

APPENDIX A PUBLIC ENGAGEMENT SUMMARY

Milestone 1

- Jurisdiction Meetings Summary
- Sounding Board 1 Summary
- Online Open House #1 Summary

Milestone 2

- Sounding Board 2 Summary
- Online Open House #2 Summary

Jurisdiction Meetings Summary

PREPARED BY: Kate Drennan

DATE: May 1, 2018

Overview

The project management team conducted six jurisdiction work sessions in Region 2 and 3. The purpose of the meetings were to share information about the Oregon Coast Bike Route (OCBR) Plan, identify supportive planned and program projects within each jurisdiction, identify the needs that jurisdictions would like to see in the plan, and share engagement opportunities throughout the Plan process.

The meetings were held at the following locations and dates:

Date	Jurisdictions	Meeting Location
Tuesday April 17, 1 p.m. – 3 p.m.	Lane County	Florence, OR
Wednesday, April 18, 8 a.m. – 10 a.m.	Coos and Douglas Counties	Coos Bay, OR
Wednesday, April 18, 2 p.m. – 4 p.m.	Curry County	Brookings, OR
Tuesday April 24, 12 p.m. – 2 p.m.	Lincoln County	Newport, OR
Wednesday, April 25, 9 a.m. – 11 a.m.	Tillamook County	Tillamook, OR
Wednesday, April 25, 3 p.m. – 5 p.m.	Clatsop County	Astoria, OR

Agenda

At each meeting, the team followed the same agenda but encouraged participants to ask questions and engage throughout the meeting.

1.	Welcome and introductions
2.	Role of OCBR in your community <ul style="list-style-type: none"> • Key destinations for OCBR tourists in your community • Importance to local travel
3.	Bike route needs <ul style="list-style-type: none"> • Projects • Programs
4.	Planned and programmed projects <ul style="list-style-type: none"> • Review projects that we know about • Add projects/programs
5.	Evaluation process <ul style="list-style-type: none"> • Review and discuss potential criteria categories
6.	Engagement process
7.	Close/follow up

Discussion Overview

At each meeting in the Region 3, Jenna Marmon welcomed the meeting attendees and covered the purpose of the meeting. Kate Drennan provided an overview of the full project scope and phases. Rory Renfro spoke about the role of the bike route in coastal communities, including economic benefits and leverage points. Susie Wright presented the online interactive map to walk the group through the existing bicycle facilities and programmed projects that would interact with, or support the OCBR. Susie also led the discussion on aspirational standards and what jurisdictions value for the evaluation process. Kate spoke about the engagement process and Jenna closed out the meeting with next steps.

At Region 2 meetings, Jenna Berman led the meeting on behalf of ODOT, joined by James Feldmann and Ken Shonkwiler. Kristin Hull provided project information and engagement activities, and Anna Gore presented the economic case and role of the OCBR in communities. Karla Kingsley presented the interactive map to discuss existing facilities, planned projects and standards.

At each meeting, participants noted where the existing conditions and planned project inventory was incomplete or incorrect. The project team will use that input to update the existing conditions and planned project database. Where possible, the detailed notes include mile points (MP) to inform map and database updates.

While discussion varied a great deal among meetings, a few themes emerged:

1. **General support for enhancements to the OCBR.** Most participants saw value in the OCBR to their economies. Several jurisdiction staff reported that better or more recent data on the economic benefits of cycle tourism to coastal communities would be helpful in making the case to elected officials and businesses. Many participants said that the OCBR benefits coastal residents as well as tourists.
2. **Interest in enhancements and partnerships to serve cyclists.** Participants were interested in supporting OCBR cyclists with bike hubs, covered bike parking, transit connections, wayfinding and route markings. Several participants suggested that clear specifications for how to design covered bike parking or wayfinding signage would be helpful. Participants were interested in projects where ODOT and local governments could partner to make improvements to the route.
3. **Interest in “better than a shoulder” infrastructure.** Many participants identified short segments of multiuse path or potential deviations where they said the OCBR could deviate from US 101. Several participants suggested a partnership with the Salmonberry Trail or Oregon Coast Trail may create opportunities for routing cyclists to a multiuse trail.
4. **OCBR would benefit from better signage and maintenance.** Many participants noted maintenance issues including sweeping, trimming roadside vegetation and paving. Others said that the OCBR is not well signed making wayfinding difficult for riders.
5. **Concern about the safety of some segments.** Participants identified some segments of US 101 that are narrow or constrained and might be difficult to improve. Many participants saw some segments as inherently dangerous.
6. **Need for clear guidance from ODOT.** Participants requested clear guidance from ODOT about design standards, signage standards, and other issues (e.g. where are sharrows allowed and who maintains them).

Detailed Meeting Notes

The sections that follow include detailed notes from each meeting including meeting attendees.

Lane County

Attendees:

Derek Windham	City of North Bend	Engineering Coordinator
Jamie Mills	Dunes City	City Recorder/Administrator
Mike Miller	City of Florence	Public Works Director
Glen Southerland	City of Florence	Planner

Planned Projects / Existing Facilities

- Project locations- 101 going west on Rhododendron drive. Bikes lanes and sidewalks to 9th street. From 9th street north there are two large shoulder extensions to Wildwinds. From there to Heceta Beach Road there is a multiuse path. This Project is in the TSP. Potential to route people off the route at Heceta and back on Hwy 101 at Rhododendron Drive.
- Munsel Lake Road from 101 to North Fork getting a multiuse path
- Becky’s Trail – linking the roads near Dunes City to Clear Cleek Road
- From 126th to the Siuslaw Bridge on Hwy 101 in Florence, adds bike lanes. Also extends east to Redwood on Hwy 126
- Florence map facility correction – no bike lane on the west side (as currently shown)
- North Bend deviation on road that skirts the bridge around the Bay
- Yachats to Florence transit pilot project. Service to start summer 2018

Discussion on Barriers / Aspirational Standards

- Topographical constraints and narrow or non-existent shoulder are primary barriers to biking
- Silent, quiet hybrids can pose threats to bicycles.
- Limited sight-distance for vehicles to see bicycles on the roadway. Southview by Sea Lion Caves with nearly no shoulder and poor sight lines is very scary
- Canary Road- sight distance issues and campers coming from both directions due to proximity to Honeyman Park
- Where Pacific Avenue crosses Hwy 101 and the curve makes sight distance difficult to see traffic coming
- Add Sunset Bay State Park as a point of interest to map
- Don’t fall into the trap of setting standards that are so high that ODOT can’t meet them

Prioritization / Evaluation Criteria

- Prioritize the south-bound travel because it will serve more cyclists
- Prioritize areas that don’t have any infrastructure so it creates a huge gap (North Bend/ Lincoln City)
- Ability to leverage the project with a local project. Piggyback on other statewide/ development projects
- Prioritize areas where hikers on the OR Coast bike trail may also be pushed onto the road so there are multiple users in one constrained space

Coos and Douglas Counties

Attendees:

Jim Hossley	City of Coos Bay	Public Works and Community Development Director
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John Rowe	Coos County	Director/Roadmaster
Dana Nichols	City of Bandon	City Planner
John McLaughlin	City of Bandon	Planning Director
Chelsea Schnabel	City of North Bend	City Planner
Darrin Neavoll	ODOT Region 3	District Manager
Jonathan Wright	City of Reedsport	City Manager

Planned Projects / Existing Facilities

- Coos County shoulder widths look inaccurate, staff will follow up
- Coos County – 7 Devils Road Deviation – some really love it, others have topography challenges
- Bandon Gap. County Road, no shoulder but low volumes and relatively comfortable
- Coos Bay -Ocean Boulevard Road diet for bike lanes, from 101 to Newmark
- First mile of Devils Road out of Charleston is the most dangerous because of sight lines
 - Charleston Safe Bikeway project
- Potential Bandon project for a road diet and adding bike lanes
- Whiskey Run County Forest adding 30 miles of mountain bike trails – may be good to think about connections out to the area

Discussion on Barriers / Aspirational Standards

- Most dangerous segment is the first mile of Devils Road. Middle of Whiskey Run where narrow roadway between a canyon and a bluff.
- Bandon – south of bike before the old town where the bike lane ends
- The bridge north of Reedsport is a pinch point as it narrows and grade has sight line issues

What should the bike route standards be?

- In Coos County the standard is 4 ft. shoulders, but on designated bike routes the standard is 5 ft.
- Reedsport is working to get bikes off the highway where possible.
- Deans to Dunes trail is more of a day trip route. Their multimodal off-trail goals are 10-12 ft. width. Their major concern is on the highways.
- Coos Bay has a goal of for 6-8 feet when possible, North Bend shoots for 3-4 ft.
- Question about how often businesses must re-certify as a bike-friendly business? Team wasn't sure, but renewing or re-certifying can generate new buzz
- Recommendation to talk with State Parks more about what they are doing at Parks to support bikes. Bike pods have been popular.
- Bandon has a bicycle hub
- TRANSIT GAP: Reedsport to Coos Bay (only one trip per week); Florence to Yachats

Curry County

Attendees:

Tony Baron	City of Brookings	Parks & Planning Manager
Carolyn Johnson	Curry County	Community Development Director
Darrin Neavoll	ODOT Region 3	District Manager

Planned Projects / Existing Facilities

- Deviation north of Gold Beach bridge and 3-4 ft. shoulder on low traffic streets
- Bike lanes in Brookings facility data is somewhat incorrect, there are gaps in the bike lane in downtown
- Brookings deviation uses a shared road facility. Fairly comfortable with about 1,000 vehicles a day, decent sightlines as it's relatively straight
- There is a new multiuse path through Harris Beach State Park that could be a small deviation. Leads to a campground, very multiuse path

Discussion on Barriers / Aspirational Standards

- Barriers: Curry Co will ask Diane (former retired planner who might be connected to bike community who could weigh in)
- Standards: look at TSP where they desire a multiuse path outside of the highway out to the Community College
- Thinks a website or other mechanism to report issues would be a useful way for riders to both report, and look ahead when planning their trips
- Brookings will put a bike kiosk on the planned multiuse path

Prioritization / Evaluation Criteria

- Prioritization Criteria – safety is the most important feature.
- Connections: many folks end up going inland part way through to catch transit back north – enabling people to ride the southern half of the route is important
- Curry County: include Gary (former staffer) who will have opinions on criteria, barriers and so on

Lincoln County

Attendees:

Rachel Cotton	City of Newport	Associate Planner
Derrick Tokos	City of Newport	Community Development Director
Jeanne Sprague	City of Lincoln City	Parks & Recreation Director
Weston Fritz	City of Lincoln City	Assistant Planner
Larry Lewis	Cities of Depoe Bay, Waldport, Yachats	City Planner
Luke Shepard	City of Rockaway Beach	Public Works Director
Terri Michel	City of Rockaway Beach	City Manager
Stephanie Reid	City of Lincoln City	City Engineer

Planned Projects / Existing Facilities / Needs

- Participant asked if this project is primarily looking at routes on US 101? The team affirmed that it is, but will also identify where deviations from US 101 make sense
- Waldport is updating the TSP now
- Communities need a consistent set of standards for bike facilities; don't give a "pallet" of choices
- Need to know if/how sharrows can be used on state facilities; communities would like ODOT to maintain them
- Lincoln City businesses see bike tourists as hassle
- Need clear specs that allow cities to exact improvements from developers
- Cyclists go south to north as well (particularly local cyclists or tourists on shorter trips)
- 101 is important, but so are connections to inland cities
- Lincoln City:

- Hwy 18 to Lincoln City: No facility
- No bike lane from MP 114.4-114.1 – this is the worst spot
- Challenge north of Lincoln City because there is no shoulder
- 111.3 – not 6' +
- Waldport
 - Waldport Seawall is a funded multiuse path on west side of highway. Will shift travel lanes
 - Waldport downtown does not have bike lanes; shared environment.
 - Waldport does not have sharrows but wants them through downtown on 101
- Yachats
 - Interest in multiuse path from Waldport to Yachats; would be east of US 101
 - There is a PUD ROW from Newport to Waldport that could be a trail
 - MP 166 – worst part of the OCBR; may not be much that can be done
 - Yachats has new bike lanes in both directions (MP 164)
 - Oceanview Drive in Yachats is better than US 101
- Depoe Bay
 - Adding bike parking can't be at expense of auto parking.
 - Could be a multiuse facility (MP 128-129) to Rocky Creek State Park. Oregon Coast Trail hiker route could be improved to serve bikes.
 - Scenic loop to Otter Crest is beautiful, but needs better maintenance/sweeping.
- Newport
 - Wayside project at Agate Beach added bike parking and showers.
 - Lighthouse to Lighthouse on Oceanview Drive – might be a ROW for separated facility
 - Nye Beach:
 - deviation that has slow speeds but low comfort for users
 - Interest in traffic calming
 - Traffic calming needed at Agate Beach
 - Intersection of US 20/101 is TSP update – if couplet, could be space for a facility
 - BPAC is recommending bike parking locations on Bayfront and in Nye Beach
 - Shared use path on South Jetty Road – could be a new deviation that ties riders to tourist attractions; wayfinding could be better
- Rockaway
 - RR ROW for the entire length of US 101
 - RR is a problem; limits circulation and ROW use
 - Salmonberry – strong support
 - Rail ROW is 60' and owned by Port of Tillamook Bay
 - No real rail use – just Oregon Coast Scenic Railway
 - City leases land from POTB for parking; if parking is lost, it will be a big issue

Discussion on Barriers / Aspirational Standards

- Need education about yielding to bikes. Signage might be part of the solution
- Need good coordination with Oregon Parks
- Green Bike Shop in Waldport is a key hub for cyclists using the route
- Anything in Newport needs to be closely coordinated with the TSP
- Question – How will you address bridges on the coast?
- All bike routes should have consistent signage
- Communities need a consistent set of standards for bike facilities; don't give a "pallet" of choices
- Desired Conditions/minimum standards
 - Consider eliminating or reducing width of center turn lane to get a wider shoulder

- Programs and services
 - Wayfinding, bike parking
 - Bike parking standards (how much room, specs) could be helpful to local communities
 - Bike lockers might be better than staple racks for touring cyclists
 - Need policy language – why it matters
 - Could put them in public parking lots
 - Need specifications
- Transit: Yachats to Florence pilot route in place

Prioritization/ Evaluation Criteria

- Motivation of local government, partnerships should be a criterion

Tillamook County

Attendees:

Michele Bradley	Port of Tillamook Bay	Director
Michelle Jenck	County Public Health Department	Coordinator
Angela Oslund	City of Wheeler	City Manager
Bill Baertlein	Tillamook County	Commissioner

Planned Projects / Existing Facilities/Needs

- Participant as how the Oregon Coast Trail relates to this project. Staff responded that OPRD’s effort is to fill the gaps where hikers are forced onto Hwy 101. We will look at common improvements where hikers and bikers may be sharing the same facility
- Wheeler and Rockaway are likely early Salmonberry implementation sections; rail with trail
- In urban areas, a shared environment may not be good enough even at low speeds; lots of local uses and perception of parking conflict with cyclists
- Tillamook has a bicycle master plan
- Wheeler wants to do a TSP update
- Tie into the future Salmonberry trail
- Bike hub in Tillamook between Pelican and DeGarde breweries (1st/2nd/Stillwell/Ivy)
- Want signage; need guidelines for what ODOT will allow
- Role in your community:
 - Need secure bike parking (indoor, covered)
 - Bike friendly businesses should be shown on an app
 - Could integrate with the proposed Tillamook Bay Heritage Route
 - From a public health standpoint, the OCBR needs to be relevant to locals
 - Need guidance for signage
 - Need to link tourists to Kilches Point Trail
- Needs
 - MP 47.3/47.4: wide west shoulder used for parking
 - MP 47.2: property that is environmentally sensitive. Proposed development could include bike path
 - “Rockwall area” is a barrier for the OCBR; push for Salmonberry segment to go around it
 - People use Hwy 131 rather than signed OCBR route
 - County has funding to put a road into Cape Meares; could old roadway become a trail/bike route?
 - Tillamook PUD wants to build a powerline to the capes. Could pave a trail.
 - 3 Capes Scenic Route should be a focus

Outreach Discussion

- Locals have already made ordinance changes for Salmonberry
- Tillamook County mayors meet quarterly. The OCBR can present at those meetings
- Several folks have ½ hour weekly slots on local radio where team can talk about the project
- County Commission meetings are televised and can be used to share information
- Michelle J has a weekly column in newspaper; can cover this topic
- Michelle J represents “Your County Health” project and can be an advocate for engagement in this project
- Updated economic development data would help make the case to businesses about OCBR. There has been a major growth in tourism since 2012 when data was most recently developed
- Use data from NIC or CDC studies about public health benefits of biking to help make the case
- Team should reach out to law enforcement for their perspective
- Businesses will be more responsive to participation in off season
- Coordinate with Oregon Coast Visitors’ Association Regional Plan

Criteria

- Safety is most important criterion
- Existing synergies, partnerships, political will should be criteria
- South Tillamook County has transportation disadvantaged communities. RV Parks might also be a good way to approximate where people with most need live

Clatsop County

Attendees:

Kevin Cronin	City of Warrenton	Community Development Director
Nathan Crater	City of Astoria	City Engineer
Michael Summers	Clatsop County	Public Works Director
Mark Barnes	City of Cannon Beach	City Planner
Matt Wein	Sunset Empire Transportation District	

Planned Projects / Existing Facilities / Needs

- Cannon Beach
 - Cannon Beach Junction – crossing traffic is a problem. Needs better design. Could use old road and repave it. County has a project to address issue with a separated path
 - MP 27.4: fog line needs repainting, no shoulder
 - Signage need for Cannon Beach deviation. It is appropriate to continue to send cyclists into Cannon Beach
 - Sunset/US 101: could pave a wider shoulder. There is wide gravel area behind shoulder that could be utilized
 - Arch Cape Tunnel – very bad lighting in tunnel; some reported taking the lane, others go around it. Increased signage (Bikes in Tunnel) would help. ODOT has a project to improve lighting in tunnel
 - Picture Windows area: fog line needs maintenance (MP 34.1); 1-2-foot shoulder width
 - Necarney Creek Bridge to Oswald Beach (MP 39.8) is very narrow
 - Maintenance (sweeping and striping) is needed
- Seaside
 - Deep storm drains in ROW are difficult for cyclists
 - Bridge at north end of Seaside (MP 19.7) – not much shoulder width
- Clatsop Plains
 - Turley Road overpass – cyclists take a lane because it is narrow
 - Sunset Beach – needs better striping to direct cyclists where to go

- Pavement is deeply cracked near Astoria Country Club (MP 12.9)
- Astoria
 - Fog line on Astoria bridge was moved, but it is still the same place. Uncomfortable for cyclists. Could direct people to old bridge but it is out of direction
 - Integrate bike hub into Union Town plan; repurpose parking lot north of ODOT building into a real starting point with a bike hub
- OPRD campgrounds should have signage about transit at kiosks that serve cyclists
- List private campgrounds on maps. Some are closer to US 101 than state parks
- Highlight bike friendly businesses on app
- Improve signage with better direction for locals; clean up sign clutter. Need a strategy to get ODOT involved in cooperative signage
- OCBR signage should be color other than green
- Make ODOT data available for app developers
- Could the user survey be an ongoing feedback mechanism?
- Model code would be useful

Criteria

- Crowd source economic development data somehow. Might not be an important criterion
- Need to look at cost, bang for the buck
- Partnerships
- Overlap of gaps identified for Oregon Coast Trail

Outreach Discussion

- It is up to chambers, not local governments, to promote bicycle friendly business program
- Monthly Clatsop County City Managers' meeting
- North Coast starting tourism studio with Travel Oregon
- COLPAC/NWACT would be a good place to present
- Astoria has social media
- Warrenton TSP outreach

Sounding Board 1 Summary

PREPARED FOR: Jenna Berman, Jenna Marmon, Ken Shonkwiler, John McDonald

PREPARED BY: Kate Drennan

MEETING DATE: June 28, 2018

Overview

The Oregon Coast Bike Route Project Management Team conducted a Sounding Board via online webinar on June 28, 2018 at 9:30 a.m. A Sounding Board is a flexible, self-selected group of people who provide individual input and advice to ODOT throughout the Oregon Coast Bike Route Plan process. The Sounding Board is charged with helping ODOT to understand plan-related issues from a variety of perspectives, and helping ODOT to both think big and make pragmatic recommendations.

