



Newport Transportation System Plan (TSP) Update Stakeholder Interview Summaries

Update 12/08/20

Purpose

Between January and October 2020, JLA Public Involvement conducted the following stakeholder interviews to gather insights from representatives and community members on general transportation needs in Newport and surrounding areas. Feedback from these interviews will help inform, guide, and prioritize future transportation investments, programs, and policies for Newport.

Key Themes

A number of key themes arose during the interviews, including:

- Roads need **improved maintenance**; repairs should increase safety and visibility issues, as well as reduce physical stress to vehicles and bikes
- Increase **bikes and pedestrian safety and facilities** (i.e. completed/connected sidewalks and bike lanes, crosswalks, shoulders, etc.)
- Address **parking issues**: lack of parking near businesses, seasonal and time of day parking conflicts, and unsafe parking (i.e. width of lanes and parking spots resulting in conflicts with traffic and damage to parked vehicles)
- Increase **transit access**, frequency, availability, and awareness (i.e. signage to identify bus stops and marketing to inform people of transit options)
- Address **Yaquina Bay Bridge issues** (i.e. bike accessibility, congestion, closures, potential opportunities for shuttles or ferries, bypass routes, height restrictions, etc.)
- **Improve signage** throughout Newport to help direct people to destinations, alert drivers and other road users of potential mode conflicts and speed reductions, reduce instances of people getting lost, etc.)
- **Reduce congestion** on US 101 and Hwy 20
- Improve **traffic flow** at signals/intersections; provide easier access to/from feeder streets to highways
- Address **conflicts between modes** (i.e. pedestrians/bikes in the ROW, lack of transit pull outs obstructing traffic flow, width for freight access on local streets, etc.)
- Address **seasonal congestion and parking** issues
- **Transportation that supports development** (i.e. roadways to new developments, new transit stops, implementation of bike and pedestrian facilities, parking, etc.)
- **Partnership with the City** (i.e. better communication and involvement with community, businesses, and other regional government entities to support improved transportation)



- A number of participants suggested including “**innovation and technology**” as a new transportation-related topic, and providing Electric Vehicle infrastructure and support for future improvements
- Create an **economically vibrant** downtown core.

Interview Summaries

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Rob Weinert Interview

Friday, January 24, 2020 8:00 AM

Rob works for the Road and Driveway Company in Newport.

- *What do you think is working (and/or not) working with Newport's overall transportation system?*
 - For the main roads, Hwy 20, Hwy 101, and Harney (where our yard is located) the layout is fine. The streets are beat up; a lot of city streets aren't properly paved. If there's a surface transportation preservation program in place, it's not working. The city needs to address maintenance before new construction. The lack of proper paving is ruining vehicles. Newport needs to take care of what is in place before putting together new projects.
 - On Hwy 101 there are four lanes, which works well, and a separate turn lane. Hwy 20 does not have this, and the intersection at Hwy 20 and Hwy 101 gets stacked up at the lights.
 - At southwest Herbert street and Hwy 101 there's no traffic sensor, or it's broken.
 - The Yaquina Bay Bridge is a bottleneck and is a structurally deficient two lane bridge. If you have an oversized load you shut down the bridge. Newport has grown out of it.
- *What do you think are the main challenges related to traveling in and around Newport and surrounding areas?*
 - There are a lot of mid-block crosswalks which is dangerous, especially near Hwy 101. As a truck driver it makes him nervous; people aren't visible in a rainstorm or are darting around. It gives pedestrians a false sense of safety. There are also a ton of transients that dart out in the middle of the highway.
 - Cross walks are fine at lights. Tourists don't pay attention to the blinking light.
- *Which transportation issues do you think community members care about the most?*
 - Having smooth, quiet, well-maintained roads that are safe. Also keeping noise pollution to a minimum.
 - If there are going to be the addition of bike lanes, they need to be designed to really accommodate bikers (he supports biking).
- *What solutions do you think could provide a better and/or safer experience for people who walk?*
 - A pedestrian tunnel on the north end of town for better crossing at Hwy 101 or a pedestrian bridge (also could be useful on Hwy 20) to reduce exposure to traffic.
- *What area in Newport or surrounding truck routes do you and/or your drivers usually drive through?*
 - Highway 101, Highway 20, Yaquina Bay Bridge.
- *In general, how would you rate the overall truck access or truck routes in this area?*
 - Neutral/Poor. John Moore is an important truck route for the economy and there are limitations (e.g. the fish industry is huge here).
- *What and where are the main challenges for freight drivers in Newport? How do drivers usually deal with those problems?*
 - Driving cautiously. He has to go slower than the posted limit and watch out for pedestrians via defensive driving. Avoiding potholes is also challenging.



- *Do drivers usually feel safe driving in Newport? Please explain your answer.*
 - He would be concerned about having his car damaged by Newport roads. There needs to be more road maintenance. Safety is generally ok because of speed. Some drivers are distracted so it's important to drive defensively.
- *What and where are the main challenges that people usually experience when commuting, parking, walking, biking or rolling to access your place of business?*
 - Congestion from school traffic close to the school.
- *Do people usually feel safe parking near your business? In Newport more broadly? Please explain your answer.*
 - Yes, it's well lit near our business. For Newport on a broad range, no: transients can be violent. There needs to be more lighting.
- *As a business representative, what recommendations do you have for how to make our transportation system safer for drivers, bikers, and pedestrians?*
 - More lighting, properly maintained lines on the road to make them more visible, and paving the streets. The vehicle maintenance issues related to road maintenance is closely related to the health of the economy.

Abraham (Abe) Silvonon Interview

Friday, January 24, 2020 10:00 AM

Abe works in the city center and is primarily interested in freight/truck routes, business, and property development issues.

- *What do you think is working (and/or not) working with Newport's overall transportation system?*
 - Newport proper is fairly work and truck friendly. There are some unpaved roads but for the most part there are not many logistic issues. At West Olive Street (the meeting of Hwy 20 and Hwy 101) the infrastructure is old and it has lots of congestion, especially at peak hours. Yaquina Bay Bridge is a huge issue. It doesn't support the need and gets shut down for any number of reasons which causes traffic.
- *Which transportation issues do you think community members care about the most?*
 - Parking issues in populated areas and downtown.
- *What area in Newport or surrounding truck routes do you and/or your drivers usually drive through?*
 - Predominantly Hwy 101 and Hwy 20. He likes John Moore. They work well and there are plenty of room for trucks.
- *Do drivers usually feel safe driving in Newport? Please explain your answer.*
 - The downtown area has bottlenecks. When people park on the street they risk losing their mirrors (this happens all the time). Mostly regular drivers are the ones knocking mirrors off because it's too narrow for the modern vehicles. Safety is also an issue. Drivers have to really focus because of the narrow streets. There are no medians. It can also impact businesses because customers won't park near Hwy 101 (his business is on the corner). People won't come by if they don't want to park there.



- *As a freight driver, what recommendations do you have for how to make our transportation system safer for other drivers, bikers, and pedestrians?*
 - Newport doesn't have bike lanes in this area. It's not very bike or pedestrian friendly at all. There is one on Oceanview but that's even scary for people because they're forced to ride in the lane of travel. Streets could be widened, especially 14th to 15th street on Oceanview.
 - Pedestrians also get hit. They installed new lighted crosswalks that help drivers with big flashing lights which has improved this. Newport needs more of them. There needs to be one on Hwy 20 near the school.
- *What and where are the main challenges that people usually experience when commuting, parking, walking, biking or rolling to access your place of business?*
 - Mostly parking and the narrowness of the roads. The north stretch is beautiful: it is wide and has a center median turning lane.
- *Do people usually feel safe parking near your business? In Newport more broadly? Please explain your answer.*
 - Congestion as well as parking is the issue.
- *As a business representative, what recommendations do you have for how to make our transportation system safer for drivers, bikers, and pedestrians?*
 - The city should eliminate one side of parking so streets can be wider and consider one-way streets. Currently there is not enough room for sidewalks.
- *What type of property development/real estate planning do you work within?*
 - Everything, mostly small scale (don't do large scale commercial, mostly small residential and commercial). He works on remodeling and owns/operates some of the buildings in Newport. He has a small chain of furniture and mattress stores and also buys and sells residential real estate.
- *What are ways that the transportation system could positively or negatively impact development?*
 - His businesses are pretty intertwined. He is pro-development but at the same there's a huge economic impact from implementing transportation improvements from construction. There's a short-term economic impact. Small hobby businesses probably can't survive that.
- *(Beyond what we have already discussed) Do you have other ideas or solutions for how to make transportation and travel better in Newport?*
 - The Yaquina Bay Bridge is beautiful and awesome. There's a direct line between NOA facilities and the OSU facilities. The city could build a bypass from those facilities to John Moore Road at the right height (a four-lane bypass) which would eliminate a lot of downtown traffic. A bypass bridge from Marine Science Drive over everything would be a huge economic feat. Four lanes would make it safer and would also be great for emergency vehicles. It would be helpful to be able to bypass Newport to get to the east county.
- *What outcomes related to the transportation system plan are you interested in? From your perspective, how will we know that the Plan has been successful?*
 - Focus on making more bike paths and pedestrian paths. They bring more people in and there's a huge following these days. Newport is not bike friendly enough, and not attractive to bikes and pedestrians.



- It also needs to reduce accidents, both property and personal, so there's better traffic flow and less congestion.
- *Are there other people or groups that would be interested in this project? (Get contact information)*
 - There is conflict of interest in city and county government. Every cool project that never occurred or did was hard to get done. There is a lot of red tape and hassle, even with state projects. Things should be fast tracked with less regulation. Let the good people do the good work they can do.

Ty Hillebrand Interview

Wednesday, January 29, 2020 10:00 AM

Ty works for Central Lincoln People's Utility District as the Director of Engineering and Operations. He commented on Pedestrian travel/street crossings, ADA facilities, and travel, and property development.

