

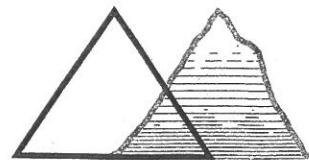
YACHATS VILLAGE CIRCULATION PLAN

RECEIVED

APR - 9 1999

April 6, 1999

CITY OF YACHATS



TRILAND DESIGN GROUP, INC.

Mr. Ron Thompson, City Planner
City of Yachats
P.O. Box 345
Yachats, OR 97498

Re: Ocean View Drive Pathway

Dear Ron:

I appreciated the opportunity to meet and walk Ocean Drive with you, Drew and Jim Chambers. It's great to see projects from the Yachats Village Circulation Plan being implemented.

Following our meeting and walk, I wanted to summarize some of our discussion and ideas for the Ocean View Drive pathway.

East of the State Park

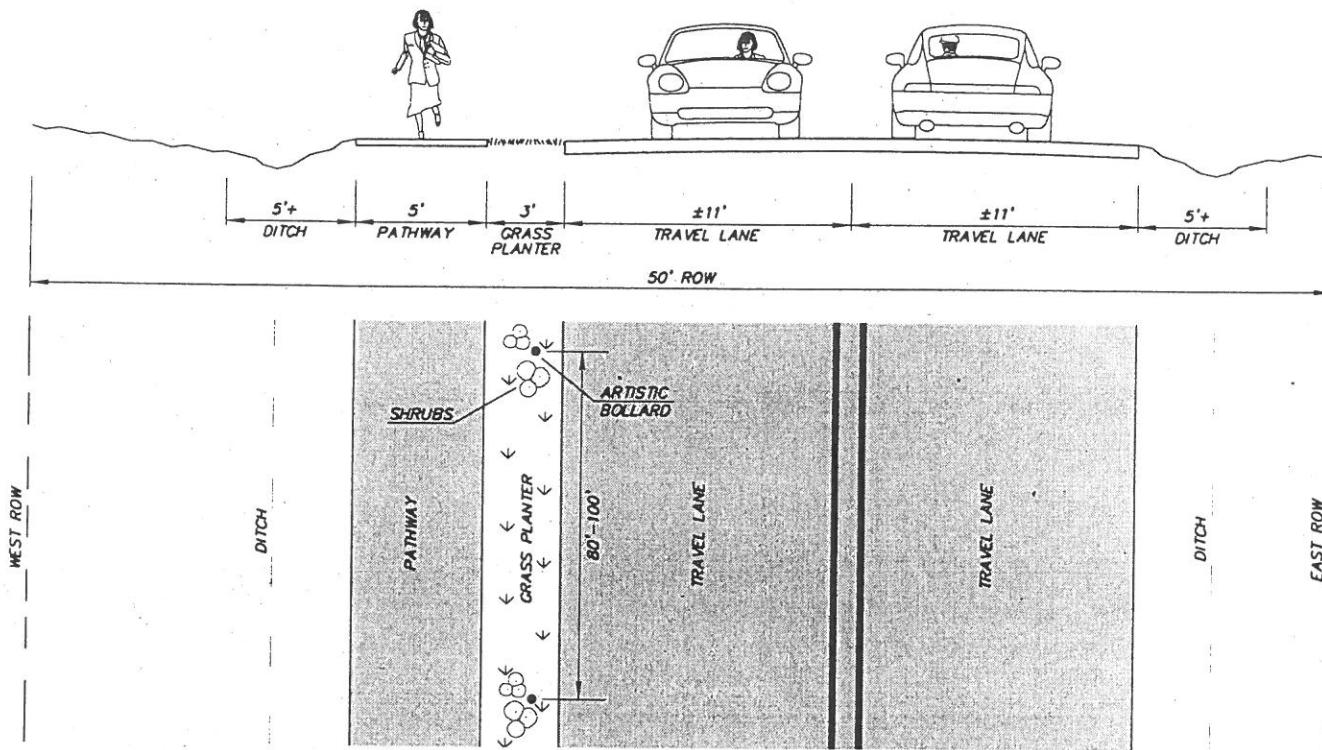
This section of Ocean View Drive is located just east of the Yachats State Park and is about one block in length. Ocean View Drive has a gentle downward slope from the State Park to the east. This section has a limited width due to private property and retaining walls on the north side, and the bluff (top of bank) on the south side. We discussed four options for the pathway along this section:

- Maintain two travel lanes with two-way traffic. Slightly narrow the travel lanes, i.e. from 9 ½-feet to 8-feet and/or move the travel lanes to the north, although there is limited width, i.e. 1-2 feet. Establish a pedestrian/bicycle path on the south side by using the 3 feet gained by reducing and/or relocating the travel lanes, and widening the south-side shoulder to the top of the bank (limited width of 1-3 feet). This improvement would provide an approximate 4 to 6 foot wide bicycle/pedestrian path however the travel lanes would be narrow. This improvement would require some additional pavement on the north side, clearing and additional pavement on the south side, restriping the center line and striping the pedestrian/bicycle path.
- Retaining the existing pavement width (approximately 19 feet). Stripe the existing pavement to have one travel lane on the north side of the street and a pedestrian/bicycle path on the south side. One travel lane would require motorists to yield to oncoming traffic. The short distance, good visibility, slow traffic speeds and signage would allow the one-way traffic to function adequately. Signage could consist of "yield to oncoming traffic" in both directions or allowing west-bound traffic to continue while east-bound traffic leaving the state park stops or yields to the west-bound traffic. Construction expense of this option is limited to striping and signage.
- One-way, east-bound traffic only on Ocean View Dive between the State Park and Pontiac Street (assuming Pontiac Street is the north-south oriented street between Ocean View Drive and First Street). A concern of this option is that traffic traveling west-bound on Ocean View Drive would have to turn north on Pontiac Street, then do not have direct access to the State Park or ocean frontage. Expenses would be limited to restriping and signage.
- Construct a pathway/boardwalk along the top of the bank. This would retain the existing two-way traffic while providing a pathway facility. This would be the most expensive option due to required pilings/retaining structures.

North of the State Park

I believe all of us would prefer the pathway on the west side of Ocean View Drive, and that the pathway be separated from the travel lanes. This could be accomplished, without excessive costs, with the following section: Retain the ditch on the west side / 5-foot pathway / 3-foot planter strip / 2-travel lanes / relocated east-side ditch.

The planter strip could be low maintenance while being attractive and providing a safe separation between pedestrians and motorists. The planter strip could be grass with regularly spaced plantings/monuments. The plantings/monuments could be spaced far enough to allow a maintenance vehicle to mow the grass. The plantings/monuments could be a combination of shrubs and artistic bollards that begin to identify the pathway system. A section and plan view are provided below.



An article from Land Development magazine titled "Traffic Calming for New Residential Streets Enhances Housing Value" is enclosed. This article discusses how narrow (skinny) streets calm traffic and provide a greater comfort level for pedestrians. We hope this information is helpful. If you need any planning or design services, TriLand Design Group is most interested in providing services for the City.

Respectfully,

TriLand Design Group, Inc.

Larry B. Lewis, AICP
Partner

Enclosure: Traffic Calming for New Residential Streets Enhances Housing Value, Land Development Magazine

cc: Drew Roslund

Ron Thompson's copy

YACHATS VILLAGE CIRCULATION PLAN

Conducted For:

City of Yachats

Community Development Department
441 North Highway 101
Yachats, Oregon 97498
(503) 547-3565

Prepared By:

Kampe Associates, Inc.

16154 S.W. Upper Boones Ferry Road
Portland, OR 97224

Land Use Planning, Civil Engineering, Project Management

Bridget Beattie McCarthy

7277 S.W. Barnes Road
Portland, Oregon 97225

Cultural Tourism

This project was funded through the
ODOT/DLCD Transportation and Growth Management Program
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YACHATS VILLAGE CIRCULATION PLAN
YACHATS, OREGON

PROJECT DIRECTORY

City of Yachats

Ron Thompson, City Planner
441 North Highway 101
P.O. Box 345
Yachats, Oregon 97498
Phone: (541) 547-3565 Fax: (541) 547-3063

Committee Members

John Ullman (541) 547-4400
Carl Miller (541) 547-4350
Glen Little (541) 547-3171

Oregon Department of Transportation (ODOT)

Peter Idema, Transportation and Land Use Planner
3700 S.W. Philomath Blvd.
Corvallis, Oregon 97333
Phone: (541) 757-4211 Fax: (541) 757-4111

Kampe Associates, Inc.

Land Planning, Civil Engineering, Project Management

Larry Lewis, Director of Planning & Marketing
Colleen Harris, Planner
PAC Trust Business Center, Building C
16154 S.W. Upper Boones Ferry Road
Portland, Oregon 97224
Phone: (503) 624-7277 Fax: (503) 624-7370

Bridget Beattie McCarthy

Cultural Tourism

7277 S.W. Barnes Road
Portland, Oregon 97225
Phone: (503) 292-4549 Fax: (503) 297-7907

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INTRODUCTION

PROJECT DESCRIPTION

The City of Yachats in Lincoln County is one of the fastest growing small communities on the Central Oregon Coast. With 17% growth in the last three years, the community is experiencing increased conflict among automobile transportation and other transportation modes, primarily along the only major north-south corridor, Highway 101. Existing pedestrian and bicycle facilities are limited to two blocks along one side of Highway 101, limited sections of bicycle lane on Highway 101, and limited sections of sidewalk along storefronts.

This project is funded by a grant from the Transportation and Growth Management (TGM) Program, a Joint Program of the Oregon Department of Transportation (ODOT) and the Oregon Department of Land Conservation and Development (DLCD). TGM grants rely on the federal Intermodal Surface Transportation Efficiency Act and Oregon Lottery funds. The contents of this document do not necessarily reflect views or policies of the State of Oregon.

PROJECT OBJECTIVES

The primary objectives of the Yachats Village Circulation Plan are:

To develop a pedestrian, bicycle, and automobile circulation plan for the lands within the Urban Growth Boundary (UGB) and;

To identify locations and recommended solutions, within Yachats, where minor transportation system improvements will add capacity and safety while protecting the qualities of the City.

The Yachats Village Circulation Plan provides connected routes throughout the urban area and identify connections to potential pedestrian and bicycle routes outside the UGB. In addition to pedestrian, bicycle, and automobile circulation, the plan considers alternative modes of transportation, i.e. electric carts, skaters, and runners. The multi-modal

circulation plan recommends connections with major origins and destinations, overall connectivity, recommendations for improved intersections, aesthetic enhancements, safety improvements, and design. The Yachats Village Circulation Plan includes an implementation strategy that identifies projects, alternative funding sources, and recommended action steps.

PLANNING PROCESS

A well-conceived plan is the result of a planning process that follows a series of sequential tasks. For the Yachats Village Circulation Plan, there were four primary tasks that made up the planning process:

- Task A. Research & Analysis**
- Task B. Alternative Circulation Systems**
- Task C. Recommended Plan**
- Task D. Implementation Strategy**

Task A. Research & Analysis Objectives

- ▶ Ensure adequate public participation from a broad range of constituents;
- ▶ Identify existing circulation facilities and alternative modes of transportation;
- ▶ Identify potential circulation improvements that will satisfy the needs and desires of the community over the next 20 years;
- ▶ Gain an understanding and achieve consensus on community needs and desires regarding circulation improvements for the next 20 years;
- ▶ Gain a thorough understanding of existing relevant policies, identify new and revised policies, and achieve consensus on future policies;
- ▶ Reach consensus on destinations; specific types of circulation facilities needed between destinations; existing circulation limitations, inadequacies, and opportunities that require improvements; and policy recommendations.

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Task B. Alternative Circulation System Objectives

- ▶ Develop designs for various circulation components;
- ▶ Develop citywide circulation system alternatives, to evaluate and move towards consensus on a comprehensive, citywide circulation plan;
- ▶ Provide an opportunity for the community to review and comment on the alternative circulation plans;
- ▶ Provide an opportunity for the Planning Commission and City Council to review alternative circulation plans and results of an open house.

Task C. Recommended Plan Objectives

- ▶ Prepare the recommended Yachats Village Circulation Plan.

Task D. Implementation Strategy Objectives

- ▶ Provide an action plan for implementing the Yachats Village Circulation Plan;
- ▶ Secure adoption of the Yachats Village Circulation Plan by City Council.

PUBLIC PARTICIPATION PROGRAM

Public participation is an important component of the planning process. It provides useful technical and community input to determine community needs and desires while establishing a program for future planning. It provides opportunities for community leaders to become knowledgeable and involved in the future development of the city, leading to broad-based community review that aids in the acceptance of the plan in later stages of the process. Building public consensus and giving ownership of the plan to the public is critical to implementation.

For the Yachats Village Circulation Plan, public forums were conducted throughout the planning process. The *City of Yachats Comprehensive Plan, Oregon Coast Highway Corridor Master Plan, and the Yachats Village Strategic Plan* were utilized as references to guide the overall structure of community ideas and priorities. Implementation strategies identified in the

circulation plan were based on the conclusions reached in the strategic plan. To involve the public in the preparation of the Yachats Village Circulation Plan the following activities were conducted:

- ▶ one-on-one interviews with property owners, residents, and merchants;
- ▶ an open house to discuss alternative circulation plans;
- ▶ a public work session with the City Council and public.

RESEARCH & ANALYSIS

The primary purpose of the Research & Analysis was:

- ▶ to gain a thorough understanding of existing circulation facilities and conditions;
- ▶ solicit input from the community regarding their circulation needs and desires, and;
- ▶ based on community input, identify recommended circulation improvements to be studied in more detail.

This Research & Analysis is divided into the following sections:

Existing Circulation Facilities

- ▶ The Organizing Physical Framework of the Village
- ▶ Existing Roadway System
- ▶ Existing Pedestrian and Bicycle System

Needs Assessment

One-on-One Interviews

Planning Committee Work Session

Policy Review

The objective of the Research & Analysis is to develop an understanding of Yachats and the surrounding area. The analysis inventories and evaluates factors that may have bearing on the planning and future improvements of circulation facilities throughout the Village.

EXISTING CONDITIONS & CIRCULATION FACILITIES

THE ORGANIZING PHYSICAL FRAMEWORK OF THE VILLAGE

The ocean to the west and mountains to the east provide the physical framework of Yachats. The Village is contained by two natural features: the Pacific Ocean Bluff to the west; and the steep, mountainous ridgeline to the east. The Village is bisected into north/south segments by the Yachats River and estuary. The Pacific Ocean, steep eastern ridgeline, Yachats River and estuary are special amenities and area destinations for residents and visitors of the Village. Other natural features are the Smelt Sands State Park at the north end of the Village extending from Highway 101 to the ocean;

Yachats State Park centrally located in the Village at the southern bend of Ocean View Drive; Yachats Ocean Road State Park in southern Yachats, and the grove of trees located in The Commons.

The primary access and non-natural organizing element of Yachats is Highway 101. Highway 101 runs north-south, bisecting the city between the Pacific Ocean and the eastern ridgeline.

EXISTING ROADWAY SYSTEM

State Highway 101

State Highway 101 is the spine of the city from which circulation functions. Highway 101 traverses the entire length of the Oregon Coast from Washington to California. Highway 101 is the only connected automobile access east of the Coast Mountain Range. The highway not only provides access for residents of the Oregon Coast, but is also one of the most heavily traveled tourist routes in the country.

Within Yachats, the majority of commercial development is currently located on the Highway 101 frontage. The two-lane highway is the connection across the Yachats River, providing the link between the northern and southern part of the Village. The current posted speed limit slows from 55 m.p.h. outside the city limits to 40 m.p.h. at the northern and southern ends of the village, then to 25 mp.h. through the commercial.

Ocean View Drive

Ocean View Drive is a highly utilized two-lane road that serves local automobile and pedestrian traffic, as well as tourists. Ocean View Drive, as the name indicates, parallels the edge of the bay and ocean bluff from Highway 101 west along the Yachats River Bay, turning north through Yachats State Park to Marine Drive. The current posted speed limit is 25 m.p.h.

