

MEMORANDUM

DATE: May 31, 2019

TO: Newport TSP Project Management Team

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

SUBJECT: Newport Transportation System Plan Update
Technical Memo 2 – Plan Review Summary

This memorandum summarizes planning documents, policies, and regulations that are applicable to the Newport Transportation System Plan (TSP) update. The City’s current TSP, adopted in 2012, will serve as the foundation for the update process, upon which new information obtained from system analysis and stakeholder input will be applied to address changing transportation needs through the year 2040. As new strategies for addressing transportation needs are proposed, compliance and coordination with the plans and policies described in this document will be required.

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Transportation System Planning in Oregon

Transportation system planning in Oregon is required by Statewide Planning Goal 12 – Transportation¹. The Transportation Planning Rule (TPR), OAR 660-012, describes how to implement Statewide Planning Goal 12².

By implementing Statewide Planning Goal 12 (Transportation), the TPR promotes the development of safe, convenient, and economic transportation systems that are designed to reduce reliance on the automobile. Key elements include direction for preparing, coordinating, and implementing transportation system plans. In particular, OAR 660-012-0060 addresses amendments to plans and land use regulations and includes measures to be taken to ensure allowed land uses are consistent

¹ Statewide Planning Goals: <http://www.oregon.gov/LCD/goals.shtml>

² Transportation Planning Rule: http://arcweb.sos.state.or.us/rules/OARS_600/OAR_660/660_012.html



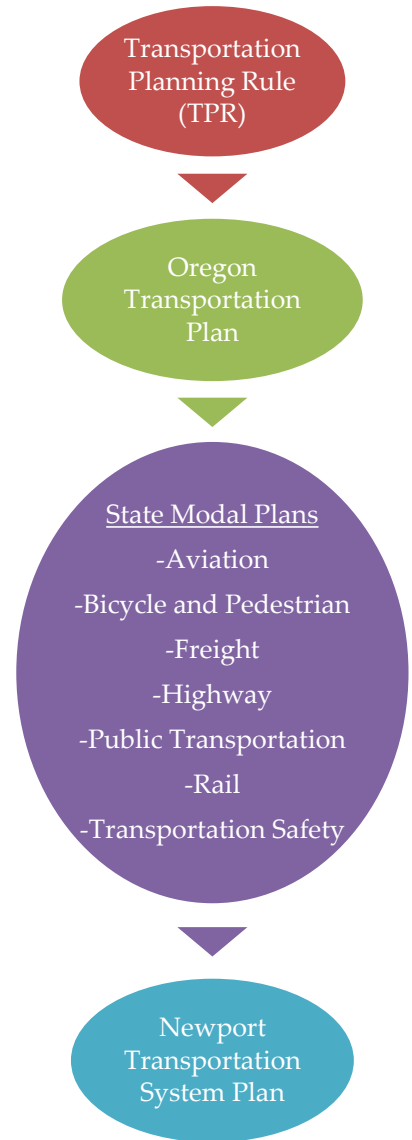
with the identified function and capacity of existing and planned transportation facilities. This rule includes criteria for identifying significant effects of plan or land use regulation amendments on transportation facilities, actions to be taken when a significant effect would occur, identification of planned facilities, and coordination with transportation facility providers.

Recent amendments to the TPR include new language in 660-012-060 that allows a local government to exempt a zone change from the “significant effect” determination if the proposed zoning is consistent with the comprehensive plan map designation and the TSP. The amendments also allow a local government to amend a functional plan, comprehensive plan, or land use regulation without applying mobility standards if the subject area is within a designated multi-modal mixed-use area (MMA). In order to implement these recent amendments to the TPR, the plan amendment language in the City’s zoning code may need to be revised during the implementation phase of this TSP update.

OAR 660-012-0045 requires each local government to amend its land use regulations to implement the TSP. It also requires local government to 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. This policy is achieved through a variety of measures, including access control measures, standards to protect future operations of roads, and expanded notice requirements and coordinated review procedures for land use applications. Measures also include a process to apply conditions of approval to development proposals, and regulations assuring that amendments to land use designations, densities, and design standards are consistent with the functions, capacities, and performance standards of facilities identified in the TSP.

Specifically, the TPR requires:

- The state to prepare a TSP, referred to as the Oregon Transportation Plan (OTP); and
- Counties and cities to prepare local TSPs that are consistent with the OTP.





As the guiding document for local TSPs, the OTP³ establishes goals, policies, strategies and initiatives that address the core challenges and opportunities facing transportation in Oregon. The goals and policies are further implemented by various modal plans, including the Aviation System Plan, Bicycle and Pedestrian Plan, Freight Plan, Highway Plan, Public Transportation Plan, Rail Plan, and the Transportation Safety Action Plan. Each of the OTP's seven goals and their relationship to this TSP update are discussed in more detail in the State Plans, Policies, and Regulations section later in this memorandum.

State Plans, Policies, and Regulations

The following sections summarize state plans, policies, and regulations including the following:

1. Oregon Transportation Plan
2. Oregon Highway Plan
3. Oregon Bicycle and Pedestrian Plan
4. Oregon Freight Plan
5. Oregon Rail Plan
6. ODOT TSP Guidelines
7. Oregon Public Transportation Plan
8. Transportation Planning Rule (OAR 660-012)
9. Access Management Rules (OAR 734-051)
10. Statewide Transportation Improvement Program (STIP)

Oregon Transportation Plan (2006)

The Oregon Transportation Plan (OTP) is a comprehensive plan that addresses the future transportation needs of the State of Oregon through the year 2030. It considers all modes of transportation, including airports, bicycle and pedestrian facilities, highways and roadways, pipelines, ports and waterway facilities, public transportation, and railroads.

The following seven goals with associated policies and strategies are provided in the plan to address the core challenges and opportunities facing transportation in Oregon:

- Goal 1 – Mobility and Accessibility

³ Oregon Transportation Plan: <http://www.oregon.gov/ODOT/TD/TP/OTP.shtml>



- Goal 2 – Management of the System
- Goal 3 – Economic Vitality
- Goal 4 – Sustainability
- Goal 5 – Safety and Security
- Goal 6 – Funding the Transportation System
- Goal 7 – Coordination, Communication and Cooperation

There are also six key initiatives identified to reflect the desired direction of the plan and to frame the plan implementation. These initiatives are:

1. Maintain the existing transportation system to maximize the value of the assets. If funds are not available to maintain the system, develop a triage method for investing available funds.
2. Optimize system capacity and safety through information technology and other methods.
3. Integrate transportation, land use, economic development and the environment.
4. Integrate the transportation system across jurisdictions, ownerships and modes.
5. Create a sustainable funding plan for Oregon transportation.
6. Invest strategically in capacity enhancements.

What this means for the Newport TSP Update: The TSP update will be developed to be consistent with the goals and policies of the OTP. It will emphasize, as the updated OTP has, maintaining and building upon existing investments and using system management, technology, and transportation options to maximize the existing state highway system in the city.

Oregon Highway Plan (Amended 2015)

The goals and policies of the Oregon Transportation Plan (OTP) are further implemented by various modal plans, including the Oregon Highway Plan. The OHP defines policies and investment strategies for Oregon's state highway system. The plan contains three elements: a vision element that describes the broad goal for how the highway system should look in 20 years; a policy element that contains goals, policies, and actions to be followed by state, regional, and local jurisdictions; and a system element that includes an analysis of needs, revenues, and performance measures.



ODOT Highway Classification for Newport

OHP Goal 1, Policy 1A (State Highway Classification System) categorizes state highways for planning and management decisions. Statewide Highways typically provide inter-urban and inter-regional mobility and provide connections to larger urban areas, ports, and major recreation areas that are not directly served by Interstate Highways. A secondary function is to provide connections for intra-urban and intra-regional trips. The management objective is to provide safe and efficient, high-speed, continuous-flow operation. In constrained and urban areas, interruptions to flow should be minimal. Inside Special Transportation Areas (see Special Designations below), local access may also be a priority. The following classifications apply to state highway facilities in Newport:

- US 101 through Newport is classified as a Statewide Highway, part of the National Highway System (NHS), a National Network federally designated truck route, a Reduction Review Route and a scenic byway (i.e., Pacific Coast Scenic Byway).
- US 20 through Newport is classified as a Statewide Highway, part of the NHS, a National Network federally designated truck route, an Oregon Highway Plan Freight Route, and a Reduction Review Route.

What this means for the Newport TSP Update: While this policy places importance on the efficient travel of through motor vehicle trips on highways, the policy must still be balanced with other goals and objectives of the Oregon Transportation Plan to ensure its multi-modal intentions are addressed along non-expressway designated segments. The state highways provide critical connections for residents and the TSP will identify solutions and standards to achieve balanced mobility and provide appropriate connectivity for all modes.

Special Designations: OHP Goal 1, Policy 1B identifies special highway segment designations for specific types of land use patterns to foster compact development on state highways in which the need for appropriate local access outweighs the considerations of highway mobility. There are currently no special highway segment designations within Newport.

What this means for the Newport TSP Update: Neither US 101 or US 20 are identified with special highway segment designations. The merits of a special designation could be evaluated as part of the TSP process.



State Highway Freight System: OHP Goal 1, Policy 1C addresses the need to balance the movement of goods and services with other uses. It states that the timeliness of freight movements should be considered when developing and implementing plans and projects on freight routes. Within Newport, both US 101 and US 20 are classified as NHS Federal Truck Routes.

