

NEWPORT TSP: PHASE 2 OUTREACH SUMMARY

APPENDICES

Comments from the online open house and survey have been listed below in their entirety. Some comments have been edited for clarity and to remove personally identifiable information.

Appendix A: Other answers for Oceanview/Nye Street

Eight respondents selected “other” on the online open house and filled in their own answers for this question:

- A new intersection would make it difficult to transition from the extended Nye to Oceanview for vehicles. As a bike path, it could take bicycles and some foot traffic off Oceanview in a difficult area.
- Environmental impact, vehicle intersection on a curve, cost.
- It would serve no valuable purpose.
- Knowledge of the traffic pattern in the area.
- Losing car traffic on 101 hurts local businesses. Losing bikes doesn't.
- Motor vehicles already use Oceanview too much and there's no reason to force a lot of vehicles into what is now a quiet neighborhood, with a gravel road where the Nye St dead ends.
- Not a resident of this area.
- Not familiar enough with this area to comment.

Appendix B: Other answers for factors impacting US 101

Fifty-eight respondents to the online open house and the written survey selected “other” and filled in their own answers for this question:

- A couplet does nothing constructive. There isn't sufficient space for either the necessary traffic lanes or bike lanes on 9th Street.
- Both direction's travel through the business area are paramount; bikes aren't as important.
- Can't have the one way in front of the hospital, and if you did Option #2, the distance of the change is too short and will lead to more accidents
- Cheaper fix. It keeps 101 where it is and doesn't mess up existing neighborhoods east of 101.
- For bicycling to be appealing it must be away from 101. Dedicated bike lanes on 9th street would be a great improvement for easy/safe movement. This keeps the pedestrian activity away from busy 101 (avoiding couplet there) and allows the Farmers Market to stay in an ideal, flat parking lot.
- I think a couplet in the locations shown are a horrible idea. Really horrible. I think a "neighborhood bike route" shown running into Nye St. ignores the motor vehicle traffic on SW 2nd St., and Olive Street. People run the stop signs (especially if making a right-hand turn) or roll through that intersection frequently to constantly. Putting cyclists into that mess, particularly on crossing SW 2nd where the visibility is poor near the post office is not smart. Not unless the intersections are changed either to red

light NO RIGHT ON RED intersections. I frequently walk in that area (or did pre-pandemic, restarting recently) & have been almost hit--while in a cross walk at the Nye/W.Olive intersection numerous times. Right now the city can't even manage to maintain the sharrows on Oceanview (4 or 5 are almost completely gone/invisible) which is the route of the Oregon Coast bike route. No reason to expect the city will actually put bike lanes in any time on Nye, etc., particularly not protected bike lanes as I've seen in some cities. Are the sharrows on NW 6th street still there? Or did they disappear when it was repaved? I'd say former Council person Bertuilit's suggestions (to get rid of the parking on 101, make a left-hand turn lane) would be a better idea. So would building bypasses from NE 73rd to highway 20, without forcing vehicles to pass within 2-3 blocks of 2-3 schools.

- I think it would be best to attempt to divert all bicycle traffic off of Highway 101. These lanes are narrow in a number of places. Divert all bicycle traffic from the bridge north to Fred Mayer onto a parallel side street with bike lanes.
- I'm less concerned about traffic and more about the utter ugliness of 101 in town. Businesses on 101 need to do beautification projects.
- It makes way more sense to route bicyclists on 9th street, is way more cost effective, and does not create pedestrian hazard for the hospital campus.
- Locals use 9th Street as alternative to get away from congestion of tourist traffic to get to the rec center, city hall and hospital.
- Makes access for businesses along Ninth Street and neighborhoods on the Bay side of 9th Street.
- Spread out core development. Improve through traffic flow.
- The couplets pose several problems, chiefly access to the hospital and clinics. Even the short couplet will take away a route for locals that eases the traffic burden on 101. Far preferable to keep 101 a 2-way route, eliminate parallel parking on those couple blocks.
- The term couplet is uninformative if that means converting a portion of 101 into two one-way streets. I'm for it as it seems the only way to avoid the congestion there. So, I'm for the change but think the city would do well to develop an elevated parking structure where the farmers market happens now, with some excavation and thought a place for events could be set regardless of weather. That could become a hub for transit and even provide overflow parking for the bay front and be serviced by the bus system.
- A turn lane on 101 in 2 block area.
- Allows both directions to flow past businesses. Bike percentage vs. vehicles.
- By removing street parking, Hwy 101 and the surrounding area will be safer and look much better.
- Bypassing the downtown shopping street will be even more disastrous for the downtown businesses.
- Concern for business on 101. The change in Philomath made business access difficult.
- Couplets would defeat side street use by locals who know when to stay off the highway at peak hours 11am-2pm.
- Danger --> Bike lanes on 101 would increase ped danger + confusion for heavy tourism traffic.
- Does not destroy neighborhoods to provide traffic throughout for tourists less than 1/2 the year.
- Doesn't bypass main businesses for north-bound tourists.
- Don't believe they are a necessity at this time.
- Far too much summer traffic.
- Having northbound 101 traffic go past the front of the hospital (long) is insane.

