

NEWPORT TSP: PHASE 1 OUTREACH SUMMARY



CONTENTS

Introduction.....	1
Outreach Methods and Overall Participation.....	3
Feedback Summary	4
Citywide.....	4
Agate Beach.....	8
Commercial Core.....	8
Nye Beach/Bayfront.....	9
Newport Bridge/South Beach	10
Demographics	11

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

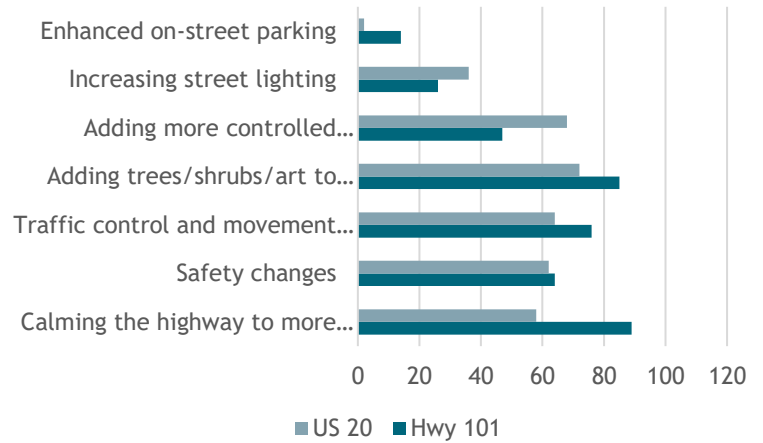
The biggest differences between collection methods responses showed up in the Central Core/Hwy 101 and US 20 questions (Figures 1-3).

- 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

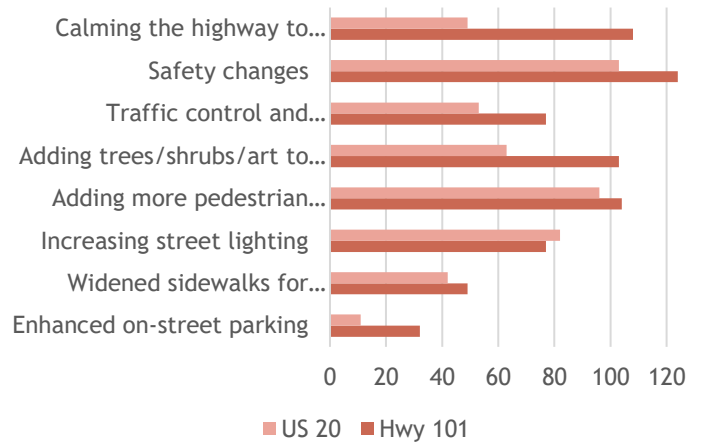
Additionally, there were several comments submitted via the project website that highlighted specific roads or intersections that are unsafe for drivers and bicyclists, see Appendix 4.

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.

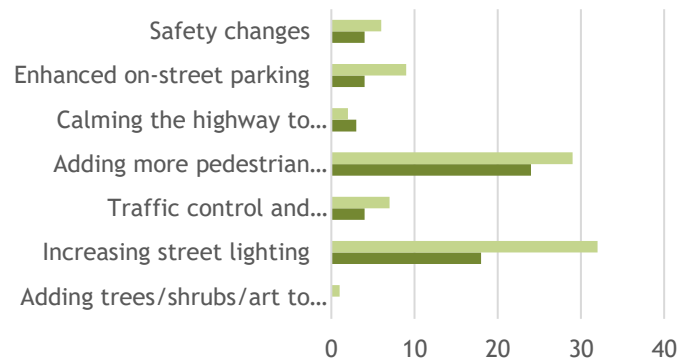
What improvements would you like to see on Hwy 101 and US 20 in the commercial core? (Check up to 3)



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.)