What this means for the Newport TSP Update: Transportation solutions along highways through Newport must be accommodating to freight, consistent with the freight designations.

Reduction Review Routes: An Administrative Rule was adopted in 2015 to provide clear direction in the implementation of ORS 366.215. The rule requires review of all potential actions that will alter, relocate, change or realign a Reduction Review Route that could result in permanent reductions in vehicle-carrying capacity. Reduction of vehicle-carrying capacity means a permanent reduction in the horizontal or vertical clearance of a highway section, by a permanent physical obstruction to motor vehicles located on useable right-of-way subject to Commission jurisdiction, unless such changes are supported by the Stakeholder Forum. If ODOT identifies that an action may result in a reduction of vehicle-carrying capacity, a Stakeholder Forum will be convened to help advise ODOT regarding the effect of the proposed action on the ability to move motor vehicles through a section of highway. In Newport, US 20 and US 101 (north of its intersection with US 20) are classified as Reduction Review Routes.

What this means for the Newport TSP Update: Transportation improvements recommended on Reduction Review Routes will include a record of the proposed roadway dimensions and sufficient detail to allow for a review of Vehicle-Carrying Capacity during future design of roadway improvements.

Scenic Byways: OPH Goal 1, Policy 1D designates Scenic Byways and requires consideration of aesthetic and design elements, along with safety and performance considerations, for these areas. US 101 through Newport is a Oregon Scenic Byway and a nationally-recognized All-American Road.

What this means for the Newport TSP Update: Transportation improvements recommended along US 101 through Newport must consider aesthetics and design elements that support the Scenic Byway designations.



State Highway Mobility Targets: OHP Policy 1F sets mobility targets for ensuring a reliable and acceptable level of mobility on the highway system.⁴ The OHP assesses mobility in terms of volume to capacity ratio (v/c). The following mobility targets are applicable to long-range planning for state highways in Newport during peak hour operation,⁵ pursuant to Policy 1F, Table 6:

VOLUME TO CAPACITY RATIO TARGETS OUTSIDE METRO ^{17A, B, C, D}							
Highway Category	Inside Urban Growth Boundary					Outside Urban Growth Boundary	
	STA ^E	MPO	Non-MPO Outside of STAs where non-freeway posted speed ≤ 35 mph, or a Designated UBA	Non-MPO outside of STAs where non-freeway speed > 35 mph but < 45 mph	Non-MPO where non-freeway speed limit ≥ 45 mph	Unincorporated Communities ^F	Rural Lands
Interstate Highways	N/A	0.85	N/A	N/A	0.80	0.70	0.70
Statewide Expressways	N/A	0.85	0.85	0.80	0.80	0.70	0.70
Freight Route on a Statewide Highway	0.90	0.85	0.85	0.80	0.80	0.70	0.70
Statewide (not a Freight Route)	0.95	0.90	0.90	0.85	0.80	0.75	0.70
Freight Route on a regional or District Highway	0.95	0.90	0.90	0.85	0.85	0.75	0.70
Expressway on a Regional or District Highway	N/A	0.90	N/A	0.85	0.85	0.75	0.70
Regional Highways	1.0	0.95	0.90	0.85	0.85	0.75	0.70
District/Local Interest Roads	1.0	0.95	0.95	0.90	0.90	0.80	0.75

Table 6: Volume to Capacity Ratio Targets for Peak Hour Operating Conditions

The TSP update process is an opportunity to reassess an appropriate mobility standard for facilities within Newport. One option is to examine the applicability of an UBA designation. The planning process may also explore developing and applying alternative mobility standards. The Oregon

⁴ In particular, the mobility targets in Table 6 of OHP Policy 1F are applicable to state facilities in Newport and are considered standards for purposes of determining compliance with Transportation Planning Rule (OAR 660-012).

⁵ OHP Policy 1F uses the 30th highest annual hour as the peak hour. Alternatives to the 30th highest annual hour may be established as part of adopting an alternative mobility target.



Transportation Commission (OTC) must approve proposed alternative mobility targets on state highways.

What this means for the Newport TSP Update: The City of Newport has adopted Alternative Mobility Targets for a portion of US 101 in South Beach (see the following section). This TSP update will evaluate whether additional alternate mobility targets for US 101 and OR 20 are appropriate and may incorporate alternative mobility targets into the solutions evaluation process.

Oregon Highway Plan Amendment US 101 South Beach (2013)

The City's TSP 2012 update revealed that planned future development in South Beach (and increased through-traffic) could result in as much as three times more peak hour traffic in 2030, meaning that the OHP mobility targets for US 101 would not be achievable. The TSP update called for incremental capacity improvements to the highway and identified the need for additional bridge capacity to address the congestion. However, the existing 1936 bridge is too narrow for additional travel lanes and the financial cost associated with constructing more bridge capacity is so great that it cannot be expected within the planning horizon (2030), making the OHP mobility targets unrealistic. The 2013 amendment to the OHP establishes alternative mobility targets on the Oregon Coast Highway (US 101) in the South Beach portion of Newport to respond to the traffic constraints of the Yaquina Bay Bridge and the understanding that it is not realistic to include additional bridge capacity as part of the 2030 transportation system due to costs.

What this means for the Newport TSP Update: The TSP update process will incorporate the adopted alternative mobility target and the planned improvements for US 101 in the South Beach area.

Major Improvements Policy

OHP Goal 1, Policy 1G outlines the priorities for maintaining highway performance and improving safety through system efficiency and management before adding capacity. According to this policy, the highest priority is placed on protection of the existing system, followed by improvements in efficiency and capacity of existing facilities. Once these options have been investigated, the third and fourth priorities are to add capacity to the existing system and then to add new facilities. Higher priority measures must be implemented first unless a lower priority measure is clearly more cost-effective or unless it more effectively supports safety, growth management, or other livability and economic viability considerations.



What this means for the Newport TSP Update: Transportation solutions for Newport will be developed with the following process: 1) Consider options to protect the existing system, 2) Consider minor improvements to enhance efficiency and capacity of existing facilities, 3) Consider major roadway improvements to existing facilities, 4) Consider options that would add new facilities to the system.

Access Management Policies

It is the policy of the State of Oregon to manage the location, spacing and type of road and street intersections and approach roads on state highways to assure the safe and efficient operation of state highways consistent with the classification and function of the highways.

What this means for the Newport TSP Update: Access management standards and policies will be evaluated as part of the TSP update. Access management policies and standards will be consistent with ODOT policies for these types of facilities.

Freight Movement Policy

It is the policy of the State of Oregon to maintain and improve the efficiency of freight movement on the state highway system and access to intermodal connections. The State shall seek to balance the needs of long distance and through freight movements with local transportation needs on highway facilities in both urban areas and rural communities. US 20 is a state designated Freight Route within Newport, however US 101 is not.

What this means for the Newport TSP Update: The TSP Update will evaluate potential policies, actions, and specific transportation projects using a variety of criteria. Freight movement on identified state freight routes will be one such criteria.

Transportation Demand Management

It is the policy of the State of Oregon to support the efficient use of the state transportation system through investment in transportation demand management strategies. These techniques can help decrease congestion, energy consumption, and vehicle miles traveled, and can maintain air quality by managing the level of demand for transportation facilities, particularly at peak hours. OHP Goal 4, Policy 4D, encourages efficient use of the state transportation system through investment in transportation demand management strategies.



What this means for the Newport TSP Update: The TSP update will consider transportation demand management strategies and will describe actions Newport will pursue that will reduce single-occupant vehicle trips in order to create greater mobility, reduce auto trips, make more efficient use of the roadway system, and minimize air pollution.

Projects off State Highways

OHP Goal 2, Policy 2B establishes ODOT’s interest in projects on local roads that maintain or improve safety and mobility performance on state roadways and support for local jurisdictions in adopting land use and access management policies.

What this means for the Newport TSP Update: The TSP will include sections describing existing and future land use patterns, access management and implementation measures, and solutions that improve safety and mobility performance on US 101 and US 20.

Traffic Safety

OHP Goal 2, Policy 2F identifies the need for projects in the state to improve safety for all users of the state highway system through engineering, education, enforcement, and emergency services.

What this means for the Newport TSP Update: The TSP update will identify existing crash patterns and rates and to develop strategies to address safety issues. Proposed projects will aim to reduce the vehicle crash potential and/or improve bicycle and pedestrian safety.

Alternative Passenger Modes

OHP Goal 4, Policy 4B, requires that highway projects encourage the use of alternative passenger modes to reduce local trips. The TSP will also consider ways to support and increase the use of alternative passenger modes to reduce trips on highways and other facilities.

What this means for the Newport TSP Update: The TSP update will consider solutions that enhance multi-modal and active transportation in Newport.



ODOT Transportation System Management Policies

Access Management on Highways: The Oregon Access Management Rule⁶ (OAR 734-051) strives to balance the safety and mobility needs of travelers along state highways with the access needs of property and business owners. ODOT's rule sets guidelines for managing access to the state's highway facilities in order to maintain highway function, operations, safety, and the preservation of public investment consistent with the policies of the 1999 OHP. Access management rules allow ODOT to control the issuing of permits for access to state highways, state highway rights of way, and other properties under the State's jurisdiction.

In addition, the ability to close existing approaches, set spacing standards and establish a formal appeal process in relation to access issues is identified. These rules enable the State to set policy and direct the location and spacing of intersections and approaches on state highways, ensuring the relevance of the functional classification system and preserving the efficient operation of state routes.