- I am okay with the current.
- I don't think the alternatives will improve anything.
- I like Hwy 101 as 2-way traffic. Get rid of the parking and provide nearby parking for the businesses. Direct tourists to where nearby parking is.
- Go to some diagonal parking at the business area.
- Instead of impacting 9th Street with couplets, free access by traffic to the hospital area is essential.
- It (The changes) does nothing to improve these problems.
- Just moves bottleneck.
- Keep traffic flowing better through core.
- Keeps through traffic on 101. Remove parallel parking and create dedicated left turn lane.
- Keeps traffic away from hospital.
- Keeps traffic off back streets.
- Marked.
- Must work with businesses, vehicles, bicycles & pedestrians.
- My neighborhood would be horribly affected (Pine St).
- Neither of the couplets improve traffic flow; you still have bottlenecks at the SB bridge and NB where US 20 intersects US 101. To really improve traffic, a new bridge is needed.
- No desire to turn 9th St into a freeway.
- No interest - not a pedestrian - caregiver takes me in her car.
- No parallel parking in downtown core.
- Nothing gained. Could make the problem worse.
- Reduces complexity, adding to safety.
- Reduces congestion.
- Remove on-street parking and add center turn lane for cars, and bike lane.
- Simplicity for safety for all.
- The attached article addresses the best solution.
- The couplet doesn't solve the downtown problem.
- This is a terrible idea. Just accept Newport is a small town and we appreciate the way it is.
- Tourist shouldn't take over our roads and neighborhoods.
- Traffic flow if parking is removed and left turn lanes added. HWY 101 is focused on getting through town or destinations for shopping. City center isn't a destination anymore and should be redeveloped in other uses.
- US 101 thru town could definitely use more curb appeal.
- With a focus on having apartments above shops in Deco District and better access for pedestrians and bikers (by the City, not part of TSP), this center of Newport could again become vibrant.

Appendix C: Other answers for factors impacting US 20

Thirty-eight respondents to the online open house and the written survey selected “other” and filled in their own answers for this question:

- Bike lane for highway 20 traffic is not needed since bikers do not typically use 20.

- Cheaper fix, less confusing and safer for drivers and pedestrians.
- Couplet a good idea but couplet should intersect Hwy 101 rather than a bottleneck connection.
- How are cyclists supposed to get to those bike lanes and where will they lead to? It doesn't do anyone any good to plop down a "bike lane" for a few blocks when riders would end up where? On 101 going north? Avery until it dead ends going north? Back onto route 20 along stretches where there's hardly a paved surface between the fog line & trees/a steep slope? And what about all the vehicles that turn off of 20 onto NE Coos? Heavily used by vehicles to bypass 101 until you're forced back to 101 at NE 11th (NE Benton effectively ends there). Will a stop sign (which drivers will ignore) be placed at the intersection of NE Coos and NE 1st to protect cyclists from vehicles speeding north on NE Coos? Doesn't anyone pay attention to current traffic patterns in Newport? Want to do something for everyone? Fix the intersection of NE Harney & 20, put in left hand turn signals on BOTH SIDES of the intersection and GET rid of right on red on NE Harney so that pedestrians might actually be able to cross 20 safely at that location. Extend the sidewalk ALL THE WAY to the intersection & down Moore. Both sides of Moore. There's not even a full sidewalk network from that intersection, along route 20, going west to the 101/20 light. How about building one? And putting in some planted space between the sidewalk & 20 so people aren't asphyxiated by fumes & noise as quickly as they are now--along that sidewalk that has yet to be built?
- I don't see how these options address anything.
- Locals now use 1st Street to avoid tourist congestion at 101/20 intersection, makes it easier to utilize businesses in area.
- Neither of these options helps the congestion at the actual confluence of 20 and 101.
- Neither option seems to make that significant of an improvement to pedestrian/bike safety nor does it sound like it improves the streetscape, something I think 20 desperately needs as you enter Newport from the Valley and see the ocean (an awesome view).
- This gives businesses along 1st street access to be able to egress from their businesses and not be blocked by a busy highway running right by their doors.
- Traffic going past businesses helps them which helps the city. Don't change their routing.
- Bypassing the downtown shopping street will be even more disastrous for the downtown businesses.
- Cannot see that splitting 101 will help, it would make it more confusing.
- Causes congestion on either end of "couplet".
- Continue the couplet on NE 1st all the way to the intersection of US 101.
- Couplet makes no sense if the lanes merge again before the 101 highway.
- Couplets result in high-speed traffic.
- Don't see any problems on Hwy 20.
- Ease at access. Proceed in a left-hand circle to curve any destination on the couplet.
- Expense of land purchase and push of traffic towards residential neighborhoods and heed start bldg.
- Helps to make the center of Newport a vibrant area, not just an intersection for cars.
- I am ok with the current.
- Increased bicyclist safety.
- Increases traffic through mixed commercial/residential areas.
- Keeps traffic out of the neighborhood.
- Marked.

- Must find a way to help merchants w/ this.
- New 1-way routes too disruptive to neighborhoods and businesses.
- No couplet
- None
- None of the solutions improve pedestrian experience.
- Other selections are too expensive.
- Others are not improvements
- Proposal doesn't appear to improve traffic flow, especially the idea of a couplet getting right back to an impacted area
- See other above.
- Stop making tourism a priority, please!
- Stop the couplet nonsense!
- The changes would not help.
- Unfortunately, the long couplet would hinder using merchants for north bound traffic.

