

**MINUTES**  
**Transportation System Plan Policy Advisory Committee**  
**Meeting #5**  
**Newport City Hall Council Chambers**  
**July 8, 2021**

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**Committee Members Present:** Jeff Hollen, Tomas Follett, Bob Berman, Dean Sawyer, Ralph Breitenstein, Judy Kuhl, Roy Kinion, and Rich Belloni.

**Committee Members Present by Video Conference:** Rosa Maria Coppola, Dietmar Goebel, Beatrice Botello, Linda Niegebauer, and Bryn McCornack.

**Committee Members Absent:** James Feldman, Lyle Mattson, Roland Woodcock, and Fran Matthews.

**City Staff Present:** Community Development Director, Derrick Tokos; and Executive Assistant, Sherri Marineau.

**Consultants Present:** Carl Springer.

**Public Members Present by Video Conference:** Cynthia Jacobi.

1. **Call to Order & Roll Call.** Meeting started at 6:08 p.m.
2. **Approval of Minutes.** Motion was made by Ralph Breitenstein, seconded by Judy Kuhl to approve the February 25, 2021 Transportation System Plan Policy Advisory Committee meeting minutes as written. The motion carried unanimously in a voice vote.
3. **TSP Decision-Making Process Ahead.** Springer reviewed the project schedule. Berman asked how the Committee should submit feedback about the technical memo. Tokos requested they send more detailed comments directly to him and give comments during the meeting slide show.
4. **Draft Roadway Standards (See Technical Memo #10).** Springer reviewed the roadway standards and the street functional classification of roadways 1 and 2. He pointed out the differences in the collectors. Tokos noted that collectors would serve more residential neighborhoods. This would be a tool to couple the designations with changes to the code. This would also set up a process for which the City could determine when traffic calming solutions were warranted and what traffic calming solutions should be deployed in certain areas, such as a street cushions or speed humps.

Springer reviewed the variety of local streets. Berman pointed out that the descriptions in the Tech memos for private streets said the city wasn't responsible for regular maintenance of streets that were heavily used public streets but were private. Berman wanted to see this vetted. Tokos noted the request for a private street category came from the city. There were a lot of private streets the city weren't responsible for that they didn't want to designate as public. Berman noted that 68th Street was on the list but it was public. Tokos explained that they would review the list to make sure public streets weren't included. Hollen pointed out there were descriptions of a private streets on the TSP plan. Tokos noted there were different types of private streets, such as in Southshore, that weren't maintained by the city and were more heavily traveled. There were other developments where there were four or fewer homes that had driveways that were built in undeveloped rights-of-way. These were considered private and the city wouldn't maintain them. This could be changed through a TSP process, but up to that point if it was four or fewer homes the city wouldn't maintain it. If it was more, the city would maintain. Berman noted that on page 9 it listed quite a few streets that were classified as such, but weren't. Springer noted the intent was to clean this up.

Springer continued his review of street function classifications. Tokos noted that the shared street concept was a concept they were looking at to see if they could do narrower streets in certain circumstances because it comported with how some of Newport's neighborhoods really were. A shared street concept was often

allowed to not have sidewalks and bike lanes when there were low traffic volumes. This could be defined in a number of ways. The documents defined this as 500 trips per day. Each single family dwelling would generate 10 trips per day. 500 trips mean there were no more than 50 homes on the particular street meant they could go with a narrower street. The Planning Commission correlated this to see how it worked with some of our neighborhoods. What you would find is it worked for emergency service providers because there was typically shoulders to work with so vehicles could turn out. Tokos reported they may do two levels of this for the low volume areas to go tighter than 16 feet of paving. Golf Course Drive was had been high centered and hadn't moved forward because they were looking for a more robust street section that didn't fit the character of the neighborhood. The city would be looking for people in the neighborhood to participate and help pay for improvements to the replace the water line. A narrower street often meant they would have to put in pullouts. The average daily trips were formulaic and it was easy to use the vehicles trips in the area to determine the volume of traffic.

