



TRANSPORTATION SYSTEM PLAN POLICY ADVISORY AGENDA
Wednesday, October 16, 2019 - 6:00 PM
Council Chambers, Newport City Hall, 169 SW Coast Highway

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 AND ROLL CALL
 - 1.A Meeting Agenda
[Agenda](#)
2. WHAT IS THE TRANSPORTATION SYSTEM PLAN?
3. PUBLIC INVOLVEMENT PROGRAM
4. REVIEW OF WORK COMPLETED TO DATE
5. HOW WE SET PERFORMANCE TARGETS AND STANDARDS
6. NEXT MEETING - FEBRUARY 2020

7. PUBLIC COMMENT

8. HANDOUTS

8.A Handout Files:

[Project Schedule](#)

[Commonly Used Acronyms List](#)

[City Of Newport TSP-Factsheet DRAFT 9.30.19](#)

[Ciudad de Newport Actualizacion del Plan de Transporte en Espanol](#)

[Draft Stakeholder Roster](#)

[Draft Stakeholder Questions](#)

[Regulatory Review Memo](#)

[Goals and Objectives Memo](#)

[Consultants PowerPoint Presentation](#)

9. ADJOURNMENT



Newport Transportation System Plan Project Advisory Committee Meeting #1

October 16, 2019 | 6 PM to 8:30 PM
City Hall, Newport, OR

What is a Transportation System Plan?

- What is a TSP
- Why it is important to the City of Newport
- Work flow and key milestones
 - Review overview schedule handout
 - Review list of interim milestones and decision points

Public Involvement Program

- Overview of public engagement
- Role of the PAC
- Upcoming stakeholder interviews
 - Initial draft list of stakeholders
 - Review initial types of questions will be asked

Review of Work Completed to Date

- Review of Regulatory review (see Technical Memo #3)
- Review of Goals & Objectives (see Technical Memo #4)
- Initial findings about How the System Works Today

How We Set Performance Targets and Standards

- Discuss what is acceptable traffic congestion for City and ODOT
- Flexible facility design types and traffic control options
- Introduce tools available to tailor to fit



Next Meeting – February 2020

- Review Existing Conditions & Future Needs
- Consider initial solutions suggested by the project team
- Develop additional solutions to be considered

Public Comment

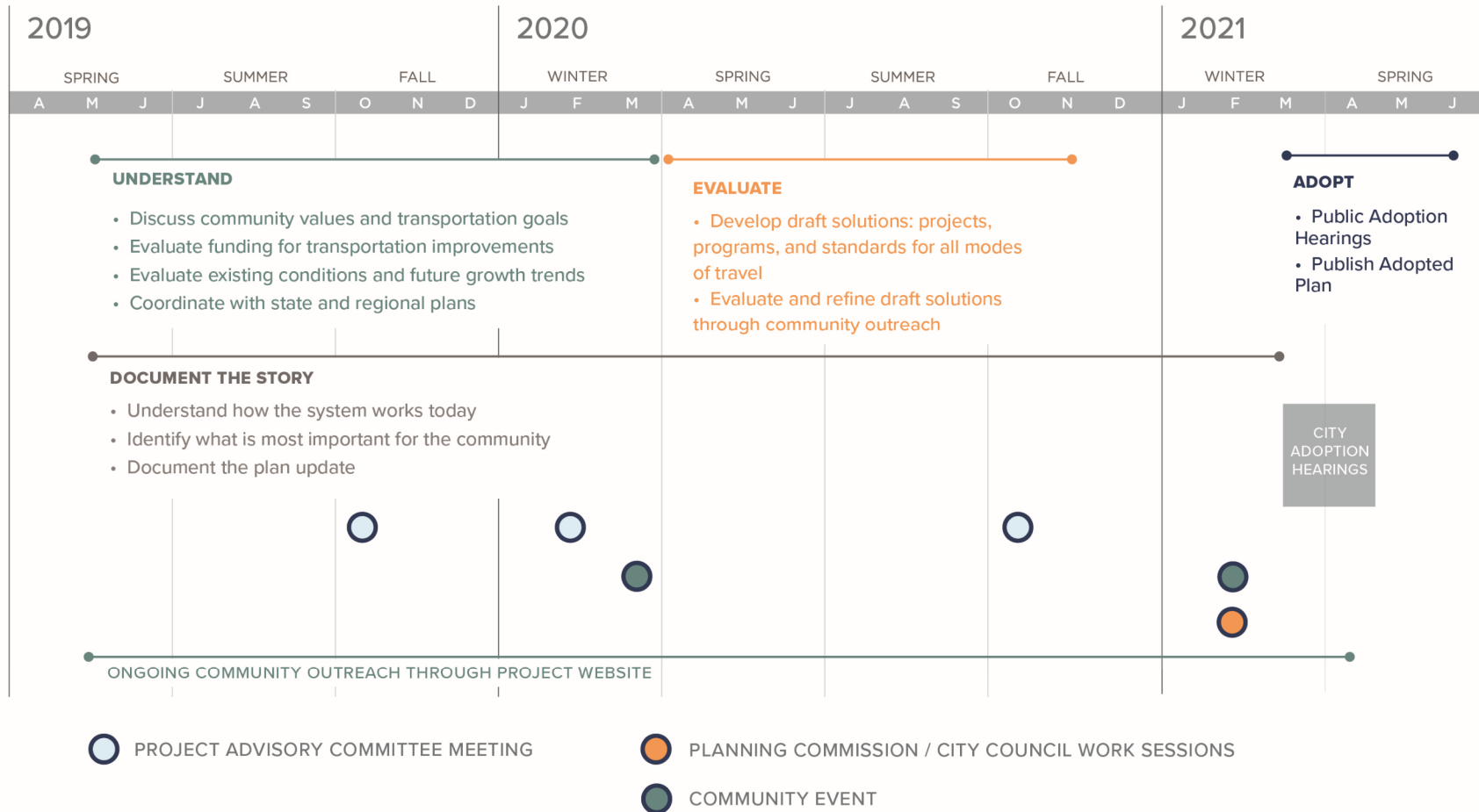
Handouts

- Project Schedule
- Commonly Used Acronyms List
- Project Fact Sheets (English/Spanish)
- Draft Stakeholder Roster
- Draft Stakeholder Questions
- Regulatory Review Memo (TM #3)
- Goals & Objectives Memo (TM #4)
- Consultants PowerPoint Presentation for Meeting No. 1

Other Resources

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

Project Schedule



Commonly Used Terms and Acronyms

- **Access Management:** Access management is a broad set of techniques that balance the need to provide for efficient, safe, and timely travel with the ability to allow access to individual destinations. Measures may include but are not limited to restrictions on the type and amount of access to roadways and use of physical controls such as signals and channelization including raised medians, to reduce impacts of approach road traffic on the main facility.
- **ADA - Americans with Disabilities Act:** The ADA Act of 1990 prohibits discrimination and ensures equal opportunity and access for persons with disabilities.
- **ADT – Average Daily Traffic:** Average number of vehicles passing a specific point in a 24-hour period.
- **Alternative Modes:** Transportation alternatives other than single-occupant automobiles such as transit, bicycles and walking.
- **APM – Analysis Procedures Manual:** The APM provides the current methodologies, practices and procedures for conducting long term analysis of Oregon Department of Transportation plans and projects.
- **Aspirational Projects:** Projects that are not reasonably likely to be funded during the 20-year planning horizon but do address an identified problem and are supported by the City and ODOT.
- **ATR – Automatic Traffic Recorder**
- **AWSC - All-Way Stop Control**
- **Capacity:** The maximum number of vehicles or individuals that can traverse a given segment of a transportation facility with prevailing roadway and traffic conditions.
- **Collector Streets:** These streets serve as major neighborhood routes and generally provide more direct property access or driveways than arterial streets.
- **Constrained Projects:** Constrained projects are those projects that the City and ODOT believe are reasonably likely to be funded during the 20-year planning horizon based on the constrained funding threshold established through city and ODOT funding analysis.
- **30HV- 30th Highest Annual Hour Volume**
- **LTS – Level of Traffic Stress:** LTS is a rating given to a road segment or crossing indicating the traffic stress it imposes on pedestrians or bicyclists.

- **LOS - Level of Service:** LOS is a “report card” rating (A through F) based on the average delay experienced by vehicles at the intersection. LOS A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand. LOS D and E are progressively worse operating conditions. LOS F represents conditions where average vehicle delay is excessive and demand exceeds capacity, typically resulting in long queues and delays.
- **Local Streets:** These streets provide more direct access to private properties without serving through travel. These roadways are often lined with homes and are designed to serve lower volumes of traffic.
- **MEV - Million Entering Vehicles:** Crash rates consider the amount of crashes relative to the traffic volume at the intersection and are expressed in units of crashes per million entering vehicles.
- **Minor Arterials:** These streets connect many parts of the City and often serve traffic traveling to and from principal arterials. These roadways provide greater accessibility to neighborhoods, connect to major activity generators, and provide efficient through movement for local traffic.
- **Mobility Targets:** The level of congestion the corresponding jurisdiction has defined as acceptable. Mobility targets are in the form of LOS or v/c ratios.
- **Multi-Modal:** Involving several modes of transportation including bus, rail, bicycle, motor vehicle, etc.
- **MUTCD - Manual on Uniform Traffic Control Devices:** The MUTCD is a document published by the Federal Highway Administration, which contains all national design, application, and placement, standards, guidance, options, and support provisions for traffic control devices. The purpose of the MUTCD is to provide uniformity of these devices, which include signs, signals, and pavement markings, to promote highway safety and efficiency.
- **MVMT - Million Vehicle Miles Traveled:** Roadway segment crash rates are determined by dividing the number of crashes everywhere on the roadway segment by the total vehicle traffic along the segment and are reported in crashes per million vehicle miles traveled.
- **ODOT - Oregon Department of Transportation:** ODOT is a department of the state government of Oregon responsible for transportation.
- **OHP - Oregon Highway Plan-** The document that establishes long range policies and investment strategies for the state highway system in Oregon.

