newport is a desirable choice for getaways. Visitors arrive via US 20 and US 101 and often stay for extended periods, traveling to key attractions throughout the City. During the peak summer travel periods, more than 25,000 people may be in Newport at any time and motor vehicle volumes increase by as much as 45 percent on area roadways[2] compared to the winter months. These visitors are drawn to key lodging areas of the City including downtown, Nye Beach, Bayfront, South Beach and along US 101. Walking and biking is a popular travel choice for visitors among hotels or vacation rentals and the many destinations in the City, with most of the key lodging areas within a 30-minute walk or 10-minute bike ride north of Yaquina Bay. However, narrow sidewalks and lack of bike facilities on the Yaquina Bay Bridge creates a significant barrier for visitors to travel by these modes to tourist destinations located on the south side of Yaquina Bay.

Due to the importance of seasonal tourism on the Oregon Coast, the number of visiting households was also estimated. These visiting households stay in the City at area hotels and other short-term rentals. As shown in Figure 19, Newport is expected to accommodate 212 additional visiting households during an average weekday through 2040, from 1,211 today to 1,423 by 2040, an increase of 18 percent. As tourism increases during the summer, so does the number of visiting households. Today, the City accommodates 2,605 visiting households during the summer, or more than double the number during the average weekday. By 2040, Newport is expected to accommodate 493 additional visiting households during the summer, for a total of 3,098, an increase of 19 percent from today.

FIGURE 19: NEWPORT VISITING HOUSEHOLDS



SOURCE: NEWPORT TRAVEL DEMAND MODEL

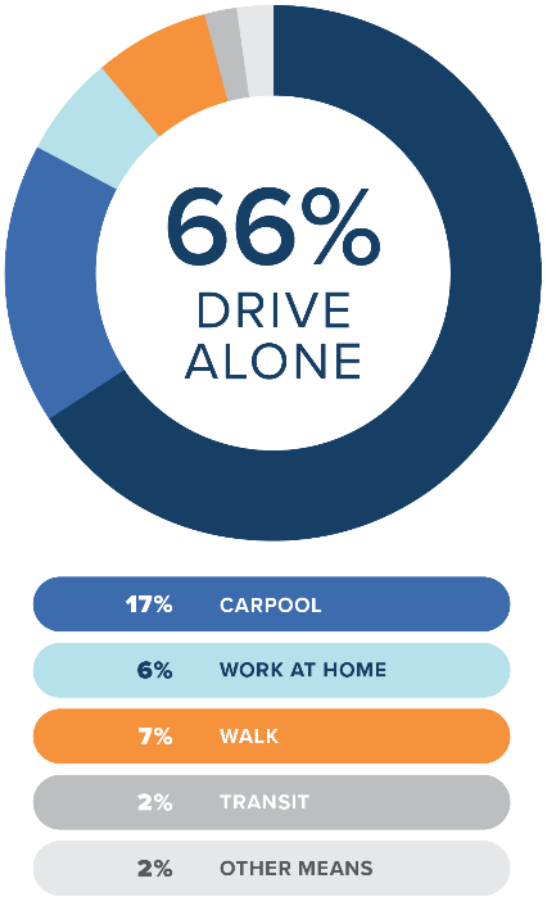
[2] Between January and August, average daily volumes on US 101 can vary by up to 45 percent of the annual average. In January, volumes are 20 percent below the annual average, and in August they are 25 percent above it.

COMMUTER TRIPS

Much of the traffic in Newport, especially during the more congested weekday peak periods, is related to employment. Approximately 70 percent of existing jobs in Newport are filled by people who live in another City[3]. Residents of Newport also contribute to travel between cities, with about 54 percent of employed residents commuting to employment locations outside of the City. Workers in Newport typically commute by single-occupant motor vehicle (about 66 percent), with about 7 percent of residents walking to work, and approximately 2 percent using transit (see Figure 20).

About 6 percent of employed residents in Newport worked from home pre-COVID, and that figure likely increased due to COVID-19. It is not yet known how many of those workers will continue to telework after the threat of COVID-19 passes, but it seems likely that a higher percentage of workers will continue teleworking, at least part time. Any increase in the remote work share will change the demand on streets. It is possible that we may see a decrease in the share of the workers that need to travel during the morning and evening peak commute times and may see an increase during off-peak times.

FIGURE 20: NEWPORT COMMUTER MODE SHARE



Source: US Census Bureau, 2015-2019 American Community Survey

COMMERCIAL ACTIVITY TRIPS

Area businesses also create demands on the transportation system. This includes customers purchasing goods and trucks servicing these businesses. Key areas of the City with commercial, retail or industry related activity includes downtown Newport, Port of Newport, historic Bayfront, Nye Beach, South Beach, and the US 101 corridor. Residents within Newport's historic downtown core are typically within a five-minute drive, twenty-minute walk or seven-minute bike ride of these areas. Recent residential developments north of Agate Beach or in South Beach typically have limited neighborhood commercial opportunities and are located farther from Newport's historic downtown core which increases trip lengths and limits mode choices for residents of these areas. Trucks servicing these areas typically travel from major cities outside Newport and can travel over 60 miles from major distribution centers in the Willamette Valley and the I-5 corridor before using US 20 or US 101. Within Newport, freight traffic is common on US 101, US 20, Moore Drive, Bay Boulevard, and 73rd Street to serve the fishing industry, Port of Newport and businesses throughout Newport.

[3] US Census Bureau, OnTheMap. Home/Work Distance/Direction Analysis, 2018.

TRANSPORTATION SYSTEM FACTS

To address changing transportation needs within the UGB though 2040, the existing and future travel conditions were reviewed. The transportation system review documented the existing pedestrian, bicycle, transit, and motor vehicle infrastructure. It also identified shortfalls and limitations into how people can travel within the City (such as lack of bike lanes or sidewalks).

Figure 21 provides a summary of some of the existing transportation facilities in the City, with more details provided in the following sections. A complete summary of existing and future transportation conditions and needs can be found in Technical Memorandums #5 and #7 in the Appendix. Solutions for the transportation infrastructure that are determined to not maintain acceptable service levels for residents are identified in Chapter 6.

FIGURE 21: NEWPORT TRANSPORTATION SYSTEM FACTS

ROADWAY NETWORK

The existing transportation system in the UGB includes 89 miles of roadways. Two highways under State jurisdiction bisect the City, including US 101 and US 20. US 101 runs north-south through Newport, connecting coastal communities along the entire west coast of the United States, while US 20 runs east-west just north of the downtown area of the City, connecting it to Corvallis, Interstate 5 and eventually Boston, Massachusetts 3,365 miles to the east. These roadways intersect in the downtown area forming one of the most complex intersections in the City.

Key City streets that are adjacent to or intersect US 101 and US 20 include NE 73rd Street, NW 55th Street, Lighthouse/NE 52nd Street, NE 36th Street, NE Harney Street, SE Moore Drive, SE Bay Boulevard, SW Abalone Street, SE Marine Science Drive, SE Ferry Slip Road, 6th Street, SE 40th Street, Nye Street, Hurbert Street, Benton Street, and NW Oceanview Drive.

This TSP addresses vehicle speeds, vehicle flow, and safety for all users of streets in Newport. Traditionally, agencies have widened streets to respond to traffic congestion. But widening does not always work to reduce congestion in the long term. Widening is costly, has negative effects on adjacent properties, and makes the street even less safe and inviting for walking and biking. This TSP uses widening to add capacity as only the last option to respond to vehicle congestion issues. Instead of following traditionally accepted practices, this TSP emphasizes redesigning streets to slow vehicles and increase safety. The design of a street influences how a person drives more than the actual speed limit.

INTERSECTION OPERATIONS

Forecasted intersection operations were compared to currently adopted agency mobility targets to identify where significant congestion is likely to occur. Of the 20 study intersections, eight will not meet their respective mobility target during the 2040 design hour conditions. Nineteen of the study intersections met their mobility targets under existing conditions (2020); the intersection of US 101/US 20 is the only intersection that also exceeded its mobility target under existing PM peak hour conditions. All of the substandard intersections are on state highways and half are two-way stop control intersections. Increased traffic on US 101 will lead to excessive delay for left-turning traffic by 2040 at all unsignalized intersections, particularly during the summer peak.

Intersections that are expected to exceed mobility targets under the 2040 design hour conditions, include:

- US 101/73rd (stop controlled on side street)
- US 101/52nd (signalized intersection)
- US 101/Oceanview (stop controlled on side street)
- US 101/US 20 (signalized intersection)
- US 101/Angle (stop controlled on side street)
- US 101/Hurbert (signalized intersection)
- US 20/Benton (stop controlled on side street)
- US 20/Moore (signalized intersection)

Other Community Concerns

Additional intersection and roadway network concerns expressed by the community include congestion around NE Harney Street/SE Moore Drive due to school and County fairground traffic, limited access to the hospital from US 101, limited access and high delay travelling to and from residential neighborhoods whose only access is from US 101, irregular access alignments to US 101, such as near the Newport Theater and southbound vehicle speeds on US 101 approaching the Yaquina Bay Bridge as vehicles merge. In addition, several locations on US 101 were noted for challenges for pedestrians crossings, such as near NE 60th Street.

BRIDGES AND TUNNELS

There are 11 bridges and two tunnels within the Newport UGB. Nine of the bridges are along state highways (i.e., US 101 or US 20) and one is along a City roadway. The State Parks system also owns a pedestrian bridge and a pedestrian tunnel at Agate Beach State Park.

Three bridges are classified as structurally deficient with poor conditions, including:

- The bridge on US 101 over Big Creek, between NE 31st Street and NW 25th Street (maintained by ODOT)
- The Yaquina Bay Bridge (maintained by ODOT)
- The bridge on Big Creek Road over Big Creek, between NE Harney Street and NE 12th Street (maintained by the City of Newport)

Yaquina Bay Bridge

The Yaquina Bay Bridge is a key constraint for vehicles travelling north-south in Newport both today and in the future. Existing narrow travel lanes, lack of shoulders, and a steep grade all contribute to a lower carrying capacity compared to similar highway segments. Traffic volumes along the bridge (shown in Table 1) are forecasted to be around 20,000 during an average weekday, and around 22,000 during the summer, based on the projected local growth in the City, and growth in regional through traffic. This means that during both average weekday and summer conditions, the forecasted volumes are expected to exceed the capacity on the Yaquina Bay Bridge. As traffic volumes grow, this congestion could impact segments of US 101 approaching the Yaquina Bay Bridge or lead to additional congestion in off-peak hours without any mitigation.

TABLE 1: EXPECTED TRAFFIC VOLUMES ON THE YAQUINA BAY BRIDGE

SCENARIO	2018 AVERAGE DAILY TRAFFIC	2040 AVERAGE DAILY TRAFFIC	PERCENT GROWTH
AVERAGE WEEKDAY	14,200	19,800	39%
SUMMER	16,900	21,800	28%

Source: Technical Memorandum #7: Future Transportation Conditions and Needs, Table 3.

Like many coastal bridges, the Yaquina Bay Bridge is a designated historic structure. The ODOT Historic Bridge Preservation Plan details treatment options to extend the useful life of historic structures and maintain their original purpose. ODOT ensures that every reasonable effort is pursued to maintain transportation service for their historic bridges prior to other, more impactful decisions. The existing historic structural elements will be maintained to the maximum extent necessary, and any new elements must maintain the historical significance of the structure. Maintenance considerations could also include vehicle or load restrictions that limit traffic on historic bridges.

If in the future ODOT determines that the Yaquina Bay Bridge can no longer maintain its intended function, the bridge could be paired with a parallel crossing to lessen vehicle demands or converted to a new use. Only after these options are exhausted will ODOT consider a full closure of the bridge. All future decisions regarding the use of the Yaquina Bay Bridge will be coordinated with ODOT. This TSP recommends that the City coordinate with ODOT to prepare a Refinement Plan for the Yaquina Bay bridge area to further clarify the alignment, cost, and impacts associated with a future replacement bridge project.

PARKING

US 101 and US 20 serves thousands of vehicle trips each day bringing many visitors and economic opportunities for the City, which also means large recreation vehicles or towing trailers traversing narrow and busy sections through the downtown area. This leads to conflicts with parked vehicles along US 101 due to the narrow travel lanes. In addition, the community has expressed concerns

related to limited parking in tourist-oriented areas such as Nye Beach and the Bayfront, particularly during peak summer periods, and potential for parking spillover into the neighborhoods.

PEDESTRIAN NETWORK

Walking plays a key role in Newport's transportation network and planning for pedestrians helps the City provide a complete multimodal transportation system. It also supports healthy lifestyles and addresses a social equity issue ensuring that the young, the elderly, and those not financially able to afford motorized transport have access to goods, services, employment, and education.

In this plan, "walking" and "pedestrian" are terms that include people who walk independently or use canes, wheelchairs, other walking aids, or strollers. As noted earlier in this TSP, approximately seven percent of commuters in the City walk to work, with two percent utilizing public transportation, which often includes walking at the beginning or end of the trip. In addition to the work commute trips, walking trips are made to and from recreational areas, shopping areas, schools, or other activity generators. Continuous and direct sidewalk connections to all activity generators and along all streets, in addition to safe crossing opportunities along major roadways, are essential to encourage walking and transit use.

The existing pedestrian network in the Newport UGB is composed of 33 miles of sidewalks, nine miles of pedestrian trails and one mile of shared use paths. Curb ramps are available at about 80 percent of intersections along US 101 and US 20, but many of them are not compliant with the Americans with Disabilities Act. In addition, nearly 70 percent of streets lack a sidewalk on at least one side, including several segments of US 101 and US 20. Although there is generally good sidewalk coverage near downtown Newport, many of the residential areas of Newport were developed without sidewalks, and these sidewalk gaps will remain through 2040 without redevelopment or sidewalk infill projects as part of the TSPP.

PEDESTRIAN LEVEL OF TRAFFIC STRESS

The pedestrian level of traffic stress[4] (LTS) evaluation provides a metric to understand a multimodal user's perception of the safety and comfort of the transportation network. This method was used to understand key gaps and barriers to walking to be addressed through targeted improvements in this TSP. In addition to the LTS evaluation, consideration was given to acknowledge cases where traffic volumes were expected to be very low, such as under 500 vehicles daily on a local or shared street. Feedback from the community indicated that under such conditions, residents were comfortable walking within the roadway given that the chance of vehicle conflicts are remote.

The LTS evaluation generates a ranking (i.e., low, moderate, high, or extreme stress) of the relative safety and comfort of a segment or intersection for pedestrians based on roadway and

[4] Refer to Technical Memorandum #5: Existing Conditions, page 3 for a complete definition of the Level of Traffic Stress. The LTS scale ranges from LTS 1(Low) to LTS 4(Extreme).

intersection characteristics (e.g., land use context, number of lanes, travel speed and volume, intersection control, type and width of buffer, and the presence and condition of any bicycle or pedestrian facilities). The LTS rating scale recognizes that as vehicle speeds and volumes increase, enhanced pedestrian facilities are needed to maintain a system that is accessible for all users.

A pedestrian walking along roughly 25 percent of the analyzed streets (i.e., Arterial and Collector roadways) within the UGB will experience a low or moderate level of stress. This is generally representative of streets with low volumes and speeds where sidewalks are provided. An extreme level of stress is experienced along 60 percent of the analyzed streets, mainly those with no sidewalks or buffers and the highest speeds and traffic volumes. This includes most of US 101 and US 20 through the UGB, streets that are important for pedestrian travel. Overall, the pedestrian network near downtown has a consistent set of continuous walkways which provides a low street environment, and whereas towards the edges of the City and in residential areas many streets lack sidewalks or walkways such that travelers walk within the roadway. Where traffic volumes and speeds are higher, the absence of a dedicated walkway can create extreme stress on the traveler.

As redevelopment and frontage improvements occur through 2040, streets will be built to align with the standards outlined in Chapter 4 of this TSP. These standards require high-quality facilities, and an emphasis on safe, convenient, and comfortable travel, and contribute towards a network wide lower stress pedestrian experience.

Equally important is the pedestrian experience crossing streets. These locations are often when a pedestrian experiences some of the highest amount of stress, particularly along major streets with high travel speeds and traffic volumes. This TSP team looked at 20 intersections in the UGB. Sixteen of the intersections, including many of those along the busiest streets (i.e., US 101 and US 20), have a pedestrian stress level of extreme or high, while only four intersections that this TSP looked at have a low or moderate level of stress for pedestrians. In general, the studied interections lack ADA compliant curb ramps, have complex elements, or offer limited refuge or enhancements at the crossing.

METHODOLOGY USED TO IDENTIFY TSP PEDESTRIAN PROJECTS

The list of pedestrian network improvement projects shown in Chapter 6 were developed based on streets with pedestrian deficiencies. The solutions for these deficiencies were selected to support the overall goals and objectives of the TSP. For pedestrian projects that is primarily related to improvements that deliver safer, more accessible, and convenient facilities.

A street is considered deficient for walking if it meets one or more of the following conditions:

- **Sidewalk Gaps**
  Arterial or Collector Street segment without pedestrian facilities.
- **Pedestrian Level of Traffic Stress**
  Arterial or Collector Street segment with an extreme pedestrian level of stress.
- **Pedestrian Level of Traffic Stress near important Destinations**
  High or extreme pedestrian level of stress near parks, schools, transit stops, or other important destinations.

BICYCLE NETWORK

Bicycling is important for both transportation and recreation in Newport. This includes people who bike to work and school, people biking for fun, or people just running errands by bike. Riding bicycles also plays a key role in the transportation system's ability to support healthy and active lifestyles, with suitable facilities that provide a viable alternative to the automobile. While walking tends to be a competitive choice for trips under half a mile, bicycling tends to be suited for longer trips. Bicycle trips can often work well for distances between a half mile and three miles. Newport's relatively compact size makes biking a great choice for many trips, with local jobs and housing, in addition to hotels and other tourism destinations, typically in bikeable proximity.

This TSP includes projects to provide continuous bicycle connections between activity generators and arterial/collector roadways that are essential for safe and attractive non-motorized travel options. It includes bicycle infrastructure that appeals to a wider range of people, both in age and ability. Many people want to bike, but they find riding near traffic in standard bike lanes stressful and a deterrent. This TSP includes a bicycle network of streets with facility standards designed to minimize interactions between people on bikes and car traffic (see Chapter 4 of this TSP).

The bicycle network in Newport is composed of two lane miles of bike lanes, four miles of streets with shared lane markings and one mile of shared-use pathways. Bike lanes are currently striped along portions of US 101 near the NE 52nd Street/NW Lighthouse Drive intersection and SW Naterlin Drive, and on US 101 from the bridge south to the former intersection of SE Ferry Slip Road. Sharrows are currently located along portions of NW Oceanview Drive, NW Spring Street, NW Coast Street, SW Elizabeth Street, NE-NE 6th Street and SW Naterlin Drive. However, many of

the existing facilities are not continuous. In addition, nearly 90 percent of arterial streets currently lack bike facilities, including much of US 101 and US 20. Critical gaps existing across the Yaquina Bay Bridge, along the NW Oceanview Drive corridor and the Oregon Coast Bike Route.

BICYCLE LEVEL OF TRAFFIC STRESS

The bicycle level of traffic stress (LTS) evaluation provides a metric to understand a multimodal user's perception of the safety and comfort of the transportation network. This method was used to understand key gaps and barriers to biking to be addressed through targeted improvements in this TSP.

The LTS evaluation generates a ranking (i.e., low, moderate, high, or extreme stress) of the relative safety and comfort of a segment or intersection for bicyclists based on roadway and intersection characteristics (e.g., land use context, number of lanes, travel speed and volume, intersection control, type and width of buffer, and the presence and condition of any bicycle or pedestrian facilities). The LTS rating scale recognizes that as vehicle speeds and volumes increase, enhanced bicycle facilities are needed to maintain a system that is accessible for all users.

A bicyclist riding along roughly 15 percent of the analyzed arterial roadways and 90 percent of the analyzed collector roadways within the UGB will experience a low or moderate level of stress. This is generally representative of the many low volume and speed streets of the highway. Even still, an extreme or high level of stress is experienced along 85 percent of the analyzed arterial roadways and 10 percent of the analyzed collector roadways, mainly those with no bicycle facilities and the highest speeds and traffic volumes. This includes the extent of US 101 and US 20 through the UGB, and short segments of NE Harney Street, NE 31st Street, NE Yaquina Heights Drive, SE Bay Boulevard and SE Ferry Slip Road. These streets are important for bicycle travel as they connect to most businesses and services and in many cases provides the only through route for cyclists (e.g., the Yaquina Bay Bridge). NW Oceanview Drive, a component of the Oregon Coast Bike Route, was rated at extreme level of traffic street between US 101 and the intersection with NW Edenview Way, and medium level of traffic stress from there to Spring Street.

As redevelopment and frontage improvements occur through 2040, streets will be built to align with the standards outlined in Chapter 4 of this TSP. These standards require high-quality facilities, and an emphasis on safe, convenient, and comfortable travel, and contribute towards a network wide lower stress bicycle experience. For very low traffic volume conditions on local streets, consideration was given to allow for bicycling to be done within the roadway with designations for sharing the road when separate bikeway facilities are not available. This same shared street treatment was applied for pedestrian travel in the previous section for very low traffic conditions.

Equally important is the bicycle experience crossing streets. This TSP looked at 20 intersections in the UGB, of which 15 have a bicycle stress level of low or moderate. These are mainly at signalized intersections along US 101 or US 20, or at locations with low vehicle travel speeds and narrow crossing widths for cyclsits. Five unsignalized intersections along US 101 have a bicycle stress level of extreme or high. In general, these intersections are in locations with high vehicle travel speeds and wider crossing widths for cylists.

METHODOLOGY USED TO IDENTIFY TSP BICYCLE PROJECTS

The list of bicycle network improvement projects shown in Chapter 6 were developed based on streets with bicycle deficiencies. The solutions for these deficiencies were selected to support the overall goals and objectives of the TSP. For cycling projects that is primarily related to improvements that deliver safer, more accessible, and more convenient facilities such as dedicated bike lanes and multi-use pathways.

A street is considered deficient for bicycling if it meets one or more of the following conditions:

- **Bicycle Facility Gaps**

  Arterial or collector street segment without bicycle facilities or adjacent corridor with bicycle facilities.
- **Bicycle Level of Traffic Stress**

  Arterial or Collector Street segment with an extreme bicycle level of stress.
- **Bicycle Level of Traffic Stress near important Destinations**

  High or extreme bicycle level of stress near parks, schools, transit stops, or other important destinations.

TRANSIT

Transit service is provided in Newport via a city loop service, an intercity service, and an Americans with Disabilities Act (ADA) paratransit service. All Lincoln County Transit buses are equipped with a lift to allow wheelchair access and include bicycle racks. Riders are permitted to load their bicycle inside the bus only if the bike racks are full.

The Newport city loop completes a full loop through Newport six times each day, seven days a week, and in the evening, there is an additional southbound run to City Hall. This route has 41 bus stops, providing access to key destinations within Newport including grocery stores and other shopping, restaurants, local hotels and residences, Newport City Hall, post office, Oregon Coast Aquarium, NOAA facilities, and Nye Beach. The bus stops offer limited amenities, and many are unmarked, making the transit system challenging to navigate, particularly for visitors who may be unfamiliar with it. Most Newport residents are within a half mile of a transit stop, and in the downtown core, most residents are within a quarter mile of a transit stop. Long headways (up to 90 minutes) and limited service hours (approximately between 7 am and 5pm) for the Newport city loop transit service limits the utility of this service for residents and visitors. In addition, transit service is not currently provided south of SE 50th Avenue.

The intercity transit service operates routes to Corvallis and Albany four times each day, to Lincoln City four times each day, to Yachats four times each day, and to Siletz six times a day between Monday and Saturday.

Lincoln County Transit's paratransit service provides public transportation to persons with disabilities who are unable to use regular fixed route buses. Curb to curb paratransit service, in wheelchair lift equipped minibuses, is available generally between 8:00 a.m. and 3:30 p.m. Monday through Friday.

TRANSIT DEVELOPMENT PLAN

Lincoln County's Transit Development Plan will guide future changes to transit service. Identified changes through 2028 include:

- Add additional stops at Newport's Walmart and Fred Meyer as part of the Newport-Siletz route
- Add up to four additional daily runs on the Coast to Valley route which serves Corvallis and Albany and coordinate these runs to better align with work or Amtrak schedules
- Increase frequency up to 50 percent on weekdays and weekends for the Newport-Lincoln City Route
- Add additional stops at the Oregon Coast Community College as part of the Newport-Yachats route
- Extend Dial-A-Ride service hours and provide service seven days a week
- Modify the Newport City Loop route to remove the Nye Beach and Bayfront and maintain existing 90-minute headways
- Add a new Newport City Loop route which serves Fred Meyer, Nye Beach, City Hall, Bayfront, and Embarcadero with 45-minute headways
- Add a new Newport City Loop route which serves Nye Beach, City Hall, Bayfront, and Embarcadero with 30-minute headways

These transit enhancements were identified by Lincoln County Transit to address the most significant unmet needs within their transit system. Further investments will be coordinated with Lincoln County Transit. The recommended enhancements address several public concerns made during this TSP process related to transit access. Specific comments noted the need for additional stops, more bus shelters, and added tourist shuttles.

In addition, these enhancements also align with several of the goals and objectives of this TSP, including:

TSP Goal 2: Mobility and Accessibility

- Support expansions of the local and regional transit network and service
- Support transportation options and ease of use for people of all ages and abilities

TSP Goal 7: Prepare for Change

- Seek to supplement traditional transportation options with more emphasis give in to walking, biking, and transit

TSP Goal 9: Work with Regional Partners

- Build support with regional partners for the improvement of regional connections

FREIGHT NETWORK

US 101, north of US 20, is a designated federal truck route and US 20, east of US 101, is a designated Oregon freight route. As a designate truck route, the section of US 101 north of US 20 is also identified as a Reduction Review Route, which means that any improvements within the highway right-of-way needs to consider its impact of freight truck carrying capacity. In addition, about 8.5 miles of roadways are located adjacent to or connecting to industrial lands. These roadways include portions of NE Avery Street and NE 73rd Street at the north end of the City, SE Moore Drive and Bay Boulevard in the central part of the City, and US 101, SE 35th Street, SE 40th Street, SE 50th Street and SE Ferry Slip Road at the south end of the City.

With growing traffic volumes, six intersections along Oregon Freight Routes or Federal Truck Routes would not meet their currently adopted mobility target during the 2040 design hour conditions. These intersections are shown below.

Intersections that might experience increased freight delay through 2040:

- US 101/73rd (stop controlled on side street)
- US 101/52nd (signal)
- US 101/Oceanview (stop controlled on side street)
- US 101/US 20 (signal)
- US 20/Benton (stop controlled on side street)
- US 20/Moore (signal)

Note: Refer to Future Transportation Conditions and Needs, Technical Memo #7, for more information in the Appendix.

Although all these intersections are on a designated freight route, three of the intersections are two-way stop control where the side street will experience significant delay in the future. Since freight traffic is concentrated on US 101 and US 20 in Newport, high side-street delay at the intersections of US 101/Oceanview and US 20/Benton will likely have a minimal impact to freight. However, 73rd Street serves an industrial area which can generate high freight traffic, and increased side street delay at this location will negatively impact freight operations. High vehicle delay at the other three traffic signals will also increase delay for freight travel through Newport on US 101 or US 20.

Other locations with identified freight needs include Bay Boulevard and the Yaquina Bay Bridge. Bay Boulevard is a working waterfront and is a key freight generator for the City of Newport. This area is also a tourist destination which can create conflicts between the high volume of pedestrians, passenger cars, and freight vehicles which serve Newport's fishing industry. Freight vehicles can also struggle to navigate the steep grades for northbound traffic approaching the Yaquina Bay Bridge. The recent relocation of the traffic signal from SE 32nd Street to SE 35th Street

has improved this operational issue for freight vehicles. In addition, as noted previously, the Yaquina Bay Bridge has weight limit restrictions which directs heavier freight vehicles to reduce their loads below the maximum levels to comply, which increases the number of truck activity in this segment of the highway.

AIRPORT

The Newport Municipal Airport, owned and operated by the City of Newport, is a public-use airport located east of US 101 off SE 84th Street, approximately five miles south of downtown. This airport provides general aviation for Newport and surrounding coastal communities and is identified as a critical resource by the Oregon Department of Aviation for emergency response following a major earthquake or tsunami. Currently, the airport supports general aviation aircrafts, US Coast Guard helicopters, and air ambulance flights.

The airport currently supports 28 based aircraft. Other services and facilities include: hangars, tie-downs, fueling, and rental cars. The airport has two runways, and serves 19,600 annual operations (i.e., take-offs or landings).

Regional and international air service for passengers and freight is provided via Portland International Airport (PDX). The airport is located approximately 140 miles (over three hours) northeast of Newport. Eugene Airport located approximately 80 miles (or 90 minutes) southeast of Newport also provides regional air service.

WATERWAYS

Newport is bounded to the west by the Pacific Ocean and is divided north-south by Yaquina Bay, a commercially navigable waterway. Yaquina Bay is a 30-foot deep basin and 300 feet across at its narrowest point; at high water, there is 129 feet of vertical clearance under the Yaquina Bay Bridge.

The Port of Newport maintains and operates separate commercial and recreational marinas to serve Newport's ship traffic. The commercial marina, located on the north side of Yaquina Bay, south of Bay Boulevard includes four docks for commercial vehicles and serves a large, prolific fishing fleet and a yacht club. This marina can accommodate vessels up to 100 feet. Marine supplies and a customs office are available for patrons. The recreational marina is located on the south side of Yaquina Bay, near South Beach, with space for 522 vessels and includes power, water, fuel, and sanitary services as amenities. This marina also serves as a public boat launch with space for trailer storage.

The Newport International Terminal provides two berths for cargo ships, research vessels, cruise ships, and fishing boats on the north side of Yaquina Bay. This terminal is one of three deep draft ports on the Oregon Coast and has traditionally been used to ship timber products. NOAA also maintains a marine operations center to the south of Yaquina Bay and serves as the home port for two research vessels in addition to supporting five ships.

Chapter 4: System Design & Management Principles

Newport applies transportation standards and regulations to the construction of new transportation facilities and to the operation of all facilities to ensure that they are designed appropriately and that the system functions as intended. These standards enable consistent future actions that reflect the goals and objectives of the City.

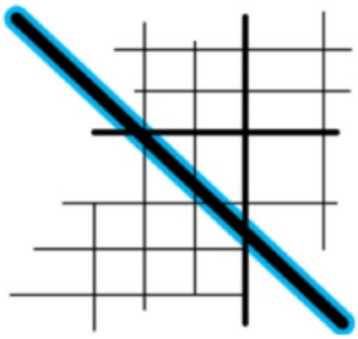
FUNCTIONAL CLASSIFICATION

Functional classification for streets helps support the movement of vehicles and is an important tool for managing the roadway network. The street functional classification system recognizes that individual streets do not act independently of one another but instead form a network that serves travel needs on a regional, citywide, neighborhood and local level. By designating the management and design requirements for each roadway classification, this hierarchal system supports a network of streets that perform as desired.

The street functional classification system for roadways in the Newport is described below. The functional classification map (Figure 22, Figure 23, and Figure 24) shows the designated classification for all roadways in the City, including new street extensions proposed as part of this plan. From highest to lowest intended use, the classifications are Arterial, Major Collector, Neighborhood Collector, and Local Streets. For a summary of functional classification changes from the prior TSP, see Technical Memorandum #10: Transportation Standards, in the appendix.

The federal government also has a functional classification system that is used to determine federal aid funding eligibility. Roadways federally designated as a Minor Collector (Urban), Major Collector, Minor Arterial, Principal Arterial, or Interstate are eligible for federal aid. Newport's functional classification system uses the similar designations as the federal government (e.g., a City designated Principal Arterial is intended to be the same as a federally designated Principal Arterial, a City designated Major Collector is intended to be the same as a federally designated Major Collector, and a City designated Neighborhood Collector is intended to be the same as a federally designated Urban Minor Collector). Future updates to the federal functional classification system should incorporate the designations reflected in the TSP along City roadways.

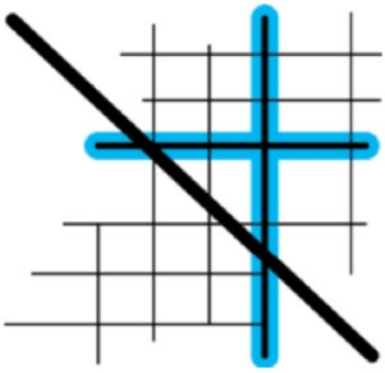
ARTERIAL STREETS



Arterial Streets are primarily intended to serve regional and citywide traffic movement. Arterials provide the primary connection to other Arterial Streets or Collector Streets. Safety should be the highest priority on Arterial Streets and separation should be provided between motor vehicles and people walking, and bicycling. Safe multimodal crossings should also be provided to key destinations. Where an Arterial Street intersects with a Neighborhood Collector or Local Street, access management and/or turn restrictions may be employed to reduce traffic delay. The only Arterial streets in Newport are US 101 and US 20, which also include a Federal Classification of Urban Other Principal Arterial.

