

# NEWPORT TSP: PHASE 2 OUTREACH SUMMARY



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## Overview

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 two of the public involvement process, the City of Newport and ODOT conducted an online open house, hosted an in-person workshop, and sent paper surveys to residents in the Newport area. Feedback received throughout this period will help the technical team and decision-makers understand what is important to residents, visitors, and businesses for the future of Newport’s transportation system.

*Overall, the respondents want to see a safer future for all roadway users, where Newport is easy to get around whether people are walking, rolling, riding or driving. Many saw strong connections between the form of the city’s buildings/land uses and the success of reaching this goal.*

## Themes and Takeaways

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

- Desire for pedestrian and bicyclist safety throughout the city
- Need for parking improvements, especially in the city center
- Interest in improving traffic flow and reducing congestion, for through travelers and local users
- Confusion around couplets and how they work

The in-person workshop was attended by about **30** people familiar with the project and who had participated in previous TSP activities or were familiar with City planning processes. Most were also concerned with direct impacts to their property, neighborhood or business. There were strong opinions about the proposed ideas with a heavy focus on better walking and biking opportunities and congestion reduction.



Figure 1 - August 11, 2021 workshop where people could talk to staff and provide input on the draft solutions.

During the event, attendees could ask technical staff questions about the proposed projects (which were also shown on the online open house) and provide comments verbally, on sticky notes on the maps, or on the printed survey.

## OUTREACH METHODS AND OVERALL PARTICIPATION

Building off the previous outreach activities, the City of Newport and ODOT conducted outreach activities in August 2021 and collected feedback through:

- An online open house was open for comments from August 2nd to August 30th, 2021. During this time, the site received **356 views** and the survey was answered **76 times**.
  - In partnership with Centro de Ayudad, a local nonprofit that works directly with the Spanish speaking residents, **40** surveys were completed via telephone outreach. Spanish speakers have been heavily impacted by COVID-19 so individual communication via trusted community partners such as Centro de Ayuda 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.
- An in-person workshop on August 11, 2021. About **30** participants attended this event, with 22 signing in. Seven printed surveys were filled out by attendees as a way to record their comments.
- A printed survey was mailed to persons 60+ years of age on the Parks & Recreation/Senior Center mailing list of **1,863** individuals in early August. **183** printed surveys were completed (the majority were mailed back to the City).

- A shorter, printed survey was provided as an extra accessibility measure for communities with barriers to accessing the online open house. Seniors often have a difficult time accessing online platforms, so this 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.

The following methods of outreach were used to publicize the online open house, survey, and in-person workshop:

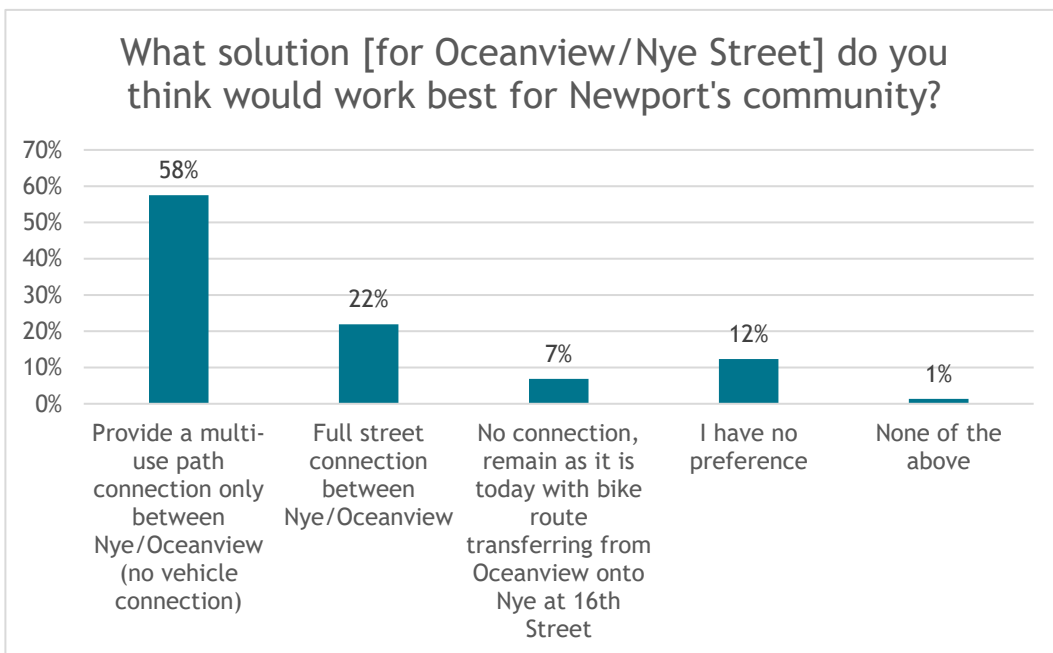
- Multiple posts on Facebook, including paid advertising
- Advertisements on the City website, including distribution in its electronic newsletter (twice a month)
- Emails to City distribution lists for businesses affected by COVID-19 and short-term rental interest groups
- Emails to the individuals and groups on the initial stakeholder interview list, including the Chamber of Commerce, Newport Rotary Club, Yaquina Bay Economic Foundation, and Nye Beach Merchants
- Citywide postcard mailing
- Newspaper articles and radio ads and radio shows