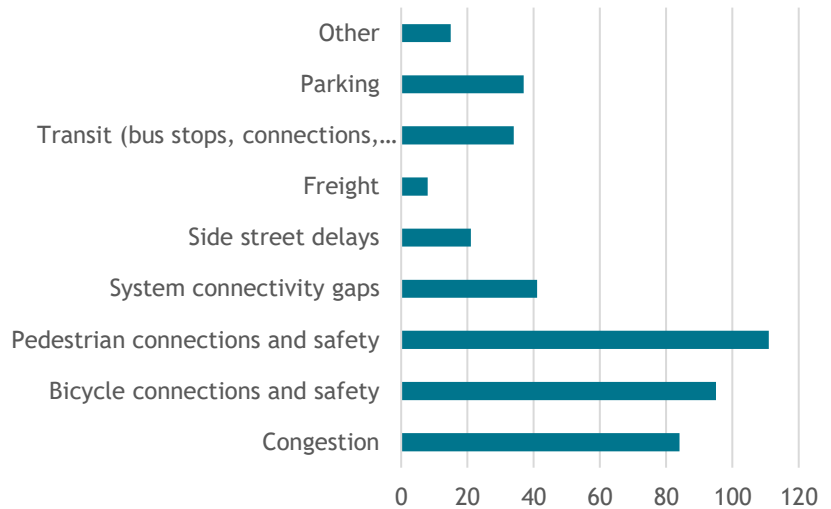


Figure 4 - Online Open House

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.)

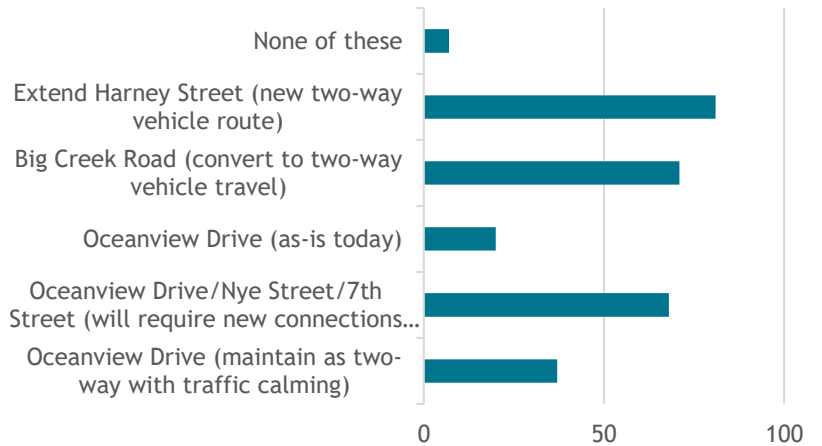


Figure 7 - Online Open House

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

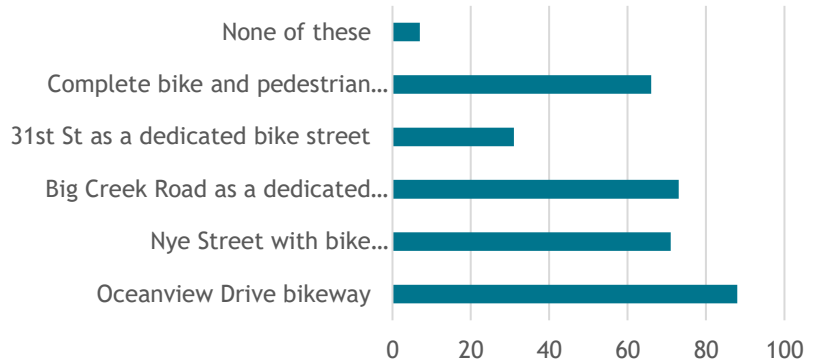
- Online open house: “Oceanview Drive” bikeway, followed by “Big Creek Road” then “Nye Street” with bike lanes or sharrows.
- Written survey (English and Spanish): “complete bike and pedestrian facilities along Hwy 101” followed by “Oceanview bikeway” (English) and “Nye Street” (English & Spanish).
-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

Traffic Calming

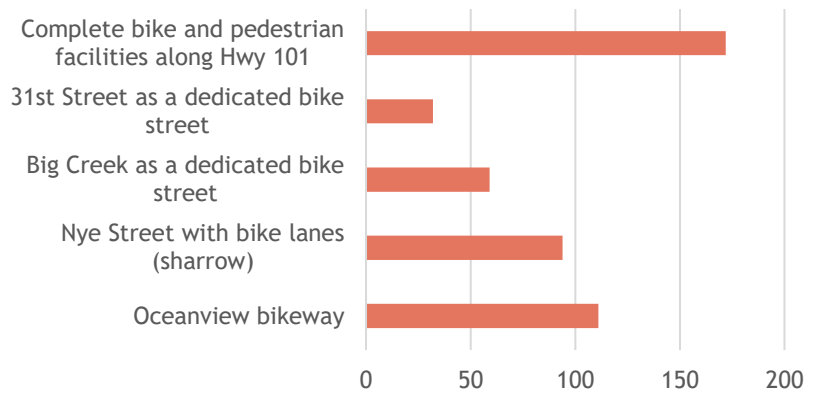
Online participants chose up to three strategies for traffic calming among six choices, listed below by roadway type (Figure 11).

