



BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE AGENDA
Tuesday, May 11, 2021 - 5:30 PM
City Council Chambers and via Internet (Zoom) or Meeting Room 2

This will be a hybrid meeting, which means that it will be held electronically, via Zoom, with a limited number of people (up to 15) allowed to attend in-person. The meeting will be live-streamed at <https://newportoregon.gov>, and broadcast on Charter Channel 190.

Anyone interested in making public comment is allowed to attend in-person, subject to congregant limitations (up to 15).

Anyone wishing to provide real-time, virtual public comment should make a request at least four hours prior to the meeting, at publiccomment@newportoregon.gov, and request the Zoom meeting information.

Anyone wishing to provide written public comment should send the comment to publiccomment@newportoregon.gov. The e-mail must be received at least four hours prior to the scheduled meeting.

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, and pursuant to the municipal code.

A. CALL TO ORDER

B. ROLL CALL/INTRODUCTIONS

C. APPROVAL OF MINUTES

C.1 March Minutes
[March 9 2021 Minutes.pdf](#)

D. ACTIVE TRANSPORTATION INCIDENTS

D.1 March Traffic Crashes
[March & April Traffic Crashes.docx](#)

E. CHAIRPERSON REPORT

STAFF LIAISON REPORT

F. OTHER BUSINESS

F.1 Ocean-to-Bay Trail Letter
[OceantoBayMemo_final.docx](#)

F.2 TSP Update
[CDD Memo for May 3 CC-PC Meeting.pdf](#)
[PPT DRAFT TSP presentation to CC and PC.pdf](#)
[Commonly_Used_Terms_and_Acronyms.pdf](#)

F.3 Ocean-to-Bay Letter
[OceantoBayMemo_final.docx](#)
[Street Route for Ocean-to-Bay Trail.docx](#)
[Oregonian Article re Ocean-to-Bay Trail.pdf](#)

G. PUBLIC COMMENT

G.1 Citizen Comment to TSP Policy Advisory Committee
[Citizen Comment to TSP Policy Advisory Committee.docx](#)

H. COMMITTEE COMMENTS

I. CONFIRM NEXT MEETING DATE

J. ADJOURNMENT

March 9, 2021
5:33 P.M.
Newport, Oregon

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

The Bicycle and Pedestrian Advisory Committee met on the above date in the Council Chambers of Newport City Hall, via Zoom. In attendance were Committee Members Michael Rioux, Richard Keagle, Minda Stiles, Thomas Follett, and Jane Barwell. Committee Member Susan Hogg joined the meeting at 5:40 P.M. Follett left the meeting at 6:50 P.M.

Also, in attendance were Associate Planner Beth Young, Council Liaison Ryan Parker, Cheri Dessero, and Gary Lahman.

APPROVAL OF MINUTES

February 11, 2021. MOTION was made by Rioux, seconded by Stiles, to approve the minutes. The motion carried unanimously in a voice vote. Stiles requested action items in the minutes be bulleted.

ACTIVE TRANSPORTATION INCIDENTS

None.

OTHER BUSINESS

Candidate Interview. The Committee interviewed alternate member applicant Cheri Dessero. Rioux recommended appointing Dessero.

MOTION was made by Rioux, seconded by Stiles, to recommend the Mayor appoint Cheri Dessero to the Bicycle and Pedestrian Committee as an alternate member. The motion carried unanimously in a voice vote.

Membership Housekeeping. Young noted Jacob Osburne has not attended the last several meetings. She explained attempts to reach him. Rioux suggested having a formal bylaw or procedure. Stiles noted excused absences should not count against attendance. Hogg added absence from extra scheduled meetings beyond the monthly meeting should not count against attendance. Young clarified addresses for the committee members.

Goals and Objectives. Young introduced the agenda item. She noted at the last meeting, the committee approved its goals for the next fiscal year. She stated she has listed potential objectives for those goals for the committee to discuss. Hogg asked how progress is defined. Young replied working on goals and submitting recommendations to Council is considered progress. Parker stated Council approved the goals submitted by the committee, but 95 percent of what is recommended is preempted by ODOT or the state for the city. He noted the way around that is supporting the Oregon Community Rights effort to do a constitutional change to allow governing bodies to chart their own course. He suggested visiting the organization's website.

Hogg explained the history of the Connect Oregon grants. She emphasized some projects are a matter of the city not wanting to do them. Parker recommended if the

Council, City Manager, or staff are not responsive, to write letters to News-Times or online media. Follett noted with the Transportation System Plan process, the city was constrained by the previous plan, which did not have a lot of bicycle and pedestrian projects. He stated this one will have a lot of bicycle and pedestrian emphasis based on 90 percent of the citizen input. He suggested keeping informed on that process and prioritizing the new TSP projects. Barwell stated it would be helpful to identify from the city's perspective what the committee can do. She suggested objectives of becoming involved with the Oregon Community Rights effort and other coastal communities for the goal to maintain a positive working relationship.

Young asked Parker the best way to reach out to the Council. Parker suggested providing public comment during the public hearing on Council goals, emailing the Council, or request items to be reintroduced on the Council agenda through him. He noted the Council will likely wait for the TSP process to conclude before acting on bike and pedestrian recommendations. Follett emphasized the need to review the TSP materials. Hogg asked if the South Beach Urban Renewal Plan was part of the TSP. Parker explained Urban Renewal district plans and the TSP have to align when state funding is used in district projects.

Young asked the committee for further comment on the objectives. Barwell asked Parker if the goals document was placed into a spreadsheet if he could indicate what is allowed by the city or accomplishable. Barwell suggested if a goal is not accomplishable, it should not be listed as a goal. Parker stated the Council supported the committee's goals in its goal setting session. He noted many of the goals are in process. He suggested requesting an annual status report from the Community Development Director. Barwell asked for Council input on which goals are accomplishable. Young noted the first goal is about infrastructure improvements, but the other goals are not. Stiles suggested the committee look at the goals document individually, write down questions and ideas, and then bring this back for discussion.

Ocean-to-Bay Support Letter. Rioux thanked Barwell for her work on the letter. He stated he will take the letter to the Parks and Recreation Advisory Committee for presentation to the Council. Young asked if the committee should approve the final draft of the letter. Rioux suggested the letter be sent to everyone on the committee for final feedback. Young stated she will add the letter to the packet. Rioux added the committee would vote on the letter at the next meeting.

Parker clarified the location of the trail. He suggested considering including the sidewalk by Coast Guard station that goes under the bridge and out to the beach in the trail because there are DLCD grant opportunities to refurbish what has not been lost to Bay erosion, and the trail could end at the beach. He added that may be outside the scope of the discussion. Barwell suggested adding that suggestion to future opportunities. She noted the ask of the letter is mainly signage. She suggested Rioux specify what trail improvements should be included in the letter. Rioux stated he would revise the letter as suggested. Hogg clarified the location of the proposed trail improvements. Discussion ensued on ownership of portions of the trail. Hogg noted concerns with drainage of the tunnel. Parker explained that will be addressed later this year when improvements are made to 36th Street.

TSP Progress. Follett encouraged the members to look through the materials. He reported the TSP Advisory Committee will be asking for feedback on Bicycle and Pedestrian proposed projects next month. Rioux stated he would pull out items and put them into a Google doc for review. He suggested at the next Bicycle and Pedestrian Committee meeting, the committee finalize their thoughts for the TSP Advisory Committee.

Oceanview Update. Young asked Parker if there was any further information. Parker replied the speed survey has not been presented yet. He noted there was a consensus to do traffic and safety improvements to Oceanview at the Council's goal setting session. Follett noted in the TSP update, a solution for Oceanview being considered is traffic calming measures, which includes a one-lane road. Parker stated he would reach out to Community Development to get the results of the speed survey to Council.

City Council Statement. Young introduced the agenda item. Hogg noted the elderly was not included in the statement. Stiles stated physical ability of pedestrians and increased lighting for safety should be taken into consideration by the committee. Rioux noted lighting on Highway 101 needs improvement. Parker noted preliminary discussions are underway to consider a city lighting plan because the lighting in the city is not cohesive. He stated the plan would adjust lighting levels to best meet the needs of residents and save energy. He added when an entire city does a lighting plan, the amount of energy saved is astronomical.

Orientation Handbook Progress Report. Young reported the orientation handbook will have bylaws and Council rules.

PUBLIC COMMENT

Young read Wendy Engler's public comment.

COMMITTEE COMMENTS

Stiles stated she knows there has been challenges moving projects forward in the past. She encouraged the committee to be optimistic because there is a new committee, new Council, new staff, and new TSP.

Rioux reported he made a Facebook page for the Bicycle and Pedestrian Advisory Committee. Young noted the page can not be named for a city organization. Stiles suggested being very clear how online comments will be considered in regards to official public comment.

CONFIRM NEXT MEETING DATE

April 13, 2021. The committee confirmed the next meeting date.

ADJOURNMENT

Having no further business, the meeting adjourned at 7:03 P.M.

MEMO



Community
Development
Department

TO: BPAC
FROM: Beth Young, Associate Planner
RE: March and April, 2021 Traffic Crash Report
DATE: 5/7/21

March 2021 Traffic Crashes

3/10/2021 4:37 p.m. – Fred Meyer parking lot - Pedestrian was pushing shopping cart from her vehicle back to the store when she was struck by a Jeep driving by. Pedestrian was knocked to the ground and the Jeep ran over her left foot. Driver stated he did not see the pedestrian.

April 2021 Traffic Crashes

4/21/2021 6:30 p.m. E Olive Street & SE Benton Street - The driver of the vehicle was stopped at the intersection. He proceeded to turn eastbound from Benton onto E Olive Street, striking the bicyclist, who was then transported to SPCH. Information of both parties was exchanged at the scene.

Source:

Kit O'Carra - Special Projects
Newport Police Department



To: Newport City Council

From: Nancy Steinberg, Chair, Parks and Recreation Advisory Committee
Michael Rioux, Chair, Bicycle and Pedestrian Advisory Committee

Date:

RE: Request for wayfinding signage improvements to the Ocean-to-Bay Trail

Members of the Parks and Recreation Advisory and the Bicycle and Pedestrian Advisory Committees (BPAC) request additional wayfinding signage to mark the surface street sections of the Ocean-to Bay-Trail from the Forest Park trailhead to the Newport Bayfront.

Existing marked trail:

The trail section of the Ocean-to-Bay Trail extends from the Agate Beach wayside, under US101 and along boardwalks traversing the Big Creek marsh area, to Big Creek Park at 2510 NE Big Creek Road. From Big Creek Park, the trail follows an old road through Forest Park, a 96-acre Sitka spruce forest, ending near NE 12th Street and NE Fogarty Street, east of Sam Case Elementary school. As designated, the trail then continues along surface streets through the school zones in the east side of Newport, across Highway 20 to the Bayfront near the Embarcadero.

Proposed: Implement signage and wayfinding from the existing trail sections to the Bayfront

For the end of the trail from the Forest Park trailhead, wayfinding signage for the current designated route to the Bayfront, as follows:

- NE Big Creek Road south to the intersection of Fogarty Street and NE 12th Street
- NE 12th Street west to Eads Street
- Eads Street south to NE 7th Street
- NE 7th street east to Harney St
- Harney St west to Hwy 20, across Hwy 20, to the “Y” in the road in front of Yaquina Bay Elementary School; concerns exist regarding the overall safety of this intersection for pedestrians and cyclists, and have been brought up in the TSP planning meetings
- At the ‘Y’, Harney splits into SE Moore Drive to the west, and SE Spruce, to the east; following SE Moore Drive, the trail would end at SE Bay Blvd, close to the Embarcadero.

Benefit:

By adding signage and mapping to existing published trails, this extended trail would create additional safe bike and pedestrian paths through the heart of Newport, connecting the popular Agate Beach to the Bay Front.

What is needed:

Building and connecting existing trails would require little to no additional expense, other than improved signage, and inclusion on existing hike and bike maps/websites.

How this fits in with existing Parks Master Plan and Newport Vision 2040:

This project satisfies several planning goals/objectives:

- Elements of the Parks Master Plan (projects T-H, T-I, and T-K)
- The Newport Vision 2040 plan (Key Strategies A11 (Bicycle and Pedestrian Safety and Amenities), A12 (Multiuse Paths and Trails), and B2 (Integrated Shared-Use Trail System))

Costs:

The cost to implement new wayfinding would be mainly for creation and installation of signage.

Please let us know how our committees can help move this project forward.

Memorandum

To: City Council/Planning Commission
From: Derrick I. Tokos, AICP, Community Development Director
Date: April 29, 2021
Re: May 3, 2021 Newport Transportation System Plan Draft Solutions Discussion

This joint work session will include a brief review of the Transportation System Plan process, including ground covered to date and key public engagement and decision-making points moving forward. This will be followed by a review and discussion of proposed citywide transportation solutions, and solutions along US 101 and 20 that are intended to create conditions conducive to redevelopment.

Representatives from DKS & Associates, SERA Architects, ODOT and city staff will be in attendance to walk through a PowerPoint presentation outlining the concepts that have been developed, and will be available to field questions. There are a number of terms and acronyms used in transportation planning that are not commonly used by the public, so a document is included in the meeting packet that you can use to decipher them.

There is one more major round of outreach planned for this project, where members of the public will be able to weigh in and share their thoughts on the draft solutions. This work session is an opportunity for Council and Commission members to share their views on the concepts and whether or not adjustments are needed before they are more fully vetted with the public.

An initial round of stakeholder engagement, virtual workshop, online open house, surveys, and several Project Advisory Committee meetings informed the development of the draft solutions. Materials from those prior meetings and outreach events are available on the project website <https://sites.jla.us.com/newport-tsp> should you wish to review any of the documents prior to the work session.

Attachments

Commonly Used Terms and Acronyms Handout
PowerPoint Presentation



Newport TSP Update

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

Draft Solutions Discussion

Today's Agenda

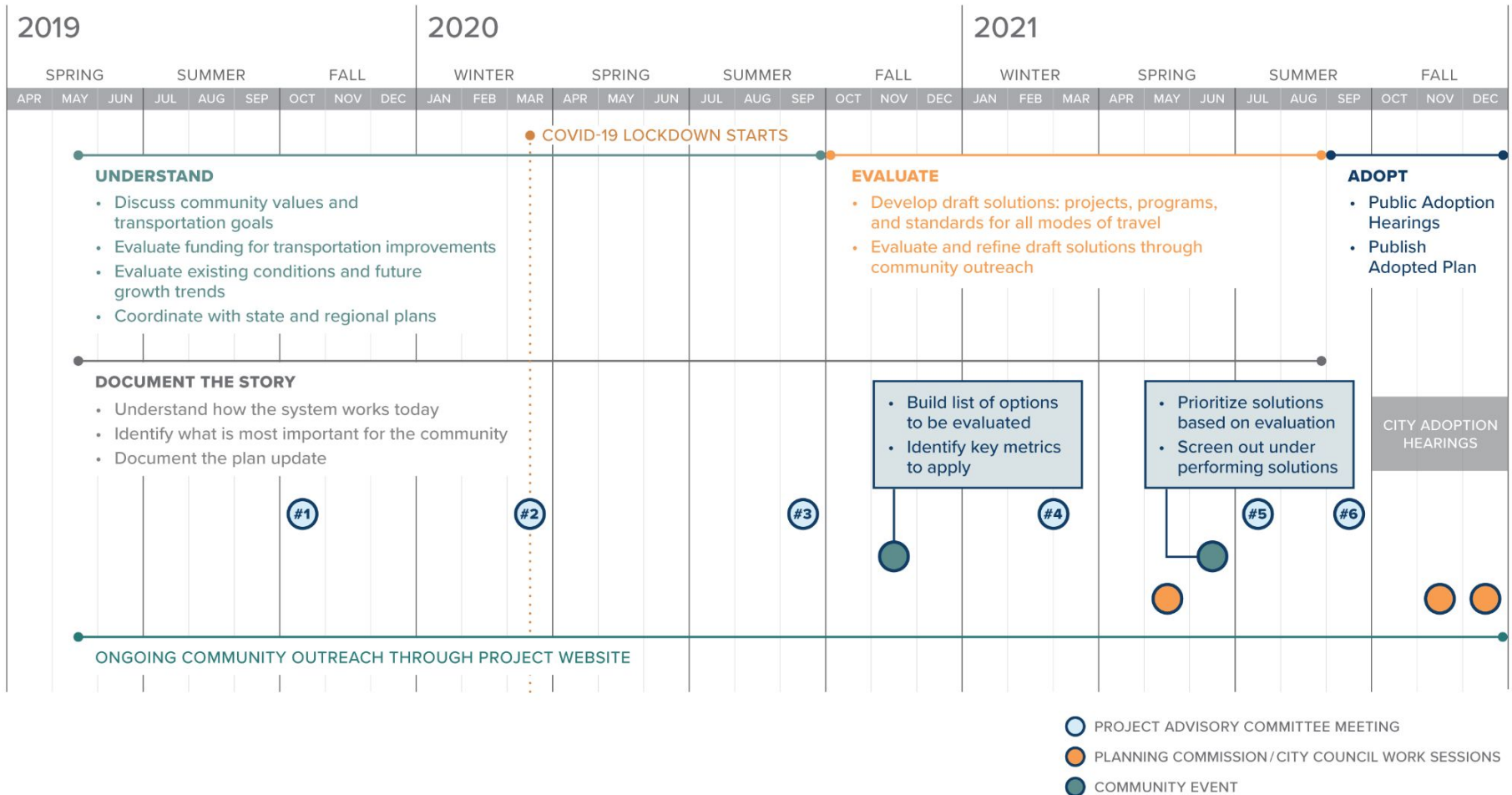
- Welcome
- TSP Decision-Making Process Ahead of US
- Proposed Citywide Solutions
- Proposed Highway Solutions
- Public Comment

A large steel arch bridge spans a body of water. In the foreground, several boats are docked, including a white boat with a blue stripe and a blue boat. The water is calm, and the sky is clear.

DECISION MAKING PROCESS AHEAD

Key Milestones Ahead for the PAC, PC & CC

Project Schedule



Milestones Ahead for TSP Adoption

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



CITYWIDE SOLUTIONS

Major Issues and Recommendations

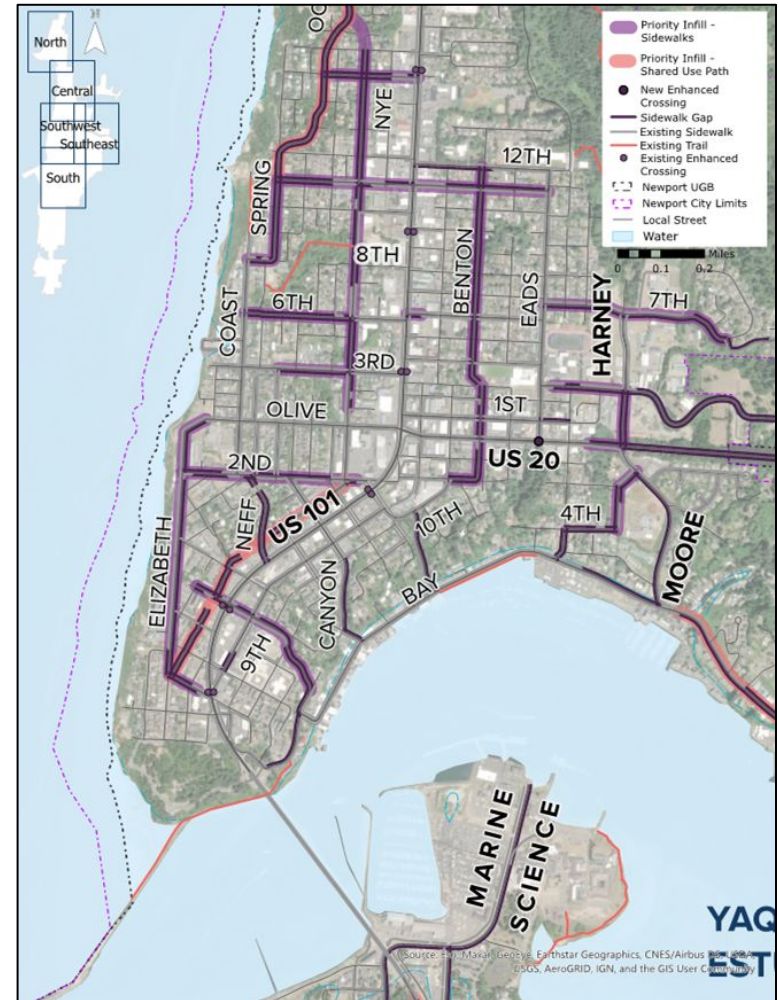
Proposed Priority Pedestrian Network

Priority corridors for:

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

Enhanced crossings for:

- Agate Beach
- US 20



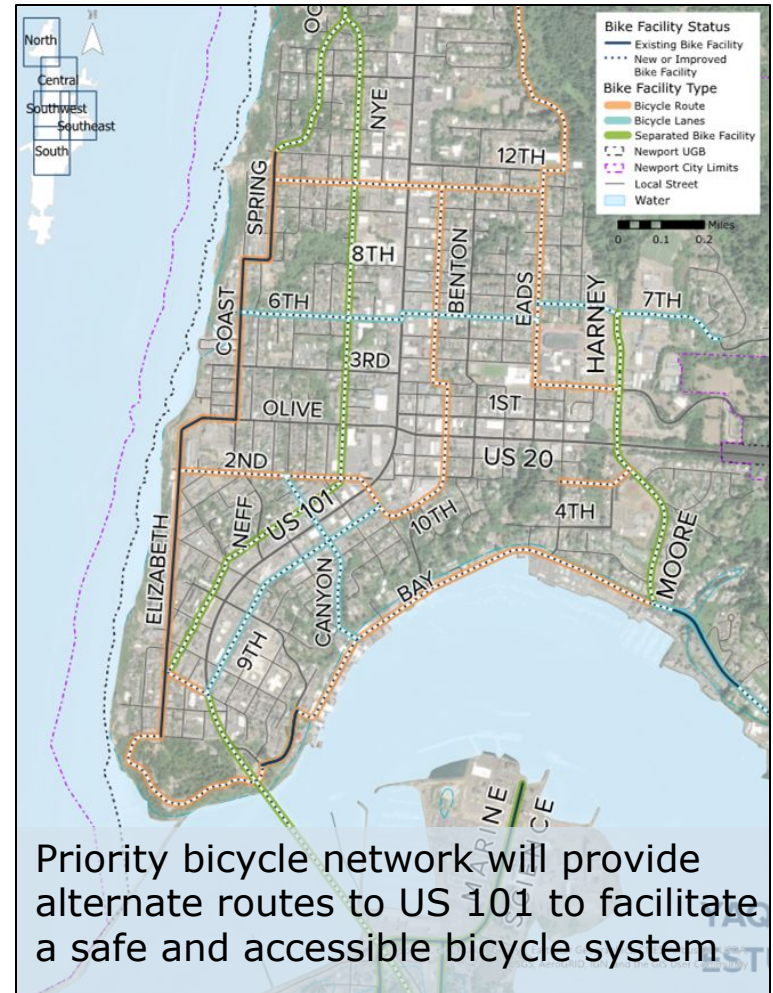
Proposed Priority Bike Network

Treatments could include:

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

Priority corridors for:

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

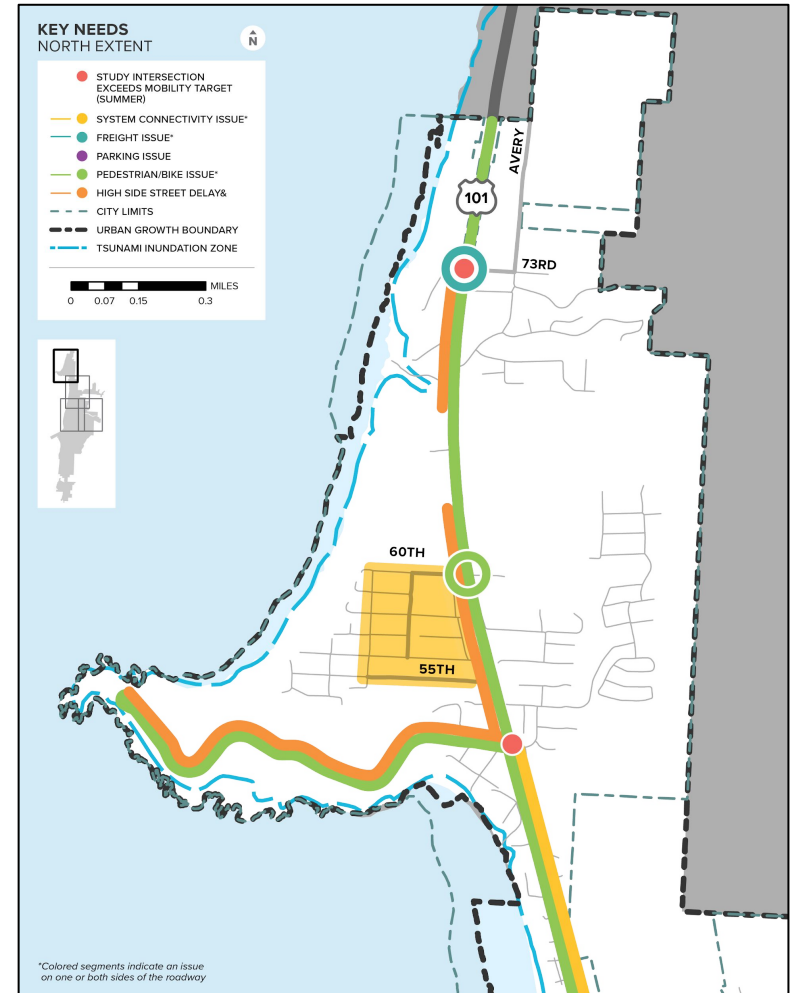


North Newport / Agate Beach

- New signal at US 101/NE 73rd Street (INT1)
- On-highway bike facilities along westside s/o 48th Street to Oceanview

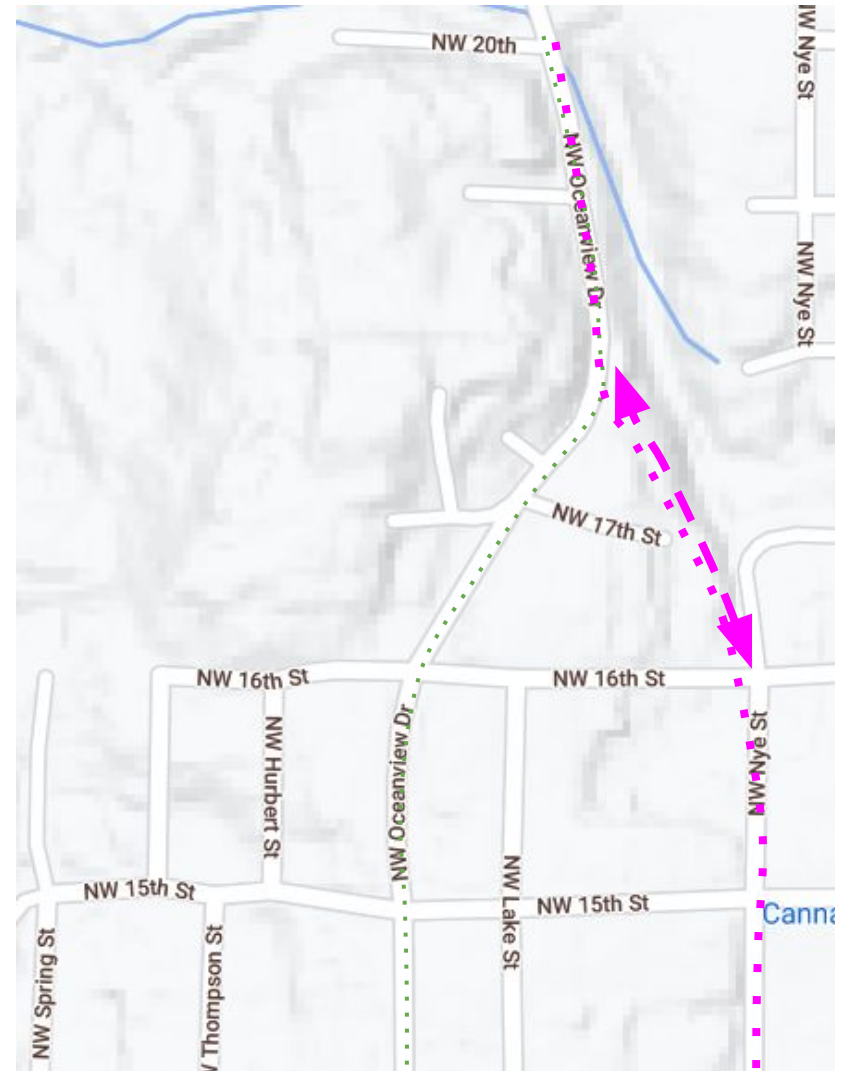
Agate Beach Area:

- Extend Biggs Road between NW 55th Street and NW 60th Street
- Improve NW 55th Street
- Consider sensitive geology during design
- Install enhanced pedestrian crossing



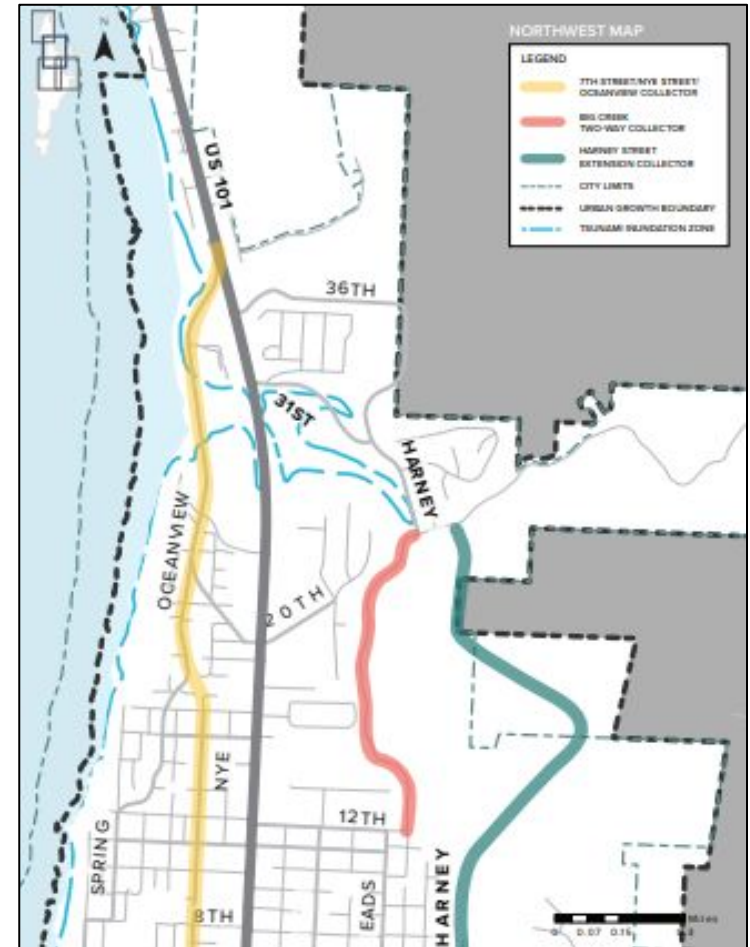
Oceanview / Nye Street Area

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



Harney Street Extension

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

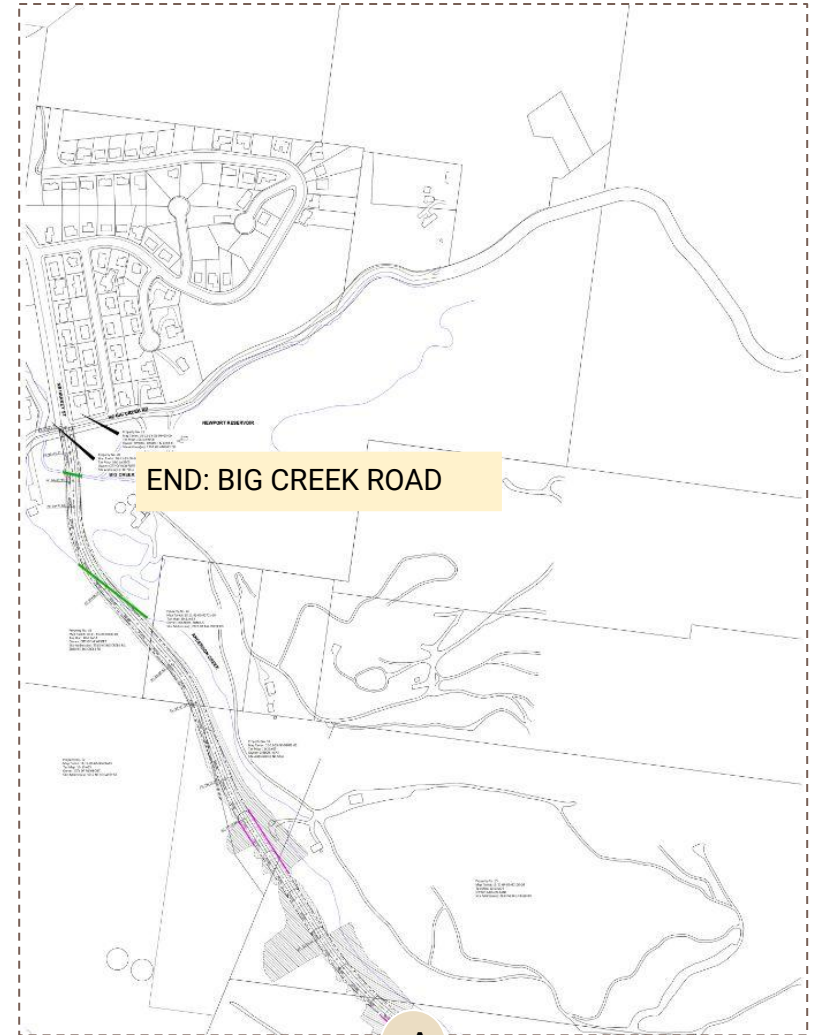


Harney Street Extension

A

HARNEY ST EXT

BEGIN: NE 7TH STREET



A

Mobility Policy on State Facilities

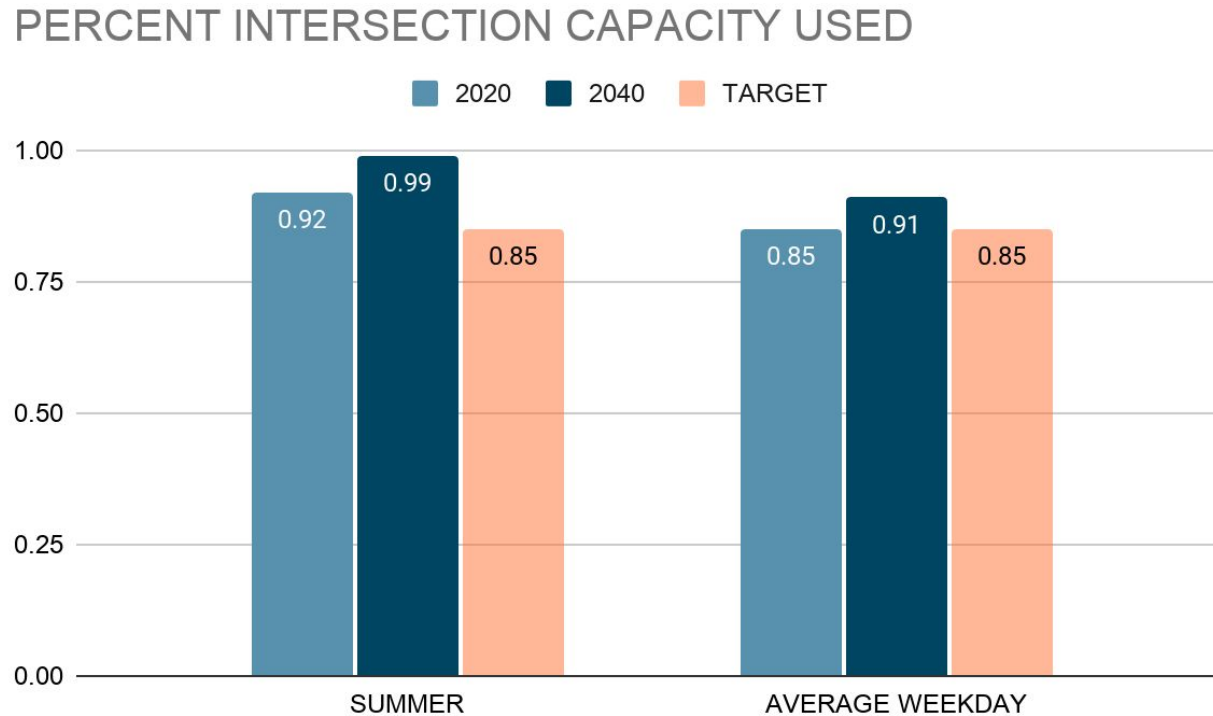
Current Policy 30th Highest Hourly Volume

