PLANNING COMMISSION WORK SESSION AGENDA
Monday, September 23, 2019 - 6:00 PM
City Hall, Conference Room A, 169 SW Coast Hwy, Newport, OR 97365

The meeting location is accessible to persons with disabilities. A request for an interpreter for the DEAF AND HARD OF HEARING, or for other accommodations for persons with disabilities, should be made at least 48 hours in advance of the meeting to Peggy Hawker, City Recorder at 541.574.0613.

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.

---

1. CALL TO ORDER

2. UNFINISHED BUSINESS

3. NEW BUSINESS

3.A Welcome Greg Sutton as a New Planning Commission Advisory Committee Member.

3.B Update on Transportation System Planning Process.
- Staff Memorandum
- 9-30-19 Town Hall Notice
- Project Schedule
- Project Fact Sheet
- Methods and Assumptions Memo
- Goals and Objectives Memo

3.C Discuss Planning Commission Approach to the October 7, 2019 City Council Meeting on Parking Advisory Committee Recommendations.
Staff Memorandum

4. ADJOURNMENT

City of Newport

Community Development Department

Memorandum

To: Planning Commission/Commission Advisory Committee

From: Derrick I. Tokos, AICP, Community Development Director

Date: September 20, 2019

Re: Update on Transportation System Planning Process

Enclosed is a copy of the current project schedule. The City of Newport is holding a town hall meeting on September 30th and we will be using that time to officially launch the planning process. Attached is a copy of the notice that is being mailed. We will be distributing press releases as well. Please share the town hall meeting notice with anyone you believe might be interested.

The roster for the policy advisory committee is set and awaiting confirmation by the City Council. The first meeting of the policy advisory committee will occur in mid-October.

Traffic counts were collected in July and the lead consultant, DKS Associates, has completed a preliminary traffic and safety analysis. A memo, summarizing existing traffic conditions, will be released later this month. Land use and growth assumptions are being reviewed by the consulting team, ODOT and city staff. The information will then be fed into ODOT's traffic forecast models, and they expect to complete the traffic forecasts by the end of November.

An initial draft of the project website has been developed and is being reviewed. It will be launched concurrent with the first policy advisory committee. A fact sheet and project kick-off video are also being developed.

Copies of the fact sheet, DKS methods and assumptions memo, and DKS goals and objectives memo are enclosed. These are documents we are presently reviewing and I would welcome any feedback you would like to offer at Monday's work session.

Attachments
9/30/19 Town Hall Notice
Project Schedule
Project Fact Sheet
Methods and Assumptions Memo, dated August 30, 2019
Goals and Objectives Memo, dated September 10, 2019

City of Newport Town Hall Meeting

WHEN: Monday, September 30, 2019
TIME: 6:00 p.m. – 8:00 p.m.
WHERE: Samaritan Pacific Center for Health Education
740 SW 9th Street, Newport OR 97365

The Newport City Council cordially invites you to attend a Town Hall Meeting.

You will have an opportunity to find out about a long-range transportation system planning project between the City of Newport and the Oregon Department of Transportation. Your input is important to us. Please stop by, ask questions and get information about the project and how it may impact your business or neighborhood.

The project will update the City of Newport's Transportation System Plan, a document that guides how we develop and invest in our local transportation system to meet current and future needs, including projects and programs that may receive future funding.

Staff from the City of Newport and Oregon Department of Transportation will provide an overview of the project, including key issues to be addressed and upcoming opportunities for public input.

The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired, or for other accommodations for persons with disabilities, should be made at least 48 hours in advance of the meeting to Peggy Hawker, City Recorder 541.574.0613.

We hope you can make it!

Reunión del Ayuntamiento del la Ciudad de Newport

CUÁNDO**:** Lunes 30 de septiembre de 2019

HORA: 6:00 p.m. – 8:00 p.m.

DONDE: Centro Samaritano del Pacifico para la Educacion en Salud

740 SW 9th Street, Newport OR 97365

El Concejo Municipal de Newport Cordialmente le invita a asistir a una reunion del Ayunatamiento.