MAJOR COLLECTOR STREETS

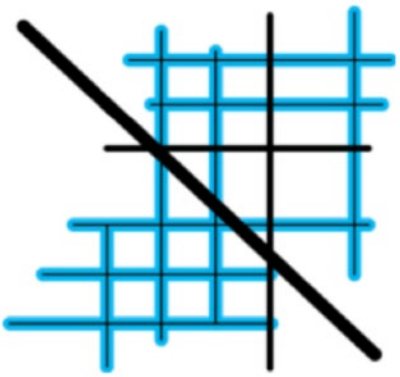
Major Collector Streets are intended to distribute traffic from Arterial Streets to streets of the same or lower classification. They provide both access and circulation within and between residential and non-residential areas. Major Collectors differ from Arterials in that they provide more of a citywide circulation function, do not require as extensive control of access (compared to arterials) and penetrate residential neighborhoods, distributing trips from the neighborhood and local street system. Safety should be a high priority on Major Collectors. Where a Major Collector Street intersects with a Neighborhood Collector or Local Street, access management and/or turn restrictions may be employed to reduce traffic delay.



NEIGHBORHOOD COLLECTOR STREETS

Neighborhood Collector Streets distribute traffic from Arterial or Major Collector Streets to Local Streets. They are distinguishable from Major Collectors in that they principally serve residential areas. Neighborhood Collector Streets should maintain slow vehicle operating speeds to accommodate safe use by all modes and through traffic should be discouraged, especially in areas with topography or other line of sight constraints. Where a Neighborhood Collector Street intersects with a higher-classified street, access management and/or turn restrictions may be employed to reduce traffic delay and discourage through traffic.

LOCAL STREETS



All streets not classified as Arterial, Major Collector, or Neighborhood Collector Streets are classified as Local Streets. Local Streets provide local access and circulation for traffic, connect neighborhoods, and often function as through routes for pedestrians and bicyclists. Local Streets should maintain slow vehicle operating speeds to accommodate safe use by all modes.

Private Streets

Private Streets are a special type of Local Street that are used to facilitate access to specific properties or small neighborhoods. Private Streets can include driveways or private roadway connections that serve four or fewer parcels. The City is not responsible for maintenance on Private Streets. These streets are not shown on the following functional classification maps.

FIGURE 22: FUNCTIONAL CLASSIFICATIONS (NORTH)

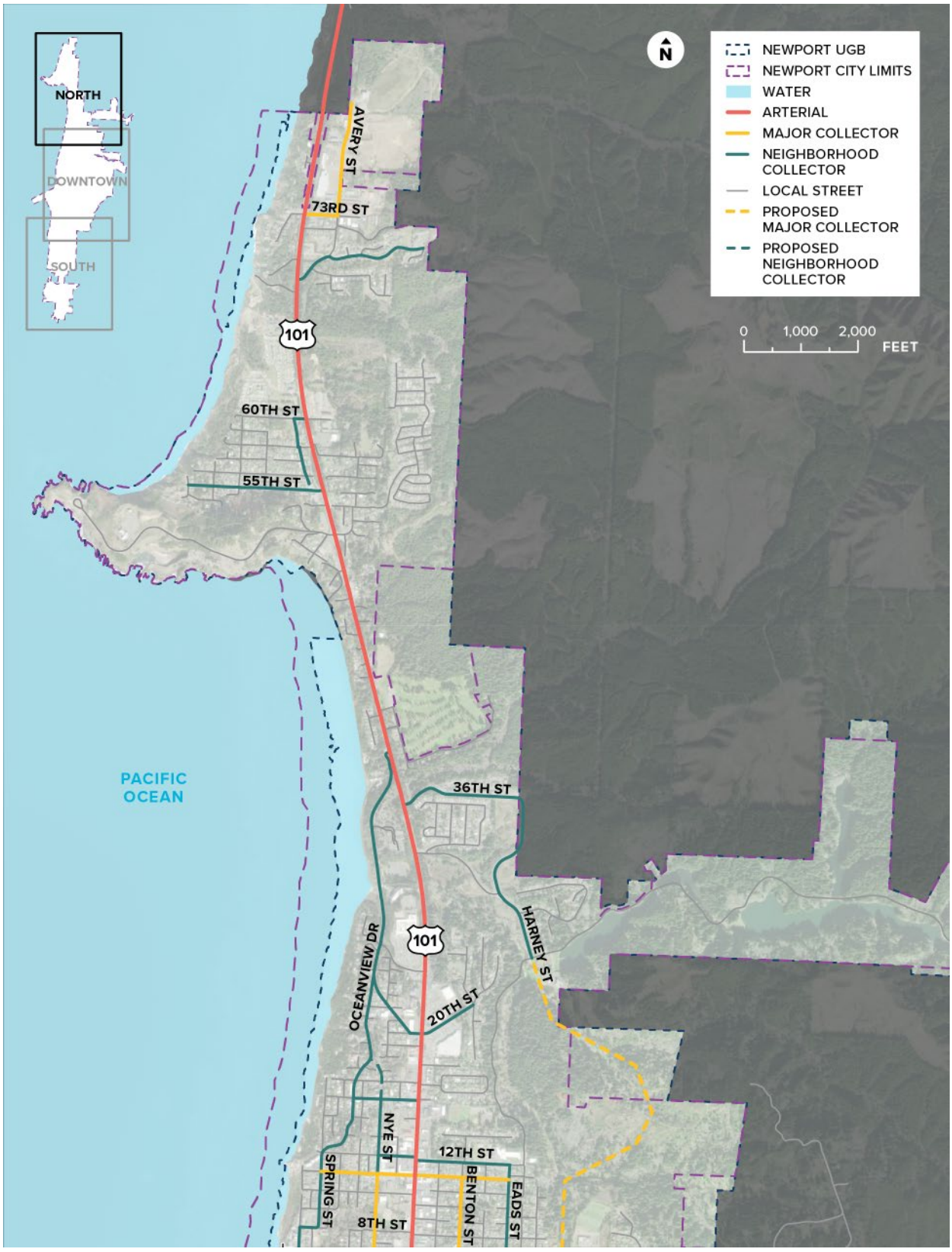


FIGURE 23: FUNCTIONAL CLASSIFICATIONS (DOWNTOWN)

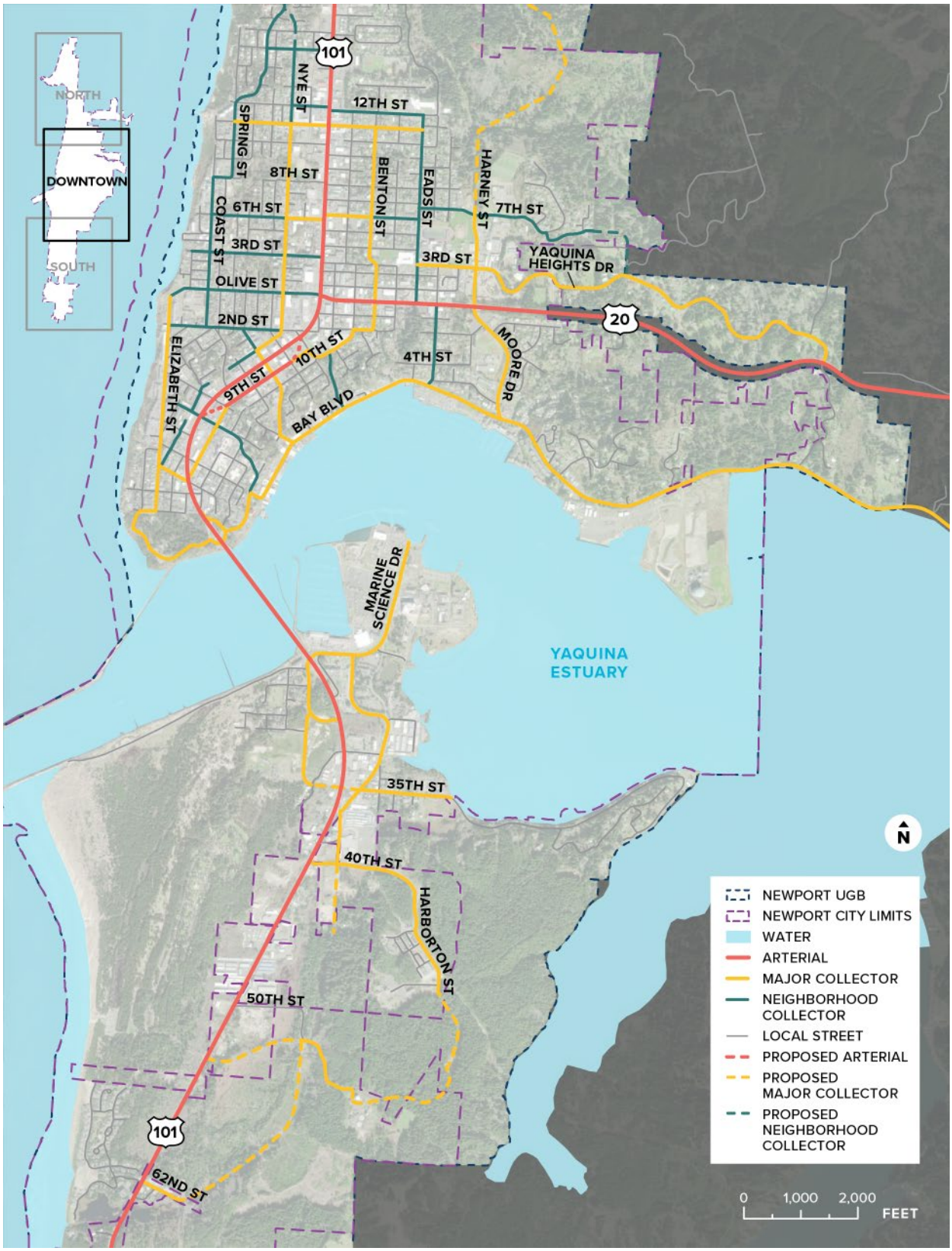
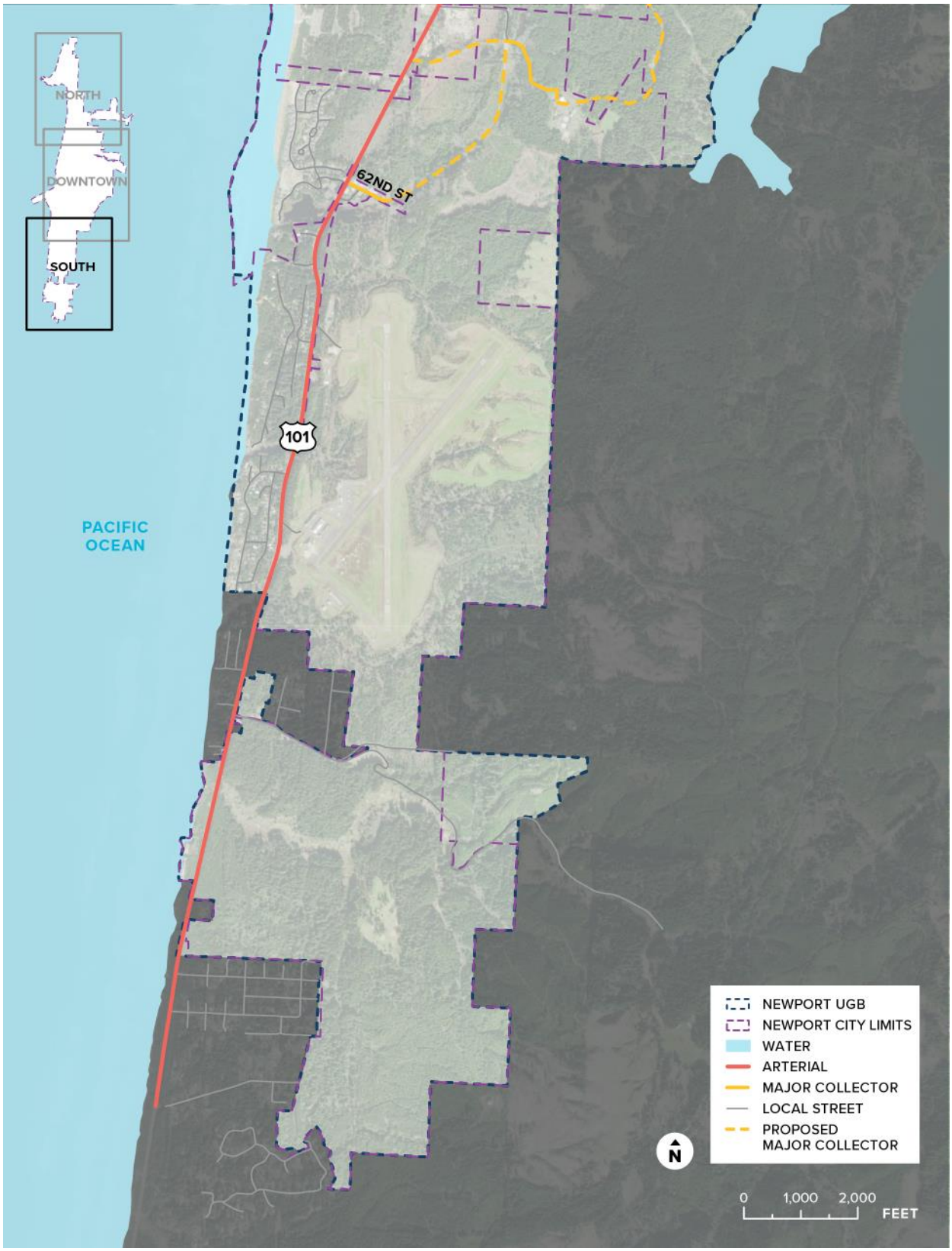


FIGURE 24: FUNCTIONAL CLASSIFICATIONS (SOUTH)



FREIGHT AND TRUCK ROUTES

Figure 25, Figure 26, and Figure 27 show roadways designated to help ensure trucks can efficiently travel through and access major destinations in Newport. These routes play a vital role in the economical movement of raw materials and finished products, while maintaining neighborhood livability, public safety, and minimizing maintenance costs of the roadway system.

STATE AND FEDERAL FREIGHT ROUTES

Newport currently has two designated statewide freight routes. US 101 (north of US 20) is a National Network freight route while US 20 is a designated freight route in the Oregon Highway Plan (OHP). The National Network designates a set of highways based on geometric specifications (e.g., 12 feet travel lanes) specifically for use by large trucks while the OHP identifies freight routes based on the tonnage carried. Both of these corridors are also identified freight reduction review routes that requires the Mobility Advisory Committee to review and approve proposed changes to any reduction in the vehicle carrying capacity of these routes. US 101 south of US 20 is not a National Network freight route, OHP freight route, or reduction review route.

LOCAL TRUCK ROUTES

The City has local truck routes designed to facilitate the movement of truck freight between local industrial and commercial uses and state highways. These roadways serve an important role in the City roadway network and should be designed and managed to safely accommodate the movement of goods. These routes require a minimum of 11-foot travel lanes.

The local truck network, shown in Figure 25, Figure 26, and Figure 27, includes NE 73rd Street, NE Avery Street, NE 36th Street, NE Harney Street, SW/E Bay Boulevard, SE Moore Drive, Yaquina Bay Road, US 101 (south of US 20), SE Marine Science Drive, SE Ferry Slip Road, SE 35th Street, and the future extensions of SE 50th Street and SE 62nd Street.

FIGURE 25: FREIGHT AND TRUCK ROUTES (NORTH)

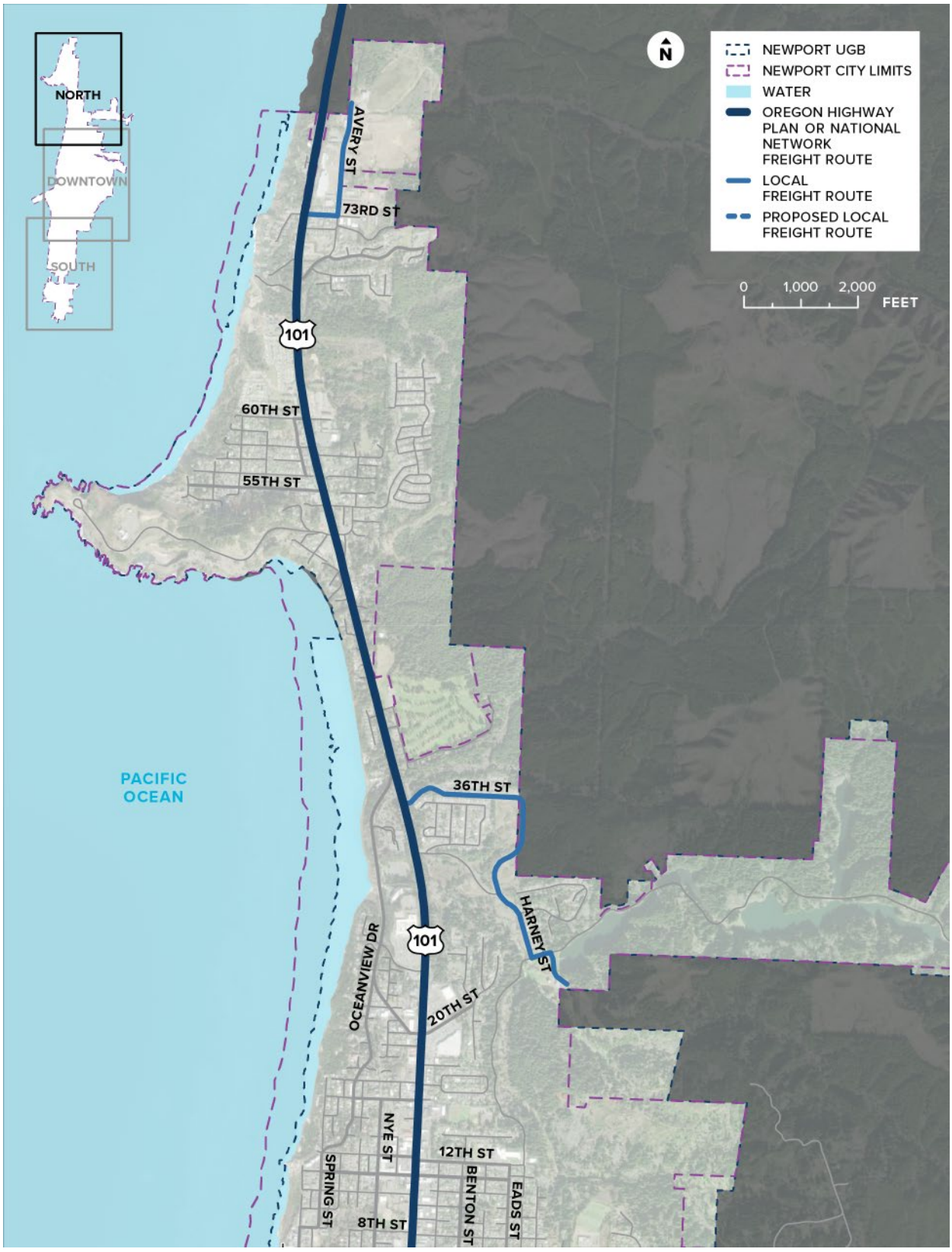


FIGURE 26: FREIGHT AND TRUCK ROUTES (DOWNTOWN)

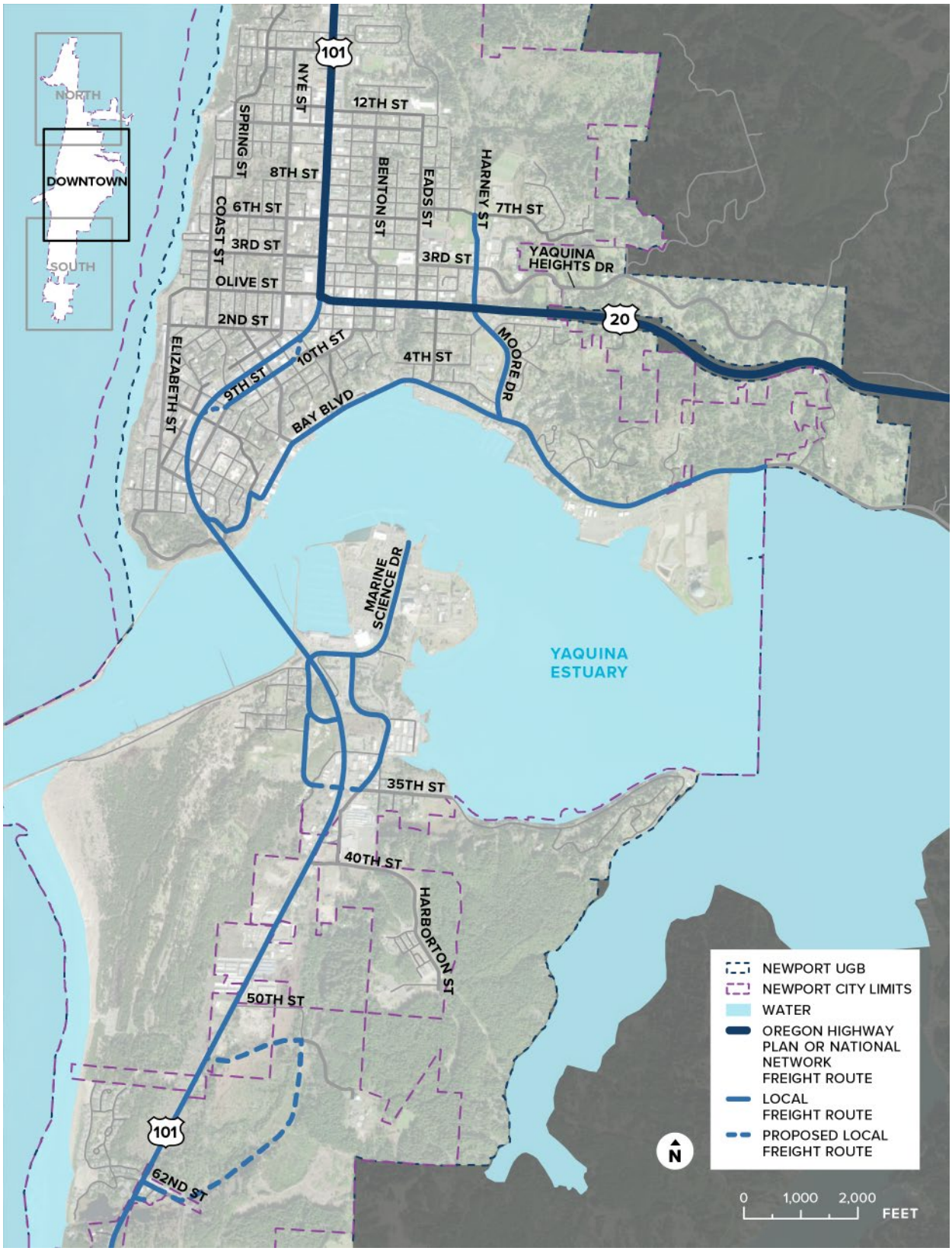
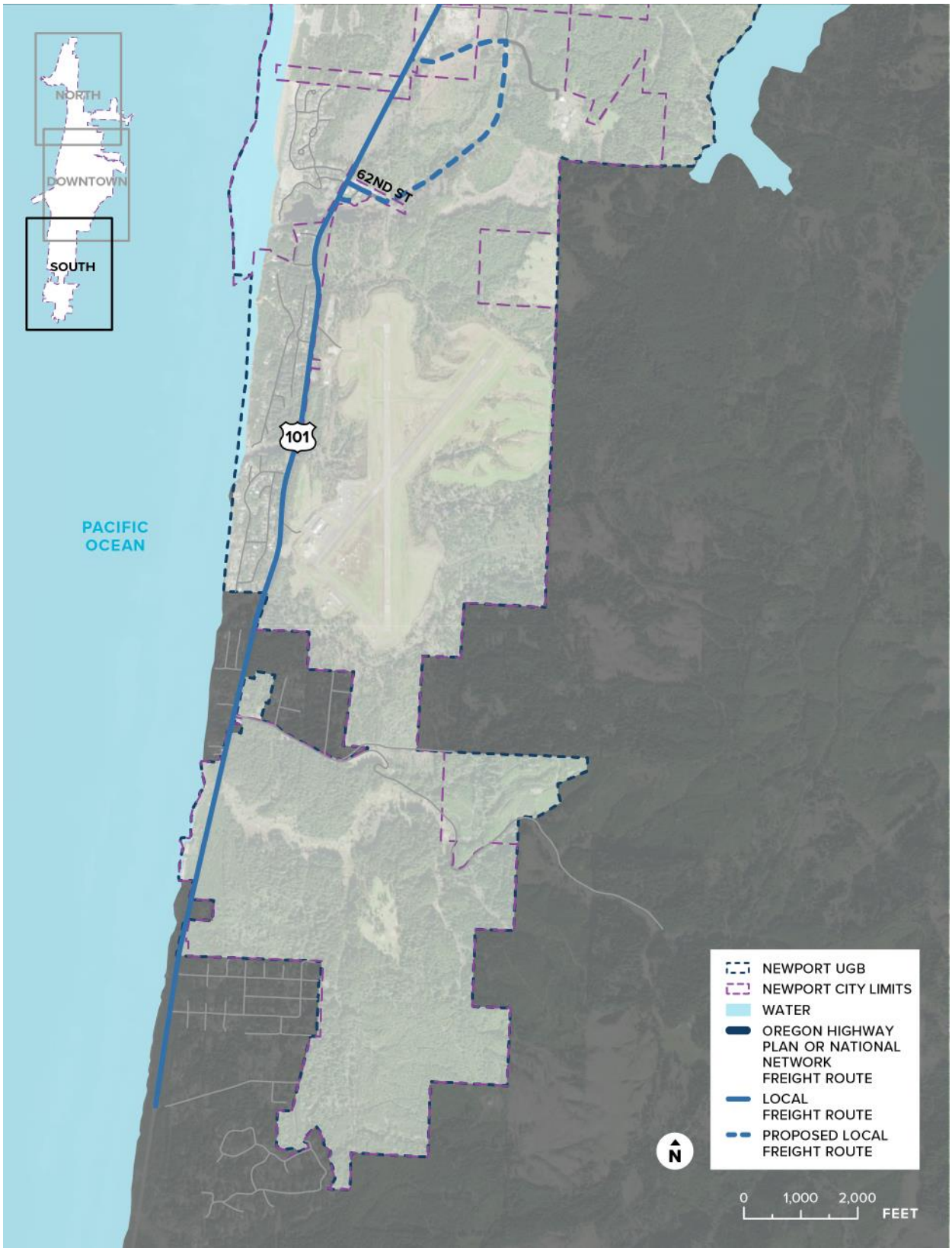


FIGURE 27: FREIGHT AND TRUCK ROUTES (SOUTH)



MULTIMODAL NETWORK DESIGN

The design of the streets in Newport is based on the functional classifications. The designs are intended to be implemented in newly developing or redeveloping areas of the City. The City may also choose to reconstruct existing streets to meet the typical designs should right-of-way or other factors not prevent it from occurring.

Roadway cross-section design elements include travel lanes, curbs, furnishings/landscape strips, sidewalks on both sides of the road, and bicycle facilities. The following sections detail the minimum widths for each of Newport's functional classifications.

The construction or reconstruction of some streets may be constrained by various factors that prevent it from being constructed according to the minimum standards that apply. A deviation to the City street standards may be requested from the City Engineer or City Engineer's designee to consider a constrained cross-section or other adjustments. In some cases, unconstrained Local streets in residential areas may also apply the Yield or Shared street design parameters if they serve a low volume of traffic (i.e., fewer than 500 vehicles per day).

Typical conditions that may warrant consideration of a deviation include:

- Infill sites
- Innovative designs
- Reallocation of right-of-way between modes (e.g., narrow travel lanes to accommodate wider bike lanes)
- Severe constraints presented by topography, environmental, or other resources present
- Existing developments and/or buildings that make it extremely difficult or impossible to meet the standards

Although the facility requirements along Arterial streets are provided, both US 101 and US 20 are under the State's jurisdiction and are subject to the design criteria in the Highway Design Manual (HDM), other ODOT manuals, and the companion document, the Blueprint for Urban Design (BUD). The BUD supplements existing design manuals and provides enhanced design guidance until a full design manual update can be completed. The facility requirements along Arterial streets are consistent with the BUD and the applicable urban contexts for US 101 and US 20 through Newport (more details provided in the Appendix). Any deviation to standards along these facilities must be approved by the State.

TRAVEL LANES AND PARKING

The vehicle classifications and local truck routes determine the design parameters for travel lanes of each street. This is the throughway for drivers, including cars, buses, and trucks. Table 2 provides the travel lane and on-street parking requirements. The vehicle functional classification of the street is the starting point to determine the number of through lanes, lane widths, and median and left-turn lane requirements. However, Newport's local truck routes take precedence when determining the appropriate lane width regardless of the functional classification. Streets identified as part of Newport's local truck network may include travel lanes up to 12 feet wide, although 11 feet travel lanes are also acceptable. Wider lanes (over 12 feet) should only be used for short distances along curves and at intersections to allow trucks to maneuver. Streets that require a median/ center turn lane should include a minimum 8-foot-wide pedestrian refuge at marked crossings. Otherwise, the median can be reduced to a minimum of 4 feet at midblock locations, before widening at intersections for left-turn lanes (where required or needed).

Select low-volume Local streets (i.e., fewer than 500 vehicles per day) in residential areas are also candidates for narrower roadway widths. These narrower streets, referred to as Yield streets, should be designed so that moving cars must occasionally yield between parked cars before moving forward, as shown in Figure 28, allowing for the development of narrow streets, encouraging vehicles to move slower, and allowing for periodic areas where a 20-foot-wide clear area is available for parking of fire apparatus. Yield streets require placement of no-parking locations (i.e., driveways, fire hydrants, mailboxes) at appropriate intervals to provide the needed gaps for queuing opportunities. For blocks longer than 300 feet, 30-foot-long pullouts/no parking zones should be provided every 150 feet to allow for 20-foot-wide clear areas or 26-foot-wide near fire hydrants. Because fire apparatus preconnected hoses are 150 feet in length, blocks shorter than 300 feet do not require pullouts. With a connected street system and 300-foot block lengths, the fire apparatus can be parked at the end of the block where a fire is located, and the hose can reach the fire. Also, parking near intersections on narrow streets should not be permitted because it can interfere with the turning movements of large vehicles.

FIGURE 28: YIELD STREETS

Source: Neighborhood Street Design Guidelines, State of Oregon

These streets may also be designed as Shared streets, which also require vehicle traffic to yield to pedestrians and bicyclists within the roadway. Shared streets accommodate pedestrians, bicyclists, and motor vehicles, giving pedestrians priority over cars and bicyclists. The shared street does not have clear division between pedestrian and auto space (i.e., no continuous curb), so motorists must slow down and drive with caution.

Features of Shared streets should include: 1) gateways that announce the entrance(s) to the shared street; 2) curves to slow vehicle traffic by limiting sightlines for drivers; 3) amenities such as trees and play equipment that force vehicles to slow down; 4) no curbs; and 5) intermittent parking. Cars can pass each other along a shared street, but typically only in selected locations. The speed limit is typically about 10 miles per hour.

Shared street example with intermittent on-street parking.

Shared street example with street level pedestrian walkway.

TABLE 2: TRAVEL LANE AND ON-STREET PARKING REQUIREMENTS

ROADWAY CLASSIFICATION	ARTERIAL STREET (ODOT)[1]	MAJOR COLLECTOR STREET (CITY)	NEIGHBORHOOD COLLECTOR STREET (CITY)	LOCAL STREET (CITY)	YIELD/ SHARED STREET (CITY)[2]
TYPICAL THROUGH LANES (BOTH DIRECTIONS)	2 to 4	2	2	2	1
MINIMUM LANE WIDTH	11-12 ft.[3]	10 ft.[4]	10 ft.[4]	10 ft.	14-16 ft.
MEDIAN/ CENTER TURN LANE [5]	Required 11-14 ft. median/ center turn lane[6]	Required 11 ft. center turn lane near Arterial intersections[7]	Required 11 ft. center turn lane near Arterial intersections[7]	None	None
MINIMUM ON-STREET PARKING WIDTH	Context dependent, 7-8 ft.	Preferred 8 ft. [8]	Preferred 8 ft.[8]	Preferred 7-8 ft.[8]	Required 7-8 ft. on at least one side[8]

Notes:

1. Although guidance is provided for Arterial streets, these are under State jurisdiction. Values presented in this table are consistent with the Blueprint for Urban Design (BUD). For detailed design recommendations on US 101 and US 20, the identified urban contexts for Newport are provided in the appendix and the BUD is publicly available.
2. For use along low volume Local streets in residential areas only. Requires intermittent on-street parking on at least one side to allow for vehicle queuing and passing opportunities. For blocks of no more than 300 ft. in length, and with fire access roads at both ends, a 16 ft. width may apply to local streets that carry fewer than 500 vehicles per day, or a 14 ft. width may apply to local streets 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. to allow for 20 ft. wide clear areas or 26 ft. wide clear areas near fire hydrants.
3. 11 ft. travel lanes are preferred for most urban contexts within Newport. 11 ft. travel lanes are standard for central business district areas in the BUD. Adjustments may be required for freight reduction review routes. Final lane width recommendations are subject to review and approval by ODOT.
4. Travel lanes widths of 11-12 ft. are required along designated local truck routes.
5. A minimum 8-ft.-wide pedestrian refuge should be provided at marked crossings. Otherwise, a median can be reduced to a minimum of 4 ft. at midblock locations that are more than 150 ft. from an Arterial (i.e., US 101 and US 20), before widening at intersections for left-turn lanes (where required or needed).
6. The BUD recommends a 14 ft. lane for speeds above 40 mph. Final lane width recommendations are subject to review and approval by ODOT.
7. Center turn lane required at and within 150 ft. of intersections with Arterials (i.e., US 101 and US 20). Otherwise, it is optional and should be used to facilitate turning movements and/or street crossings; minimum 8-ft-wide median required where refuge is needed for pedestrian/bicycle street crossings.
8. On-street parking is preferred along all City streets. An 8 ft. width is required in most areas, with a 7 ft. width only allowed along Local streets in residential areas. Local Yield/Shared streets require intermittent on-street parking on at least one side to allow for vehicle queuing and passing opportunities, with an 8 ft. width required when on only one side, and 7 ft. width allowed when on both sides.

