



**TRANSPORTATION SYSTEM PLAN POLICY ADVISORY AGENDA**  
**Thursday, February 25, 2021 - 6:00 PM**  
**Council Chambers, Newport City Hall, 169 SW Coast Highway**

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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, including Committee members and staff) 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, including Committee members and staff). To submit a written public comment, send the written comment to [publiccomment@newportoregon.gov](mailto:publiccomment@newportoregon.gov). The e-mail must be received four hours prior to the meeting. For example, if a meeting is to be held at 3:00 P.M., the deadline to submit written comment is 11:00 A.M. If a meeting is scheduled to occur before noon, the written comment must be submitted by 5:00 P.M. the previous day.

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.

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**1. CALL TO ORDER AND ROLL CALL**

**1.A Meeting Agenda:**  
[TSP PAC Meeting #4 Agenda](#)

**2. APPROVAL OF MINUTES**

**2.A Draft Transportation System Plan Policy Advisory Committee Meeting Minutes of September 9, 2020**  
[Draft TSP Policy Advisory Comm Mtg Minutes 09-09-2020](#)

**3. HIGHLIGHTS OF FALL/WINTER OUTREACH EVENTS**

**3.A Materials:**  
[Public Outreach Summary](#)  
[Public Outreach Summary Appendices](#)

**4. REVIEW OF THE FINANCIAL FORECAST**

**4.A Materials:**  
[TSP Finance Program - Tech Memo #9](#)

**5. TSP DECISION-MAKING PROCESS AHEAD OF US**

**5.A Materials:**  
[TSP Schedule](#)

**6. INITIAL FINDINGS OF SOLUTION EVALUATIONS**

**6.A Materials:**  
[TSP Solutions Evaluation Summary](#)  
[TSP Solutions Summary - Motor Vehicle Project Index Maps](#)  
[Solutions Eval By Area - Couplets](#)  
[Bike Projects Rev v2](#)  
[Ped Projects Rev v2](#)

**7. PLANNING FOR FUTURE REPLACEMENT OF THE YAQUINA BAY BRIDGE**

**7.A Materials:**  
[City-County Yaquina Bay Bridge Letter](#)  
[ODOT Response - Yaquina Bay Bridge Letter](#)

**8. PUBLIC COMMENT**

**8.A Submitted Public Comments:**  
[Public Comment - Wendy Engler](#)

**9. ADJOURNMENT**



## **Newport Transportation System Plan Project Advisory Committee Meeting #4**

February 25, 2021 | 6 PM to 8 PM | Zoom Meeting

### **Meeting Objectives**

- Confirm that the technical team is addressing key concerns
- Understand the decision-making process ahead to complete the TSP

- 1. Highlights of Fall/Winter Outreach Events**
- 2. Review of the Financial Forecast**
- 3. TSP Decision-Making Process Ahead of Us**
- 4. Initial Findings of Solution Evaluations**
- 5. Planning for Future Replacement of the Yaquina Bay Bridge**
- 6. Public Comment**

### **Meeting Materials**

- (Item 1) Outreach Summary and Appendices, JLA
- (Item 2) Financial Program (Draft Technical Memo #9, DKS)
- (Item 3) Project Schedule
- (Item 4) Packet of In-Process Findings and System Solutions:
  - Evaluation Summary Sheets (Subarea Maps 1-4)
  - Motor Vehicle Project Index maps (reference for the Evaluation Summary Sheets)
  - Highway Couplet Scenarios (to be distributed separately)
  - Bicycle and Pedestrian Priority Network maps (to be distributed separately)
- (Item 5) Letters from the City of Newport and ODOT regarding the Yaquina Bay Bridge

**Draft MINUTES**  
**Transportation System Plan Policy Advisory Committee**  
**Meeting #3**  
**Newport City Hall Council Chambers**  
**September 9, 2020**

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**Committee Members Present by Video Conference:** Jeff Hollen, Tomas Follett, Bob Berman, Rich Belloni, Dean Sawyer, Ralph Breitenstein, Judy Kuhl, Rich Belloni, Roy Kinion and Bryn McCornack.

**Committee Members Absent:** Rosa Coppola, Lyle Mattson (*excused*), Linda Niegebauer (*excused*), Roland Woodcock, James Feldman, and Fran Matthews.

**City Staff Present:** City Manager, Spencer Nebel; Community Development Director, Derrick Tokos; and Executive Assistant, Sherri Marineau.

**Consultants Present:** Ben Weber, and Carl Springer.

1. **Call to Order & Roll Call.** Meeting started at 6:08 p.m.
2. **Approval of Minutes.**

Motion was made by Ralph Breitenstein, seconded by Judy Kuhl to approve the March 12, 2020 Transportation System Plan Policy Advisory Committee meeting minutes as written. The motion carried unanimously in a voice vote.

3. **Review Of What We Have Learned To Date.** Springer reviewed the agenda, how the project schedule had changed since the last meeting, and the topics for the Policy Advisory Committee (PAC) meeting #4 happening in Winter of 2021. He then reviewed the key needs for the Agate Beach area and the North map. Berman asked for the maps to be identified better so they knew exactly what areas they were portraying. Kuhl asked if there was any discussion on the NW 73rd Street to Highway 101 to Avery Street route. Berman noted this street was where the state police was and traffic could get backed up there. Springer would note this.

Springer reviewed the key needs for the Northwest map. Hollen thought the parallel route was a problem and only got them through the one gully. There were wetland issues in this area and it would be difficult to construct there. Hollen thought the Harney Street option would put people off track and widening Highway 101 would be a better option. Springer asked if he thought there was a viable option on the east side. Hollen didn't think so unless they wanted people to bypass Newport and connect into Highway 20. He didn't see much traffic that would want to go down Highway 101 to Highway 20 without stopping to see something in Newport.

Springer reviewed the key needs map for the Downtown/Southwest map. Berman thought the parking issues on the Bayfront needed to be referenced. Tokos noted the city took action on the bayfront for a strategy on demand management. He thought Berman was right to reference parking. Belloni noticed that Harney Street should go up to the school and exit back to the park. He wondered if this was off the table or if they were still looking at it. Springer explained at this point they were just showing what was working and what needed to be addressed. The Harney Street extension was still in the TSP and something that would be looked at, they just hadn't examined it. Belloni reminded that there was a weight limit on Fogarty Street. Tokos would look into this. Hollen noted that the extension of Harney Street would be worthwhile for the schools and the route on 12th Street by the Middle School was a way to get around town to Highway 101. Taking Harney Street further north went into wetlands and was difficult to construct. Tokos explained they would be assessing this, highway widening options, and Big Creek Road as well. He noted 33rd and 36th Streets were problematic because of a new multi-family development in the area. Berman thought they

talked about Harney Street going east of Forest Park rather than Big Creek Road and asked if it was still under consideration. Tokos confirmed it was and explained it just wasn't shown on the document.

Springer noted the illustration for the Harney Street extension was on the east side of the hill. Nebel explained they were pursuing a development of a new dam on Big Creek. The low dam crossed Big Creek and there were thoughts to incorporate this into an alignment.

Springer reviewed the map of the key needs for the Southeast map. Follet thought the area circled for freight activity wasn't practical. Berman questioned freight concerns on the far east of Bay Blvd. If the area was developed it would become an issue. He didn't think there was any freight being moved past Moore Drive. Nebel noted there was a fish fertilization plan there and a number of semis traveled in that area. Tokos thought that Moore Drive should be flagged as a freight issue.

Springer reviewed the South Beach issues next. Tokos explained that the work on Highway 101 would begin around September 17th. Construction would start at the end of the year. Tokos explained what the project improvements in South Beach would entail and a discussion ensued regarding these improvements.

Singer reviewed the Traffic Volume Growth for the Agate Beach area map. It showed that there was a lot happening on the east side of Highway 101. Singer reported on the amount of trips and the traffic volume growth for downtown. Tokos thought the red area marked above the golf course on the Agate Beach map was high. Hollen agreed with this. Springer would check on this.

#### 4. **Draft Approach for Community Workshops.**

Weber reviewed the TSP engagement events. They were proposing more targeted live meetings for a couple of hours and would build a project website with surveys to get people's thoughts on broader solutions. Weber reviewed the caveats for the process. He noted this was early in the design alternative process and the Planning Commission would help prioritize projects, figure out exact evaluation criteria, and evaluate concepts based on those criteria.

Weber reviewed the first public event that would be an online open house. He showed examples of the advertising and direct mail that would be done. McCornack noted a lot of the older community didn't drive, didn't go to evening meetings, and didn't walk. He asked how they could give input. Weber thought this was open for conversation on how best to engage the senior population when they didn't have online access. The team would be working with Tokos to find ways to do non-online engagement. McCornack thought the solution was hard but there was a group that could be approached for input. She thought the newspaper would be a good way to notify them. Tokos was curious how the senior community took to smaller group meetings in November. Berman thought most of the seniors were considered vulnerable populations and wouldn't attend. He asked if the mail in survey would be universal to every resident or just the mailing lists. Weber thought they were trying to be pretty extensive with this. Tokos explained it would be a city wide mailing they would make sure there weren't any double mailings to people. The mailing could have a low percentage of return but it was important. Spencer thought they should look at how to reach residents of multifamily units to make sure they weren't missed in a citywide mailing. Hollen asked how much materials they would be sending along with the survey. Weber explained this would be informational and inquisitive for most people in Newport. There would be a project flyer and other information that would help bring people up to speed on what the TSP goals were, where they were in the process, and how their input would be used to shape concepts. Weber would be asking the PAC to look at how extensive and lengthy to make the survey so it wasn't too long, and to make sure it was meaningful and approachable. This would be sorted in the next few months.

Nebel asked what level of technology the 60+ population was comfortable using. Berman thought this was tough. He explained that he recently attended an advertised Zoom meeting for Medicare and it wasn't well attended by the senior community. McCornack noted many of the population didn't have internet access. Weber reported this would be part of the thought process to determine different ways to contact the community. Berman thought the households with school children were import to target as well. He thought

the Lincoln County School District would have a way to help. Belloni thought they could use their student information system to help with this.

Weber reviewed the live public event information and noted this would be a 2-hour session in mid-November. There would be breakouts to discuss specific areas and they would report back to the PAC to provide input. Kuhl thought if the event was lived streamed it could be shown on the TV for everyone to view. People viewing on TV wouldn't interact but would gather information. Breitenstein asked how many seniors they wanted input from. He thought the Center for Health Education could be used to do outreach and there was a lot of ways to do separation at this location. They could set specific times for the public to participate. Weber thought an in person event with a small crowd was an idea to keep on the table.

Weber reviewed an example of the online welcome page for the project. He looked at the focus area navigation on the webpage. Weber reviewed what each focus area page looked like and showed the background, graphics and tools. Berman asked if they were going to talk about the challenges and issues in any particular areas. He wanted to see preliminary screens for the webpages before they were finalized. Weber explained they would show this on the website in the context of the maps. The PAC would have a way to weigh in before the information launched.

Weber reviewed the information on couplets next and reported that there would be examples of couplets provided. They would also show examples of intersections, roundabout options, and signalization. He reviewed the highway options noting the long and short Highway 101 couplets next. Weber also reviewed the Highway 20 couplets and improved two-way highways.

Weber showed the long-term Yaquina Bay bridge plan next. He then reviewed the other possible questions. Weber then showed the graphic samples for other communities, concept map designs, larger network maps, cross sections examples, plan drawings, concept boards, and plan drawings. Nebel asked about the suggestions to eliminating parking on the Highway 101 couplets and to expand the sidewalks. Weber thought it was important to stress that nothing had been decided yet but they would communicate this. Nebel thought they should show an option that wasn't a couplet. Tokos cautioned to not convey a message that could be perceived to be leading to an certain option. Weber noted they would tailor different formats and work to put people on equal footing no matter how they weighed in on the process.

Berman asked about dual language for the presentations and thought it was important for the Hispanic population to be involved. Tokos explained this was something they were planning on doing. Berman thought the zoom meetings were easier to do and liked an opportunity to review these things once they were concrete.

Tokos explained that they wanted to see if the PAC was okay with the new direction versus what they originally wanted to do. Berman thought it was okay. He didn't think there were any other options and wanted to make sure there were ways for people who were technologically challenged to participate. Follet wanted the public to give input for their thoughts on how walking and biking would relieve traffic. Tokos thought good visual preferences to the survey would help to get feedback on this.

5. **Public Comment.** None were heard.
6. **Next Meeting – Winter 2021.** No discussion.
7. **Adjournment.** Having no further business, the meeting adjourned at 7:37 p.m.

Respectfully submitted,

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Sherri Marineau  
Executive Assistant

# NEWPORT TSP: PHASE 1 OUTREACH SUMMARY



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## INTRODUCTION

The City of Newport and the Oregon Department of Transportation (ODOT) are updating the City’s Transportation System Plan (TSP) – a long range plan that will guide future investments in the City’s transportation system. During phase one of the public involvement process, the City of Newport and ODOT conducted an online open house, hosted a virtual workshop, and sent paper surveys to residents in the Newport area. Feedback received throughout this period will be considered as the City of Newport identifies the next steps of the TSP.

*Overall, the respondents want to see improvements to Newport’s transportation system that will benefit all residents and visitors, with a particular focus on alternative transit modes (walking, biking, transit).*

*The graphs shown in blue are for the online open house responses (English), pink are for the short printed surveys (English), and green are for the short printed surveys (Spanish).*

There was also a strong call for linking the transportation improvements to land use/redevelopment opportunities. Common themes:

- **pedestrian and bicyclist safety**
- **increased bus/transit/shuttle options**
- **parking improvements**, especially in the city center
- **traffic speeding enforcement**
- **preserve/rebuild the Yaquina Bay Bridge** in the same location
- **strong support for emerging technology** such as electric vehicles (EV) charging stations, followed by parking solutions (metered, long-term, smart park) and solar power

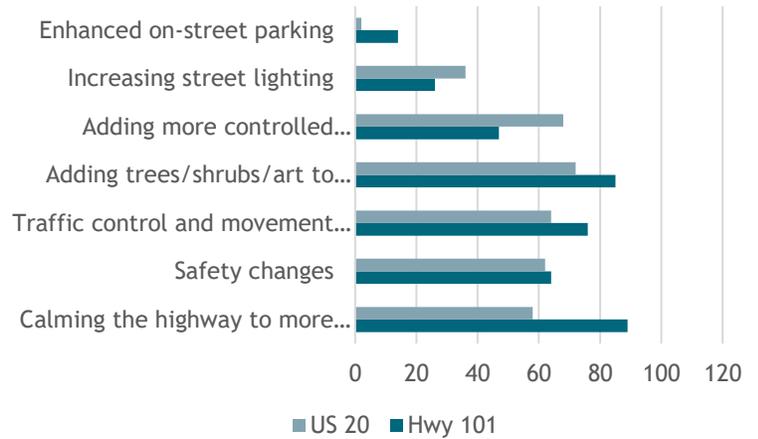
The biggest differences between collection methods responses showed up in the Central Core/Hwy 101 and US 20 questions (Figures 1-3).

- Written English: “safety changes to both Hwy 101 and US 20”
- Online English: “calming the highway” on Hwy 101 and “adding trees/shrubs/art to buffer the sidewalk from cars” on US 20
- Written Spanish: “increasing street lighting” on US 20 and “adding more pedestrian crossing” on Hwy 101
- Spanish-speaking virtual event: “adding trees/shrubs/art to buffer sidewalk from cars” and “safety changes” on US 20

Additionally, there were several comments submitted via the project website that highlighted specific roads or intersections that are unsafe for drivers and bicyclists, see Appendix 4.

The demographics were slightly different for each collection method, with a slightly younger and more diverse group of participants using the online open house compared to the written survey. Respondents, regardless of collection method, mostly drove or walked around Newport. Ages were not collected for Spanish participants.

What improvements would you like to see on Hwy 101 and US 20 in the commercial core? (Check up to 3)



What improvements would you like to see on Hwy 101 and US 20? (check all that apply)



What improvements would you like to see on Hwy 101 and US 20? (check all that apply)



Figures 1-3 - Online Open House (English) and short written survey (English/Spanish)

## OUTREACH METHODS AND OVERALL PARTICIPATION

After conducting a round of targeted stakeholder interviews, the City of Newport and ODOT embarked upon Phase one of a city-wide public involvement process that began in November 2020 and consisted of the following outreach methods for collecting feedback:

- An online open house, from November 16, 2020 to December 21, 2020. This online open house received **292** unique visitors. **203** visitors chose to fill out the questions.
- A virtual workshop on November 21, 2020. Nearly **30** participants attended this event.
- Comments received through the project website. **36** email comments were received through the project website.

A written survey was provided as an extra accessibility measure for communities with barriers to accessing the online open house.

- A written survey was mailed to persons 60+ years of age on the Parks & Recreation/Senior Center mailing list of **1,863** individuals in early December. Surveys were also distributed via the Meals on Wheels program. **306** written surveys were mailed back to the City. Seniors often have a difficult time accessing online platforms, so a written survey reduced barriers. Many of the issues faced by seniors or people with disabilities help with universal design that benefits all transportation users. Collecting feedback from this demographic group will capture issues affecting these two groups.
- A long-form Spanish language survey (that was the same as the online open house) was mailed to **50** residents of Newport. Another **44** short-form surveys were completed via telephone outreach in partnership with Centro de Ayudad, a local nonprofit that works directly with the Spanish speaking residents. The City also conducted a virtual event on January 7, 2021 (**10** people participated). Spanish speakers have been heavily impacted by COVID-19 so individual communication via trusted community partners such as Centro de Ayudad reinforce the importance of the project as well as the importance in collecting information from Spanish-speakers who are historically under-represented in planning projects.

The following methods of outreach were used to publicize the online open house and survey:

- Two emails to the City of Newport's Parks & Recreations email distribution list
- Two emails to the School District's email distribution list
- Multiple posts on Facebook, including paid advertising
- Advertisements on the City website, including distribution in its electronic newsletter (twice a month)
- Emails to City distribution lists for businesses affected by COVID-19 and short-term rental interest groups
- Emails to the individuals and groups on the initial stakeholder interview list, including the Chamber of Commerce, Newport Rotary Club, Yaquina Bay Economic Foundation, and Nye Beach Merchants
- Promotional flyer included in the October utility bill (citywide distribution)
- Citywide postcard mailing
- Newspaper and radio ads and radio shows

# FEEDBACK SUMMARY

In the following pages, results from each outreach method are listed by geographic area of the City (Citywide, Agate Beach, Commercial Core, Nye Beach/Bayfront, Newport Bridge/South Beach).

## Citywide

Each of the outreach methods collected information from participants about general improvements they would like to see for the City of Newport. The most common themes were “concerns about safety for pedestrians and bicyclists” (Figure 4). Other common themes included:

- The need for increased bus/transit/shuttle options
- A desire for improvements to parking, especially in the city center
- The lack of a safe bike route through the City
- Concerns about access for seniors and people with disabilities
- Concerns about the lack of traffic enforcement, especially speeding

Of the 203 online open house participants top issues were “pedestrian connections and safety” followed by “bicycle connections and safety,” then “congestion.” The “other” comments can be found in Appendix 1.

What do you think are the most important issues/problems in Newport today? (Check up to 3.)



Figure 4 - Online Open House

**Walking and Biking**

Participants identified which experience would feel safe for walking or biking in Newport.

- English written survey: “separate path for walking and biking off the road or completely separated” followed by “sidewalk plus a bike lane at the edge of the road” (Figure 5)
- Spanish-speaking survey: more interested in “protected bike path/lane,” followed by “separate path for walking and biking” (Figure 6)

In order to get around town without using Highway 101, online open house participants’ top choice was “extending Harney Street” to be a new two-way vehicle route. They also had a lot of interest in converting “Big Creek Road” into a two-way street and using “Oceanview Drive/Nye Street/7th Street” as a through-town route.

When walking or biking in Newport, which experience feels safest? (check all that apply)



Figure 5 - English Printed Survey

When walking or biking in Newport, which experience feels safest? (check all that apply)



Which alignment do you think will best serve the local community's future needs? (Check all that apply.)

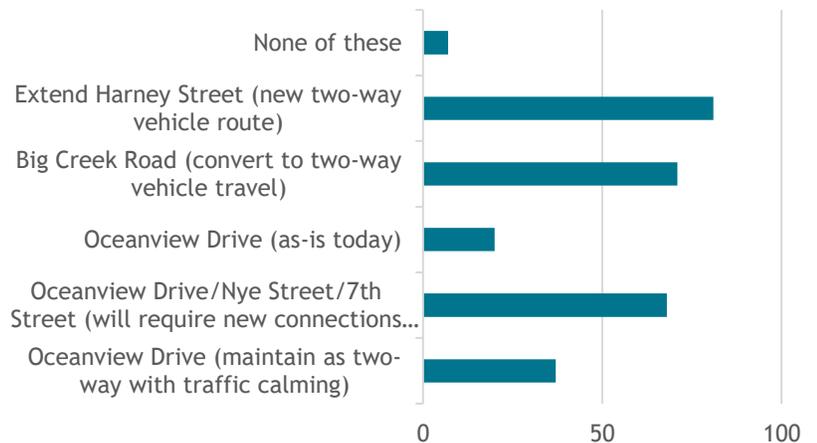


Figure 7 - Online Open House

When asked about their preference for a bike network for north/south travel (Figures 8-10):

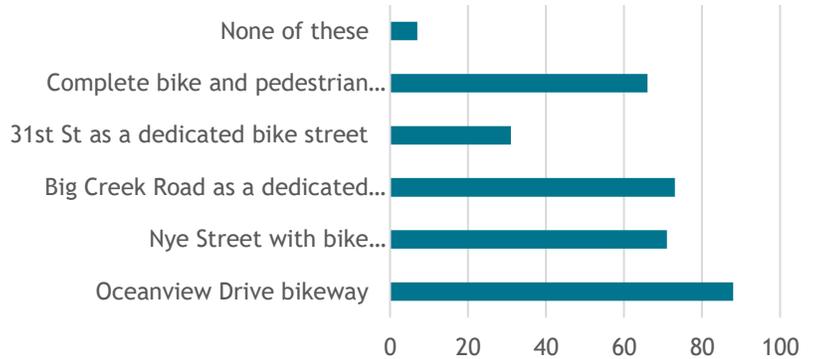
- Online open house: “Oceanview Drive” bikeway, followed by “Big Creek Road” then “Nye Street” with bike lanes or sharrows.
- Written survey (English and Spanish): “complete bike and pedestrian facilities along Hwy 101” followed by “Oceanview bikeway” (English) and “Nye Street” (English & Spanish).
- Spanish-speaking event: also preferred “Oceanview bikeway.”

**Traffic Calming**

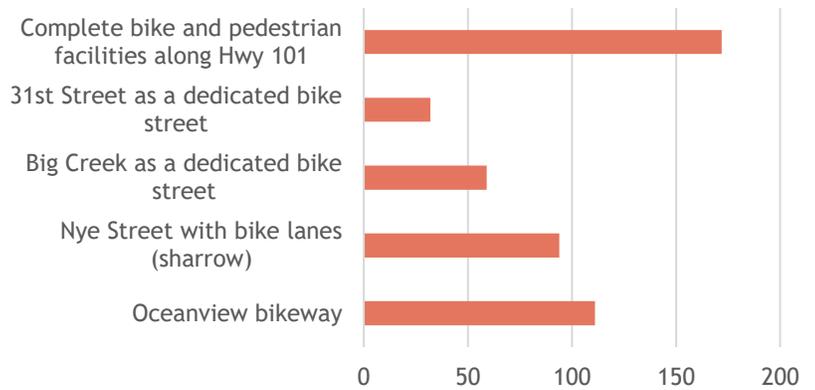
Online participants chose up to three strategies for traffic calming among six choices, listed below by roadway type (Figure 11).

- For residential collectors, as well as commercial areas, the top selection was “streetscape elements.” This choice was followed closely for commercial areas with “sharing the pavement with cars, bikes, and peds with lower speeds plus pavement markings” and “narrow the road/travel lanes for residential collectors.”
- On local streets the two top choices were “sharing the pavement with cars, bikes and peds with lower speeds plus pavement markings” and “narrowing the road/travel lanes.”

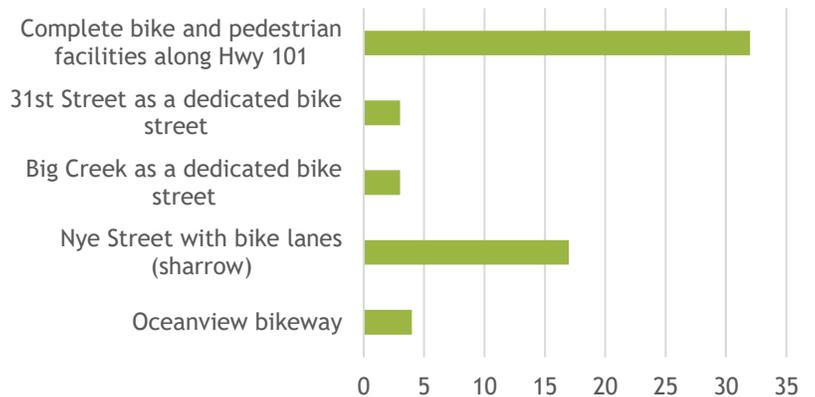
Which local street do you think will best serve the local community's future needs for a north/south bikeway? (Check all that apply.)



Which local street would you like to see used as a north/south bikeway? (check all that apply)



Which local street would you like to see used as a north/south bikeway? (check all that apply)



Figures 8-10 - Online Open House (English) and short written survey (English/Spanish)

Online participants provided open-ended answers to the question “On which streets do you want to see these traffic calming measures?” A large proportion of participants identified Oceanview Drive as their top pick, followed by Eads St, Bay Blvd, and Nye St.

**Emerging Technologies**

Online participants also provided open-ended answers to the question asking what other technologies the City should be planning for. The biggest focus was the plan for electric cars and charging stations, followed by parking solutions (metered, long-term, smart park) and solar power. See Appendix 1 for a full list of responses.

Which strategies for traffic calming make sense for each type of street? (Check up to 3)

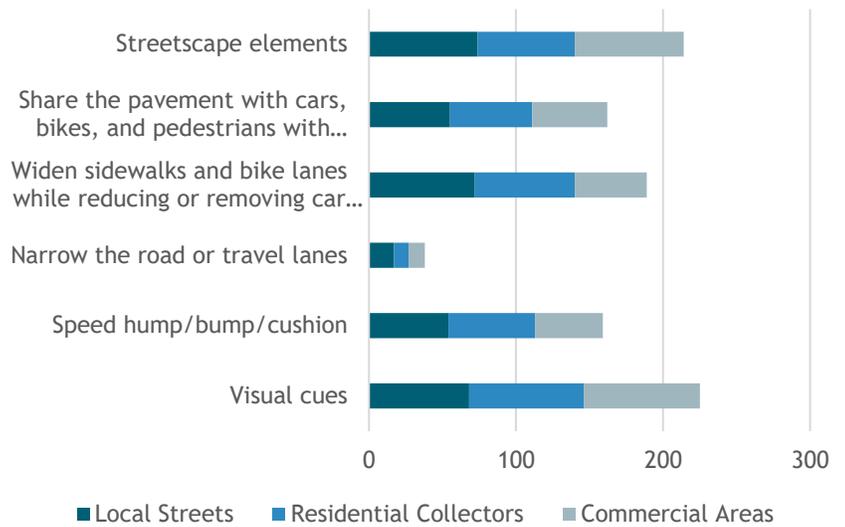


Figure 11 – Online Open House (English) responses

**Other Solutions**

The online and paper surveys open-ended question, “Are we missing any other solutions for the future of Newport’s transportation system?” resulted in 268 responses. **The top theme was improving the safety of pedestrians and bicyclists** by doing things such as building more bike paths, multiuse paths and/or sidewalks; keeping bicycles off of Highway 101 for safety; increasing the number of sidewalks in town; and widening the sidewalks. Respondents to the short written survey in Spanish had many open ended responses about transit safety, as well as improvements for bus reliability and speed.

Other key themes included the following, in order of interest level:

- Transit improvements, such as more bus shelters, more stops, adding tourist shuttles.
- Control speeding: police enforcement, photo enforcement, or speed bumps.
- Revise the parking plan, especially by removing on-street parking in the Art Deco district.
- Improve crosswalks, e.g. more striping and installing RRFBs at busy or dangerous intersections.
- Spruce up downtown so that it looks more attractive by painting, redesigning facades, etc.
- General road repair/paving on select streets.
- ADA improvements so that disabled residents and seniors are better served.

During the virtual workshop, members of a breakout room discussed the following citywide issues. For a complete list of discussion notes, see Appendix 3.

- City should get ahead of EV and provide incentives for network to develop.
- City needs to implement demand management for parking like meters on the Bayfront.
- Nye/Oceanview street connection seems viable and might create better north/south option.
- Speed cushions needed in the city. Perhaps along San Bayo Cir.
- Like Harney Street extension as vehicle only with Big Creek dedicated bike/ped.
- Want to see north/south bike ped improvements from 31st to Harney to Big Creek, providing off-highway connection between residential areas and schools.

- Want to see the City invest in traffic speed enforcement including red light violations. Could be source of needed revenue.
- Extending Harney will generate a lot more traffic in an area where there are a lot of children (middle and high schools). Care needs to be taken to ensure kids are safe.
- Oceanview and Nye concept needs to be further explored with balance of Oceanview one-way with half of road dedicated to bike/ped.
- Nye could be a good north/south alternative route to US 101.
- Like the idea of a couplet on 9th Street, as long as there are no adverse impacts to hospital access.

## Agate Beach

Online participants were asked about their vision for the future of Agate Beach (Figure 12), the most popular choice was “bigger changes with bike lanes and sidewalks,” followed by “close to what it does today with some small improvements.”

There weren’t any open-ended questions that addressed the Agate Beach area. The most frequent general comment that mentioned Agate Beach was a request for safe bike and pedestrian routes from Agate Beach to other areas of town, as well as increased transit options for people who live in this area but don’t drive. A few residents also expressed concerns about the quality of roadways and potholes along Agate Beach.

During the virtual workshop, the following items related to Agate Beach were raised. For a complete list of discussion notes, see Appendix 3.

- Stormwater runoff is a big issue in Agate Beach
- Vacation homes in Agate Beach spur more activity
- Poll the neighbors for best walking solution in Agate Beach

## Commercial Core

Across the methods of outreach, participants expressed concern about the attractiveness of Newport’s downtown area. Several comments used the term “blight” when describing the downtown. Participants were concerned about the number of boarded up businesses. Some participants in the virtual workshop expressed concern about the impact of a couplet on businesses in the area. Other themes included accessibility (both public transit and pedestrian), parking (comments both for and against removing parking), and increased lighting.

Respondents to the online open house and the written short surveys in English and Spanish (Figures 1-3) were asked “What improvements would you like to see on Hwy 101 and US 20?” For written survey English participants, the top response was “safety changes to both Hwy 101 and US 20” and for Spanish respondents “adding more pedestrian crossings” on Hwy 101 and “increased street lighting” on US 20 were most important.

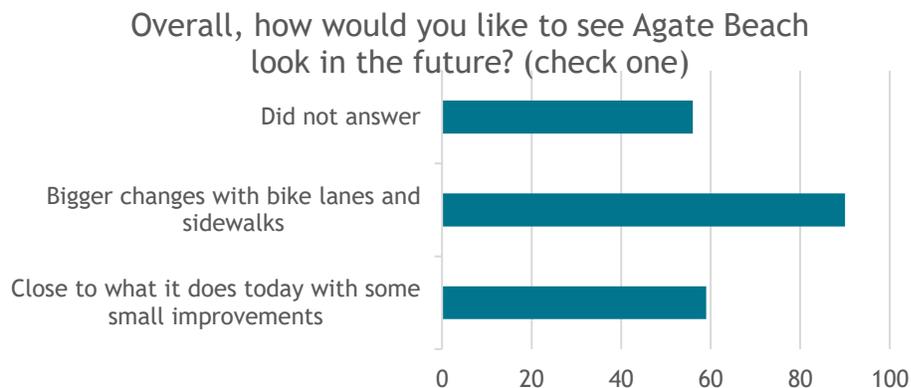


Figure 12 – Online Open House (English) responses

The online open house responses instead selected “calming the highway” as the improvement they would like to see most on Hwy 101 and “adding trees/shrubs/art to buffer the sidewalk from cars” as the improvement they would most like to see on US 20.

Online participants were asked about the intersection of Hwy 101 and US 20: A number of the stakeholders we interviewed believe that the intersection of Hwy 101 and US 20 is congested and unsafe. “Which of these improvements make sense for this intersection? (Check all that apply.)” There were 15 “other” responses. Most were unique responses, however two people recommended adding roundabouts and two people requested adjusting traffic signal timing. See Appendix 1 for all responses.

For the online open-ended question: “Along Highway 101 or US 20 in Newport, are there other areas that need safer school access?” several people said that safer crossings and sidewalks were needed at Highway 101 and US 20. Several noted that the crossing at US 20 and Harney Street was particularly unsafe. A few noted that there should be more awareness about children’s walking routes to school through additional crosswalks, RRFBs, or school crossing signage.

During the virtual workshop, members of a breakout room discussed the commercial core area and brought up the following ideas. For a complete list of discussion notes, see Appendix 3.

- TSP and Highway futures need to be linked to overall Newport economic development and health.
- Overall major interest in pedestrian safety and highway crossings, regardless of 2-way or couplet configurations.
- Most conversations turned to concerns about weak retail environment and closed-up shops in Newport currently.
- Concern about construction period impacts on businesses.
- Questions about if Newport should really emphasize Highway 101 and Highway 20 as main street business districts, as opposed to more emphasis on Nye Beach and Bayfront.
- Folks wanted to know how future Yaquina bridge replacement alignment might impact Highway 101 routing.
- Hurbert signal remains a concern.
- Strong support for bikeways - either on Highway 101 or nearby.
- Numerous voices were fine with the idea of removing some parking from Highway 101 in favor of wider sidewalks and bikeways.
- Hospital has 500 pedestrian crossings a day on 9th Street. How would 9th Street as couplet impact this?

### Nye Beach/Bayfront

The online open house asked participants to evaluate solutions suggested for the Nye Beach/Bayfront area (Figure 13). For both Nye Beach and Bayfront, participants chose “improve wayfinding for tourist parking” as the solution that would best address visitors in the areas. For Nye Beach, participants also selected

Which solutions will work best to address visitors in this area? (Check all that apply)



Figure 13 – Online Open House (English) responses

“create temporary summer festival streets for bike/pedestrian only zones” as the second most popular solution. For Bayfront, participants selected “increase education of transit and parking options” as the next best solution.

Neither the online open house nor the written survey asked specific open-ended questions about Nye Beach and Bayfront. Still, some common themes emerged for these areas in other questions. These included: a desire for better public transit in order to reduce congestion in this area; more and better parking, especially for wheelchair-users and others with mobility impairment; and a desire for widening the streets in the area (to lessen congestion).

During the virtual workshop, members of a breakout room discussed the Nye Beach and Bayfront areas and brought up the following ideas. For a complete list of discussion notes, see Appendix 3.

- Oceanview – a lot of large trucks use it / PUD use it in summer / line of sight is key for safety.
- Health - keep in mind travelling around healthily (physical, mental, stress).
- Parking fees - separate visitors from employees.
- Make bikes safer / citywide for local residents and tourists / Oregon Coast route.
- Couplets solve bike needs -- this is only one piece of a regional bike system.
- Interest in the 2-way cycle track.
- Buffer space is a good idea on Biggs / asphalt side path.
- Look at a refuge lane on Highway to serve 2-stage turns.
- Nyla - speed humps on San Bay O / 15 MPH + Dog stations.

