



BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE AGENDA
Tuesday, November 09, 2021 - 5:30 PM
City Council Chambers and via Internet (Zoom) or Meeting Room 2

This meeting will be held electronically. The public can livestream this meeting at <https://newportoregon.gov>. The meeting will also be broadcast on Charter Channel 190. Public comment may be made, via e-mail, up to four hours before the meeting start time at publiccomment@newportoregon.gov. The agenda may be amended during the meeting to add or delete items, change the order of agenda items, or discuss any other business deemed necessary at the time of the meeting.

Anyone wishing to make real time public comment should submit a request to publiccomment@newportoregon.gov. at least four hours before the meeting start time, and a Zoom link will be e-mailed.

A. CALL TO ORDER

B. ROLL CALL AND INTRODUCTIONS

C. APPROVAL OF MINUTES

D. PUBLIC COMMENT

D.1 Oceanview Drive

[Note from Marie Wright.docx](#)

E. COMMITTEE COMMENTS

F. ACTIVE TRANSPORTATION INCIDENTS

- F.1 Bicycle-Car Collision**
[October Crash Report.pdf](#)

G. OTHER BUSINESS

- G.1 League of American Bicyclists - Bicycle-Friendly Community College**
[Bicycle-Friendly Community College Memo.pdf](#)

- G.2 Goals and Objectives**
[G&O'S FOR APPROVAL.pdf](#)
[Goal 4 Worksheet.pdf](#)
[G&O from Spencer.pdf](#)

- G.3 Info from Jane**
[Jane's BPAC Ref.png](#)
[Jane's BPAC entities.pptx](#)

H. CONFIRM NEXT MEETING DATE *December 13, 2021*

I. ADJOURNMENT

Oceanview Drive Issues

Location of Near Miss Accident: NW 33rd Street and Oceanview Drive.

I was almost involved in a vehicle accident on Monday, November 1, 2021 at about 1:30 pm. If I had pulled my vehicle out of NW 33rd Street a few seconds earlier, I would have been hit by a red Mustang traveling southbound on Oceanview Drive at or near highway speed.

High Crash Potential Location:

NW 33rd Street at Oceanview is a hazardous place to turn left or right. It is an unseen residential road for vehicles traveling both southbound and northbound on Oceanview Drive.

Vehicle Speeds:

35 MPH is too fast a speed for Oceanview Drive. Note that vehicles rarely adhere to this speed limit and the majority of vehicles travel much faster.

- a. There are adjacent residential driveways and roads.
- b. There is a crosswalk at Agate Beach Wayside which is used by many children in the summertime.
- c. There are no sidewalks on either side of narrow Oceanview Drive. People walk on the roadway or in the ditch area to get to beach access.

Highway Access:

This summer it was very difficult to go northbound from Oceanview Drive. If I need to go northbound, I now go southbound on Oceanview from NW 33rd Street and use the light at Walmart to access Highway 101. It has gotten to the point where I believe that there needs to be a light at Highway 101 and Oceanview Drive.

Speed Racing:

In the summer, especially on Friday, Saturday, or holiday evenings, vehicles can be heard speed racing on Oceanview Drive between Highway 101 and Agate Beach Wayside.

Traffic Volume:

Oregon State Park's Agate Beach Wayside generated a huge amount of traffic this summer.

From: Kit O'Carra
Sent: Monday, November 01, 2021 10:04 AM
To: Beth Young <B.Young@NewportOregon.gov>
Subject: October traffic crashes

Hi Beth,

10/18/2021 - 8:57 a.m. - SE John Moore Drive & E Olive Street -- Bicyclist ran red light and crashed into vehicle that was in the intersection. Bicyclist had minor injuries and was transported to the hospital.