The purpose of the first Sounding Board was to

- Share information about the Oregon Coast Bike Route Plan.
- Review and discuss project goals and evaluation criteria.
- Review and discuss user experiences and opportunities to improve the OCBR.

The webinar was hosted by the Oregon Coast Bike Route Project Management Team, including Jenna Berman, Jenna Marmon, Ken Shonkwiler from ODOT. The consultant team included Kristin Hull and Kate Drennan (Jacobs Engineering), Anna Gore (Alta Planning), and Jessica Pickul (JLA).

ODOT project staff distributed the invitation through GovDelivery and targeted outreach to project stakeholders. Fifty-eight invitees registered for the webinar representing a wide range of interests. Registrants included representatives from the following organizations, businesses and agencies, in addition to others not listed:

City of Coos Bay	City of Gold Beach
City of North Bend	City of Brookings
City of Bandon	City of Gearhart
City of Florence	Curry County
City of Newport	Coos County
City of Veneta	Lane Council of Governments
Clatsop County	Bureau of Land Management
City of Gearhart	Oregon State University
Cherriots Transit	Lincoln City Chamber of Commerce
Tillamook County Transportation District	South Coast Development Council
Destination Management Advisors	Heartfelt Hospitality Management
Bike Newport	Oregon's Adventure Coast
Wild Rivers Coast Alliance	Enroute Transit

Oregon Pacific Bank

OtterBees Farm and Fungi

Oregon State Parks

Oregon State University

Travel Lane County

Oregon Department of Transportation

California Department of Transportation

Agenda

1. Welcome and introductions
2. Logistics and agenda review
 - Webinar logistics
 - Agenda
 - Role and purpose of Sounding Board
3. OCBR plan overview
 - Project schedule and input milestones
 - Project outcomes and process
4. Guiding standards
 - Minimum standards/aspirational goals
 - Rider type
5. Users, demographics and supportive services
 - What we've learned so far
 - Poll: What supportive services are most important to users and local communities?
6. Evaluation criteria
 - Use of evaluation criteria
 - Proposed evaluation criteria
 - Web based voting: which criteria are most important to you?
7. Next steps

Presentation and Discussion

After introductions from participants on the phone, Kristin Hull reviewed the agenda, logistics, and the role and purpose of the sounding board. Throughout the webinar, the project team would pause conversation to run live polls to gather feedback from participants on discussion topics.

Guiding Standards

Kristin next reviewed the guiding standards that will act as the minimum standards for identifying gaps in the Oregon Coast Bike Route. Gap identification will be the basis for prioritizing identified needs. The project management team is recommending that the minimum standards be a 4-foot shoulder in rural areas, and a 6-foot shoulder in urban areas. These standards define a need, and act as a floor rather

than ceiling for infrastructure. ODOT supports the desire of Cities and Counties to aspire to wider or more intensive infrastructure within their jurisdictions.

One participant asked how the minimum standards will consider the usability of the shoulder width and conditions where debris or other factors may further stress the rider. Kristin replied that the team is looking at specific barriers such as guardrails and bridges to identify areas where the standard may still create uncomfortable conditions. While the team have some of this data in GIS layers, they are also relying on stakeholder input to identify problematic locations. The team also confirmed a participant question that urban areas will be defined by urban growth boundaries.

Users, Demographics and Supportive Services

Kristin Hull and Anna Gore summarized information collected through user-rider surveys, local agency surveys, jurisdictional meetings and local interviews. The team asked agencies about their existing services and programs, and what they would like more support with. The team asked user-riders about their demographics, spending habits, top concerns, and desired amenities. The three most important amenities to riders were: (1) route maintenance, (2) bike camping, and (3) on-route wayfinding. When rating rider satisfaction with existing amenities, riders expressed lowest satisfaction with (1) route maintenance, (2) connections to transit, and (3) bike parking. Anna noted that many conflate route maintenance with infrastructure gaps. Bike parking dissatisfaction was related to little short-term bike parking within communities near businesses.

One participant noted that he was interested in co-promotion with other marketing efforts for tourism. Another expressed a desire for a marketing program aimed at promoting the value of bicycle tourism to local communities. The marketing could build on the “share the road” sign program. One participant noted that materials are needed about where riders can find accommodations. In the same vein, a set of materials could be crafted that is oriented toward those offering accommodation with information about how to be “bike-friendly” and better support cyclist customers.

One participant suggested utilizing local transit buses and/or shelters to advertise and spread bike-friendly messages. Another noted that the City of Brookings has submitted a grant to Travel Oregon to build a bike kiosk, wayfinding and storage lockers. Anna noted that riders expressed a strong interest in access to storage lockers, particularly for short-term storage that would allow them to visit local businesses. In addition, there was a strong interest in expanding access to transit, or using private shuttles to move between places with spotty transit.

Poll: Which supportive services are most important to users and local communities?

- Supportive physical infrastructure (e.g. bathrooms, bike lockers, parking; not roadway) – 47%
- Supportive services and information – 45%
- Policy, regulatory or marketing support – 8%

Evaluation Criteria

Kristin led a discussion on the draft evaluation criteria. The criteria are intended to align with ODOT Statewide Plan goals, local community desires, and with Oregon Coast Bike Route goals. The evaluation will be used to prioritize identified needs, with potential weighting of some criteria over others.

Table 1 Proposed Evaluation Criteria

Category	Potential Criteria
Existing conditions	Width of existing bike facility
	Other existing roadway characteristics (e.g. guardrail, bridge, tunnel)
Safety	5-year crash history analysis
	Level of traffic stress
	Risk factors (speeds, # of lanes, traffic volumes, driveways)
Addressing barriers/short gaps	Barriers/intersections identified in data collection
Overlap with Oregon Coast Trail	Shared segment with Oregon Coast Trail gaps

Poll: Which criteria are most important to you?

- Existing Conditions – 40%
- Safety –26%
- Addressing barriers/ short gaps – 18%
- Overlap with Oregon Coast Trail – 16%

A participant asked for clarification between a barrier/ gap and existing conditions that may not meet facility standards. Ken Shonkwiler (ODOT) responded that barriers are broader – they could include wayfinding issues or trees that need maintenance. The short gap refers to a weak link that interrupts a solid, comfortable route segment that could otherwise be a low-stress segment appropriate for day-trips. One respondent noted that if ODOT focuses on addressing issues with existing conditions such as pavement and width, many of the safety issues should resolve themselves. He observed that locations with documented safety issues tend to have high traffic volumes and deficient shoulders. Another participant noted that some particularly bad location may not have documented bicyclist-involved crashes because it's so dangerous that people choose not to ride there.

Kristin clarified that the webinar feedback on criteria will be used to determine if and how to weight the proposed criteria. One participant inquired about ODOT's position on road diets and if that will be a project recommendation. Jenna Marmon responded that ODOT defers to local efforts around road diets and supports where they can. They are a tool in the toolbox, but ODOT prefers that road diets within communities be locally-driven. In addition, several coastal communities are updating their Transportation System Plans and those can help provide clarity on what local communities envision for their roadway segments. ODOT plans to coordinate closely with local jurisdictions to use the Transportation System Plans to help implement recommendations from the Oregon Coast Bike Route Plan.

Poll Question: Is the Oregon Coast Bike Route reaching its full potential?

- Yes – 3%
- No – 87%
- Unsure – 10%

When asked what it would take to reach its full potential, webinar participants responded with the following comments:

- Success revolves around safety on HWY 101 (south of Port Orford is a prime example). Around Humbug Mountain there are a lot of log trucks and the route is very twisty with limited sight distance. To ensure safety and success, ODOT would need to deviate the route, expand the highway shoulder into new right-of-way, or have an off-road path in this section through an easement on public land.
- Safety is the number one factor, but education for local businesses and helping improve services are also important. Support communities with marketing and service improvements.
- There is a concern about adding a large number of new riders to the route before safety improvements are in place.
- A participant is concerned about adding hikers and bikers to already tight shoulder space.
- US 101 coastal route is the most traveled route for 'Adventure Cycling', we need to improve conditions for those riding.
- We won't be able to rebuild the bridges anytime soon so we need to put sharrows on bridges and educate drivers via Share the Road signs.
- Off-road infrastructure adjacent to US 101 would set us up for future success.
- To achieve full potential, we need to create connections inland. Connecting back to the valley can be the biggest challenge for touring cyclists. Highlight places where other highways connect to US 101, notating connections and difficult intersections.

Next Steps

Kristin wrapped up the webinar by reviewing future engagement opportunities, include two more Sounding Board meetings in 2019 and 2020. In addition, the project will have online open houses and other opportunities for stakeholder input. Stakeholders can reach out to their ODOT contacts at any time, and sign up online to receive project updates.

Post-Webinar Feedback

Immediately following the webinar, the project team sent out a short survey to gather more information about the discussion topics and to evaluate the utility and comfort amongst participants with webinar technology. Eleven participants responded to the survey. The responses are collated and included in Appendix 1.

In addition, the project team received several follow-up emails with suggestions and additional comments. They are summarized in the bullets below:

- Planning future projects where the Oregon Coast Trail and OCBR overlap could enhance both by considering them together.
- Technical issues with the webinar meant the speaker was muted through much of the webinar.

- Examine highway speeds in conjunction with roadway width to help identify gaps; consider where sharrows may be appropriate.
- Look at the bicycle hubs in the Gorge as good examples of bike-supportive infrastructure.
- For the safety criteria, level of traffic stress and speed are more important than crash history. Wide vehicles and fast-moving vehicles changes the level of comfort on the road.
- Through the City of Gearhart, southbound shoulders are poor at best for bicycles. In some sections, there is less than 18 inches bordered by a curbing for parking lots.
- The best solution for the area of YS 101 north from Pacific Way is to narrow the section of the US from 4 lanes to 3. This is already adopted by ODOT in the TSP, however that doesn't mean it will be re-striped anytime soon.
- Uphill climbs need a wider lane or shoulder than the downhill side do. Many areas have a wide shoulder on the easy side but the hard side has nothing. Turns seem to crowd the inside lane.
- Consider putting bi-directional bike lane on the same side of the road. This would give us more room and keep everyone on the same side of the road (west side). North bound has less bike traffic than the south bound bike lane and loaded bicycles don't have head on collisions with each other. Riding on the same side might produce two tight areas (lanes) might make one ok route.
- Getting to the coast on OR-6 between OR-47 and OR-8 is a long climb and the road surface has a cold edge with a 1-inch lip the whole way up. There is a rumble strip with a guard rail and if you pull a trailer this puts you right into the lane of traffic. The downhill side has a full lane shoulder the whole way down so you can park a truck and walk around it safely.



Winter 2018-2019

Oregon Coast Bike Route Plan

Phase 1 – Online Open House Summary

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OREGON COAST BIKE ROUTE PLAN

PHASE 1 ONLINE OPEN HOUSE FEEDBACK SUMMARY

WINTER 2018-19

INTRODUCTION

OVERVIEW AND PURPOSE

The Oregon Department of Transportation (ODOT) is undertaking a planning effort for the Oregon Coast Bike Route (OCBR), a popular bike route designated in the 1980s that runs the length of the Oregon coast. The plan offers the opportunity to address changes in bicycle infrastructure standards, and the growth of bike tourism destinations and travel options both nationally and along U.S. 101. The plan will provide a high-level overview of the current and future OCBR, and will closely examine and identify opportunities to increase safety, accessibility and enjoyment for both local community members and travelers on the route.

The project team hosted an online open house from December 4, 2018 to February 10, 2019 geared at providing information about the effort and soliciting feedback from the public. Feedback from the public will be used to help ODOT better understand where the issues and gaps are along the route. Participants were given the opportunity to review and respond to the “critical needs” map, as well as provide any additional input about the OCBR they felt should be considered.

This report summarizes the online open house format and feedback received.

OUTREACH AND NOTIFICATION

ODOT invited the public to participate in the online open house using a variety of tools, including:

- Social media (Facebook and Twitter): posted via ODOT’s accounts on December 7, 2018, January 9, 2019, and January 10, 2019.
- Reddit: posted to the following subreddits on December 4, 2018 and January 23, 2019.
 - r/PacificNorthwest
 - r/Bend
 - r/bicycletouring
 - r/SALEM
 - r/CyclePDX
 - r/OregonCoast
 - r/Oregon
 - r/Portland
 - r/Cascadia
 - r/bicycling
- Email updates sent via GovDelivery on December 3, 2018 and January 9, 2019.
- News releases were sent by ODOT on December 4, 2018.

FORMAT AND PARTICIPATION

The online open house contained four sections: Background, Tools and Solutions, Critical Needs Map and Next Steps. Participants could provide feedback via the Critical Needs Map and the Next Steps section.

- **Background**
 - This section of the online open house informed participants on the background and purpose of the project via text, video and a map of the route. Additionally, participants were given a summary of the previous public input received in spring 2018.
- **Tools and Solutions**
 - In this section participants could review and learn more about the various potential solutions ODOT developed, including warning lights with triggers, routing off U.S. 101, reducing speeds, shared bike/pedestrian facilities, signage, striped bike lanes, transit shuttles and widening the roadway/shoulder.
- **Critical Needs Map**
 - The Critical Needs Map was developed by ODOT following an assessment of the entire OCBR to determine the highest priority areas along the route. Participants were able to explore the map, click on the various critical needs points to learn about the issues and potential solutions, and then provide feedback on whether they felt ODOT’s analysis adequately captured the issues. Participants were also given the opportunity to select from a multiple choice list of additional issues they felt should be considered.
- **Next Steps**
 - The final section of the online open house allowed participants to submit their demographic information and any additional comments to the project team, as well as provided information on the project schedule and ways to stay involved.

Approximately 330 people participated in the online open house, submitting a total of 909 responses via the Critical Needs Map and 297 comments via the Next Steps section.

Additionally, 44 comments were received externally via email and through comments to Reddit and Twitter. These comments can be found in Appendix B.

FEEDBACK SUMMARY

SUMMARY OF KEY FINDINGS

Participants were able to provide feedback through the Critical Needs Map, as well as through two open ended comments in the Next Steps section. Key findings from those sections include:

- The locations with the highest number of submissions on the Critical Needs Map include the Youngs Bay Bridge/Astoria, North Lincoln City and the Arch Cape Tunnel.
- The locations with the lowest number submission on the Critical Needs Map include Bandon, Florence, Coos Bay/North Bend Option and Gold Beach.
- Participants regularly agreed with or noted safety as a key issue along the route.
- Signage for bikes and motorized vehicle users was recommended at specific locations and along the entire route.
- Many participants noted the importance of widening the bike lanes or shoulders wherever possible along the route.
- Many participants supported or recommended locations for alternative bike routes off U.S. 101 to promote safety.
- A significant number of participants suggested creating protected or separated bike paths and lanes.

- Many participants recommended reducing speed limits at specific locations or along the entire route.

CRITICAL NEEDS MAP

The project team assessed the entire route and mapped where bike facilities or shoulders are narrower than four feet in rural areas, and narrower than six feet in urban areas. Because of the route's length, the team identified the highest-priority areas by considering:

- Existing conditions: width of the existing bike facility or shoulder.
- Safety: crash history, crash risks.
- Short gaps/barriers.
- Overlap with the Oregon Coast Trail.

The Critical Needs Map contained a total of 30 different locations along the OCBR that the project team identified during its analysis. Participants could select each location and review the existing issues and potential solutions. Participants were then asked if they felt ODOT identified all the issues within the segment and were given the options “yes,” “yes, but with some changes,” and “no.” If a participant selected “yes, but with some changes” or “no” they were given the option to select all that applied from a list of additional issues. The options included:

- Shoulder or bike facility is too narrow.
- Cars and trucks leave the travel lane and cross onto the shoulder.
- Needs maintenance like trimming vegetation or removing debris.
- Sight distances for vehicles using US 101.
- Pavement condition on shoulder.
- Bridge or tunnel is present.
- Many driveways, side streets.
- Conflicts with on-street parking.
- Other (explain in comment form on the Next Steps page).

A total of 909 submissions were received from 137 unique IP addresses via the Online Open House map activity.