Goebel explained that the City wanted to do a water line on Golf Course Drive. The city wanted to put in sidewalks and said the streets were the standard. To do the streets the city needed to create an LID and have 75 percent participation by the owners on this street. Goebel hoped that they could come up with solutions for areas in the city such as this. As a neighborhood they would be willing to work with the city to do laybys so fire trucks could get by. He thought they would get pushback if the city required wider streets in areas such as this. Tokos noted they did have shared streets in the documents and this was the direction they were going with the TSP. In order to do a narrow street section, like a 16 foot wide street in low volume neighborhoods, they needed to adopt it in the plan. If they didn't, things like the State Fire Code will force things wider.

Kuhl asked if the city would not pave streets unless there was curbing and sidewalks. Tokos explained that if they were doing a reconstruction of a street they would be looking to bring the street up to a certain standard, if what they were talking about was reducing this standard. Goebel noted that streets like Golf Course Drive didn't need a curb, and felt there were a lot of streets in the city that they needed to take a look at.

Hollen disclosed that he had a potential conflict of interest because his family owned property at the top of Rocky Way and they were dealing with this at the time with the city. The current standards required them to do more than what was necessary or reasonable of what might occur.

Springer reviewed the neighborhood traffic management examples. He explained the difference between speed humps and speed cushions. The cushions allowed emergency vehicles to straddle the middle that wasn't a bump.

Springer covered the example street x-sections. Berman asked if there were any general rules as to when they would insist on the preferred design versus the acceptable design. Springer noted there was criteria in the document that laid out the process for making this decision.

Tokos noted at 6:42 p.m. that Cynthia Jacobi joined the meeting. Jacobi confirmed that she would be listening to the meeting but not participating.

Springer continued to cover the example street x-sections. He then covered the proposed city mobility standards. Springer noted this wouldn't change the State's criteria. This criteria was appropriate for a city system and would be a new piece that would be added. Tokos asked for the difference between an A-level of service versus a F-level of service. Springer explained an A-level was the best and the F-level was the lowest. The lower it went, the longer the delays. A discussion ensued regarding the current state of traffic in Newport and thoughts on locations for stop lights.

Springer covered guidelines for block spacing and access management, and electric vehicle charging stations. Tokos added that when the bill was signed for EV charging, it would go into effect in July, 2022. This was more for EV infrastructure, not EV charging stations. This would be a more robust electric service and conduit for parking areas, and the State wanted developers to be thinking about EV charging stations.

Berman asked if this applied across the board or if it varied depending on city size. Tokos confirmed it would be mandated across the board.

5. **Draft Solutions Update.** Springer reviewed the major projects in the draft solutions, and the Harney Street extension alignment and its findings. He noted the estimate for the costs was changed on the slide show presentation down \$10 million to be \$45-60 million depending on what they did at the time of construction. Sawyer asked if there was a reason they couldn't do a straighter street on the Harney Street. Tokos reported that the terrain was the reason for this. Follet noted there could be a bridge built. Tokos explained this would add significant costs. Sawyer questioned how many people would use the extension. Springer reminded that it was a straight shot through Newport without many side streets. Tokos reminded that this would also open up residential development on the curve on the road. Goebel asked about the annexation at 30th and Harney Street that would add 200 home sites that could use the route. Tokos confirmed they had done a Urban Growth Boundary expansion for this property and was still pending with the County. This would be a valuable secondary access for this property and there were significant growth opportunities in this area. Springer noted that they did include all the growth identified by the city in this area. Berman asked if there was any thought on the two infrastructure bills with federal representatives. Tokos explained this hadn't happened yet and there might be a period in the next 20 years where significant funds would be available.

Tokos asked the Committee to give their thoughts on what options they favored for the Harney Street extension. Option A kept it in the plan and Option B dropped it from the plan. The Committee was all in favor of keeping it in the plan.