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

Alternative Policy Option Average Weekday

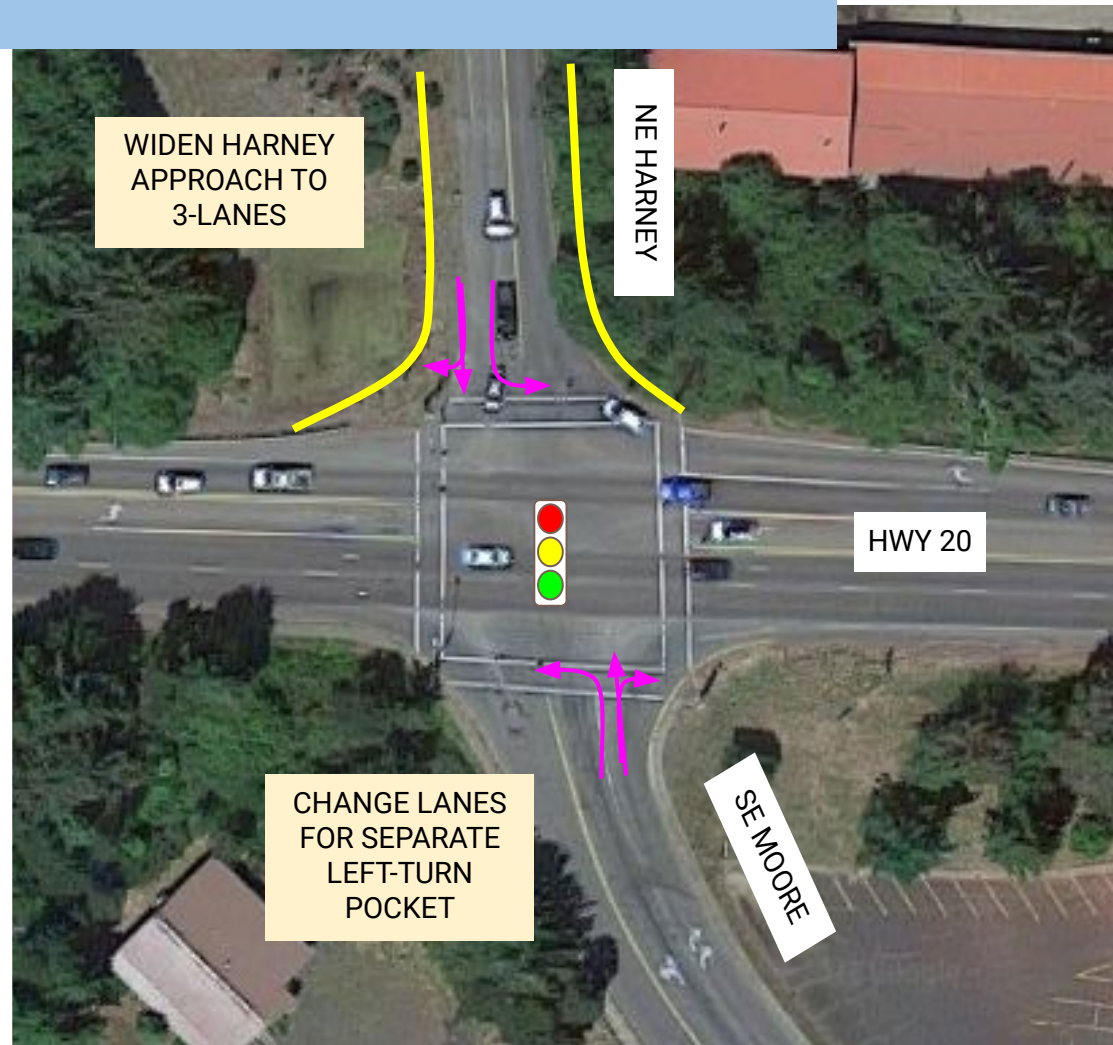
- Aim to serve average weekday conditions across whole year
- Leads to allowing more weeks of congestion
- Leads to less capital improvement to add capacity

Difference it Makes at US 101/US 20

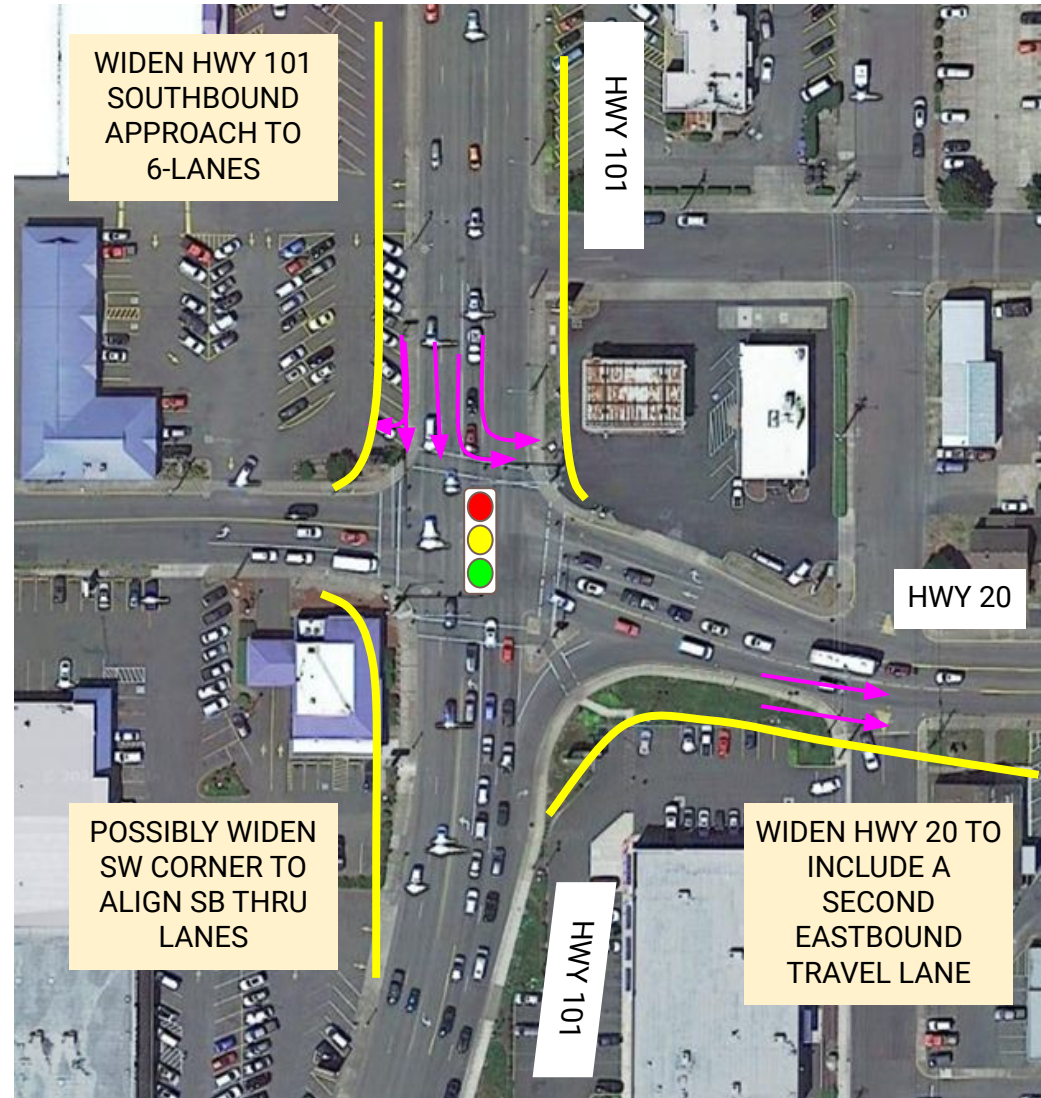


Peak conditions with no added improvements

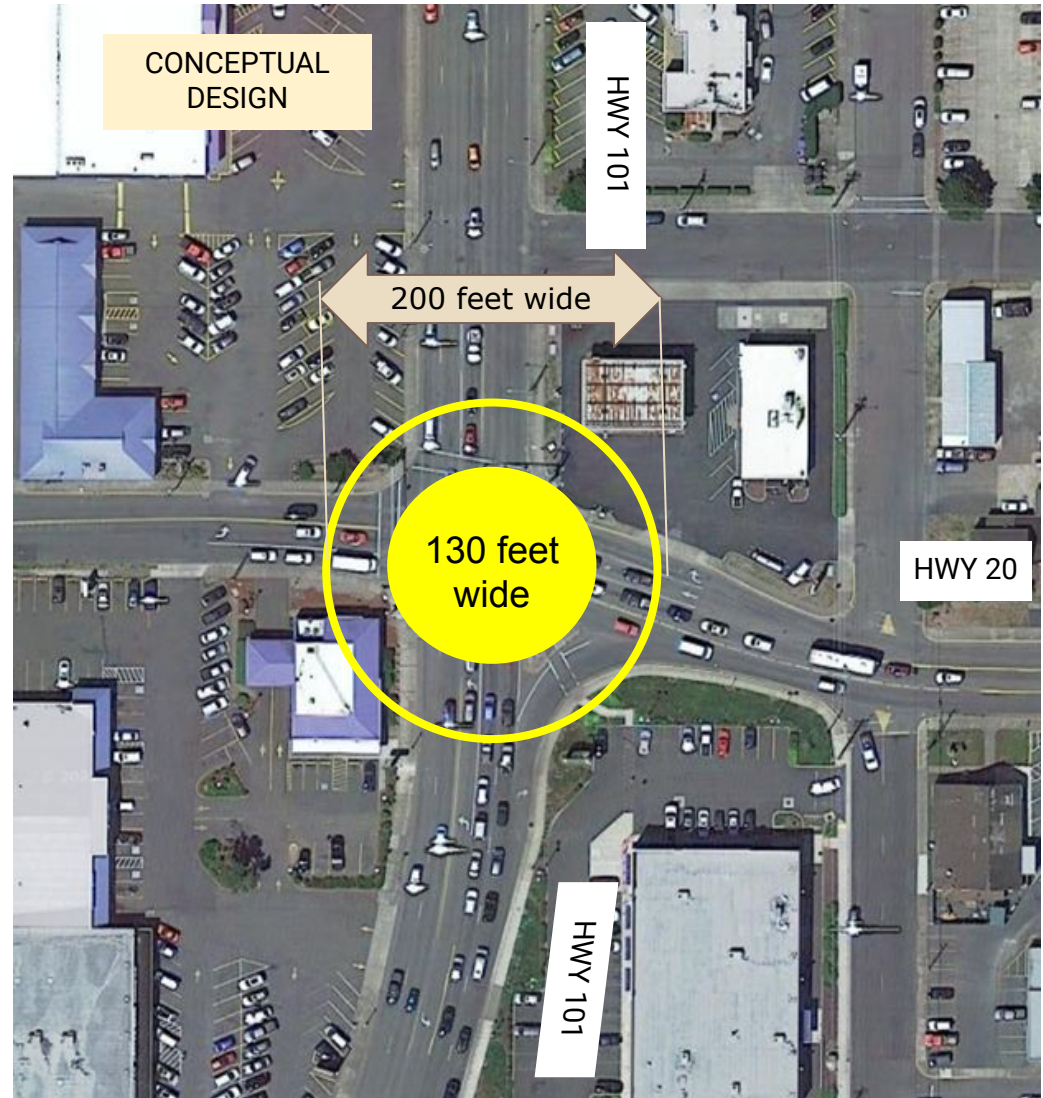
- Modify existing signal to add side street left-turn pockets
- Requires widening of Harney Street approach (SB)
- Lane change only on Moore approach
- Alternatively, a Roundabout would slow vehicle speeds and reduce side street delays



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



- Reconstruct as a two-lane roundabout
- All corners would likely be impacted
- Typical inner circle = 130 feet wide
- Typical outer circle = 200 feet wide
- Large size required to serve trucks



Solution Decisions Ahead

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

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





PUBLIC COMMENT

Opportunity for Input from the General Public

Next PAC Meeting

- **PAC MEETING #5 – JUNE 2021**

- Prioritized solutions to address system needs including cost estimates
- Design standards for new facilities



NEWPORT DOWNTOWN CORRIDOR OPPORTUNITIES

MAY 3, 2021



Discuss goals for the revitalization and long-term economics and livability of downtown Newport, and how highway and local street investment can serve those goals.

- **Background and process now and upcoming towards decisions**
- **Overall Concepts: Three on Hwy 101; Two on Hwy 20**
- **Downtown design influenced by highway options**
- **Street design details**
- **Comparison of concepts and committee discussion**

SIGNATURE AREAS TODAY

NYE BEACH

HOTEL
DISTRICT

Newport

BAYFRONT

YAQUINA BAY STATE
RECREATION SITE

SOUTH BEACH

CIVIC USES



NEWPORT
H.S.

COUNTY
COMMONS

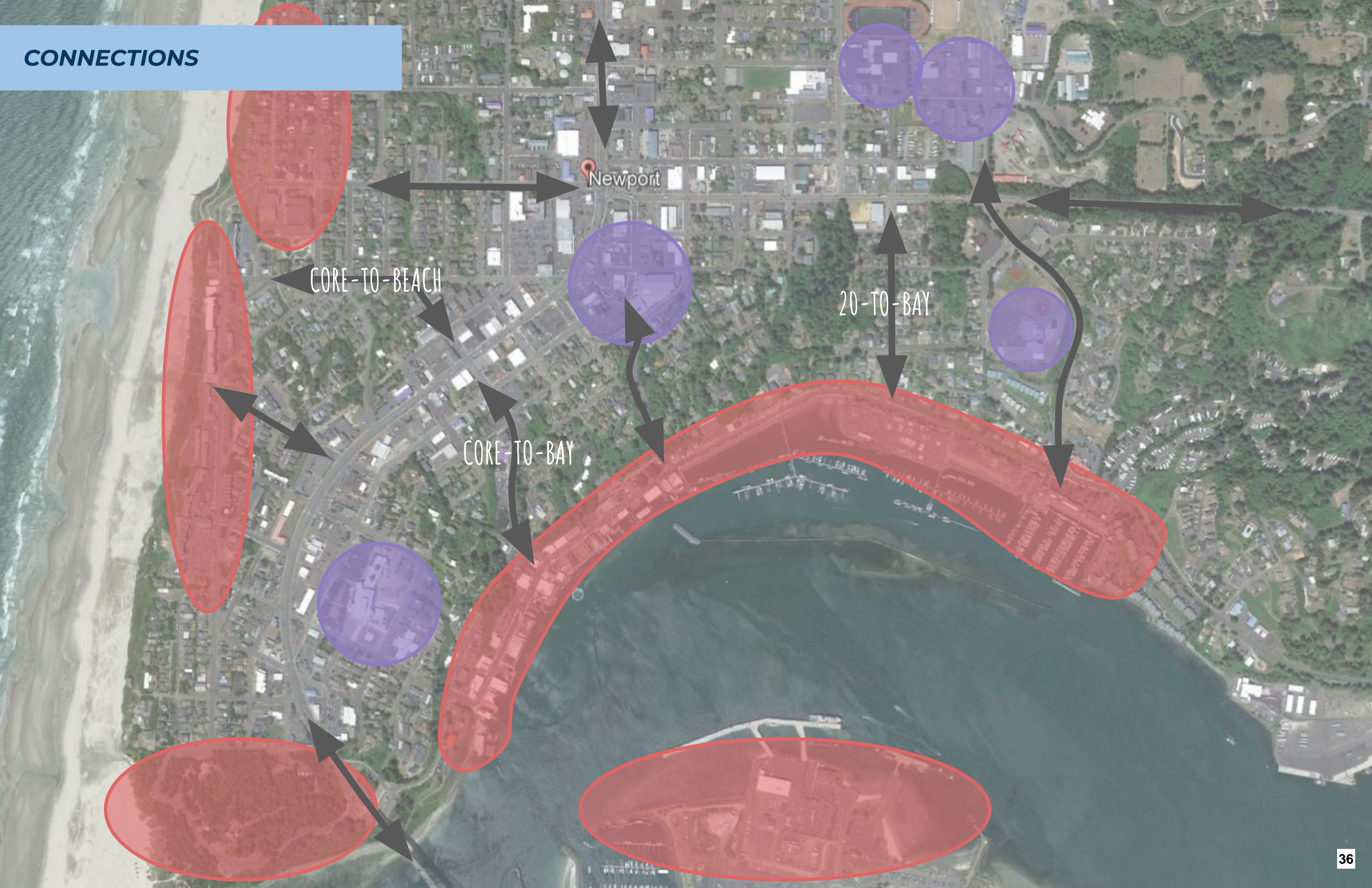
Newport

CIVIC
CORE

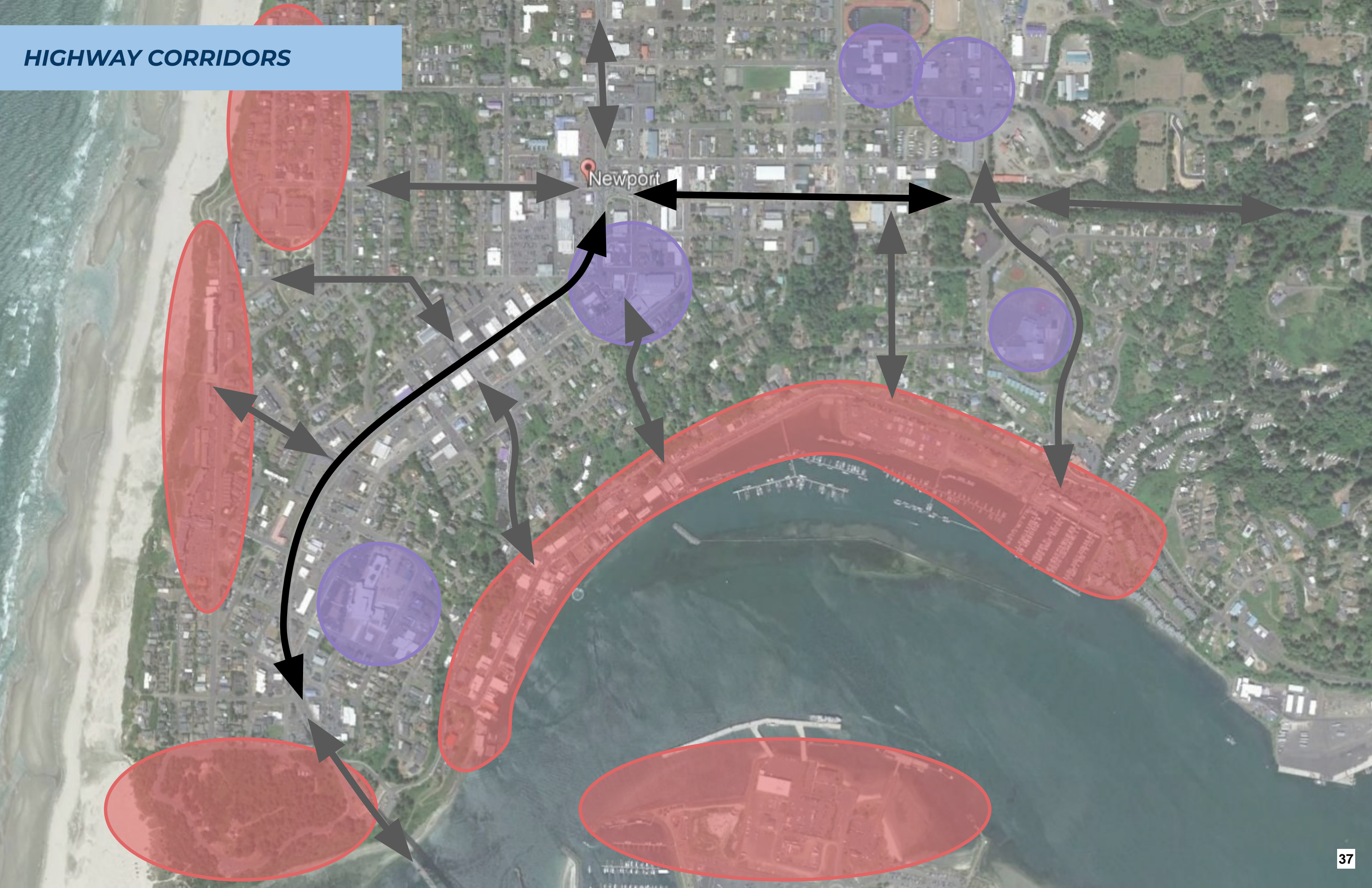
YAQUINA
VIEW E.S.

HOSPITAL

CONNECTIONS



HIGHWAY CORRIDORS



CORRIDOR REVITALIZATION



Leverage state and local transportation investments to restore and strengthen Newport's traditional Downtown, including:

- **Fostering a compelling mix and density of uses**
- **Improving multimodal connectivity**
- **Prioritizing pedestrians through human-scale design**
- **Creating places to gather and linger**
- **Enhancing natural elements**
- **Developing a unique identity and character**
- **Delivering an authentic experience for residents and visitors alike**

URBAN PRINCIPLES



MIXED-USE, VIBRANT PLACES



OVERALL MOBILITY



IMPROVE BUSINESS VISIBILITY / ACCESS



STREETSCAPE & PEOPLE SPACES

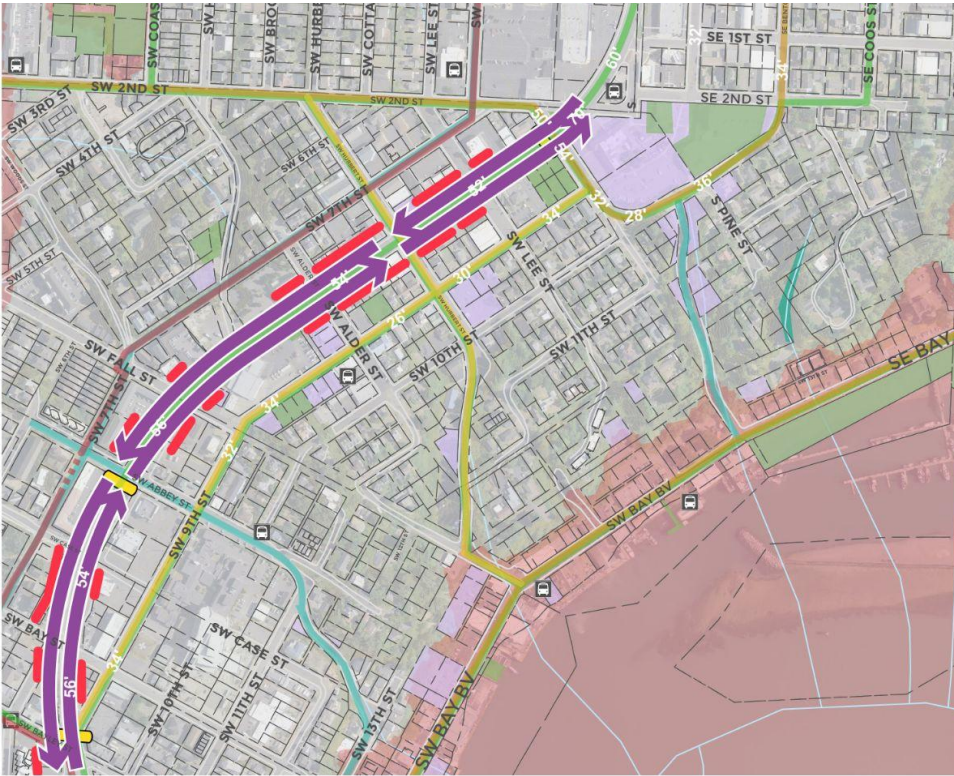


STREET GRID AND URBAN PATTERN



WALK AND BIKE OPPORTUNITY

CONCEPT A. TWO-WAY



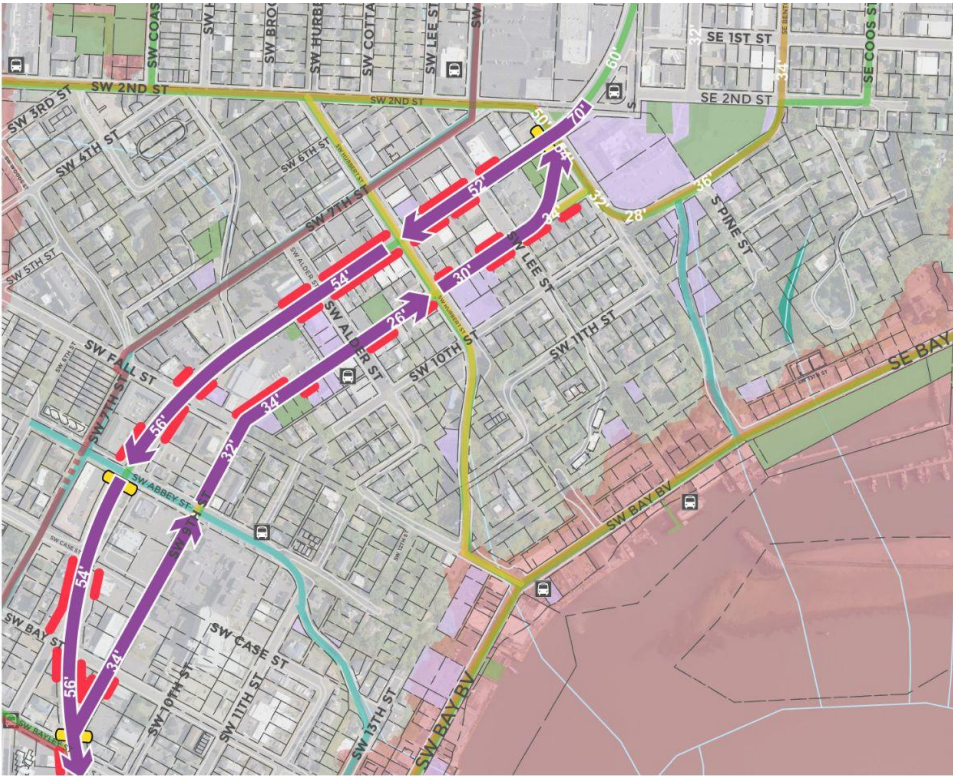
OBJECTIVES

- Explore simpler overall project
- Streetscape improvements
- Street safety / int’x improvements
- Improve existing access to businesses and properties

DESIGN

- Maintain two-way vehicle flow
- Suboptions
 - 4-lane with bikeways
 - 4-lane with wider sidewalks
 - 3-lane with bikeways
 - 3-lane with parking

CONCEPT B. LONG COUPLET



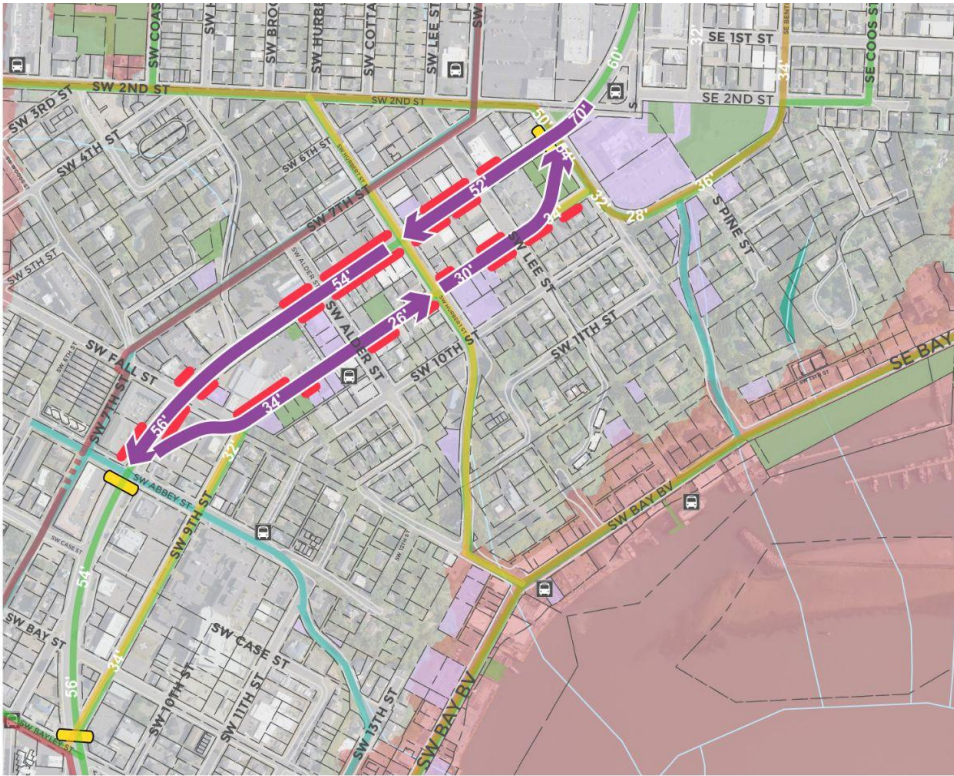
OBJECTIVES

- Traffic improvements through major redesign
- Seeks to extend area of impact southward to SW Bayley
- Provide new highway access to many businesses and sites
- Improve and add walking and biking routes on highway

DESIGN

- Northbound shifts to SW 9th
- Retains parking, improves sidewalks, adds bikeway

CONCEPT C. SHORT COUPLET



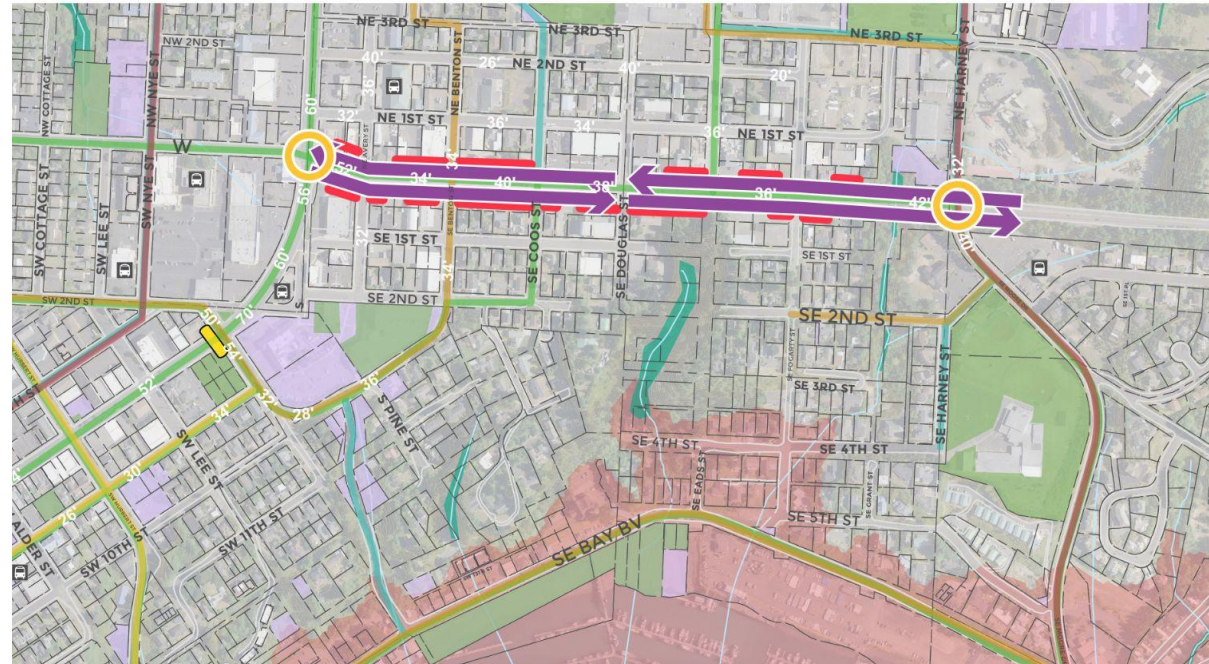
OBJECTIVES

- Traffic improvements through major redesign
- Concentrate impact in downtown core area (Fall St - Angle St)
- Provide new highway access to core businesses and sites
- Improve and add walking and biking routes on highway

DESIGN

- Northbound shifts to SW 9th
- Retains parking, improves sidewalks, adds bikeway