- 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.”

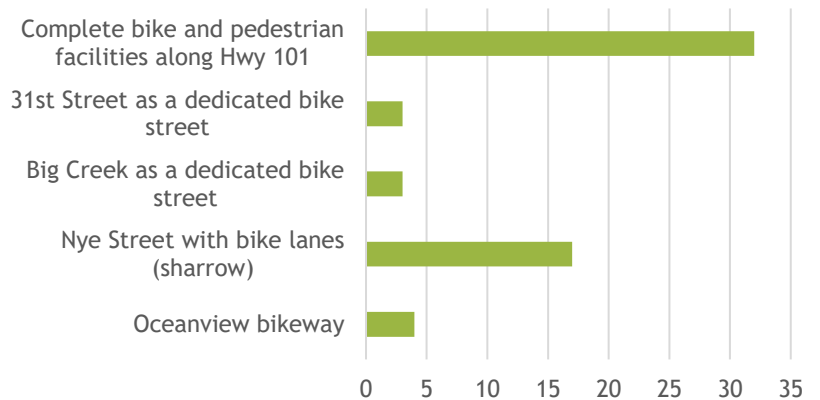
Which local street do you think will best serve the local community's future needs for a north/south bikeway? (Check all that apply.)



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)

02/12/2021

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.

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.

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

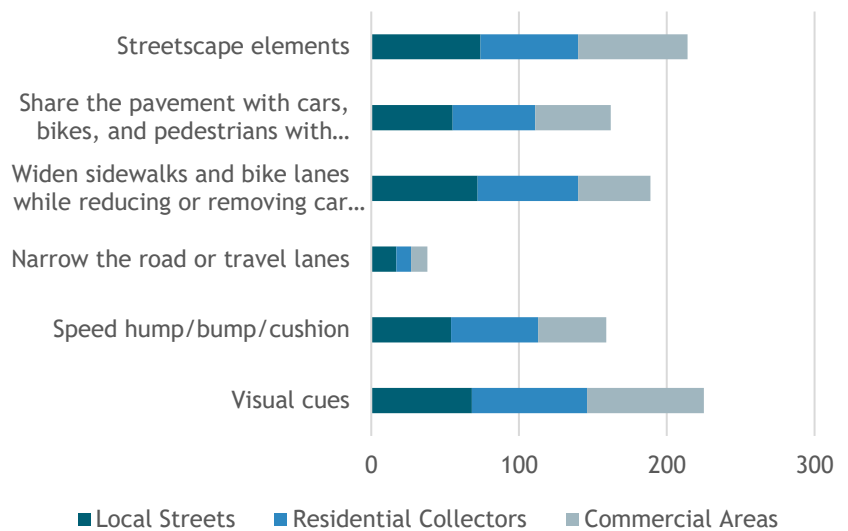


Figure 11 – Online Open House (English) responses

- 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.

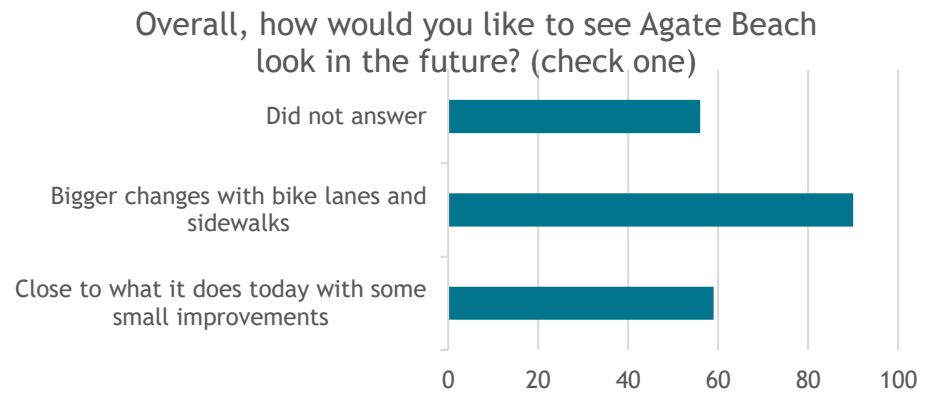


Figure 12 – Online Open House (English) responses

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)

