



Nehalem Bay Transportation System Plan

Winter 2022 Online Open House Summary

Open House Overview

The purpose of this online open house was to share the list of possible transportation projects to be included in the Nehalem Bay Transportation System Plan (TSP) and collect community input on which projects will help meet the region's transportation goals.

The online open house (OOH) was accessible from the project website (nehalembaytsp.org) and ran from January 25, 2022 through February 28, 2022. During this time, the site received 157 views and 23 visitors responded to the survey questions.

The website content included:

- **Goals and Objectives:** Gave visitors an overview of the regional and city-specific goals for the TSP.
- **Regional Projects:** Reviewed the challenges in the region and provided the full list of recommended regional solutions.
- **Manzanita, Nehalem, and Wheeler Projects:** Reviewed the challenges in each city and provided a list of recommended solutions.
- **Next Steps:** Shared the timeline for the rest of the project and contact information for follow up questions.

Outreach Review

Advertisement of the online open house and community conversations were led by the cities and included the following:

- Posting of the flyer on city websites and social media platforms
- Promotion at local Council and Planning Commission meetings
- Posting of the flyer at City Hall and other local locations
- Publication on the North Coast BBQ website
- Publication in the Tillamook County Pioneer

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

- Word of mouth – 44%
- Email (other) – 28%

- Project website – 17%
- Email from a project partner – 6%
- Project flyer – 6%
- Newspaper – 0%
- Radio – 0%

Other answers included:

- Input requested from City of Wheeler as a project partner through my role on the Salmonberry Trail Foundation. Thanks for the great work!
- BBQ announcement
- North County Facebook group
- Facebook
- Manzanita Planning Commission Zoom meeting 1-24-22

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:

- Most respondents felt that the proposed project lists are generally supportive of the project goals, though various refinements were proposed. Only one respondent did not feel that the proposed projects for Nehalem and Wheeler would support the project goals, but did not explain why.
- The most popular project priorities tended to focus on improved regional bicycle and pedestrian enhancements. Citing missing walkways and increased vehicle traffic, projects that will improve pedestrian safety were described as particularly important.
- In Manzanita, trail and bicycle connections on Classic Street were particularly popular, along with completing trail connections in the Trails Master Plan.
- In Nehalem, bicycle and pedestrian enhancements on Thompson Road, a roundabout at US 101 and 7th, and pedestrian facilities on 8th and 9th Street were the most popular projects.
- In Wheeler, enhanced US 101 crossings, citywide sidewalk improvements, and bicycle lanes on US 101 were the most popular projects.
- Three of the four comments submitted through the project website while the online open was active called for improved bicycle and pedestrian connections between Manzanita and Nehalem.

Survey Responses

(Open ended responses are presented verbatim and have not been edited for spelling or grammar.)

Regional Projects

There were seven responses to the questions about regional transportation goals and projects. All of the respondents said that they think the list of projects will help achieve regional transportation goals.

Respondents were asked to select their top three priorities from a list of 27 projects. The following projects were identified as the top priorities based on the seven responses to this question:

- R1 – Nehalem Road Bicycle and Pedestrian Enhancements (5)
- R3 – Necarney City Road Trail Connection (2)
- R8 – Mohler Trail Connection (2)
- R16 – Nehalem Point to Nehalem State Park Bicycle & Pedestrian Connection (2)
- R13 – Oregon Coast Trail Realignment (2)
- R2 – Horizon Lane Bicycle & Pedestrian Enhancements (1)
- R4 – Evergreen Way Trail Connection (1)
- R5 – Tohl Avenue Trail Connection (1)
- R6 – Regional Circulator/Shuttle (1)
- R10 – Enhanced Transit Service (1)
- R11 – B Street Improvements (1)
- U9 – Widen US 101 Shoulders (1)
- U11 – US 101 Bridge Pedestrian Enhancements (1)

Three respondents shared additional comments:

- Creating safe non-motorized transportation will have this highest return on investment for residents and visitors. The area will continue to grow, and see larger influxes of high-season visitation. It will not be possible to accommodate this growth and maintain the sense of place with traditional transportation infrastructure.
These three priorities (R13, U11, and R8) and linchpin projects that will catalyze and incentivize non-motorized transportation in the area. Safe pedestrian and cycling access across the bridge is central to connecting Wheeler, Nehalem, and Manzanita via the Oregon Coast Trail and to the Salmonberry Trail. A water taxi is a great solution, but is secondary to pedestrian friendly infrastructure.
- The options were very confusing as they related to the map. For example, I don't even know what the classic street choice was, R13? The Necarney City road is the obvious choice for pedestrian safety for all the Nehalem bay state park traffic from the 101. The next obvious pathway from Nehalem Point Drive to Neptune Way and into the Nehalem bay state park. The NBSP is the most visited place and so deserves the most pedestrian access to and from points along the 101 which should be avoided by pedestrians all together.
- The R1 project should be the number priority. There are more and more pedestrians on that road who are put in harm's way by speeding vehicles. The speed limit should be reduced to 20 mph and a section of the road should be dedicated to pedestrians. The multiple blind curves are

particularly concerning. I very much support making Nehalem Road safer for pedestrians and bicyclists.

Manzanita Questions

There were 14 responses to the questions about transportation goals and projects in Manzanita. All of the respondents said that they think the list of projects will help achieve Manzanita's transportation goals, with 57% saying they thought the projects needed only some changes.

Respondents were asked to select their top three priorities from a list of 18 projects. The following projects were identified as the top priorities based on the 14 responses to this question:

- M2 – Classic Street/Gary Street Bicycle & Pedestrian Connection (12)
- M6 – Classic Street Bicycle & Pedestrian Connection (6)
- M1 – Complete Trail Connections (5)
- M3 – Sandpiper Lane/Puffin Lane Trail Connection (3)
- M10 – Bicycle Parking (3)
- M13 – Laneda Avenue Improvements (2)
- M15 – Manzanita Avenue Bicycle & Pedestrian Enhancements (2)
- M16 – 3rd Street/Lakeview Drive Bicycle & Pedestrian Enhancements (2)
- M19 – North Avenue Bicycle & Pedestrian Enhancements (1)
- M8 – Ocean Road Bicycle & Pedestrian Enhancements (1)
- M7 – Classic Street Extension (1)
- M11 – Parking Signage (1)

Ten respondents shared additional comments:

- Classic Street continues become busier each year, with the Highlands development adding increased usage daily to this already heavily used "very convenient shortcut". The mixed use by pedestrians, biking, regular and large construction vehicles on this under-sized shoulderless in places street is a major hazard, with out of town visitors often completely oblivious to the dangers. It is not a matter of if a serious accident but when.
- I live in Classic Street Cottages. I, and almost all of my neighbors walk to town on Classic, Dorcas, and Lenada Streets for recreation and local errands. We also walk south on Classic and up over Ridge Drive often to access the beach, trying to avoid visitor congestion on Lenada. I walk every day and in the last 3 years I have seen a noticeable increase in both volume and speed of cars, delivery trucks, and construction vehicles on Classic Street all the way from Manzanita Avenue down to Necarney City Road/Gary. The road is narrow, the shoulder areas are minimal and narrow, and cars go fast, using this as a thoroughfare. In my years here I've hardly seen bike riders, but pedestrians use it hourly. So I'm hoping the path to be built is for walkers and bike

riders can share the road with cars. To mitigate unsafe car travel a posted speed limit (20 or 25 mph) strictly enforced, would seem to be a critical piece. An example of a safe and thoughtful pedestrian walkway is the one on Necarney Boulevard. Walkers are protected from car traffic by a visible hedge barrier and the few bike riders there are seem to stay on the street. In contrast, the bike/pedestrian lane on Carmel is dangerously exposed to car traffic and I think inadequate.

I know people living in the Pine Development would like to see a safe pedestrian walkway that they can use to get into town. There's not much of a shoulder there and again, cars trying to get from 101 into Manzanita, drive fast on that road from the cut-off at the Shell station all the way up Classic and either down Dorcas or Laneda.