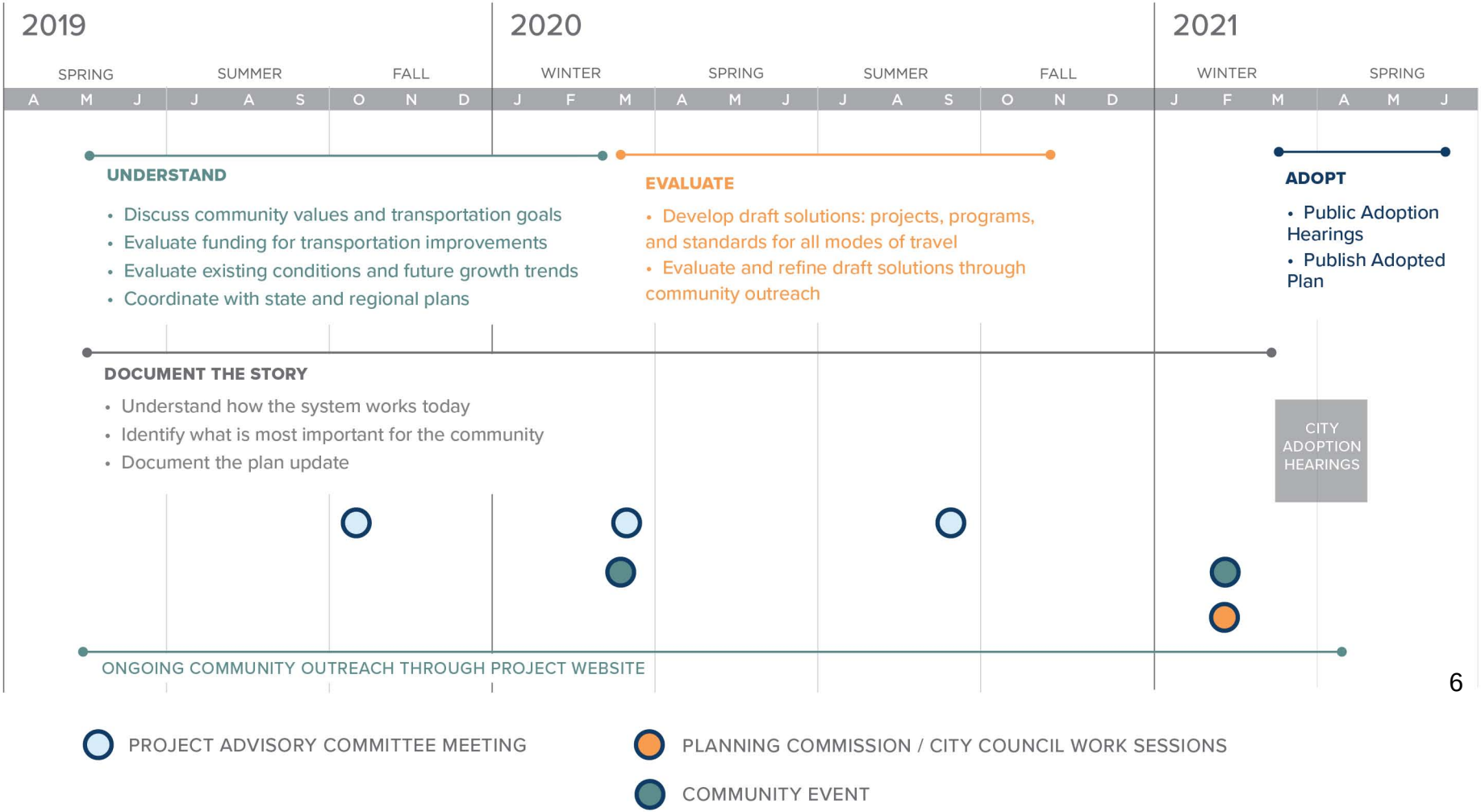
Tendrá la oportunidad de conocer un proyecto de planificación del sistema de transporte a largo plazo entre la Ciudad de Newport y el Departamento de Transporte de Oregón. Sus sugerencias son importantes para nosotros. Pase, haga preguntas y obtenga información sobre el proyecto y cómo puede afectar su negocio o vecindario.

El proyecto actualizará el Plan del Sistema de Transporte de la Ciudad de Newport, un documento que guía cómo desarrollamos e invertimos en nuestro sistema de transporte local para satisfacer las necesidades actuales y futuras, incluidos los proyectos y programas que pueden recibir fondos futuros.

El personal de la Ciudad de Newport y el Departamento de Transporte de Oregón proporcionará una visión general del proyecto, incluidos los temas clave que se abordarán y las próximas oportunidades para la opinión pública.

El lugar de la reunión es accesible para personas con discapacidad. Una solicitud de un intérprete para personas con discapacidad auditiva, o para otras adaptaciones para personas con discapacidades, debe hacerse al menos 48 horas antes de la reunión a Peggy Hawker, City Recorder 541.574.0613.

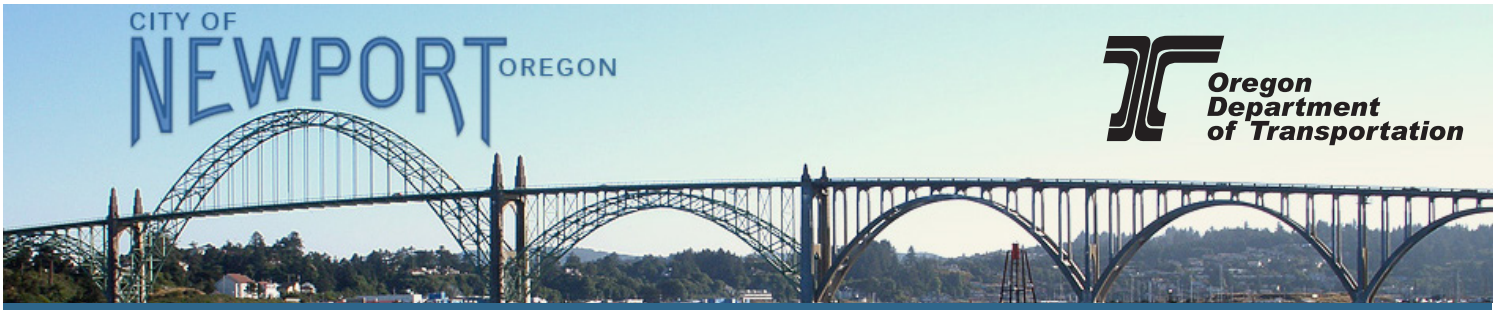
¡Esperamos que puedas asistir!