- *What do you think is working (and/or not) working with Newport's overall transportation system?*
 - For what is working, there are high visual warning signs along Hwy 101 for pedestrians which has helped with safer crossings. Would like to see more as some places along the road are not well lit.
 - For what isn't working, Hwy 101 has width constraints so northbound and southbound are only able to move one car a time. There are alternative routes because the light cycles will take a while but that forces traffic into higher tourist areas such as Nye Beach.
 - Parking issues exist in high tourist density areas which makes it a challenge during certain times of the year to do our work, especially on the Bayfront. Sometimes we'll go down the night before to block off parking and people will move the cones. There is a need for parking options in the Bayfront area.
 - Nye beach area can be a challenge because it's busy. As residents we stay away from it or walk or bike to this area. We try to avoid working in those areas in the summer months but sometimes it's not possible.
 - There is a lot of work to do in this town to make it safer for bikes and non-car traffic, such as better sidewalks and crossings for Hwy 101. It's unsafe for bikers in the community riding through high traffic areas and there is lack of bike facilities or designated bike lanes. In the summer there are a lot of close calls with conflicts along the main corridors: Hwy 101, the coast route through Nye Beach and the Bayfront.
- *Which transportation issues do you think community members care about the most?*
 - From a community standpoint, most people would say car travel or businesses and property development issues. A lot of people comment on how busy it gets during the summer or peak times (spring break and winter break) which keeps them away from the busy areas. Now it feels busy almost the whole year which is good for the economy but can be an issue for people who live and work here on a regular basis. People also talk about the lack of property development



opportunities within the city and the housing crisis that makes housing unaffordable for many.

- *What and where are the main challenges for people who walk in Newport? How do people usually deal with those problems?*
 - The city is actively addressing putting pedestrian facilities where it currently needs work, along with added lighting and crossings. For the most part it is working. What's not working is mostly where there aren't pedestrian facilities installed: no sidewalks or paths in mainly residential neighborhoods. They are lower volume roads but still experience high speed traffic or low visibility at points. A lot of our sidewalks around town have obstacles like power poles or transformers the city has built around which could be difficult for those who have mobility difficulties.
 - In addition to trying to figure out the transportation issues we're trying to build a system that meets our customer needs and that is built to withstand earthquakes. Some people want to put it power poles underground, but that doesn't solve for earthquakes. We have to think about options and how we can move those poles to make it easier to walk and still serve the area.
 - Hwy 101 is going to be a hard discussion with Newport because they want to go underground with those facilities but that's a main feeder for those critical facilities to be functional.
 - In general, people feel safe walking here, other than those areas without pedestrian facilities.
- *What and where are the main challenges for people who use mobility devices or ADA facilities in Newport? How do people usually deal with those problems?*
 - Similar to pedestrian issues, the city mostly does a good job here, but some areas don't have ADA facilities or have not been updated to current standards. There are obstructions. The city is active in installing those facilities. He doesn't see a lot of individuals with disabilities that are using facilities for travel.
 - The town is not laid out to do a one stop errand run. He does not use local transit but does have one employee with disabilities that uses transit instead of driving and he is happy with it.
- *What solutions do you think could provide a better and/or safer experience for a ADA accessible modes of travel?*
 - Visibility. In a busy town with lots of car traffic, finding ways to make those travelers visible and alert people they're there is important. For the Farmer's Market, people use orange flags to direct traffic.
- *What other comments do you have about the City's transportation system?*
 - As planning is taking place to do work in an intersection it's important to have the utility people involved in the discussion who understand the approach. A lot of times we're told to move and we can't. We've had a lot of experience with being not involved or late to the discussion and then told to move within 3 weeks. We have our own workforce and resource restrictions; we are a community partner.
- *What type of property development/real estate planning do you work within?*
 - As an electric utility company we provide power, and as the city is planning to open up other areas it's important that we have the capacity to serve the



- additional modes and needs for electricity that are planned for those areas. We are community owned and take pride in being able to provide for our customers.
- There's a balancing act. If we put in new development, our lines have to support that additional load and we have to make sure we have capacity at our sub stations. We need to get the materials, which takes time. We're seeing wait times of up to 18 months and a lot of times we're relying on other utilities for spares. The city needs to involve utilities in the planning process for new developments so it's possible to provide those electrical needs.
 - *What are ways that the transportation system could positively impact development?*
 - Knowing what is the long term plan for trans corridors. We don't want to plant poles or transformers if they will be removed by a planned road. Sometimes the city seems uncertain of where a road is going to go but customers will need electricity and would like to not have to move them multiple times.
 - Then planning enough room for our facilities is really important.
 - He knows the city staff fairly well. There was one project where he relocated a pole for a third time. It happens and it's discouraging for crews and managers when trying to keep costs down.
 - *(Beyond what we have already discussed) Do you have other ideas or solutions for how to make transportation and travel better in Newport?*
 - There is potential for improvements in electric vehicle (EV) infrastructure. We don't have a lot of opportunities for people who drive EVs to charge. There are improvements that could help push towards that tech being more widely adopted and reducing the carbon emissions.
 - The city has done an outstanding job around the transportation planning for the seafood and wine festival. As other festivals and events are planned in the community, this may warrant a discussion about having the same kind of transportation provided as well.
 - *Are there other people or groups that would be interested in this project? (contact information)*
 - Pacific Seafood for fish packing. They have issues with parking for employees and trucks traveling in town/down the Bayfront.
 - Tomas Follett for biking related issues (mountain biking): tomas.follett@oregonstate.edu, (541) 272-2510.
 - School board members about pedestrian facilities and transportation routes for the schools. Need to include the schools. Ron Beck.

Mike Richards Interview

Wednesday, January 29, 2020 1:00 PM

Mike is the Acting Postmaster for USPS at the Newport Branch and discussed primarily pedestrian travel/street crossings and property development issues.

- *What do you think is working (and/or not) working with Newport's overall transportation system?*



- For what's working well, the lighting system (i.e. stop lights) seem to work. At Hwy 101 the pedestrian lights are good and signals are well-timed for flow. For what's not working well, congestion is an issue on Hwy 20 and Hwy 101.
- No issues with parking other than mailboxes being blocked by parked cars. The specific issue is parking in front of the library. It is dangerous for pedestrians and people crossing the street in the middle. There is a visibility hazard.
- *What do you think are the main challenges related to traveling in and around Newport and surrounding areas?*
 - Stop sign visibility. Example: Harney way. The Hag Holmes development exit and retirement community is at a curve. People don't know about the stop sign and blow through it. The housing community at NW 55th street and 60th street has multiple uncontrolled intersections.
- *What and where are the main challenges for people who walk in Newport? How do people usually deal with those problems?*
 - Besides crossing at the library, it works well. Most places have sidewalks or ability to access where you want to walk. He is otherwise not concerned about safety as a pedestrian.
- *What type of property development/real estate planning do you work within?*
 - Access to in and out of the larger developments such as apartment complexes.
- *What are ways that the transportation system could positively impact development?*
 - Having stop sign warnings.
- *What are ways that the transportation system could negatively impact development?*
 - Unsafe access and congestion.
- *What outcomes related to the transportation system plan are you interested in? From your perspective, how will we know that the Plan has been successful?*
 - Safer for the pedestrians and reducing conflicts between transportation modes.
- *Are there other people or groups that would be interested in this project?*
 - Postal service

Janet and Steven Webster Interview

Thursday, January 30, 2020 8:30 AM

Janet and Steven Webster are Front Street Marine/Bayfront stakeholders who discussed pedestrian travel/street crossings, public transit, car travel, freight/truck routes, business, and property development issues.

- *What do you think is working (and/or not) working with Newport's overall transportation system?*
 - Nothing is working well; some things are working marginally. They live on Bay Boulevard, which has pros and cons. Bay Boulevard, people tend to focus on Hwy 20 and Hwy 101 as the major arteries. Bay Boulevard is a major commercial route and heavily used by tourists for retail. It's only two lanes and has a lot of parking issues.
 - The city grew up around Bay Boulevard. There is heavy truck traffic right next to tourists. It makes it unique, but it makes it problematic for business on the



Bayfront. The city has pivoted toward tourism and neglected the businesses and commercial areas.

- There has to be some segregation of vehicle use and parking to reign in behaviors like looking at truck traffic through the Bayfront so it's not hazardous to other users. SE John Moore Drive is used by truck drivers. There is a lack of vision. It needs to be more creative.
- Traffic coming from the south of Olive Street makes it difficult to cross. There's a steady stream of traffic. The city would be well served by a couplet looking at the experience of Philomath. Made a redevelopment of the central business district more effective than it was and is a glowing example of improvement.
- First street is unpaved and heavily trafficked and is often used as a detour.
- As you go north on Hwy 101 there are only a couple streets that can actually cross. Traffic volumes on Hwy 101 increase every year and are unmanageable.
- Walking as a pedestrian is challenging. There have been some improvements but they would like to see a better sidewalk plan of routes that people regularly walk and that should have sidewalks. Prioritize access and safety.
- *Which transportation issues do you think community members care about the most?*
 - Most people drive and want to get to their destination easily. Needs to be less traffic and better flow through. Alleviate unnecessary congestion.
 - Trucks are longer than parking spots which leads to obstruction of lands and creates traffic (diagonal parking on Bay Boulevard).
 - The timing at the stoplight on 32nd has an issue; the signaling doesn't work and it's not timed correctly.
- *What and where are the main challenges for people who use transit in Newport? How do people usually deal with those problems?*
 - People who commute to work could have a better shuttle service, for employees to Bayfront. Public transit is one option but an issue is cost, routes, accessibility, location, and timing. Schools have a bus system, but how do they integrate with the county system? There is a locked route and a lot of kids don't use it so there's subsequent congestion. Public transit is safe (it's relative).
- *What type of property development/real estate planning do you work within?*
 - Seafood
- *What are ways that the transportation system could positively impact development?*
 - We have a parking district. We could look at closing Bay Boulevard like the diamond district in Antwerp. Use signage to prevent people from using Bay Boulevard. Turn Bay Boulevard into pedestrian-only other than truck traffic for certain hours a day. Lead to behavior changing by restricting the type of traffic on Bay Boulevard. From a safety point of view, pedestrian behavior has to be encouraged by maintaining crosswalks and having enough of them and identifying where people have to cross.
- *What are ways that the transportation system could negatively impact development?*
 - Redevelopment of the transportation system would be a positive because the assumptions would be that it would work better for all.
 - A downside of increasing flow tends to increase speed which is already an issue.
 - Need to consider alternative routes for traffic than Hwy 20/Hwy 1010, but that also puts pressure on smaller streets.