OAR 734-051 amendments enacted in 2012 allow more consideration for economic development when developing and implementing access management rules. It resulted in substantial changes in rules about how ODOT manages highway approach road permitting. Changes include modifying how ODOT deals with approach road spacing, highway improvement requirements with development, and traffic impact analyses requirements for approach road permits.

OHP Policy 3A and OAR 734-051 set access spacing standards for driveways and approaches to the state highway system⁷. The standards are based on state highway classification and differ depending on posted speed and average daily traffic volume. The higher (more than 5,000 daily vehicle) standards apply for US 101 and US 20 within Newport city limits.

⁶ Access Management Rule: http://arcweb.sos.state.or.us/rules/OARS_700/OAR_734/734_051.html

⁷ ODOT Access Management Standards – OHP Appendix C Revisions to Address Senate Bill 264 (2011): http://www.oregon.gov/ODOT/TD/TP/docs/ohp_am/apdxc.pdf



Table 1: Spacing Standards for Urban Statewide Highways (US 101 and US 20)

Posted Speed	Annual Average Daily Traffic More than 5,000 Vehicles
55 and higher	1,320
50	1,100
40 & 45	800
30 & 35	500
25 and lower	350

Source: 1999 Oregon Highway Plan, OAR 734-051-4020 (Table 14)

What this means for the Newport TSP Update: ODOT access spacing standards for highways will be acknowledged in the TSP, along with supporting policies that work towards meeting the standards. The planning process will consider regional mobility needs while remaining mindful of existing and future opportunities for local growth and community needs, including considerations of economic development and livability.

Oregon Transportation Options Plan (2015)

The Oregon Transportation Options Plan (OTOP) is a topic plan that establishes policies, strategies, and programs that promote efficient use of existing transportation system investments, thereby reducing reliance on the single-occupancy vehicle and facilitating use of walking, biking, transit, and rideshare. Adoption of this plan establishes a statewide vision for transportation options (TO) in Oregon to provide travelers of all ages and abilities with options to access goods, services, and opportunities across the State. TO strategies and programs do not address capital infrastructure investments, but rather they provide information and resources to allow people to bike, walk, take transit, drive, share rides, and telecommute.



What this means for the Newport TSP Update: Newport’s TSP Update will consider the state’s goal of reducing single-occupancy vehicle and facilitating use of walking, biking, transit, and rideshare. The goals of the TSP update reflect many of these policies and strategies; the resulting plan for the local multi-modal system is expected to enhance opportunities for non-motorized transportation modes and transit.

Oregon Bicycle and Pedestrian Plan (2016)

The goals and policies of the Oregon Transportation Plan (OTP) are further implemented by various modal plans, including Oregon Bicycle and Pedestrian Plan. The Oregon Bicycle and Pedestrian Plan was updated in 2016. It includes policies, strategies, investment considerations, and implementation recommendations.

Key Goals:

Policies are identified for each of the goals in the plan. The goals include:

- Safety - Eliminate pedestrian and bicyclist fatalities and serious injuries and improve the overall sense of safety of those who bike or walk.
- Accessibility and Connectivity - Provide a complete bicycling and pedestrian network that reliably and easily connects to destinations and other transportation modes.
- Mobility and Efficiency - Improve the mobility and efficiency of the entire transportation system by providing high quality walking and biking options for trips of short and moderate distances. Support the ability of people who bike, walk or use mobility devices to move easily on the system.
- Community and Economic Vitality - Enhance community and economic vitality through walking and biking networks that improve people’s ability to access jobs, businesses, and other destinations, and to attract visitors and tourists, new residents, and new business to the state, opening new opportunities for Oregonians.
- Equity - Provide opportunities and choices for people of all ages, abilities, races, ethnicities, and incomes in urban, suburban, and rural areas across the state to bike or walk to reach their destinations and to access transportation options, assuring transportation disadvantaged communities are served and included in decision making.
- Health - Provide Oregonians opportunities to become more active and healthy by walking and biking to meet their daily needs.



- Sustainability- Help to meet federal, state, and local sustainability and environmental goals by providing zero emission transportation options like walking and biking.
- Strategic Investment - Recognize Oregon’s strategic investments in walking and biking as crucial components of the transportation system that provide essential options for travel, and can help reduce system costs, and achieve other important benefits.
- Coordination, Cooperation, and Collaboration - Work actively and collaboratively with federal, state, regional, local, and private partners to provide consistent and seamless walking and biking networks that are integral to the transportation system.

Key Considerations

The plan recognizes that the majority of walking and biking trips occur in urban areas. It identifies the role of cities in implementing the Plan as follows:

- Developing local plans (such as TSPs)
- Implementing pedestrian and bicycle projects, including safety, education and enforcement.
- Defining walking and biking networks to ensure connections with adjacent communities.
- System inventories to identify local needs
- Local development ordinances that facilitate walking and biking
- Community group partnerships
- Coordination with local school districts
- Safety education and action plan implementation
- Data collection

The plan identifies the State Transportation Improvement Program (STIP) and *ConnectOregon* as important statewide funding programs that can be used to fund local investments in bicycle and pedestrian projects.

Performance Measures

The Plan Performance Measures are as follows:

- Number of pedestrian and bicycle fatalities (5-year average)
- Number of pedestrian and bicycle serious injuries (5-year average)
- Percent of public that feels safe walking and biking in their community
- Percent of streets within ½ mile of a transit stop that have sidewalks



- Identifying data needs for pedestrian and bicycle performance measures (ODOT-lead initiative to be completed by 2020)
- Percent of commute trips less than 20 minutes accomplished by walking or biking.

What this means for the Newport TSP Update: The Bicycle and Pedestrian Plan identifies the guiding policy for bicycle and pedestrian planning in Oregon. Newport’s TSP will establish a baseline understanding of bicycle and pedestrian challenges, develop strategies for system design that integrate biking and walking with other transportation modal systems, and provide a safe and accessible biking and walking environment. Recommendations will support implementation of the key goals and policies of the Bicycle & Pedestrian Plan.

Oregon Freight Plan – 2017

The purpose of the Oregon Freight Plan (OFP) is to improve freight connections to local, state, tribal, regional, national and international markets with the goal of increasing trade-related jobs and income for Oregon workers and businesses. The OFP is a resource designed to guide freight-related operation, maintenance and investment decisions. The OFP, originally released in 2011, was amended in 2017 to maintain compliance with federal requirements that came from the FAST Act for state freight plans.

US 101 and US 20 are both freight routes through the City of Newport. Additional intermodal connector roads in Newport are identified in the plan as in need of improvement.

Additionally, freight facilities at the Port of Newport are identified as in need of reconstruction within the plan.

What this means for the Newport TSP Update: The TSP will help Newport maintain and enhance the efficiency of the freight system in the study area.

Oregon Rail Plan – 2014

The Oregon Rail Plan serves as a combination of the State’s rail planning, freight rail and passenger rail systems and contains three elements:

- Summary of the state’s goals and objectives related to passenger and freight rail.



- Evaluation of the state’s performance to-date.
- Identification of projected costs, revenues and investment needs for rail transportation of people and goods.

The plan also establishes a system of integration between freight and passenger elements into the land use and transportation planning processes and calls for cooperation between state, regional and local jurisdictions in completing the plan.

What this means for the Newport TSP Update: There is no direct rail service into the City of Newport – the nearest rail line terminates at Toledo, six miles east of Newport. The TSP may touch on issues of intermodal freight travel but will not focus on rail transportation.

Oregon Resilience Plan (2013)

The Oregon Resilience Plan provides policy guidance and recommendations to mitigate risks, accommodate emergency response and recovery, and support the resilience of government and business before, during, and after a Cascadia earthquake and tsunami. The plan includes an assessment of the seismic integrity of Oregon’s multi-modal transportation system, including bridges and highways, rail, airports, water ports, and public transit systems.

The plan classifies highway lifeline routes as Tier 1, 2, and 3, where Tier 1 Routes are those that make up the transportation backbone system, which is considered to provide the greatest benefits for short-term rescue and longer-term economic recovery. US 101 along the Oregon coast and US 20 between Newport and Corvallis are Tier 3 facilities. Resiliency targets for Tier 3 Routes are to achieve a minimal level of service (emergency responders and critical needs only) 1-3 weeks after the seismic event, with additional levels of recovery in the following months and years.

What this means for the Newport TSP Update: The Oregon Resilience Plan provides guidance and priorities to maintain the seismic integrity of Oregon’s multi-modal transportation system. Policies and standards adopted by Newport should consider additional guidance, concepts, and strategies for design related to facility resiliency in the event of seismic or tsunami activity.



Oregon Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Emissions Reduction

The Oregon Statewide Transportation Strategy, or STS, is a state-level scenario planning effort that examines all aspects of the transportation system, including the movement of people and goods, and identifies a combination of strategies to reduce greenhouse gas, or GHG, emissions. The STS identifies a variety of effective GHG emissions reduction strategies in transportation systems, vehicle and fuel technologies, and urban land use patterns.

The document is not directive or regulatory; it provides “promising approaches for further consideration by policymakers at the national, state, regional, and local levels.” Policymakers must decide whether, how, and when to pursue all or selected strategies.

What this means for the Newport TSP Update: The TSP will consider strategies identified in the STS and will reflect the City of Newport’s commitment to reducing GHG emissions in the development of plan recommendations.