CONCEPT D. TWO-WAY



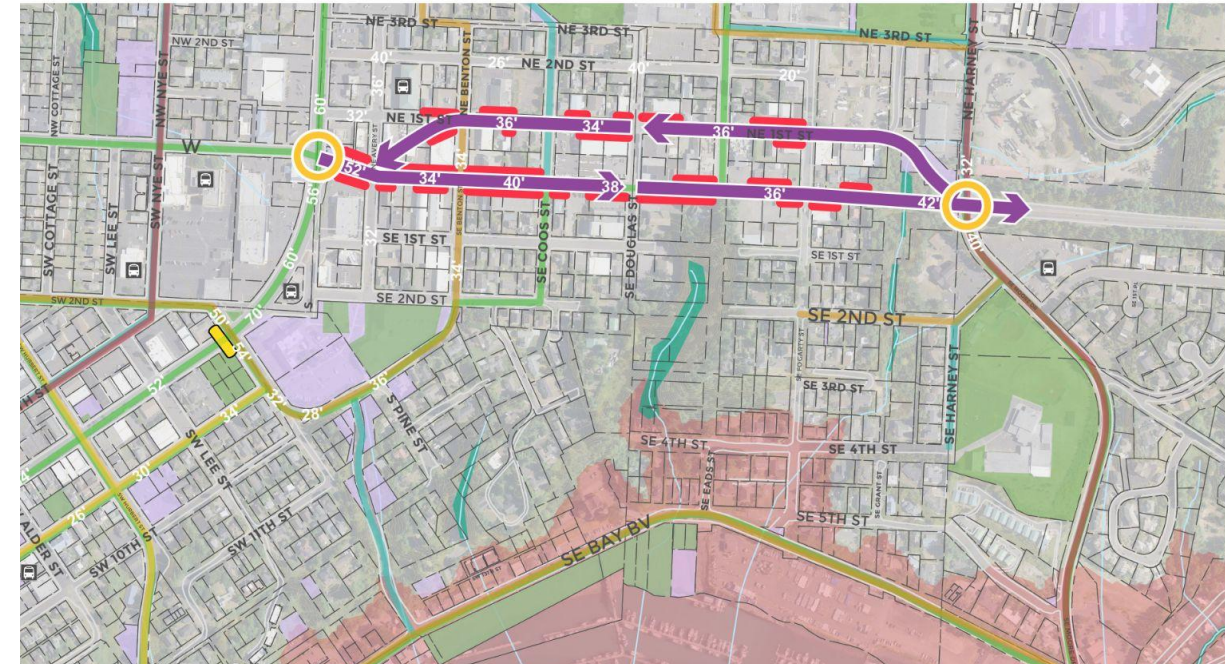
OBJECTIVES

- Explore simpler overall project
- Streetscape improvements
- Supports residential and businesses to north and south
- Serve “strip commercial” style development and services

DESIGN

- Maintain two-way vehicle flow
- Suboptions
 - 3-lane with wider sidewalks
 - 3-lane with bikeways
 - 3-lane, more ROW, bikeways and wider sidewalks

CONCEPT E. COUPLET

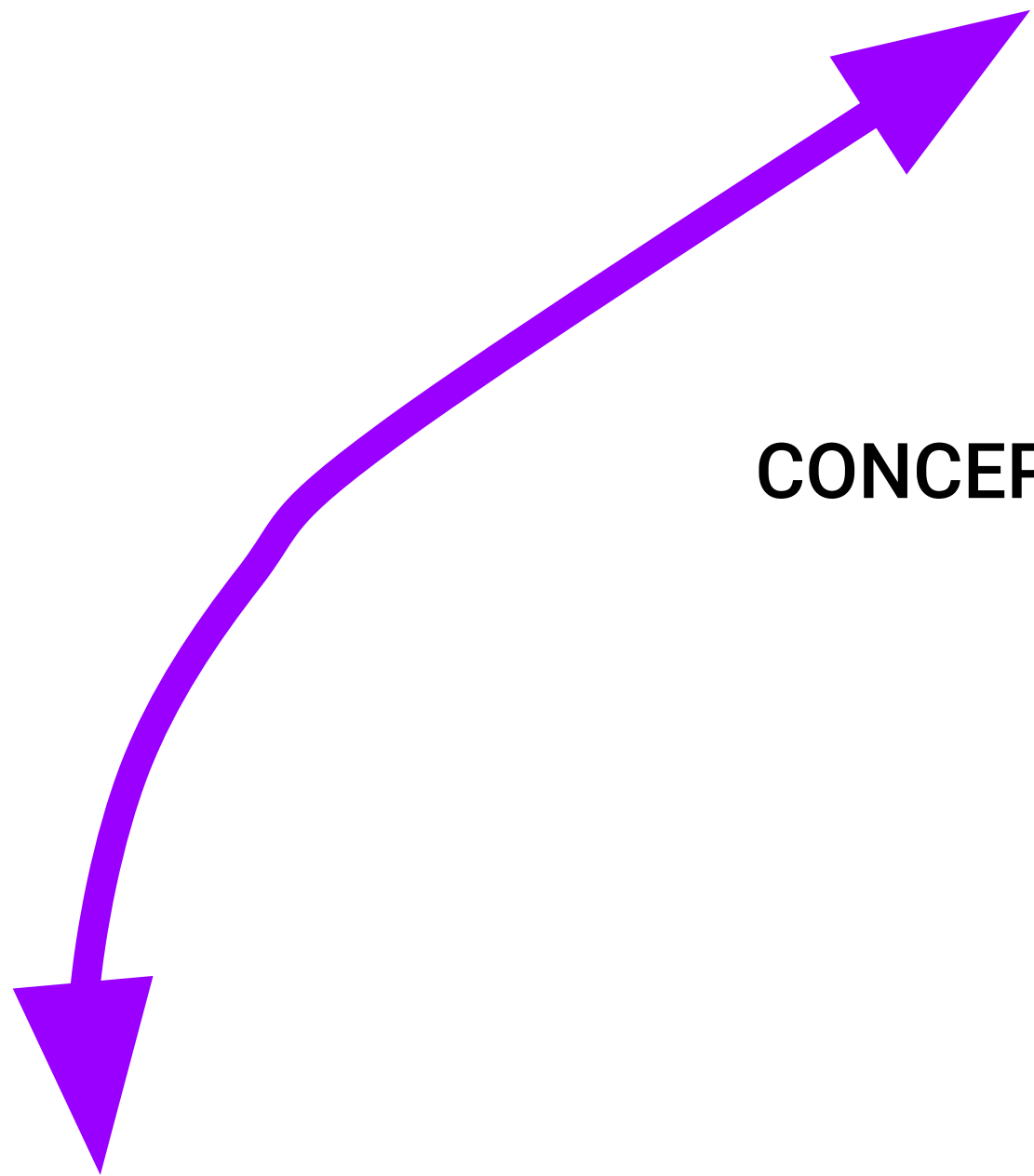


OBJECTIVES

- Traffic improvements through major redesign
- Open up area north of Hwy 20 to redevelopment (residential, etc.)
- Provide new highway access to businesses and sites
- Improve and add walking and biking routes on highway

DESIGN

- Westbound shifts to NE 1st
- Adds parking, improves sidewalks, adds bikeway
- Suboption: 70' ROW w/ bikeways



CONCEPT A. HIGHWAY 101 TWO-WAY

Hwy 101

EXISTING

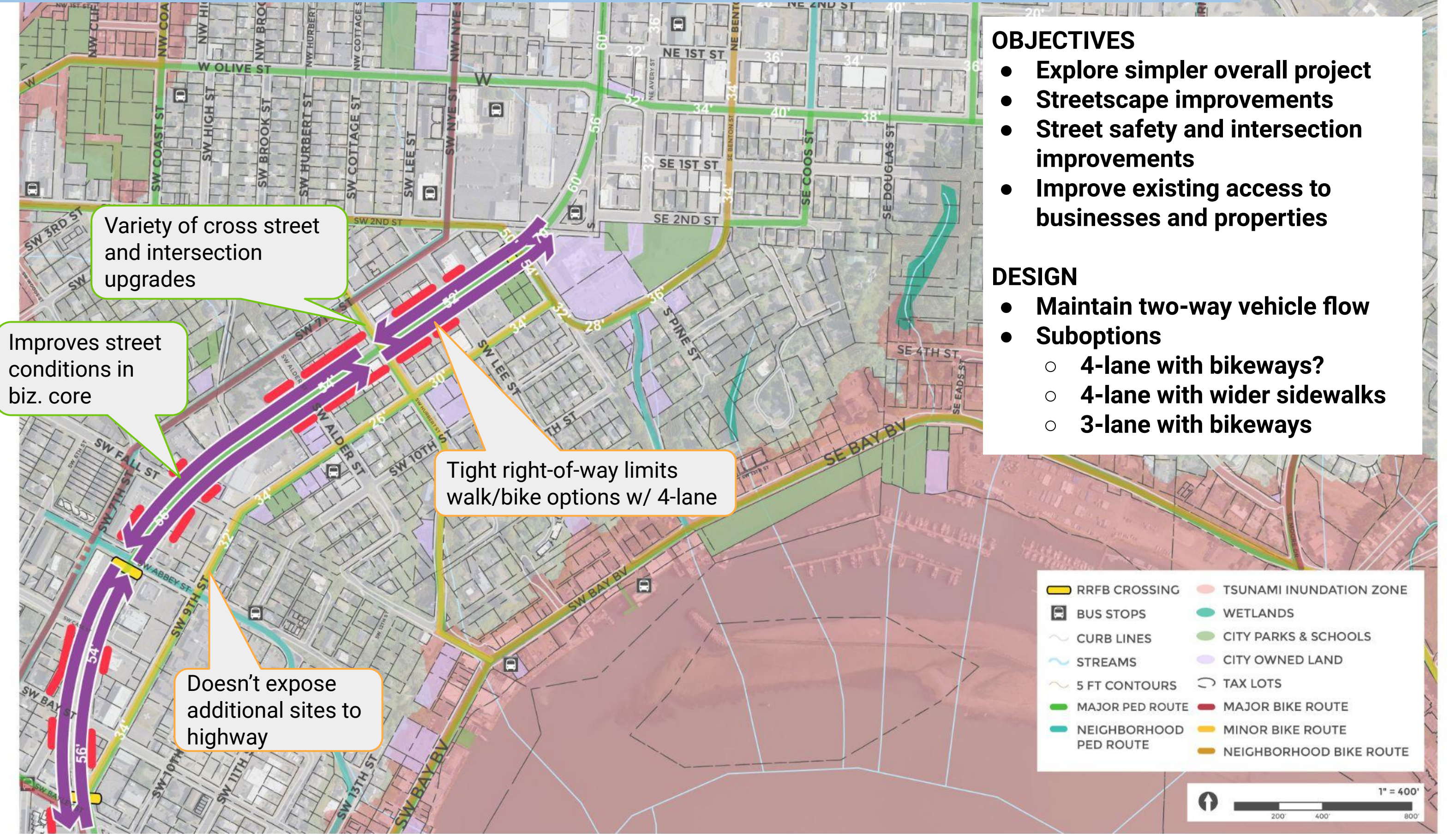


- 10' lanes are substandard
- Narrow sidewalk widths
- Lack of any streetscape features
- Poor and infrequent crossing locations
- Congestion and turn-movement backups

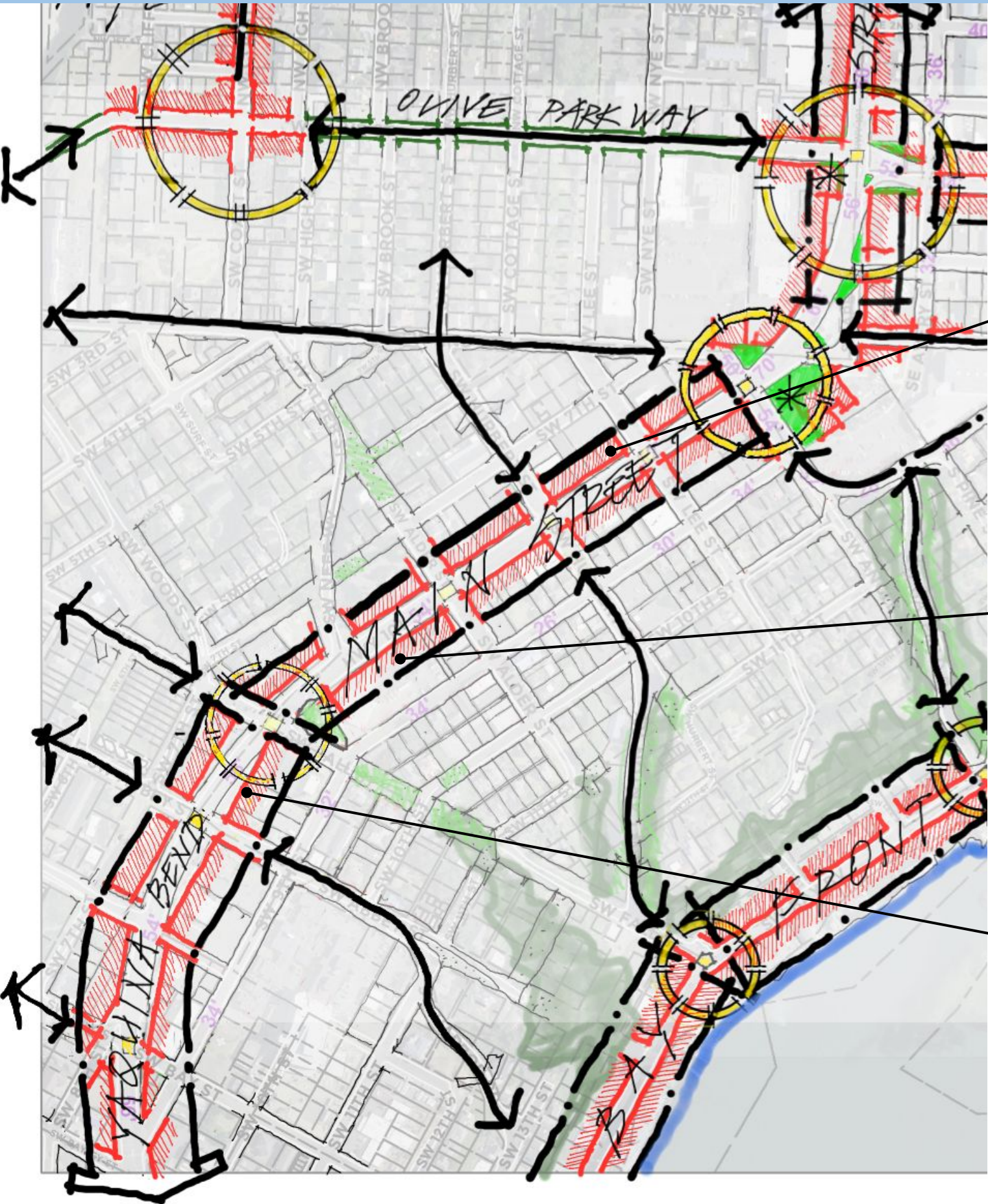
MINOR IMPROVEMENT OPTION: FOUR LANE WITH PARKING

- Update to 11' lanes
- Retain on-street parking
- Sidewalks narrowed to 7' wide
- **Not recommended**

CONCEPT A. HWY 101 TWO-WAY IMPROVEMENTS | OVERALL CONCEPT



CONCEPT A. HWY 101 TWO-WAY IMPROVEMENTS | GRID AND URBAN FORM



**Business
revitalization**



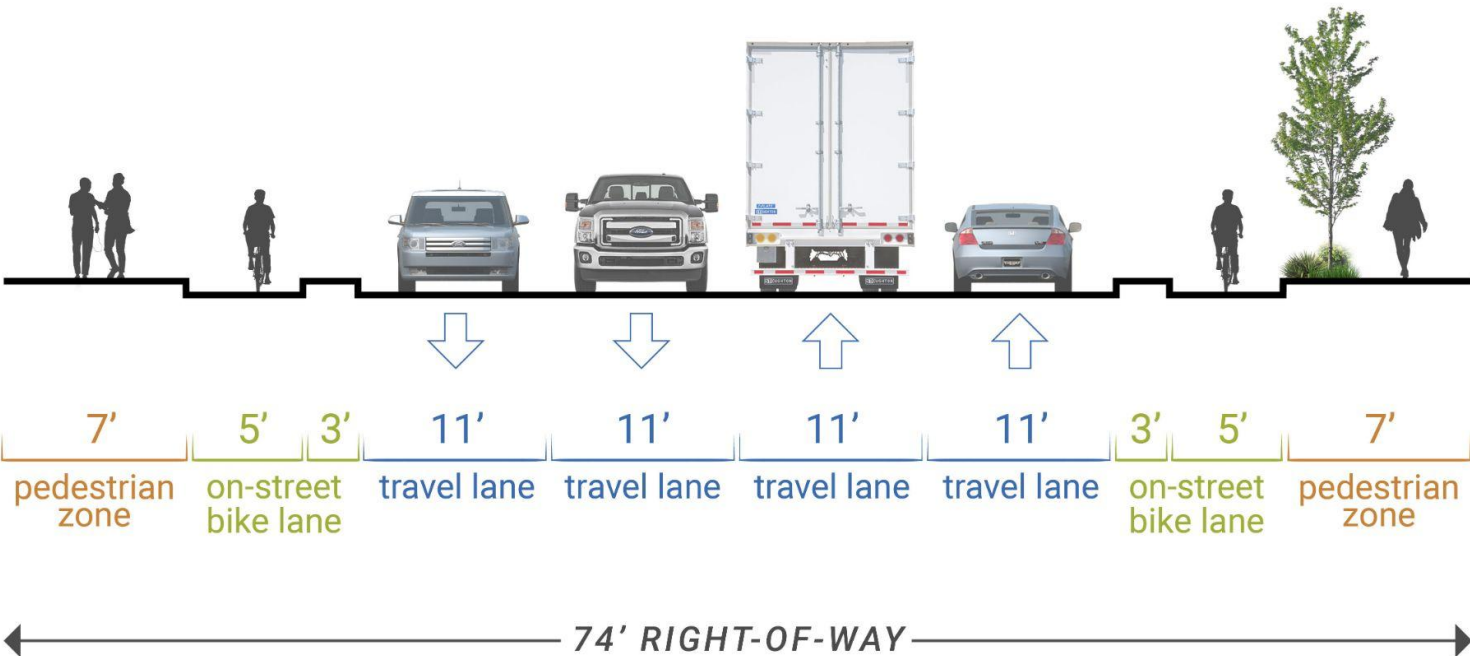
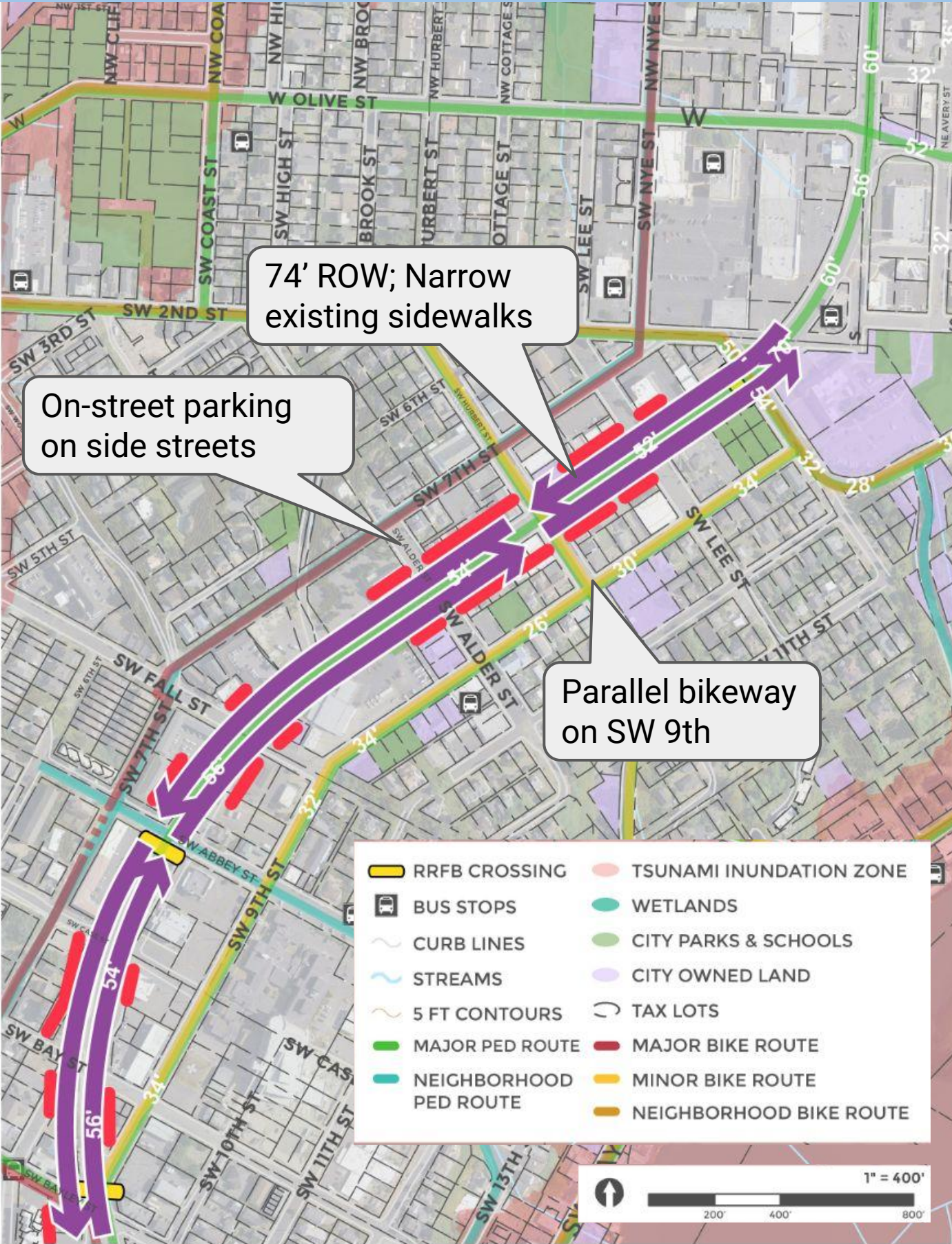
**Infill
development**



**Streetscape
improvements**



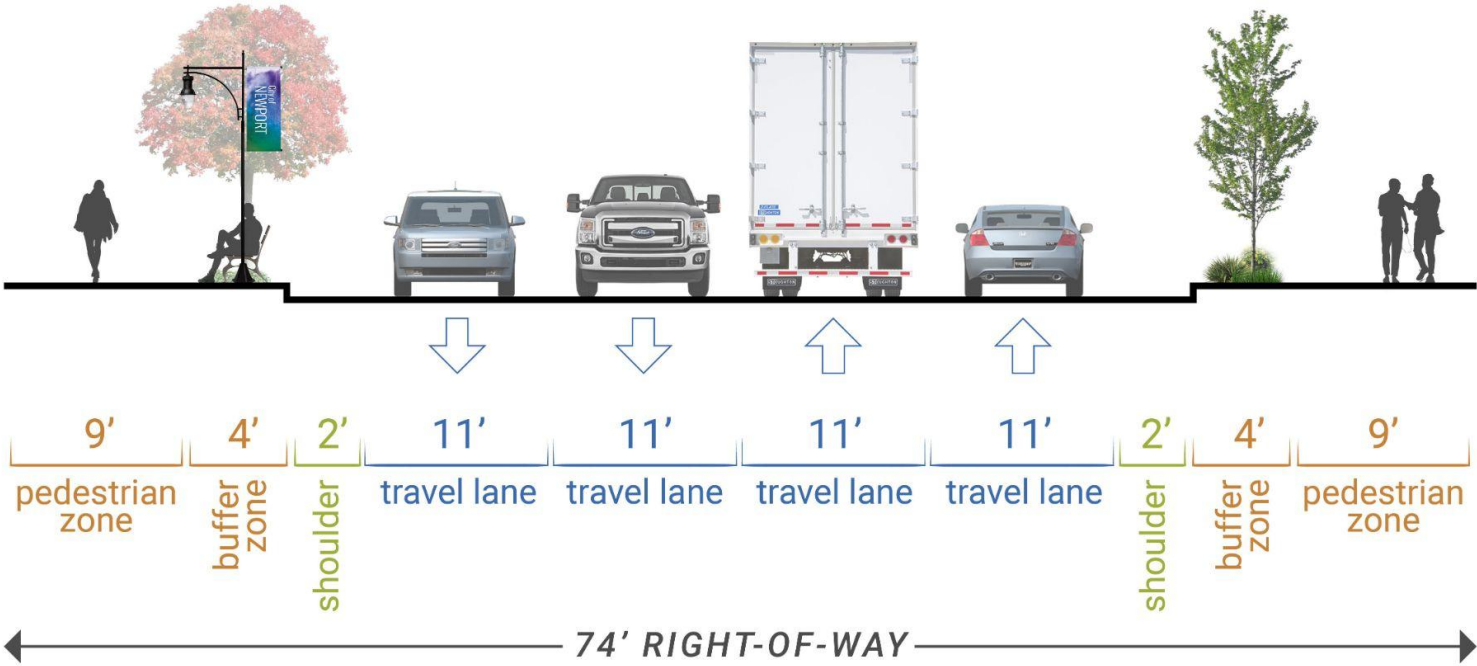
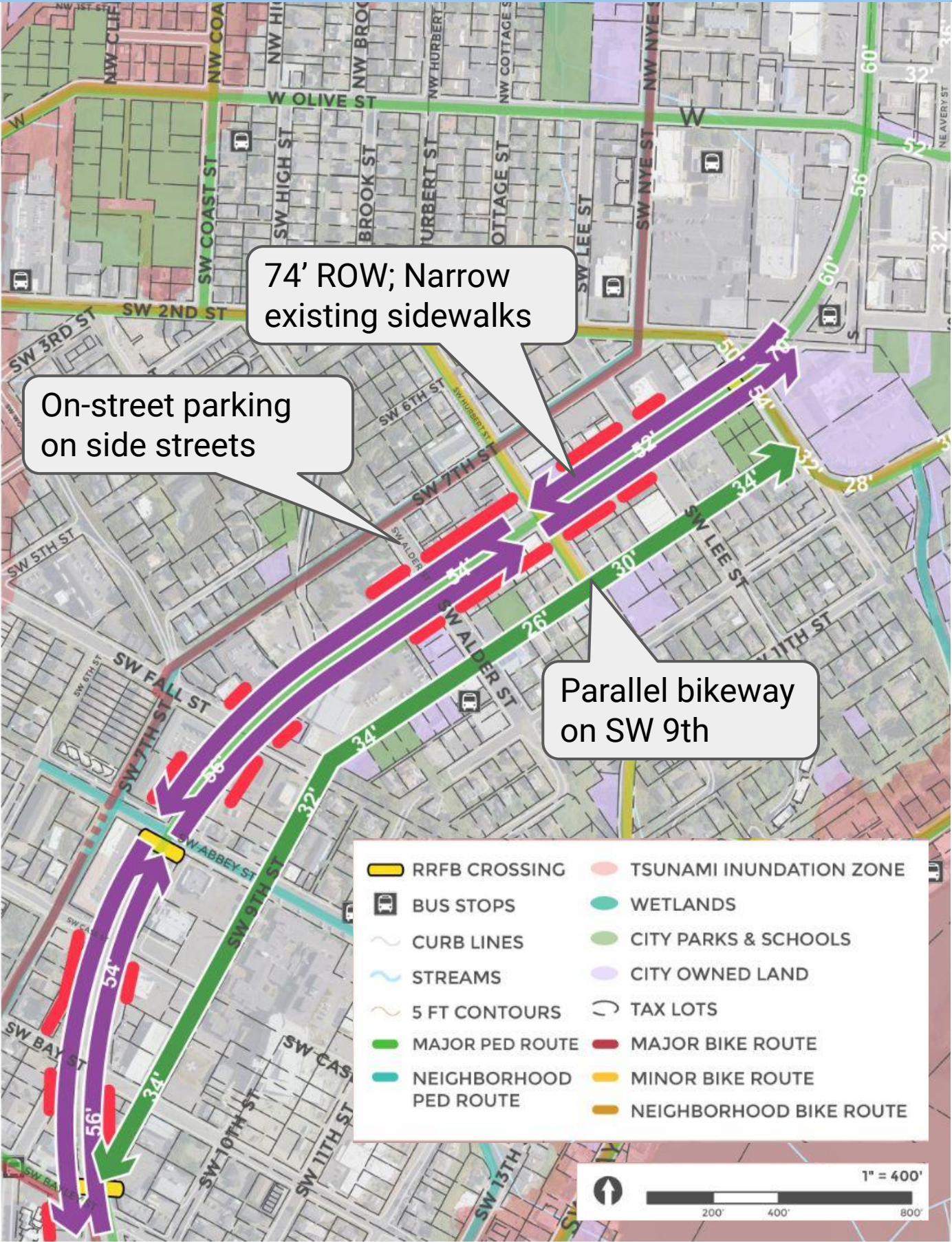
CONCEPT A. HWY 101 TWO-WAY IMPROVEMENTS \ VEHICLE OPERATIONS & WALK/BIKE



FOUR LANE: BIKEWAYS

- Update to 11' lanes
- Protected bikeways
- Sidewalks continue to be narrow in the business core

CONCEPT A. HWY 101 TWO-WAY IMPROVEMENTS \ VEHICLE OPERATIONS & WALK/BIKE



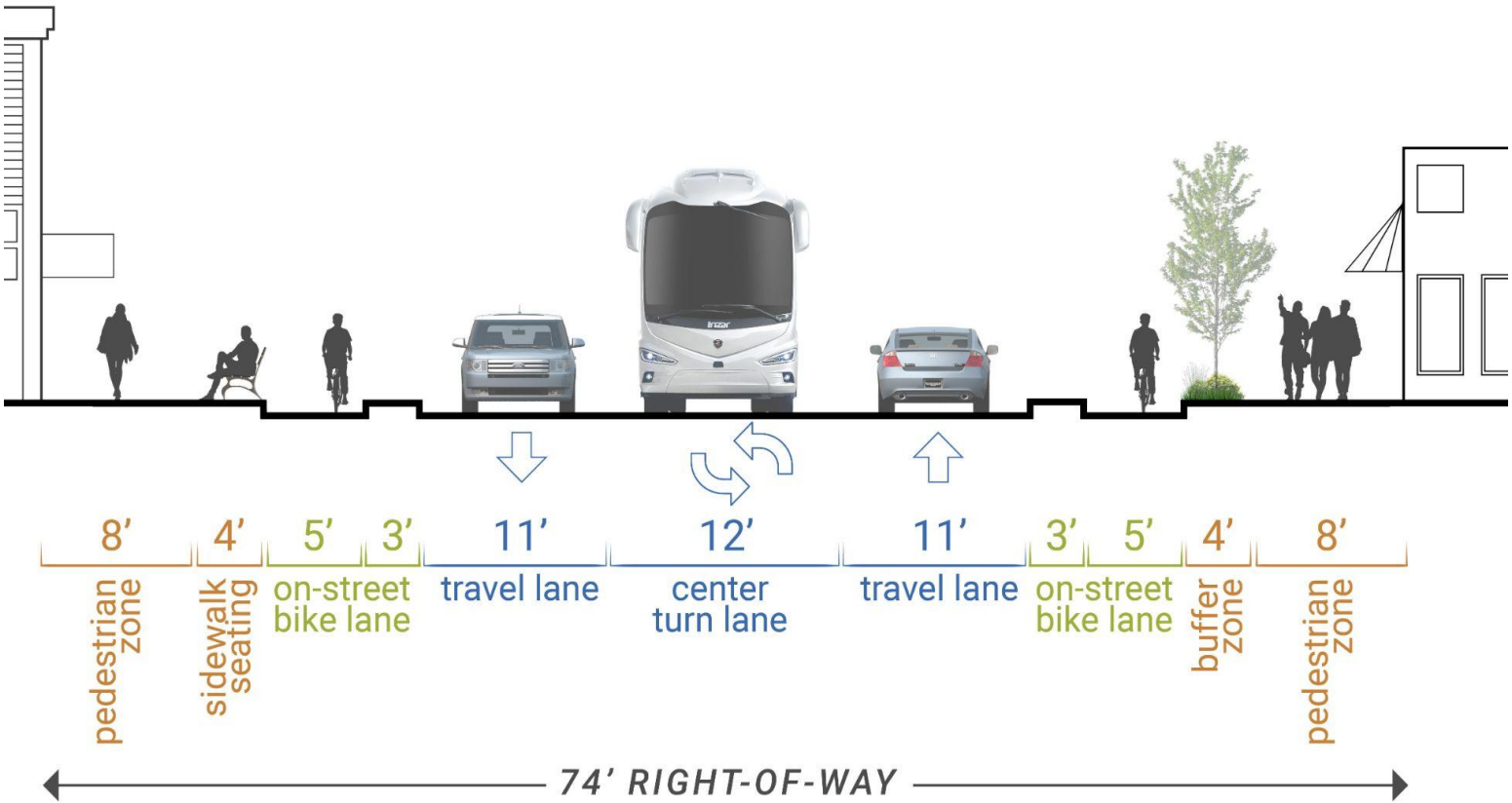
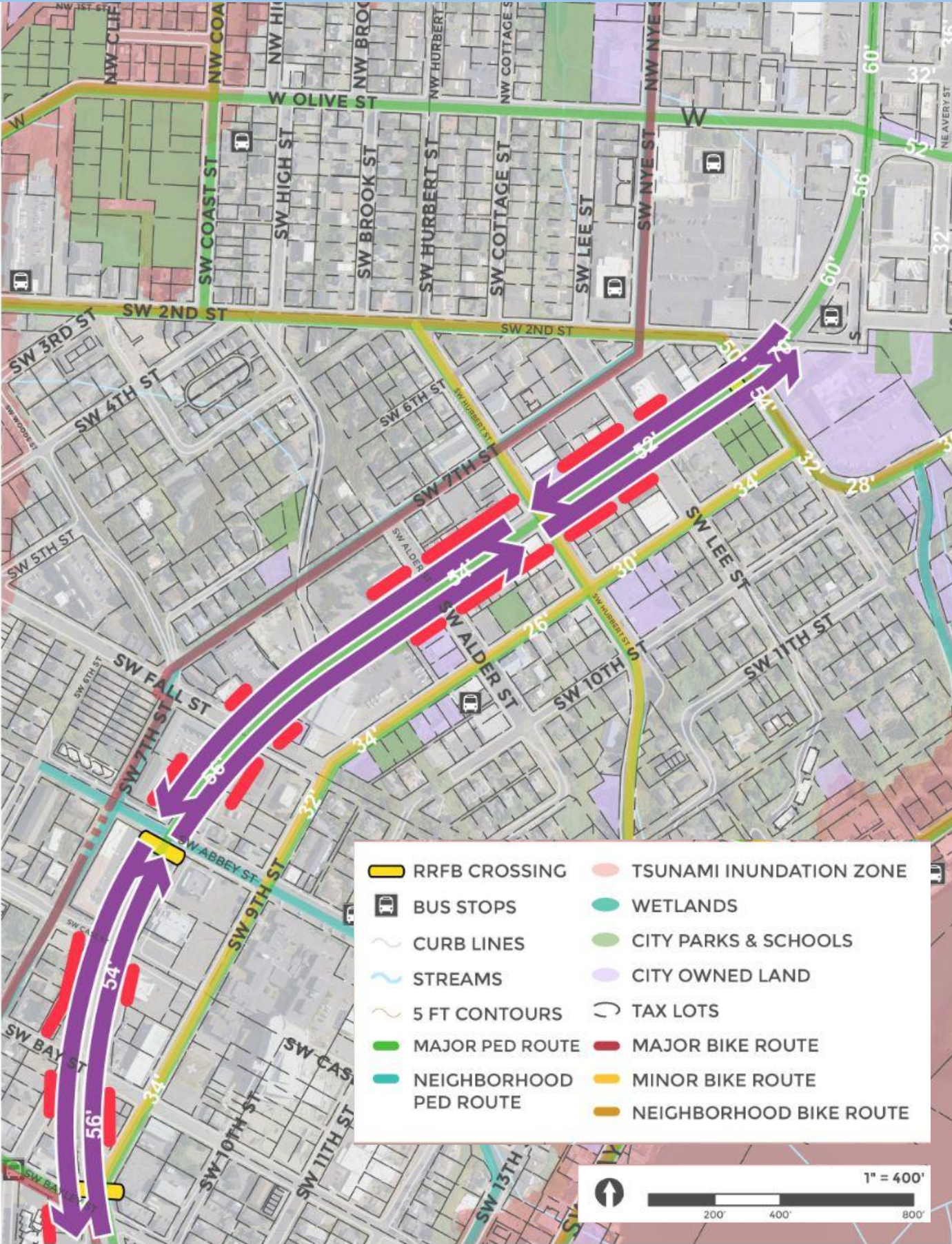
FOUR LANE: WIDER SIDEWALK OPTION

