



Newport TSP Update

**PLANNING COMMISSION & CITY COUNCIL
JOINT WORK SESSION**

Draft Solutions Discussion

Today's Agenda

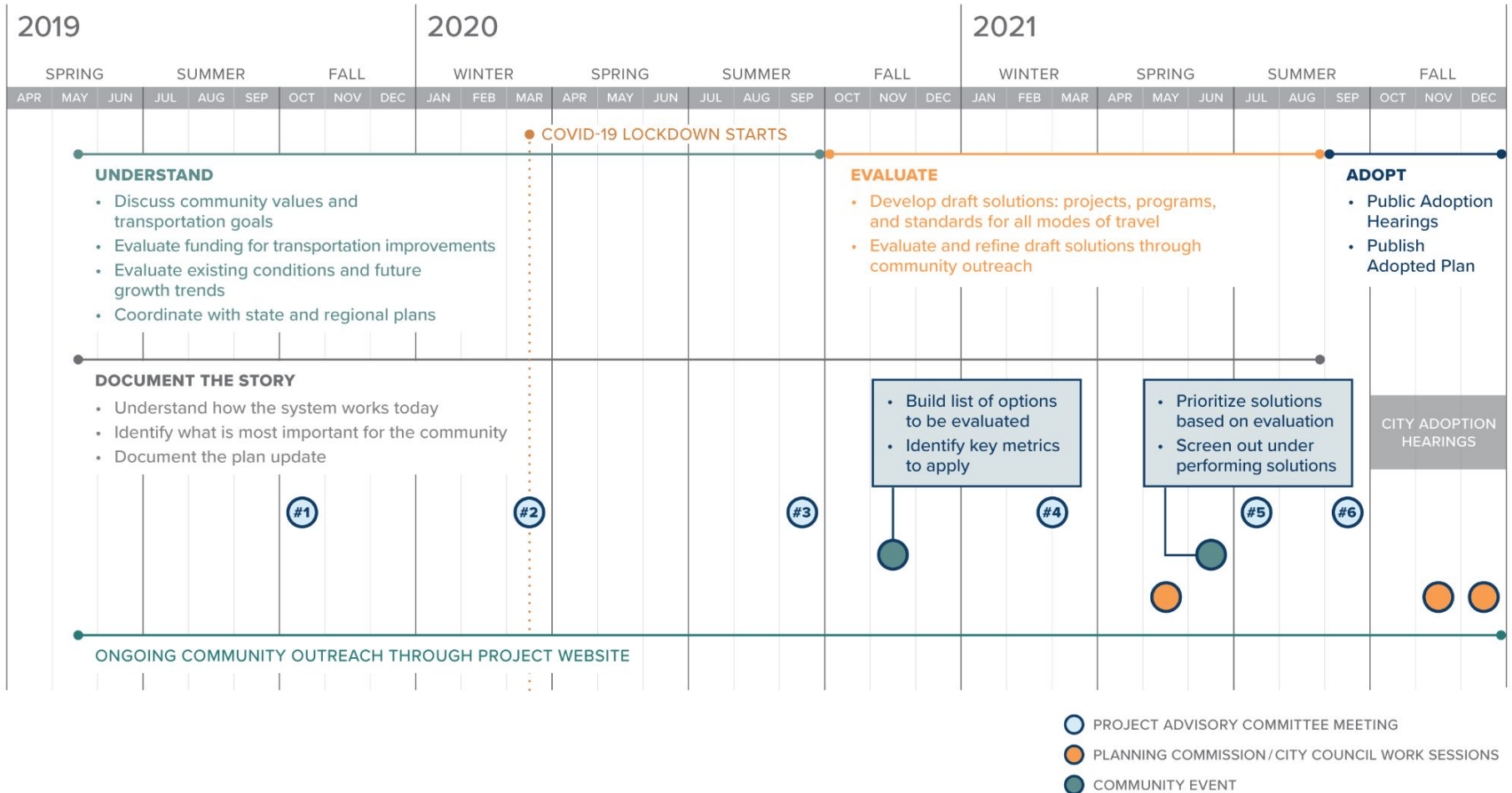
- Welcome
- TSP Decision-Making Process Ahead of US
- Proposed Citywide Solutions
- Proposed Highway Solutions
- Public Comment



DECISION MAKING PROCESS AHEAD

Key Milestones Ahead for the PAC, PC & CC

Project Schedule



Milestones Ahead for TSP Adoption

- **2nd Online Open House Events**
- **Staff to review** the Solutions (Tech Memo #8) and Standards (Tech Memo #10) with PC/CC
- **PAC Meeting #5** - Review and comment on highest priority solutions and feedback for Open House #2
- **PAC Meeting #6** - Review Draft TSP Document
- **Planning Commission Hearings**
- **City Council Hearings**