- The city needs to think about how many visitors we can accommodate. There's a certain saturation point. What is the optimum number of visitors? Must factor in geographic constraints of the area and balance the flow of visitors.
- *(Beyond what we have already discussed) Do you have other ideas or solutions for how to make transportation and travel better in Newport?*
 - Look at left-hand turns on Hwy 101.
- *What outcomes related to the transportation system plan are you interested in? From your perspective, how will we know that the Plan has been successful?*
 - Looking for vision rather than small fixes and thinking ahead many years.
 - The couplet on NE 1st/Olive Street would be an enormous improvement.
 - Better pedestrian crossings for getting across Hwy 101 or Hwy 20. Look at tunnels or bridges. Traffic here is bad and pedestrians are at risk.
 - Better resolution for Hwy 20 Harney and the John Moore intersection.

Carrie Lewis Interview

Tuesday, February 4, 2020 3:00 PM

Carrie is the President/CEO of the Oregon Coast Aquarium and discussed primarily pedestrian travel/street crossings, bicycle travel, and public transit.

- *What do you think is working (and/or not) working with Newport's overall transportation system?*
 - She has lived here for over 20 years and has seen very little change. She's pleased to see the changes that are happening and this effort. With the flashing pedestrian lights put in because people had been getting hit, there have been vast improvements. Not sure if it's in the plan to install these down Hwy 101.
 - Need better sidewalks and paved streets. Residents pay a lot in taxes. We want our kids safe and the roads are in bad shape (potholes, etc). Would like to walk along Bayfront and Nye Beach area.
- *What do you think are the main challenges related to traveling in and around Newport and surrounding areas?*
 - As a resident it's seasonal. There is congestion on Hwy 101 in the city center area. Residents take all the back streets. City center is narrow and sometimes you have to wait through three or four or five light cycles. There should be feeder roads people know about. For visitors she's heard comments about how they can't believe the traffic. Congestion is an issue or if there's an accident on the Yaquina Bay Bridge. The giant RVs congest narrow streets and restrict parking. Need to provide parking areas.
 - The Bayfront is a working Bayfront for industries, with the visitors coming in and the narrow streets with all the parking, there's not enough parking for the fisherman.
- *Which transportation issues do you think community members care about the most?*
 - For the older generation, there is a need for transportation set up for the elderly to get to appointments. Walking here is treacherous because of lack of sidewalks. Need to accommodate people with kids.
 - Lack of parking on Nye Beach and the Bayfront



- *What and where are the main challenges for people who walk in Newport? How do people usually deal with those problems?*
 - People take their life in their hands when they want to cross Hwy 101. There needs to be better signage to help people know where they're going.
- *Do people usually feel safe walking in Newport? Please explain your answer.*
 - Yes, aside from Hwy 101, areas are well lit on Bayfront and Nye Beach.
 - Could help to put in a crosswalk sign to make pedestrians and drivers more aware of foot traffic.
- *What solutions do you think could provide a better and/or safer experience for people who walk?*
 - It would make sense to make Hwy 101 a one-way street and then make the next street the opposite direction, and then put in a roundabout to reduce traffic congestion. As the population increases, we need to do something about congestion in that area for students and employees.
 - No RVs or special place for RVs to park. The city of Sisters had an RV issue. You don't want to alienate them, but it's an impact and a deterrent.
 - She expressed worry about the lack of symbiotic relationship between transportation and property development. The Yaquina Bay Bridge is a problem. A water taxi might be a good idea for a solution to the issues with the bridge.
- *What and where are the main challenges for people who ride bicycles in Newport? How do people usually deal with those problems?*
 - We're one of the stops on the OCBR and the biking industry is huge. We have a place to lock up bikes. The city has a bike/pedestrian committee and she is in favor of improving the cyclist experience to make it easier and identifiable. There are not designated lanes, but there's also isn't any room for this. Don't see many bikes on Bayfront because of the congestion and narrowness. The Yaquina Bay Bridge is also problematic.

Bill Kucha and Associates Interview

Tuesday, February 11, 2020 2:00 PM

This interview included Mike Boroili and Mitch Gould as Climate Action Plan Advocates. Topics discussed were pedestrian travel/street crossings, bicycle travel, public transit, car travel, and freight/truck routes.

- *What do you think is working (and/or not) working with Newport's overall transportation system?*
 - Need total electrification of the fleet and more electric car facilities such as charging stations.
 - When you get south of town crossing the Yaquina Bay Bridge, the bike lane is basically non-existent which doesn't feel safe. Need expansion on either end of town. Highway 20 for bikes doesn't allow enough space. Going east needs reasonable bike lanes; he would increase. Discussion about making Hwy 101 separated into northbound and southbound traffic which is a good idea.
- *What do you think are the main challenges related to traveling in and around Newport and surrounding areas?*



- There are rough sections on the road that need to be maintained on Hwy 101.
- The flashing beacons give some notice that someone is crossing, but the way it's set up now the lights are on the outside of the road and sometimes they aren't seen. They should be overhead so they are easier to see. These can also be blocked by large trucks.
- Considering the environment there needs to be more and better public transit. Lincoln county transit doesn't seem obvious. Vision of that mode being a viable option for travel between Lincoln city and Newport so people can ditch their cars.
- There is a cluster of small communities ranging down the coast so some sort of transit that regularly moves between Yachats to Lincoln city that is frequent and reliable would be good. People would take that public transportation if it were better.
- Increase the usage of public transit. It doesn't seem full. Make it free for seniors and students and low-income people and communities.
- *Which transportation issues do you think community members care about the most?*
 - American people want convenience for their cars. This group does not endorse that.
 - They want to get people onto electric bikes. It gets people further with less range anxiety. Need adequate bike lanes and bikeshare programs.
 - Parking and transportation in town during high season. Could have seasonal use for transit and share programs and make a loop for transit during the summer. Have a major parking facility.
- *What and where are the main challenges for people who walk in Newport? How do people usually deal with those problems?*
 - Access is pretty good. The crossings aren't set up to be visible and there are not as many flashing lights as there should be. Getting around town by foot seems pretty good.
- *What and where are the main challenges for people who ride bicycles in Newport? How do people usually deal with those problems?*
 - The Yaquina Bay Bridge. A lot of people don't walk their bikes across. Those that ride their bike across reduce the flow of traffic which is dangerous. Portland's bike facilities are better for both drivers and bikes. It's safer. Need to implement the green boxes and make it more seasonal. People won't be using bikes as much in the winter so increase in the summer months.
- *What solutions do you think could provide a better and/or safer experience for people who ride bicycles in and around Newport?*
 - Have one walkway on the Yaquina Bay Bridge for bikes and one for pedestrians. The idea is to make it easier for bikers. Provide a cable to hook up bikes to get across and have riders meet their bikes on the other end.
- *What and where are the main challenges for people who use transit in Newport? How do people usually deal with those problems?*
 - There isn't a night service which is excluding to some riders. Needs to run later, especially in the tourist season. Would improve it if they had a local bus that was more frequent. South Beach State Park needs better connection, in all directions. Have more information available (like a phone app).



- People generally feel safe using public transit.
- *What solutions do you think could provide a better and/or safer experience for transit users?*
 - If the bill 1530 approves a carbon tax that will generate revenue and 80% will go to cities, but 20% will be left over for energy efficiency. ODOT needs to know/plan for this.
- *What other comments do you have about the City's transportation system?*
 - Electrify the bus fleet. Portland has experimented by testing electric buses. The drawbacks wouldn't be an issue in our region because of cold weather and slopes which wouldn't be a barrier at the coast. Need quick charging stations for cars. Electrification has health improvements and reduced emissions. It also radically slashes maintenance and noise pollution. It's cheaper in the long run.
 - Need more connectivity to the buses inland and better signage of bus routes. Catching a bus inland is problematic because they're not frequent and information is hard to find. It's hard to get to the train station without using a car.
 - The city needs to be mindful of freight emissions and motorcyclist noise pollution.
- *What outcomes related to the transportation system plan are you interested in? From your perspective, how will we know that the Plan has been successful?*
 - All electrical vehicles that are quiet, and free public transit.
- *Are there other people or groups that would be interested in this project?*
 - Martin Desmond

Cynda Bruce Interview

Tuesday, February 18, 2020 2:00 PM

Cynda works for Lincoln County Transit and discussed pedestrian travel/street crossings, public transit, bicycle travel, and car travel issues.

- *What do you think is working (and/or not) working with Newport's overall transportation system?*
 - Having safe crossings for people to get off public transit is important, especially at stops near the highways. There should also be bike racks on all buses to encourage alternative transportation so people using the bus can take their bike places.
 - Newport is the hub of Lincoln county transit. The Lincoln city loop and dial a ride. Attempts to include transit in the conversations around development and housing are increasing and improving.
 - Newport needs bus stop signs installed. Bus stops are not marked. Public works staff should help with this. With the STIP, Lincoln City is the only transit provider. Newport should partner. This is not something that STIP should fund. The City of Newport does contribute to the loop but not to the signs and shelters. We could do a grant for the signage but not the installation and permitting. There are no shelters or lights other than at city hall. There needs to be shared responsibility and partnership with the city.
 - There are also new housing developments in Agate Beach. Contractors put in the pull outs and shelters but it needs to be maintained.