Location	Number of submissions
Youngs Bay Bridge/Astoria	64
Gearhart	43
Seaside	38
Arch Cape Tunnel	51
North of Manzanita	46
Wheeler	30
Garibaldi	28
Tillamook	32
U.S. 131	29
North Lincoln City	53
Lincoln City	27
Nye Beach Route	30
Yaquina Bridge	33
Waldport	27
Yachats to Cape Perpetua	35
South of Cape Perpetua	26
Heceta Head South	27
Florence	17
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Bullards Bridge	26
Bandon	16
Humbug Mountain Area	21
Rogue River (Patterson) Bridge	24
Gold Beach	18
Brookings	21
Winchuck River Bridge	20

YOUNGS BAY BRIDGE/ASTORIA

The map provided the following description of the existing conditions on this segment of the route:

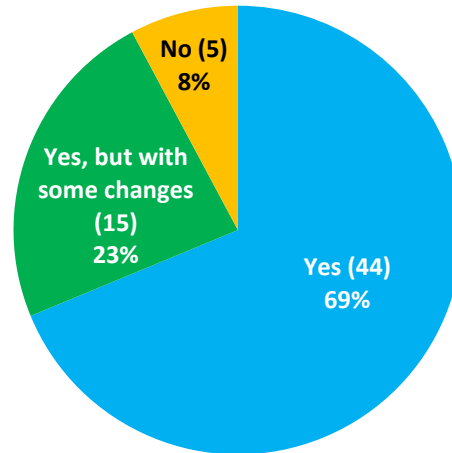
This long bridge with narrow shoulders is a key barrier for people on bikes — and many begin their trip in Astoria. This major bridge is unlikely to include space for biking unless it is completely reconstructed at some point.

The potential solutions provided were:

- Warning lights with triggers for cyclists.
- A transit shuttle.

A total of **64 participants provided feedback on this section** of the OCBR.

Do you feel ODOT identified the main issues and problems within the segment?



Participants who could select from the list of additional problems and issues within the segment provided the following feedback (listed from most to least common):

- Shoulder or bike facility is too narrow (11).
- Cars and trucks leave the travel lane and cross onto the shoulder (8).
- Needs maintenance like trimming vegetation or removing debris (7).
- Pavement condition on shoulder (4).
- Bridge or tunnel is present (4).

Additionally, **14 participants indicated “other” issues or problems in the segment.** Feedback received through the open ended section of the online open house regarding this segment includes:

- Consider redirecting bikes to Business 101 and improving the deck of the Old Youngs Bay Bridge to be better for bicycle tires.
- Consider adding additional bike facilities along this segment that are safe from semis and other vehicles.
- Repaint the bike lanes to allow for more room when climbing.
- Consider routing along Lewis and Clark River from Astoria to Seaside.
- Consider adding bollards along the edge of traffic to create a protected bikeway.

GEARHART

The map provided the following description of the existing conditions on this segment of the route:

Most of this corridor has four travel lanes, many access points and a very narrow shoulder. This section is in the urban area, so there is a greater likelihood of local people biking.

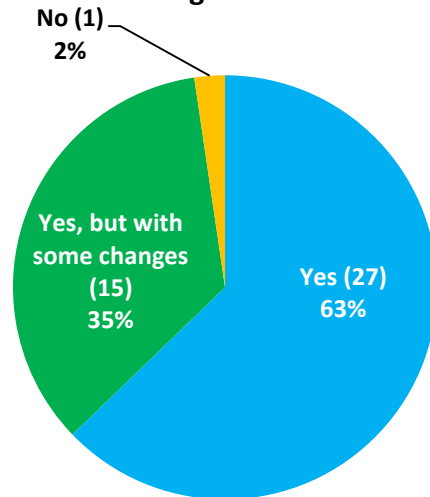
The potential solutions provided were:

- Widen the roadway/shoulder.

- Narrow or shift travel lanes.
- Add warning or informational signage.

A total of **43 participants** provided feedback on this section of the OCBR.

Do you feel ODOT identified the main issues and problems within the segment?



Participants who could select from the list of additional problems and issues within the segment provided the following feedback (listed from most to least common):

- Shoulder or bike facility is too narrow (10)
- Cars and trucks leave the travel lane and cross onto the shoulder (7)
- Pavement condition on shoulder (4)
- Many driveways, side streets (3)
- Needs maintenance like trimming vegetation or removing debris (1)

Additionally, **11 participants** indicated **“other” issues or problems in the segment**. Feedback received through the open ended section of the online open house regarding this segment includes:

- Consider using signage that directs cyclists to use an alternative route to bypass Gearhart.
- Drivers in Gearhart often don’t allow passing room and will drive erratically.
- Asphalt needs maintenance to prevent motorists splashing bikes when they pass.
- Gearhart City Council expressed general support for the potential solutions in this segment.
- Consider signage directing bikes off U.S. 101 onto Gearhart Loop.

SEASIDE

The map provided the following description of the existing conditions on this segment of the route:

Most of this corridor has relatively wide shoulders (four to eight feet), but its occurrence of bicycle-involved crashes over the last five years has been high compared to other parts of the Oregon Coast Bike Route.

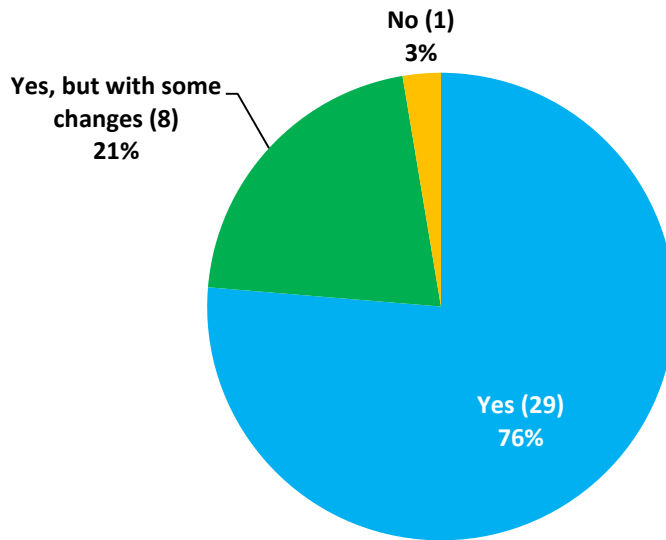
There are many driveway access points along U.S. 101 through Seaside. This section is in the urban area, so there is a greater likelihood of local people biking.

The potential solutions provided were:

- Add bike lanes.
- Narrow or shift travel lanes.
- Shift the Oregon Coast Bike Route off U.S. 101.
- Add warning or informational signage.

A total of **38 participants provided feedback on this section** of the OCBR.

Do you feel ODOT identified the main issues and problems within the segment?



Participants who could select from the list of additional problems and issues within the segment provided the following feedback (listed from most to least common):

- Cars and trucks leave the travel lane and cross onto the shoulder (7).
- Many driveways, side streets (3).
- Bridge or tunnel is present (2).
- Conflicts with on-street parking (2).
- Shoulder or bike facility is too narrow (1).
- Pavement condition on shoulder (1).
- Needs maintenance like trimming vegetation or removing debris (1).

Additionally, **five participants indicated “other” issues or problems in the segment.** Feedback received through the open ended section of the online open house regarding this segment includes:

- Seaside has many narrow bridges that need attention.

- The bridge on the north end of town at the intersection with Wahanna Road has sidewalks but no shoulders – there are some ramps that allow bikes to ride up onto the sidewalk, but the sidewalks are frequently blocked by people fishing off the bridge.
- The two bridges south of Seaside are narrow forcing bikes into the travel lane.
- The bike lanes through Seaside are wide and clearly marked, but they are frequently blocked by parked vehicles forcing bikes into the travel lanes.
- Consider creating a short off-road bike path at the intersection of U.S. 101 and Hwy 26 south of Seaside to allow bikes to avoid crossing busy driving lanes with limited sight distances.
- Consider directing bikes to Lewis and Clark Road to bypass heavy traffic and narrow bridges.

ARCH CAPE TUNNEL

The map provided the following description of the existing conditions on this segment of the route:

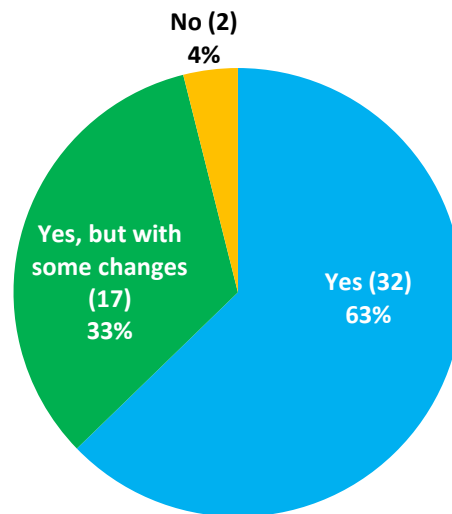
The Arch Cape Tunnel is a barrier for people on bikes. The shoulder is very narrow and the triggered warning lights currently are not working. ODOT will repair the warning lights and improve tunnel lighting in 2019.

The potential solutions provided were:

- Take measures to reduce speeds and/or lower the speed limit.
- Add signage to prohibit passing people on bikes in the tunnel.

A total of **51 participants provided feedback on this section** of the OCBR.

Do you feel ODOT identified the main issues and problems within the segment?



Participants who could select from the list of additional problems and issues within the segment provided the following feedback (listed from most to least common):

- Shoulder or bike facility is too narrow (8).

- Pavement condition on shoulder (8).
- Needs maintenance like trimming vegetation or removing debris (7).
- Bridge or tunnel is present (7).
- Sight distances for vehicles using U.S. 101 (4).
- Cars and trucks leave the travel lane and cross onto the shoulder (3).

Additionally, **15 participants indicated “other” issues or problems in the segment.** Feedback received through the open ended section of the online open house regarding this segment includes:

- There are sewers to the right of the frost line that are dangerous for bike tires.
- Drivers do not wait behind bikes, especially heading south which is an uphill gradient.
- Southbound traffic cannot see oncoming northbound traffic entering the tunnel, which presents safety issues when vehicles try to pass bikes.
- Cars will ignore lowered speed limits.
- Consider installing speeding ticket cameras.
- Consider implementing video monitoring of the tunnel.

NORTH OF MANZANITA

The map provided the following description of the existing conditions on this segment of the route:

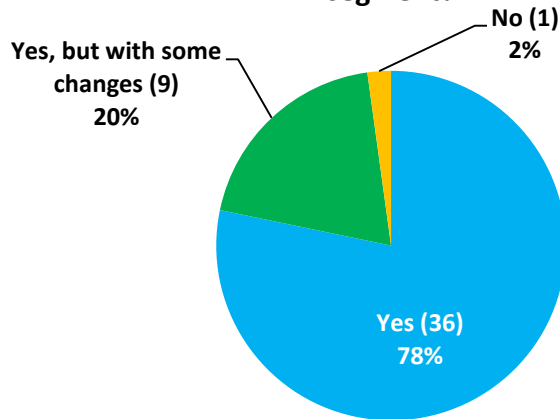
This segment has a very narrow shoulder, and lacks any shoulder in some places. Parts of this segment are shared with the Oregon Coast Trail (though the Oregon Coast Trail will be moved off of U.S. 101 in the future).

The potential solutions provided were:

- Widen the roadway/shoulder.
- Narrow or shift travel lanes.
- Add warning or informational signage.

A total of **46 participants provided feedback on this section** of the OCBR.

Do you feel ODOT identified the main issues and problems within the segment?



Participants who could select from the list of additional problems and issues within the segment provided the following feedback (listed from most to least common):

- Shoulder or bike facility is too narrow (5).
- Cars and trucks leave the travel lane and cross onto the shoulder (3).
- Pavement condition on shoulder (2).
- Needs maintenance like trimming vegetation or removing debris (2).
- Bridge or tunnel is present (2).
- Sight distances for vehicles using U.S. 101 (1).

Additionally, **nine participants indicated “other” issues or problems in the segment.** Feedback received through the open ended section of the online open house regarding this segment includes:

- The road downhill to Manzanita is very dangerous and has no shoulders.

WHEELER

The map provided the following description of the existing conditions on this segment of the route:

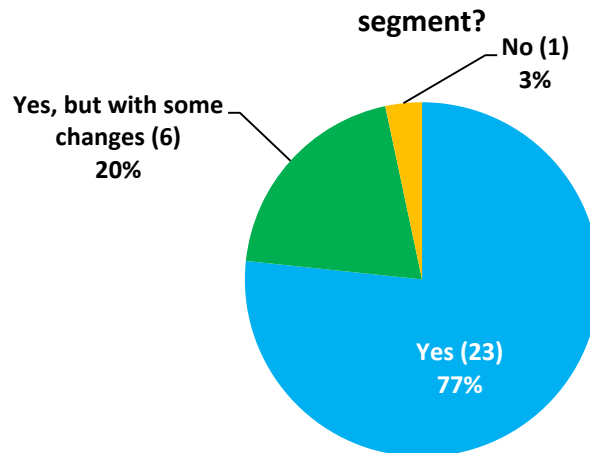
This corridor has a very narrow shoulder, and the speed limit jumps to 45 mph from 25 mph. It has a high level of traffic stress for people on bikes.

The potential solutions provided were:

- Widen the roadway/shoulder.
- Narrow or shift travel lanes.
- Add warning or informational signage.
- Add traffic calming and/or downtown improvements.

A total of **30 participants provided feedback on this section** of the OCBR.

Do you feel ODOT identified the main issues and problems within the segment?



Participants who could select from the list of additional problems and issues within the segment provided the following feedback (listed from most to least common):

- Shoulder or bike facility is too narrow (2).
- Cars and trucks leave the travel lane and cross onto the shoulder (2).
- Pavement condition on shoulder (2).
- Needs maintenance like trimming vegetation or removing debris (2).

Additionally, **five participants indicated “other” issues or problems in the segment.** Feedback received through the open ended section of the online open house regarding this segment includes:

- Consider designating OR 53 and Miami-Foley Road between Wheeler and Garibaldi as an alternate bike route to avoid conflicts on U.S. 101 – Google Maps shows this route as being shorter than the existing route.
- Completion of the coastal segment of the Salmonberry Trail will help alleviate existing issues between Wheeler and Tillamook.

GARIBALDI

The map provided the following description of the existing conditions on this segment of the route:

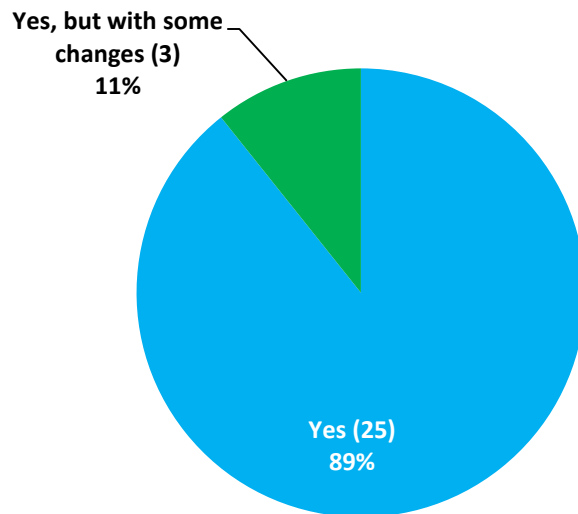
Shoulder width varies from zero to six feet and is shared with Oregon Coast Trail hikers.

The potential solutions provided were:

- Widen the roadway/shoulder.
- Narrow or shift travel lanes.
- Convert to shared roadway with low speed.
- Add warning or informational signage.

A total of **28 participants provided feedback on this section** of the OCBR.

Do you feel ODOT identified the main issues and problems within the segment?



Participants who could select from the list of additional problems and issues within the segment provided the following feedback (listed from most to least common):

- Cars and trucks leave the travel lane and cross onto the shoulder (2).
- Pavement condition on shoulder (2).
- Shoulder or bike facility is too narrow (1).
- Conflicts with on-street parking (1).
- Many driveways, side streets (1).

TILLAMOOK

The map provided the following description of the existing conditions on this segment of the route:

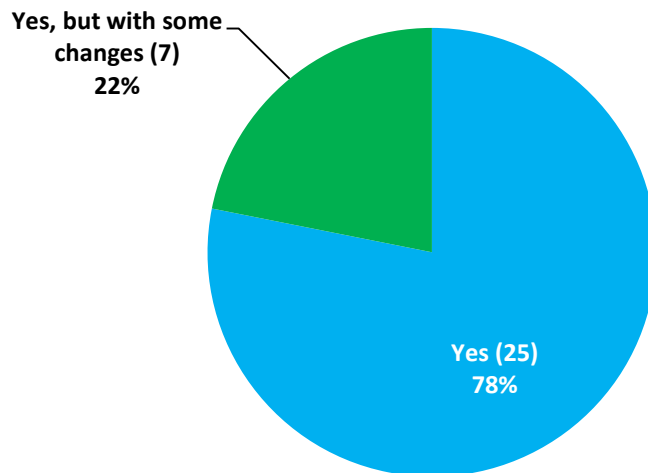
There is no shoulder on U.S. 101 from Hoquarten Slough to Dougherty Slough. This portion of the route has a high level of traffic stress for people on bikes.

The potential solutions provided were:

- Widen the roadway/shoulder.
- Narrow or shift travel lanes.
- Add shared bike/pedestrian facility.
- Add warning or informational signage.

A total of **32 participants provided feedback on this section** of the OCBR.

Do you feel ODOT identified the main issues and problems within the segment?



Participants who could select from the list of additional problems and issues within the segment provided the following feedback (listed from most to least common):

- Shoulder or bike facility is too narrow (3).

- Cars and trucks leave the travel lane and cross onto the shoulder (3).
- Pavement condition on shoulder (3).
- Conflicts with on-street parking (1).

Additionally, **four participants indicated “other” issues or problems in the segment.** Feedback received through the open ended section of the online open house regarding this segment includes:

- Fixing the road to the Cape Mears Lighthouse would be better than widening OR 131 near Tillamook.
- Northbound bicycle traffic on rural roads in Tillamook County encounters significant safety issues.
- The 3rd Street Bridge west of Tillamook is unsafe for bicyclists – they either have to dismount and use the narrow sidewalks or stay in the 45 mph travel lane.
- The section between Tillamook and Lincoln City needs to be addressed – no bike paths and very narrow shoulders.
- Consider signage for cyclists to use the loop off U.S. 101 from Tillamook to Oceanside and Pacific City.

