

**MINUTES**  
**Transportation System Plan Policy Advisory Committee**  
**Meeting #7**  
**Newport City Hall Council Chambers by Video Conference**  
**January 27, 2022**

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**Committee Members Present by Video Conference:** Jeff Hollen, Tomas Follett, Beatrice Botello, Bob Berman, Dean Sawyer, Ralph Breitenstein, Judy Kuhl, Rich Belloni, Linda Niegebauer, James Feldman, Lyle Mattson, and Roland Woodcock.

**Committee Members Absent:** Roy Kinion, Rosa Maria Coppola, Dietmar Goebel, Bryn McCornack, 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, Darci Rudzinski, and Kevin Chewuk.

**Public Members Present by Video Conference:** Steven Webster, Nyla Jebousek, Edward Wolfer, Cynthia Jacobi, and Laura Young.

1. **Call to Order & Roll Call.** Meeting started at 6:03 p.m.
2. **Approval of Minutes.** Motion was made by Ralph Breitenstein, seconded by Judy Kuhl to approve the December 16, 2021 Transportation System Plan Policy Advisory Committee meeting minutes as presented. 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 project schedule through 2022.
4. **Revised Draft Transportation System Plan.** Springer reviewed the changes to Chapters 2 and 3. He asked for comments and there were none. Springer then reviewed the changes to Chapter 4 concerning the local street cross sections, the narrow cross section for local streets, and the curb to curb measurement examples. Berman thought that seven feet wasn't enough for two cars to pass by each other. Springer explained that cars would commonly have to take turns in these narrow sections. Chewuk noted that these were commonly referred to as yield streets and they would have assigned locations where people couldn't park so there were gaps where one vehicle could yield while another passed. This made passing opportunities wider at those locations. Hollen thought that the problem was a lot of the existing roads had already been built and widening streets up to 18 feet would put the roads up to the structures. He noted the December version of the TSP plan had a local street with a potential of a 20 foot width and yield streets at 14-16 foot widths. These would work for neighborhoods with roads already in existence. Having to widen these streets wouldn't work for them and would restrict a lot in these neighborhoods. Trying to change it to a minimum of 28 feet for all streets would make it difficult to walk in some neighborhoods. Tokos noted what Hollen was sharing was still included in the mix. The shared street concept was for streets that had no more than 500 ADTs or 50 dwellings on them. What they were talking about here were larger streets than what Hollen was speaking about. This wouldn't qualify for what he was talking about because there would be too many dwellings that would be feeding onto the streets. Springer confirmed this wouldn't replace the shared streets, it was for more conventional applications in larger neighborhoods. Hollen asked if the development code that said all streets be 28 feet was overridden by the TSP. Springer explained they needed to be in sync and it had to say the same thing.

Woodcock asked if there was any information on how things worked out when they shrunk it to a 28 foot curb to curb. Springer explained the key was if there was parking on both sides, you would need to locate them strategically so people could pass comfortably. For a lot of cities in Oregon this was a preferred solution. The intent for this kind of cross section would be aligned to new development. Tokos agreed and noted the cross section would be targeted to larger streets.

Sawyer noted that Steven Webster had made a comment that Bay Blvd was 28 feet wide. Sawyer thought that if a fire truck was trying go through this area when all parking was taken away it would be problematic for anyone getting through the area. He thought 36 feet for new development made sense. Feldman noted that it was common to have 18 feet and often they wouldn't have cars parked on either side. What they were talking about are local streets. Springer noted Bay Blvd wasn't a local street and they weren't planning on trucks being on these local streets.

Berman asked for clarification on redevelopment and what the requirement would be if they included the 28 feet. Tokos explained the requirements for infill development would vary based on the street sections that were the issue. In many cases what they were dealing with was fragmented local roads that had less than 50 dwellings loading on them and in which case the yield street concept would apply. Where they had larger volumes of residential traffic they tended to have wider local streets already. This would be more prospective for new subdivisions that came in. Tokos asked if the Committee was interested in seeing this or if they were comfortable with the existing section. Woodcock liked the 28 feet because it was designed to be appropriate for the amount of traffic being handled by the street and needed less resources to do it. Berman asked if the 50 dwelling cutoff for shared streets could be changed so that the current 36-28 feet could be incorporated but the 28 feet applied to streets with 25-50 dwellings or something like that. Tokos asked if he was asking to see it teed off of vehicle trips that were loading onto streets. Berman confirmed he was. Tokos reported that they could potentially do this. Belloni referenced the subdivision he had on Lincoln Lane that had three dwellings on the County street and nine on the local street with very few cars on it. He asked if this would be better because of the size of the lots and something that would be in effect in the future. Tokos explained that in the future this would be within the yield and shared street section. Belloni said he would lean toward this.