### Newport Bridge/South Beach

Responses across the various methods of outreach showed a strong attachment to keeping the Yaquina Bay Bridge. Other comments or thoughts about the Yaquina Bay Bridge or transportation in South Beach included:

- Keep the current bridge as a historic presence in Newport or use it as a bike/ped bridge or as a one-way bridge adjacent to a new bridge (which would serve traffic the other way).
- Improved bike/ped access on the new bridge is important.
- Maintaining aesthetics similar to the current bridge is of value.
- Building a bypass bridge that could connect other parts of the community is important.
- A four-lane bridge would alleviate the current bridge congestion problem.

What are some of your comments or concerns about a future bridge? (Check all that apply)

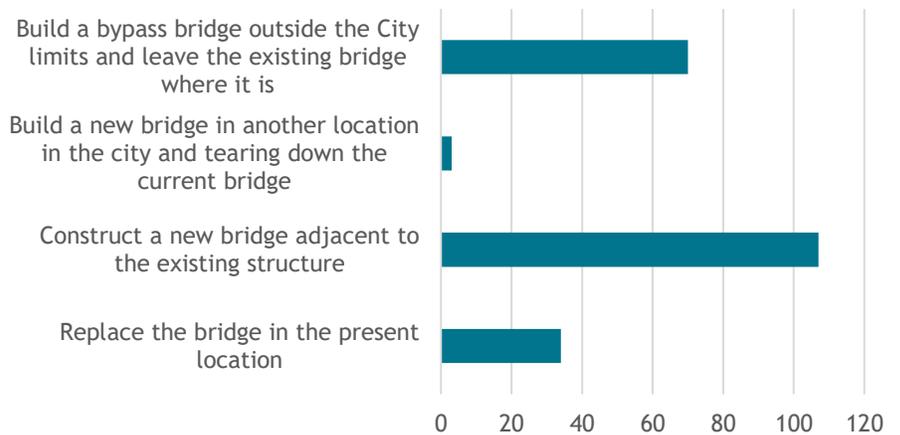


Figure 14 – Online Open House (English) responses

Participants in the online open house responded to one question addressing the possible future replacement of the Yaquina Bay Bridge. Most participants selected the option “construct a new bridge adjacent to the existing structure” followed by “build a bypass bridge outside the City.”

Spanish-speaking attendees of the January virtual event were unanimously in favor of “replacing the existing bridge with a new bridge in the same place.”

During the virtual workshop, members of a breakout room discussed the Yaquina Bay area and brought up the following ideas. For a complete list of discussion notes, please see Appendix 3.

- Protect as much as possible.
- Add bike/ped facilities, both sides, one side wider, underneath.
- Additional bridge.
- Tunnel.
- Ferry- recreation and transportation (especially in emergency).

## Demographics

### Travel

The large majority of participants identified “driving” as their primary mode of transportation (prior to COVID-19) for all methods (Figures 15 and 16). Very few participants selected “transit/bus” or “carpool or ride-sharing.” A common theme in the comments was that participants don’t feel safe “biking,” but would use this mode more frequently if it felt safer.

What was your primary mode of transportation before COVID-19? (check all that apply)

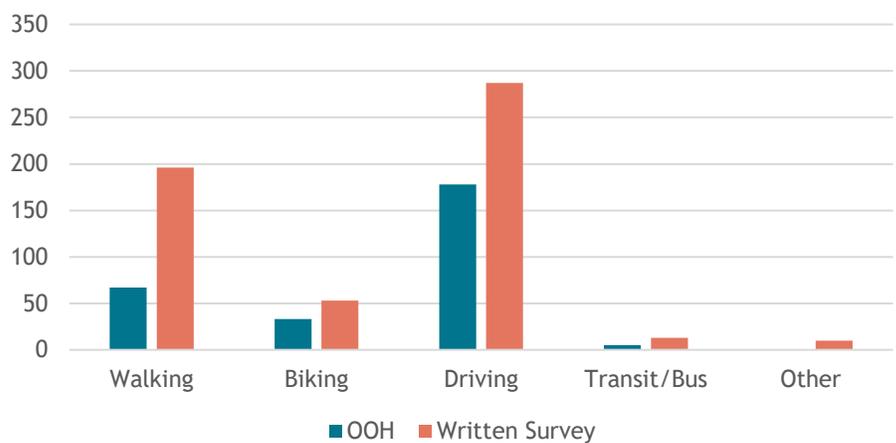


Figure 15 – Online Open House and short written survey (English)

### Neighborhood

Participants in the online open house were asked to identify the neighborhood they live in (Figure 17). The most representation came from Agate Beach. Common themes for the “other” category included Seal Rock, unsure/don’t know, or an area outside of town but with a vested interest in Newport’s traffic. The majority of those who chose “other” did not specify their location.

Modes of Transportation (check all that apply)

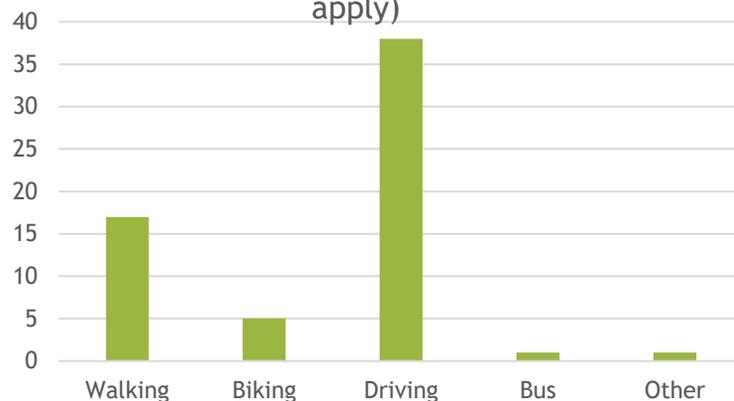


Figure 16 – Short written survey (Spanish)

### Race/Ethnicity

The large majority of respondents to both the online open house and the written survey identified as white. Of the 445 participants who chose to identify their race, 87% identified as white, compared to the US Census reporting Newport as having 80.6% white residents. Outreach was performed to Hispanic/Latino populations in the area, with about 54 people taking the short survey or attending a virtual event in Spanish. More outreach may need to be done in the future to ensure a variety of voices are heard throughout this process.

Which neighborhood do you live in? (Check one)

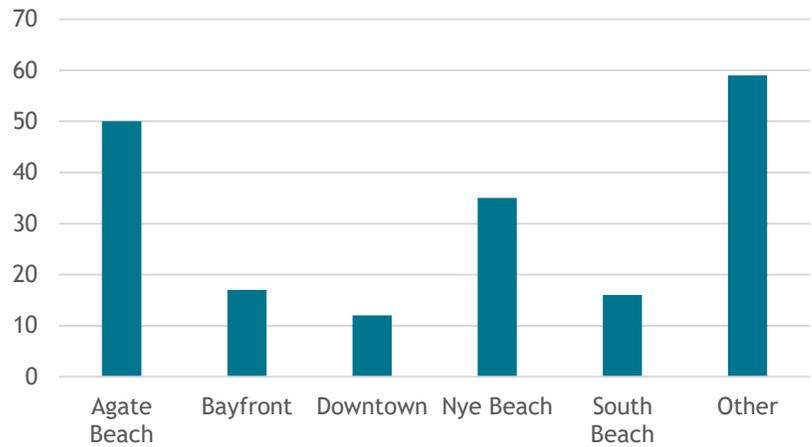


Figure 17 – Online Open House (English) responses

### Language

The online open house also asked participants to identify the language(s) they speak at home. Of those participants who answered, 93% identified English as the language they speak at home.

### Age

Online open house participants represented a range of ages (Figure 18). A little over a third of participants were between 45-65 years old and another third were between 65-74. Age was not requested for the written surveys but the English survey was distributed to the senior center, so most respondents are assumed to be of retirement age.

What is your age? (Check one)

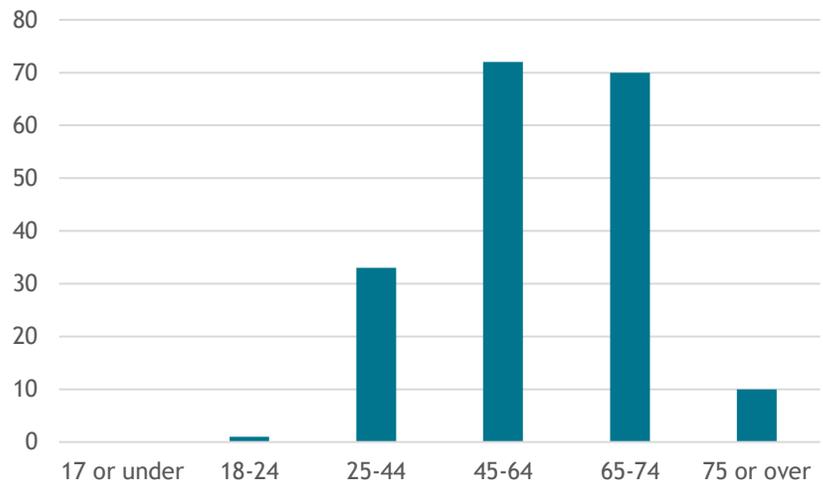


Figure 18 - Online Open House (English)

### Income

The majority of participants in the online open house identified a medium to high household income. Less than 10% of respondents reported an income of \$25,000 or less, while 38% of respondents reported an income of \$100,000 or more. This is not a representative sample of Newport’s general population. The US Census reports that the median income for Newport is \$49,039 (2015-2019), with 17% of the population living at or below the poverty line.

# NEWPORT TSP: PHASE 1 OUTREACH SUMMARY



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# APPENDIX 1: ONLINE OPEN HOUSE COMMENTS

**We heard about the following common issues in Newport (and nearby areas). What do you think are the most important issues/problems in Newport today? [“Other” responses]**

- Please - give me a break! Congestion? No, this project should be tabled and the mayor and city manager who are totally misguided, complacent and apathetic need to do their job and spend money on the infrastructure, cleaning up the dysfunctional police department and do something to end the blight and decay in the so called deco district, the horrendous vacant structures around the hospital, the need to sanction commercial property owners along 101 - those that have negligent and decaying structures. I have written to the mayor three or four times along with the city manager who seemingly have no time to respond to my pleas to ride the city f blight and decay. the totally worst offense of blight is Newport Taxi at SW 10t and Bayley. Have you seen it? It is quite possibly the very worst example of the lowest third world neglect and decay. Come on- Newport- get your priorities in place and spend money and time on what i have identified. Our main streets - 20 and 101- are in fairly good condition but secondary roads are a complete embarrassment and shameful as the streets department is clueless. All you have to do is look around to realize that the current elected and appointed officials are ignorant and complacent with no indication of any action plan. I wonder is this about underfunding or complete mismanagement? TSP - your wasting your time as so many more important issues are so obvious and apparent. Get the mayor, city manager, streets department and police chief too live up to their oaths of office. Citizens and visitors should never be exposed to the blight, neglect and misguided management the is infecting Newport in a very shameful way. The norms of city management are so sub-standard and embarrassing. There are yards throughout the city that are junkyards...why not spend money to eliminate these eyesores? Establish no tolerance city codes, standards and ordinances that wipe these pits of junk out of town. I can be reached at XXX-XXX-XXXX - thanks for listening - Tho I do wonder if anyone cares?
- I see law enforcement (both sheriff and NPD) disregard pedestrians crossing at intersections. My suggestion is: BIG educational effort with public signs (inc training for law enforcement) re pedestrian right of way and safety.
- Wheelchair access and safety
- During the summer
- Need to network with other municipalities re: water for all
- Traffic flow
- Plan for the 101 bridge
- Move towards a carbon free transportation system
- Speeding on side streets
- Transportation options for medical appts in the valley
- 101 needs to be a bypass to the East = Nwpt could be as charming as Cannon Beach
- Pedestrian and biking on North 101 off roadway continuity Walmart to Yaquina Head minimum, beyond = ideal
- Lack of parking enforcement causing congestion on the bayfront
- San Bay-O Circle needs a traffic management solution
- Streets need (re)paving

**On which streets do you want to see these traffic calming measures?**

- Ocean view, Nye
- Nye St, Eads St,
- I'm not sure these streets need calming. They just need to be more pedestrian/bicycle friendly and not so car dominated. I do see people driving too fast on Oceanview using it for an alternative to 101. It is very dangerous for pedestrians and bicycles. Oceanview could use some calming and a sidewalk/bike lane.
- Eads, Ocean View. Nye
- Oceanview, Eads
- Bay Blvd, Hwy 101

- Olive St.
- NE Eads
- Big Creek Rd (going up the hill one-way) needs BIG speed bumps! And video surveillance to capture speeders. People drive 40-50 mph on that gravel road which is crazy, don't slow down despite pedestrians, dog walkers, bicyclists, or even KIDS walking to school.
- SE Bay Boulevard and Oceanview and SW 10th St
- On HWY 101
- 4th street by Artic Circle. Large trucks and speeding students and folks need more stop signs or speed bumps someone is going to get hurt
- Coast
- Oceanview
- Oceanview and Eads.
- Hey 101, from Agate Beach to central Newport (business center). Also SE Bay Road
- NW Spring has lots of speeders
- Nye Beach area. Limit delivery truck size to those that fit into 10 ft. traffic lanes
- Hwy 101, esp. in the southern part of Newport. We are not Portland, so adding bike lanes.... and narrowing auto traffic would make things worse.
- Traffic is already thick and more lanes are needed for autos. Summertime it is worse....
- Oceanview, Elizabeth, Coast, Eads, Bay Front, Moore
- SW Elizabeth street. PLEASE slow traffic in front of the Hallmark.
- Oceanview, Bay Blvd, Coast St
- Bay Blvd.
- Would like to see Mark Street paved. The potholes and ruts sometimes are deep.
- Nye, Eads, Bay Blvd
- All of them
- Newport needs numerous bike lanes. Provide bike lanes for School Children, where they can safely bike & walk to school. Bike lanes needed with as much continuous moving traffic lanes & as few stops signs as possible. Especially, if it is legal to bike through controlled intersection currently? All stops intersecting bike lane should be four way, including bikes. Completion of ADA compliant sidewalks on all Newport streets including in bike lane planning. All handicaps have the right to access City of Newport Streets with safety. The other issue is to support tsunamis evacuation sidewalks & bike lanes.
- Coast and Bay
- Oceanview and Bay Boulevard
- Oceanview and Nye
- Oceanview from above Agate Beach to 19th. The straight away makes for a lot of speeding that I can hear most evenings from my home on Pacific Street between 25th and 27th. And the junction coming down from Wal-Mart to intersect there has put people in the ditch. I would love some of the speed bump/humps to curtail the speeding that happens along that stretch.
- These are all mere band-aids ... 101 needs to be diverted as a bypass to the east ... Only THEN will cosmetic changes make sense.
- 60th & 101 Intersection. 101 & 60th Intersection both need Sidewalk & Covered Bus Stops on both sides of 101 and immediate need for a traffic signal for safety.
- Ocean view
- Speed Bumps for Elizabeth St., and speed bumps or reminders on Hwy 101 in the Art Deco District (it is still dangerous to cross 101, even with the traffic light!) and NW 11th St. needs a 4 way stop sign at Nye St.
- These measures should be of use on all streets that have high traffic volumes: commercial and residential areas, along with stop signs. Slow the motor vehicle traffic for safety's sake.
- SW 9th, NE Harney, NE Fogarty to NE Big Creek, NE 31st, NW Nye, SW Jetty, SE 35th
- 101
- Oceanview Drive
- 6th, Eads, Ocean View, Elisabeth, Bayfront.
- NW Oceanview Drive, slow traffic and make it more pedestrian and bike friendly

- In commercial areas it is important to keep large trucks in mind and give them space to maneuver, such as on Bay Blvd where it is already quite congested from overall traffic and parking. Speed bumps, bulb outs, etc. would create big problems for trucks and deliveries.
- Oceanview Blvd
- Eads st.
- NW Oceanview Drive, SE Bay Boulevard (bike lane or shared pavement past Embarcadero), NE Douglas St near school.
- Oceanview Drive
- Oceanview Drive, Nye Street, 15th Street, Elizabeth Street, Big Creek Rd, SE Fogarty St, Harbor Way
- NW Nye St, Coos/Benton, SW 10th between SW 9th (City Hall) and Hwy 20, Eads, Oceanview, NE 7th between Eads and Harney, Harney between hwy 20 and 3rd, SW Elizabeth (all the locals' cut through streets). Streetscape elements are desperately needed on hwy 20. This is the gateway to Newport for anyone arriving via Hwy 20!
- Ocean View Drive, Bay Blvd / SE Moore Drive, Hwy 20 / NE Eads, Hwy 101 / NE 60th Street

### **What emerging technologies should the City be planning for and how?**

- Electric bikes, more people using bikes
- Autonomous vehicles will be transporting people during the time period of this study. This could reduce Future needs for parking
- I'm not sure Newport is an EV type of city that has lots of commuters needing stations. At some point it would be nice to see the city install some public charging stations. I have lived in a few congested small cities and giving people alternatives to cars helps. Safer streets, bike paths, and sidewalks that connect to each other.
- Speed displays ("Your speed is") in all areas where speeding is a problem.
- Increased use of flashing lights at crossing areas for pedestrians. These should be intelligent so they don't just provide immediately on demand, but so they allow vehicle traffic sufficient time to move through
- Electric assist bikes and electric scooters
- Hydrogen
- How about having Tim Gross do his job to take real action to clean up streets with potholes and irregular pavement first, then paving the third world dirt and pathetic 19th century gravel/tar streets. This is 2020 not 1920 - all the apathy, complacency and complicit work ethics just makes for a very ugly city that is mismanaged. This ugly problem won't do anything but get much worse with the current administration point of view. When senior managers accept their responsibility/ clean up their acts as the bad actors they are - then there may be hope. A No action/complacent administration and not performing duties that they swore to will only result in a shameful/downward spiral for Newport.
- Install a few charging stations strategically located around town. No need to purchase vehicles until current ones need replacing, then only if dollars are close (10%).
- Allow ride sharing companies like Uber or Lyft to operate in the area. These companies create jobs, create a safer way to get around when drunk/ or on meds, allow for people who can't drive to get around. The taxi company can't keep up, it never has, it never will. The only complaint about Uber/ Lyft is that it creates more traffic. Well that's a selfish reason not to allow them to operate here. Selfish to people that want to work a low qualifying job, selfish to potential riders w/o drivers licenses, selfish to the victims of drinking and driving where the drunk driver made the choice to drive because he/ she couldn't reach a cab. The pros far outweigh cons. Stop being selfish, our roads will get more congested no matter what, we need to build alternative routes as suggested either way.
- Highway 101 having a dedicated bike path going both North and South
- City wide free wifi
- With the addition of full size electric vehicles comes the addition of other electric transport devices, such as scooters, One-wheels, and others, especially around the beach. Bike lanes can probably accommodate these modes of conveyance, but I don't know what other communities have done.
- Get better cell phone service less dead spots
- Roundabouts would be a great way to keep traffic flowing throughout town without the need for stoplights every few hundred feet.

- Newport's first priority should be to solve the current issues BEFORE putting funds into future technologies
- Solar charging possibly at conduit or charging stations.
- Encourage new providers of internet and wireless services to supplement the very spotty services available to residents. We need more choice.
- Assist handicap with sound warning street crossing as used at the corner of 101 and 20. Flashing crossing warning light at the corner of 101 and NE 60th St.
- Wherever there are large public parking spots or at hotels the charging stations should be there
- Mark Street paved with sidewalks
- Newport connections to Toledo, Siletz, Depoe Bay, Lincoln City, Waldport & Yachats are all critical for regional Oregon Central Coast future economics. Oregon Central Coast connections to an Hwy 18, 20, 34 efficiency, safety, well planned infrastructure is critical. The completion for funding for Oregon Coastal Hwy & Local Roads have long been neglected. Hwy 20 rerouting had many lessons to learn. Much of the Oregon Coast roads has the same conditions as Hwy 20 geology. Or worse, Hwy 101 Beverly Beach Block Landslide is a fine example. It does not make economic or logical sense to continue to do the same things repeatedly.
- Having a master regional plan with Lincoln County & ODOT for all coastal cities is going to be critical for current & future generations of residence & visitors. Coordination & Fair Funding Solutions for both State & Federal Funding for Oregon Coastal Highways are going to be critical. What is the short term & long term planning & funding for infrastructure. The Historical Yaquina Bridge is critical to the future economics of Newport, Oregon. Plan for Now & Future Generations for the next 150 years and beyond. How can we build into the plan the things that make the Oregon Coast so special. Infrastructure planning is critical for current & future economics.
- Red light cameras- putting them in places where people most frequently run stop lights. This will add to pedestrian and Bicycle safety at cross walks providing camera evidence in the event of a hit and run. This will help normalize the flow of traffic congestion in areas by reducing time green lighted traffic may have to wait for impertinent drivers running red lights.
- Parking meters, Newport relies on tourism for a large part of business. Parking Meters is a good way help move ""Camper Parkers"" on and let other tourist park and enjoy the area. In a dinner, it is not good business practice to let one person set all day and buy one cup of coffee. You have to move them on so other dinners can get food. In turn helping your local business.
- Wind power.
- The Newport City Council recently passed four policy recommendations to increase the local availability of electric vehicle charging stations which is a good start. This transportation plan needs to look ahead twenty to thirty years and adopt a policy to move in the direction of a carbon free transportation system. I listened to the online presentation on November 14th. One of the attendees briefly discussed autonomous vehicles which will certainly be much more common in the decades to come. These autonomous vehicles will likely be electric rather than fossil fuel powered. The city should think about designing its roads and transportation system to meet this future rather than just thinking that gas and diesel powered cars will always be dominant.
- Small scale wind and solar
- Unless the EV Chargers are SOLAR POWERED they make no sense at all.
- Solar panel requirements for new buildings. Landscape requirements to provide shade and catch rainfall, not to mention making Newport's 101 prettier. It is one of the most unattractive roads around. The City of Newport has done a terrible job with requiring landscaping for new buildings. Dump the ridiculous art requirement and plant some trees.
- As Electric bikes become more popular, consider regulations or a ban from the beach. Regular fat tire bikes navigate at a pace that everyone on the beach can anticipate and enjoy. The speed and variation of drivers on Electric Fat Tire Bikes (lots of rentals this year and a huge age range and ability/common sense level) was alarming and we saw a lot of close calls with disaster.
- Solar and wind
- Smart parking, smart lighting for speeding
- Ridesharing, long-term parking near transit hubs
- Electric will be much more common in 10 years. Go all in.
- Electric bikes and covered bike parking.

- Traffic management using connected technology. Although the idea of automated transportation is not far in the future. City should take opportunity to modernize development policies and requirements around parking demand. Support/incentivize autonomous shuttles to connect Bay Front with Nye beach and Deco district.
- Energy efficient building, Green Infrastructure, Composting
- Time the lights so that you only hit a single light on 101 instead of having to wait at every single light while travelling from one end of town to the other.
- 1. Alternative energy (wind, solar, geothermal), by encouraging new development to use these technologies and be less dependent on the grid. 2. Water pollution/runoff reduction by using green building designs ([https://e360.yale.edu/features/to\\_tackle\\_runoff\\_cities\\_turn\\_to\\_green\\_initiatives](https://e360.yale.edu/features/to_tackle_runoff_cities_turn_to_green_initiatives)). 3. Water conservation and storage, by upgrading city buildings to use less water and to encourage new development to do the same. Although Newport has a lot of rain we are not immune to water shortages and potential water crisis if an earthquake were to occur, we could learn a few lessons from dry climates; <https://www.nationalgeographic.com/environment/2019/08/partner-content-how-australia-is-securing-its-water-future/>
- Better internet
- Safe sidewalks and bike lanes
- Autonomous vehicles - consider how demand for parking vs. loading vs. waiting zones may shift dramatically over the next 20 years, as the retail landscape continues to move online and the demand for personal vehicle ownership declines. Currently, a large portion of the 101 corridor is dedicated to parking.
- Increased shares of the workforce working remotely - allow live/work zoning with minimal parking requirements in City Center to attract and retain remote workers and entrepreneurs and revitalize what is currently a drive-thru dead zone.
- Free internet access at dedicated hotspots - democratize access to education and opportunities!

**Which of these improvements make sense for the intersection of Hwy 101 and US 20? [“Other” responses]**

- This intersection needs to be more like a big city type of intersection with a safer, wider pronounced crosswalk. Good lighting.
- Not a problem yet
- Its good as is
- Red light camera. People always run the light turning on to 20 from 101
- Eliminate stoplights and add roundabouts on the entire stretch of 101 in town. Eliminate two way left turn lane
- No Traffic Movement when crosswalk signals are in effect. No turn red arrow lights when pedestrian activate crossing. Green arrow for traffic turning left from Hwy 101 to 20. Allow green arrow turning Hwy 20 to North Bound Hwy 101.
- Signal timing changes at Harney/US20 intersection
- Although I don't think that the idea of a roundabout would get very far, roundabouts in Springfield (such as the double roundabout on Franklin Blvd) have been extremely effective in moving traffic very quickly through an area where two main roads come together. I realize that the cost to create a roundabout would be huge and that the businesses on the four corners would likely be totally opposed to a roundabout. However, traffic at the intersection is going to get much, much worse.
- RE: ""Couplets"" - Ask Philomath businesses how they like it
- Add flashing light when pedestrians have pressed walk and light has changed to green (to alert drivers to pedestrians cross light is on.)
- Use 1st St for two-lane westbound 20 from Harney
- It works well now with the improvements that were made.
- I don't know what the solution is but large trucks and vehicles pulling trailers (boats) have a hard time turning south on 101 from 20 and usually require both lanes and get close to the northbound 101 lane. That intersection needs to be changed to accommodate the large/long vehicles that go through it so it may be better to direct bike/ped traffic to another location? Tricky problem for sure.
- Adjust traffic light timing

- Except for traffic going northbound on 101 that is turning eastbound onto hwy 20, every other turn at the intersection is problematic and seems to need a major overhaul. In my experience, the signalized intersection is actually one of the safer ped. crossings in Newport (with the exception of the NE corner vs. right turning vehicles entering 101).

### **Along Hwy 101 or US 20 in Newport, are there other areas that need safer school access?**

- Yaquina View School needs better sidewalk access. Crosswalk on Moore doesn't make sense since it leads to a grassy area.
- Sidewalks need to be built to the Yaquina View School. Crossing on Moore is problematic since it does not lead to any sidewalks.
- Since this is the only text box on this page, I'm going to share a thought about the city core. It is problematic for the city to invest in the core if they don't have the landlords on board. The city center could be a vibrant area, but since the landlords by and large are disinterested in sharing in the investments or improvements, this probably won't be successful. Either the city sets down rules that the landlords must follow, or they abandon investments in the city center other than safety issues.
- To answer the above question, in general, wherever there is normal flow of children (this requires a study during non-covid times), put in a pedestrian flasher signal to let children cross.
- Corner of 6th and Eads. Improvements to the sidewalks on Eads
- Spend money on cleaning up the horrible blight. The city is not worthy of roads, trails and bike lanes if the visual impact of blight is not addressed first.
- In OR law, every intersection is a crosswalk. It seems I may be the only person whose read that in the driver's manual, sadly including law enforcement. People, including school kids, should be safe to cross at any intersection along 20. I've actually been yelled at for doing so, by drivers who were a block away when I started to cross. SPEEDING is a problem on 20, even when it's posted and clearly in a town setting. We all need to be safe crossing 20 at any intersection. Rather than ignore pedestrians, law enforcement should be stopping drivers who put pedestrians at risk, and should model safe driving when pedestrians are present AT ANY CROSSWALK e.g. intersection, as specified in Oregon law.
- The intersection at US 20 and Harney/Moore needs improvement. A left turn arrow should be a requirement. Given the uphill approaches on both sides, left turns are dangerous and any pedestrian/bike crossing is also dangerous. It would be nice to be able to walk/bike to school from north of US 20, but this is currently difficult.
- The light on hwy 20 a b d Sherwin Williams for both pedestrians and cars. when driving to middle school I would see cars and school buses running red light every day . otherwise impossible to cross
- Hwy 20 has becoming a major traffic problem. I use this hwy to come in to Newport. In the spring through fall there are frequent back ups. Hwy 20 should be widened to 4 lanes from Harney street to hwy 101. Semi trucks and wide loads back up traffic and there is barely enough room for them to make right turns onto hwy 101. Business along this section will lose parking which could be provided behind the store fronts on NE 1st and SE 1st. You may want to believe that soon all cars will be smaller and thus lanes can be narrower, or most residents are going to use public transportation, but the semis are not going to get smaller. Nor is Newport going to no longer be a MAJOR tourist destination.
- Plan AHEAD!
- Cross walks on 101 west of school locations for walking students....
- Moore Dr. and the Moore Dr./US 20 intersection and the street to the Middle School.
- More neighborhood school crossing signs. Map students paths from homes to schools. Design designated crossings with children school crossings. Many streets in NE Newport have long east to west streets without stopping. These are more dangerous to students crossing. The disadvantage children are more likely to walk more often & farther distances. More busing for students that have to cross busy traffic streets. Hwy 20 need pedestrian crossing signal at Eads & Fogerty for students. More community bike paths leading to schools. Bike Path crossing signs would add to safety for all. Four ways stops or lights for school crossings with heavy usage. No turning flashing light or turn signals, when right turning traffic is common on pedestrian crossings. Hwy 101 & 20 is the best example. There are other area in the city, Eads, 15th & 101....
- Better traffic control during drop off and pick up times.

- I would support lighted enhanced safer school access on Highway 20
- Sidewalk, school and pedestrian signs on both sides of 101 & 20 through entire city limits of Newport. Crosswalks with lights at all intersections. Slow speed from 60th all the way through town to 25mph and Hwy 20 from city limit to 101 speed to 25mph.
- Sidewalks and improved crossing at Harney and Hwy 20. Many children use this light to cross and yet the ""sidewalk"" doesn't exist when they get to the East side of Harney where there is a lot of industrial traffic. One easy solution to safety is to enforce the traffic laws that apply to that light. Almost everyone coming up SE Moore drive think they have right of way to turn left onto Hwy 20. They also show no concern for pedestrians using the crosswalks.
- At 101 and 20 Intersection, it is very dangerous to cross even with the traffic lights. Perhaps more flashing lights when pedestrians are crossing could help. Perhaps there could be a flashing sign up at the traffic light that alerts drivers to stop for pedestrians. I believe this is needed for all stop lights that cross 101 or hwy 20. Cars turn and want to cross even when pedestrians are trying to cross. I know this personally, as a walker.
- Lower speed limit
- All need kid zone signs if promoted as safe routes to schools
- Reduce auto priority around schools and provide more equitable solutions to transportations by providing safe multi-modal routes from all directions.
- Not necessarily school access, but a crosswalk flasher is badly needed where Alder crosses 101 (The Ark to Medication Station). Backed-up traffic makes it impossible for southbound vehicles to see pedestrians trying to cross from the south side (the Ark side).
- Hwy 101 and the intersection with 12th street is kind of funky because the center turn lane doesn't line up with 12th street well and causes confusion on right-of way for cars trying to turn left onto NW 12th or NE12th. The confusion/congestion created by left turns here causes pedestrians in this intersection to be a secondary concern. I don't know if kids cross here on their way to Sam Case but it is pretty dangerous for pedestrians and the sign on the north corner of NE 12th and 101, that attempts to direct pedestrians away is continually knocked down by cars cutting the corner when turning north on 101 from NE 12th (so that is not a permanent solution).
- Oceanview Dr has school bus stops, but no sidewalk and traffic is too fast.
- These are all necessary but the crossing at NE Eads is by far the most urgent need for safe routes to school (and ONE safe place to cross hwy 20 between Harney and 101). Sidewalks are needed along the south side of Moore Drive between the crosswalk and the corner of SE 2nd, as well as along the east side of SE 2nd along the ballfield.

**Do you have any other comments or thoughts to share about the Yaquina Bay Bridge or transportation in South Beach?**

- Light the Bridge
- The bridge should be lighted.
- Can a modern safer bridge look like the old one or similar? ...a wider bridge with better, safer bike/red paths in same spot
- This involves balancing the viewscape against practical needs (the replacement of an old bridge that would not withstand a large earthquake). To get a good feeling on the second option (new bridge adjacent to old bridge), you will need to provide us a 3D architect's rendering of what it would look like. Then we can see what we are in for. It may look worse than replacement. The Waldport bridge isn't bad. It's not Conde's bridge, but it's not bad, and probably looks better than having two bridges side by side.
- Community bus provided during the seafood wine festival was a good indication to how a ramped up service could look like
- Any replacement(or additional bridge) should include much improved ped/bicycle access as well as ability better tolerate a breakdown on the bridge.
- I think a bypass with better access between 101 and 20 would also help reduce traffic within the city and may improve flow.

- Before spending money on all this Fantasy thinking- clean up the residential yards that are junk yards and make the city look like third world neighborhoods. Take action and sanction the property owners add solid codes that will not allow for any wasteful litigation.
- The original should be kept as long as safely possible, even if just as a pedestrian bridge.
- SAFEST OPTION: Keep current bridge as a one lane (east side) southbound traffic, west lane pedestrian and bike. New bridge next to it is Northbound traffic lane on it's west side and the east lane is bike and pedestrian. That would reduce the weight on the old bridge. Having two that function provides backup in the event one bridge becomes impassable. Emergency vehicles can use pedestrian side in the event of that nasty 20 min back up approaching from the south in summer traffic. (I hope there is a planned route around the East side of the bay/ through Toledo/ back through the south end of the bay. If not, this should be a State safety priority.
- Whatever bridge replaces the current one needs to have much better bike & pedestrian access (wider, safer, more removed from car traffic).
- Any new bridge over the Yaquina Bay will have bike / pedestrian paths included.
- Leave the current bridge and adding another would allow the current bridge to open if needed for any type of emergency
- Whichever option is chosen, pedestrian and bike access/safety should be a priority.
- Given the symbolism of the current bridge and what it means to Newport, I either suggest keeping the bridge or building a similar one in its place. A second bridge will muddle the view of the current one. Similarly, tearing down the current one without anything in its place will hurt the city's image.
- Keep the bridge!!
- We really need a way to reduce congestion on the Bayfront and Nye Beach areas. Key West has a fantastic model. They have a ""conch train."" It's not really a train, but like the people movers at Disneyland. You buy a hop on/hop off pass that is good for the day and the trains come around every 15 minutes or so and go to all the tourist sites. I would love to have something like this. The Crab Coach if you will. It could go between these areas and possibly others such as the lighthouses and maybe even the Aquarium and HMSC, as well as large parking lots where people can park. I would totally use this as I hate attempting to park on the bayfront in the summer.
- I'M SCARED TO DEATH EVERYTIME I GO ACCROSS IT! It is one of the least structurally sound bridges in the state.
- We need to keep in mind, that Newport is not like Eugene, Corvallis or Portland and I don't think anyone wants it to be.
- These cities have a multi facet public transportation system and has a much higher percentage of bicyclists.
- The weather on the coast does not allow for a great percentage of bicyclists. Please don't compromise auto lanes for bicycle lanes.
- Need truck/ commercial vehicles bypass bridge from Toledo to south beach...include RVs as well....
- The bridge is about worn out. I like the idea of a new bridge more inland and closing the existing bridge to motor vehicle traffic. This would be unique on the coast.
- As much as possible keep the design of the new bridge the same as the old bridge.
- Keep Mr. McCullough's bridge. Newport's own Ponte Vecchio!
- The bridge is much too beautiful to lose.
- Unprotected left turn required to leave development at SE 62nd Street and Hwy 101. Traffic light at this location to improve safety.
- Is building a sister bridge next to the existing bridge using each as one way too expensive?
- How about ped/bike bridge underneath the current bridge
- Construct a new bridge adjacent to the existing structure and retain the historic bridge that can be used when accidents close the new bridge and still be used for bike/pedestrian traffic.
- Bridge replacement planning needed to start 10+ years ago
- Historical Bridge Must Be Saved. Tourist economics is drawn by historical bridge. Earthquake retrofit to stabilize historical bridge. Retrofitting the historical bridge provides more protection for current usage for traffic. Planning for a new bridge should be built on west side of historical bridge. There is room for both. The historical view of the Newport Bridge would not change. Building a new structure for vehicle traffic on the west side of historical bridge. Local historical bridge route traffic could be hidden on the west side of the

historical bridge. Bike & pedestrians could be put on the retrofitted historical bridge. There needs to be another choice. Hwy 101 Newport Business traffic to the east with a new bridge & transportation system at the Fair Grounds. We should do both bridges for future economic of benefit for all of the future generations. We needed this to happen twenty-five years ago. There was a missed opportunity.