- Update to 11' lanes
- Wider sidewalk area with landscape
- Corridor parking on side streets and lots

SW 9th BIKEWAY

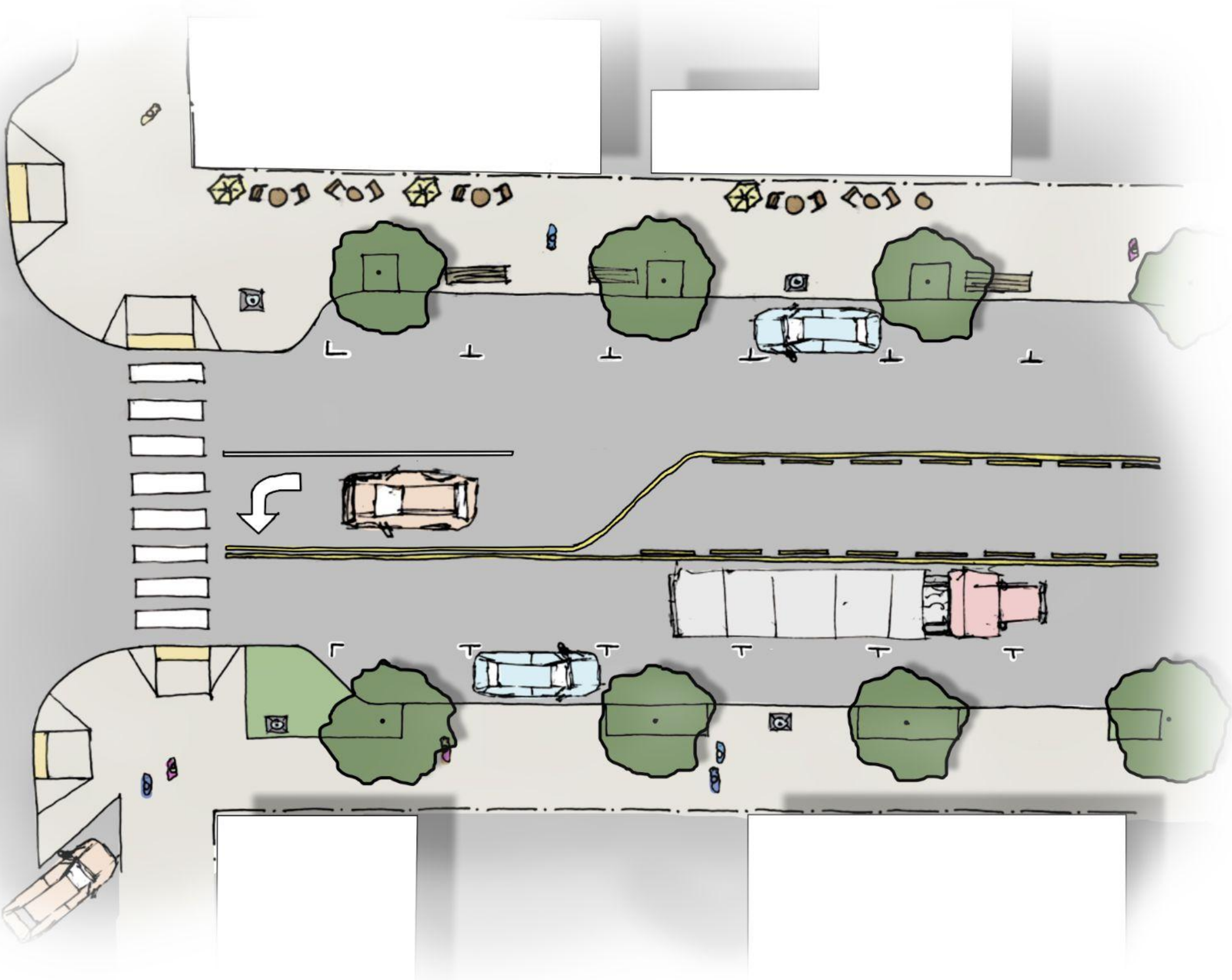
- Option 1: Shared bike and vehicle lanes (2 lanes)
- Option 2: Remove parking, add bike lanes

CONCEPT A. HWY 101 TWO-WAY IMPROVEMENTS \ VEHICLE OPERATIONS & WALK/BIKE



THREE LANE: WITH BIKEWAYS

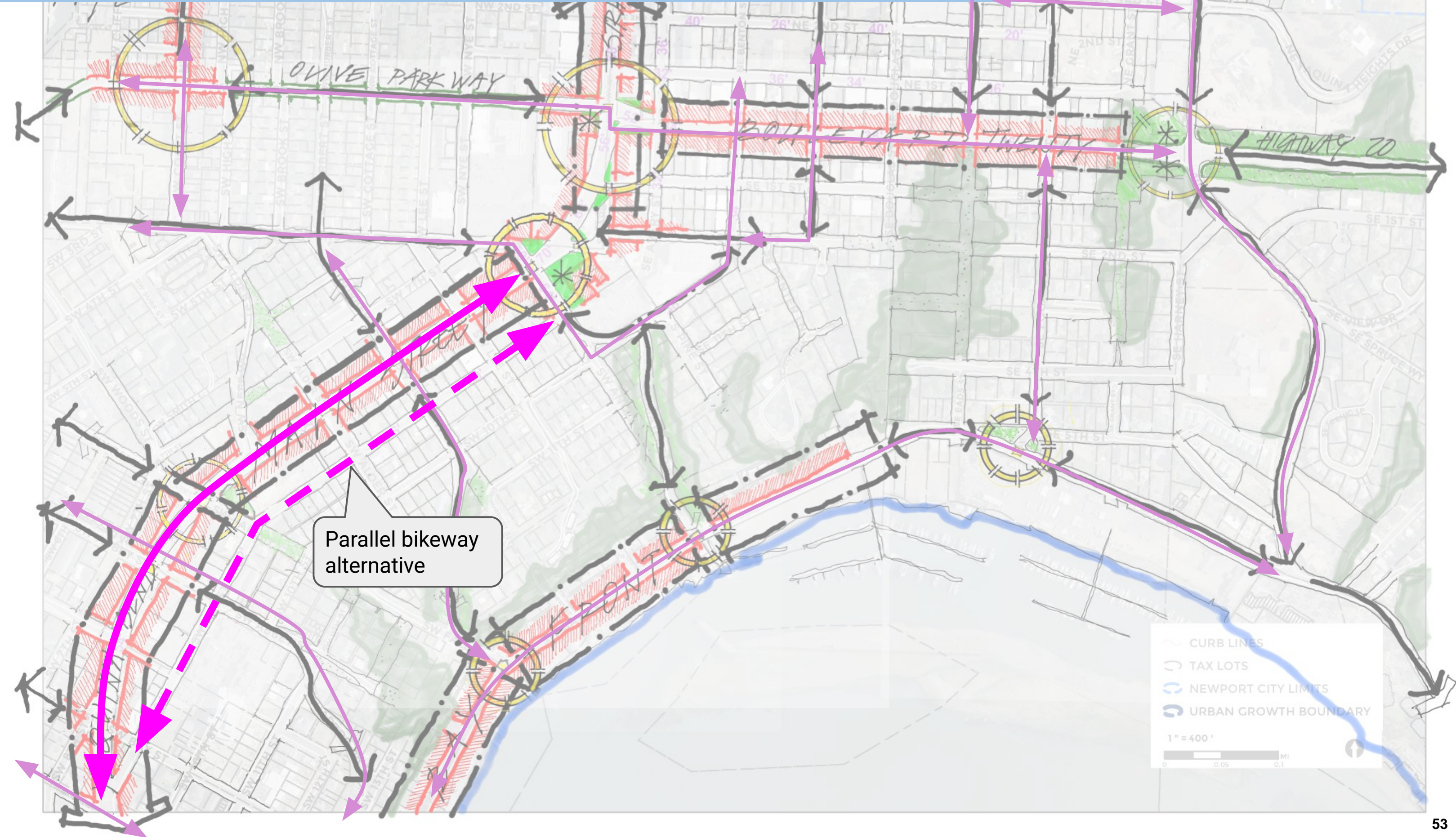
- Reduce through lanes; add center-turn
- Protected bikeways in both directions
- Provides additional sidewalk and landscape area
- Corridor parking on side streets and lots



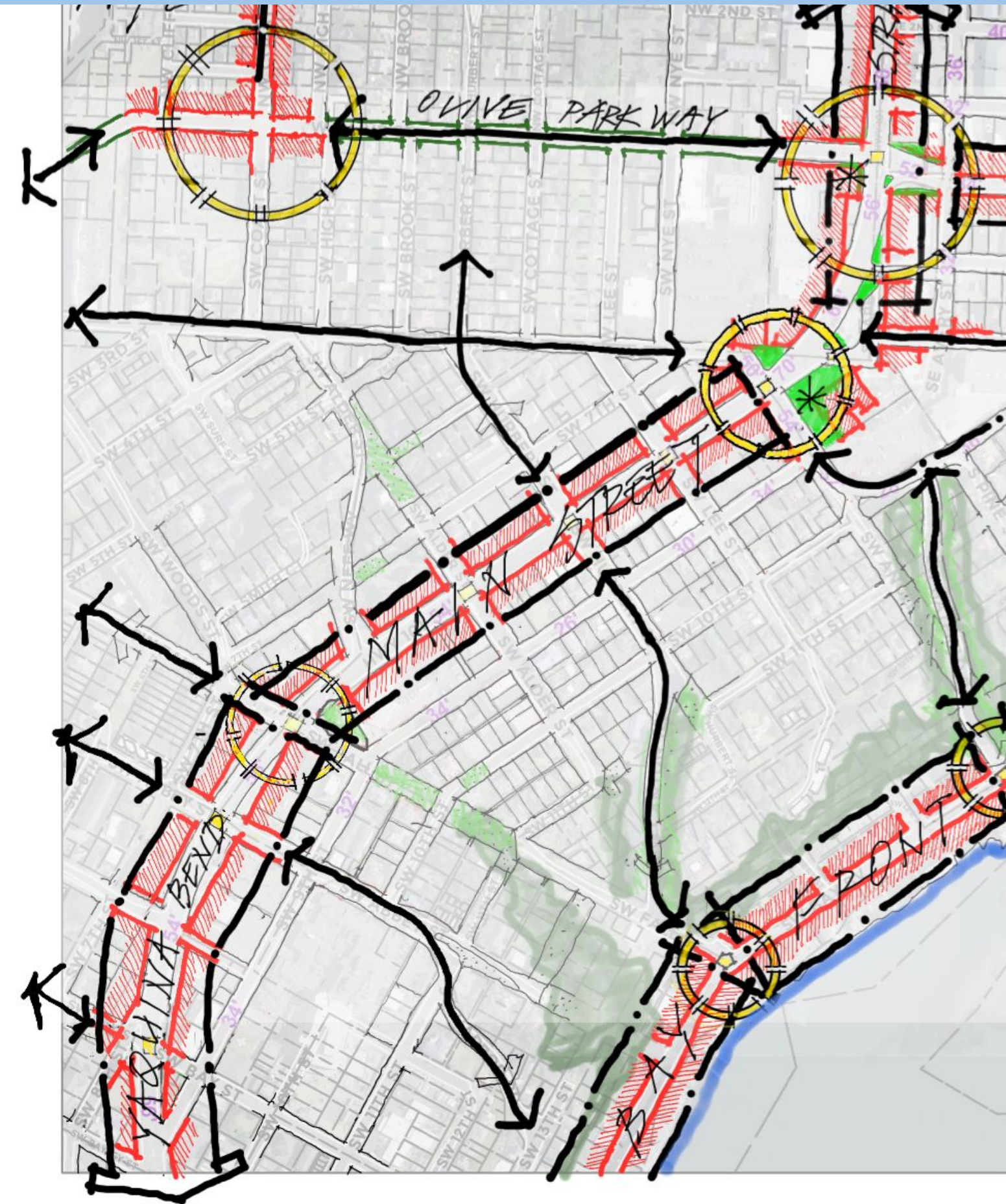
THREE LANE: WITH PARKING

- On-street parking
 - **Risk of traffic backup
-
- WIDER SIDEWALKS AND SEATING
 - ON-STREET PARKING (OR BIKE)
 - VEHICLE LANE
 - CENTER TURN LANE
 - VEHICLE LANE
 - ON-STREET PARKING (OR BIKE)
 - WIDER SIDEWALKS AND SEATING

CONCEPT A. HWY 101 TWO-WAY IMPROVEMENTS | WALK AND BIKE NETWORK



CONCEPT A. HWY 101 TWO-WAY IMPROVEMENTS \ KEY POINTS



SITE ACCESS AND VISIBILITY

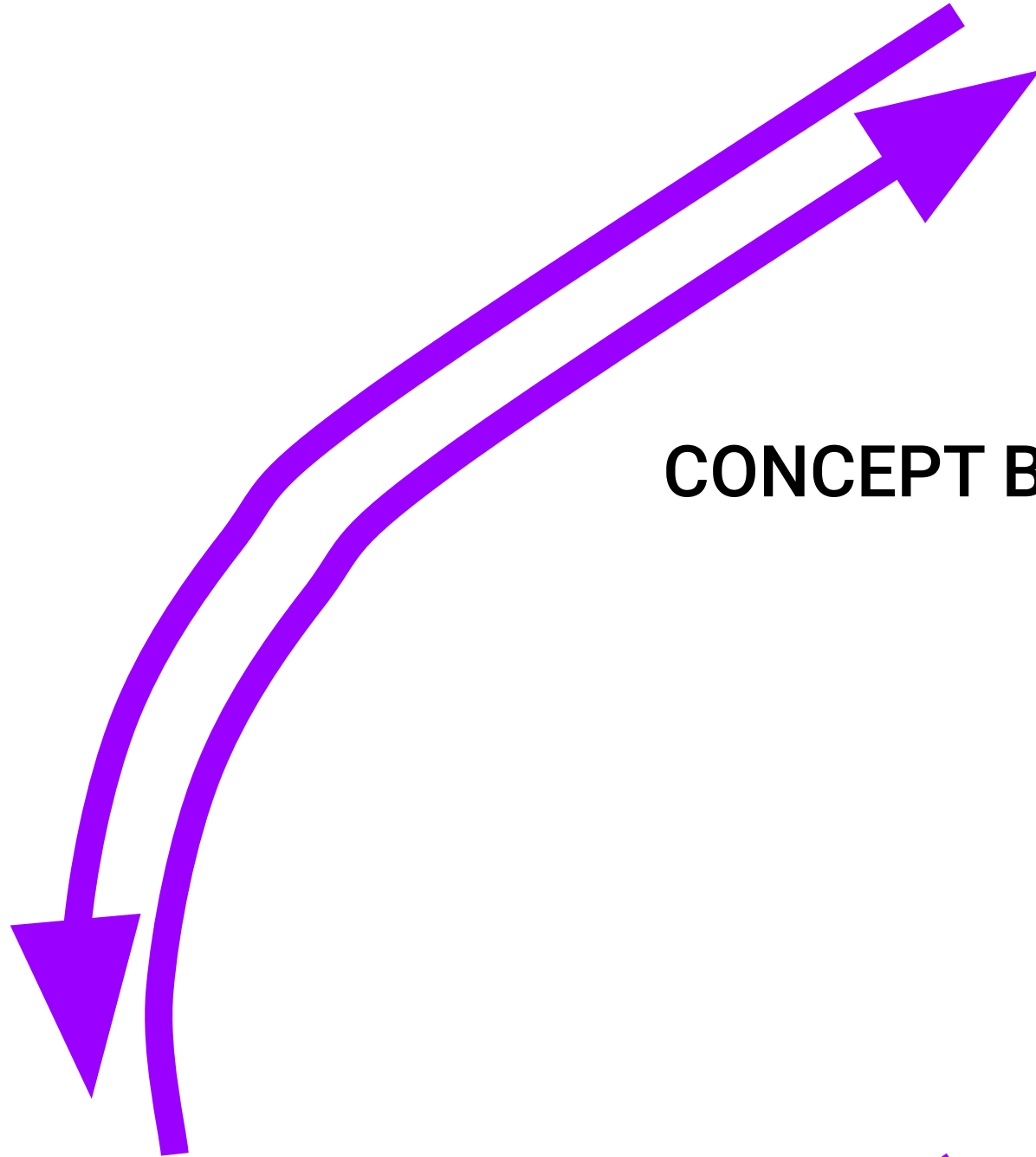
- Overall streetscape improvements enhance business presence
- Multi-modal routes and a variety of on- and off-street parking options

WALK & BIKE

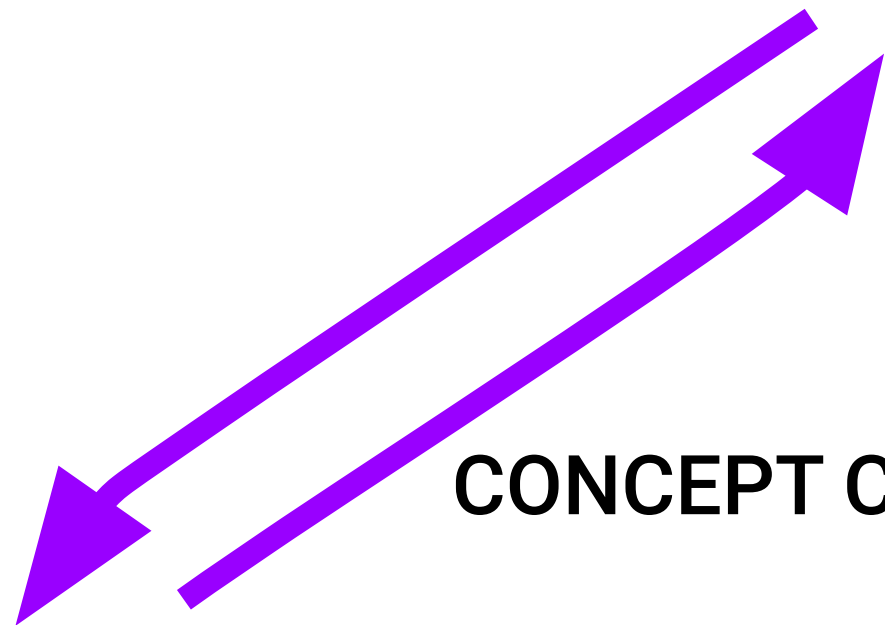
- Larger, more amenitized sidewalks
- Protected bikeways on highway in 3-lane option (or parallel bike route)

TO DISCUSS

- Do you have thoughts about 4-lane versus 3-lane options?
- Are bikeways better provided on Hwy 101 or on a parallel nearby street?
- Is removing parking from 101 acceptable and/or desirable?
- Which intersecting streets are most important for citywide connections?
- Will this help both revitalize existing businesses AND spur new development?



CONCEPT B. HIGHWAY 101 LONG COUPLET



CONCEPT C. HIGHWAY 101 SHORT COUPLET

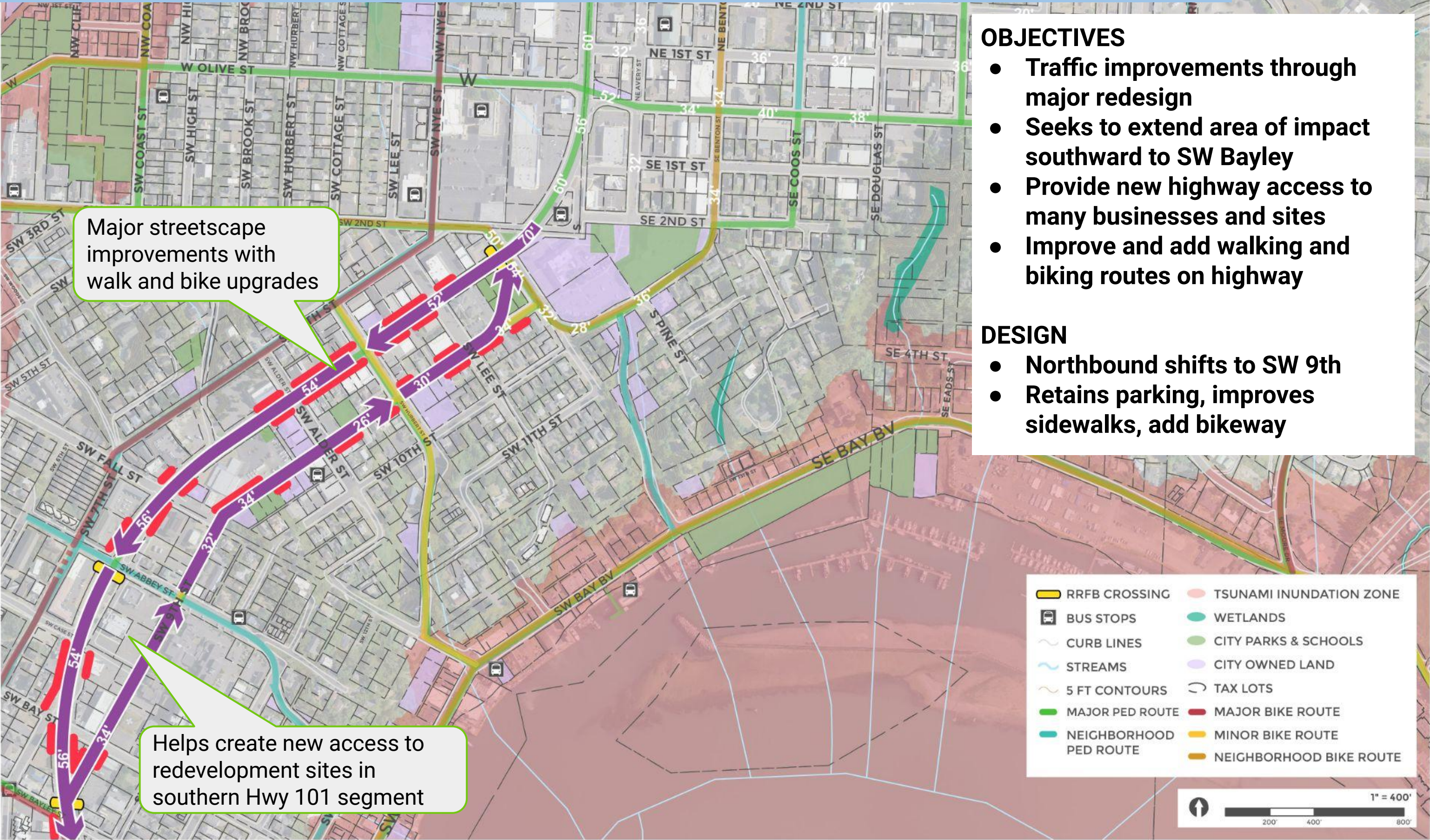
SW 9th

EXISTING

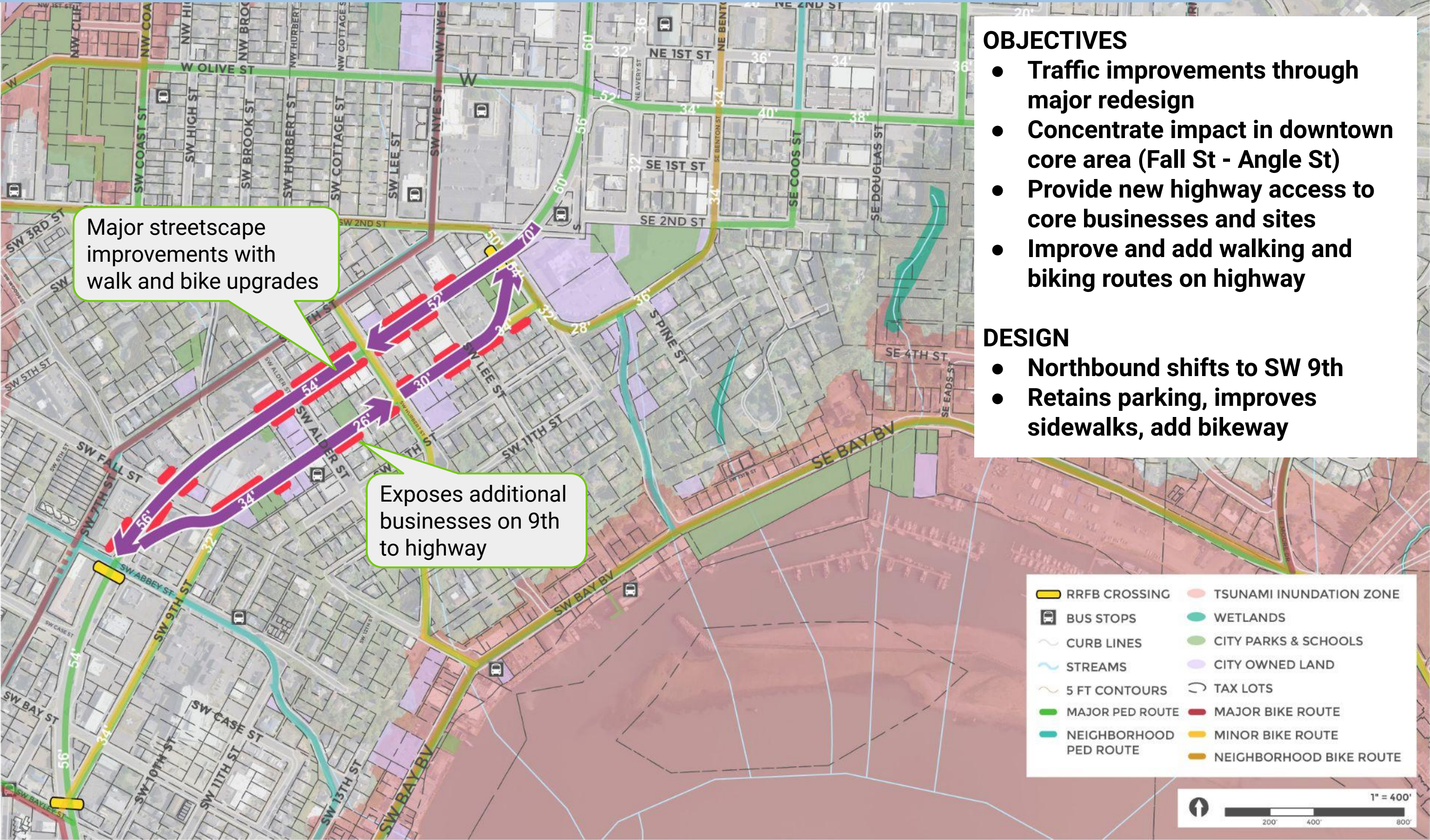


- Typical 6' sidewalk - gaps in places
- Two lanes, bi-directional
- On-street parking

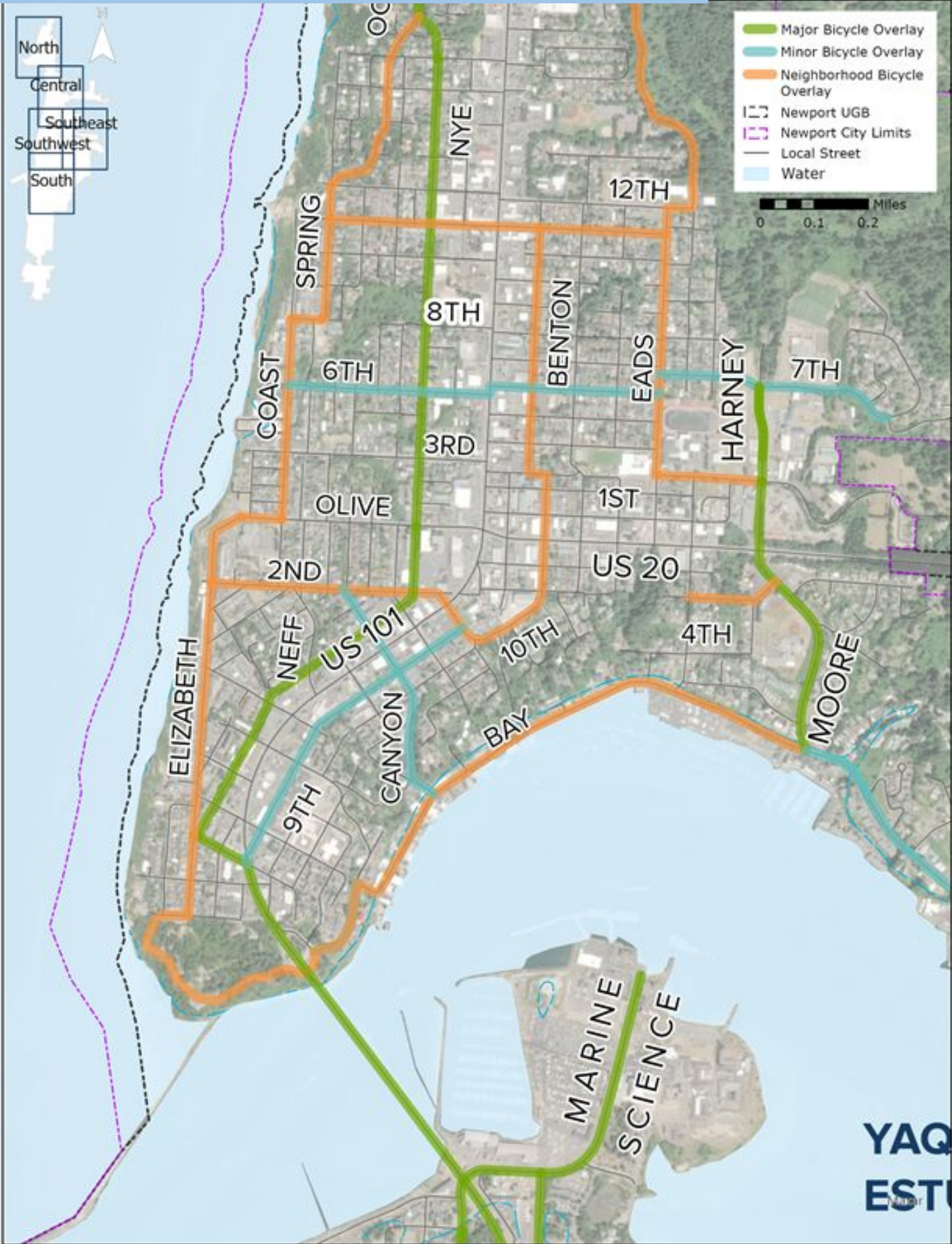
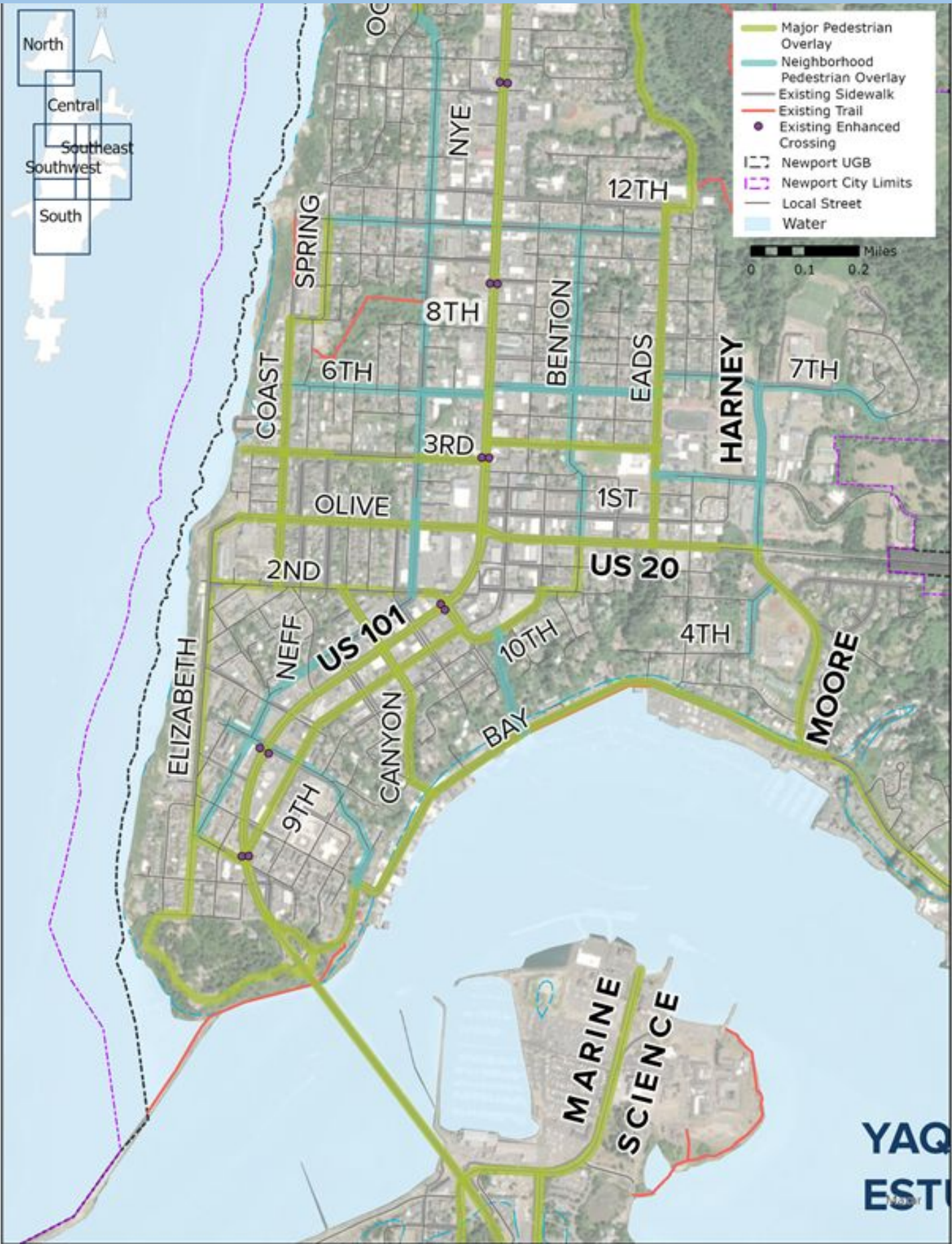
CONCEPT B. HWY 101 LONG COUPLET \ OVERALL CONCEPT