U.S. 131

The map provided the following description of the existing conditions on this segment of the route:

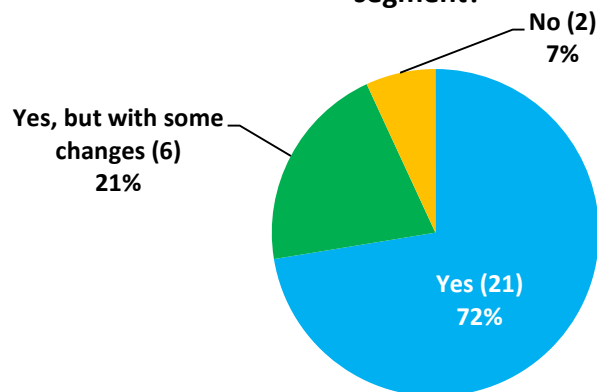
The Cape Meares Loop (previously listed as the Scenic Route) has a road-closure alert due to safety concerns from an active slide area. Some riders bypass it to ride U.S. 131 toward Cape Lookout. U.S. 131 has very narrow shoulders and several narrow bridges. Once Cape Meares Loop Road is reopened by Tillamook County, riders could return to the full loop. Until then, U.S. 131 remains a challenging part of the route.

The potential solutions provided were:

- Widen the roadway/shoulder.
- Narrow or shift travel lanes.
- Run a transit shuttle.
- Add a shared bike/pedestrian facility.
- Add warning or informational signage.

A total of **29 participants provided feedback on this section** of the OCBR.

Do you feel ODOT identified the main issues and problems within the segment?



Participants who could select from the list of additional problems and issues within the segment provided the following feedback (listed from most to least common):

- Shoulder or bike facility is too narrow (3).
- Cars and trucks leave the travel lane and cross onto the shoulder (2).
- Pavement condition on shoulder (2).
- Needs maintenance like trimming vegetation or removing debris (1).

Additionally, **six participants indicated “other” issues or problems in the segment.** Feedback received through the open ended section of the online open house regarding this segment includes:

- Consider closing Cape Meares Road permanently for vehicles and repairing and reopening it exclusively for bikes and pedestrians as an alternative to OR 131.

NORTH LINCOLN CITY

The map provided the following description of the existing conditions on this segment of the route:

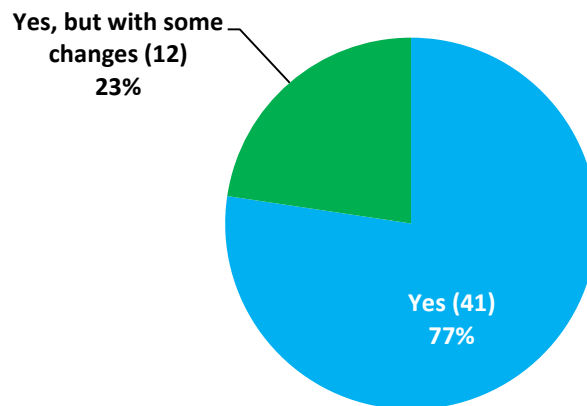
There is no shoulder on U.S. 101 through this area, which has five lanes and many commercial driveway access points.

The potential solutions provided were:

- Widen the roadway/shoulder.
- Remove parking.
- Narrow or shift travel lanes.
- Run a transit shuttle.
- Add a shared bike/pedestrian facility.
- Add warning or informational signage.
- Create a parallel route.

A total of **53 participants provided feedback on this section** of the OCBR.

Do you feel ODOT identified the main issues and problems within the segment?



Participants who could select from the list of additional problems and issues within the segment provided the following feedback (listed from most to least common):

- Pavement condition on shoulder (4).
- Shoulder or bike facility is too narrow (3).
- Cars and trucks leave the travel lane and cross onto the shoulder (1).
- Sight distances for vehicles using U.S. 101 (1).
- Bridge or tunnel is present (1).
- Conflicts with on-street parking (1).

Additionally, **eight participants indicated “other” issues or problems in the segment.** Feedback received through the open ended section of the online open house regarding this segment includes:

- Removing parking will likely be opposed by businesses.
- Improve signage for southbound cyclists to better direct them onto and beyond 40th Street.
- Consider using East Devil’s Lake Road as an alternative to U.S. 101.

LINCOLN CITY

The map provided the following description of the existing conditions on this segment of the route:

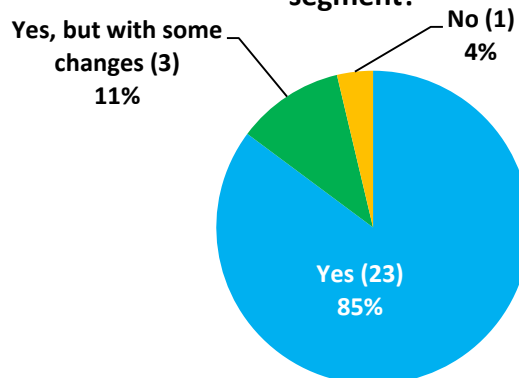
There is no shoulder on U.S. 101 through this area, which has five lanes and many commercial driveway access points.

The potential solutions provided were:

- Widen the roadway and/or shoulder.
- Narrow or shift travel lanes.
- Add a parallel route.
- Remove parking.
- Run a transit shuttle.
- Add a shared bike/pedestrian facility.
- Add warning or informational signage.

A total of **27 participants provided feedback on this section** of the OCBR.

Do you feel ODOT identified the main issues and problems within the segment?



Participants who could select from the list of additional problems and issues within the segment provided the following feedback (listed from most to least common):

- Shoulder or bike facility is too narrow (2).
- Pavement condition on shoulder (2).
- Cars and trucks leave the travel lane and cross onto the shoulder (1).
- Bridge or tunnel is present (1).

Additionally, **three participants indicated “other” issues or problems in the segment.**

NYE BEACH ROUTE

The map provided the following description of the existing conditions on this segment of the route:

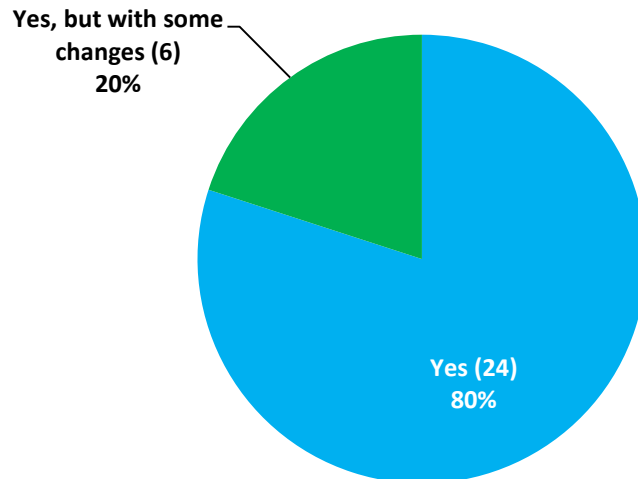
The Oregon Coast Bike Route through Nye Beach uses Ocean Road, which is very scenic but narrow in spots. Traffic calming could make the route more comfortable in this area.

The potential solutions provided were:

- Add traffic calming features.

A total of **30 participants provided feedback on this section** of the OCBR.

Do you feel ODOT identified the main issues and problems within the segment?



Participants who could select from the list of additional problems and issues within the segment provided the following feedback (listed from most to least common):

- Shoulder or bike facility is too narrow (3).
- Cars and trucks leave the travel lane and cross onto the shoulder (2).
- Pavement condition on shoulder (2).
- Many driveways, side streets (2).

- Needs maintenance like trimming vegetation or removing debris (1).
- Conflicts with on-street parking (1).

Additionally, **two participants indicated “other” issues or problems in the segment.**

YAQUINA BRIDGE

The map provided the following description of the existing conditions on this segment of the route:

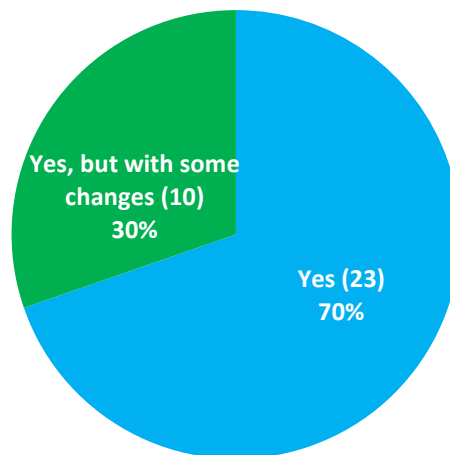
With two lanes and no shoulder or bike lane over more than a half mile, the bridge is a barrier for people on bikes. It has cyclist-triggered warning lights along with signs indicating that riders can ride in the travel lane or walk their bikes on the narrow sidewalk. This major bridge is unlikely to include space for biking unless it is completely reconstructed at some point.

The potential solutions provided were:

- Run a transit shuttle.
- Improve the sidewalk.

A total of **33 participants provided feedback on this section** of the OCBR.

Do you feel ODOT identified the main issues and problems within the segment?



Participants who could select from the list of additional problems and issues within the segment provided the following feedback (listed from most to least common):

- Bridge or tunnel is present (3).
- Shoulder or bike facility is too narrow (2).
- Pavement condition on shoulder (2).
- Needs maintenance like trimming vegetation or removing debris (1).

Additionally, **eight participants indicated “other” issues or problems in the segment.** Feedback received through the open ended section of the online open house regarding this segment includes:

- Consider installing activated warning signs to alert drivers to the presence of cyclists.

WALDPORT

The map provided the following description of the existing conditions on this segment of the route:

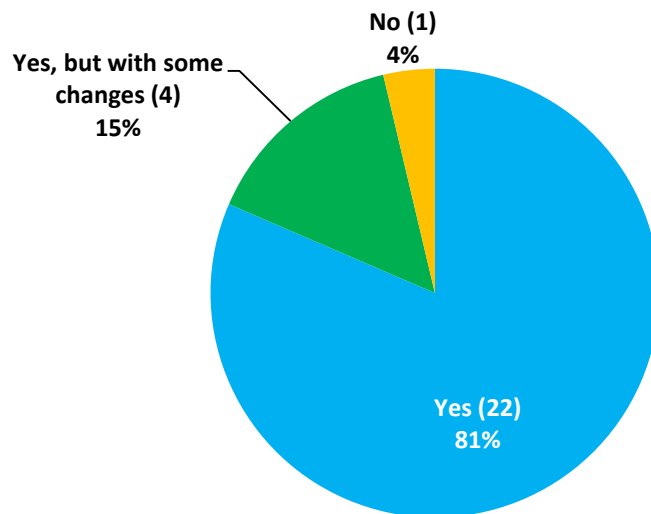
U.S. 101 in downtown Waldport has four lanes and no bike lane. It has a very narrow shoulder south of downtown next to the sea wall, where it's shared with the Oregon Coast Trail during high tide.

The potential solutions provided were:

- Convert to shared low-speed roadway with sharrows.
- Add a shared pedestrian/bicycle facility.
- Add bike lanes.
- Narrow or shift travel lanes.

A total of **27 participants provided feedback on this section** of the OCBR.

Do you feel ODOT identified the main issues and problems within the segment?



Participants who could select from the list of additional problems and issues within the segment provided the following feedback (listed from most to least common):

- Shoulder or bike facility is too narrow (4).
- Pavement condition on shoulder (3).
- Needs maintenance like trimming vegetation or removing debris (1).
- Bridge or tunnel is present (1).
- Conflicts with on-street parking (1).

- Cars and trucks leave the travel lane and cross onto the shoulder (1).

Additionally, **two participants indicated “other” issues or problems in the segment.**

YACHATS TO CAPE PERPETUA

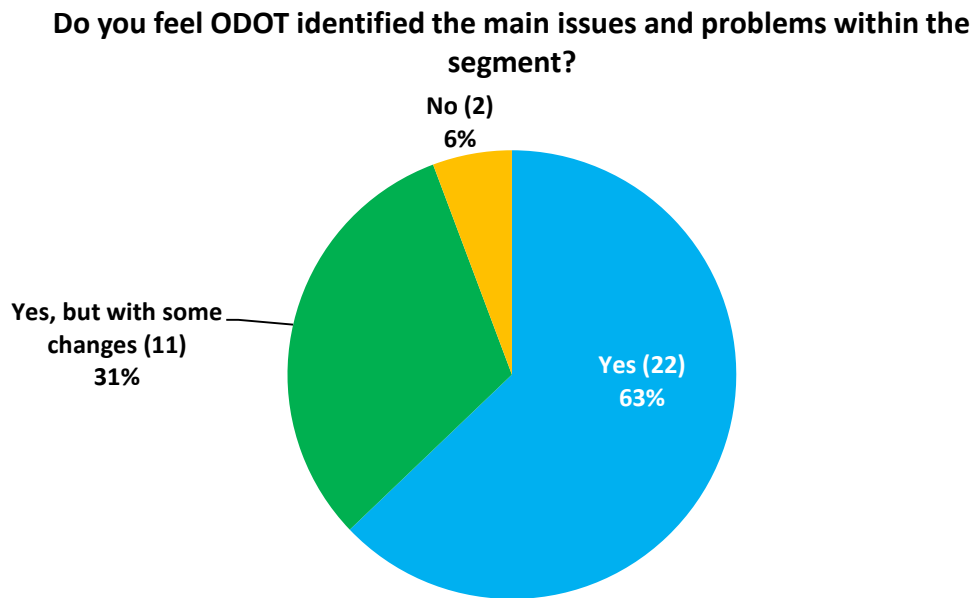
The map provided the following description of the existing conditions on this segment of the route:

The shoulder south of Yachats is narrow in this particularly hilly and scenic section of the Oregon Coast Bike Route.

The potential solutions provided were:

- Narrow or shift travel lanes.
- Add cyclist-triggered warning lights.
- Run a transit shuttle.
- Add warning or informational signage.

A total of **35 participants provided feedback on this section** of the OCBR.



Participants who could select from the list of additional problems and issues within the segment provided the following feedback (listed from most to least common):

- Shoulder or bike facility is too narrow (9).
- Sight distances for vehicles using U.S. 101 (8).
- Cars and trucks leave the travel lane and cross onto the shoulder (5).
- Pavement condition on shoulder (5).
- Needs maintenance like trimming vegetation or removing debris (4).
- Bridge or tunnel is present (1).

Additionally, **seven participants indicated “other” issues or problems in the segment.**

SOUTH OF CAPE PERPETUA

The map provided the following description of the existing conditions on this segment of the route:

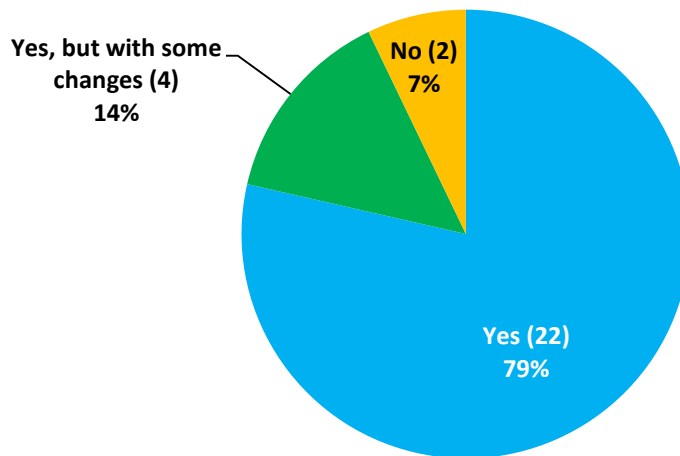
The shoulder is narrow in this particularly hilly and scenic section of the Oregon Coast Bike Route. The Oregon Coast Trail also uses U.S. 101 in this section.

The potential solutions provided were:

- Narrow or shift travel lanes
- Add cyclist-triggered warning lights
- Run a transit shuttle
- Add warning or informational signage

A total of **26 participants provided feedback on this section** of the OCBR.

Do you feel ODOT identified the main issues and problems within the segment?



Participants who could select from the list of additional problems and issues within the segment provided the following feedback (listed from most to least common):

- Shoulder or bike facility is too narrow (3).
- Cars and trucks leave the travel lane and cross onto the shoulder (2).
- Needs maintenance like trimming vegetation or removing debris (2).
- Pavement condition on shoulder (1).
- Sight distances for vehicles using U.S. 101 (1).
- Bridge or tunnel is present (1).

Additionally, **five participants indicated “other” issues or problems in the segment.**

HECETA HEAD SOUTH

The map provided the following description of the existing conditions on this segment of the route:

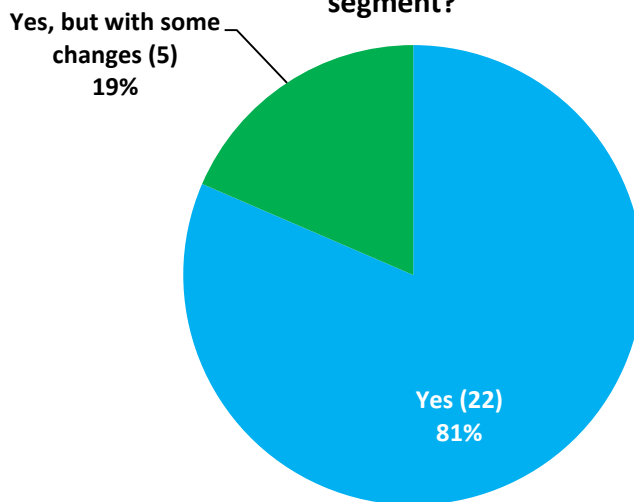
The shoulder is narrow in this scenic and windy section of the Oregon Coast Bike Route. Many areas have a guardrail close to the edge of the road, and there is a tunnel with no shoulder. The Oregon Coast Trail also uses U.S. 101 in parts of this section.

The potential solutions provided were:

- Narrow or shift travel lanes.
- Add cyclist-triggered warning lights.
- Run a transit shuttle.
- Add warning or informational signage.
- Add measures to reduce speeds.
- Through the tunnel: Add measure to reduce speeds or add signage to prohibit drivers from passing people on bikes.

A total of **27 participants provided feedback on this section** of the OCBR.

Do you feel ODOT identified the main issues and problems within the segment?



Participants who could select from the list of additional problems and issues within the segment provided the following feedback (listed from most to least common):

- Shoulder or bike facility is too narrow (3).
- Cars and trucks leave the travel lane and cross onto the shoulder (3).
- Needs maintenance like trimming vegetation or removing debris (3).
- Sight distances for vehicles using U.S. 101 (3).
- Pavement condition on shoulder (2).
- Bridge or tunnel is present (2).