Appendix D: Additional comments on neighborhood streets or bikeways

Forty-seven respondents to the online open house shared these additional comments:

- Any pedestrian/bikeway between CR13 (Oceanview Map, existing crossing to Walmart) and N 52nd (out to Yaquina Head) should be on the EAST side of 101. The majority of residences (current and future) are on the EAST side. There should be NO MORE 101 CROSSING POINTS FOR PEDESTRIANS/BIKERS between these two intersections. The new paths could connect with the existing loop trail on the EAST side that goes down to Agate Beach Wayside. Please do not put a pedestrian/bike path on the West side along this stretch. It is too difficult NOW, for drivers/bikers on the West side of 101 to get out onto 101 (particularly heading north), due to heavy traffic and poor visibility in both directions, without also having to look out for pedestrians and bikers coming along a dedicated pathway (going either direction) on the west side of 101. We've had many accidents and at least one pedestrian fatality at Wade Way and 101.
- Bicycles never stay where they are supposed to. On roads they are hard to see and a danger.
- Bike lane between Y Head and Oceanview Drive. Use the current power easement.
- Bike lane from Agate beach just west of 101 and the east of the houses
- Consistent sidewalks, try to traverse Nye St on the East side from Olive St to 16th St the sidewalk where it exists at all is covered with Blackberry diverting most pedestrians into the street. As a disabled person I find walking in Newport to be dangerous and daunting, the public transportation is laughable, I was turned away from a bus for not making an appointment to catch the public bus, the ride share is also fraught with people who don't care and forgotten pickups. I have failed to make medical appointments that take a month or better to reschedule, then to make an appointment to use ride share, one has to call in with a few weeks' notice but never over a month in advance. Your system is flawed and the public Cab service is little better many times they have not been available even before Covid began the problems were there.
- Controlling traffic and enhancing pedestrian and bicycle use on Oceanview is critical. It is extremely dangerous. Speeds are often extensive as people use the route to get around 101 traffic.

- Fix the timing of the traffic lights on Hwy. 101 to prevent the unnecessary congestion of vehicles in Newport. If it's ODOT's fault, get them to redo it right this time. This would help everything, including bicycle safety. Change the rights things. Not the wrong things!
- From Hwy 20 on Benton Street - onto Angle Street, then to 9th Street - and all the way to the cutoff on 101 (just next to the hospital) ...is a very busy thoroughfare. I live on Benton Street, and if there were any way to SLOW TRAFFIC DOWN at the corner of SE 2nd Street and Benton (LIKE PUT A STOP SIGN OR A LIGHT), it would be MUCH appreciated. Accidents happen there all the time, as well as pedestrians almost getting hit on a daily basis. It's a horrible place for a crosswalk to Oceana/Rec Center side, when people tend to go 35-40 around to the top of the curve. PLEASE INSTALL a STOP SIGN at the LEAST. PLEASE.
- I live in Agate Beach and walk to the Yaquina light house enough to know how dangerous it is for walkers along Lighthouse Drive. IT IS SCARY due to lack of physical separation between the edge of the road where pedestrians are forced to walk, and vehicle traffic - which is typically traveling at high speed as cars transition from Hwy 101 (45 mph) to Lighthouse Drive (posted as 25 mph). Ideally, PLEASE create a separate WALKING path completely separated from Lighthouse Drive (by distance/barriers) and running from the intersection of Hwy 101 to the west end of Lighthouse Drive (at the Lighthouse), so that walkers can avoid danger from automobiles. Also, please work with BLM to install speed bumps, rumble strips, and/or radar speed indicators along Lighthouse Drive to slow cars down.
- I live in agate beach and walk/run in the area regularly with my dog, daughter, my wife, friends, etc. and have had MANY very close calls at the intersection of 101 and lucky gap due to speeding. I want to recommend speed bumps on the portion of lucky gap that is north/southbound. Lots of cars speed on the street, and there is a blind curve leading to 101, and people try to "beat the light", which is when myself and others have all had close vehicle vs. person collisions. Thank you.
- I would like to see a cross walk with flashing lights on highway 20.
- I'm very concerned about speeding on roads that are designated shared space for bikers and pedestrians. Specifically, I live on Oceanview Drive and the speeding is very dangerous. There are many pedestrians and bikers on that road, especially near Agate Beach State Park, and it is not safe for bikers and pedestrians. Speed bumps, one way traffic, other measures are necessary to give more room for bikers and pedestrians.
- In Agate Beach, the city should be aware that Tim Gross, the former public works director, put a CURB in where NW Gladys, shown as a "connector street" on the map, should enter NW 58th St (shown on a plats of that area). Why did that happen? I'm fine w/Gladys being a pedestrian connector but do not see the point of it being a bicycle connector, why would a cyclist ride there instead of on 101? I would focus on building an OFF ROAD but adjacent to 101 multimodal (bicycle, pedestrian, mobility scooter) path from the north city limit into central Newport. There is a RR right of way on the west side that provides a great location for such a path. There is also inadequate explanation of what a "priority bikeway" means in terms of what will be provided for cyclists. Or what kind of traffic calming devices will be used to make it safer for pedestrians too. Right now the city can't manage to maintain the few sharrows it's got, it has shown almost zero regard for cyclist safety (pedestrians too), so what's proposed in this TSP seems to be aspirational only, we'll say we'll do it but it'll never happen. On the Yaquina estuary, the "priority bikeways" don't connect, so people can't ride one route going in one direction, another returning even though there are streets that would enable them to do so. The city

needs to think in terms of people using bicycles for TRANSPORTATION, daily transportation, same way motorized vehicles are used. The Oceanview map shows huge gaps in a priority cycling network--cyclists, like everyone else may want to minimize energy output by being able to travel along the shortest line to their destination, so that network is clearly inadequate--it does not implement that principle. Downtown area shows same deficit as the Yaquina estuary, there is no real network, there are multiple legs that just end. What happens then? The cyclist is dumped into a mass of motor vehicle traffic?