CITYWIDE SOLUTIONS

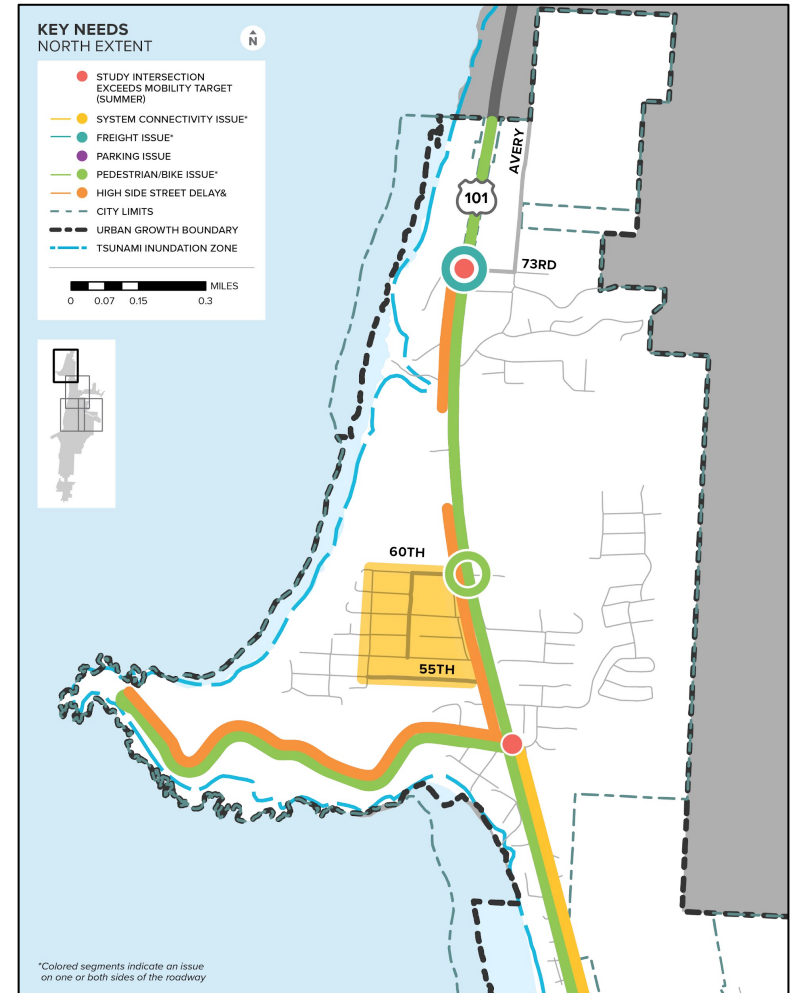
Major Issues and Recommendations

North Newport / Agate Beach

- Signal at US 101/NE 73rd St
- US 101 ped/bike facilities
 - Eastside from City Limits to 48th St
 - Westside s/o 48th Street to Oceanview

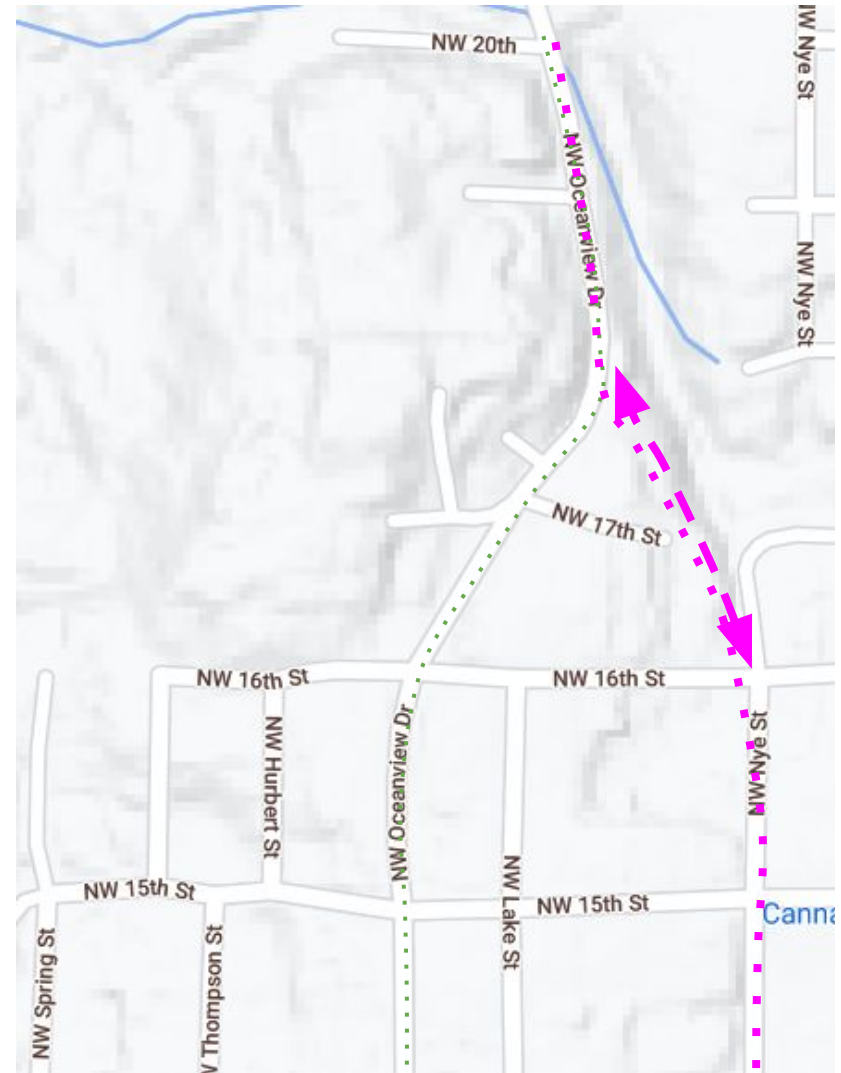
Agate Beach Area:

- Extend Biggs Road between NW 55th Street and NW 60th Street
- Improve NW 55th Street
- Consider sensitive geology during design
- Enhanced ped. crossing

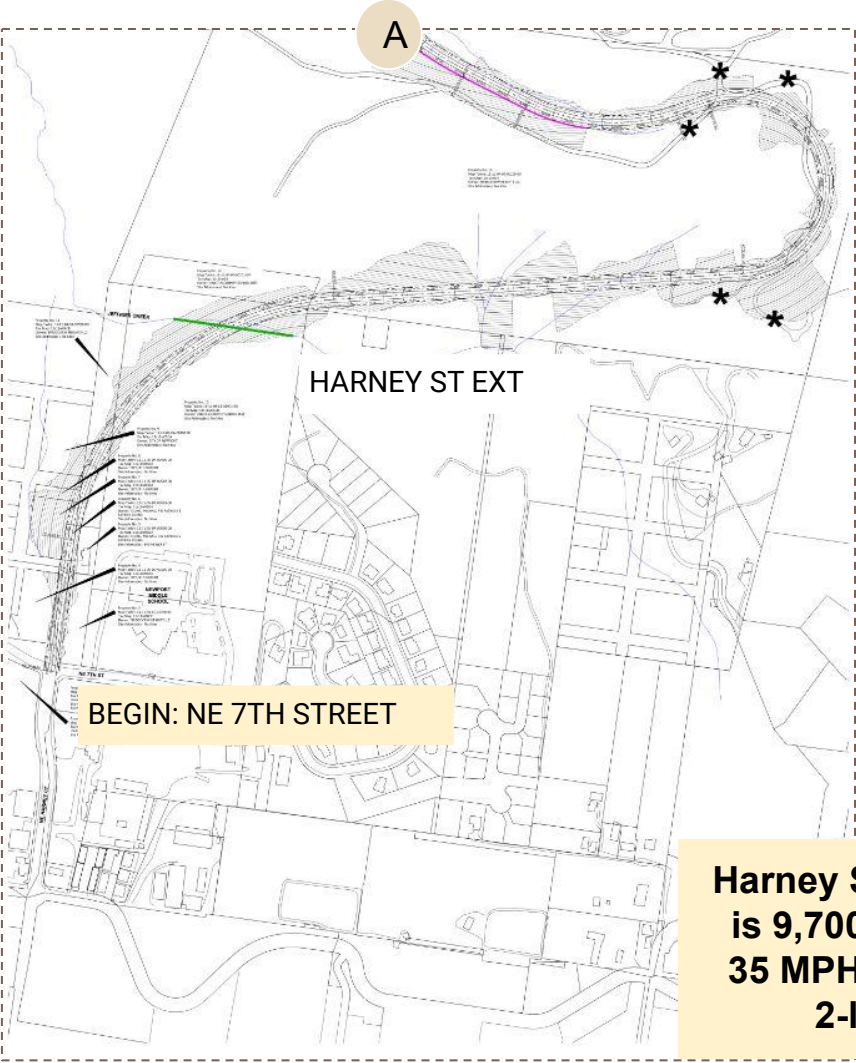


Oceanview / Nye Street Area

- Re-assign preferred bike route from NW Oceanview Drive onto NW Nye Street at 16th Street
- Nye Street Extension (EXT2)
 - Full street option
 - Ped/bike facility only option
- Opportunity for added traffic calming
- One-way concept challenging with limited alternative circulation options