Additionally, **four participants indicated “other” issues or problems in the segment**. Feedback received through the open ended section of the online open house regarding this segment includes:

- Vehicles will park on the narrow shoulders to take photos, which limits space for bikes.
- Consider painting the bike lanes with bright colors.
- Bikes struggle to stay within the lanes because they are very narrow and there are a lot of curves.

FLORENCE

The map provided the following description of the existing conditions on this segment of the route:

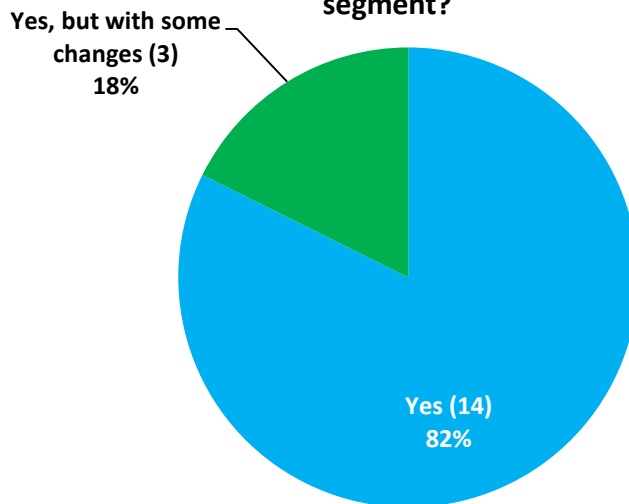
The bike lane ends when riders reach downtown Florence, causing a higher level of stress for people on bikes. At this location the highway is four to five lanes with on-street parking and many access points.

The potential solutions provided were:

- Narrow or shift travel lanes.
- Add cyclist-triggered warning lights.
- Run a transit shuttle.
- Add warning or informational signage.
- Add measures to reduce speeds.
- Through the tunnel: Add measure to reduce speeds or add signage to prohibit drivers from passing people on bikes.

A total of **17 participants provided feedback on this section** of the OCBR.

Do you feel ODOT identified the main issues and problems within the segment?



Participants who could select from the list of additional problems and issues within the segment provided the following feedback (listed from most to least common):

- Pavement condition on shoulder (1).

- Many driveways, side streets (1).
- Conflicts with on-street parking (1).

Additionally, **three participants indicated “other” issues or problems in the segment.**

FLORENCE (SUISLAW RIVER BRIDGE)

The map provided the following description of the existing conditions on this segment of the route:

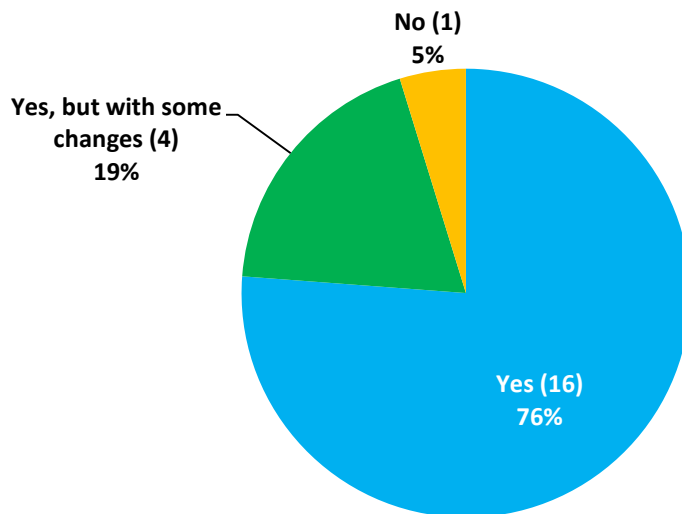
With two lanes and no shoulder or bike lane, this bridge and its approach is a barrier for people on bikes. It's approximately 1,800 feet long, which takes about one minute and 40 seconds to cross at 12 mph. This major bridge is unlikely to include space for biking unless it is completely reconstructed at some point.

The potential solutions provided were:

- Add a shared pedestrian/bicycle facility.
- Add bike lanes.
- Narrow or shift travel lanes.

A total of **21 participants provided feedback on this section** of the OCBR.

Do you feel ODOT identified the main issues and problems within the segment?



A **total of five participants** could select from the list of additional problems and issues within the segment, all of which chose the option “other.” Feedback received through the open ended section of the online open house regarding this segment includes:

- Consider installing warning lights that alert drivers to the presence of bicycles on the bridge.
- Consider creating better signage for motorists, and striping to alert people on bikes to roadway changes.

REEDSPORT

The map provided the following description of the existing conditions on this segment of the route:

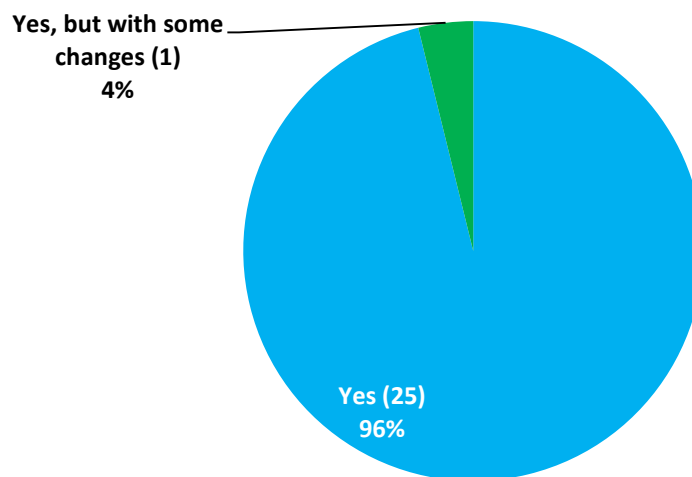
An upcoming project will reconfigure a portion of U.S. 101 through Reedsport. The remainder has four to five travel lanes, inconsistent bike-lane width and many access points and pinch points. It has a high level of traffic stress for people on bikes. Because this corridor is in an urban area, there is a greater likelihood of local people riding it.

The potential solutions provided were:

- Widen the roadway and/or shoulder.
- Narrow or shift travel lanes.
- Shift the Oregon Coast Bike Route off U.S. 101.
- Add a shared bike/pedestrian facility.
- Convert to a shared roadway with low speed.
- Remove parking to add room for a bike facility.
- Add warning or informational signage.

A total of **26 participants provided feedback on this section** of the OCBR.

Do you feel ODOT identified the main issues and problems within the segment?



Participants who could select from the list of additional problems and issues within the segment provided the following feedback (listed from most to least common):

- Pavement condition on shoulder (1).

Additionally, **one participant indicated "other" issues or problems in the segment.**

CONDE McCULLOUGH BRIDGE

The map provided the following description of the existing conditions on this segment of the route:

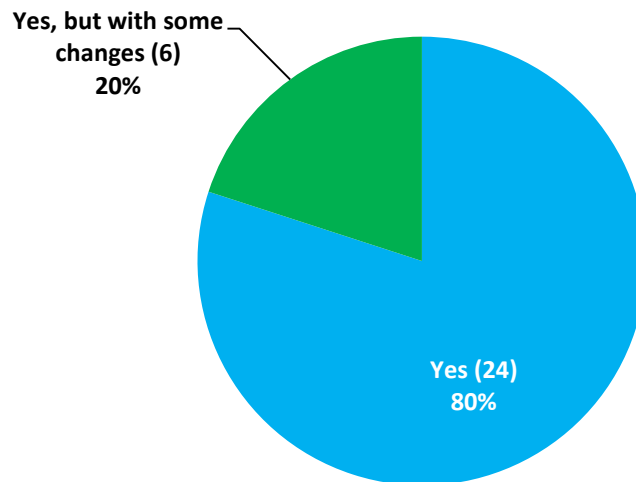
With two lanes and a very limited shoulder, this bridge is a barrier for people on bikes. It's approximately 2,100 feet long, which takes about two minutes to cross at 12 mph. This major bridge is unlikely to include space for people on bikes unless it is completely reconstructed at some point. A potential alternate route avoids the bridge (Coos Bay/North Bend Study Area).

The potential solutions provided were:

- Add cyclist-triggered warning lights.
- Run a transit shuttle.

A total of **30 participants** provided feedback on this section of the OCBR.

Do you feel ODOT identified the main issues and problems within the segment?



A **total of six participants** could select from the list of additional problems and issues within the segment, **four** of which chose the option “other.” Feedback received through the open ended section of the online open house regarding this segment includes:

- The addition of transit shuttles will negatively impact the number of people who ride the route due to the perception that the route is too unsafe.
- Consider adding “bikes make use full lane” signs at the bridge.

COOS BAY/NORTH BEND OPTION

The map provided the following description of the existing conditions on this segment of the route:

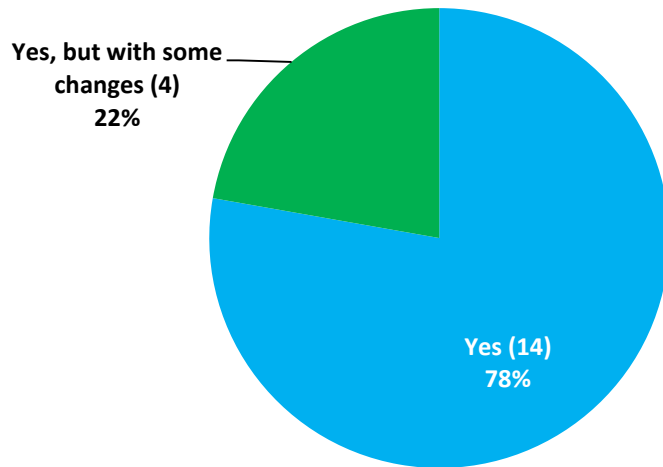
There are several choices for routing the OCBR through Coos Bay and North Bend that could include using U.S. 101 or local routes. Study of potential routes and improvements will be coordinated as part of the OCBR Planning effort.

The potential solutions provided were:

- Widen the roadway and/or shoulder.
- Narrow or shift travel lanes.
- Add cyclist-triggered warning lights.
- Run a transit shuttle.
- Shift the Oregon Coast Bike Route off U.S. 101.
- Add a shared bike/pedestrian facility.
- Convert to a shared roadway with low speed.
- Remove parking to add room for a bike facility.
- Add warning or informational signage.

A total of **18 participants provided feedback on this section** of the OCBR.

Do you feel ODOT identified the main issues and problems within the segment?



Participants who could select from the list of additional problems and issues within the segment provided the following feedback (listed from most to least common):

- Shoulder or bike facility is too narrow (2).
- Pavement condition on shoulder (2).
- Cars and trucks leave the travel lane and cross onto the shoulder (1).
- Needs maintenance like trimming vegetation or removing debris (1).
- Sight distances for vehicles using U.S. 101 (1).
- Conflicts with on-street parking (1).

Additionally, **three participants indicated “other” issues or problems in the segment.**

CHARLESTON/SEVEN DEVILS ROAD

The map provided the following description of the existing conditions on this segment of the route:

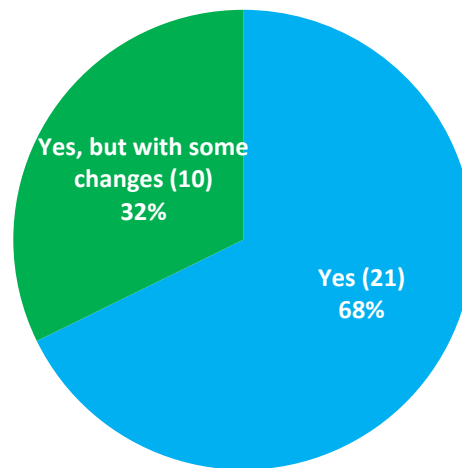
This is a hilly and winding rural corridor with no shoulder for about 10 miles. Some of this stretch is also shared with the Oregon Coast Trail. Seven Devils Road is locally owned, so ODOT will need to partner with local agencies to consider solutions.

The potential solutions provided were:

- Narrow or shift travel lanes.
- Add cyclist-triggered warning lights.
- Shift the Oregon Coast Bike Route off U.S. 101
- Convert to a shared roadway with low speed
- Add warning or informational signage

A total of **31 participants provided feedback on this section** of the OCBR.

Do you feel ODOT identified the main issues and problems within the segment?



Participants who could select from the list of additional problems and issues within the segment provided the following feedback (listed from most to least common):

- Shoulder or bike facility is too narrow (7).
- Pavement condition on shoulder (6).
- Needs maintenance like trimming vegetation or removing debris (3).
- Cars and trucks leave the travel lane and cross onto the shoulder (2).
- Many driveways, side streets (2).
- Sight distances for vehicles using U.S. 101 (1).

Additionally, **seven participants indicated "other" issues or problems in the segment.** Feedback received through the open ended section of the online open house regarding this segment includes:

- Much of the road could accommodate a wider shoulder for bikes – narrowing travel lanes or adding a bike lane as is would not be feasible.

- There are two significant blind curves – one near the entrance of the park, and one east of the intersection with Whiskey Run.

BULLARDS BRIDGE

The map provided the following description of the existing conditions on this segment of the route:

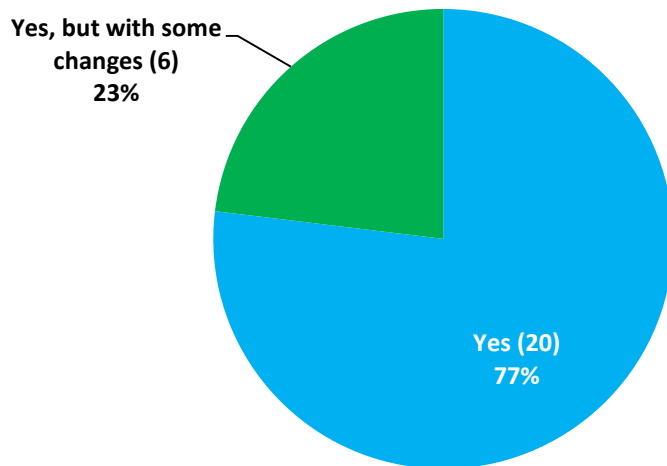
This is a narrow bridge with no shoulder or bike lane. There is currently a cyclist/pedestrian-activated warning light. This is a very popular route for both Oregon Coast Bike Route and local riding, connecting Bandon and Bullards Beach State Park.

The potential solutions provided were:

- Widen the roadway and/or shoulder.
- Narrow or shift travel lanes.
- Identify a parallel route.
- Run a transit shuttle.
- Add a shared bike/pedestrian facility.

A total of **26 participants provided feedback on this section** of the OCBR.

Do you feel ODOT identified the main issues and problems within the segment?



Participants who could select from the list of additional problems and issues within the segment provided the following feedback (listed from most to least common):

- Shoulder or bike facility is too narrow (1).
- Cars and trucks leave the travel lane and cross onto the shoulder (1).
- Needs maintenance like trimming vegetation or removing debris (1).
- Sight distances for vehicles using U.S. 101 (1).
- Pavement condition on shoulder (1).
- Bridge or tunnel is present (1).

- Many driveways, side streets (1).
- Conflicts with on-street parking (1).

Additionally, **five participants indicated “other” issues or problems in the segment.** Feedback received through the open ended section of the online open house regarding this segment includes:

- Consider offering cyclists a ferry service as an alternative to riding across the bridge.

BANDON

The map provided the following description of the existing conditions on this segment of the route:

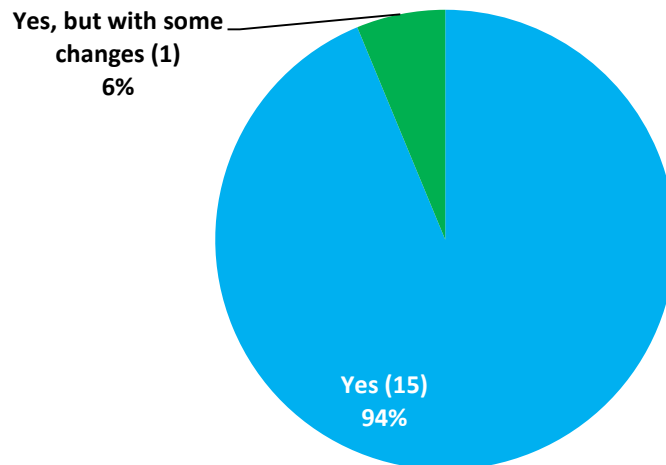
Most of this urban segment has four to five travel lanes, many driveway accesses and no or limited bike-lane width. While this stretch is not officially on the Oregon Coast Bike Route, it is how riders reach supplies and businesses in Bandon. Because it's in an urban area, local riders are likely to use it as well. A portion of this segment is slated for a road reconfiguration pilot project.

The potential solutions provided were:

- Widen the roadway and/or shoulder.
- Narrow or shift travel lanes.
- Add a shared bike/pedestrian facility.
- Convert to a shared roadway with low speed.
- Remove parking to make room for a bike facility.
- Add warning or informational signage.

A total of **16 participants provided feedback on this section** of the OCBR.

Do you feel ODOT identified the main issues and problems within the segment?



Participants who could select from the list of additional problems and issues within the segment provided the following feedback (listed from most to least common):

- Shoulder or bike facility is too narrow (1).
- Pavement condition on shoulder (1).

Additionally, **one participant indicated “other” issues or problems in the segment.**

HUMBUG MOUNTAIN AREA

The map provided the following description of the existing conditions on this segment of the route:

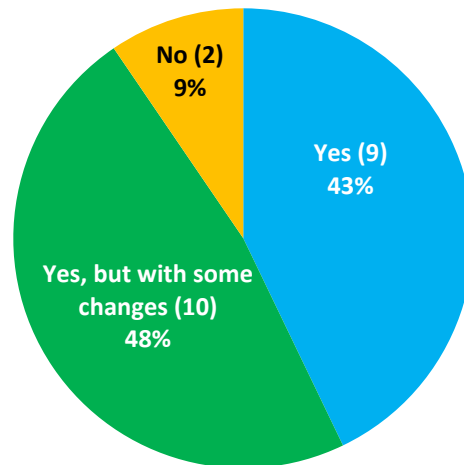
This is a hilly, winding corridor with little to no shoulder for about three miles. Much of this part of U.S. 101 is shared with the Oregon Coast Trail.