Kit

Officer's report:

On 10/18/2021 at about 0857 hours I responded to SE Moore Dr. and E. Olive St. for the report of a crash involving a bicycle. Upon arrival I met with driver of the vehicle, F. F told me the light had turned green and she was proceeding through the intersection. F told me the bicyclist hit the side of her vehicle. F was visibly shaken up and did not know any details of what happened to the bicyclist. F told me [their] shoulder hurt [but] was not seen by medics. F also gave me a piece of paper with a name and phone number of a witness. I took a picture of the piece of paper and made phone contact with the witness at a later date.

I spoke to the rider of the bicycle, P. I know P from multiple police contacts and can recognize him by sight. I also know P suffers from severe mental health issues. P told me his bike does not have any brakes and he hit her head on. P said the car was at a dead stop at the middle of the intersection. P was transported to the hospital due to injury. I looked at the bike and there were no front or rear brakes installed.

I filled out the DMV crash form and issued it to F and explained the requirements.

I went to the hospital and issued P a traffic citation for fail to obey a traffic control device (stop light) and gave him a warning for the brakes. I issued P a copy of the DMV crash report. While I was explaining the citation, P told me F was at fault because [they] did not yield to him. P told me S and A both came out of F's vehicle. I know S and A to be homeless and were not in F's vehicle. P started to ramble about meth, thieves and being robbed. This ended my contact with P.

P's bicycle was transported to the police department for safekeeping.

On 10/20/2021, I made phone contact with witness B who told me she was on SE Moore turning onto E. Olive St. B told me the light for her was green and traffic was stopped East and west. B told me she saw the bicyclist come "barreling down" from highway 20 and crashed into the side of F. B told me she was blocking traffic and decided to leave a note and clear the highway so she left her information for F for later contact from law enforcement.

Memo

To: BPAC
From: Beth Young, BPAC - Staff Liaison
Re: LAB Bicycle-Friendly Community College
Date: 10/18/21



In October member Herb Fredrickson corresponded with Amelia Neptune of the League of American Bicyclists with the idea of Oregon Coast Community College as a Bicycle-Friendly University/College. OCCC would be the smallest college in the program. Correspondence and website follows (last two photos are what college was like for me at UC Davis, and I met my future husband at a bike parking lot like the last photo!). -B



Hi [BPAC members]

On our Goals Worksheet we have an item on researching a bicycle friendly business program. The League of American Bicyclist also has a program for bicycle friendly university/college. I thought about the Oregon Coast Community College as an applicant so I emailed the League and asked if community colleges could apply and if there was a student population limit for applicants. Following is their response.

FYI as an item for future discussion by our committee.

Herb

----- Forwarded message -----

From: **Amelia Neptune** <amelia@bikeleague.org>
Date: Fri, Oct 15, 2021, 8:44 AM
Subject: Re: Bike Friendly University
To: Herb Fredricksen <herbfredricksen@gmail.com>
Cc: Bicycle Friendly America Team <bfa@bikeleague.org>

Hi Herb,

Thanks for reaching out and apologies for my slow reply! Yes, small community colleges are absolutely eligible to apply for and receive the BFU status, and in fact we have a application fee discount for Community Colleges. (Just reach back out to us for a discount code when you're ready to submit the application.) Our smallest school in the BFU program currently is Lees-McRae College in Banner Elk, NC, with roughly 800 students.

The 2022 BFU Application will open up for submissions later this year and we're still determining when exactly next year the annual submission deadline will be, but for now you can learn more about the program and download a preview of the 2021 BFU application questions online at: <https://bikeleague.org/university>

Please keep an eye on our website and League newsletter/social media for updates, and you can also sign up to be notified once the 2022 BFU application opens here: <https://forms.gle/PdprzhCStZQ4Dfit6>

Let us know if you have any other questions.

Thank you!