- Hwy 101 Business Route Heavy traffic would turn off Hwy 20. Traveling Hwy 101 North & South would be through an east new. . New Hwy 101 connection at South Beach Airport east side area maybe using the old railroad right of way could be a partial solution. Old section of South Beach would need to be found. Bridge to cross east of Oregon State University complex connection to the Yaquina North Estuary behind the Embarcadero property. New connection to the North Industrial Complex Commercial Port Docks. Proceed up the hill to Hwy 101 & 20 Business Route new four lane highway connection to Toledo.
- Hwy 101 Business Route North would continue with a new connection through new north east Newport. Newport Lincoln County Transportation Center would be designed for connection to new Hwy 101 Business Route North to Depoe Bay & Lincoln City Business Routes to Hwy 18. Many areas of new route will be on a complete new route by passing the Beverly Beach Landslide Block. This will require a new route east of the block slide area. No point in building a new Hwy 101 section within this massive landslide.
- Cost is a major factor with the bridge. Could the existing bridge be safety upgraded in place? It seems poorly suited as a bike/ped facility as it clearly is not ADA compliant (and could not be made to be).
- I would not want to be the person that has to tell the citizens of Newport their beloved bridge will be torn down. That most like would insight a riot and storming of City Hall.
- Build another 2-lane bridge parallel to the existing bridge even if it is just a platform bridge to keep as much as the existing bridge's beauty visible. Then have each bridge only be one-way bridges. Example: Existing bridge with both lanes traveling one-way into Newport (northbound) and new bridge with both lanes traveling one-way leaving Newport (southbound).
- The thought of tearing down the old bridge is awful, but so are the increasing costs for maintenance and the odds of our community being highly impacted by the bridge shutting down permanently due to an earthquake or age. Can we replace it with something with style? My answer depends on what the replacement will be.
- Several of the attendees suggested looking into the possibility of bringing back pedestrian ferries to cross from the Bay Front to the Rogue Brewery and marina. That is an idea that should be considered.
- AS much as I hate traffic lights, especially the one at 101 and Hurbert, we really need a light at the entrance to Oregon Coast Community College. Trying to make a left-hand turn to go southbound on 101 from the college can be pretty dicey, especially for younger, less experienced drivers.
- Heading South, the Speed Limit should not increase to 55 mph until AFTER the heavily used South Beach State Park Exit and the next Exit into the South Shore Development.
- Make the bridge 4 lanes. I have been stopped on the bridge numerous times due to accidents, wide loads, and police chases.
- Build another bridge or complete a bay road that more easily accommodates traffic driving around the Bay.
- Build a new bridge and connecting roadway between Hwy 20 east of downtown Toledo and Hwy 101 in South Beach. A bridge across the Yaquina east of the channel would not need to be as long due to a narrower crossing nor would it need to be as high, because it would not need to accommodate large boats. This could also reduce congestion in Newport by providing vehicles with an option to by-pass Newport. Lastly, it would connect Newport to South Beach and south county if the existing bridge collapses, or is being replaced. If the Yaquina bay bridge is replaced, aesthetics should be given priority. A replacement bridge should look similar to the original, or be equally ""iconic."" Not like the bridge over the Alsea.
- The Yaquina Bay Bridge is a historical landmark and valuable attraction to Newport. As a visiting tourist that later became a full time resident, the bridge is a beloved reflection of the artistic and stoic character of the city. Find one fishing boat that hasn't used that bridge as a frame in a photo op for their vessel and it's one of the most recognizable subjects for sunrise, sunset, and other photo opportunities.
- As long as we have a 2 lane bridge there will be a bottle neck of congestion going both directions. The bridge really needs to be replaced with a new 4 lane one. Like in Waldport just south of us. The light in South Beach is causing a back up of cars that compounds the bridge problems.
- It a car is turning right onto Hwy 101 from the street by the motel it trips the light and the through traffic has to stop! This is ridiculous!
- Build a bypass bridge at another location and keep current bridge for pedestrian and bike use.

- Until the bridge issue is resolved, many of these other aspects are moot. A new bridge might affect the entire hwy 20 section, for example, as well as the bay front.
- Look to Grants Pass as a way to maintain a historic bridge and build another bridge up the Yaquina River to divert drivers heading from the east, but not needing to drive thru Newport to go south
- Get funds in place first
- If the bridge is replaced, its aesthetics should be similar to the current bridge. A new bridge should also have a strong focus on bike/pedestrian traffic (not mentioned with the above options). The bridge is, in my opinion, very beautiful and attractive. When entering Newport via Hwy 20, there is a glimpse of it at the Hwy 20/Harney St. intersection. It'd be attractive to create a better view of the bridge when entering Newport.
- Whatever happens with the bridge, we need to be able to safely bike across it, which is not possible now..
- Whatever is done there MUST be bike/pedestrian facility included. The bridge is iconic to the area, any adjacent new bridge or replacement of the bridge must be equally lovely.
- Do all possible preliminary work to replacing the bridge after a Cascadia earthquake. Enable use of ferries or an earthquake-safe Toledo bridge from the event until the new Newport bridge is built.
- Make sure the new bridge doesn't interfere with the aesthetics of the current one. It's the symbol of our community and is significant for tourism.
- Consider a tunnel under the bay.
- Suggest tolling existing bridge if bypass bridge is desired. A bypass bridge east of the city would divert traffic from hwy 20 and could reduce congestion. It important to keep the traffic at the current capacity and not increase capacity that encourages more use and more overall traffic. Additional capacity should not be at the expense of quality of living in Newport. Traffic demand will always increase, but increasing traffic capacity does not provide a sustainable solution.
- Please \*\*\*do not touch\*\*\* our beautiful landmark!!!! It defines Newport! I am shocked this is even being considered. Converting it into a pedestrian/bike bridge would be wonderful if it connected to a new pedestrian/bike-friendly 101 to the North. A parallel bridge would be okay if it were designed well. This is such an iconic and beautiful gateway to the Pacific, please please, please do not ruin it!!
- Needs to be 4 lanes and more air draft for bigger ships.
- Maintaining similar alignment that is congruent with cities current business alignment is ideal. Given the age and traffic limitations it would be ideal to have four lanes going across the river while South Beach area is still ""less developed"" and any ROW issues can be worked out cheaper.
- A bypass bridge sounds like a good idea for a few reasons, 1. remove large trucks from intersection at Hwy 101 and 20, and remove them from passing through Deco district, 2. provide alternate route if the bay bridge were compromised by natural disaster or high winds (assuming it is less prone to damage), 3. removal of the bay bridge means less upkeep of an aging structure. However, building a bridge outside of town may also divert tourist traffic away from Newport and may just create a congestion problem somewhere else. Either way, I support the idea of making a more bike/ped friendly way to cross the river.
- No strong option except the new bridge must have safe bike and ped. access in both directions and allow space for accident/breakdown avoidance. While it is generally true that they don't make them like they used to, I think most Newport residents have strong feelings that any replacement should honor the iconic Conde McCullough design.

### **Are we missing any other solutions for the future of Newport's transportation system?**

- I am opposed to one way streets in Newport because that tends to local people using alternate side streets to bypass them on smaller side streets like where I live.
- Improve the streets to all have bike lanes unless impossible
- Consider building underground/low rise parking structures in key locations to reduce traffic. Then expand public transport via shuttles / trolleys in ped/bike areas only.
- Building a multi-use path on the west side of Hwy. 101 from Lighthouse Drive to Oceanview Drive seems very doable, especially with financial participation by ODOT. To be successful, the path would need to be fully separated from Hwy. 101. The right of way is already wider on the west side of 101 and can easily accommodate a fully separated multi-use path.

- Like I mentioned, I have lived in some small congested cities like Bend Oregon and Santa Cruz Californian. Newport has the worst infrastructure for bicycles and pedestrians. It is very car dominated and unsafe. When you open up safer alternatives to cars people use it. It also great for tourists to use when they want to explore the city. Giving people a safe route to walk and bike along the beach would be invaluable.
- There are a lot of apartments going up by Lakewood, which means a lot more traffic. Turning left onto 101 is already problematic, and increasing traffic will make it worse. Having alternate ways to get to the neighborhood is a good start, but a light at 31st would be better.
- Your questions weighted all opinions equally. For those that live in specific community, their opinions should be weighted higher than those who don't. For example, if I live on the Bay Front, my opinion on what should be done in Agate Beach should be weighed less than that of someone who lives in that area. Perhaps you can include this in future surveys.
- I really feel like there should be a SAFE separate bike and ped route from Agate Beach Neighborhoods to South Beach. A separate bike path would be a boon to the locals and a great thing for tourists. Wide enough to accommodate new forms of alternative transportation (ebikes, elder trikes, skateboards, etc.) A giant loop would be best with a route that incorporates the back road by Frank Wade Park, Bayfront, the Bay road, Nye Beach, the aquarium, etc.
- Full Hwy 101 Bypass
- Consider improving bike access from points further south as 101 is a lousy way to get into town/South Beach on a bicycle. Perhaps a trail from the airport and/or other off highway access from Surfland/Ocean Shores.
- Continue evaluating possible commuter air service from the airport to reduce the need for long drives for persons travelling by air who would usually have to drive to Eugene or Portland.
- Yes, the city administration needs to step up to the plate- understand their jobs and fulfill the oaths they took.
- SW Neff Way/Alder St. desperately needs a sidewalk to accommodate the many local residents (and tourists) walking between the hospital area and Nye Beach on the roadway. The south side (by Mombetsu Park) seems to have plenty of room.
- YES!! We need to keep the free/ or \$1 round trip bus in the summer that loops from aquarium/HMSC through Bayfront and up to movie theater, then back. This can help greatly with tourist traffic (linked to a free park & Ride lot) and give people without cars a cheap and faster option. Going up to the movie theater/ AKA new apartments give those folks a chance to reduce congestion. Have it stop every major destination or every 5 blocks and stay mainly on 101. I would pay a business tax for this. I have lived in Newport/Waldport 26 years, and used to work on the Bayfront. I have always worked in Newport or at HMSC.
- Lighthouse Drive from Hwy 101 to Yaquina head entrance needs pedestrian lanes. There is much foot traffic in this area and pedestrians are not safe due to congested traffic. Note that there is heavy tourist traffic on Lighthouse Dr and many drivers do not maintain safe distances around pedestrians.
- In general, it would be nice for Newport to be more bike and pedestrian friendly (more bike lanes and more sidewalks).
- Pave all gravel roads. Restore/ Replace all damaged sidewalks. Keep up on asphalt overlays.
- I feel there should be a separate transportation system that runs a few hours a day for seniors and people with disabilities. I think it would allow them to feel safer in using transportation in Newport.
- More trails and bikeways in order to remove cars from the roads and provide a more intimate way to enjoy the beauty of the community. Additionally, I didn't see anything addressing the amount of RVs moving through the community. This is a big part of our road use and a big part of our economic viability. RV size and movement through the community needs to be addressed given the amount of them.
- Please don't put in speed bumps, they have used those in my other neighborhood in Eugene to try to slow residential street traffic and it has become MORE dangerous for those of us walking/biking as the cars now swerve across the fog line into the walking/biking lane to avoid part of the speed bump - don't let this happen in Newport!!
- Improve handicapped access to all areas. We may meet standards, but those standards are low and I work in Newport 5 days a week with the elderly. Their ability to utilize our scenic and tourist areas is severely restricted and difficult. Sidewalks and paths are terrible and many locations are inaccessible except from a distance.

- Previously a solution for parking congestion was to have transport (e.g. trolley, walkways) from parking lots to areas like bayfront. Recently I saw on city agenda a proposal to allow car camping at city parking lot on Herbert (across from La Roca). To get tourists and others to use this parking lot, it needs to be a safe and clean parking lot. I believe that car camping here will make it unsafe and people will not use it. This is an important parking area close to bayfront, farmers market etc.. work needs to be done to connect it and keep clean, etc.
- We need more flashing yellow turn signals (like the one by Walmart was recently changed to), especially the one by the Newport Cafe.
- I'd like to see a traffic light at Hwy 101 & San Bay-O Circle.
- I hope you find a solution Re: congestion/parking on Bay Blvd that doesn't involve parking meters.
- So important to prioritize the current issues/needs and plan according to the needs of Newport, a coastal town with different weather and population than that of bigger cities- i.e.: Corvallis, Eugene, Portland.
- Input from disabled community and students especially his and occc students...
- Reduce and monitor speeds in hospital area...some intersections view often blocked by large rigs.
- Hospital vehicle entrances confusing.....handicapped patient access not a priority...
- 1) There should be sidewalk/ bike lanes from the new apartment complex next to the Newport Cinema to downtown as well as Public transportation. 2) Develop a culture of pedestrians/ bicycles and traffic law awareness. Locals who follow the laws will force tourists to do the same somewhat. I am involved DAILY in or witness several acts of aggressive driving, distracted driving, ignoring Stop signs/lights, speeding in excess of 10 mph in 35 mph and less zones, disregard of bicyclists and crosswalk users on my commute. 3) Look into better Public transportation and incentives for commuters from Toledo/ Siletz. The traffic back up on US 20 at commuting times is insane. Half a mile often. 4) Develop a program/system for tourists to park and walk or take Public transportation between Nye Beach, Coast Street, Downtown, Yaquina State Park, the Bay Front, and South Beach. 5) Reduce MVA's by aggressive traffic law enforcement.
- We need a traffic light at the new apartments on 101 across from 60th street just North of the movie theatres.
- Bike access needs to be a priority. Connecting the entire length from Otter Rock to South beach would make our city stand out for all the right reasons. For starters getting the area from North Agate connected to town will reduce traffic and improve the health of our children.
- Remove/reduce two way left turn lane throughout town. The entire 101 corridor should also switch from signalized intersections to roundabouts.
- A loop bus from bay Blvd back to Nye going down past the hotels on coast road running on a decent timed rout maybe going by the rec. Aquatic center to include some exercise activity for visitors would help alleviate some parking problems as well
- Pave Mark Street
- Designating more alternative routes to get around for local traffic, pedestrians & bikes. Alternative paths with fewer stops signs like SE Coos Street. Put in four ways stops for blind corners in town. Better enforce existing & additional regulations to control mandated set back for vegetation. Limit types of plants that meet height growth requirements. If planting shrubs in 20 foot setback on each corner of intersection, they can not exceed the two & half foot tall limit. Encourage ground cover in the twenty & 10 foot set back areas. No shrubbery is allowed that exceeds height limits. Example: 15th & NW Nye Street SW corner, there are plants that grow up to several feet 3-5 ft. per year. The only way this plant is going to meet the standard of 2-1/2 ft is to be trimmed monthly. The property is in constant violation of the twenty foot corner set back & the 10 ft. set back on 15th Street west of intersection. Limit tree heights in power line areas. Enforce over sidewalk & intersections tree height trimming.
- Newport needs a Senior & Disabled help system to provide grants or reduce costs to bring properties into code. The property at 15th & NW Nye St. is an elders property. But, he can not meet code with the current shrubbery on 15th. The shrubs have grown several feet this year. They should be removed & replaced, but does Newport code address the plant height limits. Yes, clearly states must be below the two & half height at all times to meet the code. But, code doesn't limit species growth height. Heather as ground cover could be easily kept to always meet code height. The pink blooming evergreen at 15th & NW Nye gets 2-1/2 ft height in 2 month, if trimmed to the ground. The pink shrub can get thirty+ ft tall. The added dirt making the hill alone without the bushes, takes up most of the two & half foot 20 foot set back. And close on the ten foot set back. The dirt is piled close to the edge of sidewalk with steep slope. One would have to visit the

site to determine if some of the added dirt would need to be removed to meet code, maybe. Remember the 20 ft set back does not include city right of way. It is all on property owners section. The 10 ft set back is from owner property line. Neither include any City property. Most people don't understand you pay taxes to the center of the road.

- I think this is where most property owners do not understand the current code. I was by 15th & NW Nye a couple of weeks ago. Most of the growth on 15th does not meet code again. There are problems all over the City of Newport. The Newport Post Office is still in violation. There is a full time position for just landscaping code violations within city limits. Maybe Google Street Maps might save some time, if they were updated. It might be a time saver to Google Map sections of the city. The other thing that needs to be done is informing the public what the rules are for vegetation set backs. Maybe a simple example included in the water bills as an insert. Two sided flyer, envelope fitting size, one side code 20 ft & 10 ft set back, trees 13 ft above sidewalk or middle of the street height. Which is the same height sidewalks should be set.
- Could Newport Oregon be the first city on Oregon to meet ADA sidewalk codes? There is another challenge of concrete, rock & brick walls built on Newport Right of Ways blocking corner safety site views. Many with vegetation growing. Enforcement of removal of vegetation that violates Newport Code. Work with the Lincoln County Invasive Species Removal Jail Crews. Update Invasive Species Code, if needed. Remove as much Scotch Broom from South Beach as possible. There is a lot of property owners in violation of Newport Invasive Species Code. Scotch Broom is very dangerous as a fire hazard. We were very luck at South Beach State Park when somebody start a fire in the scotch broom with a twenty five mile an hour wind from the SW. Started in the SW corner of State Park. South Beach Fire Dept saw the smoke first & responded immediately to save the day.
- Newport Bee City, USA. How can Newport include native plant species for landscaping? The Oregon Central Coast & Newport have indigenous pollinators year around. How can Newport include Native Plants for Native Pollinators built into the code for the whole city? Newport Transportation, Parks & Planning should be involved with becoming the first Bee City, USA on the Oregon Coast. You have a lot of Hwy 101 in the City of Newport. It could be a major Native Bee Corridor. Another area of Transportation & Pollinators Corridor is the Newport Airport. Most of the entrance to the airport is invasive species of Scotch Broom. Which is a very inflammatory.
- Newport should declare Scotch Broom an extreme fire hazard & invasive species and enforce current & existing Newport Code. Which clearly states invasive species will be removed from property in the City limits of Newport. Well it's a little hard to enforce the public, if the City of Newport isn't following its own code to remove invasive species. The Airport would be a good project share with the Animal Shelter. Get volunteers to help remove the invasive species & plant native plants for every season. Which is four season on the Oregon Central Coast. Salsa blooms in the winter to support native pollinators. There is a wide variety of indigenous plants that bloom through out all four seasons. There are many varieties of native plants.
- Now the main subject of Transportation & Native Pollinators is the ODOT, Lincoln County, Newport Hwy 101 Pollinators Habitat Corridor. Currently from South Beach to Yachat & Cape Perpetua. How are you incorporating Native Pollinators into the current South Beach Hwy Construction. When is Newport going to join the agreement between ODOT & Lincoln County for the Pollinators Habitat Corridor? How can we use the Bee City, USA to draw more tourist to see our twenty five miles of No Spray Pollinators Habitat Corridor. It is a site to see in the summer time. I think I have some video footage. I will see if I can find it to share.
- How can we achieve becoming a stronger Newport Oregon Bee City, USA. We need a Bee City Sign at the Airport. Encourage more Native Plants in Newport planted by Citizens & City Crews. Ask the Newport Chamber of Commerce to support Newport Bee City, USA. Get information regarding planting native species for native pollinators to a tri fold brochure for Public information. Do a Celebration of Newport Booth including Pollinators & Native Plants. Work with the Lincoln County Soil & Water Conservation in Newport to support Newport Bee City, USA program, too. They have Native Plant sales. Newport Parks & Public Works to collaborate with Soil & Water, Animal Shelter, Surfriders & MidCoast Watershed Council to do an Airport project to remove invasive species & plant native species for all seasons.
- Support the implementation of the 2021 Civilian Conservation Corps to help with Infrastructure needs by Local, State & Federal Communities & Agencies. Lincoln County would be a good place to start the CCC again. A modern version. More diversity & social justice for anybody that needs a job or place to live. 2021

CCC could make the difference for infrastructure, employment, economics, conservation & restoration including pollinators.

- More electric vehicle infrastructure to help buffer future local and touristic influx from hybrid/electric only vehicle owners (helps reduce emissions and decreases road noise from vehicles). Allow for more bus/transportation routes to help support local business and low income mobility.
- Wayfinding for Newport could go a long way. My family visited from the Valley for decades and had no idea what "Historic Nye Beach" implied until my family moved here. There are some real gems in this community that are overlooked due to simple issues such as a sign that is difficult to see that does not explain the fact that there is terrific dining and shopping nearby. It benefits the businesses and economy of our town to support education about these opportunities.
- None that I can think of.
- We are in desperate need of more and better handicapped and wheelchair parking in the downtown area, Nye Beach and the Bayfront!
- There needs to be additional bus stops with shelters with a more frequent schedule for those who live in Newport but more rural (Agate Beach & south of the bridge) for the many residents who don't drive. Example: Agate Beach neighborhood NW 55th Street to NW 56th Street does not have a convenient bus stop, and with Newport's fall/winter weather and the heavy traffic in the summertime, these are challenges for those on foot needing to take transit into the main part of Newport.
- Get rid of a lot of the on street parking especially 101 city center.
- The city should contact the Department of Environmental Quality and ask the state to run an EPA transportation model program to assess the amount of greenhouse gas emissions within the city of Newport. We were able to get DEQ to run a county wide EPA transportation model. The program generated an estimate that there is approximately 500,000 metric tons of CO2 generated by a variety of heavy trucks, light trucks, passenger cars, etc. The city should have this information about the amount of greenhouse gas emissions generated city wide by the different transportation modes.
- Manual traffic light activator for bicycles (similar to pedestrian but located so a bicyclist does not have to get on the sidewalk to trigger them. They have these in Davis, CA. These are particularly needed at Hwy 20 and Moore Drive north bound and would be nice at 101 and 20 and 101 and 11th St. Also bike lanes up and down Moore Dr.
- Reduce Speed Limits to 20-25 on ALL streets within City Limits, and especially on 101.
- Beauty. We would like Newport to be seen as a beautiful place to visit along the lines of Depoe Bay and Yahats. The City should also buy up empty business spaces (like Les Schwab, all the little empty spaces in Old Town Newport) and convert them into open green spaces (or well landscaped park and ride locations). Forget the art, put in trees, flowers and other landscaping. Make Newport Beautiful.
- More blinking yellow lights like the Walmart/101
- I think the City is missing the mark on a future vision trying to "save" the downtown district along Hwy 101. Buy those old storefronts and widen the Hwy if congestion is such a problem. Online retail is here to stay and with the Nye Beach and Bayfront those will be sufficient to draw visitors. Don't follow Lincoln City's example and make Hwy 101 a tourist trap that invites congestion, frustration for those of us that live here.
- You might consider paving/improving some of the in-town streets that are still gravel, whether or not some of the residents object to higher tax assessments.
- Instead of fettering the Bayfront and Nye shopping areas with parking meters/permits/limits, it would be worth considering a shuttle system bringing folks from their hotels and larger parking facilities. A vision of a few dedicated shuttles on a schedule that made the rounds where folks could park at the PAC, North Jetty Park, Public Parking above the Bayfront and stops along hotel row would help folks get around without the congestion of the cars. People might also be compelled to see more by foot that way if they've left their cars behind at the hotel or parking.
- The light at hwy 101 and Herbert causes unnecessary congestion!! I drive this 5 days a week and get stopped when there isn't even anyone else there! The lights should be tripped by vehicles not by timing. PLEASE address this!
- Also, the traffic going south goes from 2 lanes down to 1 lane to cross the bridge and every single day during tourist season there is a Huge back up of cars. There should be better signage SOONER than just before the bridge telling people that south bound traffic needs to be in the left lane.

- IF you decide to put in more cross walks with the middle section PLEASE rethink that. There are at least 2 areas on Hwy 101 between the bridge and Herbert, that are unsafe now because of those middle sections. People wanting to turn from 101 onto a side street have no safe turn lane and stick out into the traffic hoping not to get hit. TOTALLY UNSAFE! They're just a driving hazard. The crosswalk lights are helpful.
- I believe it is unsafe to walk many places in Newport due to lack of crosswalks. For example, crossing the street near The Waves Motel, where there is a ""no stop on right turn"" is dangerous to walkers. Juveniles at the Shelter are often walking on the side of the road, as there is no sidewalk on one side. The Skate Park is also on that side of the road. A sidewalk or pedestrian/bike lane could be marked easily. As for the turn, Perhaps it should become a simple two way stop instead, and the lanes for driving narrowed.
- I also believe Oceanway needs to become one way AND build a sidewalk. At least add speed bumps. It is very dangerous to walk on Oceanway, as residents have continued to move their gardens further into the roadway, using rocks etc. as landscaping.
- \*\*\*As for buses, the public needs to know that they have to call ahead for some bus stops or the BUS WILL NOT COME to that bus stop at all.
- Need more traffic lights in north Newport including at the new 110 unit development
- I would hate to lose our iconic Yaquina Bridge. I would like to see something like Grants Pass did....Keep the Caveman Bridge....build another bridge. Maybe a bridge up around Harney for the eastbound traffic to get over to South Beach without entering Newport, jamming 101 and 20....and then crowding town, and then the Yaquina Bridge. Diverting traffic from east of Newport directly south would free up our streets, and our limited downtown parking.
- Enforcement of speed limits and light violations 101 @ 20
- NO more bump outs like Nye Beach it is a big waste of money and makes movement of both traffic can walking horrible
- Vehicle size restrictions for various areas, with adequate posting and enforcement.
- What about making the bay front a one way street?
- We need a STOP SIGN for traffic going South on NW Oceanview Dr, at the corner of NW Oceanview Dr and Spring/Coast Streets.
- And a STOP SIGN for traffic going North onto NW Oceanview Dr at the corner of NW Coast and NW 12th St.
- I grew up here in Newport and now raise my family here. We have the potential to create a long, scenic bike/pedestrian route which connects from the north end of Oceanview drive (or the Yaquina head lighthouse), south alongside Oceanview dr. (or separate, but near beach) through Nye beach, continuing around the corner through Yaquina bay lighthouse state park, down through our bayfront, and on out the bay road. The critical feature of this route should be that it is safe/family friendly and features a physical separation from car traffic as often as possible. Having seen such a path in other communities (Kapaa, Kauai), I am confident it would become a favorite feature of the community and a draw for visitors. We have the families, the bike rentals, the beaches, and the views. Now we need the path. Thank you for your time :)
- You are lumping the Bay Front and Nye Beach together and they are very different. The Bay Front does not currently have street scanning similar to Nye Beach if we are talking about some form of landscaping. Separate the two in your planning thinking.
- Consider looking at the entire system from a walker's or cyclist's point of view. Vehicles dictate too much of the overall approach. In the next 20 years, we can accommodate more walkers and bikers, but not a lot more vehicles.
- Look at how freight is delivered in different neighborhoods. That could be the course for some creative solutions to congestion.
- Consider how seniors could walk more and feel safer.
- What about public transport? More options specifically for seniors. Those of us outside city limits have so few options.
- I did not see any mention of public transportation and how it relates to any of these ideas. Encouraging use of public transit should be an integral part of a transportation system. Reducing the amount of vehicles on our roadways is just as important as building more roads.
- Rideshare, improved transit, and longer-term parking

- I am incensed that you are ignoring San Bay-O Circle. I tried to get on the transportation committee. My application was ignored. I attended public meetings and yet there's no recognition of our neighborhood problem created by Fred Meyer and the 20th Street stop light as well as Subway using our street as the drive up entrance to its business. There are ~100 living units in this neighborhood. We have no other route besides 101. Mr. Gross described it as chaos. You have ignored us completely while planning biking and pedestrian enhancements and routes to give other citizens alternatives from the routes they are currently using while we are virtually trapped with no alternatives during the summer and holidays. And it's getting worse. At the spring meeting our street was supposed to be added to the list for planning. The consultant you hired wrote it down. What happened to that? The 101 crash zone is just south of our street. Take responsibility and help us! Many seniors live in this neighborhood.
- Work to improve the bus system so it works for ordinary people to use, not just tourists. How can anyone living on the west side of 101 get to work if the bus doesn't run before 9am or after 5pm on the west side. For example, people trying to get to work at HMSC need to be able to get there by 8 and leave at 5.
- Yes, completely ignoring South Beach area. Widening 101 to have a middle lane and bike paths. Multi-use path from 40th St. to 50th St. along Mike Miller Park west boundary. Need a signal at 40th St. and a side street west of 101 from 35th to 40th, to aid in developing a new tax base. A multi-use path out 35th St. to Idaho Point.
- From a city planning perspective, you are asking the right questions. Transportation planning for 2040 is challenging based on current work patterns that are changing. People are working from home and are community focused. City of Newport has to balance between the needs of the community and the seasonal tourist demands. previous policies shaped the city to an auto oriented pattern, which the TSP could redress given the current opportunity.
- I would really like to see the Ocean to Bay trail continue up Jeffries Creek ending near NE 7th and NE Harney St. It would be a great walking trail/bike allowing easy travel from one side of town to the other side of town.
- Creative placemaking, outdoor theatre, greening of parking locations (bioswales)
- It wasn't directly addressed in the questions, but I would like to see bike and walking path from the North end of Oceanview to Light House Dr. between Hwy 101 and Cherokee Lane. I bike into town from Gilbert Way weather permitting, and feel unsafe with Hwy 101 traffic whizzing by.
- There needs to be an uninterrupted sidewalk on SW 2nd/Angle St and Hurbert from the crosswalks on 101 down to Coast. There is significant foot traffic from the transit stop in front of City Hall, and there are sections where there is no sidewalk.
- Besides replacing the existing bridge, a 2nd bridge up river that could bypass Newport from hwy 20 from somewhere around MP 3 on hwy 20 for southbound traffic
- I live at NW Nye and NW 6th St. and have to walk a half mile to get the bus at City Hall. I would like to catch the bus at NW 6th and NW Coast Hwy in both directions without having to phone 24 hours in advance for Dial a Ride.
- Build parking structures in high traffic tourist areas to mitigate street congestion and implement pedestrian improvements. Apply for Competitive Highway Bridge Program. Create a one way traffic flow through the bay front with signage to direct flow. Hwy 20/Hwy 101 bypass route to mitigate congestion (Second Bridge) and provide an alternate route in the event of existing bridge damage (Age, earthquake, bridge strike/allision).
- When talking about sidewalk improvement and pedestrian considerations it is important to take into account persons with disabilities. Sidewalks that are easily navigable by wheelchairs, crosswalks that can be used by the visually impaired, are examples of these considerations. It will be important to incorporate these considerations into the planning phase.
- Pedestrians that cross in the crosswalk on the southern side of Hwy 101 and NW lighthouse Dr. are often overlooked by cars turning south on Hwy 101 from NE 52nd. I don't know why it is hard for cars to see pedestrians on that side of the street but I have witnessed several near-misses there.
- I am strongly AGAINST creating one-way streets in Newport's downtown core. Historically, this type of design destroys the small businesses that line Main Street and the side streets as faster traffic flow deters stopping and parking. A search on the Internet shows numerous instances of cities that had reconfigured -- at great expense -- to one-ways streets, but are now converting back to two-ways in order to encourage the return of small businesses and to improve increasingly unsafe conditions for pedestrians when crossing those speedy one-way streets that move at the pace set by street lights.

- In my neighborhood, near the hospital, streets need to be repaved since they are dangerous for cars and bikes. There are no sidewalks and people park wherever they please.
- New bypass from north of Agate Beach around Newport connecting to Highway 20 to the east.
- The proposed bike and ped access between Yaq Lighthouse (Agate Beach) and Walmart should be on the EAST side of Hwy 101, due to the multiple housing developments already established on the east side, N of Walmart and south of the golf course. Putting it on the West side of Hwy 101 makes no sense.
- Sidewalks are needed on Oceanview Dr along Agate Beach State Park. It is not safe for bikers or pedestrians as there is no shoulder or bike lane. Traffic goes too fast and it is dangerous for bikers and pedestrians. Do we have to wait for a tragedy?
- I understand that it is difficult to capture this notion in a survey like this, but while the bypass questions are good I think some of the questions are flawed in that they assume anyone would ever want to bike or walk through town for anything but a short stretch on highways 101 or 20. No matter how much traffic might ever be calmed or streetscapes redesigned, I don't think most walkers and bikers would ever prioritize traveling on state highways when what they actually want to see improved and strongly prefer are semi direct routes on quiet streets and trails with less auto traffic, like SW 9th St, Nye St, Coos/Benton, Elizabeth St and Oceanview Dr. Attracting pedestrian traffic and creating more appealing streetscapes in City Center is important, but I don't think bike lanes make sense there when parallel routes exist.
- Additionally, the Oregon Coast bike route intentionally bypasses 101 through most of Newport so focusing on putting bike lanes on 101 seems like a waste of limited space. As a solution to the Agate Beach gap, consider an off-highway (Oregon Coast) trail connection from the west side Agate Beach neighborhood north of 55th St. (potentially through Yaquina Head) to the beach. I might've missed it on the maps but the Oregon Coast Bike Route and Oregon Coast Trail should be part of the routes being tracked for improvements within the TSP.

