



Nehalem Bay Transportation System Plan

Summer 2021 Online Open House Summary

Open House Overview

The purpose of this online open house was to share the goals of the Transportation System Plan and collect community input on transportation issues and challenges in the Nehalem Bay region.

The online open house (OOH) ran from August 2 to August 20, 2021. Respondents could answer the survey questions or simply read the information. During this time, the site received 225 views. Sixty-six visitors responded to the survey questions.

The OOH had nine stations:

- **Background:** Explained why the TSP would cover three cities.
- **Goals and Objectives:** Gave visitors a brief overview of the regional and city-specific goals for the TSP.
- **Roadway System, Pedestrian System, and Bicycle System:** Summarized existing roadway, pedestrian, and bicycle conditions and asked visitors to share their perspective on existing issues.
- **Other Transportation Options:** Described alternative modes of transportation in the region and asked for visitor perspectives.
- **Challenges:** Detailed challenges identified by the project team and asked participants to validate this list.
- **Issues Map:** An interactive map allowed visitors to place icons on a map of the region with comments, issues, or ideas for improvement.
- **Next Steps:** Outlined the project timeline. Visitors could provide any additional comments and share contact information to receive project updates.

Outreach Review

The online open house was publicized in the following ways:

- Promoted at local City Council and Planning Commission Meetings
- Shared on the City's website
- Promoted on social media platforms

Participants reported hearing about the online open house through the following avenues:

- Email – 33%.
- Word of mouth – 31%.
- Email from a project partner – 8%.
- Newspaper – 9%.
- Radio – 4%.
- Project website – 4%.

Other answers included:

- Facebook (22).
- The BBQ community website (3).
- Email from the City of Nehalem (3).

Overall Themes and Takeaways

The online open house received many comments from passionate community members. Participants remarked on a broad range of topics, but general themes included:

- Many roads, including U.S. 101, feel too narrow to be safe for current speeds, traffic volumes and/or mode mixes.
- Participants want room — on the roads or separately — for both visitors and residents to walk and bike.
- Roads near popular destinations, such as the Post Office and Wanda's, need special care to cope with congestion.
- The "T" intersection in Nehalem (U.S. 101 and Northfork Road/7th) is not just frustrating but dangerous, with frequent near-misses and collisions — including between people driving and people walking or biking.

Survey Questions

Do you agree with the regional goals and objectives as described above?

Most of the 56 respondents to this question agreed with the regional goals and objectives. Forty-five respondents (80%) agreed and an additional nine (16%) responded "Yes, with changes." Only two respondents (4%) disagreed with the goals and objectives described in the online open house.

Respondents who disagreed or who wanted changes were asked to describe the changes they would make. Ten respondents shared more details. Themes from these answers are summarized below and included in their entirety in Appendix 1.

- Desire to add bike lanes and more alternative transportation options (3).
- Focus on transportation modes and routes in case of emergency (3).
- Concerns about changing things and/or attracting more tourists (2).