- *What do you think are the main challenges related to traveling in and around Newport and surrounding areas?*
 - Highway 101. It's very highly travelled and is narrow most of the way. There is high traffic and that's where the highway crossings stick out. Drivers cringe at letting people off at stops where it's unsafe and worry about passengers. Students as well. People are hurrying and not paying attention. Also disabled population. Needs to be clear cross signs.
- *Which transportation issues do you think community members care about the most?*
 - As it relates to public transit: people want more frequent service between the hubs and a sense of intercommunity.
- *What and where are the main challenges for people who walk in Newport? How do people usually deal with those problems?*
 - Over time it is getting better. There are constant improvements. Hwy 101 is the main challenge because it is so busy and congested. People get road rage.
- *What and where are the main challenges for people who bike in Newport? How do people usually deal with those problems?*
 - We are very multimodal solution-oriented. Moving bikes on buses to prevent safety hazards.
- *What and where are the main challenges for people who use transit in Newport? How do people usually deal with those problems?*
 - For a rural city with a population as it is, the public transit availability is exceptional. The city loop hours are good, the origin to destination dial a ride is good and operates weekdays. We work with ODOT and Trillium and have an app for riders to use. It's frequent enough; there isn't enough funding for more busses. Beta Beach shuttle helps with parking issues.
 - One challenge is the demand for CDL drivers. Lack of drivers with the proper training and mandatory licensing. There can also be frustration from new users and tourists. People will call asking where to stand because of lack of signage. Newport is the worst for signage. City needs to help with signage.
- *Do people usually feel safe using public transit in Newport? Please explain your answer.*
 - Yes, our drivers are well trained and have a good safety transit record. People seem to take pride in the service.
- *What solutions do you think could provide a better and/or safer experience for transit users?*
 - Better lighting at a couple key stops.
- *What outcomes related to the transportation system plan are you interested in? From your perspective, how will we know that the Plan has been successful?*
 - Signage for bus stops. This would show me the support that the city has for public transit. The support is there but they're missing this, plus assistance with installment. Reimbursement for everything involved aside from installment.
- *Are there other people or groups that would be interested in this project?*
 - Linda Neighbauer worked closely with the city on beta beach and the Newport loop. She's on the STIP committee and a part of the Nye Beach community. Wendy Engler leases a trolley for the summer months.



Rob Thompson Interview

Monday, February 24, 2020 11:00 AM

Rob works with Thompson Sanitary and primarily discussed pedestrian travel/street crossings, bicycle travel, car travel, and freight/truck routes issues.

- *What do you think is working (and/or not) working with Newport's overall transportation system?*
 - The crosswalks north of Hwy 101 work well. They have a dedicated light signal and hard curb in the center that allows vehicles to move forward once the pedestrian makes it to the island. Daniella Crowder worked hard on those. Another intersection that works well is east Olive Street on Hwy 101. The realignment and the adding of the left turn lane and Hwy 101 merge lane work well. It helps get traffic from the uptown area.
 - There are issues with parking in uptown, which is narrow. Drivers knock off mirrors at the light in the Mazatlán area. At Herbert SW and Hwy 101 there are about four blocks that are really tight.
- *Which transportation issues do you think community members care about the most?*
 - Pedestrian safety and access is at the top for livability, tourism, and retail. Sustainability and public transportation are important, reducing the carbon footprint and not paying for gas or a car, transportation through public transit.
- *What and where are the main challenges for people who walk in Newport? How do people usually deal with those problems?*
 - Additional sidewalks and pedestrian crossings on Hwy 101 especially around the courthouse. Maybe move the public transportation over to the jail or an extra stop to get people to the city hall. Hwy 20 to Hwy 101 has poor crossings for pedestrians. That's five blocks without crosswalks. It's a busy street and near a high school.
 - There are some streets without sidewalks at all which is strange because they're residential and in high pedestrian areas: near schools or the beach.
- *Do people usually feel safe walking in Newport? Please explain your answer.*
 - Yes, mostly. His kids cross the highway at the crosswalk.
- *What solutions do you think could provide a better and/or safer experience for people who walk?*
 - Blinking cross walks with good signs.
- *In general, how would you rate the Newport area in terms of facilities for people who ride bicycles?*
 - Poor. He has spent a lot of time in Bend which is very bike friendly. A lot of it has to do with pre-planning. There could be some adoption of common sense in areas where there needs to be a bike lane (e.g. Wilder and South Beach).
- *What and where are the main challenges for people who ride bicycles in Newport? How do people usually deal with those problems?*
 - Safety and a lack of facilities. Being able to cross the highways at lights and crosswalks, and lack of driver awareness for bikes. Bikes use high visibility and flashing lights to be seen. Bay Road is the route for the marathon and would be a great place for a bike lane.



- Bikers stay safe by picking their streets. He wouldn't let his kids ride their bikes in town. When he rides it's mostly on the Bay Road and he wouldn't do it at night or the late evening.
- Bike Newport has worked to have family rides if you ride in a group in a residential neighborhood but that's not always realistic. His family bikes the trails at the state park.
- *What solutions do you think could provide a better and/or safer experience for people who ride bicycles in and around Newport?*
 - Ask the experts. What works well in communities like ours and what's the lowest hanging fruit with expediency?
 - Add dedicated bike lanes if there's space. Put in the effort to make it safer so it maybe induces more bikes.
- *What and where are the main challenges for people who drive cars in Newport? How do people usually deal with those problems?*
 - Harney at Hwy 20 is coming off a hill at 50 mph to a stop light with lots of traffic. NE Harney and SE Moore has no left hand turn onto Hwy 20 in either direction. At Moore there's a turn lane but there's only one lane so traffic builds up.
 - Could put in left turn lanes or do something like Hwy 20 and Hwy 101.
- *What area in Newport or surrounding truck routes do you and/or your drivers usually drive through?*
 - Drivers need to access all streets. Main roads are Hwy 101 to Hwy 20.
- *What and where are the main challenges for freight drivers in Newport? How do drivers usually deal with those problems?*
 - From a freight standpoint, one challenge is adequate access for one direction travel and unpaved, poor shoulders with no gutter and tree and brush encroaching. It's a safety issue and damages trucks.
 - Street parking is always a challenge for collection day. There are inconsistent parking solutions. The Bayfront is particularly challenging.
 - Maintenance of the streets is important. There are bad potholes or an area that is a severe slope access from the street that can damage trucks.
- *As a freight driver, what recommendations do you have for how to make our transportation system safer for other drivers, bikers, and pedestrians?*
 - If there's a gravel street with no sidewalk with mix modes of transportation, it's a hazard for drivers. There also needs to be maintenance of vegetation so drivers have visibility.
- *What outcomes related to the transportation system plan are you interested in? From your perspective, how will we know that the Plan has been successful?*
 - Safety for drivers. Need a measurable improvement in safety.
 - Something that could draw additional visitors to the town: a hike or bike path.
- *Are there other people or groups that would be interested in this project?*
 - Chamber, the county, ODOT, Central Lincoln PUD, UPS, First Student bussing company.

Bonnie Serkin Interview

Monday, February 24, 2020 12:30 PM

Bonnie works for Landwaves as a Developer and primarily discussed pedestrian travel/street crossings, bicycle travel, ADA facilities and travel, and property development issues.



- *What do you think is working (and/or not) working with Newport's overall transportation system?*
 - The construction on Ash street was much needed and useful for getting traffic onto the highway and the future planning for 32nd will be an improvement. Wilder development, the taproom, owns about 3000 acres and is one of the most important things to us. The loop road to the aquarium through wilder to the highway provides some congestion relief. Planning for this will be important. The south side loop along Ash Street would get people to the port and aquarium. The north part is already set.
- *Which transportation issues do you think community members care about the most?*
 - Public transit, but I think it has a lesser priority in Newport than it should. It connects south beach across the Yaquina Bay Bridge to the center of commerce. The parking lot at OCCC may not be able to support the number of students with cars and better transit would make it more accessible (e.g. shuttles for people traveling, or by developing amenities across the bridge so people don't have to cross).
- *What and where are the main challenges for people who walk in Newport? How do people usually deal with those problems?*
 - There are a lot of streets in Newport without sidewalks. I have heard it's an issue. People understand the potential dangers of crossing and are careful but the conditions aren't ideal.
- *What solutions do you think could provide a better and/or safer experience for people who walk?*
 - As a planning tool, along Nye Beach, a street that cars, bikes, and pedestrians all use interchangeably and are careful of each other would be good. No separate sidewalks or cobbled streets. One of our planners was looking at how to alleviate the traffic on Hwy 101 and allow for parking. They proposed angle parking off to the side separated by a median.
 - As a mindset, if the people making decisions can conform themselves to what's going on in the world rather than asking the world to conform to them. Planning early and thinking things through to be ahead of the curve. Be bold in solutions and live by those codes.
- *In general, how would you rate the Newport area in terms of facilities for people who ride bicycles?*
 - It seems to be doing pretty well. The main impediment is crossing the Yaquina Bay Bridge.
 - The city has done a good job of publishing the bike excursion routes in Newport.
 - There is barely enough room for bikes on Hwy101.
 - The loop road through South Beach would provide better and safer routes.
- *What and where are the main challenges that people usually experience when commuting, parking, walking, biking or rolling to access your place of business?*
 - 50th and 40th are main challenge areas.
 - Visibility of the business. The signage on the highway for things that off the highway is not very good.
- *Do people usually feel safe parking near your business? In Newport more broadly? Please explain your answer.*



- The residential areas are short on parking, but the businesses have access to a parking lot. Getting people to the wilder area from the highway and to the feeder streets is important to enhance the development of off highway commercial areas. Add signage that doesn't impair safety.
- *What type of property development/real estate planning do you work within?*
 - Wilder is a sustainability community for people who live and work in Newport with attainable prices. Wilder is the site of the disk golf course on 25 acres. Also has a dog park and a playground. They planned for a bus to drive into the parking lot for the commercial buildings. OSU is about to build student housing for Hatfield so there may be a bus drop off and pick up coming.
- *What are ways that the transportation system could positively impact development?*
 - All of the responsibility for the transportation system lands on the developer when there's a development. Continuation of the SDC program for overbuilt transportation infrastructure can be implemented by the jurisdiction.
 - Looking at the width of streets, back in 2000 there was a compact look at street widths. Developers wanted them narrow for money and transportation professionals wanted them wider so it was decided they would be 20ft as a minimum. In Newport with the current public works director, they have been requiring 24ft wide streets which has caused anguish in development.
 - How accessory dwelling units are treated by ODOT, should they be counted as whole dwellings when there is stress on the system? They had to engineer a compromise solution with ODOT. Need to reduce impediments to ADUs.
 - South Beach TSP calls for the alignment of 50th street exiting and entering from the south. That park is very heavily used and people heading north across the Yaquina Bay Bridge have difficulty turning left. Should have a traffic signal there. Access onto Hwy 101 at 40th and 50th would have an impact on the development and will help commerce in South Beach. At 40th there is no extension on the west side of Hwy 101 but the main access point to OCCC traffic signal.
- *(Beyond what we have already discussed) Do you have other ideas or solutions for how to make transportation and travel better in Newport?*
 - Providing reflective armbands to people and make reflective helmets and bikes.
- *What outcomes related to the transportation system plan are you interested in? From your perspective, how will we know that the Plan has been successful?*
 - Put an EV charging station in Wilder.
- *Are there other people or groups that would be interested in this project? (Get contact information)*
 - Talk to Bike Newport (Daniella). Lola Jones with Samaritan House is involved in a lot around town and would have a good idea of what people without resources would need.