SIDEWALKS

Sidewalks provide for pedestrian movement and access, enhance pedestrian connectivity, and promote walking. The pedestrian facilities in Newport encourage walking by making it more attractive. Vehicle functional classification determine the appropriate pedestrian facilities along streets, including the width of the throughway for pedestrians and the buffer from the vehicle travel way. Sidewalks are typically required on both sides of newly constructed streets, but in some cases may be provided on only one side where it can be demonstrated that it aligns with the existing developed street section or that construction on both sides is not cost effective due to significant topographical constraints, as determined by the City Engineer or City Engineer's designee. A non-remonstrance agreement (i.e., agreement to participate in a future local improvement district) is also an option for infill development on streets that lack sidewalks.

The sidewalk encompasses four zones (as shown in Figure 29), including the edge, pedestrian throughway, furnishings/ landscape, and the buffer (i.e., on-street parking or bike facilities). These zones are summarized below, with the minimum configuration for each provided in Table 3. Sidewalk facilities constructed on State facilities are subject to review and approval by ODOT based on guidance from the BUD.

FIGURE 29: SIDEWALK ZONES

- The **edge** describes the section where a pedestrian interacts with the adjacent buildings or private property and includes entryways and outdoor seating. This zone is typically ½ foot wide along City streets and may include a concrete or natural surface depending on the adjacent land use.
- The **pedestrian throughway** is the accessible zone in which pedestrians travel. It includes a minimum eight-foot-wide clear throughway along Major Collector streets in commercial areas, a minimum six-foot-wide clear throughway for Major Collector streets in non-commercial areas (e.g., residential) and Neighborhood Collector streets, and five-feet wide clear throughway along Local streets.
- The **furnishings/ landscape** zone is the sidewalk section located between the pedestrian throughway and the curb, and includes street furnishings or landscaping (e.g., benches, lighting, bicycle parking, tree wells, and/or plantings). If adjacent to on-street parking, it should also include a clearance distance between any curbside parking and the street furnishing area or landscape strip (i.e., so vehicles parking, or opening doors do not interfere with street furnishings and/or landscaping). Streets located along a transit route should incorporate furnishings to support transit ridership, such as transit shelters and benches, into the

furnishings/landscape strip. It should include a minimum width between ½ and three feet along City streets.

- The **buffer** is the space between the pedestrian throughway and the vehicle travel way, and may consist of bike facilities, on-street parking, curb extensions, or other elements. This is also the location where users will access transit. It should include a minimum width between ½ and three feet along City streets, depending on the functional classification, and encompasses the width of on-street parking, bike facilities, and furnishings/landscape zone.

TABLE 3: MINIMUM SIDEWALK CONFIGURATION

FUNCTIONAL CLASSIFICATION	ARTERIAL (ODOT)	MAJOR COLLECTOR (CITY)		NEIGHBORHOOD COLLECTOR (CITY)	LOCAL/ YIELD STREET (CITY)[3]
		COMMERCIAL	NON-COMMERICAL		
MINIMUM CONFIGURATION [1]					
EDGE	1-4 ft.	0.5 ft.	0.5 ft.	0.5 ft.	0.5 ft.
PEDESTRIAN THROUGHWAY	5-10 ft.	8 ft. [4]	6 ft.	6 ft.	5 ft.
FURNISHINGS/ LANDSCAPE (INCLUDES CURB)	5.5-6.5 ft.	3 ft.	3 ft.	0.5 ft.	0.5 ft.
MINIMUM WALKWAY WIDTH	Variable[5]	11.5 ft.	9.5 ft.	7 ft.	6 ft.
MINIMUM BUFFER (PEDESTRIAN THROUGHWAY TO VEHICLE TRAVEL WAY)[2]	Variable[5]	3 ft.	3 ft.	0.5 ft.	0.5 ft.

Notes:

1. Minimum widths may be expanded in areas with enhanced pedestrian activity, or as otherwise required by the City Engineer, City Engineer's designee or Planning Director. For instance, the edge zone may need to be expanded to accommodate outdoor seating for the adjacent land use.
2. Includes width of on-street parking, bike facilities, and furnishings/landscape zone.
3. Local streets that are also constructed as Shared Streets do not require curbs and may include a 5 ft. shoulder walkway at street level. In constrained cases, the walkway may be provided on only one side, or eliminated.
4. In highly constrained locations, the landscape buffer may be eliminated to meet the required 8 ft. pedestrian throughway with approval from the City Engineer, City Engineer's designee or Planning Director.
5. Desired walkway and buffer width for ODOT facilities depends on the urban context and are subject to review and approval by ODOT. Additional detail is provided in the BUD.

BICYCLE FACILITIES

Bike facilities help support the movement of people riding bikes. Streets should be safe and comfortable for bicyclists of all ages and abilities to encourage ridership. Building high quality bicycle infrastructure can improve transportation safety, minimize public health risks, reduce congestion, and provide more equitable access to transportation. The minimum bicycle facilities can be seen in Table 4. Vehicle function classification is used to determine the appropriate facilities along streets. The minimum treatments include protected or separated facilities from the vehicle travel way along Arterial streets, bicycle lanes along Major Collector streets, and shared streets with shared lane markings along Neighborhood Collector streets. All local streets in Newport are shared streets for bikes, but they do not include shared lane markings unless specifically called out in the TSP.

In general, facilities that are protected or separated from the vehicle travel way include a 10-foot two-way or 6-foot one-way cycle track, 10-foot shared use path, or 8-foot buffered bike lanes. Standard bike lanes should be a minimum of 6-feet wide, while some shared streets should include shared lane markings, with vehicle speed and volume management.

TABLE 4: MINIMUM BICYCLE FACILITIES

VEHICLE CLASSIFICATION	ARTERIAL (ODOT) [2]	MAJOR COLLECTOR (CITY)	NEIGHBORHOOD COLLECTOR (CITY)	LOCAL/ YIELD/ SHARED STREET (CITY)
MINIMUM BIKE FACILITY[1]	Protected or separated facilities from the vehicle travel way (e.g., shared use path, cycle track, buffered bicycle lanes)	Standard Bicycle lanes[3]	Shared bike streets with shared lane markings[3]	Shared bike streets without shared lane markings

Notes:

1. Any modification of the minimum bike facility requires justification of any constraints (e.g., topography, environmental, existing buildings) and approval of an acceptable deviation prior to construction.
2. Bicycle facility and buffer width for ODOT facilities depends on the urban context and are subject to review and approval by ODOT. Additional detail is provided in the BUD
3. Standard bicycle lanes require a minimum width of 6 ft.
4. Minimum treatments include shared lane markings. May also include treatments to manage vehicle speeds and volumes.

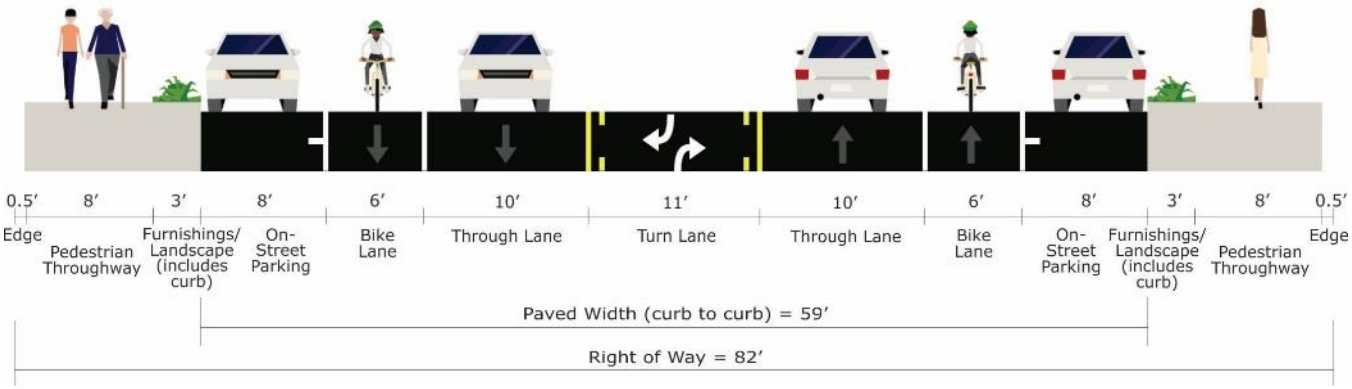
MINIMUM STREET CROSS-SECTIONS

The minimum cross-sections for City Major Collectors, Neighborhood Collectors, Local streets, and Yield/ Shared streets are provided in Figure 30, Figure 31, Figure 32, Figure 33, and Figure 34, respectively. These are based on the minimum design requirements outlined earlier in Table 2, Table 3, and Table 4. In all cases, the minimum widths may be expanded at the discretion of the City Engineer or City Engineer's designee. For instance, the edge zone may need to be expanded to accommodate outdoor seating for the adjacent land use. All cross-sections provided below assume that the street is not located on a designated Newport local truck route. Local truck routes require travel lanes widths of 11 to 12 feet.

No minimum cross-sections are provided for Arterials (i.e., US 101 and US 20) in Newport since these streets are subject to review and approval by ODOT. Design guidance from ODOT can be found in the BUD and is summarized earlier in Table 2, Table 3, and Table 4. ODOT's design guidance is context dependent which provides flexibility in specific element widths when determining the cross-sections.

FIGURE 30: CITY MAJOR COLLECTOR (COMMERCIAL AREA) CROSS-SECTION

Within 150 feet of Arterials (i.e., US 101 and US 20)



More than 150 feet from Arterials (i.e., US 101 and US 20)

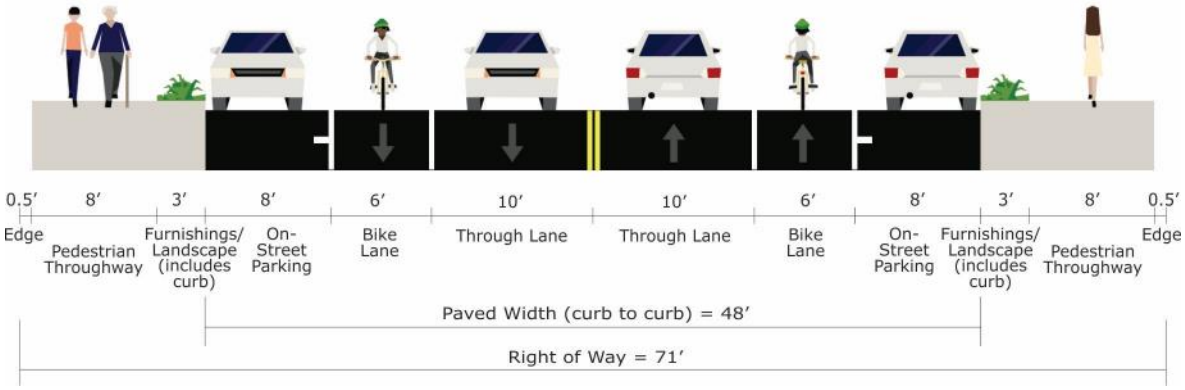
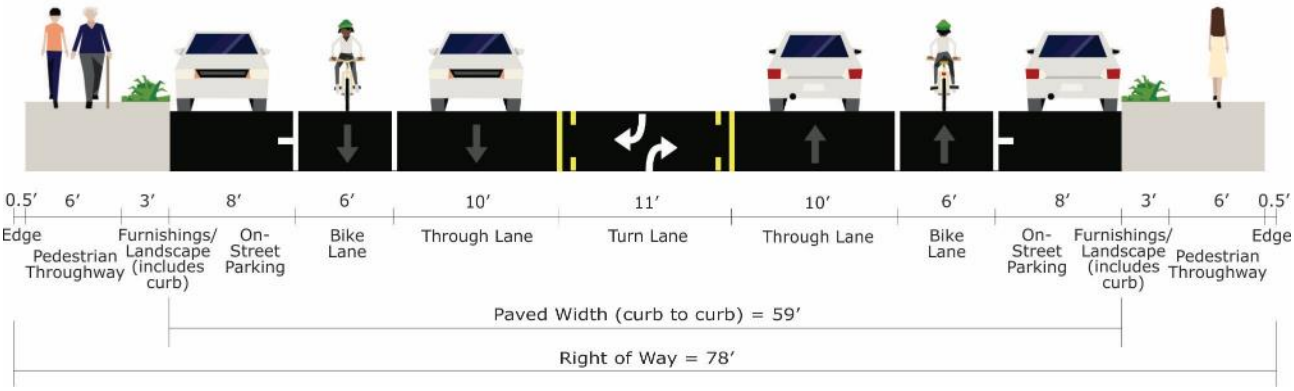


FIGURE 31: CITY MAJOR COLLECTOR (NON-COMMERCIAL AREA) CROSS-SECTION

Within 150 feet of Arterials (i.e., US 101 and US 20)



More than 150 feet from Arterials (i.e., US 101 and US 20)

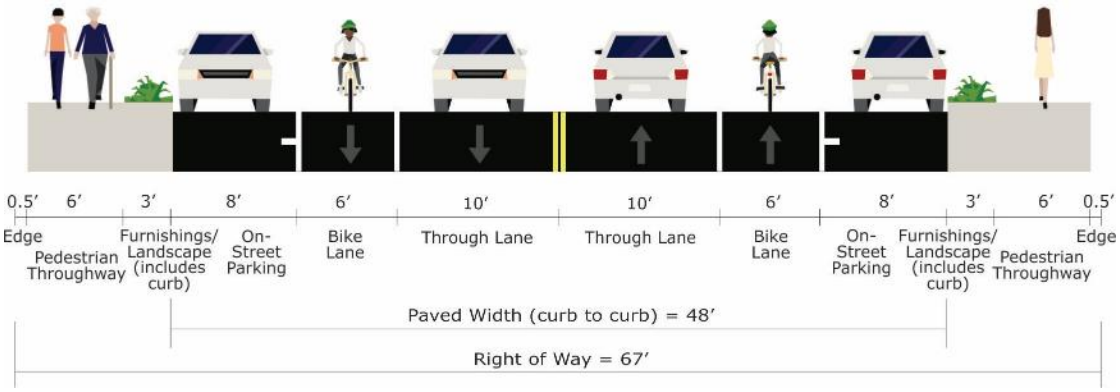
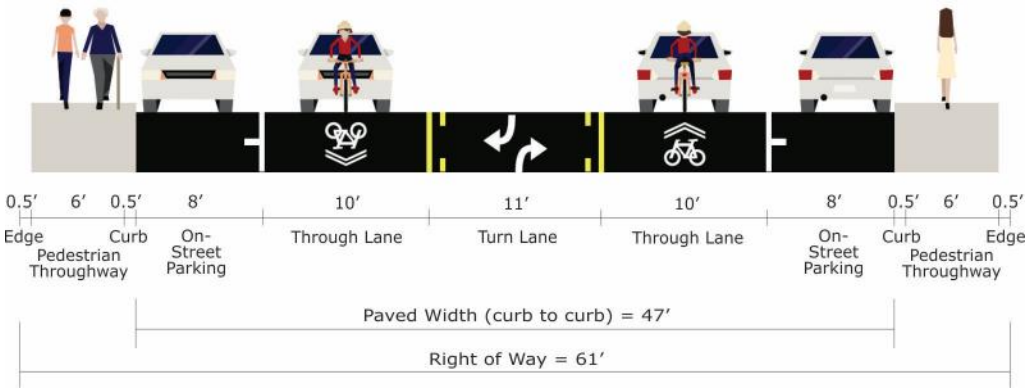


FIGURE 32: CITY NEIGHBORHOOD COLLECTOR CROSS-SECTION

Within 150 feet of Arterials (i.e., US 101 and US 20)



More than 150 feet from Arterials (i.e., US 101 and US 20)

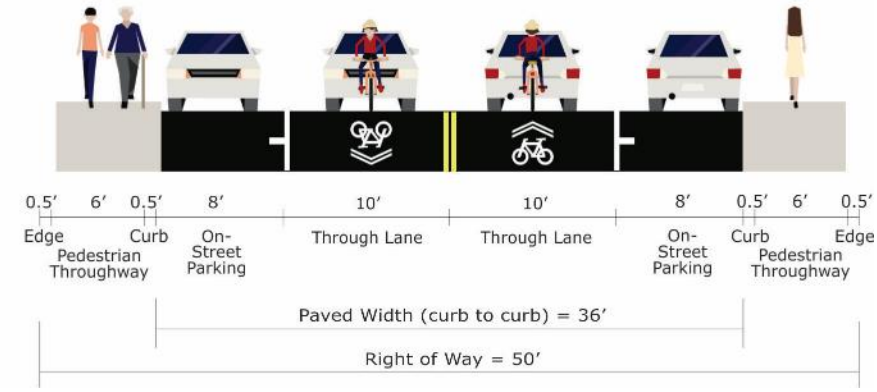
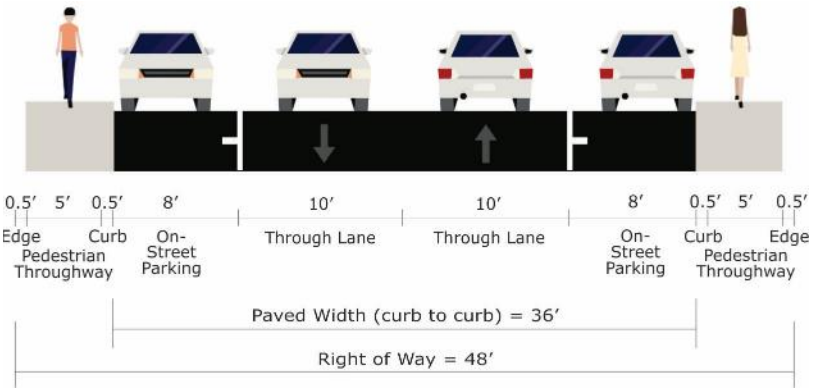


FIGURE 33: CITY LOCAL STREET CROSS-SECTION

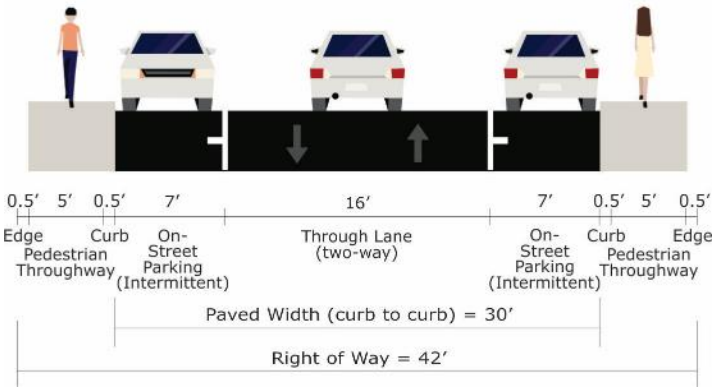


Note: On-Street Parking width may be reduced to 7 ft. along Local streets in residential areas.

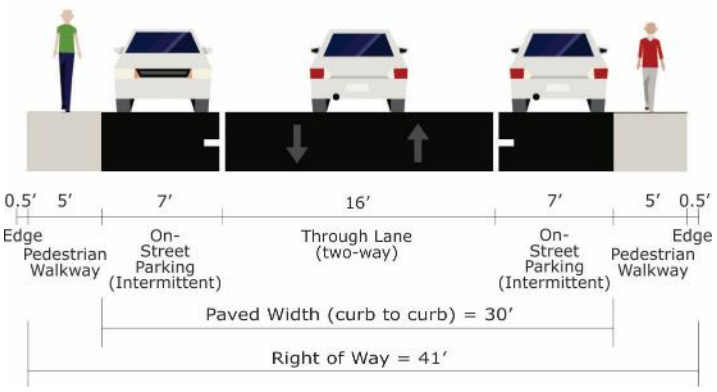
FIGURE 34: CITY YIELD AND SHARED STREET CROSS-SECTION

Intermittent On-Street Parking on Both Sides

Yield Street (with curb)

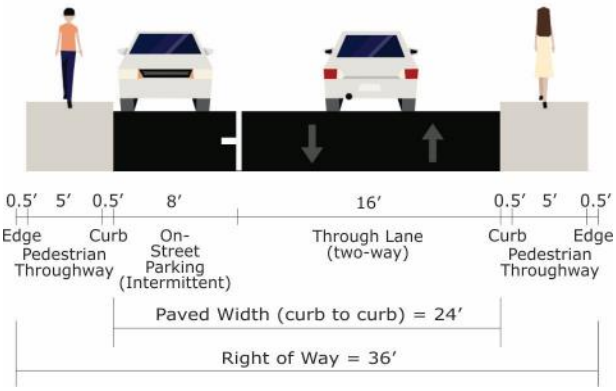


Shared Street (no curb)

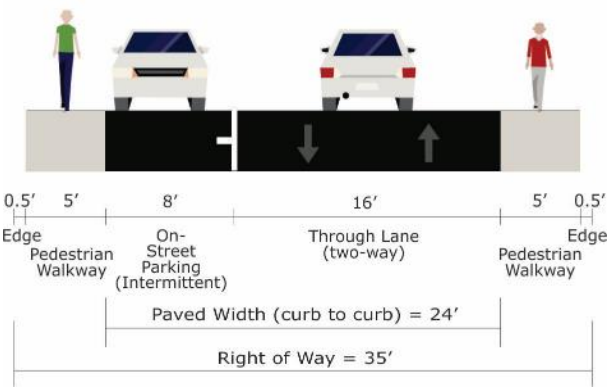


Intermittent On-Street Parking on One Side

Yield Street (with curb)



Shared Street (no curb)



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, and with fire access roads at both ends. Through lane width of Yield and Shared streets may be reduced to 14 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.

SEPARATED PEDESTRIAN AND BICYCLE FACILITIES

Some pedestrian and bicycle facilities may be separated from the right-of-way of a street. These facilities include pedestrian trails, pedestrian and bicycle accessways, and shared use paths. These facilities serve a variety of recreation and transportation needs for pedestrians and bicyclists.

PEDESTRIAN TRAIL

Pedestrian trails are typically located in parks or natural areas and provide opportunities for both pedestrian circulation and recreation. They are recommended to include a minimum width of 5 feet (see Table 5) and may include a hard or soft surface.

ACCESSWAY

Accessways provide short path segments between disconnected streets or localized recreational walking and biking opportunities. Accessways must be on public easements or rights-of-way and have minimum paved surface of 8 feet, with a 1-foot shoulder on each side, and 10 feet of right-of-way. Accessways should be provided in any locations where the length between existing pedestrian and bicycle connections exceeds the maximum allowable length identified in Table 5.

SHARED USE PATH

Shared use paths provide off-roadway facilities for walking and biking travel. Depending on their location, they can serve both recreational and citywide circulation needs. Shared use path designs vary in surface types and widths, although hard surfaces are generally better for bicycle travel. Widths need to provide ample space for both walking and biking and should be able to accommodate maintenance vehicles.

A shared use path should be at least 10 feet wide, with a 1-foot shoulder on each side, and 12 feet of right-of-way (see Table 5). A shared use path width of 12 feet is required along ODOT facilities and may be applied in other areas with significant walking or biking demand (e.g., Nye Beach Area, Oregon Coast Bike Route), at the discretion of the City Engineer or City Engineer's designee.

TABLE 5: MINIMUM SEPARATED PEDESTRIAN AND BICYCLE FACILITY DESIGNS

FACILITY OPTIONS	PEDESTRIAN TRAIL DESIGN	ACCESSWAY OR LOW USE SHARED USE PATH DESIGN[1]	TYPICAL SHARED USE PATH DESIGN[2]
MINIMUM CONFIGURATION			

Notes:

1. For short segments, a low use shared use path can be as narrow as 8 feet wide, with a 1-foot shoulder on each side and a total right-of-way of 10 feet.
2. A shared use path width of 12 feet is required parallel to ODOT facilities and may be applied in other areas with significant walking or biking demand (e.g., Nye Beach Area, Oregon Coast Bike Route).

VEHICLE MOBILITY STANDARDS

Mobility standards for streets and intersections in Newport provide a metric for assessing the impacts of new development on the existing transportation system and for identifying where capacity improvements may be needed. They are the basis for requiring improvements needed to sustain the transportation system as growth and development occur. Two common methods currently used in Oregon to gauge traffic operations for motor vehicles are volume to capacity (v/c) ratios and level of service (LOS), described below.

- Volume-to-capacity (v/c) ratio: A v/c ratio is a decimal representation (between 0.00 and 1.00) of the proportion of capacity that is being used at a turn movement, approach leg, or intersection. It is determined by dividing the peak hour traffic volume by the hourly capacity of a given intersection or movement. A lower ratio indicates smooth operations and minimal delays. As the ratio approaches 1.00 (generally above 0.70), congestion noticeably increases, and performance is reduced. If the ratio is greater than 1.00, the turn movement, approach leg, or intersection is oversaturated and usually results in excessive queues and long delays.
- Level of service (LOS): LOS is a "report card" rating (A through F) based on the average delay experienced by vehicles at the intersection. LOS A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand. LOS D and E are progressively worse operating conditions. LOS F represents conditions where average vehicle delay is excessive, and demand exceeds capacity, typically resulting in long queues and delays.

City street performance standards for motor vehicles are shown in Table 6.

TABLE 6: VEHICLE MOBILITY STANDARDS FOR CITY STREETS

INTERSECTION TYPE	MOBILITY STANDARD	REPORTING MEASURE
SIGNALIZED	LOS D and v/c ≤0.90	Intersection
ALL-WAY STOP OR ROUNDABOUTS	LOS D and v/c ≤0.90	Worst Approach
TWO-WAY STOP [1]	LOS E and v/c ≤0.95	Worst Major Approach/ Worst Minor Approach

Notes:

1. Applies to approaches that serve more than 20 vehicles; there is no standard for approaches serving lower volumes.

State facilities must comply with the existing mobility targets included in the Oregon Highway Plan and shown in Table 7. Alternative mobility targets have previously been adopted on US 101 in South Beach, and because constraints make meeting mobility targets along US 101 (north of Yaquina Bay) and US 20 impractical, the TSP also recommends that the OTC adopt alternative mobility targets for these highway segments. More information can be found in Technical Memorandum #11 in the Appendix.

TABLE 7: EXISTING MOBILITY TARGETS FOR US 20 AND US 101

ROADWAY	EXTENTS	ADOPTED V/C MOBILITY TARGET	
		SIGNALIZED	UNSIGNALIZED[1]
US 101	North Urban Growth Boundary to NE 20th Street	≤ 0.80	≤ 0.80/0.90
	NE 20th Street to SE 40th Street[2]	≤ 0.90 except US 101/SE 32nd St: ≤0.99 US 101/SE 35th St: ≤0.99	≤ 0.90/0.95
	SE 40th Street to south Urban Growth Boundary[2]	≤ 0.80 except US 101/SE 40th St: ≤0.99 US 101/SE 50th St: ≤0.85 US 101/South Beach State Park: ≤0.85	≤ 0.80/0.90
US 20	Urban Growth Boundary to Moore Drive	≤ 0.80	≤ 0.80/0.90
	Moore Drive to US 101	≤ 0.85	≤ 0.85/0.95

Notes:

1. For unsignalized intersections, the mobility target is listed for major approach/minor approach.
2. Alternative mobility targets have been adopted in South Beach.

MULTIMODAL CONNECTIVITY

Transportation facility and access spacing standards include a broad set of techniques that balance the need to provide for efficient, safe, and timely multimodal travel with the ability to allow access to individual destinations. These standards help create a system of direct, continuous, and connected transportation facilities to minimize out-of-direction travel and decrease travel times for all users, while enhancing safety for people walking, biking and driving by reducing conflict points.

Table 8 identifies maximum and minimum public roadway intersection, minimum private access, and maximum pedestrian and bicycle accessway spacing standards for streets in Newport. New streets or redeveloping properties must comply with these standards. A deviation to the standards may be requested to the City Engineer or City Engineer's designee. The request must include appropriate documentation to illustrate why the standards cannot be met, and that, as proposed, the access can function safely and efficiently. As the opportunity arises through redevelopment, existing streets or driveways not complying with these standards could improve with strategies such as shared access points, access restrictions (through the use of a median or channelization islands), or closure of unnecessary access points, as feasible.

All Arterial streets in Newport are under State jurisdiction. See the Oregon Highway Plan and Blueprint for Urban Design for spacing standards along US 101 and US 20.

TABLE 8: TRANSPORTATION FACILITY AND ACCESS SPACING STANDARDS

SPACING STANDARD[1]	ARTERIALS (ODOT)[3]	MAJOR COLLECTORS (CITY)	NEIGHBORHOOD COLLECTORS (CITY)	LOCAL STREETS (CITY)
MAXIMUM BLOCK LENGTH (PUBLIC STREET TO PUBLIC STREET)	NA	1,000 ft.	1,000 ft.	1,000 ft.
MINIMUM BLOCK LENGTH (PUBLIC STREET TO PUBLIC STREET)	NA	200 ft.	150 ft.	125 ft.
MAXIMUM LENGTH BETWEEN PEDESTRIAN/BICYCLE CONNECTIONS (PUBLIC STREET TO PUBLIC STREET, PUBLIC STREET TO CONNECTION OR CONNECTION TO CONNECTION)[2]	NA	300 ft.	300 ft.	300 ft.
MINIMUM DRIVEWAY SPACING (DRIVEWAY TO DRIVEWAY)	350-1,320 ft. [3]	100 ft.	75 ft.	N/A
MINIMUM INTERSECTION SET BACK (FULL ACCESS DRIVEWAYS ONLY)	350-1,320 ft. [3]	150 ft.	75 ft.	35 ft.
MINIMUM INTERSECTION SET BACK (RIGHT-IN/RIGHT-OUT DRIVEWAYS ONLY)	350-1,320 ft. [3]	75 ft.	50 ft.	35 ft.

Notes:

1. All distances measured from the edge of adjacent approaches. All properties are allowed one driveway, which must take access from the lowest classified roadway when adjacent to more than one roadway.
2. Mid-block pedestrian and bicycle connections must be provided when the block length exceeds 300 feet to ensure convenient access for all users. Mid-block pedestrian and bicycle connections must be provided on a public easement or right-of-way every 300 feet, unless the connection is impractical due to topography, inadequate sight distance, high vehicle travel speeds, lack of supporting land use or other factors that may prevent safe crossing. When the block length is less than 300 feet, mid-block pedestrian and bicycle connections are not required.
3. All Arterial streets in Newport are under ODOT jurisdiction. ODOT facilities are subject to access spacing standards in the Oregon Highway Plan (see Table 14 of Appendix C) which vary based on posted speed, traffic volumes and setting. A summary of the current standards is provided below by segment:

   US 101:

   - North UGB to NW 66th Drive (55 mph): 1,320 feet
   - NE 60th Drive to NE 20th Street (45 mph): 800 feet
   - NE 20th Street to NE 2nd Street (35 mph): 500 feet
   - NE 2nd Street to SW Neff Way (25 mph): 350 feet
   - SW Neff Way to SE 40th Street (35 mph): 500 feet
   - SE 40th Street to SE 50th Street (45 mph): 800 feet
   - SE 50th Street to south UGB (55 mph): 1,320 feet

   US 20:

   - US 101 to NE Harney Street (30 mph): 500 feet
   - NE Harney Street to east UGB (55 mph): 1,320 feet

LIFELINE ROUTES

Newport's location on the Oregon Coast makes it vulnerable to both earthquakes and tsunamis. Statewide planning efforts have previously identified seismic lifeline routes and tsunami evacuation routes within Newport. The Oregon Seismic Lifeline Routes are a set of streets designated to facilitate emergency response and rapid economic recovery following a disaster. These routes include three tiers of streets, and higher tier routes are prioritized for seismic retrofits on the existing state-owned facilities. Within Newport, US 101 (north of US 20) is a designated Tier 1 lifeline route. Both US 101 (south of US 20) and US 20 are designated Tier 3 lifeline routes. These routes are identified in Technical Memorandum #10 in the Appendix.