## APPENDIX 2: WRITTEN SURVEY COMMENTS

### Are we missing any other solutions for the future of Newport's transportation system?

- Curtail short term rentals
- Widen Hwy 101 through downtown and remove on street parking
- Clean up downtown
- Prohibit large vehicles (semi-trucks, oversized vehicles such as campers and trailers, and big passenger trucks such as dualies and Ford 350s on the entire length of NW Coast St. SAFETY ISSUE!
- The yellow flashers at pedestrian crosswalks needs to be changed to red - I cross 101 by the hospital, before Fred Meyer and at Town Pump - more times than not I have almost been hit in crosswalk or people just blow thru it. I take my life in my own hands anytime I need to cross.
- Improve parking in Art Deco District
- Regular bus traffic, especially along coast
- Improve parking in Art Deco District
- Worst part of Newport is the hodge-podge of stores along 101. Very terrible paint colors are allowed as well as letting some businesses look abandoned/unsightly!
- US-101 and 60th - signalized crosswalk and west side bus stop
- Is there any way to make it brighter at the new crosswalks - especially the ones down by the Columbia Bank?
- Increase routes; increase bus stop pick-up times; covered from the rain bus stops (sheltered bus stops)
- Our downtown needs fixing up. Three businesses sit empty and they look bad.
- I feel like everything is fine the way it is. I would like Surf St. paved. The dust and dirt are hard on my COPD! I appreciate the pedestrian crossings. I don't appreciate pedestrians jumping in the street without caution because it is a crosswalk! Our streets are for traffic, not picnics! Fill in the potholes by Franz Bakery Outlet.
- Make alternate walking to connect Hwy 20 to 101. Hwy 20 to Big Creek bike and walking path.
- Definitely need a crosswalk and lighting on 101 near 36th St in South Beach. People have been hit there on the highway!
- Bike signage and stop light for bikes, like Holland
- Slower speeds at Agate Beach Wayside (all sides, people zoom through at 50+ mph)
- Fill in the potholes on all roads.
- Hwy 101 - on street parking in the Deco District (from SW 2nd/Angle St to SW Neff Way) should be eliminated. Install signage directing cars to the under-utilized parking lot on Hurbert St. Include bathroom symbol on signs.
- Add a flashing crosswalk at Hwy 20 and NE Eads. Traffic will not stop currently. A dedicated left turn light at 20 and Harney. Traffic does not observe the 30 limit entering Newport on Hwy 20!
- All of this costs money. Don't we need dams first? Where is the money coming from?
- Better public transportation. Bus service is unreliable.
- Eliminate obstacles in pedestrian sidewalks such as poles and trash cans.
- Covered bus stops. Need dedicated bike lanes.
- Enforcement of traffic rules especially for pedestrians. 11th and 101 is a particularly bad place with cars not stopping before turning right - I've been hit twice there by cars as a pedestrian.
- Yes, need more light on 73rd Court
- Need a pedestrian bridge over Hwy 101 near Best Western Agate Beach. At dusk (currently December) many pedestrians are walking across Hwy 101 where the sidewalk ends by Agate Beach Best Western Driveway in dark clothes with minimal lighting. The culvert tunnel at the Wayside can be intimidating to use in the darkness.
- Use the existing dud easement from Yaquina Head to Oceanview Drive (52nd to...) make into linear trail. Bike/hike eventual Head to Bay Trail.
- Fixing the potholes. The potholes at 55th and Hwy 101 are very alarming. The potholes throughout Agate Beach are ridiculous.

- Walk path at Agate Beach. Uphill to 33rd Place
- Road surface repair
- Avoid couplets; they destroy businesses and the downtown core for the sake of morning traffic faster. Encourage pedestrian friendly downtown core.
- Deco district lanes on 101 are too narrow
- Need to pave roads right off of Nye Street and 8th street
- It would be great if 101 and 20 weren't ugly. Yay! Les Schwab! U walk around a lot! We need sidewalks so pedestrians don't have to walk in the street. It is dangerous. Bicyclists don't follow rules of the road.
- More sidewalks
- Bus stop every other block. Safe pull-off for bus and pedestrian and more lighted road crossings.
- I have not given a lot of thought to the "transportation" topic. What are other coastal communities that have similar traffic patterns doing? What is successful?
- Do not diminish bus services
- Add left turn signals from Moore to Hwy 20.
- Underground utilities, please
- Not sure if patronage will support it, but a somewhat more frequent schedule for the N-S bus route, with sheltered waiting for the stops.
- Newport's a tourist town, be nice to have parking lots and a shuttle for tourists and locals to get to town attractions, Bay Front, Nye Beach, Aquarium, Etc. And parking for motor homes and travel trailers - it would cut down on traffic congestion.
- Need a blinking pedestrian light at Eads and Hwy 20
- Separate pathways will become "the homeless village." The narrow NYE Beach is a dangerous situation.
- Need street light Avery and 72nd (too dark) vandalism (high) safety, kids, accidents. Tree trimmer Avery street (7211) (PLEASE)
- My daughter is disabled and requires an adult tricycle to get around. She has been hit by a car on Hwy 101. The sidewalk is too narrow for her tricycle and a pedestrian passing each other. Hwy 101 need a bike lane from the bridge to the theatres.
- Take out those islands on 101, though I treat them as a separated highway. Enforce jaywalking laws and discourage bikes on sidewalks.
- Speed bumps along Lighthouse Drive to slow traffic to < 25mph on way to lighthouse (Yaquina). Dedicated pedestrian walkway from Hwy 101 to Yaquina lighthouse on Lighthouse Dr.
- We need more benches provided on 101
- Crosswalk on Hwy 20 and Coos! 4 way stop on NE Benton and NE 4th. Cars coming around curve from Hwy 20 can't see pedestrians, students, etc. crossing at NE 4th and Benton.
- I know some people need transportation but we can't afford any more taxes
- Better visibility for existing crossings on 101. Perhaps brighter flashing signs as it is very rare that all vehicles stop as lights flash.
- More sidewalks everywhere. There are none.
- Wheelchair accessible sidewalks with entry and exit flat for getting onto sidewalk safely. Thank you!
- Dreaming: wider sidewalk/bike path on Yaquina Bay Bridge
- None of the above. Maintain center lanes where possible.
- Can we take bikes and wheelchairs on city buses? I've never ridden a bus in this city, but probably will have to in the future...I'm old.
- I would like to see walk/bikeways for residents of new apartments on north side of Newport to be able to walk/bike safely to town.
- Would like Golf Course Dr paved
- Cheesy, but vehicular speed monitoring/enforcement would/could bring in enough revenue for traffic improvements; fix potholes at corner of West 101 - South St 20 (bank corner)
- On streets with lower posted speed limits (25 mph) add speed bumps to lower speed and increase enforcement of those speeds (especially along Lighthouse Dr north of Newport)
- Put utilities under ground
- Sidewalk from Agate Beach to city (Walmart) on Hwy 101
- Remove parking on Hwy 101 in downtown area. Make off-street parking areas available.

- I live in Big Creek Apartments - during the week bus does not pick up at door - weekends it does.
- Make 101 a one-way street
- Every winter trees along North 101/Hwy 20 fall - I'd like to see trees cut back for safety. On 101 - crosswalks only at lights. A main street feeling would be great - the businesses need painting and a parking lot off of 101. Maybe make Fall St parking from 8-4pm.
- Restrict roadside RV stopping and camping. Keep RVs only in a designated area for overnight use.
- Three way stop sign at 15th and Oceanview to slow down the speeding on Oceanview. Enforce the one-way part of NW 15th at Oceanview.
- I've lived here only a year and have no suggestions on this.
- Speed bumps at Spring and 13th or radar speed limit sign
- Enhance existing crossing at Hwy 20 with flashing pedestrian light
- Parking at the Bay Front. We locals cannot visit during the summer.
- Keep Newport the friendliest by becoming more bike friendly; thank you
- Lower speed limit on Hwy 101 to 45mph when entering Newport from the North and leaving Newport from the south. Difficult to leave or enter my driveway.
- Move street parking off of Hwy 101 and put it on 9th St, especially in the Deco Dist of 101
- Crossing at 60th and Hwy
- I would like to see parking options behind 101 businesses to allow for wider sidewalks and a friendlier main street.
- Need a flashing pedestrian crossing on Hwy 20 at EADS and 20
- Fix Fred Meyer south entry to right turn only from south, an exit right turn going north.
- Reduce speed limit on Oceanview
- Hwy 101 north of Olive - narrow up left turn (suicide) lane and shift north and south lanes to make it safer for bikes on asphalt and walkers on concrete. Need 20 mph limit zones on Oceanview Dr, from NW 15th to NW 12th St. Need 35 mph limit zone southbound Hwy 101 from Best Western to NW 20th St (there is no sign for 35 mph southbound until 20th)
- People overall speed through town too much. I'm surprised there aren't more wrecks.
- Get rid of the crazy "bump outs." I think they create a hazard instead of enhancing safety.
- All major pedestrian crossings on 101 to be flashing light to alert cars, for safe crossing.
- Overpass for major foot/bike traffic areas - both Hwy 101 and 20. Keep walkers off of the main roads for auto safety. Make them handicap accessible.
- Underground wires and the "main street" lamp posts. Repair/replace cracked sidewalks in the school neighborhoods
- Need more left turn lanes onto 101. difficult to make a left turn across two lanes
- Safety rights 101 Newport
- Stop light at 101 and 60th St.
- Photo enforcement at 101 and 20, use proceeds to help pay for improvements to city streets
- Downtown improvement. Bypass 101.
- NE 4th Street in turning into a main thoroughfare. Need more stop signs or at very least double line painted down middle to help slow down traffic. So many near misses on that street.
- More bus station stops with coverings so people are not standing in the rain.
- Please pay attention to what happened in Portland with some of your choices - it creates more congestion and people get very impatient. You need to keep all the tourist traffic moving through town. I walk almost every day. Local walkers use most side streets, that do not have sidewalks. I try and avoid 101 and 20 - too much traffic, large trucks and RVs. More neighborhood sidewalks would be useful, spending lots of money on traffic control lanes does not make sense.
- Oceanview desperately needs both a dedicated pedestrian and bike lane such as the one in Lincoln City on Devil's Lake Road.
- Please make a No Left Turn from 3rd Street north onto Hwy 101. An ODOT issue, but please push 35 mph speed north of Walmart light.
- Clean the downtown area up.
- Yes, fix my street. Either repave it or at least fix the potholes. I live on the much ignored Bay View Lane.
- Blinking light at Walmart, Big Mistake! Too many accidents!

- Enhance old downtown, enticing new businesses. Nye Beach, more parking. Port, more business ventures.
- Narrow the sidewalks, widen streets.
- too many accidents since Left turn signal flashes yellow at the Walmart/Hwy 101 intersection!! I guess some people don't know to yield to oncoming traffic.
- Underground utilities to better use sidewalk space, i.e. no poles or guy wires taking space.
- Matching planting along 101 through city.
- None of the above.
- Left turn signal at Hwy 20 and John Moore Rd
- Pave NE 54, 56, 57 - widen to 30ft curb, no sidewalks. Use Urban Renewal money. Less than 1% bike in Newport, spend money on paving and sidewalks where appropriate.
- Newport needs more transportation for disabled people.
- Signal at 73rd and 60th at Hwy 101
- Possibly more one-way side streets where it's not too inconvenient (i.e. Nye St wouldn't work for this)
- Photo enforced intersections at 101 and Hwy 20, 101 and 20th St, 101 and 6th St. Speedbumps on 8th St.
- While calming traffic on 101 and 20 is admirable, it should not be at the expense of moving traffic through town. That said, the improvements in Ny Beach has been nice. Oceanview Drive needs better protections for pedestrians and bikes.
- Paving dirt streets such as SE 2nd. This is a school feeder and is congested.
- I like visitors and locals having access to the dedicated trolley route system to help with parking problems.
- Northbound lane (closest to curb) is sometimes blocked by cars going to Human Bean Coffee Shop
- Split 101 into two - one north one south from bridge to Hwy 20. Put seats along pedestrian paths and bus stops. Put more thought into sidewalks - see access to Walgreens.
- 1) Educate drivers that NW Nye St is a residential street. While NW Nye St has been designated as a collector street, it still traverses residential neighborhoods that have small children and senior citizens. Traffic regularly exceeds the residential speed limit of 25 mph. Cars generally drive at 35 mph and at times exceed 45 mph on this street. Speeding occurs almost any time of the day with the hours 10:00am to 11:00am and 2:00pm to 4:00pm being particularly bad. 2) Put speed limit signs on both north and southbound NW Nye St at the Betty Wheeler Baseball Field. NW Nye St is downhill in both directions in this area and drivers need to be reminded that NW Nye Street is a residential street with a 25 mph speed limit. Placement of radar speed limit signs in this area would be especially useful. 3) Lower the speed limit on Highway 101 between N 3rd St and N 20th St. The speed limit should be lowered to 30 mph and preferably to 25 mph. A long time ago, most of Newport's city businesses were located south of the Highway 20 intersection. That is no longer the case. A large portion of Newport's business district, with cars entering and exiting the highway, now occurs in the N 3rd St to N 20th St part of town. HOWEVER, lowering the speed limit on Highway 101 must be done in conjunction with a plan to reduce the speed and traffic volume on the residential/collector streets. Having traffic move off Highway 101 and onto the side streets without proper enforcement of the residential speed limit will be counterproductive. 4) Create a Highway 101 Bypass east of Newport.
- Safe places to catch public transportation
- More bike, multi-use pathways, like Corvallis
- Consider roundabouts. Have roundabouts instead of 4 stops at: Nye & Olive, Nye & 6th, 3rd at Coast, etc. These will reduce stops = keep traffic moving. Nye St has become a popular north-south route for us locals.
- Maybe developing secondary routes one block off the highway for parking and pedestrians - channeling them away from the highway until they need to cross it at well marked crosswalks.
- Bikers too often ride too fast on sidewalks endangering walkers. Separate bike lanes is better for both.
- Separate the bikes from pedestrians. Bike riders come up behind walkers on sidewalks and risk colliding.
- 101-20 - 101-6th - 101-20th. Photo enforced lights. Speed bumps on NE 8th St from 101 to Eads. People need to slow down.
- Addressing problem of long pickups with hauling hitches on Bay Blvd
- I was going to complete this survey, but the more questions I read, the more frustrated I became. EXAMPLE - Bay Blvd has beautiful 'almost new' sidewalks that we can't even enjoy without getting hung up in weeds and berry thorns. WHY would we discuss spending our tax \$ on adding more that is not cared for? Clean up what we have, please! This is just an example. Our city is filled with more - just walk around.

- More local bus service options - door to door assistance
- Get bikes off of 101 as much as possible -> save lives. PLEASE ask all bikers to walk their bike on sidewalk when crossing the bridge. Thanks.
- Raise the flashing lights at pedestrian crossings so they can be seen from both lanes.
- Goal: keep costs and taxes to a minimum. Many do not have a stable income at this time.
- Goal: keep costs and taxes to a minimum. Many do not have a stable income at this time.
- Improve Harney from 20 to 3rd for both cars and pedestrians. Extend Harney, with 2-way traffic, to Big Creek. Add stop light on 101 at new development on the north side.
- One way traffic on south end Deco area of 101.
- I also did the online survey so feel free to disregard this one if needed. As a resident on Oceanview, I feel the vehicle speeds currently are excessive and ability to change the road limited. Am happy to help...
- Add light on 101 at new housing development. Fix Harney to 3rd for better/safer car/pedestrian traffic. Extend Harney as a two-way street to water plant.
- I was born [in 1950] in Toledo, OR and I think all streets, sidewalks, parking, and people are great. I'm happy to be living here compared to Portland where my 50-year-old daughter lives.
- Keep bikes off Oceanview. So dangerous for both bikers (can't see around them while driving and cannot pass them) and pedestrians as there are no safe shoulders to walk on.
- Integrating public transportation into any design changes - making a system that is not as reliant on one person motor vehicles.
- Intersection at Bay Blvd/Sam Moore is confusing - needs a traffic light.
- If more street parking is to be added, get rid of the middle lanes where possible.
- Seems important to balance good flow of highway traffic through Newport with safety for pedestrians and bikes. For bikers would it be possible to create and assign one north/south route through town that avoids 101 as much as possible. It doesn't work for pedestrians and bikers to share sidewalks.
- As a pedestrian, I want to walk where it's scenic, away from traffic, noise and pollution.
- I would like to see the PUD remove all power lines and put the power underground. They started/need to finish.
- Harney/Highway 20 needs sidewalk from Fairgrounds to intersection of 20. Moore needs sidewalk by softball field to crosswalk.
- Aren't sharrows on the idea list? Inviting traffic engineers skilled in multi-modal transportation solutions to interact with citizens on site and using maps. A top priority should be an Oceanview separated bike/ped lane.
- From just north of Walmart there are people who need to walk on 101. It's not safe for them. Sidewalks and more lighting at night would help.
- Complete a bypass from Hwy 20 to 101 north. New bridge over Yaquina Bay.
- I would never ride my bike on Hwy 101 or 20. Too scary. Sidewalk works best.
- Slow down, especially by the ocean and side streets. People drive way too fast!
- Putting a bike bath from Beverly City to Newport City downtown would encourage people to bike or walk it with safety features. Traffic light at street police station is on to slow down incoming traffic.
- Perhaps stop parking on 101 around Matzalan Rest to Pig and Pancake where you take your life in your hands getting in and out of your car.
- It makes a lot of sense to look at Big Creek Road as a bike/walking thoroughfare. The road has a city park on both ends - a hiking trail runs parallel to Big Creek and the trail to the ocean is at the north end. There is already a high volume of pedestrian and bike traffic on the road year long - walkers, joggers, bikers, families, etc.
- Please clean the shoulders on both sides of the road to the lighthouse. We walk on the road and when two cars are coming there is nowhere to go. Monitor the speed on Eades. It's a cut through to avoid Hwy 101.
- Bus stop corner of Bay Blvd and Bay St - we are forgotten.
- North Nye to NW 16 build ped/bike bypass over gully then go down Edenvue to Oceanview or to Hwy 101. Cars - Nye to NW 15 turn
- More shuttles to the beach, more tourist parking freeing up spaces at the beach. Parking stickers for local residents. Nye Beach loses a lot of business downtown because of parking. [Also wrote a letter, see below.]
- Add sidewalks and sharrows to strategic streets in town even if only on one side.

- Bike racks are needed
- Public murals, benches
- First thing should be paving all streets in city that are currently gravel, dirt, or in a state of disrepair. Do not move forward with any "new" projects until all current roads are in good standard condition.
- Monitor car speeds. Test required with license renewal - people do not know the rules of the road.

### Other notes left on the surveys

- On the improvements question they wrote "would be attractive, but very costly" next to the adding trees/shrubs line
- On the improvements question they wrote "would be attractive, but very costly" next to the adding trees/shrubs line. Next to the safety changes question they wrote "conflicting statement?"
- Underlined "adding bike facilities" in improvements section. Added "disabled senior" to demographics info.
- Next to the local street question they wrote "as is"
- Next to the local street question they wrote "needs improvement" by Oceanview bikeway
- Next to the Oceanview Bikeway option on the local street question they wrote "NO!!" Next to the option for enhanced on-street parking they wrote "??? More??" They also wrote "???" next to the calming the highway option. (pg 72)
- Next to the first question they underlined safest and wrote "trick question." Next to the local street question they wrote "this is dumb" next to Big Creek, "too costly" next to 31st street, and "combined right?" next to the bike and ped option
- Next to the calming the highway option they wrote "in town"
- Next to safest experience, they wrote "keep bikes on street" next to protected bike path, and "people walking and bikes don't mix, it isn't safe" under the question. Next to the improvements question they wrote "parking lots without vegetation are not ok."
- Next to local street options, they wrote "Elizabeth also" next to the Nye St option. Under the improvements section they wrote "not sure."
- Next to local street options, they wrote "NO" next to the Oceanview and complete bike facilities options. Next to the 31st street option they wrote "? Where is this"
- Next to the last bullet on local street options they crossed out Agate Beach, wrote in "73rd" and then wrote "then jog to Nye" at the end
- Next to the safety question they wrote "I always use my car to go places." Next to the local street options they wrote "I'm not a biker."
- Next to the local street options question they wrote "Good luck with that!" under the last bullet point. Next to the option for pedestrian crossings on US 20 they said "need a lit crosswalk."
- Next to enhanced on-street parking they wrote "What does that mean?" For the spot for their name they wrote "valid citizen of Newport." Next to the demographics section they wrote "why?"
- Next to the question about how they got around before COVID, they wrote "Afraid to" next to biking
- Next to local street options they wrote "with cars also" next to the Oceanview bikeway. Next to the improvements option to add more pedestrian crossings, they wrote "Limit left turns on 101 uptown."
- Next to local street options they crossed out along and wrote "separated from" on the last bullet point. Next to safety changes on the improvements question they crossed out bike facilities and wrote "Dedicated bike path completely distanced from Hwys 101 and 20." For the question about how they get around they wrote "I would like to bike, but hwy 101 is too dangerous."
- They wrote "EX e-bikes" next to their name.
- For the question about safety they wrote "and wheelchairs" next to the first bullet point. Next to the Nye street option they wrote "and power wheelchairs." At the bottom of the page they wrote "power wheelchairs accessible." They wrote "and wheelchair accessible" next to the option for widened sidewalks on the improvements question.
- For the improvements section they wrote "cost too much" next to the adding trees option, "all this is going to cost too much" across several of the other options, and "dream on" next to the option about calming the highway.
- Next to the traffic control option on the improvements section, they wrote "more lights, traffic lights from side streets"

- In the section about getting around Newport, they wrote "you can't walk on 101 with logging trucks going 70-80 mph" next to the walking option.
- Under the question about safety they wrote "My wife and I have been pedestrians victims of car vs. ped!"
- Next to the question about local streets they wrote a question mark.
- Next to the question about local streets they wrote "south beach" next to the 31st St option.
- Between the questions on the front page they wrote "Naïve question. Obviously number 1 is safest, but we need to balance cost and practicality vs. safety."
- Next to the question about local street options they wrote a question mark.
- Next to the demographics question they wrote "Why this question? Seems unrelated."
- Walk almost everyday. Local walkers use most side streets that do not have sidewalks. I try and avoid 101 and 20--too much traffic--large trucks. More neighborhood sidewalks would be useful, spending lots of money on traffic control does not make sense. The choices for the "What improvements would you like to see on Hwy 101 and US 20?" would add to congestion more than it is! 101 and 20 are very busy especially in the summer. Lighting and ped crossings would really help safety! There are already wide sidewalks for business use. Please pay attention to what is happening in Portland with some of your choices. It creates more congestion and people get very impatient. You need to keep all the tourist traffic moving through town.
- They wrote "No" next to the last options on both questions on the front page
- On the question about improvements, they wrote emphatic disagreements with traffic control and movement changes, calming the highway to more of a "main street" feeling and safety changes. Other comments: Left turn signal at Hwy 20 and John Moore Road. Add more ped crossings at vet and Gasco.
- They wrote emphatic disagreements on options for all three questions. Other comments: Pave NE 54, 56, 57th widen to 30 ft curb no sidewalks. Use Urban Renewal money. Less than 1% bike in Newport. Spend money on paving and sidewalks where appropriate.
- On the question about safety they wrote "I don't bike." On the question about local streets they wrote "I live on Overview!"
- They wrote "NO" next to the enhanced on-street parking option.
- Next to the question about safety they wrote "we don't have this" by the protected bike lane option.
- They left a note about the enhanced street parking option "NO on-street parking from City Hall to Bridge. The traveling lanes are far too narrow with the on-street parking. It's unsafe for both pedestrians and cars.
- They left small notes on a few questions, such as "resurfaced rather than widened sidewalks for business use" and "complete sidewalk" on Nye Street with bike lanes. They included a note on a separate page that reads "Taxi service has been poor - the bus service is a joke! I was refused service because I did not set an appointment. I quit using the bus because of surly drivers - using dial-a-ride is a crapshoot. Sometimes it works but it is always difficult to set up - but those drivers are usually decent. Walking along 101 is loud - and scary. I was almost run down at a lighted crossing. Sidewalks along Nye are worthless especially between Olive and 15th. Covid or not, some of us need to sit down to rest or wait for a cab or other transport. A central parking structure might allow better business flow branch 101 from the Bridge to at least Hwy 20. Split 101 into 2--1 north and 1 south from bridge to Hwy 20. Put seats along pedestrian paths and bus tops--put more thought into sidewalks--see access to Walgreen.
- "Thanks for asking our opinion!"
- On the first page, they wrote "I can no longer walk or bike."
- Next to the transportation modes they wrote "I bike on South Beaver Creek Rd in Seal Rock, not in Newport." They wrote "NO" and "too dangerous" next to many of the multiple choice options.
- Next to the question about local streets they wrote "Seen this on other city surveys. Get professional help. Poorly written responses...101 already has too much traffic - survey should have asked about alternatives to deal with 101 traffic."
- Next to the question about local streets they wrote "dedicated/one-way for cars?" next to the Oceanview option.
- Fix address in our database - addressed to Bob, but his daughter lives here.
- Under the question about local streets they wrote "Beverly Beach to City Core"
- Next to walking on the question about modes of transportation they wrote "only in Newport, not safe Agate Beach to town."

## Letters Accompanying Surveys

- 1) **Something simple for ODOT. I really can't believe this has not been done already. This is a safety issue. If ODOT or the city are not going to align North 12 street (heading east and west) and 101, then make it safer by encouraging northbound 101 drivers to turn west on NW 11<sup>th</sup> St instead of skipping the traffic signal that takes forever to change, thus drivers continue on 101 and turn west on 12<sup>th</sup>, against southbound drivers turning east on 12<sup>th</sup>. This creates interesting driving as cars dodge each other to get where they are going.**

**They could do this by greatly reducing the wait time at the red light. Make the traffic signal flashing yellow instead of red (or go from red to flashing yellow), thus allowing a left turn (west bound) off of northbound 101 drivers to turn without the long wait.**

- 2) **I would recommend that you stop southbound 101 traffic from turning east (left) onto North East 1<sup>st</sup> St. Most drivers want to turn left on highway 20, but occasionally someone will want to turn left on NE 1<sup>st</sup> and stops traffic from flowing eastward on 20.**
- 3) **Crosswalks: I think there are enough crosswalks on 101 and 20. I think the flashing lights on 101 are very effective and safe. I observe that traffic stops immediately when the lights flash.**
- 4) **Put a traffic light at the intersection of 101 and NE 73<sup>rd</sup> St. When traffic is heavy, which is now most of the year, it is very difficult to turn south on 101 when heading west on NE 73 St after going to the dump or UPS store.**
- 5) **As far as beautification, I would enforce current ordinances that require business to keep their greenspace along 101 and 20 to be kept up. How long has the "greenspace" along 101 at the Safeway/Rite Aid mall had nothing but rocks.**

**Other solutions for future TSP:**

**North Newport- place stoplights and Ped crossing at 60th and at 73rd.**

**Provide One access road for 57th St. and the Movie Theater. Possibly combine 56th as well. There are too many roads on a hill in that spot. Pedestrians are crossing 101 Already. A safe crossing is vital, especially at the Surfview Apartments.**

**Take a closer look at all of the exits and entrances in the area between Yaquina Head Drive stoplight and 73rd St. The industrial and residential combined traffic will only become heavier.**

**City Center- take parking off of 101. Direct it to back of the frontage buildings with pedestrian passage between buildings. Plan for green areas, and for public gathering spaces.**

**Move the Armory to the airport.**

**A traffic grid might be part of the reconfiguration. It works in many Oregon cities.**

**An alternate traffic route along Harney near the proposed transportation center (Fairgrounds) is reasonable.**

**Include plans for a new bridge options.**

**Consider moving the bus stop to the city parking lot south of City Hall. This would be convenient to the proposed "Public Loo."**

**Nye St. is reasonable route for neighborhood traffic parallel to 101.**

**Oceanview as official Oregon Bike Route should have lower speed limit, 3 stop signs and speed bump pillows in curved areas.**

**The issues of adequate evacuation routes during emergencies have been brought to our attention. How is this planning provided? The recent wildfires illustrated how citizens can be trapped in traffic.**

all of us walking around all  
Says.

Newport is not a big commuter  
town - to justify bike lanes -

Please Please Please

do not put bike lanes on  
101! <sup>it's</sup> ~~it's~~ already so dangerous!  
(on Nye Street) or really anywhere

#2 Newport (Oregon) uses too  
weak wattage of street lights  
and  
has way too few street lights  
and needs to place them . . . .

Best - to increase wattage  
- to add more on both  
sides of street

! too expensive! - \$ well spent  
if it keeps all of us says

It's so dark - I'm afraid to walk across  
in evening - someone could easily ~~catch~~ me.  
~~and~~ and rob me.

DS - I am not a bike rider - again <sup>splicing</sup> intent

#3

Hwy 101  
3 parts

A from Walmart north  
to next signal

lights in Wabage on both  
sides of road.

There are many people  
walking along this section of  
101 - why? they wear black  
I don't know - but they  
are invisible (and unprotected)  
especially when it rains and in our  
dark times like now.

So #1 we need great lighting here  
#2 a well lit (low fenced)  
paved walkway on East side  
#3 - could patrol men carry  
reflector vests and hand them  
out to folks who wear dark colors

Let's make Newport safe for all of  
residents first - then think about  
tourists and special interests!!

[B] Walmart South to  
Hwy 20 or Hubert even

[no street parking] [no bike lanes]

[A] - there really doesn't seem  
to be a need for street  
parking - because there are  
many parking lots

[B] Get rid of all

2 way lanes - they are  
super super dangerous -  
especially tourist season - they  
were an old and unsafe  
idea of how to design traffic  
flow. Even in Portland and Vancouver  
they are being replaced.

at least  
2 feet to  
3 feet wide  
- from Walmart to Signal at Freddie  
Park - in 2 way w/ light colored  
pavement and reflectors and have  
a left turn - u turn at  
signal -

the north entrance going south  
into Safeway is especially dangerous -  
people enter to go left at Walmart

(by putting cement dividers)  
Get rid of all the 2-way  
all the way down 101

Make intelligent choices  
where to place left  
turn cut-outs w/ or w/o  
signals.

There's enough lighting. But  
increase wattage

Oregon) Newport has ~~the~~  
unfortunately gotten the  
sidewalk material that is  
very dark - almost same as road  
and - ~~no~~ - Needs  
Brightening -

Suggest painting the ~~curbs~~  
curbs white - fluorescent to  
increase visibility of where  
sidewalk starts

no need to widen sidewalks on 101  
- just brighten them.

I don't know where this money is coming from - especially in the time of covid and loss of jobs and deficits in state and local governments.

But please use it wisely to make this a safe well-lit placem for Newport residents.

Please <sup>postpone</sup> ~~don't have~~ any talk of bikeways, ~~to~~ protect our poor pedestrians ...

Please [No Bikeway] So many Q's are about that - why???

*very suspicious*

- increase lighting
- limit left turns by paving (2 feet ++ wide) 2-way one lane alley.

Do NOT calm 101 - it is a duy - there are wagay

too many tourists coming thru - keep it flowing flowing - it's not a cute main street!

don't add any street parking to 101 or duy 20 - not needed

~~don't add any~~

Jessica Jordan  
Bensets @ aol.com

\*\*\*

- Lighting
- Intelligent Planning

NO bicycles <sup>lane</sup> ~~etc~~ -  
- special interests

Thank you for the opportunity to complete the Fall 2020, Newport TSP survey. Along with the survey I am including two documents. The first is a map of the Oceanview Drive corridor. To the left are specific comments. I am calling this map and comments "short term" recommendations. This road has been the source of many comments, neighborhood complaints and city actions over the past number of years. No actions by the city have reduced citizen complaints, reduced vehicle speeds, lessened hazards or encouraged health promoting activities. I am recommending the city take the following actions by Sept. 1, 2021. I believe without a specific time goal these actions will not be accomplished. Actions by the Newport City Council and City Manager Nebel can effect these changes in short order. The residents of the corridor are willing to directly assist with costs.

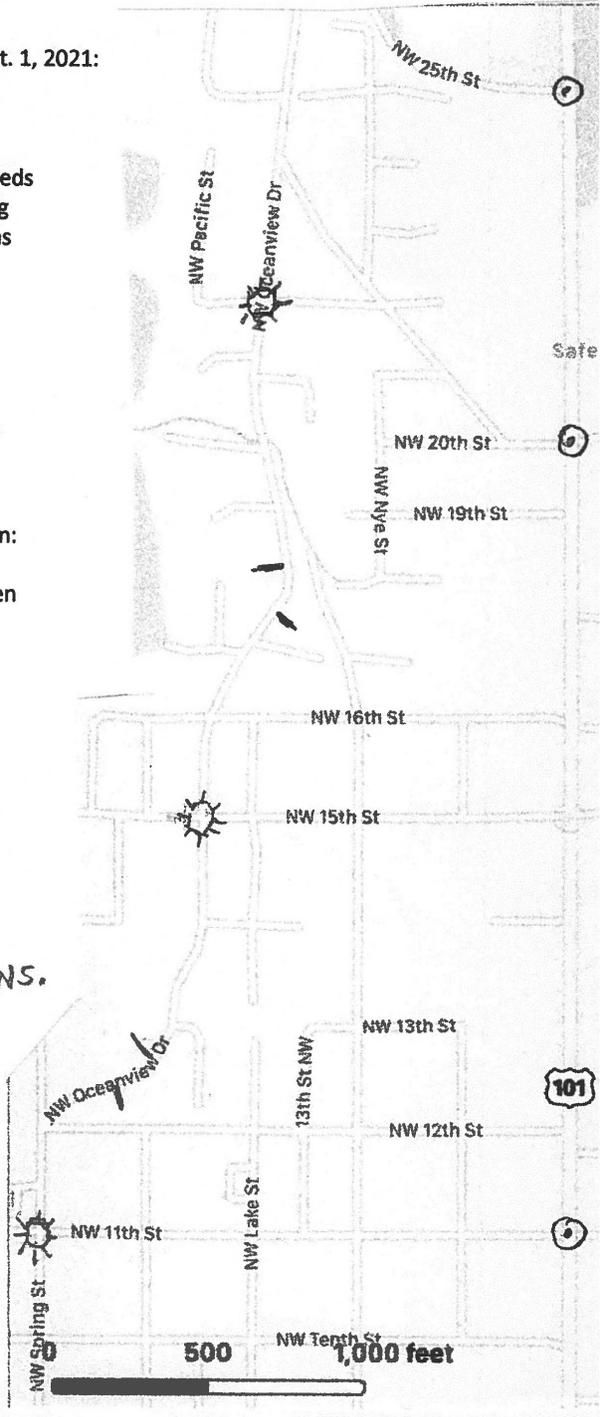
On page three are additional recommendations for a slightly longer time frame, perhaps by May 2022. The actions will improve traffic flow, increase safety, promote healthy living and reduce fossil fuel consumption. Current road utilization patterns have developed over decades. Recently traffic has increased and road safety has significantly declined. Now these patterns do not best serve the needs of city residents or visitors. By changing old road use patterns and promoting transportation methods such as walking, running, bicycles (manual and electric) and other alternate transportation modes the future needs of city street users will be better met. It is time to reconfigure city streets and promote safer more equitable usage.

Recommendations to be completed by Sept. 1, 2021:

1. At three intersections change the Bidirectional stop signs to 4-way Stops. The effect would reduce speeds and improve pedestrian safety along the corridor. The three intersections are:
  - 11<sup>th</sup> Street and Oceanview
  - 15<sup>th</sup> Street and Oceanview
  - 22<sup>nd</sup> Street and Oceanview
  
2. Installation of traffic calming pillows or striping on the roadway as vehicles enter the curves between:
  - 12<sup>th</sup> and 13<sup>th</sup> Streets and between
  - 17<sup>th</sup> and 19<sup>th</sup> Streets

1. ☀ NEW 4-WAY STOP INTERSECTIONS.

2. (—) PROPOSED LOCATIONS OF 4 TRAFFIC CALMING DEVICES



**Goals for Oceanview Drive and Nye Street by May 2022:**

Oceanview and Nye are major north/south street corridors in the northwest section of Newport. In the future, parts of these by ways must be shared. All citizens not just drivers of traditional motorized vehicle are entitled to safely use these roadways. In some places one way streets are indicated. The city promotes shared usage with one way traffic. Some lanes must be dedicated for pedestrian and alternative use.