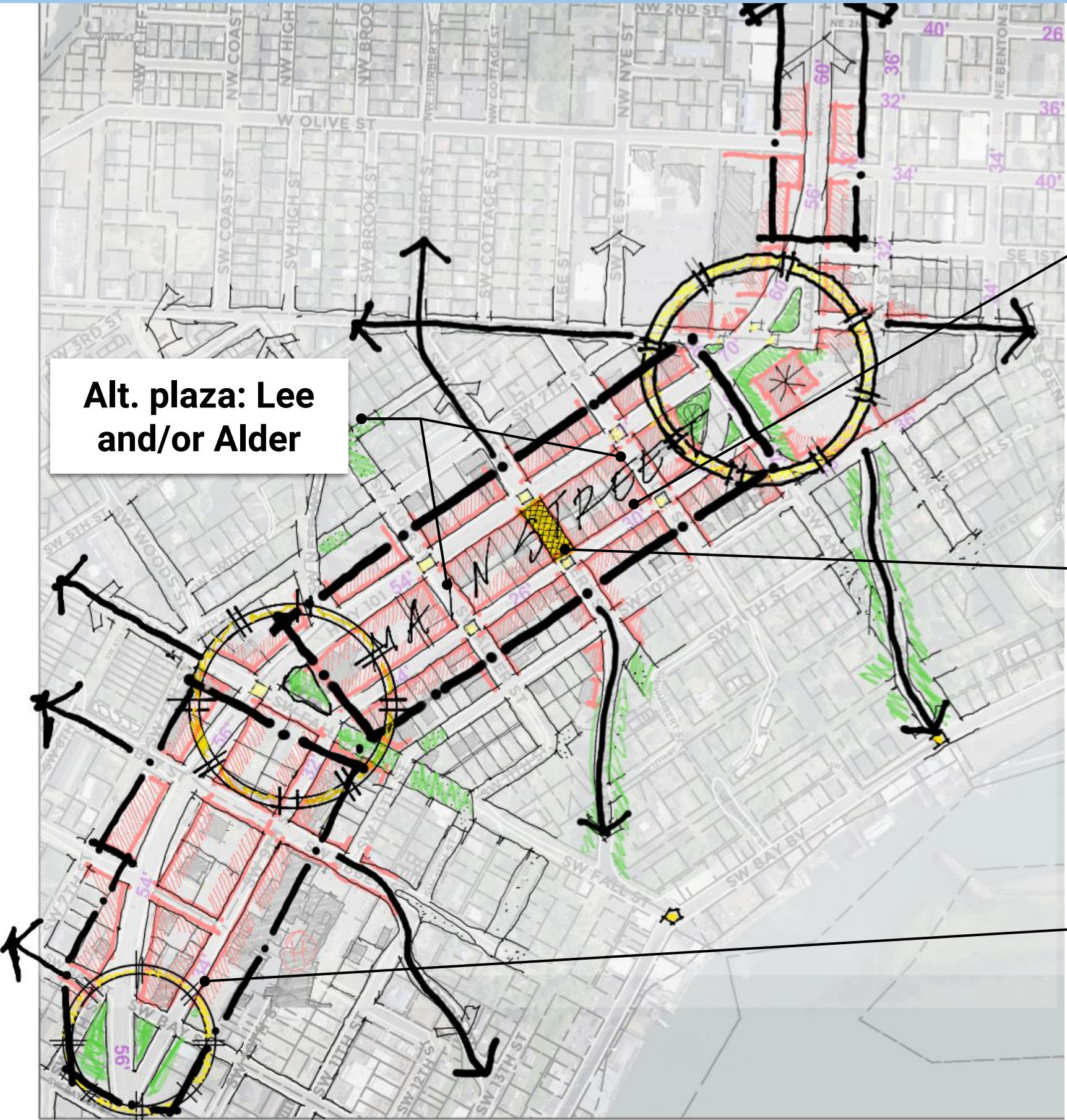
CONCEPT C. HWY 101 SHORT COUPLET \ OVERALL CONCEPT



SUPPORTING INFORMATION \ PEDESTRIAN AND BICYCLE NETWORK RECOMMENDATIONS



CONCEPT B. HWY 101 LONG COUPLET \ GRID AND URBAN FORM



Redevelopment
and infill
businesses

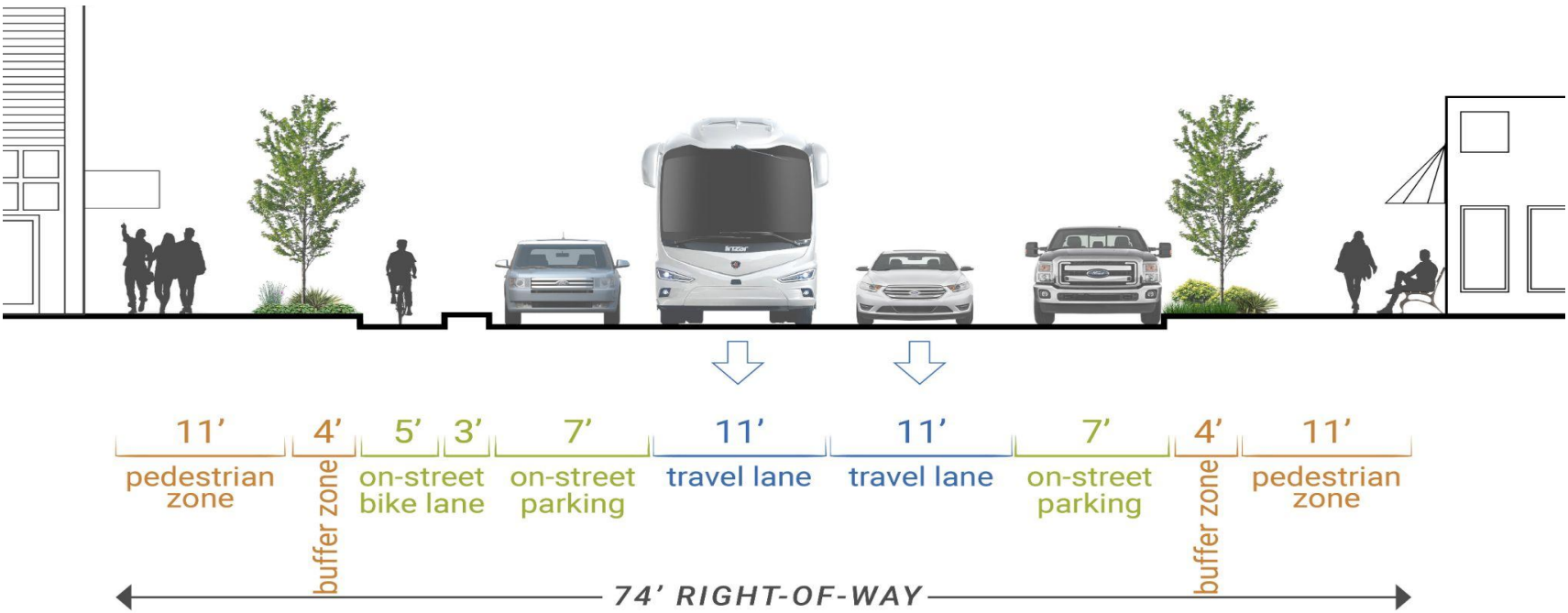
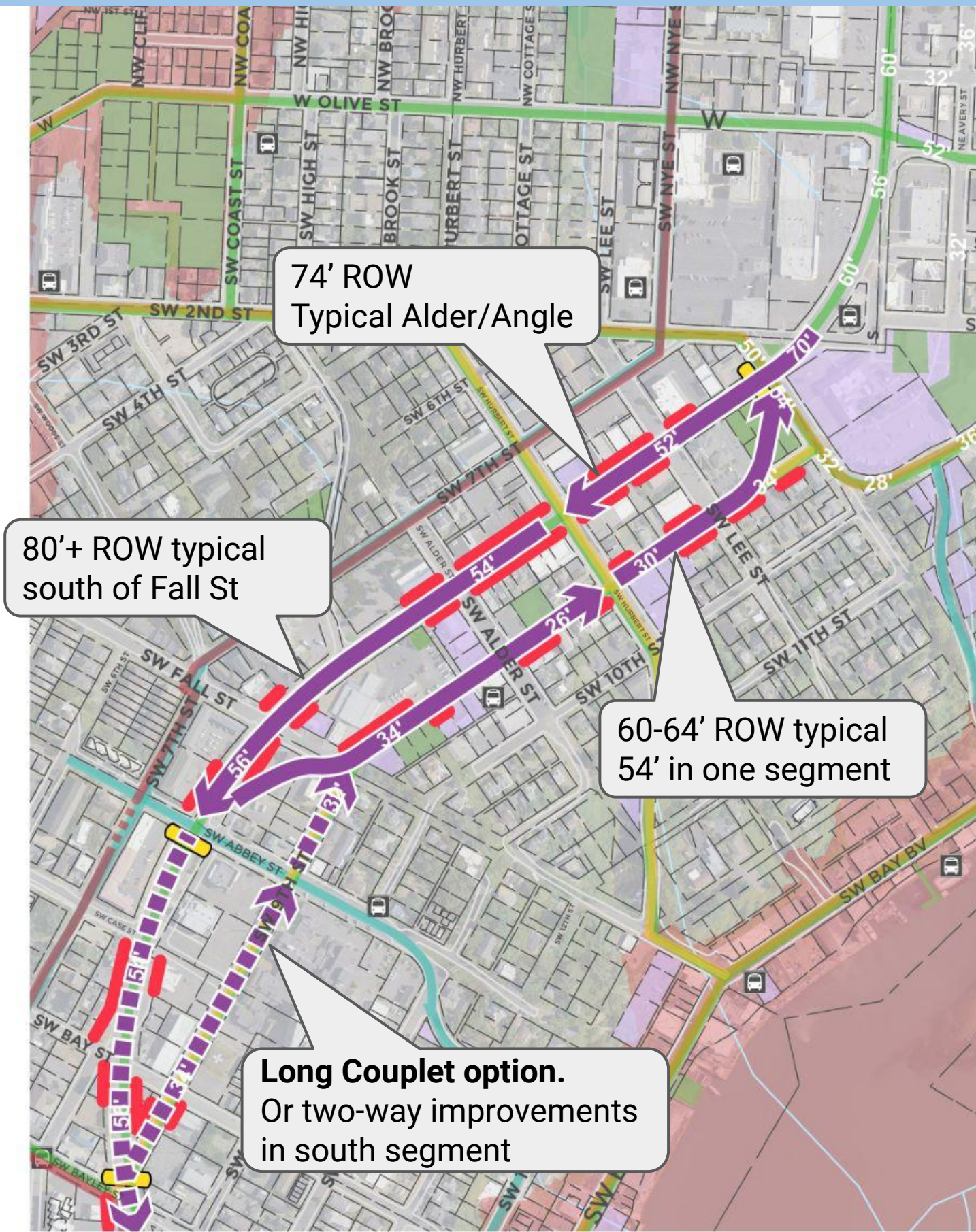


Urban plaza



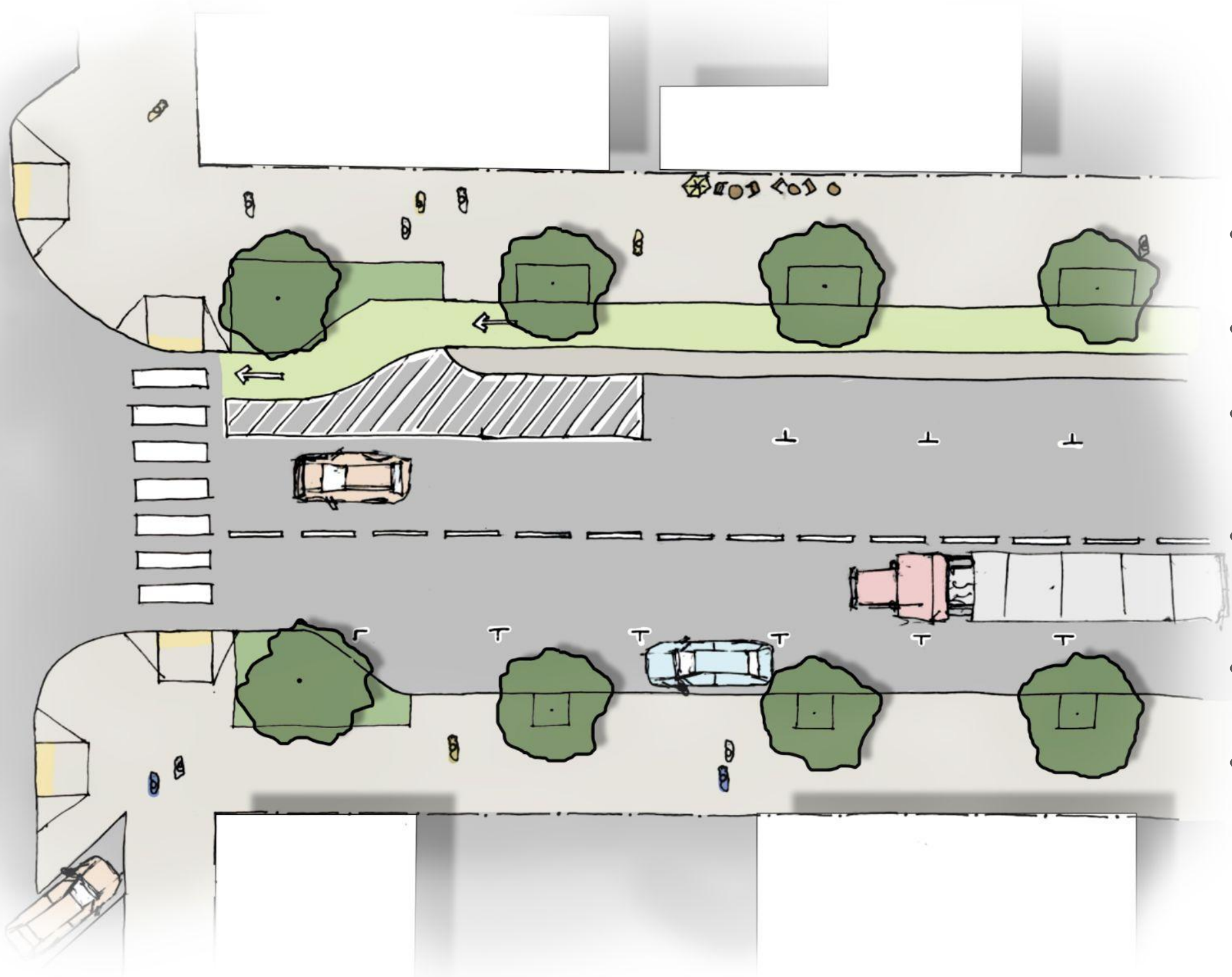
Protected
bikeway on 101





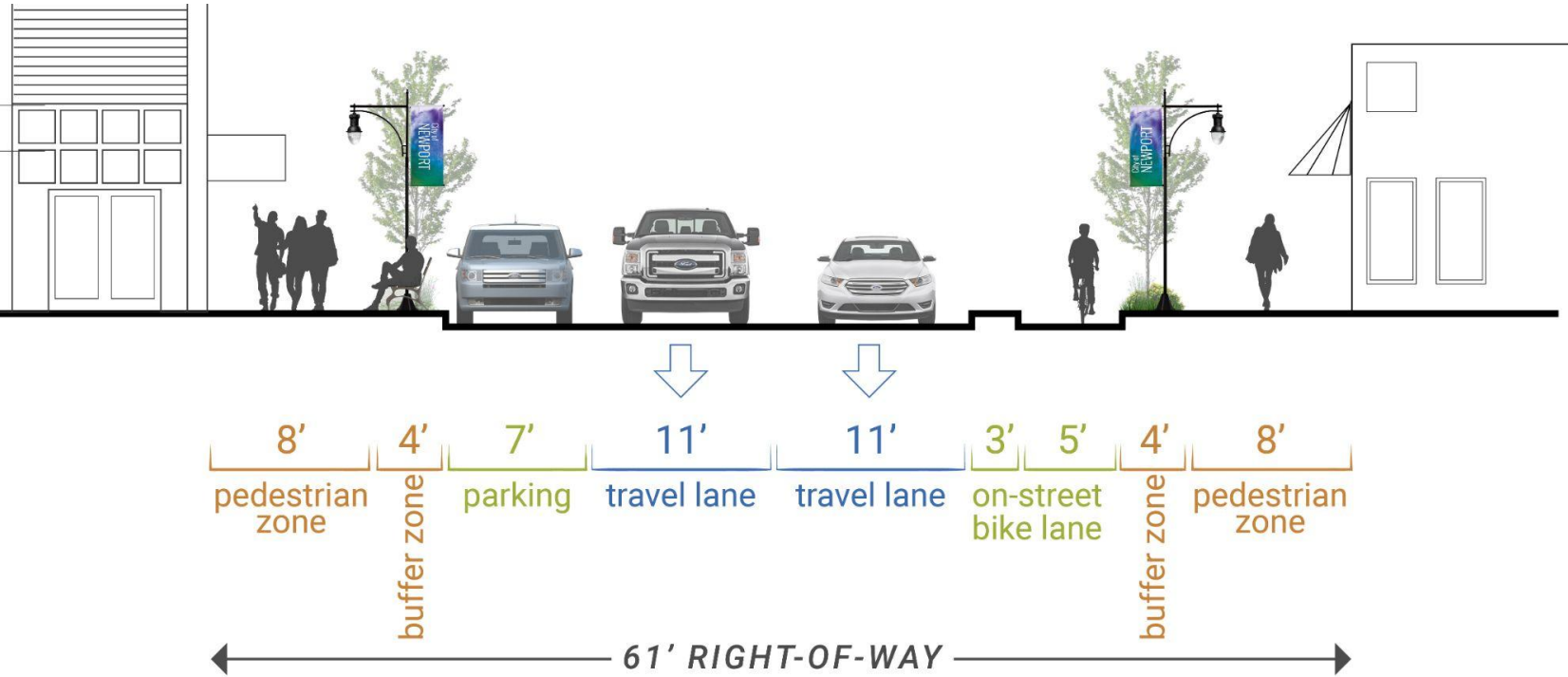
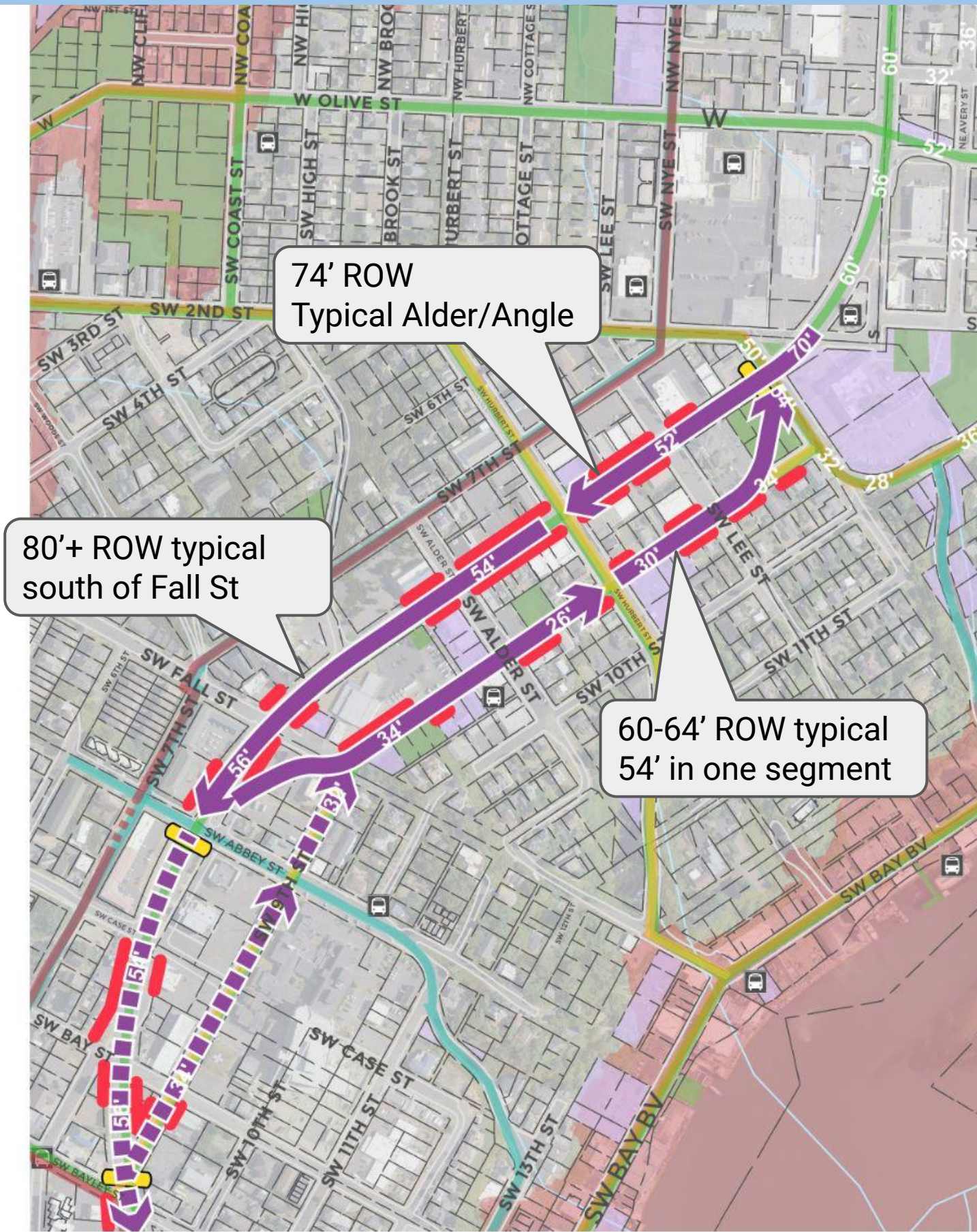
- HWY 101 SOUTHBOUND
- Two southbound lanes
 - Retain parking on both sides
 - Protected bikeway and wider sidewalks

BOTH HWY 101 COUPLET CONCEPTS \ SOUTHBOUND HWY 101 (74' WIDE)



- WIDER SIDEWALKS AND SEATING
- SOUTHBOUND BIKE LANE
- ON-STREET PARKING
- SOUTHBOUND - TWO LANES
- ON-STREET PARKING
- WIDER SIDEWALKS AND SEATING

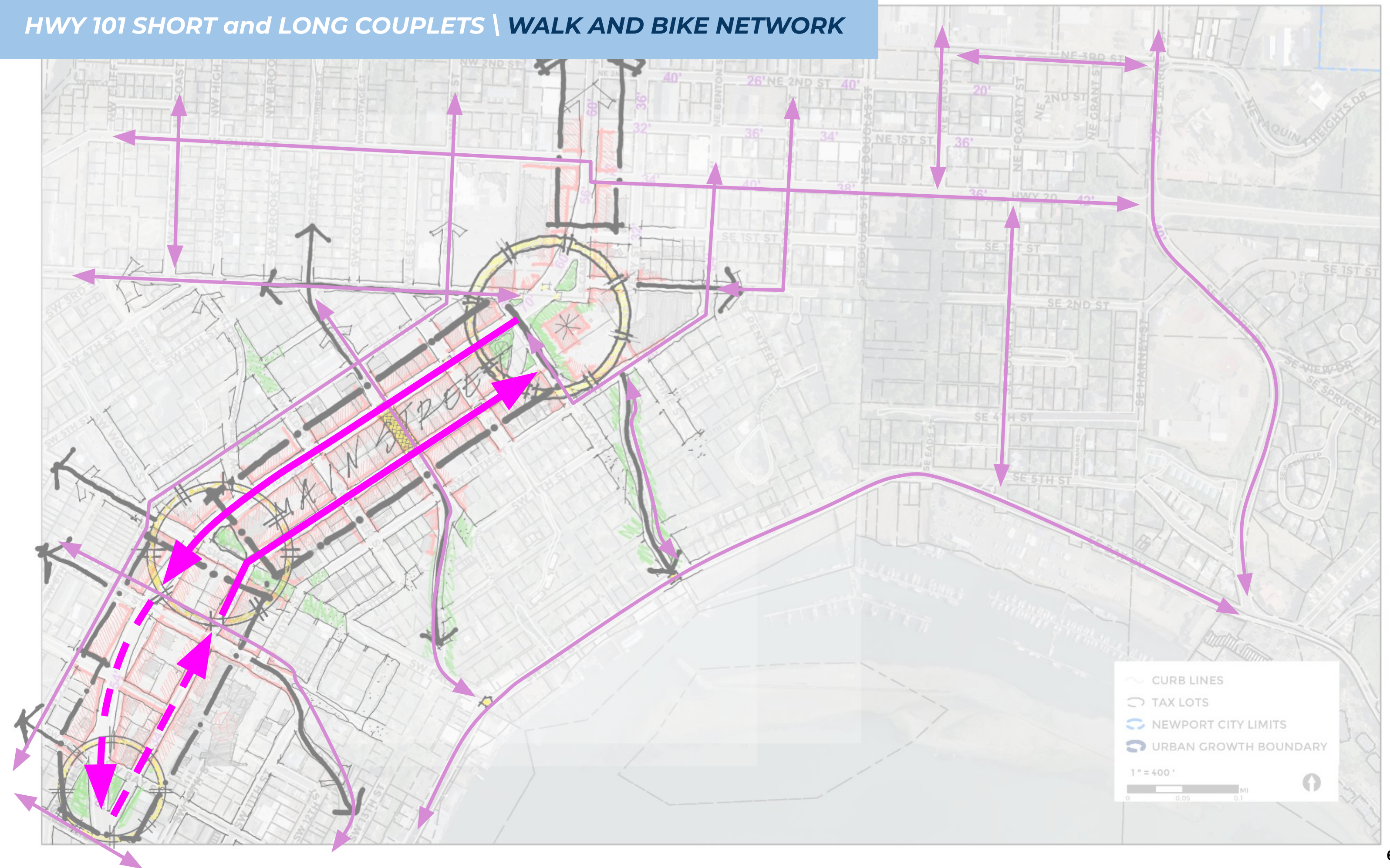
HWY 101 SHORT and LONG COUPLETS \ VEHICLE OPERATIONS & WALK/BIKE



HWY 101 NORTHBOUND (ON SW 9TH)

- Two northbound lanes
- One side on-street parking
- Protected bikeway and wider sidewalks

HWY 101 SHORT and LONG COUPLETS | WALK AND BIKE NETWORK



CONCEPT B. HWY 101 LONG COUPLET \ KEY POINTS



SITE ACCESS AND VISIBILITY

- Most additional properties with new highway exposure
- Access to larger (often vacant or parking lot) sites in southern area

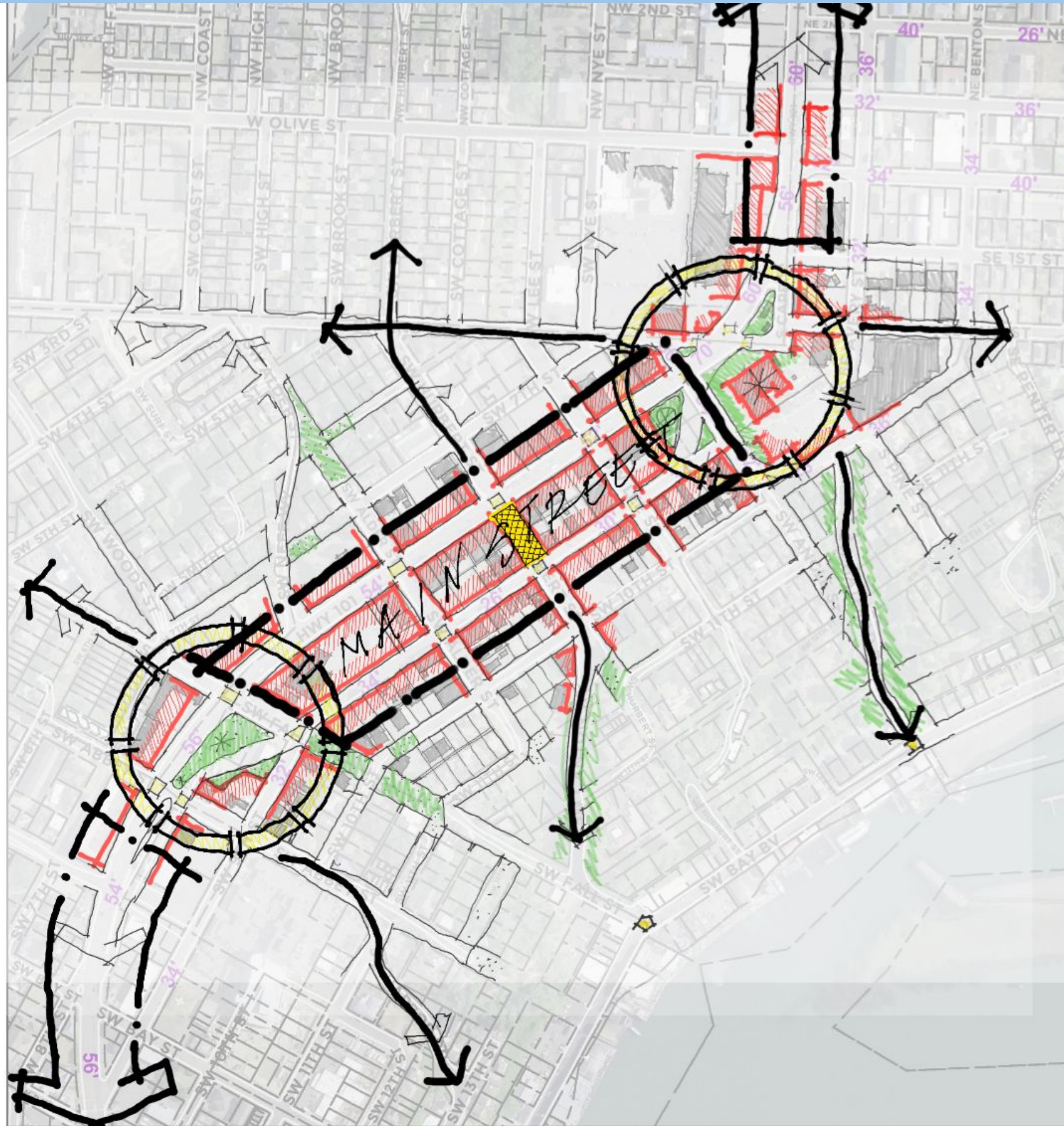
WALK & BIKE

- Larger, more amenitized sidewalks
- Protected bikeways on highway

TO DISCUSS

- Is the southern area (south of Fall St) promising enough to commit major highway investment to?
- Do you support a street-closure type plaza and other open space?
- Will this help both revitalize existing businesses AND spur new development?
- How can Hospital be better accessed from ALL sides of the site?

CONCEPT C. HWY 101 SHORT COUPLET \ KEY POINTS



SITE ACCESS AND VISIBILITY

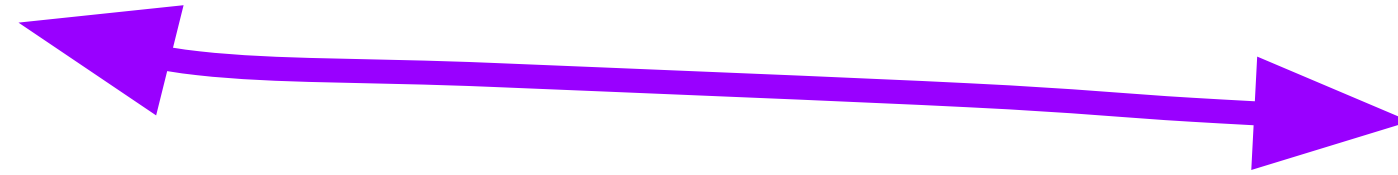
- Additional properties with new highway exposure in core area
- Concentrates major highway realignment in the main street core area

WALK & BIKE

- Larger, more amenitized sidewalks
- Protected bikeways on highway

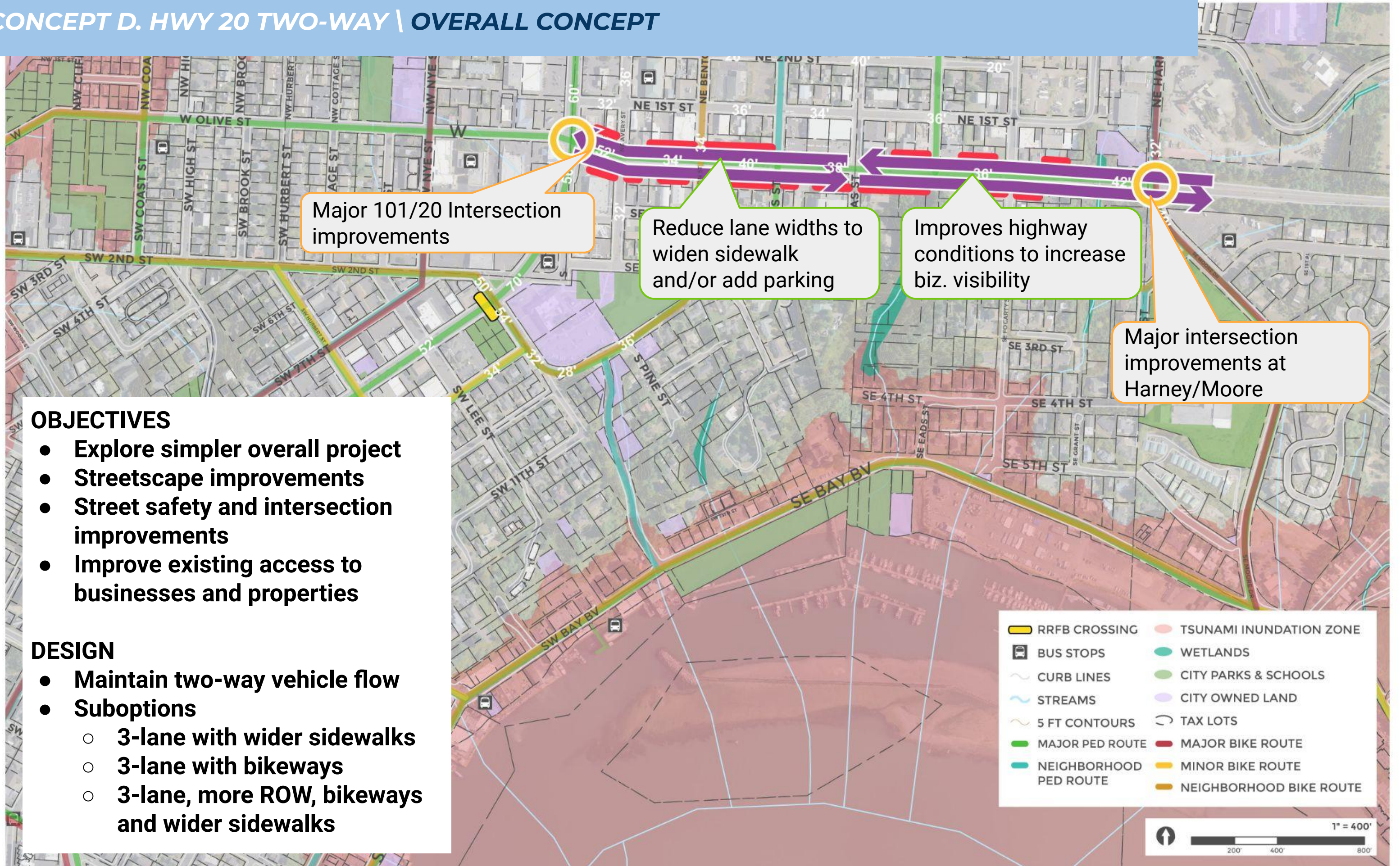
TO DISCUSS

- Do you support a street-closure type plaza and other open space?
- Is this concentration of highway work in the main street core a more appealing focused investment?
- Will this help both revitalize existing businesses AND spur new development?