Botello joined the meeting at 6:29 p.m.

Follet thought it seemed like they were leaving out any possibility for a bike lane for new development streets that were serving more than 50 homes. He asked if they would need bike lanes if they were serving them. Tokos thought this was a good point. Mattson asked if there was a guess on how large a new development would grow into, and it was constrained to a 28 foot curb to curb, would it be harder to widen the streets as the roads became larger. Tokos explained that what they were talking about here was for new development. If it was a local street, and it was likely to be extended when continuing to take on additional traffic, it would be difficult to reconstruct the older sections of the subdivision because things were already in place, such as curbs and landscaping. Mattson thought that with this being said, he thought it would be short sighted to think that the development of 28 feet would be better than to build to than 36 feet. Tokos noted the general thought was that the 28 feet would be sufficient for a fairly significant amount of traffic. The catalyst was to slow traffic down for safety and reduced the overall upfront capital costs that were pretty substantial. Being a terrain constrained community we had to be realistic on what they could construct given the steep slopes, wetlands and features they were struggling with. They could stick with the existing cross section, or they could advance this and one of the other policy options and see where they landed through the public outreach process. Berman asked if this was just for residential streets. Tokos confirmed it was for residential local streets for the most part. Nebel asked under these guidelines would the City have the opportunity to require wider streets for future streets that would be an eventual thoroughfare in the

area. Tokos noted that the 40 acre property off of Harney Street for future development and the next phases of the Wilder Subdivision wouldn't be local streets, they would be collectors because they were taking on a lot of additional traffic and wouldn't typically have driveways. Nebel asked if they could require one of the subdivisions off of Harney to be a wider street. Tokos confirmed they could because they would come in with a concept that would have multiple phases. They would have a tentative plat which would pick up the whole area and then individual phases would come in as the developers could support paying the infrastructure. They would be working off the plan that had a bigger roadway and the smaller local streets. Belloni thought some of the smaller streets had no way of adding on to them. Mattson agreed, and thought this was a good idea as an option as long as it could be looked at. If the potential was to be higher use street it should be required to be 36 feet. If it was unlikely it would happen it would be to everyone's advantage to do the 28 feet. Berman agreed and thought they should make the 28 feet conditional with a review by a Planning Commission for approval. Tokos pointed out that a lot of these decisions already went to the Commission. He noted that what he was hearing was there was general agreement to phrase this as a couple of policy options with the relative strengths and weaknesses to be taken to the public hearing process to see where it landed. The Committee was in general agreement with this. Feldman noted that there might be some confusion on local versus arterial streets, and which streets would have specific widths. He thought they should show location maps to show what was local. Tokos noted they could provide clarity on this for the different options.

Springer reviewed the changes to Chapters 5 and 6 regarding couplets. He reviewed the existing traffic configurations for US 101 and SW 9th Streets, and then the US 101 two-way improvement concept. Tokos added that when this was put together there was a need for parallel bikeways. The State required accommodations for all modes of travel and the City didn't currently have this. They were going to have to address bike facilities if they were going to do any meaningful changes on how the highway functioned.

Tokos reviewed the US 101 alternative comments they received from the public. One comment suggested that instead of an adding a six foot buffer they could introduce a center left turn lane through the downtown area. Tokos pointed out that the numbers on the sheet that were included in the public comment didn't quite add up right. This suggestion meant they would have to remove curb extensions that had been recently put in. This concept would also put the travel lane at the curb lane and would add 12-16 feet for pedestrian crossings. Tokos noted this would reduce safety for pedestrians and eliminate parking. He pointed out that this promoted highway oriented commercial use instead of line mixed use. It also placed travel lanes closer to buildings that were largely built up to their property lines. Tokos explained that when redevelopment occurred they would look to push the building footprints further away from the sidewalk to provide more separation, and try to provide more parking on the side and back of the buildings. This would be hard to do on the west side because of the slope west of US 101. Tokos didn't know if ODOT would support this concept largely because it would degrade the pedestrian facilities and it didn't address bike facilities. Berman asked where this concept came from. Tokos noted it was submitted as part of the public comment in the packet.