Kathy Kowtko Interview

Friday February 28, 2020 10:00 AM

Kathy is the Executive Director of Lincoln Housing Authority.

- *What do you think is working (and/or not) working with Newport's overall transportation system?*
 - It doesn't deal a lot with the actual people who use it; the timing of the buses don't coincide with where people need to go (such as Toledo). They have had a



more difficult time filling vacancies when busses only run once or twice a day; it prevents them from filling units. They had to offer gas vouchers (for Toledo).

- *What do you think are the main challenges related to traveling in and around Newport and surrounding areas?*
 - There needs to be transportation to property development to get funded. Distances from bus stops tend to be far.
- *Which transportation issues do you think community members care about the most?*
 - Newport is spread out. It needs transit to be reliable and have extended hours so more people use it. With the elderly or disabled population especially (i.e. those who don't have a car) the city needs to seek more sophisticated options for transit.
- *In general, how would you rate the Newport area in terms of public transit?*
 - Section 8 housing at 50% AMI doesn't have a lot of transportation options. People may live in Lincoln City and come to Newport to visit their office which may require public transit. This can be a challenge for lower income communities without their own transportation. They also have to require that people have their social security number.
- *What and where are the main challenges for people who use transit in Newport? How do people usually deal with those problems?*
 - Elderly and disabled populations are connected to other services like dial a ride. Besides that there isn't much transit.
- *What are ways that the transportation system could positively impact development?*
 - Getting people access. Most jobs are in the corridors. There are two properties north of town; if people don't have transportation they won't live there.
 - People don't like crossing Hwy 101 even with flashing crosswalks. It's still dangerous. Cars speed. There are also people who illegally cross which presents a conflict.
- *What are ways that the transportation system could negatively impact development?*
 - Higher cost to the developer to do the extra construction. Developing a new complex by their property which benefits them increases total cost.
 - They are north of Hwy 101 so they have to go up the street. There's more development for the bus stops outside their development. Now there is more housing around but at first it was difficult because they were isolated.
 - They have 260 units and five different programs in Newport. The public housing is scattered throughout the city and surrounding areas.
- *(Beyond what we have already discussed) Do you have other ideas or solutions for how to make transportation and travel better in Newport?*
 - Make stops near Hwy 101 four-way stops so people don't go on autopilot.
- *What outcomes related to the transportation system plan are you interested in? From your perspective, how will we know that the Plan has been successful?*
 - Provide transit for the tenants that is frequent enough and reliable. There needs to be more reliability in transit to keep the ridership.
 - If they never see any results it's more unfulfilled promises.
- *Are there other people or groups that would be interested in this project?*
 - We have a resident services coordinator and a number of Hispanic residents.



- *Considering all the topic areas we discussed, do you have any additional thoughts on safety?*
 - There aren't many places to develop within the city so development will have to go further out. Then there is the issue of transportation and parking. It needs to be useable for people.

Robert Clark Interview

Wednesday February 26, 2020 10:30 AM

Robert Clark is a Newport resident who experiences visual and audible impairments and has been using guide dogs to get around for 30 years.

- *What do you think is working (and/or not) working with Newport's overall transportation system?*
 - He prefers to walk and has had no major issues taking local transit. He doesn't like crossing the highway even at the traffic signals because it takes too long for the audible signals to start. Drivers will turn before you cross regardless of your right of way. He takes the bus to the store even though it takes you out of the way; it's safer but takes longer.
 - On a bus to Lincoln City there was a drunk person being a little aggressive, but otherwise he has never really had any problems.
- *What do you think are the main challenges related to traveling in and around Newport and surrounding areas?*
 - Keeping an eye on the schedule for the bus. The website has arrival times but it's hard to know if it's updated.
 - Safety. He doesn't cross the and sometimes people don't stop at stop signs.
 - He's never had trouble getting on the bus. Challenging to find a seat because they don't have side facing seats. The drivers could assist with this.
- *In general, how would you rate the Newport area for people who walk?*
 - Neutral. There are some areas that need sidewalk repairs, not at the bus stops.
- *What and where are the main challenges for people who walk in Newport? How do people usually deal with those problems?*
 - The bus loop to city hall in Lincoln City can be challenging for him. He did not know how to find the right bus (there are two). The driver could identify the bus or maybe use an app that could alert riders with the schedule.
- *Do people usually feel safe walking in Newport? Please explain your answer.*
 - He's not sure; doesn't know of any complaints. He thinks it's getting better with sidewalks. They're putting one on 6th.
- *What solutions do you think could provide a better and/or safer experience for people who walk?*
 - The audible signals need to be better timed on the highways, and they need to make sure the signals are working. Make sure all signals have audible crossing signals. Somehow get drivers to slow down so they don't cut pedestrians off.
- *What and where are the main challenges for people who use mobility devices or ADA facilities in Newport? How do people usually deal with those problems?*



- He doesn't know what's been developed over the years or the tech they use. It may be simpler to have transit drivers be more aware of the rider's needs. Could be difficult to expect the driver to help riders be at the right location if they're using a new bus stop.
- *What solutions do you think could provide a better and/or safer experience for a ADA accessible modes of travel?*
 - The stop that's closest to him on the NE corner could have concrete put in (right now there is grass) so the bus doesn't have to pull up to the curb and he has to step off curb. There's room there for improvement.
- *What outcomes related to the transportation system plan are you interested in? From your perspective, how will we know that the Plan has been successful?*
 - Use the bus more and avoid the highway to get his daily tasks done. He used to walk along the highway a lot but he didn't like the noise. Needs to be more sidewalks so pedestrians don't have to walk around parked cars and take side streets. Inclement weather can pose safety issues.
- *Considering all the topic areas we discussed, do you have any additional thoughts on safety?*
 - With the audible signals, pedestrians need to get the signal before the drivers can drive. Here it wouldn't be hard at all. There are two lanes at Herbert and Hwy 101. Timing-wise it wouldn't take long to get across.

Yaquina Bay Economic Foundation Interview

Wednesday February 26, 2020 5:15 – 6:15 PM

Yaquina Bay Economic Foundation (YBEF) prioritized and discussed property development, business, and public transit during their February 2020 meeting. Common themes and comments are summarized below.

- Property Development
 - Access to and from the Port and commercial/industrial areas needs to be improved
 - Commercial districts are not walkable or livable
 - Improve public transit to existing and future developments – this will help increase future development
 - Conflicts and congestion inhibit movement through the city, specifically near the schools on US 20 and US 101 (back up at the intersection), and between Toledo and Newport
 - Bikes do not have safe riding facilities on US 101
 - Consider underground utilities to improve visibility
 - Provide more parking south of the bridge to support the existing commercial and industrial properties – overflow parking
 - Consider providing a ferry across the bay during the summer
 - Improve parking on Bay Front to reduce issues related to oversized parked vehicles blocking traffic
- Business



- Improve signage and wayfinding to support businesses in popular areas of the City
- Provide a shuttle in the summer to help alleviate congestion and parking issues
 - Advertisement on shuttles will support businesses
 - The Seafood and Wine Festival had a good system using shuttles, buses, and cabs
- Improve access to Bay Front during high volume times of day and year
- The city center needs improved walkability and parking
- Parking on US 101 and Bayfront has safety and availability challenges
- Reduce the speed limit on US 101 through the City
- People will bypass the City to avoid traffic
- Public Transit
 - There are current challenges for commuters traveling to and from the City by public transit
 - The hours of service need to be extended
 - New routes need to be developed to better serve the City
 - The bus route lacks adequate bus shelters with pullouts on US 101
 - Provide public transit between Portland and Newport
 - Provide weekend service with space for people with bikes
 - Consider coordinating with the tribes to increase shuttle service
 - Provide multiple forms of public transit
 - Increased service and terminals can help support business
 - Improve public transit connectivity to other modes
 - Support the aging population through improved public transit
 - Bus shelters can feel unsafe/uncomfortable due to loitering and smoking
- Outcomes for Success
 - Improved access to the hospital
 - A viable and vibrant city center

[Newport City Council Interview](#)

Thursday February 27, 2020 3:00 – 4:30 PM

The Newport City Council prioritized and discussed pedestrian and street crossings, property development, business, and public transit during their February 2020 meeting. Common themes and comments are summarized below.