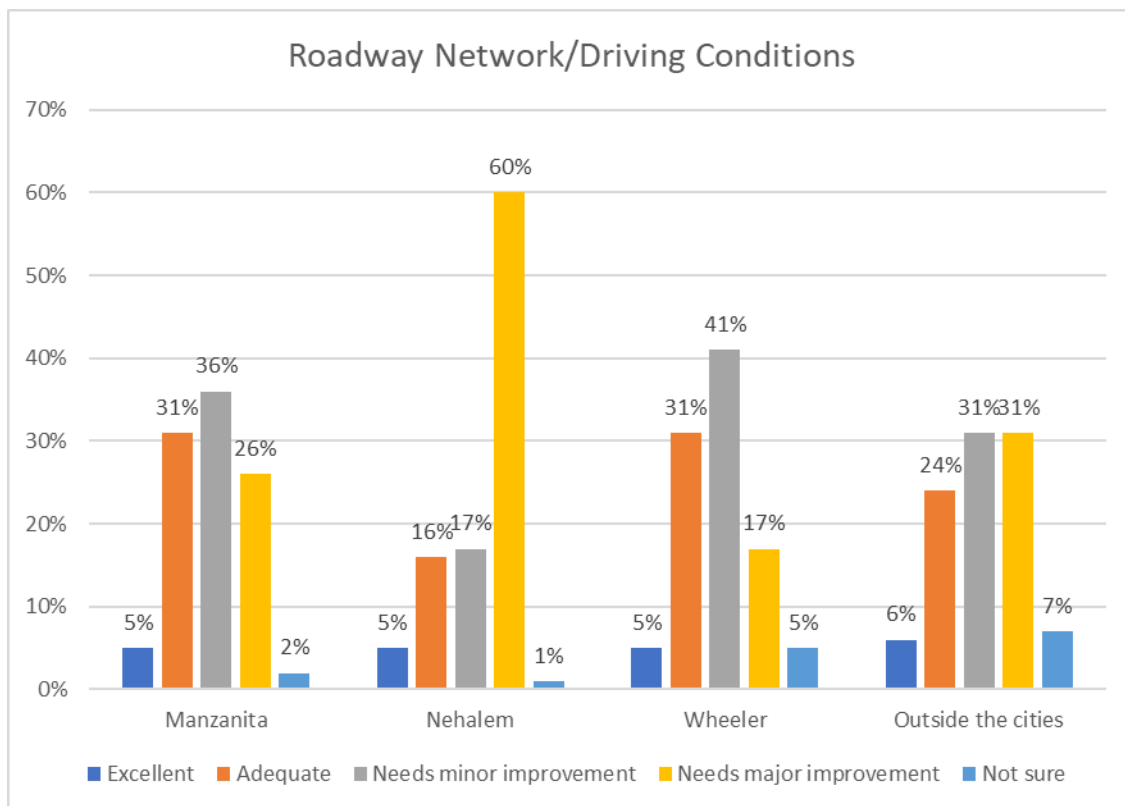
Do you agree with the city-specific goals and objectives as described above?

Again, most respondents (40, 71%) agreed. Another 13 (23%) selected "Yes, with changes" and three (5%) respondents disagreed.

Respondents who disagreed or who wanted changes were asked to describe the changes they would make. Fifteen respondents chose to share more details. Themes from these answers are summarized below and included in their entirety in Appendix 1.

- Increase alternative transportation options and infrastructure for alternative transportation methods, specifically the Salmonberry trail connections (4).
- Concerns about the intersection in Nehalem where southbound U.S. 101 makes a right turn (3).
- Focus on transportation modes and routes in case of emergency (2).
- Concern about improvements attracting more tourists (1).
- Concern about the corner of Northfork Road and Seventh Street (1).

For each location, how would you rate the roadway network and driving conditions for cars in Nehalem Bay?



Respondents were most concerned about the roadway network and driving conditions, with 60% of participants answering major improvements are needed. Another 17% of respondents said Nehalem needs minor improvements. 21% of respondents said the roadway network and driving conditions for cars are adequate (16%) or excellent (5%).

Respondents were slightly less concerned about this issue in Wheeler and Manzanita. For both cities, 36% of respondents said the roadway network and driving conditions for cars are adequate (31%) or excellent (5%). In Wheeler, 58% of participants said minor (41%) or major (17%) improvements are needed. In Manzanita, 62% of participants said minor (36%) or major (26%) improvements are needed.