Springer reviewed the US 101 circulation improvements. This benefitted the city by allowing for separated bikeways, wider sidewalks and landscaping buffers.

Tokos reviewed Urban Renewal funding. He felt it was import to understand that \$11.7 million was a significant amount of money. It was important to understand what the sources of the funding would be. In this area Urban Renewal funding wasn't exclusively city money. For every URA dollar, 38 cents of it were from taxes the city collected. The balance was coming from the other taxing entities and the total available across the life of the plan, which extended to the late 2030's, was almost \$40 million dollars. The purpose of the funds is to invest in the commercial core area to transportation facilities to ease congestion, spread out traffic, enhance pedestrian experiences, and facilitate redevelopment.

Tokos reviewed the State and Federal funding and how the plan assumed the discretionary state and/or federal funding. He reminded the group that when thinking about the funding the Committee should think about the sources of the funding. Tokos explained that up to half of the funding would be from Urban Renewal and the balance would likely come from State and Federal sources if available. If it didn't fulfill the Urban Renewal objectives, the City would then be held accountable by the other taxing entities. If it also didn't fulfill the objectives the State was looking for, we simply wouldn't get the funding.

Springer reviewed the possible diversion of traffic to Benton Street and what they needed to think about to make the diversion safe. Tokos noted that the TSP only went so far. The project, as part of it, would move into the design phase where some of these issues could be figured out and mitigated through design. Kuhl thought that if they went with the couplet and they brought traffic back to US 101, there would be a short area for traffic to turn onto US 20. She suggested they move the merged lane onto US 20 back a little bit so the trucks would have a wider turn going north on US 101 and to save with congestion. Tokos noted that for Kuhl's point, if a couplet landed in the plan and moved to a design phase, and there would be room to have conversations about how they handled Benton Street. The relevant benefits for the intersection of US 101 and US 20 was unlikely to eliminate a northbound right turn onto US 20 to US 101 because not all traffic would be coming up the couplet. Springer noted that most of the traffic on the couplet wanted to head north on US 101 and the majority didn't want to travel east on US 20. Tokos explained this was what he meant when he stated they could delve into these considerations in more detail as they moved into a design and trying to pin things down to a tee. Hollen thought for the people who wanted to go east on US 20 it would reduce the congestion for the northbound traffic and US 101 and US 20. Mattson reminded that a lot of people already took the couplet route in the area as bypass to get around US 101.

Tokos asked how the group felt about what was in the plan currently and what they would like to recommend moving forward relative to a short couplet versus a two-way with bike lanes on 9th Street. Mattson thought that leaving US 101 as a two-way road with no street parking meant the exiting stop light stayed and they wouldn't have to add a turn lane. Without a turn lane the street would become wide enough as a two-way street, if there wasn't parking, to accommodate a lot of the things they wanted to incorporate such as sidewalks and bike lanes. Mattson questioned why putting a four block section of town into two one-way sections when they didn't have this traffic pattern in the rest of town. He didn't think it was a good idea. Mattson thought removing the parking and making it a better road made the most sense. Woodcock asked how anyone would have access to any of the businesses if they took away parking there, and why anyone would invest in this area if there wasn't parking. Mattson noted this area already wasn't being used for parking in this section because it was unsafe. Woodcock thought taking away any parking would make the properties less attractive as an investment opportunity. Mattson suggested that the \$11 million dollars could be used to acquire a property in the four block area to put a parking lot in. Belloni spoke about properties in the area that could be purchased to add parking all the way through to the highway.

Tokos reviewed the map of the two-way option on US 101. Nebel noted that the concern he got for the two-way configuration was that this was a dead economic zone that people just drove through. This kind of configuration wouldn't do anything to potentially allow for redevelopment in the area to be a more viable commercial area. Nebel thought for a redevelopment of that property he would have some real concerns as to whether they would have blighted properties on both sides of the street in this scenario. Berman agreed and pointed out that people weren't currently parking in this area because all the businesses were closed and it was dangerous to park there. The idea of the plan was to look at the next 20 years and visualize how to incentivize economic development. Improving traffic was one of the objectives. The main goal for Urban Renewal was to redevelop blighted properties and increase the tax base. Berman thought this was best served by a couplet, and thought having a parking lot would

help. Sawyer agreed that people wanted to park by businesses and the Committee needed to be sensitive to this.