In the event of a tsunami, the City's beach front, creek drainages, and the south beach area will need to evacuate. The tsunami hazard areas and identified evacuation assembly areas are also identified in Technical Memorandum #10 in the Appendix. Specific evacuation routes for each low-lying area are also available online. While much of Newport is outside of the tsunami inundation area, it is still susceptible to other hazards resulting from a seismic event (i.e., bridge failure).

Ensuring the lifeline and evacuation routes serve their intended purpose both during and following a disaster will be critical to ensure public safety and facilitate recovery. This TSP includes projects that promote seismic resilience on lifeline routes, adds pedestrian or bicycle facilities on evacuation routes, and other wayfinding projects.

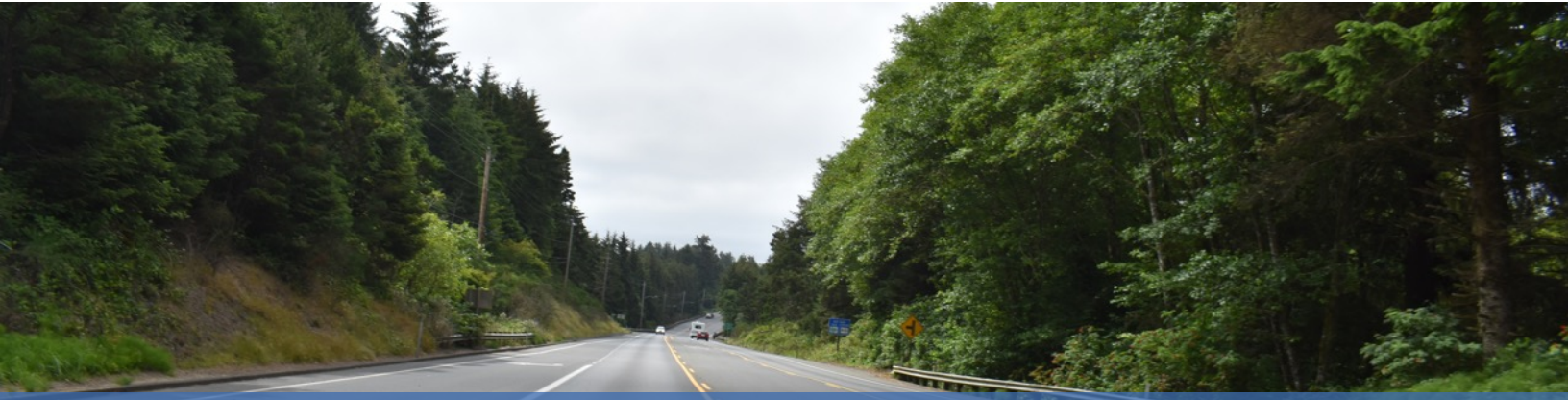
STREET STORMWATER DRAINAGE MANAGEMENT

The City of Newport Municipal Code states that drainage facilities should be designed to consider the capacity and grade necessary to maintain unrestricted flow from areas draining from a new land division and to allow extension of the system to serve such areas.

Newport has neighborhoods with significant stormwater constraints, including Agate Beach, where landslide hazards and coastal erosion are common on the western edge of the neighborhood. As transportation improvements are constructed in Agate Beach, stormwater management will be critical to ensure that runoff from roadway improvements do not contribute to these existing hazards which could result in significant property damage. Potential management strategies could include requiring permeable pavement or bioswales which would hold stormwater prior to infiltration. These solutions could mitigate runoff which could impact the coastal bluffs in this neighborhood.

In addition to the coastal hazards, previous grading practices within the Agate Beach neighborhood could lead to excessive settlement for roadways and pathways due to the nature of the underlying soil. These settlement considerations could require flexible pavement or unimproved roadway/natural surface pathway standards which are more resilient to ground settlement.

Prior to construction of any transportation improvements within the Agate Beach neighborhood, a geotechnical and stormwater investigation will need to be completed to further detail any potential challenges or stormwater concerns for this area. A summary of the specific hazards facing Agate Beach is provided in the Appendix.



Chapter 5: Project Development and Evaluation

This chapter describes the process followed to develop the transportation system improvement projects.

PROCESS FOR DEVELOPING PROJECTS

The project team developed the recommended transportation solutions using guidance provided by the project goals and with input from three main sources:

- Stakeholders (via advisory committee meetings, in-person events, online open houses, community workshops, project website comments, and mail-in survey responses)
- Previous Plans (such as the 2012 Newport Transportation System Plan, Oregon Coast Bike Route Plan, Yaquina Bay State Recreation Site Plan)
- Independent Project Team Evaluation (Technical Memoranda #5 through #8 Existing and Future Transportation Conditions and Needs Evaluation, and Solutions Evaluation)

The full list of projects in this TSP are referred to as Aspirational Projects. Aspirational projects include all identified projects for improving the transportation network along major streets in Newport, regardless of their priority or their likelihood to be funded. This TSP focuses on streets in the City with a vehicle functional classification of Neighborhood Collector and higher. Additional improvements beyond the Aspirational project list will occur with private development in the UGB, including the build out of the local street network consistent with the standards in Chapter 4.

Newport's approach to developing transportation projects emphasized improved system efficiency and management over adding capacity. The approach considered four tiers of priorities that included:

1. Highest Priority – preserve the function of the system through management practices such as improved traffic signal operations, encouraging alternative modes of travel, and implementation of new policies and standards.

2. High Priority – improve existing facility efficiency through minor enhancement projects that upgrade roads to desired standards, fill important system connectivity gaps, or include safety improvements to intersections and corridors.

3. Moderate Priority – add capacity to the system by widening, constructing major improvements to existing roadways, or extending existing roadways to create parallel routes to congested corridors.

4. Lowest Priority – add capacity to the system by constructing new facilities.

The project team recommended higher priority solution types to address identified needs unless a lower priority solution was clearly more cost-effective or better supported the goals and objectives of the City. This process allowed the City to maximize use of available funds, minimize impacts to the natural and built environments, and balance investments across all modes of travel. The TSP planning process screens candidate projects to set aside those that may not be feasible due to environmental or existing development limitations. The remaining projects are a combination of new and previous ideas for the transportation system that seek to address the gaps and deficiencies in the City.

PROJECT FUNDING

Each project was reviewed to consider how it might be funded during the next 20 years. In general, the primary funding agency was assumed to be the current or future facility owner, as they are responsible to oversee construction and long-term maintenance. For the TSP, all projects were assigned to either Newport or the State as the primary funding agency. In some cases, funding partnerships were identified for projects that were expected to provide mutual benefits between agencies or where there were opportunities to accelerate projects to completion. It is important to note that these funding assumptions do not obligate any agency to commit to these projects. Each project was also assigned an assumed funding source, which included the City's North Side Urban Renewal District, South Beach Urban Renewal District and other City/State revenue (i.e., Federal Funding, State Highway Trust Fund, local gas tax, System Development Charges, etc.).

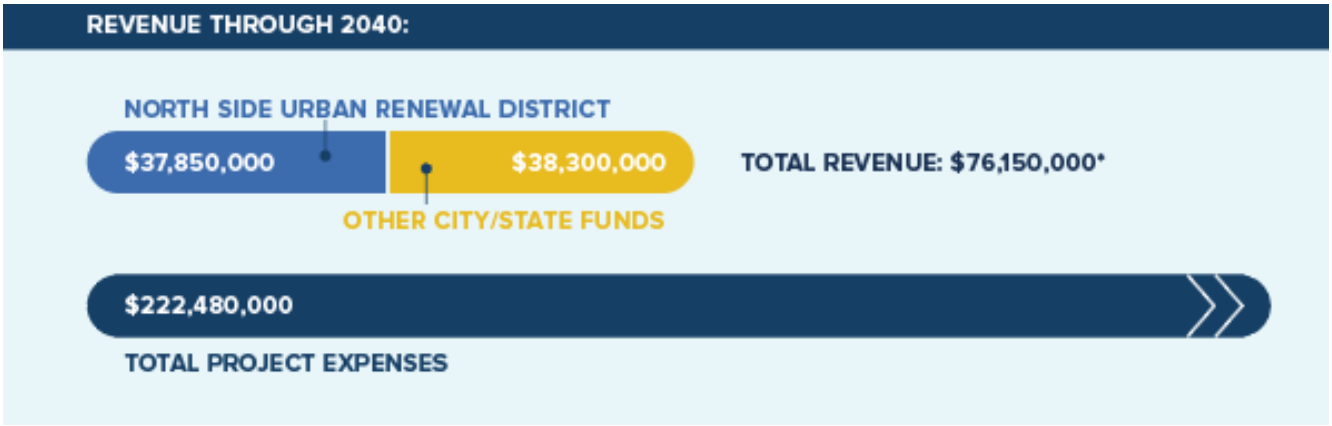
This TSP also presents a high priority subset of the City's Aspirational Projects that are constrained to a level of funding that is expected to be available for the next 20 years. While there may be other partnering opportunities with ODOT and Lincoln County Transit, these decisions are ultimately up to those agencies. Private development will also likely build TSP projects in coordination with land use actions and future development in the City. While projects related to property development or re-development may occur within the TSP planning horizon, no funding was assumed from current City revenue sources since these projects will not be needed until the fronting development occurs. If the City chooses to update the local transportation system development charge in the future to incorporate the updated project list from the TSP and reassess the corresponding fees, much of the private development share will likely be included in that fee[5].

Based on historical and forecasted funding levels, the City expects to have about $76 million through the year 2040 for transportation projects in this TSP (see Figure 35). This includes about

[5] The funding analysis for the TSP assumes new private development contributions towards transportation improvements based on the current system development charge project list and fees.

$38 million for projects in the North Side Urban Renewal District boundary and another $38 million from other City and State funding sources for other citywide projects. And although it was not included in the TSP revenue forecast, the South Beach Urban Renewal District will also provide an additional $3 million in funding for remaining projects in the district boundary. This is still far below the funding required to implement all the projects in this plan, which total approximately $222 million, but may be sufficient to advance many of the higher priority projects in the City. The City may consider increasing existing fee levels, or adding new funding options to close these gaps and better prepare to accommodate growth. Refer to Technical Memorandum #9 in the Appendix for more information on the expected transportation revenue and expenditures.

FIGURE 35: EXPECTED TRANSPORTATION FUNDING COMPARED TO PROJECT EXPENSES



Note: * The South Beach Urban Renewal District will also provide an additional $3 million in funding for remaining projects in the district boundary, beyond the $76 million shown.

SPECIAL STUDIES

A series of special transportation studies were conducted as part of the TSP. The detailed evaluation process considered solutions along US 101 and US 20 in the downtown area, as well as a possible Harney Street extension to establish a new circulation route through the east end of the City between US 20 and US 101, near NE 36th Street. These solutions are large-scale capital investments that could significantly alter Newport's transportation network and travel patterns by increasing roadway capacity and constructing enhanced bicycle and pedestrian facilities. Other low-cost transportation strategies were also considered to manage congestion at all highway intersections. The following sections summarize results of each special transportation study, including factors like the available right-of way or environmental constraints which could impact implementation.

US 101 CIRCULATION OPTIONS

US 101 serves residents and visitors travelling along the Oregon Coast or within Newport. The highway, today, cuts through downtown Newport and creates a significant barrier for travel within the downtown core. High vehicle volumes on US 101 lead to significant congestion and delay on US 101 which limits access to existing local businesses and the hospital and fosters an auto-oriented downtown area. Limited existing right-of-way means that most of the roadway space is allocated to vehicle travel lanes with narrow sidewalks, narrow on-street parking, and no bicycle facilities. These characteristics limit economic development and tourism opportunities relative to other areas of the City.

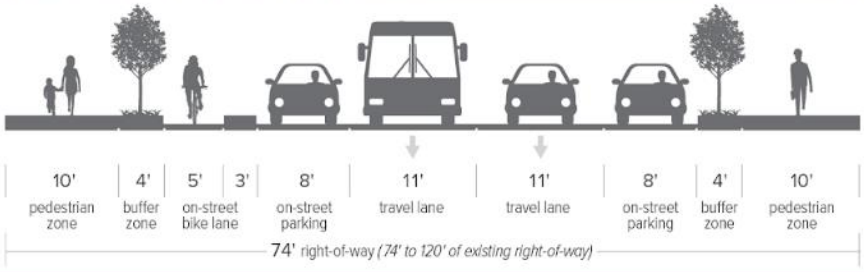
Three circulation options were considered for US 101 as part of the TSP. The first option maintains the existing alignment of US 101 in downtown Newport but includes several streetscape alternatives to enhance the bicycle or pedestrian environment and increase business visibility. Two couplet options were also considered, either between SW Bayley Street and SW Angle Street or between SW Abbey Street and SW Angle Street. Both couplet options place northbound traffic on SW 9th Street while southbound traffic remains on the existing alignment of US 101. Converting US 101 to a couplet increases the total available right-of-way and allows wider sidewalks with protected bike facilities to be implemented along the corridor. These options also increase the total number of properties that front US 101 which may increase economic development opportunities for downtown Newport although extending the southern extent of the couplet to SW Bayley Street may reduce hospital access.

Each circulation option was evaluated both quantitatively and qualitatively for their impact on pedestrian travel, bicycle travel, vehicle operations, hospital access, economic redevelopment opportunities, streetscape opportunities, and cost. These options were also presented to the public at a series of online open houses and advisory committee meetings to gauge acceptance of the desired approach to circulation for US 101. Through the evaluation process, a couplet on US 101 between SW Abbey Street and SW Angle Street, seen below in Figure 36, emerged as the preferred alternative. A summary of the full evaluation for each US 101 circulation option is included in the Appendix.

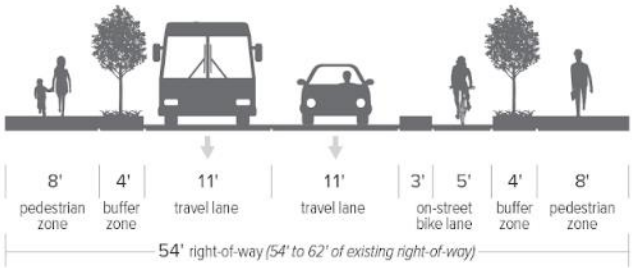
Constructing a couplet on US 101 between SW Abbey Street and SW Angle Street better manages traffic volumes on US 101 while also improving the bicycle and pedestrian environment and supporting economic development. Converting US 101 to one-way will address the existing delay and congestion issues at US 101/SW Hurbert Street and can better utilize the existing right-of-way, allowing for both wider sidewalks and protected bicycle facilities along the highway. Beginning the couplet at SW Abbey Street rather than SW Bayley Street only marginally reduces the economic development potential since the hospital has already redeveloped its 9th Street and US 101 frontage, and this alternative maintains the existing hospital access from SW 9th Street which is important for emergency response. This couplet option will impact existing properties, as seen below in Figure 36.

FIGURE 36: PREFERRED US 101 CIRCULATION OPTION

1 US 101 CROSS-SECTION SOUTHBOUND



2 SW 9TH STREET CROSS-SECTION NORTHBOUND



US 20 CIRCULATION OPTIONS

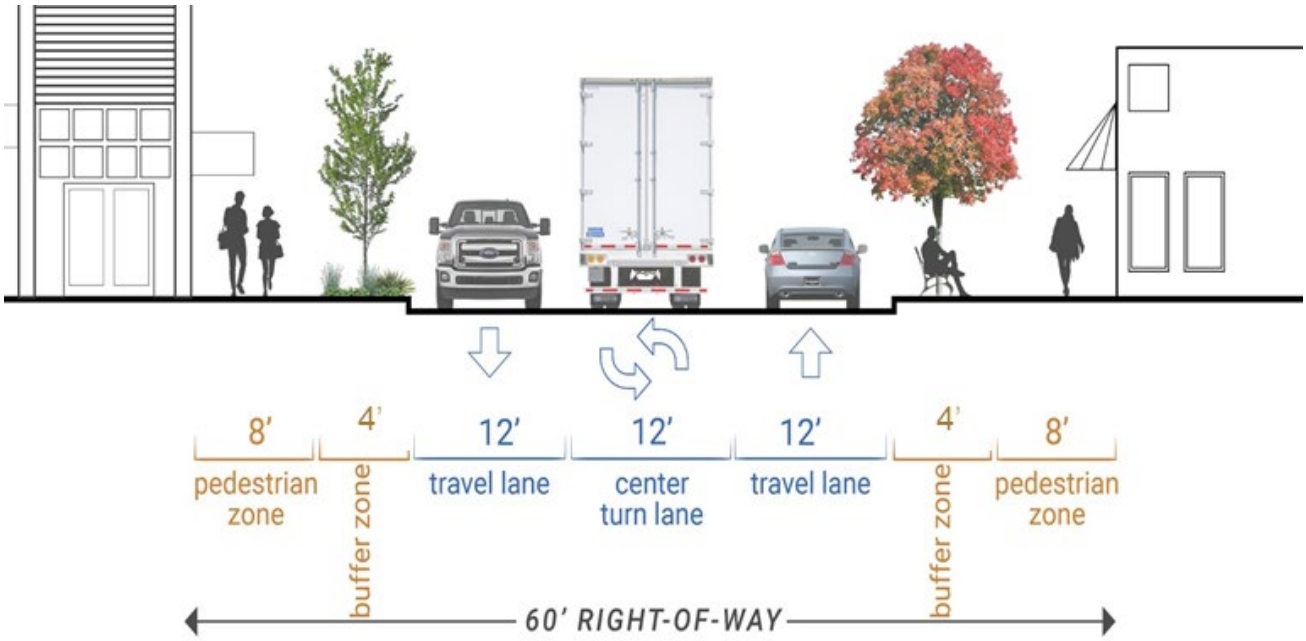
US 20 is the primary route that connects Newport east to Corvallis and other regional destinations along I-5. The existing three-lane section leads to significant congestion in the summer for traffic entering Newport that must turn at the US 101/US 20 intersection. The long vehicle queues approaching the US 101/US 20 signal reduce business access and increase delay for the existing, unsignalized intersections along US 20. Congestion on US 20 coupled with limited right-of-way and poor multimodal facilities also creates significant challenges for all users. Today, there are only narrow, curb-tight sidewalks for a portion of the corridor, no bicycle facilities, and limited opportunities for future widening to relieve congestion.

Two circulation options were considered for US 20 as part of the TSP. The first option maintains the existing alignment of US 20 in downtown Newport but includes several streetscape alternatives to enhance the bicycle or pedestrian environment. The second option constructs a couplet on US 20 between NE Harney Street/SE Moore Drive and US 101. This option would place westbound traffic on NE 1st Street while eastbound traffic would remain on the existing alignment of US 20; US 20 westbound would tie back into the existing alignment prior to the US 101/US 20 intersection. Converting US 20 to a couplet increases the total available right-of-way and allows wider sidewalks with protected bike facilities to be implemented along the corridor. This option also increases the total number of properties that front US 20 which may increase economic development opportunities for downtown Newport although US 20 is located outside of Newport's historic downtown core.

The circulation options were evaluated both quantitatively and qualitatively for their impact on pedestrian travel, bicycle travel, vehicle operations, economic redevelopment opportunities, streetscape opportunities, and cost. These options were also presented to the public at a series of online open houses and advisory committee meetings to gauge acceptance of the desired approach to circulation for US 20. Through the evaluation process, maintaining two-way traffic on US 20, seen below in Figure 37, emerged as the preferred alternative. This option would include on-street bike facilities between NE Harney Street and NE Fogarty Street, but would include no bike facilities west of NE Fogarty Street to US 101. It would, however, be complemented by adjacent bike facilities along NE 1st Street to the north and SE 1st Street to the south, connected by an enhanced crossing at the SE Fogarty Street intersection with US 20. A summary of the full evaluation for each US 20 circulation option is included in the Appendix. Although this is the preferred cross section, US 20 is a Freight route and a Reduction Review route and will be subject to further review by ODOT.

Improving the existing streetscape on US 20 will improve the bicycle and pedestrian environment at a comparably low cost. Although a couplet would increase vehicle capacity on US 20, the right-of-way needed to upgrade NE 1st Street and implement improvements at the US 101/US 20 signal outweigh the potential benefits of a couplet. Retaining the existing alignment of US 20 can improve the bicycle and pedestrian environment while minimizing the negative impacts to the surrounding residential neighborhood.

FIGURE 37: PREFERRED US 20 CIRCULATION OPTION



HARNEY STREET EXTENSION

Newport does not have a parallel route on the east side of US 101 to connect northern areas of the city to the downtown core, so most vehicle trips between these areas must occur on US 101. The Harney Street Extension proposes a new minor arterial road between NE 7th Street and NE Big Creek Road before connecting to US 101 at the proposed NE 36th Street traffic signal. This extension will provide a continuous connection between US 20 and NE 36th Street with limited access to amenities along US 101 north of NE 7th Street and allow travelers to bypass some of the most congested segments of US 101. The Harney Street extension will also provide a critical connection to serve future growth in this area.

The Harney Street extension was previously identified in long-range transportation plans, but this special study included additional refinement to understand the costs and benefits of this improvement. Figure 38 illustrates the refined project concept. The extension was evaluated both quantitatively and qualitatively for its impact on pedestrian travel, bicycle travel, vehicle operations, and cost.

Due to the limited access to amenities along US 101 in Newport from the Harney Street extension, this road will primarily serve regional traffic travelling between US 20 and US 101 to the north of Newport along with future residential growth that is projected to occur along the proposed alignment. Between 4,000 and 7,000 vehicles are expected to use this extension by 2040 which will provide only modest relief for congestion on US 101 in Newport. However, this street extension will also include pedestrian and bicycle facilities to connect to Newport's planned network, significantly enhancing travel for these modes. The Harney Street extension will enhance local circulation for Newport although the high project cost makes this a lower priority improvement for Newport.

FIGURE 38: HARNEY STREET EXTENSION CONCEPTUAL ALIGNMENT

ALTERNATIVE HIGHWAY MOBILITY TARGETS

Assuming Newport grows in accordance with its current adopted land use plan and travelers continue to rely heavily on private automobiles for their trips, roadways in the City will not be able to meet ODOT's v/c ratio-based mobility targets in the Oregon Highway Plan. In this situation (which is common in communities with roadways that experience high travel demands), adoption of alternative mobility targets is appropriate. Alternative mobility targets reflect realistic expectations for roadway performance at the end of the 20-year planning horizon, based on traffic projections. Adopting realistic alternative targets relieves the state and local governments from having to limit development or make investments to comply with targets they cannot possibly achieve.

PLACEHOLDER

Chapter 6: Projects and Priorities

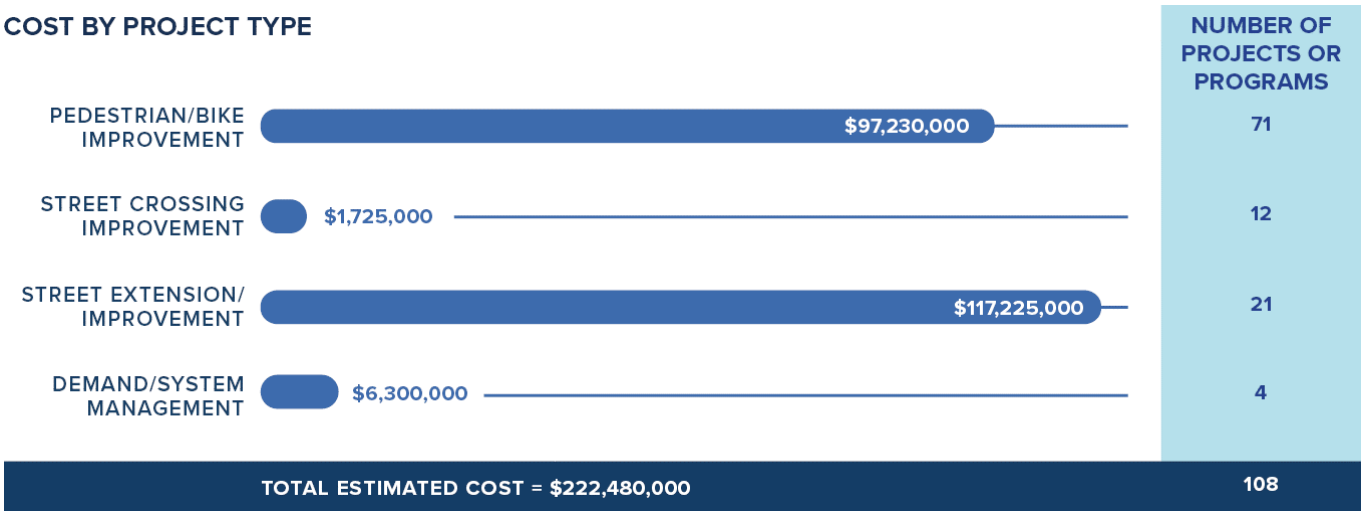
This chapter describes the transportation system improvement projects identified to address the system needs discussed in Chapter 3.

ASPIRATIONAL PROJECTS

The full aspirational list includes 108 projects totaling over $222 million in total investments (see Figure 39). For the purposes of cost estimates, project design elements are identified, however, the actual design elements for any project are subject to change and will ultimately be determined through a preliminary and final design process and are subject to City, ODOT and/or other partner agency approval. The Aspirational projects were assigned to one of several categories:

- **Street Extension/Street Improvement** – these projects will improve or construct new multi-modal streets and intersections throughout the UGB, each with facilities for motorists, pedestrians and bicyclists. They are listed with project identification numbers beginning with "INT", "EXT" and "REV". The TSP includes a total of 21 projects that, as of 2021, will cost an estimated $117.2 million to complete.
- **Pedestrian/ Bike Improvement** – these projects include stand-alone sidewalk, path and an integrated network of bicycle lanes, marked on-street routes and shared-use paths to facilitate safe and convenient travel citywide. They are listed with project identification numbers beginning with "SW", "TR", "BR", "SBL" and "BL". A total of 71 pedestrian and bicycle projects were identified that, as of 2021, will cost an estimated $97.2 million to complete.
- **Street Crossing Improvement** – these projects will improve safety and mobility at street crossings throughout the UGB. They are listed with project identification numbers beginning with "CR". A total of 12 projects were identified to construct new or improve existing crossings that, as of 2021, will cost an estimated $1.7 million to complete.
- **Demand/ System Management** – these projects will encourage more efficient usage of the transportation system. They are listed with project identification numbers beginning with "PRO". The TSP includes four projects that, as of 2021, will cost an estimated $6.3 million.

FIGURE 39: LEVEL OF INVESTMENT BY MODE OF TRAVEL



PRIORITIZING ASPIRATIONAL PROJECTS

Unless the City expands its funding options, most of the Aspirational projects identified are not reasonably likely to be funded by 2040. For this reason, projects from the Aspirational list were evaluated and ranked using a set of evaluation criteria that reflect how well it achieves the transportation goals and objectives described in Chapter 2. The prioritization score was calculated for each project using the criteria associated with 8 of the 9 TSP goals. TSP Goal 9 (Work with Regional Partners) did not have any associated criteria and was therefore not a factor in the evaluation score calculation.

There was a total of 13 criteria overall associated with the TSP Goals, as some goals had more than one criterion. The projects were initially given a score of 1 (one) for each of the 13 criteria it addressed, with each goal weighted equally, resulting in overall possible scores ranging from 0 to 8. Projects were then assigned an evaluation rank of "high" for projects with the highest total scores, "medium" for the middle one-third of project scores, and "low" for projects with the lowest total scores (see Table 9). The methodology for calculating the scores for each criterion can be found in Technical Memorandum #8 in the Appendix.

The final priority ranks listed in Table 9 were used to divide projects from the Aspirational project list into two improvement packages, referred to as Financially Constrained and Unconstrained (see descriptions of these improvement packages in the following sections). The project priority rankings do not create an obligation to construct projects in any order and it is recognized that these priorities may change over time. The City of Newport will use the priorities listed in this TSP to guide investment decisions but will also regularly reassess local priorities to leverage new opportunities and reflect evolving community interests.

The City is not required to implement projects identified on the Financially Constrained list first. Priorities may change over time and unexpected opportunities may arise to fund particular projects. The City is free to pursue any of these opportunities at any time. The purpose of the

Financially Constrained project list is to establish reasonable expectations for the level of improvements that will occur and give the City initial direction on where funds should be allocated.

FINANCIALLY CONSTRAINED PROJECTS

Financially Constrained projects are the most valued, in terms of how they meet critical needs and how well they work to deliver on community goals. Projects in this group have a total construction budget that is similar to the reasonably available funding over the planning horizon, meaning the $76 million that is likely to be available through existing City and State funding sources. This package also includes the $3 million in additional funding from the South Beach Urban Renewal District for remaining projects in the district boundary, beyond the $76 million.

The projects included in the Financially Constrained list are shown in Table 9 and Figure 40, Figure 41 and Figure 42. These projects were grouped within the following priority horizons, based on the overall project evaluation score and available funding:

- **Tier 1:** Projects recommended for implementation within 1 to 10 years.
- **Tier 2:** Projects likely to be implemented beyond 10 years.

UNCONSTRAINED PROJECTS

Unconstrained projects are those remaining from the Aspirational list that likely will not include funding by 2040. The projects included in the Unconstrained list are shown in Table 9 and Figure 40, Figure 41 and Figure 42. These projects were grouped within the following priority horizons, based on the project evaluation score:

- **Unconstrained Tier 1:** Projects with the highest priority for implementation beyond the projects included on the Financially Constrained list, should additional funding become available.
- **Unconstrained Tier 2:** The last phase of projects to be implemented, should additional funding become available.

ASPIRATIONAL PROJECT TABLE AND FIGURES

The Aspirational projects listed in Table 9 are also displayed on Figure 40, Figure 41 and Figure 42, with the corresponding figure shown in the column labeled "Map Area" (i.e., North, Downtown or South). The project identification numbers in the first column are coded to indicate the category of the improvement, as follows:

- "INT" to represent an intersection improvement project
- "EXT" to represent a roadway extension project
- "REV" to represent an existing roadway improvement or reconfiguration project
- "SW" to represent a sidewalk improvement project
- "TR" to represent a trail or shared use path improvement project
- "BR" to represent a bike route improvement project
- "SBL" to represent an improvement project to add separated or buffered bike lanes
- "BL" to represent an improvement project to add standard bike lanes
- "CR" to represent a roadway crossing improvement project
- "PRO" to represent a citywide demand or system management project

The improvement package for each Aspirational project is shown in the column labeled "Package", and is either Financially Constrained (i.e., projects likely to be funded) or Unconstrained (i.e., projects not likely to be funded).