Yachats Ocean Road

Yachats Ocean Road is also a highly utilized two-lane road that serves local automobile and pedestrian traffic, as well as tourists. Yachats Ocean Road parallels the edge of the bay and ocean bluff in the southern portion of the

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Village. It is a two lane road is connected to Highway 101 at both ends, at the northern end just south of the Yachats River and approximately three blocks from the southern city limit line. The road traverses through Yachats Ocean Road State Park. The current posted speed limit is 25 m.p.h.

Yachats River Road

Yachats River Road is a two-lane County Road beginning at Highway 101 at the commercial core and continuing east along the Yachats River. The road provides access to the Village for county residents living east of Yachats.

King Street

King Street is a local street that parallels Highway 101 on the east side. King Street provides access to and from single family residents. Approximately five one-block streets connect King Street with Highway 101.

Local Streets

There are several two-lane local streets, approximately one to three blocks long, that connect the above-identified streets. Many of these streets run east-west from Highway 101 towards to the ocean bluff. Several local streets also meander throughout the hillside serving single family residents east of Highway 101.

EXISTING PEDESTRIAN & BICYCLE SYSTEM

The existing pathway system is primarily a pedestrian system that is a combination of separate pathways and trails, sidewalks, and local streets that do not have a separation from automobile travel lanes but where pedestrians and automobiles share the pavement. Existing pathways are identified below:

804 Trail

The 804 Trail is a popular and highly utilized pedestrian pathway approximately 3/4 of a mile long from Smelt Sands State Park north to the sandy beach (near Perch Street) located north of the city limits. This is a County maintained trail. Informal pedestrian access extends south of Smelt Sands State Park across two properties to the Adobe Resort.

The Commons

A footpath runs through the grove of trees in The Commons area from Fourth to Sixth Street. A sidewalk exists on the east side of The Commons parallel to Highway 101.

Highway 101/Commercial Sidewalks

A meandering sidewalk exists on the west side of Highway 101 between Third and Fourth Streets. The sidewalk is grade separated from Highway 101 by an embankment. Several residents in Yachats have expressed how much they like this one-block sidewalk due to it's meandering alignment and grade separation from Highway 101.

A sidewalk parallel and adjacent to the west side of Highway 101 is located between Fourth and Fifth Streets in front of The Commons.

A sidewalk is located along the fronts of the commercial stores between Second and Third Streets. This sidewalk provides pedestrian access to Clark s Market, the Chamber of Commerce and other retail establishments. The sidewalk is separated from Highway 101 by a parking lot.

A sidewalk fronts retail establishments along the west side of Highway 101 between First and Second Streets.

Ocean View Drive

Although no designated pathway currently exists on Ocean View Drive, this road is highly utilized by pedestrian traffic.

A foot path exists at the end of First Street leading to Ocean View Drive through Yachats State Park.

Yachats Ocean Road

Similar to Ocean View Drive, Yachats Ocean Road does not have a designated pathway but is highly utilized by pedestrians.

A trail provides access to Yachats River Bay and the beach from Yachats Ocean Road.

Mitchell Lane is a grass pedestrian access between Highway 101 and Yachats Ocean Road.

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Misc. Trails

A foot path exist through the property of Toad Hall from Third to Fourth Street. There are several small footpaths in the hilly area east of Highway 101. A foot path connects the end of King Street to Horizon Hill Road. A footpath exists along the ridge line running north/south. Footpaths connect Cedar Avenue to Horizon Hill Road and Third Street to King Street.

Easements

Five public easements or City owned parcels provide public access from Ocean View Drive to the edge of the ocean bluff and rocky beach. Two easements are located off of the Aqua Vista Drive loop and flow west to the bluff edge, and three city-owned properties are located off of Ocean View Drive and also flow west to the bluff edge.

Local Streets

Many local streets are used by pedestrians to go between destinations and for leisure walking.

Bicycle Lanes

Highway 101 experiences large volumes of cyclists throughout the summer season. Due to a narrow right-of-way and lack of designated bicycle lanes through the commercial section of the village and Highway 101 curve, the traffic conditions are dangerous for cyclist, automobiles, and pedestrians.

NEEDS ASSESSMENT

Based on the identification of existing circulation facilities, and discussions with the Village Circulation Planning Committee and City staff, preliminary maps were prepared that identified existing conditions, circulation problems and potential improvement opportunities. The primary purpose for these maps was to document initial findings, identify potential improvements, and utilize these maps in the one-on-one interviews. The potential improvements identified on the map were only intended to be for discussion and reaction from citizens of the community. Following the one-on-one interviews the maps were updated to reflect input received from citizens.

A summary of primary existing conditions and initial identification of potential projects is provided below.

CONDITION

The commercial core area from Fourth Avenue through Prospect Avenue on Highway 101 is dangerous due to lack of parking and designated pedestrian and bicycle pathways.

Primary Projects

- ▶ Design a pedestrian pathway that will access primary commercial and tourist destinations located off of Highway 101 from Fourth Avenue to Ocean View Drive.
- ▶ Create designated crosswalks across Highway 101 at 2nd Street.
- ▶ Provide off street public parking near commercial district.

Secondary Projects

- ▶ Create crosswalks across 2nd, 3rd, and 4th linking the pedestrian pathway.
- ▶ Create designated bicycle lanes on west side of Highway 101.

CONDITION

The curve on Highway 101 north of the Yachats River Bridge is dangerous due to high speeds, a blind curve, and lack of pedestrian or bicycle pathways.

Primary Projects

- ▶ Create a pedestrian pathway leading from the Yachats River Bridge up Bayview Terrace Road across the public easement.
- ▶ Obtain an easement on the west side of properties north of Bayview Terrace and build a pathway leading from the public easement through to Highway 101.

Secondary Project

- ▶ Construct a guardrail along west side of Highway 101 curve from Bayview Terrace to Lions Club property.

CONDITION

Public pedestrian access to the ocean does not exist from 7th Street to Marine Drive and public pathway access does not exist from 7th Street to the improved 804 Trail ending at the northern edge of the Adobe property.

Primary Projects

- ▶ Create pathway through private properties south of the Adobe property through to Aqua Vista Drive.
- ▶ Create pathway through private properties from Aqua Vista Drive to Marine Drive.

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- ▶ Improve and designate public property west of Marine Drive and Ocean View Drive as public beach access.
- ▶ Improve and designate public property at Ocean View Drive and Seventh Street as public beach access.

Secondary Projects

- ▶ Create a public pathway across the Adobe property.
- ▶ Create a public pathway along Ocean View Drive from Marine Drive to the Landmark.

ONE-ON-ONE INTERVIEWS

Task A, *Research & Analysis*, included the first key element of the public involvement process: the one-on-one Interviews. A description and results of the interviews is followed by a summary of the Village Circulation Planning Committee Work Session.

The interview component of the public process incorporated the value of personal experience provided by citizens of Yachats. One-on-one interviews were conducted with approximately 25 people, including residents, merchants, community leaders, and youth. In addition, questionnaires were distributed that covered the same issues addressed in the interviews. This component of the process was conducted primarily to educate the consultants on relevant issues that would influence the Circulation Plan and not as a statistically accurate representation of the community.

Interviewees were presented with preliminary maps of Yachats showing existing conditions, circulation problems and potential opportunities as initially perceived by the City Planning Staff, Village Circulation Planning Committee, and Consultants. Participants were asked to comment on these conclusions and recommend potential solutions to increase the effectiveness of circulation facilities in Yachats. The following is a summary of their comments. (*A copy of participants and the questionnaire is in the appendix.*)

Summary of January 9-10, 1997 Interviews

The following priorities were identified as a result of this component of the public involvement process.

PATHWAY SYSTEM

A. Village Pathway System

Create an interconnected pathway system throughout the village. The Village Pathway System should connect different parts of the village to destinations, i.e. State Parks, Post Office, Clark's Market, and The Commons.

B. North/South Connection

Connect the existing improved pathway (the 804 Trail) from the Overleaf and Smelt Sands State Park to the commercial core and then through to south Yachats. Three primary recommendations were made regarding this connection:

- Extend/continue the improved 804 Trail along most western edge of bluff from the Adobe property to the Highway 101/Ocean View Drive intersection. Reconnaissance reveals this would likely require easements or acquisition, and possibly demolition of some existing single family homes located close to the edge of the bluff and on Ocean View Drive.
- Provide a path that starts from the southern edge of the improved 804 Trail via the edge of the bluff south of Smelt Sands State Park to the existing northern public easement connecting to Aqua Vista Drive (*along two properties south of Smelt Sands State Park, the Adobe Resort frontage and two properties to the south*). Then connect the public easement from the edge of the bluff to Aqua Vista Drive, through to the existing unimproved path between Aqua Vista Drive and Marine Drive. Then continue the trail to and along Ocean View Drive through Yachats State Park to the commercial core and Highway 101. Reconnaissance reveals that the existing unimproved path would need to be improved via City acquisition or easement.
- Provide a path via the edge of the bluff from Smelt Sands State Park to City property (creek) connecting to the north end of Ocean View Drive. Continue the trail along Ocean View Drive through Yachats State Park to the commercial core and Highway 101. Reconnaissance reveals this would likely require easements or acquisition.

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C. Beach Access

Access to the beach from the path system could be provided through the various public easements and along established trails. Actual improvements such as stairs and rails should be made at strategic locations.

D. Establish a Pathway along Yachats Ocean Road through Yachats Ocean Road State Park

Provide a pathway that has a soft surface to accommodate, pedestrians, runners, and horses. Paved bicycle lanes should be provided adjacent to travel lanes and distinguished by painted lines on the surface.

CONGESTION IN COMMERCIAL CORE & HIGHWAY 101

A. Beach Avenue / 2nd Street / Highway 101

Many comments were made regarding the accessibility of a key destination, the Post Office. Frequent trips to the Post Office, along with access to several adjacent businesses, create a highly used area, with very little room for maneuvering.

Suggested improvements included a flashing light at the intersection, or a stop sign at the end of 2nd Street.

B. Ocean View Drive/Prospect/Highway 101

This intersection is similar in intensity and congestion to the above mentioned intersection. However, visibility from the south is less, creating a greater chance for accidents when vehicles are pulling in or out of parking areas located within or close to the Highway 101 right-of-way.

Possible solutions are to remove existing parking spaces out of the right-of-way, decrease the speed limit, add a turn lane on Highway 101, and/or erect flashing or caution/pedestrian signs for north bound traffic immediately north of the Yachats River Bridge.

C. Pedestrian Path

Provide a pathway parallel but off of Highway 101, near enough to connect businesses in the area. The path should be separated from Highway 101 by physical berthing or other buffers. Straight curb and gutter sidewalks are not wanted. People prefer a pathway similar to that between 3rd and 4th Streets.

HIGHWAY 101 CURVE

A. Pedestrian Path

Provide pedestrian access from south of Yachats River to the commercial core. Existing access only allows narrow passage north of the bridge along Highway 101, creating an unsafe condition for pedestrians. Street topography limits opportunities for widening.

This is an important pedestrian connection for residents and visitors.

- ▶ Residents south of Yachats River walk to the Post Office, as well as other destinations north of the river.
- ▶ Visitors staying at lodges, motels, and rental housing in southern Yachats walk to destinations north of the river.
- ▶ Residents and visitors north of the river walk to/along Yachats Ocean Road.

This is an opportunity for a pedestrian connection from Yachats River Bridge, north on Bay View Terrace, connecting to the existing public easement (that needs improvement). From the easement provide access along the edge of the bluff via easement or acquisition on two properties east of the river connecting to Highway 101 south of Yachats Lions Thrift Store.

B. Bicycle Guardrail

To improve safety for cyclists traveling south on Highway 101 from the commercial core, construct a guardrail from the Yachats River Bridge to the frontage of the Yachats Lions Thrift Store.

SPEED LIMIT

A. Speed/Enforcement

Speed limit is not enforced on Highway 101 through the City of Yachats. Designated speed limit of 40 mph when entering Yachats from both directions is too fast. Traffic rarely slows down to 25 mph in town, or slows too late, after crossing critical intersections. Traffic traveling north from Cape Perpetua is regulated at a speed of 30 mph, then increases to 40 mph just prior to entering Yachats. Due to lack of enforcement, the majority of traffic maintains a speed of 40 mph throughout town. A speed limit of 25 mph through town should be maintained.

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The following maximum speed limit revisions were recommended:

- ▶ Ocean View Drive and Yachats Ocean Road - reduce from 25 to 15 mph.
- ▶ Highway 101 - 25 mph for entire length within City Limits.

B. Signage

Identifying laws and limits is important, particularly because of limited enforcement. Place 25 mph signs at city limits. Place flashing signs or ped/slow signs near Yachats River Bridge south of town, at city limits north of town, and/or near critical intersections.

PEDESTRIAN SYSTEM IDENTITY

Create a pathway system that has an identity - through informational and directional signage, common landscaping, pavement textures, art/monumental identity.

A. Materials

Natural materials should be used rather than typical metal city type signs that indicate direction of pathway. Less formal materials are preferred over curb and gutter type sidewalks. Gravel, bark mulch, rock, etc. could be used to maintain village character.

B. Signage

Signs indicating location of village pathways should be located at key points. Signs should be placed on Highway 101 directing traffic to public parking areas and state parks.

Public Parking

Public parking is desperately needed to help ease Highway 101 congestion and encourage motorists to stop in Yachats. The public parking should be near the commercial area and within walking distance of Ocean View Road and Yachats State Park. Good signage is needed on Highway 101 directing motorists to the public parking. Signage at the public parking area(s) should direct people to pathways and destinations.

SUMMARY

The most consistent comment relating to circulation problems and hazards is the conflict between pedestrians, cyclists, and vehicles along Highway 101. These problems stem

from the lack of parking to serve the businesses along the Highway 101 corridor. The close proximity of businesses to the Highway 101 right-of-way has created the need for traffic safety improvements that will improve Highway 101 traffic as well as local circulation.

A centrally located public parking lot is needed which can accommodate the majority of tourists stopping for day use only. Additional smaller parking areas were also suggested. Possible locations suggested are The Commons area, 4th Street behind New Morning Coffee, Yachats State Park, and the vacant lot near the Oak Barrel east of Highway 101. Pathways from designated municipal public parking that link key destinations throughout the village will decrease congestion along Highway 101.

Screening the perimeter of public parking areas to maintain the character of the village is important to residents. Signage and materials used to accommodate additional vehicles should be in context.

Additional Comments

The following are additional recommended improvements made by participants that were only mentioned once or twice and not considered to be among the most consistently made comments as mentioned above. However, many of these ideas could be incorporated into the overall design if found to be supportive of the key issues.

Highway 101 pedestrian crosswalks

Add public restrooms

Creek crossings with stepping stones

Horse hitching posts

Signs directing to local natural attractions

Crosswalks on 2nd, 3rd, & 4th

Interpretive area in Commons Grove

One-way streets on 2nd & 3rd

Bike lanes on Highway 101

The Commons to be starting point pathways

Close Yachats River Road at Highway 101 to through automobile traffic

Crosswalk across Highway 101 at 7th

Add R.V. parking at Yachats State Park

Improve boat dock area on Yachats River

Provide alternate north/south route to Hwy 101

Following is an *Existing Conditions* map and a *Pathway System and Destinations* map which show these potential circulation solutions.

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PLANNING COMMITTEE
WORK SESSION

The primary purpose of the work session was to review and provide input on the results of the one-on-one interviews conducted on January 9-10, 1997. The six key issues identified in the interviews, as well as supportive secondary elements, were reviewed and discussed.

Committee members were presented with revised maps of Yachats showing existing conditions and potential circulation problems and opportunities as perceived by the Yachats citizens. Participants were asked to comment on these conclusions and recommend potential solutions to increase the effectiveness of circulation facilities in Yachats. The following is a summary of their comments.