- In favor of getting vehicular traffic off Oceanview Drive between NW 12 to Agate Beach to increase safety of pedestrians and bicycles on Oceanview Drive. In favor of connecting north/south traffic from Oceanview Drive onto NW Nye.
- In particular, Oceanview has a lot of cars, many of whom travel very fast through the more northerly section. The parking that occurs on the side of the road around Agate Beach Wayside creates a danger to the occupants getting in and out of the cars. The speed limit needs to be less and probably no parking allowed beside the road, no matter which option of road design is chosen.
- "INT7 (right in/out only) is very worrisome. While I understand the hope is to limit congestion on 101 by doing so, changing this intersection will severely limit residential neighborhoods between 101 and Bayfront from safely and easily accessing 101. Likely traffic from these neighborhoods will fall onto SW 10th and SW 11th street, which is very residential and has no traffic calming measures proposed, to access 101. Please consider an alternative solution for the sake of long-time residents in these neighborhoods.
- Making 9th street a priority bikeway sounds great if 101 does not become a couplet. It would be a fantastic solution. Keeping cycling off of 101 and providing a parallel and relatively flat path for bicyclists is ideal.
- Disappointed to see the shared street draft image. I think the only way to make Newport enticing for walking and bicycling is to provide a path separated from the road (separated by curb, vegetation, or something else). This image seems to depict a 'sharing of the road' situation, which never seems to increase walking or bicycling appeal.
- I believe 9th and 10th street should be classified as a neighborhood collector and not a major collector simply because of the hospital and Newport Recreation Center pedestrian activity. Already vehicles are driving too fast on these roads, especially 10th street, making crossing the street and pulling out of the Rec Center parking lot dangerous. They should be classified as neighborhood collectors to allow for measures to manage the speed of vehicles.
- It is difficult to see the illustrations and assess how they would work. We have WAY too much traffic at the intersection of Hwy 20 and 101. There are too many vehicles backed up at the lights, too many trying to make turns on the off streets. It would not be safe for bicycles to be there at all. The pedestrian crosswalks with blinking lights aren't even safe. I have seen way too many cars not stopping when people are crossing!!!!
 1. Trucks, RV's and other large vehicles need to be redirected some other way to 101 and away from the main intersections and avoid driving in town as much as possible.
 2. PRIORITY issues after Covid decreases but start now:
 - a. Need electric buses and more is a must! (first on agenda) More bus stops (covered for the winter climate) better routes to encourage more use. The dial a ride works well but one person per bus is not energy efficient. The regular bus schedule is complicated and trips take too long. No one wants

to take all day to go to one or two stores. We need to encourage more bus use. That would free up the roads for more bicycles also.

b. Electric shuttle buses for tourists.

c. Speeding. Have more speed signs with fines listed on them and enforcement. People drive like maniacs without much consequences. Can your volunteers with the police give speeding tickets?

d. Where is the education? EVERY license renewal should require a manual test with all updates of new traffic rules and old ones that people are not abiding by! And those questions to be on every exam.

- It would be nice if the Toledo business 20 intersection at the DQ would be addressed. Perhaps a roundabout could be built to create a better flow for traffic?
- It would be nice to someday have a bike/walking path that connects all the way through Newport that is not accessible to cars so we can feel safe riding and walking.
- Oceanview should be closed to through traffic except bikes and peds.
- "On ""TR6"" , I think you would have more use of that route if it were to connect to Fred Myer/Safeway area via Frank Wade Park. I do this all the time. Otherwise, for that section of town, the only way to get to that part of town from the NE section is on the HWY. Also... 101,(in my opinion) should be avoided as an option for cycling at any point in the downtown area/core. I've ridden in Newport most of my life (I'm 61). Lastly: an improvement in the 1800 blk of Ocean View Dr by widening, even a few feet, would improve pedestrian and cycling safety."
- Overall in all area maps, there is too much emphasis on bikes considering low bike use by Newport residents. Priority should be on improving bike safety route most bike tourists take from 101 on Oceanview through Nye beach area to the Bay bridge going south and through South Beach.
- Please take this opportunity to add some beautification to our town. Most especially the downtown core where not only is there no apparent landscape plan, but vacant buildings are allowed to decay.
- "Re: Agate Beach Is this about residents' or tourists' needs/safety?
Your informants' identification of ""neighborhood street collectors"" in Agate Beach, i.e. 55th NW & Gladys, is specious. Gladys does not even go through from 55th to 60th, though it needs to. 58th has more, faster traffic and more children/pedestrians than 55th.
But then it is mostly residential, i.e. not so much for tourists other than a few modest rental. 55th is gravel and obviously rates attention as it goes to the posh houses. 58th is paved to the 300 block and direly needs speed bumps/limits and children-crossing signs."
- Regarding the Oceanview Connection to Nye St, only one choice was allowed. We like both Full Street Connection and Multi-use Path (no vehicle), but since forced to choose, went with multi-use path because we think it will be easier for the city to implement.
- Regards to the Electric car charging areas, how about the old Chevron gas station next to City Hall? That would be a great location for another EV charging station.
- Shared streets option looks fine, but I would prefer the buffer between the cars and pedestrians to help protect pedestrians from cars losing control and hitting them.
- Some of these plans would be easy to establish. There is no way to enhance bicycles going across the Bridge. There is ample room to widen 101 south of the bridge and North of 20th street. Planning needs to look further to the future not just try to fix the issues that there are right now.