- **Peak Period or Peak Hour:** The period of the day with the highest number of travelers. This is normally between 4-6 p.m. on weekdays.
- **Principal Arterial Streets:** These are state roadways in Newport. These roadways serve as the main travel routes through the City and serve the highest volume of motor vehicle traffic.
- **PAC - Project Advisory Committee:** A committee comprised of local residents, business representatives, and agency technical staff that will review and comment on project documents and meet with the project team at key stages during the project. This group will help the project team find agreement on project issues and alternatives.
- **ROW - Right-Of-Way:** A general term denoting publicly-owned land or property upon which public facilities and infrastructure is placed.
- **SPIS - Safety Priority Index System:** An indexing system used by Oregon Department of Transportation to prioritize safety improvements based on crash frequency and severity on state facilities.
- **Shared-Use Path:** Off-street route (typically recreationally focused) that can be used by several transportation modes, including bicycles, pedestrians and other non-motorized modes (i.e. skateboards, roller blades, etc.).
- **TDM - Transportation Demand Management:** A policy tool as well as any action that removes single occupant vehicle trips from the roadway network during peak travel demand periods.
- **TIA - Transportation Impact Analysis:** A study that evaluates the potential impacts a project may have on the transportation system, and determines mitigations required to meet transportation standards. These are necessary for projects to be approved (e.g., proposed developments, roadway extensions, zone changes).
- **TMC - Turn movement count**
- **TPAU – ODOT Transportation Planning Analysis Unit**
- **TSM - Transportation System Management:** Management strategies such as signal improvements, traffic signal coordination, traffic calming, access management, local street connectivity, and intelligent transportation systems.
- **TSMO - Transportation System Management and Operations:** Strategies and policies that work towards improving mobility through cost-effective methods and can be categorized as transportation system management or transportation demand management.

- **TSP - Transportation System Plan:** Is a comprehensive plan that is developed to provide a coordinated, seamless integration of continuity between modes at the local level as well as integration with the regional transportation system.
- **TWSC - Two-Way Stop Control**
- **UGB - Urban Growth Boundary:** The regional boundary that encompasses zoning designations in an urban area.
- **V/C - Volume-to-capacity ratio:** A v/c ratio is a decimal representation (between 0.00 and 1.00) of the proportion of capacity that is being used at a turn movement, approach leg, or intersection. The ratio is the peak hour traffic volume divided by the hourly capacity of a given intersection or movement. A lower ratio indicates smooth operations and minimal delays. A ratio approaching 1.00 indicates increased congestion and reduced performance.

Transportation System Plan

Newport TSP 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 transportation in Newport.

WHY UPDATE THE TSP?

Newport's TSP needs to be updated to better reflect the current conditions and growing needs of the community. The City, State and others will make significant investments in the transportation system in the coming years and your input through this planning process will inform how those dollars should be spent.

GET INVOLVED IN THE PLAN UPDATE PROCESS



Attend a public meeting or community event



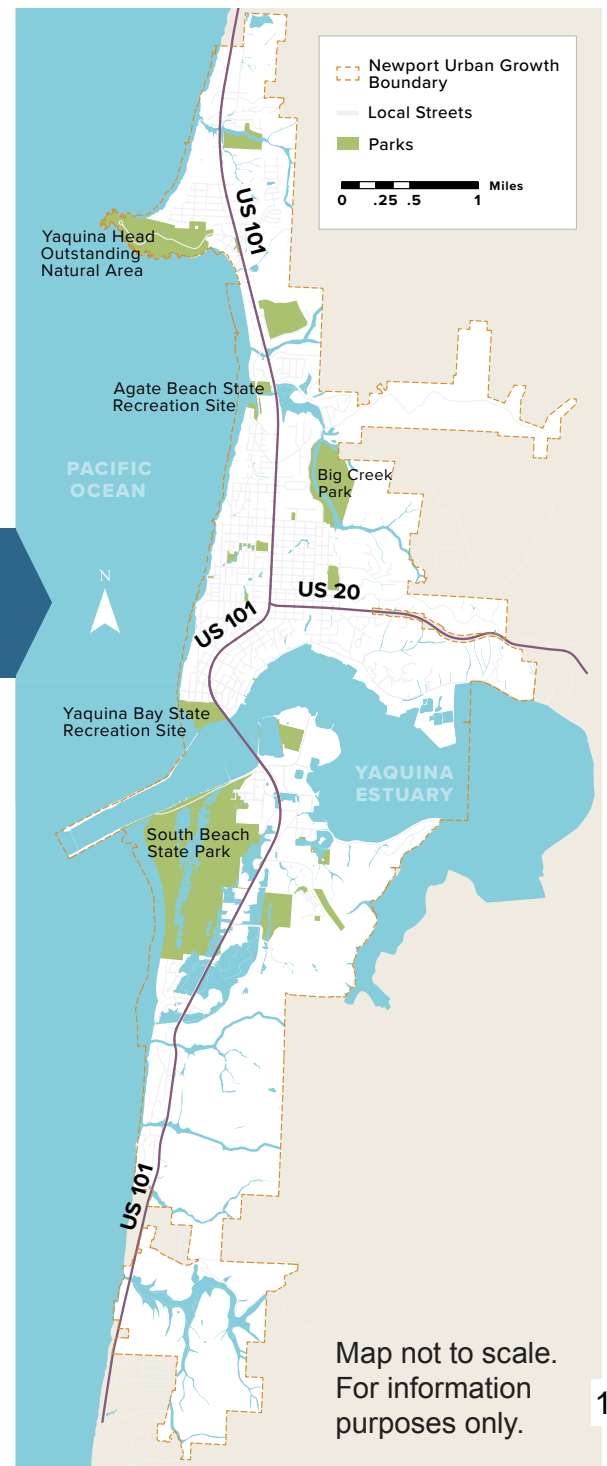
Email your feedback to us



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 types 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.
- With community input, identify strategies to improve mobility through the city center, along US 101 and US 20, and throughout Newport, considering bike and pedestrian needs, connectivity, increased traffic volumes, funding opportunities, street design, development conditions, and user preferences.

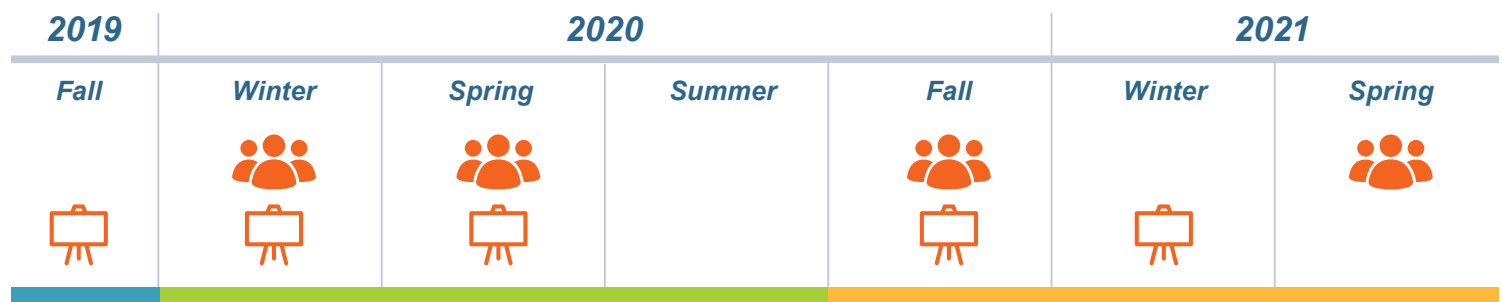
ANTICIPATED PROJECT SCHEDULE



Community workshop series



Planning advisory committee meeting



REVIEW PUBLIC INPUT

Learn & Understand

- Introduce project to stakeholders.
- Evaluate existing conditions and future growth trends.
- Discuss community values and transportation goals.
- Develop performance measures and evaluation.
- Coordinate with state and regional plans.

Analyze & Evaluate

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

Recommend & Adopt

- Identify preferred alternatives.
- Develop draft plan for public review.
- Hold public meetings with city boards, commissions and council.
- City Council adopts TSP.

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



CONTACT

Derrick Tokos AICP, City of Newport
Community Development Director

541-574-0626 | d.tokos@newportoregon.gov



Actualización del Plan de Transporte De Newport TSP

La ciudad de Newport y el Departamento de Transporte de Oregon están actualizando el Plan del Sistema de Transporte (TSP). Este es un plan de largo alcance en el que se basan todas las mejoras futuras en el transporte de la ciudad.

El plan guiará cómo desarrollamos e invertimos en nuestro sistema de transporte para satisfacer las necesidades actuales y futuras de Newport y sus alrededores. También ayuda a determinar qué proyectos, políticas y programas pueden recibir financiamiento.

Cuéntanos cómo mejorarías el transporte en Newport.

¿POR QUÉ ACTUALIZAR EL TSP?

El TSP de Newport necesita ser actualizado para reflejar mejor las condiciones actuales y las crecientes necesidades de la comunidad. La ciudad, el estado y otros harán inversiones significativas en el sistema de transporte en los próximos años y su aporte a través de este proceso de planificación le informará cómo se deben gastar esos dólares.

PARTICIPE EN EL PROCESO DE ACTUALIZACIÓN DEL PLAN



Asiste a una reunión pública o evento comunitario



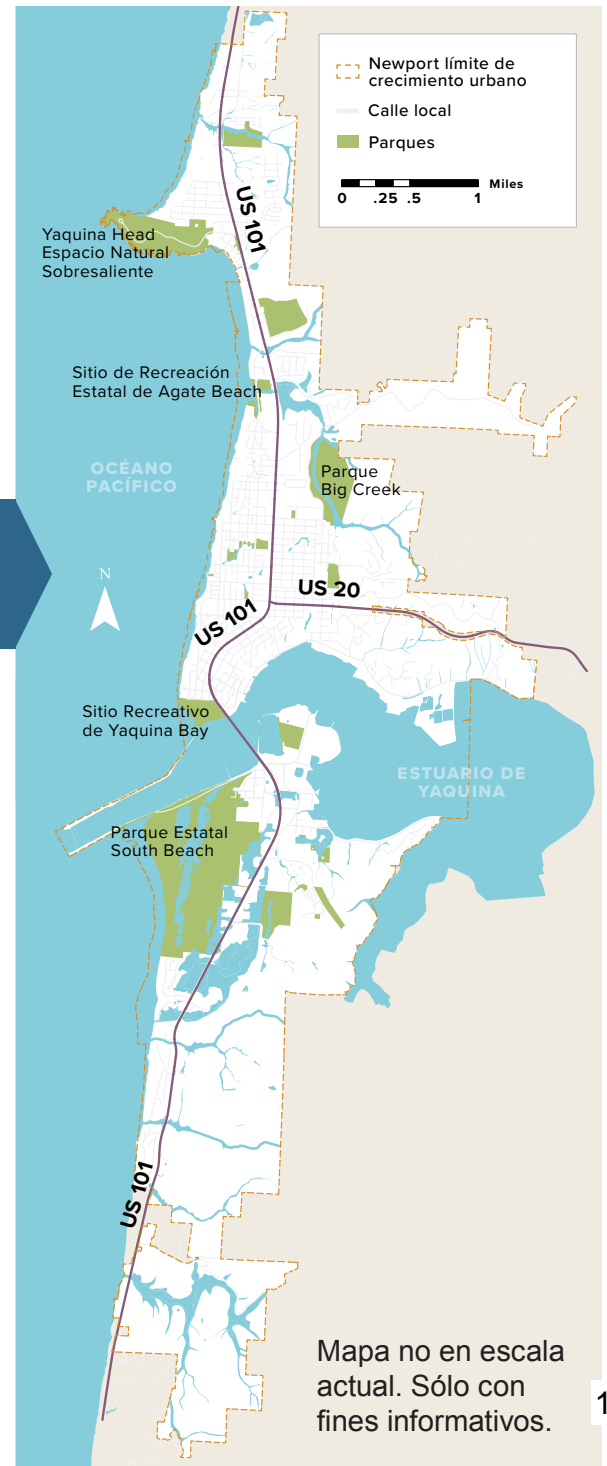
Envíenos sus comentarios por correo electrónico



Regístrese para recibir actualizaciones por correo electrónico

Queremos escuchar de ti. Obtén más información sobre el proyecto y cómo participar visitando:

www.NewportTSP.org



Mapa no en escala actual. Sólo con fines informativos.