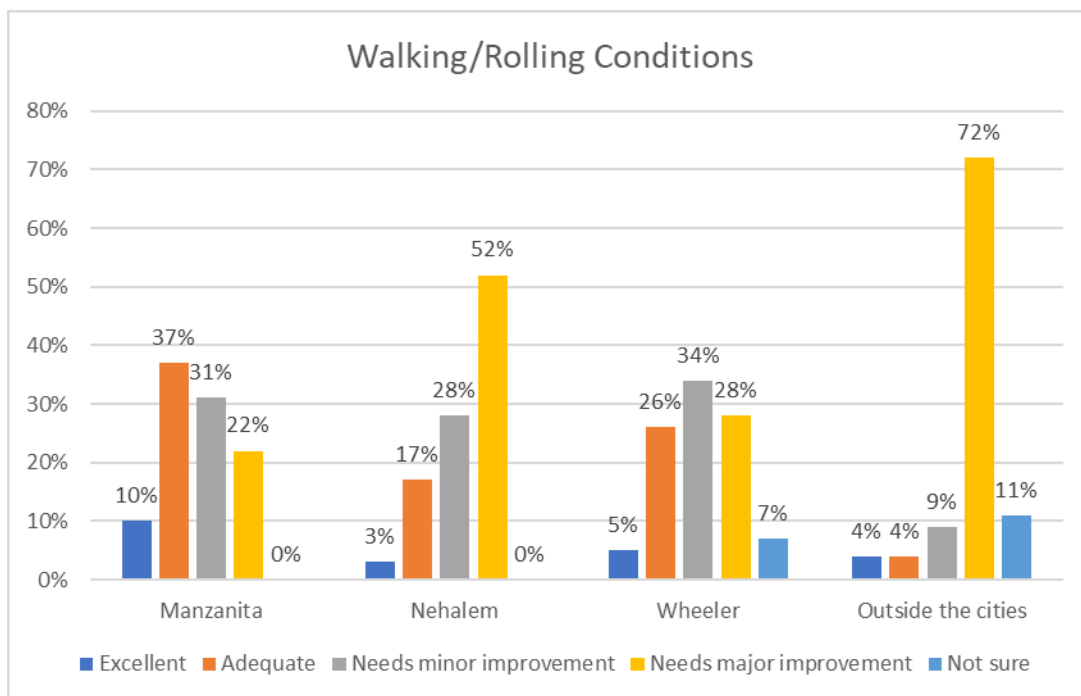
For the areas outside the cities, 31% of respondents said major improvements were needed, 31% of respondents said minor improvements were needed, 24% of respondents said the roadway network and driving conditions are adequate, and 6% said they are excellent.

What are the main problems with driving in Nehalem Bay (select all that apply)?

Participants could select multiple problems from a list generated by the team. The problem of highest concern was “conflicts with people walking or riding bikes” (28% of respondents), followed by “congestion on U.S. 101” (28%) and “unsafe travel speeds” (16%). The problem of least concern was “weather,” with only 12% of participants selecting this answer. Participants were also able to select “other” and fill in their own answers. Twenty-six respondents shared more details. Themes from these answers are summarized below and included in their entirety in Appendix 2.

- Concerns about confusing or unsafe intersections, especially in Nehalem (14 comments).
- Concerns about safety while biking (5).
- Issues specific to U.S. 101 (5).
- Concerns about pedestrian safety or sidewalks (4).
- Impacts of commercial trucking (2).
- Poor visibility/lighting (2).

For each location, how would you rate the rolling/walking network (sidewalks and roadway crossings) in Nehalem Bay?



Respondents were most concerned about the rolling/walking networks outside the cities, with 72% of respondents who answered this question saying that major improvements are needed and another 9% saying minor improvements are needed. Only 8% said these networks are excellent (4%) or adequate (4%).

Rolling and walking networks were also of concern in the City of Nehalem. Most respondents said that major improvements are needed (52%) and another 28% said minor improvements are needed. Seventeen percent of participants said these networks are adequate and 3% said they are excellent.

For the City of Wheeler, most respondents said improvements were needed, with 28% selecting major improvements and 34% selecting minor improvements. A quarter of respondents said the rolling and walking networks are adequate (26%), and only 5% said these networks are excellent.