The potential solutions provided were:

- Add cyclist-triggered warning lights.
- Run a transit shuttle.

A total of **21 participants provided feedback on this section** of the OCBR.

Do you feel ODOT identified the main issues and problems within the segment?



Participants who could select from the list of additional problems and issues within the segment provided the following feedback (listed from most to least common):

- Pavement condition on shoulder (7).
- Shoulder or bike facility is too narrow (5).
- Cars and trucks leave the travel lane and cross onto the shoulder (2).
- Needs maintenance like trimming vegetation or removing debris (2).
- Sight distances for vehicles using U.S. 101 (2).

Additionally, **seven participants indicated “other” issues or problems in the segment.**

ROGUE RIVER (PATTERSON) BRIDGE

The map provided the following description of the existing conditions on this segment of the route:

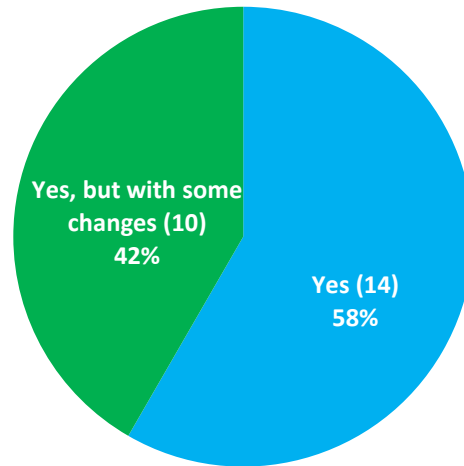
With two lanes and no shoulder or bike lane, this bridge to the north of Gold Beach is a barrier for people on bikes. At approximately 1,800 feet long, crossing at 12 mph takes about one minute and 40 seconds. This major bridge is unlikely to include space for people on bikes unless it is completely reconstructed at some point.

The potential solutions provided were:

- Add cyclist-triggered warning lights.
- Run a transit shuttle.

A total of **24 participants provided feedback on this section** of the OCBR.

Do you feel ODOT identified the main issues and problems within the segment?



Participants who could select from the list of additional problems and issues within the segment provided the following feedback (listed from most to least common):

- Shoulder or bike facility is too narrow (3).
- Pavement condition on shoulder (2).
- Bridge or tunnel is present (2).

Additionally, **five participants indicated “other” issues or problems in the segment.**

GOLD BEACH

The map provided the following description of the existing conditions on this segment of the route:

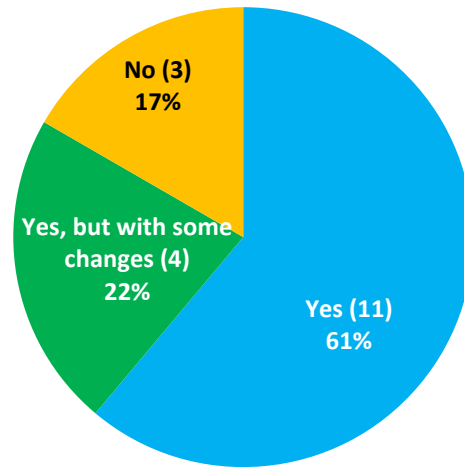
Most of this corridor has four to five travel lanes, many access points and no bike lanes. It has a high level of traffic stress for people on bikes. It is in the urban area, so there is a greater likelihood of local people riding this corridor.

The potential solutions provided were:

- Widen the roadway and/or shoulder.
- Narrow or shift travel lanes.
- Add a shared bike/pedestrian facility.
- Add warning or informational signage.

A total of **18 participants provided feedback on this section** of the OCBR.

Do you feel ODOT identified the main issues and problems within the segment?



Participants who could select from the list of additional problems and issues within the segment provided the following feedback (listed from most to least common):

- Shoulder or bike facility is too narrow (2).
- Bridge or tunnel is present (2).
- Pavement condition on shoulder (1).
- Cars and trucks leave the travel lane and cross onto the shoulder (1).
- Many driveways, side streets (1).
- Conflicts with on-street parking (1).

Additionally, **four participants indicated “other” issues or problems in the segment**. Feedback received through the open ended section of the online open house regarding this segment includes:

- Gold Beach Main Street along with the City of Gold Beach and an Urban Renewal Agency are working to identify an alternative route for pedestrians and cyclists of U.S. 101 that will increase beach access and awareness.

BROOKINGS

The map provided the following description of the existing conditions on this segment of the route:

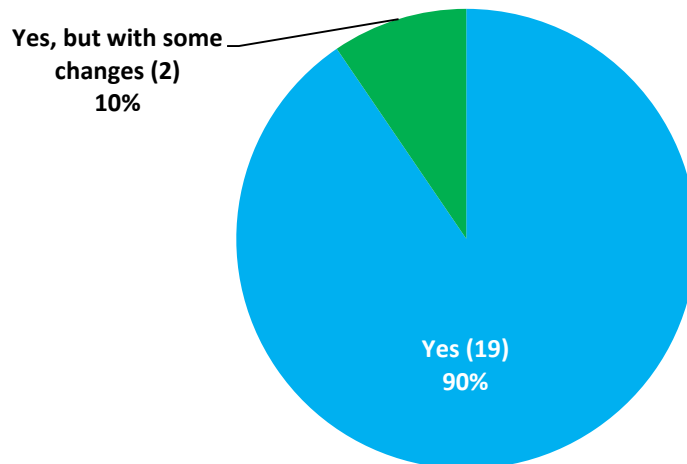
(Harris Beach State Park/Ransom Street to Harbor) This corridor has some areas with bike lanes and some without. There is a high level of traffic stress, and there have been a high number of bicycle-involved crashes over the last five years relative to other parts of the Oregon Coast Bike Route.

The potential solutions provided were:

- Widen the roadway and/or shoulder.
- Narrow or shift travel lanes.
- Add a shared bike/pedestrian facility.
- Convert to shared roadway with low speed.
- Remove parking to make room for a bike facility.
- Add warning or informational signage.

A total of **21 participants provided feedback on this section** of the OCBR.

Do you feel ODOT identified the main issues and problems within the segment?



Participants who could select from the list of additional problems and issues within the segment provided the following feedback (listed from most to least common):

- Shoulder or bike facility is too narrow (1).
- Cars and trucks leave the travel lane and cross onto the shoulder (1).
- Bridge or tunnel is present (1).
- Many driveways, side streets (1).
- Conflicts with on-street parking (1).

Additionally, **two participants indicated “other” issues or problems in the segment.**

WINCHUCK RIVER BRIDGE

The map provided the following description of the existing conditions on this segment of the route:

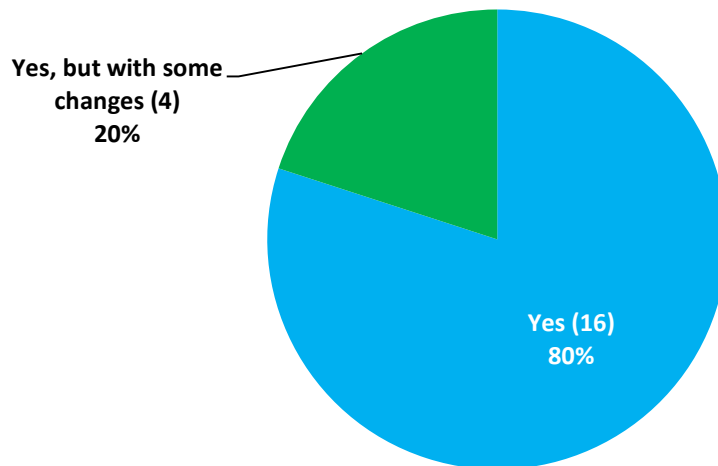
This is a narrow bridge with no shoulder or bike lane.

The potential solutions provided were:

- Widen the roadway and/or shoulder.
- Narrow or shift travel lanes.
- Add warning or informational signage.

A total of **20 participants provided feedback on this section** of the OCBR.

Do you feel ODOT identified the main issues and problems within the segment?



Participants who could select from the list of additional problems and issues within the segment provided the following feedback (listed from most to least common):

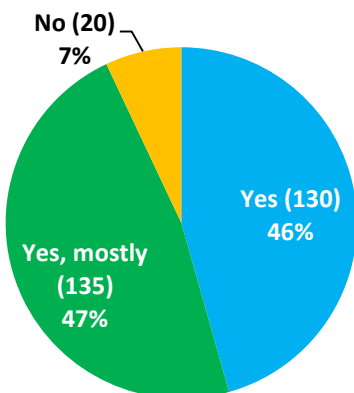
- Shoulder or bike facility is too narrow (2).
- Cars and trucks leave the travel lane and cross onto the shoulder (1).
- Pavement condition on shoulder (1).

Additionally, **two participants indicated “other” issues or problems in the segment.**

NEXT STEPS COMMENT SUMMARY

Do you think the “Tools and Solutions” page makes sense?

At the beginning of the Next Steps section of the online open house, participants were asked if they felt the “Tools and Solutions” page made sense. A total of 285 people responded to this question. Below is a pie chart illustrating their responses.



Participants were then given the opportunity to provide any additional comments they may have regarding the Tools and Solutions. A total of 106 participants provided comments. Safety for people on bikes, as well as for drivers and pedestrians, was an overarching theme of the comments received for this question. The additional input received is summarized below, from most to least common.

Signage

A total of 14 comments received had suggestions about or noted the importance of signage. Comments included:

- Create signage, especially at bridges and tunnels, that provide people on bikes the right-of-way and informs drivers of the potential of bikes in the travel lane to prevent passing.
- Consider creating signage in places with blind curves to alert people on bikes and motorists to each other’s existence on the road.
- Increase number and visibility of signs along the entire route to improve driver awareness and safe driving practices.
- Increase signage along the route in towns to increase awareness and safety.
- If the bike route is directed off U.S. 101, make sure signage is clearly visible and easy to follow.
- Increase signage to alert people on bikes to roadway changes and potential safety issues.

Transit shuttles for bikes

A total of 13 comments were received regarding transit shuttles for cyclists. A majority (12) of these comments did not support or expressed concern about the implementation of transit shuttles for cyclists. One comment in this section expressed support for the implementation of transit shuttles for bikes. Of those who did not support or expressed concern about the implementation of transit shuttles for bikes, comments included:

- Shuttles will not work for certain cyclists – tandems, recumbents and three-wheelers.
- Implementing shuttles only affirms the predominance of motorized vehicle travel along the route.
- Transit shuttles for some of the distances proposed would be costly and time consuming.
- Shuttle service is impractical for addressing the existing issues.
- Shuttles will only complicate travel for cyclists on the OCBR.
- Unless transit shuttles were especially convenient, most cyclists will opt to ride rather than board a shuttle.
- Cyclists prefer to ride the entire route rather than rely on transit shuttles.

Vehicle speed

A total of 11 comments were received regarding vehicle speed. All of the comments recommended slowing the speed limit at certain points or along the entire route. Comments included:

- Reduce the vehicle speed along the entire route, specifically in areas with significant safety issue such as blind curves and narrow shoulders.
- Suggestion of a maximum speed of 50 mph along the entire route.
- Take additional measures to discourage speeding, such as improved signage and lane management.
- Drivers will commonly speed by or unsafely tail people on bikes in areas with narrow shoulders.
- This is a scenic route and should not be used for high speed travel.

Motorized vehicle reduction

A total of 11 comments were received regarding the reduction of vehicles using U.S. 101. All of the comments suggested taking measures to discourage vehicles along U.S. 101, and providing alternatives to single-occupancy-vehicle transportation.

Alternative bike routes

A total of 10 comments were received suggesting rerouting bikes off U.S. 101 in towns and on specifically unsafe areas along the route. Comments included:

- When identifying alternative routes, work to find routes that are equally if not more scenic to preserve the purpose of the OCBR.
- Suggestions for alternative routes included:
 - Seven Devils Road.
 - Slab Creek Road.

Widen bike lanes

A total of eight comments were received that suggested widening bike lanes along the OCBR. Comments included:

- Wider lanes will help alleviate safety concerns for bikes and drivers.
- Consider narrowing the travel lanes to 10 feet in specific areas where widening the shoulder is not possible.
- Consider shifting the center line to allow for more shoulder width on the predominant (southbound) travel direction.
- Provide additional shoulder width on uphill portions for cyclists.

Protected/separated bike lanes

A total of eight comments were received in regards to protected or separated bike paths. Comments included:

- Consider a southbound dedicated and protected bike path to promote safety.
- Consider a barrier between cars and bikes to increase safety.
- Include separated bike lane infrastructure in the options.
- Protected bike lanes promote coexistence of vehicles and bike transportation.
- Even in slower and low-traffic sections of the route, protected bike lanes would help reduce safety issues related to speeding or tailing vehicles.

Driver education

A total of seven comments were received suggesting increase driver education about cyclist rights, and traffic and right-of-way laws. Comments included:

- Educate drivers on the ramifications of unsafe driving in regards to injury to cyclists, citations, and right-of-way laws.
- Consider local or community education and involvement that foster awareness and sense of pride for the route.
- Implement signage with visuals that inform drivers of the right-of-way and passing laws, specifically on bridges, in tunnels and at narrow points of the route.
- Increase enforcement of right-of-way laws to discourage unsafe driving, and implement signage that notes the penalty for illegal and unsafe passing of cyclists.

Warning signals/lights

A total of six participants submitted comments in this section regarding warning lights and signals. Comments included:

- It is difficult for people on bikes to press the triggers for warning signals or lights at bridges and tunnels, and many times it requires unsafe dismounting. Consider implementing sensors to help alleviate this issue.
- Improve the lighting in tunnels to provide safety to cyclists.
- Existing flashing warning signals along the route need to be fixed and continuously maintained to promote safety.
- The existing warning-light system is inadequate for protecting cyclists from unsafe driving behavior.
- Implement flashing signals that inform drivers of areas where it is illegal to pass or where cyclists may be on the road.
- Warning signals at bridges and tunnels may not be enough. Consider additional measures to protect people on bikes from unsafe driving behavior.
- Consider implementing bike pull-outs with warning signals on areas of the route to alert and provide safety to cyclists where trucks may be around a blind curve.

Vehicle and traffic law enforcement

A total of five participants submitted comments in this section regarding vehicle and traffic law enforcement. A majority (4) of the comments suggested increasing traffic enforcement for drivers who are speeding or passing illegally. One comment suggested enforcement of traffic laws for cyclists riding the OCBR.

Road diets

A total of five participants suggested implementing road diets at key points to increase space and improve safety for cyclists.

Additional comments

Other comments submitted in this section provided the following input:

- Pavement and road conditions are unsafe.
- RV drivers traveling the route put cyclists in unsafe positions due to lack of awareness or experience.
- Upgrades to the route will be costly and expensive.
- Shared pedestrian and cyclist facilities:
 - A majority of participants who commented on shared facilities expressed opposition or concern about the implementations about such facilities.
 - One participant expressed support for shared facilities.
- The Astoria-Megler Bridge is highly unsafe for cyclists traveling the route from Washington into Oregon.

Do you have other ideas or comments to share with the project team as they evaluate the potential solutions?

Participants were given the opportunity to submit general comments regarding the project. A total of 210 participants responded to this question. Feedback received in response to this section is summarized below according to topic and listed from most to least common.

Widen bike lanes

A total of 38 comments were submitted that suggested widening bike lanes in certain segments or along the entire route. Comments included:

- Increase the width of bike lanes on uphill segments.
- Reduce the width of travel lanes in specific areas to increase the width of bike lanes.
- Create paved shoulders where widening the bike lane or narrowing the travel lane is not possible.
- Consider combining the north and south bike lanes to create one wider bike path along the route.
- Areas with continuous center turn lanes could be removed and replaced with short turn lanes to allow for wider bike lanes.
- Prioritize widening the southbound bike lane.

Alternative bike routes

A total of 37 comments were received regarding alternative bike routes off U.S. 101. Comments included:

- Identify and redirect bikes to alternative routes that preserve the scenic nature of riding, as well as provide a safer and calmer experience for cyclists.
- Ensure alternative routes are well-marked with signage for cyclists.
- Consider using the retired rail routes where available to redirect cyclists off U.S. 101.
- Ensure alternative routes off U.S. 101 are effective at keeping a continuous network for cyclists.
- Alternative routes should not increase the difficulty or labor for cyclists.
- Reroute off U.S. 101 in areas with high traffic congestion.
- Consider detouring cars off U.S. 101 in segments with modal conflicts and safety concerns.
- Suggestions for alternative routes include:
 - Salmonberry Trail between Wheeler and Tillamook.
 - OR 126 from Eugene to Florence.
 - Cape Mears Lighthouse Road (for bikes and pedestrians only).
 - The old railroad right-of-way west of Oceanview.
 - Gearhart Loop Road.
 - Business 101 and Old Youngs Bay Bridge.
 - Lewis and Clark Road from Business 101 to Seaside.
 - OR 153 and Miami-Foley Road between Wheeler and Garibaldi.

Signage

A total of 33 comments were submitted regarding signage along U.S. 101. Comments included:

- Provide informational signage for cyclists for campsites, amenities, reroutes, etc.
- Informational signage for cars that explains bike right-of-way and passing/traffic laws should be placed along the route and at pull-outs.
- Use signage that encourages safe driving, such as “share the road,” “cyclists on roadway,” etc.

- Implement speed-activated signs to help reduce speeding and promote safe driving practices.
- Implement signage at tunnels and bridges that enforces cyclist rights, such as “bikes may use full lane.”
- Provide signage for cyclists that alert to potential safety issues.
- Increase signage for drivers that alert them to potentially dangerous sections where they share the road with cyclists.

Protected/separated bike lanes

A total of 32 comments were submitted that regarded protected or separated bike paths/lanes. Comments included:

- Implement protected bike lanes wherever possible along the route.
- Create separated bike paths wherever possible along the route.
- Barriers between the travel lane and bike lane will help increase safety.
- U.S. 101 should not be promoted as a bike route unless protected or separated bike paths can be implemented along the entire route.
- Consider building a paved multi-use path along the entire route that is separated from U.S. 101, with ferries or bridges at critical points.