Summary of January 30, 1997 Work Session

Attendees

John Ullman, Committee Member
Carl Miller, Committee Member
Glen Little, Committee Member
Martha Dillen, Ex-Mayor
Ron Thompson, City of Yachats
Peter Idema, ODOT
Bridget Beattie McCarthy, Cultural Tourism
Larry Lewis, Kampe Associates, Inc.

State Scenic Byway Identification Process
Ron provided an overview of the Statewide Scenic Byway Identification Process. A committee has identified scenic byway locations throughout the Oregon Coast. The committee identified seven potential scenic byways between the northern Yachats city limits and Florence including the row of cottages on Ocean View Drive facing south over the Yachats River Bay. These cottages (houses) were identified as having a character special to Oregon coast communities. Other potential scenic byway locations in the area included the Sea Lions Cave, Heceta Head Lighthouse, and Cape Perpetua.

**Review and Discussion of
the Six Primary Issues**

Based on the interviews, the six primary issues were prioritized by the consultants. Discussion at the work session resulted in the following additions and revisions to the preliminary plans:

1. Pathway System

A. Village-wide Pathway System

- A meandering pedestrian path parallel but separated from Hwy 101 on the west side. The Village Circulation Plan should recommend that policies be incorporated into City codes requiring land development adjacent to the west side of Hwy 101 to provide for this pathway. Developers could receive a trade-off or benefit for providing the pedestrian path.
- A connected pathway system on the east side of Hwy 101 via the existing and potential connections, i.e. north of Prospect, Loma, Cedar and Spruce Avenues to King Street and Horizon Hill Road. The eastside pathway system should then extend north along King Street, eventually connecting across Hwy 101 to the westside pathway system.

B. North/South Connection

- Although the optimum routing of the 804 Trail extension would be to follow the edge of the bluff parallel to Ocean View Drive, there was general agreement among the participants that this route was not currently viable due to the existing unresolved private versus public property issues between the 804 Trail proponents and the owners of the single family properties. It was agreed that a pathway connecting the existing improved 804 Trail through the Adobe property, to Aqua Vista Drive, and to and along Ocean View Drive should be provided to allow a public north/south connection as well as pedestrian access to the edge of the bluff and beach/rocks where practical, i.e. city owned parcels.

- The city owned parcels should be improved with pathways and landscaping to allow pedestrian access to the edge of the bluff.
- Provide access from the edge of the bluff to the beach where possible. People do walk the rocks and beaches where they are accessible.

2. Commercial Core

- Consider multiple Hwy 101 pedestrian crossing indicators to make autos aware of the crossing(s) and to slow down, e.g. signage; change in pavement texture;

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flashing lights; tear-shaped medians with the crosswalk between the medians, similar to 9th Street in Corvallis.

- The idea of closing the Hwy 101/Yachats River Road intersection to automobile traffic should be considered. Property owners and residents north of Yachats River Road between Hwy 101 and Lori Lane need to be notified and provide input on this potential road closing. There is a fair amount of pedestrian traffic on Yachats River Road. A Yachats River Road pathway (including pedestrians and bicycles) can help tie Yachats residents with County residents.

3. Hwy 101 Curve

- The potential pedestrian path from the Lion's Thrift Store along the bluff of the bay to Bay View Terrace should also include bicycle access. Consideration needs to be given to ADA accessibility. Signs could encourage bicyclists to use the pathway as opposed to the Hwy 101 shoulder around the curve, although some bicyclists would continue to use the curve.

The majority of Hwy 101 bicyclists travel from north to south therefore, from a safety standpoint, it is more important to provide bicycle lanes on the west side of Hwy 101. Due to the terrain around the curve, bicycle lane improvements would be very difficult.

- Consider improvements to the pedestrian access across the Yachats River bridge.

4. Speed Limit

- Peter Idema (ODOT) will determine when the last ODOT speed survey was conducted. If it has been longer than two or three years, the City can petition to have ODOT conduct a speed survey. The results may indicate the need to reduce Hwy 101 posted speed limits from 40 m.p.h. when entering the city.
- Encourage autos to slow down through alternative improvements to signage, i.e. providing a sense of closure along the highway with a bosque of trees; gateways that do not consist of big "Welcome to Yachats" signs or other signage, but subtle landscape, architecture and art that is consistent with the Yachats village character.

5. Pedestrian System Identity

- Acknowledgment of the group for a tasteful pathway identity that is in character with the village, e.g., small driftwood monuments placed along the pathway system. Bridgett Beattie will be involved in the development of the pedestrian system identity.

6. Public Parking

- Increased parking should be provided as part of plans for improvements to The Commons. Although The Commons will likely develop with a park and open space focus, increased parking can be provided while maintaining a park-like setting and avoiding a parking-lot setting. Provide direction and distances to destinations (i.e. 2 blocks this way to Specialty Shops, 3 blocks this way to Yachats State Park, etc.).
- Consider parking pods as seen in the Taft area of Lincoln City where autos can park off the highway and use public facilities.

Additional Discussion

In addition to the six primary issues identified and discussed above, the following issue was discussed.

East of Hwy 101 Road

There is a need to identify a future road that will access the undeveloped land east of Hwy 101, generally north of Ninth Street. The future road will provide access to this land while limiting the number of access points on Hwy 101. By identifying a future route, the Village Circulation Plan will serve as a guide for property owners and developers to designate their portion of a single road alignment that will eventually provide access through the northeast area of Yachats.

POLICY REVIEW

The following documents have been reviewed for relevancy and compatibility with the identified improvement projects of The Yachats Village Circulation Plan.

- City of Yachats Comprehensive Plan
- City of Yachats ODOT U.S. 101 Corridor
- Scenic Byway Appropriation Proposal
- City of Yachats Strategic Plan
- ODOT OR Coast Hwy. Corridor Master Plan

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Specific passages which provide support or affect the implementation of these projects have been outlined below.

City Of Yachats Comprehensive Plan

II. Planning Objectives

10. Encourage the development of diverse recreation opportunities to meet needs which have been identified.

12. Encourage cluster location of tax-supported facilities and services for the benefit of all.

13. Maintain or enhance the economic stability without diminishing the livability of the area.

15. Provide adequate public facilities and services where feasible, economical, and where funds are assured.

III. Planning Policies

A. Protection of Natural Resources

2. The City of Yachats shall assist the State and County in protecting the County Road 804 right-of-way and the prescriptive easements accepted by the Oregon Supreme Court as established by the Lincoln County Surveyor from alterations which would prevent the establishment and maintenance of this segment of the Oregon Coast Hiking Trail within the right-of-way.

C. Protection of Shoreland Resources

2. Minor access paths leading to (but not parallel to) the river shall be allowed as long as the overstory is not disturbed.

6. The city will review proposals for vacation or sale, exchange or transfer of public ownerships, easements, or right-of-way which provide access to or along the Yachats River or ocean. Existing public ownerships, rights-of-way, and similar public easements in estuary and ocean shorelands which provide access to or along the estuary or ocean shall be retained or replaced if sold, exchanged or transferred. Rights-of-way may be vacated to permit redevelopment of existing developed shoreland areas provided public access across the affected site is retained.

7. The City of Yachats will develop and implement programs for increasing public access to the estuary and ocean by supporting development of the County Road 804 right-of-way and pursuing signing of existing access points. The City of Yachats will also support and encourage existing and future public access sites to be handicapped-accessible.

8. The City of Yachats will encourage the State Parks Department to pursue improvements to lighting, restroom facilities, and public access points within state parks in the City of Yachats.

F. Providing Recreation Opportunities

Access to recreational areas also need some improvement.

1. The city will encourage the state to maintain its parks and beach access areas for the benefit of residents and visitors.

3. Existing access points to the ocean beaches shall be maintained and marked so as to avoid undue intrusions onto surrounding property.

4. The Oregon Department of Transportation will be encouraged to widen and improve Highway 101 for use as hiking and biking trails.

I. Provide Adequate Public Services

7. Streets which are dedicated but not open, graveled streets and narrow paved streets shall be improved to city standards as funds become available.

8. Future developments shall provide safe, well-marked pedestrian ways which do not conflict with vehicular traffic.

9. Future developments shall provide adequate off-street parking.

10. Streets created by subdivisions or land partitions within the urban growth boundary shall be designed to tie into existing and anticipated road systems.

17. The City of Yachats will cooperate with the Oregon Department of Transportation in the development and implementation of their Six-Year Highway Improvement Program for projects within the Yachats UGB.

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**City Of Yachats ODOT U.S. 101 Corridor
Scenic Byway Appropriation Proposal**

Project Description

The City of Yachats is seeking a grant to implement putting utilities underground; implement pedestrian and bike plan within city; City and State parks parking away from 101; feasibility study to plan pedestrian and bike trail under or over Highway 101 in the future; entrance and directional signs within the National Scenic Byway design; and develop a plan for development of a setting for an art community within the current commercial zone between 3rd & 4th Streets and the ocean. Business district, 3 State parks, art community, 2 major parking lots, the 804 Trail and the Yachats Commons - linked by a pedestrian trail and adjoining bike trail.

Projects consistency with the Specified National Scenic Byway Eligibility Criteria.

Construction along Highway 101 byway for use of pedestrian and bicyclists and related safety issues. Improvements from Highway 101 - State Parks and art viewing via galleries. The Little Log Church by the Sea museum will be on the pedestrian and bike trail and adjacent to the art community developments.

City of Yachats Strategic Plan

2. Guiding Growth

- 2.4 Encourage the public display of art
- 2.6 Keep development and transportation at a human scale (trails instead of roads)
- 2.12 Add pedestrian/bike trails along the Yachats River, at Cape Perpetua, on ridge and throughout the area, and tie into the 804 Trail
- 2.16 Use rights-of-way near The Commons for appropriate development
- 2.17 Develop a commercial center using private and public land near The Commons
- 2.18 Create attractive public parking

3. Stewarding the Landscape

- 3.3 Compile information about local Oregon Coast trails. Distribute maps at local restaurants and B&B's

- 3.14 Establish a representation pool to provide input to Oregon Department of Transportation, including input about turnouts and signs
- 3.19 Improve trail signage

4. Urban Services

- 4.6 Mini transit services (electric carts, pedicabs, etc,) are needed in town
- 4.7 Improve the trail system, using the 804 Trail as the main stem. Focus on access between Ocean View Drive, and the 804, purchase of the 10+ acres between Aqua Vista and Marine Drive. Assure there is walking access between all parts of town and all parking areas, as well as to the Oregon Coast Trail
- 4.8 Use the logging trail on the south side of the Yachats river for hiking
- 4.15 Use The Commons to foster understanding and to provide services
- 4.18 Strategically locate trash containers around the city

Priority Strategies

#1 Fostering Community

- 1G To foster a greater sense of community encourage the public display of local art by providing locations for such art at The Commons and other public places.

#3 Urban Services - Bike/Pedestrian Paths

- 3A To meet the current needs of residents and visitors, as well as the anticipated needs by the on-going growth in the area, establish an effective network of pathways for bicycles and pedestrians. The City will be responsible for adopting a Bike/Pedestrian plan by June, 1997. Land purchases will be budgeted in the City Capital Improvement Program for each year until the complete system is available. A goal of 25% of the needed land will be set and all land in public ownerships by the Year 2000.

- 3B Purchase of connections of the Bike/Ped System to the public parking in the Yachats central area will be complete by June, 1999. Construction by December, 2000.

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**ODOT Oregon Coast Highway Corridor
Master Plan**

Identify locations for additional passing lanes and capacity improvement opportunities.

Particular attention should be directed toward access, traffic speed, and pedestrian safety at entrances to residential areas adjacent to Highway 101.

Maintain and enhance the vegetation buffer to screen development from the corridor.

Develop a transportation system plan and community design program for Yachats that incorporates the following elements:

- ▶ Parking strategy for both on-street and off-street parking throughout the community.
- ▶ Pedestrian and landscape improvements that enhance the pedestrian environment and circulation features in the commercial center.
- ▶ Bus pull outs.
- ▶ Informational and directional signage program.
- ▶ Gateway treatments at the city entrances.
- ▶ Bicycle component.

Develop a bicycle/pedestrian circulation plan to improve safety and accessibility south of Waldport through Yachats. Improve the environment for those users, particularly in the area entering Yachats. Implement the plan in association with any capacity improvements.

Investigate the potential for parallel streets to serve adjoining residential areas and reduce reliance on Highway 101 for traffic.

Identify locations to enhance and open-up views, as well as to screen existing development through the area.

Identify locations within Yachats for minor system improvements that add capacity, and are feasible and appropriate, while protecting the qualities of the city.

Establish a uniform highway cross section through Yachats, developing an access management plan, consistent with state standards, to increase capacity and protect the qualities of the city.

ALTERNATIVE CIRCULATION SYSTEMS

ALTERNATIVE PLAN DIAGRAMS

Based upon research, analysis, and public input received, an alternative circulation system was developed. The following is a brief summary of public meetings that helped develop this system.

OPEN HOUSE

The Open House component of the public process incorporated the values of personal experience provided by the Citizens of Yachats, as well as a synthesis of opinions expressed by Planning Committee members and consultants. The entire community was invited to attend the Open House which was held at The Commons in an informal setting designed to provide participants with an environment that fostered hands-on participation.

Participants were presented with several revised alternative concept maps (on the following pages), from the initial interviews and work session which demonstrated a refined synthesis of previous information gathered. Additional graphics which showed more detailed, alternative scenarios in the focus areas identified were also presented to encourage participants to write or draw on the maps demonstrating their particular ideas regarding specific facility improvements. (*A list of participants and their comments are in the appendix.*)

PLANNING COMMITTEE WORK SESSION

Attendees

John Ullman, Committee Member
Carl Miller, Committee Member
Ron Thompson, City of Yachats
Bridget Beattie McCarthy, Cultural Tourism
Larry Lewis & Colleen Harris,
Kampe Associates, Inc.

The primary purpose of the work session was to review and provide input on the results of the Draft Recommended Plan provided by the consultants which included objectives, strategies and actions steps; suggested potential implementors; estimated project costs; and

potential funding sources. The primary topics included placement and number of parking spaces provided, and the degree of guidelines to be included in the plan regarding outdoor furniture, lighting, and art. It was decided that the street sections reflecting the various configurations of road improvements adequately illustrated the intent of the plan given the scope of this project and Bridgett Beattie would provide general guidelines to solicit local community input for the design and placement of art, signage, furniture, and lighting. The Draft Recommended Circulation Plan was generally accepted with very minor edits.

CITY COUNCIL PRESENTATION

May 15, 1997

Presentors

Bridget Beattie McCarthy, Cultural Tourism
Larry Lewis & Colleen Harris,
Kampe Associates, Inc.

The primary purpose of the City Council meeting was to formally present the Recommended Plan to the City Council. The five components of the plan were presented:

- North/South Connection
- Integrated Loop System
- Parking
- Highway 101
- Aesthetics

After the presentation, the City Council opened the meeting to the public for questions. Some concerns were project costs and schedule, integrating the natural middens as destination/interests along the trail, discouraging shoulder passing on Highway 101, providing an easterly trail to the summit on the northeast ridge, and showing the trail connection to Cape Perpetua.

Additional concerns expressed after the meeting involved the placement of the north/south trail from the Adobe through to Marine Drive along Ocean View Drive through to the Landmark area intersection. Concerns involved the placement of the pathway in this

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area as representing an "alternative" to the disputed 804 Trail and the public access rights involved.