PROJECT ADVISORY COMMITTEE MEETING

PLANNING COMMISSION / CITY COUNCIL WORK SESSIONS

COMMUNITY EVENT



Fall 2019

Transportation System Plan Update

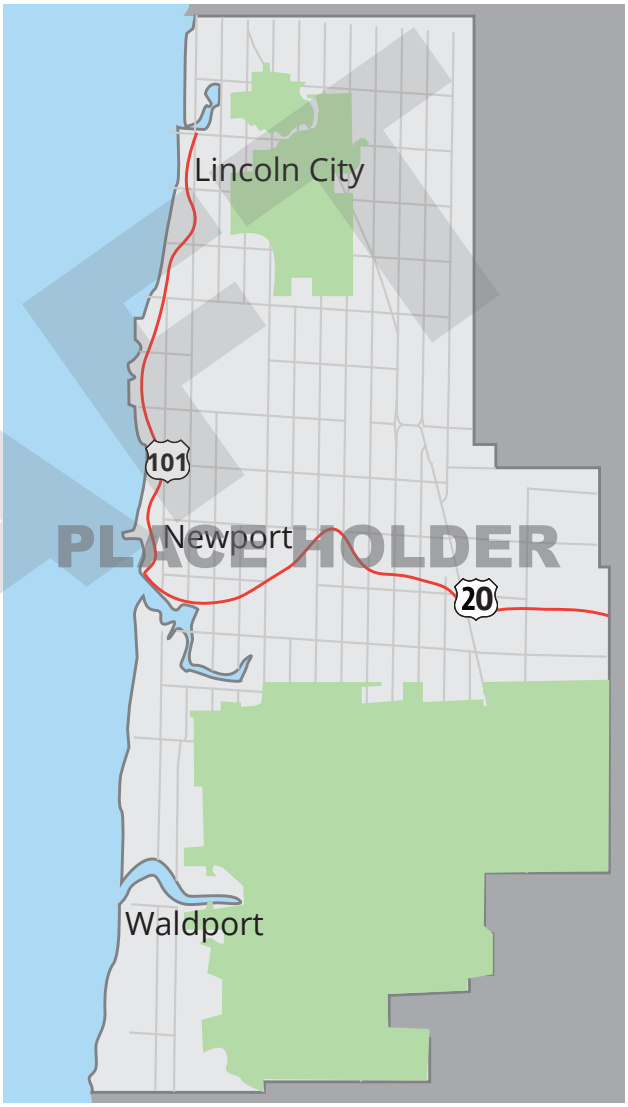
The City of Newport and the Oregon Department of Transportation are updating the Transportation System Plan (TSP). This is a long range plan that all future transportation improvements in the city are based on.

The plan will guide how we develop and invest in our transportation system to meet the current and future needs of Newport and surrounding areas. It helps determine which projects, policies and programs may receive funding.

Tell us how you would improve transportaion in Newport.

WHY UPDATE THE TSP?

Newport's current TSP was adopted in 2012 and no longer accurately reflects the current condition or growing needs of our community. This TSP update is an important opportunity for the Newport community and surrounding areas to assist and provide feedback on how to meet the current and future residents, businesses, and visitors—now and for the next 20 years.



Graphic will be updated to show project area.

Get involved in the plan update process!

Attend a Public meeting or Community event

Email your feedback to us

Sign up for email updates

We want to hear from you. Learn more about the project and how to get involved by visiting:

www.NewportTSP.org

How can we best serve our community and meet the demands of all modes of travel?

How can we improve the ways we all move around Newport?

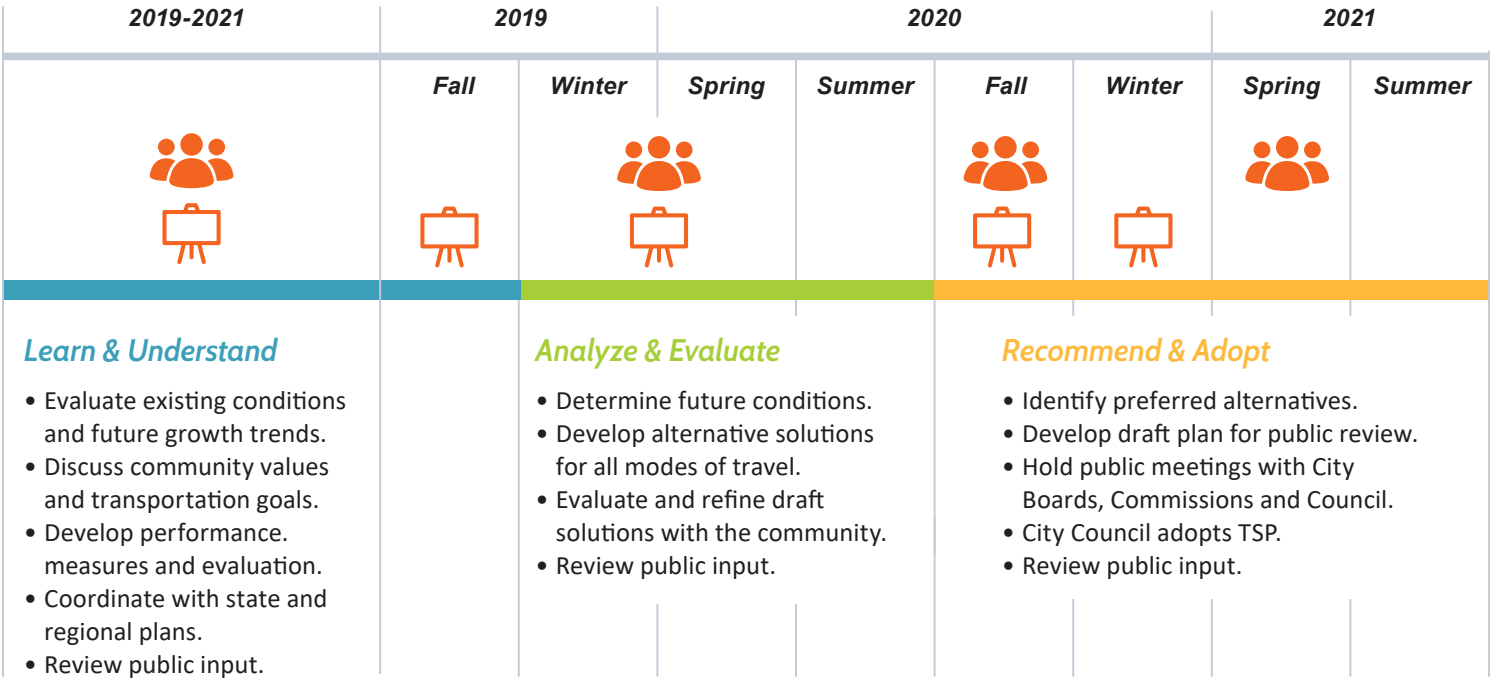
WHAT WILL THE NEWPORT TSP UPDATE DO?