- General challenges
 - The road conditions and lack of maintenance create issues when using the current system
 - Access to US 101 can be difficult
 - There is a lot of congestion on US 20 and US 101
 - It is difficult to turn left on US 20
 - There is a lack of safety for all users, especially bikes and pedestrians
 - The bridge is a pinch point for vehicle traffic
 - There is limited parking and conflicts between tourist and worker having enough parking



- Lack of signage makes it difficult to traverse the system for all modes
- Pedestrian and Street Crossings
 - There is a lack of visibility for and of pedestrians on US 101
 - Access control needs to be implemented on US 101 to support pedestrians
 - There are not enough signals on US 101
 - There is a lack of shelters at bus stops
 - There are significant gaps in the pedestrian system (lack of sidewalks, crosswalks, signals, etc.)
 - Improve beach access for pedestrians with consideration for ADA users
 - Safety needs to be significantly improved for pedestrians to prevent collisions, injuries, and fatalities
 - Improve lighting for pedestrian safety
 - Pedestrian users face conflicts with industrial users on the south side of Bay Front
 - Improve maintenance of pedestrian facilities (sidewalks, painting crosswalks, etc.)
 - Reduce the speed limit on US 101 through the City
- Property Development
 - The south side of the bay needs improved pedestrian facilities to support businesses
 - With the existing and planned apartment complexes, there is a need for pedestrian facilities to support access to the city center (crosswalks, sidewalks, etc. on US 101)
 - Secondary routes are necessary to support property development and businesses
 - Congestion inhibits property development and business
 - Improve access to the airport
 - Specific access improvements are needed at:
 - Wilder Newport
 - 57th Street
 - 60th Street
 - Address erosion and maintenance issues on streets and sidewalks, specifically near the beach
- Business
 - Access to businesses is the main concern
 - Parking in the city center is a major issue for businesses, specifically for parked cars and for pedestrians (i.e. side mirrors, visibility, narrow roads, people getting out of their parked vehicles, etc.)
 - Eliminate parking on US 101 to provide pedestrian facilities
 - Bay Front can't support modern traffic from industry and tourism
 - Consider couplets to shift traffic and reduce congestion
- Public transit
 - Public transit needs improvements to meet the demands related to new development
 - Improve access to public transit



- Consider developing a questionnaire for businesses and housing developments to determine hours that support the demand
- Provide shuttles to fisheries and plants
- Increase the regularity of the bus schedules
- Increase service during the peak tourism season
- Provide a shuttle between popular visitor destinations
- Provide parking with ADA access to shuttles
- Outcomes for success
 - Consider couplets to alleviate traffic
 - Provide a freight bypass
 - Develop a transportation system that supports business and development

Dr. Robert (Bob) Cowen Interview

Friday, February 28, 2020 2:00 PM

Dr. Cowen works as the Director at the Hatfield Marine Science Center and discussed mostly pedestrian/street crossing issues.

- *In general, how would you rate the Newport area for people who walk?*
 - In the downtown area it's good. For the most part there are sidewalks that are slightly wider as you get downtown. North of Hwy 20 is not as good. It's not consistent and there are gaps and phone poles obstructing walkers. South of Hwy 20 is a little bit better. Well-lit cross walks are great.
 - There is potential for walkability in downtown Newport that is similar to Santa Cruz and Santa Barbara. Parking off the main road behind the businesses creates access to the retail stores.
- *What and where are the main challenges for people who walk in Newport? How do people usually deal with those problems?*
 - He mostly drives. There are a lot of pedestrians downtown in Nye Beach. It's more walkable because the sidewalks are wider and not as broken up. There are also the retail stores there.
 - Parking would help encourage him to walk more downtown, and if it were better lit and more well maintained (potholes, gaps, etc).
- *Do people usually feel safe walking in Newport? Please explain your answer.*
 - In the downtown area, yes, probably because of the crosswalks.
 - The section north of Hwy 20 is not safe for driving around pedestrians, up to Fred Meyer. The road gets so close to the sidewalk and there are telephone poles right at the edge which causes visibility issues.
 - The section going through the main downtown part, with parallel parking, is way too narrow. When he parks there it's dangerous to open the car door.
- *What solutions do you think could provide a better and/or safer experience for people who walk?*
 - The buildings are built so we only have so much room.
- *In general, how would you rate the Newport area in terms of facilities for people who ride bicycles?*
 - We don't have significant bike lanes because of lack of space in the downtown area. There is a little bit of a bike lane north of Hwy 20 but it's not well marked almost like an afterthought.



- He always feels uncomfortable driving near bikes without a buffer.
- *What and where are the main challenges for people who ride bicycles in Newport? How do people usually deal with those problems?*
 - There are two types of bikers: long distance on the OCBR, who are more visible sometimes but also need more room for their packs. The other would be the commuter or student either having to walk their bike or squeeze between cars.
- *Do people usually feel safe riding a bicycle in Newport? Please explain your answer.*
 - Probably not overly safe. He doesn't know a lot of students that ride their bikes who live north of town. Not much local commuting, which is an indicator that people don't feel safe.
- *In general, how would you rate the Newport area for people who drive cars?*
 - Generally it's pretty good. It's a lot better than Miami: manageable and relatively easy to get through town. Summertime can be a little difficult.
- *What and where are the main challenges for people who drive cars in Newport? How do people usually deal with those problems?*
 - Narrowness is a challenge through the downtown region. There are times where there aren't more than six inches to the right so with trailers the width is not enough. North of Hwy 20, between the Yaquina Bay Bridge, the next road to the east is what locals will use to avoid traffic.
 - It's safe driving in this area.
- *As a driver, what recommendations do you have for how to make our transportation system safer for other drivers, bikers, and pedestrians?*
 - Give more room. In general, Oregon drivers are polite and respectful and are not overly changing lanes. The behavior of drivers is pretty good, so it's about the physical environment.
- *What outcomes related to the transportation system plan are you interested in? From your perspective, how will we know that the Plan has been successful?*
 - Seeing a more vibrant downtown region with fewer empty storefronts and people taking pride in the storefronts and safely walking around.
 - People are not stopping here because we haven't made it attractive, easy, or safe enough.
- *Are there other people or groups that would be interested in this project?*
 - Lincoln County Economic and Development Alliance, County Commissioners, City Council and the Mayor, Chamber of Commerce and Rotary Club, Judy Coole (call for the Chamber).

[Matt Betenson Interview](#)

Thursday, July 16, 2020 1:00 p.m.

Matt Betenson is the Site Manager for the BLM Yaquina Head Outstanding Natural Area.

- *What do you think is working (and/or not) working with Newport's overall transportation system?*
 - The highway over the Yaquina Bay Bridge is working but needs improvement for greater capacity and tends to be busy. All the ancillary streets get traffic too; it's not grid-like and can get confusing. There also need to be more and better turn lanes.



- He is working with the Oregon coast trail to increase bike and pedestrian opportunities. The streets are narrow and there are no sidewalks in Newport. There aren't good biking routes.
- *What do you think are the main challenges related to traveling in and around Newport and surrounding areas?*
 - On Hwy 101 it's hard to get through traffic out of the city so local traffic is affected. Getting a kid to school is tough around 8 a.m. and between Hwy 101 and Hwy 20 there's a lot of traffic backup.
- *Which transportation issues do you think community members care about the most?*
 - Hwy 101 has too much traffic and parking near the coast needs to be addressed for additional capacity for beach access.
- *In general, how would you rate the Newport area for people who walk?*
 - He gives it a 4/10 (not thinking of the wharf or Nye Beach). Overall it's minimal.
- *What and where are the main challenges for people who walk in Newport? How do people usually deal with those problems?*
 - During COVID people in Newport benefit from having beaches as a place to walk. There's not much other area to walk without mimicking vehicle traffic to get around. People don't want to walk on Hwy 101 or the city streets; there needs to be a trail system, something for bikers and pedestrians.
- *In general, how would you rate the Newport area in terms of facilities for people who ride bicycles?*
 - He gives it a 5/10.
- *What and where are the main challenges for people who ride bicycles in Newport? How do people usually deal with those problems?*
 - Safe bike parking and enough bike racks. It's similar to pedestrians crossing Hwy 101. Nye Beach might be a good parallel alternative. Most bikers aren't impressed with the route itself. There is a lot of vehicle exposure for bikes.
 - There need to be designated bike routes separate from vehicles. Yaquina off Hwy 101 is very narrow; people are trying to park on Lighthouse Drive. Need to re-design the entrance to Yaquina.
 - The City has started and stopped funding this kind of thing in the past. There are funds for this and should be allotted to these improvements.
- *In general, how would you rate the Newport area for people who drive cars?*
 - He gives it a 3, mild/poor.
- *What and where are the main challenges for people who drive cars in Newport? How do people usually deal with those problems?*
 - Safety and pedestrian crossings around Hwy 101. There is a lot of traffic when it's busy, towards the hill. RFBs improve safety for pedestrians but lead to more congestion. Downtown Newport needs more planning for tourist and commercial use. There currently lacks pedestrian connections. Newport suffers from sprawl. There needs to be coordinated zoning and planning.
- *Do you feel safe driving in this area? If no, why? If yes, please explain.*
 - Mostly, yes, except for the sudden left turns onto Hwy 20 or RFBs and sudden stops.



- *As a driver, what recommendations do you have for how to make our transportation system safer for other drivers, bikers, and pedestrians?*
 - Designated bike and multi-use paths for community enhancement. Significant designation for bikes; get people off Hwy 101. Newport also has quite a homeless population that needs to be addressed.
- *(Beyond what we have already discussed) Do you have other ideas or solutions for how to make transportation and travel better in Newport?*
 - Creating a bike/ped trail and linking the different destinations in the city through walking and biking path.
 - Parking issues along the wharf (not enough capacity).
- *What outcomes related to the transportation system plan are you interested in? From your perspective, how will we know that the Plan has been successful?*
 - Linking different destinations through a water taxi and multi-use paths; navigating Hwy 101 without gritting your teeth; creating a sense of community happiness where businesses and business development have revitalization.

Mable Mosley and Anna Tolson Interview

Monday, September 14, 2020 10:00 a.m.

Mable and Anna have been residents of Newport for 23 years and are both handicapped (they use walkers to get around).

- *What do you think is working (and/or not) working with Newport's overall transportation system?*
 - Anna mentioned Dial-a-Ride as the resource her and her sister, Mable, primarily use. They are closed on holidays, which is usually a Monday, which makes it difficult for them to get where they need to go on holidays. Neither Anna nor her sister drives so they depend on Dial-a-Ride. They have not been getting out much since the coronavirus pandemic began; however, if possible, it would be helpful for these services to be operating on Mondays.
 - Mable added dial-a-ride closes at 3:30, so if they have a doctor's appointment it's inconvenient and they have to call someone for a ride.
- *In general, how would you rate the Newport area in terms of public transit?*
 - Good (both).
 - Mable mentioned they both use the lift to help them get around, including those on buses. They both use walkers, and it's hard to walk the walker up the steps, so the lift helps.
 - Mable appreciated transit tickets being \$30 for 40 tickets. Both Anna and Mable said the drivers are good. They both trust them because they are polite and drive safely. Anna has never felt like she was in danger when on the bus except once and that driver doesn't work there anymore.
 - Mable commented that sometimes new bus drivers need directions to her church and accidentally take her to the wrong location.
- *In general, how would you rate the Newport area in terms of ADA facilities?*
 - Good (both).
 - Mable appreciates ramps on sidewalks and says curbs are bothersome. Anna agreed and said some of the streets need work.