PUBLIC PRESENTATION

May 29th, 1997

Presentors

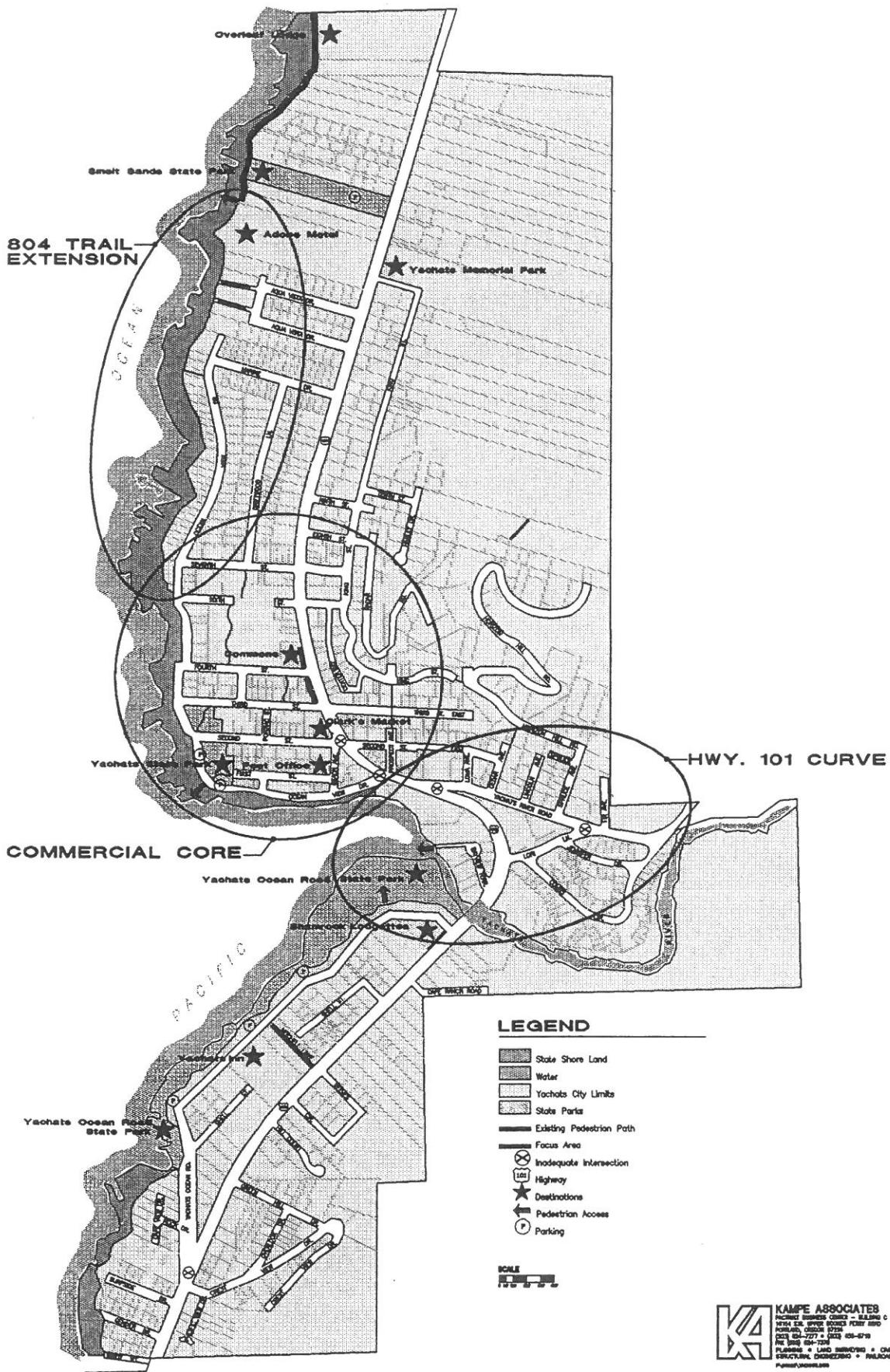
Bridget Beattie McCarthy, Cultural Tourism
Larry Lewis & Colleen Harris,
Kampe Associates, Inc.

The primary purpose of the public presentation was to formally present the plan to the public and address any additional questions. The five components of the plan were presented:

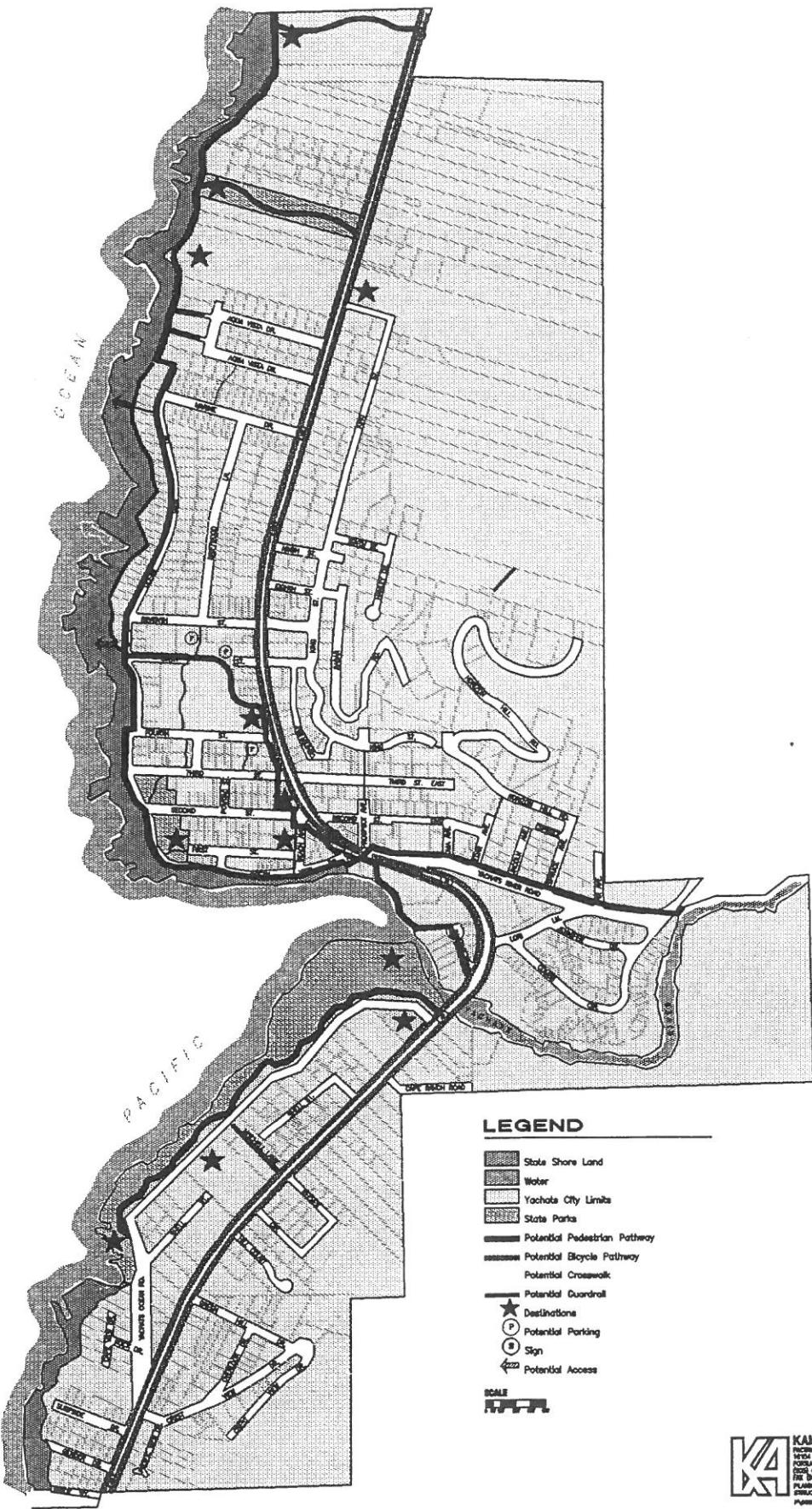
- North/South Connection
- Integrated Loop System
- Highway 101
- Parking
- Aesthetics

Because of the high attendance and public participation in the previous City Council Presentation, the attendance was low and few questions were asked. However, the following statements were made: closing Yachats River Road will reduce the visibility of businesses along that road and the owners will not support it; something should be done about passing cars on Highway 101, why doesn't the plan address zoning, how many additional parking spaces are actually included in the plan, and how will RV parking be regulated.

EXISTING CONDITIONS



PROPOSED PATHWAY SYSTEM



LEGEND

-  State Shore Land
 -  Water
 -  Yachats City Limits
 -  State Parks
 -  Potential Pedestrian Pathway
 -  Potential Bicycle Pathway
 -  Potential Crosswalk
 -  Potential Guardrail
 -  Destinations
 -  Potential Parking
 -  Sign
 -  Potential Access

SCALE
 10 mm



KAMPE ASSOCIATES
PLANNING ENGINEERING - BUILDING C
1014 E. 12TH STREET, SUITE 1000, PORTLAND, OREGON 97214
(503) 227-7277 • (503) 488-6719
FAX (503) 488-1779
**PLANNING • LAND SURVEYING • CIVIL ENGINEERING
STRUCTURAL ENGINEERING • INDUSTRIAL ENGINEERING
PERMITTING**