**Proposed changes – target date by May 2022**

1. Change Oceanview Drive to a one-way street heading south from the Edenview intersection to the 11<sup>th</sup> Street intersection. All vehicle traffic would proceed in a southern direction using the western most single lane. The eastern lane would be dedicated to pedestrian, bike and alternate use traffic. Travelers going north can access Hwy 101 by using 15<sup>th</sup> and 11<sup>th</sup> streets. Both streets are non-stop between Oceanview Drive and Hwy 101. All “feeder streets” leading onto Oceanview would allow only for the appropriate turns heading onto the single vehicle lane. For example: right turn only from streets to the west of Oceanview and left turn only from streets to the east. No major road surface changes would be required from Eadenview to 11<sup>th</sup> Street. A much needed bike/ped lane is created! This change can be made on a trial basis by simply erecting warning barriers and minimal signage similar to what is done at the high school crossing on NE Eads.
2. From the Oceanview/Edenview intersection going north two way traffic would remain. This would require a significant bike/ped path to be created on the west side of Oceanview. This path could be a blacktop path separated from the street by a blacktop curb. The path would go to the Agate Beach parking area and eventually to Hwy 101. An alternative would be to make Oceanview one way all the way to 101 with usage similar as above. Edenview Drive is another access road to Hwy 101 entering at the 20<sup>th</sup> Street traffic light.
3. Recommendations for Nye Street from 15<sup>th</sup> south to Olive Street. This street can remain a two way street; however, appropriate space must be dedicated for a bike/ped lane by painting a designated lane on the road. This bike/ped lane will be created by eliminating on street parking on the east side of the roadway. Nye Street going north from Olive generally does not have sidewalks; but by creating the bike/ped lane the need for expensive sidewalks is eliminated. Minor sidewalk construction on 11<sup>th</sup> or 15<sup>th</sup> Streets would create dedicated bike/ped lanes from the city core all the way to the Agate Beach parking area. This bike/ped route could eventually be extended north on Oceanview and Hwy 101 to the Lighthouse Drive intersection or beyond!

Thankyou for Reading this!

12-13-20

Hi this is Tom and Pat. We moved here over 4 yrs ago & live on Big Creek Rd. These are the things that we have noticed since moving here. Locals blatantly breaking traffic laws. Failing to stop at stop signs. Speeding and driving the wrong way on Big Creek Rd. Since we live on Big Creek Rd. we see this constantly. We risk our lives crossing the road to get the mail, I am Disabled. There is no posted speed limit on Big Creek Rd. This is a high volume pedestrian used road. Seniors walking. People in general walking, students jogging. Kids riding their bikes. Locals use it as if it were the Hwy, in both directions knowing its a one way road. People drive as fast as 50 mph or greater on this road. This road is gravelled leaving a giant dust trail. It goes in our house (we can't open the windows) we are tired of breathing it. Solution: For the road speed limit signs must be posted and a dedicated pathway/lane for pedestrians and bikers. We are fearing the day that someone is not going to be able to stop on the gravel resulting in someone severely injured or killed.

Lawrence T. Heath



Suggestions for 101. Reducing the speed  
to 30mph or lower from South Beach  
through Newport to 25th St (Walmart), it would  
be easier for cars to drive onto the Hwy  
from side streets. We can't turn left onto <sup>NE</sup>~~11th~~  
11th St. Instead we have to go to 11th St turn <sup>left</sup>~~right~~  
as well as use 11th St to turn <sup>left</sup>~~right~~ south on Hwy. Locals  
use 11th to Eads St. as a bypass of the Hwy.  
People at 11th St don't use the ~~air~~ turn signals  
making people wait 2 or more light cycles to get onto  
the Hwy. Suggestion: <sup>lengthening</sup> light cycles to  
get on Hwy 101 from 11th St & all other streets  
entering the Hwy. In regards to what improve-  
ments would you like to see on Hwy 101 / US 20?  
You need to fix the existing lights before  
putting in new ones. The street light outside  
in front of our house on Big Creek Rd keeps  
going on and off when it is supposed to be  
on at night. Same with a light on San Bay  
Circle behind our house and other parts of  
the town. We would like to see future mailing  
asking our input on town matters since we  
are all in this together.

# APPENDIX 3: VIRTUAL WORKSHOP COMMENTS

## Main Room Chat

- 09:58:52 From Ariella Frishberg, JLA : Good morning and welcome! A few housekeeping items:
1. Please put your name in the chat as a "sign-in"
  2. If you have any technical issues or questions, feel free to send a message in the chat and I will help you sort them out!
  3. We are asking participants to turn their videos off for the large group portion of this event so you can tell who the presenters are. There will be opportunities for small group discussion later on in the event
- 09:59:01 From Spencer Nebel : Spencer Nebel, City manager
- 09:59:10 From Catherine Briggs : Cathey Briggs
- 09:59:13 From Jane Barwell : Jane Barwell, BPAC member
- 09:59:19 From tomas follett : Tomas Follett - BPAC
- 09:59:54 From cynthia : Cynthia Jacobi, Newport City Council
- 10:00:31 From Michael Rioux : Michael Rioux, Newport Bicycle and Pedestrian Advisory Committee
- Chair
- 10:01:00 From Ralph Breitenstein : Ralph Breitenstin
- 10:01:03 From James Hanselman : Jim Hanse;man
- 10:01:05 From Brandy Steffen, JLA : Just a reminder that we are recording this meeting for those who can't attend today.
- 10:01:39 From Roland Woodcock : Roland Woodcock
- 10:01:45 From Rosa Coppola : Rosa Maria Coppola
- 10:02:42 From Beth Young : Good Morning! Beth Young
- 10:02:48 From Dean Sawyer : Dean Sawyer
- 10:03:11 From Gary Lahman : Good Morning Gary Lahman
- 10:06:56 From Dietmar Goebel : Dietmar H. Geobel
- 10:07:13 From CM Hall : CM Hall
- 10:07:23 From Mark Miranda : Mark Miranda
- 10:07:25 From Minda Stiles : Minda Stiles
- 10:07:36 From Martin Desmond : Martin Desmond
- 10:10:20 From Wendy Engler : Wendy Engler
- 10:10:48 From CM Hall : Beatriz Botello is also here from Council.
- 10:13:27 From Brandy Steffen, JLA : The comment form for today is:  
<https://forms.gle/nuaSELq3NSmkw7AF6>
- 10:13:46 From Brandy Steffen, JLA : Or feel free to add your questions and comments directly in this chat window.
- 10:15:02 From Nyla Jebousek : San Bay-O Circle is not included in any of the sections of town you have identified
- 10:15:55 From Nyla Jebousek : Our situation is critical
- 10:16:44 From Nyla Jebousek : Can you imagine trying to get out of our circle during heavy traffic in the event of an emergency?
- 11:31:27 From Minda Stiles : Perhaps remind people they can put location-specific comments on the TSP website.
- 11:31:38 From Nyla Jebousek : I prefer ocean view 2 way
- 11:32:15 From Michael Rioux : Beneficial to future discussions would be a breakout session specific to North Newport restricted to the area north of 25th-30th Street
- 11:32:27 From Brandy Steffen, JLA : Reminder we are recording this meeting
- 11:32:40 From Brandy Steffen, JLA : Thanks for submitting your comments and questions via the chat as well.
- 11:33:12 From Nyla Jebousek : Again please include San Bay-O to 30th
- 11:33:53 From Minda Stiles : I support making Newport more pedestrian friendly and to do that we need to consider the weather. Are there strategies to provide pedestrian wind/rain buffers, shelters, covered walkways, etc.?

11:34:23 From Michael Rioux : The Harney Street - Hwy 20 intersection is a nightmare

11:34:38 From Nyla Jebousek : Yes Minda

11:36:40 From Nyla Jebousek : Speed cushions approaching the 12' wide section of San Bay-O plus 15 mph and pedestrian signs and doggy station on Forest Park corner of the narrow section.

11:39:16 From Cynthia : regarding street width requirements: tailor to individual needs accounting for access of fire dept. and ambulances.

11:39:57 From Nyla Jebousek : yes Cynthia

11:40:01 From Cynthia : street scape beautification- yes!

11:40:45 From Jane Barwell : Hanging flower baskets in town center - like McMinnville.

11:41:06 From Nyla Jebousek : nice

11:42:23 From Brandy Steffen, JLA : Please raise your hand (virtually or with your video on) if you'd like to speak.

11:46:26 From Dean Sawyer : The UPS truck can barely make it down my street. Great comment Gary

11:47:39 From Minda Stiles : Regarding EV stations, it would be nice to have a couple in each populated area of Newport, e.g., Bayfront, Nye Beach, Agate Beach Wayside, etc. There are now a couple at the public lot at HMSC. It would be nice if that were part of the TSP unless they are very expensive, then perhaps the incentive idea is best.

11:48:08 From Nyla Jebousek : RR right of way plan 🍌🎯👏

11:50:20 From Jane Barwell : I'd like to see a paved ramp for access to beach riding from South Beach Jetty or South Beach State Park. Not sure if this is a transportation project, but it would make it easier to ride south on the beach. Thx.

11:51:26 From Cynthia : the couplets in Grants Pass and Tillamook have speed limit of 25 mph

11:53:15 From Ben Weber : Thanks Nyla and CM. Both good points about side street parking access and a potential Highway bypass using 9th. I neglected to re-state these points in my summary.

11:54:01 From Rosa Coppola : I think that is a great idea Gary

11:54:19 From Minda Stiles : There are several pedestrian safety issues in Agate Beach along 101 from 35th to 52nd: lack of safe crossing for surfers going from Ossie's to the Wayside; unsafe ped underpass at 31st (unlit, flooding); unsafe crossing for peds at 52nd/Lighthouse crossing 101 (turning drivers do not see peds); no connected sidewalks around that intersection; lack of safe ped zone along Lighthouse Dr to YHONA (vehicles speed to the BLM kiosk).

11:58:52 From Brandy Steffen, JLA : Last question or comment?

12:00:13 From Dean Sawyer : The city has talked to the National Guard about moving to the airport but they have resisted. They prefer to be on the north side in the event of a major disaster.

12:00:14 From Ariella Frishberg, JLA : <https://openhouse.jla.us.com/newport-tsp>

12:01:57 From Nyla Jebousek : Yes. Thank you to everyone.

12:02:20 From Beatriz Botello : thank you!

## Breakout Room #1 Notes and Chat

- Overall major interest in pedestrian safety and Hwy crossings, regardless of 2-way or couplet configurations
- Most conversations turned to concerns about weak retail environment and closed up shops in Newport currently
- Concern about construction period impacts on businesses
- Questions about if Newport should really emphasize 101 and 20 as main street business districts, as opposed to more emphasis on Nye Beach and Bayfront
- Folks wanted to know how future Yaquina bridge replacement alignment might impact Hwy 101 routing
- Our groups mostly didn't get to talk about Hwy 20 in much detail. 15 minutes went fast for just 101
- Beth: likes the Philomath couplet
- Jeff: strong dislikes couplets and thinks they are business killers
- CM: could 9th be a Highway Business Route bypass, while current 101 stays Local?
- Hurbert signal remains a concern
- Strong support for bikeways - either on 101 or nearby

- Numerous voices were fine with the idea of removing some parking from 101 in favor of wider sidewalks and bikeways
- Nyla: thinks that wider sidewalks and major expenses is wasted money - Newport doesn't need super glamorous highway streets
- Councilor Botello: wants to see more transit options on 101 and accommodation for transit loading; also wants to ensure ADA access
- Hospital has 500 pedestrian crossings a day of 9th - how would 9th as couplet impact this?
- TSP and Highway futures need to be linked to overall Newport economic development and health
- Jane: I would be a better match for the South Beach group. I don't have video or mic today - will use chat for comments. Agree with Bob! Especially in areas that are dark at night! Downtown area. Two-way would become a traffic jam during peak times.
- CM: yep. downtown classic example of "blight," I think. the TSP will help motivate business there in the Deco District

## Breakout Room #2 Notes and Chat

- Will there be copies of photos?
- How much more are sidewalks?
- Oceanview - lot of large trucks use it / PUD use it in summer / line of site is key for safety
- Health - keep in mind that travelling around healthily (physical, mental, stress)
- Parking fees -- separate visitors from employees
- Make bikes safer / citywide for local residents and tourists / Oregon Coast route
- Why Biggs?
- Couplets solves bike needs -- CDS added that this is only one piece of a regional bike system
- Likes the 2-way cycle track
- Buffer space is a good idea on Biggs / asphalt sidepath
- Stormwater runoff is a big issue in Agate Beach
- Vacation homes in Agate Beach spur more activity
- New apartments on east side will require better highway crossings
- Cycletrack doesn't need to be 10' // really likes bike/pedestrian
- Sidepath is ok as an interim
- Look at a refuge lane on Highway to serve 2-stage turns
- Nyla - speed humps on San Bay O / 15 MPH + Dog stations
- Poll the neighbors for best walking solution in Agate Beach
- MUP from Lighthouse Drive on west side of the road -- gets closer to 25th
- How to serve new kids in apartment complex
- CM: hi! I'm on a walk with my dog so am on audio only for a bit.
- CM: yes. thank you! it's a GORGEOUS Day! parking enforcement and paying per hour is already something voted in. yet to be implemented. on Bayfront
- Jane: I am here - don't have camera or mic/ Morning. Bob - your mic is breaking up. I like the 2way cycletrack a lot!

## Breakout Room #3 Notes and Chat

- Beth
  - Let market respond to EV charging needs
- Bill
  - Ditto those sentiments
- Roland
  - City should get ahead of EV and provide incentives for network to develop
- Bill
  - City needs to implement demand management for parking like meters on the Bayfront
- Beth
  - Nye/Oceanview street connection seems viable and might create better north/south option

- Dietmar
  - Agree City should not construct EV chargers, but City should incentivize development of network
- Nyla
  - Speed cushions needed in City. wants them along Sean Bayo
  - Doesn't want to see Big Creek Road two-way. Concerned about noise
  - Likes Harney St extension as vehicle only with Big Creek dedicated bike/ped
- Minda
  - Wants to see Big Creek Road prioritized for bike and pedestrians
- Michael
  - Wants to see north/south bike ped improvements from 31st to Harney to Big Creek, providing off-highway connection between residential areas and schools
- Gary
  - Wants to see the City invest in traffic speed enforcement including red light violations. Could be source of needed revenue
- Ralph
  - Big cost on EV is not charging stations. It is power and conduit. City might be able to incentivize by helping with those costs
- Rosa
  - Extending Harney will generate a lot more traffic in an area where there are a lot of children (Middle and High Schools). Care needs to be taken to ensure kids are safe
- Beatriz
  - TSP projects need to be sensitive to environmental impacts like erosion both during and after construction
- Bob
  - Oceanview and Nye concept needs to be further explored with balance of Oceanview one-way with ½ of road dedicated to bike/ped
  - Nye could be a good north/south alternative route to US 101
  - Harney should be vehicle bypass with Big Creek oriented to bike/ped
- Wendy
  - Ditto. Big Creek should be bike/ped oriented
  - Speed cushions needed in Nye Beach to slow traffic along Coast north and south of the heart of Nye Beach (i.e. 6th to 8th Street, and between Olive and 3rd
  - Stop needed at 8th and Coast
  - Curb extensions in Nye Beach are too severe. Don't work well.
- Jim
  - Need trail/pathway along US 101 in north side of town
- Bob
  - Crossing needed at US 101 and NE 60th. Bus stop needed on the west side of the intersection.
- Jim
  - Construct elevated pedestrian crossings over US 101, including this location.
- Dietmar
  - Short couplet option on 9th is his preference. Minimizes impacts on Hospital facilities. Wants to see it start south of the Armory (through the adult store property).
- Nyla
  - Need more street lights on US 101
  - Concerned about couplet impact on access to hospital. Wants to be able to get to hospital without using US 101.
- Minda
  - Warming to couplet concept involving 9th but wants to make sure hospital isn't adversely impacted.
- Gary
  - Consider making 9th Street a bike ped facility and move vehicle traffic on US 101.
- Bob

- City needs to entice the Armory to move
- Jim
  - Ditto. City should use its property assets to make that happen.
- Jeff
  - Couplets may be too expensive. Like parking being removed from US 101
- CM
  - Thank you team for the outreach, and thank everyone for participating in the work session.

## Breakout Room #4 Notes & Chat

- Michael
  - provide path under Bay Bridge
- Martin
  - have heavy truck limits been looked at for Bay Bridge?
  - Has city asked DEQ to run climate model for transportation, est. of future GHG emissions?
- Dietmar
  - Iconic bridge - do everything to protect
- Michael
  - Bay Blvd on-street parking- remove for improved bike facilities. Rethink this space for walking/biking
- Nyla
  - San-Bay-O intersection with US101 needs to be addressed
- General
  - Lots of interest in ferry for crossing Yaquina Bay Bridge. Recreation and transportation.
- Beatrix
  - Consider a separate Bay Bridge for bikes/ped
- Gary
  - Physically separate bike/ped from vehicles on Bay Bridge (e.g., re-allocate space to combine two one-way sidewalks to one that's wider on one side)
  - Bay Bridge needs some kind of emergency phone/communication, lonely out there in middle of bridge, emergencies happen
  - Supported ferry idea
- Ralph
  - Support for bike/ped bridge across Bay
- General
  - Group generally hadn't thought about ferry
- Wendy
  - Heavy through traffic on Nye, it's used as a US101 bypass, needs to be addressed.
  - Close streets at popular times? E.g. McMinnville does something like this.
- Jenny
  - Oceanview as one-way, with remainder as bike/ped route
- Bob
  - One lane on Oceanview means that would require something more on another street for that opposite direction traffic.
- James
  - Improvements to Oceanview needed
  - Oceanview speed limits should be lower (would add only 40 seconds)
- Wendy
  - How much ROW on Oceanview? 60'? This corridor needs improvement.
  - What can be done with that much ROW?
  - What are other cities doing to address improved bike/ped?
  - Use all available ROW, even if private owners are currently using the space
  - Lighthouse to Lighthouse path/corridor. Incorporate this report/study into project designs. Mark McConnell has it, if you need it.

- We need a citywide low-stress bike network. East-west, north-south. Think about the whole city, not just specific neighborhoods.
- Jeff and Nyla
  - Add light at 40th in South Beach.
- Beth
  - Interest in Oregon Coast Bike Route (OCBR) planning, improvements
- Jeff
  - Add street connectivity on west side of US101 between South 35th and 40th. Create extension of Anchor Way west of US101 down to 40th. Would allow business access to a new local street, not US101.
- Cynthia
  - Expecting/wanting a new grocery store in South Beach around South Beach Church, plan for that traffic with access/signal improvements near 35th and Ferry Slip Rd.
- Dean
  - Add new Yaquina Bay Bridge on west side of existing bridge. Existing bridge becomes a bike/ped bridge.
- Roland
  - Need to include new Bay Bridge in 20 year plan, even if existing bridge lasts that long. Traffic and future preparedness.
- Jeff
  - Consider a tunnel as an alternative to a new Bay Bridge
- Beth
  - Ferry would be a popular alternative to existing Bay Bridge
  - Yaquina Bay Bridge
    - Protect as much as possible
    - Add bike/ped facilities, both sides, one side wider, underneath
    - Additional bridge
    - Tunnel
    - Ferry- recreation and transportation (esp, in emergency)
  - South Beach
    - Connectivity on west side of US101 needed
    - Incorporate Lighthouse to Lighthouse study into TSP
  - OCBR
    - Ties back to bridge- improve bike/ped
  - Nye Beach
    - Consider one-way option, with improved bike/ped
    - Close Nye, use parking for restaurants or bike/ped
  - Bay Blvd
    - Better bike/ped, use parking
- CM: was this group also tasked to discuss City Center/Deco District? cuz we didn't touch on that.
- Beatriz: Good idea Gary!
- tomas: Nye Street is 60'
- Jane: Two ideas for South Beach: It would be nice to have a paved entry point to the beach from the jetty or the South Beach park parking lot, similar to the ramp on Nye Beach. Could be used for beach bike riding, and also surfers. (2) Idea: Could you have a small ferry for bikers and peds from around the Coast Guard to the crabbing pier?
- Jane: Ferry to cross the bridge.

## APPENDIX 4: WEBSITE/EMAIL COMMENTS

- Three general comments concerning the area near my residence on Gilbert Way. The first is that I emphatically request an off-street pedestrian path to run from Highway 101 to the Yaquina lighthouse that would be completely safe and removed from contact with motorized traffic on Lighthouse Drive. The other request is for a dedicated bicycle/pedestrian path running from near/at the intersection of highway 101 and Lighthouse Drive to the lighthouse located adjacent to the Yaquina Bay bridge. It would be imperative for this path to be completely separate from highway 101 to avoid high speed automobile traffic. Finally, I would suggest an additional North/South traffic corridor separate from highway 101 that would intersect highway 101 at the north end of Newport routed south to intersect with highway 20 to serve to decrease normal traffic congestion on highway 101 through town, while also serving as a detour for highway 101 traffic during road construction on highway 101 or Loyalty Day parade, etc.
- Widen and improve a safe pedestrian/bike road shoulder access from the Hwy 101 intersection to Yaquina Head entrance
- Improve pedestrian/bike access on the west side of Hwy 101- west of the existing right turn lane just south of NW 54th Street to the intersection of NW Lighthouse Dr.
- Biking to town on 101 from the neighborhoods north, south, and east of agate beach is dangerous. It would be great to have a bike path into town.
- The road before the BLM entrance is unsafe for pedestrians and cyclists . Please make. 3 foot wide path on the south side of the road before someone or their dogs gets killed . Please.
- Improve NW 56th Street to NW 55th Street to Hwy 101. Repave, add safe pedestrian/bike shoulder along roadways.
- This area hazardous to walkers and bikers trying to share roadway with traffic going upwards of 50 mph
- Hi, Dean, one thing that is working WONDERFULLY for the central part of the city is the way they have the traffic signal at 101 & Hurbert timed for the last year or so. The intervals of traffic flow and then no traffic flow sure help people access the highway from Sw Angle or the street alongside Bill Barton's Office, as well as help with pedestrian safety. Sure hope you don't let them change that! Also, I think all the button-activated pedestrian crossing aids on 101 through town are a very good safety feature. It is very rare to observe a motorist disregard the flashing lights."
- Oceanview Drive from 12th St. northward has changed in the last 20 years from a collector street to a residential area. In the short-term, there should be speed humps/rumble strips at 12th (northbound) and at 21st (southbound) as well as north and south of the Agate Beach wayside. In the long-term, I like the idea of a "Lighthouse to Lighthouse" bike/ped pathway.
- Hi Derrick, I tried to provide comments on the TSP on the City's website this morning. It may be my internet connection, but it just keep spinning and spinning. As an alternative can I email written comments to the consultant? And is there a link to comments received thus far?
- Why are you ignoring San Bay-O Circle's dilemma of being trapped by 101 traffic back up from Fred Meyer/20th street stoplight? Additionally Subway uses our residential street for entrance to its drive up window even though they are situated on 101.
- Derrick, I recently found out about the Transportation System Plan and completed the survey. I regularly ride my bike from Agate Beach to town. In Agate Beach riding or walking along Hwy 101, as

I'm sure you know, is dangerous. There is a place for a bike/pedestrian path between Hwy 101 and Cherokee Ln. already. I know it would be a big investment, but when we did the Agate Beach bathroom and stairway project a few years ago you found the funding and made it happen. It's time to work your magic again. What can we do?

- The smooth north-south flow of auto traffic through Newport is critical for the City. Drivers, both locals and tourists, using neighborhood streets from navigation apps are a danger to bike/ped traffic and a general nuisance to homeowners. A major impediment to good flow on 101 through the City is the stretch from Angle to Neff (Uptown area). I would suggest removing the on-street parking in this area and building a parking lot where the Armory is currently located.
- Phone call from an Agate Beach resident: Her first comment was that it would be nice to see additional pedestrian improvements at Lighthouse Drive and US 101. The west side of the intersection is only partially developed with an ADA ramp that leads to nowhere. Any pedestrian amenities along Lighthouse Drive should be on the south side because that is where people walk. She was good with a multi-use path on the west side of US 101, south of Lighthouse Drive, with a crossing at the intersection and a path on the east side of the highway heading north from there. Her concern was that the Open House question on this topic is confusing (that is why she called). For Oceanview and Nye, she would like the City to consider directing pedestrian and bicyclists from Oceanview onto Nye where it would be safer. Her reasoning was a bike/ped connection between the two streets might be cheaper to construct and it wouldn't be difficult to add bike lanes and sidewalks to Nye.
- We need a north/south bike route for getting through town. The old right of way for the railroad could be excellent. At this point getting over the bridge means walking
- Roads near agate beach need better shoulders for pedestrian/biking
- Don't re-build Big Creek dam. It's a waste of money. Plus Tim Gross already screwed up by building a road to haul heavy equipment up above second lake that collapsed and slid into the road, guardrail and lake, creating at least 50 k in damages! Find a alternative water source that would supply whole region like Rocky Creek. The water treatment facility is in a tsunami/flood zone and the tanks for storage at the top of Forest Park trail are old and wouldn't survive a moderate earthquake. Build more connective bike paths through Newport. Don't consider Derrick Tokos suggestion to extend Harney St. Really dumb idea considering the terrain, geological constraints and slide potentials. Don't allow for more acreage to be cleared above 36th Street for housing. Current infrastructure and water supply cannot handle. Roads into and out of this neighborhood were never engineered properly. Even current development by Windhaven development Company on knoll above 31st street and at the bottom of Lakewood drive is unsafe and will only increase traffic on marginal roads with no sidewalks. It should have never been approved without significant upgrades for roads and traffic calming. 31 St. was banded repaired to the tune of about 30k, to two way traffic 6 years ago. Big Creek Rd., one-way up to Sam Case is not able to handle that kind of extra traffic safely. Re-develop master plan with REAL in person public input and not in the middle of a pandemic!
- I have lived at Agate Beach for about 2.5 years and have found that there is no safe walking/biking paths in this area
- Make the bayfront more people friendly with no car and large truck parking. Enforce speed limits on Bay Road and Moore. Keep the road potholes repaired. Thank you
- I would like to see more bike lanes so you could ride from Newport to Otter Rock!

- Anything that we do to make our town safer and more attractive for walking and biking will make Newport a more livable town and be a draw for tourists. :)
- Opening up biking options from North Agate Beach to Newport would be so beneficial to the kids that live here. As it is now my kids are landlocked in our neighborhood unless they go out onto the 101 highway. This absolutely needs to be a priority for Newport. Especially with the volume of new apartments in this area of town.
- The "Lighthouse to Lighthouse Trail" idea has been around for quite a while. It would be an amazing feat to find the funds to create this trail. It would be an amazing amenity for locals and tourism alike. Not only would it create a safe bike and pedestrian connection to the Agate Beach Neighborhood, it would enhance the access to viewpoints along Agate Beach, connect the history of the area, and join into Ernest Bloch Memorial Wayside as well. Newport really needs this type of recreational development to bring it up to the level of a first rate tourist destination. The new transportation plan and urban renewal district finally give you the opportunity to fund the project!
- In the Nye Business area, Coast St has become increasingly dangerous for pedestrians and extremely annoying for everyone else Understanding that the funds for any long term goals most likely will not be available for some time! We would like to see some things addressed in the short term. We can not stress enough just how fast many people chose to drive through the neighborhood. It seems to have become an alternative drag route!! This has been observed by the many visitors who come to shop and walk around. Sitting in on the last workshop presented some possible ways to address and help control the growing problem. The speed limit is 20mph 1. More signage indicating so. Enforcement is needed however police officers are spread thin. 2. Speed humps south and north of 3rd St. 3. Crosswalks with wide yellow stripes 4. Digital signs indicating drivers speed. We thank you for your considerations.

# APPENDIX 5: SPANISH LANGUAGE OUTREACH

## Spanish Language Written Survey Comments

### Are we missing any other solutions for the future of Newport's transit system?

- A lot of fighting in buses.
- Everything good
- Falta de comunicacion – *lack of communication*
- Mas cornentes seguidos – *more frequent stops*
- Mas publico y que sepan mas de transporte – *more public [transit] and to learn more about transportation*
- Mas rutas para llegar a trabajar – *more routes to get to work*
- Mejor medios de transporte corridoas mas sequidas – *better means of transportation, that run more frequently*
- More frequent trips
- More frequent trips
- More frequent trips
- More trips and earlier times
- Que pase mas sequido – *more frequent trips*
- Si que pasen mas sequidos – *more frequent trips*
- Si, gente que camine o este en bici que use ropa mas reflectiva – *people who walk or are cycling should wear more reflective clothing*
- Times and routes translated
- Todo esta bien – *everything is good*
- Translator to be able to let them know where they're going or how much it costs
- Very little trips
- Yes, but not sure what.
- Yes, in times and trips more consistent

## Notes and Comments from the Spanish Language Outreach Session

*These comments were summarized and translated*

- Add sidewalks along US 101, especially around the State Police (NE 73rd St)
- Add a crossing at NE 73rd St.
- Add more safe bike routes, especially off the highway/trails
- Improve street conditions, fix potholes/pave
- Add/reconfigure stop signs (NE 73rd St and Avery St)
- Overall I think an emphasis on safety for all modes
- When I drive from north of town, I have seen people crossing highway 101 from NE Avery St to the beach side. Also from the new apartments north of town. I think a light is needed in that area”
- Some streets don't have adequate street lights
- I would like to see more green areas and trees planted around the city

- To build the Harney Road would cost a lot money, and plus all the tree removal. It's concerning the deforestation!
- The couplet by the hospital won't work well. It may create congestion and conflict especially an emergency situations. I think it's good idea the shorter couplet after the hospital.
- I think the Oceanview Drive one way direction and share road would work well, so we all can use it
- One of the traffic calmer is visual cues and good signage especially EADS st. And Hwy 20 close to school
- I would like to see a shareable road connection from the North to South of the City
- Many potholes around the city
- On 55th St, the road is gravel, and there is a lot of potholes. Where can I report those? We would like to see the road paved
- On streets NE 71st, NE 72nd and NE Avery St. a stop street sign would be helpful because traffic moves faster on NE 71 and NE Avery St
- The couplet Hwy 20, the long couplet option may work well
- "Not a bad idea to have a ferry in Newport to cross from one side to other. It would attract tourism too"
- "My family and I think it's very important to have bicycling lines and safe streets. Our children usually ride their bicycles or walk to school. My husband and I work early morning, and our children safety is very important"



## FINANCE PROGRAM

DATE: February 18, 2021

TO: Project Management Team

FROM: Carl Springer, Kevin Chewuk, and Rochelle Starrett | DKS

SUBJECT: Newport Transportation System Plan

Project #17081-007

Finance Program (Task 5.4; Technical Memorandum #9)

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This memorandum details the transportation funding that can reasonably be expected to be available through 2040. The funding assumptions will help prioritize the investments the City can make in the transportation system and will be utilized to develop reasonable budgeting assumptions when selecting a set of transportation improvements to meet identified needs over the next 20 years.

### CURRENT FUNDING SOURCES

The City uses several primary funds for transportation, including the State Highway Trust, a local gas tax and utility fees, System Development Charges (SDC), Urban Renewal Agencies, in addition to other miscellaneous funds.

- **State Highway Trust**

The State Highway Trust Fund makes distributions from the state motor vehicle fuel tax, vehicle registration and title fees, driver license fees and truck weight-mile taxes. Cities and counties receive a share of State Highway Trust Fund monies, and by statute may use the money for any road-related purpose, including walking, biking, bridge, street, signal, and safety improvements.

- **Local Gas Tax**

Newport has an adopted local gas tax that is collected by fuel distributors. The local gas tax is one cent per gallon during the winter months (November 1st - May 31st) and increases to three cents per gallon during the summer months (June 1st - October 31st).

- **Stormwater Utility Fee**

Various recurring utility fees are collected monthly by all residences and businesses within the City, including a Capital Improvement Surcharge and Storm Drain Utility Fee. Beginning in fiscal year 2020 these fees are being replaced with a single Stormwater Utility Fee.

- **System Development Charges**

Transportation and stormwater SDC's are collected from new development. SDC's are a funding source for all capacity adding projects. The funds collected can pay for constructing or improving portions of roadways impacted by applicable development and include roadway improvements, bikeways and pedestrian facilities.

- **Urban Renewal Districts**

The South Beach and North Side Urban Renewal Districts use tax increment financing to fund various improvements that encourage local economic development, including roadway and intersection improvements, bikeways and pedestrian facilities. The North Side Urban Renewal District was formed to help pay for a significant portion of the projects that will come out of the TSP update. The South Beach Urban Renewal District has been established for many years and will terminate at the end of 2027. Projects that have already been programmed for the remaining phase will be included as funded projects in the TSP.

- **Other Miscellaneous Funds**

The City also currently uses funds from the Room Tax (Newport Fund #230), Public Parking (Newport Fund #211), and Line Undergrounding (Newport Fund #252) Funds, in addition to Local Improvement Districts. The Room Tax and Public Parking Funds are used for tourist-oriented street, sidewalk or parking improvements, while the Line Undergrounding Fund is used to cover utility undergrounding expenses associated with street improvements.

Local Improvement Districts (LIDs) fund capital transportation projects that benefit a specific group of property owners. LIDs require owner/voter approval and a specific project definition and are often used for sidewalks and pedestrian amenities that provide local benefit to residents along the subject street. Property owners are assessed a proportional share of the cost at the end of the project or the City may elect to allow for installment payments with interest.

## REVENUES AND EXPENDITURES

The following sections detail the revenue and expenditure forecasts.

### REVENUES

Current annual revenues include \$665,000 from the State Highway Trust Fund, \$180,000 from the local gas tax and \$620,000 from the Stormwater Utility Fee (see Table 1). The City also currently receives approximately \$705,000 in other revenues annually. This includes around \$150,000 from the Room Tax Fund, \$10,000 from the Public Parking Fund, \$100,000 from the Line

Undergrounding Fund, \$100,000 from Local Improvement Districts and \$345,000 from other sources. Current annual SDC revenue for street and stormwater improvements is \$225,000, with estimated annual revenue expected to increase to \$510,000 based on forecasted yearly population and employment growth through 2040.

Assuming, as a conservative estimate<sup>1</sup>, the same levels of funding occur in the future, Newport can expect to receive \$43.4 million in State Highway Trust Fund, local gas tax, Stormwater Utility Fee and miscellaneous fee revenue through 2040. SDC's likely will provide an additional \$10.2 million in revenue through 2040 (based on forecasted yearly population and employment growth through 2040).

The City estimates that the North Side Urban Renewal District will fund \$37.8 million worth of project expenditures<sup>2</sup>. ODOT has also indicated that around \$10.8 million in discretionary state and/or federal funds may be available to invest in Newport over the next 20 years<sup>3</sup> for system modernization and enhancement.

## EXPENDITURES

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Expenditures include personnel services, roadway striping, traffic control, vegetation trimming, street sweeping, maintenance, and roadway engineering.

The City estimates that it spends approximately \$1.3 million per year (or \$26.1 million through 2040) to maintain and operate the streets (see Table 1). This includes an escalation rate of 4.5 percent<sup>4</sup> on the current expenditures to account for rising costs and ensure that needed roadway maintenance and repair work will not be deferred through 2040. Note that the expenditures of the North Side Urban Renewal District were excluded from the total revenue for projects in the district, and therefore were not included as an expenditure in Table 1.

Deferring necessary repair and preservation means spending much more to fix the same streets later, and repair costs rise exponentially as streets are left unmaintained. Every \$1 spent to keep a street in good condition avoids \$6 to \$14 needed later to rebuild the same street once it has deteriorated significantly<sup>5</sup>.

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<sup>1</sup> This assumes the population growth rate in Newport will be roughly the same as the cost inflation rate, therefore, maintaining existing revenues through 2040.

<sup>2</sup> The total revenue for projects is \$39.9 million. The total has been reduced to account for expenditures of the district.

<sup>3</sup> The State has not committed any future funding for projects in Newport. This assumption is for long-range planning purposes only. This estimate is based on assuming that Newport will receive a reasonable share of the state/federal funding projected to be available over the 20-year planning horizon in Region 2 and based on ODOT sustaining their current revenue structure. It is used to illustrate the degree of financial constraints faced by ODOT as of the writing of this document. Actual funding through state and federal sources may be higher or lower than the range of this estimate. This estimate does not include projects that might be funded through the federal Highway Safety Improvement Program (HSIP).