TABLE 9: ASPIRATIONAL PROJECTS

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
INT1	**US 101/NE 73rd Street** Improve the intersection with either a traffic signal or roundabout. Cost assumes installation of a traffic signal.	State	City/State Funds	$950,000	Medium	1,2,4,8	Unconstrained	Unconstrained Tier 2	North
INT3	**US 101/NW Oceanview Drive** Widen the eastbound NW Oceanview Drive approach to include separate left and right turn lanes.	State	NURA	$225,000	Low	2,8	Unconstrained	Unconstrained Tier 2	North
INT4	**US 101/US 20** Construct a second southbound left turn lane. Requires a signal modification, widening along US 101 and along the south side of US 20 to support a second receiving lane, and conversion of the US 101/NE 1st Street intersection to right-in, right-out movements only.	State	NURA	$5,000,000	High	1,2,4,7, 8	Financially Constrained	Tier 1	Downtown
INT6	**US 20/SE Moore Drive/NE Harney Street** Improve the intersection with a traffic signal (with separate left turn lanes on the northbound and southbound approaches). Coordinate improvements with Project SBL1.	State	NURA	$1,050,000	Medium	1,2,4,8	Financially Constrained	Tier 1	Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
INT8	**US 101/NE 36th Street** Improve the intersection with either a traffic signal (with separate left and right turn lanes for westbound traffic) or a roundabout. Cost assumes installation of a traffic signal.	State	City/State Funds	$1,175,000	Medium	1,2,4,8	Unconstrained	Unconstrained Tier 2	North
INT9	**US 101/SW 40th Street** Improve the intersection with a traffic signal. Cost assumes installation of a traffic signal, curb ramps, striping, signing and repaving, as identified in the South Beach Refinement Plan.	State	SBURA	$1,550,000	High	1,2,4,7, 8	Financially Constrained	Tier 1	Downtown
INT10	**US 20/Benton Street** Restripe northbound approach to include separate left/through lane and right turn lane (requires removal of on-street parking).	State	NURA	$75,000	Low	2,8	Unconstrained	Unconstrained Tier 2	Downtown
INT11	**US 101/NW-NE 6th Street** Realign NW 6th Street to the north and/or NE 6th Street to the south to create a standard 4-leg intersection. Requires right-of-way acquisition and a signal modification.	State	NURA	$3,075,000	Low	1,2,4	Unconstrained	Unconstrained Tier 2	Downtown
INT12	**US 101/NE 57th Street** Realign approach to intersect with NW 58th Street.	State	NURA	$1,275,000	Low	1,2	Unconstrained	Unconstrained Tier 2	North

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
EXT1	**NW Gladys Street (from NW 55th Street to NW 60th Street)** Extend/Improve NW Gladys Street to create a continuous neighborhood collector street.	Newport	NURA	$1,100,000	Medium	1,2,3,6	Financially Constrained	Tier 2	North
EXT3	**NE 6th Street (from NE Laurel Street to NE Newport Heights Drive)** Extend NE 6th Street to create a continuous neighborhood collector street.	Newport	City/State Funds	$5,200,000	Low	2,3,7	Unconstrained	Unconstrained Tier 2	Downtown
EXT4	**NE Harney Street (from NE 7th Street to NE Big Creek Road)** Extend NE Harney Street to create a continuous major collector street and install a mini roundabout at the intersection of NE Harney Street/NE 7th Street.	Newport	City/State Funds	$58,600,000	High	2,3,4,6, 7	Unconstrained	Unconstrained Tier 1	North, Downtown
EXT8	**SE Ash Street-SE Ferry Slip Road (from SE 40th Street to SE 42nd Street)** Extend SE Ash Street-SE Ferry Slip Road to create a continuous major collector street.	Newport	City/State Funds	$2,275,000	Low	2,3,6	Unconstrained	Unconstrained Tier 2	Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
EXT9	**SE 50th Place (from Emery Trailhead to US 101)** Extend SE 50th Place to the entrance of South Beach State Park at US 101 to create a continuous major collector street. Cost includes the construction of a shared use path on one side and widening of US 101 to create a southbound left turn lane.	Newport	City/State Funds	$3,375,000	Low	2,3,6	Unconstrained	Unconstrained Tier 2	Downtown, South
EXT10	**SE 62nd Street (from current terminus to SE 50th Place)** Extend SE 62nd Street from the current terminus to SE 50th Place, near Emery Trailhead, to create a continuous major collector street. Cost includes the construction of a shared use path on one side.	Newport	City/State Funds	$6,150,000	Low	2,3,6	Unconstrained	Unconstrained Tier 2	Downtown, South
EXT11	**SE Harborton Street (from SE College Way to SE 62nd Street extension)** Extend SE Harborton Street to the SE 62nd Street extension intersection with SE 50th Place to create a continuous major collector street. Cost includes the construction of a shared use path on one side.	Newport	City/State Funds	$4,000,000	Low	2,3,6	Unconstrained	Unconstrained Tier 2	Downtown, South

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
EXT12	**NW Nye Street (from NW Oceanview Drive to NW 15th Street)** Extend/Improve NW Nye Street to create a continuous neighborhood collector street between NW Oceanview Drive and NW 15th Street. Cost assumes bridge will be needed, installation of a sidewalk, and signing and striping as needed to designate a shared bike route.	Newport	City/State Funds	$3,100,000	Medium	1,2,3,6	Financially Constrained	Tier 1	North, Downtown
REV1	**NW Oceanview Drive (from NW Nye Street Extension to NW 12th Street)** Convert NW Oceanview Drive to one-way southbound between the NW Nye Street Extension and NW 12th Street and shift northbound vehicle traffic to NW Nye Street. Cost assumes utilization of the existing roadway width to include a southbound travel lane for vehicles, and an adjacent shared use path for pedestrians and bicycles. Project EXT12 must be completed before Project REV1.	Newport	City/State Funds	$350,000	Medium	1,2,3,6	Financially Constrained	Tier 1	North, Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
REV5	**Yaquina Bay Bridge Refinement Plan** Conduct a study to identify the preferred alignment of a replacement bridge, typical cross-section, implementation, and feasibility, and implement long-term recommendations from the Oregon Coast Bike Route Plan.	State	City/State Funds	$500,000	High	2,3,4,6, 7,8	Financially Constrained	Tier 1	Downtown
REV6	**US 101 and SW 9th Street (from SW Abbey Street to SW Angle Street)** Convert US 101 to one-way southbound between SW Abbey Street and SW Angle Street, and shift northbound US 101 to SW 9th Street. Cost assumes cross-sections as identified in Chapter 5 of this TSP, construction of new roadway segments to transition northbound traffic to and from SW 9th Street, and some intersection and crossing improvements. Specific treatments will be identified during design phase of the project.	State	NURA	$11,700,000	High	2,3,4,6, 7,8	Financially Constrained	Tier 1	Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
REV7	**US 20 (from US 101 to NE Harney Street)** Enhance the existing street cross-section with widened sidewalks and new landscape buffers. Cost assumes cross-sections as identified in Chapter 5 of this TSP, with on-street bicycle lanes only provided between SE Fogarty Street and NE Harney Street. Parallel bicycle facilities provided between US 101 and SE Fogarty Street in Project BR5 and Project BL3.	State	NURA	$6,500,000	High	2,3,4,6, 7,8	Financially Constrained	Tier 1	Downtown
SW1	**NW 3rd Street (from NW Brook Street to NW Nye Street)** Complete existing sidewalk gaps using either standard sidewalk widths or restripe to provide a designated pedestrian walkway in-street.	Newport	City/State Funds	$1,100,000	Medium	1,2,3,6	Unconstrained	Unconstrained Tier 1	Downtown
SW2	**NE 3rd Street (from NE Eads Street to NE Harney Street)** Complete existing sidewalk gaps.	Newport	City/State Funds	$950,000	Medium	1,2,3,6	Financially Constrained	Tier 2	Downtown
SW3	**SW Elizabeth Street (from W Olive Street to SW Government Street)** Complete existing sidewalk gaps.	Newport	City/State Funds	$2,600,000	Medium	1,2,3,6	Financially Constrained	Tier 2	Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
SW6	**NE 7th Street (from NE Eads Street to NE 6th Street)** Complete existing sidewalk gaps.	Newport	City/State Funds	$2,175,000	Medium	1,2,3,6	Financially Constrained	Tier 2	Downtown
SW8	**NE Harney Street (from US 20 to NE 3rd Street)** Complete existing sidewalk gaps.	Newport	NURA	$700,000	Medium	1,2,3,6	Financially Constrained	Tier 2	Downtown
SW11	**SE Benton Street/SE 2nd Street/SE Coos Street/NE Benton Street (from SE 10th Street to NE 12th Street)** Complete existing sidewalk gaps.	Newport	City/State Funds	$3,050,000	Medium	2,3,6,8	Financially Constrained	Tier 2	North, Downtown
SW12	**SW 2nd Street (from SW Elizabeth Street to SW Nye Street)** Complete existing sidewalk gaps.	Newport	City/State Funds	$1,275,000	Medium	1,2,3,6	Financially Constrained	Tier 2	Downtown
SW13	**NW Nye Street (from W Olive Street to NW 15th Street)** Complete existing sidewalk gaps.	Newport	City/State Funds	$4,450,000	Medium	2,3,6,8	Financially Constrained	Tier 2	North, Downtown
SW14	**NW/NE 11th Street (from NW Spring Street to NE Eads Street)** Complete existing sidewalk gaps.	Newport	City/State Funds	$2,150,000	Low	2,3,6	Financially Constrained	Tier 2	North, Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
SW16	**NW Edenview Way/NE 20th Street (from NW Oceanview Drive to NE Crestview Drive)** Complete existing sidewalk gaps.	Newport	City/State Funds	$2,475,000	Medium	1,2,3,6	Financially Constrained	Tier 2	North
SW17	**NW 60th Street (from US 101 to NW Gladys Street)** Complete existing sidewalk gaps.	Newport	NURA	$175,000	Low	2,3,6	Unconstrained	Unconstrained Tier 2	North
SW18	**SE 35th Street (from SE Ferry Slip Road to South Beach Manor Memory Care)** Complete existing sidewalk gaps as identified in the South Beach Refinement Plan.	Newport	SBURA	$750,000	High	1,2,3,6, 7	Financially Constrained	Tier 1	Downtown
SW19	**NW 8th Street/NW Spring Street (from NW Coast Street to NW 11th Street)** Complete existing sidewalk gaps.	Newport	City/State Funds	$1,175,000	Low	2,3,6	Financially Constrained	Tier 2	North, Downtown
SW20	**NW Gladys Street/NW 55th Street (from NW 60th Street to US 101)** Complete existing sidewalk gaps.	Newport	NURA	$1,425,000	Medium	2,3,6,8	Financially Constrained	Tier 2	North

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
SW21	**US 101 (from NW 25th Street to NE 31st Street)** Construct pedestrian path on east side of US 101. Cost assumes 10-ft wide shared use pathway with sheet pile wall.	State	NURA	$3,100,000	Medium	1,2,3,6	Financially Constrained	Tier 1	North
SW22	**Yaquina Bay State Park Drive (from SW Elizabeth Street to SW Naterlin Drive)** Complete existing sidewalk gaps and install enhanced pedestrian crossings consistent with the Yaquina Bay State Recreation Site Master Plan.	Newport	State Funds	$2,250,000	Medium	1,2,3,6	Unconstrained	Unconstrained Tier 2	Downtown
SW23	**SW Bay Boulevard (from SE Fogarty Street to SE Moore Drive)** Complete existing sidewalk gaps.	Newport	City/State Funds	$1,300,000	Medium	1,2,3,6	Unconstrained	Unconstrained Tier 2	Downtown
SW24	**NW 55th Street (from NW Gladys Street to NW Piney Street)** Complete existing sidewalk gaps.	Newport	NURA	$1,775,000	Medium	2,3,6,8	Unconstrained	Unconstrained Tier 1	North
SW25	**NE Harney Street/NE 36th Street (from US 101 to NE Big Creek Road)** Complete existing sidewalk gaps.	Newport	City/State Funds	$5,300,000	Low	2,3,6	Unconstrained	Unconstrained Tier 2	North

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
SW26	**NE Avery Street/NE 71st Street (from US 101 to NE Echo Court)** Complete existing sidewalk gaps.	Newport	City/State Funds	$2,475,000	Low	2,3,6	Unconstrained	Unconstrained Tier 2	North
SW27	**NE 12th Street (from US 101 to NE Benton Street)** Complete existing sidewalk gaps.	Newport	City/State Funds	$625,000	Low	2,3,6	Unconstrained	Unconstrained Tier 2	North, Downtown
SW28	**SW Bayley Street (SW Elizabeth Street to US 101)** Complete existing sidewalk gaps.	Newport	NURA	$325,000	Low	2,3,6	Unconstrained	Unconstrained Tier 2	Downtown
SW29	**US 101 (from SE Ferry Slip Road to SE 40th Street)** Complete the sidewalk gaps on the east side.	State	City/State Funds	$425,000	Medium	1,2,3,6	Financially Constrained	Tier 2	Downtown
SW30	**Yaquina Bay Road (from SE Vista Drive to SE Running Spring)** Complete existing sidewalk gaps on north side only.	Newport	City/State Funds	$1,800,000	Low	2,3,6	Unconstrained	Unconstrained Tier 2	Downtown
SW31	**SW Abalone Street (from US 101 to SW Abalone Street)** Construct a sidewalk on the south side of SW Abalone Street.	Newport	City/State Funds	$350,000	Medium	2,3,4,6	Unconstrained	Unconstrained Tier 2	Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
TR1	**NW Oceanview Drive (from US 101 to NW Nye Street Extension)** Construct a shared use path on one side. The short term improvement along this segment included in Project BR15.	Newport	City/State Funds	$4,775,000	High	1,2,3,6	Financially Constrained	Tier 1	North
TR2	**US 101 (from NW Lighthouse Drive to North UGB)** Construct a shared use path on the east side of US 101. Sidewalk infill will also be completed on the west side south of NW 60th Street. Shared use path project should be consistent with previous planning efforts (e.g., Agate Beach Historic Bicycle/Pedestrian Path, Lighthouse to Lighthouse Path).	State	NURA	$6,650,000	High	1,2,3,6, 7	Unconstrained	Unconstrained Tier 1	North

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
TR3	**US 101 (from NW Lighthouse Drive to NW Oceanview Drive)** Construct a shared use path on the west side of US 101, with sidewalk infill on the east side. Shared use path project should be consistent with previous planning efforts (e.g., Agate Beach Historic Bicycle/Pedestrian Path, Lighthouse to Lighthouse Path). Cost included with Project TR8.	State	Federal Funds/ NURA	Included with Project TR8	High	1,2,3,4, 6,7	Financially Constrained	Tier 1	North
TR4	**US 101 (from SE 35th Street to SE 40th Street)** Construct a shared use path on the west side of US 101.	State	City/State Funds	$500,000	Medium	1,2,3,7	Unconstrained	Unconstrained Tier 1	Downtown, South
TR5	**US 101 (from SE 40th Street to South UGB)** Construct a shared use path on the west side of US 101.	State	City/State Funds	$5,500,000	Medium	1,2,3,6	Unconstrained	Unconstrained Tier 2	Downtown, South
TR6	**NE Big Creek Road (from NE Fogarty Street to NE Harney Street)** Construct a shared use path. Cost assumes utilization of the existing roadway width to include a one-way 12 ft. travel lane and an adjacent shared use path.	Newport	City/State Funds	$450,000	High	2,3,4,5, 6,7	Financially Constrained	Tier 1	North, Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
TR7	**NW Rocky Way (from NW 55th Street to NW Lighthouse Drive)** Construct a shared use path and other improvements as identified by the BLM/FHWA. Cost included with Project TR8.	Newport	Federal Funds/ NURA	Included with Project TR8	Medium	1,2,3,6	Financially Constrained	Tier 1	North
TR8	**NW Lighthouse Drive (from US 101 to terminus)** Construct a shared use path on one side and other improvements as identified by the BLM/FHWA. Cost includes pedestrian/bicycle crossing improvements at the intersection of US 101/NW Lighthouse Drive, and Projects TR3 and TR7.	State	Federal Funds/ NURA	$4,000,000	Medium	2,3,6	Financially Constrained	Tier 1	North
TR9	**SE 40th Street (from US 101 to SE Harborton Street)** Construct a shared use path on one side to complete existing gap.	Newport	City/State Funds	$675,000	Medium	1,2,3,6	Unconstrained	Unconstrained Tier 1	Downtown
TR10	**US 101 (from NW Oceanview Drive to NW 25th Street)** Construct a shared use path along US 101. Note the side and extents are subject to further consideration.	State	NURA	$5,275,000	Medium	1,2,3,6	Unconstrained	Unconstrained Tier 1	North

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
TR12	**SE 1st Street (from SE Douglas Street to SE Fogarty Street)** Construct a shared use path. Cost assumes bridge will be needed.	Newport	NURA	$2,550,000	High	1,2,3,4, 6	Financially Constrained	Tier 1	Downtown
TR13	**South Beach Improvements** Pedestrian and bicycle priority improvements as identified in the South Beach Refinement Plan. This project does not include the cost associated with Project SW18.	Newport	SBURA	$700,000	High	1,2,3,4, 6	Financially Constrained	Tier 1	n/a
BR1	**NE 12th Street (from NE Benton Street to NW Eads Street)** Install signing and striping as needed to designate a bike route.	Newport	City/State Funds	$25,000	Medium	2,3,6,8	Financially Constrained	Tier 1	North, Downtown
BR2	**NE Harney Street/NE 36th Street (from NE Big Creek Road to US 101)** Install signing and striping as needed to designate as interim shared bike route. Long term, on-street bike lanes to be provided as part of the Harney Street extension (Project EXT4). Cost assumes interim improvement only.	Newport	City/State Funds	$75,000	Medium	2,3,6,8	Financially Constrained	Tier 1	North

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
BR3	**NE Eads Street/NE 12th Street (from NE 1st Street to NE Fogarty Street)** Install signing and striping as needed to designate a bike route.	Newport	City/State Funds	$50,000	Medium	2,3,6,8	Financially Constrained	Tier 1	North, Downtown
BR4	**Yaquina Bay State Park Drive (from SW Elizabeth Street to SW Naterlin Drive)** Install signing and striping as needed to designate a bike route, consistent with the Yaquina Bay State Recreation Site Master Plan.	State	State Funds	$50,000	Medium	2,3,6,8	Unconstrained	Unconstrained Tier 2	Downtown
BR5	**SE 1st Street/SE Fogarty Street/SE 2nd Street (from SE Coos Street to SE Fogarty Street, and from US 20/ SE Fogarty Street intersection to SE 2nd Street/SE Moore Drive intersection)** Install signing and striping as needed to designate a bike route. Project TR12 must be completed before/with Project BR5.	City	NURA	$25,000	High	2,3,4,6, 8	Financially Constrained	Tier 1	Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
BR7	**SW 2nd Street/SW Angle Street (from SW Elizabeth Street to SW 10th Street)** Install signing and striping as needed to designate a bike route. Specific intersection treatments at US 101 and SW 9th Street intersections to be determined with Project REV6.	Newport	City/State Funds	$50,000	Medium	2,3,6,8	Financially Constrained	Tier 1	Downtown
BR9	**NW Edenview Way/NE 20th Street (from NW Oceanview Drive to NW Crestview Drive)** Install signing and striping as needed to designate a bike route. Restripe through US 101/NE 20th Street intersection to provide on-street bike lanes between the NW Edenview Way/NW 20th Street intersection and the eastern Fred Meyer Driveway.	Newport	City/State Funds	$50,000	Medium	2,3,6,8	Financially Constrained	Tier 1	North
BR10	**NW 60th Street/NW Gladys Street/NW 55th Street (from US 101 to US 101)** Install signing and striping as needed to designate a bike route through Agate Beach.	Newport	NURA	$25,000	Medium	2,3,6,8	Financially Constrained	Tier 1	North
BR12	**NE Avery Street/NE 71st Street (from US 101 to NE Echo Court)** Install signing and striping as needed to designate a bike route.	Newport	City/State Funds	$50,000	Medium	2,3,6,8	Financially Constrained	Tier 1	North

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
BR13	**NW 3rd Street (from US 101 to NW Cliff Street)** Install signing and striping as needed to designate a bike route.	Newport	City/State Funds	$50,000	Medium	2,3,6,8	Financially Constrained	Tier 1	Downtown
BR14	**Yaquina Bay Bridge Interim Improvements** Install signing as needed to designate a bike route and implement other improvements as identified in the Oregon Coast Bike Route Plan such as flashing warning lights or advisory speed signs.	State	City/State Funds	$75,000	High	1,2,3,6, 8	Financially Constrained	Tier 1	Downtown
BR15	**NW Oceanview Drive Interim Improvements (from US 101 to NW Nye Street Extension)** Install signing and striping as needed to designate as an interim bike route and implement other improvements as identified in the Oregon Coast Bike Route Plan. Long term improvement along this segment included in Project TR1.	Newport	City/State Funds	$75,000	Medium	2,3,6,8	Financially Constrained	Tier 1	North
BR16	**NW 55th Street (from NW Gladys Street to NW Pinery Street)** Install signing and striping as needed to designate a bike route.	Newport	NURA	$50,000	Medium	2,3,6,8	Financially Constrained	Tier 1	North

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
BR17	**NW 6th Street (from NW Coast Street to NW Nye Street)** Install signing and striping as needed to designate a bike route.	Newport	City/State Funds	$25,000	Medium	2,3,6,8	Financially Constrained	Tier 1	Downtown
BR18	**NE 7th Street/NE 6th Street (from NE Eads Street to NE Laurel Street)** Install signing and striping as needed to designate a bike route.	Newport	City/State Funds	$50,000	Medium	2,3,6,8	Financially Constrained	Tier 1	Downtown
BR19	**NW Spring Street/NW Coast Street/SW Alder Street/SW Neff Way (from NW 12th Street to US 101)** Install signing and striping as needed to designate a bike route.	Newport	City/State Funds	$75,000	Medium	2,3,6,8	Financially Constrained	Tier 1	North, Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
SBL1	**SE Moore Drive/NE Harney Street (from SE Bay Boulevard to NE 7th Street)** Restripe to install buffered bike lanes between SE Bay Boulevard and US 20; Widen to install buffered bike lanes between US 20 and NE Yaquina Heights Drive; Restripe and upgrade the existing on-street bike lanes between NE Yaquina Heights Drive and NE 7th Street (project removes on-street parking on one side only). Coordinate improvements through the US 20 intersection with Project INT6.	Newport	NURA	$825,000	High	1,2,3,4, 6	Financially Constrained	Tier 1	Downtown
SBL2	**US 101 (from Yaquina Bay Bridge to SW Abbey Street)** Construct a separated bicycle facility on US 101. Note the specified facility design and project extents are subject to review and modification.	State	NURA	$1,350,000	High	1,2,3,4, 6	Financially Constrained	Tier 1	Downtown
SBL3	**US 101 (from SW Angle Street to NW 25th Street)** Construct a separated bicycle facility on US 101. Note the specified facility design and project extents are subject to review and modification.	State	NURA	$5,915,000	High	1,2,3,4, 6	Unconstrained	Unconstrained Tier 1	North, Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
SBL4	**US 101 (from Yaquina Bay Bridge to SE 35th Street)** Construct a separated bicycle facility on US 101. Note the specified facility design and project extents are subject to review and modification.	State	City/State Funds	$925,000	High	1,2,3,4, 6	Financially Constrained	Tier 1	Downtown
BL1	**SW Canyon Way (from SW 9th Street to SW Bay Boulevard)** Restripe to provide on-street bike lanes in uphill direction and mark sharrows in the downhill direction (project may require conversion of angle parking near SW Bay Boulevard to parallel parking).	Newport	City/State Funds	$25,000	Medium	1,2,3,6	Financially Constrained	Tier 1	Downtown
BL2	**NW Nye Street/SW 7th Street (from NW 15th Street to SW Hurbert Street)** Restripe NW Nye Street to include on-street bicycle lanes (project removes on-street parking on one side only) between NW 15th Street and SW 2nd Street. Install signing and striping to designate a shared bike route between SW 2nd Street and SW Hurbert Street.	Newport	City/State Funds	$100,000	High	1,2,3,4, 6	Financially Constrained	Tier 1	North, Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
BL3	**NE 1st Street (from US 101/NE 1st Street intersection to US 20/NE Fogarty Street intersection)** Restripe to provide on-street bike lanes (project removes on-street parking on one side).	Newport	NURA	$100,000	High	1,2,3,4, 6,7	Financially Constrained	Tier 1	Downtown
BL4	**SW 9th Street (from US 101 to SW Fall Street)** Restripe or widen as needed to provide on-street bike lanes (project removes on-street parking).	Newport	NURA	$465,000	High	1,2,3,4, 6	Financially Constrained	Tier 1	Downtown
BL5	**SW Bayley Street (from US 101 to SW Elizabeth Street)** Restripe to provide on-street bike lanes (project removes on-street parking on one side).	Newport	NURA	$25,000	Medium	1,2,3,6	Financially Constrained	Tier 1	Downtown
BL6	**SW Hurbert Street (from SW 9th Street to SW 2nd Street)** Restripe to provide on-street bike lanes (existing angle parking will be converted to parallel parking on one side). Specific intersection treatments at US 101 and SW 9th Street intersections to be determined with Project REV6.	Newport	NURA	$25,000	High	1,2,3,4, 6	Financially Constrained	Tier 1	Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
BL7	**NW/NE 6th Street (from NW Nye Street to NE Eads Street)** Restripe or widen as needed to provide on-street bike lanes (project removes on-street parking on one side).	Newport	City/State Funds	$775,000	Medium	1,2,3,6	Financially Constrained	Tier 1	Downtown
BL8	**NW/NE 11th Street (from NW Spring Street to NE Eads Street)** Restripe to provide on-street bike lanes (project removes on-street parking on one side, although on-street parking may be impacted on both sides between NW Lake Street and NW Nye Street).	Newport	City/State Funds	$50,000	Medium	1,2,3,6	Financially Constrained	Tier 1	North, Downtown
BL9	**NE 3rd Street (from NE Eads Street to NE Harney Street)** Widen as needed to provide on-street bike lanes.	Newport	City/State Funds	$525,000	Medium	1,2,3,6	Financially Constrained	Tier 1	Downtown
BL10	**NE Yaquina Heights Drive (from NE Harney Street to US 20)** Widen as needed to provide on-street bike lanes.	Newport	City/State Funds	$8,075,000	Medium	1,2,3,6	Unconstrained	Unconstrained Tier 1	Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
BL11	**SW 10th Street/SE 2nd Street/SE Coos Street/NE Benton Street (from SW 9th Street to NE 12th Street)** Restripe to provide on-street bike lanes (project removes on-street parking on one side between NE 12th Street and US 20). Note 5 ft. bike lanes assumed between US 20 and SE 2nd Street. Construct with Project CR2.	Newport	City/State Funds	$150,000	Medium	1,2,3,6	Financially Constrained	Tier 1	North, Downtown
BL12	**SW Elizabeth Street (from SW Government Street to W Olive Street)** Restripe to provide on-street bike lanes (project removes on-street parking on one side).	Newport	City/State Funds	$75,000	Medium	1,2,3,6	Financially Constrained	Tier 1	Downtown
BL13	**W Olive Street (from SW Elizabeth Street to US 101)** Restripe to provide on-street bike lanes (project removes on-street parking on one side). Note project requires modification of existing curb extensions at Coast Street; on-street bike lanes may terminate prior to the US 101 intersection to provide space for turn pockets.	Newport	City/State Funds	$150,000	Medium	1,2,3,6	Financially Constrained	Tier 1	Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
BL14	**Yaquina Bay Road (from SE Moore Drive to SE Running Spring)** Restripe or widen as needed to provide on-street bike lanes.	Newport	City/State Funds	$1,625,000	Medium	1,2,3,6	Financially Constrained	Tier 1	Downtown
CR1	**NW 60th Street/US 101** Install an enhanced pedestrian and bike crossing to connect to the shared-use path on the east side of US 101.	State	NURA	$150,000	Medium	1,2,3,6	Financially Constrained	Tier 1	North
CR2	**SE Coos Street/US 20** Install an enhanced pedestrian and bicycle route crossing. Construct with Project BL11.	State	NURA	$200,000	Medium	1,2,3,6	Financially Constrained	Tier 1	Downtown
CR3	**NW 55th Street/US 101** Install an enhanced pedestrian and bike crossing to connect to the shared-use path on the east side of US 101.	State	NURA	$150,000	Medium	1,2,3,6	Financially Constrained	Tier 1	North
CR4	**NE Fogarty Street/US 20** Install an enhanced pedestrian and bicycle route crossing. This intersection should be designed to facilitate bicycle turn movements from US 20 on-street bike facilities to/from parallel bike facilities on side streets to the north and south. Construct with Project BR5 and/or Project BL3.	State	NURA	$200,000	Medium	1,2,3,6	Financially Constrained	Tier 1	Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
CR5	**NW Oceanview/US 101** Install an enhanced pedestrian crossing.	State	City/State Funds	$150,000	Medium	1,2,3,6	Unconstrained	Unconstrained Tier 2	North
CR6	**SE 32nd Street/US 101** Install an enhanced pedestrian crossing.	State	City/State Funds	$100,000	Medium	1,2,3,6	Financially Constrained	Tier 1	Downtown
CR7	**SW Naterlin Drive/US 101** Improve pedestrian connections between Yaquina Bay Bridge and downtown Newport through pedestrian wayfinding, marked crossings, and other traffic control measures.	State	City/State Funds	$25,000	High	1,2,3,4, 6	Financially Constrained	Tier 1	Downtown
CR8	**NW 68th Street/US 101** Install an enhanced pedestrian crossing.	State	City/State Funds	$150,000	Medium	1,2,3,6	Financially Constrained	Tier 1	North
CR9	**Pacific Shores MotorCoach Resort/US 101** Install an enhanced pedestrian crossing to serve existing transit stops and RV park.	State	City/State Funds	$150,000	Medium	1,2,3,6	Unconstrained	Unconstrained Tier 2	North
CR10	**NW 58th/US 101** Install an enhanced pedestrian and bike crossing to connect to the shared-use path on the east side of US 101.	State	NURA	$150,000	Medium	1,2,3,6	Financially Constrained	Tier 1	North
CR16	**NW 8th/US 101** Install an enhanced pedestrian crossing.	State	NURA	$150,000	Medium	1,2,3,6	Financially Constrained	Tier 1	North, Downtown

PROJECT ID*	PROJECT DESCRIPTION	PRIMARY FUNDING AGENCY	POTENTIAL FUNDING SOURCE	ESTIMATED PROJECT COST (2021 DOLLARS)	PROJECT EVALUATION RANKING	TSP GOALS MET	PACKAGE**	PRIORITY HORIZON	MAP AREA
CR18	**SW Bay/US 101** Install an enhanced pedestrian crossing.	State	NURA	$150,000	High	1,2,3,4, 6	Financially Constrained	Tier 1	Downtown
PRO1	**Parking Management** Implement additional parking management strategies for the Nye Beach and Bayfront Areas. Strategies could include metering, permits, or other time restrictions.	Newport	City Funds	$600,000	Medium	2,5,8	Financially Constrained	Tier 1	n/a
PRO2	**Transportation Demand Management** Implement strategies to enhance transit use in Newport. Specific strategies could include public information, stop enhancements, route refinement, or expanded service hours.	Newport	City Funds	$475,000	Medium	2,4,5,8	Financially Constrained	Tier 2	n/a
PRO3	**Neighborhood Traffic Management** Implement a neighborhood traffic calming program.	Newport	City Funds	$475,000	Medium	2,3,6,8	Financially Constrained	Tier 1	n/a
PRO4	**Yaquina Bay Ferry Service** Implement a foot ferry for bicyclists and pedestrians across Yaquina Bay.	State	City/State Funds	$4,750,000	High	2,3,4,6, 7	Unconstrained	Unconstrained Tier 1	n/a

Notes:* "INT" represents an intersection improvement project; "EXT" represents a roadway extension project; "REV" represents an existing roadway improvement or reconfiguration project; "SW" represents a sidewalk improvement project; "TR" represents a trail or shared use path improvement project; "BR" represents a bike route improvement project; "SBL" represents an improvement project to add separated or buffered bike lanes; "BL" represents an improvement project to add standard bike lanes; "CR" represents a roadway crossing improvement project; "PRO" represents a citywide demand or system management project.