¿Cómo podemos servir mejor a nuestra comunidad y satisfacer las demandas de todo tipo de viajes?

¿Cómo podemos mejorar las formas en que todos nos movemos por Newport?

¿QUÉ HARÁ LA ACTUALIZACIÓN DE NEWPORT TSP?

- Revisar las aportaciones de la comunidad, los negocios, los visitantes y las partes interesadas para priorizar futuros proyectos e inversiones en transporte.
- Proporcionar un plan estratégico de inversión que mejore la seguridad, el acceso y las oportunidades económicas para la comunidad.
- Alinear e implementar estrategias dentro del Greater Newport Vision 2040 y el Plan de Renovación Urbana del lado Norte.
- Con la aportación de la comunidad, identificar estrategias para mejorar la movilidad a través del centro de la ciudad, a lo largo de los EE.UU. 101 y 20, y en todo Newport, teniendo en cuenta las necesidades de bicicletas y peatones, la conectividad, el aumento de los volúmenes de tráfico, las oportunidades de financiación, el diseño de la calle, condiciones de desarrollo y preferencias del usuario.

PROGRAMACIÓN DEL PROYECTO PREVISTO



Serie de talleres comunitarios



Reunión del comité asesor de planificación

2019		2020			2021	
otoño	invierno	primavera	verano	otoño	invierno	primavera

REVISAR LAS APORTACIONES PÚBLICAS

Aprender y entender

- Presentar el proyecto a las partes interesadas.
- Evaluar las condiciones existentes y las tendencias de crecimiento futuras.
- Discutir los valores de la comunidad y los objetivos de transporte.
- Desarrollar medidas de desempeño y evaluación.
- Coordinar con los planes estatales y regionales.

Analizar y evaluar

- Determinar las condiciones futuras.
- Desarrollar soluciones alternativas para todos los modos de viaje.
- Evaluar y perfeccionar las soluciones de borrador con la comunidad.

Recomendar y adoptar

- Identifique las alternativas preferidas.
- Elaborar un proyecto de plan para la revisión pública.
- Celebrar reuniones públicas con las juntas municipales, las comisiones y el consejo.
- El Ayuntamiento adopta TSP.

Para adaptaciones de ADA Title II o Civil Rights Title VI, servicios de traducción/interpretación o información adicional llame a TTY (800) 735-2900 o utilice el Servicio de Retransmisión de Oregon en todo el estado: 7-1-1.



CONTACTO

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Director de Desarrollo Comunitario

541-574-0626 | d.tokos@newportoregon.gov



Policy Advisory Committee for Newport Transportation System Plan

Name	Email	Stakeholder Group
Jeff Hollen	jeffh@ouderkirkhollen.com	Agate Beach Neighborhood Representative
Roland Woodcock	roland@seashorehomesrealty.com	Nye Beach Neighborhood Representative
Fran Matthews	captain@marinediscovery.com	Bayfront Business Representative
Lyle Mattson	lyle@jcmarket.net	City Center Business Representative
Bryn McCornack	brynnyc@gmail.com	60+ Advisory Committee (Accessibility)
Tomas Follett	newport.newts@gmail.com	Bike and Pedestrian Committee
Rosa Coppola	mrs Coppola@gmail.com	Latinx Community *
Judy Kuhl or Executive Director	jkuhl@vestahospitality.com	Chamber of Commerce
Ralph Breitenstein	ralph.breitenstein@gmail.com	Hospital Representative
Roy Kinion	rkinion@co.lincoln.or.us	Lincoln County
Bob Berman	CindyAndBob@earthlink.net	Planning Commission
Linda Niegabauer	lindaraen@charter.net	Public at Large Position No. 1
Rich Belloni	rich.belloni@lincoln.k12.or.us	Public at Large Position No. 2
Dean Sawyer	d.sawyer@newportoregon.gov	City Council

* Replacing a member previously confirmed by the City Council. Subject to Council confirmation.



Newport Transportation System Plan Update (TSP)
Stakeholder Interviews Approach and draft Interview Questions
DRAFT, for review, revised 10.09.19

Purpose

As part of the public involvement outreach program for the Newport TSP update process and to gain public input from community members and key stakeholders, JLA and DKS staff will conduct interviews with up to 5 community groups and 20 key stakeholders.

The interviews will **consider general transportation needs** within Newport and specific areas of concern in the **Commercial Core**, which includes the corridors around OR 20 and US Highway 101 north of the bridge, and the **Agate Beach Neighborhood**. This outreach will include interviews with disabled, low-income, limited English proficiency, minority or other underserved groups. Interviews and targeted outreach meetings with members of the Latino community will occur.

Stakeholder interviews will be conducted between November 2019 to January 2020 (exact dates and times, TBD) in several different locations in and around Newport (Newport, Commercial Core, Agate Beach Neighborhood).

Interview questions will seek to elicit input on transportation-related topics related to:

- Public Transit
- Bike lanes, Pedestrian facilities, Sidewalks, ADA crosswalks, Trails
- Traffic Signals
- Roadways
- Coastal routes
- Safety Enhancements
- Business access and parking
- Development

Dee Hidalgo and Ayano Healy from the JLA Public Involvement team, and (with support from the DKS team) will conduct the interviews in person or scheduled over the phone with the purpose of:

- Introducing the Newport TSP Update planning process to identified key stakeholders and community members.
- Understanding stakeholder issues, concerns and desired outcomes related to general transportation needs in the area.
- Develop new relationships, maintain and strengthen existing relationships with stakeholders and community groups (including any representatives involved with any previous City initiatives of past planning projects).
- Collect different perspectives and feedback on community interests, needs, and expectations for guiding future investments in the City's transportation system.



Newport Transportation System Plan Update (TSP)
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- Ensuring that we have a complete list of stakeholders to involve and/or keep informed throughout the project.

Proposed Interview Questions

Discussion Topic: Questions about the project and process / Current level of project knowledge

Sample questions:

- What has your involvement been in any general City initiatives or related planning projects, etc.?
- What do you know about this transportation planning project?
- What have you heard?
- Where or from whom did you hear about the project?
 - What initial questions or concerns do you have about the project?

Discussion Topic: Community involvement process/Interested Parties

Sample questions:

- Are there other people or groups that would be interested in this project? (Get contact information.)
- Do you feel your viewpoints on this subject may reflect those of other organizations or neighbors in the community? If yes, which groups or neighbors do you represent.
- What is the best way to get information to you or those groups? Are there websites, e-mail distribution lists, community boards, or other communication methods that are working well that we should also use?

Discussion Topic: Key issues for consideration – General Focus

Sample questions:

As the City and the Oregon Department of Transportation plan for the future of transportation in Newport and surrounding areas, do you have ideas and input on how to make transportation and travel better for all of us?

- What area in Newport or surrounding area do you live in?
- How do you travel in and around town?
- Can you think of any challenges related to how you travel in and around Newport and surrounding areas?
- What do you like about the existing transportation system (using public transit, driving, walking, riding your bike)?
- Do you have ideas on what can be improved?



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- What transportation-related issues do you think community members (or constituents) care about in this area?

Pedestrian focus/street crossing sample questions:

- What area in Newport or surrounding area do you live in?
- Do you walk in this area? If no, why not? If yes, are there areas where you walk that you feel can be improved?
- If you walk in this area, what challenges do you experience?
- What alternatives do you recommend for addressing those issues?
- Do you feel safe walking in this area? If no, why? If yes, please explain.
- What outcomes related to the transportation system plan are you interested in?
- What do you think could provide a better and safer experience for pedestrians, bicyclists, transit, or ADA accessible modes of travel?

Bicycle focus sample questions:

- What area in Newport or surrounding area do you live in?
- Do you ride a bicycle in this area? If no, why not? If yes, are there areas where you ride your bicycle that you feel can be improved?
- If you ride your bicycle in this area, what challenges do you experience?
- What alternatives do you recommend for addressing those issues?
- Do you feel safe riding your bicycle in this area? If no, why? If yes, please explain.
- What outcomes related to the transportation system plan are you interested in?
- What do you think could provide a better and safer experience for a pedestrians, bicyclists, transit, or ADA accessible modes of travel?

Public Transit focus sample questions:

- What area in Newport or surrounding area do you live in?
- Do you use public transit in this area? If no, why not? If yes, how often do you use public transit?
- What do you feel can be improved?
- If you use public transit in this area, what challenges do you experience?
- What alternatives do you recommend for addressing those issues?
- Do you feel safe using public transit in this area? If no, why? If yes, please explain.
- What outcomes related to the transportation system plan are you interested in?
- What do you think could provide a better and safer experience for a pedestrians, bicyclists, transit, or ADA accessible modes of travel?

ADA facilities focus sample questions:

- What area in Newport or surrounding area do you live in?



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- Do you use a wheelchair in this area? If no, why not? If yes, are there areas where you feel can be improved?
- If you use a wheelchair in this area, what challenges do you experience?
- What alternatives do you recommend for addressing those issues?
- Do you feel safe using a wheelchair in this area? If no, why? If yes, please explain.
- What outcomes related to the transportation system plan are you interested in?
- What do you think could provide a better and safer experience for a pedestrians, bicyclists, transit, or ADA accessible modes of travel?