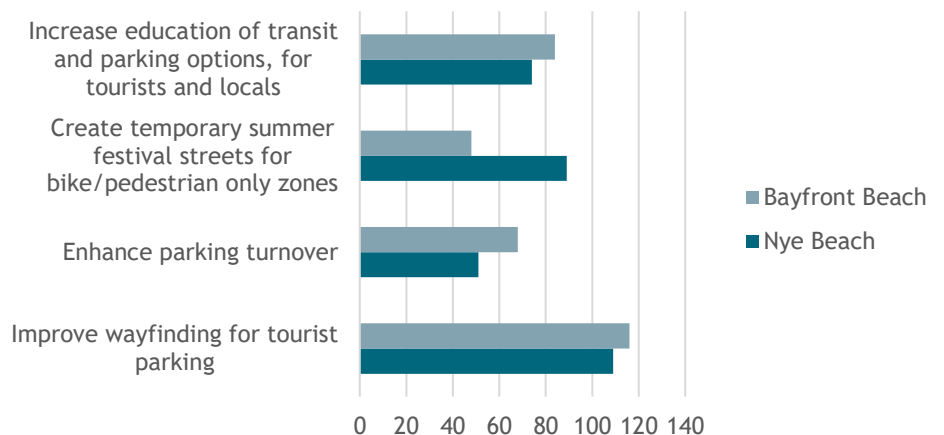


Figure 13 – Online Open House (English) responses

“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)

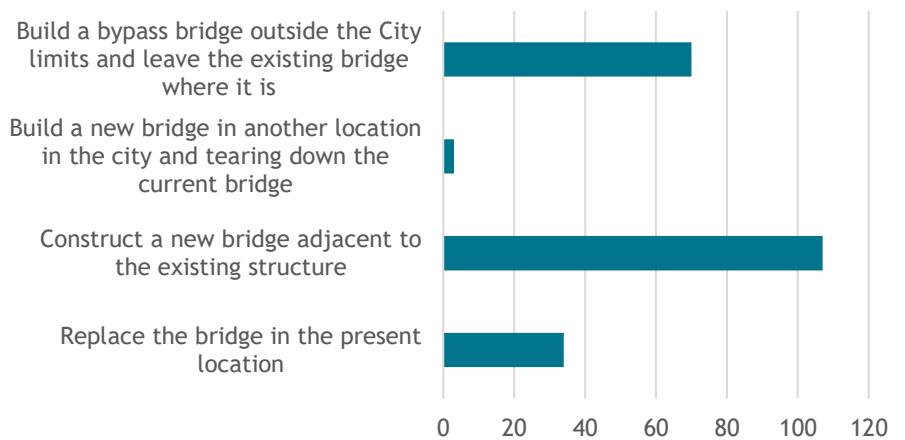


Figure 14 – Online Open House (English) responses

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)

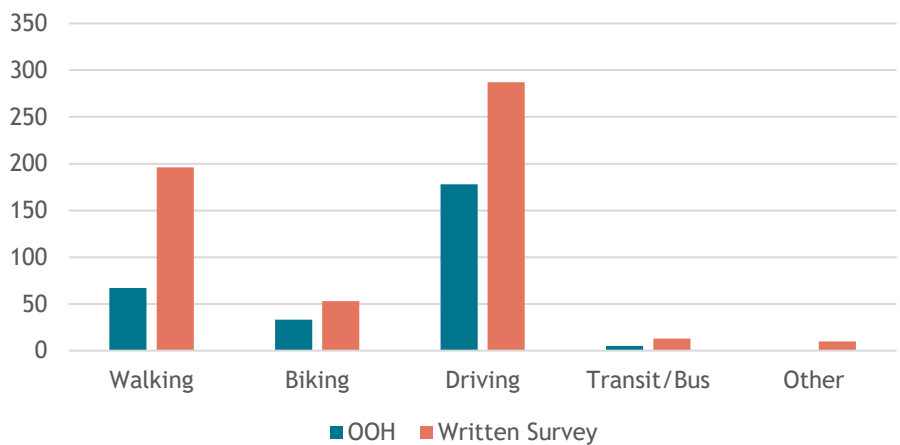


Figure 15 – Online Open House and short written survey (English)