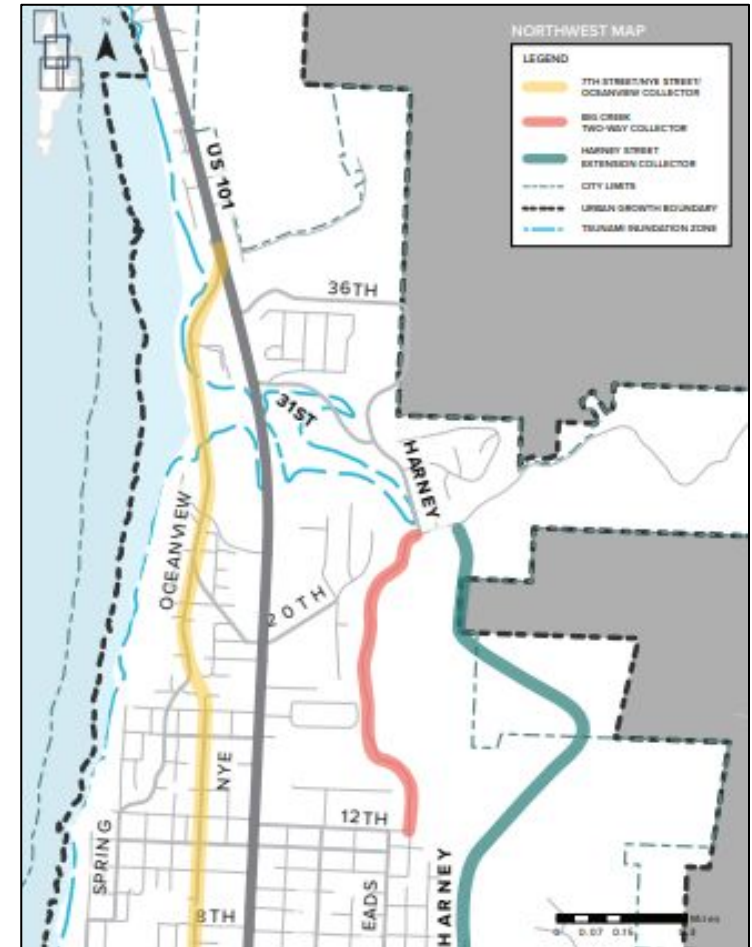


Harney Street Extension Alignment



Harney Street Extension Findings

- Largely serves regional traffic
- About 5,000 vehicles per day
- Limited access for most Newport drivers
- 2-lane roadway with limited walking and bicycle facilities
- Would help relieve traffic demands at US 101 / US 20
- **Preliminary construction cost: \$45M to \$65M**



Mobility Policy on State Facilities

Current Policy 30th Highest Hourly Volume

- Build for summertime conditions (July)
- Higher capacity targets requires larger roadway facilities
- More roadway expansion leads to significantly higher spending

Alternative Policy Option Average Weekday

- Aim to serve average weekday conditions across whole year
- Leads to allowing more weeks of congestion
- Leads to less capital improvement to add capacity