Amelia

AMELIA NEPTUNE

Director, Bicycle Friendly America Program

AMELIA@BIKELEAGUE.ORG | 202-621-5457

THE LEAGUE OF AMERICAN BICYCLISTS

WWW.BIKELEAGUE.ORG

TWITTER | FACEBOOK | [YOUTUBE](#)

[Join us!](#) The League is working to grow equitable investments in connected bike networks and safe streets. [Join us now and claim your bike adventure kit!](#)

Website:

BECOMING A BICYCLE FRIENDLY UNIVERSITYSM

Young adults want to ride more and drive less, and with defined borders and high-density environments, university campuses are ideal settings to cultivate a culture of biking.



SINCE THE LAUNCH OF THE BICYCLE FRIENDLY UNIVERSITY PROGRAM IN 2011:

512

212

13,000+

institutions have applied

BFUs have been certified (as of February 2021)

campus users have given feedback on applicant institutions

The Bicycle Friendly University (BFUSM) program recognizes institutions of higher education for promoting and providing a more bikeable campus for students, staff and visitors. The BFU program provides the roadmap and technical assistance to create great campuses for cycling.

- THE 2022 BFU APPLICATION WILL OPEN SOON! [SIGN UP TO BE NOTIFIED WHEN THE 2022 BFU APPLICATION OPENS.](#)
- [2021 BFU APPLICATION PREVIEW](#) (PREVIEW ONLY - PLEASE NOTE THE 2021 BFU ROUND IS NOW CLOSED FOR SUBMISSIONS.)
- [2020 BICYCLE FRIENDLY UNIVERSITY ANNOUNCEMENT](#)
- [COMPLETE LIST OF CURRENT BFU AWARDS THROUGH 2020](#) (PDF)

Colleges and university campuses are unique environments for their high density, stimulating atmosphere and defined boundaries. These factors make them ideal environments to incorporate bikes. Many colleges and universities have built upon these good conditions and embraced the enthusiasm for more bicycle-friendly campuses by incorporating bike share programs, bike co-ops, clubs, bicycling education classes and policies to promote bicycling as a preferred means of transportation. With the goal to build on this momentum and inspire more action to build healthy, sustainable and livable institutions of higher education, The League created the Bicycle Friendly University program.

The Bicycle Friendly University program evaluates applicants' efforts to promote bicycling in five primary areas: engineering, encouragement, education, enforcement and evaluation/planning, known as the Five E's. Applications must be submitted online.

TESTIMONIALS

"It has provided much focus for how we should move forward in our effort to make our campus more bicycle friendly." —**Tamlyn Shields, Instructor, Univ. of NC Wilmington**

“The application gave us ideas how we can improve bicycling on campus. We will be addressing our bicycle subcommittee making sure we have all departments represented. We appreciate the recognition, so we can influence administration for future funding.” —**Chad Larsen, Manager, Commuter Services, University of Utah**





Bicycle and Pedestrian Advisory Committee Goals and Objectives, 2021-2022

Goal 1: Work to make Newport's transportation modes safer

- a. Report new safety hazards directly to Public Works
- b. Work with City Council, NPD and ODOT to gather more informative crash data involving active transportation
- c. Become more informed about Vision Zero

Goal 2: Help City Council identify active transportation funding sources

- a. Start and maintain an Active Transportation Grant Opportunities spreadsheet with key deadlines.

Goal 3: Work with local groups, agencies and organizations, especially active transportation groups, to promote active transportation in Newport

- a. Stock bike maps throughout town (ongoing)
- b. Promote and participate in 2022 National Bike to Work Day (Friday, May 20, 2022) and/or Open Streets-type event.
- c. Begin working with schools and other groups to promote 2022 National Bike/Walk to School Day in the next fiscal year (Wednesday, October 5, 2022)
- d. Research, and possibly begin actions toward, a Bicycle-Friendly Business program in Newport
- e. Promote a signage system that links bike and pedestrian routes to city trails, programs and/or events, especially the Ocean-to-Bay and Lighthouse-to-Lighthouse trails.