LEGEND



State Shore Land



Water



Yachats City Limits



State Parks

— Recommended Pedestrian & Bicycle Pathway

— Existing Pedestrian Paths

— Public Suggested Pathways

— Public Suggested Streets



Inadequate Intersection

Potential Crosswalk



Highway

Destinations



Parking



Potential Parking



Sign

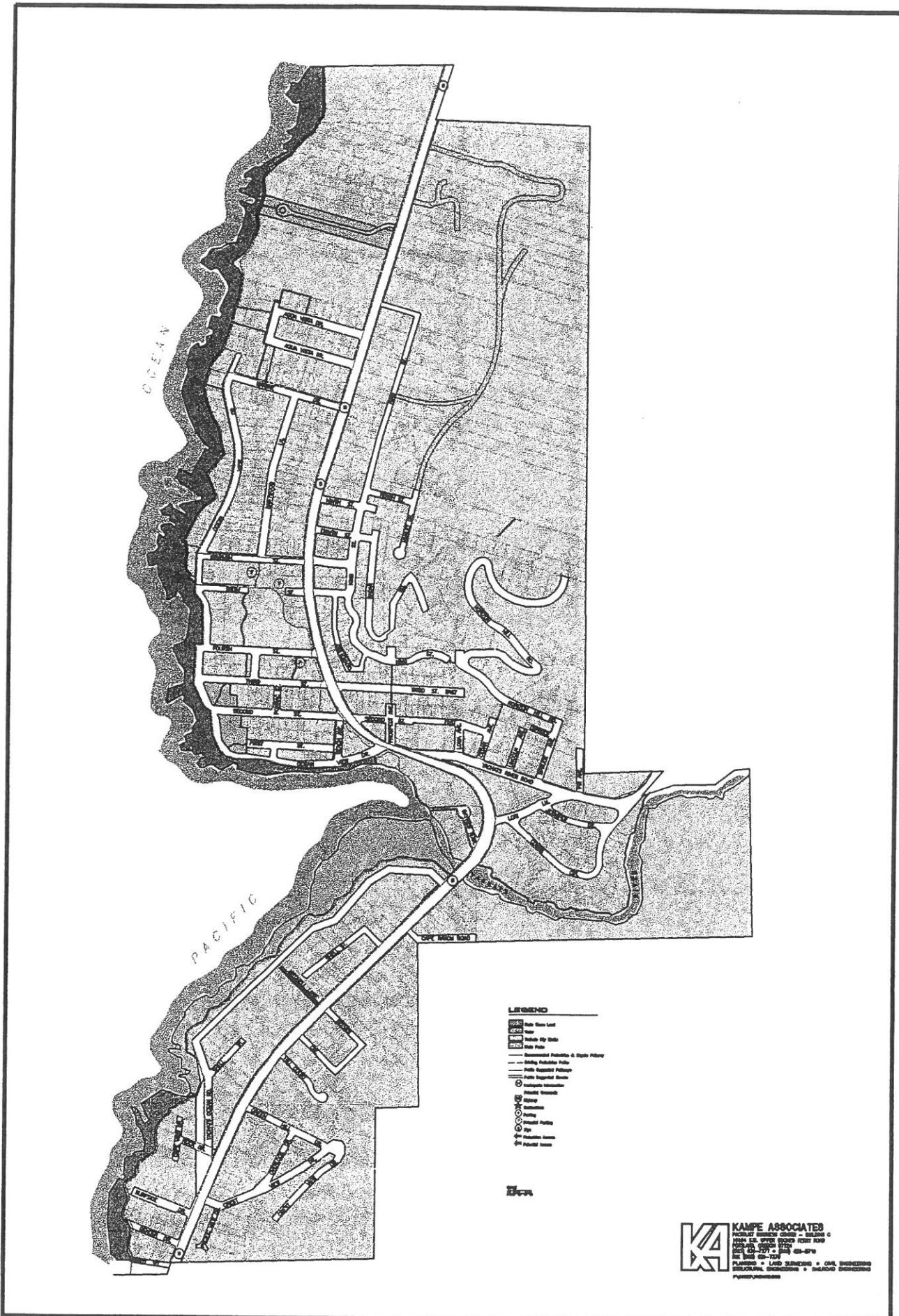


Pedestrian Access

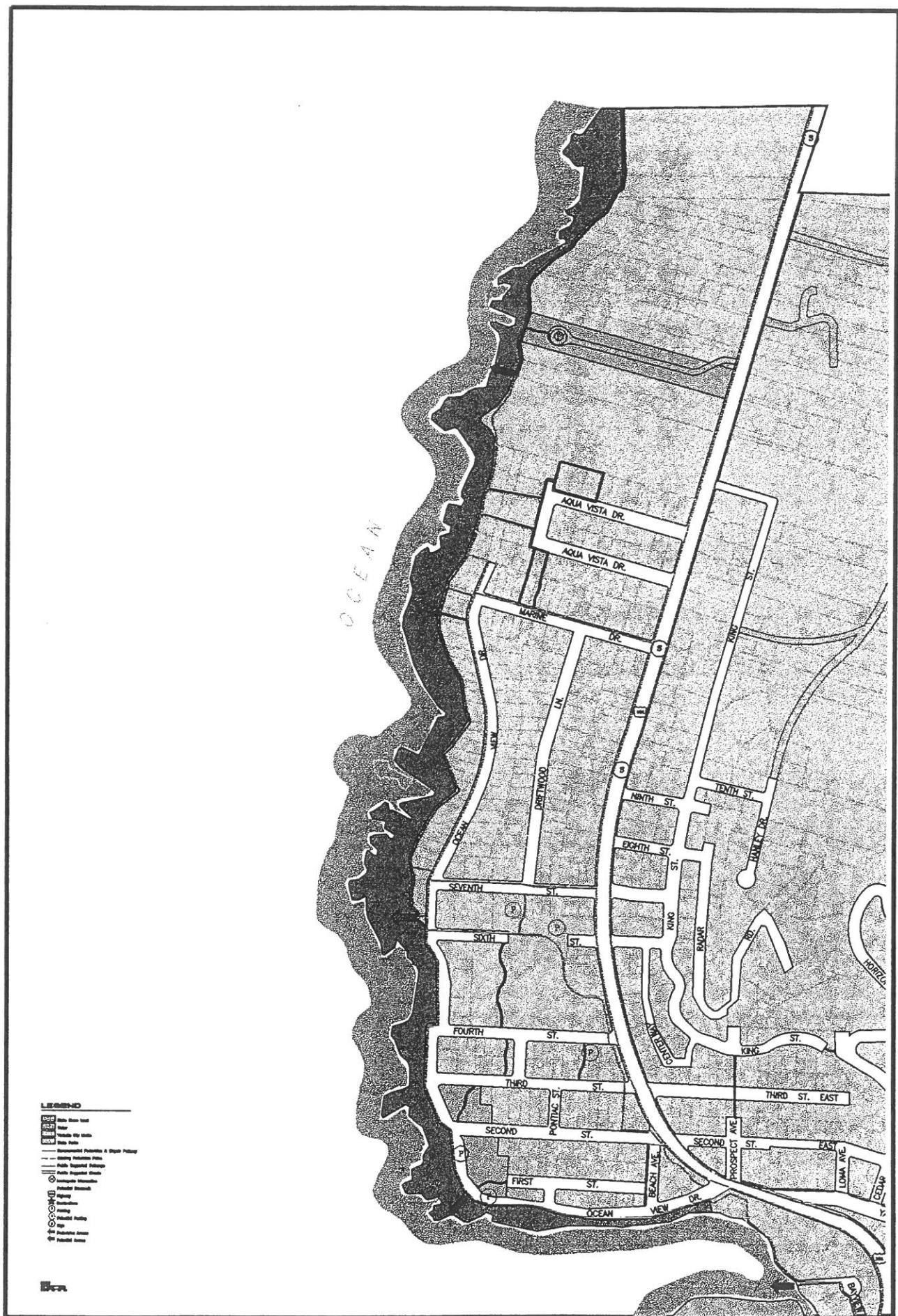


Potential Access

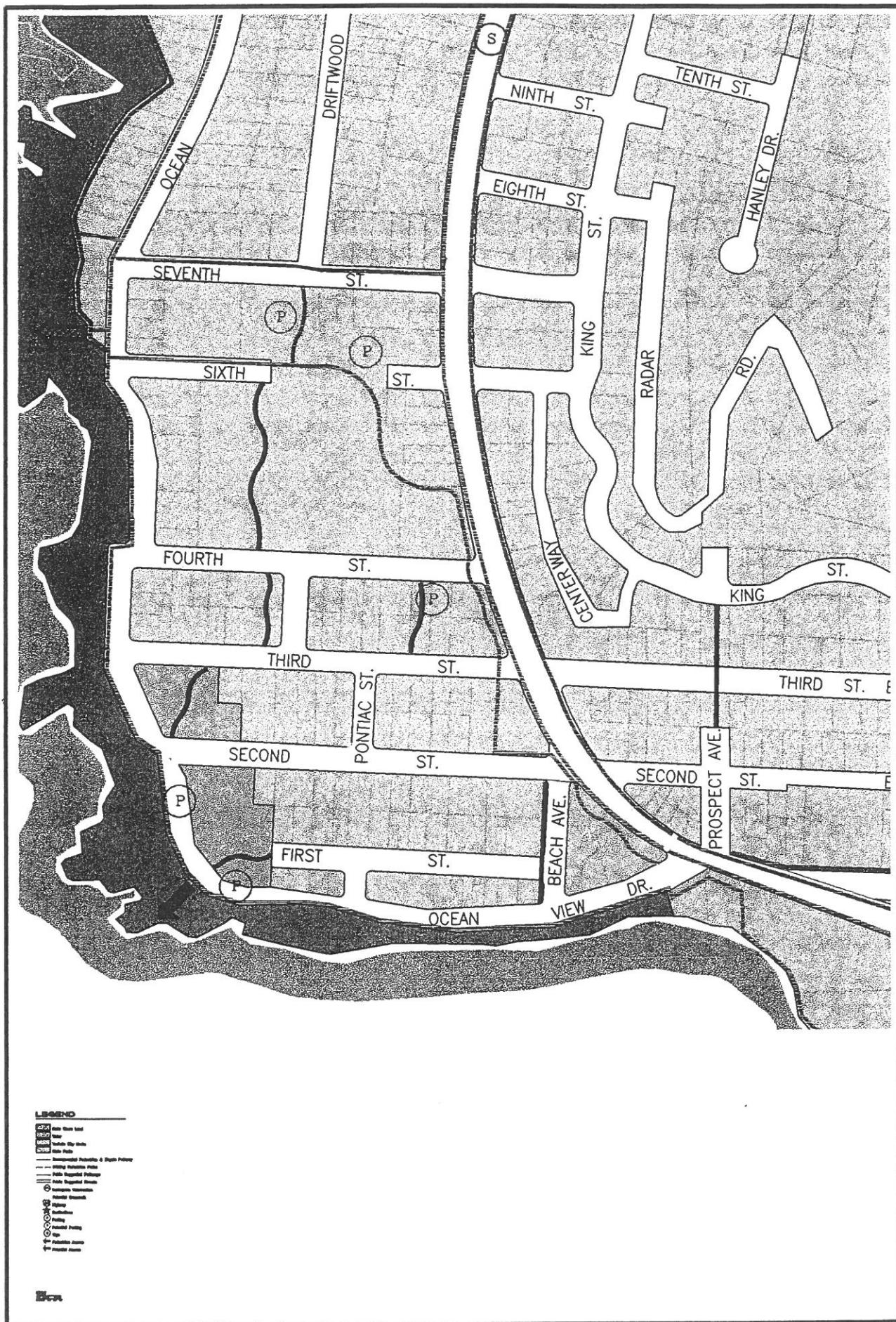
PATHWAY SYSTEM ALTERNATIVES



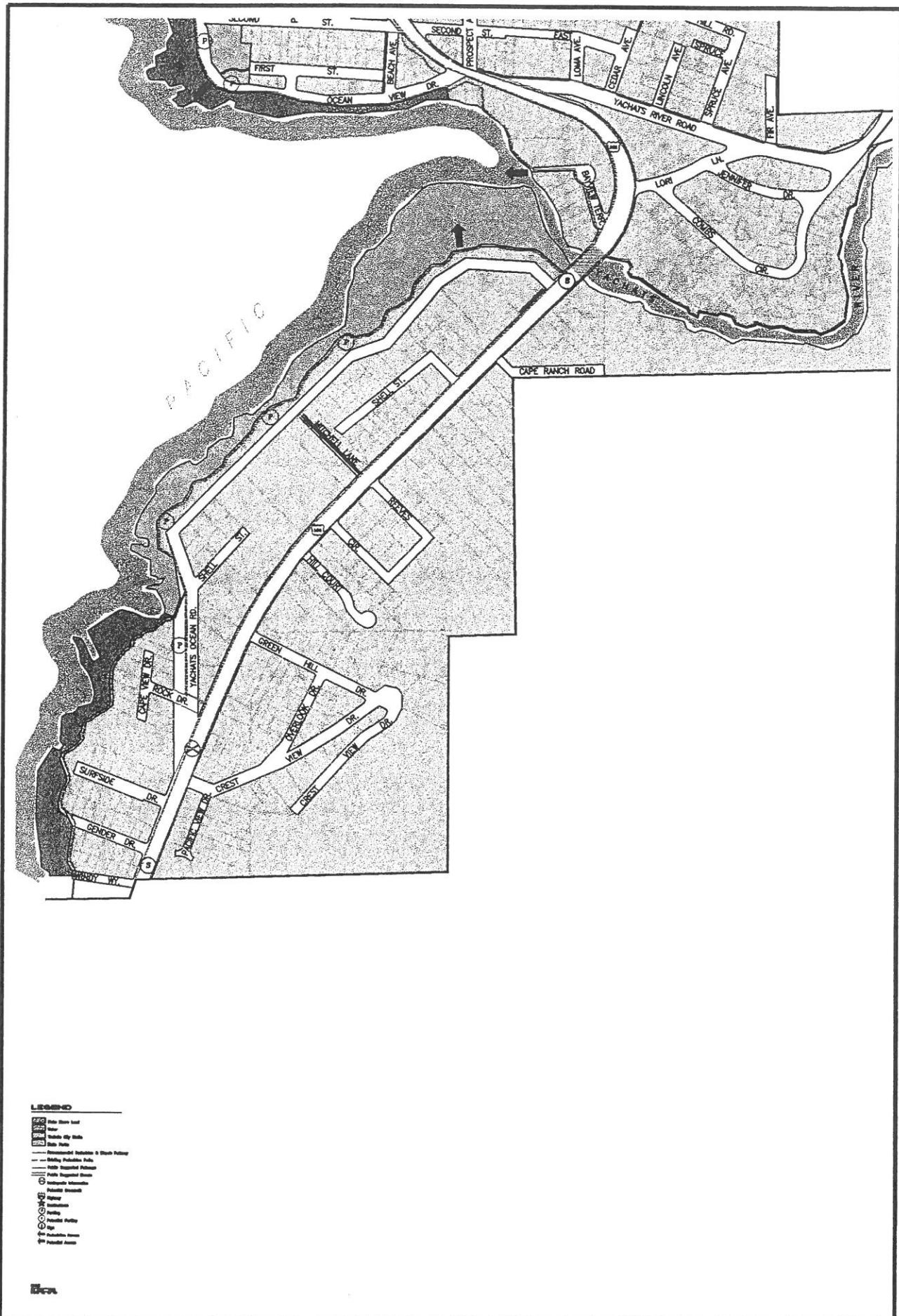
804 TRAIL



COMMERCIAL CORE



SOUTH YACHTS



RECOMMENDED PLAN & IMPLEMENTATION STRATEGY

OVERVIEW

The Recommended Circulation Plan for Yachats Village is the result of several key components of the planning process including research and analysis of physical characteristics of the study area; an understanding of the regulatory environment affecting the area; and a public involvement component that included an open house and interviews with property owners and residents.

CIRCULATION PLAN & COMPONENTS

The plan is based on our discussions with community members, our personal research compiled by actually walking and driving around town, and meetings with the planning committee.

There are basically six areas that are addressed that express the overall content of the plan as well as individual projects in each of these areas that will need to be implemented. Some of these projects can be implemented immediately and others may not be completed for fifteen or twenty years. The idea is to give the community a long range plan that includes methods and logic for facility improvements over the coming years as Yachats grows and reviews new development.

The five components of the plan are:

- North/South Connection
- Integrated Loop System
- Highway 101
- The Commons
- Parking
- Aesthetics

NORTH/SOUTH CONNECTION

The objective was to provide a continuous pathway from the north to the south of Yachats.

Yachats has a special and unique opportunity to have a pathway following near the coastal edge for the entire length of the community, unlike any other community on the Oregon coast. This can be a tremendous amenity and attraction for Yachats.

To provide a viable, logical, and easily implementable pedestrian route from north to south Yachats we recommend obtaining easements in the area of the Adobe Resort/Motel through to Marine Drive and from the Landmark Restaurant south to Bayview Terrace as shown on the plan map and described in individual project format on the Circulation Plan Matrix.

The extension of the improved 804 Trail along the edge of the bluff as shown in historical records is currently a prominent and controversial community issue. This alignment along the edge of the bluff is the optimum alignment from a pedestrian and public access point of view, however the feasibility is in question due to property ownership issues, existing improvements (houses), and financial impacts associated with property acquisition or easements.

The north/south loop placement is available to provide immediate public access from the improved 804 Trail north of the Adobe through to 7th Street and Ocean View Drive. We recognize that there are unresolved issues concerning the status of County Road 804 and public access rights. We are not proposing this pathway route as an alternate to County Road 804 to promote or deter the proceedings in regard to this unresolved issue.

This plan is not intended to act as a supporting document to promote the vacation of the County Surveyed Road 804 from the Adobe through to 7th Street OR as a deterrent to the current proceedings to reestablish County Road 804 for public access. When this matter is resolved we recommend the Comprehensive Plan and the Circulation Plan be amended to indicate the official status of the road.

The southern pathway connection from the Landmark Restaurant (intersection of Highway 101 and Ocean View Drive) will provide a safe alternate route for pedestrians to discourage walking on the "Highway 101 Loop". We anticipate that two easements (one with each of the owners) will need to be negotiated with the property owners immediately south of the

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Landmark and Lion's Club Thrift Store properties.

INTEGRATED LOOP SYSTEM

The objective was to provide a series of interconnected pathway, loops, and overlooks that link the trail system and provide access to important destinations throughout Yachats.

Primarily there are four trail or loop systems: the Northwest Loop, the Northeastern Loop, the River Loop, and the South Yachats Trail.

The Northwest Loop connects several destination points such as the Overleaf Motel, Smelt Sands State Park, the Adobe Resort/Motel, Ocean outlooks off of Ocean View Drive, Yachats State Park, the Landmark Restaurant, the Commercial Core and Town Center businesses, and The Commons.

The Northeastern Loop links the commercial core with residential and motels properties in this area. Some added routes are the proposed pedestrian pathways from Prospect Avenue through to Third Street, King Street, Radar Road, and Hanley Drive. Another is the connection between Loma Avenue and Third Street. A key automobile, bike, and pedestrian connection is the proposed road between Hanley Drive and the northern most portion of Highway 101. This development should be located with respect to natural topography and private ownership negotiations.

The River Loop links both the downtown area and southern Yachats with the Yachats River. We propose a pathway that provides public access from the Highway 101/Ocean View Drive intersection south through the new access provided to Bayview Terrace, under the bridge and along the Yachats River, across and up Yachats River Road.

Finally, the south Yachats Trail will provide a pathway which is separated from automobiles (as shown in the street sections) providing a link from north Yachats to the southern most border of town via Yachats Ocean Road. An important connection to the southeast residential and motel area to this trail is Mitchell Lane which should be marked and maintained as part of the trail system.

Each of these loop and trail components has several strategies and projects that will be necessary to successfully implement and provide a cohesive system. These projects are listed specifically on the Recommended Plan Matrix.

HIGHWAY 101 CORRIDOR

The objective was to make Highway 101 safer and more aesthetic for pedestrians, bicyclists, and automobiles.

There are several improvements we are recommending for Highway 101 throughout Yachats.

First we are proposing "entry statements" in the north and south areas of town. These statements will provide through art, landscaping, or signage (or a combination) an immediate, physical notice to individuals that they are entering a "place". The intent will be to slow traffic down and enhance and personalize the image of the community.

These statements will be supported by landscaping, bike lanes, and pedestrian pathways to be created along the entire length of Highway 101 as shown on the enclosed Street Sections. Another method to enhance the character as well as slow down traffic is to provide a secondary area along the highway between 7th Street and the Prospect Avenue\Highway 101\Ocean View Drive intersection that identifies a "downtown" area. In this area we recommend that the pathways veer off of the highway and move along the business frontages as much as possible. We suggest a distinctive paving pattern be added to this area in conjunction with the landscaping/pathway improvements shown for the remainder of Highway 101. We are also recommending on-street parallel and diagonal parking for this area on the east side. Specific surveys will need to be conducted to provide a base map for business access as well as the appropriate placement of parking spaces in this area.

Crosswalks to allow safer pedestrian access across Highway 101 are proposed at several locations as shown on the Circulation Plan Map. We recommend that crosswalks at the north and south entries be accompanied by

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rumble bumps and crosswalks at Ocean View Drive and 7th Street have “on-demand” stop lights.

PARKING

The objective is to designate parking areas to separate autos from pedestrians.

There are two types of parking proposed: lots and on-street parking. We are recommending two parking lots, one at both entry statements that will accommodate approximately 16 cars each. These lots can serve to provide immediate access to the pathway system. We suggest a circulation map be placed at each of these areas to provide visitors with an overview of the trail system in Yachats as well as the destinations available. The next place we recommend for pooled parking is The Commons. The Commons is central and is an ideal location for large grouped parking for town events or for tourists season overflow. We have included approximately 13 RV spaces and 130 standard parking spaces in this area.

On-street parking is recommended in several locations: 1st, 2nd, 3rd, and 4th Streets; Pontiac and Beach Streets; Prospect Avenue; and Highway 101. These streets were chosen because of their proximity to key destinations. We recommend diagonal parking along 3rd and 4th Streets to serve this commercially zoned area. First and Second Streets are shown with parallel parking, landscaping, and pathways within the current public right-of-way. Parallel parking along Beach and Pontiac Streets are also recommended. Estimated parking in this area is approximately 224. On-street parking along the “downtown” Highway 101 corridor is also proposed to serve the businesses located in this area.

All of these areas will need to be professionally surveyed to identify appropriate placement of spaces with consideration given to property access. Further restrictions for parking of RV's in standard parking spaces have not but should be addressed. We do recommend restricting RV parking on the east sides to both Ocean View Drive and Yachats Ocean Road to allow for ocean viewing.

Enlarged conceptual plan maps illustrating these parking areas accompany this document.