- Review community, business, visitor and stakeholder input to prioritize future transportation projects and investments.
- Provide a strategic investment plan that enhances safety, access and economic opportunities for the community.
- Align and implement strategies within the Greater Newport Vision 2040 and Northside Urban Renewal Plan.
- Consider transportation corridors of Highway 101 and Highway 20, pedestrian and bicyclist activity, connectivity, increased traffic volumes on both highways, funding opportunities, street design standards, and development conditions, among others.

ANTICIPATED PROJECT SCHEDULE

Community workshop series

Planning advisory commitee meeting



Learn & Understand

- Evaluate existing conditions and future growth trends.
- Discuss community values and transportation goals.
- Develop performance. measures and evaluation.
- Coordinate with state and regional plans.
- Review public input.

Analyze & Evaluate

- Determine future conditions.
- Develop alternative solutions for all modes of travel.
- Evaluate and refine draft solutions with the community.
- Review public input.

Recommend & Adopt

- Identify preferred alternatives.
- Develop draft plan for public review.
- Hold public meetings with City Boards, Commissions and Council.
- City Council adopts TSP.
- Review public input.

For ADA Title II or Civil Rights Title VI accommodations, translation/interpretation services or for additional information call [need local number from City or ODOT], TTY (800) 735-2900 or use the statewide Oregon Relay Service: 7-1-1.

¿Habla usted español? Podemos proveer la información en esta publicación en español. Para recibir la información en español, por favor llamé al: [need local number from City or ODOT].

NEWPORT OREGON

CONTACT

Derrick Tokos AICP, City of Newport
Community Development Director
541-574-0626 d.tokos@newportoregon.gov

Oregon Department of Transportation

MEMORANDUM

720 SW Washington St.
Suite 500
Portland, OR 97205
503.243.3500
www.dksassociates.com

DATE: August 30, 2019

TO: ODOT Transportation Planning and Analysis Unit

FROM: Carl Springer, DKS
Kevin Chewuk, DKS
Rochelle Starrett, DKS

SUBJECT: Newport Transportation System Plan Update
Methodology and Assumptions Memo

The following memorandum establishes the methods and assumptions that will be used to develop the existing and future conditions transportation analysis for the Newport Transportation System Plan (TSP). This memorandum summarizes the study intersections and describes the proposed methodology to calculate the peak hour, 2019 30th highest annual hour of traffic (30 HV), average weekday volumes, and forecasted 2040 volumes. The methods for the safety and multi-modal analyses are also documented below.

Study Intersections

The Newport TSP project team identified the following 20 study intersections, summarized in Table 1 and Figure 1 (shown as blue icons in Figure 1). An additional 10 locations were also identified where a count will be collected for calibration of the local travel forecast tool (shown as red icons in Figure 1).

Table 1: Study Intersections

#	Location	Proposed Count Date	Type	Duration
Study Intersections				
1	US 101/NE 73rd Street	July 2019	TMC	4-Hour (2-6 PM)
2	US 101/ NE 52nd Street	July 2019	TMC	4-Hour (2-6 PM)
3	US 101/NW Oceanview Drive	July 2019	TMC	4-Hour (2-6 PM)
4	US 101/NE 36th Street	July 2019	TMC	4-Hour (2-6 PM)
5	US 101/NE 31st Street	July 2019	TMC	4-Hour (2-6 PM)
6	US 101/NE 20th Street	July 2019	TMC	4-Hour (2-6 PM)

Table 1: Study Intersections				
#	Location	Proposed Count Date	Type	Duration
7	US 101/NE 11th Street	July 2019	TMC	4-Hour (2-6 PM)
8	US 101/NE 6th Street	July 2019	TMC	4-Hour (2-6 PM)
9	US 101/US 20	July 2019	TMC	4-Hour (2-6 PM)
10	US 101/SW Angle Street	July 2019	TMC	4-Hour (2-6 PM)
11	US 101/SW Hurbert Street	July 2019	TMC	4-Hour (2-6 PM)
12	US 101/SW Bayley Street	July 2019	TMC	4-Hour (2-6 PM)
13	US 20/SE Benton Street	July 2019	TMC	4-Hour (2-6 PM)
14	US 20/SE Moore Drive	July 2019	TMC	4-Hour (2-6 PM)
15	NW Oceanview Drive/NW 25th Street	July 2019	TMC	2-Hour (4-6 PM)
16	NW 11th Street/NW Nye Street	July 2019	TMC	2-Hour (4-6 PM)
17	NE Harney Street/NE 7th Street	July 2019	TMC	2-Hour (4-6 PM)
18	SW Hurbert Street/SW 9th Street	July 2019	TMC	2-Hour (4-6 PM)
19	SW Abbey Street/SW 9th Street	July 2019	TMC	2-Hour (4-6 PM)
20	SE Bay Boulevard/SE Moor Drive	July 2019	TMC	2-Hour (4-6 PM)
Calibration Intersections				
1	NE Eads Street/NE 12th Street	July 2019	TMC	2-Hour (4-6 PM)
2	NW Nye Street/NW 6th Street	July 2019	TMC	2-Hour (4-6 PM)
3	NE Benton Street/NE 6th Street	July 2019	TMC	2-Hour (4-6 PM)
4	W Nye Street/W Olive Street	July 2019	TMC	2-Hour (4-6 PM)
5	US 20/E Coos St	July 2019	TMC	2-Hour (4-6 PM)
6	US 20/E Eads Street	July 2019	TMC	2-Hour (4-6 PM)
7	SW Hatfield Drive/SW 10th Street	July 2019	TMC	2-Hour (4-6 PM)