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)

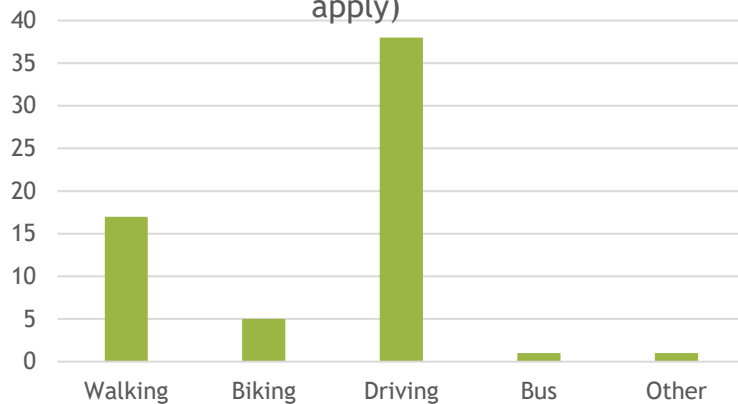


Figure 16 – Short written survey (Spanish)

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.

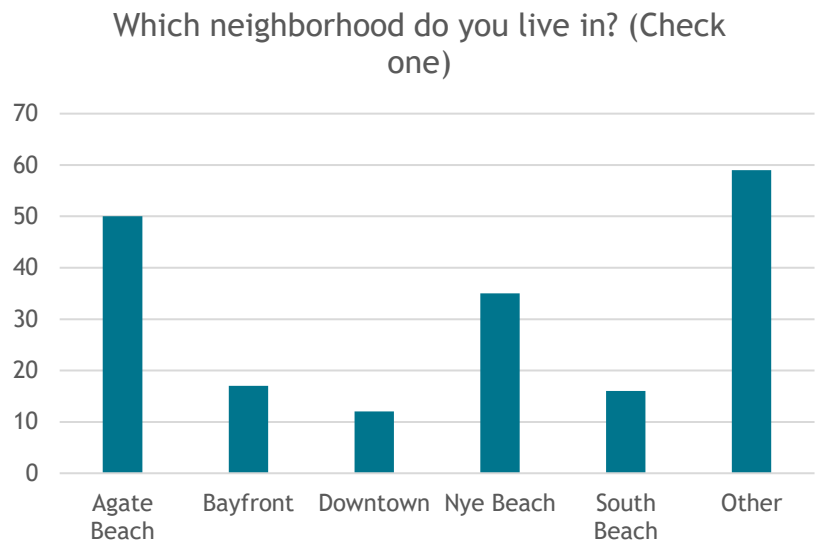


Figure 17 – Online Open House (English) responses

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.

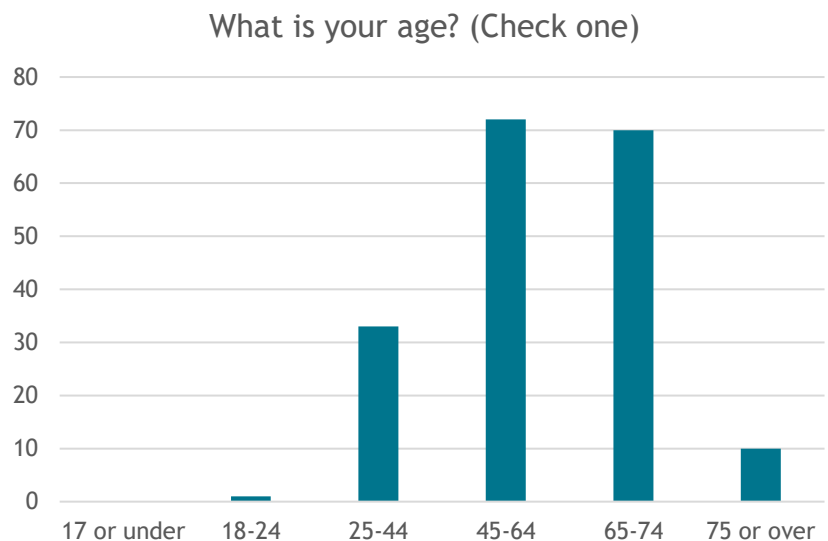


Figure 18 - Online Open House (English)

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.