## FEEDBACK SUMMARY

In the following pages, results from the various outreach methods are summarized. The survey was focused on key questions, and the values behind those questions, to help decision-makers move forward with a final Transportation System Plan for Newport.

### Solutions for Oceanview/Nye Street

Respondents to the online open house were asked to select the solution they felt would work best for pedestrian and bike connections Oceanview/Nye Street (this question was not included on the printed survey). The majority of respondents (**58%**) said they thought a multi-use path connection between



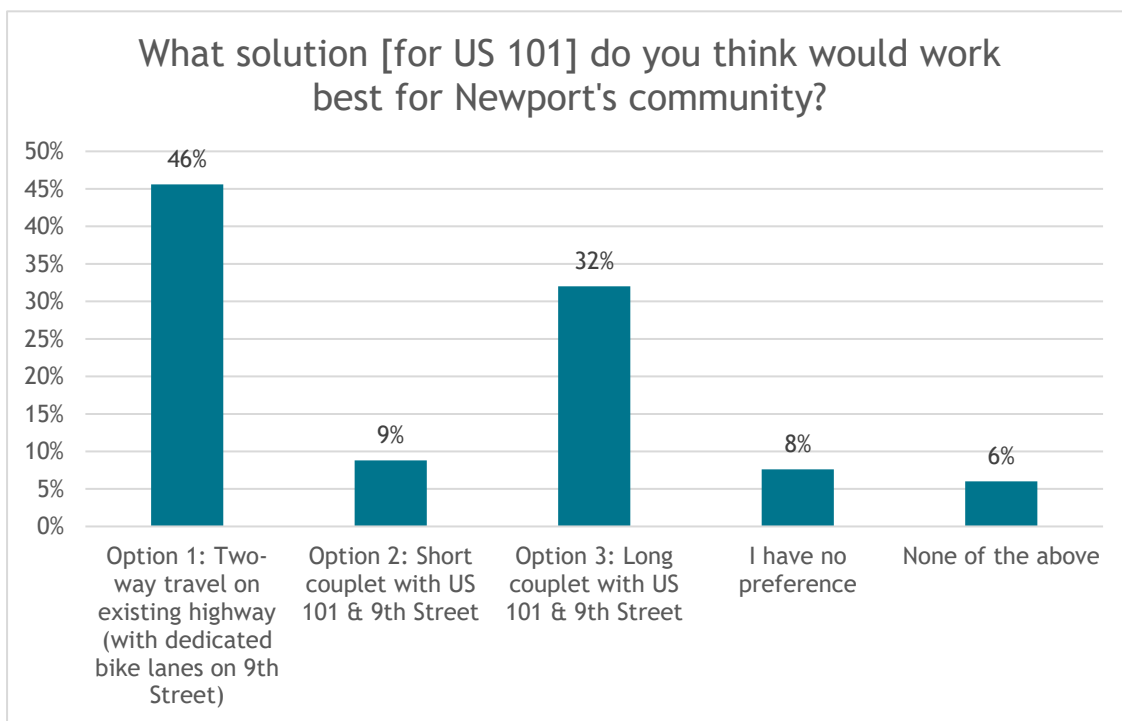
Nye/Oceanview with no vehicle connection would be the best solution. Another **22%** said they felt a full street connection would be best of the community. Twelve percent said they had no preference and **7%** said they wanted the streets to remain as they are today.