A discussion ensued regarding the costs of the three different options for the Oceanview Drive to Nye Street connection. The options included no connection with the street remaining as was, a full street connection, or a multi-use path only. Kuhl thought this was low on their priority list. Sawyer liked the idea of it being bike/pedestrian only. This would eliminate excess traffic in Nye Beach. Hollen asked if they could agree with one with the condition of costs. Tokos encouraged the Committee to give feedback without the costs. Kuhl thought if they were going to spend the money in the area it should be a full street option. Belloni thought they needed to keep the people in mind who lived there and paid for the street when they talked about taking parking away on one part of the street. Sawyer questioned where people were to get out of town when traffic was channeled down from Nye Street to Coast Street. He thought it needed signage. Follet noted to have it be all bike/ped it was a 15 percent grade up to Nye Street between 17th and 16th Streets. It would need a lot of fill to get it connected. Sawyer asked if this had been shared with the Bike/Ped Committee. Follet reported they were in support of having it be the road on 12th Street and doing more traffic calming on Oceanview Drive. Berman thought it was important to consider that if it was a full street, there would be an increase of traffic on Oceanview Drive because a lot of people would avoid US 101 if Nye Street was a full street.

Kinion pointed out that in a previous discussion, when addressing issues of US 20, US 101 and Olive Street intersections, they had east bound traffic blocked on Olive Street. He thought that if this happened it would be more important to have traffic venture more north through US 101 to the beach. Kinion didn't know how much value there was to block Olive Street. Springer noted they would discuss this further in the meeting. Neigebauer thought the intersections of Oceanview Drive and 25th Street, Spring and 11th Streets, and Coast and 6th Streets needed signage to direct people to US 101. She thought this would drop a bit of the traffic that used Oceanview Drive off the road. Neigebauer thought the City lacked signage which was an issue for wayfinding. The majority of the Committee was all in favor of the full street option and to weigh cost estimates when they had them.

Springer covered the couplet concepts for US 101. He explained one of the rules the city needed to recognize was that if the State did a project on the highway they were required to plan for and locate bike facilities as a part of that project. If they couldn't fit it on the highway they had to place it parallel to the highway. In this case a likely alternative would be to put it on 9th Street. To make it work on 9th Street they would have to take on street parking off of both sides. Tokos reported that the US 101 2A improvement would have four travel lanes, with two southbound and two northbound that would be a foot wider than

they were currently were with slightly wider sidewalks. 9th Street would have to be modified to include the two way bike lanes. This would be for the segment of US 101 in the core area.

Kuhl asked how the couplets connected into US 101. Springer explained there would be a curve that brought the traffic together and there wouldn't be any stopping. Breitenstein noted that the hospital community didn't like one way traffic and they weren't in favor of it. They were in favor of a short couplet. Tokos thought a long couplet was a better bang for the buck than a short couplet, but he did think a short couplet was a better solution than working with the existing US 101 right-of-way. The hospital had locked up the east side of US 101 for specific redevelopment plans. One of the benefits of couplets was that it did tend to revitalize commercial space. We didn't need this here because the hospital was already accomplishing this on the east side of US 101. The amount that could be done on the west side wasn't enough to justify the cost to extend it there. A short couplet had benefits in terms of the improvement of traffic flow and revitalizing the core area there. Tokos reminded that the City Hall parking lot had always been an interim use and was purchased to help facilitate future expansion of the City Hall campus if and when it was needed. If a couplet were to cut through the parking lot, they would be in a position to vacate a portion Angle Street to get back more of the property. Hollen thought that if they didn't do something to move traffic through this part of town it would be a bigger problem.