- Some years back, Golf Course Drive was slated for basic improvements to meet city codes. Are those plans still going to be carried out?
- South Beach residents need improvements on SW Jetty Way to more safely separate bicycles/pedestrians from vehicles entering and exiting the day-use area of the state park.
- SW 2nd needs a sidewalk on the North side for pedestrians walking to work at hotels, families going to the beach and playground, and locals walking to and from services on 101. The road is wide enough there could also be a bike lane. The intersection of 2nd with High-Alder-4th needs to be calmed with speed humps or something. Cars speed around the corners and it is a confusing intersection, especially with the odd-angled intersection with 3rd just beyond that. It is also the ambulance route to 101 from Nye Beach, so it needs to be made safe somehow. Thank you!!!
- "The bicycle/pedestrian improvement seems to fall short on SW 2nd street and should go all the way to the 101 and Angle Street intersection. Lots of pedestrians crossing there so it makes sense to do so to help the current flow of pedestrians and bicyclists.
- Perhaps consider some 'enhanced crossings' to be under the highway (101 or 20) or to be over the highway. Seems like one in Oceanview section for 101 crossing and one in Downtown section for 20 crossing would be ideal. Boulder, CO has under highway crossings for bike paths and it makes for a super bike friendly and safe feeling place.
- The shared street design looks like it will create one-way streets? If that is the case, I am disappointed that this is the direction the city is leaning towards especially when this one-way incipience does not result in dedicated bicycle only paths or buffer vegetation to separate the vehicle traffic from the pedestrian path."
- The first block of NE Harney St north of Hwy 20 is dangerous for bicyclists (narrow--very poor-quality pavement) and needs to be widened. Also, signal light triggers for bicyclists are needed at this intersection (Hwy 20/NE Harney-SE Moore) especially at the SE corner. The pedestrian one is too far to be easily reached on a bicycle due to placement and curbs.
- The long and short couplet ideas are just really bad ideas for Newport for so many reasons.
- The maps are difficult to decipher without any street names on them.
- There needs to be more pedestrian crossings, either stop lights or at least flashing lights, across Hwy 20 between 101 and the current pedestrian crossing near Eads.
- "Think about partnering with Newport High and the art program and make 3-D crosswalks on Eads. If successful, then do it on the Bayfront and possibly Hwy 101! [3-D crosswalks in Iceland](#)
- Traffic circles are a poor solution for traffic calming. Many I have seen have been abandoned for 4-way stops.
- Very concerned that paving 55th Street will increase speeding and congestion. In favor of including several speed bumps and other measures to slow traffic in the Agate Beach neighborhood.
- Very difficult to turn West onto 20 from Fogarty SE. Very unsafe to cross as a pedestrian at this intersection as well! I'm sure it's similar for most of the side streets connecting highway 20. Need lights or roundabouts to help with long wait time and unsafe merging, especially during high tourist times. It's a priority to create safe bikeways. I've seen them in other towns and the lanes are colored green.
- We live in the Agate Beach community and have 2 non-drivers (by choice) in our family. My wish for Newport is that there is a designated pathway for pedestrians and bicyclists along Hwy. 101 (such as the one in Corvallis along Hwy. 20) that starts around NW 60th Street and leads into Newport. There

are so many speeders and distracted drivers along Hwy. 101, my 2 walkers in the family feel it's not safe to travel along Hwy. 101 on foot. If I'm looking at the map correctly, this looks like it may be in plans??? Also, we have a lot of tourist traffic coming off of the highway and flying down NW 55th and NW 56th Streets, many times ignoring the stop sign on NW 55th. They're trying to get down to the parking area on NW Pinery/NW 55th Street to view the lighthouse/ocean or go surfing. It would be nice if there was a traffic calming solution for these two streets. We've lived in this neighborhood since 1993, and it seems to be getting worse in recent years.

- We need to slow down traffic on Lighthouse Drive AND make provisions for separation of biking and pedestrian traffic from speeding vehicle traffic in this area.
- "Who is more important? The businesses struggling to eek by or the few bikes traveling north and south that could very easily change their path to quieter streets. Try doing that with a truck or large RV. Can't be done. Leave what works. Who was the Einstein who brought this up?"
- Why are there no enhanced crossings on Hwy 20 and Eads or along the Hwy 20 to 101 section? There are kids and people that try to cross all the time, especially when school is in session. The same goes with people crossing at the Eagles and Shell while cars are stacked at the lights. Traffic congestion is one issue and speed on Hwy 20 is another issue, I would like to see these addressed in this conversation as well.
- With limited funding available, I suggest we focus on a handful of good projects that could actually be implemented within the next 10 years. There are so many potential bike improvements listed the vision is muddled and not focused.
- With the new addition of apartments near the Big Creek neighborhood, traffic congestion is going to get serious at the intersections of the entrances from 101 (31st especially, but also at 36th). It's already an issue pulling out onto 101 during the summer, and with that addition of hundreds of new residents, it will be ugly. Plus the fact that the little road on 31st is already dangerous for bikers and pedestrians, I think those areas should be considered in this overall plan, but I didn't see much on the Oceanview map to show improvements to these areas.
- You employ a lot of jargon and limited choices of response throughout this presentation. The couplet proposals don't seem to really address anything; they leave all the same bottlenecks that exist now. Identifying ""priority bikeways"" is fine, but what exactly will you do with them?

Appendix E: Additional written comments

Forty-one respondents to the printed survey wrote in additional comments on the margins of their surveys.