Table 1: Study Intersections

#	Location	Proposed Count Date	Type	Duration
8	US 101/SW Neff Way	July 2019	TMC	2-Hour (4-6 PM)
9	SW Elizabeth Street/SW Bayley Street	July 2019	TMC	2-Hour (4-6 PM)
10	SW Naterlin Drive/SW Bay Street	July 2019	TMC	2-Hour (4-6 PM)

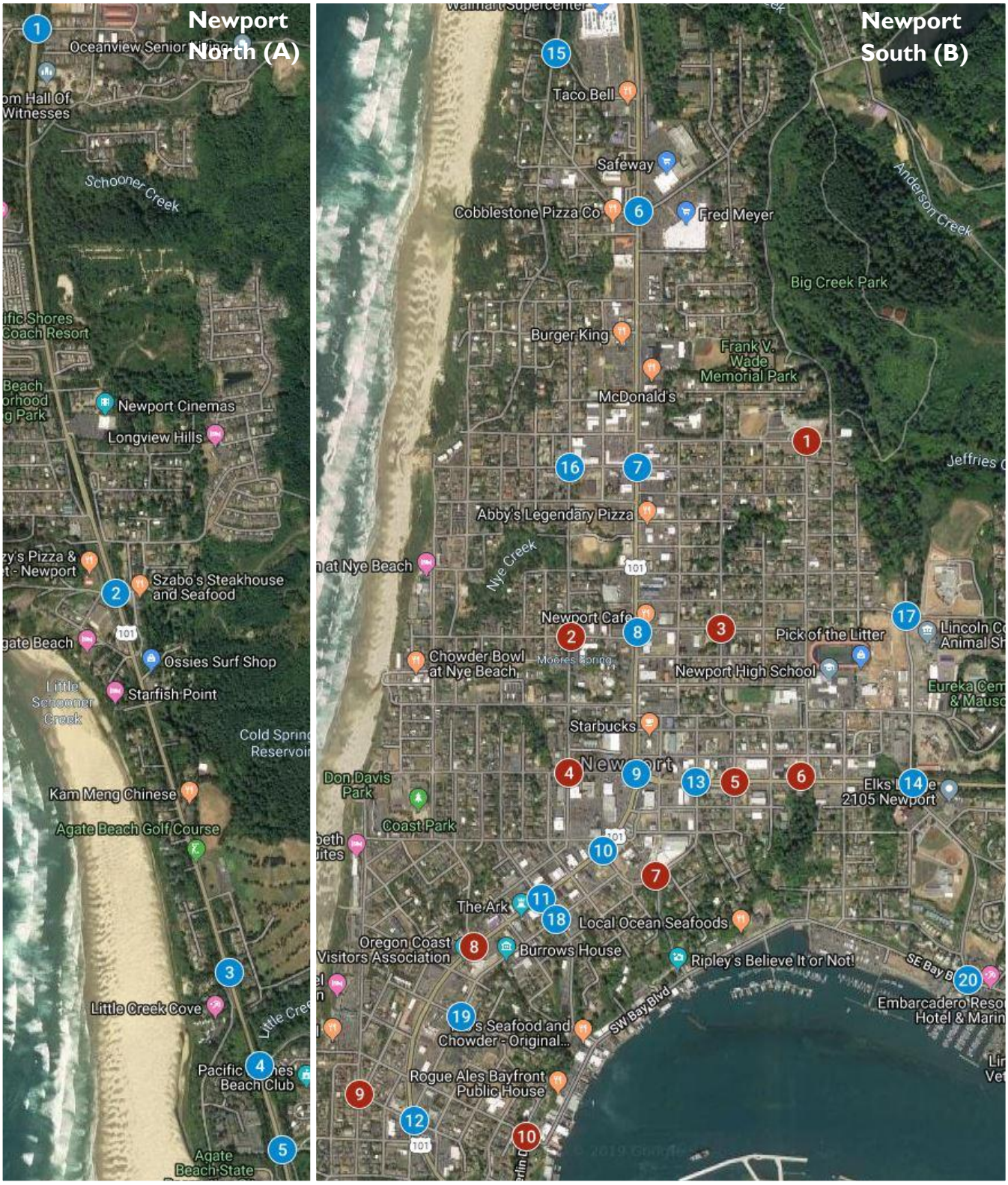


Figure 1: Newport Study Intersections, North (A) and South (B)

Traffic Volume Development

Study intersection traffic operations will be analyzed using estimated 30th highest hour traffic volume (30 HV) conditions. The 30 HV development process for existing conditions includes determination of the system peak and seasonal adjustments. Future volume development will be based on the Newport Travel Demand Model and a focus area model developed as part of the TSP.

Peak Hour Selection

Once count data is obtained, the system-wide peak will be determined from the maximum hourly total intersection volumes. The system peak hour will be used at each individual intersection to compare to ODOT mobility targets for current and future conditions.