Safety at bridges and tunnels

A total of 20 comments were submitted regarding safety issues at bridges and tunnels. Comments included:

- Implement cyclist-triggered warning lights at dangerous bridges and tunnels.
- Consider the use of ferries as an alternative to unsafe bridges.
- Flashing lights are not adequate for promoting safe driving practices by drivers.
- Allow cyclists use of the travel lane and prohibit passing on bridges and in tunnels where widening the shoulder is not possible.
- Seek alternatives off U.S. 101 to avoid dangerous bridges and tunnels.
- Reduce the speed limit on bridges and through tunnels to promote safe driving around cyclists.
- Bridges and tunnels where participants indicated safety issues include:
 - Arch Cape Tunnel.
 - Astoria Megler Bridge.
 - Coos Bay Bridge.
 - Suislaw River Bridge.
 - Umpqua River Bridge.
 - Conde McCullough Bridge.

Vehicle speed

A total of 17 comments were submitted that suggested reducing the speed limit on specific segments or along the entire route. Specific comment themes included:

- Reduce speeds at curves and narrow segments of the route with flashing lights or speed-activated digital signs.
- Reduce speeds along the entire route – no more than 50 mph.
- Increase speed enforcement along the route.
- Reduce the speed for large trucks.
- Consider implementing traffic calming measures such as diverters.
- Reduce speeds through towns and higher population centers.

Bike amenities

A total of 17 comments were received that suggested improvement or implementation of various bicycle amenities along the route. Amenities suggested include:

- New/improved bike/hiking camps.
- Repair and pump stations.
- E-bike charging stations.
- Charging stations for phones.
- Increased bike racks on public transit.
- Filtered water stations.
- Lockers at campsites and in parks.
- Informational signage and kiosks.
- Shelters.
- Bike pullouts.
- Restrooms.
- Showers.
- Bike racks or lockers.

Warning signals/lights

A total of 16 comments were submitted regarding warning signals. Comments included:

- All tunnels and bridges should have warning signals installed to alert drivers to the presence of cyclists and promote safe driving practices.
- Implement warning lights in sections where widening or creating a new path is not possible.
- Install warning lights for cyclists to alert them to oncoming safety issues such as sharp turns, blind curves or narrow shoulders.
- Install warning lights at areas of concern — such as blind curves, narrow shoulders, etc. — to alert drivers to the presence of cyclists.
- Warning signals will not adequately address safety issues for certain segments of the route, such as Arch Cape Tunnel.
- Use flashing speed-activated signs to reduce speeds in areas with safety issues.

Driver education

A total of 13 comments were submitted that suggested increased driver education. Suggestions included:

- Provide informational, “friendly” and interesting signage at car pullouts that educates drivers on sharing the road, passing laws and safe driving practices, and make efforts to combat the negative perception of cyclists on U.S. 101.
- Conduct outreach to local and tourist drivers to increase awareness of the bike route.
- Drivers often seem to intentionally drive unsafely around cyclists. Increased education of ramifications and penalty may help alleviate this issue.
- Educate drivers on the economic and climate benefits of the OCBR to improve the local perception and increase safe driving practices.
- Increase signage along the route to inform drivers of illegal passing, speed reductions and right-of-way laws.
- Develop methods to increase driver awareness of cyclists.

- Implement RV driving education to decrease safety issues that result from inexperienced RV drivers.
- Consider frequent or regular PSAs to inform drivers of cyclist rights and right-of-way laws.

Transit shuttles for bikes

A total of 13 comments were submitted regarding the proposed transit shuttles for bikes traveling the route. A majority (8) of participants indicated opposition or concerns about the implementation of transit shuttles, and five participants indicated support for the implementation of transit shuttles. Those who expressed opposition or concerns submitted the following comments:

- Transit shuttles do not provide long term solutions.
- Transit shuttles do not adequately address safety issues.
- Transit shuttles negate the purpose and appeal of the OCBR.
- In order to be effective, transit shuttles would need to run at regular frequency and provide enough space to carry larger types of bikes and groups of cyclists.
- Transit shuttles are not cost effective.
- If cyclists feel unsafe riding over bridges or through tunnels they can walk their bikes. A commenter noted that they would prefer walking their bike to taking a shuttle.
- The implementation of transit shuttles may reduce the number of people who ride the OCBR, due to the appearance of safety issues that cannot be addressed.

Motorized vehicle traffic enforcement

A total of 11 comments were submitted regarding motorized traffic enforcement. Comments included:

- Increase patrol, enforcement and issuing of traffic violations for motorists who exceed speed limits, pass illegally, drive unsafely around cyclists and do not follow right-of-way laws.
- Implement traffic cameras and critical points to fine drivers for exceeding the speed limit, departing the lane, etc.
- Increase enforcement for drivers of trucks and RVs who do not follow safe driving practices and endanger other road users.
- Signage, striping and warning signals are only effective if drivers follow the laws.
- Implement full video monitoring in tunnels with critical safety issues to prevent unsafe driving and provide the ability to identify reckless drivers.

Additional comments

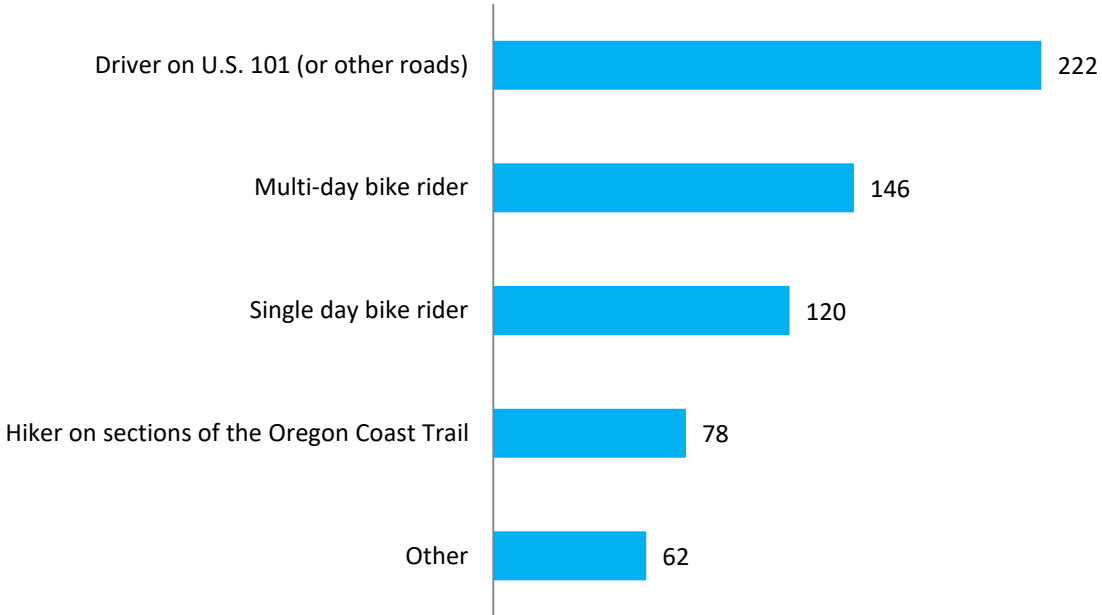
Other comments submitted in this section provided the following input:

- Improve road maintenance along the route, including (10 comments):
 - Repairing potholes, shoulders, pavement and guardrails.
 - Regular removal of debris in the bike right-of-way (including glass and other hazardous materials in tunnels).
- Prioritize active transportation (bikes and pedestrians) over motorized vehicles. (9 comments)
- Capitalize and promote the economic benefit of the OCBR. (7 comments)
- Include improvements to safety for the Astoria Megler Bridge. (4 comments)
- The cost of the project would be too high, and funding would be better spent elsewhere. (4 comments)
- Explore innovative strategies and solutions. (3 comments)
 - Develop a route app with real-time route information and updates.
 - Improve cell service along the entire route.

- Provide maps with icons representing various services and amenities.

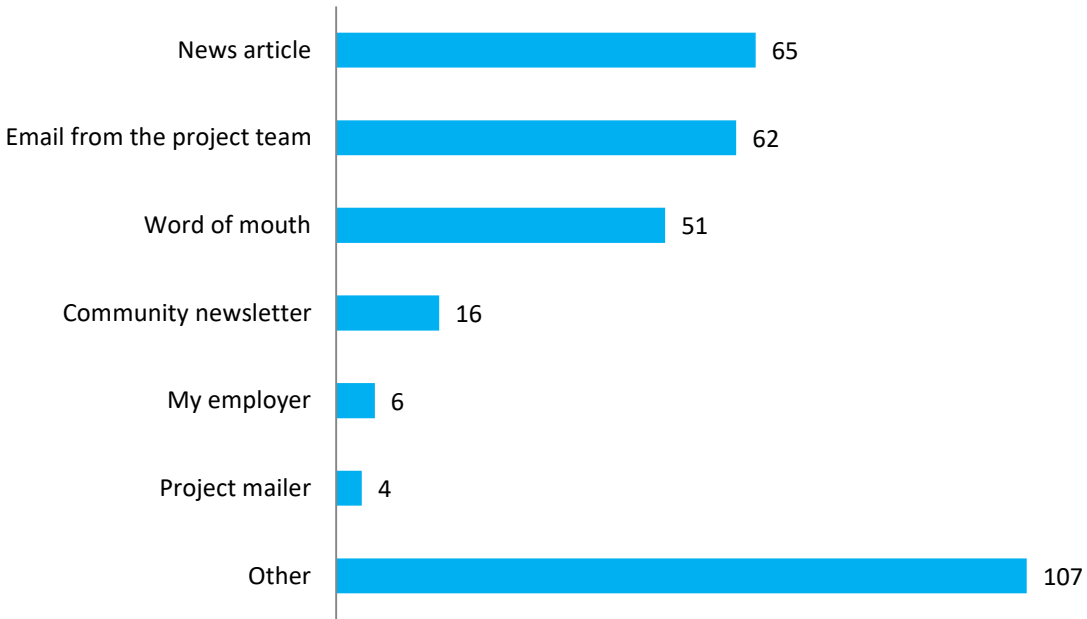
How have you used the Oregon Coast Bike Route?

Participants were asked to respond to a multiple choice question about their use of the OCBR. A total of 294 people responded. Participants could select all that applied.



How did you hear about this online open house?

Participants were asked to respond to a multiple choice question regarding how they heard about the online open house. A total of 291 people responded to this question. Participants could select all that applied.



Participants who selected “other” were asked how they heard about the online open house. The top answers included:

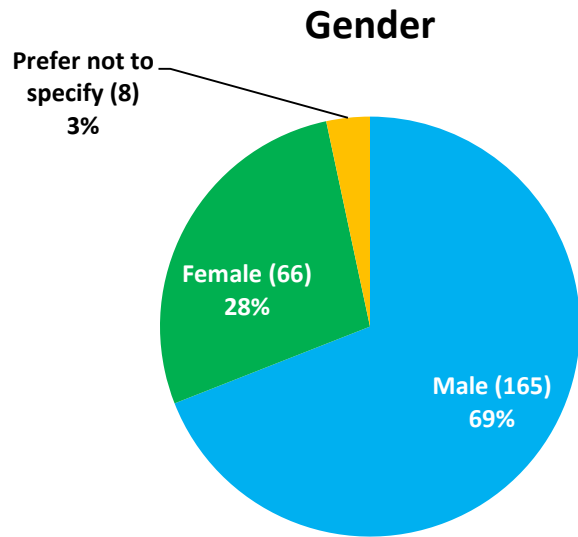
- Adventure Cycling – 19 participants.
- Reddit (r/Bend, r/CyclePDX, r/Bicycling, r/BikeTourism, r/Eugene, r/OregonCoast, r/Portland) – 19 participants.
- Bike Portland – 17 participants.
- Facebook – 14 participants.

DEMOGRAPHICS

Participants were asked if they would answer questions regarding their gender, age and ethnicity. Of 288 people responding to this question, 246 said “yes,” and 42 said “no.”

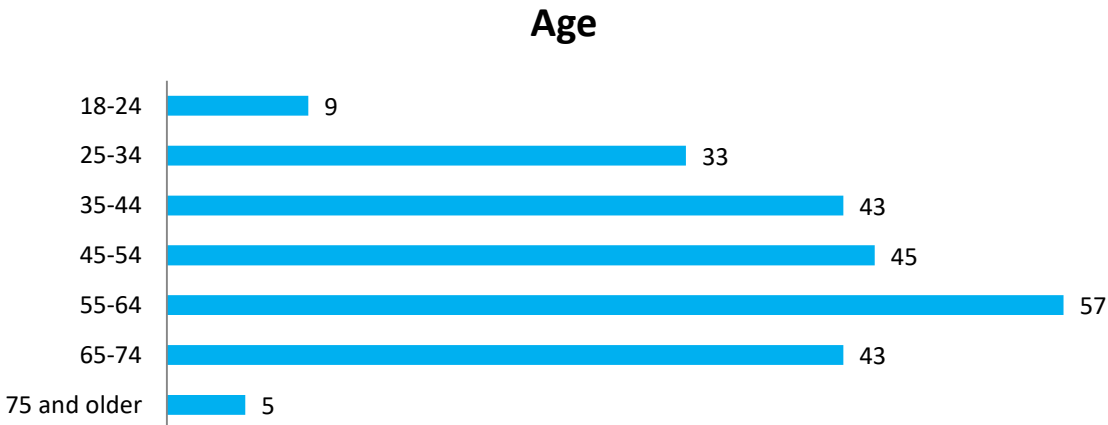
What is your gender?

A total of 239 people responded to this question.



What is your age?

A total of 235 people responded to this question.



What is your race/ethnicity?

A total of 244 people responded to this question. Participants could select all that apply. Of those who responded, 229 indicated that they are white/Caucasian, five indicated that they are Hispanic/Latino, four indicated that they are Asian and three indicated that they are Native American. Additionally, seven participants said their race/ethnicity was unknown or that they did not wish to disclose it, and six listed other races/ethnicities.

What language(s) do you speak at home?

A total of 245 people responded to this question. Participants could select all that apply. Of those who responded, 239 indicated that they speak English, 19 indicated that they speak Spanish, one indicated that they speak Russian and 17 indicated that they speak another language not listed. Of those who said they speak another language,

languages included: Dutch, Czech, French, Ukrainian, Finish, Vietnamese, American Sign Language, Swiss-German, German, Thai, Chinese and Swedish.

Sounding Board 2 Summary

PREPARED FOR: Jenna Berman, Jenna Marmon, Ken Shonkwiler, Lisa Cornutt

PREPARED BY: Tara O'Brien and Jason Nolin, Jacobs

ATTACHMENTS: Q&A Report
Online Open House Report

Overview

The Oregon Department of Transportation (ODOT) hosted an online Sounding Board at 10:00 a.m. Wednesday, February 12, 2020. This was the second Sounding Board for the project, following one conducted in June 2018. A broad collection of stakeholders spanning the entire coast was invited to participate. The Sounding Board was in a webinar format where people could participate online. The PMT shared updates about the project, emphasizing the map of critical needs and proposed solutions and concepts detailed in the Online Open House. Participants were encouraged to share feedback through a text interface and through the Online Open House.

At a Glance

150+ stakeholders invited

33 Sounding Board questions and comments submitted

54 participants*

68 Online Open House questions and comments submitted

** Number of participants estimated based on number of unique devices connected for 30+ minutes of the Sounding Board.*

Goals

The Sounding Board provided an opportunity to share information with and collect feedback from a large group of stakeholders. ODOT had three goals for Sounding Board 2:

- Share information about the progress on Oregon Coast Bike Route Plan over the past year.
- Review conceptual designs and programmatic approaches to critical needs.
- Solicit feedback on concepts and any issues with the Online Open House prior to launching to the public.

Invitations and Attendance

ODOT emailed invitations to over 150 stakeholders representing various interests along the full length of the Oregon Coast Bike Route. These included local jurisdictions, tribal representatives, bicycling advocates, tourism professionals, and business owners. More than 60 people responded saying they would participate. The report from the meeting showed 54 participants were logged into the Sounding Board for 30 or more minutes.

Presentation Team

The team that presented Sounding Board 2 included:

Presenters

- Ken Shonkwiler, ODOT
- Ryan Farncomb, Parametrix

Support

- Jenna Berman, ODOT
- Lisa Cornutt, ODOT
- Jenna Marmon, ODOT
- Tara O'Brien, Jacobs
- Jason Nolin, Jacobs

Presentation Overview

Ken Shonkwiler welcomed the audience and gave an overview of the webinar's logistics, pointing out the Q&A function that allows the audience to share comments and ask questions. Ken introduced the PMT and reminded participants about the role of the Sounding Board. He then gave an overview of project work since the first Sounding Board meeting. After a brief pause to allow for questions, Ryan described the PMT's approach to developing solutions.

The presenters then directed people to preview the Online Open House (OOH). A goal for the Sounding Board was to have the participants review the OOH for functionality, clarity, and accuracy before inviting the public. The presenters encouraged people to ask questions and share comments through the webinar's discussion bar. He asked specifically for questions about the Online Open House, clarifying questions about the solutions, and opportunities or challenges that participants expect with the proposed solutions. The presenters gave participants five minutes to review and start submitting questions.

Participants sent 36 questions and comments (attached). Ken and Ryan answered questions. The PMT noted that they would follow up after the webinar with people that had asked more specific questions. The hosts answered questions for roughly 30 minutes.

Ken concluded the Sounding Board by describing the next steps for the project and how people can continue to stay engaged with the project. The webinar was about one hour long.

Feedback

Participants submitted 36 questions and comments through the Sounding Board webinar (attached). These spanned a variety of themes. Most focused on specific concepts (36%), such as one question that asked whether there will be "additional [right of way] remaining for future sidewalks" in Gearhart. Others focused on the overall planning effort (27%), like the participant that asked if ODOT "consider[ed] any legislative solutions." A few of the questions and comments (12%) were about the OOH itself.

The OOH received 68 comments from Sounding Board participants. Most commenters shared input on a proposed concept, such as potential alternative routes for the OCBR and first-hand accounts of the effects of congestion during the peak season. Some comments applied to the plan more generally, like a comment that encouraged creating a vegetated buffer between the bikeway and road, where possible, to reduce the level of traffic noise and stress that people on bikes experience.

When submitting a comment, the OOH asks participants "Are we on the right track with the proposed concept?" Nearly 90% of responded "Yes" or "Yes, but with some changes" (Table 1).

Table 1: Responses to “Are we on the right track with the proposed concept?”