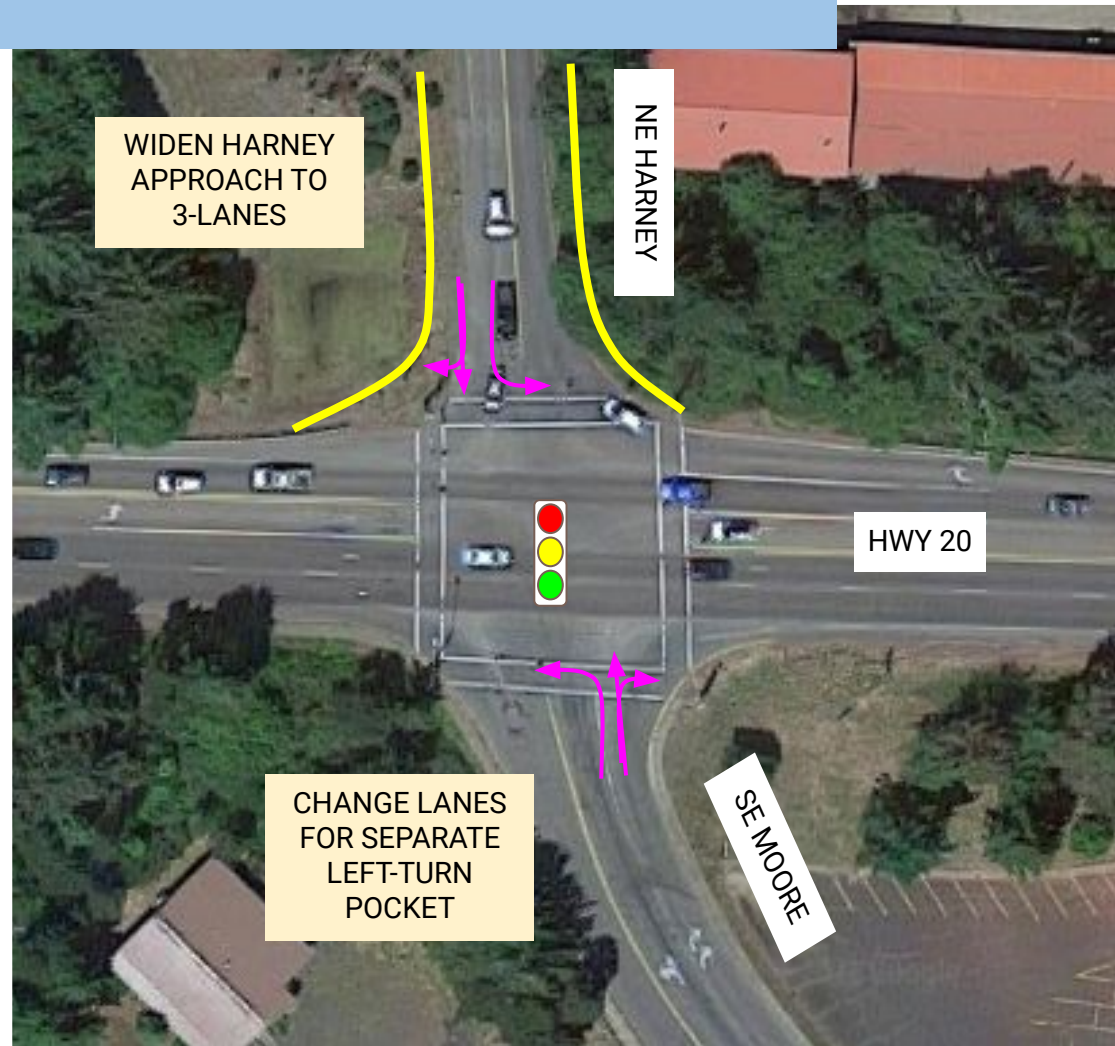
Difference it Makes at US 101/US 20

PERCENT INTERSECTION CAPACITY USED

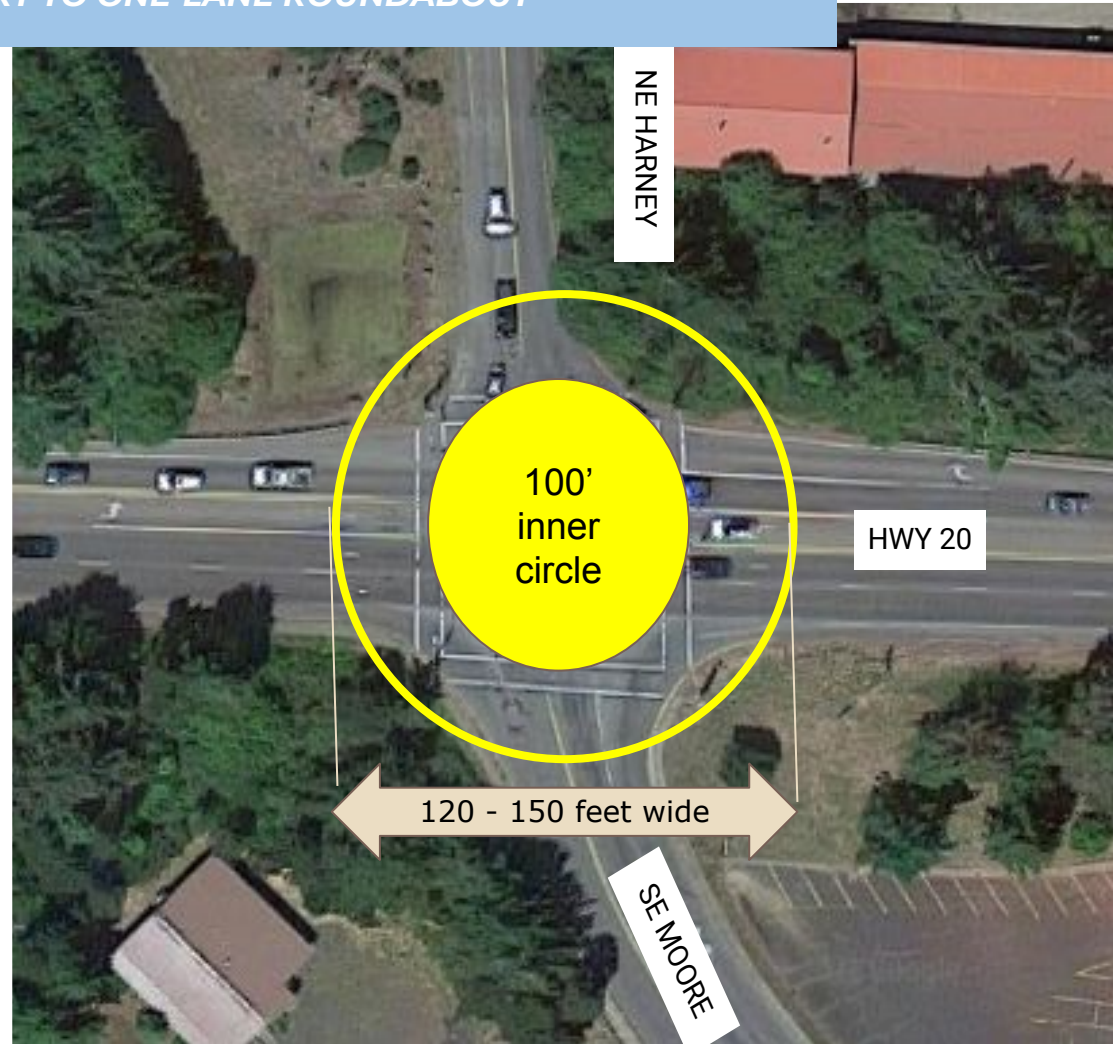


Peak conditions with no added improvements

- Modify existing signal to add side street left-turn pockets
- Requires widening of Harney Street approach (SB)