Kuhl expressed concerns about making US 101 a two-lane instead of the four lanes, and how the increase of summer traffic increase would have to merge into two lanes from four. Tokos noted the two-way map depicted four lanes of traffic with two lanes going both northbound and southbound, and aligned to what they had to the north and to the south. There would be heavy volumes of traffic along the corridor but there wouldn't be any merging. Kuhl thought they were wanting to do a two lane with parking on each side. Tokos explained the two lane was for the couplet because that was where they split the north and southbound traffic.

Hollen thought the couplet made sense and if the businesses would then need to redevelopment they would have access on both sides and they could raise their buildings like the rest of Newport to build back off of US 101. He suggested they consider allowing some parking on the street for the businesses on the north side of US 101. Tokos explained the couplet option could accommodate more in the way of density. They could get a meaningful number of housing in the area over time on multi-story development. To the extent they could leverage existing infrastructure, in addition to supporting the street work for development, they would be further ahead.

Neigebauer thought they shouldn't do a couplet. All it did was divide the economic opportunities and wouldn't improve traffic. Neigebauer thought keeping it the way it was and making a parking lot would be the best thing to do. She also noted that the couplet would take the local bypass away from those that lived and worked in Newport.

Mattson noted the city purchased the old Sears building for the current parking lot. The couplet would mean the parking lot would be lost there. Tokos clarified the City purchased this property for further expansion of the City campus and the parking lot was just temporary. The couplet would allow for further expansion of the campus.

Botello noted that many people lived close to the area of the couplet and there was no shelter. She didn't know if it was best to have this. Botello also heard from the community members that they would like a plaza with a parking lot for something like the farmers market. Tokos reported the plaza concept was presented conceptually as an option for the couplet. He noted that what he was hearing was there was general support for the different options and to bring forward both as policy options as it moved through the public hearing process. The Committee was in general consensus with this.

Springer reviewed the US 101 at US 20 information and the typical timeline for implementation. Tokos noted that the TSP could have policy language that emphasized that the city engage with property owners as projects were refined to make changes. What he had heard was that there was a legitimate concern by the property owners that they be fully engaged as the design moved forward, and that the ultimate improvements benefited everybody.

Mattson expressed concerns about losing parking on his property on the west side of US 101 that had eight businesses if they added two turn lanes from US 101 to US 20. He said that this would be devastating to these businesses. Belloni agreed and wanted to say that he was against this. He saw all that JC Market had done for the City of Newport and to take away a third of their parking was wrong. He wanted the Committee to say they didn't agree with this and that figuring it out later wasn't a good enough answer. Berman pointed out that the other alternative for fixing this intersection was even more expensive and took more private property. He stated he might have more confidence in the administrative process if it was what was outlined. Berman felt they needed to do something. If this was the best option they needed to do as much as they could to mitigate and minimize the impact to

property owners. There would be impacts if they wanted to fix the intersection. The only alternative to fixing it would be to leave it as it was and watch traffic get worse. A discussion ensued regarding how the change would affect Mattson's property and the thought about different configurations for parking on the property. Mattson wanted to see the plans before they decided. Berman reminded that it was too early to have the designs determined. Belloni noted that once this was approved it would be hard to go back and change the plan. Berman noted that the yellow lines on the map were a concept only. Belloni disagreed. Mattson noted he had asked for dimensions and they hadn't been provided. Berman reminded that a design plan had to be done along with outreach in order to get these details. He thought they needed to have some sort of solution. Mattson agreed but thought they shouldn't go ahead with anything that didn't have details. Berman noted it was in the unconstrained projects and it wouldn't be looked at it for another 10 years. If they didn't put it in they would be saying they would be living with it as it was for the next 20 years. Mattson disagreed and what he was trying to say was that it wasn't the right idea to devastate seven businesses. Hollen thought the point was to get two turning lanes onto US 20. The widening wouldn't have to cut too much into Mattson's property. If what they were think was to go to the east, they would be getting rid of the gas station and it would be where the primary widening could take place. The yellow lines on the drawing weren't definite enough or a final version of the plan.