Goal 4: Develop and maintain a positive working relationship with the City Council, advisory committees and commissions, and City staff to implement BPAC active transportation goals

- a. Invite key staff members for Q-and-A sessions
- b. Hold joint meetings with other advisory committees on matters of mutual interest (as needed)
- c. Assign BPAC members to be the contact person to other advisory committees (for example, read their minutes, go to a meeting or meetings)
- d. Report to City Council regarding BPAC progress and community concerns

Memo

To: BPAC
From: Beth Young, BPAC - Staff Liaison
Subj: Advisory Committees Worksheet
Date: 11/2/21



At the October 2021 meeting the BPAC determined its 2021-2022 Goals and Objectives. Goal 4 is to “develop and maintain a positive working relationship with the City Council, advisory committees and commissions,¹ (c&c’s) and City staff to implement BPAC active transportation goals.” All of the c&c’s, active and decommissioned, are listed on the City website. These are the c&c’s the BPAC may wish to liaison with.

1. 60+ Advisory Committee _____
2. Destination Newport _____
(DN oversees allocation of hotel room tax funds, among other things)
3. Library Board _____
4. Parks and Recreation Advisory Committee _____
5. Planning Commission _____
6. Police Advisory Committee _____
7. Public Arts Committee _____
8. Vision 2040 _____
9. Other?

¹ “commissions” is not included but may included in the finalized Goals and Objectives at the November 2021 meeting.



Spencer R. Nebel
 City Manager
 CITY OF NEWPORT
 169 S.W. Coast Hwy.
 Newport, OR 97365
s.nebel@newportoregon.gov

DATE: October 18, 2021

TO: City of Newport Department Heads and Advisory Committees

FROM: Spencer Nebel, City Manager

RE: Committee Goal Report

The City Council will be meeting on January 10, 2022 to develop goals and objectives for the fiscal year beginning July 1, 2022. During this past year, COVID-19 has continued to impact many aspects of our lives, including limiting our ability to address many of our plans that we had identified prior to the pandemic. That being said, even with COVID-19, a lot of work was completed.

In preparation for the City's development of goals and objectives for the fiscal year beginning July 1, please review your existing goals and objectives developed by your Committee, or for your department, for the 2021-2022 Fiscal Year to provide the status of each of these items. Some of the objectives may have been met, others may be in process, or planned to be addressed by the end of the fiscal year. Also, indicate if a goal is being dropped from consideration due to changing circumstances. Please use the Goals and Objectives website to indicate the current status of these goals.

For developing goals and objectives for Fiscal Year 2022-2023, please report which goals and objectives will be carried over to the new fiscal year, and add any new goals and objectives that the Committee would like to focus on in the coming year.

Goals should be tied to key strategies identified in the Great Newport Area Vision 2040 link below.

https://www.newportoregon.gov/dept/cdd/documents/Vision2040/Vision2040_Brochure.pdf

As a reminder, goals are longer-term efforts to achieve a desired result. An example of a goal from the Engineering Department is as follows: **"Reinvest in improvements in the City's sanitary sewer system to eliminate wastewater overflows."**

Objectives are specific and measurable steps that are to be accomplished during the next fiscal year. Examples of objectives to achieve the above goal would be **"Construct two sanitary lift stations and one mile of sewer mains in Agate Beach"** or **"Complete design engineering for**

the North Side Pump Station headworks.” Both of these objectives are specific and measurable. By the end of the year, we can measure what progress was made on the goal of eliminating overflows by seeing if the proposed objectives were met.

This information for the Fiscal Year 2022-2023 goals and objectives will be compiled and included in a report to the City Council. The information will need to be entered in the Goals and Objectives website by December 15, 2021, for it to be provided as part of the agenda packet for the City Council goal session. Also, please update the status of current goals on the website by December 29, 2021, so that this information can be included in the materials for the City Council in preparation of the January 10, 2022 Council Goal Setting Session. The full schedule for Fiscal Year 2022-2023 Goals Setting is as follows:

Annual Goal Setting Calendar

10/18/21	Notice sent to departments and staff for the Fiscal Year 2022-2023 Goal Setting Session
10/27/21	Update status of Fiscal Year 2021-2022 department and committee goals on the website
12/15/21	Enter Fiscal Year 2022-2023 goals on the website
12/29/21	Update status of Fiscal Year 2021-2022 department and committee goals on the website
1/3/22	2040 Vision Advisory Committee presents annual report to the City Council
1/10/22	Council Goal Setting meeting
1/17/22	Council approves draft goals
2/21/22	2040 Vision Advisory Committee provides a report on draft goals to the City Council
3/7/22	Public Hearing and adoption of the goals
4/6/22	Update the status of Fiscal Year 2021-2022 department and committee goals on the website

IT Director, Richard Dutton, has prepared a guide to using the Goals and Objectives website. A copy is attached for your review. Please speak with Richard if you have any questions.

Sincerely,



Spencer R. Nebel,
City Manager

cc:	Kay Keady, Retirement Board	Laura Kimberly, Library
	Mike Cavanaugh, Parks & Rec, 60+	Leslie Palotas, Vision 2040
	Linda Wertman, Audit	
	Sherri Marineau, Planning Commission	
	Beth Young, Bike & Ped	
	Peggy Hawker, Budget, Airport, DNC, Public Arts, Sister City & Vision 2040	

Attachments: Guide to Entering Update to Goals on the Website



Newport Bike and Pedestrian Committee (BPAC) Quick Reference 2021

About BPAC

The City of Newport's Bike and Pedestrian Advisory Committee (BPAC) advises City Council on bicyclist/pedestrian safety issues, and advocates for improved cycling and walking amenities in Newport. BPAC is one of several standing committees that provides community input to Council on important issues.

BPAC Responsibilities

- Advise Council on bike/ped safety issues, and make suggestions for improvements
- Report safety hazards to Public Works
- Review incidents
- Connect active transportation modes

BPAC Identified Needs/Issues

Improve Safety

- Improve Hwy 101 business district, parking, safety, pedestrian and bike amenities
- Increase downtown lighting for safety
- Improve parking to accommodate bikes and pedestrians.

Improve existing amenities

- Sidewalks (OTB trail)
- Signage/wayfinding
- Sidewalk maintenance
- Safe crosswalks
- Refresh streets markings/lanes

Extend/Create Bike/Ped paths

- Bridge on Harvey?
- Better passage through downtown 101
- Connect BCP trail to Bayfront
- Bike lanes on Hwy 101
- Traffic calming on Oceanwide Drive
- Lighthouse to Lighthouse trail
- Ferry, or safer bike passage across Tuguine bridge

Promotion/Events

- Safe Ride to Schools
- Bikefest
- Gather feedback on bike/ped needs from citizens and tourists

BPAC Links

https://www.newport.gov/sites/default/files/2018_04/bpac_2018_04.pdf

Projects and Plans/entities and jurisdictions

Federal

US Dept of Transportation (DOT)

State

Oregon Dept Transportation (ODOT)

- Oregon public trans div
- Oregon Pedestrian and Bike Program
- https://www.oregon.gov/odot/Planning/Documents/2018_04/2018_Oregon_Bike_Ped_Plan.pdf

ODOT Strategic Action Plan

- State Highway Fund
- Oregon Bike Bill (ORS 366.514)

Dept Land Conservation/ODOT

- Oregon Transportation and Growth Management
- https://www.oregon.gov/odot/Planning/Documents/2018_04/OTG_Growth_Management_Plan.pdf
- Oregon Coast Bike Route Plan

https://www.oregon.gov/odot/Planning/Documents/2018_04/OTG_Growth_Management_Plan.pdf

Oregon Transportation Commission (OTC)

Oregon Bike and Pedestrian Plan

https://www.oregon.gov/odot/Planning/Documents/2018_04/OTC_Bike_Ped_Plan.pdf

The Oregon Transportation Commission approved \$10 million for strategic pedestrian and bicycle infrastructure improvements in the [2018-2022 Strategic Transportation Improvement Program \(STIP\)](https://www.oregon.gov/odot/Planning/Documents/2018_04/OTC_Bike_Ped_Plan.pdf). This is part of a \$250 million investment in the Public and Active Transportation Program.