Oregon Public Transportation Plan (2018)

The OPTP provides a statewide vision for the public transportation system and a policy foundation to assist state, regional, and local transportation agencies in making decisions. The OPTP is one of several mode and topic plans that refine, apply and implement the Oregon Transportation Plan. The OPTP vision provides guidance for developing public transportation services in Oregon and is supported through the plan goals, policies, strategies, and implementation framework.

The policies and strategies of the OPTP are organized by the plan’s ten goals; they are placed in the most relevant goal area identified, but frequently relate to other goals. The OPTP provides policy guidance for developing the public transportation system statewide, supporting local decision making.

The plan’s aspirational vision states, “In 2045, public transportation is an integral, interconnected component of Oregon’s transportation system that makes Oregon’s diverse cities, towns, and communities work. Because public transportation is convenient, affordable, and efficient, it helps further the state’s quality of life and economic vitality and contributes to the health and safety of all residents, while reducing greenhouse gas emissions.”

The OPTP lays out three investment scenarios that describe a continuum of services and improvements that make progress toward the plan’s vision, goals, policies and strategies.



- Scenario 1: Preservation and Critical Improvements – Modest increase over current funding to keep pace with population growth.
- Scenario 2: Expanding Services – Significant investment to elevate public transportation across the state.
- Scenario 3: Realizing the Vision – Additional investment to fund most public transportation needs.

What this means for the Newport TSP Update: The OPTP provides the overarching policy framework for transit in Oregon, and the updated TSP transit element will be written in accordance with the guiding policy found in the Plan. The City of Newport has identified the transit needs of the community, including a coordinated strategy to augment and maintain the transit system, as a priority for the TSP update.

Oregon Aviation Plan (2007, updated 2014)

The Oregon Aviation Plan was published in 2007 and updated with economic impact analysis in 2014. The 2014 analysis of airports in Oregon was developed to measure economic impacts of airport facilities, within regions and throughout the state. The 2007 plan categorizes airports based in their functional roles and provides a statewide perspective relating to airport planning decisions while further refining the goals and policies of the OTP.

Newport Municipal Airport is classified as a Category II – Urban General Aviation Airport. These airports support all general aviation aircraft and accommodate corporate aviation activity, including business jets, helicopters, and other general aviation activity. These airports' primary users are business related and service a large geographic region or they experience high levels of general aviation activity.

What this means for the Newport TSP Update: The TSP will consider access to the Newport Municipal Airport in developing its policies and projects. Newport will review land use restrictions and requirements related to development in the vicinity of the airport as part of the multi-modal transportation system analysis.



ODOT Safety Plans

The following set of ODOT safety plans identify key issues and strategies related to transportation safety.

Transportation Safety Action Plan (2011)

The Oregon Transportation Safety Action Plan (TSAP) is a plan that shows a set of actions that Oregonians have identified as steps to a safer travel environment. The document also serves as the State of Oregon's Strategic Highway Safety Plan, a document required by federal law. It is a multi-purpose plan that includes both a 20-year policy plan and a 5-year, federally compliant, Strategic Highway Safety Plan. It envisions no deaths or life-changing injuries on Oregon's transportation system by 2035.

Intersection Safety Implementation Plan Process (2009)

Many States elect to put an emphasis on intersection safety as part of their Highway Safety Plan. However, those documents tend to lack details needed to establish a plan for implementing safety strategies to achieve their safety goals. The FHWA created the *Intersection Safety Implementation Plan Process* to provide a 10-step procedure to guide and assist Traffic Engineers and State Safety experts to achieve their intersection safety goals. Those steps include:

1. Set the Intersection Crash Reduction Goal
2. Expand the Current Approach for Achieving the Crash Reduction Goal
3. Identify Intersection Countermeasure Type to be Completed
4. Analyze Crash and Applicable Roadway Data
5. Develop a Straw Man Outline
6. Conduct a Workshop of Key Stakeholders and Follow-Up Implementation Planning Meeting
7. Develop a Draft Intersection Safety Implementation Plan
8. Present the Draft Intersection Safety Implementation Plan to Upper Management
9. Finalize the Intersection Safety Implementation Plan
10. Implement the Plan, Monitor Progress, and Evaluate Results

ODOT Pedestrian and Bicycle Safety Implementation Plan (2014)

The plan emphasizes safety strategies to reduce pedestrian and bicycle crashes. Similar to implementation plans developed by ODOT such as roadway departure plans and intersection safety, the *Pedestrian and Bicycle Safety Implementation Plan* provides a process for reducing pedestrian and bicycle crashes. It does not identify specific projects. This plan supplements ODOT's other safety programs including the Safety Priority Index System (SPIS).



What this means for the Newport TSP Update: The ODOT safety plans will be used as guidelines to help identify needs and appropriate strategies to improve transportation system safety during development of the Newport TSP update. Consistent with these plans, the TSP will identify sites with high occurrences of safety problems and will consider safety in the selection and prioritization of transportation projects to meet Newport's future system needs for all modes of transportation.

Transportation Planning Rule (OAR 660-012) – Last Updated 2012

The Transportation Planning Rule (TPR) implements Oregon Statewide Planning Goal 12, which supports transportation facilities and systems that are safe, efficient, and cost-effective and are designed to reduce reliance on single-occupancy vehicles. The objective of the TPR is to reduce air pollution, congestion, and other negative impacts to livability, and to maximize investments made in the transportation system. The following subsections of the TPR are relevant to the Newport TSP update.

660-012-0020 – Elements of Transportation System Plans

Section 0020 of the TPR specifies required plan elements, including an inventory and assessment of existing conditions; forecasts of transportation needs; a road system plan; a public transportation plan; a bicycle and pedestrian plan; air, rail, water, and pipeline plans as applicable; transportation system and demand management plans; a financing program; and implementing policies and land use regulations.

660-012-0035 – Evaluation and Selection of Transportation System Alternatives

Section 0035 describes standards and alternatives available to agencies evaluating and selecting transportation projects, including benefits to different modes, land use alternatives, and environmental and economic impacts.

660-012-0045 – Implementation of the Transportation System Plan

The TPR requires local governments to adopt land use regulations consistent with state and federal requirements "to protect transportation facilities, corridors and sites for their identified functions." This is achieved through a variety of measures, including locally adopting access control measures, standards based on roadway classification, notice requirements and coordinated review procedures for land use applications, processes to apply conditions of approval to development proposals to mitigate transportation-related impacts, and regulations ensuring that amendments to land use designations, densities, and design standards are consistent with the functions, capacities, and performance standards of facilities identified in the TSP.



660-012-0050 – Transportation Project Development

Section -0050 requires that transportation projects be reviewed for compliance with local and regional plans and, when applicable, undergo a NEPA environmental review process. Amendments to Section 0050 made since adoption of the 1999 Newport TSP protect determinations of need, mode, function and general location for projects identified in TSPs.

660-012-0060 – Plan and Land Use Regulation Amendments

Section -0060 specifies a category of facilities, improvements, and services that can be assumed to be “in-place” or committed and available to provide transportation capacity over a 20-year planning horizon. The TPR guides local jurisdictions in determining what transportation improvements are “reasonably likely to be provided by the end of the planning period” when considering amendments to local plans and land use regulations.

Amendments made to Section -0060 are among the most significant changes that have been made to the TPR since adoption of the City’s 1998 TSP. The amendments require local jurisdictions to balance the need for development with the need for transportation improvements, establish the end of the planning period as the measure for determining “significant effect,” define the transportation improvements that a local government can consider in determining significant effect, and identify methods to determine whether a needed transportation facility is reasonably likely to be provided within the planning horizon.

What this means for the Newport TSP Update: Requirements in TPR Sections -0020 and -0035 will guide the development of the TSP and consideration of alternatives in prioritization of projects. Requirements in Sections -0045 and -0060 will suggest potential amendments and identify and facilitate potential changes to Newport’s Development Code. These potential amendments are addressed in detail in Technical Memorandum #3 (Regulatory Review).

Statewide Transportation Improvement Program (STIP)

The Oregon Statewide Transportation Improvement Program (STIP) is the state’s four-year transportation improvement program for state and regional systems. The STIP is updated every other year and is adopted by the Oregon Transportation Commission (OTC) and is approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as required by federal law.



The STIP is a project scheduling and funding document, not a plan. The projects in the STIP are consistent with adopted transportation plans. Additionally, the STIP is financially constrained, indicating that the projects included have committed funding available. There are two STIP lists that are relevant: the 2018-2021 STIP (Approved) and 2021-2024 STIP (In Development). Several projects along US 101 in Newport are identified.

What this means for the Newport TSP Update: The TSP Update will be consistent with the identified projects in the 2018-2021 STIP. If projects are identified as part of the 2021-2024 STIP during this process, the TSP will take those into consideration as well.

Local Plans, Policies, and Regulations

The following sections summarize City of Newport and Lincoln County plans, policies, and regulations and describe how they will impact the TSP update project.

Newport Comprehensive Plan Transportation System Plan Chapter (2012)

The City of Newport's Comprehensive Plan is designed to guide development of land within the City Limits and coordination with Lincoln County regarding development of land outside the City Limits but within the Urban Growth Boundary (UGB). The plan also establishes the goals, policies, and strategies to guide the City's future growth. The complete TSP is adopted as an element of the Comprehensive Plan in Chapter 5 Public Facilities. It was adopted by Ordinance No. 1802 in 1999 and was later amended by Ordinance No. 1963 in 2008 and Ordinance No. 2045 in 2012.