<sup>4</sup> Escalation rate of 4.5 percent based on the Construction Cost Index.

<sup>5</sup> Smart Growth America, American Association of State Highway Officials (AASHTO)

Heavy truck traffic and wet weather comprise two of the most critical factors in pavement deterioration<sup>6</sup>. Heavy trucks (particularly those hauling gravel, logs, construction materials, overseas containers, agricultural products, garbage) flex the pavement and create spaces underneath. Wet weather, with cracked pavement or poor drainage, can lead to water undermining pavement.

## FUNDING SUMMARY

The City is expected to have about \$102 million for street improvement needs (e.g., construction of new facilities) over the next 20 years, as shown in Table 1. This includes over \$37.8 million to fund improvements in the North Side Urban Renewal District and around \$10.8 million from state and/or federal funding sources to cover investments along state highways over the next 20 years.

**TABLE 1: NEWPORT TRANSPORTATION REVENUE AND EXPENDITURES**

REVENUES	AVERAGE ANNUAL AMOUNT	ESTIMATED AMOUNT THROUGH 2040
STATE HIGHWAY TRUST FUND	\$665,000	\$13,300,000
LOCAL GAS TAX	\$180,000	\$3,600,000
STORMWATER UTILITY FEE	\$620,000	\$12,400,000
SYSTEM DEVELOPMENT CHARGES	\$510,000	\$10,200,000
MISCELLANEOUS REVENUES	\$705,000	\$14,100,000
DISCRETIONARY STATE AND/OR FEDERAL FUNDS	\$540,000	\$10,800,000
NORTH SIDE URBAN RENEWAL DISTRICT	\$1,892,500	\$37,850,000
<b>TOTAL REVENUES</b>	<b>\$5,112,500</b>	<b>\$102,250,000</b>
EXPENDITURES	AVERAGE ANNUAL AMOUNT	ESTIMATED AMOUNT THROUGH 2040
PERSONNEL SERVICES	\$445,000	\$8,900,000
MATERIALS AND SERVICES	\$550,000	\$11,000,000
CAPITAL OUTLAY/MAINTENANCE	\$310,000	\$6,200,000
<b>TOTAL EXPENDITURES</b>	<b>\$1,305,000</b>	<b>\$26,100,000</b>

<sup>6</sup> Long-Term Pavement Performance, U.S. Department of Transportation, Federal Highway Administration

<b>FUNDING SUMMARY</b>	<b>AVERAGE ANNUAL AMOUNT</b>	<b>ESTIMATED AMOUNT THROUGH 2040</b>
<b>FUNDING SUMMARY (REVENUE – EXPENDITURES)</b>	<b>\$3,807,500</b>	<b>\$76,150,000</b>

## POTENTIAL ADDITIONAL FUNDING SOURCES

New transportation funding options include local taxes, assessments and charges, and state and federal appropriations, grants, and loans. Factors that constrain these resources, include the willingness of local leadership and the electorate to burden citizens and businesses with taxes and fees; the portion of available local funds dedicated or diverted to transportation issues from other competing City programs; and the availability of state and federal funds. The City should consider all opportunities for providing or enhancing funding for the transportation improvements included in the TSP.

Counties and Cities have used the following sources to fund the capital and maintenance aspects of their transportation programs. As described below and summarized in Table 2, they may help to address existing or new needs identified in Newport’s TSP.

**TABLE 2: POTENTIAL FUNDING OPTIONS**

<b>FUNDING OPTION</b>	<b>ALLOWED USE OF FUNDS</b>	<b>ACTION REQUIRED TO IMPLEMENT</b>	<b>EXAMPLE CHARGE</b>	<b>POTENTIAL ADDITIONAL ANNUAL REVENUE</b>
<b>TRANSPORTATION UTILITY FEE</b>	Capital improvements or maintenance	City Council action	\$1 per month for residential units and \$.01 per month per square foot for non-residential uses	\$450,000
<b>LOCAL FUEL TAX INCREASE</b>	Capital improvements or maintenance	Voter Approval	+Four cents per gallon during the winter and +two cents per gallon during summer	\$253,000
<b>COUNTY VEHICLE REGISTRATION FEE</b>	Capital improvements or maintenance	Voter Approval (County- wide)	\$20 for passenger cars, and \$5 for motorcycles per year	\$400,000
<b>PROPERTY TAX LEVY</b>	Capital improvements or maintenance	Voter Approval	\$0.20 per \$1,000 in assessed value (per year, for 5 years)	\$300,000 (per year, for 5 years)

FUNDING OPTION	ALLOWED USE OF FUNDS	ACTION REQUIRED TO IMPLEMENT	EXAMPLE CHARGE	POTENTIAL ADDITIONAL ANNUAL REVENUE
LOCAL IMPROVEMENT DISTRICTS	Capital improvements	Affected Property Owners	n/a	n/a
DEBT FINANCING	Capital improvements	Varies	n/a	n/a

### TRANSPORTATION UTILITY FEE

A transportation utility fee is a recurring monthly charge that could be paid by all residences and businesses within the City. The City can base the fee on the estimated number of trips a particular land use generates or as a flat fee per residence or business. This fee is typically collected through regular utility billing; however, it could be collected as a separate stand-alone bill. Existing law places no express restrictions on the use of transportation utility fee funds, other than the restrictions that normally apply to the use of government funds. Some local agencies utilize the revenue for any transportation related project, including construction, improvements and repairs; however, many choose self-imposed restrictions or parameters on the use of the funds.

For every \$1.00 per month in charged rates for residential units and \$0.01 per month per 1,000 square feet of non-residential uses in the City, the City could expect to collect about \$450,000 annually. Philomath, for example, charges a fee of \$4 per month for single family residential units, \$3.20 per month for multi-family units, and between \$13.60 and \$45.50 (based on type and size of the land use) per month for non-residential uses.

### LOCAL FUEL TAX INCREASE

To estimate the potential revenue generated from a local fuel tax increase in Newport, the monthly gallons of fuel utilized in Newport was obtained. Newport fuel distributors collected revenue on around 767,000 gallons of fuel per month during the summer and \$675,000 gallons of fuel per month during the winter. A local fuel tax increase to five cents per gallon year around could generate an additional \$45,000 monthly, \$253,000 annually or \$5.0 million through 2040.

### COUNTY VEHICLE REGISTRATION FEE

The State of Oregon currently requires vehicle owners to register their vehicles and then renew their registration on a 2-year or 4-year basis. The State’s biennial registration fee is between \$122 and \$152 for non-electric passenger cars and \$78 for motorcycles. In addition to the State fee, Multnomah, Washington, and Clackamas are the only Counties that also have a vehicle registration fee. The Multnomah County biennial fee is \$112 for passenger vehicles and \$78 for motorcycles,

while the Washington and Clackamas County biennial fees are \$60 for passenger vehicles and \$34 and \$30 respectively for motorcycles.

Vehicle registration fees for Counties in Oregon can be enacted by ordinance, but if a County has a population less than 350,000 residents (like Lincoln County), then the ordinance requires voter approval. Under State law, 40 percent of the collected fee must go to the Cities within a County, unless they agree to a different percentage.

Lincoln County has 49,876 registered passenger cars, and 1,716 registered motorcycles. As an example, with a biennial registration fee of \$20 for passenger cars, and \$5 for motorcycles, the County could expect to collect over \$1 million annually, with \$600,000 going to the County, and \$400,000 distributed to Cities, including Newport.

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## PROPERTY TAX LEVY

Property tax levies are another funding option available to Cities. Voter approval is required to enact a local option tax, and the tax may be imposed for up to five years at a time, at which time a City will need voter approval if it desires to renew the levy. The only exception is that a levy for a specific capital project may be imposed for the expected useful life of the capital project up to a maximum of 10 years. Assuming a rate of \$0.20 per \$1,000 in assessed value as a five-year levy for the City, the City could expect to collect around \$1.5 million over five years.

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## LOCAL IMPROVEMENT DISTRICTS

Local Improvement Districts (LIDs) can fund capital transportation projects that benefit a specific group of property owners. LIDs require owner/voter approval and a specific project definition. Assessments against benefiting properties pay for improvements. LIDs can supply match for other funds where a project has system wide benefit beyond benefiting the adjacent properties. LIDs are often used for sidewalks and pedestrian amenities that provide local benefit to residents along the subject street. Property owners are assessed a proportional share of the cost at the end of the project or the City may elect to allow for installment payments with interest.

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## DEBT FINANCING

While not a direct funding source, debt financing is another funding method. Through debt financing, available funds can be leveraged, and the cost can be spread over the project's useful life. Though interest costs are incurred, the use of debt financing can serve not only as a practical means of funding major improvements, but it is also viewed as an equitable funding source for larger projects because it spreads the burden of repayment over existing and future customers who will benefit from the projects. One caution in relying on debt service is that a funding source must still be identified to fulfill annual repayment obligations. Three methods of debt financing are listed below:

- General Obligation (GO) Bonds – Subject to voter approval, a City can issue GO bonds to debt finance capital improvement projects. GO bonds are backed by the increased taxing authority of the City, and the annual principal and interest repayment is funded through a new, voter-

approved assessment on property throughout the City (i.e., a property tax increase). Depending on the critical nature of projects identified in the TSP and the willingness of the electorate to accept increased taxation for transportation improvements, voter approved GO bonds may be a feasible funding option for specific projects. Proceeds may not be used for ongoing maintenance.

- Limited Tax General Obligation (LTGO) Bonds – Limited Tax General Obligation (LTGO) Bonds are similar to General Obligation (GO) bonds; however, they do not have to be voted on by constituents. A City pledges its general revenues to bondholders along with the utility revenues. The advantages to this option are that it does not require reserves or coverage (such as Revenue bonds) and does not require a vote.
- Revenue Bonds – Revenue bonds are debt instruments secured by rate revenue. For a City to issue revenue bonds for transportation projects, it would need to identify a stable source of ongoing rate funding. Interest costs for revenue bonds are slightly higher than for general obligation bonds due to the perceived stability offered by the “full faith and credit” of a jurisdiction.

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### **ODOT STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) FUNDING**

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ODOT has modified the process for selecting projects that receive STIP funding to allow local agencies to receive funding for projects off the state system. Projects that enhance system connectivity and improve multi-modal travel options are the focus. The updated TSP prepares the City to apply for STIP funding.

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### **ODOT HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) FUNDING**

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With significantly more funding under the HSIP and direction from the Federal Highway Administration to address safety challenges on all public roads, ODOT will increase the amount of funding available for safety projects on local roads. ODOT will distribute safety funding to each ODOT region, which will collaborate with local governments to select projects that can reduce fatalities and serious injuries, regardless of whether they lie on a local road or a state highway.

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### **MULTIMODAL ACTIVE TRANSPORTATION FUND**

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In 2017, the Oregon Legislature passed Keep Oregon Moving (House Bill 2017), which includes changes to the existing Connect Oregon Grant Fund program that necessitates aligning the implementing rules with the new statutes. The legislation bifurcated the program into two new parts, with a separate allocation of 7% for multimodal active transportation projects.

In 2019, the Oregon Legislature passed House Bill 2592 to clarify and amend House Bill 2017. The legislation establishes the Multimodal Active Transportation (MAT) Fund for bicycle and pedestrian projects, consisting of 7% of the Connect Oregon Fund plus revenues from Oregon’s bicycle excise tax. The MAT is a separate grant program from Connect Oregon and requires a new set of administrative rules. The legislation also clarifies roles and responsibilities between ODOT and the Oregon Department of Parks and Recreation to provide funding to bicycle and pedestrian projects with up to \$4M of lottery revenues.

## **SAFE ROUTES TO SCHOOL PROGRAMS**

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Safe Routes to School refers to efforts that improve, educate, or encourage children safely walking (by foot or mobility device) or biking to school. ODOT has two main types of Safe Routes to School programs: infrastructure and non-infrastructure. Infrastructure programs focus on making sure safe walking and biking routes exist through investments in crossings, sidewalks and bike lanes, flashing beacons, and the like. Non-infrastructure programs focus on education and outreach to assure awareness and safe use of walking and biking routes. ODOT manages funding competitions for both infrastructure and non-infrastructure programs at the annual levels of \$10 million (increasing to \$15 million in 2023) and \$300,000 respectively.

## **OREGON COMMUNITY PATHS (OCP)**

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Oregon Community Paths combines funds from the Multimodal Active Transportation Fund (formerly Connect Oregon Bike/Ped), Oregon Bicycle Excise Tax, and federal Transportation Alternatives Program to fund primarily off-street pedestrian and bicycle facilities.

## **IMMEDIATE OPPORTUNITY FUND**

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The purpose of the Immediate Opportunity Fund is to support primary economic development in Oregon through the construction and improvement of streets and roads. Access to this fund is discretionary and the fund may only be used when other sources of financial support are unavailable or insufficient. The Immediate Opportunity Fund is not a replacement or substitute for other funding sources.

## **FEDERAL LANDS ACCESS PROGRAM (FLAP)**

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The Federal Lands Access Program was established to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The Access Program supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators. The program is funded by contract authority from the Highway Trust Fund and subject to obligation limitation. Funds will be allocated among the States using a statutory formula based on road mileage, number of bridges, land area, and visitation. Projects are selected by a Programming Decision Committee established in each State.

SPRING SUMMER FALL WINTER SPRING SUMMER FALL WINTER SPRING SUMMER FALL

APR MAY JUN JUL AUG SEP OCT NOV DEC JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC

● COVID-19 LOCKDOWN STARTS

**UNDERSTAND**

- Discuss community values and transportation goals
- Evaluate funding for transportation improvements
- Evaluate existing conditions and future growth trends
- Coordinate with state and regional plans

**DOCUMENT THE STORY**

- Understand how the system works today
- Identify what is most important for the community
- Document the plan update

**EVALUATE**

- Develop draft solutions: projects, programs, and standards for all modes of travel
- Evaluate and refine draft solutions through community outreach

**ADOPT**

- Public Adoption Hearings
- Publish Adopted Plan

#1

#2

#3

#4

#5

#6

• Build list of options to be evaluated  
• Identify key metrics to apply

• Prioritize solutions based on evaluation  
• Screen out under performing solutions

CITY ADOPTION HEARINGS

ONGOING COMMUNITY OUTREACH THROUGH PROJECT WEBSITE

# SOLUTIONS EVALUATION

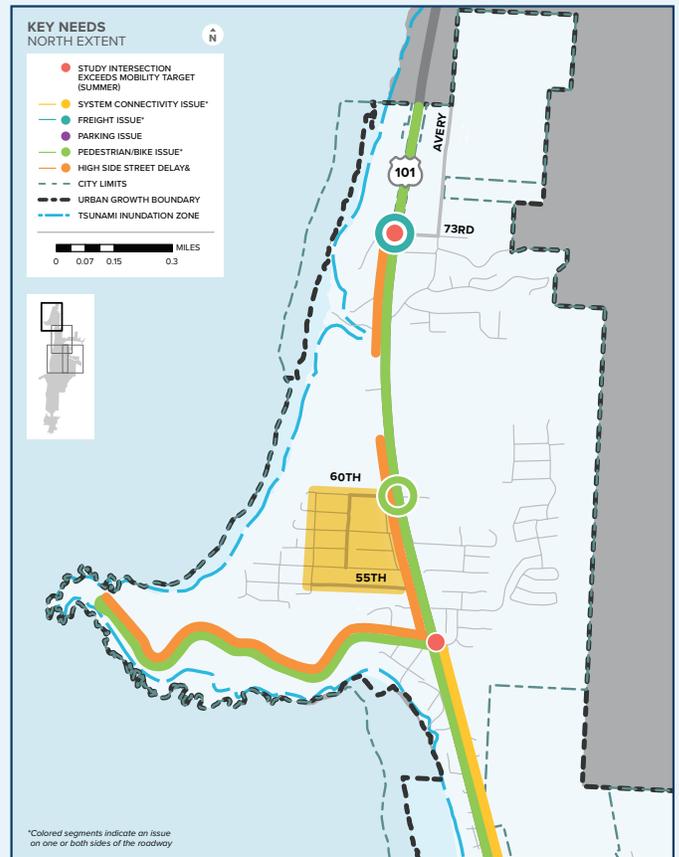
## AREA 1: AGATE BEACH

### KNOWN ISSUES

- High delay at NE 73rd Street and NW Lighthouse Drive/ NE 52nd Street
- Vehicle congestion (summer) and limited pedestrian/ bicycle facilities on NW Lighthouse Drive
- Limited alternatives to US 101 between future growth areas and Newport’s downtown
- Agate Beach Area:
  - » High side street delays
  - » Limited internal roadway connections
  - » Limited opportunities to serve future growth areas
  - » Existing gravel or underdeveloped roadways
  - » Geologic constraints

### SOLUTIONS BEING CONSIDERED

- Install a traffic signal at US 101/NE 73rd Street (INT1)
- Widen US 101/NE 52nd Street intersection to add a second NB travel lane (INT2)
- Enhance bicycle network between downtown Newport. Specific solutions include:
  - » Separated bike facility on west side of US 101 north of Oceanview Drive
  - » Sharrows or other traffic calming treatments in Agate Beach Area and on NE 52nd Street
  - » Shoulder bikeway or side path on NW Lighthouse Drive
- Agate beach area:
  - » Extend Biggs Road between NW 55th Street and NW 60th Street (EXT1)
  - » Improve NW 55th Street
  - » Add sidewalks or shoulder walkways for Agate Beach
  - » Install an enhanced pedestrian crossing on US 101 in the Agate Beach neighborhood at either NW 60th Street or NW 55th Street



MAP OF AGATE BEACH

### KEY FINDINGS

- The traffic signal at US 101/NE 73rd Street mitigates the high side street delay
- Widening at the intersection of US 101/NE 52nd Street improves operations, but alternate mobility targets could also be considered
- The priority bike network would need to fill the critical gap north of NW Oceanview Drive along US 101 to support bicycle travel and create an alternative to driving for residents
- Agate Beach area:
  - » New local street connections will enhance access within the neighborhood and provide alternative if NW Rhododendron Street becomes unpassable in the future

# SOLUTIONS EVALUATION

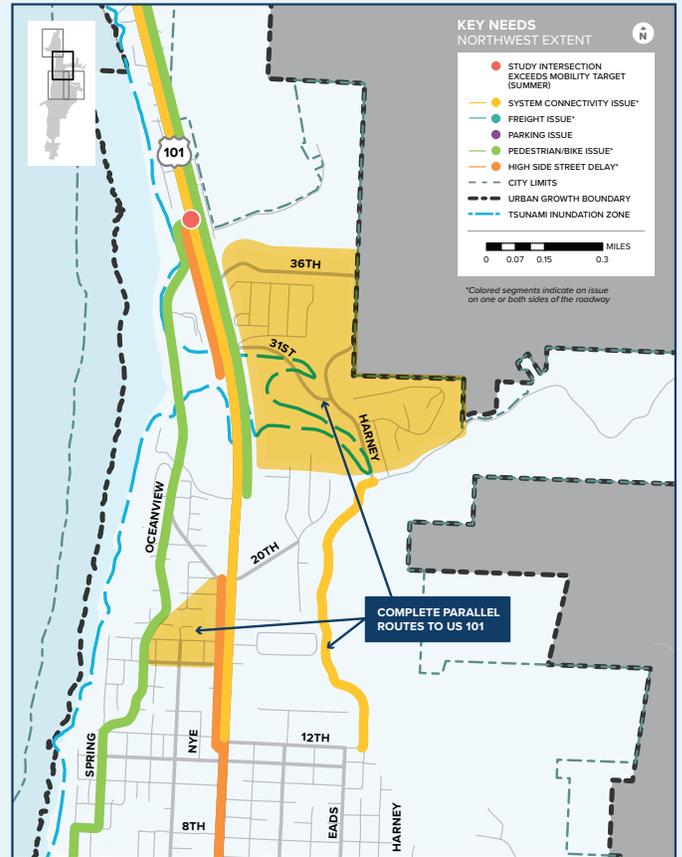
## AREA 2: CENTRAL NEWPORT

### KNOWN ISSUES

- High side street delay at US 101/NW Oceanview Drive and US 101/NE 36th Street intersections
- NE 31st Street road condition
- Limited parallel routes to US 101 north of 20th Street; alternative routes include:
  - » Nye Street
  - » Big Creek Road/Harney Street/36th Street
- Limited alternatives to US 101 between future growth areas and Newport’s downtown for bicyclists
- No existing pedestrian or bicycle facilities on popular NW Oceanview Drive corridor, which has a perceived speeding issue

### SOLUTIONS BEING CONSIDERED

- Widen to construct an eastbound right turn lane at US 101/NW Oceanview Drive and consider restricting northbound left turns to provide a median acceleration lane for left turning traffic from Oceanview Drive (INT3)
- Install a traffic signal at US 101/NE 36th Street intersection and close NE 31st Street between NE 32nd Street and NE Harney Street (INT8; REV1)
- Consider street extensions, including:
  - » Nye Street Extension between NW 15th Street and NW Oceanview Drive (EXT2)
  - » Harney Street Extension between NE 7th Street and NE Big Creek Road (EXT4; see Major Roadway Improvements: Harney Street Extension)
- Completing the priority bicycle network connecting to downtown Newport. Specific solutions include:
  - » Traffic calming or other bicycle treatments (e.g. converting to a one-lane road and installing a two-way cycle track) on Oceanview Drive (REV2)
  - » Basic bicycle lanes or a two-way cycle track on NW Nye Street (REV3)
  - » Enhanced Bicycle amenities on NE Big Creek Road (REV4)
  - » Sharrows or other traffic calming treatments on remaining streets



MAP OF CENTRAL NEWPORT

### KEY FINDINGS

- The proposed changes at Oceanview Drive approach to US 101 would mitigate the high side street delay
- The Nye Street extension will carry volumes consistent with local streets, under 1,000 vehicles per day
- The Nye Street extension completes a major parallel route to the west of US 101 in Newport for vehicles, bicycles, and pedestrians
- The Nye Street connection will also be important if SW Oceanview Drive is converted to one-way southbound to provide a two-way cycle track
- The priority bike network provides safe and convenient alternatives to US 101

# SOLUTIONS EVALUATION

## AREA 3: DOWNTOWN NEWPORT

### KNOWN ISSUES

- Congestion and high side street delay at US 101/US 20, US 101/Hurbert Street, US 20/Moore Drive, and US 101/Angle
- Heavy traffic volumes and high vehicle delay for vehicles travelling along US 101 or US 20
- Limited right-of-way on US 101 and US 20 for future improvements
- Limited access to hospital and businesses from US 101 and US 20
- Congestion near the Newport schools
- Limited pedestrian/bicycle connectivity for alternative routes parallel to US 101
- Limited safe crossing opportunities on US 101 and US 20 for pedestrians and bicyclists
- High freight volumes on Bay Boulevard/Yaquina Bay Road with limited access to these areas from US 101 and US 20
- Limited parking in Nye Beach and Bayfront areas
- Narrow on-street parking for US 101
- Limited mobility across Yaquina Bay due to:
  - » The bridge age and structural condition
  - » Two, narrow travel lanes
  - » Steep grades for freight
  - » Lack of adequate pedestrian and bicycle facilities

### SOLUTIONS BEING CONSIDERED

- Complete intersection improvements in lieu of any major roadway improvements (i.e. US 20 couplet, US 101 couplet, Harney Street Extension discussed in separate handout):
  - » US 101/US 20 (INT4): widen to construct an additional southbound left turn lane and second receiving lane on US 20 or consider an alternative intersection treatment (e.g. a roundabout)
  - » US 101/Hurbert (INT5): remove on-street parking and



MAP OF DOWNTOWN NEWPORT

- restripe US 101 approaches to include two through travel lanes and a separate left turn lane
  - » US 20/Moore Drive (INT6): widen to construct a southbound left turn lane and restripe northbound approach to be a southbound left turn lane and a shared through/right lane
  - » US 101/Angle (INT7): restrict to right-in/right-out only
- Consider US 101 and US 20 couplet options discussed separately
- Install a traffic signal at US 101/Abbey Street to facilitate access to the hospital

## SOLUTIONS EVALUATION

### AREA 3: DOWNTOWN NEWPORT (CONTINUED)

- Complete the priority bicycle network on several parallel routes to US 101 in downtown Newport. Specific solutions include:
  - » Sharrows, traffic calming, and new shared use paths to create a continuous bicycle/pedestrian connection on SW 7th Street (EXT5)
  - » Basic bicycle lanes or a two-way cycle track on NW Nye Street
  - » Basic bicycle lanes on SE Moore Drive, NE Harney Street, SW 9th Street, and SW 2nd Street
  - » Sharrows or other traffic calming treatments on remaining streets
- Complete sidewalk infill projects along the arterial and collector network
- Consider an enhanced pedestrian/bicycle crossing at US 20/Benton Street or US 20/Eads Street
- Implement parking management strategies (e.g. metering, permit systems, or time restrictions) for Nye Beach and Bayfront areas
- Work with Lincoln County Transit and local hotels to refine the Newport city loop for tourists and residents. Specific strategies could include:
  - » Public information campaigns
  - » Stop improvements (e.g. signage, schedules, seats)
  - » Route refinement
  - » Expanded weekend or special event service hours
- Coordinate with ODOT to replace the Yaquina Bay Bridge

### KEY FINDINGS

- Identified spot improvements appear to fix operational issues at most spot locations within downtown Newport. However, additional improvements or alternative mobility targets would likely still be needed at US 101/US 20 intersection
- A traffic signal could reduce delay and improve hospital access however this signal was not warranted when evaluated as part of the hospital's recent expansion. An alternative could consider an emergency signal to facilitate access for first responders
- The priority bike network and sidewalk infill projects will complete pedestrian and bicycle connections in downtown Newport. If a US 101 couplet is advanced, the designation of SW 9th Street as part of the priority bicycle network should be revisited to ensure recommended solutions are commensurate with expected traffic volumes
- Parking management strategies and additional transit options can reduce parking demand

# SOLUTIONS EVALUATION

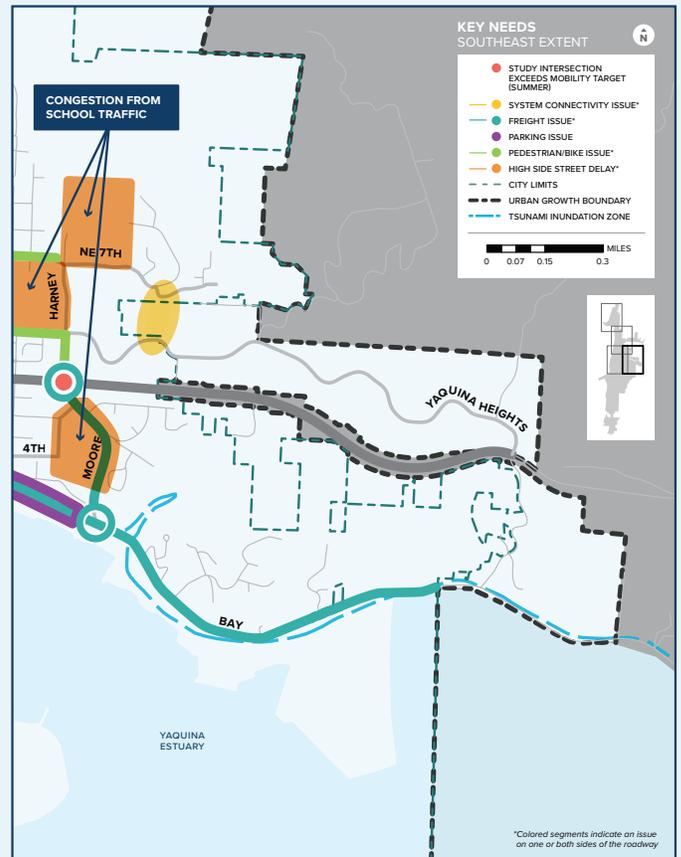
## AREA 4: SOUTHEAST NEWPORT

### KNOWN ISSUES

- Congestion at US 20/SE Moore Drive intersection
- Existing gaps in pedestrian/bicycle network on NE Harney Street between US 20 and NE 3rd Street
- High freight volumes on Bay Boulevard/Yaquina Bay Road with limited access to these areas from US 101/US 20
- Limited system connectivity between 6th Street and Yaquina Heights Drive
- Limited alternatives to Yaquina Bay Road between future growth areas near eastern UGB and Newport’s downtown
- Congestion near the Newport schools

### SOLUTIONS BEING CONSIDERED

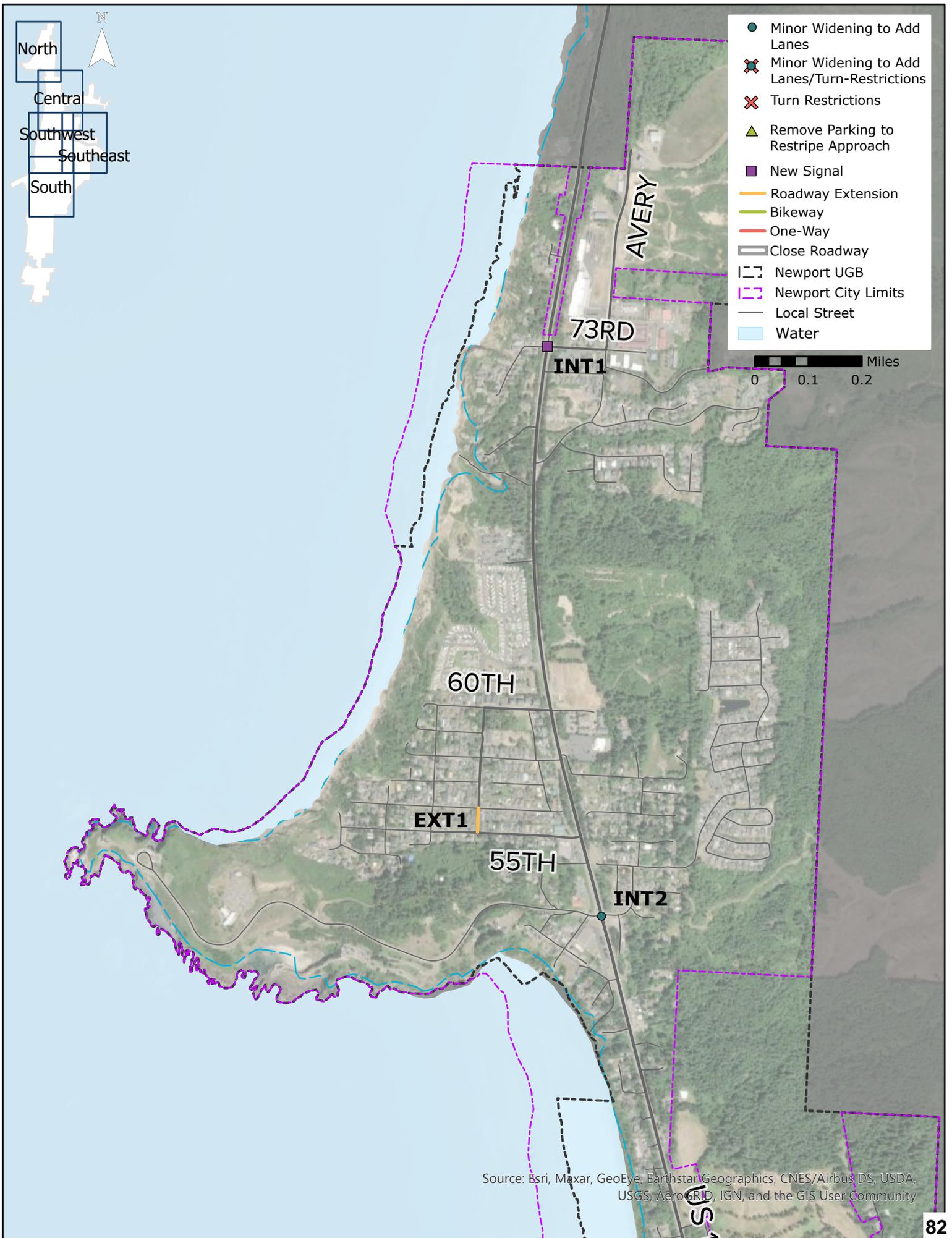
- Widen NE Harney Street to construct a southbound left turn lane and restripe SE Moore Drive to include a northbound left turn lane and a shared through/right lane. (INT6)
- Complete priority bicycle network on NE Harney Street and other areas around Newport schools. Specific solutions include:
  - » Basic bicycle lanes on SE Moore Drive and NE Harney Street
  - » Separated bike facility on Yaquina Bay Road
  - » Sharrows or other traffic calming treatments on remaining streets
- Complete sidewalk infill projects
- Construct a new local street connection between 6th Street and Yaquina Heights Drive (EXT3)
- Consider an enhanced pedestrian/bicycle crossing at US 20/Eads Street



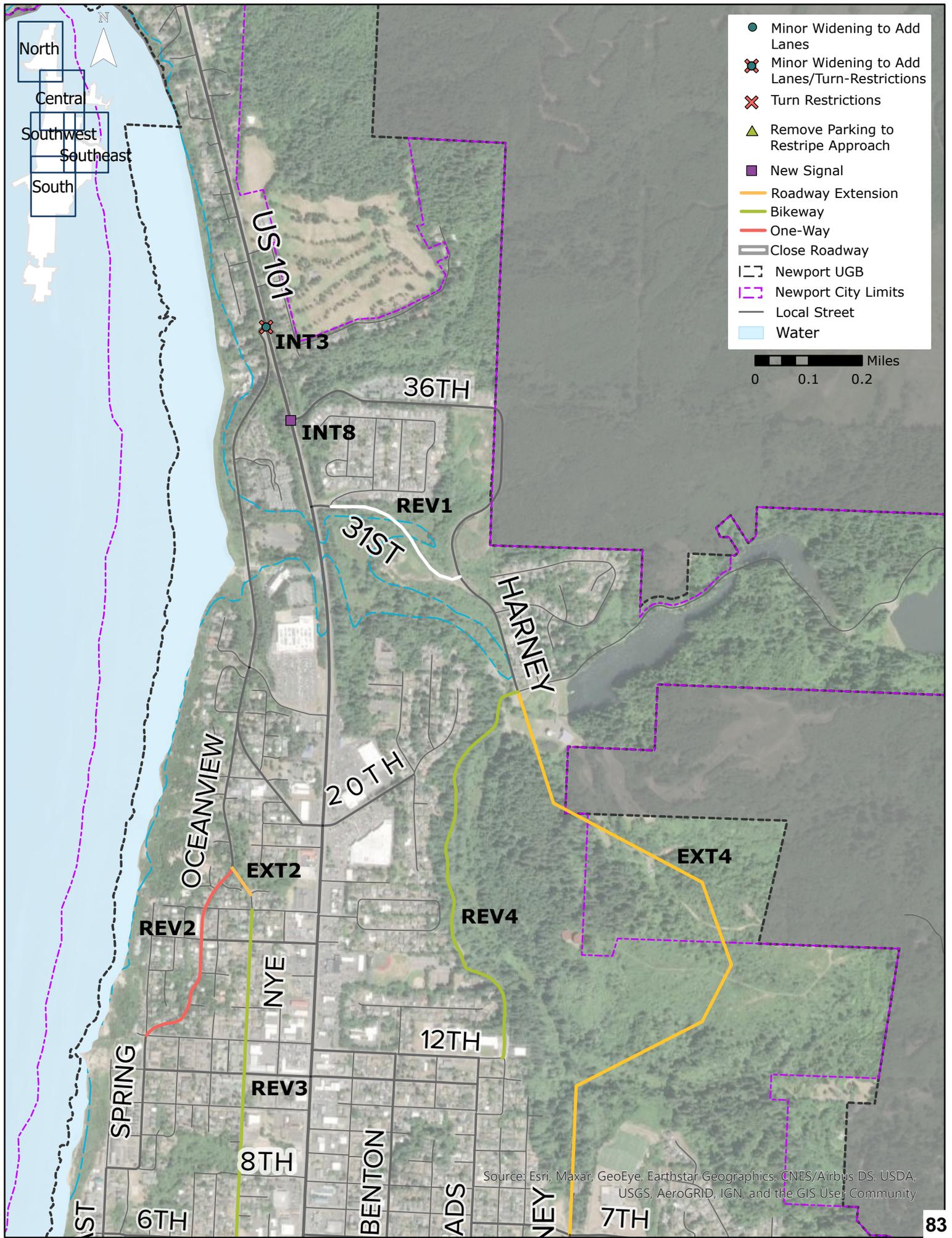
MAP OF SOUTHEAST NEWPORT

### KEY FINDINGS

- Improvements at US 20/Moore Drive improve existing operations for vehicles and freight
- The priority bicycle network and sidewalk infill projects will enhance pedestrian and bicycle connections along NE Harney Street and facilitate access to the existing schools
- The proposed extension between Yaquina Heights Drive and 6th Street will require right-of-way acquisition and minor widening on existing private street connections along with a short street extension