THE COMMONS

Although The Commons is not considered to be an independent component of the Circulation Plan, we are providing some recommendations regarding the future development of this area based on the considerable parking we are proposing. We have also identified this area as a central location to begin using the trail system for visitors. For this reason we are proposing a facility that includes public restrooms, an outdoor stage that could be used for concerts, concessions, and a visitor/interpretive center. We are also recommending that Circulation Maps be placed at key locations at The Commons and that trails/pathways lead from the proposed parking lots to the overall trail system. We have shown the grove of trees as well as the playground intact and undisturbed with pathways connecting them. An enlarged map of this area accompanies this plan.

AESTHETICS

The objective is to enhance the character of the Circulation and Trail System.

We recommend that lighting, outdoor furniture, and trail markers be placed periodically along the trail system to enhance the character as well as to provide indicators to those using the system to the actual route. In addition we suggest specific design guidelines be developed to address these elements as well as methodology for their design and installation.

These issues are addressed more specifically in the following section prepared by Bridget Beattie McCarthy.

The Circulation Plan Map, Circulation Plan Matrix, and Nine Street Sections are shown on the following pages.

**Yachats Village Circulation Plan
RECOMMENDATIONS**

Objective	Strategies Projects	Action Steps	Implementor	Construction Cost (estimated)
	◆ Provide clearly designated paths to overlooks on public property off Aqua Vista.	<ol style="list-style-type: none"> 1. Develop low impact, overlooks for public viewing of the ocean at the two public properties off of Aqua Vista, with native vegetation that protects bluff edge from further erosion with seating and trail markers. 2. Provide subtle boundary markers along the paths to overlooks to discourage trespassing on adjacent private property. 3. Provide indicators (art, signs,etc.) that designate these overlooks as public property and potential beach access that can be seen from the beach and road. 	City of Yachats	\$7,500
	◆ Provide pathway from intersection of Marine Drive and Hwy. 101 to the west trail.	<ol style="list-style-type: none"> 1. Develop 18' right-of-way on the north side with path, landscaping, and trail markers. 	City of Yachats	\$42,300
	◆ Provide pathway along the west side of Ocean View Drive from Marine Drive south to the intersection of Hwy. 101.	<ol style="list-style-type: none"> 1. Develop 18' of right-of-way on west side of road with path, landscaping, and trail markers (see Section 6). Less ROW should be used when road narrows less than 50' to allow for adequate traffic lane widths. 2. Place signs strategically along road to forbid RV's from parking on west side. 	City of Yachats ODOT	\$220,900
	◆ Provide clearly designated paths to overlooks on public property on Ocean View Drive.	<ol style="list-style-type: none"> 1. Develop low impact overlooks for public viewing of the ocean at the two public properties on Ocean View Drive, with native vegetation that protects the bluff edge from further erosion with seating and trail markers. 2. Provide indicators (art, signs,etc.) that designate these overlooks as public property and potential beach access that can be seen from the beach and road. 	City of Yachats	\$1,400
	◆ Provide a central point of origin for tourists to begin walk on pathway system.	<ol style="list-style-type: none"> 1. Provide clearly marked trails radiating out from public parking lots in The Commons. (see map) 2. Provide a public facility on The Commons property that contains restrooms and a stage for bands/entertainment. 3. Design and construct a pedestrian system map and place at the west and south entrances. 4. Develop 5' pathways with landscaping and trail markers. (see map) 	City of Yachats The Commons	\$8,800 \$100 - 200 K \$2,000
	◆ Provide path from 2 nd to Ocean View Drive south.	<ol style="list-style-type: none"> 1. Redesign the north end of Beach Avenue to reduce the travel lanes to a total of 24'. 2. Develop Beach Avenue with 5' path, two 6' planting strips, parallel parking, landscaping and trail markers. 	City of Yachats ODOT	\$14,000
	◆ Provide pedestrian access from 7 th to Marine Drive off of Hwy. 101.	<ol style="list-style-type: none"> 1. Require all new development of properties adjacent to Hwy. 101 on the west side in this area to provide an 5'-8' easement for a pedestrian path. 2. Provide development incentives for property owners(i.e decreased parking requirement for pedestrian/bike access and facilities) 3. Develop 5' pathways with landscaping and trail markers. 	City of Yachats Commercial property owners	\$8,200

**Yachats Village Circulation Plan
RECOMMENDATIONS**

Objective	Strategies Projects	Action Steps	Implementor	Construction Cost (estimated)
	◆ Provide an easterly route for pedestrians to link with pathway system.	<ol style="list-style-type: none"> 1. Provide pathways north/south along the Prospect and Loma Avenues public right-of-ways between 2nd, 3rd, and King Street. (see map) 2. Provide pathway north/south from Radar Road to Hanley Drive. Obtain easement if necessary. 3. Develop 5' pathways with landscaping and trail markers. 	City of Yachats	\$6,700
	◆ Provide an easterly route for pedestrians from Hwy.101/Ocean View Drive intersection up Yachats River Road.	<ol style="list-style-type: none"> 1. Close Yachats River Road at Hwy. 101 intersection only and install vegetation buffer. 2. Develop 17' right-of-way on north side of road with auto access for private property owners. (see Section 6) 3. Develop pathways with landscaping and trail markers. 	ODOT City of Yachats Lincoln County	\$100,000 \$94,000
	◆ Provide an easterly route for autos & pedestrians to link King Street and Hwy. 101.	<ol style="list-style-type: none"> 1. Amend comprehensive plan to include road as shown on plan map. 2. Road location should be designed according to topography constraints, erosion control requirements, and property owners approval. 3. Road should be funded by private developers. 	City of Yachats Private Developers	\$184,000
	◆ Obtain access through Spring Hills Road from King to Hwy. 101.	<ol style="list-style-type: none"> 1. Develop as a pedestrian trail if currently public property. 2. If private, negotiate with owner to allow public access (easement) with buffered landscaping to maintain privacy and install trail markers at either end. 	Private property owner City of Yachats	\$2,900
	◆ Provide pathway along the west side of Yachats Ocean Road from the bridge south to the intersection of Hwy. 101.	<ol style="list-style-type: none"> 1. Develop 17' of right-of-way on west side of road with path, landscaping, and trail markers. (see Section 5) Less ROW should be used when road narrows less than 50' to allow for adequate traffic lane widths. 2. Place signs strategically along road to forbid RV's from parking on west side. 3. Clearly designate Mitchell Lane as a public pathway with landscaping and trail markers at both ends. 	City of Yachats Oregon Parks Department ODOT	\$171,000
	◆ Provide trail system continuity.	<ol style="list-style-type: none"> 1. Install trail markers periodically along areas marked on map with "dots". 2. Encourage voluntary gardens in residential and commercial areas consistent with trail system. 	Individual Volunteers Community Organizations	

Yachats Village Circulation Plan RECOMMENDATIONS

**Yachats Village Circulation Plan
RECOMMENDATIONS**

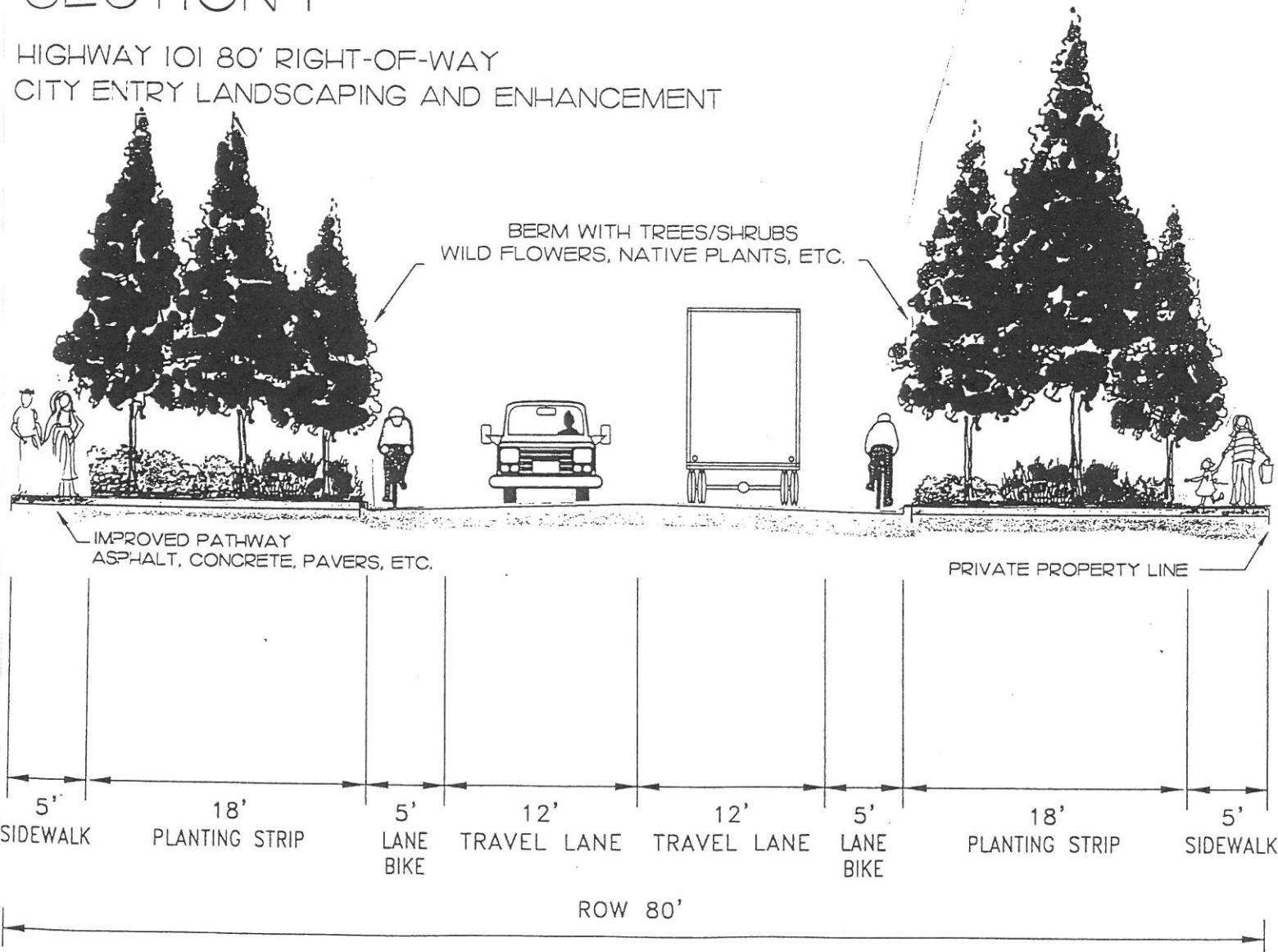
Objective	Strategies Projects	Action Steps	Implementor	Construction Cost (estimated)
	◆ Provide pedestrian paths near businesses in commercial core area off of Hwy. 101.	<ol style="list-style-type: none"> 1. Develop 5' pathways adjacent to buildings with parking and landscaped buffers to separate them from the highway. 2. Periodically place trail markers that reflect the identity of businesses and trail (see corridor plan map). 	City of Yachats ODOT Commercial property owners	\$21,600
PARKING				
<i>Provide designated parking areas to separate autos from pedestrians</i> PLEASE NOTE: Parking shown on plan map is schematic. Private and public access to individual properties are not accurately shown. A survey must be conducted to identify access points and measure parking spaces.	◆ Provide public parking lots at the north and south entrances to town.	<ol style="list-style-type: none"> 1. Develop small parking lots at both entry areas to town as shown on plan map to provide tourists a place to stop and rest. 2. Install pathway system map/sign showing trail route and destinations around town. 	City of Yachats ODOT	\$21,800
	◆ Provide public and RV parking at The Commons.	<ol style="list-style-type: none"> 1. Design and construct parking areas with landscaped buffers and paths connecting to overall trail system as shown on plan map. 	City of Yachats The Commons	\$86,400
	◆ Provide public street parking along west 1 st , 2 nd , 3 rd , and 4 th .	<ol style="list-style-type: none"> 1. Design and construct parking areas with landscaped buffers and paths connecting to overall trail system as shown on plan map. 2. Plant vegetation approximately every 6 car spaces to be determined by driveway access and space placement after survey. 	City of Yachats	1 st - \$64,800 2 nd - \$86,400 3 rd - \$96,000 4 th - \$43,200
	◆ Provide public parking on Prospect Avenue.	<ol style="list-style-type: none"> 1. Design and construct street parking with landscaped buffers and paths connecting to overall trail system as shown on plan map. 	City of Yachats	\$13,450
AESTHETICS - How will it Look?				
<i>Enhance the Character of the Circulation and Trail System</i>	◆ Implement Design Guidelines for infrastructure elements to be used along the circulation and trail system.	<ol style="list-style-type: none"> 1. Draft and adopt a Public Lighting Ordinance. <i>(Pathway Lighting, Street Lighting, Municipal & Commercial Lighting)</i> 2. Draft and adopt a Sign Ordinance. <i>(Pathway/Trail Markers, Streets Signs, Directional/Destination Signs, Business Signs)</i> 3. Draft and adopt an ordinance for design and placement of public furniture (<i>benches, etc.</i>). 4. Draft and adopt ordinance for street and pathway materials (<i>bark mulch/gravel = trail, brick pavers = commercial paths, concrete pavers = commercial parking areas, etc.</i>) 	City of Yachats Citizen Committees Local Artists, Architects, Landscape Architects, etc.	
	◆ Install lighting, outdoor furniture, and trail markers along circulation system.	<ol style="list-style-type: none"> 1. Commission local artists to design furniture and trail markers/signs. 2. Choose appropriate lighting for the commercial area, local streets, and pathways with criteria developed through the design guidelines. 	City of Yachats Citizen Committees Local Artists, Architects, Landscape Architects, etc.	

**Yachats Village Circulation Plan
RECOMMENDATIONS**

Objective	Strategies Projects	Action Steps	Implementor	Construction Cost (estimated)
CONTINUOUS PATHWAY				
<i>Create a continuous pathway from the north to the south of Yachats "Close the Gaps"</i>	◆ Designate public access across west (ocean) side of Adobe property connecting to trail.	1. Provide trail markers in front of the Adobe designating pathway connection at Aqua Vista. 2. Provide buffering vegetation between south edge Adobe facility buildings and pathway.	Owner of Adobe City of Yachats	\$2,000
	◆ Provide public right-of-row access from the Adobe property through to Aqua Vista Drive	1a. Secure public access across the two properties immediately south of the Adobe to existing public easement that leads to Aqua Vista. OR 1b. Obtain an easement south from the Adobe property to Aqua Vista for public access. 2. Develop the pedestrian path with landscaping and trail markers.	City of Yachats Private property owners.	\$1,400 \$2,600
	◆ Provide public right-of-way access from Aqua Vista Drive through to Marine Drive	1. Purchase a 30' easement across the two private properties which are currently used as a "cow path" to provide access between Marine Drive and Aqua Vista. 2. Develop a 30' right-of way for linkage of the pedestrian trail, bike lanes, and autos with landscaping and trail markers.	City of Yachats ODOT	\$13,800
	◆ Provide public right-of-way access from the west side of Hwy. 101 immediately south of the Lion's Club Thrift Store through to the river edge and south to Bayview Terrace	1. Obtain an easement across the private property immediately south of the Thrift Store and on the west side of private properties through to the public easement off of Bayview Terrace. 2. Develop public easements on south side of Bayview Terrace through to the bridge. 3. Develop the pedestrian path with landscaping and trail markers.	City of Yachats	\$4,400 \$16,500
LOOP SYSTEM				
<i>Create a series of interconnected pathways, loops, and overlooks that link the trail system and provide access to important destinations throughout the city (see plan)</i>	◆ Provide pathway between north Hwy. 101 and 804 trail.	1. Obtain 5'-8' easement through Overleaf property from Hwy. 101 west connecting to the 804 trail for a pathway. 2. Develop the pedestrian path with landscaping and trail markers.	City of Yachats Planning Commission Overleaf property owners	\$5,600
	◆ Provide pathway through the Smelt Sands State Park from Hwy. 101 to the 804 trail.	1. Develop 5' path with trail markers at either end along the road connecting to the north and south portions of the park. 2. Pave the road and parking lot of the existing state road.	State of Oregon	\$8,100 \$36,400
	◆ Provide paths along Hwy. 101 from Overleaf to Marine Drive.	1. Develop Hwy. 101 in the right-of-way with paths, landscaping, and trail markers (See Section 2). 2. Allow path to cross private property to serve businesses when desired by property owners. 3. Provide development incentives for property owners(i.e decreased parking requirement for pedestrian/bike access and facilities)	ODOT City of Yachats	See Hwy. 101
	◆ Provide pathway along Aqua Vista on the north/south portion connecting to the trail.	1. Develop 13' of right-of-way on the west side of Aqua Vista with landscaping and trail markers. (see Section 5)	City of Yachats	\$18,800