** Financially Constrained = projects likely to be funded; Unconstrained = projects not likely to be funded.

FIGURE 40: ASPIRATIONAL PROJECTS (NORTH)

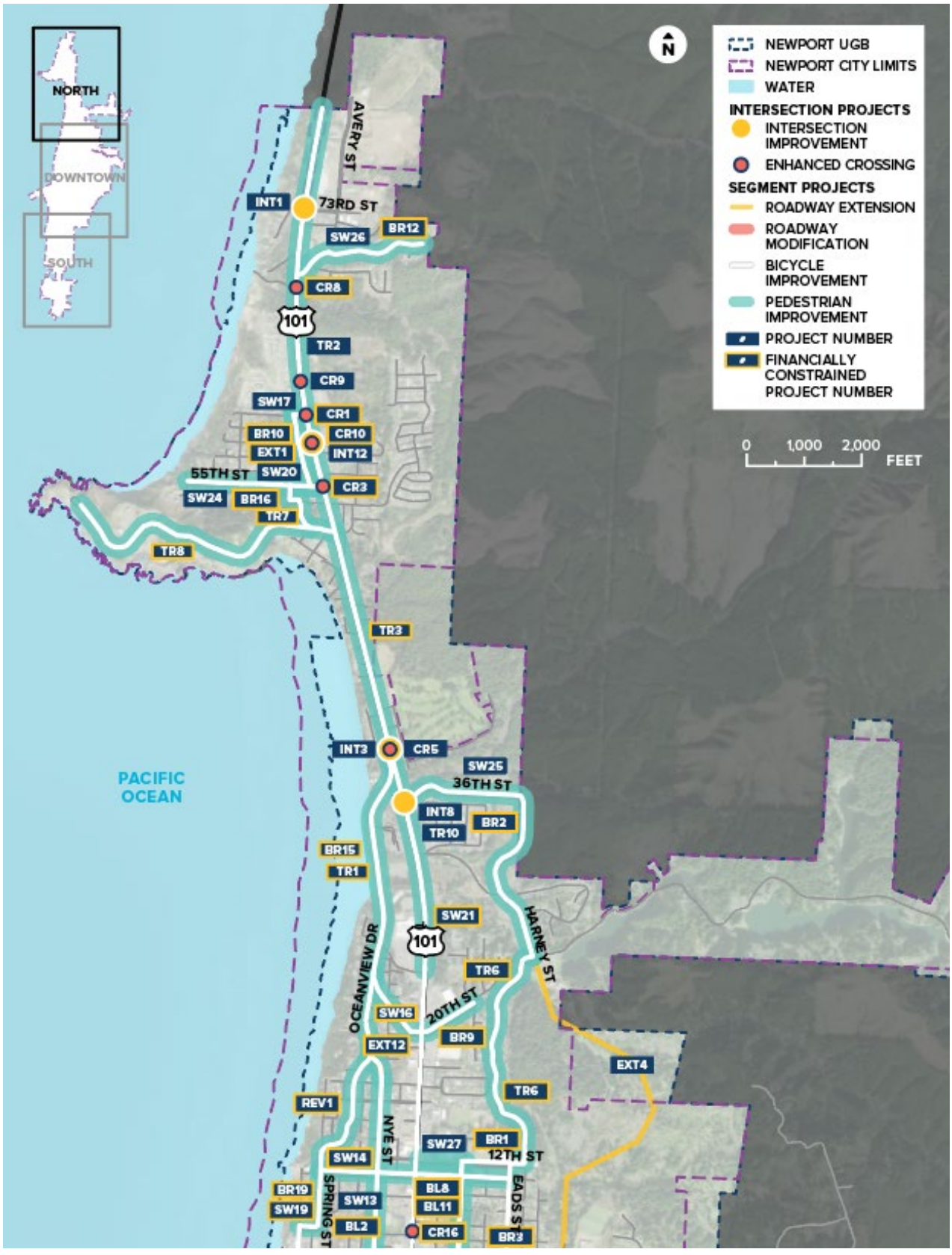


FIGURE 41: ASPIRATIONAL PROJECTS (DOWNTOWN)

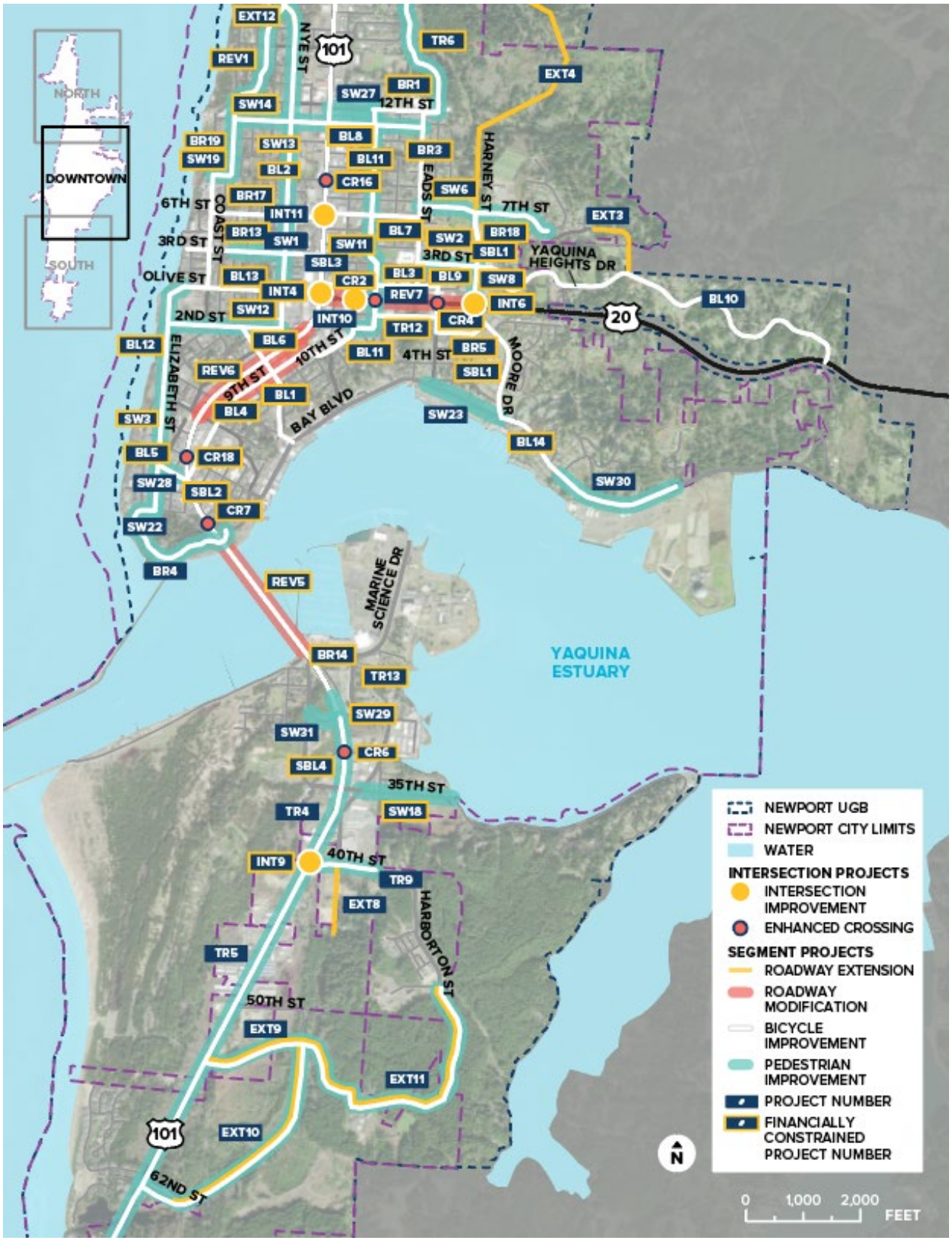
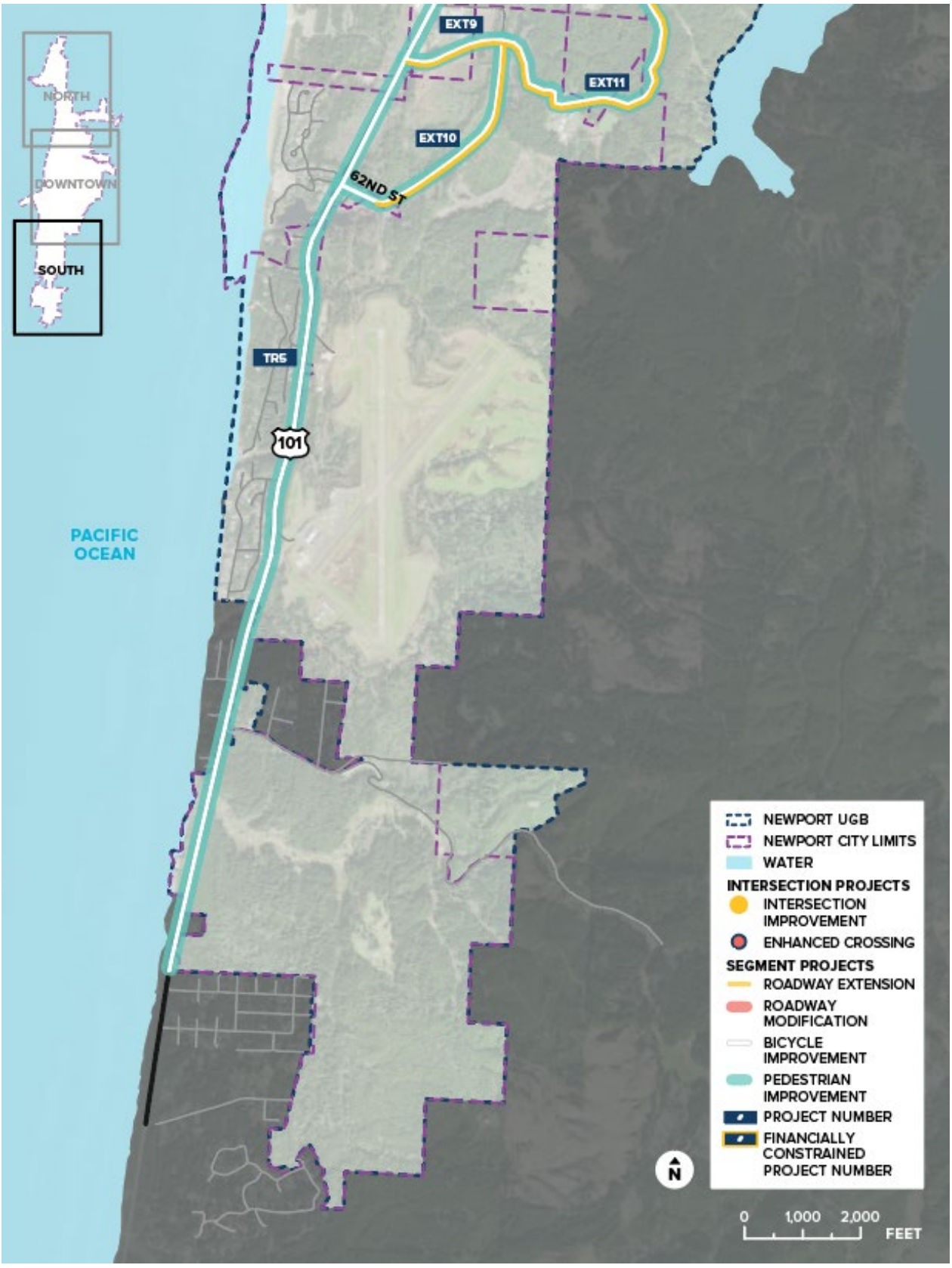


FIGURE 42: ASPIRATIONAL PROJECTS (SOUTH)



Chapter 7: Implementation and On-Going Strategies

The foregoing chapters presented the goals, policies, plans and programs to support the city's Transportation System Plan and its vision of growth to 2040. The City of Newport TSP update incorporates several elements that require further action to facilitate full implementation of the plan. These implementation actions are described in the following sections.

Furthermore, it is recognized that there are a host of on-going community issues related to general transportation needs that will not be resolved by this TSP process and outcomes. These issues are acknowledged in the final section along with a summary of their status, applicable on-going strategies, and the expected path forward.

STEPS TO SUPPORT PLAN IMPLEMENTATION

SUPPLEMENTAL FUNDING OPTIONS

Providing adequate funding for capital investments and on-going maintenance of transportation systems and services is a major challenge. One of the unique funding features available to the City of Newport is its Urban Renewal Districts that were established in 2015 for the Northside and for the South Beach areas. These two districts augment traditional transportation revenue sources, which will enable the city to advance priority capital investments to support economic growth and other community objectives within the district boundaries.

As reported earlier during this TSP update process[6], the City's current funding programs are expected to generate about $76 million for transportation system improvements through 2040 (with an additional $3 million from the South Beach Urban Renewal District). This was identified as the amount that could fund higher priority projects, which were referred to as Financially Constrained projects. Compared to other Oregon coastal cities, this is a significant capital funding resource. However, when compared to the full list of improvement projects identified through this TSP update, which totals $222 million, additional funding options are needed to fund any lower priority projects, especially those projects that are located outside of Urban Renewal Districts.

[6] Finance Program Technical Memorandum dated February 18, 2021, (see Appendix)

If the City desires to add more funding opportunities, the best candidates are a transportation utility fee, a local fuel tax increase, and a short-term property tax levy. Table 10 shows some illustrative examples of possible revenues along with actions required for implementation. The transportation utility fee is enacted by council resolution and could generate $450,000 annually ($8.5 million through 2040) for each $1 charged per residential unit monthly. Other cities with such fee programs charge between $4 and $10 per month for a residential unit. Applying the high end in Newport, it would provide about $85 million through 2040.

The other notable option for Newport is the potential increased local fuel tax, which the city has been actively exploring and will require voter approval to enact. Given their latest rate proposals, the local fuel tax would add about $200,000 annually, or just under $4 million through 2040. The final option listed is a limited property tax levy, which would produce the least additional revenue.

TABLE 10: SELECTED SUPPLEMENTAL FUNDING OPTIONS

FUNDING OPTION	ACTION REQUIRED TO IMPLEMENT	EXAMPLE CHARGE	ILLUSTRATION OF ADDITIONAL ANNUAL REVENUE
TRANSPORTATION UTILITY FEE	City Council adoption	$1 per month for residential units and $.01 per month per square foot for non-residential uses	$450,000
LOCAL FUEL TAX INCREASE	Voter Approval	+Four cents per gallon during the winter and +two cents per gallon during summer	$253,000
PROPERTY TAX LEVY	Voter Approval	$0.20 per $1,000 in assessed value (per year, for 5 years)	$300,000 (per year, for 5 years)

If the City wants to supplement the transportation funding beyond what is currently available to advance lesser priority project improvements, it is recommended to further consider one of the above supplemental options.

ACTION: Pursue and enact supplemental local transportation funding option.

NEIGHBORHOOD TRAFFIC MANAGEMENT TOOLS

The Transportation System Plan identifies a new classification of city streets that are the best candidates for applying neighborhood traffic management (NTM) strategies. The primary purpose of this new classification is to address community concerns about autos speeding through neighborhoods or diverting away from state highways while they are under severe congestion. These streets are referred to as Neighborhood Collector routes, and they are shown in Figure 22,

Figure 23, and Figure 24, and listed in the supporting technical memorandum[7]. Potential management strategies include traffic humps, traffic circles and raised crosswalks, which are illustrated in the memorandum.

The challenge with a NTM program is to identify a clear and objective process for collecting community inputs, assessing the prevailing concerns, and evaluating which, if any, NTM solution is appropriate to be installed. This will require developing guidelines about which NTM strategies are best for Newport, and where and how they are to be applied. In addition, many cities balance the technical review process with a consensus opinion of the affected neighbors to help ensure community satisfaction with the NTM decision.

ACTION: It is recommended that city develop and implement a NTM program that formalizes these processes.

STREET CROSSINGS

Streets with high traffic volumes and/or speeds in areas with trail crossings, or nearby transit stops, residential uses, schools, parks, shopping and employment destinations generally require enhanced street crossings with treatments to improve the safety and convenience for pedestrians. The TSP includes several recommended crossing enhancements. However, going forward, it is recommended that the city update their development code to match the TSP Transportation Facility and Access Spacing Standards[8].

ACTION: Update Municipal Code to incorporate street and access spacing standards identified in the TSP for city streets

Street crossings along US 101 or US 20 should be provided between every 250 to 1,500 feet, depending on the urban context, as summarized in Table 3-9 of the *Blueprint for Urban Design*. Exceptions include where the connection is impractical due to topography, inadequate sight distance, high vehicle travel speeds, lack of supporting land use or other factors that may prevent safe crossing. All crossings on state facilities require review and approval by ODOT.

Enhanced pedestrian crossing treatments should be considered on high speed or high volume roads (*e.g.* US 101, US 20) at transit stops, trail crossings, and at Major Pedestrian street highway crossings that connect major destinations (*e.g.* parks, grocery stores, schools) to residential areas. The recommended enhanced pedestrian crossing treatment should be determined using the National Cooperative Highway Research Program (NCHRP) Report 562, Improving Pedestrian Safety at Unsignalized Intersections. It is recommended that these guidelines be reviewed with all traffic studies for any potential street crossing associated with new development in the city

ACTION: Amend the city's traffic impact analysis guidelines to include review of pedestrian crossing treatments consistent with NCHRP Report 562.

[7] Technical Memorandum #10 Transportation Standards, June 30, 2021

[8] Ibid., Table 8: Transportation Facility and Access Spacing Standards

VEHICLE MOBILITY STANDARDS

Mobility standards for streets and intersections in Newport provide a metric for assessing the impacts of new development on the existing transportation system and for identifying where capacity improvements may be needed. They are the basis for requiring improvements needed to sustain the transportation system as growth and development occur. Two common methods currently used in Oregon to gauge traffic operations for motor vehicles are volume to capacity (v/c) ratios and level of service (LOS). For State facilities, mobility targets are v/c ratio based and listed in the Oregon Highway Plan (OHP). The TSP process identified alternative mobility targets on state facilities, which will be addressed by ODOT to amend the OHP.

The City of Newport does not have adopted mobility standards for motor vehicles. It is recommended that the city consider adopting mobility standards to include both a v/c ratio and LOS standard. Having both a LOS (delay-based) and v/c (congestion-based) standard can be helpful in situations where one metric may not be enough, such as an all-way stop where one approach is over capacity, but the overall intersection delay meets standards. The City of Newport should also introduce mobility standards that depend on the intersection control which can better capture acceptable levels of performance across different intersection control types.

ACTION: Amend city development code to introduce vehicle mobility standards on city streets consistent with the TSP, as summarized below.

TABLE 11: RECOMMENDED VEHICLE MOBILITY STANDARDS FOR LOCAL STREETS

INTERSECTION TYPE	PROPOSED MOBILITY STANDARD	REPORTING MEASURE
SIGNALIZED	LOS D and v/c ≤0.90	Intersection
ALL-WAY STOP OR ROUNDABOUTS	LOS D and v/c ≤0.90	Worst Approach
TWO-WAY STOP [1]	LOS E and v/c ≤0.95	Worst Major Approach/Worst Minor Approach

Notes:

[1] Applies to approaches that serve more than 20 vehicles; there is no standard for approaches serving lower volumes.

ON-GOING ISSUES AND AREAS OF EMPHASIS

YAQUINA BAY BRIDGE

The Yaquina Bay Bridge is an essential component of regional mobility for Newport and the central Oregon coastal area. Existing narrow travel lanes, lack of shoulders, and a steep grade contribute to a reduced capacity compared to similar highways. Traffic volumes along the bridge are forecasted to be around 20,000 during an average weekday which is near capacity for several hours each day. As traffic volumes grow, this congestion could impact segments of US 101 approaching the Yaquina Bay Bridge or lead to additional congestion in off-peak hours.

During the Transportation System Plan process the central questions posed by the community about this historic structure were around the expected timing of a replacement, and whether the highway alignment and bridge crossing might be shifted to another location? The City Council sent a letter to ODOT with these questions. In a letter dated February 4, 2021, ODOT Director Kris Strickler replied that ODOT would continue to maintain and preserve the bridge in the best condition possible for the foreseeable future. The latest bridge replacement cost was estimated to be over $200 million and noted that ODOT allocated about $300 million for statewide bridge work over the 2024-2027 improvement cycle. It was further noted that this is one of 11 unique, historic, or significant in size bridges in ODOT's Seismic Resilience Plan that require major investments that is beyond the reach of current funding. As such, the State will be looking at new opportunities to secure the necessary funding for the Yaquina Bay Bridge replacement. The timing for a replacement is uncertain, and not expected to occur within the next 20 years.

In the meantime, ODOT will continue to strengthen the existing bridge to better endure seismic events and generally prolong the usable life of this bridge. ODOT did recommend that the city add policy to its Transportation System Plan that supports keeping the current general highway alignment for the future bay bridge. For example, the new bridge could be placed immediately adjacent to the existing bridge so that the highways is operational throughout construction. This policy statement will be important at a later date to guide further studies, which could include an ODOT led Facility Plan, that conducts more in-depth preliminary design and environmental studies to select a footprint for the bridge replacement.

FERRY

Yaquina Bay Bridge congestion and the lack of certainty of a replacement has prompted alternative ideas on how to serve trips between the South Beach area and the northside of Newport. One idea stemming from the South Beach Redevelopment Plan was to provide a short-range ferry service across the bay to that serves pedestrians and bicyclists during the summer months. Further studies are needed to identify likely landing points on either side of the bay for this new ferry service, and to evaluate the expected capital and maintenance costs to operate it, and the funding source to initialize it.

OTHER ISSUES

[PLACEHOLDER - TO BE WRITTEN LATER]

VOLUME 2: APPENDIX

CONTENTS

TECHNICAL MEMORADUM #1: PUBLIC AND STAKEHOLDER INVOLVEMENT STRATEGY

TECHNICAL MEMORADUM #2: PLAN REVIEW SUMMARY

TECHNICAL MEMORADUM #3: REGULATORY REVIEW

TECHNICAL MEMORADUM #4: GOALS, OBJECTIVES AND CRITERIA

TECHNICAL MEMORADUM #5: EXISTING TRANSPORTATION CONDITIONS

TECHNICAL MEMORADUM #6: FUTURE TRAFFIC FORECAST

TECHNICAL MEMORADUM #7: FUTURE TRANSPORTATION CONDITIONS AND NEEDS

TECHNICAL MEMORADUM #8: SOLUTIONS EVALUATION

TECHNICAL MEMORADUM #9: FINANCE PROGRAM

TECHNICAL MEMORADUM #10: TRANSPORTATION STANDARDS

TECHNICAL MEMORADUM #11: ALTERNATE MOBILITY TARGETS

PUBLIC INVOLVEMENT SUMMARY

MEMORANDUM

DATE: December 8, 2021

TO: Newport TSP Project Management Team

FROM: Andrew Parish, Shayna Rehberg, and Darci Rudzinski, APG

SUBJECT: Newport Transportation System Plan Update
Development Code Amendments

Introduction

The City of Newport is undertaking an update of the City of Newport Transportation System Plan (TSP) consistent with the requirements of Statewide Planning Goal 12 - Transportation. This memorandum identifies needed amendments to the City's Municipal Code, Title 13 Land Division and Title 14 Zoning Code (collectively known as the "Development Code") to be consistent with the updated TSP. This material is an outgrowth of:

- TM #3 – Regulatory Review and Transportation Planning Rule (TPR)
- Code Concepts – Transportation Mitigation and Implementation
- Additional discussion with city staff and the consultant team

Table 1 identifies the proposed amendments and includes a reference number for the associated text that follows the table, with code additions and deletions shown in underline-strikeout text.

Table 1. Municipal Code Recommendations

Recommendation and Discussion	Reference
Identify "Transportation Facilities (operation, maintenance, preservation, and construction in accordance with the city's Transportation System Plan)" as a permitted use in all land use districts as required by the Transportation Planning Rule (TPR)	1
Consolidate the definitions of transportation facilities throughout the Development Code.	2
Adjust the Traffic Impact Assessment (TIA) threshold and process described in the Zoning Ordinance to reduce the number of peak hour trips for which a TIA is required.	3

Recommendation and Discussion	Reference
Add specific language requiring that transportation providers, including ODOT, Lincoln County Transit be notified of proposals that may impact their facilities or services. Additionally, add provisions for pre-application conferences in the procedures section of the code.	4
Update the Development Code to better address transit by requiring transit amenities as identified in the Lincoln County Transit Development Plan, update bicycle parking requirements to include transit facilities, and improve provision of bicycle parking through development.	5
Amend the Development Code to include language addressing vehicular access, circulation, connections, and pedestrian access through parking lots.	6
Amend the Development Code to include the TSP's updated street standards, block lengths, and accessway requirements	7
Provide new code language for drive aisles and parking lot layouts.	8
Amend the Development Code to clarify that development along state highways requires coordination with ODOT.	9
Address TPR requirements related to bicycle and pedestrian access and mobility through the addition of a new Pedestrian Access and Circulation section	10
Require new developments with planned designated employee parking areas provide preferential parking for employee carpools and vanpools.	11
Develop a new "Transportation Mitigation Procedure" section of the code.	12
Identify city authority and process for deploying traffic calming on neighborhood collectors.	13
Consolidate the transportation-related sections of Title 13 and Title 14 in one location.	14
Incorporate remaining provisions of Title 13 into Title 14.	15

Reference 1: Transportation Facilities as Allowed Use

Recommendation: Consolidate the definition of transportation facilities throughout the Development Code, and identify "Transportation Facilities (operation, maintenance, preservation, and construction in accordance with the city's Transportation System Plan)" as a permitted use in all land use districts as required by the TPR.

14.03.050 Residential Uses

		R-1	R-2	R-3	R-4
Z	Transportation Facilities	P	P	P	P

14.03.070 Commercial and Industrial Uses.

		C-1	C-2[1]	C-3	I-1	I-2	I-3
12	Basic Utilities ~~and Roads~~ [3]	P	P	P	P	P	P
22	Transportation Facilities	P	P	P	P	P	P

14.03.080 Water-dependent and Water-related Uses.

		W-1	W-2
22	Transportation Facilities	P	P

14.03.100 Public Uses

		P-1	P2	P-3
25.	~~Trails, paths, bike paths, walkways, etc.~~ Transportation Facilities	P	P	P

Reference 2: Consolidation of Definitions

Recommendation: Consolidate the definitions of transportation facilities throughout the Development Code.

Reference 3: Traffic Impact Analysis

Recommendation: Adjust threshold and process of the Traffic Impact Assessment (TIA) described in the Development Code to reduce the number of peak hour trips for which a TIA is required.

CHAPTER 14.45 TRAFFIC IMPACT ANALYSIS

14.45.010 Applicability

A Traffic Impact Analysis (TIA) shall be submitted to the city with a land use application under any one or more of the following circumstances:

A. To determine whether a significant effect on the transportation system would result from a proposed amendment to the Newport Comprehensive Plan or to a land use regulation, as specified in OAR 660-012-0060.
B. ODOT requires a TIA in conjunction with a requested approach road permit, as specified in OAR 734-051-3030(4).
C. The proposal may generate 500 or more average daily trips or ~~100~~ 50 PM peak-hour trips or more ~~onto city streets or county roads~~.
D. The proposal may increase use of any adjacent street by 10 vehicles or more per day that exceeds 26,000 pound gross vehicle weight.
E. The proposal includes a request to use Trip Reserve Fund trips to meet the requirements of Chapter 14.43, South Beach Transportation Overlay Zone.
F. Existing or proposed approaches or access connections that do not meet minimum spacing or sight distance requirements or are located where vehicles entering or leaving the property are restricted, or the location of an existing or proposed access driveway does not meet minimum access spacing or sight distance requirements;
G. Where a parcel adjacent to the site and under the same ownership as the subject parcel or parcels has received land use approval for development that resulted in an increase in traffic within the last three (3) years, the TIA shall include the adjacent development impacts for the purposes of meeting applicability thresholds.

…

14.45.020 Traffic Impact Analysis Requirements

…

H. Phased Development. If the land use application is part of a phased development, the TIA shall be analyze the ultimate build-out of all phases of the project.

14.45.050 Approval Criteria

When a TIA is required, a development proposal is subject to the following criteria, in addition to all criteria otherwise applicable to the underlying proposal:

A. The analysis complies with the requirements of 14.45.020;

B. The TIA demonstrates that adequate transportation facilities exist to serve the proposed development or identifies mitigation measures that resolve the traffic safety problems in a manner that is satisfactory to the City Engineer and, when state highway facilities are affected, to ODOT; and

C. Where a proposed amendment to the Newport Comprehensive Plan or land use regulation would significantly affect an existing or planned transportation facility, the TIA must demonstrate that solutions have been developed that are consistent with the provisions of OAR 660-012-0060; and

D. For affected non-highway facilities, the TIA establishes that any Level of Service standards adopted by the city in the Transportation System Plan (see Table 14.45.050-A) have been met. ~~and development will not cause excessive queuing or delays at affected intersections, as determined in the City Engineer's sole discretion; and~~

Table 14.45.050-A. Vehicle Mobility Standard for City Streets from the Newport Transportation System Plan

Intersection type	Proposed mobility standard	Reporting measure
Signalized	Los d and v/c ≤0.90	Intersection
All-way stop or roundabouts	Los d and v/c ≤0.90	Worst approach
Two-way stop[1]	Los e and v/c ≤0.95	Worst major approach/worst minor approach

1: Applies to approaches that serve more than 20 vehicles; there is no standard for approaches serving lower volumes.

E. Proposed public improvements are designed and will be constructed to the standards specified in Chapter 14.44 Transportation Standards. ~~or Chapter 13.05, Subdivision and Partition, as applicable.~~

14.45.060 Conditions of Approval

The city may deny, approve, or approve a development proposal with conditions needed to meet operations, structural, and safety standards and provide the necessary right-of-way and improvements to ensure consistency with the city's Transportation System Plan.

Note: Recommend removing Fee in Lieu option from the TIA section – it is referenced in the new Transportation Mitigation Procedure (Reference 12) and may otherwise be required even in cases where a TIA is not needed.

~~14.45.070 Fee in lieu Option~~

…

14.44.65 Fee in Lieu Option

The city may require the applicant to pay a fee in lieu of constructing required frontage improvements.

A. A fee in lieu may be required by the city under the following circumstances:

1. There is no existing road network in the area.

2. There is a planned roadway in the vicinity of the site, or an existing roadway stubbing into the site, that would provide better access and local street connectivity.

3. When required improvements are inconsistent with the phasing of transportation improvements in the vicinity and would be more efficiently or effectively built subsequent to or in conjunction with other needed improvements in area.

~~4. For any other reason which would result in rendering construction of otherwise required improvements impractical at the time of development.~~

B. The fee shall be calculated as a fixed amount per linear foot of needed transportation facility improvements. The rate shall be set at the current rate of construction per square foot or square yard of roadway built to adopted city or ODOT standards at the time of application. Such rate shall be determined by the city, based upon available and appropriate bid price information, including but not limited to surveys of local construction bid prices, and ODOT bid prices. This amount shall be established by resolution of the City Council upon the recommendation of the City Engineer and reviewed periodically. The amount of monies deposited with the city shall be at least 125 percent of the estimated cost of the required street improvements, inclusive of associated storm drainage improvements, or such other percentage to account for inflation, as established by City Council resolution. The fee shall be paid prior to final plat recording for land division applications or issuance of a building permit for land development applications.

C. All fees collected under the provisions of Section 14.45.070 shall be used for construction of like type roadway improvements within City of Newport's Urban Growth Boundary, consistent with the Transportation System Plan. Fees assessed to the proposed development shall be roughly proportional to the benefits the proposed development will obtain from improvements constructed with the paid fee.

Reference 4: Notice Requirements & Pre-Application Conference

Recommendation: Add specific language for applications requiring transportation providers, including ODOT, Lincoln County Transit be notified of proposals that may impact their facilities or services.

Add pre-application requirements.

CHAPTER 14.52 PROCEDURAL REQUIREMENTS
14.52.060 Notice
…
C. Mailing of Notice...
…
2. Any affected public agency, including ODOT and Lincoln County Transit, or public/private utility.

14.52.045 Pre-Application Conference

A. Purpose and Intent. The purpose of the conference shall be to acquaint the applicant with the substantive and procedural requirements of the Development Code and to identify issues likely to arise in processing an application. Pre-application conferences shall be conducted by the Community Development Director and/or his or her designee and shall include other city officials and public agency representatives as may be necessary for preliminary staff review of the proposal and to provide guidance to the applicant.

B. Applicability. A pre-application conference with the City of Newport is required for Type II, Type III, and Type IV applications unless waived by the Community Development Director.

C. Pre-application Materials. The applicant is requested to provide the following materials prior to the pre-application conference.

1. Location and conceptual site plan of the proposed development.

2. List of questions for staff

Reference 5: Transit-Supportive Requirements

Recommendation: Update the Development Code to better address transit by requiring provision of transit amenities as identified in the Lincoln County Transit Development Plan and amend bicycle parking requirements to include transit amenities and improve provision of bicycle parking through development.

CHAPTER 14.44 TRANSPORTATION STANDARDS

14.44.50 Transportation Standards

…

F. Transit improvements. Developments that are proposed on the same site as, or adjacent to, an existing or planned transit stop, as designated in the Lincoln County Transit District's 2018 Transit Development Plan, shall provide the following transit access and supportive improvements in coordination with the transit service provider:

(a) Reasonably direct pedestrian and bicycle connections between the transit stop and primary entrances of the buildings on site, consistent with the definition of "reasonably direct" in Section 13.05.005.

(b) The primary entrance of the building closest to the street where the transit stop is located shall be oriented to that street.

(c) A transit passenger landing pad.

(d) An easement or dedication for a passenger shelter or bench if such an improvement is identified in an adopted transportation or transit plan or if the transit stop is estimated by the Lincoln County Transit District to have at least 10 boardings per day.

(e) Lighting at the transit stop.

(f) Other improvements identified in an adopted transportation or transit plan, provided that the improvements are roughly proportional to the impact of the development on the City's transportation system and the County's transit system.

14.14.070 Bicycle Parking

Bicycle parking facilities shall be provided as part of new multi-family residential developments of ~~four~~ five units or more; ~~and~~ new retail, office, and institutional developments; and park-and-ride lots and transit transfer stations.

A. The required minimum number of bicycle parking spaces is as follows, rounding up to the nearest whole number:

Parking Spaces ~~Required~~	**Bike Spaces Required**
1 to 4 [a]	1 ~~0~~
5 to 25	1
26 to 50	2
51 to 100	3
Over 100	1/~~50~~ 25

[a] Residential developments less than 5 units are exempt from bicycle parking requirements

Reference 6: Vehicular Access and Circulation

Recommendation: Amend the Development Code to include language for vehicular access and circulation and connections, and pedestrian access through parking lots.

CHAPTER 14.14 PARKING AND LOADING~~, AND ACCESS~~ REQUIREMENTS

CHAPTER 14.61 VEHICULAR ACCESS AND CIRCULATION

A. Purpose and Intent. Section 14.61 implements the street access policies of the City of Newport Transportation System Plan. It is intended to promote safe vehicle access and egress to properties, while maintaining traffic operations in conformance with adopted standards. "Safety," for the purposes of this chapter, extends to all modes of transportation.

B. Permit Required. Vehicular access to a public street (e.g., a new or modified driveway connection to a street or highway) requires a right-of-way permit, pursuant to NMC Chapter 9.10. In addition, approval by Lincoln County is required for connections to county roads within the city limits, and authorization from the Oregon Department of Transportation is required for connections onto US 101 or US 20.