Driver focus sample questions:

- What area in Newport or surrounding area do you live in?
- Do you drive a car in this area? If no, why not? If yes, are there areas where you drive that you feel can be improved?
- If you drive in this area, what challenges do you experience?
- What alternatives do you recommend for addressing those issues?
- Do you feel safe driving in this area? If no, why? If yes, please explain.
- As a driver, what recommendations do you have to make the streets/roads a safer place for drivers, bikers, and pedestrians?
- What outcomes related to the transportation system plan are you interested in?

Freight focus sample questions:

- What area in Newport or surrounding truck routes do you drive through?
- What trucking/freight company do you work for?
- In general, how would you rate the overall truck access or truck routes in this area? (Very Good/Good/Neutral/Poor/Very Poor/Not sure)
- If you drive a commercial truck in this area, what challenges do you experience?
- What alternatives do you recommend for addressing those issues?
- Do you feel safe driving in this area? If no, why? If yes, please explain.
- As a freight driver, what recommendations do you have to make the streets/roads a safer place for drivers, bikers, and pedestrians?
- What outcomes related to the transportation system plan are you interested in?

Business focus sample questions:

- What area in Newport or surrounding area is the business you represent?
- What method of travel do you use to get to work?
- What challenges do you experience when commuting, parking, walking, biking or rolling to work?
- What challenges do you experience when parking or gaining access near your business?



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- Do you feel safe parking in this area? If no, why? If yes, please explain.
- Do you feel there is enough business access? If no, why? If yes, please explain.
- As a business representative, what recommendations do you have to make the streets/roads/sidewalks/parking areas/business access a safer place for drivers, bikers, and pedestrians?
- What outcomes related to the transportation system plan are you interested in?

Property development focus sample questions:

- What property development company/organization do you represent?
- What type of property development/real estate planning are you interested in (Commercial, Residential)?
- What size of real estate development property are you interested the City will allow/require?
- What potential risks or challenges do you anticipate for future development in the area?
- What potential benefits do you anticipate for future development in the area?

Discussion Topic: Other Items – Open Ended Question

Sample question:

- Is there anything else you'd like the project team to know as they develop the Transportation System Plan Update process for finding suitable concepts that meet the project goals?

The following interviews are proposed (see list of 20 stakeholders and 5 community groups, found as a separate attachment):

Scheduling interviews and confirming dates and times with interviewees should occur mid to late October, at least one month prior to conducting interviews in person. [interviews will occur between November 2019 and January 2020].

Proposed list of interviewees include:

Interview Date & Time	Interviewee Name	Organization/Rep	Type

MEMORANDUM

DATE: October 10, 2019

TO: Newport TSP Project Management Team

FROM: Andrew Parish, Kyra Haggart and Darci Rudzinski, APG

SUBJECT: Newport Transportation System Plan Update
Technical Memo 3 – Regulatory Review

The City of Newport is undertaking an update of the City of Newport Transportation System Plan (TSP) consistent with the requirements of Statewide Planning Goal 12 - Transportation. The Transportation Planning Rule (TPR), Oregon Administrative Rule 660 Division 12, implements Goal 12. The TPR defines the necessary elements of a local Transportation System Plan (TSP) and how Goal 12 should be implemented locally. The overall purpose of the TPR is to provide and encourage a safe, convenient, and economical transportation system. The Rule also implements provisions of other statewide planning goals related to transportation planning in order to plan and develop transportation facilities and services in close coordination with urban and rural development. The TPR directs jurisdictions to integrate comprehensive land use planning with transportation needs and to promote multi-modal systems that make it more convenient for people to walk, bicycle, use transit, and drive less. Newport's TSP must be consistent with the current TPR, which was amended most recently in December 2011.

The TPR requires cities to prepare local TSPs that are consistent with the Oregon Transportation Plan (OTP); Technical Memorandum #2 (Plan Review Summary) addresses the OTP and other background documents that will be referenced in updating the Newport TSP. This memorandum will focus on the extent to which the City's policy and development requirements meet the requirements of TPR.



Newport Comprehensive Plan

Pursuant to the TPR, cities are required to adopt a local TSP as part of their comprehensive plans. The 1999 Newport TSP and its 2008 and 2012 amendments were adopted as part of the Newport Comprehensive Plan's Public Facilities Chapter (Chapter 5).

Comprehensive Plan Goals and Objectives related to transportation are found within the adopted TSP, and are "intended to guide the decision makers and the development community in the administration of the TSP and the development of applicable implementing ordinances consistent with the TSP. This section is not intended to provide review criteria for specific projects or to function as a capital improvement plan."

The City's transportation policies will need to be reviewed and revised to be consistent with the goals and objectives of this TSP update and its ensuing recommendations.

What this means for the Newport TSP Update: The TSP update process will provide an opportunity to review and update the Comprehensive Plan transportation element and other transportation policies, to better represent current state and local practices and objectives. Potential policy changes may reflect issues that have been evolving since the TSP was last updated, such as strategies to optimize transportation management and maximizing the efficiency of the existing transportation system, integrating alternative transportation options, balancing modal capacity of facilities, and the role the transportation system plays in human health. Towards the end of the planning process, when solutions have been identified to satisfy future needs, policy statements will be developed to help implement TSP recommendations. Updated policy statements may augment or replace adopted comprehensive plan transportation policies and will help guide future actions, including land use decisions, after the TSP is adopted. The City will amend the comprehensive plan transportation policies in adherence to Goal 12 in the updated TSP document.



Newport Land Division and Development Regulations

The Newport Municipal Code contains Title XIII Land Division and Title XIV Zoning, which together control the process of land development within the City. The City's Land Division Ordinance and Zoning Ordinance include standards for land uses, dimensions of parcels and roadways, parking and access regulations, application procedures, and other important information relevant to creating and maintaining a functioning transportation system. The TPR requires that the City evaluate development applications for their effect on the transportation system, and that the City requires consistency with its TSP from developments.

What this means for the Newport TSP Update: The TSP update will revisit transportation standards, such as those related to street functional classifications, street cross-sections, and mobility and access management. Where modifications are proposed to these standards, the City development requirements will need to be updated for consistency with the updated TSP. In addition, the Land Division Ordinance contains a number of other transportation-related development requirements (e.g., vehicular and bicycle parking, pedestrian access). Amendments to these development requirements may be needed in order to implement the recommendations of the updated TSP and to better comply with the TPR.

Table 1 describes how City land division, zoning, and development requirements meet specific TPR requirements and identifies recommended improvements where local requirements could be strengthened or modified to be more consistent with the TPR. Suggested draft code language will be prepared at the implementation phase of the TSP update that supports the policies and recommendations of the draft TSP and ensures consistency with the TPR.



Table I. TPR Requirements and Recommendations for the Newport Development Code

TPR Requirement	Municipal Code References and Recommendations
OAR 660-012-0045 – Implementation of the Transportation System Plan	
(1) Each local government shall amend its land use regulations to implement the TSP.	
<p><i>(a) The following transportation facilities, services and improvements need not be subject to land use regulations except as necessary to implement the TSP and, under ordinary circumstances do not have a significant impact on land use:</i></p> <p><i>(A) Operation, maintenance, and repair of existing transportation facilities identified in the TSP, such as road, bicycle, pedestrian, port, airport and rail facilities, and major regional pipelines and terminals;</i></p> <p><i>(B) Dedication of right-of-way, authorization of construction and the construction of facilities and improvements, where the improvements are consistent with clear and objective dimensional standards;</i></p> <p><i>(C) Uses permitted outright under ORS 215.213(1)(m) through (p) and 215.283(1)(k) through (n), consistent with the provisions of 660-012-0065; and</i></p> <p><i>(D) Changes in the frequency of transit, rail and airport services.</i></p> <p><i>(b) To the extent, if any, that a transportation facility, service, or improvement concerns the application of a comprehensive plan provision or land use regulation, it may be allowed without further land use review if it is permitted outright or if it is subject to standards that do not require interpretation or the exercise of factual, policy or legal judgment.</i></p>	<p>The Newport Zoning Ordinance includes transportation facilities as “Institutional and Civic Uses” – either “Basic Utilities or Roads” or “Utility, Road, and Transit Corridors.” (14.03.060.E Commercial and Industrial Districts – Institutional and Civic Use Categories). Basic Utilities and Roads are permitted in all commercial and industrial districts, and Utility, Road, and Transit Corridors are conditional uses.</p> <p>Port facilities are permitted in the W-1 and W-2 zones.</p> <p>Trails, paths, bike paths, walkways, etc. are permitted in Public (P-1, P2, and P-3) land use classifications.</p> <p>Recommendation: Consider consolidating transportation facilities from these various definitions and locations. This could be accomplished by adding "Transportation Facilities (operation, maintenance, preservation, and construction in accordance with the City’s Transportation System Plan)" as a permitted use in all land use districts.</p> <p>Alternatively, add “Basic Utilities or Roads” as an allowed use in other zoning districts.</p>
<p><i>(c) In the event that a transportation facility, service or improvement is determined to have a significant impact on land use or requires interpretation or the exercise of factual, policy or legal judgment, the local government shall provide a review and approval process that is consistent with 660-012-0050. To facilitate implementation of the TSP, each local government shall amend regulations to provide for consolidated review of land use decisions required to permit a transportation project.</i></p>	<p>TPR Section -0050 addresses project development and implementation - how a transportation facility or improvement authorized in a TSP is designed and constructed. Project development may or may not require land use decision-making. The TPR directs that during project development, projects authorized in an acknowledged TSP will not be subject to further justification with regard to their need,</p>



TPR Requirement	Municipal Code References and Recommendations
	<p>mode, function, or general location. To this end, the TPR calls for consolidated review of land use decisions and proper noticing requirements for affected transportation facilities and service providers.</p> <p>The City allows for consolidated review of multiple land use or development permits under Development Code Section 14.52.130 – Consolidated Procedure, stating that "Any applicant for a land use action may apply at one time for all related land use actions."</p> <p>Chapter 14.45 – Traffic Impact Analysis states that a TIA shall be submitted "To determine whether a significant effect on the transportation system would result from a proposed amendment to the Newport Comprehensive Plan or to a land use regulation, as specified in OAR 660-012-0060," among other situations.</p> <p>This TPR provision is met</p>
<p>(2) Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities corridors and sites for their identified functions. Such regulations shall include:</p>	
<p><i>(a) Access control measures, for example, driveway and public road spacing, median control and signal spacing standards, which are consistent with the functional classification of roads and consistent with limiting development on rural lands to rural uses and densities;</i></p>	<p>Chapter 14.14 addresses Parking, Loading, and Access Requirements, and requires spacing of driveway access onto Arterial streets of 500 feet, "where practical" (14.14.120.E). Access spacing standards for roadways and intersections are not provided.</p> <p>The Land Division Ordinance contains block regulations (13.05.020) limiting block size to 1,000 feet in length but does not describe access control measures.</p> <p>Chapter 14.44.050.E – Transportation Standards states that (the location, width, and grade of all streets shall conform to the</p>