Development of Seasonal Factors

The traffic count data was collected in Newport on July 11, 2019[1]. This represents a period where traffic volumes are at 30 HV (summer) conditions and higher than the average weekday conditions. Adjustments are required to reach average weekday conditions using methodology from the ODOT Analysis Procedures Manual.

To determine when the summer and average weekday conditions occur, data is first examined from Automatic Traffic Recorder (ATR) stations that record highway traffic volumes year-round. For Newport, one ATR is located within the City: ATR #21-009 along US 101, immediately north of the 25th Street intersection. In 2017, this location recorded an ADT of 18,400 vehicles with comparable traffic volumes in July and August, representing 30 HV (summer) conditions on the Oregon coast in Newport. However, the ADT at this site is not within 10 percent of traffic volumes along US 101 north of US 20 (2017 ADT: 23,100-25,700 vehicles) and along US 20 east of US 101 (2017 ADT: 11,000-17,300 vehicles) within the Newport Urban Growth Boundary, and a major intersection (US 101/US 20) is between ATR #21-009 and the segment of US 101 south of US 20.

Next, the ATR Characteristic Table was reviewed to identify an ATR with similar characteristics. The review produced no matches; therefore, we propose using the seasonal trend method to develop seasonal factors for the study intersections. The seasonal trend method averages seasonal trend groupings from the ATR Characteristics Table. For intersections along US 101 and US 20 in the Urban Growth Boundary, the "coastal destination" trend will be applied. During an average weekday, traffic

[1] Count date approved in email by Peter Schuytema dated June 26th, 2019

volumes are generally 20 percent lower along these highways than those during the summer. Average weekday volumes will be adjusted to these periods (100% of AADT). Summer volumes at these locations are based on a peak in late July and early August (120% of AADT), during the same period when the count data was collected. No adjustment to the July counts is needed.

Application of Seasonal Factors to Local Streets

Newport is a summer destination City with its beaches, and proximity to nearby shopping and attractions. As a result, peak seasonal trips travelling along US 101 and US 20 also impact the local roadway system in Newport. Therefore, to best represent average weekday volumes for City streets, seasonal factoring will be applied. The "coastal destination" trend will be applied to local intersections, including non-highway to highway movements at intersections to state highways.

Seasonal Factors

Using the methodologies described above, several seasonal factors were developed for the proposed July traffic counts (see Table 2). These factors will result in no change to the July counts since they already replicate summer conditions.

To replicate average weekday traffic conditions, these factors will result in a 17 percent decrease to the July counts.

Table 2: Seasonal Factors in Newport

Seasonal Factor Method	Summer (30HV) Seasonal Factor	Average Weekday Factor	Where Factor Applies
Newport ATR (ATR #21-009	1.00	0.83	All highway and non-highway movements

2040 Volume Forecasting

Future volume forecasts will be developed using the Newport Travel Demand model and a calibrated focus model for the Downtown area in Visum which will add additional network detail in coordination with City staff and TPAU. As part of the future volume forecasting, new base year (2018) and future year (2040) models will be developed in coordination with the City and TPAU for both the summer and average weekday conditions. Land use assumptions for summer and average weekday conditions will be coordinated with the City and TPAU.

Future traffic volumes at all study intersections will be post-processed using NCHRP 765 methodology. The resulting volumes will be used in the future volume traffic operations analysis.

Traffic Analysis

Traffic operations (delay, LOS, and v/c) will be analyzed for all study intersections under existing (2019) and future (2040) conditions. The Highway Capacity Manual (HCM) 6th Edition methodology will be used for signalized and unsignalized intersection analyses, where possible; signalized intersection v/c ratios will be post-processed to obtain intersection v/c ratios. If HCM 6th Edition results cannot be reported due to intersection geometry or other limitations, the capacity results will be based on HCM 2000.

Intersection Mobility Targets

All intersections under state jurisdiction must comply with the v/c ratios in the Oregon Highway Plan (OHP). The ODOT v/c targets are based on highway classification and posted speeds (see Table 3). Newport does not currently have mobility targets for its local streets, so the ODOT mobility targets for local streets will be applied at all intersections under Newport's jurisdiction.

Table 3: Intersection Mobility Targets

#	Location	Jurisdiction	Control	Highway Type	Posted Speed	Mobility Target
1	US 101/NE 73rd Street	ODOT	Two-Way Stop Control (TWSC)	Statewide	55	Major – 0.80, Minor – 0.95
2	US 101/ NE 52nd Street	ODOT	Signal	Statewide	45	0.80
3	US 101/NW Oceanview Drive	ODOT	TWSC	Statewide	45	Major – 0.80, Minor – 0.95
4	US 101/NE 36th Street	ODOT	TWSC	Statewide	45	Major – 0.80, Minor – 0.95
5	US 101/NE 31st Street	ODOT	TWSC	Statewide	45	Major – 0.80, Minor – 0.95
6	US 101/NE 20th Street	ODOT	Signal	Statewide	35	0.90
7	US 101/NE 11th Street	ODOT	Signal	Statewide	35	0.90
8	US 101/NE 6th Street	ODOT	Signal	Statewide	35	0.90
9	US 101/US 20	ODOT	Signal	Statewide	25	0.90