62%	Yes
26%	Yes, but with some changes
9%	Not sure
3%	No

Total number of responses: 68

Five comments gave feedback about the OOH interface, including notes on missing or incorrect information. The PMT has revised the OOH prior to public release to incorporate this feedback.

2020 SW Fourth Avenue, 3rd Floor
 Portland, Oregon 97201
 United States
 T +1.503.235.5000

www.jacobs.com

Subject	Online Open House #2 Summary	Project Name	Oregon Coast Bike Route Plan
Attention	ODOT Project Team	Project No.	695851CH
From	Jason Nolin		
Date	May 11, 2020		

0. Summary

This memorandum summarizes the implementation of and feedback from the second online open house (OOH2) for the Oregon Coast Bike Route Plan.

The project team, consisting of staff from the Oregon Department of Transportation (ODOT), Parametrix, Jacobs, JLA, and Kittelson, designed OOH2 to share progress and get public feedback on draft solutions for the Oregon Coast Bike Route (OCBR). The project team will use this feedback to refine the solutions that will eventually be included in the final Plan. OOH2 was live for public review March 4 through April 20, 2020. It proposed solutions for 35 critical need locations spanning from Washington to California.

As seen in Figure 1, over 1,100 people visited OOH2. More than 100 unique visitors participated by leaving written comments (374 comments) or by responding to the prompt "are we on the right track with the proposed concept?" (574 responses). Over half of the responses agreed that solutions were on the right track, as seen in Figure 2. Another quarter of responses thought solutions were on the right track but would benefit from some changes. Those who thought solutions were on the wrong track made up 12 percent of responses and 7 percent were unsure.

Figure 1: OOH2 Engagement Summary:

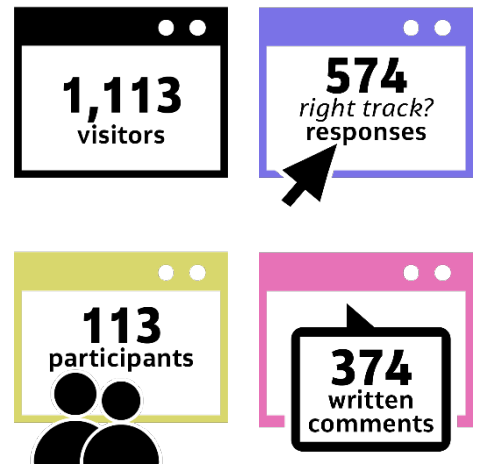
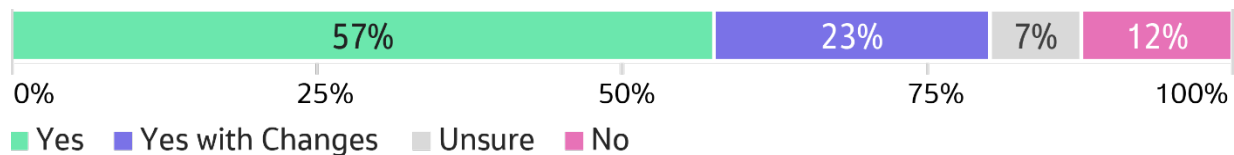


Figure 2: Responses to *Are We on the Right Track?* for All Solutions:



1. Introduction

The Oregon Coast Bike Route Plan is a major effort to identify necessary improvements for the OCBR. OOH2 is in Phase 4 of the planning process, as seen in Figure 3. Public input during earlier phases of outreach helped the team understand the route's critical needs. Since then, the team has developed draft solutions to address these needs. OOH2 shared these draft solutions with the public and solicited feedback. The project team will use this feedback to refine solutions for the final Oregon Coast Bike Route Plan.

Figure 3: Planning Timeline



1.1 Outreach and Notification

The project team used various strategies to spread the word about OOH2.

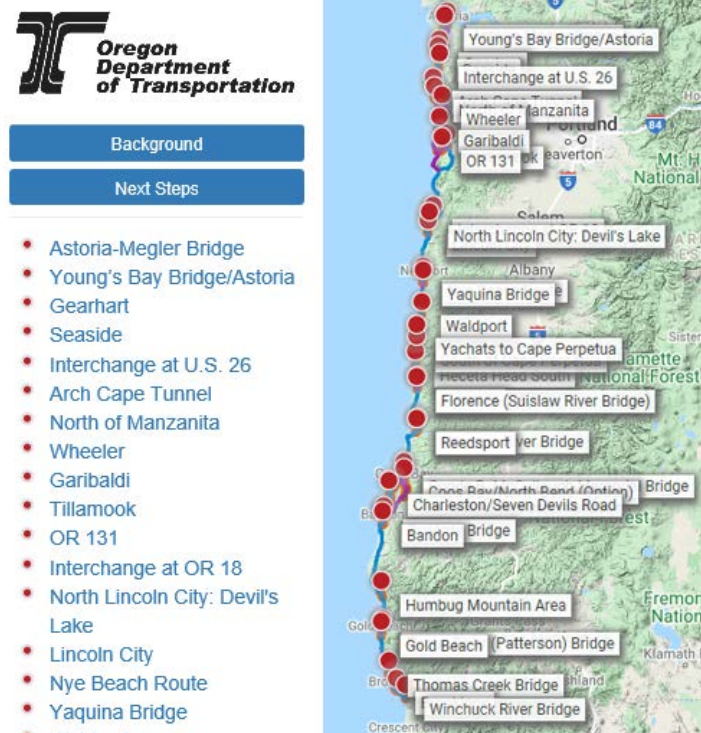
- **Email.** The team sent an invitation on March 4, 2020, to the OCBR email list and included interested members of the press.
- **Twitter.** ODOT posted invitations to Twitter in March 2020.
- **Facebook ads.** The team sponsored targeted Facebook advertisements. The ad reached over 49,000 people with more than 200 shares and 730 following the link.
- **Postcards and handouts.** The team distributed hundreds of postcards and handouts at locations along the Oregon Coast in February and March 2020.
- **Stakeholder notification.** The project team shared OOH2 with the 54 stakeholders who attended the February 12, 2020, Sounding Board Meeting. The team asked stakeholders to notify their communities about OOH2.
- **Press articles.** OOH2 was featured in articles in the Yachats News and BikePortland.org.

2. Format and Presentation

On loading, OOH2 greeted participants with a screen describing the background and purpose of the open house and instructions for participating.

OOH2's content was organized by critical need. Participants could select a critical need from an interactive map or from an accompanying list, as seen in Figure 4. The list was organized geographically beginning with the northern most critical need, the Astoria-Megler Bridge, and ending at the southernmost, the Winchuck River Bridge. Each critical need had a page detailing why it was included and the leading potential strategies for improvement. Many locations included potential short term and long-term solutions.

Figure 4: OOH2 Interface



After describing the critical need, the page asked for feedback. Each critical need had the same form with a space to enter open-ended comments, and the question:

- Are we on the right track with the proposed concept? [Yes / Yes, with changes / Unsure / No].

The page also allowed for participants to leave their names and email addresses for possible follow up communication.

Participants appreciated the format. One commenter said the "presentation ... is fantastic. I really appreciate the photographs, breakout of short and long terms solutions, ability to vote on whether you're on the right track, and being able to provide comments. Kudos for this fabulous approach to incorporate citizen responses and ideas!"

3. Engagement and Feedback

OOH2 was designed to share progress and gather feedback on proposed solutions for critical needs. The project team counted the number of people who visited OOH2 to learn about the project as well as those who submitted feedback and comments. As seen in Figure 5, over 1,100 people visited OOH2. Of these visitors, more than 100 participated by giving feedback for at least one critical need location. Many of these participants shared feedback about multiple locations. OOH2 gathered nearly 600 responses where the participant ranked whether the solution was on the right track. Additionally, participants left 374 comments and 78 participants shared their emails for future communication.

Figure 5: OOH2 Feedback Summary



3.1 Are We on the Right Track?

The survey included a simple question to gauge how participants felt about the proposed solutions. They were asked *are we on the right track with the proposed concept?* This question was easy for participants to answer and easy for the project team to analyze. Each critical need location received between 9 and 31 responses. These relatively low numbers made the analysis sensitive to duplicate responses or multiple responses from the same person. The project team inspected the feedback and filtered these out.

Feedback was positive overall. As seen in Figure 6, more than half of responses said the proposed solutions were on the right track and another 23 percent thought they were on the right track with some changes. Those who said the projects were not on the right track made up 12 percent of responses. See Table 1 for the full list of locations and responses for each.

Figure 6: Responses to *Are We on the Right Track?* Combined for All Solutions

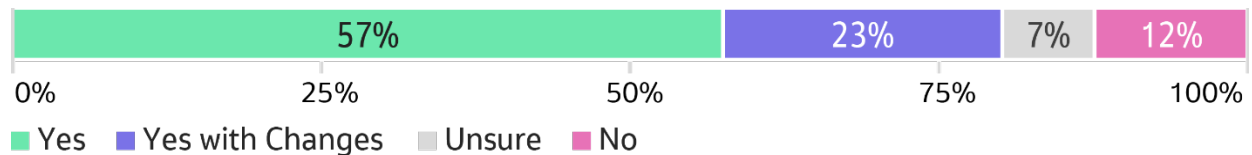


Table 1: Responses to *Are We on the Right Track?*

Critical Need Location	Yes	With Changes	Unsure	No	Total
Astoria-Megler Bridge	45%	35%	10%	10%	31
Young's Bay Bridge/Astoria	50%	25%	0%	25%	24
Gearhart	69%	23%	4%	4%	26
Seaside	50%	37%	7%	7%	30
Interchange at U.S. 26	82%	6%	6%	6%	17
Arch Cape Tunnel	52%	34%	10%	3%	29
North of Manzanita	43%	30%	4%	22%	23
Wheeler	61%	28%	0%	11%	18
Garibaldi	69%	23%	0%	8%	13
Tillamook	71%	0%	0%	14%	14
OR 131	56%	19%	0%	25%	16
Interchange at OR 18	73%	0%	9%	18%	11
North Lincoln City: Devil's Lake	33%	29%	24%	14%	21
Lincoln City	47%	35%	0%	18%	17
Nye Beach Route	42%	26%	5%	26%	19
Yaquina Bridge	29%	24%	19%	29%	21
Waldport	77%	15%	0%	8%	13
Yachats to Cape Perpetua	63%	25%	0%	13%	16
South of Cape Perpetua	60%	10%	10%	20%	10
Heceta Head South	67%	25%	0%	8%	12
Florence	55%	18%	9%	18%	11
Florence (Siuslaw River Bridge)	53%	40%	0%	7%	15
Umpqua River Bridge	67%	13%	7%	13%	15
Reedsport	50%	30%	20%	0%	10
Conde B. McCullough Memorial Bridge	67%	0%	0%	33%	9
Coos Bay/North Bend (Option)	57%	14%	21%	7%	14
Charleston/Seven Devils Road	64%	18%	18%	0%	11
Bullards Bridge	54%	38%	8%	0%	13
Bandon	53%	12%	18%	18%	17
Humbug Mountain Area	73%	20%	7%	0%	15
Rogue River (Patterson) Bridge	77%	15%	0%	8%	13
Gold Beach	73%	7%	13%	7%	15
Thomas Creek Bridge	75%	17%	0%	8%	12
Brookings	54%	15%	15%	15%	13
Winchuck River Bridge	73%	0%	18%	9%	11

Note: **bold** indicates the highest five response rates for each category.

Critical need locations with the highest number of responses are at the north end of the OCBR. As seen in Table 2, the top five response rates are north of Arch Cape Tunnel and the most responses went to the northern-most location, the Astoria-Megler Bridge.

The proportion of “Yes” responses was over 50 percent at most locations. Places with the highest percentage of “Yes” responses spanned the coast, but tended to be toward the south end of the state. They are:

- Interchange at U.S. 26
- Waldport
- Rogue River (Patterson) Bridge
- Thomas Creek Bridge
- Humbug Mountain Area
- Gold Beach

Participants wrote fewer comments with “Yes” responses than with other responses. Of those who did, their comments shared:

- Appreciation to the team for proposing safer, more attractive bike facilities. (Gold Beach)
- Encouragement for reconfiguring road space to make safer bike facilities. (Gold Beach)
- Hope for quick implementation of the long-term solution. (Interchange at U.S. 26)

Locations that received the highest percentage of “Yes with Changes” responses were spread across the OCBR. As seen in Table 3, three of the top five locations are bridges. Comments for Seaside focused on the potential for conflicts with pedestrians if bikes are rerouted to the promenade. Comments for the other locations varied and are captured in the themes discussion below.

Table 2: Critical Need Locations with the Highest Number of Responses

Critical Need Location	Total # of Responses
Astoria-Megler Bridge	31
Seaside	30
Arch Cape Tunnel	29
Gearhart	25
Young's Bay Bridge/Astoria	24

Table 3: Critical Need Locations with the Highest Percentage of “Yes with Changes” Responses

Critical Need Location	With Changes	Total # of Responses
Florence (Siuslaw River Bridge)	40%	15
Bullards Bridge	38%	13
Seaside	37%	30
Astoria-Megler Bridge	35%	31
Lincoln City	35%	17

Critical need locations receiving the highest percentage of “No” responses were between North Bend and Astoria. As seen in Table 4, three of the five top locations are bridges. Comments for these bridges focused on creating a safe bike facility, either as a new bridge or a facility attached to the existing structure. One commenter, reflecting how uncomfortable it is to drive with people biking on the bridge, said that people should be required to walk their bikes on the sidewalk of the Yaquina Bridge and disallowed from riding in the lane. Commenters for the Nye Beach Route were concerned for the mix of traffic, bikes, and pedestrians. They suggested diverting traffic off the OCBR, making it one-way for motor vehicles, or incorporating traffic calming. Comments for Nye Beach wanted to see more dedicated space for people to bike or traffic calming to make biking safer. Comments for OR 131 revealed concern for people biking on the high-traffic highway, with some suggesting banning bikes and others requesting wider shoulders.

Table 4: Critical Need Locations with the Highest Percentage of “No” Responses

Critical Need Location	No	Total # of Responses
Conde B. McCullough Memorial Bridge	33%	9
Yaquina Bridge	29%	21
Nye Beach Route	26%	19
Young's Bay Bridge/Astoria	25%	24
OR 131	25%	16

3.2 Comments

Participants submitted nearly 400 comments about the proposed solutions. See Attachment A (electronic file) for a complete list of comments organized by location. Comments ranged in their content. Some gave direct suggestions, while others shared recollections of personal experiences on the OCBR. And some left notes of approval or dissatisfaction. Because approval and disapproval are quantified in the *are we on the right track?* responses, this analysis focuses on comments with specific feedback or suggestions.

There were recurring themes in the comments. The project team quantified these, as seen in Table 5, by tallying the number of comments that used a keyword from a list related to the theme. See Attachment B for the list of keywords used. The majority of comments focused on safety or concepts related to safety, including:

- Wider, separated, or protected bike facilities.
- Slower traffic speeds.
- Better communicate drivers' responsibilities on the road with signs or campaigns.

Table 5: Top Five Recurring Themes in Comments

Theme	Portion of Comments Mentioning
Wider, separated, or protected facilities	31%
Safety	26%
Traffic speed	21%
Traffic congestion	18%
Funding and cost	10%

3.2.1 Wider, separated, or protected facilities

Nearly one third of comments mentioned the limited space on the road. Some requested separated bike paths, some wanted protected bike lanes, and others just wanted a bike lane built to current standards. In locations with a grade, commenters suggested widening the uphill bike lane at the expense of the downhill shoulder. Acknowledging that space is limited in many locations, commenters also suggested strategies to reduce traffic speeds and better educate drivers on safe etiquette for passing people on bikes.

3.2.2 Slower traffic speeds

Over 20 percent of comments were related to traffic speed. The majority of these requested slower traffic in pinch points, such as bridges, tunnels, and other areas with limited space. Strategies varied. Some wanted to reduce speeds everywhere along the OCBR, some suggested speed limits that reduce when cyclists are on the road. A few mentioned the need to stop approaching traffic with a signal to allow the people biking to safely across the pinch point. Commenters had differing ideas for encouraging drivers to drive more slowly, whether with strict speed limits, variable speed limits, advisory speeds, pilot cars, or police enforcement.

3.2.3 Better communicate drivers' responsibilities

Nearly one quarter of comments mentioned signs and beacons to better communicate with drivers. Commenters expressed frustration with unsafe behavior by people driving, particularly fast driving and unsafe passing. They suggested using stronger language on signs, including using actual speed limits instead of advisory limits and using signs to describe safe passing techniques. Some commenters did not think people read signs and wanted to use other strategies to encourage safer behavior. Many liked the idea of automatic beacon lights to alert drivers to the presence of people biking. On long, narrow segments, commenters suggested having many beacons that are automatically triggered as bikers pass.

3.2.4 Other comments

Most comments had suggestions for the specific location. These considered potential opportunities for safer on-street facilities or for diversions that are more comfortable. For example, the project team had

proposed a diversion at Lincoln City that went east to Devil's Lake. A number of people recommended diverting to the west instead, to follow the scenic and low traffic route along Jetty Avenue and Harbour Avenue. Comments about Seaside questioned the feasibility of diverting bike traffic on the promenade, which is often busy with pedestrians.

Comments for bridges and tunnels repeated similar themes. Participants frequently wanted to see long term solutions for bike facilities on narrow bridges. They suggested rebuilding the bridge or tunnel, adding a parallel bike and pedestrian bridge or tunnel, and, for bridges, attaching a bike and pedestrian facility to the existing structure. One commenter mentioned the amount of additional effort required for a person to bike over a mountain on the proposed diversion around the Arch Cape Tunnel. They suggested instead keeping the tunnel for bike and pedestrian traffic and routing cars and trucks on the diversion. Participants liked the idea for rest areas on bridges, and one hoped to "scoop out" rest areas from the inside of tunnels as well.

Some comments were reminders to consider the broader impacts of improvements made in such a dynamic and important ecosystem as the Oregon Coast. The OCBR Plan is an opportunity to commit to ongoing environmental responsibility. The area is also prone to weather events, flooding, and landslides, which must be considered as projects are refined.

A small minority opposed bike improvements. A few were concerned that bike facilities would worsen motor vehicle traffic, a few thought that bike facilities were a "waste of money," and one commenter was concerned how bike facilities may affect mobility in an emergency. More frequently, however, comments that expressed disapproval with a proposed solution wanted bolder changes for safer facilities.