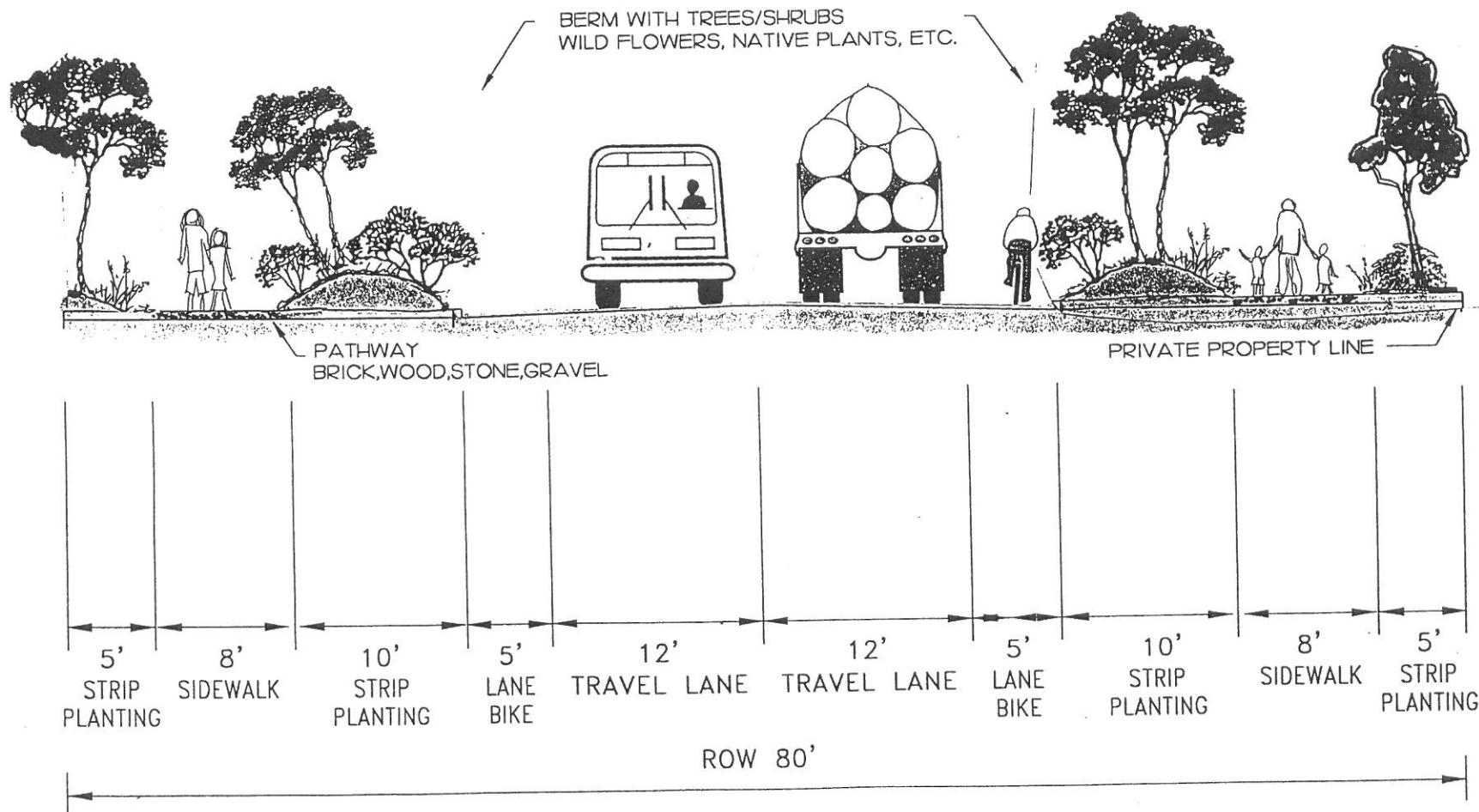
SECTION I

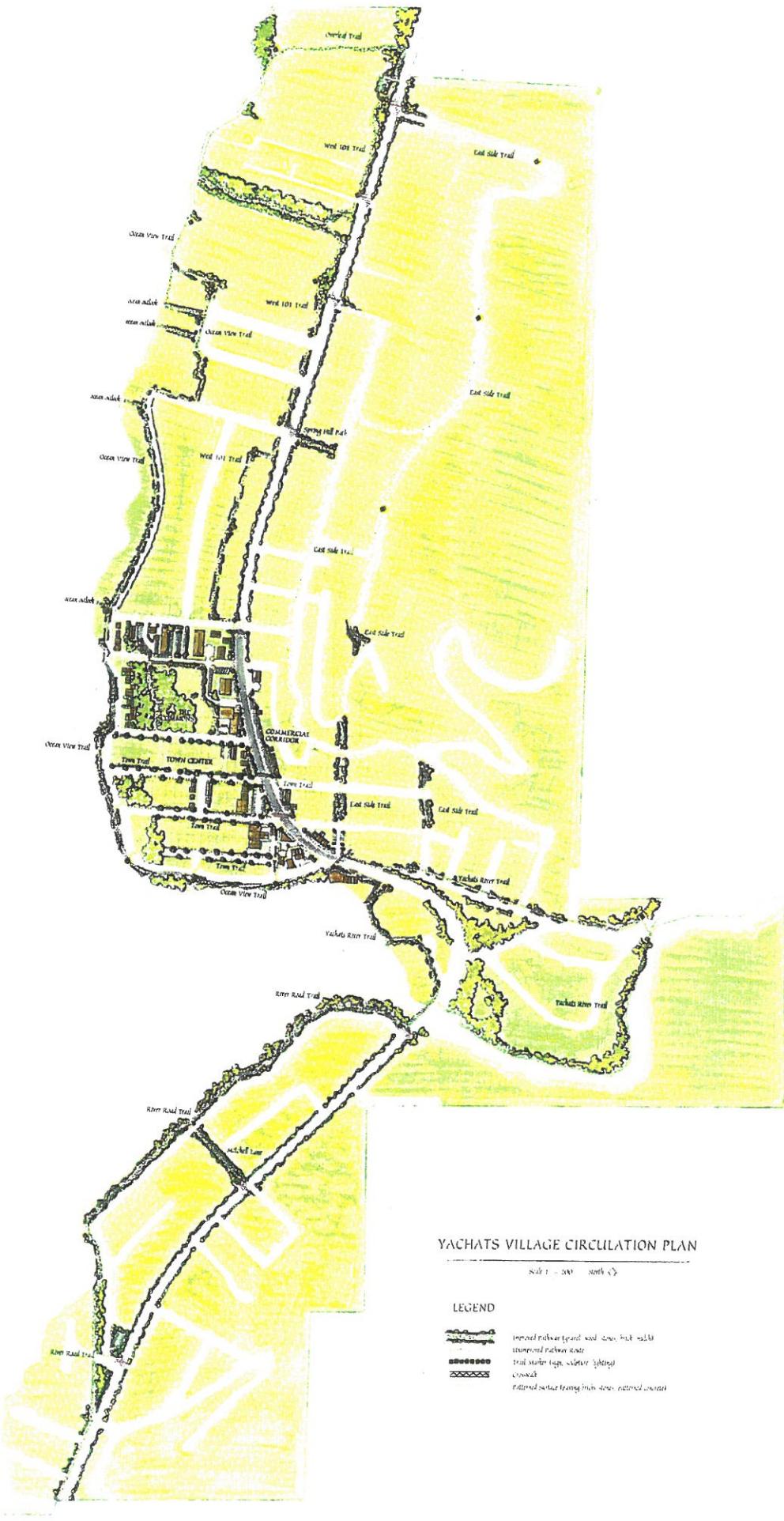
HIGHWAY 101 80' RIGHT-OF-WAY CITY ENTRY LANDSCAPING AND ENHANCEMENT



SECTION 2

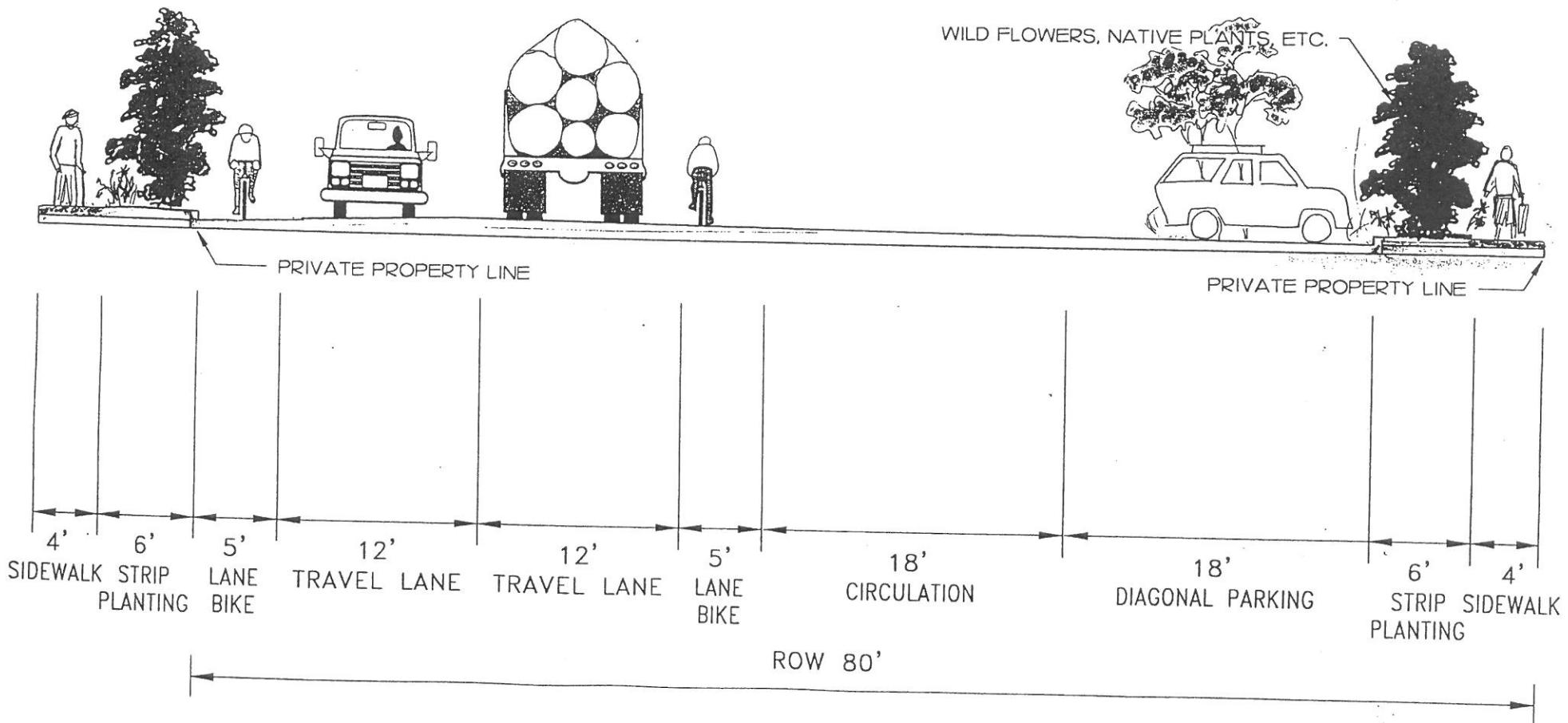
HIGHWAY 101 80' RIGHT-OF-WAY
WITH VEGETATION AND SIDEWALKS