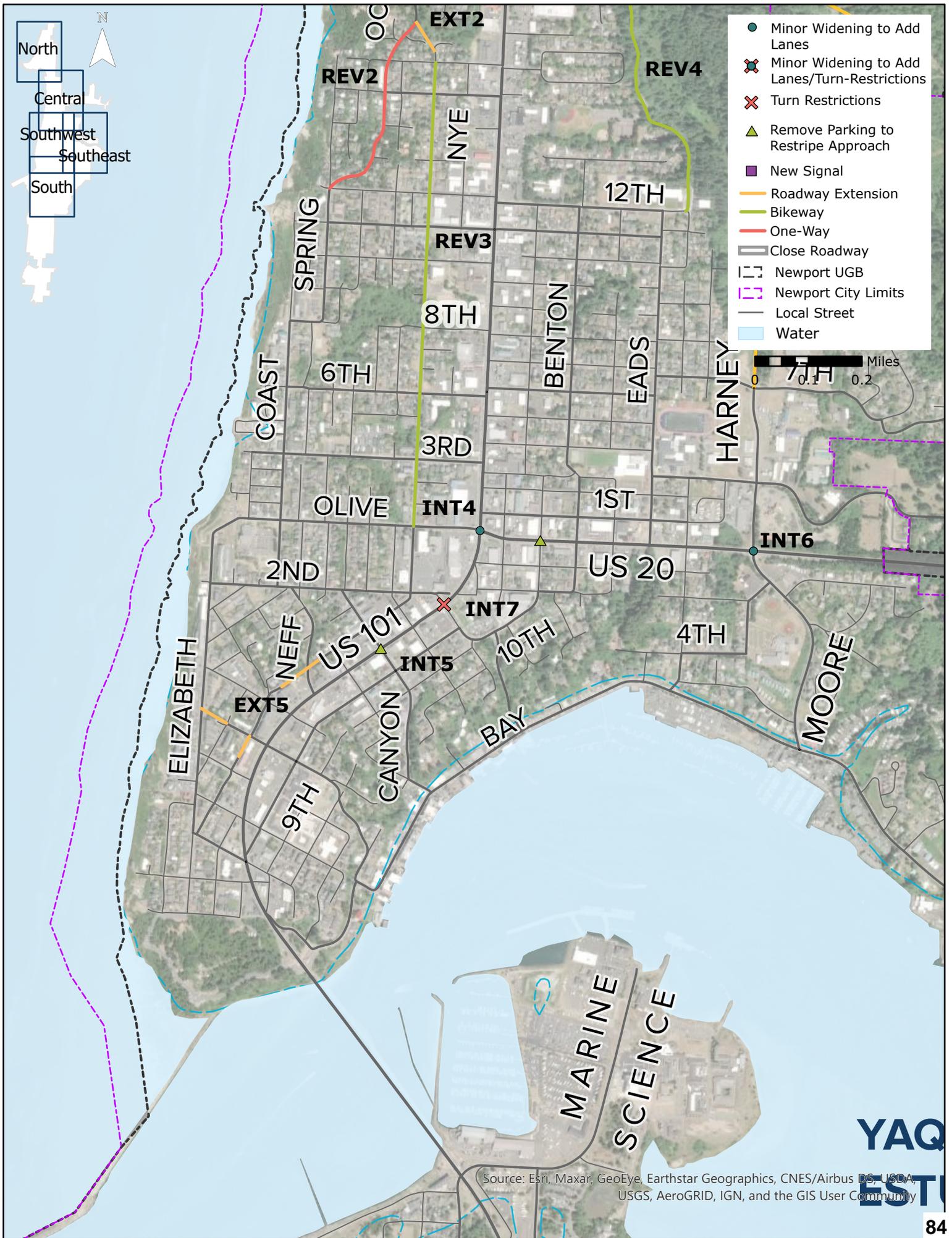
Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



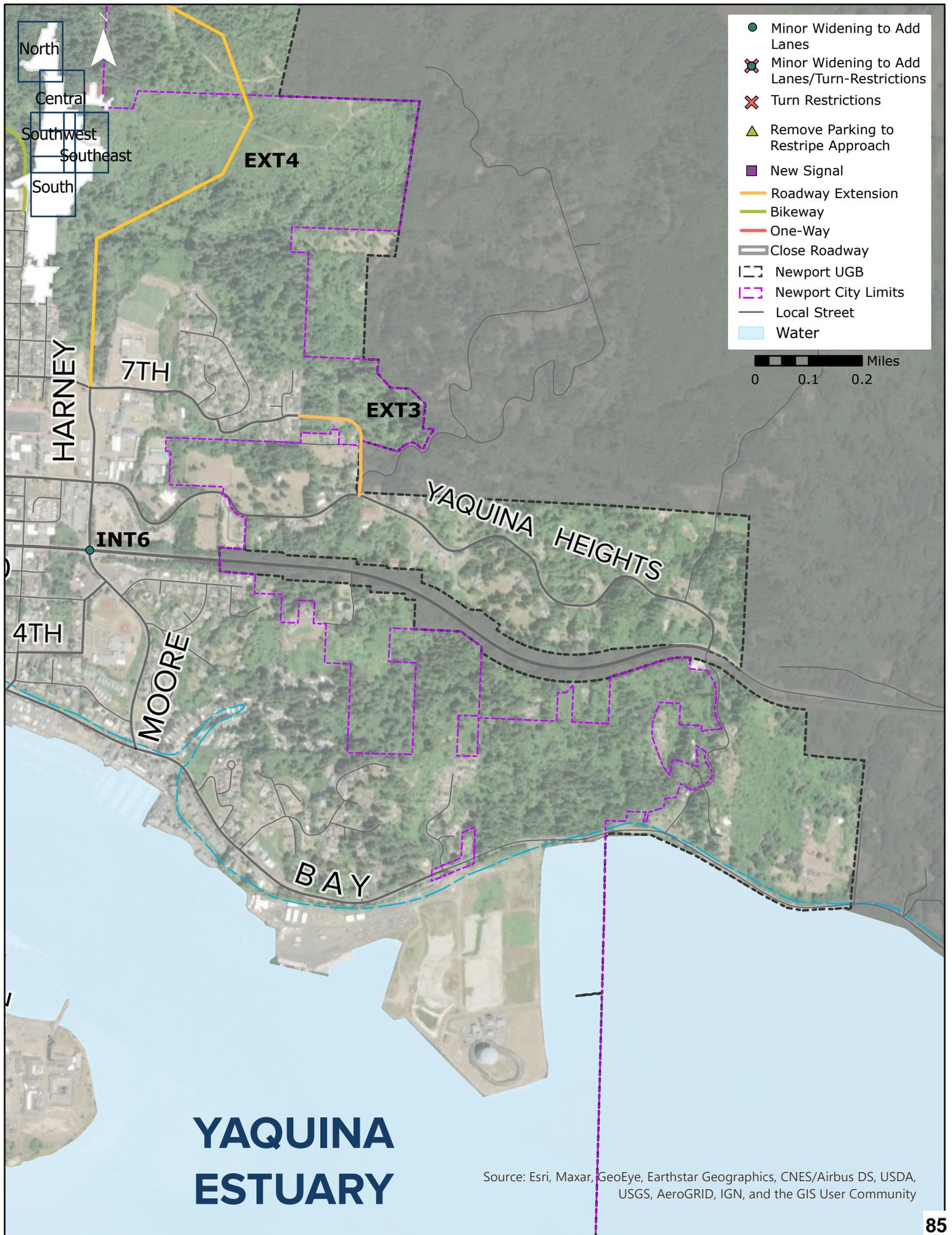
- Minor Widening to Add Lanes
- ⊗ Minor Widening to Add Lanes/Turn-Restrictions
- ⊗ Turn Restrictions
- ▲ Remove Parking to Restripe Approach
- New Signal
- Roadway Extension
- Bikeway
- One-Way
- Close Roadway
- ⌈⌋ Newport UGB
- ⌈⌋ Newport City Limits
- Local Street
- Water

0 0.1 0.2 Miles

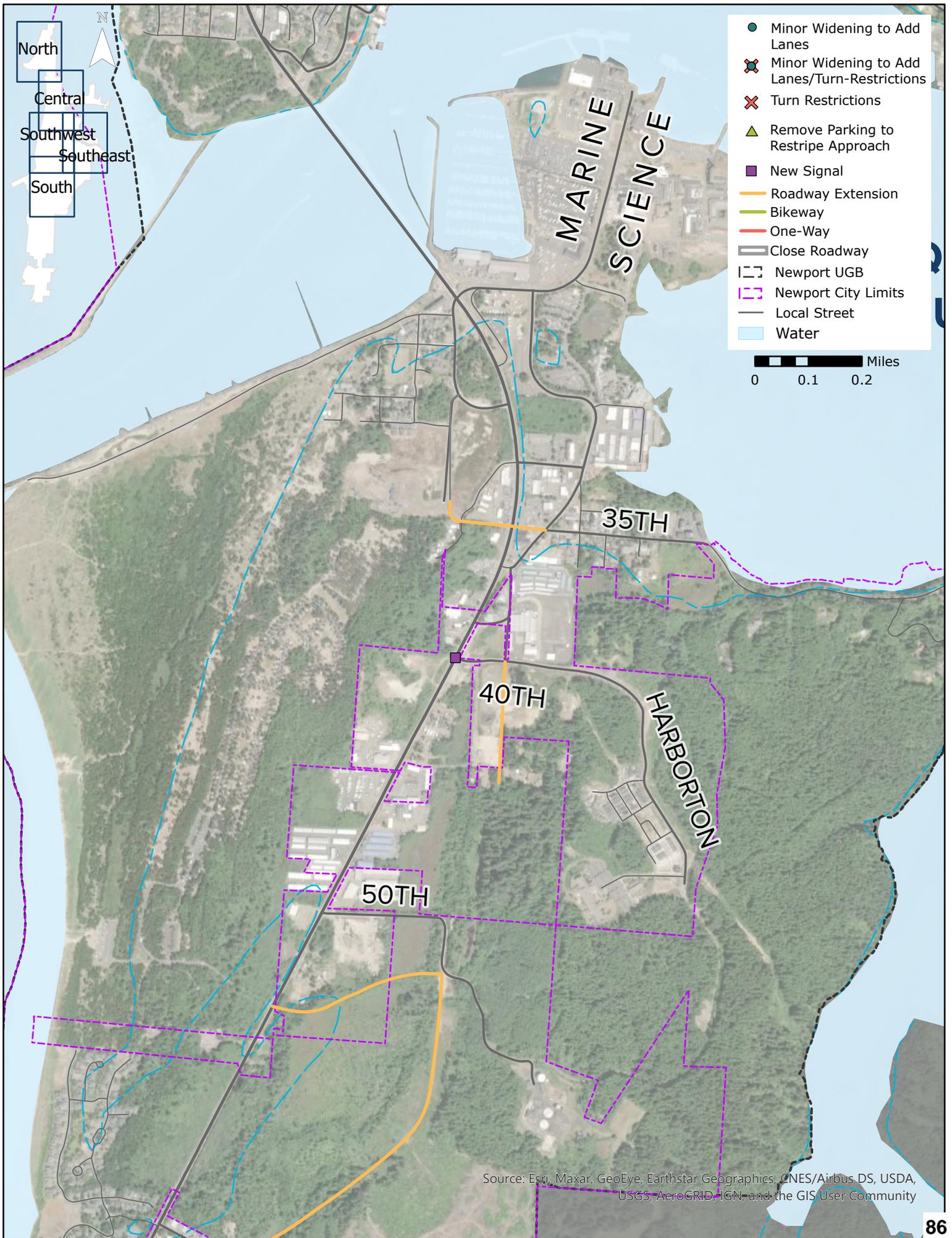
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# SOLUTIONS EVALUATION

## MAJOR ROADWAY IMPROVEMENTS: US 101 COUPLET

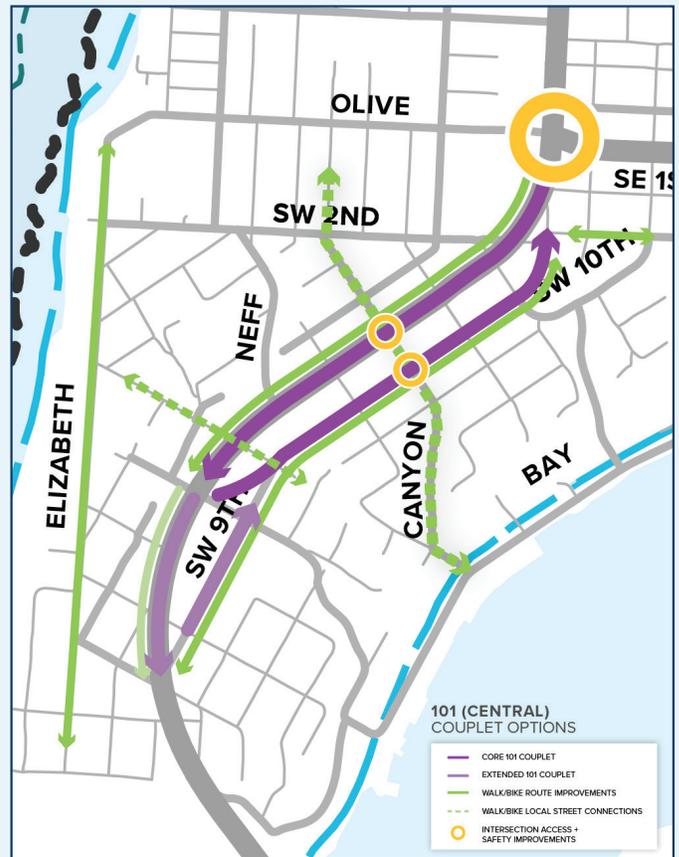
### KNOWN ISSUES

The existing alignment and design of US 101 in downtown Newport creates significant challenges for the city, including:

- Congestion due to high vehicle volumes
- Significant delay at the US 101/US 20 intersection
- Limited access to local businesses and the hospital due to high delay for side streets
- Narrow on-street parking
- No existing bike facilities
- Limited pedestrian facilities
- Limited economic development opportunities in downtown core compared to other city districts (e.g. Nye Beach)

### KEY FINDINGS

- The US 101 couplet can resolve operational issues along the highway.
- Converting US 101 to a couplet will significantly reduce vehicle delay at the US 101/SW Hubert Street signal.
- Northbound traffic on US 101 that turns onto eastbound US 20 can bypass the US 101/US 20 intersection by using SE 10th Street to SE Benton Street.
- The highway couplets adds available commercial frontage along the highway and allows better use of street space to safely accommodate all modes of travel. The proposed cross-sections for US 101 and SW 9th Street alignments (seen below) includes significant enhancements for bicyclists and pedestrians.
- Couplet termini:
  - » The current geometry of the US 101/SW 9th Street intersection is well-designed to transition northbound traffic to SW 9th Street with minimal, if any, impacts to existing businesses. However, the recent hospital expansion includes parking access to SW 9th Street and SW Bay Street which would be



impacted for southbound traffic if SW 9th Street is converted to one-way.

- » Beginning a couplet further north (i.e. at the SW Abbey Street intersection) would limit impacts to the hospital access, but would result in significantly higher right-of-way impacts.
- » The US 101/SW Angle Street intersection is one option for the northern couplet terminus. This option would convert SW Angle Street to one-way between US 101 and SW 9th Street. Potential impacts could include:
  - The existing on-street parking
  - The existing curb extension on SW Angle Street at SW 9th Street and US 101

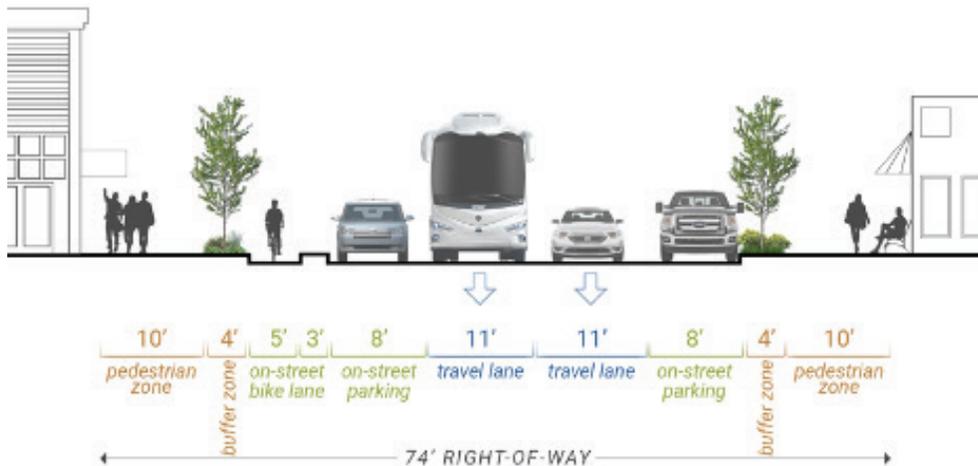
# SOLUTIONS EVALUATION

## HWY 101 COUPLET (CONTINUED)

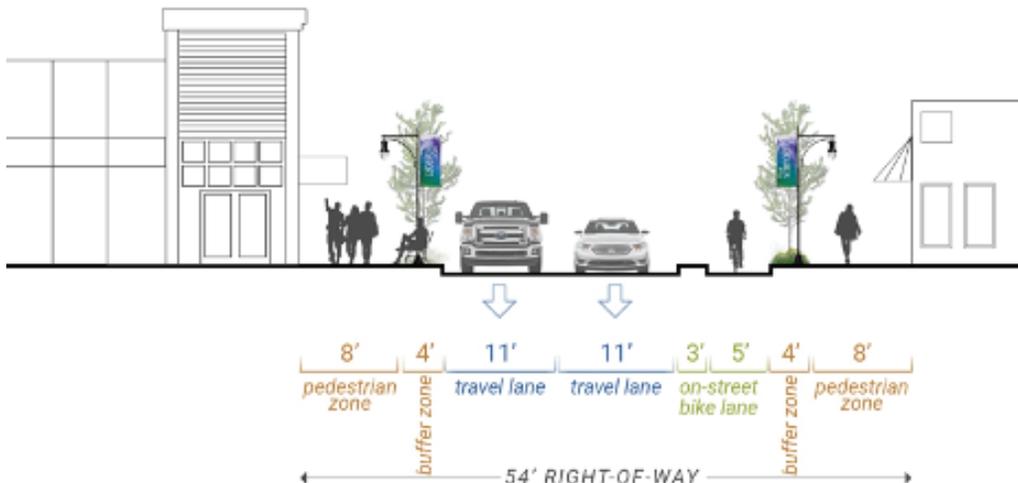
- Off-street parking or open space areas if SW Angle Street is realigned to provide a smoother transition for US 101
- » The partial diversion of US 101 northbound to NE Benton Street indicates that extension of the US 101

couplet further north should also be considered. Tying in the US 101 and US 20 couplet could improve vehicle circulation in the vicinity of the US 101/US 20 intersection although this alternative would likely require signalization of US 20/NE Benton Street.

### US 101 TYPICAL SECTION



### SW 9TH STREET TYPICAL SECTION



# SOLUTIONS EVALUATION

## MAJOR ROADWAY IMPROVEMENTS: US 20 COUPLET

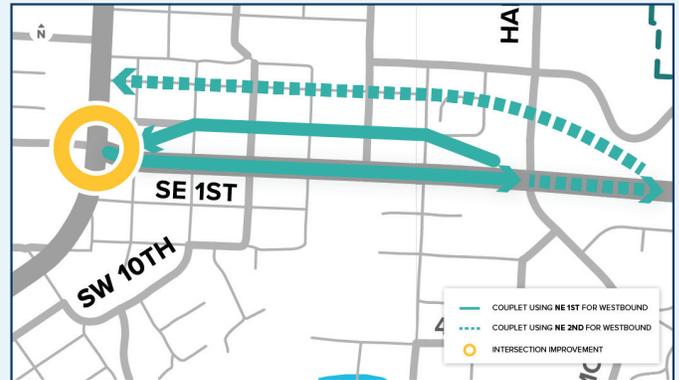
### KNOWN ISSUES

The existing alignment and design of US 20 in downtown Newport creates significant challenges for the city, including:

- Congestion due to high vehicle volumes
- Significant delay at the US 101/US 20 intersection
- Limited access to local businesses due to high delay for side streets
- Limited available right-of-way for future expansions
- No existing bike facilities
- Limited pedestrian facilities
- Limited economic development opportunities in downtown core compared to other city districts (e.g. Nye Beach)

### KEY FINDINGS

- The US 20 couplet can resolve operational issues along US 20 and US 101; however, placement of the US 101 tie-in can impact vehicle operations.
- Even with the US 20 couplet, NE Harney Street should be widened to provide separate left-turn pockets on both approaches.
- Completing the US 20 couplet reduces vehicle diversion in neighborhoods to the north of US 20 since the proposed couplet will increase the capacity for westbound traffic.
- The highway couplet can be an economic redevelopment tool by increasing the available commercial frontage along the highway and better using street space to safely accommodate all modes of travel. The new cross-sections for US 20 couplet should include significant enhancements for bicyclists and pedestrians.
- Couplet termini:
  - » Beginning the couplet west of the NE Harney Street/SE Moore Drive intersection minimizes the property impacts and new roadway construction needed.
  - » Starting the couplet east of the NE Harney Street/SE Moore Drive intersection would have greater property



impacts and would also require a new intersection to be constructed at NE Harney Street. This alternative connects to NE 2nd Street which increases flexibility for the US 101 tie-in options.

- » The westbound US 20 connection to US 101 can either be maintained in its current location or shifted to the north.
  - If the couplet reconnects back to the current westbound US 20 alignment east of US 101, extensive widening and property acquisition would be required along the northside. The junction at US 101/US 20 would still have operational issues.
  - Using either NE 1st Street and or NE 2nd Street as the US 101 as a signalized tie-in location would provide an opportunity to reduce delay at the conjunction of US 101/US 20. However, these streets are closely spaced and would require coordination with the existing US 101/US 20 signal to enhance traffic flow on this section of US 101
  - Extending the US 101 couplet to the north of US 20 via NE Benton Street could improve operations for both the US 101 and US 20 couplet by reducing the number of conflicting movements at their tie-in locations although this alternative would likely require signalization of US 20/NE Benton Street. This option would naturally accommodate the northbound US 101 vehicle diversion to NE Benton Street

# SOLUTIONS EVALUATION

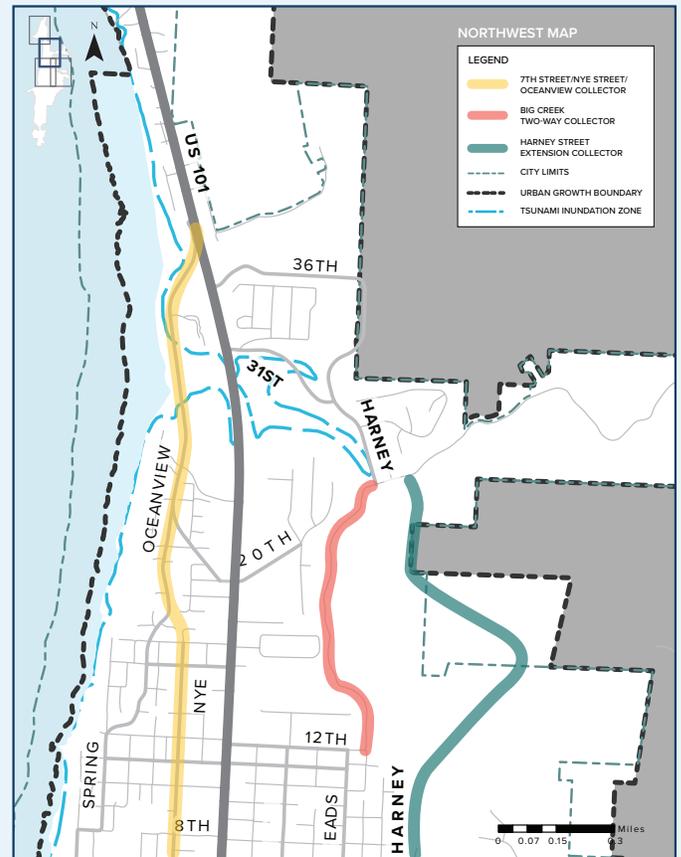
## MAJOR ROADWAY IMPROVEMENTS: HARNEY STREET EXTENSION

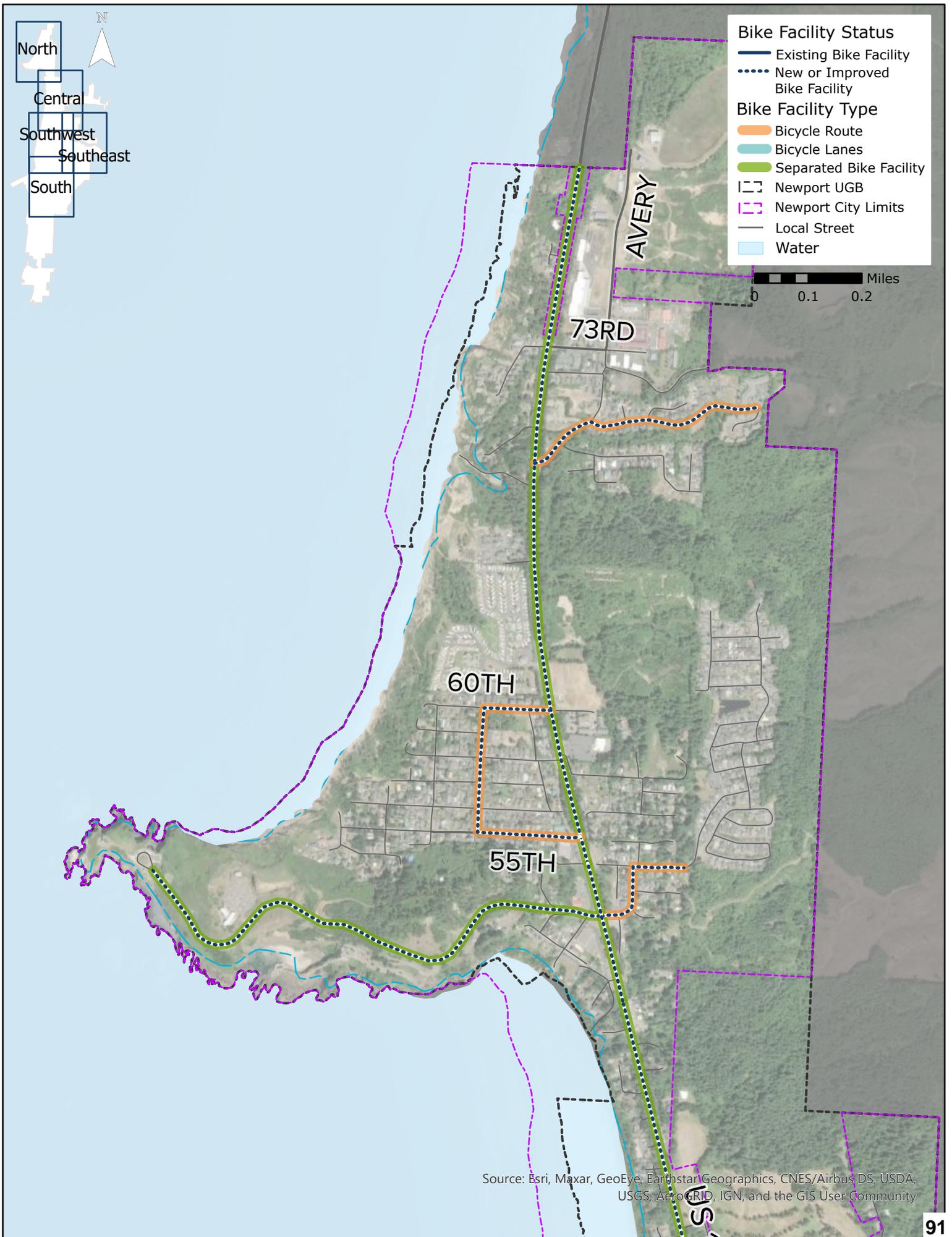
### KNOWN ISSUES

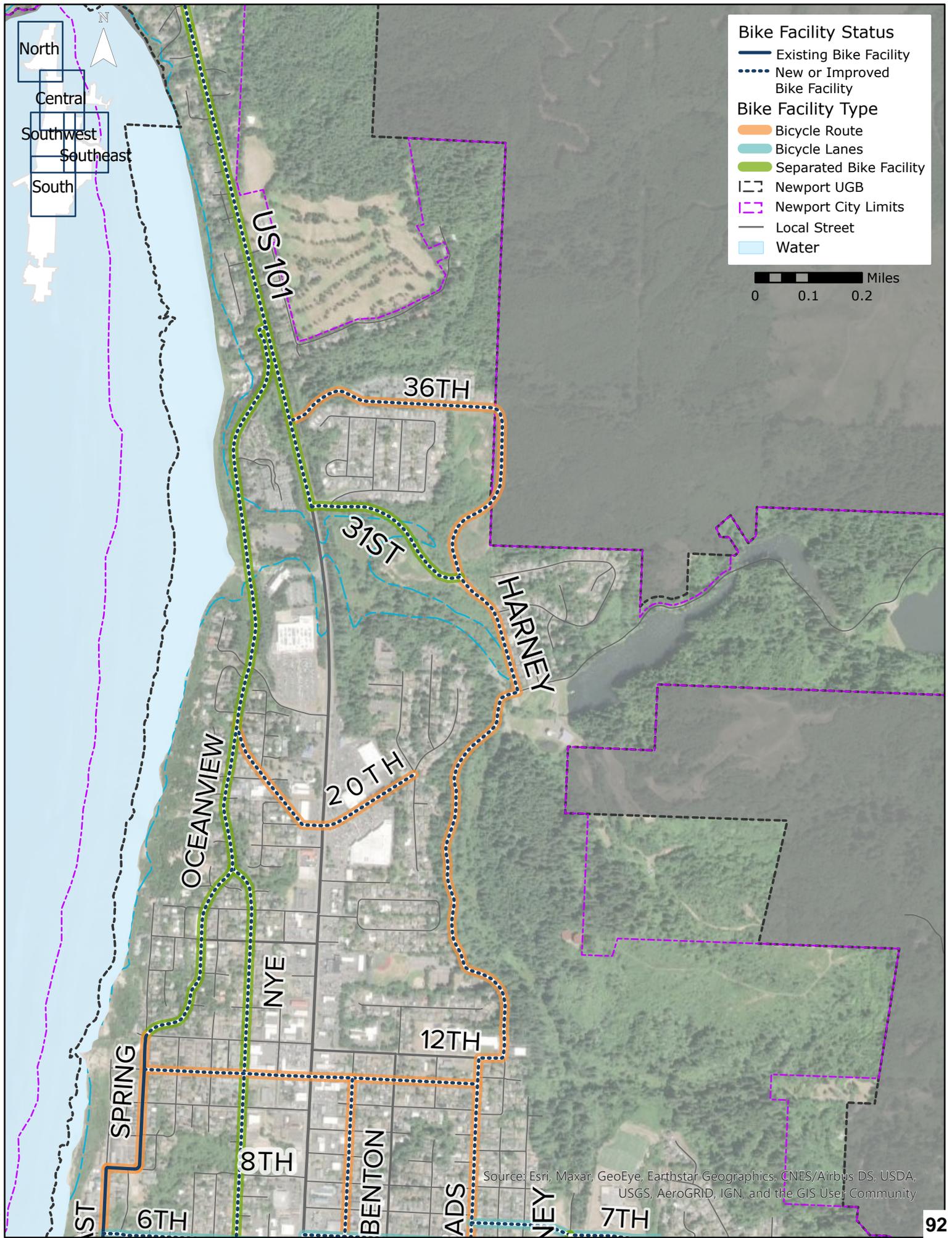
Newport does not have a parallel route on the east side of US 101 to connect future growth areas to the downtown core. The Harney Street Extension will construct a new minor arterial road between NE 7th Street and NE Big Creek Road before connecting to US 101 at the proposed NE 36th Street traffic signal. This extension will provide a continuous connection between US 20 and NE 36th Street with limited access to amenities along US 101 north of NE 7th Street. The Harney Street extension will also provide a critical connection to serve future growth in this area.