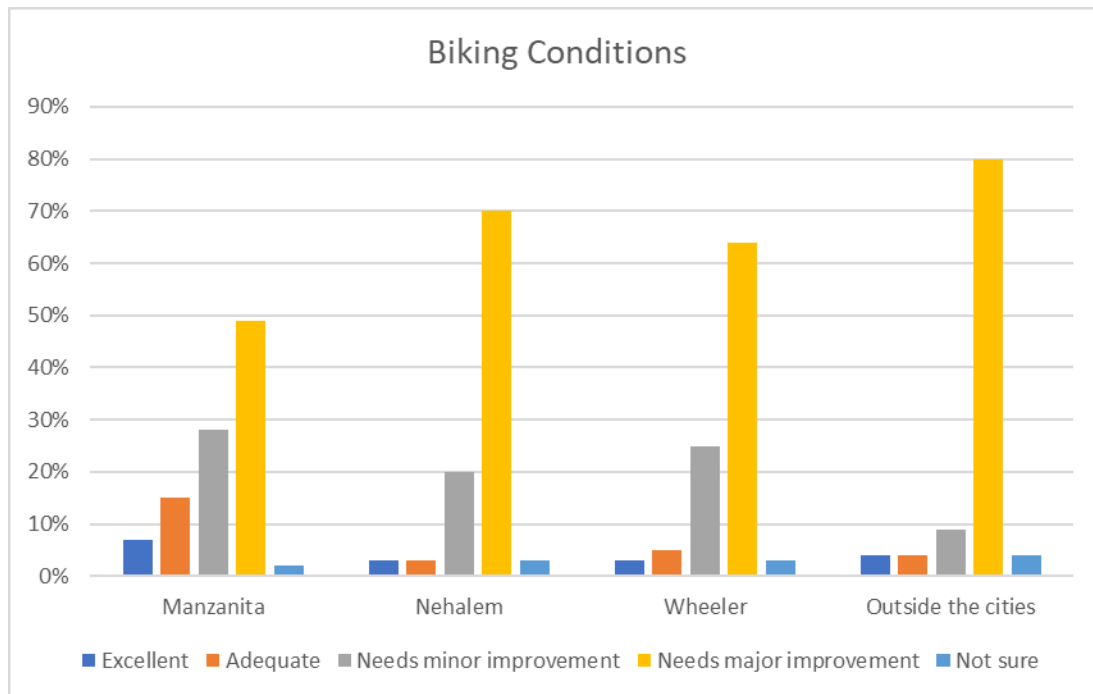
Respondents were least concerned with the rolling and walking networks in the City of Manzanita. Most respondents still said improvements were needed, with 22% selecting major improvements and 31% selecting minor improvements. However, 37% of respondents said these networks are adequate and another 10% said they are excellent.

What are the main barriers to walking in Nehalem Bay (select all that apply)?

The most frequently selected barrier was "roadways are difficult to cross" (22% of respondents). This was followed by "not enough off-street paths," "not enough sidewalks," and "not enough crosswalks/safe pedestrian crossings" (all selected by 18% of respondents). The barriers least frequently selected were "not enough street trees and greenery" (4%) and "weather" (2%). In addition to the answers provided, respondents were able to fill in their own answers. Eighteen respondents wrote in additional barriers to walking in Nehalem Bay. Themes from these answers are summarized below and included in their entirety in Appendix 2.

- There are no safe walking paths between the cities (11).
- Walking near Highway 101 is unpleasant and feels unsafe (11).
- Concerns about specific roads other than Highway 101 (2).

For each location, how would you rate the bicycle system in Nehalem Bay?