Respondents were asked to choose from a list of factors that were important to them in making the above selection. *Counts for those responses are listed here, as well as the most relevant comments in the “other” option. A full list of the comments left for this question can be found in Appendix A.*

- Multi-modal (bike/pedestrian safety) – **46**
- Improving car/vehicle access – **13**
- Removing car/vehicle access – **8**
- Other – **9**
  - “A new intersection that would be 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.”
  - “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's now a quiet neighborhood w/a gravel road where the Nye St dead ends.”
  - “It would serve no valuable purpose.”

## Solutions for US 101

Building off the responses from Phase 1 to improve the downtown core and make the entire highway more friendly for people walking or biking, the technical team developed three solutions for US 101. Respondents to the online open house and printed survey were asked to select which solution would work best for Newport’s community. Nearly half



of respondents (**46%**) selected Option 1 as the best solution. Forty-one (41%) supported some form of a couplet, with **32%** of respondents selecting Option 3 and **9%** of respondents selecting Option 2. **Eight** percent had no preference and **6%** did not want any of the options.

Of the 40 Spanish survey responses, **21** selected for Option 1, **3** selected Option 2 and **16** selected Option 3 as working best for Newport’s community.

Respondents were asked to choose from a list of factors that were important to them in making the above selection. *Counts for those responses from both the printed survey and the online open house are listed here, with the top themes arising from the “other” answers. A full list of the comments left for this question can be found in Appendix B.*

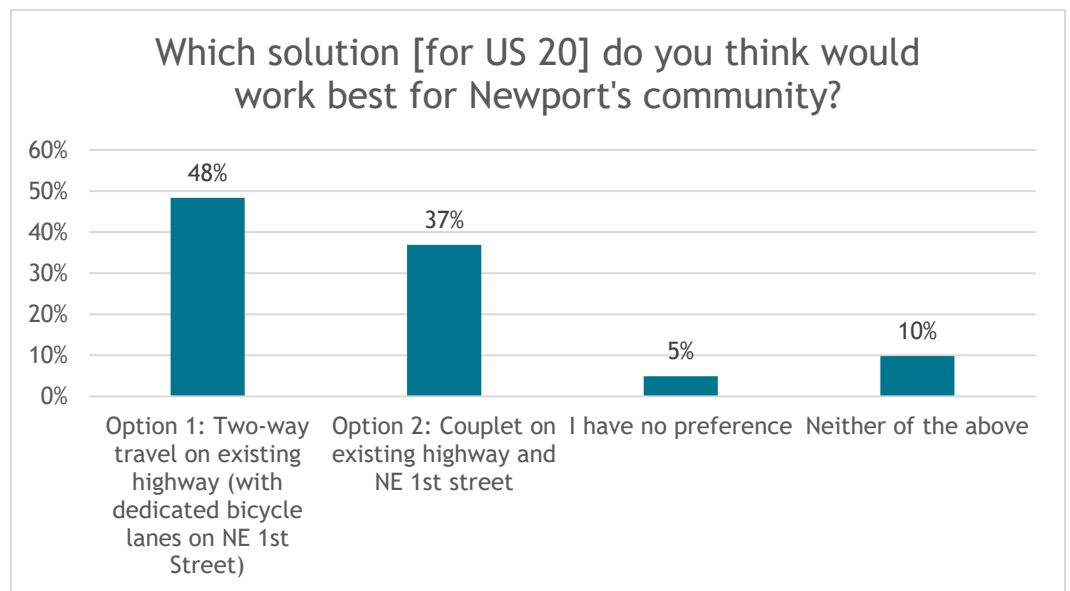
- Improves safety for bicyclists – **121**
- Makes it easier to drive around town – **126**
- Improves safety for pedestrians – **92**
- Promotes mixed-uses and activity centers – **65**
- Increases streetscape improvement opportunities – **65**
- Improves parking – **44**
- Other factors for US 101 – **60**

Themes for the additional factors included:

- The impact of a couplet (positive and negative) on traffic flow
- Keeping traffic away from the hospital
- The need for a center/lane turn lane on 101
- Concern for businesses on 101
- Do not want more traffic on 9th Street
- Decreasing complexity and increasing safety
- Getting bikes off of US 101

## Solutions for US 20

Respondents to the online open house and printed survey were asked to select which solution would work best for improving the safety of US 20 as it enters the downtown core. Nearly half of respondents (**48%**) selected Option 1 as the best solution. Just over a third (**37%**) of respondents selected Option 2. **Five** percent had no preference and **10%** did not want any of the options.