### KEY FINDINGS

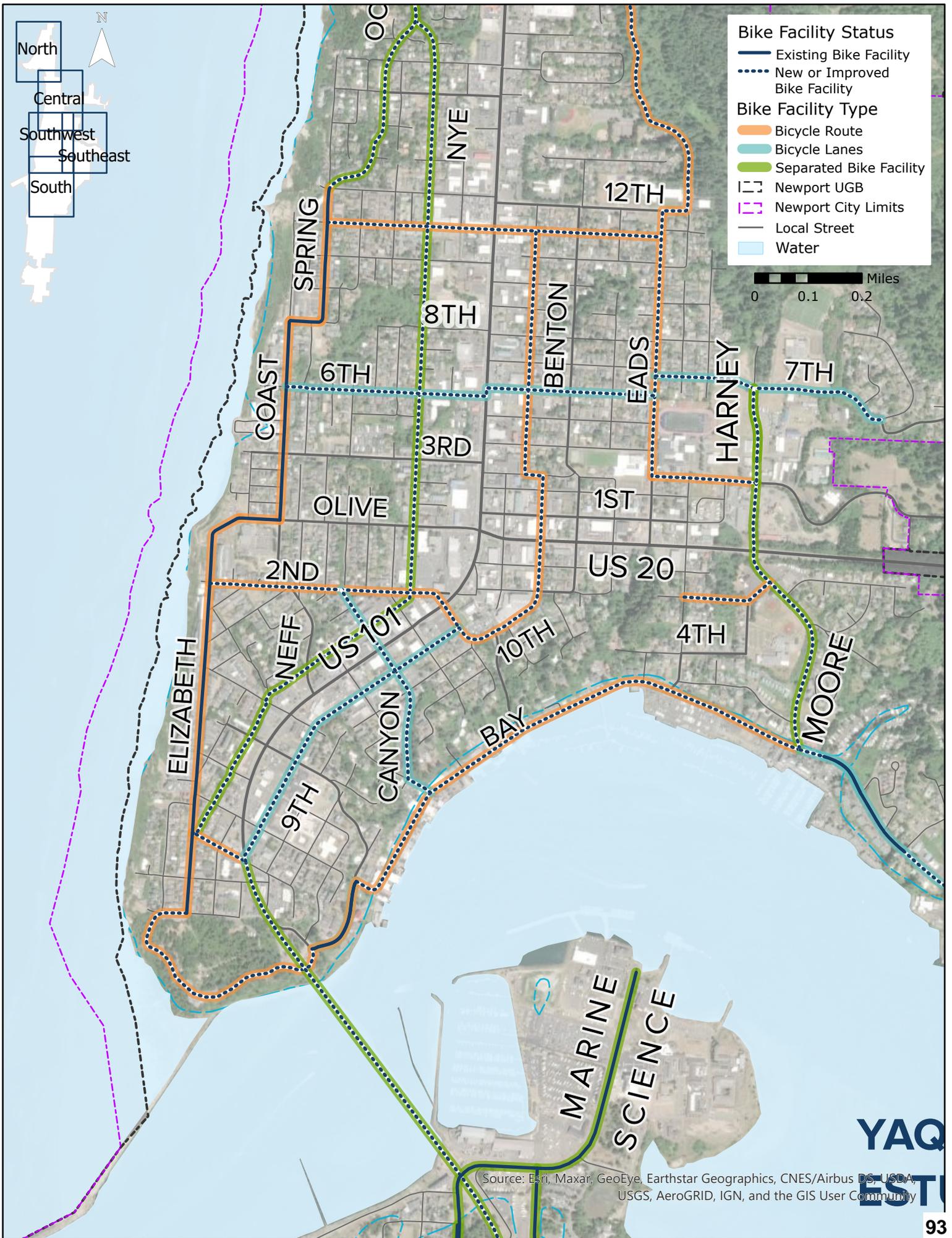
- The Newport Regional Travel Demand Model assumes new residential growth in areas served by the Harney Street extension, including:
  - » Up to 100 new housing units north of NE 31st Street
  - » Up to 200 new housing units to the east of NE Big Creek Road, north of Newport Middle School
- The Harney Street Extension is expected to serve primarily regional traffic travelling between US 20 and US 101 to the north of Newport, because of its limited connection to intervening city streets. Traffic travelling between US 20 and US 101 accounts for approximately 60% of the total volume on the Harney Street Extension. The projected ADT will be less than 2,000 vehicles per day in 2040.
- This new extension provides limited connections for most Newport drivers since it provides an indirect route between limited areas of the city. It appears that constructing this extension will not significantly relieve congestion on US 101 in Newport.
- As an alternative to the Harney Street Extension, NE Big Creek Road could be widened and converted to two-way traffic. The NE Big Creek Road widening should include enhanced pedestrian and bicycle facilities along with new local street connections to increase the utility of this connection.





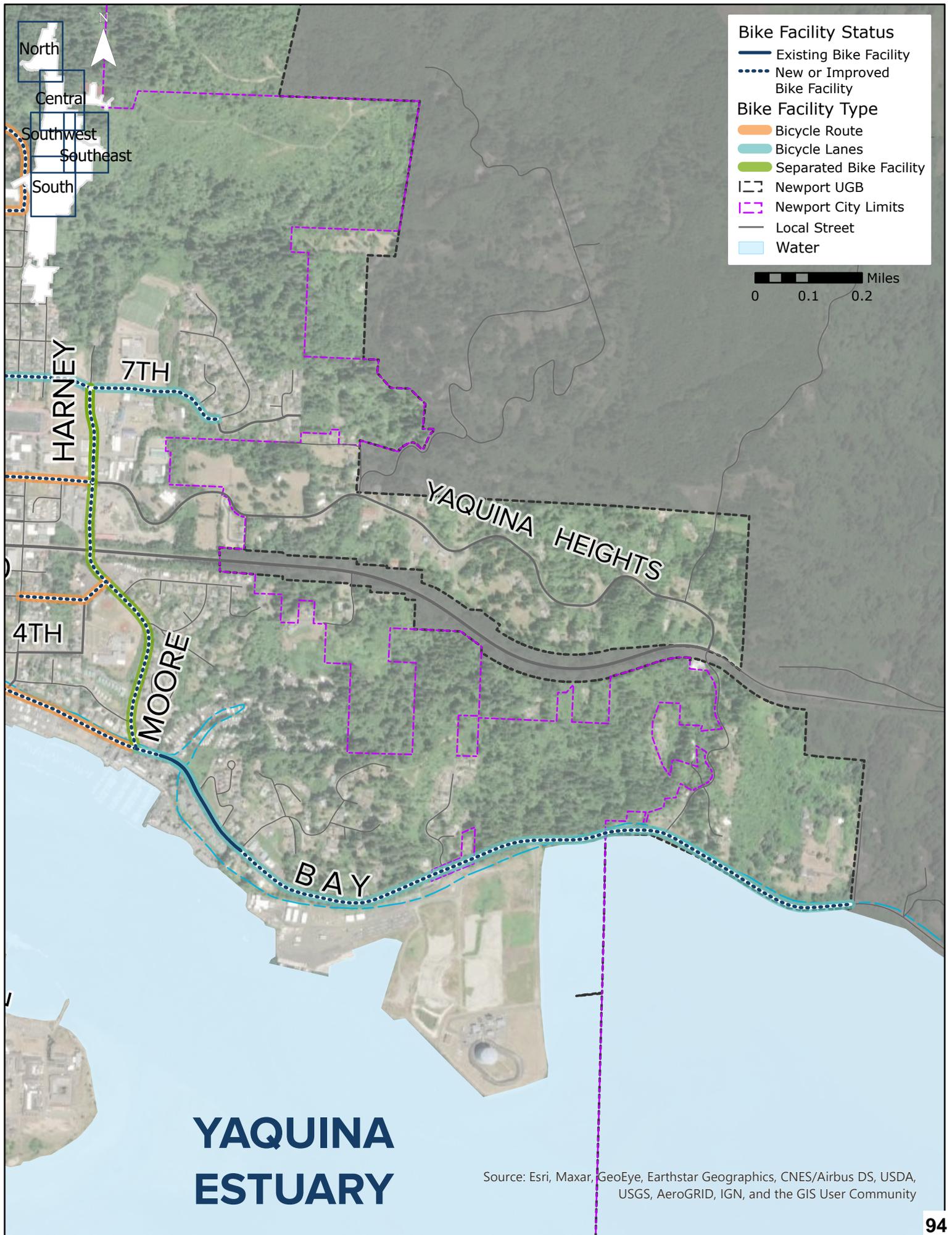


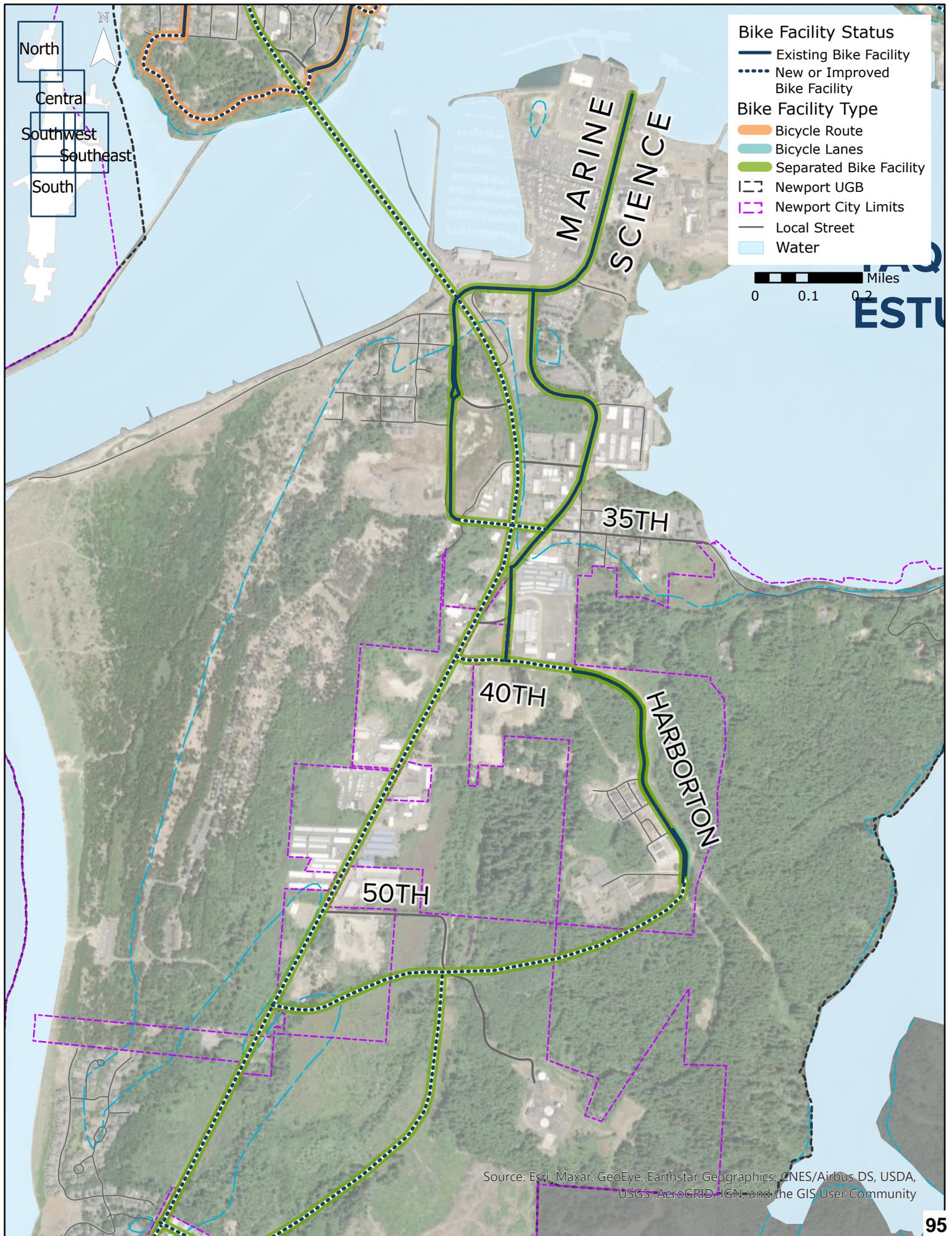
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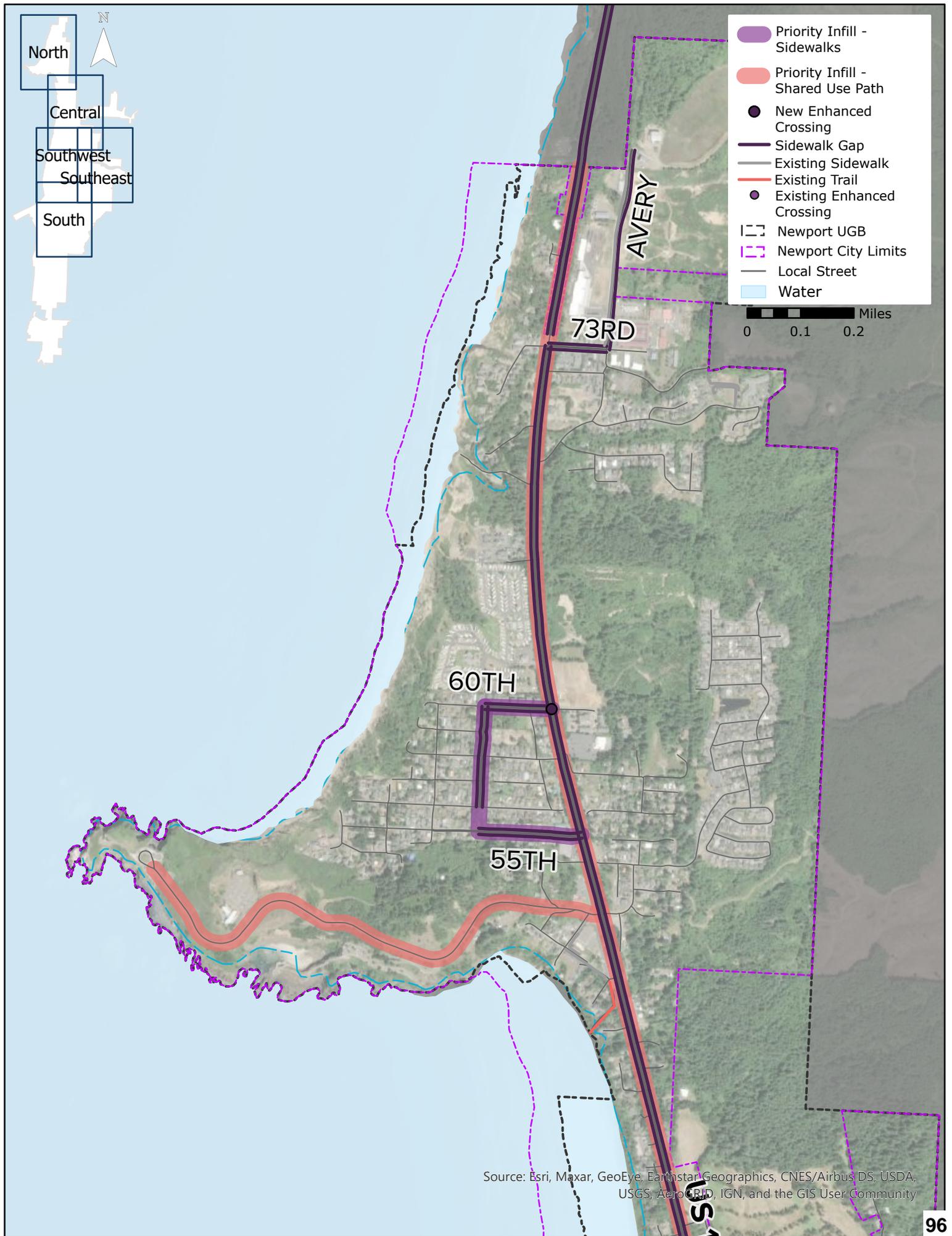


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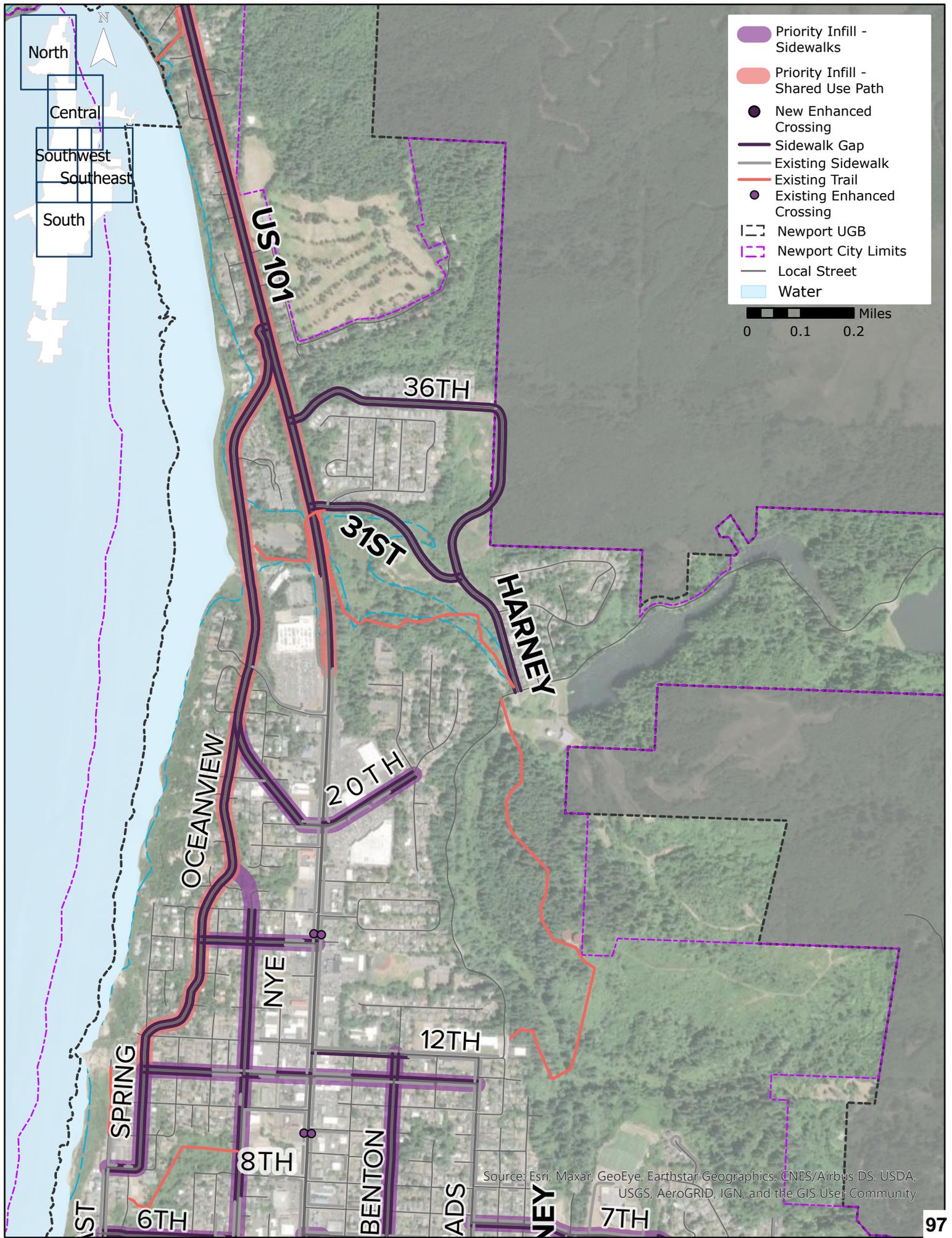
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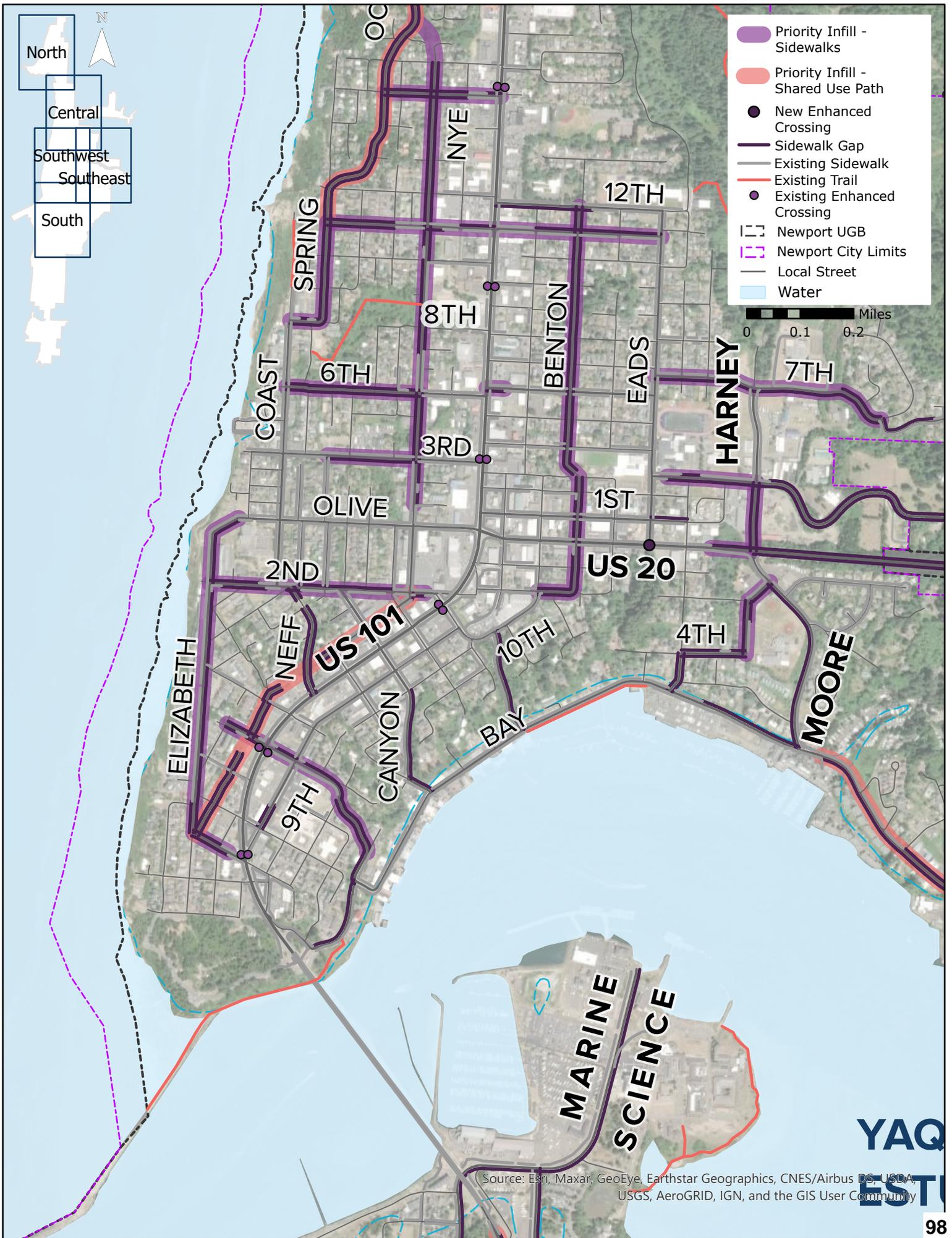
Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



- Priority Infill - Sidewalks
- Priority Infill - Shared Use Path
- New Enhanced Crossing
- Sidewalk Gap
- Existing Sidewalk
- Existing Trail
- Existing Enhanced Crossing
- Newport UGB
- Newport City Limits
- Local Street
- Water

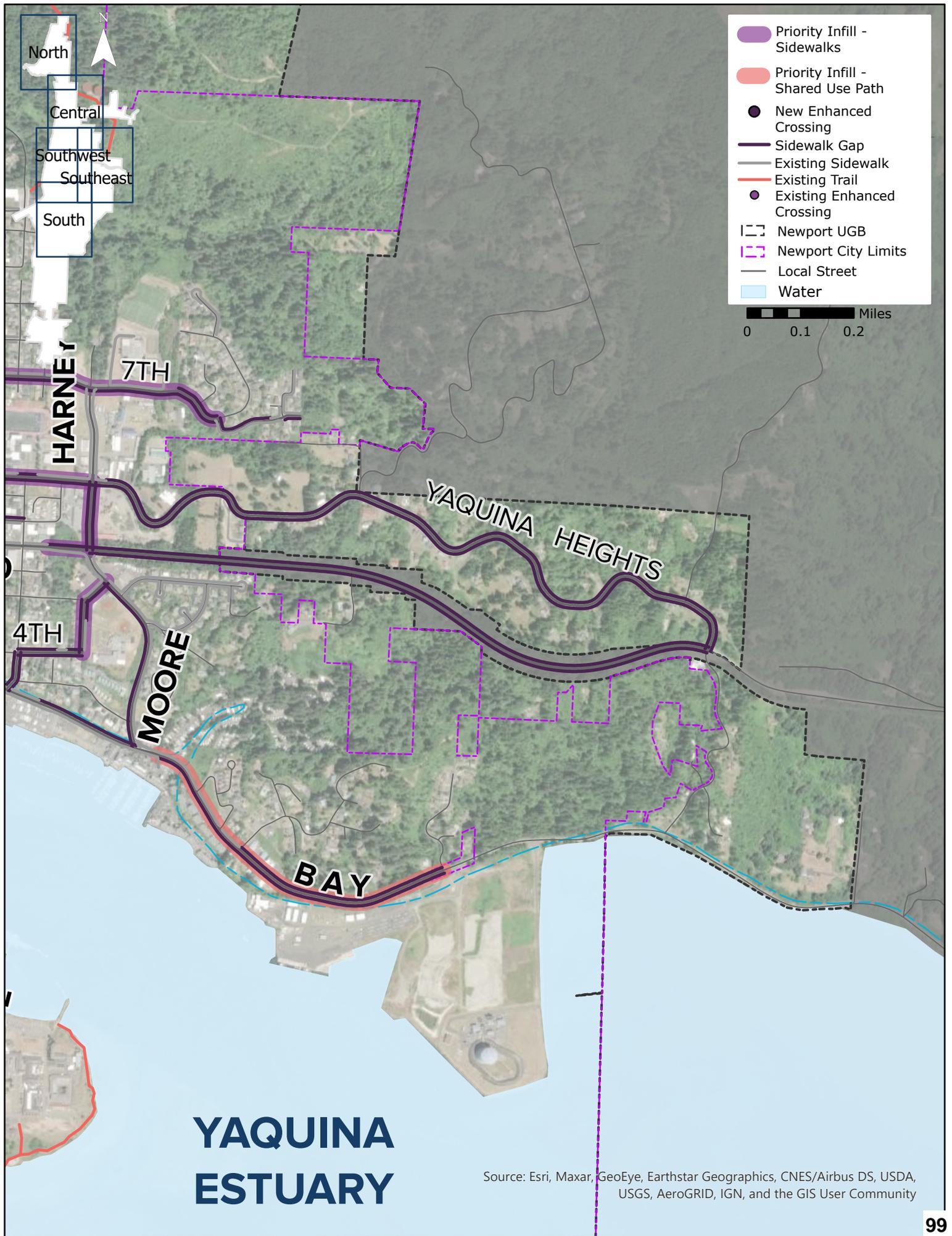
Miles  
 0    0.1    0.2

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



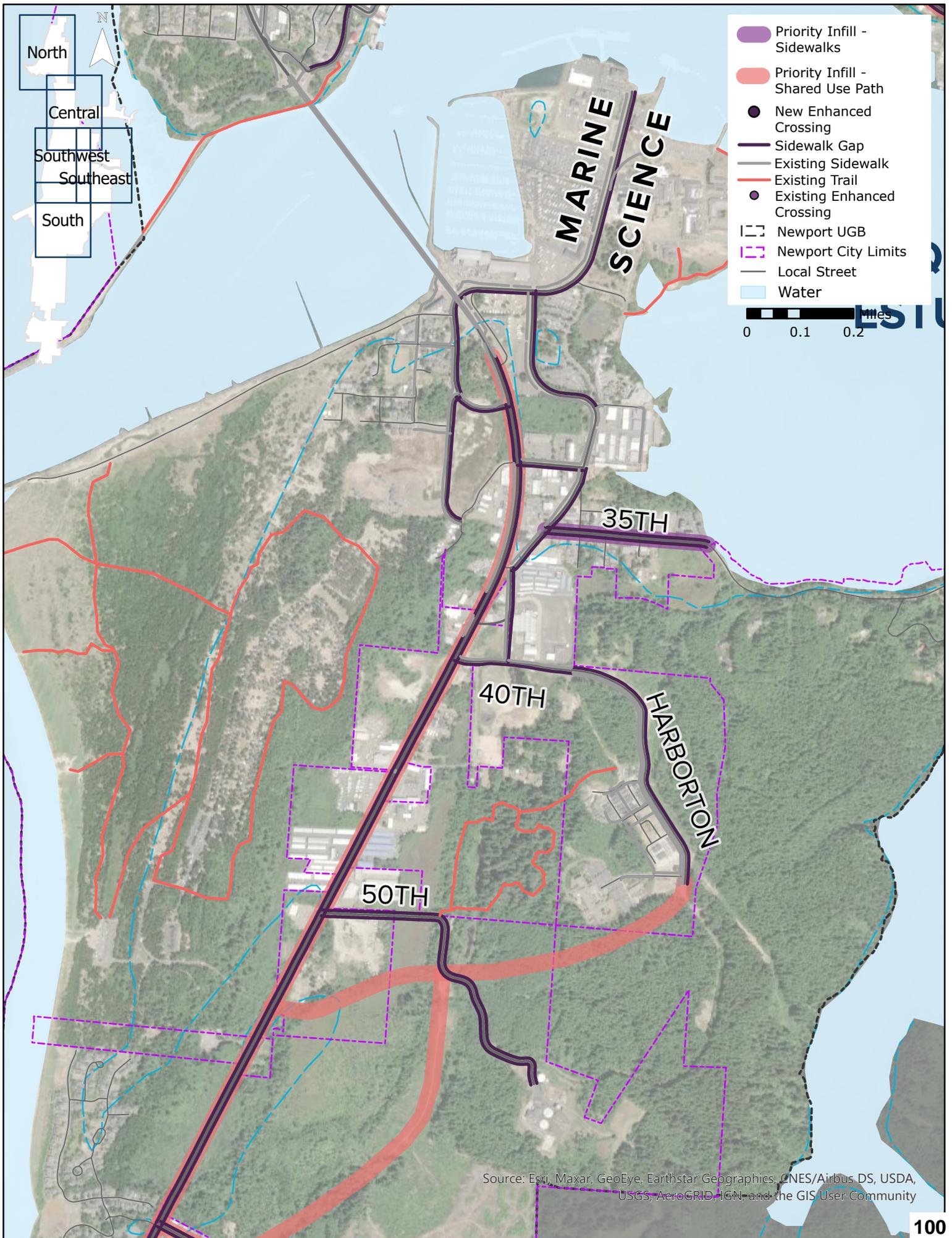
(Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community)

**YAQ  
ESTU**



# YAQUINA ESTUARY

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



North  
Central  
Southwest  
Southeast  
South

- Priority Infill - Sidewalks
- Priority Infill - Shared Use Path
- New Enhanced Crossing
- Sidewalk Gap
- Existing Sidewalk
- Existing Trail
- Existing Enhanced Crossing
- Newport UGB
- Newport City Limits
- Local Street
- Water

0 0.1 0.2 Miles

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

CITY OF NEWPORT  
169 SW COAST HWY  
NEWPORT, OREGON 97365



phone: 541.574.0629  
fax: 541.574.0644  
<http://newportoregon.gov>

COAST GUARD CITY, USA

mombetsu, japan, sister city

January 5, 2021

Kris Strickler, Director  
Oregon Department of Transportation  
355 Capitol St, NE MS 11  
Salem, OR 97301

**RE: Planning for Alternatives for the Yaquina Bay Bridge**

Dear Director Strickler,

We are reaching out to you at this time to express our concern about what appears to be a lack of foresight, urgency and action on the State of Oregon's part to plan for, and fund, the alternatives and options for the Yaquina Bay Bridge. This bridge was constructed in 1936 prior to current seismic standards and is subject to vehicle weight limitations that curtail its use. While your Agency is taking the position that the bridge can be maintained in its present condition for the foreseeable future, long term transportation alternatives and options must be developed and implemented now given the lead time necessary to effectuate changes.

The City of Newport and Oregon Department of Transportation (ODOT) are investing a significant amount of time and resources into identifying how the Transportation System Plan (TSP) from the Yaquina Bay Bridge north to the city limits needs to be improved to meet the long term needs of the city and region. An urban renewal district has been formed to generate much needed funding, and this planning effort will inform how those dollars should be invested outright, or paired with state and federal funding to implement the Plan's priorities. The Yaquina Bay Bridge is the linchpin around which the entire planning effort revolves. Both the City and County expect ODOT to identify bridge options in this TSP effort.

We appreciate the maintenance investments the State is making; however, it is unrealistic to expect that a bridge constructed in 1936 can be kept in serviceable condition indefinitely. The TSP must begin to answer the following question: what steps are being taken by the State to plan for bridge options, is funding being identified for that purpose, and how will our local community be engaged in the bridge planning effort? We will be making millions of dollars in investments to upgrade and modernize a transportation system that relies upon this iconic, but aging facility. It is essential that the State prioritize the planning and funding of options so those investments are not wasted.

We look forward to your response, and thank you for your time and careful consideration of our concerns.

Sincerely,

Dean H. Sawyer, Mayor  
On Behalf of the Newport City Council

Doug Hunt, Chair  
Lincoln County Board of Commissioners

xc: Oregon Transportation Commission  
Sonny Chickering, ODOT Region 2 Manager  
Savannah Crawford, ODOT Region 2 Area 4 Manager  
Ray Mabey, State Bridge Engineer  
Representative David Gomberg  
Senator Arnie Roblan  
Nick Meltzer, Oregon Cascades West Council of Governments



# Oregon

Kate Brown, Governor

Department of Transportation

Office of the Director

355 Capitol St NE

Salem, OR 97301

February 4, 2021

Dean H. Sawyer, Mayor  
City of Newport  
169 SW Coast Hwy  
Newport, Oregon 97365

Doug Hunt, Chair  
Lincoln County Board of Commissioners  
225 West Olive Street, Room 110  
Newport, Oregon 97365

**COPY FOR YOUR  
INFORMATION**

RE: Planning for Alternatives for the Yaquina Bay Bridge

Dear Mr. Sawyer and Mr. Hunt,

Thank you for reaching out regarding this important topic. I understand and share your concerns regarding the future of the Yaquina Bay Bridge. One of five bridges built as part of Oregon's Coastal Bridges project, the Yaquina Bay Bridge will require significant current and future investment. The current estimated replacement cost is over \$200M.

The Oregon Transportation Commission and the Oregon Department of Transportation have allocated approximately \$300M for statewide bridge work for the 2024-2027 STIP cycle. Funding at this level will still result in the decline of state bridge conditions. Since the Yaquina Bay Bridge is considered historic, and as you mention iconic, funding for rehabilitation, including painting, will continue to be a top priority. While we understand the bridge will not last indefinitely, we will continue to maintain and preserve it in the best condition possible for the foreseeable future.

The replacement of the Yaquina Bay Bridge is included in our Seismic Resilience Plan, along with eleven other bridges that are unique, historic, or significant in size. The replacement of any one of these bridges is beyond the reach of current funding levels. Other funding such as tolling, bonding, and federal funding will need to be secured for those projects to become realities. In the meantime, we have developed a Seismic Implementation Policy that incorporates the Seismic Resilience Plan. "ODOT's Seismic Implementation: Policies and Design Guidelines" is in final draft form and will be posted to the ODOT website soon. It confirms the details of the Seismic Resilience Plan, and for the near term, discusses work with local agencies to develop ways to address recovery options following an earthquake event.

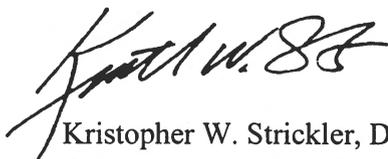
Regarding the ongoing update to Newport's Transportation System Plan (TSP), recent workshops and surveys have included information about the future of the bridge, and our planning staff will continue to feature the bridge in future conversations with the community. At

this time, feedback appears to indicate a preference for replacing the bridge in its current location to minimize environmental, engineering and community impacts. We understand how new alignments could jeopardize current and future development plans within the City, and suggest the final TSP include a goal or policy statement about the anticipated alignment of a future bridge project.

If you have any further questions, please feel free to contact Area 4 Manager Savannah Crawford directly. She and her team have access to technical and financial experts throughout the department, and can respond to a wide variety of questions or concerns.

Thank you again for your interest in the future of the Yaquina Bay Bridge and its future maintenance and replacement potential.

Sincerely,



Kristopher W. Strickler, Director  
Oregon Department of Transportation

Cc: Oregon Transportation Commission  
Representative David Gomberg  
Senator Arnie Roblan  
Nick Meltzer, Oregon Cascades West Council of Governments  
Sonny Chickering, ODOT Region 2 Manager  
Savannah Crawford, ODOT Region 2 Area 4 Manager

## **Sherri Marineau**

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**From:** Wendy Engler  
**Sent:** Thursday, February 25, 2021 10:01 AM  
**To:** Public comment  
**Cc:** Beth Young  
**Subject:** TSP Plan Policy Advisory Committee Meeting Packet

Please include this public comment in the packet for tonight's TSP meeting:

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 here 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