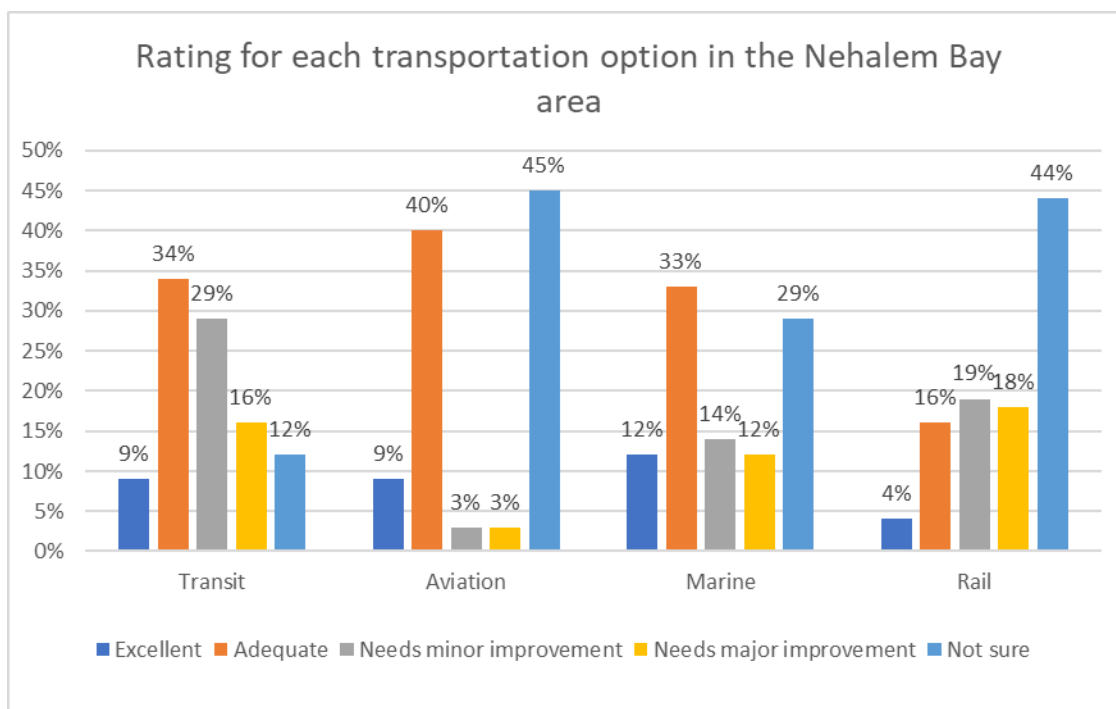
Respondents were concerned about the bicycle system in all areas of Nehalem Bay. Over half of respondents said major or minor improvements are needed in every location. The system outside the cities was the biggest concern (80% major improvements needed, 9% minor improvements), followed by Nehalem (70% major, 25% minor), Wheeler (64% major, 20% minor), and Manzanita (49% major, 28% minor).

What are the main barriers to bicycling in Nehalem Bay (select all that apply)?

Participants could select all that applied from the list provided. The most frequently selected barrier to biking was “not enough separation between bikes and cars” (16%), followed by “U.S. 101 is unpleasant” (15%), and “not enough on-street bike lanes” (13%). The least frequently selected barrier was “weather” (3%). In addition to the answers provided, respondents were able to fill in their own answers. Sixteen respondents wrote in additional barriers to walking in Nehalem Bay. Themes from these answers are summarized below and included in their entirety in Appendix 2.

- Biking feels dangerous (11).
- There needs to be a bike-friendly path between the cities (8).
- Biking on Highway 101 feels unsafe (6).
- There needs to be better bike infrastructure (bike lanes, bike parking) (6).
- Motor vehicle laws need to be better enforced (2).

How satisfied are you with each of the following transportation options in the Nehalem Bay area?



Respondents were split in their satisfaction with transit options in the Nehalem Bay area. Nearly half said transit is adequate (34%) or excellent (9%) and the other half said it needs major improvements (16%) or minor improvements (29%). The remaining 12% were not sure how to rate their satisfaction with this transportation option.

A large portion of respondents were not sure how to answer for the other modes of transportation listed. For aviation, nearly half were unsure (45%) and most other respondents said aviation is adequate (40%). For marine transportation, about a third of respondents were unsure (29%), but almost half said this mode is adequate or excellent (33% and 12% respectively). For rail, almost half of respondents said they were unsure (44%) and over a third said this mode needs major or minor improvements (19% and 18% respectively).

Did we identify the main issues affecting transportation in Nehalem Bay?

Respondents were asked whether the project team had identified all the main issues on U.S. 101 and for each independent city. For all four locations, most participants felt the team had identified all the main issues (U.S. 101 – 56%, Manzanita – 62%, Nehalem – 63%, Wheeler – 72%). No respondents selected “none of these are the main issues” for any of the locations.