The TSP, as amended in 2012, describes the components that make up the City's transportation framework and presents goals and policies for establishing a multi-modal transportation network. It identifies recommend improvements to roadways; transportation system management and traffic signals; pedestrian and bicycle facilities; and transit, and air, water, and rail transportation. It also includes an Access Management Plan intended to define an effective access management program that will enhance mobility and improve the safety of roadways in the City of Newport. The TSP, including the Access Management Plan, places a strong emphasis on the preservation and improved operation of the US 20 and US 101 corridors.

In addition to recommended projects and standards, The TSP includes the City's Transportation Goal and associated policies, which are intended to guide the administration of the TSP and the development of applicable implementing ordinances consistent with the TSP. The City's transportation goal is stated as follows:



- To provide a safe and efficient multi-modal transportation system consistent with the Transportation System Plan.

The policies supporting this transportation goal include the following:

- Policy 1: To improve and maintain a transportation system that is consistent with the adopted 1997 TSP, as amended.
- Policy 2: To develop implementing ordinances and funding options consistent with the following:
 - Street System Plan
 - Pedestrian System Plan
 - Bicycle System Plan
 - Transit System Plan
 - Funding Plan

The chapter also includes more specific policies related to each of the plans referenced in Policy 2.

Newport Transportation System Plan (1999, amended in 2008 and 2012)

The oldest component of the City's TSP was completed in 1997 and adopted in 1999. Since the time of adoption several major updates to the plan were made in 2008 and 2012. The 1999 TSP contains transportation goals, policies, and strategies to address transportation needs for the City through the year 2015, as well as street design standards and project lists needed to implement the Plan.

The 1999 Plan assumed that the City would grow from its population of 9,785 in 1996 to 15,200 by 2016. While most of the TSP has been replaced by the 2008 and 2012 updates, the 1999 TSP still contains the originally-adopted street design standards, which will be re-evaluated as part of the current TSP update process. In addition to updating street design standards, the City has identified the following key issues that will be addressed through this planning and incorporated into the updated TSP as appropriate.

- Alignment for long-term future replacement of the Yaquina Bay Bridge; and
- Desired streetscape, urban form, and arterial/collector roadway configuration for the City's commercial core areas that will catalyze redevelopment and meet the community's long term transportation needs; and
- Transportation enhancements for the Agate Beach neighborhood that are sensitive to the geologic conditions of the area; and



- Capital project needs, in a realistic manner, with planning level estimates for both near term and longer-term priorities; and
- Viability of NE Harney Street as a north-south alternative to US 101; and
- Integrated multi-use bike and pedestrian network that improves connectivity between neighborhoods, visitor destinations, and natural areas; and
- Traffic calming measures and pedestrian safety needs, with an emphasis on high volume roadway and Safe Route to School corridors; and
- Transit needs of the community, including a coordinated strategy to augment and maintain the system; and
- Acceptable street cross-sections with a palette of options that are responsive to different forms of development, environmental limitations and terrain constraints; and
- Infill frontage improvement requirements for key corridors in Newport.

Key Issues Identified in the 2012 TSP

- Maintaining the function of the US 20 and US 101 corridors to meet statewide and regional goals
- Phased construction of a new north-south arterial
- Improving the efficiency of existing facilities through transportation system management
- Signalizing intersections to meet the capacity of projected increases in traffic flow
- Recommendations to develop a continuous sidewalk system, with emphasis placed on the pedestrian/transit interface, connections to tourist destinations, and safe routes for children to walk to school
- Providing safe bicycle routes for bicycle through-traffic traveling along the Oregon Coast, as well as an internal network of bicycle routes within the City
- Identifying and pursuing funding options for transportation improvements.



What this means for the Newport TSP Update: The TSP update process will replace the City’s currently-adopted TSP—incorporated as Chapter 5 of the Newport Comprehensive Plan—and will update all references to that chapter in the Plan. The update process will consider the recommended policies, strategies, and projects from the current TSP to meet the current and anticipated future needs of the community. It will also provide an opportunity to review and update the transportation goal and 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 amended in 2012.

Ordinance No. 2045 (2012)

Newport Ordinance No. 2045, adopted in 2012, repeals and replaces the TSP element of the Newport Comprehensive Plan and amends related provisions of the City’s zoning and subdivision codes. The ordinance also sets out policies in support of an alternate mobility standard for US 101 to allow higher levels of congestion on the highway and provide increased opportunities for economic development and reduce the costs of transportation system improvements associated with development. Major amendments included:

- Background sections documenting the development of the proposed South Beach transportation system;
- New text providing a policy framework for the implementation of a Trip Budget Program;
- Policy statements supporting the planned transportation system in South Beach; and
- Updated transportation project lists, including needed projects south of the bridge. Updated tables include a description of the roadway, bicycle and/or pedestrian projects, along with cost estimates, and the priority in which the projects should be built.

Newport Bicycle and Pedestrian Plan (2008)

The Newport Pedestrian and Bicycle Plan, adopted in 2008, replaces the bicycle and pedestrian element of the 1999 Newport TSP. The goal of the plan is to provide a comprehensive list of projects and strategies for system-wide improvements to the walking and bicycling environment. The Plan identifies a recommended system of bikeways and walkways connecting key pedestrian and bicycle destinations and surrounding areas, which builds upon recommendations from previous planning efforts, including the 1999 Newport TSP, the Newport Comprehensive Plan, and the Newport Park System Master Plan. The Plan identifies strategies for improving walking and bicycling,



recommended design standards for pedestrian and bicycle facilities, and a variety of potential funding sources to fund development of the system.

What this means for the Newport TSP Update: The TSP update process will consider the standards and strategies identified in the Bicycle and Pedestrian Plan and incorporate them into the applicable sections of the updated TSP. The City has identified traffic calming measures and pedestrian safety needs, with an emphasis on Safe Routes to School Corridors, as a key issue for this TSP update.

Newport Development Code

The relevant chapters of the Newport Development Code that were reviewed include:

- **Chapter 9.10 Right-of-Way Permits**
 - This chapter regulates permits for all rights-of-way controlled by the City of Newport. It addresses application and review procedures, construction notice requirements, and measures for unusual conditions, repairs and safety conditions.
- **Chapter 13 Subdivision Regulations**
 - This chapter provides uniform standards for the division of land and regulates related required improvements. The chapter implements land use and transportation planning goals addressed in the Newport Comprehensive Plan. Section 13.05.015 addresses street design and includes minimum right-of-way and roadway widths, noting that “unless otherwise indicated in the Transportation System Plan, the street right-of-way and roadway widths shall not be less than the minimum width in feet shown in the following table.”

Type of Street	Minimum Right-of-Way Width	Minimum Roadway Width
Arterial, Commercial, and Industrial	80 feet	44 feet
Collector	60 feet	44 feet
Minor Street	50 feet	36 feet
Radius for turn-around at end of cul-de-sac	50 feet	45 feet
Alleys	25 feet	20 feet



- **Chapter 14.14 Parking and Access Requirements**

- This chapter establishes off-street parking and loading requirements, access standards, development standards for off-street parking lots, special parking areas for specific areas of the City.

- **Chapter 14.43 South Beach Transportation Overlay Zone**

- The purpose of the South Beach Transportation Overlay Zone (SBTOZ) is to promote development in the South Beach area of Newport in a way that maintains an efficient, safe, and functional transportation system. The chapter implements the Trip Budget Program for South Beach that was established in the 2012 amended TSP to ensure that the planned transportation system will be adequate to serve future land use needs.

- **Chapter 14.44 Transportation Standards**

- The primary purpose of the chapter is to “provide standards for attractive and safe streets that can accommodate vehicle traffic from planned growth and provide a range of transportation options, including options for driving, walking, bus, and bicycling.” The chapter implements the City’s Transportation System Plan and details planning and design standards for the implementation of public and private transportation facilities and city utilities and indicates when and where they are required. It addresses when certain standards apply, design criteria and specifications, and conditions of development approval. The City’s specifications, standards, and details are incorporated into this code by reference in Section 14.44.030.

- **Chapter 14.45 Traffic Impact Analysis**

- This chapter regulates Traffic Impact Analyses (TIAs) and includes language addressing when a TIA is required, application procedures and requirements, approval process and criteria, and when a fee-in-lieu may be required.

The relationship between the TSP update and the Development Code is detailed in Technical Memorandum #3 (Regulatory Review).



What this means for the Newport TSP Update: As part of the TSP update process the City of Newport’s development code standards will be reviewed and potentially revised, including street cross-section standards, to ensure that they meet community needs. These standards include those related to streetscape and urban form, traffic calming measures and pedestrian safety needs, infill frontage requirements, and transit supportive development.

Additional amendments to the City’s development requirements may be needed in order to implement the recommendations of the updated TSP and to better comply with the State’s Transportation Planning Rule (see Technical Memorandum #3: Regulatory Review).

Commercial and Industrial Buildable Lands Inventory and Economic Opportunities Analysis (2012)

In 2012 the City adopted the Commercial and Industrial Buildable Lands Inventory and Economic Opportunities Analysis (EOA), which presents an economic opportunities analysis consistent with the requirements of statewide planning Goal 9. The primary goals of the EOA are to (1) project the amount of land needed to accommodate the future employment growth within the Newport Urban Growth Boundary (UGB) between 2012 and 2032, (2) evaluate the existing employment land supply within the Newport UGB to determine if it is adequate to meet that need, and (3) to fulfill state planning requirements for a twenty-year supply of employment land.