Of the 40 Spanish survey responses, **13** selected for Option 1 and **27** selected Option 2 as working best for Newport’s community.

Respondents were asked to choose from a list of factors that were important to them in making the above selection. *Counts for those responses from both the printed survey and the online open house are listed here, with a list of the themes arising from the “other” answers. A full list of the comments left for this question can be found in Appendix D.*

- Improves safety for bicyclists – **126**
- Makes it easier to drive around town – **111**
- Improves safety for pedestrians – **86**
- Reduces congestions – **89**
- Promotes mixed-uses and activity centers – **49**
- Increases streetscape improvement opportunities – **50**
- Improves parking – **26**
- Other factors for US 101 – **39**

Themes for these additional factors included:

- Impacts on downtown businesses.
- Increased traffic or concerns the solution will not address congestion.
- Support for and opposition to a couplet.
- Desire for removing bikes from US 20.

### Traffic calming measures

Respondents to the online open house and printed survey were asked to comment on their comfort levels with a variety of calming measures on selected neighborhood streets to manage car speeds (due to space constraints the picture of the measures were small on the printed survey and the list of selected streets was only included online). Seventy-six percent of respondents were very comfortable or neutral about the measures (**36%** very comfortable and **40%** neutral). Only **24%** were very uncomfortable.

Of the 40 Spanish survey responses, **21** selected comfortable, **17** selected neutral and **2** selected that they were uncomfortable with the traffic calming measures.

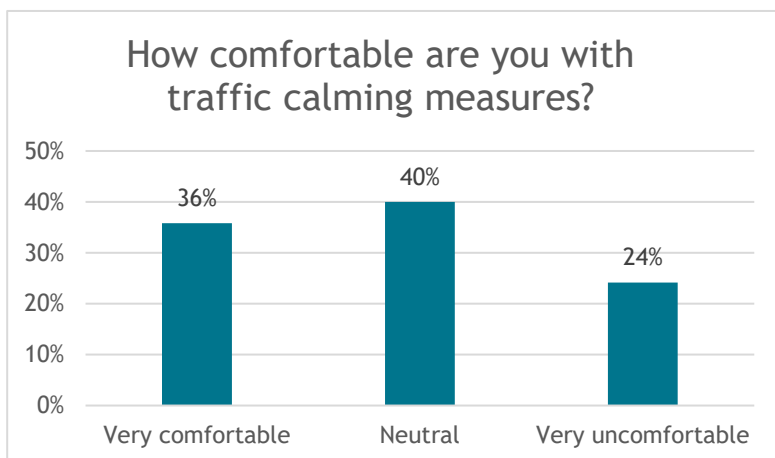
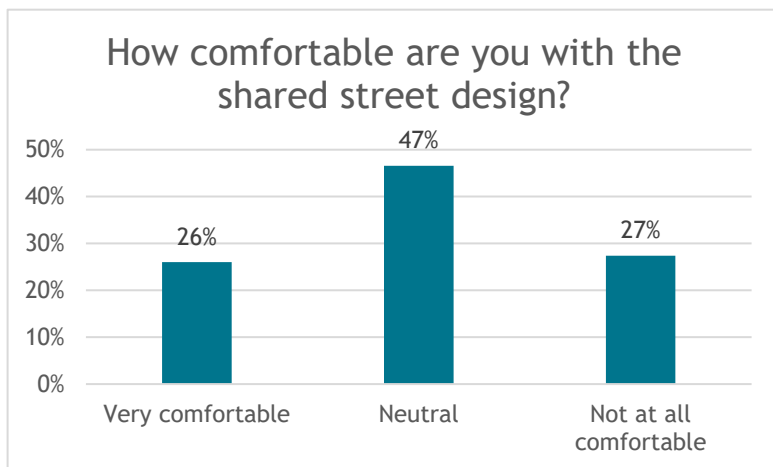


Figure 2 - Nine examples of traffic calming measures for select neighborhood streets.