For U.S. 101, some respondents (20%) felt the team had correctly identified some of the main issues but missed major issues. Another 19% felt the team had missed some minor issues. Five percent of respondents said they were not sure.



For Manzanita, 16% of respondents felt the team had missed major issues, 13% said the team had missed minor issues, and 8% answered that they were not sure.

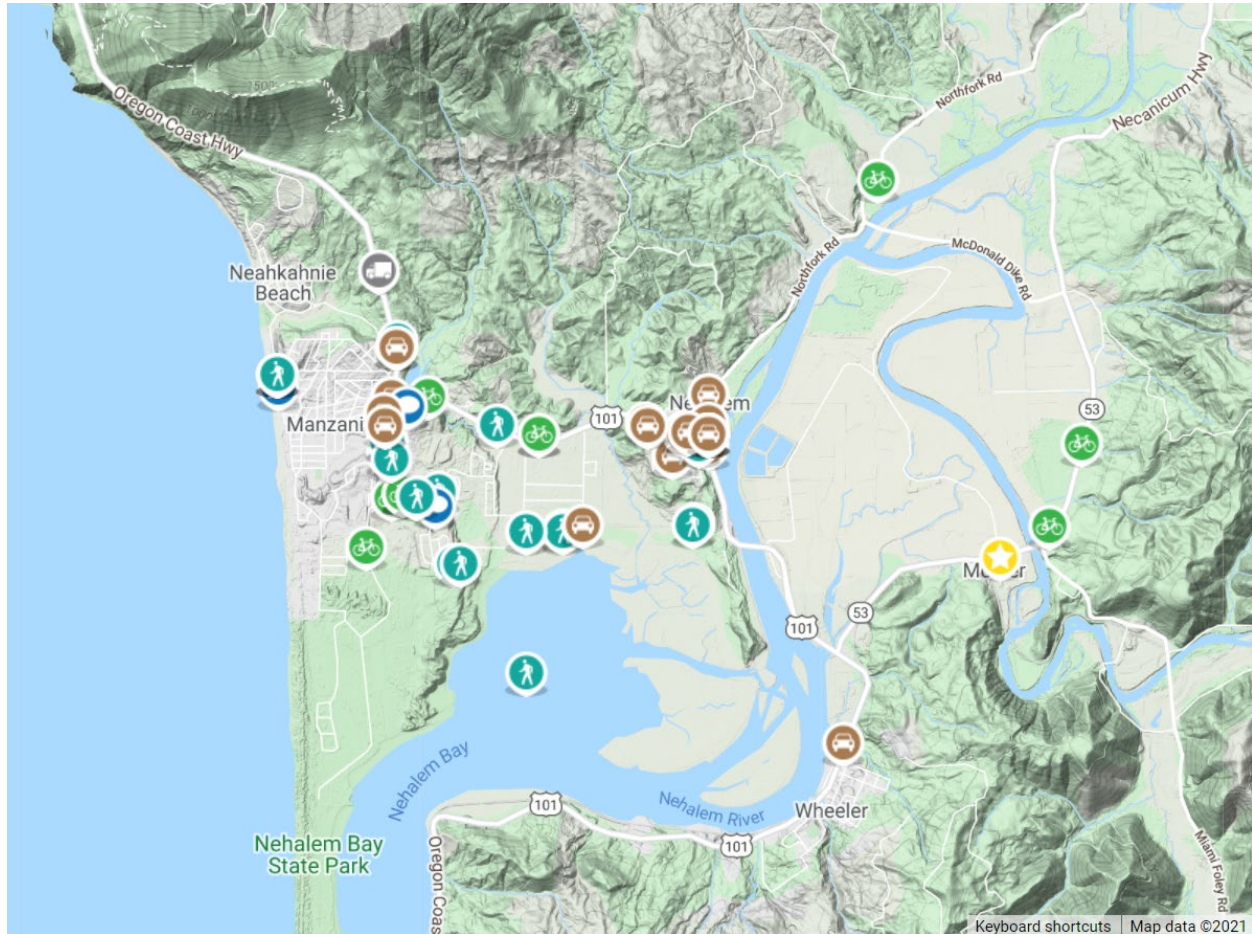
For Nehalem, 12% of respondents felt the team had missed major issues, 18% said the team had missed minor issues, and 7% said they weren't sure.