TPR Requirement	Municipal Code References and Recommendations
	<p>Transportation System Plan, Subdivision plan, or street plan, as applicable...”</p> <p>Recommendation: Update Title 13 and/or Title 14 to include access control measures that are consistent with the functional classification system recommended by the TSP update. Whether spacing standards are ultimately located within the development code or are referenced in the TSP will be discussed in the implementation phase of this process.</p>
<p><i>(b) Standards to protect the future operations of roads, transitways and major transit corridors</i></p>	<p>Chapter 14.45 addresses Transportation Impact Analysis (TIA) regulations. A TIA is required in cases of amendments to the comprehensive plan or land use regulation, as specified in OAR 660-012-0060; as required by ODOT in conjunction with an approach road permit; when a proposal may generate 100 or greater PM peak-hour trips; when a proposal may increase adjacent street use by heavy vehicles by 10 trips a day or more; or when the proposal utilizes Trip Reserve Funds to meet the requirements of the South Beach Transportation Overlay Zone (Chapter 14.43).</p> <p>This TIA is intended to ensure that operations of transportation facilities is maintained through individual land use decisions.</p> <p>14.45.070 provides a fee in lieu requirement for certain situations.</p> <p>Recommendation: This TPR provision is met. However, the TSP update provides an ideal opportunity to revisit the thresholds that trigger a TIA, as well as the process and requirements. Any recommended changes resulting from this</p>



TPR Requirement	Municipal Code References and Recommendations
	review may necessitate updates to Chapter 14.45.
<p><i>(c) Measures to protect public use airports by controlling land uses within airport noise corridors and imaginary surfaces, and by limiting physical hazards to air navigation;</i></p>	<p>Chapter 14.22 – Airport Restricted Area establishes zones that regulate allowed height, electrical interference, noise, and other issues through standard airport-related imaginary surfaces.</p> <p>This TPR provision is met.</p>
<p><i>(d) A process for coordinated review of future land use decisions affecting transportation facilities, corridors or sites;</i></p>	<p>See response to -0045(1)(c).</p> <p>This TPR provision is met.</p>
<p><i>(e) A process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors or sites;</i></p>	<p>This section is implemented by section 14.45 (Traffic Impact Analysis), 14.34 (Conditional Uses), and 14.44 (Transportation Standards).</p> <p>Section 14.45 establishes the standards for when a proposal must be reviewed for potential traffic impacts, when a TIA must be submitted with a development application, the study area, and who is qualified to prepare the analysis.</p> <p>14.45.060 states that “The city may deny, approve, or approve a development proposal with conditions needed to meet operations, structural, and safety standards and provide the necessary right-of-way and improvements to ensure consistency with the city’s Transportation System Plan.”</p> <p>This TPR provision is met. The provisions of these sections will be revisited to ensure compliance with the updated TSP.</p>
<p><i>(f) Regulations to provide notice to public agencies providing transportation facilities and services, MPOs, and ODOT of:</i></p> <p><i>(A) Land use applications that require public hearings;</i></p> <p><i>(B) Subdivision and partition applications;</i></p>	<p>Notice requirements are detailed in Section 14.52.060 and include “any affected public agency or public/private utility” in the list of those who shall receive notice.</p>



TPR Requirement	Municipal Code References and Recommendations
<p>(C) <i>Other applications which affect private access to roads; and</i></p> <p>(D) <i>Other applications within airport noise corridor and imaginary surfaces which affect airport operations.</i></p>	<p>Subdivision Ordinance notice requirements are in Section 13.05.075 Preliminary Review and Notice of Hearing and require that the Community Development Director provide notice to “other agencies known to be affected or to have an interest.”</p> <p>Recommendation:</p> <p>Add specific language for Type III and Type IV applications requiring transportation providers, including ODOT, Lincoln County Transit, and the Newport Municipal Airport, be notified of proposals that may impact their facilities or services.</p>
<p>(g) <i>Regulations assuring amendments to land use designations, densities, and design standards are consistent with the functions, capacities and performance standards of facilities identified in the TSP.</i></p>	<p>Section 14.45.050.C requires “where a proposed amendment to the Newport Comprehensive Plan or land use regulation would significantly affect an existing or planned transportation facility, the TIA must demonstrate that solutions have been developed that are consistent with the provisions of OAR 660- 012-0060.”</p> <p>This TPR provision is met.</p>
<p>(3) Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth below.</p>	
<p>(a) <i>Bicycle parking facilities as part of new multi-family residential developments of four units or more, new retail, office and institutional developments, and all transit transfer stations and park-and-ride lots.</i></p>	<p>Bicycle parking is addressed in Section 14.14.070. Bicycle parking facilities are required as part of new multifamily residential developments of 4 units or more, as well as new retail, office, and institutional developments. The amount of bicycle parking required depends on the number of required vehicle parking spaces.</p> <p>Recommendation:</p> <p>As appropriate, consider adding transit transfer stations and park-and-ride lots to the facilities which require bicycle parking. Also consider referencing the Lincoln County</p>



TPR Requirement	Municipal Code References and Recommendations
	Transit Development Plan within the development code.
<p><i>(b) On-site facilities shall be provided which accommodate safe and convenient pedestrian and bicycle access from within new subdivisions, multi-family developments, planned developments, shopping centers, and commercial districts to adjacent residential areas and transit stops, and to neighborhood activity centers within one-half mile of the development. Single-family residential developments shall generally include streets and accessways. Pedestrian circulation through parking lots should generally be provided in the form of accessways.</i></p> <p><i>(A) "Neighborhood activity centers" includes, but is not limited to, existing or planned schools, parks, shopping areas, transit stops or employment centers;</i></p> <p><i>(B) Bikeways shall be required along arterials and major collectors. sidewalks shall be required along arterials, collectors and most local streets in urban areas except that sidewalks are not required along controlled access roadways, such as freeways;</i></p> <p><i>(C) Cul-de-sacs and other dead-end streets may be used as part of a development plan, consistent with the purposes set forth in this section;</i></p> <p><i>(D) Local governments shall establish their own standards or criteria for providing streets and accessways consistent with the purposes of this section. Such measures may include but are not limited to: standards for spacing of streets or accessways; and standards for excessive out-of-direction travel;</i></p> <p><i>(E) Streets and accessways need not be required where one or more of the following conditions exist:</i></p> <p><i>(i) Physical or topographic conditions make a street or accessway connection impracticable. Such conditions include but are not limited to freeways, railroads, steep slopes, wetlands or other bodies of water where a connection could not reasonably be provided;</i></p> <p><i>(ii) Buildings or other existing development on adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment; or</i></p>	<p>On-site circulation and connections: Circulation diagrams are a required part of a Planned Development application (14.35.60.9.b), showing the movement of vehicles, goods, bicycles, and pedestrians within the planned development. However, requirements related to on-site circulation and connections to nearby activity centers for non-motorized modes of transportation are not addressed in either the Zoning or the Land Division Ordinance.</p> <p>Parking Lots: Chapter 14.14 addresses parking, loading, and access requirements. Pedestrian and/or bicycle circulation through parking lots are not addressed.</p> <p>Bikeways and sidewalks: Street standards in the Land Division Ordinance (13.05.015) state that sidewalks are required. Cross-sections and other standards for roadways are not included or referenced in either Title 13 or Title 14.</p> <p>Street and accessway layout: Section 13.05.020 establishes block sizes for subdivisions. Block length is restricted to 1,000', and a pedestrian or bicycle way may be required if block length exceeds that figure.</p> <p>Cul-de-sacs: Cul-de-sacs may be required to include pedestrian accessways. They are also limited to a length of 400 feet (13.05.015.I).</p> <p>Recommendations:</p> <ul style="list-style-type: none"> Amend Title 13 and Title 14 to include language related to on-site circulation and connections, and



TPR Requirement	Municipal Code References and Recommendations
<p><i>(iii) Where streets or accessways would violate provisions of leases, easements, covenants, restrictions or other agreements existing as of May 1, 1995, which preclude a required street or accessway connection.</i></p>	<p>pedestrian access through parking lots.</p> <ul style="list-style-type: none"> • Include references in Title 13 and Title 14 to adopted street standards in the updated TSP. Street standards will need to comply with the bikeway requirements within the TPR. • Evaluate the 1,000' block length and accessway requirements as part of the TSP update.
<p><i>(c) Off-site road improvements are otherwise required as a condition of development approval, they shall include facilities accommodating convenient pedestrian and bicycle and pedestrian travel, including bicycle ways on arterials and major collectors</i></p>	<p>Section 14.45.060 states that the City may condition development to “provide the necessary right-of-way and improvements to ensure consistency with the City’s Transportation System Plan.”</p> <p>Recommendation: Add specific language stating that the City may require off-site improvements proportionate to the impacts of proposed development and that conditioned improvements may include facilities accommodating convenient pedestrian and bicycle travel, consistent with the TSP. Proposed code modifications would suggest what type of findings are necessary to require such off-site improvements.</p>
<p><i>(d) For purposes of subsection (b) “safe and convenient” means bicycle and pedestrian routes, facilities and improvements which:</i></p> <p><i>(A) Are reasonably free from hazards, particularly types or levels of automobile traffic which would interfere with or discourage pedestrian or cycle travel for short trips;</i></p> <p><i>(B) Provide a reasonably direct route of travel between destinations such as between a transit stop and a store; and</i></p>	<p>Adopted City development requirements do not contain language requiring “safe and convenient” bicycle and pedestrian routes.</p> <p>Recommendation: Address TPR requirements related to bicycle and pedestrian access and mobility through the addition of a new Pedestrian Access and Circulation section in the Land Division Ordinance. Review the applicability of proposed new requirements for all future subdivisions.</p>