- Lane change only on Moore approach
- Less than \$1M improvement cost

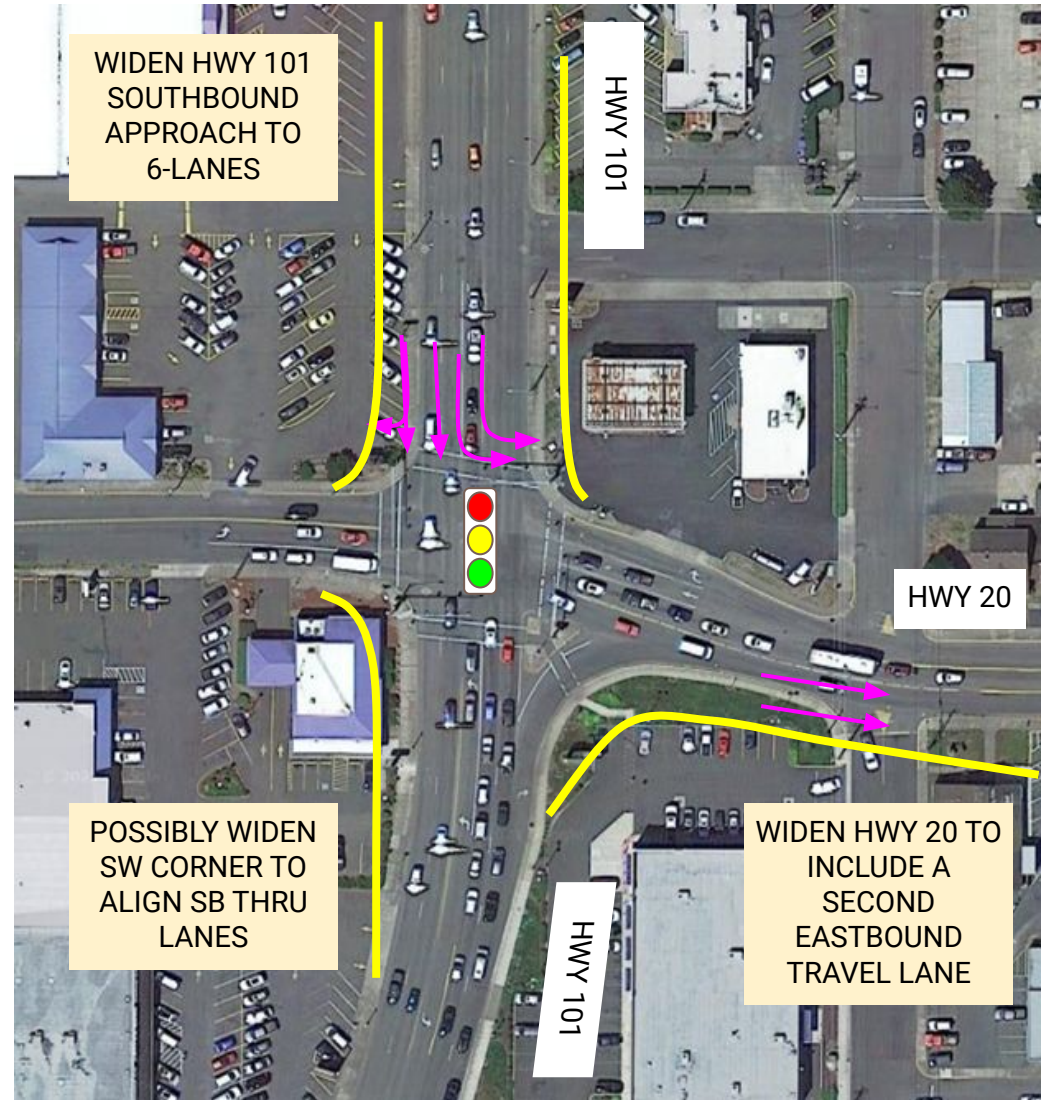


- Alternatively, a Roundabout would slow vehicle speeds and reduce side street delays
- Major property impacts
- Greater improvement costs (\$2M to \$5M)

