

M E M O R A N D U M

TO: John deTar, Oregon Department of Transportation
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DATE: May 27, 2005

CC: Frank Angelo, Angelo Eaton & Associates

FILE #: 002-035

RE: Lincoln County Transportation System Plan, DRAFT Plan and Policy Review –
Supplemental Information

INTRODUCTION

This memorandum contains information for two documents relevant to the Lincoln County Transportation System Plan update. Transportation-related documents for the City of Lincoln City and for the Newport Municipal Airport were not available at the time the earlier Plan and Policy Review (May 23, 2005 memorandum) was completed. As in the earlier review, this memorandum summarizes pertinent existing background data and policies from these plans. Only the most relevant policies and information are included here, based on the impact this information may have on transportation planning in Lincoln County. The sections included in this memorandum have been formatted so that they may be included in a future revised Plan and Policy Review document.

Documents Reviewed

- City of Lincoln City Transportation Master Plan (DRAFT 1995)
- Airport Layout Plan, Newport Municipal Airport (DRAFT 2005)

City of Lincoln City Transportation Master Plan (DRAFT 1995)

The main focus of the Lincoln City Transportation Master Plan (Master Plan) is the “over-burdened 7.3 mile length of Highway 101” through the City. The Master Plan focused on the improvement of Highway 101 as a “primary city thoroughfare” and as the city’s “primary arterial-‘Main Street.’” A stated Transportation Policy in Chapter 1, Goals and Objectives and the Planning Process, is continuing City efforts to support and establish an alternate route for Highway 101 traffic, such as a Lincoln City Bypass. A Roadway Development goal is to “identify suitable alternate north-south local “reliever” routes to Highway 101.”

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Current Transportation Conditions

The three arterials in the City all have a north/south orientation and are Highway 101, West Devils Lake Road/N.E. 14th Street and East Devils Lake Road. East Devils Lake Road lies mostly outside of the current city limits and within the jurisdiction of Lincoln County. This roadway carries a high volume of traffic accessing the Factory Stores and civic offices in Lincoln City. In addition to extensive traffic along Highway 101, significant traffic volumes were recorded for S.E. East Devils Lake Road just east of Highway 101. Table 2, Current Intersection Capacity and Level of Service, shows that the left turn movement on Highway 101 from East Devils Lake Road is operating at LOS A and that the East Devils Lake Road approach is operating at LOS E.

Regarding alternate forms of transportation, bicyclists use the roadway shoulders and are separated from motor vehicles by painted edge (“fog”) lines along East Devils Lake Road. Lincoln County provides a Dial-A-Ride service that is open to the general public, but the elderly and disabled receive priority and make up the majority of the riders. Chapter 8, Public Transit Feasibility Analysis, analyzes the feasibility of a fixed-route service financed by the City and addresses potential competition with the County’s Dial-A-Ride program.

Transportation System Plan

Chapter 9 includes the City’s functional street classification and street width standards. East Devils Lake Road is designated as a secondary arterial. The following is proposed for this roadway:

A segment of East Devils Lake Rd. at its south terminus (from Hwy 101 to S. Port Ave.) would be widened to provide four travel lanes plus a center left-turn lane. This improvement would facilitate access to the Factory Stores at Lincoln City shopping center, the Post Office, future residential areas, and the City Police and Public Works Departments. The balance of East Devils Lake Rd., from S. port to its north terminus at Hwy 101 (via the corridor east of Devils Lake), would have shoulders widened for bike lanes and road realignment.

Policy language included in this chapter includes the City’s intent to participate in planning for an East Side Scenic Byway/Bypass on the east side of Devils Lake as an alternative to Highway 101. The Bicycle Facilities subsection clarifies that bicycle routes are designated on collector and minor arterial streets. The East Devils Lake Loop (Route 7) is identified as a scenic bike-bypass route and is recommended for road widening that will allow for striped and signed bike lanes to be added. “Priority 3” and “Priority 4” under the Pedestrian Facilities subsection pertain to adding sidewalks to one or both sides of collector streets in already developed areas and arterial streets in underdeveloped areas; East Devils Lake Road is listed as an example under both categories.

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Implementation Program

The implementation program for transportation improvements is divided into several phases as defined by the City's priorities. An immediate priority (within 1 to 2 years) is to form a Regional Task Force whose membership includes representatives from Lincoln County and ODOT to identify transportation problem areas. Also under "immediate priority," an identified Road Widening/New Construction project is to widen S.E. East Devils Lake Road from Highway 101 east to S.E. Port Avenue. Phase 1 (prior to 1998) projects include intersection channelization and a northbound right turn lane at the intersection of East Devils Lake Road and Highway 101. Phase 3 (2008-2015) projects include sidewalk development on East Devils Lake Road (south end), from Highway 101 to S.E. Port Avenue. Table 12, Construction Cost Estimates, lists a Local Improvement District as potential funding for widening S.E. East Devils Lake Road. Lincoln County is identified as the potential funding mechanism listed for providing sidewalks on East Devils Lake Road.

Airport Layout Plan, Newport Municipal Airport (DRAFT 2005)

The Newport Municipal Airport is located within the city limits, along with some of the surrounding areas, and therefore is under the City of Newport zoning jurisdiction. Other nearby areas that are outside the city limits are under Lincoln County's zoning jurisdiction. The Airport Layout Plan provides an inventory of current and forecasted airport activities to assist the City of Newport and the Oregon Department of Aviation in planning for future airport-related demands.

The document includes a discussion of projected airfield, land, and support requirements and identifies capital improvement projects that have been proposed to address future needs. There are several sections of the Plan that refer to surrounding transportation systems, most of which involve access to the airport from Highway 101.

- Chapter Two – Forecasts: The Oregon Department of Aviation Plan (2000) classifies the Newport Airport as a Category 1 airport. Airports in this category must provide scheduled commercial service and accommodate national and regional commercial air carrier service. Coverage by Category 1 airports is concentrated along the Interstate 5 corridor.
- Chapter Three, Subpart One – Development Alternatives: This section describes three alternatives for expanding small hangar capacity. The recommended alternative includes development of roadway access from Highway 101 to the northwest area of the airport.
- Chapter Five - Capital Improvement Projects: Stage II (planning period 2009-2013) of planned projects includes a new westside access road from Highway 101 to serve future hangars. New vehicle parking will be constructed at the end of the access road. Stage III (planning period 2014-2023) includes an additional new access road beginning at 98th Street (which connects to Highway 101) and ending at the north end of Runway 34.
- Chapter Four – Airport Plans: The City of Newport zoning ordinance contains an "Airport Restricted Area" zone that identifies allowed uses at and near the airport. The airport also uses runway protection zones (RPZ's) to limit the types of uses allowed in the areas surrounding the runways. New roads are allowed in an RPZ under limited circumstances.