Although not mentioned in your proposed plan, Dorcas Avenue is another narrow, busy street with no sidewalks where cars and pedestrians must share the same space. I think more residents in my area go to the beach, post office and shops on Dorcas much more than Laneda. A sidewalk would sure be nice.

In conclusion, my concerns reflect the competition between motorized vehicles and pedestrians. Manzanita is unique among popular coastal towns because Hwy 101 doesn't dominate the commercial part of town. What luck that our 1 commercial street runs perpendicular to 101 and the beach and not parallel. So I'd like to see long range planning strive to reduce inevitable visitor car traffic into the Manzanita core. A pedestrian only zone on Laneda could be part of that vision. Maybe non-local cars during Friday through Sunday could be parked up by Hwy 101 and visitors could walk into town. Or perhaps the city owned site where a proposed future city hall is being considered could be used for car parking. Maybe growth is not inevitable. Maybe tourism and commerce are not as important as livability. Maybe it's not too late to save what is so unique about Manzanita.

Thank you for offering this platform for community input. I appreciate your work and efforts to keep Manzanita livable.

- I totally support independent bicycle/pedestrian lanes and am firmly against bikes/vehicles "sharing" lanes with stripping to protect us?
- I would split M2 into two parts, hence it showing up as 1/3 and 3/3. The north part (Classic down to Necarney Ciy Road) feels pretty scary to drive on and to walk on when people and vehicles both share the road. Speed limits are often exceeded, and in some places, it can be hard for walkers to get out of the way, especially when large trailers, RV's and big dump trucks need to share the same spot as oncoming traffic and a walker. The south part of M2 is also a noble cause, but due to high costs (and likely cross jurisdictions), that might be better to be handled at a county level and tie it into R3.

If I could put R3 in as my 2/3 project choice, I would do that as walking or biking that section is almost as scary as Classic.

I try every summer to run my lawn mower down both sides of a portion of Classic to keep the weeds down and to trim the black berries back giving people some safer options, though those areas can get pretty muddy, and they do not cover the whole length. In the last year or two, the city has done a good job bringing the mower around, which has been a big help to me on my quest.

A lot of people walk and ride bikes on this street. And with the new developments just approved, we will see more foot traffic as well as cars (though locals tend to drive slower than 'through' traffic)."

- M2 & M6 - There is an extremely popular walking loop that circumnavigates Manzanita Links to/from the city core, unfortunately there's no avoiding 'Deadman's Curve'. This curve on Gary Rd. between Classic St. and Dump Road is one of the most dangerous and unfriendly sections in Manzanita to walk through. There is no practical way around it when trying to walk to/from South Manzanita to the East side city core. State Park traffic with campers and boat trailers travel at speed through that section and there is little to no road shoulder for a walker to find comfortable relief. You need to be advised and aware if you try and walk a dog through that section.

M10 - For a tourist destination, its head scratching to understand why there is no accessible bike parking from the Library to the Visitor's Center."

- Sharrows should not be considered. Urban planners have long abandoned them for having no benefit.
- Suggestion to change Classic St to a one way going north. This allows emergency vehicle access, reduces traffic and allows for a bike and walking lane without additional costs. An area similar to Carmel designated for walking, etc. would reduce the daily hazard pedestrians face when on Classic.
- There has been consistent increase in traffic on Classic St from Leneda to Necarney Blvd/Gary in particular. It's used to get into town from Pine Ridge and other developments and for Park users coming and going into town. Now a large new development.....The Highlands is adding tremendously to traffic on Classic which is narrow, unstripped, without adequate speed signs or enforcement, and without any shoulders to speak of. Cars if they are coming both ways have to stop for pedestrians. It is used consistently by walkers and is quite dangerous for everyone. As avid walkers it is our top priority. Our second priority is also based on safety issues. The good walking trail on Necarney City Road ends at the Golf Course clubhouse. The section from there to Lakeview Dr. is on curves and is quite dangerous for walkers. Our third priority is Manzanita Ave which drivers use to avoid Leneda. They go quite fast, and there are no designated walking areas although it is used by walker extensively to get to and from the beach to town and beyond. One priority for us that does not appear on the plan are any enhancements to Dorcas Lane. Like Manzanita Ave drivers use it to reach the post office and downtown to avoid Leneda.