TPR Requirement	Municipal Code References and Recommendations
<p><i>(C) Meet travel needs of cyclists and pedestrians considering destination and length of trip; and considering that the optimum trip length of pedestrians is generally 1/4 to 1/2 mile.</i></p>	
<p><i>(e) Internal pedestrian circulation within new office parks and commercial developments shall be provided through clustering of buildings, construction of accessways, walkways and similar techniques.</i></p>	<p>The City currently does not have requirements related to non-motorized circulation internal to office park and commercial development.</p> <p>Recommendation: See recommendation above.</p>
<p>(4) To support transit in urban areas containing a population greater than 25,000, where the area is already served by a public transit system or where determination has been made that a public transit system is feasible, local governments shall adopt land use and subdivisions as provided in (a)-(g) below.</p>	
<p><i>(a) Transit routes and transit facilities shall be designed to support transit use through provision of bus stops, pullouts and shelters, optimum road geometrics, on-road parking restrictions and similar facilities, as appropriate</i></p>	<p>The City of Newport does not have a population greater than 25,000. However, the community is currently served by Lincoln County Transit and the updated TSP will address existing and future transit facilities and services.</p> <p>Recommendation: The TSP update planning process will identify transit routes and ensure that roadway design requirements will accommodate service on existing and planned routes. Depending on the draft TSP recommendations, update development requirements as necessary to address the provision of transit amenities. Additionally, add standards to subdivision regulations and infill development requirements (NMC 14.44) to require transit-supporting amenities consistent with the adopted Lincoln County Transit Development Plan.</p>
<p><i>(b) New retail, office and institutional buildings at or near major transit stops shall provide for convenient pedestrian access to transit through the measures listed in (A) and (B) below.</i></p>	<p>Access to transit is not currently addressed by the TSP.</p>



TPR Requirement	Municipal Code References and Recommendations
<p>(A) Walkways shall be provided connecting building entrances and streets adjoining the site;</p> <p>(B) Pedestrian connections to adjoining properties shall be provided except where such a connection is impracticable. Pedestrian connections shall connect the on site circulation system to existing or proposed streets, walkways, and driveways about the property. Where adjacent properties are undeveloped or have potential for redevelopment, streets, accessways and walkways on site shall be laid out or stubbed to allow for extension to the adjoining property;</p> <p>(C) In addition to (A) and (B) above, on sites at major transit stops provide the following:</p> <p>(i) Either locate buildings within 20 feet of the transit stop, a transit street or an intersecting street or provide a pedestrian plaza at the transit stop or street intersection;</p> <p>(ii) A reasonably direct pedestrian connection between the transit stop and building entrances on the site</p> <p>(iii) A transit passenger landing pad accessible to disabled persons</p> <p>(iv) An easement or dedication for a passenger shelter if requested by the transit provide; and</p> <p>(v) Lighting at the transit stop.</p>	<p>Recommendation: See response to - 0045(4)(a).</p>
<p>(c) Local governments may implement 4(b)A and (B) above through the designation of pedestrian districts and adoption of appropriate implementing measures regulating development within pedestrian districts. Pedestrian districts must comply with the requirement of (4)(b)(C) above.</p>	<p>The City can also meet the requirements of the TPR related to pedestrian connections to transit (TPR -0045(4)(b)(A) and (B)) by adopting appropriate implementing measures within a designated pedestrian district. The City of Newport currently does not have pedestrian district designations.</p> <p>Recommendation: For the approach offered by TPR -0045(4)(c), the City would need to consider designating pedestrian districts and developing specific code language to address, among other things, “major transit stops,” as defined through the TSP update.</p>
<p>(d) Designated employee parking areas in new developments shall provide preferential parking for carpools and vanpools</p>	<p>Chapter 14.14 addresses parking and loading generally. Employee parking areas and preferential parking for carpools and vanpools are not addressed.</p>



TPR Requirement	Municipal Code References and Recommendations
	<p>Recommendation: The City should consider requiring that new developments with planned designated employee parking areas provide preferential parking for employee carpools and vanpools. A typical local code requirement is requiring employers with more than a specific number of employees, or developments where required parking spaces exceed a specific number, to dedicate a percentage of the required parking spaces for car/vanpools.</p>
<p><i>(6) In developing a bicycle and pedestrian circulation plan as required by 660-012-0020(2)(d), local governments shall identify improvements to facilitate bicycle and pedestrian trips to meet local travel needs in developed areas. Appropriate improvements should provide for more direct, convenient and safer bicycle or pedestrian travel within and between residential areas and neighborhood activity centers (i.e., schools, shopping, transit stops). Specific measures include, for example, constructing walkways between cul-de-sacs and adjacent roads, providing walkways between buildings, and providing direct access between adjacent uses.</i></p>	<p>The TSP update is expected to include a considerable update to the City’s bicycle and pedestrian circulation plan, consistent with TPR -0020. This TPR requirement is currently implemented in City requirements as follows.</p> <ul style="list-style-type: none"> • Walkways between cul-de-sacs and adjacent roads – See response and recommendations related to cul-de-sacs, Section -0045(3)(b). • Walkways between buildings – See response and recommendations related to accessways, Section -0045(3)(b). • Access between adjacent uses – See response and recommendations related to accessways, Section -0045(3)(b). <p>Recommendation: This requirement will be addressed by the TSP update planning process and can be implemented locally by requiring improvements in developing areas consistent with adopted code provisions.</p>
<p><i>(7) Local governments shall establish standards for local streets and accessways that minimize pavement width and total ROW consistent with the operational needs of the facility. The intent of this requirement is that local governments consider and reduce excessive standards for local streets and accessways in order to reduce the cost of construction, provide for more efficient use of urban land,</i></p>	<p>The Land Division Ordinance defers to the adopted TSP for roadway and right-of-way widths but sets the minimum standards in Section 13.05.015.B. Public improvement requirements for streets are listed in Section 13.05.040.A.1, where street widths are set at 36’ (improved).</p>



TPR Requirement	Municipal Code References and Recommendations
<p><i>provide for emergency vehicle access while discouraging inappropriate traffic volumes and speeds, and which accommodate convenient pedestrian and bicycle circulation. Notwithstanding section (1) or (3) of this rule, local street standards adopted to meet this requirement need not be adopted as land use regulations.</i></p>	<p>This standard for a local street is wider than recommended widths illustrated in the Transportation Growth Management Neighborhood Street Design Guidelines (listed below).</p> <p><u>Recommendation:</u> The TSP update process provides the City with the opportunity to evaluate local streets standards to determine if modifications need to be made to both meet the current and future needs of the community and implement this TPR requirement.</p>
<p>OAR 660-12-0060</p>	
<p><i>Amendments to functional plans, acknowledged comprehensive plans, and land use regulations that significantly affect an existing or planned transportation facility shall assure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility.</i></p>	<p>TPR compliance is addressed in Section 14.45 Traffic Impact Analysis, which requires a “significant effect” determination for proposed amendments to the Newport Comprehensive Plan or land use regulations and, consistent with TPR -0060, that the proposed changes are consistent with the “identified function, capacity, and performance standards” of the impacted facility.</p> <p>This TPR provision is met.</p>



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MEMORANDUM

DATE: October 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

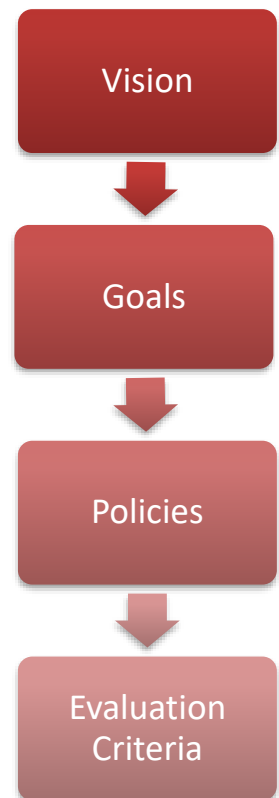
The purpose of this memorandum is to initiate the process of developing the transportation-related vision, goals, policies, and evaluation criteria that will help guide the update of the Newport Transportation Plan (TSP) and future investment decisions. This effort will continue through the planning 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 policies. 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 Policies

The goals and policies from Newport’s current TSP and Comprehensive Plan, as well as the strategies in the Greater Newport Area 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 to provide a framework for the Newport TSP update. In contrast to the existing TSP structure that categorizes transportation policy by mode, the proposed goals and objectives describe a multi-modal, integrated approach to transportation planning. 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 all streets, including US 101 and US 20 complement a vibrant streetscape environment where people stop and visit and can travel by all modes safely and comfortably.

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

Goal 3: Active Transportation

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

- 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, and on streets and paths linking key destinations such as employment centers, schools, shopping, and transit routes.
- c) Provide low-cost improvements to enhance walking and biking on all arterials and collectors, and on streets and paths linking key destinations such as employment centers, schools, shopping, and transit routes.
- d) Provide safe street crossing opportunities on high-volume and/or high-speed streets.
- e) Provide walking access to transit routes and major activity centers in the City.
- f) Work to close gaps in the existing sidewalk network.



- g) Provide biking facilities that are comfortable, convenient, safe and attractive for users of all ages and abilities on or near all arterials and collectors, and streets and paths linking key destinations such as employment centers, schools, shopping, and transit routes.
- 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 along freight routes according to current mobility standards.
- c) Provide safe, direct, and welcoming routes between major tourist destinations in Newport.

Goal 5: Environment

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

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

Goal 6: Support Healthy Living

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

- 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.
- c) Provide for multi-modal circulation on-site and externally to adjacent land uses and existing and planned multi-modal facilities.