Tokos suggested the best way to address this would be to identify it as the preferred solution but carve out a small project in the TSP that would seek to pin down the details on this before a commitment was made to do a full project. Springer confirmed they could do a 10 percent design. He noted the yellow lines on the drawing were aggressive and wouldn't be so dramatic. Mattson disagreed and had measured out what it would take to add a lane and thought the yellow lines were accurate. Springer noted that this assumed that the distance would be split evenly across the highway and they still didn't know what the best location was. Tokos noted they didn't necessarily have the distance equal on both sides of US 101. He thought it would be reasonable to carve out a little detailed project to scope this specifically in more detail before a commitment was made to move forward with the project. Sawyer asked if they could eliminate the yellow lines that were represented on the diagram and put in that they would like to see two turn lanes onto US 20. Springer noted they could do both and put in a line item that said there would be further study. He reminded the group the diagram wasn't included in the TSP and was just being used as a reference for the Committee meetings. Belloni asked how the two lanes would go to one lane on US 101 to US 20. Springer explained the two lanes would have to be longer and go a few blocks before they went to one lane. Tokos asked if the Committee thought this was a reasonable way to approach it. The plan would say they wanted to add the additional southbound turn lane from US 101 onto US 20 and to create a smaller project that would get more of a scope of the details before they pursued the project. Then they would have a chance to raise issues when they had more details than just yellow lines on a map. Mattson stated it was beyond him to think that it was appropriate to damage one of the City's long time businesses and call this a preferred plan. The preferred plan should be to widen the street and not encroach on this property. They had been in business for 50 years and had done everything the City asked them to do. Mattson couldn't imagine what this would do to the businesses. Tokos thought scoping it out in a smaller project in greater detail would buy them some time to work through these issues. The discussion could be to take away more from the Shell Station and Walgreens, but they wouldn't know what the discussion would be. Mattson thought it would damage the value of the property and his business. Tokos reminded the group that any acquisition of property for roadway widening had to go through an appraisal process where it considered damage to the overall property, and the city was required to do this by law. Woodcock liked shifting the highway more to the east instead of west on US 101. A discussion ensued regarding how they could push the lanes to the east properties on US 101. Niegebauer thought the bank should be relocated. Sawyer cautioned that the bank would have an argument just like Mattson had. Tokos proposed they bring this as the preferred solution with a targeted study to pin down the exact impacts and where those impacts were before they made any commitments. Belloni suggested making it a

preferred solution to move everything 20 feet to the east. Tokos thought at the end of the day it could be the end result but he thought they would have a better end result if they had a better option on a more detailed pin down of the rights-of-way so they could better articulate the reasons at that point in time.

Springer covered the suggested additional projects. Tokos noted the Newport Beach Access Resiliency Plan could either be added to the TSP or brought forward as a separate item through the Comprehensive Plan. Berman noted the US 101/73rd Street should have an enhanced pedestrian crossing at this intersection. He didn't know how they could have a major neighborhood collector street be a major part of the Newport transportation network when it was closed off five days a week during school days. Berman wanted to see some way to design something for the kids to be able to get across the street without blocking the street for the majority of the day, every day. He also wanted to see the two projects added.

Springer reviewed the questions the Committee had submitted. Tokos explained the Nye Street would be a street connection with dedicated bike lanes down Oceanview Drive along the bike route. They would be looking at a one way on a portion of Oceanview. Berman asked for more references for the Light House to Light House Trail on the plan. This needed to be clarified on how it fit together.

Springer reviewed the priority changes to projects and EV charging recommendations. Woodcock noted that the TSP was a 20-year plan and they would see an increase in electric vehicles over the course of these years. He wondered where the provisions were to acknowledge this sort of change. Springer thought they could add a narrative on how to consider charging stations.

Springer reviewed the list of what they had heard from Committee members. Tokos noted he would like a separate set of maps for the final meeting so they had them for the Committee's recommendation. Follett wanted to see a separate map for the north, center and south categories on separate maps so they weren't all crowded on one small map that was unreadable.