- 91-year-old
- And continue couplet all the way to us 101
- Arrow to short/long couplet: absolutely not
- Attachment: pg. 11.43 "Proposed Route #4?"
- Attachment: pg. 11.46 cutout from newspaper
- Circled speed cushions and speed hump and wrote "no"
- Circled Speed cushions; Longer crossing lights for disabled persons/and people on wheel-chairs!; Not SE 9th/Government
- Circled speed hump

- Circled speed hump: Coming down 3rd to Birch
- Ease; 513 NW 9th, Newport (Actual)
- Eliminate parking in downtown core street/101; put in turning lane at Hubert; bike lane not needed for Highway 20 traffic
- If traffic separated, only 50% are flowing through district causing only southbound traffic to see shops.
- Make pix bigger :(
- Marked X over traffic circles - Poor solution for traffic calming
- Multiple selections: 45-64, 65-74
- On maps of US 20: "Are the yellow circles traffic circles?"
- On Q2: Remove street parking on Hwy 101 and put in turn lanes.
- Other transport: "Would use with transit/bus with improved service, perhaps more frequent mini-buses, particularly in summer for tourists."
- People speed in that area now. They will continue to speed. Now they will have more room to speed. (unreadable)
- Q1. "creates hazards"
- Q1. "some people don't stop for pedestrian lights." Q2. "I don't understand this very good."
- Q1: "don't like any."
- Q2: "eliminate parking on 101, but where is parking for businesses in those 2 blocks?"
- Q2: "eliminate street parking on 101 and make turn lanes."
- Q2: "turn lane from both directions."
- Q2: crossed out "with dedicated bicycle lanes on 9th Street"
- Same as now!
- Scratched out neutral "OK, if well thought out and necessary; smart planning can improve existing traffic flow; I drive everywhere"
- See attached article, could not say the solution any better!!!
- Selected two-way travel and short couplet (US 101 option)
- Speeders! Have requested a 25 mph solar sign but nothing yet!
- Sticky note attached: Resident and visitor concerns re: 26th St access to So. Beach State Park and beach/jetty area. Currently 26th St. is used by RVs, trucks with trailers, pedestrians, mothers with strollers, bicyclists, etc. A shared use path as an extension of the existing path around Rogue is desired for public safety and enjoyment of visitors and residents alike. Extend it to the end of jetty without excessive cost or environmental impact. I think that Newport should adopt a transportation goal to be carbon neutral by 2035.
- Sticky note attached: What is missing here is all effort to reduce carbon emissions by making public transportation available to more people. Can be done with a mixture of buses and vans. Bike paths are very important.
- Thank you for this input opportunity; Wish I could read the streets. It's too small to see!!; Same Q; What is streetscape?; See Q#2 9th street; Redundant Q
- The bump-outs are dangerous and ridiculous!
- The only thing they wrote on their survey were big red Xes over the couplets on the US 20 maps and on the "traffic circles" image.

- The only thing they wrote on their survey were big red Xes over the couplets on the US 20 maps and on the "traffic circles" image.
- Totally circumstantial to each event
- Underlined "makes it easier to drive around town"
- Wrote "no" across "with dedicated bicycle lanes on 9th street;" wrote "maybe" on improves safety for peds and improves parking. Bicycle community uses too many highway (unreadable) from traffic improvements. Bicycling makes up less than 2% population and bicyclists contribute little (unreadable).
- Yes - thank you!
- Your maps are too small - What is a couplet?

Appendix F: Comments for “Are we missing any key projects?” “Are we missing anything?”

Ninety-eight respondents to the online open house and the written survey shared additional comments:

- Additional off street parking options for 101 through downtown with street improvements to encourage visitors to get out of their vehicles and eat and/or shop, whether they are coming from the north or the south. Eliminate on street parking from SW Fall through Angle to maximize visibility of businesses? Flowers on light standards? Planters on curbs?
- Again, it is important to me that we show some pride in our town. You only have to look at our neighboring towns to see what can be done.
- As mentioned above, South Beach residents need safe pathways along SW Jetty Way to separate pedestrians and bicyclists from motorists accessing the South Jetty day-use area of the state park.
- Bike and ped trails should connect neighborhoods so people can commute to work, shopping and play.
- Harney Bypass
- I did so above.
- I feel there should be more lighted crosswalks between Hurbert and the bridge on Hwy 101, it would make it easier for people who walk and bike to be able to get across the street.
- "I have never heard of a pedestrian friendly street that doesn't place the BUFFER between motorized traffic and pedestrians, yet one of the city's examples of a street does just that. I see little to demonstrate any commitment to creating a complete sidewalk network and/or off-street multi-modal transportation network so that people can safely, maybe even pleasantly use walking or cycling as their primary mode of transportation. Without having to walk or ride twice as far as motor vehicle drivers drive to get to their destination. Will these proposed networks bring people from Agate Beach (particularly north of Yaquina Head) to workplaces in SAFELY and as directly as possible (short a trip as possible) into central Newport? If not, then the plan is fatally flawed as it does not provide people with other ways of getting around other than motor vehicles. You want to make 101 less congested? Then get people out of their vehicles. The city can do that funding a GOOD bus system that full time workers, and shift workers can take to their jobs, meaning the bus goes from residential to where most of the jobs actually ARE in Newport, and/or the city can make it as easy as possible for people to walk or cycle or use a mobility scooter or electric wheelchair. Right now, people risk their lives & health cycling and walking, using electric wheelchairs, immediately adjacent to all the huge trucks, RVs, BIG pickups, and other motor vehicles on 101. As in 3 feet away. The area outside of the fog lane, if paved,

is NOT kept cleared of trash, pebbles, small rocks, to make it safer for cyclists to use. Many vehicles travel at speeds greater than 45 mph from Moolack Beach to the light at 25th street. I have not seen any proposal in this plan that will make it safe for people to walk/cycle along the most direct route into town, ie., 101. If that's what's provided for drivers why does the city refuse to provide the same direct route for pedestrians & cyclists--a SAFE route. Maybe even one that's not unpleasant due to the roar & fumes of traffic.