The report identifies infrastructure investments as a key economic development issue for the City. The report recommends using funds from the South Beach urban renewal area to make investments in South Beach on key opportunity sites that need infrastructure improvements to enable development of marine and ocean observing businesses. The report also includes actions for maintaining and improving infrastructure to the International Terminal, as well as improvements to roads connecting the Bay Front with US 20. The report recommends that the City seek infrastructure grants, as well as pursue opportunities for public-private partnerships. The analysis resulted in updates to the Economy and Housing sections of the City’s comprehensive plan, including a number of policies related to the provision of transportation infrastructure for development.



What this means for the Newport TSP Update: The TSP update will consider the impact of Newport’s projected employment growth as well as the type of businesses the City hopes to attract in the future. The update process will also evaluate goals and policies found in the Comprehensive Plan to reflect issues that have been evolving since the EOA was completed in 2012.

Coho/Brant Infrastructure Refinement Plan (2012)

The Coho/Brant Infrastructure Refinement Plan, adopted in 2012, was developed to provide direction for future public infrastructure improvements in the Coho/Brant neighborhood (located west of US 101 and north of SW 35th Street). The project was developed with four primary objectives:

- Produce an infrastructure refinement plan with preferred design alternatives based upon feedback from active public engagement;
- Engage the public through an iterative design process;
- Identify public infrastructure improvements and associated planning-level cost estimates;
- Present findings in a manner that enables City staff to easily amend existing adopted plans.

The refinement plan addresses the following design components:

- Rights-of-way
- Street improvements and stormwater management
- Park and trail management
- US 101/SW 35th Street intersection
- Tsunami evacuation route enhancements

The refinement plan includes recommended policies and development standards, which vary from adopted City standards, and recommends an amendment to existing functional plans to reflect these changes. The plan is a tool to be used by the City to obtain needed rights-of-way, update adopted plans, and obtain financing for implementing recommended improvements.



What this means for the Newport TSP Update: The adopted TSP includes planned infrastructure improvements within the Coho/Brant project area, which are specifically identified in the refinement plan. The TSP update process will re-evaluate the recommendations and projects from the Coho/Brant Infrastructure Refinement Plan and incorporate them into the updated TSP where applicable. Alternative street cross-sections identified for this area will be evaluated for inclusion in the updated TSP.

South Beach Peninsula Transportation Refinement Plan (2010)

Newport's South Beach Peninsula is a special maritime environment near the mouth of the Yaquina River and the crossing of US 101 and is home to the Hatfield Marine Science Center, the Oregon Coast Aquarium, the South Beach Marina, and a fleet of research vessels owned by the National Oceanic and Atmospheric Association (NOAA). The refinement plan, adopted in 2010, was developed in response to the need for transportation improvements in the area due to an increasing volume of tourists and visitors. The plan includes circulation, streetscape, parking, and wayfinding concepts, as well as planning-level cost estimates for a range of public improvements proposed in the plan. A key component of the plan is to align the roadway and driveway access points in order to create a safer and more efficient vehicular circulation system. In addition, intersection improvements are proposed for several of the peninsula's key intersections.

What this means for the Newport TSP Update: The TSP update process will consider the recommendations and projects from the South Beach Peninsula Transportation Refinement Plan, including alternative street cross-sections, and incorporate them into the updated TSP where applicable.

North Side Local Street Plan (2008)

The North Side Local Street Plan, adopted in 2008, is one of several reports that have been prepared to update the City's TSP in response to changing transportation issues in the City, including traffic congestion during peak summer months along US 101, US 20 and other major streets within the city resulting in long delays at many intersections, and a high crash rate along major highway segments. The Plan focuses on the identification and prioritization of transportation infrastructure needs to support economic development within the area north of the Yaquina Bay Bridge identified in the Newport Comprehensive Plan.



The Plan identifies a range of improvement projects to address existing and future system deficiencies including local street extensions or improvements, changes to on-street parking, changes to signalization and/or traffic control, transit service improvements, transportation demand management activities, and transportation system management strategies. It also includes planning level cost estimates for recommended improvements. The North Side Local Street Plan led to a major update of the current TSP in 2008 to support commercial development and redevelopment activity within the area, as well as a more comprehensive Pedestrian and Bicycle Plan for the City.

What this means for the Newport TSP Update: The 2008 North Side Local Street Plan provides policy direction to evaluate options for US 101 and US 20 as couplets through the City of Newport. This TSP update process will revisit and re-evaluate the recommendations and projects from the North Side Local Street Plan and incorporate them into the updated TSP where applicable.

Agate Beach Neighborhood Plan (1998)

The Agate Beach Neighborhood Plan provides a framework for guiding development in the Agate Beach neighborhood. The Plan seeks to promote redevelopment of underutilized properties and appropriate development where the use complements existing land uses. The vision of the Agate Beach Neighborhood Plan is to foster a sustainable urban living environment. The Plan originated in 1995 with a neighborhood meeting of Agate Beach residents, business owners, and property owners and was ultimately adopted into the City's Comprehensive Plan by the City Council.

The Plan addresses transportation issues and existing conditions in the Agate Beach neighborhood, including an inventory of existing streets and street conditions. The City's TSP is incorporated by reference into the Plan, but it also makes additional recommendations for streets and the bicycle/pedestrian network addressing issues specific to the Agate Beach neighborhood, which supplement the citywide TSP.



What this means for the Newport TSP Update: The TSP update process will consider the recommended projects from the Agate Beach Neighborhood Plan and incorporate them into the updated TSP where applicable. Due to the unique nature of the Agate Beach neighborhood, it is identified as a distinct subarea for the purposes of analysis and recommendations in several of the TSP Update's tasks and will be the focus of one of the projects' community workshops. Streetscapes, placemaking, and stormwater management have been identified as priorities for the area.

Newport Peninsula Urban Design Plan (1993)

The Newport Peninsula Urban Design Plan was adopted in 1993, addressing the historic peninsula district and commercial core of the City. The summary of findings for the Plan is adopted as an element of Chapter 4 of the Comprehensive Plan; the full plan is adopted as background reference. The Plan was developed in response to the City of Newport's anticipation that population, employment growth, and increased tourism on the peninsula, combined with automobile-dependent development, will negatively affect residents' quality of life and lifestyle, as well as the physical character of the historic core of the city. The Plan's key finding is that it is "necessary to both stimulate and guide development in order to graciously incorporate change and preserve the peninsula as a wonderful place to live." Specific urban design policies relevant to transportation include:

- 3. Improve the vehicular and pedestrian networks in order to improve safety, efficiency, continuity, and relationships connecting the peninsula neighborhoods.
- 4. Coordinate with the Oregon Department of Transportation (ODOT) highway projects which are compatible with and responsive to these policy objectives and design districts implementing said policies.

The key implementation measures for the urban design policies adopted as part of the Plan was the creation of urban design districts, which are implemented by refinement plans and adopted as zoning and development code overlays.



What this means for the Newport TSP Update: The TSP update process will consider the recommendations and policies from the Newport Peninsula Urban Design Plan and incorporate them into the updated TSP where applicable. Newport’s commercial core will be the focus of one of the project’s community workshops and analysis to consider urban design opportunities related to highway routing, land use potential, placemaking enhancements, gateway features, and streetscapes – as well as the constraints that would need to be overcome in order to realize those opportunities.

Greater Newport Area Vision 2040 (2017)

The Greater Newport Area Vision, adopted in 2017, guides the community’s vision for Newport through the year 2040. It is intended to guide the City of Newport and its public, private, civic, and community-based partner organizations in the cultivation of an “enterprising livable, dynamic, affordable, educated, safe, healthy, collaborative, and inclusive” community in the future. The Vision includes a greater citywide vision, as well as a vision and strategies for each of the six focus areas. All vision strategies have been prioritized into one of three tiers, and the Vision ultimately resulted in the creation of an action-ready Vision and Strategic Plan. The Vision includes a number of key strategies that are relevant to transportation and the update of the TSP, including:

■ Tier I (High Priority)

- Revitalize US 101 and US 20 in and around Newport to serve as attractive gateways to the community.
- Develop an integrated trail system, accommodating multiple uses, that connects neighborhoods, visitor destinations, open spaces, and natural areas.

■ Tier II (Secondary Priority)

- Work to improve the safety of bicyclists and pedestrians throughout Newport. Plan, fund, and develop improvements to bicycle and pedestrian amenities in strategic areas of the city, including sidewalks, crosswalks or overpasses, traffic calming, bike racks, and planned bicycle and pedestrian routes.
- Maintain and expand the multiuse path and trail system.
- Develop targeted improvements to the local transit system, including better scheduling, signage, and plans for system expansion. Work with Lincoln County to



upgrade bus service in Newport and surrounding areas, with improved routes and more frequent service.

- Design neighborhoods around streets that are well integrated with local transit, are ADA Accessible, and accommodate "active transportation" such as cycling, walking, and wheelchair moving.
- Develop and promote transit as a robust and reliable alternative to driving within the Greater Newport Area.

What this means for the Newport TSP Update: The Greater Newport Area Vision 2040 represents the most current vision for the future of the City of Newport. The public engagement effort for the TSP update process will build on this vision and its recommendations, and the analysis will evaluate transportation-related strategies identified.