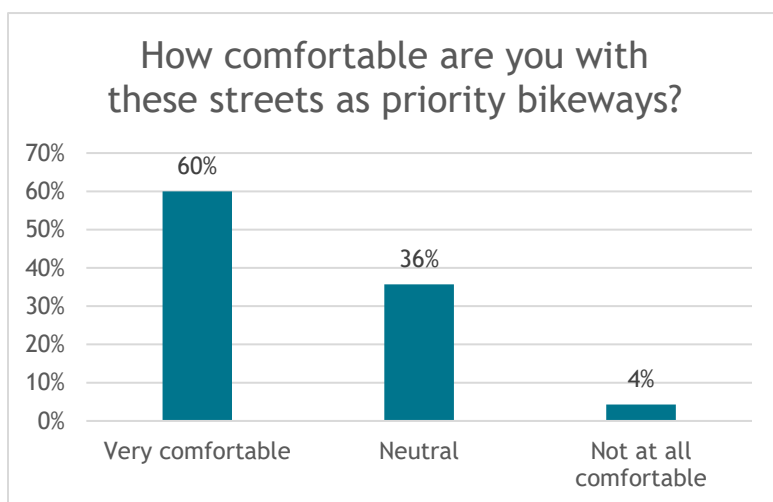
## Shared street design

Building off the responses from Phase 1 to improve Newport’s streets for people walking or biking, the technical team developed a shared street design. Respondents to the online open house were asked to comment on their comfort level with the proposed design. About half (**47%**) of respondents felt neutral about the proposed design while the rest were split evenly (**26%** said they were very comfortable and **27%** said they were not at all comfortable).



## Priority bikeways

Respondents to the online open house were also asked to comment on priority bikeway streets, as a way to create a connected system for safer travel by bike. Almost all respondents were comfortable with these bikeways (**60%** very comfortable and **36%** neutral).



## Neighborhood streets or bikeways

Following these questions, respondents to the online open house were given the opportunity to share any other comments on neighborhood streets and bikeways. The most frequently mentioned themes from the **47** responses to this question are listed below. *Answers in their entirety can be found in Appendix D.*

- Concerns about bicycle safety and visibility.
- Desire for separate walking path for pedestrian safety in various locations.
- Desire for stop lights or traffic management in various locations.
- Concerns about continued congestion, especially due to future growth.

## Other comments? Are we missing anything?

Many of the printed surveys had additional comments in the margins and some included attachments. *These comments can be found in their entirety in Appendix E.* At the end of the online open house and the printed survey respondents were asked to share any key projects or items they believe the team missed. These comments mostly reiterated the themes spoken to above, but a list of additional themes from the **98** responses are listed here. *Answers in their entirety can be found in Appendix F.*

- Bike and pedestrian improvements, such as lighted crosswalks and a bike path off of main roads.
- Opposition to couplets.

- Desire for plantings and beautification along US 101.
- Concerns about speeding.
- Creation and/or maintenance of back roads for locals.
- Impacts to businesses.

## DEMOGRAPHICS OF SURVEY RESPONDENTS

Compared to Phase 1 outreach, respondents were slightly older and more likely to be English speakers. There was a similar geographic distribution and driving was still the most common travel option, followed by walking.

### Age

Most respondents were between 65-74 (**46%** responses). A quarter were in the 45-64 age range (**23%**) or the 75 or over age range (**25%**). Only **6%** were in 25-44 and there were no responses from individuals under 25.

Of the 40 Spanish survey responses, **2** were 18-24; **25** were 25-44; **12** were 45-64; and **1** was 65-74.

### Transportation

Respondents were asked to share how they got around Newport prior to the pandemic.

Respondents could select all that applied from a list provided.

- Driving own car – **61%**
- Walking – **28%**
- Biking – **8%**
- Transit/bus – **2%**
- Other – **2%**

Of the 40 Spanish survey responses, **7** reported driving own car and **2** walking.

### Neighborhood

Participants in the online open house and survey were asked to identify the neighborhood they live in. The most representation came from Agate Beach. The majority of those who selected “other” filled in a specific address or location.

- Agate Beach – **27%**
- Bayfront – **9%**
- Downtown – **13%**
- Nye Beach – **15%**
- Other – **28%**
- South Beach – **5%**

Of the 40 Spanish survey responses, **2** live in Bayfront; **6** in Downtown; **16** in Nye Beach; and **16** Other.

### Languages spoken at home

All respondents reported speaking English at home, three respondents shared that they also speak Spanish at home and one respondent spoke an additional language not listed. Outreach conducted via phone by Centro de Ayuda was in Spanish with responses recorded in English