And it's used a lot by local walkers going to the beach, post office, library, shops and stores downtown. The street has no stripping and minimal shoulder area for walkers. It would be very helpful to the road marked, widened and have designated walking areas for walkers.

- These three projects are all substantial on their own in terms of impact very significant numbers of both residents and visitors, and taken together they would have a dramatic impact city wide on moving people around neighborhoods to the beach, the state park, and assorted destinations along the way, on foot or by bike.
- We have some ways of lessening danger to cars, bicyclists and pedestrians in Manzanita; 1) like Nehalem, limit parking on corners on Laneda to smaller vehicles. At Laneda and 5th, for example, a car turning left from 5th can't see westbound traffic on Laneda, very hazardous. Also, Public Works and Police Department are not keeping intersections clear. Examples at Laurel and 5th, and Laneda and Division illustrate that owners and City are not keeping vegetation cut back even to what regulations cover. Therefore, sight lines are impaired.

Nehalem Questions

There were 11 responses to the questions about transportation goals and projects in Nehalem. Over half of respondents said they think the list of projects will help achieve Nehalem's transportation goals (6, 55%). An additional 36% (4 respondents) said they thought the projects needed only some changes. One respondent said they did not think the list of projects would help achieve the transportation goals.

Respondents were asked to select their top three priorities from a list of 25 projects. The following projects were identified as the top priorities based on the 14 responses to this question:

- N20 – Thompson Road Bicycle & Pedestrian Enhancements (9)
- N7b – US 101 & 7th Street Roundabout (5)
- N3 – 8th Street Pedestrian Facilities (4)
- N2 – 9th Street Pedestrian Facilities (3)
- N16 – US 101 Safety Improvements south of Tohls Avenue (2)
- N1 – 9th Street Crossing Enhancements (2)
- N19 – Hugo Street Bicycle & Pedestrian Enhancements (2)
- N15 – US 101 Traffic Calming (2)
- N23 – 8th Street Pedestrian Facilities (2)
- N12 – Improve US 101 Sidewalks (1)
- N18 – Shared Parking (1)
- N6 – Tohls Avenue Bicycle & Pedestrian Enhancements (1)
- N10 – Enhance Nehalem Gateways (1)
- N21 – 9th Street Bicycle & Pedestrian Enhancements (1)
- N24 – US 101 & 7th Street Camera (1)

- N7a – US 101 & 7th Street Intersection Improvements (1)

Six respondents shared additional comments:

- 1. Needs paying attention for the pedestrians that commonly walk the area to two trails on Thompson Road, one on the Sammy's Place property to the City Park and the other that accesses the Estuary Trail that connects west to Manzanita. It is a big deal that TWO trails reside at the bottom of Thompson Road, so this is an important access point for walking and/or biking to Manzanita off of Highway 101.
- 2. The City of Nehalem should take the road back into its care, or, at minimum, you could create a maintenance agreement with the County to care for the road considering there will be more traffic down there someday and there is the common use of pedestrians and access to TWO TRAILS.
- Avoiding nehalem for pedestrians by using tohl and nehalem point drive to connect is the safest way through the area.
- Increased safety for pedestrians
- Request Thompson Road improvements creating a partnership between City & County to maintain road. Folks walk and drive there where recent waste cleanup of Sammy's Place site has created more interest; biking and walking paths along Hugo Street to keep pedestrian and bicyclers off HWY101; ensure safety around postoffice traffic.
- Unless a protected bike lane is installed, curb extensions only make riding a bike more dangerous.
- While not a Nehalem resident, I pass through downtown up to several times a week. Downtown is becoming a more appealing shopping district all the time, and 101 needs to act more like a Main Street than a State Highway. Slow the traffic, and enhance the world's most confusing intersection. If I understand N6 correctly, this would help with safety concerns regularly encountered by drivers from Manzanita to Nehalem who need to interact with bikers and walkers.