All I see are piecemeal solutions. I have seen no proposals to improve or greatly expand the sidewalk network, not even in central Newport. The proposed couplets are horrible ideas. I would suggest building true bypasses, like from NE 73rd to route 20, so that only those people who WANT to come into Newport come into the central part of Newport. Anyone who's wants to get only to 20, could do that on a bypass, that would include some huge trucks, etc. The couplet would not help anyone get through Newport faster. Anyone who's driven the couplets in Philomath knows that, all that's happened is that some formerly residential areas are now exposed to a lot more exhaust and noise pollution and it's far more dangerous for them to cross what used to be a far less traveled street. Both proposed couplets will increase the noise & pollution of vehicles near the hospital, hard to imagine how the city could think that would be a good idea or good for the patients."

- I hope that as the housing opportunities continue to grow in Newport as new developments pop up, consideration for congestion mitigation becomes a requirement. As the number of places grow on the northern end of 101, safe ways to enter and exit the highway should be considered BEFORE it becomes an issue and people get into wrecks trying to pull into relentless traffic.
- I live just outside Newport but am in town almost daily. I think the biggest problem is 101's incredible ugliness. I have joked that Newport's motto ought to be, "Not quite as ugly as Lincoln City." We need a plan to slowly change 101 so its businesses put parking in back instead of in front and do much much more to with plantings and other beautification measures along 101.
- I shared my Hwy 20 concerns in the past section.
- I would like to repeat my opposition to making 9th St one-way. It compromises access to the hospital and clinics, takes away a valuable option for locals to bypass the seasonal congestion on 101, and is a costly and disruptive project. Instead, eliminate the parallel parking on that short stretch of the highway. Put bike lanes in its place and locate additional parking spaces nearby.
- "I would love to see a focus on funding and implementation for all of the solutions included in the final TSP. Many of the bike and pedestrian improvements proposed here were included in the previous TSP and remain unbuilt. I also think it's important to prioritize projects to some extent so the city has a guide to phase in and fund changes and improvements over time. Lastly, I am in favor of the couplet concepts but only if they do not add any more travel lanes or widen existing lanes. If the focus continues to be on moving more vehicles through Newport at minimum speeds of 35-45 mph, the city will be planning for more of the same: promoting dangerous conditions for pedestrians and cyclists and creating non vibrant, unattractive and unwelcoming auto dominated streetscapes along the "gateways" of hwy 20 and 101."
- I've lived in Agate Beach for greater than 10 years and have not used my bicycle once since moving here. Whereas before that, I was an avid road bike rider. The reason I do not ride now is that Hwy 101 is just too dangerous for me. If I want to ride anywhere, I would have to load my bicycle and go somewhere else. I would love to see a secondary route parallel to Hwy 101, or a dedicated bicycle path that is completely, physically separated from Hwy 101, running from the traffic light at the

intersection of Lighthouse Drive and Hwy 101 south - all the way to the Oceanview area where connections can be made with other routes to completely avoid having to ride on Hwy 101. That would be enough motivation to get me back on my bike.

- Let me toss this in, build a light rail system to connect Newport, Lincoln City, Toledo and Siletz to start, this could be a project for the Tribes to become involved with, Imagine Grand Ronde setting a line to Salem to connect the coast to the valley. Just a thought. Better overview of the offered public transit Busses and Cabs should run on time provide dependable transit and get rid of the more offensive drivers.
- Many years ago there was serious talk about connecting Nye Street between NW 16th through to the north. This would help create a back
- Pedestrian path from recreation center parking lot to SW Hatfield Dr. People have created paths there already, preventing vegetation and increasing chances of eroding the hillside.
- Plans should focus on keeping traffic on 101 flowing through Newport with synchronized traffic signals and by not adding many more pedestrian crossings. Priority for biking should be on making biking safe for tourist biking on Oceanview.
- Please see my previous comment about installing a STOP sign, or a traffic light at the corner of SE 2nd Street and Benton Street. It is a VERY dangerous corner. Many accidents happen there, and pedestrians cross that road all the time in the crosswalk.
- "Strongly against a Highway 101 couplet (short or long). Strongly against roundabout at Highway 101 & Highway 20."
- The light by Szabo's has created traffic backed up to NW 36th Street (or a few times back past the light at WalMart). During heavy traffic flow times (summer, spring break, etc.), maybe adjust the traffic light so it stays green longer for the highway traffic to flow and have those turning onto the highway coming from the east and west making a left turn wait a little longer. Just one thought. There may be a better solution than this, but it has been a problem for us locals just needing to make a quick trip to the store to pick up a few items.
- "This survey is about transportation but I do not see anything about improving the poor bus availability in the 'off' season. Especially for people living in the low-income housing north of town. How are they to get home in the off-season other than walking/hiking in the rain/dark?"
- Very difficult to visualize the proposed improvements shown in these simple graphics.
- Very opposed to 101 couplet. It doesn't seem the expense of creating it, the negative effect on residents between 101 and the Bayfront (increased traffic, noise), or the one-way street inconvenience for drivers on 101 would be worth the benefits that are predicted from creating such a change. Please do not create the couplet.
- Where is the public transit option?
- #1 Will a stoplight be added at Hurbert and 9th St. #2 Desperately need additional parking and possible shuttle for tourist areas. Shuttle can pick up and drop off Nye Beach, Bay Front, Aquarium, etc.
- Additional light on Hwy 20, maybe on Eads St.
- Alternate 101 routes disrupts community ambiance and disrupts residential areas and negatively affect businesses.
- Any couplet will by pass businesses.
- Bridge is really the actual bottleneck