- capital projects
- Pedestrian and bicycle projects
- Safe Routes to School (SRTS) education and infrastructure
- Transportation Options programs

https://www.oregon.gov/odot/Planning/Documents/2018_04/OTC_Bike_Ped_Plan.pdf



County/City/Community

City of Newport

<https://www.newportoregon.gov/Comm.asp>

Greater Newport Area Vision 2040: Vision and Strategic Plan 2017

Newport Transportation System Plan (TSP) 2019-2021

South Beach Urban Renewal Plan/Hwy 101 Refinement Plan 2025

https://newportoregon.gov/dept/cdd/documents/2018_04/South_Beach_Urban_Renewal_Plan_Hwy_101_Refinement_Plan_2025.pdf

https://newportoregon.gov/dept/cdd/documents/2018_04/South_Beach_Urban_Renewal_Plan_Hwy_101_Refinement_Plan_2025.pdf

Lincoln County Bike Committee

Hatfield Marine Science Center Green Team

Newport Trail Stewards newportnews.org

Bike Newport



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- Report safety hazards to Public Works
- Review incidents
- **Connect active transportation modes**

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Extend/Create Bike/Ped paths

- **Bridge on Harney?**
- Better passage through downtown 101
- Connect BCP trail to Bayfront
- Bike lanes on Hwy20
- Traffic calming on Oceanside Drive
- Lighthouse-to-Lighthouse trail
- Ferry, or safer bike passage across Yaquina bridge

Promotion/Events

- Safe Ride to Schools
- Bikefest
- Gather feedback on bike/ped needs from citizens and tourists

BPAC Links

https://drive.google.com/drive/folders/1N5K_Xaop0e1TiW_SJBOKUdw-wCwSp_QJ

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US Dept of Transportation (DOT)

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- Oregon public trans div
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- https://www.oregon.gov/odot/Planning/Documents/2016_Oregon_Bike_Ped_plan

- ODOT Strategic Action Plan
- State Highway Fund
- Oregon Bike Bill (ORS 366.514)

Dept Land Conservation/ODOT

- Oregon Transportation and Growth Management
- https://www.oregon.gov/lcd/TGM/TGMGrantApps/21_City_of_Newport.pdf
- Oregon Coast Bike Route Plan

<https://www.oregon.gov/odot/programs/pages/bikeped.aspx>

Oregon Transportation Commission (OTC)

Oregon Bike and Pedestrian Plan
https://www.oregon.gov/odot/Planning/Documents/OBPP_WorkPlan.pdf

The Oregon Transportation Commission approved \$55 million for strategic pedestrian and bicycle infrastructure improvements in the **2024-2027 Statewide Transportation Improvement Program (STIP)**. This is part of a \$255 million investment in the Public and Active Transportation Program.

- capital projects
 - Pedestrian and bicycle projects
 - Safe Routes to School (SRTS) education and infrastructure
 - Transportation Options programs
- <https://www.oregon.gov/odot/STIP/Documents/Ped.Bike.StrategicOnePager.pdf>



The **Oregon Bicycle and Pedestrian Plan** encapsulates the bike and walk modal elements of the OTC. The policies and strategies in this plan are written to refine the OTC and be consistent with the other mode and topic plans, such as the Oregon Highway Plan (OHP). For example, while the OHP has policies and strategies for driveway distances, this Bicycle and Pedestrian Plan enhances those policies by including a strategy to minimize sidewalk elevation changes at driveway locations. In this way, the suite of mode and topic plans under the OTC complement and build upon one another and provide comprehensive policy direction for the state.