- *In general, how would you rate the Newport area in terms of pedestrian use?*
 - Both agreed the streets need some improvement.
 - Anna explained how they both travel on foot and some of the streets are uneven which is dangerous. It's hard to walk on them with walkers. One thing that would be helpful would be if there were more benches along sidewalks so people could stop and rest. They mostly walk along Hubbert Street and 101. These streets are better than the side streets because the ground is even.
 - Their main idea for improvement is to add benches along Hubbert Street.
- *What other comments do you have about the City's transportation system?*
 - Anna and Mable said they weren't sure if they did and asked for my contact information. I left my name and number in case they thought of any additional comments over the next couple of weeks.

Karen Parsons Interview

Tuesday, September 15, 2020 2:00 p.m.

Karen uses an electric wheelchair to get around the city and uses Dial-a-Ride for public transit. She had no comments on pedestrian, cycling, or driving issues for Newport.

- *In general, how would you rate the Newport area in terms of public transit?*
 - Very Good. Karen commented how drivers are polite, make sure she gets on her route, and always ask if she needs help.
- *What and where are the main challenges for people who use transit in Newport?*
 - No challenges.
- *Do people usually feel safe using public transit in Newport?*
 - She feels safe using public transit and getting around the city.
- *In general, how would you rate the Newport area in terms of ADA facilities?*
 - Good.
- *What and where are the main challenges for people who use mobility devices or ADA facilities in Newport? What solutions do you think could provide a better and/or safer experience for a ADA accessible modes of travel?*
 - Karen mentioned it would be helpful if there were more ADA ramps on sidewalks along major streets. Nye street in particular. She lives on Lake Street and enjoys going down to the beach, so more ADA access points in this area would be helpful as well.

Stewart Riddle Interview

Wednesday, September 16, 2020 10:00 a.m.

Stewart is a business representative who has managed SJ Custom Jewelers in Newport for over five years. He wants the TSP to maintain things and only fix the big problems.

- *What do you think is working (and/or not) working with Newport's overall transportation system?*
 - He's not sure. As a business owner he doesn't travel that much in the city or around. He has a small car that works well for city travel. He does have a bigger vehicle (a truck) that makes it hard to maneuver around the narrow streets. He



doesn't see this as an issue that needs to be fixed. Stewart commented he personally thinks people are bored and are paying attention to things they wouldn't normally due to the pandemic. He mentioned he is conservative and doesn't want an increase in taxes. If people start requesting all of these things, taxes will increase, especially for small businesses. I told him the TSP update already had funding, so this interview was more directed towards how those existing funds would be spent.

- *In general, how would you rate the Newport area for people who walk?*
 - Good. Newport has narrow streets and there can be a lot of traffic, which is the main issue. You can walk up the street but there is not a problem with this. There are crosswalks every mile or two in the city. Hwy 101 is super busy from 10-4 so if you're walking along 101 through Newport you have to be careful when crossing the street. There could be an issue with signage, so additional crosswalk signs would be useful. The street that is parallel to Hwy 101 is a main thoroughfare as well and follows the 101 route. This area is residential though, so there could be speeding issues. He feels safe walking around the city.
- *In general, how would you rate the Newport area in terms of facilities for people who ride bicycles?*
 - Good. It would be good to have an extra bike parking station here and there, maybe one that includes pumps and repair centers. This is not a necessity though; there are no challenges for cyclists.
- *In general, how would you rate the Newport area in terms of public transit?*
 - He's not sure; he doesn't take public transit. He hears it's good. It's a small town so public transit is not all that necessary to him.
- *In general, how would you rate the Newport area in terms of ADA facilities?*
 - In his opinion, there will never be enough amenities for ADA because it's difficult to create equal access so people with disabilities can move around in the same way as people without disabilities. Newport accommodates this as well as can be expected but could always do more. He is interested in putting more money into this area, e.g. for ADA ramps, because this is more of a need.
- *In general, how would you rate the Newport area for people who drive cars?*
 - Good. Newport is very busy so it depends on the time of year. May through September is the busiest time. Most of the main districts have narrow roads. Where his shop is located, there are cars parked on both sides of the street, so you risk clipping the car next to you. When trucks are unloading, cars have to wait longer for traffic. He doesn't see the need for a solution to this; people will just need to pay attention when they drive and wait for the unloading to be done. There is a lot of freight traffic during the busy times. Most people are used to it so you may spend an extra couple minutes waiting in traffic.
- *What and where are the main challenges that people usually experience when commuting, parking, walking, biking or rolling to access your place of business?*
 - Newport has a problem with parking. There aren't many places where people can park, and spaces stay full most of the day (people park and walk away and leave their cars parked all day). As a business owner that's his greatest issue. He doesn't like the idea of having someone who checks meters, or meters in general



because they will drive away customers. Right now, there is street parking and lot near his business that is free. He is concerned about the shopping community and doesn't want to give money more to the government. As a business, he already has to pay an annual tax towards roads and parking.

- As far as safety is concerned, the issue is more vandalism lately; crime seems to be getting a bit worse. Homeless are more prevalent because there are public sidewalks.

Julie Hanrahan Interview

Tuesday, September 22, 2020 9:30 a.m.

Julie used to be the president of the Rotary Club of Newport. She is a member of the Chamber of Commerce and VP/Market Manager for the Newport Branch of Columbia Bank (and surrounding areas).

- *What do you think is working (and/or not) working with Newport's overall transportation system?*
 - She is not sure about this question; she doesn't have enough information that tells her what the data is. For transit, she sees the public busses running so assumes it's working alright. It would be good to have feedback or more data on ridership, costs, where people go, etc.
- *In general, how would you rate the Newport area for people who walk?*
 - Poor. There are no designated walking paths besides those at the state park. The main challenge is safety and providing space for pedestrians. There is a pedestrian crossing on Hwy 101 (the flashing crossing), but it's still dangerous. Having designated walking paths would be good and looking for alternative pedestrian routes that aren't so heavily used. The past few years it's also felt less safe in certain areas due to the homeless population. This is a sad issue but also affects safety as people gather in the downtown area. As a result she has a rule in winter that no employee leaves alone, and she can't work late in her office.
- *In general, how would you rate the Newport area in terms of facilities for people who ride bicycles?*
 - Poor. There are no designated walking paths besides those at the state park and if you ride along Bay Road. The challenge is there's no designated bike path so you're on a busy highway with cars which is dangerous. Bay Road has a shoulder but there needs to be a better solution, like having alternative routes for bikes only. Monterrey has a good system: houses aren't near the water; instead there are parks and biking and walking paths.
- *In general, how would you rate the Newport area in terms of public transit?*
 - Neutral. She doesn't know enough about it. When the bus schedule changes it affects the college students a lot so it may be good to look at coordinating schedules. She is on the college foundation board and has heard about this from the students. In general, she would like to see more data and have it published somewhere for the community (how many riders, how much does it cost, etc).
- *In general, how would you rate the Newport area in terms of ADA facilities?*



- Good. Both in terms of access onto sidewalks and entrance into buildings. There have been good improvements. The challenge is when city officials change something to be compliant, they have to follow certain rules that aren't always common sense; it's a fine line between common sense and federal laws. It must be balanced. It would be good to pull people in with disabilities to ask these questions [I mentioned this was part of the process].
- *In general, how would you rate the Newport area for people who drive cars? What and where are the main challenges?*
 - Good. Routes are fine. Hwy 101 has a lot of traffic, especially during the summertime. Some areas also have a lot of overgrown landscaping so you can't really see oncoming traffic. The city has been cutting back some of the trees which helps. She feels safe driving around Newport. Safety goes hand in hand with improving bike paths: not as many people would need to drive which would reduce traffic.
- *(Beyond what we have already discussed) Do you have other ideas or solutions for how to make transportation and travel better in Newport?*
 - She would like to see careful planning for future building and to think big picture.

Nye Beach Community Interview

Thursday, October 15, 2020 5:00 p.m. to 7:00 p.m.

The community interview included commentary from the following 10 participants who live in Nye Beach: Cecily Wong, Catherine Briggs, Jan Kaplan, Dean Sawyer (mayor), Martha, Wendy Engler, Bill Innis, Pam Simpson, Eggi, and Eileen Obteshka. Members of staff present were Derrick Tokos (City of Newport), Brandy Steffen (JLA), and Jenny Clark (JLA).

- Derrick began the meeting with a brief overview of the project. Highlights included:
- TSP is updated every 5-7 years to refresh a plan that incorporates multimodal transportation needs.
- The planning process is in the early stages and is a funding partnership with ODOT (Hwy 101 and Hwy 20 are state facilities).
- Stakeholder engagement began at the end of spring. The pandemic put outreach off track, but the team transitioned from in-person design workshops to virtual workshops and online open houses. Outreach has included other groups and individuals to help give the team a comprehensive perspective for the project. There will be multiple opportunities for public involvement in the future as well.
 - Wendy asked when the next advisory committee meeting was going to be and what their role will be moving forward (especially regarding deciding what to prioritize).
 - Derrick responded the PAC has met three times, last meeting September 9 to review draft materials and hear what will be presented in November. Next scheduled meeting will be after this, to hear public comments on presented ideas and what to focus on that wasn't presented.
 - It's a formal committee and could make a motion to vote if appropriate. For the most part there has been a consensus.