CONCEPT D. HIGHWAY 20 TWO-WAY

CONCEPT D. HWY 20 TWO-WAY | OVERALL CONCEPT



CONCEPT D. HWY 20 TWO-WAY | GRID AND URBAN FORM

Potential neighborhood bikeway on 1st

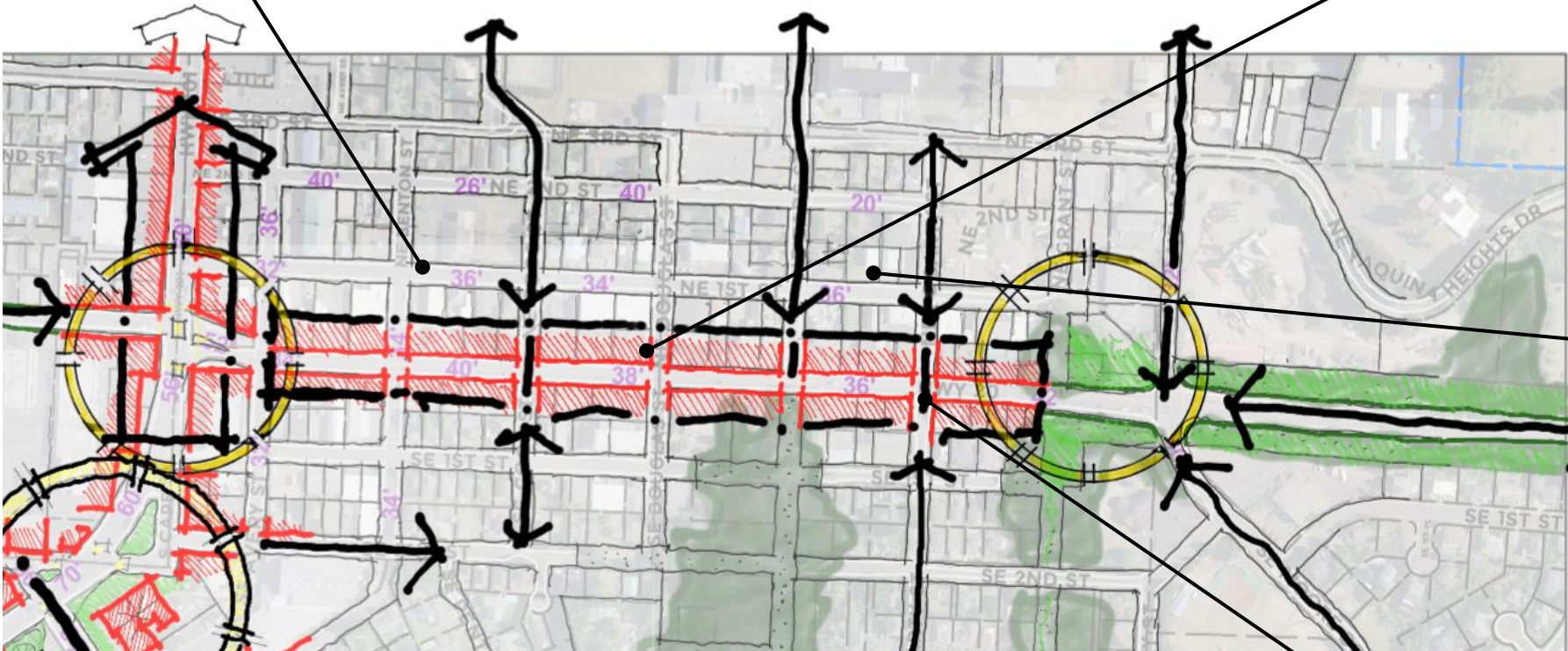
Commercial redevelopment

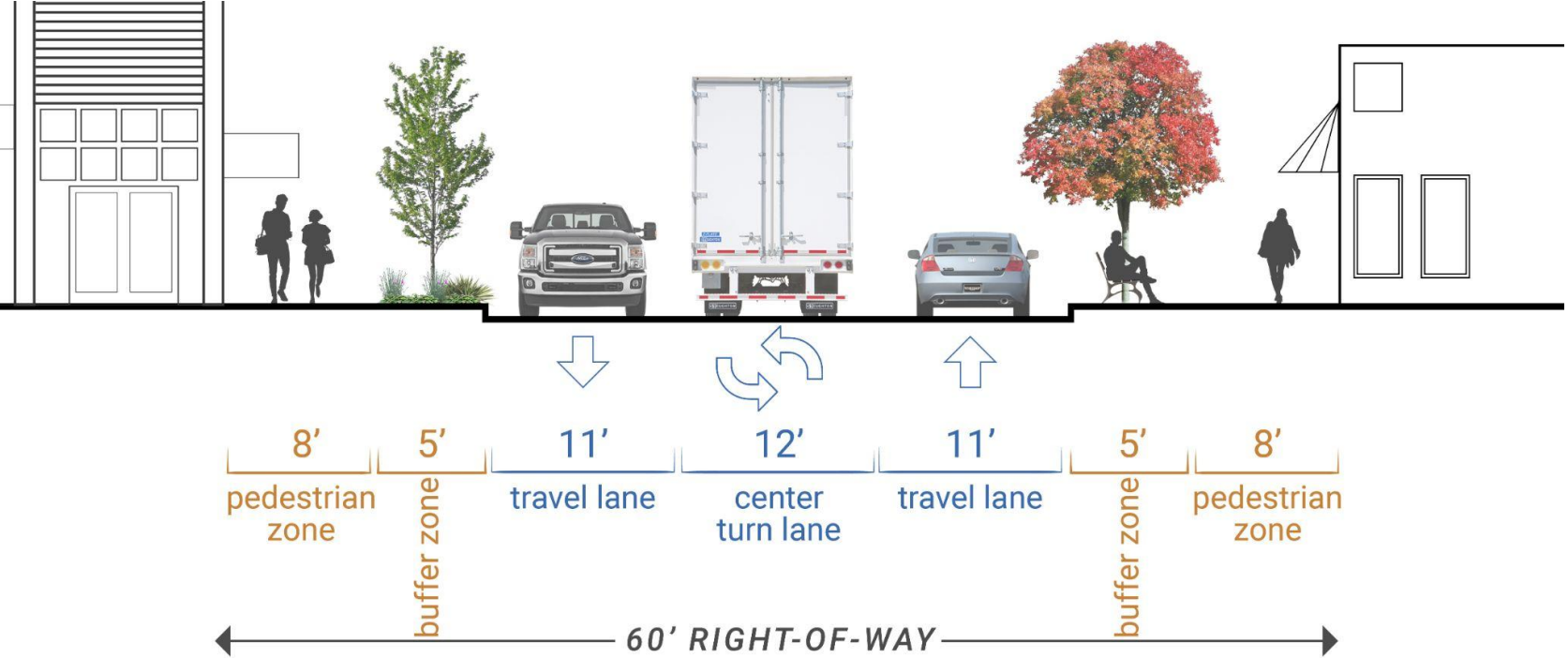


Neighborhood Residential



Potential hwy bikeway



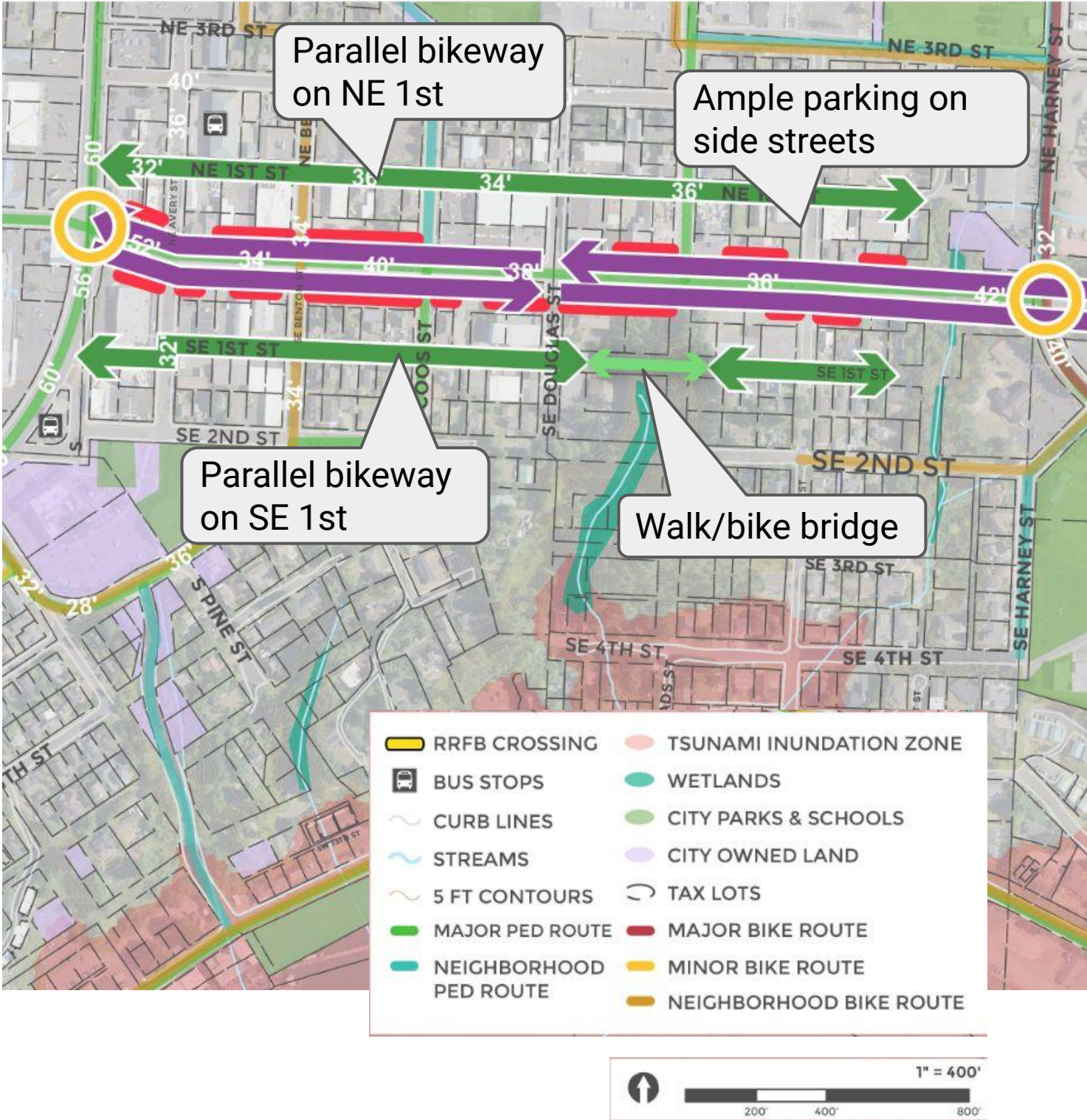


HWY 20 TWO-WAY: WIDER SIDEWALKS

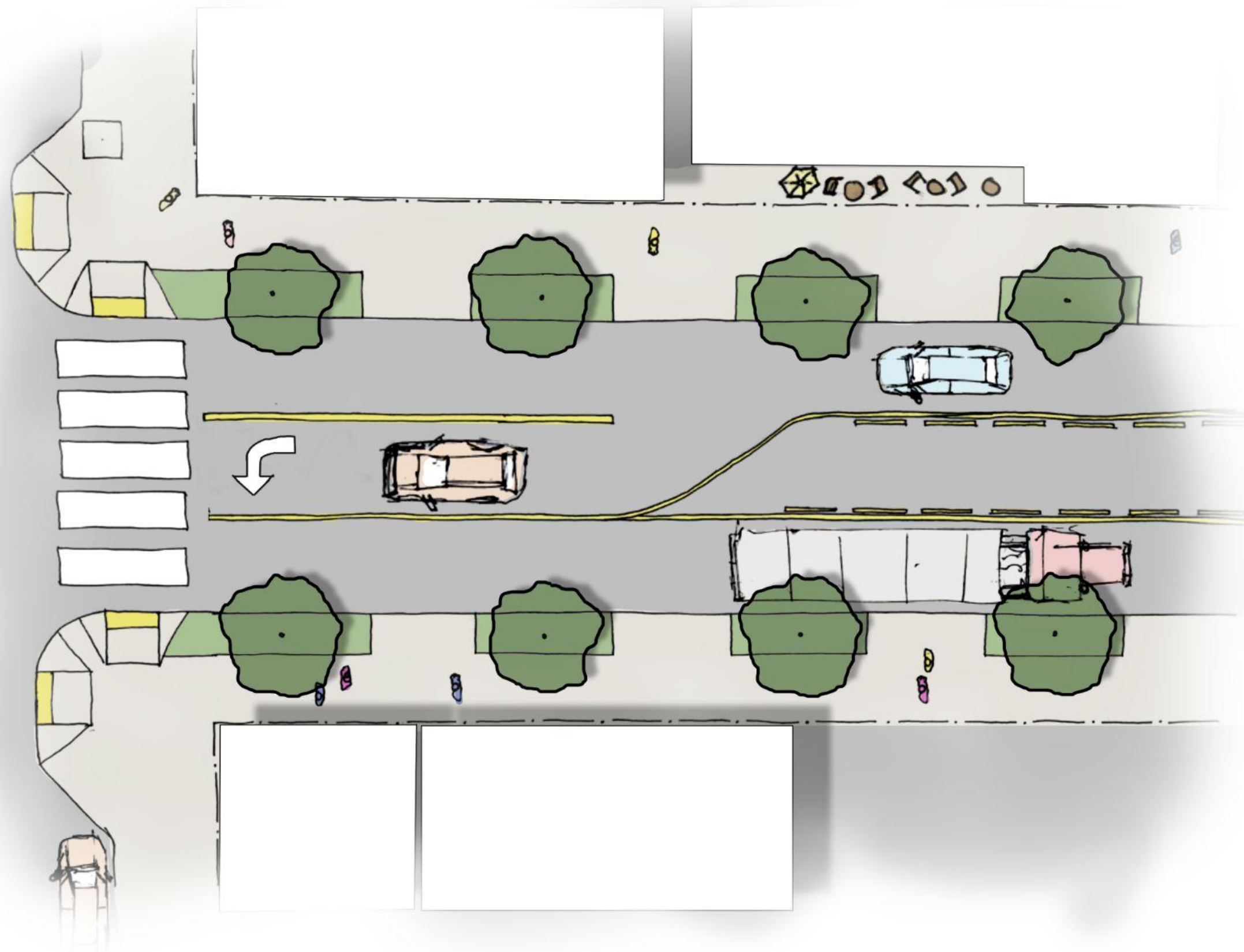
- Reduced lanes width from excessively wide today
- Widens sidewalk and provides landscaping
- Requires parallel route bikeway (potential on NE 1st with bikelanes or shared street)

NE 1st and SE 1st BIKEWAY

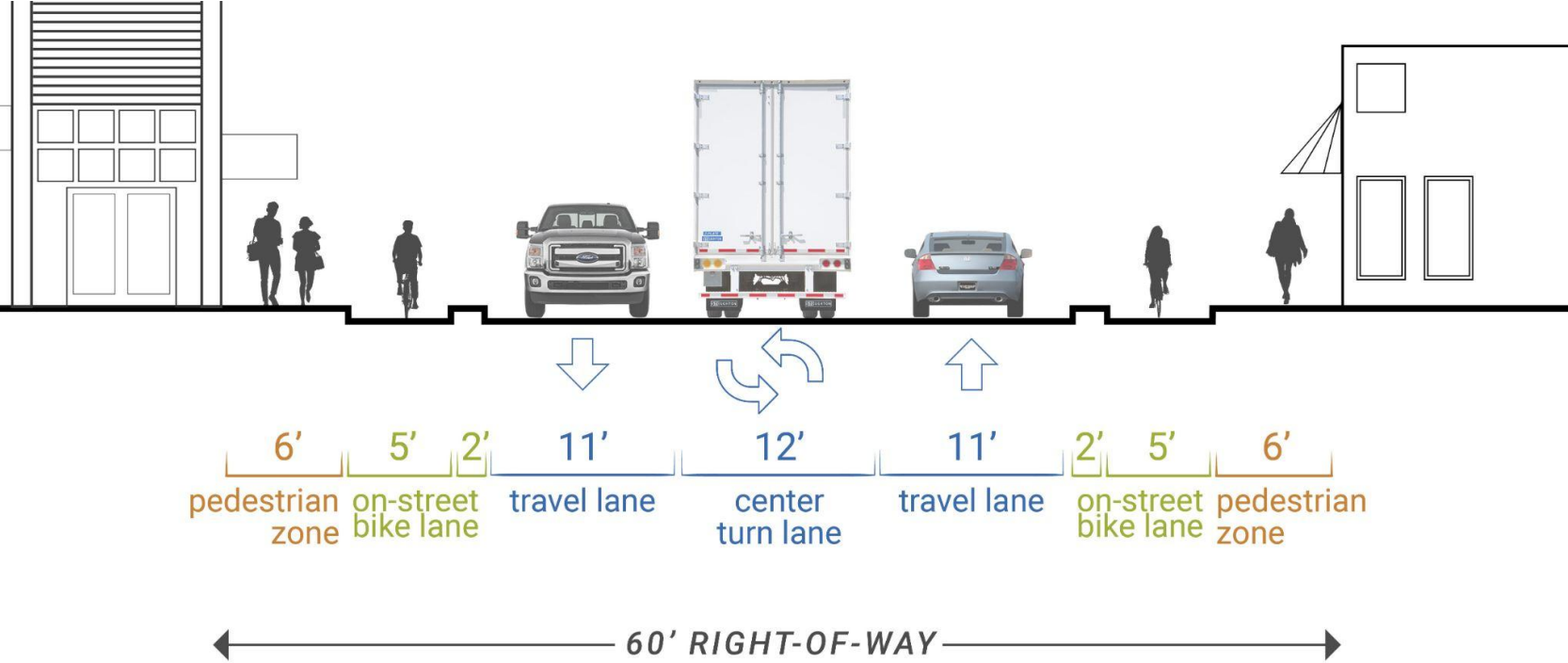
- Option 1: Shared bike and vehicle lanes (2 lanes)
- Option 2: Remove parking, add bike lanes



CONCEPT A. HWY 20 TWO-WAY | HIGHWAY 20 (60' WIDE) THREE-LANE IMPROVEMENTS

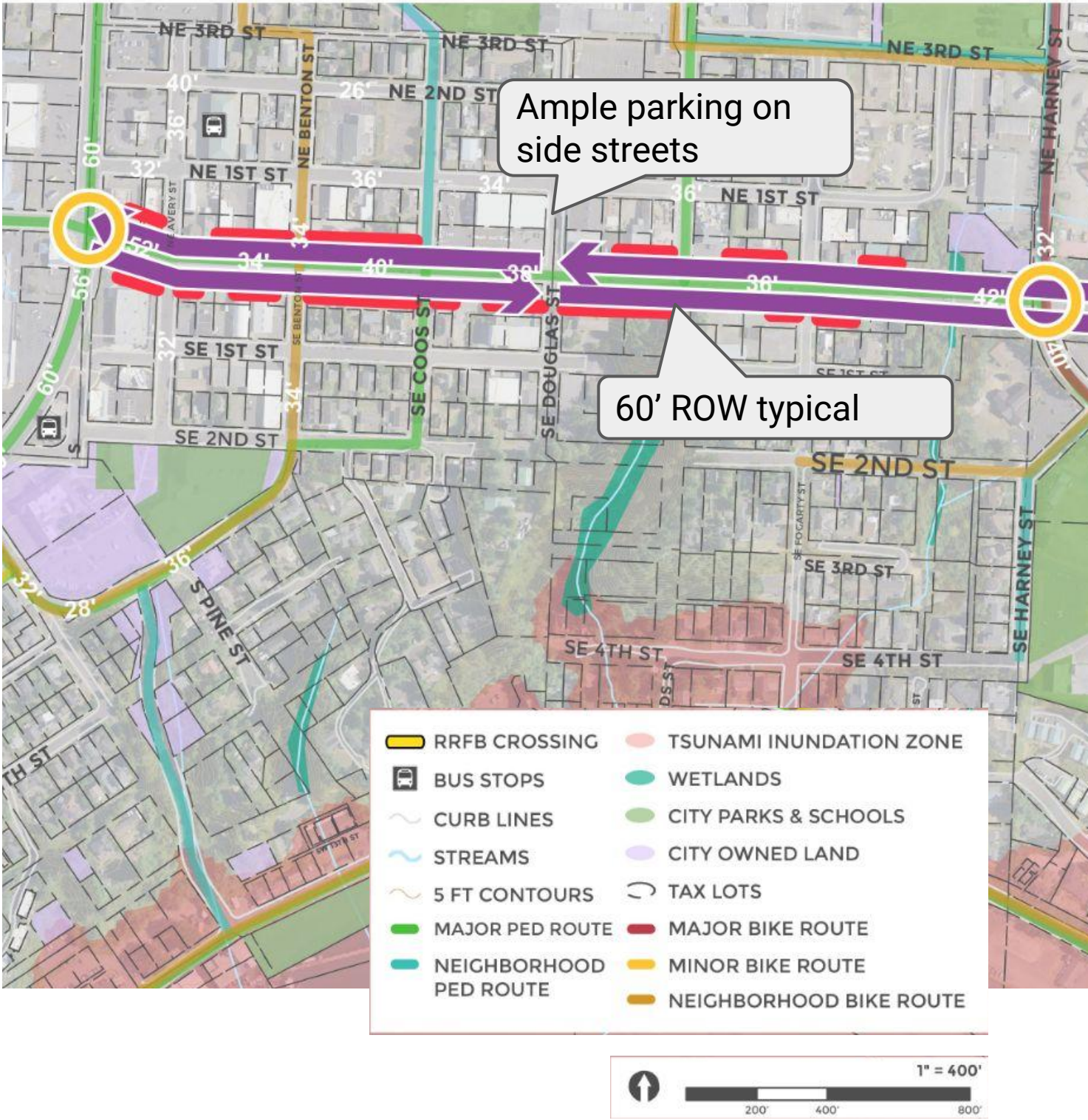


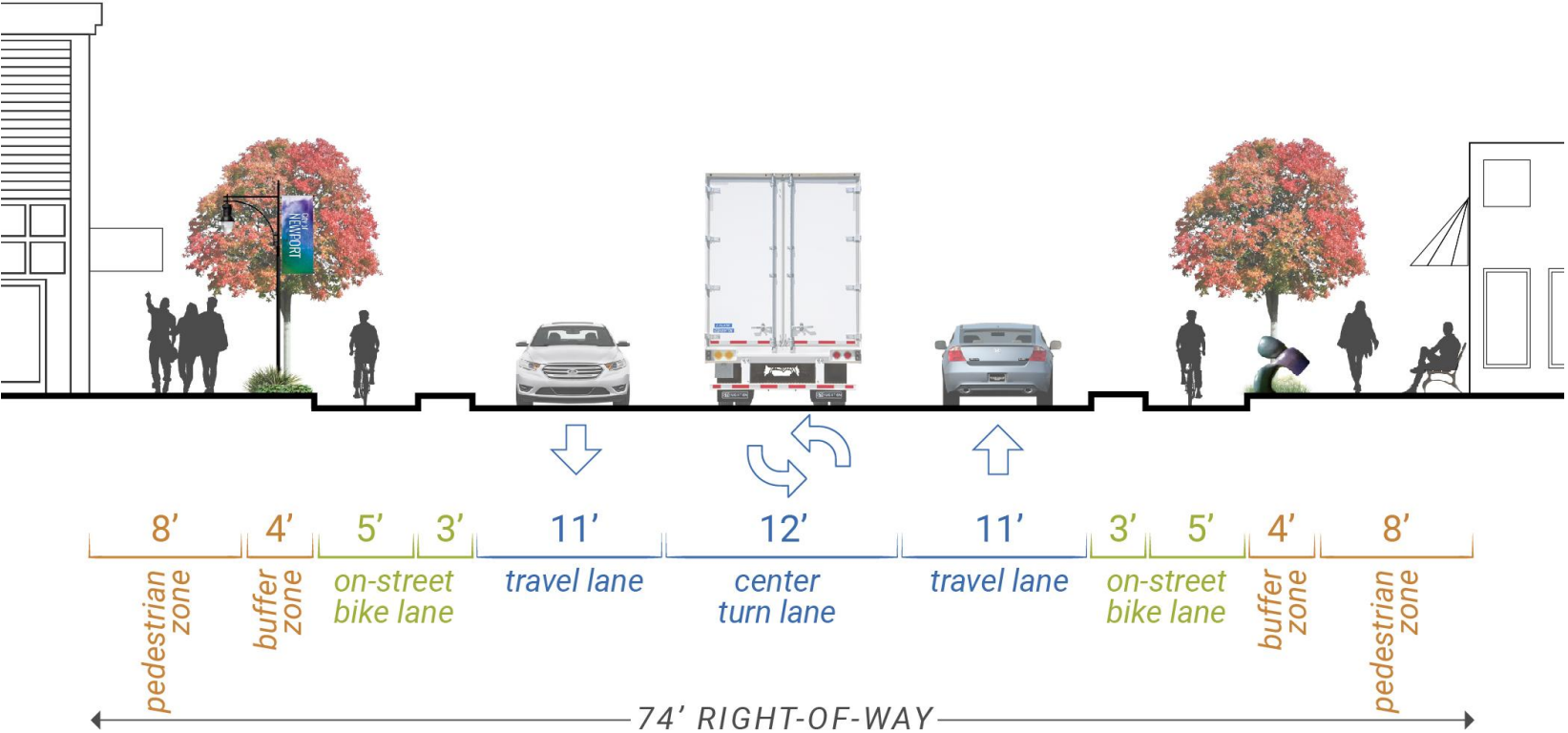
- — WIDER SIDEWALKS AND SEATING
- — VEHICLE LANE
- — CENTER TURN LANE
- — VEHICLE LANE
- — WIDER SIDEWALKS AND SEATING



HWY 20 TWO-WAY: BIKEWAYS

- Reduced lanes width from excessively wide today
- Protected bikeways in both directions
- Minor sidewalk improvements and gap filling



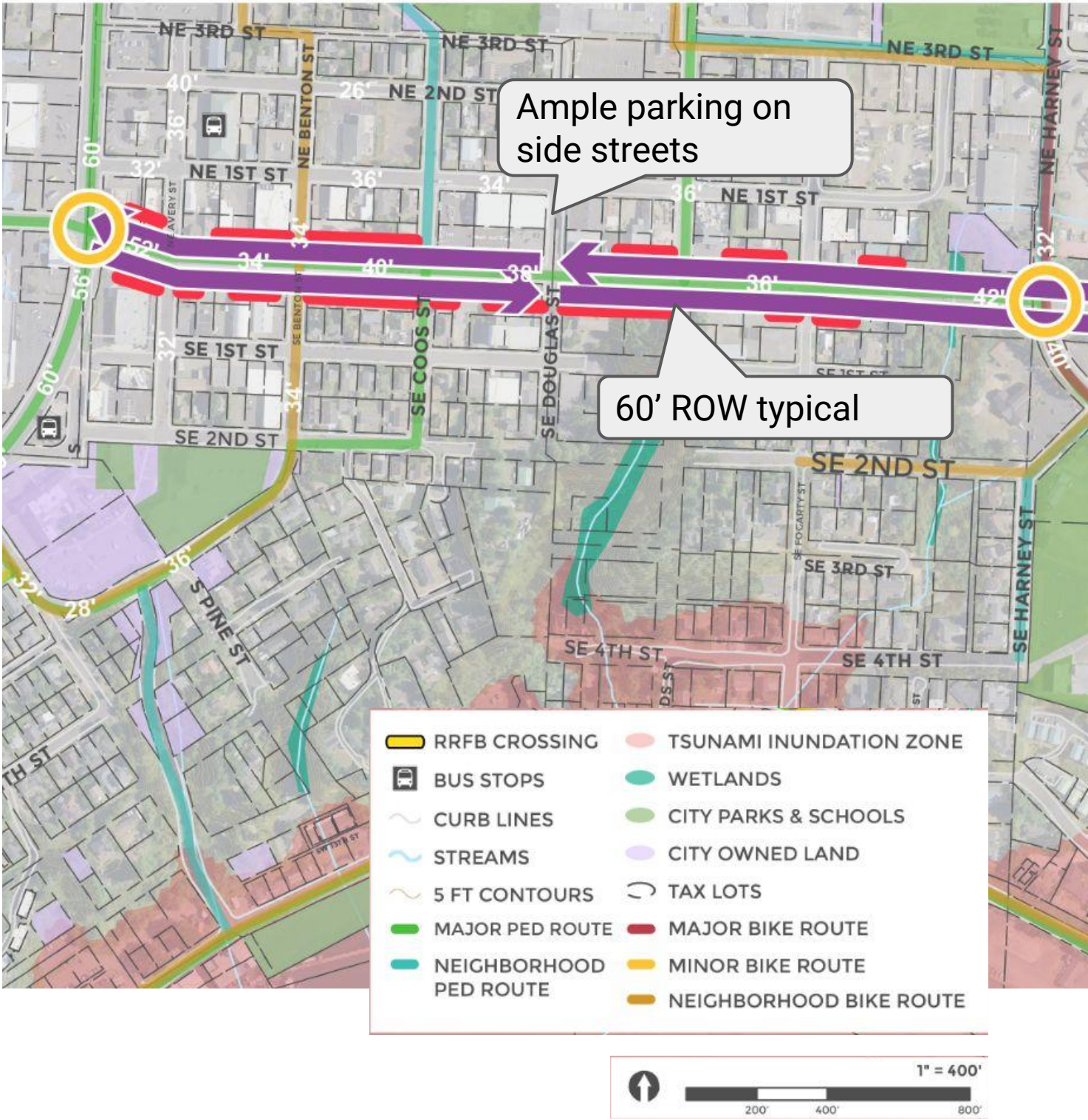


HWY 20 TWO-WAY: WIDER ROAD OPTION

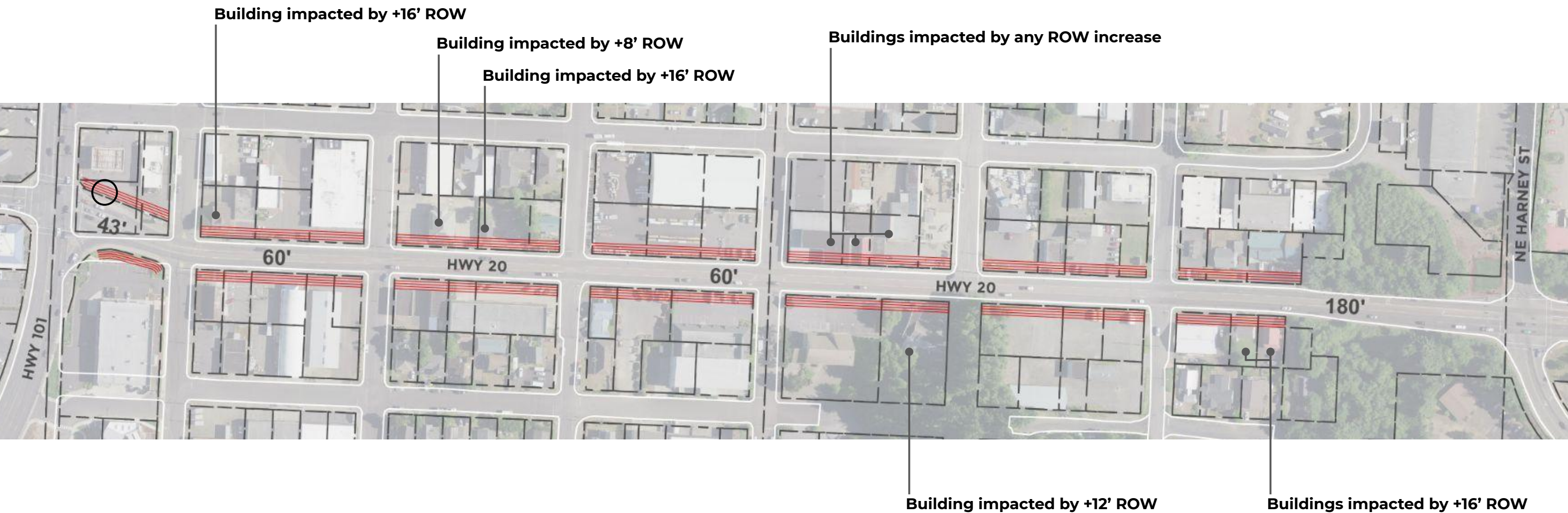
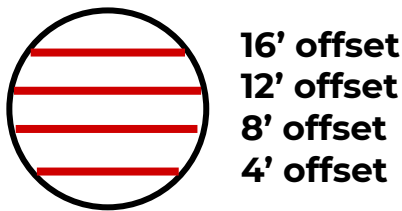
- Requires ROW acquisition of 10-14'
- Adds protected bikeways in both directions
- Provides for wider sidewalks and landscape

TO CONSIDER

- Cost and complexity of ROW acquisition likely to yield only marginal economic activity improvements