Tokos reported that the couplet concept had a discussion to take one of the intermediate streets to do a pedestrian plaza for more pedestrian traffic. A discussion ensued on the redevelopment of the area, how Urban Renewal funds could be used, and how they could adjust the land use regulations to make this happen. Kuhl asked when the couplets would happen if approved. Tokos reported the State funding and programming would be approved around 2024 to 2027. Most likely the improvements would be built in the 2030's. A discussion ensued regarding what could be done to improve the street section in the interim. Tokos asked for feedback on the couplet options and the Committee all favored a short couplet for US 101 and 9th Street.

Springer reviewed the concepts for the intersection of US 101 and US 20. Sawyer thought they shouldn't allow access to US 101 from 1st Street. Kuhl thought they should consider direction of driveways and access. Springer explained they would see changes on this. A discussion ensued regarding roundabouts compared to traffic lights. Concerns were raised on how confusing roundabouts were for people, especially with the mix of commercial and public traffic. Kuhl noted the street between Walgreens and Goodwill was used to get in and out of US 101. She thought traffic should only be able to turn one way at this location or it should be closed off. Tokos noted there were other streets around that intersection that needed this. He asked for feedback on the concepts for US 101 and US 20, and the Committee all favored Option 2.

Springer reviewed the two option for the US 20 downtown area for either a two-way or a couplet. A discussion ensued regarding bike traffic and how each option would accommodate. Kuhl asked if bike paths had to be put on both streets. Tokos reported they would be on either streets. Kuhl thought they should consider the street closest to the schools. Berman didn't think the couplet made sense here. He asked if they could make NE 1st Street a one way street for the Option 1. Goebel asked how bikes would be able to cross the intersections. He asked if there was a third option to keep bikes on US 20. Tokos thought there would be but mean there would be narrower lanes. Springer reported that the consultants considered this but didn't have a diagram for it. Tokos noted that when they did public outreach they could add this option to it. Tokos asked for feedback on the two options. The Committee was more in favor for the two-way on US 20 with consideration of bike lanes on 1st Street. CM Hall wanted to make sure this had been vetted through the Bike/Ped Committee. Tokos confirmed it had been vetted and they would be making formal recommendation to the City Council.

Hall asked if adding sidewalks on US 101 from Walmart to the movie theaters would be discussed. Tokos noted there was one project to do a sidewalk on the east side from Walmart going north to 36th Street. There were funds budgeted for the design work to get it built. There would also be sidewalks and multi-use concepts on US 101 north from Lighthouse Drive to city limits, and south from Lighthouse Drive to Oceanview Drive, and then at the northern city limits.

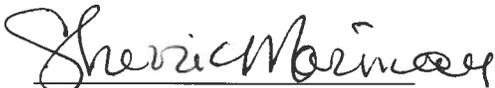
Springer covered the options for the US 20 and Harney Street intersection. Berman thought this was a good example of where to do a roundabout. Belloni thought a roundabout would be a nightmare for pedestrian traffic. He thought lights were quicker. Goebel noted a lot of students went across the highway at this location and a roundabout would be a nightmare for them. A discussion ensued regarding the pros and cons of roundabouts in this location. Sawyer suggested having three lanes turning south on US 20, and adding a fourth lane on Moore Drive. A discussion ensued regarding how many lanes should be added to turn onto US 20. Coppola asked if the roundabout would have crosswalks. Springer explained there would be, but the traffic would have to stop when they saw pedestrians. Tokos asked if they would put a flashing light on the roundabout. Springer reported they wouldn't have that feature in a roundabout. Tokos asked for feedback on the options. The Committee was in general agreement to go with lights at the intersection.

6. **Draft Approach for Open House Event.** Springer reviewed the draft open house approach, and the next and final Advisory Committee meeting.

Follet asked why the open house was online now. Tokos reported this had been built during the pandemic and there was value to running an online open house over a period of time to allow people to plug in when it was convenient to them.

7. **Public Comment.** None were heard.
8. **Adjournment.** Having no further business, the meeting adjourned at 8:26 p.m.

Respectfully submitted,



Sherri Marineau  
Executive Assistant