- Cathy asked how the strategic plan (Vision 2040) will be integrated into the goals/priorities of the TSP.
- Derrick answered the Vision 2040 recommendations have been provided to project consultants and have been used early on to shape the critical outcomes of what to focus on throughout the process. It has informed how the TSP is framed and will be used to vet project concepts that are falling into priority.
- Jenny asked the following interview questions to the group (bulleted). Responses are sub-bulleted beneath each question.
- *What do you think is working (and/or not) working with Newport's overall transportation system?*
 - Wendy: it's terrifying to walk. Parking in Nye Beach is poorly planned. High stress around Newport to walk or bike.
 - Pam: the number of tourists parking on local streets (10th) or anywhere. Parking in front of no parking signs. Homeless camps are scary. Nye Beach has a parking area at the turnaround. Her concern is it's a nightmare and there isn't enough parking at certain times of year. Tourists are clueless. Meters would not work. No one will want to pay for. The number of tourists parking on local streets will increase even more if this happens. Increased traffic is a safety concern. Housing complex nearby with kids running around. Could have negative impacts.
 - Eileen: has concern about meters and the congestion on side residential streets (on 1st street). Streets are narrow. Adding meters would be a bombardment of tourist parking. Would make the neighborhood very unpleasant.
 - Jan: unsure if tourists know where the public parking is located. Not a lot of signage. Davis parking lot could be used for parking. People who don't live here don't know where to go. Need to maximize available space.
 - Cathy: there is a boom and bust with parking cycles. Issues of people sleeping and living in parking lots that have increased with the pandemic. She lives on High street and doesn't see that much parking spillover but it is a problem for a lot of people. Most of the time there is too much parking, dead space, and then there are unusual situations where it's all full. Hard for planning. Unsafe for kids (needles and dangerous things lying around the lots).
 - Wendy: the way streets are designed is important for commercial aspects and livability. The city should be able to step back to look at high level goals as a community and brainstorm what makes a good city for transportation.
 - Derrick replied: there will be overarching transportation policies so the team wants to develop these with public input so the public has a chance to see designs as they're finalized.
 - Catherine: was on the strategic planning committee and has seen disconnect with the time citizens put in and the feedback they get in return. They brought up a lot of these issues to the committee. What does all this feedback mean to the planning process? What's going to happen with this?
 - Wendy: with Vision 2040, the goal was to refresh the vision to avoid this from happening, to retool. Transportation issues were a part of this process, it was passed along. Vision 2040 committee said wasn't their charge. They don't do



this. What do they do if they can't help Nye Beach? Important to look at the policies and then look at how they connect to reality.

- *What do you think are the main challenges related to traveling in and around Newport and surrounding areas?*
 - Jan: main challenge is not enough roadway. On weekends or during the summer there's congestion. As a local there are shortcuts but it's a challenge. Are there ways to address this? Could we create park and ride situations outside of town?
 - Wendy: need a network of multiuse paths for work, play, recreation/tourism, without being separated from motor vehicles. Electric bikes are morphing into scooters, could be a solution. Need a low stress network for people to get around to not rely totally on cars. Take some pressure off the roadways.
- *Which transportation issues do you think community members care about the most?*
 - Jan: parking is a big deal. Eileen and Cecily agreed.
 - Catherine: people with mobility issues have difficulty walking around Nye Beach. There are broken curbs; she has tripped a few times. Need to think about how people can safely travel and mobility issues.
 - Eggi: lives on 3rd and has noticed tourists are rude. With parking, she has had problems with people illegally parking and littering. In the evening, people run the stoplight and drive too fast.
 - Wendy: speeding is a huge issue for businesses and can impede businesses. Coast street is a huge problem because it is an alternative to Hwy 101. It's hard to talk over traffic rushing by and it's unsafe.
- *What and where are the main challenges for people who walk in Newport? What solutions do you think could provide a better and/or safer experience for people who walk?*
 - Catherine: walk a lot every day, including on Hwy 101 and Hwy 20; both have real challenges for pedestrian crossing. More enforcement of speed limits would help, and longer lights for pedestrians to cross. There are also car/pedestrian conflicts. She's seen a lot of near misses.
 - Wendy: 10-foot wide multiuse path from SW 2nd and Nye Beach up to Hwy 101. It's scary to walk on the narrow road that has a bad shoulder. Work with national guard to move to the airport have a permanent farmers market indoors and have housing there with a Yaquina Bay Bridge across Hwy 101 as well as public housing. Make an overpass for pedestrians. Think big. It would be more fun to get around.
 - Eileen agreed with this idea.
 - Bill: encourage livability and embrace tourists who provide vitality for the community. Block off certain areas of the city during high tourist times to allow pedestrians or bikes access to certain areas at certain times. Would need more parking/park and ride to do this. Need solutions for both full-time residents and the tourist traffic that supports the economy. Look at what other people are doing in Europe and around the world. Need to think beyond the traditional American ways of thinking.
 - Wendy: agrees with closing off Nye Beach, especially to big truck traffic. Good idea. Strategically pick some times so it works for everyone.



- Jan: thinks that's a great idea. It's worth taking some time to think about. They want tourists; it's part of what makes Nye Beach what it is. That business is good; also need to balance the conflicts that come from traffic.
- *What and where are the main challenges for people who ride bicycles in Newport? What solutions do you think could provide a better and/or safer experience for people who ride bicycles in and around Newport?*
 - Eggi: from Germany, where parking lots are used and buses bring people in and out and they close the streets down for bikes/pedestrians only. Could work for Nye Beach.
 - Martha: recently moved from Corvallis and has an electric bike. She's only used it twice here because she's afraid of being hit. Streets in Corvallis have bike paths so it's safe to get around, shop, etc. She couldn't do that in Newport. Hwy 20 is scary. Making more bike lanes would help.
 - Wendy: the TSP talks about the LSN, or low stress networks. Community should think big to come up with bold ideas for the experts to translate into reality. Dream big to start with. Lincoln City has a boardwalk that is a good example. It cost \$1000/foot for east devil's lake plan. They got a grant to do this. Could do this for the lighthouse to lighthouse trail, and so kids can ride to school.
- *What and where are the main challenges for people who use transit in Newport? What solutions do you think could provide a better and/or safer experience for transit users?*
 - Martha: need more stations for people to get out of the rain. New apartments on Hwy 101 near Agate Beach has a nice station where it's covered but not one on the other side. Lack of covered stations in general with no sitting. That encourages people to use it.
 - Pam: there are several people who use the dial-a-ride service who have mobility issues and are low-income. This is a resource with good benefit. Students who can't afford to drive, many of her old students, were using mass transit and commuting down to Newport from Lincoln City. Had people fighting to expand bus services. People rely on this as a form of transportation. It's a service that locals use that is positive.
 - Catherine: there is a lot of information that we don't have access to. How do people move around? Would be great so people know how to get around. Bus goes down coast street. Not sure where it goes or who it's for or the stops.
 - Wendy: the schedules are hard to read. There need to be better schedules.
- *What and where are the main challenges that people usually experience when commuting, parking, walking, biking or rolling to access your place of business?*
 - Bill: to encourage people to walk and bike and use alternate modes, need to make sure you have bike racks and user-friendly environments. Europe has good models for this that encourage people to do this. Two options in having a tourist transportation for Bay Front and Nye Beach area. Like the bridge concept across Hwy 101 and Hwy 20. These are high danger zones. Plan B could be Newport having more bike lanes and paths and sidewalks for people who live in the community without hopping in a car. Encourage tourism in the right way and provide for citizens and provide for low-income residents (e.g. bus stops). For



shelters, need to make sure they are functional and don't get vandalized or damaged easily.

- *Do people usually feel safe parking near your business? In Newport more broadly? Please explain your answer.*
 - Bill: feels safe in Newport, not afraid of homeless. Knows some people are apprehensive about this population. Parking issues. He won't go some places because a lack of adequate parking or because it's along Hwy 101 or Hwy 20 and it's dangerous. Closing down the tourist areas during the day and keep it no cars but still have delivery trucks. Can hopefully plan around it.
 - Martha: the ambulance bothers her when it's down near the tourist area. It's loud and doesn't seem like it's in the right place.
 - Eggi: what bothers her is the trucks loading and unloading. Deliveries etc. Would like a better solution for this. Idling engines is bothersome.
- *What outcomes related to the transportation system plan are you interested in? From your perspective, how will we know the plan has been successful?*
 - Wendy: connections. Nye Beach is a connected community with homes and city center and through the state park into the bay front. Connect new homes near the theater. Get around on a low stress network and have policies in place they feel confident in. Can take a policy and apply for a grant. Ideas are distinct and the city admins agree on as a project and can bring to reality step by step.
 - Bill: needs to be a comprehensive plan, not just tourist areas. Considers all citizens, including low-income. Connect all people. Total, comprehensive plan that provides low stress environments that incorporates different input.
 - Pam: needs to be an educational piece to communicate between tourists and businesses. Let them know where the paths are. Signage for the network. How do we communicate access to people (how and when to use it). Important piece. Brochures or pamphlets, talking to restaurants and hotels, to let people know what is accessible and how to access.
- *What other comments do you have about the City's transportation system?*
 - Jan: there are not many wind breaks in the city. No trees or shrubberies that would make it look nicer and protect from wind. Natural shelter. Also not a lot of information on the website. What are the priorities? Could be easier to engage if there was more information. Some of the technical information is not very engaging. Brief summaries would be helpful to make it more accessible.
 - Wendy: rights of way and how to make it more safe. There's no room. The public area is 60 feet. Can look at places around Newport. These public rights of way don't go away. Legally this rules over private entrances. Could be dismissing bike lanes because of this. Should look at the map more carefully to determine public rights of way. We should not be saying we don't have the money. Dream big with a practical plan.
- Brandy gave an overview of next steps. Highlights included:
 - The team has been interviewing different groups with different people around the city. Will summarize all comments that will be posted on the website. We will have a summary and more details from each group at the end.



- This will go to the technical team that will inform the public open house in November for gathering more feedback. There will be a mailer sent out in the next couple of weeks and updated information on the website.
- This is just the beginning of the conversation so will want to hear more. Virtual work session on an upcoming Saturday morning to visit with the technical team for more of a dialogue.
- Mayor Sawyer made a few remarks. Key points he mentioned were:
 - 6th/coast used to be a park and was purchased by the ambulances, who shouldn't be using their sirens there.
 - Truckers say it's better to idle than turn off and on.
 - Hwy 101 used to be a two lane road; they moved all the homes back to widen it to four lanes.
 - Call Newport Canyonville and that has lots of ROW. It's a canyon, along ocean view it drops down significantly and that is challenging.
 - The plan for downtown to revitalize is to use the plan for Nye Beach. Can be used in the downtown area. Part of it is Hwy 101 through downtown and incorporating residential ideas into downtown area. This will impact Newport 50 years from now.
 - He first lived here in Nye beach in a tiny cottage. It was designed 100 years ago and it's hard to get down some of these smaller streets and unless we take bulldozers it's problematic.
 - Appreciate the group's time to help make the plan that will affect Nye Beach for years to come.