Wheeler Questions

There were eight responses to the questions about transportation goals and projects in Wheeler. It should be noted that based on the information provided by respondents at the end of the survey, no residents of Wheeler participated in the survey. Three respondents said they think the list of projects will help achieve Wheeler's transportation goals and an additional three said they thought the projects needed only some changes. One respondent said they did not think the list of projects would help achieve the transportation goals and one respondent was not sure.

Respondents were asked to select their top three priorities from a list of 27 projects. The following projects were identified as the top priorities based on the eight responses to this question:

- W2 – Enhance US 101 Crossings (5)
- W1 – Citywide Sidewalk Improvements (4)
- W6b – US 101 bicycle lanes (4)
- W4 – Railroad Crossing (2)
- W3 – Gateway to Wheeler (2)
- W11 – Vosburg Creek Pathway (1)
- W6a – US 101 Sharrows (1)

Three respondents shared additional comments:

- Investment in the Salmonberry Trail, paired with improved 101 crossings will address multiple solutions included in this menu. Paired with city sidewalk improvements, this would allow pedestrians and cyclists to move through Wheeler either on the east side of 101 with immediate access to businesses and residential areas, or to move through town on the Salmonberry Trail and cross safely between the two.
- Sharrows should not be considered.
- The curve just to the east of Depot Street on 101 is extremely hazardous for those turning left (east) out of Depot Street. Cars are accelerating to over 45 mph going south out of Wheeler, and there are willows that need to be cut back on a regular basis on the north side of 101 at that point.

Demographics

Where is your primary residence?

18 responses.

- Manzanita (9)
- Nehalem (3)
- Wheeler (0)
- Bayside Gardens (1)
- Elsewhere, near the project area (4)
- Elsewhere, far from the project area (1)

Race/Ethnicity

All of the 11 participants who responded to this question identified their race/ethnicity as White.

Languages spoken at home other than English

No respondents answered this question.

Age

12 responses.

- 35-44 (1)
- 45-54 (4)
- 55-64 (2)
- 65+ (5)

Household income

9 responses.

- \$35,000-\$49,999 (1)
- \$50,000 - \$74,999 (4)
- \$75,000-\$99,999 (1)
- \$100,000 or more (3)

Additional Comments

In addition to the survey, the following comments were received on the Nehalem Bay TSP website between August 2021 and March 2022.

- Would love to see dedicated pedestrian/ bike trail connecting Manzanita with Nehalem and Wheeler!
- This comment regards bicycling on Necarney City Road. Perhaps you can include this in the discussion on your open house this evening.

Yesterday I had an incident with a truck on this road. I was just riding my bicycle heading up that twisty blind S-curve, when a truck with oversize tires passed me on the blind section, halfway over the double striped line, and then slowed to yell out, still on the blind curve: " get off the Bleep road you bleep bleep fat ass bicycle!" It really shook me up.

This route is really the only way to connect Bayside Gardens area to Manzanita and the beach and I bicycle this route almost every day. This dangerous road has no shoulders, inadequate signage, dangerous to bicyclists and pedestrians. It is heavily traveled by RVs, trucks, construction vehicles, boats, and the like. A separated safe path for us is necessary. My 2¢. Thank you.

- Is there any way to prohibit large RV's from driving up & down Laneda? It's dangerous. If they could park somewhere & walk Laneda. It's a small town & easy to walk around.
- Hi. I love to see a walking / biking path along Classic Street from Dorcas south towards the state park.

Also - A walking / bicycle path from Manzanita to Nehalem.



Both of these heavily travelled areas have increased visitors - car traffic / trailers- motor homes heading to the state park. A safe way to travel by foot or bike would be greatly appreciated & Thanks for the opportunity to share.