Introduction | 5

County/City/Community

City of Newport

<https://goals.newportoregon.gov/comm.asp>

Greater Newport Area Vision 2040: Vision and Strategic Plan 2017

Newport Transportation System Plan (TSP) 2019-2021

South Beach Urban Renewal Plan/Hwy 101 Refinement Plan 2025

https://newportoregon.gov/dept/cdd/documents/SB-ProjectConceptMemo_092121.pdf

<https://newportoregon.gov/citygov/comm/pb.asp>

Lincoln County Bike Committee

Hatfield Marine Science Center Green Team

Newport Trail Stewards newportnewts.org

Bike Newport



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BPAC Links

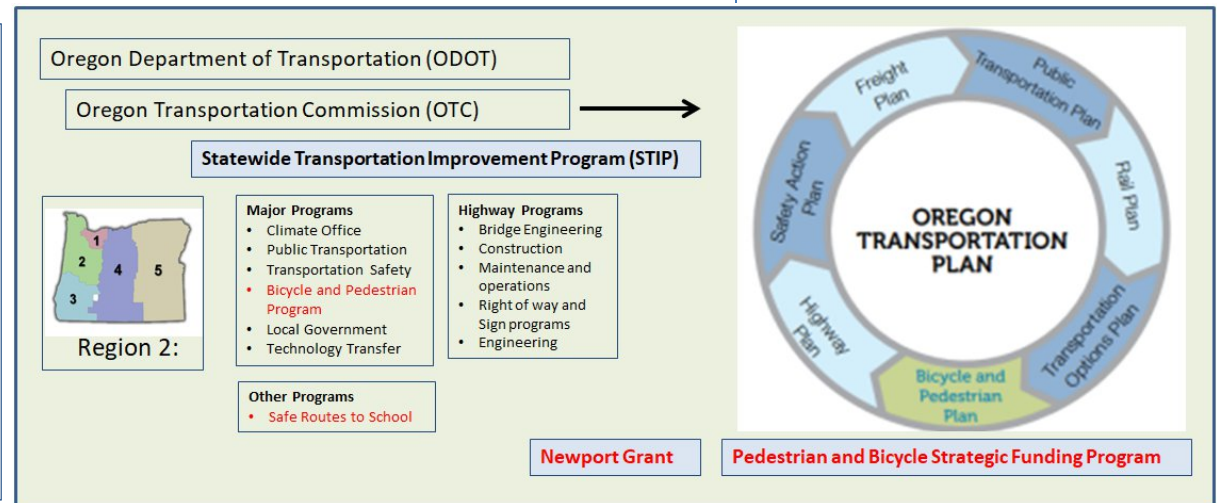
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<https://newportoregon.gov/citygov/comm/pb.asp>

Lincoln County Bike Committee

Hatfield Marine Science Center Green Team

Newport Trail Stewards Newportnewts.org

Bike Newport



P Parking **A** Public Art **B** Beach Access
R Restroom **S** Stop Light **B** Bike Repair

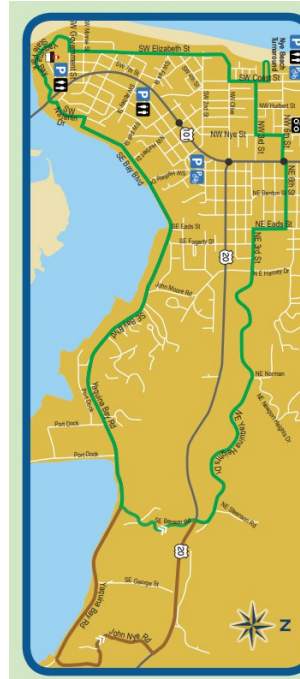
1. Lighthouse to Lighthouse - 10 mile r/t

Follow the Oregon Coast Bike Route for a moderately challenging ride between Yaquina Bay Lighthouse (1871) and Yaquina Head Lighthouse (1872). This route takes the rider through the Nye Beach Historic District, offers stunning ocean views, and has enough elevation change to provide a good workout.