Urban Renewal Plans

Newport has three urban renewal districts. The following plans contain goals, objectives, and projects for the development of specific areas within the City.

McLean Point District Urban Renewal Plan (2015)

The McLean Point Urban Renewal Plan was adopted in 2015 and contains goals, objectives, and projects for the development of the McLean Point Urban Renewal Area. The overall purpose of the Plan is to use tax increment financing to overcome obstacles to the proper development of the Area. Goal 4 of the Plan addresses infrastructure. The goal is stated as follows:

- **Goal 4: Infrastructure.** Assure adequate planning for public facilities to meet the changing needs of the City of Newport urbanizable area. Provide a storm water drainage system, water system, wastewater collection and treatment system with sufficient capacity to meet the present and future needs of the Newport urbanizable area. Provide a safe and efficient multi-modal transportation system consistent with the Transportation System Plan.

The objectives of Goal 4 are to build utility infrastructure to accommodate growth in the Area; identify and make infrastructure investments on opportunity sites; and to assist in the improvement of transportation infrastructure to support existing development and allow for future development.

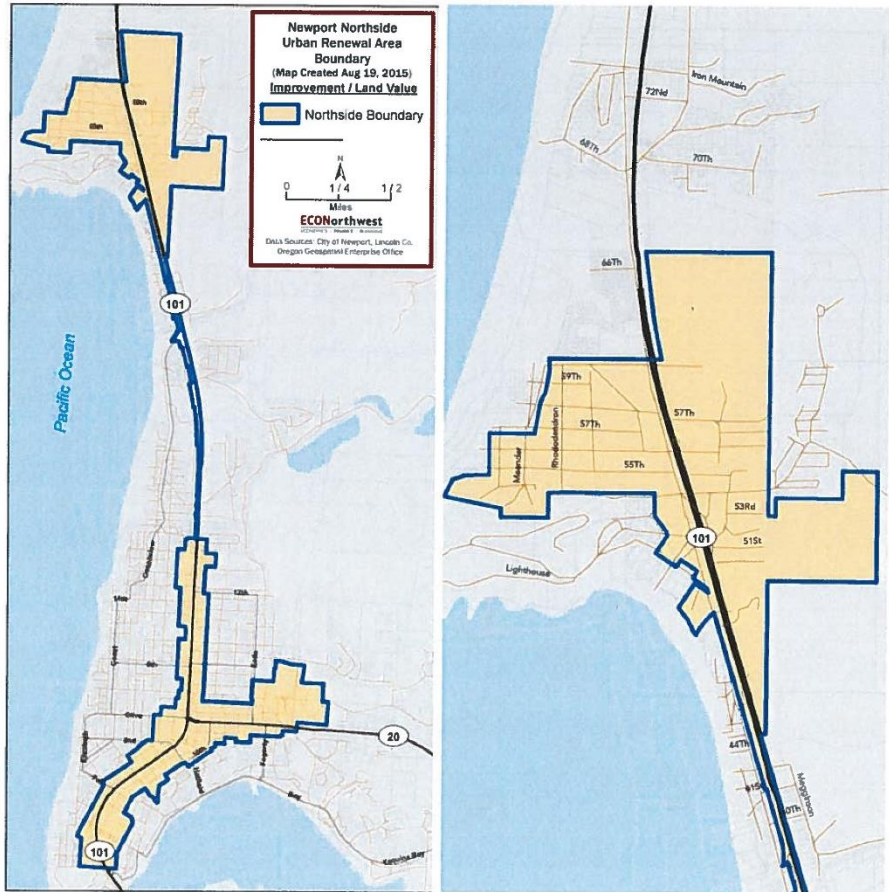
Urban renewal projects authorized by the Plan include street improvements such as turn lanes and other traffic management improvements at access points onto Bay Boulevard to ensure safe points of ingress and egress for industrial users. The Plan states that a public or private street might also be



extended into the Area to serve development. The Plan estimates that it will allocate \$250,000 funds from tax increment revenues toward street improvements in the Area, which comprises half of the estimated total cost of needed improvements.

Newport Northside District Urban Renewal Plan (2015)

The Newport Northside District Urban Renewal Plan was adopted in 2015 and contains goals, objectives, and projects for the development of the Newport Northside Urban Renewal Area (see image for area boundary). The overall purpose of the Plan is to use tax increment financing to overcome obstacles to the proper development of the Area. The Plan includes several goals and objectives that are relevant to the TSP update.



- **Goal 2: Economy.**
Create conditions that are attractive to the growth of existing business and attract new businesses to Newport to create new jobs. Provide an adequate number of sites of suitable sizes, types, and locations to accommodate a variety of economic opportunities.
 - Objective 1: US 101/US 20 Streetscape
 - a. *Assist in the financing and provision of transportation improvements for improving traffic flow and traffic patterns, reconfiguring intersections, installing or upgrading traffic signals, improving pedestrian and bicycle connections, right of way acquisition and parking improvements.*

- **Goal 4: Infrastructure.** To assure adequate planning for public facilities to meet the changing needs of the City of Newport urbanizable area. To provide a storm water drainage system,



water system, wastewater collection and treatment system with sufficient capacity to meet the present and future needs of the Newport urbanizable area. To provide a safe and efficient multi-modal transportation system consistent with the Transportation System Plan.

- Objective 1: Complete a Refinement Plan for the Agate Beach area.
- Objective 2: Complete a Refinement Plan for the commercial core areas.
- Objective 3: Build utility infrastructure to accommodate growth in the Area.
- Objective 4: Identify and make infrastructure investments on opportunity sites.
- Objective 5: Coordinate with the Oregon Department of Transportation on transportation improvements, including street, sidewalk and bridge improvements, in the Area.
- Objective 6: Assist in the improvement of the transportation system to support existing development and allow for future development.
- Objective 7: Assist in the financing and provision of transportation improvements for US 101 and US 20 for improving traffic flow and traffic patterns, reconfiguring intersections, installing or upgrading traffic signals, improving pedestrian and bicycle connections, right of way acquisition and parking improvements.
- Objective 8: Assist in the financing and provision of transportation improvements in the commercial core areas to ease congestion, spread out traffic, enhance pedestrian experience, and facilitate redevelopment.
- Objective 9: Assist in the provision of telecommunications infrastructure.

Public improvements authorized under the Plan include transportation and utility enhancements to encourage development and economic assistance to developers. Transportation system enhancements include enhancements to the commercial core areas as well as to US 101 and US 20, including street upgrades, transportation improvements identified in the Commercial Core Areas Revitalization Plan, widening, intersection realignments, local street right-of-way improvements, parking improvements right-of-way acquisition, and signal installations or adjustments. The Plan estimates the following allocations of funds from tax increment revenues toward Transportation System Enhancements:

- **Commercial core area highway/street upgrades: \$12,500,000**
- **Intersection realignment: \$2,000,000**
- **Local street right-of-way improvements: \$2,000,000**
- **Parking improvements: \$800,000**



- Right-of-way acquisition: \$600,000
- Signal installation or adjustment: \$500,000
- Storm drainage improvements: \$1,500,000
- Water, sewer, utility line relocation and capacity upgrades: \$600,000

Substantial Amendment XIII to the South Beach Urban Renewal Plan and Report (2018)

The South Beach Urban Renewal Plan was originally adopted in 1983. Since its adoption, the Urban Renewal Agency has executed eight minor and five substantial amendments, including Amendment XII in 2018. Amendment XIII moves the deadline for awarding projects from December 31, 2020 to December 31, 2025 to better reflect the length of time it either has or will take to engage community stakeholders on refinements to “conceptual projects” contained in the Plan, secure needed funding, design, bid and construct projects. This change to the phasing also aligns with the new deadline for completing projects. The amendment also addresses the following:

- Documents the current level of funding for the US 101 SE 32nd Street – SE 35th Street Improvement project.
- Reflects the final reconciliation of the Safe Haven, SW Abalone, SW 30th, SW Brant, SW 27th and SE Ferry Slip Road projects all of which are now complete.
- Shows additional funding for line undergrounding along SE Ferry Slip Road and US 101.
- Provides funding for a refinement plan to map out future use of the Agency owned property at the NE corner of the future SE 35th and US 101 intersection.
- Clarifies Phase 3 project objectives and updates estimates.
- Updates tax increment revenue and debt projections.

The amendment addresses continuing deficiencies related to vehicular and pedestrian circulation, utility services, storm water management, and public recreation and open space by providing additional time for the Agency to complete identified Phase 2 and Phase 3 projects.

Phase 2 transportation projects include:

- 35th Street – 101 to Ferry Slip Road: Commercial Street Prototype, relocate 32nd St Signal to SE 35th, Construct 35th Street from Abalone to Ferry Slip Rd. with multi-use path (Coho/Brant Projects #10 and #11)
- Anchor Way 35th to 40th



- Re-align SE 50th Street right-of-way and acquire SE 62nd Street right-of-way, obtain storm drainage easement in the vicinity of SE 40th and US 101
- Match for LIDs formed to implement Tier 2 and Tier 3 Coho/Brant improvements

Phase 3 transportation projects include:

- 40th and US 101 Signal and Intersection Improvements (Moved from Phase 2)
- 50th and US 101 Intersection Improvements
- Abalone Street Multi-Use Path Extension (Coho/Brant Project #12B)
- SE 35th Street from Ferry Slip Road to Estuary Turn sidewalks
- Match for LIDs formed to implement Tier 2 and Tier 3 Coho/Brant improvements

What this means for the Newport TSP Update: The TSP update process will consider the transportation needs and goals identified in these urban renewal plans. Additionally, the project lists for the Urban Renewal Areas may need to be updated to reflect outcomes of the TSP update process. Streetscapes, urban form, and roadway configuration for the City’s commercial core areas that will catalyze redevelopment and meet the community’s long-term transportation needs have been identified by City staff as key issues for this TSP update process.