- Bypass from Hwy 20 to Big Creek Res. Taking the pressure off of Hwy 101. Making this bypass autos only, no heavy trucks/trailers/RVS/becoming safer for students.
- Can we reset the lights so more side street exits and turns are not held up for 7-8 mins
- Cars speed up and down NW Coast!!
- City bypass before reaching Hwy 20/101 junction.
- Consider using traffic circles instead of stop lights.
- Consider which solutions are doable in the near term rather than always reacting for a future vision.
- Costs on Hwy 20 and 101 intersection.
- Couplet adds unnecessary complexity and dangerous conditions.
- Couplets are a nice ideal however I'm concerned about re-routing cross traffic and congestion of the ends.
- Don't use the bus
- Downtown is horrible - hard to park. I rarely shop there. Also dangerous trying to get out of car or parking spot.
- Eliminate parking along 101 from Hurbert to Columbia Bank
- Extreme congestion on Hwy 101 during summer months - cannot turn left from NE 71st
- Forget the traffic circle @ 101 & 20!
- Harnet Bypass
- How are you proposing to SLOW traffic in 101 from Walmart to Hwy 20 intersection? Speeding trucks are HORRIBLE
- I have property on NE 1st street/property value decreases with couplet
- I never ride the bus so I don't know what would suit a commuter or visitor
- I think building roundabouts on Highway 20 and Moore as well as Highway 101 and Highway 20 would greatly facilitate traffic.
- I think we should have a regular traffic light at 101 and SW Angle. Some people don't stop for pedestrian lights.
- I think you should deal with our aging bridge and then work on traffic flow.
- I would like to see a traffic mgmt project put into NE Big Creek Road. Speeding and going down the wrong way road is norm. People doing doughnuts in gravel - high pedestrian use walkers, joggers, bikes - including families - small children etc.
- I would need more info. Whatever you choose it will not reduce number of cars, etc. More every day, year.
- If something is not really broke... don't try to fix it; the real problem is overpopulation!
- I'm assuming pavement improvements would be made on NE 1st for the couplet option
- Improve/create pedestrian sidewalk from fairgrounds/high school to/past Elks on Harney/Moore, west side, for safety.
- It is not at all clear where the "eligible streets" can be seen online within the website. Regardless, there are several 3-way stops at 4-way intersections that would be well-served by traffic circles.
- It's not clear how this would affect (solve the bottleneck) at 101-20 intersection
- Maintain gravel roads - cutting grass and bushes encroaching on roadway! SW 11th and Hurbert.
- Make a back roads route for locals. Do this by changing the direction of stop signs and putting in a stop light on Hwy 20!

- Make every dollar spent improve conditions for every interest - simple - not easy
- Making existing residential areas a highway is horrendous
- Making existing residential streets A (Hwy 20 or 101) state highway is a horrible idea!
- More bike lanes
- More options on #5 above
- NE 1st St at 101 should be a right turn only - also would like to see photo traffic ticketing @ 101 and 20
- Need a pedestrian light at Eads & 20
- Need more parking areas. If we are a tourist town we need some place to park their cars other than the city street
- Need turning lane at Avery and 101 (or middle lane)
- News-Times Aug 11 2021 "Viewpoint" I agree on all points!!!
- No street parking on 101. Clean sidewalks. Put in more left turn lanes. Light at 40th for OCCC students. Light on 101 to exit hospital.
- On Hwy 20/1st couplet have west lane on 1st - right turn onto Hwy 101.
- Our traffic on 101 both N& S very heavy - hard to get out onto HWY from Avery St 71st or 70th
- People who buy things do so from a car. Retail street locations are for shopping.
- Please fix the Harney St/Hwy 20 intersection as a priority. Don't use bump outs like in Nye Beach or roundabouts.
- Remove on street parking from US 101 downtown. Then widen traffic lanes.
- See my comments above
- Stop sign at NE 8th and Benton. Too much speeding on NE 8th. Several recent collisions
- Synchronize stop lights on 101 to keep traffic flowing (as in downtown Corvallis)
- Take care to recognize the influence on those business which may lose customers due to a couplet.
- The attention to rural streets in Agate beach.
- The intersection at Hwy 20 and Harney. This is a VERY dangerous one and should be modified.
- The left turn on Avery & 101 - impossible to get out, we need a turn lane.
- The main problem is where 101 goes through downtown starting with the Armory and ending at Hwy 20. None of these (unreadable) solve that problem.
- There need to be more signs or markers on our roads and streets for all the idiots making terrible u-turns.
- There was no mention of traffic control by utilizing enforcement lights, directional ??? (pg 30), with clearly marked lanes, etc. mentioned in survey. What was the overall focus of this ????
- Tourists driving 101 can see entire downtown business area.
- Transportation won't take climate change into account.
- Turn lane on 101 instead of couplets.
- Uniformity of building colors and designs and beautification ie, ??? in concrete pots (p16)
- US 101 and US 20 junction needs to get pedestrians across without putting them in crosswalks!
- We're at a time where hwy/street funds are at a premium. We cannot commit funds to anything by traffic and sidewalk. ??? (p6)
- When you make maps so small it is difficult to figure out where the streets are!
- Would there be parking on both sides of the one-way streets?

- Yes bayfront traffic!!! Perpendicular parking - cars only! Parallel parking and lot parking trucks only!!
Truck and parking makes 2 lanes and traffic impossible
- Yes, where I live it would impact our ability to get out of our neighborhood - Hatfield evacuation??
- You don't get it! Couplets increase complexities on and off to two way travel
- You need one or two flashing crosswalks like on 101! It is practically impossible to cross 20 on foot or bike! One by Coos and one by Eads.