Table 3: Intersection Mobility Targets

#	Location	Jurisdiction	Control	Highway Type	Posted Speed	Mobility Target
10	US 101/SW Angle Street	ODOT	TWSC	Statewide	25	Major – 0.90, Minor – 0.95
11	US 101/SW Hurbert Street	ODOT	Signal	Statewide	25	0.90
12	US 101/SW Bayley Street	ODOT	TWSC	Statewide	35	Major – 0.90, Minor – 0.95
13	US 20/SE Benton Street	ODOT	TWSC	Statewide, on Freight Route	30	Major – 0.85, Minor – 0.95
14	US 20/SE Moore Drive	ODOT	Signal	Statewide, on Freight Route	30	0.85
15	NW Oceanview Drive/NW 25th Street	City of Newport	TWSC	Local Road	25	Major – 0.95, Minor – 0.95
16	NW 11th Street/NW Nye Street	City of Newport	TWSC	Local Road	25	Major – 0.95, Minor – 0.95
17	NE Harney Street/NE 7th Street	City of Newport	All-Way Stop Control (AWSC)	Local Road	25	Major – 0.95, Minor – 0.95
18	SW Hurbert Street/SW 9th Street	City of Newport	TWSC	Local Road	25	Major – 0.95, Minor – 0.95
19	SW Abbey Street/SW 9th Street	City of Newport	TWSC	Local Road	25	Major – 0.95, Minor – 0.95
20	SE Bay Boulevard/SE Moor Drive	City of Newport	TWSC	Local Road	25	Major – 0.95, Minor – 0.95

Safety Analysis

Collision trends will be identified by analyzing the most recent five years of available crash data (2013-2017) for roadways within Newport. Analysis will include calculation of critical crash rates and excess proportion of specific crash types at all study intersections, as outlined in Chapter 4 of ODOT's Analysis Procedures Manual (APM)[2]. For reference populations with less than 5 intersections, intersection crash rates will be compared to the published 90th percentile crash rates in Table 4-1 of the APM. Any intersection with a collision rate that exceeds its critical rate or the 90th percentile crash rate will be flagged for further review. Special consideration will be given to potential causes of collisions at locations with high bicycle/pedestrian crash frequencies.

ODOT's State Highway Crash Rate Tables will be reviewed and used to identify highway segments experiencing crash rates greater than the statewide average for similar facilities. Top 10% ODOT Safety Priority Index System (SPIS) sites will also be identified.

The collision analysis shall be used to identify crash patterns and suggest potential countermeasures at locations that exceed the published intersection or segment crash rates, or the calculated critical crash rate, and identify low cost systemic safety measures that could be considered later in Task 5 to reduce fatal and serious injury crashes.

Multi-modal Analysis

The pedestrian network conditions will be analyzed within the study area based on the ODOT Pedestrian Level of Traffic Stress methodology. The quality and availability of various characteristics, including a combination of sidewalk presence, speed limit, presence of buffers, roadway volume, number of lanes, shoulder widths, and presence of lighting, will be rated system-wide as "LTS 1", "LTS 2", "LTS 3", or "LTS 4". These ratings are on a graded scale corresponding to low stress suitable for all users (LTS 1) up to high stress suitable for able-bodied adults only (LTS 4).

The bicycle network conditions will be analyzed within the study area, using the ODOT Bicycle Level of Traffic Stress methodology. The analysis will be based on a combination of traffic speed, presence of bicycle facilities, on-street parking, and other street characteristics, and will be rated system-wide

[2] Analysis Procedures Manual Version 2, Oregon Department of Transportation, March 2016.

as “LTS 1”, “LTS 2”, “LTS 3”, or “LTS 4”. These ratings are on a graded scale corresponding to low stress suitable for all cyclists (LTS 1) up to high stress suitable for experienced cyclists (LTS 4).

The multi-modal analysis will show the extent to which the existing pedestrian and bicycle network provides a level of comfort and safety for users. This analysis can also be used to identify opportunities to enhance the pedestrian and bicycle network in the future. Roadway characteristics will be gathered from field work, aerial photos, GIS, ODOT inventory reports, and the current TSP. Figures for the project area will be provided with a summary of the ratings.

DRAFT MEMORANDUM

720 SW Washington St.
Suite 500
Portland, OR 97205
503.243.3500
www.dksassociates.com

DATE: September 10, 2019

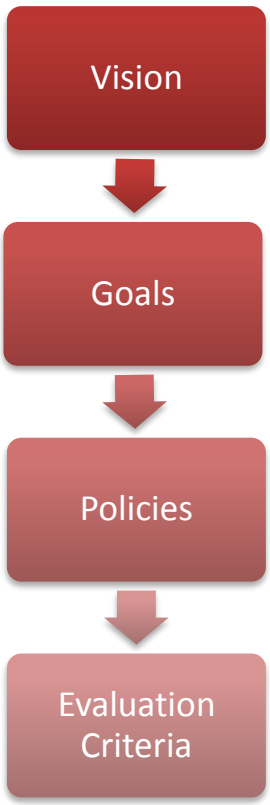
TO: Newport TSP Project Management Team

FROM: Carl Springer, DKS Associates
Kevin Chewuk, DKS Associates

SUBJECT: Newport Transportation System Plan Update
Technical Memo 4 – Goals and Objectives

The purpose of this memorandum is to initiate the process of developing the transportation-related vision, goals, policies, and evaluation criteria that will help guide the update of the Newport Transportation Plan (TSP) and future investment decisions. This effort will continue through the planning process, shaped by input received from the project team, Project Advisory Committee and the general public.

Setting Direction for Transportation Planning



Collectively, the transportation-related goals, policies, 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 policies 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 **policies**. In contrast to goals, policies should be specific and measurable. Where feasible, providing a targeted time period helps with policy prioritization and achievement. When developing policies, 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, measurable **evaluation criteria** that are based on the goals and objectives will be developed. For the Newport TSP, they will be used to inform the selection and prioritization of projects and policies for the plan by describing how well the alternatives considered support goal areas.