CONCEPT D. HWY 20 TWO-WAY | ROW STUDY



SITE ACCESS AND VISIBILITY

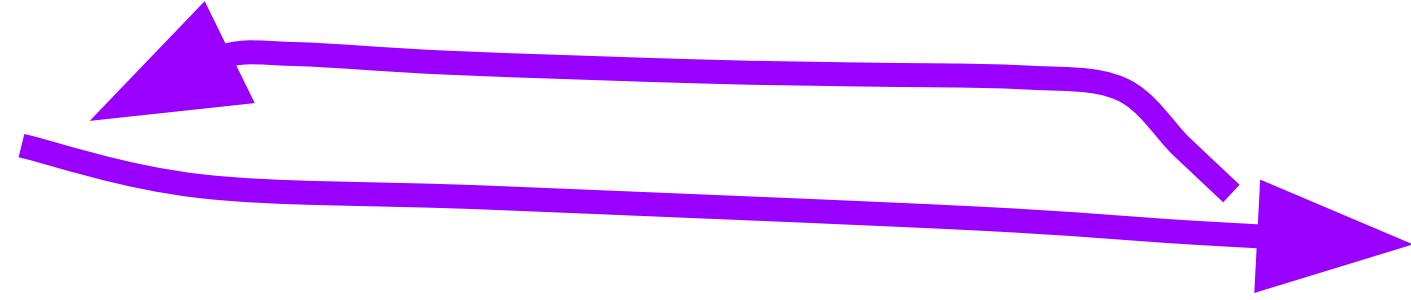
- Overall streetscape improvements enhance business presence
- Multi-modal routes and a variety of side street parking options

WALK & BIKE

- Larger, more amenitized sidewalks
- Protected bikeways on highway in some of the 3-lane options

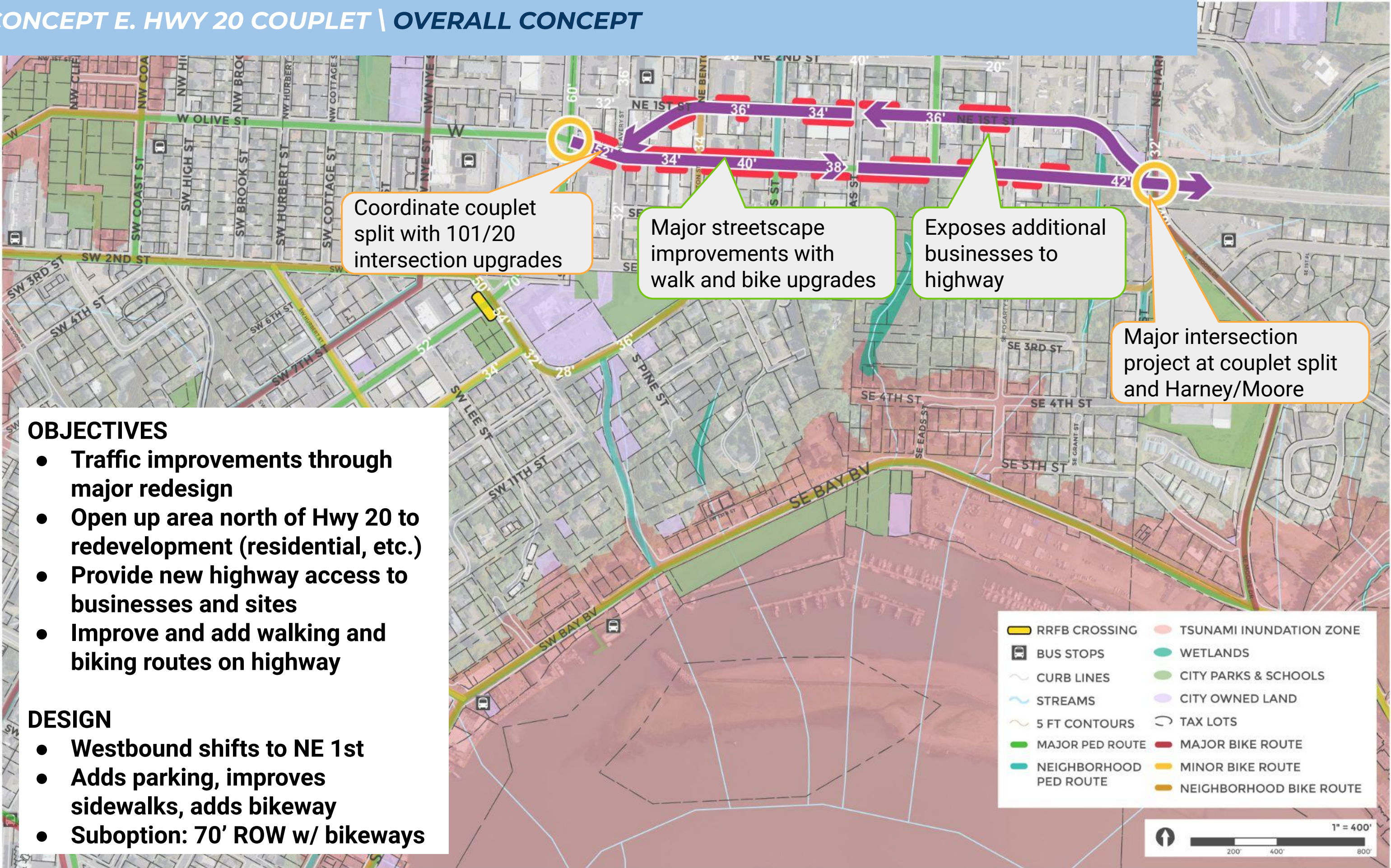
TO DISCUSS

- Do you support this improvement to Hwy 20 mobility while keeping street and neighborhoods north and south more local-feeling?
- Are bikeways better provided on Hwy 20 or on a parallel nearby street?
- Which intersecting streets are most important for citywide connections?
- Will this help both revitalize existing businesses AND spur new development?



CONCEPT E. HIGHWAY 20 COUPLET

CONCEPT E. HWY 20 COUPLET \ OVERALL CONCEPT

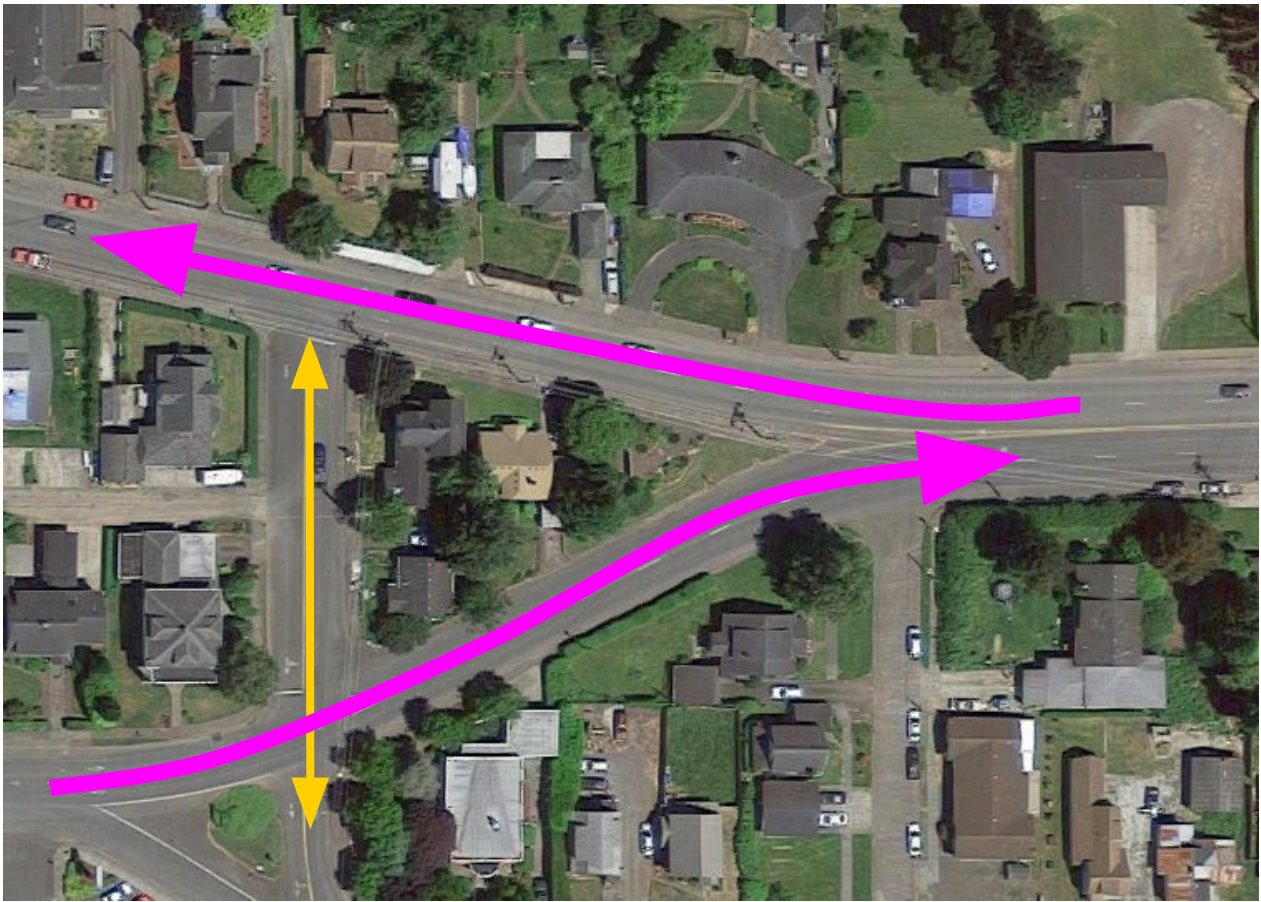


CONCEPT E. HWY 20 COUPLET \ EXAMPLE COUPLETS

PHILOMATH, OR - HWY 20

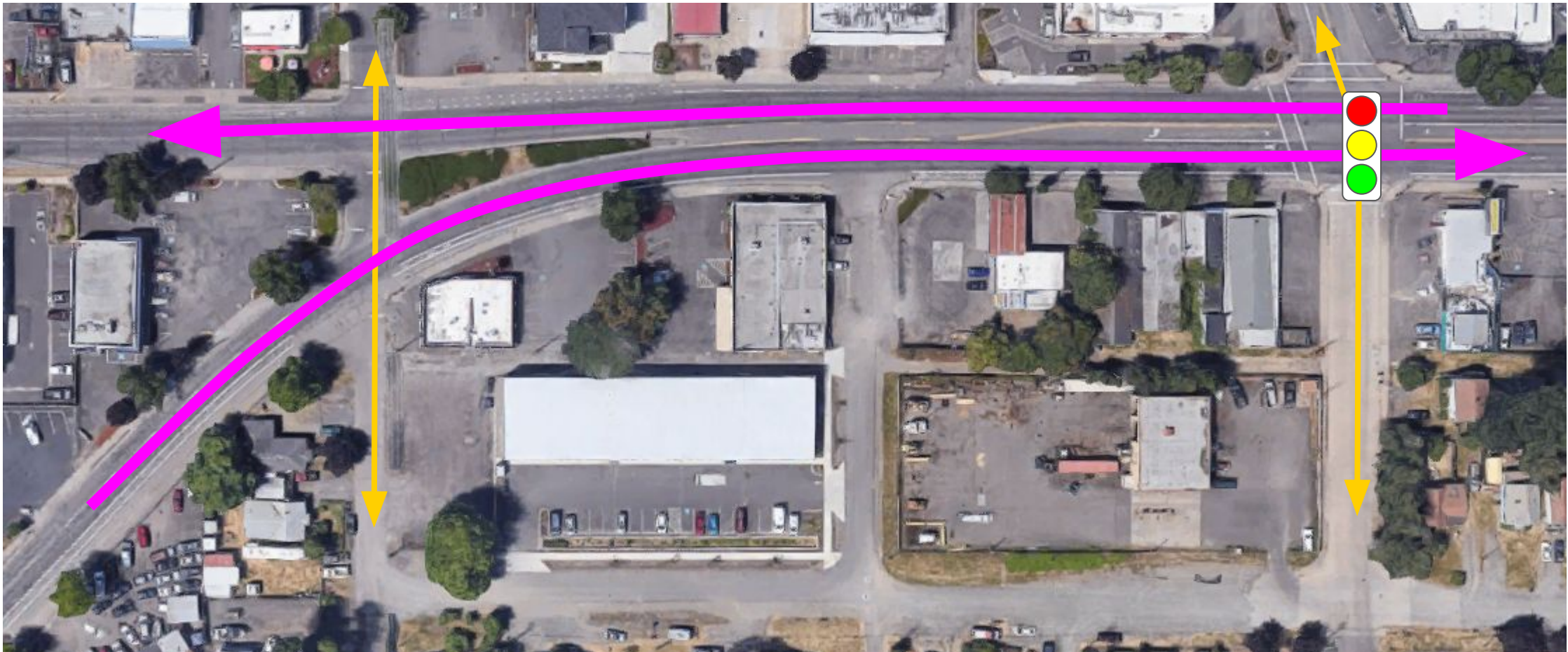


TILLAMOOK, OR - HWY 6

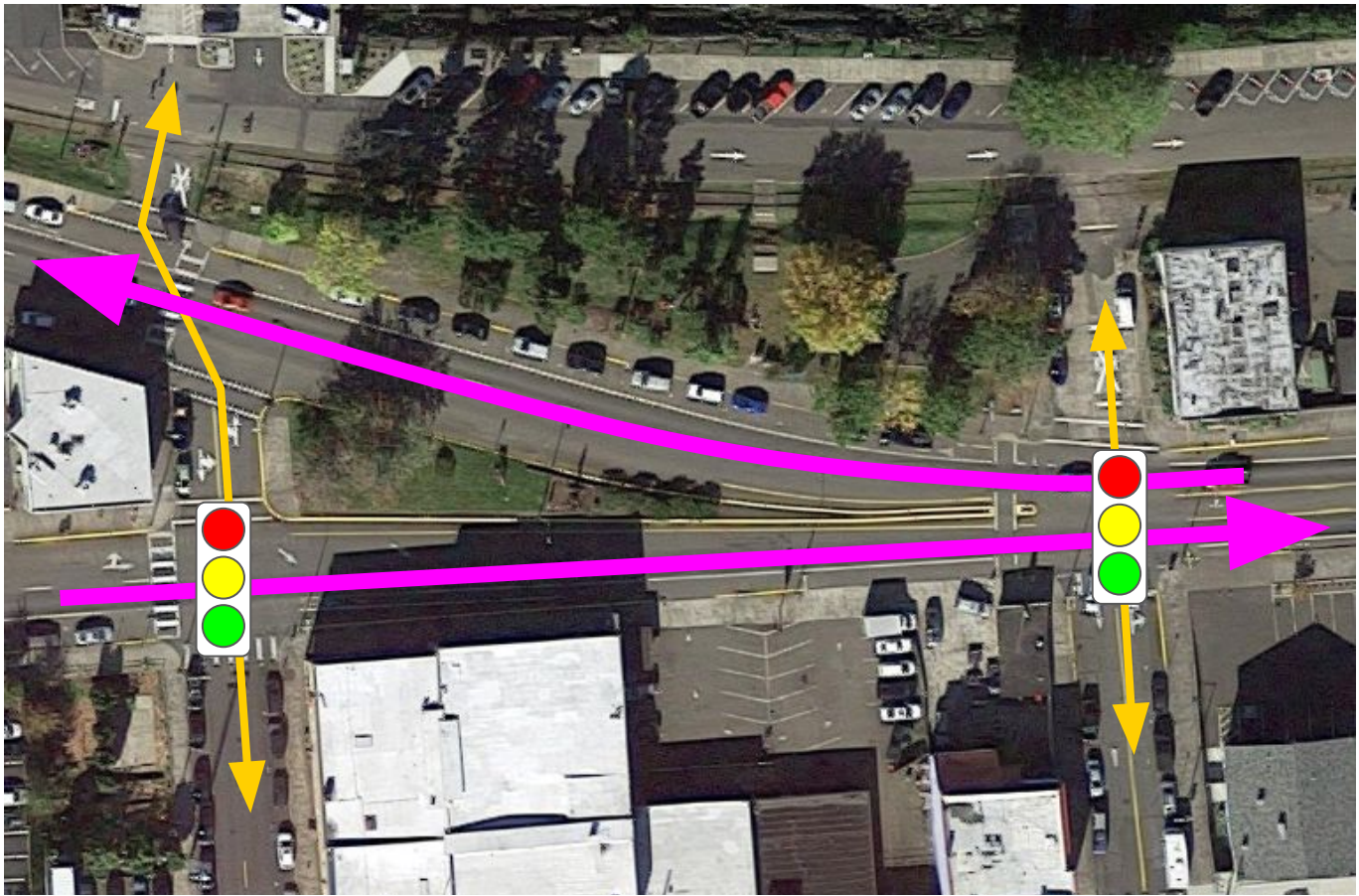


CONCEPT E. HWY 20 COUPLET \ EXAMPLE COUPLETS

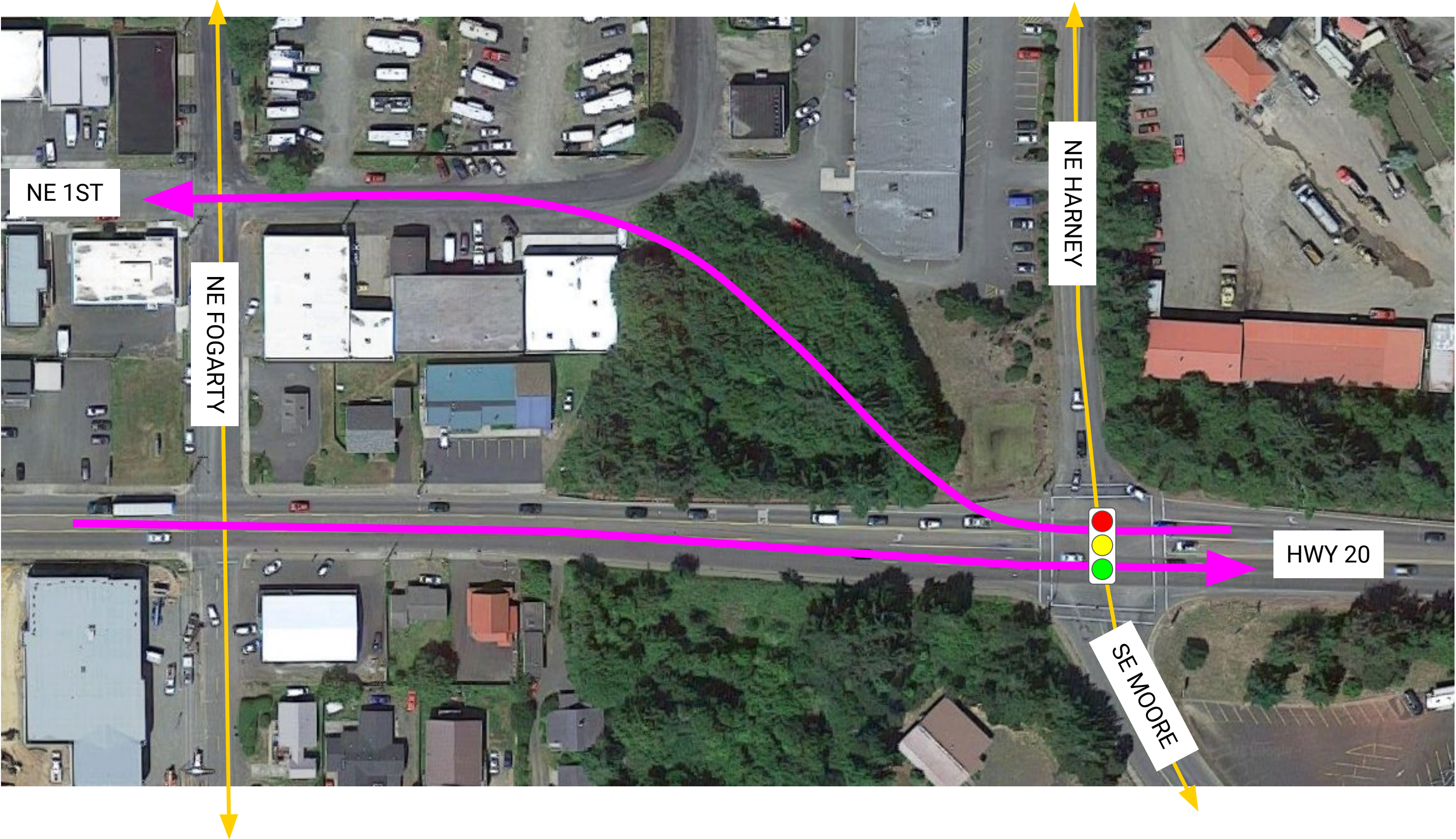
SPRINGFIELD, OR
- HWY 126



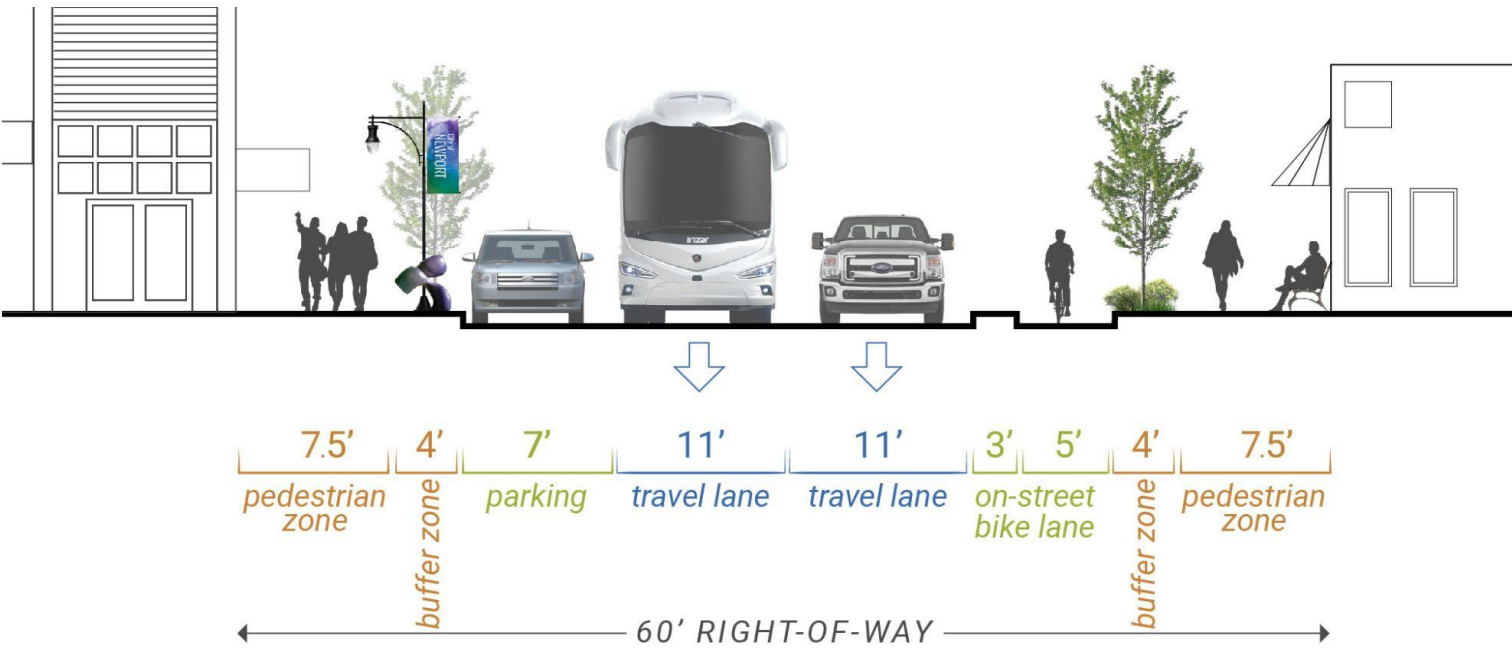
ASTORIA, OR - HWY 30



CONCEPT E. HWY 20 COUPLET \ POTENTIAL ALIGNMENT

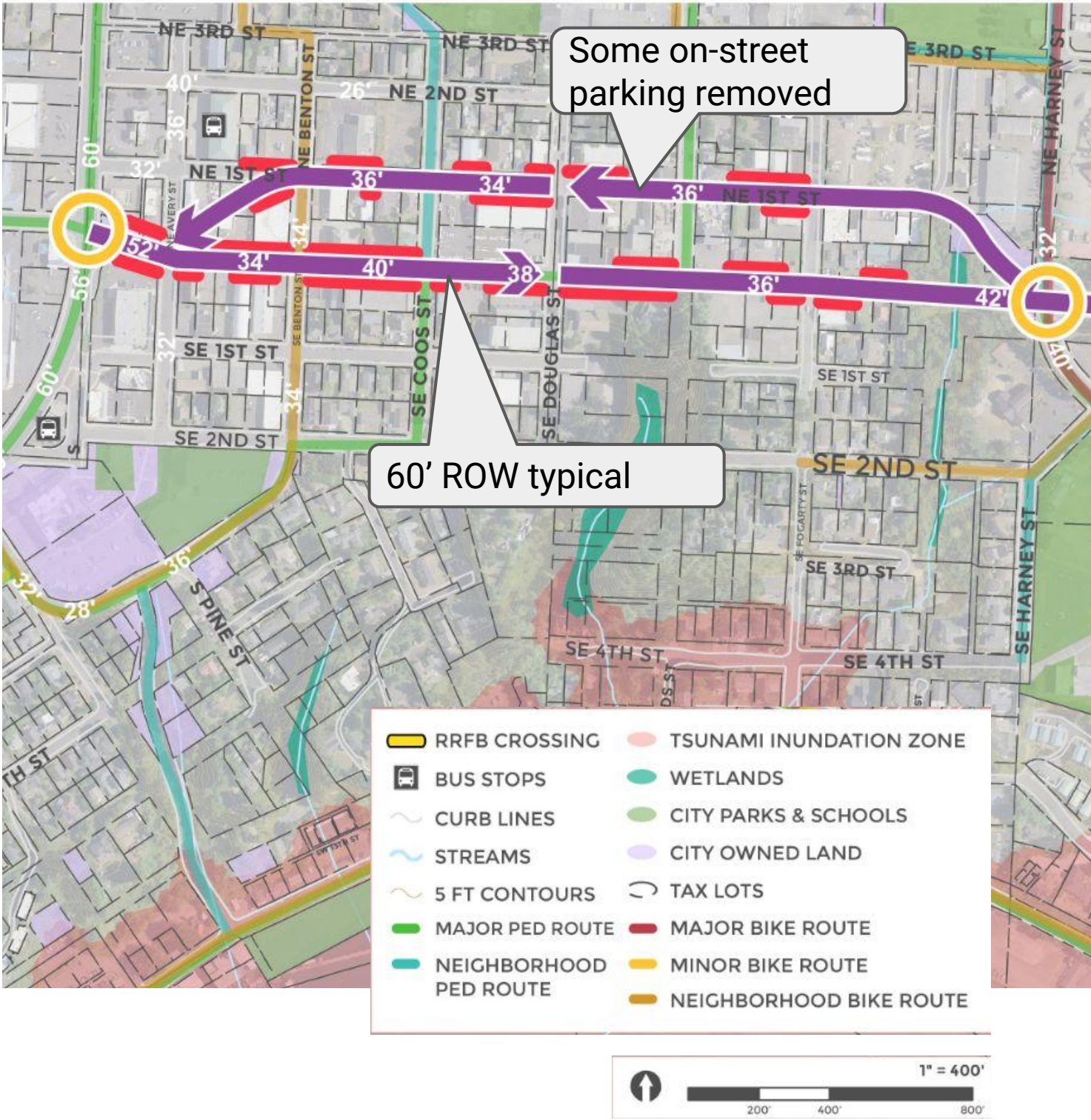


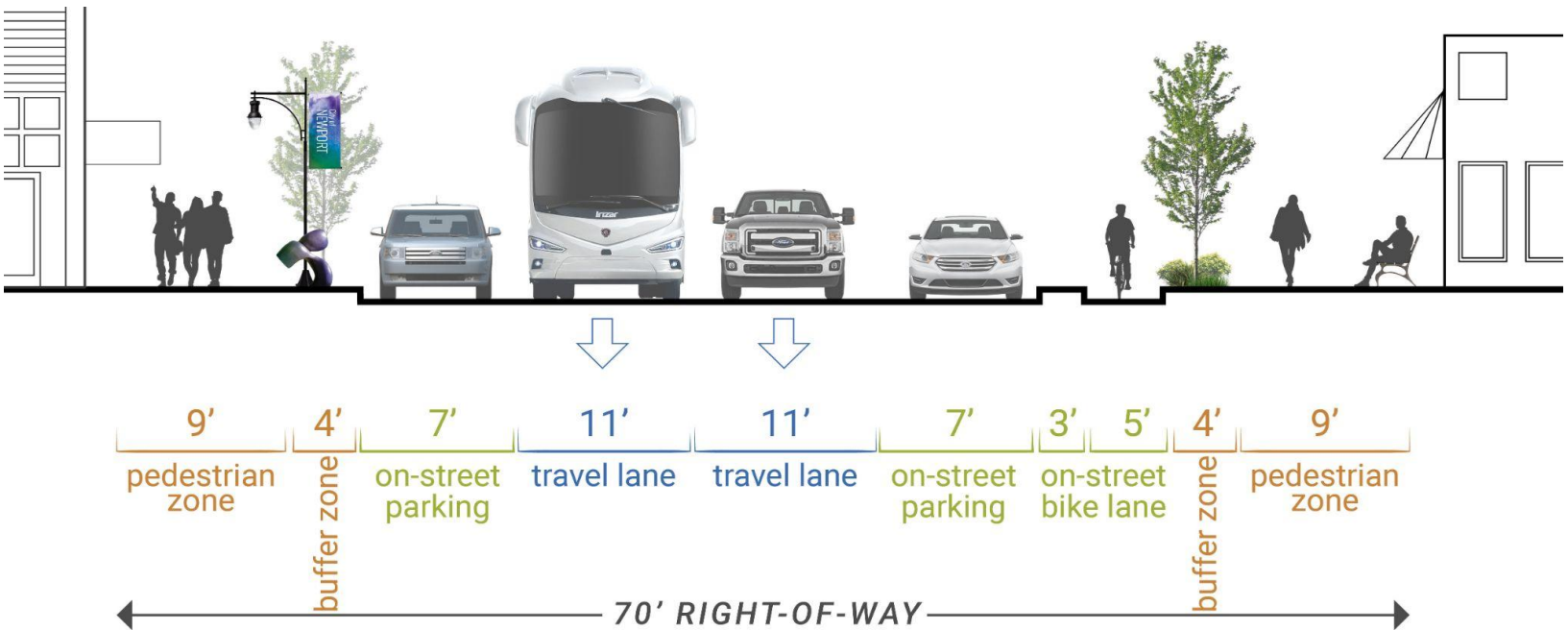
CONCEPT E. HWY 20 COUPLET \ VEHICLE OPERATIONS & WALK/BIKE



HWY 20 BOTH SEGMENT: 60' RIGHT-OF-WAY

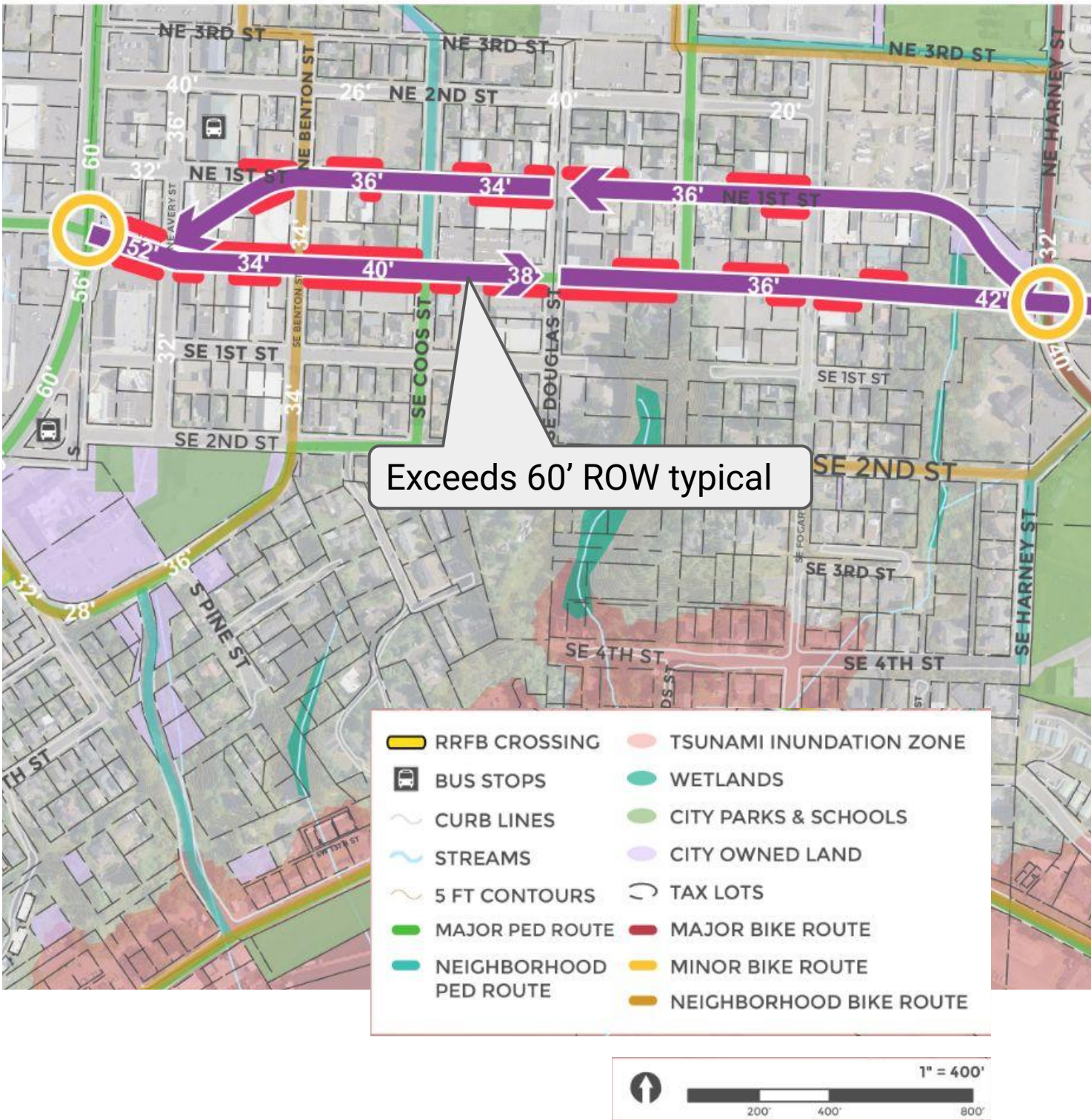
- Two vehicle lanes
- Parking on one side (or both with no bikeway)
- Protected bikeway and wider sidewalks