Goal 7: Prepare for Change

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

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



- b) Seek to supplement traditional transportation options with more emphasis given to walking, biking, and transit and consideration for new alternatives such as car sharing, bike sharing, driverless vehicles, ride sourcing, and micro-mobility.
- 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) Improve transportation system reliance to seismic and tsunami hazards, extreme weather events, and other natural hazards.
- b) 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.
- c) Preserve and maintain existing transportation facilities to extend their useful life.
- d) Seek to improve the efficiency of existing transportation facilities before adding capacity.
- e) 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

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

Agate Beach

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



Newport TSP Update

PROJECT ADVISORY COMMITTEE MEETING #1

An Introduction to Transportation System Planning
and the Work Completed to Date

Today's Agenda

- What is a Transportation System Plan?
- Public Outreach Program
- Review of Work Completed to Date
- How Performance Targets are Set
- Next Steps

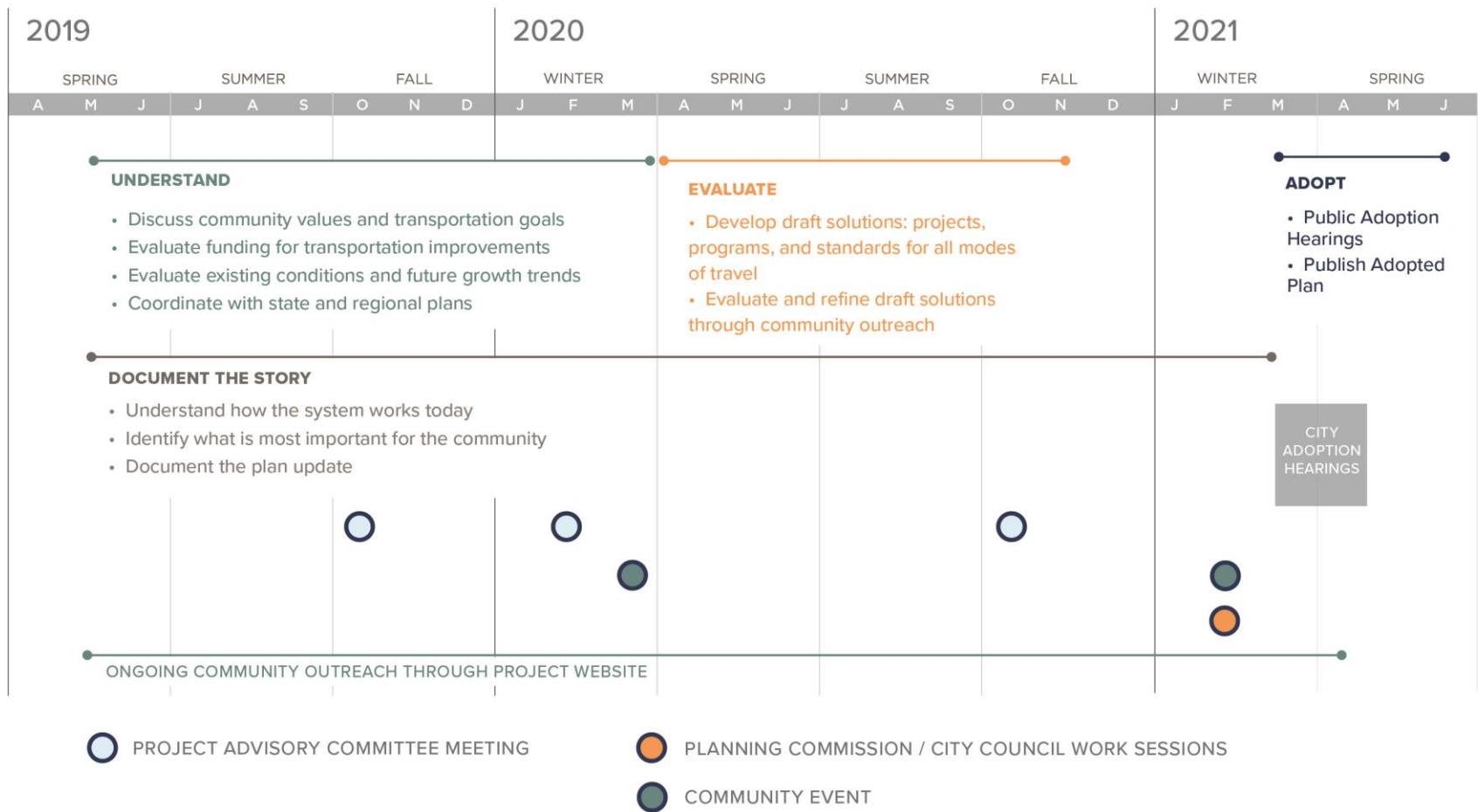
What is a Transportation System Plan?

A TSP describes a transportation system and outlines **projects, programs, and policies** to meet its needs now and in the future based on the community's aspirations.

A Few Key Questions

- What are our community's transportation goals?
- How well does the system work today?
- How will demands change over time?
- What investments are most valuable for Newport?
- How do we get projects funded and built?

Project Schedule





PUBLIC OUTREACH

Public and stakeholder engagement process for the
Transportation System Plan



Project Advisory Committee (PAC)

- Community members with input for the planning process
 - Residents & Business owners
 - Advocates
 - Agency representatives
 - Appointed by City Council
- Role of a PAC Member
 - **Share your advice with the Project Team to guide the TSP update to best reflect the community's aspirations**

Upcoming PAC Meetings

- **PAC MEETING #2 – FEBRUARY 2020**
 - How the system works today
 - How travel demands will grow
 - How well the system performs with growth
- **PAC MEETING #3 – FALL 2020**
 - Candidate solutions to address system needs
 - How it is funded and built
 - Design standards for new facilities
- **PAC MEETING #4 – WINTER 2021**
 - Draft TSP

Stakeholder Interviews

- Connect with key community members that may not otherwise participate
- Explore their viewpoints on key needs
- Compile outcomes anonymously
- Draft roster and questions in handout



REVIEW OF WORK COMPLETED TO DATE

Public and stakeholder engagement process for the
Transportation System Plan

Key Work Completed

- Public and Stakeholder Involvement Strategy (TM #1)
- Plan and Policy Review (TM #2)
- Regulatory Review (TM #3)
- Goals and Objectives (TM #4)

IN PROGRESS NOW

- Existing Conditions // how well the system works today
- Future Traffic Forecast // how traffic will grow

Regulatory Review (TM #3)

STATE AND LOCAL PLANS AND REGULATIONS

- Oregon Transportation Planning Rule (TPR)
Integrates State and Local Planning around transportation and land use
- Newport Comprehensive Plan
Integrates land use and transportation planning in Newport
- Newport Development Code
Implements TSP vision through Title XIII (Land Division) and Title XIV (Zoning)

Regulatory Review (TM #3), Cont.

SOME SPECIFIC ISSUES

- How “transportation facilities” are categorized and permitted in the development code
- Where spacing standards, street cross-section standards, etc. are ultimately located
- Transportation Impact Analysis (TIA) thresholds and procedure
- Interagency coordination in the land development process and noticing procedure
- Implementing safe and convenient pedestrian and bicycle access through development review
- Consistency with Lincoln County Transit Development Plan
- Language related to off-site improvements

Regulatory Review (TM #3), Cont.

KEY FINDINGS

- TPR audit indicates good policy compliance
- Transportation policies will be reviewed and updated to be implemented into Comprehensive Plan
- Other “breadcrumbs” included to ensure decisions made as part of the TSP Update are reflected in the appropriate parts of the development code

Goals and Policies (TM #4)

TSP Goals

1. Safety
2. Mobility and Accessibility
3. Active Transportation
4. Grow the Economy
5. Environment
6. Support Healthy Living
7. Prepare for Change
8. Fiscal Responsibility
9. Work with Regional Partners

- Each goal is supported by more finite **policies**

Supplemental Strategies (TM #4)

- Extensions of the citywide goals and policies
- Apply within the Commercial Core and Agate Beach areas of the City
- They provide adequate depth and context for addressing the unique issues within these areas

Measurable Evaluation Criteria

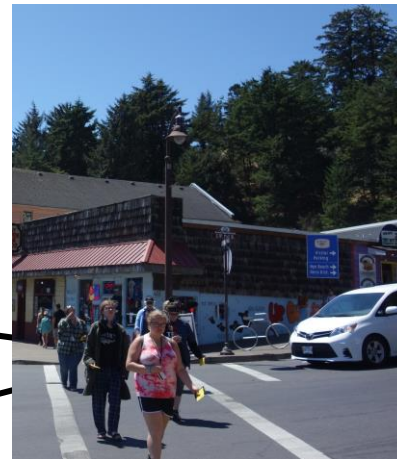
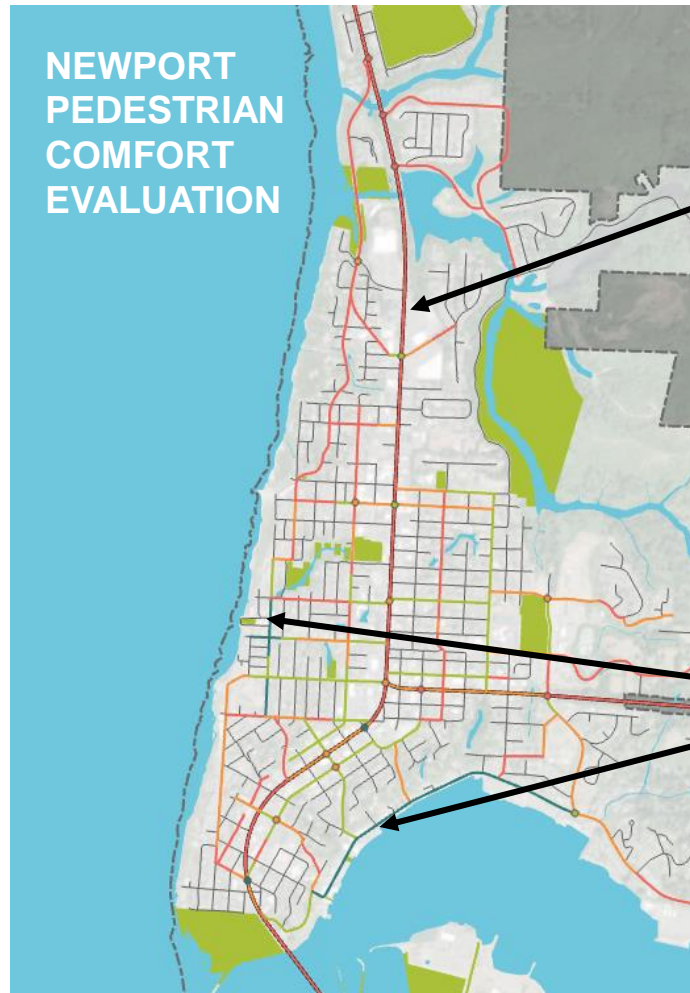
- Evaluation criteria will be developed for each goal area
- Each proposed transportation alternative will be measured with the evaluation criteria
- Allows for comparison among the alternatives
- Will be used to inform the selection and prioritization of projects and policies for the plan by describing how well they support goal areas

How Travel Works Today (Draft)