Developing Updated TSP Goals and Objectives

The goals and objectives from Newport's current TSP, Comprehensive Plan and Vision 2040 provide a starting point for setting the direction for the new TSP. They cover a wide range of topics that could be applied to the TSP.

From that review, the project team developed an initial set of goals and objectives as a starting point for the Newport TSP update. The new draft goals and objectives provided below will be shared with the Project Advisory Committee at their first meeting, and the general public, with further input sought to refine them. At this time, all goals and objectives are considered to be of equal importance.

After receiving input, the project team will create a revised set of goals and objectives and develop corresponding evaluation criteria. These will continue to evolve throughout the TSP update process.

Transportation 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 US 101 and US 20 complement a vibrant streetscape where people stop and visit and can cross the highway safely and comfortably.

TSP Goals

Goal 1: Safety

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

a) Reduce the frequency of crashes and strive to eliminate crashes resulting in serious injuries and fatalities.

b) Proactively improve areas where crash risk factors are present.

c) Improve the safety of east-west travel across US 20.

d) Improve the safety of north-south travel across US 101.

e) 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.

a) Support expansions of the transit network and service.

b) Support efforts to implement future improvements that enhance the capacity of US 101 and US 20.

c) Manage congestion according to adopted mobility standards.

d) Support transportation options for people of all ages and abilities.

e) Ensure safe access to schools, parks, and other activity centers for all members of the community, including children, people with disabilities, older adults, and people with limited means.

f) Provide an interconnected network of streets to allow for efficient travel.

Goal 3: Active Transportation

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

a) Continuously improve existing transportation facilities to meet applicable City of Newport and Americans with Disabilities Act (ADA) standards.

b) Provide walking facilities that are physically separated from auto traffic on all arterials and collectors.

c) Consider low-cost, interim improvements to enhance walking and biking safety on all arterials and collectors.

d) Provide safe street crossing opportunities on high-volume, high-speed streets.

e) Provide complete walking access to transit routes and major activity centers in the City.

f) Progressively close gaps in the existing sidewalk network.

g) Provide biking facilities that are comfortable and attractive for users of all ages and abilities on all arterials and collectors.

h) 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.

a) Support improvements that make the City a safe and comfortable place to explore on foot.

b) Manage congestion according to adopted mobility standards, with a priority on freight routes and major employment centers.

c) Support regional tourism and strategies to encourage stops in Newport.

d) Ensure parking requirements are compatible with new development.

Goal 5: Environment

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

a) Provide access to alternative fuel sources.

b) Support strategies that encourage a reduction in trips made by single-occupant vehicles.

c) Minimize negative impacts to natural resources and scenic areas, and restore or enhance habitat, where feasible.

d) Consider 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.

a) 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.

b) Provide active transportation connections between neighborhoods and parks/open spaces.

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.

a) Anticipate the impacts and needs of connected and automated vehicles.

b) Seek to supplement traditional transportation options with new alternatives such as car sharing, bike sharing, driverless vehicles, and ride sourcing.

c) 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.

a) 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.

b) Preserve and maintain existing transportation facilities to extend their useful life.

c) Seek to improve the efficiency of existing transportation facilities before adding capacity.

d) 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.

a) Coordinate projects, policy issues, and development actions with all affected government agencies in the area.

b) Build support with regional partners for the improvement of regional connections.

Supplemental Strategies

In addition to the goals and policies outlined above, a set of supplemental strategies and guidelines are shown below to address specific issues of concern within the Commercial Core and Agate Beach areas of the City. The strategies will be extensions of the citywide goals and policies to provide adequate depth and context for addressing the unique issues within these areas.

Commercial Core

- Support efforts to implement future improvements that enhance the safety of US 101 and US 20 and their intersections through the Commercial Core.
- Explore options for highway routing through the Commercial Core.
- Consider options to meet the future capacity needs of the Yaquina Bay Bridge.
- Provide for improved pedestrian and bicycle facilities across Yaquina Bay.
- Provide safe crossing opportunities on US 101 and US 20 in the Commercial Core.
- Provide streetscape improvements that are consistent with the character of the Commercial Core and serve as attractive gateways.
- Support the economic vitality of businesses in the Commercial Core.
- Ensure parking requirements in the Commercial Core are compatible with new development.

Agate Beach

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

City of Newport

Community Development Department

Memorandum

To: Planning Commission/Commission Advisory Committee

From: Derrick I. Tokos, AICP, Community Development Director

Date: September 19, 2019

Re: 10/7/19 City Council Meeting on the Parking Advisory Committee Recommendations

---

As I mentioned in an email last Friday (9/13), staff will prepare a report for the City Council to see how they want to proceed with these recommendations. It will be presented at the October 7th Council meeting.

The Commission's action following the September 9th public hearing will be framed as a recommendation that the City Council not adopt the amendments to the Public Parking Element of the Comprehensive Plan, as drafted, and instead create a new advisory committee with instructions that they revise the draft to eliminate or minimize recommendations related to metering. The Council can proceed in this manner or, if they are not comfortable with that approach, then alternatives would be for them to hold a work session or a public hearing on the amendments.

It might be beneficial for a couple of Commissioners to attend the October 7th meeting to discuss the different perspectives of the group given that the motion recommending the Council move forward with the amendments failed on a 3-4 vote. Members of the Parking Study Advisory Committee may attend the Council meeting as well. The Port Commission is holding its regular meeting on September 24, 2019 (6:00 pm, South Beach Marina) and I understand this topic will be on the agenda.

This work session item is a placeholder for the Commission to discuss how it wants to approach the October 7, 2019 City Council meeting.