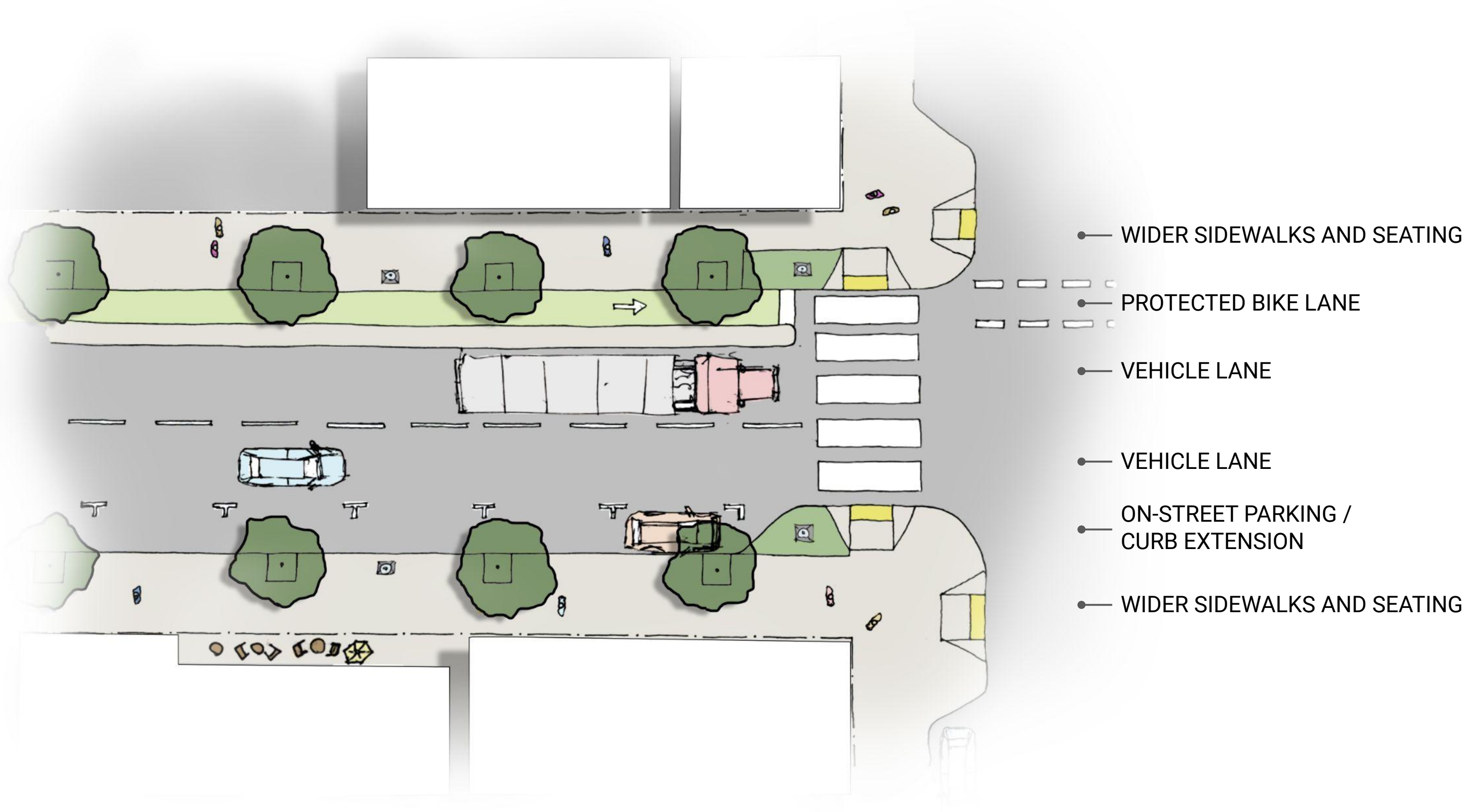


HWY 20 EASTBOUND (ORIGINAL HWY 20): 70' RIGHT-OF-WAY

- Requires acquiring 10' ROW
- On-street parking both sides
- Protected bikeway and wider sidewalks



CONCEPT E. HWY 20 COUPLET \ HIGHWAY 20 (60' WIDE) EASTBOUND COUPLET



CONCEPT E. HWY 20 COUPLET \ GRID AND URBAN FORM

Business
redevelopment



Bikeway



Gateway and
welcome



SITE ACCESS AND VISIBILITY

- Additional properties with new highway exposure along westbound couplet
- Can help clarify driveway access, street parking, and turn movements

WALK & BIKE

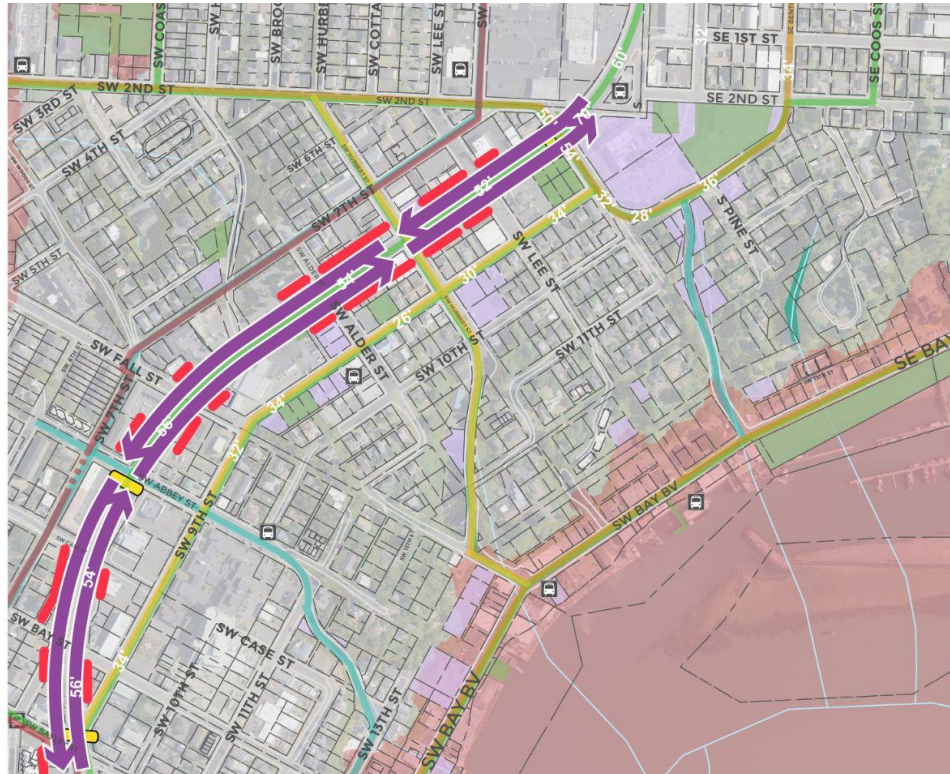
- Larger, more amenitized sidewalks
- Protected bikeways on highway

TO DISCUSS

- Are sites along NE 1st viable to activate with new highway exposure?
- Or does a highway interfere with vision for a residential-focus neighborhood?
- Will this help both revitalize existing businesses AND spur new development?
- Is this configuration necessary to provide future highway mobility?



CONCEPT A. TWO-WAY



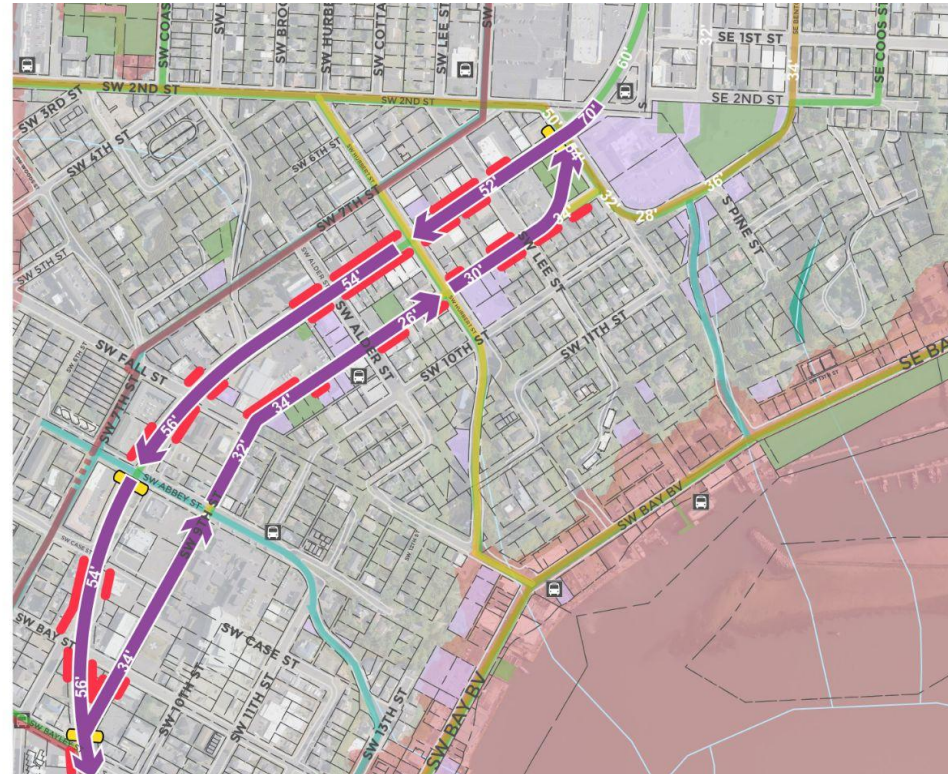
BIG IDEAS

- Simpler overall project
- Doubles-down on current 101

CONCERNS

- Needs further study of 4-lane and 3-lane traffic flow
- Doesn't expose SW 9th sites
- Impacts of keeping or removing on-street parking
- Bikeway on 101, or parallel route?

CONCEPT B. LONG COUPLET



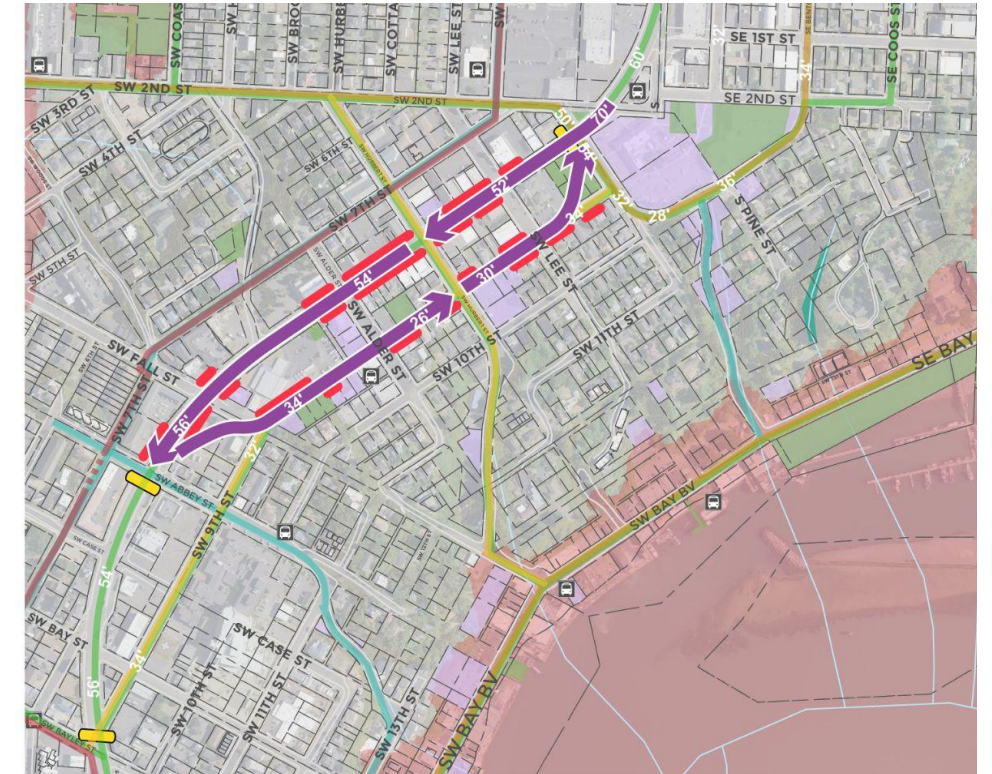
BIG IDEAS

- Major traffic flow overhaul
- Space for walk and bike improvements
- Exposes new sites on SW 9th

CONCERNS

- May stretch the investment too thin - pursues too much "main street"
- Is it necessary for traffic flow?
- Site access concerns - especially southern segment

CONCEPT C. SHORT COUPLET



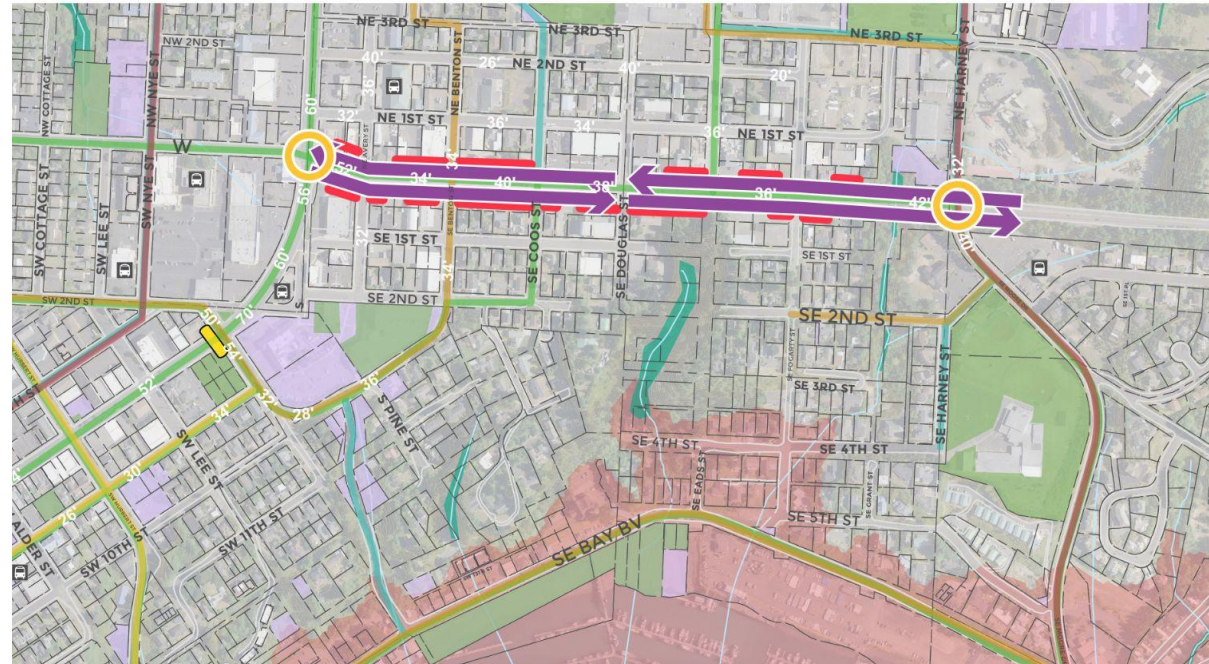
BIG IDEAS

- Major traffic flow overhaul
- Space for walk and bike improvements
- Exposes new sites on a smaller segment of SW 9th

CONCERNS

- It is worth the disruption - for economic benefit and mobility?
- Is it necessary for traffic flow?
- Less investment and connectivity in southern segment

CONCEPT D. TWO-WAY



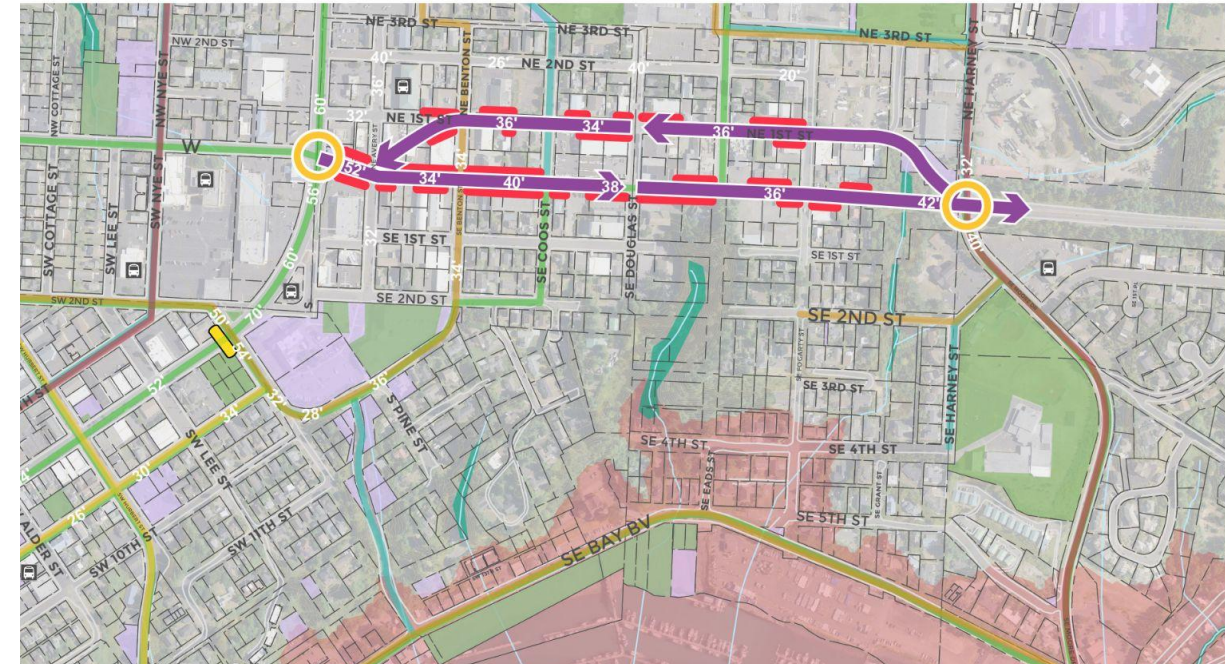
BIG IDEAS

- **Simpler overall project**
- **Doubles-down on current 20**
- **Takes advantage of readily-available traffic calming opportunities and potential walk/bike routes**
- **Allows more locally-driven transformation on NE and SE 1st**

CONCERNS

- Might not have a big transformative effect on sites and businesses
- Is it sufficient for traffic flow?
- Future of 101/20 intersection

CONCEPT E. COUPLET



BIG IDEAS

- Major traffic flow overhaul
- Space for walk and bike improvements
- Exposes new sites on NE 1st

CONCERNS

- **Could be unnecessary for traffic flow improvements?**
- **It is worth the disruption - for economic benefit and mobility?**
- **Maybe not ideal for the type of neighborhood and residential transformation you seek north and south of Hwy 20 route**

PROPOSED EVALUATION CRITERIA

EVALUATION CRITERIA	HWY 101 TWO-WAY	HWY 101 LONG COUPLET	HWY 101 SHORT COUPLET	HWY 20 TWO-WAY	HWY 20 COUPLET
Promotes mixed-uses and activity centers	<div>++</div> <div>Improvements focused on 101 existing “main street”; 101/Hurbert as major active corner</div>	<div>+++</div> <div>Several key gateway, plaza, and site redev. Locations along 101</div>	<div>+++</div> <div>Concentrates investment in existing most active 101 area</div>	<div>++</div> <div>Character improvements; opportunity for active corner redevelopment (at Benton, Fogarty)</div>	<div>+</div> <div>Desired land use character around NE 1st (local residential) not well supported by couplet</div>
Distributes transportation investment to the widest range of opportunity streets and sites	<div>++</div> <div>More so with 3-lane and bikeways; Improves 101 and key side streets</div>	<div>++++</div> <div>Exposes most blocks and sites to street upgrades and improved business visibility</div>	<div>+++</div> <div>Better site access, visibility, and circulation improvements in Fall-Angle corridor</div>	<div>++</div> <div>Overall streetscape improvements (on 20 and side streets) bolster business environment</div>	<div>+</div> <div>Accesses new sites; limited opps; diffuses commercial potential</div>
Improves overall mobility	<div>++</div> <div>Basic traffic calming and intersection cleanup; more so with 3-lane on 101</div>	<div>+++</div> <div>Longest stretch of new traffic pattern, bikeways, sidewalk upgrades, parking</div>	<div>+++</div> <div>New traffic pattern, bikeways, sidewalk upgrades, parking</div>	<div>+</div> <div>Basic traffic calming and intersection cleanup; clarify turns and side-street access</div>	<div>++</div> <div>New traffic pattern, bikeways, sidewalk upgrades, parking</div>
Improves walking and biking network	<div>+++</div> <div>Overall improvements and sidewalk widening; option for bikeways is a plus</div>	<div>++++</div> <div>Overall improvements provide benefits; new facilities on longest stretch of highway</div>	<div>+++</div> <div>Overall improvements provide benefits; new facilities on highways</div>	<div>+++</div> <div>Overall improvements; sidewalk upgrades; bikeway option on 20 and parallel streets</div>	<div>+++</div> <div>Overall improvements; sidewalk upgrades; bikeways on 20</div>
Increases streetscape improvement opportunities	<div>++</div> <div>Overall improvements; better with 3-lane option on 101</div>	<div>++++</div> <div>Allows most length space for streetscape upgrades</div>	<div>+++</div> <div>Allows much space to streetscape upgrades</div>	<div>++</div> <div>Overall improvements; better with 3-lane option on 101</div>	<div>+++</div> <div>Allows much space to streetscape upgrades</div>
Improves the street grid and urban pattern	<div>+</div> <div>Overall circulation improvements; related side-street impacts</div>	<div>++++</div> <div>Most extensive upgrades to highway segments and interconnected side streets</div>	<div>+++</div> <div>Major upgrades to highway segments and interconnected side streets</div>	<div>+</div> <div>Overall circulation improvements; related side-street impacts; link to 101/20 intersection work</div>	<div>+++</div> <div>Major upgrades to highway segments and side streets; potential for northward connections</div>

POTENTIAL OVERALL HIGHWAY CONCEPT \ 101 COUPLET - 20 TWO-WAY



- Which concepts best support your vision for an economically and actively revitalized Downtown?
- Which concepts provide the most benefit for the investment?
- Do you have thoughts about bike routes on the highway compared with options on nearby parallel streets and paths?
- Do you support options that may remove parking from certain segments of the highways?
- Are there other concerns or questions you wish to see addresses?

Commonly Used Terms and Acronyms

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

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

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

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

To: Newport City Council

From: Nancy Steinberg, Chair, Parks and Recreation Advisory Committee
Michael Rioux, Chair, Bicycle and Pedestrian Advisory Committee

Date:

RE: Request for wayfinding signage improvements to the Ocean-to-Bay Trail

Members of the Parks and Recreation Advisory and the Bicycle and Pedestrian Advisory Committees (BPAC) request additional wayfinding signage to mark the surface street sections of the Ocean-to Bay-Trail from the Forest Park trailhead to the Newport Bayfront.

Existing marked trail:

The trail section of the Ocean-to-Bay Trail extends from the Agate Beach wayside, under US101 and along boardwalks traversing the Big Creek marsh area, to Big Creek Park at 2510 NE Big Creek Road. From Big Creek Park, the trail follows an old road through Forest Park, a 96-acre Sitka spruce forest, ending near NE 12th Street and NE Fogarty Street, east of Sam Case Elementary school. As designated, the trail then continues along surface streets through the school zones in the east side of Newport, across Highway 20 to the Bayfront near the Embarcadero.

Proposed: Implement signage and wayfinding from the existing trail sections to the Bayfront

For the end of the trail from the Forest Park trailhead, wayfinding signage for the current designated route to the Bayfront, as follows:

- NE Big Creek Road south to the intersection of Fogarty Street and NE 12th Street
- NE 12th Street west to Eads Street
- Eads Street south to NE 7th Street
- NE 7th street east to Harney St
- Harney St west to Hwy 20, across Hwy 20, to the “Y” in the road in front of Yaquina Bay Elementary School; concerns exist regarding the overall safety of this intersection for pedestrians and cyclists, and have been brought up in the TSP planning meetings
- At the ‘Y’, Harney splits into SE Moore Drive to the west, and SE Spruce, to the east; following SE Moore Drive, the trail would end at SE Bay Blvd, close to the Embarcadero.

Benefit:

By adding signage and mapping to existing published trails, this extended trail would create additional safe bike and pedestrian paths through the heart of Newport, connecting the popular Agate Beach to the Bay Front.

What is needed:

Building and connecting existing trails would require little to no additional expense, other than improved signage, and inclusion on existing hike and bike maps/websites.

How this fits in with existing Parks Master Plan and Newport Vision 2040:

This project satisfies several planning goals/objectives:

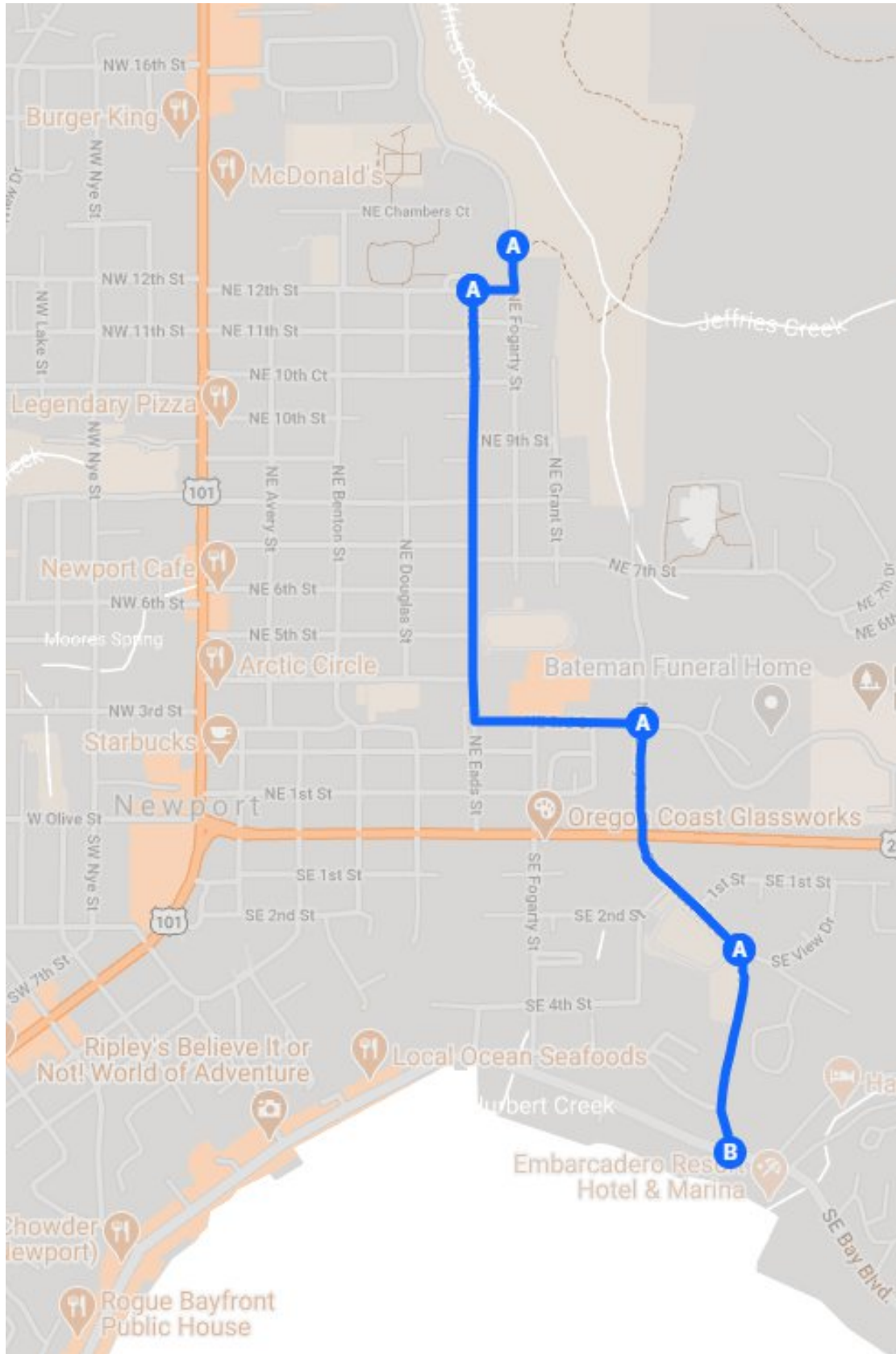
- Elements of the Parks Master Plan (projects T-H, T-I, and T-K)
- The Newport Vision 2040 plan (Key Strategies A11 (Bicycle and Pedestrian Safety and Amenities), A12 (Multiuse Paths and Trails), and B2 (Integrated Shared-Use Trail System))

Costs:

The cost to implement new wayfinding would be mainly for creation and installation of signage.

Please let us know how our committees can help move this project forward.

Street Route for Ocean-to-Bay Trail



Ocean to Bay Trail is a nice hike in Newport, even if it doesn't go from the ocean to the bay

Updated May 17, 2019; Posted Dec 07, 2017

By [Jamie Hale](#) | [The Oregonian/OregonLive](#)



Jamie Hale/The Oregonian

by Jamie Hale | The Oregonian, OregonLive

A hike from the Pacific Ocean to Yaquina Bay sounds perfect, and Newport has a trail that offers just that – well, almost.

The Ocean to Bay Trail *technically* goes from the ocean to the bay, but only if you include more than a mile of city streets at the end. Still, the trail is a great hike in Newport, and a beautiful forested departure from the oceanscapes and sandy beaches common along the coast.

The trail was apparently conceived as a full hike from the ocean to the bay, starting at the back of the Agate Beach parking lot, meandering through a quiet forest, and running the length of Big Creek Park before heading down past Newport Middle School to Yaquina Bay.

The first leg from Agate Beach opened in 2007, according to [a Beach Connection article](#) from the time, with the second leg through Big Creek Park completed sometime later. The third and fourth legs of the trail – which would take it to the middle school and finally to the bay – still appear to be incomplete. The Newport parks department didn't respond to calls for an update on the trail.

For now, the Ocean to Bay Trail appears to dead end at N.E. Fogarty Street on the south end of the park. If you want to complete the circuit, you can walk an additional 1.5 miles south along city sidewalks to get to the Historic Bayfront.



The trail runs through Big Creek Park. (Jamie Hale/The Oregonian)

Incompletion aside, the first leg of the trail also suffers from some vandalism. Several interpretive signs that educate hikers about flora and fauna in the forest have been smashed, tagged or both. It's a present reminder of the inherent risks of establishing a trail within a city and alongside a major highway, and while it's certainly unfortunate, it by no means robs the hike of its beauty.

Walks along the ocean and bay are a great part of visiting Newport, but the Ocean to Bay Trail offers something different – a forested landscape in between.



A boardwalk along Big Creek. (Jamie Hale/The Oregonian)

OCEAN TO BAY TRAIL

Distance: 4 miles, out and back (7 miles out and back to Yaquina Bay)

Difficulty: Moderate

Amenities: Restrooms, parking lot at trailhead

It only makes sense to start the Ocean to Bay Trail at the ocean. Drive out to Agate Beach on the north side of Newport, and park in the big lot across the street. After a quick jaunt to the ocean, head back and find the trail running along the south side of the parking lot (you can also find it at the very back of the lot).

Follow it through a tunnel under Highway 101, and head right at the base of the tall staircase on the other side. The trail here wanders through the forest along Big Creek, and is easy to follow if you keep crossing the boardwalks and bridges.

Before long the trail ends at a neighborhood street. Go right on the street and take an immediate right and left to enter Big Creek Park. The entrance road leads onto the trail, which heads quickly uphill to the crest of the park. The hike here is steep, but the forest is gorgeous, with stands of red alder that turn bright yellow come fall.

The trail tops out at a pair of water towers, and depending on the season, you may be able to make out some views of the ocean through the trees. The trail then heads steeply downhill, down into a marshier area on Jeffries Creek. It soon heads back uphill again and before long ends at N.E. Fogarty Street.

If you're in it for the natural experience, this is a good time to turn around and head back the way you came. If you want to complete the Ocean to Bay trek, however, turn right onto Fogarty, then make an immediate right onto N.E. 12th Street and a quick left onto N.E. Eads Street. Follow Eads all the way down to E. Olive Street and turn left. In a few blocks turn right onto S.E. Moore Drive and walk all the way down to S.E. Bay Blvd., where a left turn will take you straight to the Historic Bayfront.

--Jamie Hale | jhale@oregonian.com | [@HaleJamesB](https://twitter.com/HaleJamesB)



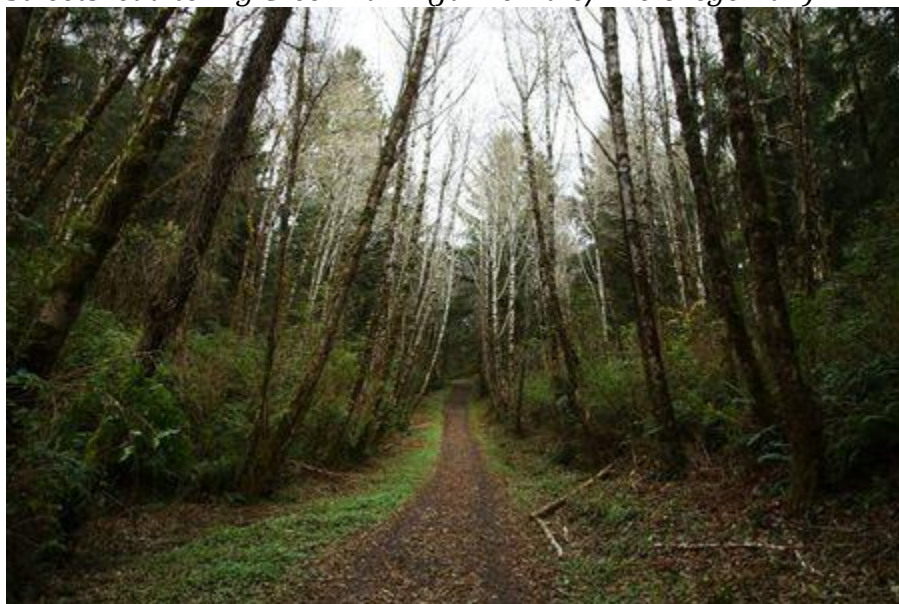
The trail heads right at a big staircase. (Jamie Hale/The Oregonian)



A smashed interpretive sign. (Jamie Hale/The Oregonian)



Streets lead to Big Creek Park. (Jamie Hale/The Oregonian)



The trail runs through Big Creek Park. (Jamie Hale/The Oregonian)

To the TSP Update Advisory Committee:

Thank you for your work on updating Newport's Transportation System Plan.

I am writing in hopes that you will consider adding an interactive workshop to further address bicycle and pedestrian issues before you conclude your study.

During meetings and informal conversations there was much interest in issues such as a network of multi-use paths through the City, including a "Lighthouse-to-Lighthouse Trail". A focused, interactive workshop on these and related issues would insure that a thorough study has been undertaken.

Thank you for your consideration,
Wendy Engler

CC Bike/Ped Committee c/o Beth Young, Associate Planner