KEY TRANSPORTATION ISSUES

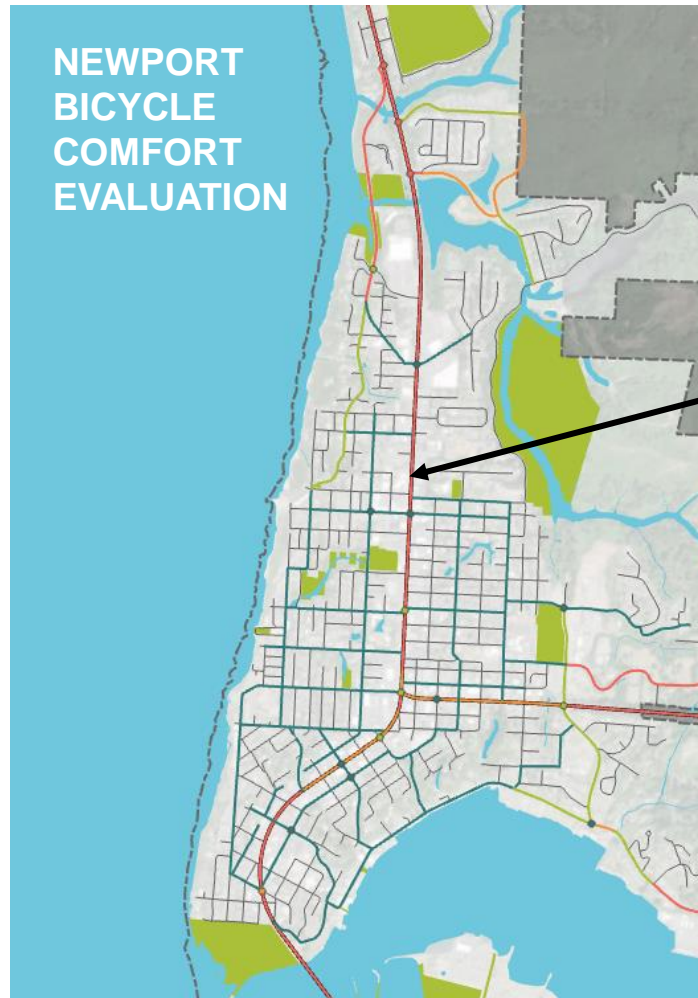
- Limited multimodal facilities
- Few north-south routes through Newport apart from US 101
- High seasonal traffic
- Congestion at key intersections

Pedestrian Facilities



- Pedestrian-oriented areas tend to be more comfortable and encourage walking
- Sidewalks along highways tend to be curb-tight and are less attractive to pedestrians
- Sidewalks are missing on 85% of streets

Bike Facilities

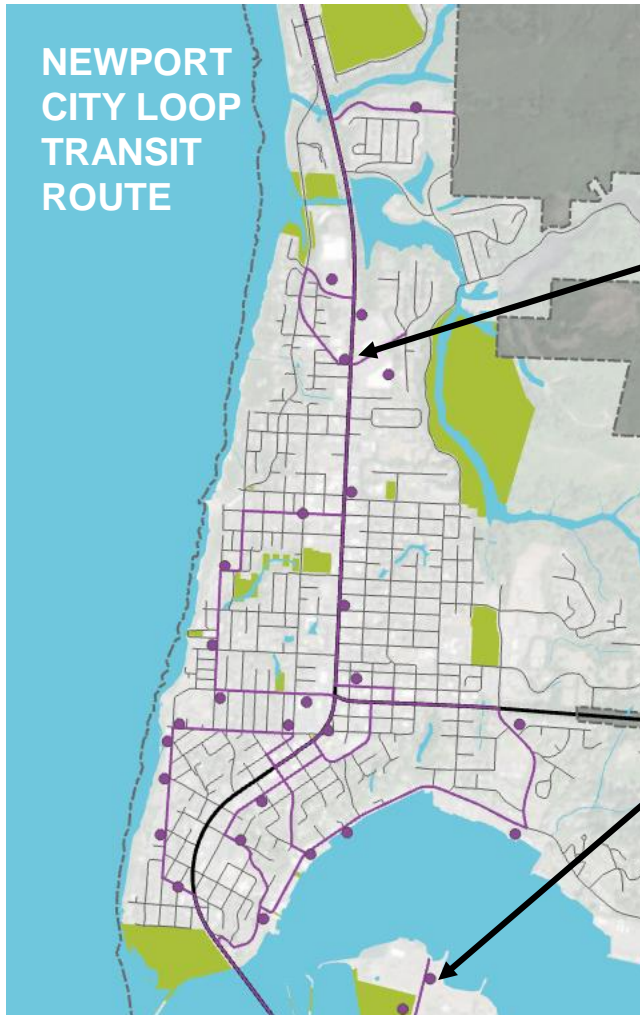


Transportation System Plan Overview



- Lack of facilities on highways creates a stressful environment
- Most local streets are comfortable

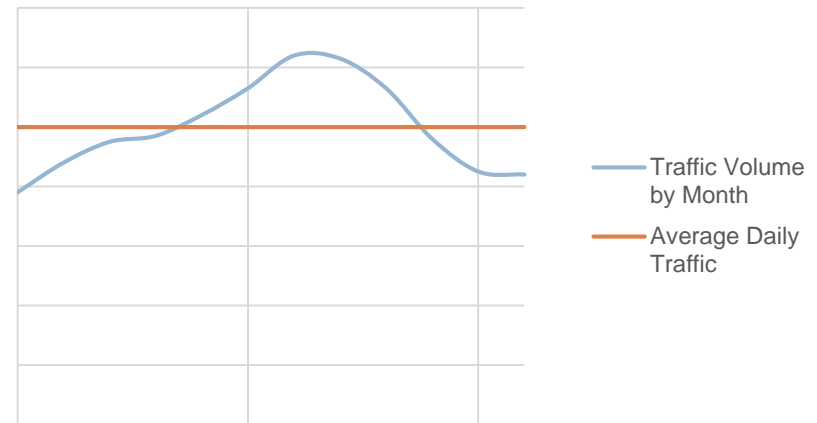
Transit Facilities



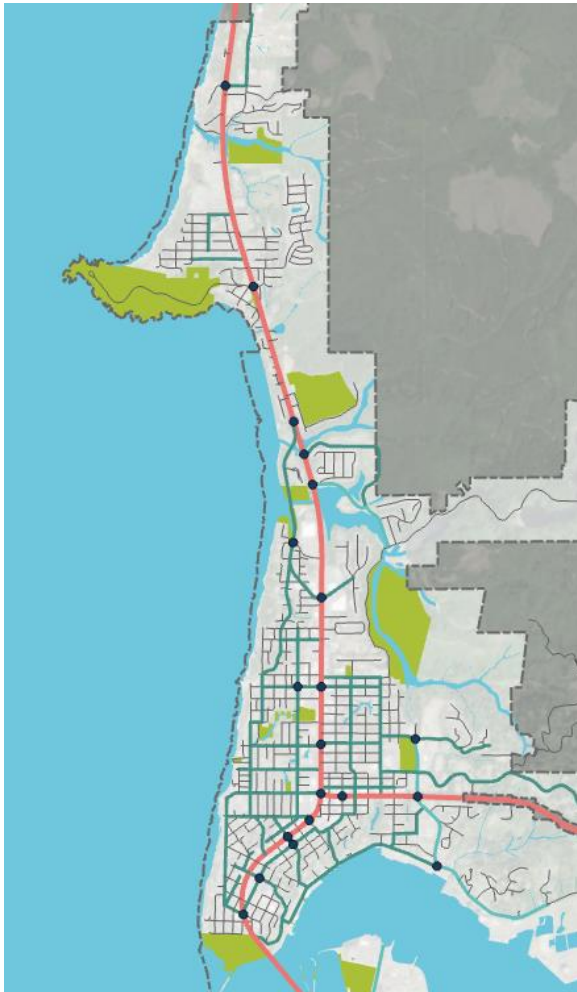
- Inconsistent signage reduces accessibility

Motor Vehicle and Freight Facilities

- High seasonal traffic
- Congestion at US 101/US 20
- Side street delay
- Queuing



Existing Traffic Operations (Summer)



- US 101/US 20 approaches intersection capacity
- High side street delay
 - Can exceed 100 seconds
 - Typically 50 seconds or less
- Most signalized intersections and local roads operate okay
- Seasonal traffic exacerbates operational issues

Safety



- 186 crashes/year
- 3 fatalities
 - Driver did not yield
 - Driver struck pedestrian in road
 - Driver struck a tree stump
- 85% of crashes property damage only or minor injuries
- High crash locations (in blue)
 - US 101/Bayley
 - 11th Street/Nye Street
 - 9th Street/Hurbert Street
 - 9th Street/Abbey Street
 - Bay Boulevard/Moore Drive

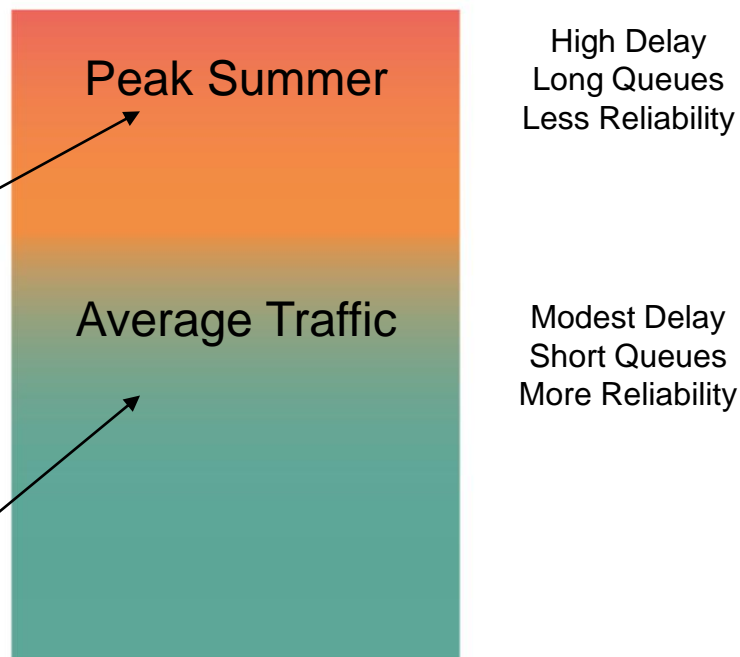


PERFORMANCE TARGETS AND STANDARDS

How congestion and safety are evaluated and how well the perform for the City

Performance Targets

- ODOT – volume to capacity (v/c) ratio based
 - 0.80 to 0.90
 - Based on seasonal peak traffic volumes
- Alternative mobility targets
 - Based on typical traffic volumes
 - Increases acceptable congestion
- City – no existing standards



Project Schedule