5. **Recommended Code Changes (Tech Memo #12).** Springer introduced Darci Rudzinski to the Committee. Rudzinski reviewed what the required proposed changes were. She noted there were new parking lot standards added. They recommended that text be put into tables for the standard dimensions for off street parking and included new requirements for angled parking. Also included were new landscaping requirements for larger parking lots, how landscaping had to be incorporated into parking lot design, and the types of landscaping that were required. Tokos asked if any of the Committee members had thoughts on these changes to send him a note.
6. **Any Outstanding Issues?** Springer covered the project critical success factors. He asked the Committee if they had any other issues that needed to be considered. None were heard. Tokos noted they would make the changes and then discuss them at the next meeting at the end of February. Then the plan would go to the Planning Commission and then City Council for consideration. From the discussions the Committee just had, there were two policy options that would be moving forward for sizing of the local street sections, and a solution for the US 101 two-way travel with bike lanes on 9th Street. US 20 and US 101 would be framed as a recommended solution but there would need to be an additional targeted study to pin down impacts before a decision is made to proceed with that project.
7. **Public Comment.** Nyla Jebousek addressed the Committee. She asked if San-Bay-O Circle had been addressed in the TSP as a critical issue to be dealt with. There were over a hundred dwellings on this street that could not get out of the corner because Fred Meyer and the 20th Street traffic signal were installed 30 years after the construction of this neighborhood. The TSP included features for development that were never considered for her neighborhood when this development took place.

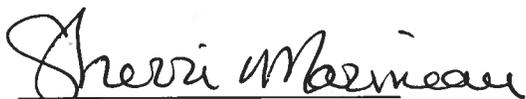
Jebousek felt they were making plans to prevent future transportation problems which were currently being ignored for her neighborhood. This was a dangerous intersection and she had asked for a light at this location for decades. Tokos reported a traffic signal was not being considered as a recommended project for San-Bay-O Circle and US 101 because it didn't meet the State's warrants for prioritization for signals along that alignment. Jebousek disagreed and said that it did meet the State's warrants before the population was over 10,000 and should have been dealt with when the light went in on 20th Street. She asked what the process was for a citizen to submit these critical needs to this group for consideration. Tokos explained she raised the issue and her comments would be captured in the minutes and she would have the opportunity to raise this as it went through the balance of the process of public hearings and ultimately before the City Council for adoption. Tokos noted that this was not included in the TSP and they could articulate it in writing as to why it was not included. He noted he had mentioned it verbally as well. Jebousek asked if he was saying it wasn't included because they didn't have the warrants from the State. Tokos confirmed that was the case for most side streets that tied into US 101. Jebousek said there are no other streets in Newport that didn't have alternative methods of exit onto US 101 but them, and she felt they met the warrants for a city of 10,000. Tokos reiterated that they would put down the reasoning as to why that was not a recommendation in the study and she could raise it with policy makers and this Committee again when they meet for a final time. Jebousek stated that she had raised this issue at every meeting she attended. Tokos reiterated that she had raised several issues indicative to San-Bay-O Drive and this was one of the issue raised. Jebousek stated this was the issue she raised. Hollen responded and stated that as a Committee member he acknowledged that Jebousek had raised the issue and noted that he and the other Committee members didn't consider it significant enough to warrant a traffic signal for the San-Bay-O neighborhood. As people approached the US 101 intersection they could head south or choose to go north to find a way to turn around if needed, just like any other entrance on US 101. Jebousek didn't think this was an accurate description of their situation. Hollen pointed out that if they followed her reasoning there would be stop lights at every intersection. Jebousek stated again that this wasn't accurate because they were the only street without an alternative route.

Breitenstein asked if they could do a mock up drawing to move the US 20 intersection to the east by the next meeting to see how it would look. Woodcock agreed they should have this. Springer thought he could mock something up that wasn't precise but would give an idea of what it would look like. Hollen thought they should consider condemning the whole gas station property on the east side to widen the intersection. Mattson appreciated the comments and thought it would make sense to do this when considering the cost of acquisition of a property. The cost to acquire the property to the east might be cheaper.

Tokos noted that the next meeting would happen around the end of February and he would get a poll out to the Committee on dates.

**8. Adjournment.** Having no further business, the meeting adjourned at 8:22 p.m.

Respectfully submitted,



Sherri Marineau  
Executive Assistant