C. Approach and Driveway Development Standards. Approaches and driveways shall conform to all of the following applicable development standards:

1. Access to parking lots shall be from a public street or alley. Access to loading and unloading areas shall be from a public street, an alley, or a parking lot.
2. Access to nonresidential parking lots or loading and unloading areas shall not be through areas that are zoned residential.
3. All accesses shall be approved by the City Engineer or designate.
4. Access Consolidation. Accesses shall be consolidated unless demonstrated to be unfeasible as determined by the City Engineer.
5. Access shall be taken from lower classification streets (e.g. local and neighborhood collector streets) when it can be accomplished in conformance with these standards.
6. New approaches shall conform to the spacing standards of subsections Table 14.61-A, and shall conform to minimum sight distance and channelization standards of the city, county or ODOT, as appropriate.
7. Existing approaches shall be upgraded as specified in an approved Traffic Impact Analysis.
8. With the exception of Private Driveways as defined in Section 14.01.020, all approaches and driveways serving more than five parking spaces shall be paved and meet applicable construction standards.
9. The city may limit the number or location of connections to a street, or limit directional travel at an approach to one-way, right-turn only, or other restrictions, where the city, county, or ODOT requires mitigation to alleviate safety or traffic operations concerns.
10. Where city, county, or ODOT spacing standards limit the number or location of connections to a street or highway, the city may require a driveway extend to one or more edges of a parcel and be designed to allow for future extension and inter-parcel circulation as adjacent properties develop. The city may also require the owner(s) of the subject site to record an access easement for future joint use of the approach and driveway as the adjacent property(ies) develop(s).
11. Where applicable codes require emergency vehicle access, approaches and driveways shall be designed and constructed to accommodate emergency vehicle apparatus.
12. As applicable, approaches and driveways shall be designed and constructed to accommodate truck/trailer-turning movements.
13. Driveways shall accommodate all projected vehicular traffic on-site without vehicles stacking or backing up onto a street.

14. Driveways shall be designed so that vehicle areas, including, but not limited to, vehicle storage and service areas, do not obstruct any public right-of-way.
15. Drive-up/drive-in/drive-through uses and facilities shall meet the standards in Section 14.14.090(G).
16. Approaches and driveways shall be a minimum of twelve (12) feet for a one-way drive and twenty (20) feet for a two-way drives. Approaches and driveways shall not be greater than 150% of the minimum, with the exception of those that serve industrial uses and heavy commercial uses which may be up to 35 feet.
17. Construction of approaches along acceleration or deceleration lanes, and along tapered (reduced width) portions of a roadway, shall be avoided; except where no reasonable alternative exists and the approach does not create safety or traffic operations concern.
18. Approaches and driveways shall be located and designed to allow for safe maneuvering in and around loading areas, while avoiding conflicts with pedestrians, parking, landscaping, and buildings.
19. Where sidewalks or walkways occur adjacent to a roadway, driveway aprons constructed of concrete shall be installed between the driveway and roadway edge.
20. Where an accessible route is required pursuant to ADA, approaches and driveways shall meet accessibility requirements where they coincide with an accessible route.
21. The city may require changes to the proposed configuration and design of an approach, including the number of drive aisles or lanes, surfacing, traffic-calming features, allowable turning movements, and other changes or mitigation, to ensure traffic safety and operations.
22. Where a new approach onto a state highway or a change of use adjacent to a state highway requires ODOT approval, the applicant is responsible for obtaining ODOT approval. The city may approve a development conditionally, requiring the applicant first obtain required ODOT permit(s) before commencing development, in which case the city will work cooperatively with the applicant and ODOT to avoid unnecessary delays.
23. Where a proposed driveway crosses a culvert or drainage ditch, the city may require the developer to install a culvert extending under and beyond the edges of the driveway on both sides of it, pursuant to applicable engineering and stormwater design standards.

24. Temporary driveways providing access to a construction site, staging area, or special event shall be paved, graveled, or treated in an alternative manner as approved by the City Engineer, to prevent tracking of mud onto adjacent paved streets.

Table 14.61-A. Access Spacing Standards [1]

	Arterials [3]	**Major Collectors**	**Neighborhood Collectors**	**Local Streets**
Minimum Driveway Spacing (Driveway to Driveway)	See Table 14.61-B	100 feet	75 feet	n/a
Minimum Intersection Setback (Full Access Driveways Only)	See Table 14.61-B	150 feet	75 feet	25 feet
Minimum Intersection Setback (Right-In/Right-Out Driveways Only)	See Table 14.61-B	75 feet	50 feet	25 feet
Maximum Length Between Pedestrian/Bicycle Connections	See Table 14.61-B	300 Feet	300 Feet	300 Feet

1. All distances measured from the edge of adjacent approaches.

3. All Arterial streets in Newport are under ODOT jurisdiction. ODOT facilities are subject to access spacing guidelines in the Oregon Highway Plan, Appendix C Table 14, and the Blueprint for Urban Design. Blueprint for Urban Design Guidelines in Table 14.61-B are based on posted speed and urban context.

Table 14.61-B. Blueprint for Urban Design Guidelines for Arterial Access Spacing Standards.

Urban Context (Posted Speed)	**Target Spacing Range (Feet)**
Traditional Downtown/CBD (20-25 mph)	250-550
Urban Mix (25-30 mph)	250-550
Commercial Corridor (30-35 mph)	500-1,000
Residential Corridor (30-35 mph)	500-1000
Suburban Fringe (35-40 mph)	750-1,500
Rural Community (25-35)	250-750
Source: ODOT Blueprint for Urban Design, Tables 3-9 and 3-10	

D.. Exceptions and Adjustments. The city may approve deviations from the spacing standards in Table 14.61-A through a Type II procedure, where the criteria in 1. or 2. can be met.

1. An existing connection to a city street does not meet the standards of the roadway authority and the proposed development moves in the direction of code compliance.

2. Mitigation measures, such as consolidated access, joint use driveways, directional limitations (e.g., one-way), turning restrictions (e.g., right-in/right-out only), or other mitigation actions can be shown to mitigate all traffic operations and safety concerns.

E. Joint Use Access Easement and Maintenance Agreement. Where the city approves a joint use driveway, the property owners shall record an easement with the deed allowing joint use of and cross access between adjacent properties. The owners of the properties agreeing to joint use of the driveway shall record a joint maintenance agreement with the deed, defining maintenance responsibilities of property owners. The applicant shall provide a fully executed copy of the agreement to the city for its records.

~~**14.14.120 Access**~~

~~A. Access to parking lots shall be from a public street or alley. Access to loading and unloading areas shall be from a public street, an alley, or a parking lot.~~

~~B. Access to nonresidential parking lots or loading and unloading areas shall not be through areas that are zoned residential.~~

~~C. All accesses shall be approved by the City Engineer or designate.~~

~~D. Driveway accesses onto Arterial streets shall be spaced a distance of 500 feet where practical, as measured from the center of driveway to center of driveway~~

~~E. Each parcel or lot shall be limited to one driveway onto an Arterial street unless the spacing standard in (D) can be satisfied.~~

F. ~~Access Consolidation. Accesses shall be consolidated unless demonstrated to be unfeasible as determined by the City Engineer.~~

Reference 7: Street, Block Length, and Accessway Standards

Recommendation: Update street, block length, and accessway standards to match TSP recommendations.

Street standards are included as part of Recommendation 14, Consolidation of Transportation Standards. Block length standards addressed below and are recommended to remain as part of subdivision/partition requirements.

13.05.020 Blocks

~~A. General. The length, width, and shape of blocks for non-residential subdivisions shall take into account the need for adequate building site size and street width, and shall recognize the limitations of the topography.~~

A. ~~B. Size. No block shall be more than 1,000 feet in length between street corners.~~ Blocks created in land divisions shall be consistent with the standards in Table 14.44.065 -A. Modifications to ~~this requirement~~ the standards may be made by the approving authority pursuant to the standards in Chapter 14.33 if the street is adjacent to an arterial street, ~~or the topography or~~ the location of adjoining streets, or other constraints identified in **Section 14.33.100** justify ~~ies~~ the modification. ~~A pedestrian or bicycle way may be required by easement or dedication by the approving authority to allow connectivity to a nearby or abutting street, park, school, or trail system to allow for efficient pedestrian and bicycle connectivity between areas if a block of greater than 1,000 feet if a modification is approved and the requested easement or dedication has a rational nexus to the proposed development and is roughly proportional to the impacts created by the proposed land division.~~

B. Mid-block pedestrian and bicycle connections must be provided when the block length exceeds 300 feet to ensure convenient access for all users. Mid-block pedestrian and bicycle connections must be provided on a public easement or right-of-way every 300 feet, unless the connection is impractical due to topography, inadequate sight distance, high vehicle travel speeds, lack of supporting land use, or other factors that may prevent safe crossing; or a rational nexus to the proposed development is not established and the connection is not roughly proportional to the impacts created by the proposed land division.

Table 13.05.020 -A. Block Length [1]

	Arterials [3]	**Major Collectors**	**Neighborhood Collectors**	**Local Streets**
Maximum Block Length	550 Feet	1000 feet	1000 feet	1000 feet

(Public Street to Public Street)				
Minimum Block Length (Public Street to Public Street)	220-550 Feet	200 feet	150 feet	125 feet
Maximum Length Between Pedestrian/Bicycle Connections (Public Street to Public Street, Public Street to Connection, or Connection to Connection) [2]	220-550 Feet	300 feet	300 feet	300 feet

1. All distances measured from the edge of adjacent approaches.

2. See 13.05.020(B).

3. All Arterial streets in Newport are under ODOT jurisdiction. ODOT facilities are subject to access spacing guidelines in the Oregon Highway and the Blueprint for Urban Design which vary based on posted speed and urban context.

Reference 8: Parking Lot Standards

Recommendation: Provide new code language for drive aisles and parking lot layouts.

14.14.060 Compact Spaces

For parking lots of ~~four~~ five vehicles or more, 40% of the spaces may be compact spaces~~, as defined in Section 14.14.090(A)~~ measuring 7.5 feet wide by 15 feet long. Each compact space must be marked with the word "Compact" in letters that are at least six inches high.

14.14.090 Parking Lot Standards

Parking lots shall comply with the following:

A. Parking Lot Minimum Standards. Parking lots shall be designed pursuant to the minimum dimensions provided in Table 14.14.090-A and Figure 14.14.090-A.~~Size of Spaces. Standard parking spaces shall be nine (9) feet in width by 18 feet in length. Compact spaces may be 7.5 feet wide by 15 feet long. Wherever parking areas consist of spaces set aside for parallel parking, the dimensions of such parking space(s) shall be not less than eight (8) feet wide and 22 feet long. Lines demarcating parking spaces may be drawn at various angles in relation to curbs or aisles so long as the parking spaces so created contain within them the rectangular area required by this section.~~

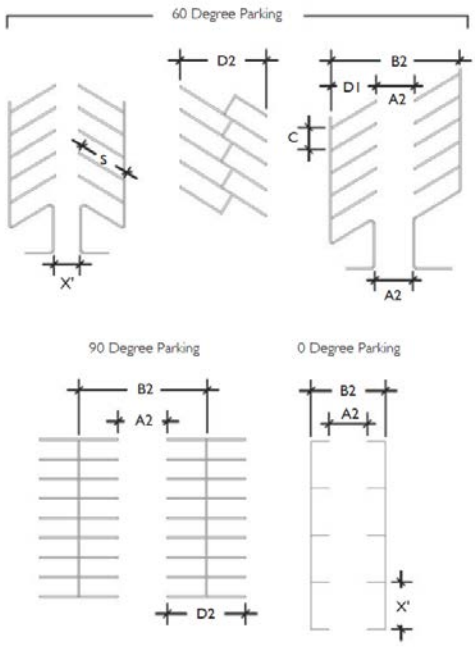
~~B. Aisle Widths. Parking area aisle widths shall conform to the following table, which varies the width requirement according to the angle of parking:~~

Parking Angle	0	30°	45°	60°	90°
Aisle Width					
One way traffic	13	11	13	18	24
Two-way traffic	19	20	21	23	24

Table 14.14.090-A - Parking Lot Minimum Dimensions

	PARKING ANGLE < °	CURB LENGTH	STALL DEPTH		AISLE WIDTH		BAY WIDTH		STRIPE LENGTH
			SINGLE D1	DOUBLE D2	ONE WAY A1	TWO WAY A2	ONE WAY B1	TWO WAY B2	
Standard Space	90°	8'-6"	18'	36'	23'	23'	59'	59'	18'
	60°	10'	20'	40'	17'	18'	57'	58'	23'
	45°	12'	18'-6"	37'	13'	18'	50'	55'	26'-6"
	30°	17'	16'-6"	33'	12'	18'	45'	51'	32'-8"
	0°	22'	8'-6"	17'	12'	18'	29'	35'	8'-6"

Figure 14.14.090-A - Parking Lot Minimum Dimensions



C. Surfacing. […]

D. Joint Use of Required Parking Spaces. […]

E. Satellite Parking. […]

F. Lighting. […]

G. Drive-Up/Drive-In/Drive-Through Uses and Facilities. […]

H. Driveway Standards. Driveways shall conform to the requirements of Section 14.61.D.

I. Landscaping and Screening. Parking lot landscaping and screening standards must comply with Section 14.19.050.

14.19.050 Landscaping Required for New Development, Exceptions

All new development, except for one and two family residences, shall be required to install landscaping per this section. For purposes of this section, new development shall mean construction upon a vacant lot or a lot that becomes vacant by virtue of the demolition of an existing building. Landscaping shall be provided as follows:

[…]

D. Landscaping and Screening for Parking Lots. The purpose of this subsection is to break up large expanses of parking lots with landscaping. Therefore, all parking areas or each parking bay where a development contains multiple parking areas ~~not abutting a landscaping area with 20 or more parking stalls~~ shall comply with the following provisions:

1. ~~Five percent of the parking area shall be dedicated to a landscaped area and areas.~~ A minimum of 10 percent of the total surface area of all parking areas, as measured around the perimeter of all parking spaces and maneuvering areas, shall be landscaped. This 10 percent landscaping requirement includes landscaping around the perimeter of parking areas as well as landscaped islands within parking areas. Such landscaping shall consist of canopy trees distributed throughout the parking area. A combination of deciduous and evergreen trees, shrubs, and ground cover plants is required. At a minimum, one tree per 12 parking spaces on average shall be planted over and around the parking area.

2. ~~In no cases shall a landscaped area required under this subsection be larger than 300 square feet. If more landscaping is required than the 300 square feet it shall be provided in separate landscaping areas.~~ All parking areas with more than 20 spaces shall provide landscape islands with trees that break up the parking area into rows of not more than 12 contiguous parking spaces. Landscape islands and planters shall have dimensions of not less than 48 square feet of area and no dimension of less than 6 feet, to ensure adequate soil, water, and space for healthy plant growth;

3. All required parking lot landscape areas not otherwise planted with trees must contain a combination of shrubs and groundcover plants so that, within 2 years of planting, not less than 50 percent of that area is covered with living plants; and

4. Wheel stops, curbs, bollards or other physical barriers are required along the edges of all vehicle-maneuvering areas to protect landscaping from being damaged by vehicles. Trees shall be planted not less than 2 feet from any such barrier.

5. Trees planted in tree wells within sidewalks or other paved areas shall be installed with root barriers, consistent with applicable nursery standards.

6. The edges of parking lots shall be screened to minimize vehicle headlights shining into adjacent rights-of-way and residential yards. Parking lots abutting sidewalk or walkway shall be screened using a low-growing hedge or low garden wall to a height of between 3 feet and 4 feet.

7. The provisions of this subsection do not apply to areas for the storage and/or display of vehicles.

Reference 9: Coordination with ODOT

Recommendation: Amend the Development Code to clarify that development along state highways requires coordination with ODOT.

This recommendation is addressed through amendments elsewhere in this memorandum:

- Reference 2: Access Management (standards table footnote)
- Reference 3: Transportation Impact Analysis
- Reference 4: Notice Requirements & Pre-Application Conference
- Reference 6: On-Site Circulation and Connections
- Reference 12: Transportation Mitigation Procedure (Process table)

Reference 10: Pedestrian Access and Circulation

Recommendation: Add new code section addressing pedestrian access and circulation.

CHAPTER 14.65 PEDESTRIAN ACCESS AND CIRCULATION

A. **Purpose and Intent.** This Chapter implements the pedestrian access and connectivity policies of City of Newport Transportation System Plan. It is intended to provide for safe, reasonably direct, and convenient pedestrian access and circulation.

B. **Applicability.** The provisions of this chapter shall apply to all new or substantial improvements to commercial, industrial, public/institutional, and multifamily development as defined in 14.1.020. Where the provisions of this chapter conflict with facilities identified in the Newport Parks and Recreation Master Plan, the Newport Parks and Recreation Master Plan shall govern.

C. Standards. Developments shall conform to all of the following standards for pedestrian access and circulation:

1. **Continuous Walkway System.** A pedestrian walkway system shall extend throughout the development site and connect to adjacent sidewalks, if any.

2. **Safe, Direct, and Convenient.** Walkways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent parking areas, recreational areas/playgrounds, and public rights-of-way based on all of the following criteria:

   a. The walkway is reasonably direct. A walkway is reasonably direct when it follows a route that does not deviate unnecessarily from a straight line or it does not involve a significant amount of out-of-direction travel;

   b. The walkway is designed primarily for pedestrian safety and convenience, meaning it is reasonably free from hazards and provides a reasonably smooth and consistent surface and direct route of travel between destinations. The city may require landscape buffering between walkways and adjacent parking lots or driveways to mitigate safety concerns.

   c. The walkway network connects to all primary building entrances in a manner consistent with the Oregon Structural Specialty Code.

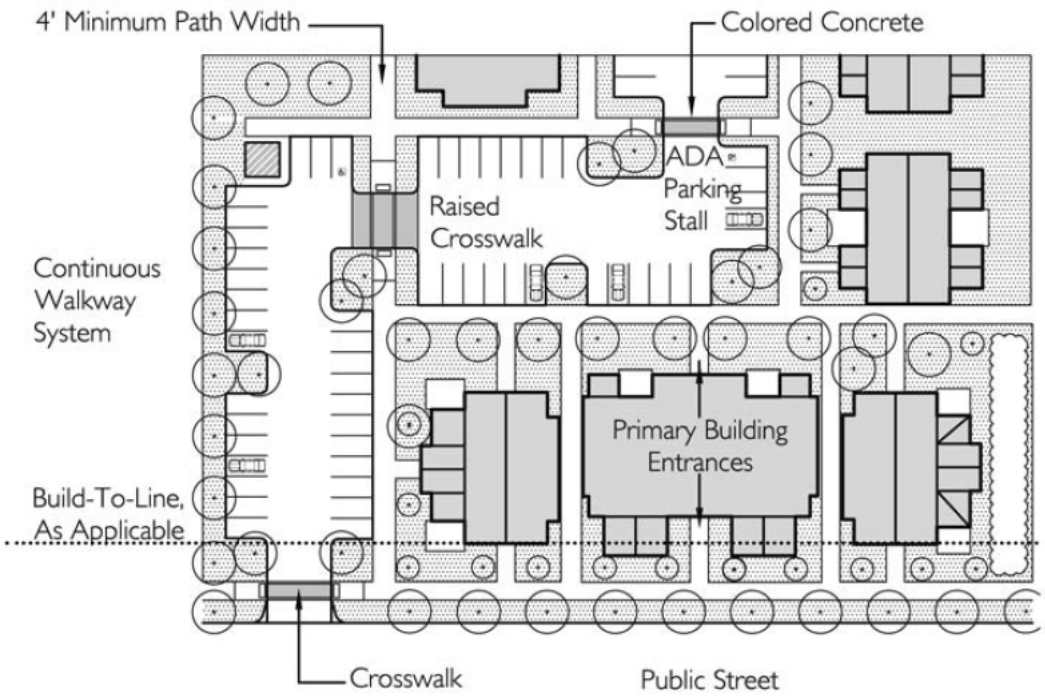
3. **Crosswalks**. Where a walkway crosses a parking area or driveway ("crosswalk"), it shall be clearly identified with pavement markings or contrasting paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrast). The crosswalk may be part of a speed table to improve driver-visibility of pedestrians.

4. **Walkway Surface.** Walkway surfaces may be concrete, asphalt, brick/masonry pavers, or other city-approved durable surface meeting Americans With Disabilities Act requirements.

5. **Walkway Width.** Walkways shall be not less than 4 feet in width, except that concrete walkways a minimum of 6 feet in width are required in commercial developments and where access ways are required.

6. **Pedestrian Trail, Accessway, and Shared Use Path.** Standards for trails, accessways, and shared use paths are found in Section 14.44.60.

Figure 14.65-A. - Pedestrian Access and Circulation Standards Illustration



Reference 11: Preferential Carpool/Vanpool Parking

Recommendation: Require new developments with planned designated employee parking areas provide preferential parking for employee carpools and vanpools.

14.14.090 Parking Lot Standards

[…]

K. Preferential Carpool/Vanpool Parking. Parking areas that have designated employee parking and more than 20 vehicle parking spaces shall provide at least 10% of the employee parking spaces, as preferential carpool and vanpool parking spaces. Preferential carpool and vanpool parking spaces shall be closer to the employee entrance of the building than other parking spaces, with the exception of ADA accessible parking spaces.

Reference 12: Transportation Mitigation Procedure

Recommendation: Add new procedure for approving alternative cross-sections and future guarantees in areas with topographical or other constraints.

Section 14.33.100 Transportation Mitigation Procedure

A. Purpose. The purpose of this procedure is to allow modifications to transportation standards where meeting the roadway cross-section requirements of Section 14.44.060 is not possible due to existing site constraints.

B. When Standards Apply. The standards of this section apply to new development or redevelopment for which a building permit is required and that place demands on public or private transportation facilities or city utilities. This procedure may be used in cases where full street improvements, half street improvements, and frontage improvements are required.

B. Approval Process.

1. Pre-application Conference. The applicant shall participate in a pre-application conference pursuant to Section 14.52.045 prior to submitting an application requesting a Transportation Mitigation Procedure. The Community Development Director, City Engineer, and other appropriate city officials will participate in the pre-application conference. The meeting will be coordinated with ODOT when an approach road to US-101 or US-20 serves the property so that the application addresses both city and ODOT requirements.

2. When a requested, the applicable review process will be the same as that accorded to the underlying land use proposal. If not requested as part of a land use proposal, this procedure shall be subject to a Type 1 process as defined in Section 14.52.020 (A).

C. Approval Criteria.

1. A cross-section other than that identified in the adopted TSP for the functional classification of the roadway may be approved if one or more of the following conditions apply to the subject property and result in site conditions that prohibit the preferred roadway cross-section from being constructed.

a. Slopes over 25%

b. Mapped landslide areas

c. Mapped wetlands (National Wetland Inventory, City Wetlands Areas, or site-specific survey)

d. Existing structures

e. Historical resources

f. Insufficient right-of-way

2. The steps to determine an acceptable alternate roadway design must be documented and follow the Process for Determining Street Cross-Sections in Constrained Conditions, as detailed in Table 14.33.100-A and the Newport Transportation System Plan.

3. The proposal shall identify which conditions in Subsection 1 above apply to the subject property and show how conditions prevent the preferred cross-section from being constructed.

4. The proposal shall include documentation in the form of a written agreement from the Community Development Director, or designee, in consultation with the City Engineer and other city officials, as appropriate, that the proposed cross-section is consistent with the Process for Determining Street Cross-Sections in Constrained Conditions as shown in the adopted Transportation System Plan.

Table 14.33.100-A. Process for Determining Street Cross-Sections in Constrained Conditions

ANY NON-ARTERIAL[1] STREET FUNCTIONAL CLASSIFICATION WITH:	STEPS TO REDUCE LOWER PRIORITY STREET COMPONENTS[5]			
	STEP 1	STEP 2	STEP 3	STEP 4
EQUAL PEDESTRIAN AND BICYCLE CORRIDORS[2]	Eliminate on-street parking on one or both sides	Reduce sidewalk frontage zone to acceptable width	Choose acceptable bike facility	Reduce the furnishings/ landscape zone or pedestrian throughway to acceptable width
HIGHER PEDESTRIAN VS. BICYCLE CORRIDORS [3]		Implement acceptable bike facility	Reduce sidewalk frontage zone to acceptable width	
HIGHER BICYCLE VS. PEDESTRIAN CORRIDORS[4]		Reduce sidewalk frontage zone to acceptable width	Reduce the furnishings/ landscape zone or pedestrian throughway to acceptable width	Implement acceptable bike facility

Notes:

1. The street cross-section for ODOT facilities depends on the urban context and are subject to review and approval by ODOT. Additional detail is provided in the BUD.
2. Includes Major Pedestrian vs. Major Bicycle corridor, Neighborhood Pedestrian vs. Neighborhood Bicycle corridor, or Local Pedestrian vs. Local Bicycle corridor.
3. Includes Major Pedestrian vs. Neighborhood or Local Bicycle corridor, or Neighborhood Pedestrian vs. Local Bicycle corridor.
4. Includes Major Bicycle vs. Neighborhood or Local Pedestrian corridor, or Neighborhood Bicycle vs. Local Pedestrian corridor
5. Local Streets that carry less than 500 vehicles per day are candidates for shared street treatments in lieu of this process

14.47.40 Conditions of Approval

The city may deny, approve, or approve a development proposal with conditions needed to meet operations, structural, and safety standards and provide the necessary right-of-way and improvements to ensure consistency with the city's Transportation System Plan. Improvements required as a condition of development approval, when not voluntarily accepted by the applicant, shall be roughly proportional to the impact of the development on public facilities. Findings in the development

approval shall indicate how the required improvements are directly related and roughly proportional to the impact.

14.47.50 Fee in Lieu. The city may require the applicant to pay a fee in lieu of constructing required frontage improvements, consistent with Section 14.44.60 - Fee in Lieu Option

Reference 13: Traffic Calming

Recommendation: Identify city authority and process for deploying traffic calming on neighborhood collectors.

This recommendation is addressed in Section 14.44.050 Transportation Standards under **Reference 14**

Reference 14: Consolidating Transportation Standards

Recommendation: Currently, standards relating to transportation facilities lie within Title 13 (Subdivisions and Partitions) and Title 14 (Zoning). The recommendation is to move standards to the existing Section 14.44: Transportation Standards. Definitions have been addressed as part of Reference 2.

13.05.005 Definitions

The definitions within Section 14.01.020 apply in this chapter.

Note: Other text is struck.

14.01.020 Definitions

Note: All definitions from 13.05.005 are moved to this chapter. Underline/strikeout language shows new text and changes to existing language.

…

Alley. A narrow street ~~25 feet or less~~ through a block primarily for vehicular service access to the back or side of properties otherwise abutting on another street. ~~Frontage on said alley shall not be construed as satisfying the requirements of this Ordinance related to frontage on a dedicated street.~~

…

Accessway. A walkway providing a through connection for pedestrians between two streets, between two lots, or between a development and a public right-of-way. It may be an accessway for pedestrians and bicyclists (with no vehicle access), or a walkway on public or private property (i.e., with a public access easement); it may also be designed to accommodate emergency vehicles.

Pedestrian Trail. Pedestrian trails are typically located in parks or natural areas and provide opportunities for both pedestrian circulation and recreation.

Shared Use Path. Shared use paths provide off-roadway facilities for walking and biking travel. Depending on their location, they can serve both recreational and citywide circulation needs. Shared use path designs vary in surface types and widths.

Roadway. The portion of a street right-of-way developed for vehicular traffic.

Street. A public or private way ~~other than a driveway~~ that is created to provide ingress or egress for ~~persons~~ vehicles to one or more lots, parcels, areas, or tracts of land. The City of Newport Transportation System Plan establishes four functional classifications of streets: Arterial, Major Collector, Neighborhood Collector, and Local Streets.

~~For the purposes of this section~~ Title~~, a "driveway" is a private way that begins at a public right-of-way that is proposed to serve not more than four individual lots/parcels cumulative as the primary vehicular access to those individual lots/parcels.~~

1. **Alley**~~. A narrow street through a block primarily for vehicular service access to the back or side of properties otherwise abutting on another street~~.

2. **Arterial**. ~~A street of considerable continuity which is primarily a traffic artery among large areas.~~ Arterial streets are primarily intended to serve regional and citywide traffic movement. Arterials provide the primary connection to collector streets~~. Where an Arterial intersects with a Neighborhood Collector or Local Street, access management and/or turn restrictions may be employed to reduce traffic delay.~~ The Arterial streets in Newport are US 101 and US 20.

3. **Half-street**. Partial improvement of an existing street, or a ~~A~~ portion of the width of a right of way, usually along the edge of a subdivision or partition, where the remaining portion of the street could be provided in another subdivision or partition, and consisting of at least a sidewalk and curb on one side and at least two travel lanes.

~~4. **Marginal Access Street**. A minor street parallel and adjacent to a major arterial street providing access to abutting properties, but protected from through traffic.~~

~~5. **Minor Street**. A street intended primarily for access to abutting properties.~~

6. **Major Collector Street.** Major Collectors are intended to distribute traffic from Arterials to streets of the same or lower classification.

7. **Neighborhood Collector Street.** Neighborhood Collectors distribute traffic from Arterial or Major Collector streets to Local Streets. They are distinguishable from Major Collectors in that they principally serve residential areas. Neighborhood Collector streets typically maintain slow vehicle operating speeds to accommodate safe use by all modes.

8. **Local Street**. All streets not classified as Arterial, Major Collector, or Neighborhood Collector streets are classified as Local Streets (seen at right). Local Streets provide local access and circulation for traffic, connect neighborhoods, and often function as through routes for pedestrians and bicyclists. Local Streets typically maintain slow vehicle operating speeds to accommodate safe use by all modes.

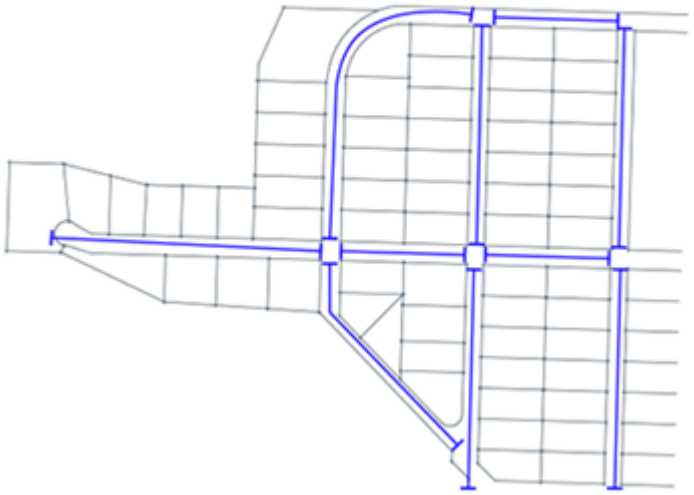
9. **Private Street.** Private Streets are a special type of Local Streets that are used to facilitate access to specific properties or neighborhoods. The City of Newport is not responsible for maintenance on private streets.

10. **Private Driveway.** A private street that begins at a public right-of-way that is proposed to serve not more than four individual lots/parcels cumulative as the primary vehicular access to those individual lots/parcels.

11. **Street Segment.** A portion of a local or collector street which is located between two intersections, or between an intersection and the end of a cul-de-sac or dead-end. See Illustration: Illustrative Street Segments, below.

Illustration
Illustrative Street Segments

Street segments are indicated in with blue lines on the illustrative parcel map shown below.



12. **Shared Street.** A shared street is a local street that carries fewer than 500 vehicles per day. Shared streets have a single travel lane where all modes of travel share the paved roadway.

…

Transportation Facility. A street, pedestrian pathway, bicycle facility, shared use path, or other improvement for the conveyance of people or goods, as identified in the adopted Transportation System Plan.

Walkway. A pedestrian way, including but not limited to a sidewalk, path or accessway, providing access within public right-of-way or on private property.

…

Reasonably Direct. A route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.

13.05.015 Streets

A. Streets created as a subdivision or partition shall meet the requirements of 14.44.60

Note: All other text in this section is struck and incorporated into Section 14.44.60, below

13.05.040 Public Improvement Requirements

1. Streets. All streets, including alleys, within the land division, streets adjacent but only partially within the land divisions, and the extension of land division streets to the intersecting paving line of existing streets with which the land division streets intersect, shall be graded for the full right-of-way width. The roadway shall be improved to a width of 36 feet or other width as approved by the approval authority by excavating to the street grade, construction of concrete curbs and drainage structures, placing a minimum of six inches of compacted gravel base, placement of asphaltic pavement 36 feet in width or other width as approved by the approval authority and approximately two inches in depth, and doing such other improvements as may be necessary to make an appropriate and completed improvement. Street width standards ~~may be adjusted as part of the tentative plan approval to protect natural features and to take into account topographic constraints and geologic risks.~~ may be adjusted subject to the provisions of Section 14.33.100.

14.44.050 Transportation Standards

A. Development Standards. The following standards shall be met for all new uses and developments:

1. All new lots created, consolidated, or modified through a land division, partition, lot line adjustment, lot consolidation, or street vacation must have frontage or approved access to a public street.

2. Streets within or adjacent to a development subject to Chapter 13.05, Subdivision and Partition, shall be improved in accordance with the Transportation System Plan, the provisions of this Chapter, and the ~~street~~ standards in ~~Section 13.05.015~~ Section 14.44.060.

3. Development of new streets, and additional street width or improvements planned as a portion of an existing street, shall be improved in accordance ~~Chapter 13.05,~~ Chapter 14.44 and public streets shall be dedicated to the applicable road authority;

4. Substandard streets adjacent to existing lots and parcels shall be brought into conformance with the standards of ~~Chapter 13.05~~. this chapter.

5. Neighborhood Traffic Management such as speed tables, curb bulb-outs, traffic circles, and other solutions may be identified as required on-site or off-site improvements where the required mitigation is roughly proportional to the impacts of the proposed development.