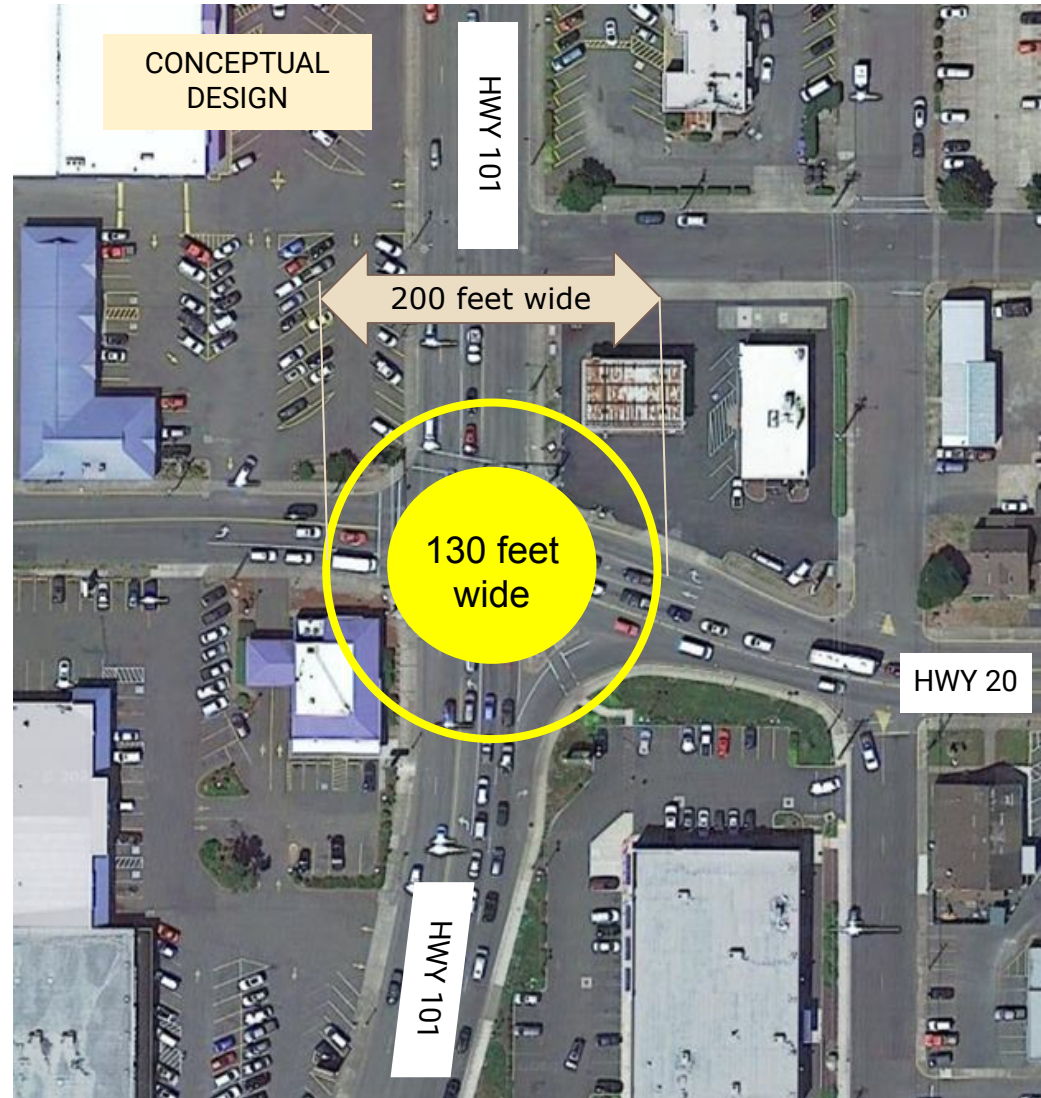


HIGHWAY 101 AT HIGHWAY 20: ADDITIONAL SOUTHBOUND LEFT TURN LANE

- Add 2nd SB left turn lane
- Requires widening on both sides of Hwy 101 approach (SB)
- Requires widening on south side of Hwy 20 to add a second eastbound travel lane
- Could also impact SW corner to align SB thru traffic