System Development Charge Methodology (2017)

The City’s original System Development Charge (SDC) methodology was adopted in 2007. The City updated the methodology in 2017 to take into account up-to-date growth forecasts and long-range capital improvement needs. Section V of the SDC Methodology Report address transportation SDCs. The proposed SDC methodology utilizes an average daily vehicle trip-end (ADT) basis for calculating future trip growth. This approach is widely accepted as fair practice since the SDCs are directly tied to the net new vehicle trip generation attributed to a development. Newport’s TSP, as amended in 2012, and related subarea plans were used to determine the improvement cost basis for planned capacity-increasing capital improvements. There are 20 street improvements and multiple pedestrian improvements that have been identified in the City’s transportation plans and studies that are required to address 2017-2037 trip growth in the City of Newport. Additionally, City staff and Advisory Committee identified nine improvements that were included in various plans but are expected to be implemented outside the 20-year planning horizon or eligible for state funding (with a local match).



What this means for the Newport TSP Update: Projects identified through the TSP update process should be considered for applicability for funding through the City's Streets SDC fund.

Parking Management Plan (2018)

The City of Newport developed a Parking Management Plan in 2018 to help manage ongoing parking demand. The City has three parking districts: City Center, Nye Beach, and Bayfront. The project included community outreach, detailed data collection, analysis of parking patterns during peak and off-peak seasons, and a list of key recommendations addressing local parking needs, issues, and management strategies. Among the strategies identified are:

- Modify City of Newport code provisions to identify pervious pavement and other comparable alternatives to paved surfaces for areas suitable for temporary parking and implement temporary parking on currently undeveloped lots, as needed, to manage parking during extreme demand periods.
- Eliminate off-street parking minimums for new development and redevelopment in metered and permit zones.

What this means for the Newport TSP Update: The TSP update process will consider the list of key issues and strategies identified in the Parking Management Plan and incorporate them into the updated TSP where applicable.

Draft Pavement Management Plan (2019)

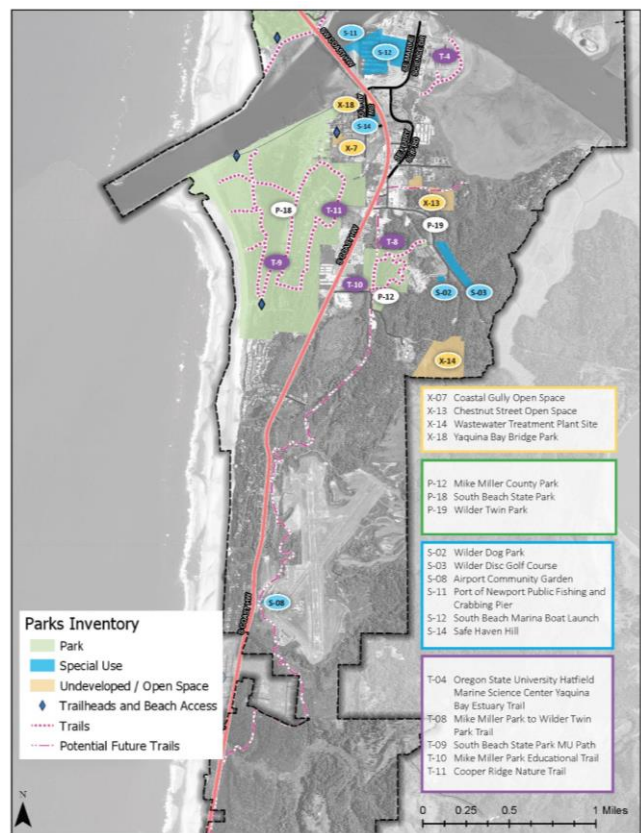
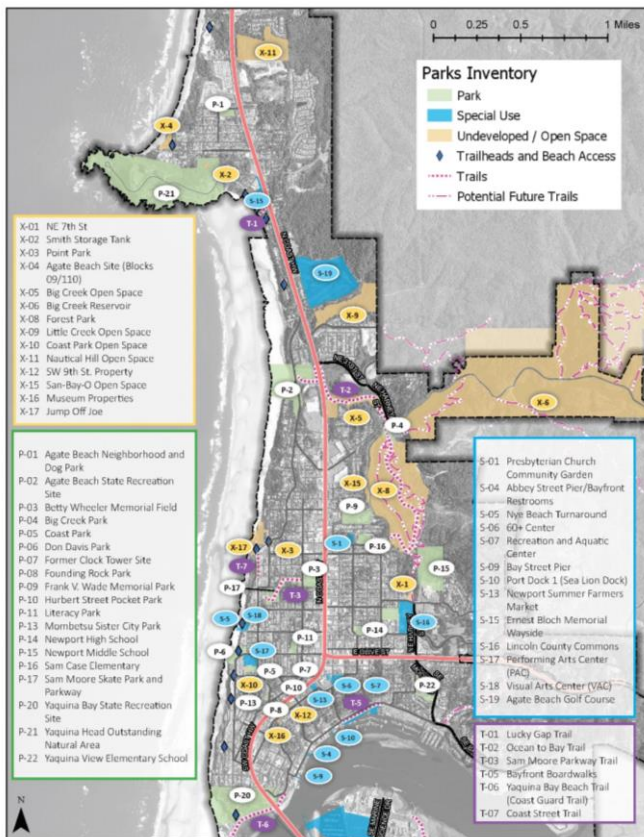
The Newport Pavement Management Program consists of an inventory of all publicly-maintained streets and their condition in order to evaluate the adequacy of projected revenues to meet the maintenance needs recommended for the City. The City of Newport is responsible for the maintenance of 52 centerline miles of pavement, and the report evaluates how funding scenarios ranging from \$300k per year to \$2 million per year will affect the overall condition of pavement in the City.

What this means for the Newport TSP Update: Pavement condition data from the pavement management plan will be utilized in the TSP update to help identify and prioritize transportation projects.



Draft Park System Master Plan (2019 Draft)

The City of Newport is in the process of updating its Park System Master Plan. The plan establishes goals and strategies for enhancing the community’s parks and recreation facilities through investment and development over the next twenty years. The planning process included visioning and goal setting for the parks system, an inventory of existing assets, recommendations for improvements, a design standards toolkit, and improvement priorities for implementation of the plan. Access to parks and recreation facilities is a priority of the Draft Park System Master Plan. As noted in the plan, Newport has a large population of older individuals, and good sidewalk conditions and ADA improvements are important to allow access to the City’s park facilities. The following image shows the current parks inventory in Newport.



What this means for the Newport TSP Update: Figures 19 and 20 of the draft plan show recommendations for future trail connections, some of which will likely utilize sidewalks or paths in the right-of-way. These trail connections will be evaluated as part of the TSP update for inclusion on the TSP project lists.



Lincoln County Transportation System Plan (2007)

The Lincoln County TSP, adopted in 2007, considers transportation issues and guides transportation policy choices and system development in areas outside of incorporated cities and for County facilities through the year 2027. The primary objective of the TSP is to identify the transportation system improvements needed to support a safe, adequate, and connected transportation system throughout Lincoln County. The Lincoln County TSP addresses transportation facilities that are generally outside of the UGBs of incorporated cities, including Newport. Although the County has jurisdiction within a UGB until lands are annexed to a city, planning for infrastructure development within a UGB is primarily the responsibility of cities in cooperation with the County.

County facilities in Newport include:

- NE Avery St.
- SE 35th St.
- NE Newport Heights Dr.
- SE 98th St.
- SE Benson Rd.
- SE Yaquina Heights Dr.
- NE Valley Ridge Dr.

What this means for the Newport TSP Update: Improvements on County facilities included in Lincoln County's TSP will be reflected in Newport's updated TSP. Any additional changes to County facilities recommended through the Newport TSP update process will be coordinated with the County and County goals will be considered in the development of Newport's transportation goals.

Lincoln County Transit Development Plan (2018)

The Lincoln County Transit Development Plan (TDP) evaluates a program of service improvement alternatives and presents a series of options to pursue over the plan's 20-year horizon. The plan addresses transit throughout the county, including routes that serve the City of Newport. The plan recommends the following improvements:

- East County Route between Newport and Siletz: Schedule and stop changes within Newport



- Newport City Loop Route: Modification of the route and creation of a new route serving the most popular stops.
- Coast to Valley Route connecting Newport and Corvallis: Increase service frequency and/or lengthen service span.
- South County Route: Add spur to connect to Oregon Coast Community College

What this means for the Newport TSP Update: The potential routes and stops identified within the City of Newport will be included and evaluated as part of the updated TSP Transit element. Additionally, as described in Technical Memorandum #3 – Regulatory Review, implementation of the TSP may include additional code language related to development near transit stops or along transit routes. The Lincoln County TDP will inform that discussion. Augmenting and maintaining the transit system has been identified by City staff as a key issue for this TSP update.