2. City Parks Loop - 7 mile r/t

Easy to moderately challenging. Pack a picnic and enjoy time in any one of the nine city parks on this loop! From bird watching to skateboarding or whale watching to ball games, each park provides a special place for those who pass through. White dots indicate parks with public art.



3. Shopping Route - 5 mile r/t

Newport offers plenty of shopping opportunities, from department stores to small specialty shops, and this route will help you shop by bike. The most direct route is to travel on US 101 (gray line). The purple line shows alternate routes east and west of the highway, and the blue lines take you to the Nye Beach, Bayfront, and City Center districts. To access San Bayo Cir. from Frank Wade Park, ride through the park's parking lot and follow the sidewalk that runs along the northern edge of the baseball field.



4. Bayfront to Nye Beach - 6.5 mile r/t

This challenging ride takes you through the historic Nye Beach and Bayfront districts and along the Bay before a long and winding climb up to Yaquina Heights and splendid views. Using John Nye Road (brown) instead of Benson will make for a slightly easier climb and extend the ride about two miles, with a little over 1/2 mile of travel on Highway 20. For a less aerobic workout, ride it in reverse, going up to Yaquina Heights via NE 3rd and down to the Bayfront on Benson.

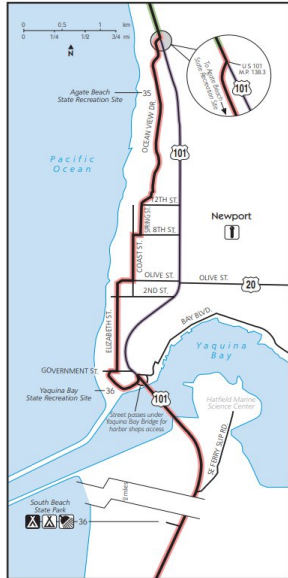


Steep Hill



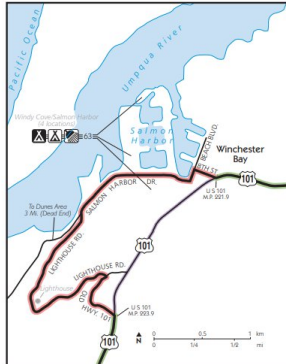


Bike MAPS



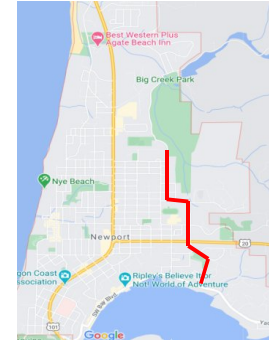
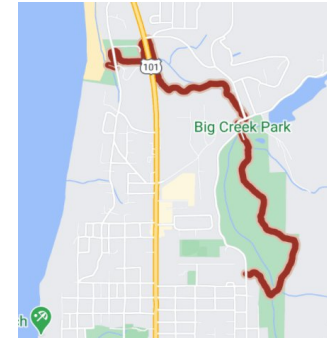
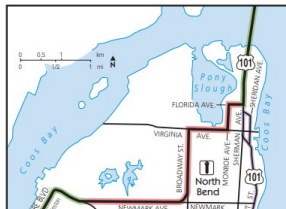
G - NEWPORT BYPASS

Traffic through Newport is often congested. This bypass takes you along quieter residential streets, to Agate Beach Wayside and Yaquina Bay Park.



H - WINCHESTER BAY

Salmon Harbor is an active fishing village. This route offers a view of the Umpqua River estuary, as well as the historic Umpqua Lighthouse. You might want to visit the Coastal Visitor Center next to it.



Proposed Ocean to Bay Trail Extension

<https://www.oregon.gov/odot/programs/tdd%20documents/oregon-coast-bike-route-map.pdf>

<https://theoregoncoast.info/BikeRoute/Map.pdf>

https://www.co.lincoln.or.us/sites/default/files/fileattachments/public_works/page/758/licoln_county_bicycle_route_map.pdf