- Reconstruct as a two-lane roundabout
- All corners would likely be impacted
- Large size required to serve trucks
- Major cost: \$5M to \$10M plus property costs



HIGHWAY 101 AT HIGHWAY 20: OLIVE STREET CLOSURE WITH A NEW SIGNAL AT 3rd STREET

- Close Olive Street leg US 101/US 20
- Restrict turns on other legs leading to Olive
- Install a traffic signal at Hwy 101/3rd Street
- 2040 Operates within ODOT Mobility Target (V/C 0.85)



Solution Decisions Ahead

- Select preferred solution at US 101/US 20
 - Add turn lane capacity
 - Convert to roundabout
 - Close Olive Street leg (more modify to one-way WB only)
- US 101 North End Terminus
 - Minimize property impacts near City Hall
 - Limit Angle Street to right turns only
- US 101 / Hurbert - Interim Option
 - Removing parking and adding left-turn lanes on US 101 significantly improves operations (V/C 0.81)
- Do we apply Summer or Average Weekday Performance Target Policy?

- Modify Hwy 101/Hwy 20 signal to remove eastbound phase
- Install a raised median at Hwy 101/Hwy 20 to restrict eastbound traffic and install 'Business Access Only' signage at Nye
- Install 'Business Access Only' signage on eastbound Olive at Nye
- Install a traffic signal and restripe eastbound approach at Hwy 101/Angle





PUBLIC COMMENT

Opportunity for Input from the General Public

Next PAC Meeting

- **PAC MEETING #5 – JUNE 2021**
 - Prioritized solutions to address system needs including cost estimates
 - Design standards for new facilities

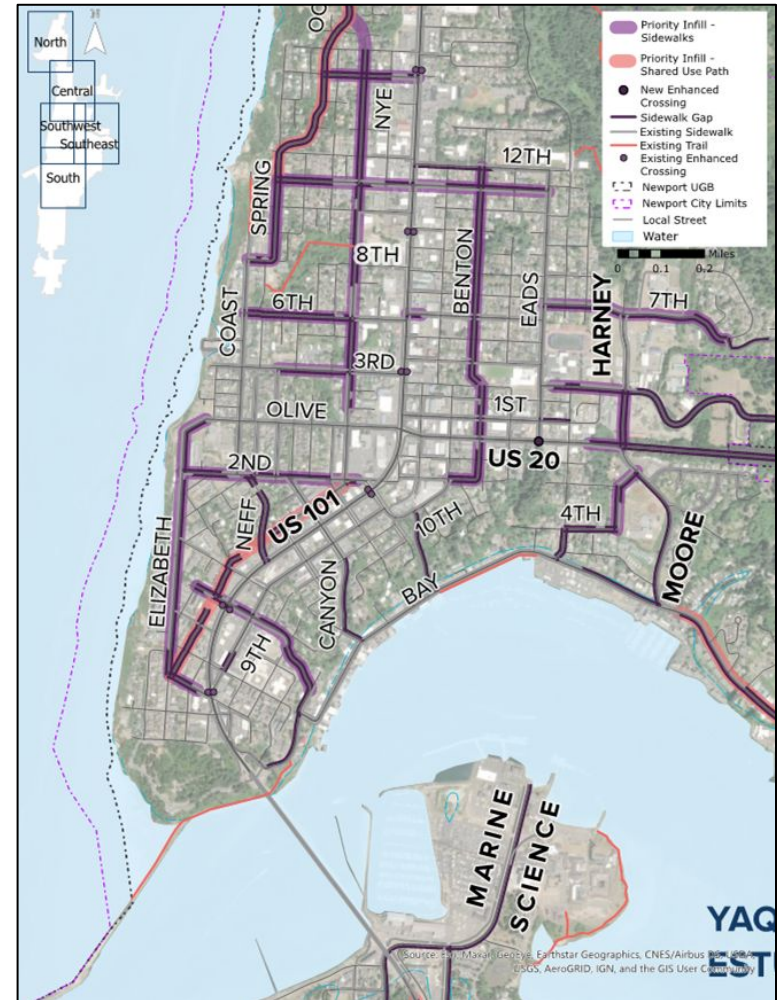
Proposed Priority Pedestrian Network

Priority corridors for:

- Proximity to schools
- Proximity to major destinations
- Extent of existing sidewalk gaps
- Lack of topographical constraints

Enhanced crossings for:

- Agate Beach
- US 20



Proposed Priority Bike Network

Treatments could include:

- Separated Bike Facility – shared use path, cycle track, or separated bike lanes
- Bicycle Lanes – standard on-street bicycle lanes with or without a painted buffer
- Bicycle Route – sharrows, wayfinding, or other traffic calming treatments as appropriate

Priority corridors for:

- Proximity to schools
- Proximity to major destinations
- Directness
- Provide parallel, off-highway connections