For Wheeler, few respondents said the team had missed major issues (3%) or minor issues (7%). A larger portion of the respondents were not sure about the transportation issues affecting Wheeler (18%).

Do you have any concerns or general comments about the Transportation System in the Nehalem Bay area?

At the end of the online open house, 42 people shared additional comments. These answers are included in their entirety in Appendix 3. Most of these comments discussed the need for a safe multi-use path within cities and between cities that is separate from U.S. 101. Another major concern was speeding: Respondents were concerned about high speed limits coming into the cities and lack of enforcement for those exceeding the speed limit. Many commenters mentioned general safety concerns (for example, safe routes to schools or turning left from U.S. 101 in Nehalem) or concerns about specific streets (Necarney City Road, Salmonberry Trail, Laneda Avenue, Ocean Road, and Miami Foley Road). Remaining comments mentioned the need for additional parking (4), environmental impacts of transportation (3), the importance of escape routes in the event of an emergency (2), and the need for additional/improved public transit (2).

Map Comments



Participants were invited to view a map of Nehalem Bay and leave comments on locations where they have concerns, issues, or ideas for improvements. Twenty-three chose to leave comments. Most left one comment, but a few left as many as 10. Themes from these answers are summarized below and included in their entirety in Appendix 4.

Manzanita

There were 16 comments left about locations in or around Manzanita. Themes from these comments included safety concerns related to traveling by foot or bicycle and the need for multi-use facilities; road conditions; safety concerns on specific roads (Necanicum City Road, Laneda Avenue); the need for better signage to reduce tourist confusion and congestion; and increasing congestion.

Nehalem

There were 35 comments left about locations in or around Nehalem (including Bayside Gardens). Themes from these comments included safety concerns at the intersection of U.S. 101 and Seventh Street, the need for safe bike/ped facilities along or separate from major roads; congestion near the post office; limited visibility on main roads (especially due to the parking spot at the corner of U.S. 101

and Tohls Street and the rise on U.S. 101 near the Nehalem sign); limited parking and related issues (including around Wanda's Bakery, at the Alder Creek trailhead); an unofficial trail between Nehalem and Manzanita crossing private property; and debris left along U.S. 101.

Wheeler

Only one participant commented on a location in the City of Wheeler. They were concerned about cars frequently going over 50 mph in the school/bus zone on Marine Drive.

Outside the Cities

There were six comments on locations outside of the cities. Themes from these comments included concerns about speed limits remaining too high too close to the cities, lack of safe facilities for biking (especially in the winter) on Oregon 53 and Northfork Road, and the significance of the intersection near the Mohler Co-op.

Demographics

Where is your primary residence?

Over a third of respondents (26, 40%) identified their primary residence as Manzanita, another 37% (24) identified their primary residence as Nehalem, 11% (7) selected Wheeler and 5% (3) selected Bayside Gardens. The rest identified their primary residence as "elsewhere," with 6% (4) near the project area and 2% (1) far from the project area.

Race/Ethnicity

All of the 37 participants who responded to this question identified their race/ethnicity as White.

Age

Forty-two participants answered this question. About half were over 65 years old (20 respondents). Twenty percent (8) were in the 45-54 age range, 17% (7) were in the 35-44 age range, and 14% (6) were in the 55-64 age range. One participant was in the 25-34 age range.

Household income

Thirty-four participants answered this question. Just over a third (12) had a household income of over \$100,000. Another third (12) reported a household income between \$25,000 and \$49,999. A quarter of respondents (8) reported an income between \$50,000 and \$99,999. Only two participants reported a household income of less than \$24,999.