B. Guarantee. The city may accept a future improvement guarantee in the form of a surety bond, letter of credit or non-remonstrance agreement, in lieu of street improvements, if it determines that one or more of the following conditions exist:

1. A partial improvement may create a potential safety hazard to motorists or pedestrians;

2. Due to the developed condition of adjacent properties it is unlikely that street improvements would be extended in the foreseeable future and the improvement associated with the project under review does not, by itself, provide increased street safety or capacity, or improved pedestrian circulation;

3. The improvement would be in conflict with an adopted capital improvement plan; or

4. The improvement is associated with an approved land partition or minor replat and the proposed land partition does not create any new streets.

C. Creation of Rights-of-Way for Streets and Related Purposes. Streets may be created through the approval and recording of a final subdivision or partition plat pursuant to Chapter 13.05; by acceptance of a deed, provided that the street is deemed in the public interest by the City Council for the purpose of implementing the Transportation System Plan and the deeded right-of-way conforms to the standards of this Code; or other means as provided by state law.

D. Creation of Access Easements. The city may approve an access easement when the easement is necessary to provide viable access to a developable lot or parcel and there is not sufficient room for public right-of-way due to topography, lot configuration, or placement of existing buildings. Access easements shall be created and maintained in accordance with the Uniform Fire Code.

E. Street Location, Width, and Grade. The location, width and grade of all streets shall conform to the Transportation System Plan, subdivision plat, or street plan, as applicable and are to be constructed in a manner consistent with adopted City of Newport Engineering Design Criteria, Standard Specifications and Details. Street location, width, and grade shall be determined in relation to existing and planned streets, topographic conditions, public convenience and safety, and in appropriate relation to the proposed use of the land to be served by such streets, pursuant to the requirements in Chapter 13.05 and Chapter 14.44.

F. Transit improvements. Developments that are proposed on the same site as, or adjacent to, an existing or planned transit stop, as designated in the Lincoln County Transit District's 2018 Transit Development Plan, shall provide the following transit access and supportive improvements in coordination with the transit service provider:

(a) Reasonably direct pedestrian and bicycle connections between the transit stop and primary entrances of the buildings on site, consistent with the definition of "reasonably direct" in Section 13.05.005.

(b) The primary entrance of the building closest to the street where the transit stop is located shall be oriented to that street.

(c) A transit passenger landing pad.

(d) An easement or dedication for a passenger shelter or bench if such an improvement is identified in an adopted transportation or transit plan or if the transit stop is estimated by the Lincoln County Transit District to have at least 10 boardings per day.

(e) Lighting at the transit stop.

(f) Other improvements identified in an adopted transportation or transit plan, provided that the improvements are roughly proportional to the impact of the development on the City's transportation system and the County's transit system.

14.44.60 Streets, Pathways, Accessways, and Trails

Note: Text for this new section comes primarily from Section 13.05.015. Underline/strikeout formatting shows changes to existing adopted language.

~~A. Criteria for Consideration of Modifications to Street Design. As identified throughout the street standard requirements, modifications may be allowed to the~~

~~standards by the approving authority. In allowing for modifications, the approving authority shall consider modifications of location, width, and grade of streets in relation to existing and planned streets, to topographical or other geological/environmental conditions, to public convenience and safety, and to the proposed use of land to be served by the streets. The street system as modified shall assure an adequate traffic circulation system with intersection angles, grades, tangents, and curves appropriate for the traffic to be carried considering the terrain. Where location is not shown in the Transportation System Plan, the arrangement of streets shall either:~~

1. ~~Provide for the continuation or appropriate projection of existing principal streets in surrounding areas; or~~
2. ~~Conform to a plan for the neighborhood approved or adopted by the Planning Commission to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impractical.~~

B. ~~Minimum Right-of-Way and Roadway Width. Unless otherwise indicated in the Transportation System Plan, the street right-of-way and roadway widths shall not be less than the minimum width in feet shown in the following table:~~

~~Type of Street~~	~~Minimum Right-of-Way Width~~	~~Minimum Roadway Width~~
~~Arterial, Commercial, and Industrial~~	~~80 feet~~	~~44 feet~~
~~Collector~~	~~60 feet~~	~~44 feet~~
~~Minor Street~~	~~50 feet~~	~~36 feet~~
~~Radius for turn-around at end of cul-de-sac~~	~~50 feet~~	~~45 feet~~
~~Alleys~~	~~25 feet~~	~~20 feet~~

~~Modifications to this requirement may be made by the approving authority where conditions, particularly topography, geology, and/or environmental constraints, or the size and shape of the area of the subdivision or partition, make it impractical to otherwise provide buildable sites, narrower right-of-way and roadway width may be accepted. If necessary, slope easements may be required.~~

A. Street Width and Cross Sections. Right-of-way widths for streets shall comply with the Preferred Street Cross-Sections in the Transportation System Plan and the standards in Table 14.44.60-A.

Table 14.44.60-A. Minimum Right of Way and Roadway Widths

Functional Classification	Minimum Right of Way Width	Minimum Roadway Width
Major Collector	93 feet	63 feet
Neighborhood Collector	69 feet	48 feet
Local Street (Parking One Side Only)	47 feet	28 feet
Local Street (No Parking)	39 feet	20 feet

B. If the required cross-section is wider than the available right-of-way, coordination with the City of Newport is required to determine whether right-of-way dedication is necessary or design elements can be narrowed or removed. Any modifications to the preferred street cross-section require approval pursuant to the requirements of Section 14.33.100 – Transportation Mitigation Procedure. Constrained conditions on ODOT facilities will require review and approval by ODOT.

C. Reserve Strips. Reserve strips giving a private property owner control of access to streets are not allowed.

D. Alignment. Streets other than minor streets shall be in alignment with existing streets by continuations of their center lines. Staggered street alignment resulting in "T" intersections shall leave a minimum distance of 200 feet between the center lines of streets having approximately the same direction and, in no case, shall be less than 100 feet. If not practical to do so because of topography or other conditions, this requirement may be modified by the approving authority.

E. Future Extensions of Streets. Proposed streets within a land division shall be extended to the boundary of the land division. A turnaround if required by the Uniform Fire Code will be required to be provided. If the approval authority determines that it is not necessary to extend the streets to allow the future division of adjoining land in accordance with this chapter, then this requirement may be modified such that a proposed street does not have to be extended to the boundary of the land division.

F. Intersection Angles.

1. Streets shall be laid out to intersect at right angles.

2. An arterial intersecting with another street shall have at least 100 feet of tangent adjacent to the intersection.

3. Other streets, except alleys, shall have at least 50 feet of tangent adjacent to the intersection.

4. Intersections which contain an acute angle of less than 80 degrees or which include an arterial street shall have a minimum corner radius sufficient to allow for a roadway radius of 20 feet and maintain a uniform width between the roadway and the right-of-way line.

5. No more than two streets may intersect at any one point.

6. If it is impractical due to topography or other conditions that require a lesser angle, the requirements of this section may be modified by the approval authority. In no case shall the acute angle in Subsection F.(1.) be less than 80 degrees unless there is a special intersection design.

G. Half Street. Half streets are not allowed. Modifications to this requirement may be made by the approving authority to allow half streets only where essential to the reasonable development of the land division, when in conformity with the other requirements of these regulations and when the city finds it will be practical to require the dedication of the other half when the adjoining property is divided. Whenever a half street is adjacent to a tract property to be divided, the other half of the street shall be provided.

H. Sidewalks. Sidewalks in conformance with the city's adopted sidewalk design standards are required on both sides of all streets within the proposed land division and are required along any street that abuts the land division that does not have sidewalk abutting the property within the land division. The city may exempt or modify the requirement for sidewalks only upon the issuance of a variance as defined in the Zoning Ordinance.

I. Cul-de-sac. A cul-de-sac shall have a maximum length of 400 feet and serve building sites for not more than 18 dwelling units. A cul-de-sac shall terminate with a circular turn-around meeting minimum Uniform Fire Code requirements. Modifications to this requirement may be made by the approving authority. A pedestrian or bicycle way may be required by easement or dedication by the approving authority to connect from a cul-de-sac to a nearby or abutting street, park, school, or trail system to allow for efficient pedestrian and bicycle connectivity between areas if a modification is approved and the requested easement or dedication has a rational nexus to the proposed development and is roughly proportional to the impacts created by the proposed land division.

J. Street Names. Except for extensions of existing streets, no street name shall be used which will duplicate or be confused with the name of an existing street. Street names and numbers shall conform to the established pattern in the city, as evident in the

physical landscape and described in City of Newport Ordinance No. 665, as amended.

K. Marginal Access Streets. Where a land division abuts or contains an existing or proposed arterial street, the Planning Commission may require marginal access streets, reverse frontage lots with suitable depth, screen planting contained in a non-access reservation along the rear or side property line, or other treatment necessary for adequate protection of residential properties and to afford separation of through and local traffic.

L. Alleys. Alleys shall be provided in commercial and industrial districts. If other permanent provisions for access to off-street parking and loading facilities are provided, the approving authority is authorized to modify this provision if a determination is made that the other permanent provisions for access to off-street parking and loading facilities are adequate to assure such access. The corners of alley intersections shall have a radius of not less than 12 feet.

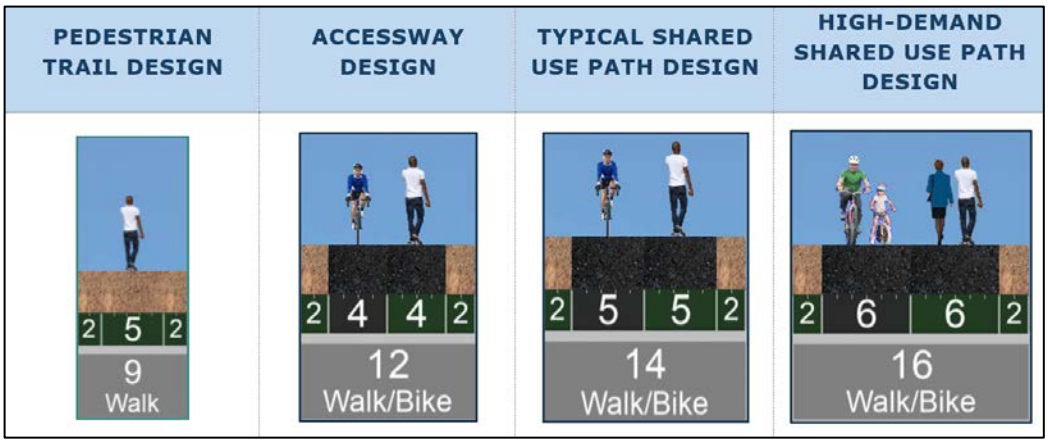
M. Street Trees. Trees and other plantings may be installed within proposed or existing rights-of-ways provided they conform to the City's approved Tree Manual.

N. **Accessways**. Accessways must be on public easements or rights-of-way and have a minimum paved surface of 8 feet, with a 2-foot shoulder on each side, within a 12-foot right-of-way.

O. **Shared Use Paths**. A shared use path must be a minimum of 10 feet wide within 14 feet of right-of-way. In areas with significant walking or biking demand, as identified in the Newport Transportation System Plan (e.g., Nye Beach Area, Oregon Coast Bike Route) or on ODOT facilities, the path must be 12 feet wide within a right-of-way of 16 feet (see Figure 14.44.060-A). A shared use path may be narrowed to 8 feet over short distances to address environmental or right-of-way constraints.

1. High-demand shared use path is required parallel to ODOT facilities and in other areas with significant walking or biking demand as identified in the Transportation System Plan.

Figure 14.44.060-A. Pedestrian Trail, Accessway, and Shared Use Path Guidelines Illustration



P. Pedestrian Trail. Pedestrian trails are typically located in parks or natural areas and provide opportunities for both pedestrian circulation and recreation. They may be constructed as a hard or soft surface facility. The City of Newport Parks System Master Plan identifies requirements for specific trail improvements.

Q. **Accessway**. Accessways must be on public easements or rights-of-way and have minimum paved surface of 8 feet, with a 2-foot shoulder on each side, and 12 feet of right-of-way.

Recommendation 15: Incorporate remaining provisions of Title 13 into Title 14

The table below provides suggested locations and considerations for moving the subdivision/property line adjustment provisions of Title 13 into Title 14. Some recommendation have been address in the proposed text amendments; for others detailed underline-strikeout language is not provided as part of this memorandum.

Title 13 Chapter	Suggested New Location	Notes
13.05.001 Purpose	14.100.001 Purpose	Move to new section, review ORS citations for continued relevance.
13.05.005 Definitions	14.01.020 Definitions	Transportation definitions have been evaluated and updated as part of Reference 2/14. Other definitions may conflict with those of Title 14.
13.05.010 Standards	N/A	Recommend removing, this section is not necessary to retain.
13.05.020 Blocks	14.100.020 Blocks	
13.05.025 Easements	14.100.025 Easements	
13.05.30 Lots and Parcels	14.100.030 Lots and Parcels	
13.5.035 Public Improvements	14.100.035 Public Improvements	This section identifies procedures and can be combined with the following section which addresses substantive items.
13.05.040 Public Improvement Requirements	14.100.035 Public Improvements	Can be combined with previous item.
13.05.045 Adequacy of Public Facilities and Utilities	14.100.045 Adequacy of Public Facilities and Utilities	
13.05.050 Underground Utilities and Service Facilities	14.100.050 Underground Utilities and Service Facilities	

Title 13 Chapter	Suggested New Location	Notes
13.05.055 Street Lights	14.100.105 Miscellaneous	This brief section could be incorporated into a "miscellaneous" section. If the City has adopted street light standards as this code section indicates, this section should be updated.
13.05.060 Street Signs	14.100.105 Miscellaneous	This brief section could be incorporated into a "miscellaneous" section.
13.5.065 Monuments	14.100.105 Miscellaneous	This brief section could be incorporated into a "miscellaneous" section.
13.05.070 Land Division Application	14.100.070 Land Division Application or 14.52 – Procedural Requirements	
13.05.075 Preliminary Review and Notice of Hearing	14.100.075 Preliminary Review and Notice of Hearing or 14.52 – Procedural Requirements	
13.05.080 Hearing and Approval of Land Division	14.100.080 Hearing and Approval of Land Division or 14.52 – Procedural Requirements	
13.05.085 Approval Criteria and Conditions for Approval	14.100.085 Approval Criteria and Conditions for Approval or 14.52 – Procedural Requirements	
13.05.090 Final Plat Requirements for Land Divisions	14.100.090 Final Plat Requirements for Land Divisions or 14.52 – Procedural Requirements	These procedural sections could be moved to new sections within Title 14, or incorporated into the existing Chapter 14.52 – Procedural Requirements. The later option would result in a more intelligible code overall, but would require more effort.

Title 13 Chapter	Suggested New Location	Notes
13.05.095 Minor Replats and Partitions	14.100.095 Minor Replats and Partitions	This section could be moved to a new location with updates to needed references.
13.05.100 Cemeteries	14.100.105 Miscellaneous	This brief section could be combined with 13.05.105 and 13.50 to a new "miscellaneous" section.
13.05.105 Miscellaneous	14.100.105 Miscellaneous	This brief section could be combined with 13.05.100 and 13.50 to a new "miscellaneous" section.
13.50 Standards After Subdivision Approval	14.100.105 Miscellaneous	This brief section could be combined with 13.05.105 and 13.100 to a new "miscellaneous" section.
13.99 Property Line Adjustments	14.110 Property Line Adjustments	This section could be moved to a new location with updates to needed references.

Derrick Tokos

From: Derrick Tokos
Sent: Tuesday, January 18, 2022 3:34 PM
To: 'Steve Kennett'
Subject: RE: Transportation Comments

Hi Steve and Roseann,

Thank you for your comments, and concerns about the environmental impact and auto-oriented focus of a potential Harney Street bypass.

A bypass of that nature would relieve US 101 congestion, to a point, but would also open up a significant amount of land inside our urban growth boundary for much needed housing. The concept of a Harney Street bypass has been kicked around for decades, and we wanted to use this planning process to determine whether or not it is actually feasible to construct. It turned out the answer is no. The steep terrain and multiple stream crossings drove up the cost to the point that it would be very difficult to finance. And there would be some significant environmental impacts. The project will likely stay in the plan; however, it won't land on the "fiscally constrained" list that are likely to be funded over the next 20-years.

Derrick I. Tokos, AICP
Community Development Director
City of Newport
169 SW Coast Highway
Newport, OR 97365
ph: 541.574.0626 fax: 541.574.0644
d.tokos@newportoregon.gov

From: Steve Kennett
Sent: Tuesday, January 18, 2022 2:26 PM
To: Derrick Tokos <D.Tokos@NewportOregon.gov>
Subject: Transportation Comments

[WARNING] This message comes from an external organization. Be careful of embedded links.

Derrick Toros,
My wife and I retired three years ago and swiftly moved on down to Newport. We now live on NW Oceanview Drive. While we like the emphasis of the Transportation Plan on bike and pedestrian travel we are a bit taken aback by the Harney bypass, though I don't know you-all call it a bypass. It reminds us of many cities we have lived in or visited where the number of cars must be accommodated and new cement and asphalt tracks are made that slice and dice the landscape, forever carving up a place.

Why is it that we bow to the car and offer just a wave at - greenspace, openspace, neighborhoods, parks, trees and the natural setting of the place. Let's not lose the quality and character of this place. If a byway must be created, do it with the environment as a guide. The character and quality of life depends on it. Thanks.

Steve & Roseann Kennett

Derrick Tokos

From: Derrick Tokos
Sent: Monday, January 24, 2022 1:05 PM
To:
Subject: RE: Newport TSP Website Comments - Richard Gutknecht

Hi Richard,

Thanks for sharing your thoughts regarding Big Creek Road as an ideal location for bicycle and pedestrian improvements. One of the projects included in the draft Transportation System Plan update would do just that by adding a bicycle/pedestrian shared use path next to a 12-foot wide, one-way vehicle travel lane. It is identified as a top tier project on what is described as the "financially constrained" list (i.e. projects likely to be funded within the planning period).

Derrick I. Tokos, AICP
Community Development Director
City of Newport
169 SW Coast Highway
Newport, OR 97365
ph: 541.574.0626 fax: 541.574.0644
d.tokos@newportoregon.gov

From: Richard Gutknecht
Sent: Tuesday, January 18, 2022 8:58 AM
To: JLA Tech Support <tech@jla.us.com>; info@newporttsp.org <info@newporttsp.org>
Subject: Re: Newport TSP Website Comments - Richard Gutknecht

Newport TSP Website Comments

Name	Richard Gutknecht
Organization	TSP
Comment or Question	I believe that I read the TPS is looking for a bike dedicated bike path connecting north and south Newport. An ideal location for a dedicated bike and or walking path would be NE Big Creek Road. There are a number of positive reasons. 1 Limited residential homes (traffic) 2 connects two city parks (Wade-Big Creek)

	3 adjacent to Forest Park 4 connects to bay to ocean trail 5 already high bike & pedestrian usage 6 high health and safety issues as is with vehicle speeds, vehicles ignoring one way signs, dust pollution during non rain periods There are probably additional items. Thank you for your consideration.
Email	
Phone Number	

You can edit this submission and view all your submissions easily.

Derrick Tokos

From: Peggy Hawker
Sent: Sunday, January 23, 2022 3:34 PM
To: Derrick Tokos
Subject: Fwd: TSP

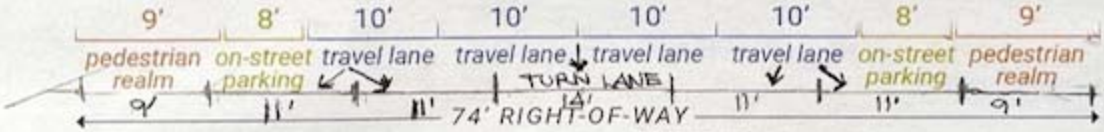
Sent from my iPad

Begin forwarded message:

> **From:** Jeff Bertuleit
> **Date:** January 23, 2022 at 2:44:47 PM PST
> **To:** Peggy Hawker <P.Hawker@newportoregon.gov>
> **Subject: TSP**
>
> [WARNING] This message comes from an external organization. Be careful of embedded links.
>
> _____
>
> Hi Peggy, I am leaving for a trip to Cuba and don't know when a hearing on this will happen. So here is a petition I had a little time to get signatures. Most everyone on the list were not aware of plans to turn 9th St into a one way State Hwy. I also included a picture of what should be done with a middle turn lane in three blocks. The current 101 parking is unnecessary as there is parking on 9th and 7th and side streets. Also keeping the multiple parking spots adjacent to City Hall.
> I would think an environmental review would also be needed to add pollution, noise, loss of business and safety concerns if a couplet happens. Not to mention the wasted millions. This area needs help and reorientation of entry to 9th St would work and on 7th the same.
> This could have happened 30 years ago if the Glick Plan happened.
> Sincerely,
> Jeff Bertuleit

Hwy 101

EXISTING



- 10' lanes are substandard
- Narrow sidewalk widths
- Lack of any streetscape features
- Poor and infrequent crossing locations
- Congestion and turn-movement backups

- UPDATE TO 11' LANES
- ADD 14' TURN LANE
- KEEP SIDEWALKS — NO PARKING

MINOR IMPROVEMENT OPTION: FOUR LANE WITH PARKING

- Update to 11' lanes
- Retain on-street parking
- Sidewalks narrowed to 7' wide
- **Not recommended**

1.

January 15, 2022

We the undersigned do not support the proposal for a potential Eleven Million Dollar cost couplet as proposed in the Transportation Plan as a One Way Highway on Ninth Street.

Name.	City or Address
Jeff Bertuleit	354 SE 2nd St Newport, OR
[illegible signature]	645 SE 3rd St. Newport OR
(KATRINA J. BROWN) Katrina J Brown	315 SW 9th St. Newport, OR
Ken H[illegible]	9560 NW KIMBERLY WAY SEAL ROCK, OR
Eileen Obteshka / Eileen Obteshka	722 NW 1st St, Newport, Or 97365
Terry Obteshka / Terry [illegible]	722 NW 1st St Newport OR
Martha Krupp / Martha J. Krupp	721 NW 1st St., Newport, OR 97365
Patricia Patrick-Joling	PO. Box 7, Newport, OR 97365 541-272-1990
[illegible]	366 SW [illegible] 541 265 8225
Michael W. Meyer	612 SW 9th Street, 541-265-8501
Scott Loiselle, MS	780 NE STEENSON RD. 541-220-7027
Amanda Tillotson	Toledo, OR 541-961-1884
Anne Meyer, MS	235 4TH ST OTTER ROCK 541-961-0980
Mandy Loiselle	612 SW 9th Street 541-270-4546
Chantel Shroyer	Siletz, OR 901-262-6403
Wendy Engler	Newport OR
[signature] Jon Bruggelbach	Newport OR
Troy R. Neo	209 S.E. 35th St South Beach 541961 5067

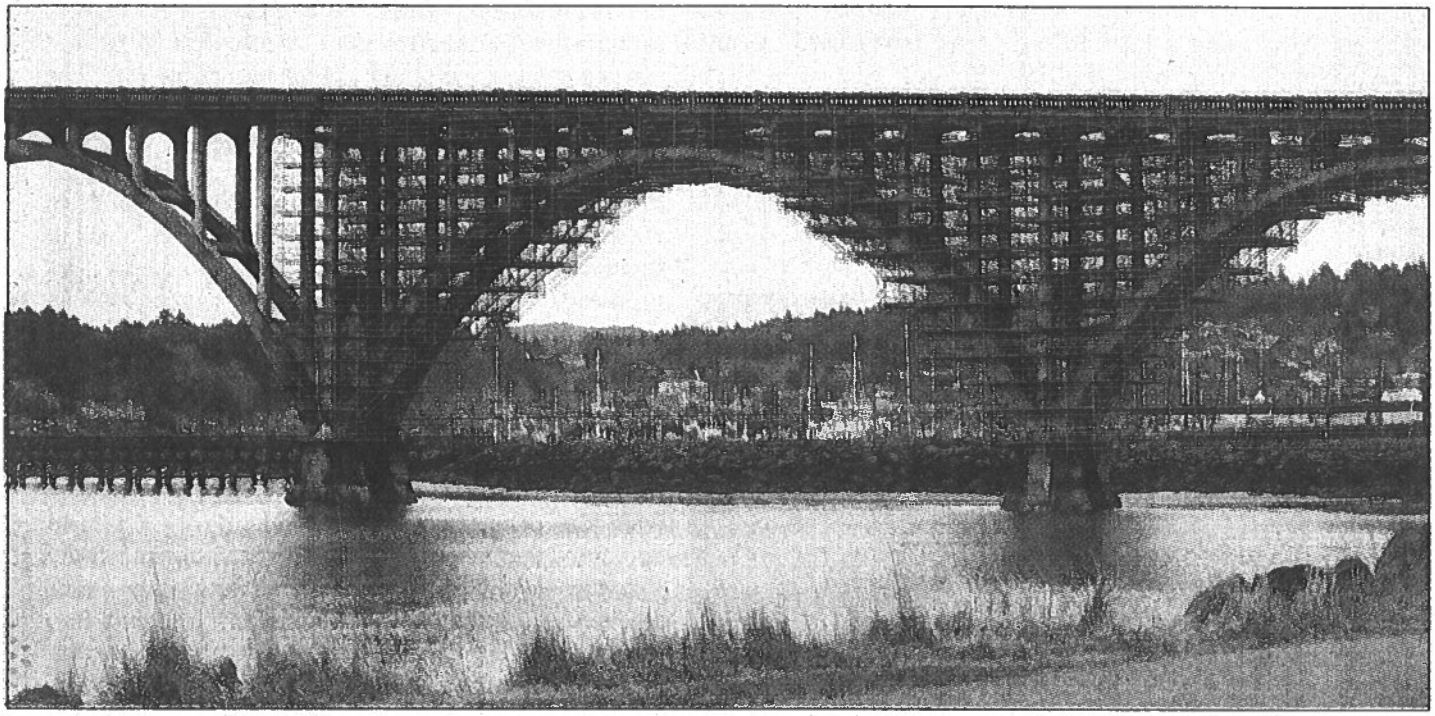
Sent from my iPhone

Local News... Coastal Views...

Newport, Oregon **Friday, January 14, 2022** Number 4 • $1 • 140 years

CUBS PUT SCARE IN WOODBURN
SEE...SPORTS PAGE B1

BLOCH SCULPTURE ON ITS WAY HOME
SEE...A & E PAGE B10



Scaffolding covers the Yaquina Bay Bridge as Oregon Department of Transportation contractors continue a multi-year project to replace protective coating, repair damaged concrete and install seismic upgrades. The department expects the $30 million project will extend the bridge's life through the duration of Newport's transportation system plan currently in development, in which the bridge's future and capacity are key considerations. (Photo by Mathew Brock)

Transportation plan taking final shape

BY KENNETH LIPP
Of the News-Times

The advisory committee crafting Newport's plan for hundreds of millions of dollars in transportation investment over the next two decades is readying to send final recommendations to the city's planning commission.

The Transportation System Plan Project Advisory Committee will meet Jan. 27 to approve final revisions to the plan made by engineering consultant DKS Associates after its Dec. 16 meeting. The current draft includes $232 million in transportation investments in 113 projects over the next 20 years.

Among the largest proposed projects is the creation of a couplet on Highway 101 in downtown Newport, which would divide northbound and southbound traffic between the existing roadway and Ninth Street from Abbey to Angle, at an estimated cost of $11 million.

Another is the estimated $58.6 million Harney Street extension, which would connect the road by the fairgrounds with Agate Beach neighborhoods on Northeast Harney and 36th streets.

The engineers have also proposed $3-5 million in improvements to the Highway 101/20 intersection, $450,000 to improve the intersection of Highway 20 and Harney Street and $2 million in bike/pedestrian improvements for Oceanview, possibly connecting it

PLAN on Page A8

is significantly underreported, with many people unable to obtain testing or not reporting at-home test results.

• The rise in infections, attributed to the dominance of the Omicron variant, has impacted schools, prompting Lincoln County School District Superintendent

(01/14/2022)

there were between 150 and 200 students either isolating or in quarantine. Gray said there were 58 staff absences Tuesday, 36 of which were teachers, and 18 of those positions were substitutes. Van Liew said most staff were not absent due to being ill themselves, but rather to watch their own ill or

cine bus" at the Lincoln County Commons from noon to 7 p.m. every day through Jan. 20. There are also clinics in Lincoln City, Otis, Siletz, Toledo, Waldport and other locations in Newport, all of which are listed on the county website at tinyurl.com/2v448tnw.

• Lincoln County Pub-

its process and guidelines following the report of a positive case. Pourtal said the Oregon Health Authority has removed the universal requirement to conduct case investigations and contact tracing because the Omicron surge has already overwhelmed the system's capacity. "We have fully yet to make a decision an up-

commissioners that all COVID patients in Lincoln County hospitals as of Wednesday — four, all of whom were in intensive care — were either not vaccinated or under vaccinated, the latter meaning they have had only a partial series or not received a booster. In Lincoln County, 83.4 percent of residents had

protect against Omicron. Modeling from Oregon Health and Science University predicts hospitalizations from Omicron alone will reach 1,650 by Jan. 27, the anticipated peak. Statewide, there were 34 ICU beds and 262 non-ICU beds open Wednesday, 5 percent and 6 percent availability, respectively.

PLAN

Continued from page 1

with Nye Street. The plan itself is 139 pages long and contains projects too numerous to mention, from isolated calming measures to investments in public transit.

The city held multiple online open houses to gather public input. More than half of the most recent respondents said they prefer bike and pedestrian improvements to Oceanview with no connection to Nye Street; 46 percent preferred existing two-way traffic on Highway 101 and a bike line on Ninth Street versus 32 percent in favor of a couplet downtown; and 60 percent were in favor of establishing priority bikeways throughout the city.

Participation in the open house was highly skewed by age — 23 percent were ages 45-64, and 25 percent were 75 or older, while 6 percent were 25-44, and no one younger than 25 responded.

A common theme in public input was the preservation and rebuilding of the Yaquina Bay Bridge, which is load-limited and deemed "structurally deficient," an issue city council previously sought clarity on from the state in order to make its plan.

"Given the uncertainty of the bridge's viability long-term, the Newport City Council requested a statement from ODOT regarding its plans for this facility," the draft plan reads. The response from the director of the Oregon Department of Transportation "indicated that the Yaquina Bay Bridge is on their Seismic Resilience Plan, and a specific date for funding major construction is uncertain at this time. However, the letter did also indicate that ... retaining the bridge essentially in its current location would be the preferred option to minimize environmental, engineering and community impacts." ODOT said it expects its current reinforcement work on the bridge will extend its safe use 20 years. The base replacement cost for the bridge is estimated to be $200 million.

Cities are required to have a transportation system plan with certain elements under the Oregon Transportation Planning Rule. After final recommendations are approved, the draft will go before the planning commission and then city council, with final adoption expected in March. Members of the public can comment during the 6 p.m. Jan. 27 meeting of the advisory committee by emailing publiccomment@newportoregon.gov with a request at least four hours prior to the meeting.

The most recent revision of the plan can be viewed online at tinyurl.com/yb34op2y.

7	2	8	4	9	5	6	1	3
4	9	1	6	7	3	5	2	8
5	3	6	1	2	8	4	7	9
2	7	9	8	4	6	1	3	5
6	5	4	9	3	1	2	8	7
1	8	3	2	5	7	9	4	6
3	1	7	5	6	2	8	9	4
8	4	5	7	1	9	3	6	2
9	6	2	3	8	4	7	5	1

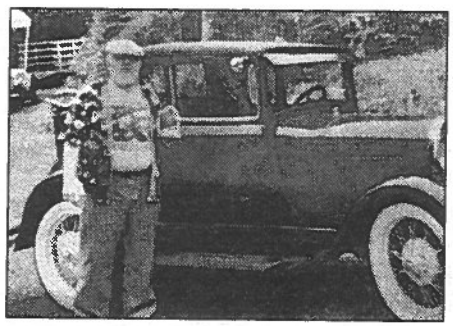
Difficulty Level ★★★★

Sudoku answers

Samuel I. DuVall

November 25, 1943 – January 1, 2022

Sam was born in Davenport, Iowa November 25, 1943 to Floyd DuVall and Elisabeth Parsons. He passed away at the age of 78 from a 4 year battle with bone cancer in South Beach, Oregon January 1, 2022. He was an auto and truck mechanic most of his life while living in California. After Moving to South Beach Oregon in 2003 he drove school bus for 7 years, was a member of the Oregon Hunters Association, a lifetime member of the N.R.A., a member of Big Timber Rifle Club, and Albany Gun Club. He is survived by his wife Nancy of 41 years, daughter Diana Brezeski (Jerry), and grandson Kurt Love in Prescott, Arkansas. He has three stepchildren Jack Knudsen (deceased) Debbie Libuda (deceased) and



John Knudsen a retired school teacher in California. He has 14 step grandchildren, 7 great grandchildren, and 1 great-great step granddaughter.

Sam is Now at Peace and as per his

Leland William Morton, Jr

Leland (Lee) William Morton Jr. was born to Leland W. Morton and Mary Ellen Flescher Morton in Toledo, Oregon on May 5, 1949. He was raised in Yachats, Oregon. He attended school in Yachats and Waldport with a short stint in Langlois, OR