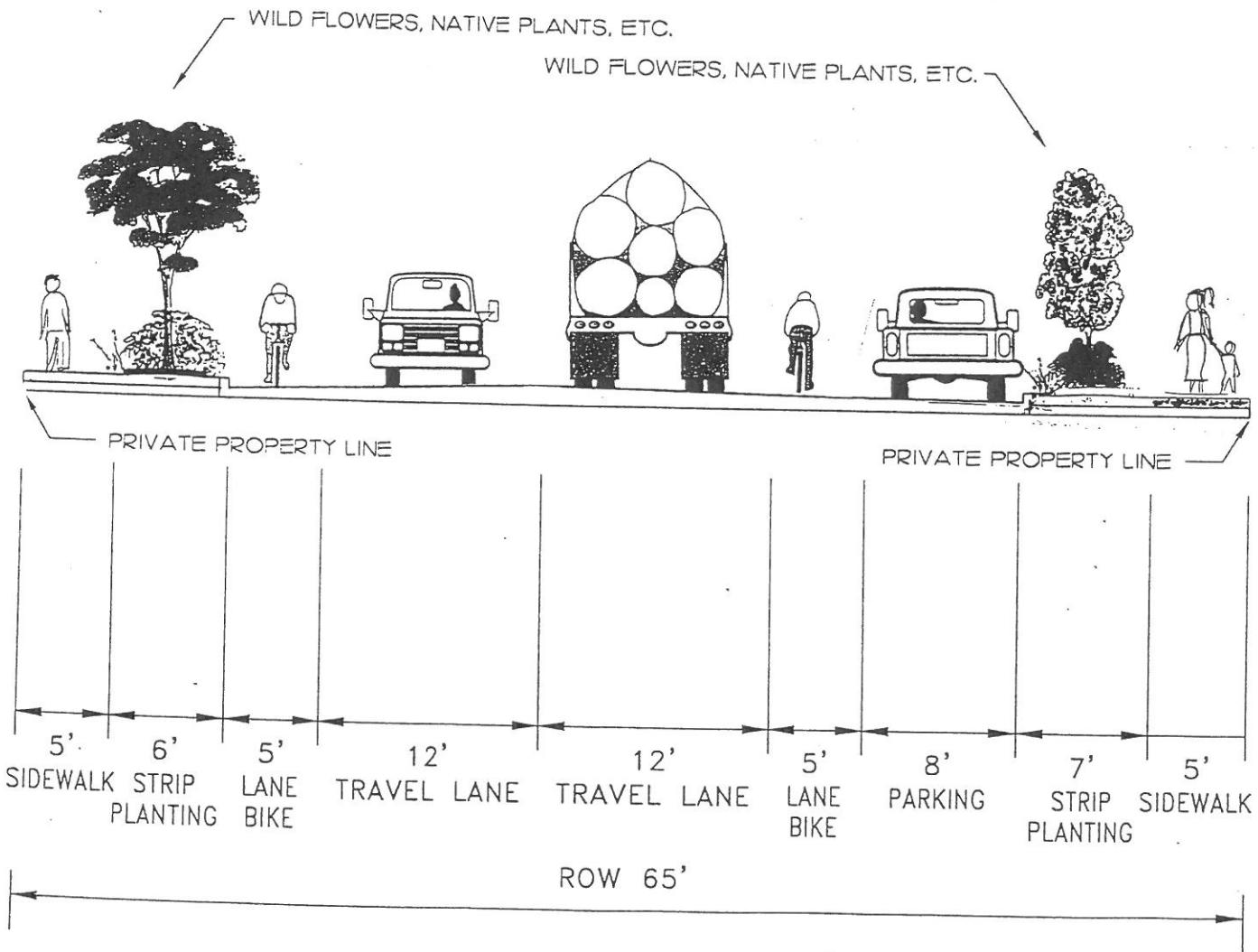
SECTION 3

HIGHWAY 101 80' RIGHT-OF-WAY
WITH VEGETATION, SIDEWALKS, AND PARKING



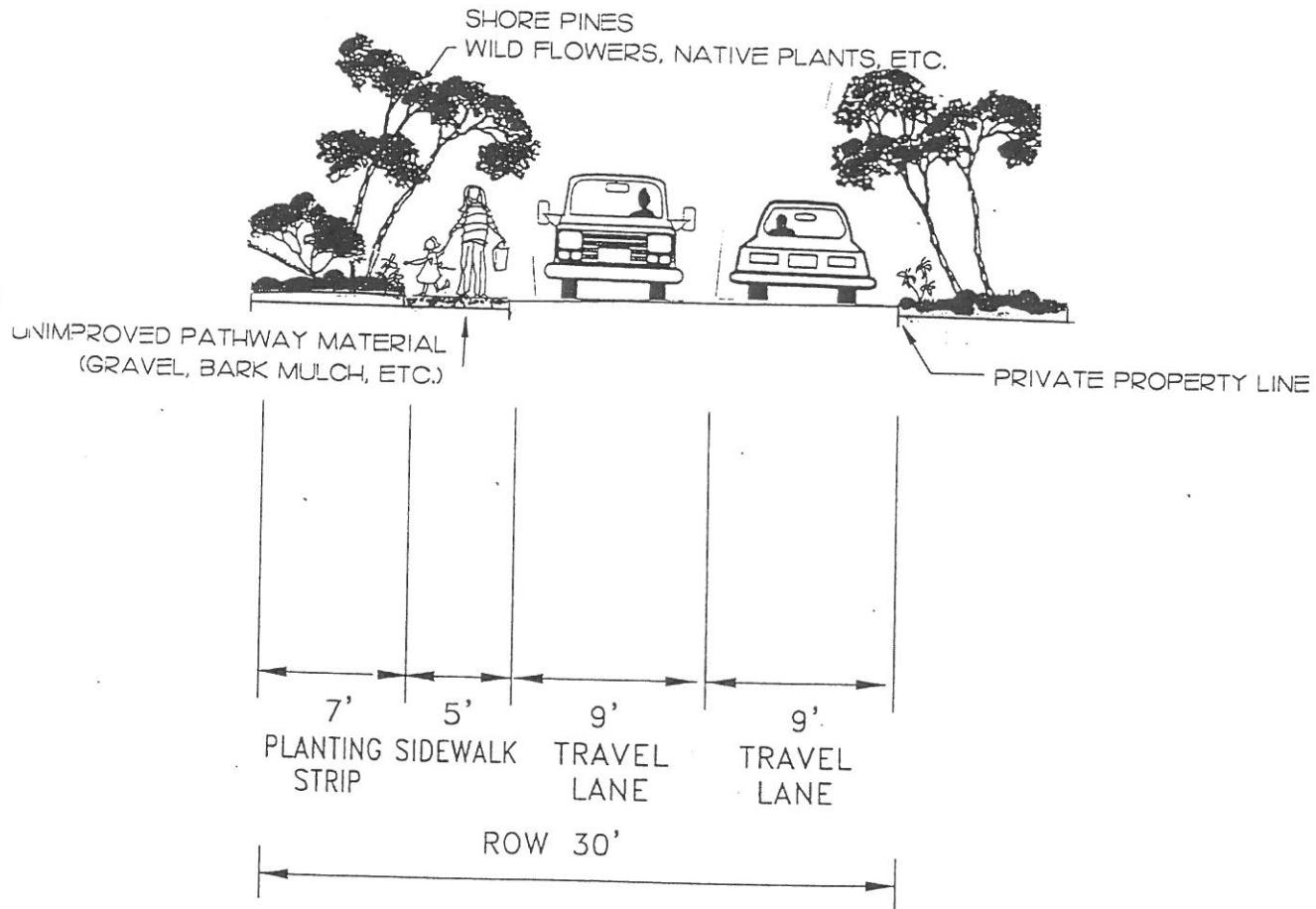
SECTION 4

HIGHWAY 101 65' RIGHT-OF-WAY
WITH VEGETATION, SIDEWALKS, AND PARKING



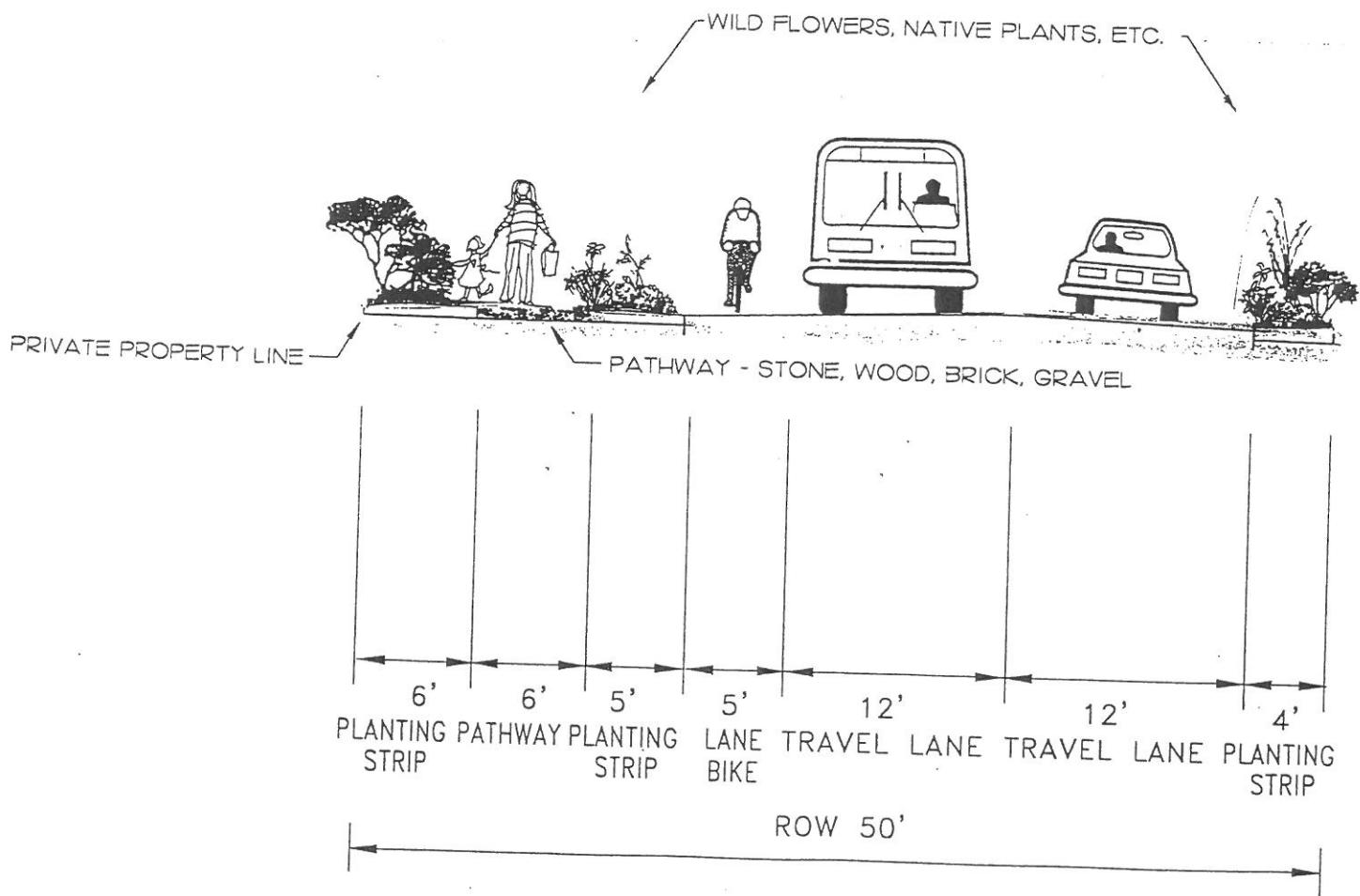
SECTION 5

LOCAL RESIDENTIAL 30' RIGHT-OF-WAY
AQUA VISTA/MARINE DRIVE CONNECTION WITH PATHWAY



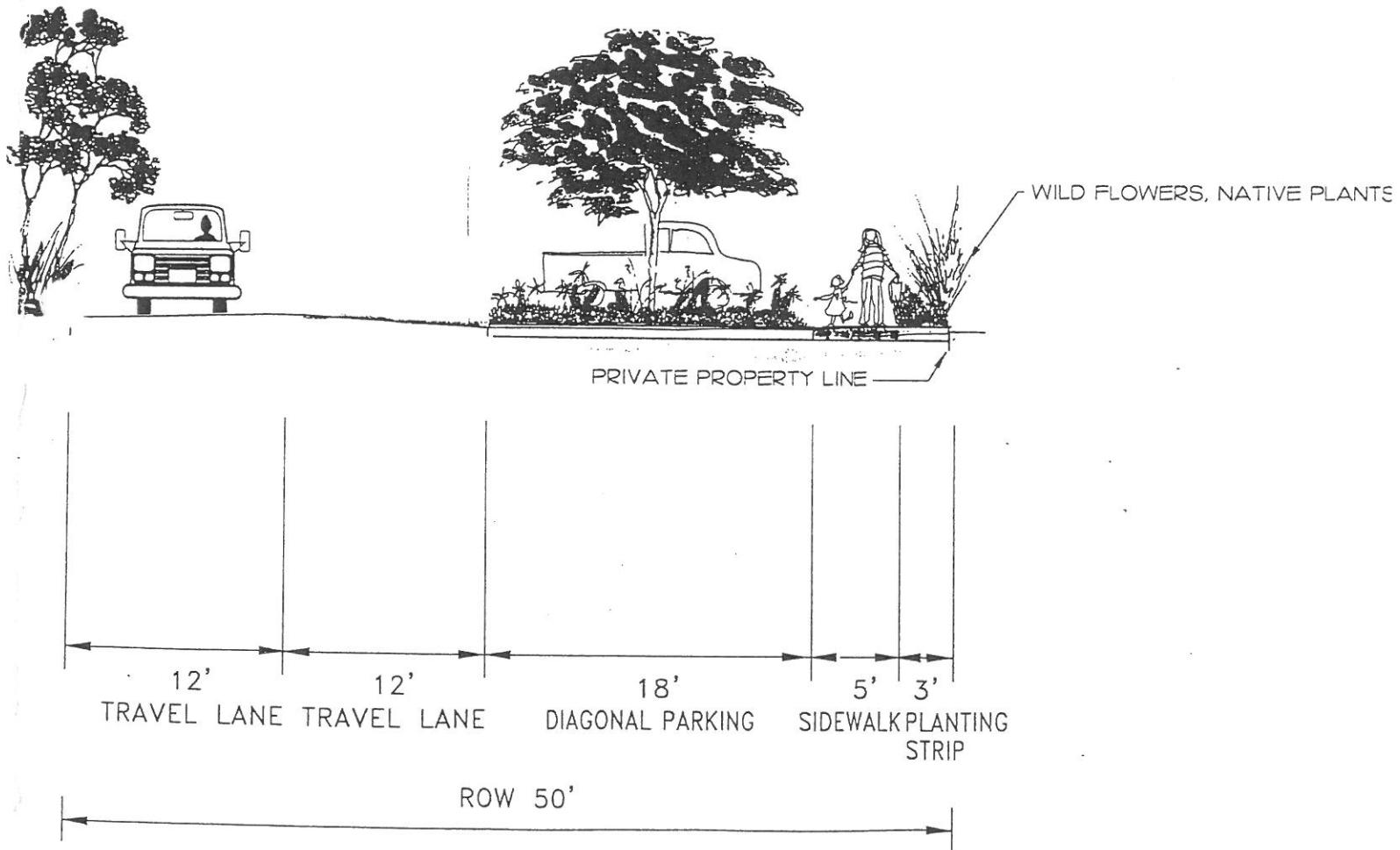
SECTION 6

LOCAL RESIDENTIAL 50' RIGHT-OF-WAY
OCEAN VIEW DRIVE BETWEEN 7TH AND MARINE DRIVE



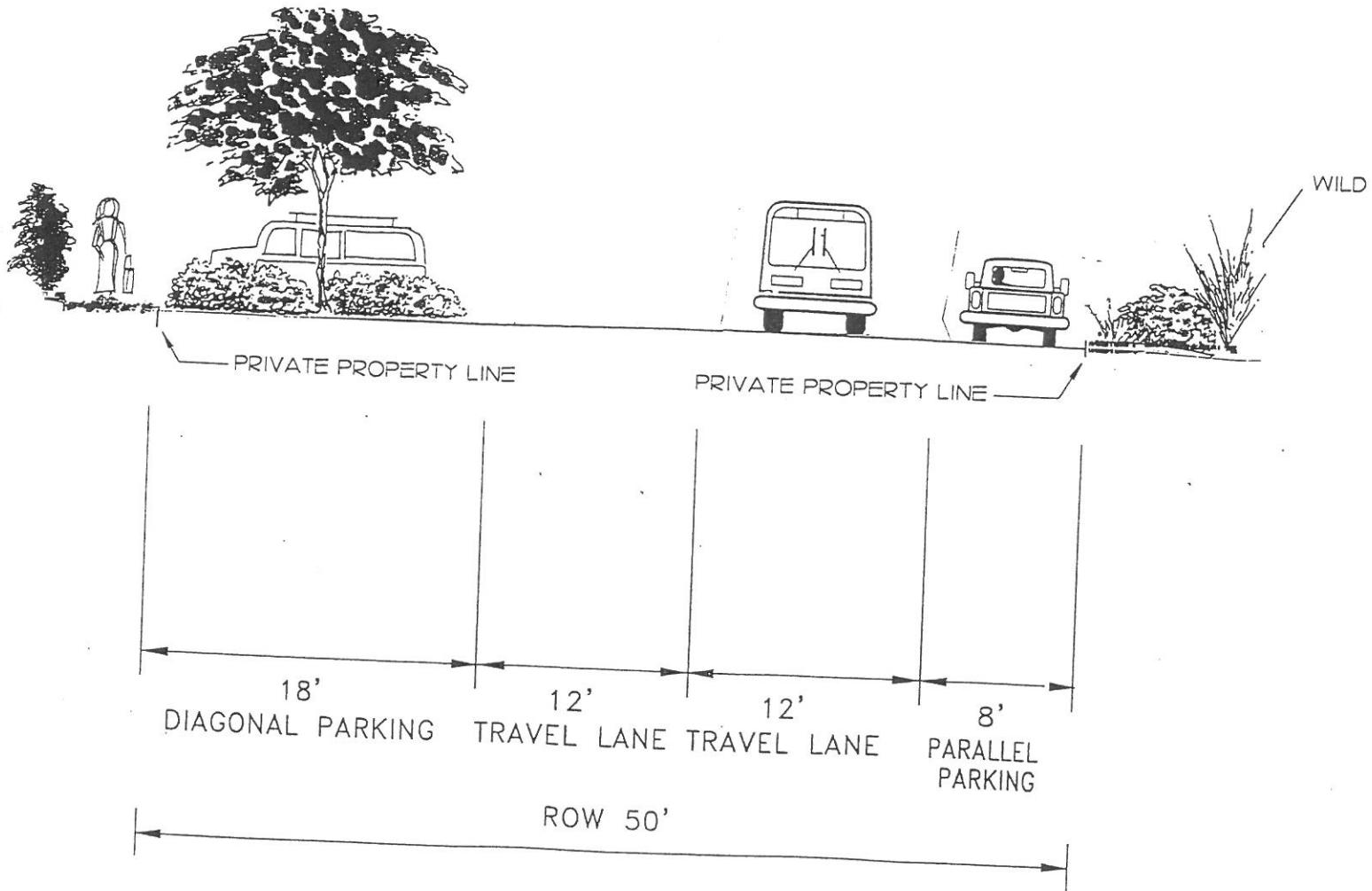
SECTION 7

LOCAL RESIDENTIAL 50' RIGHT-OF-WAY
4TH STREET



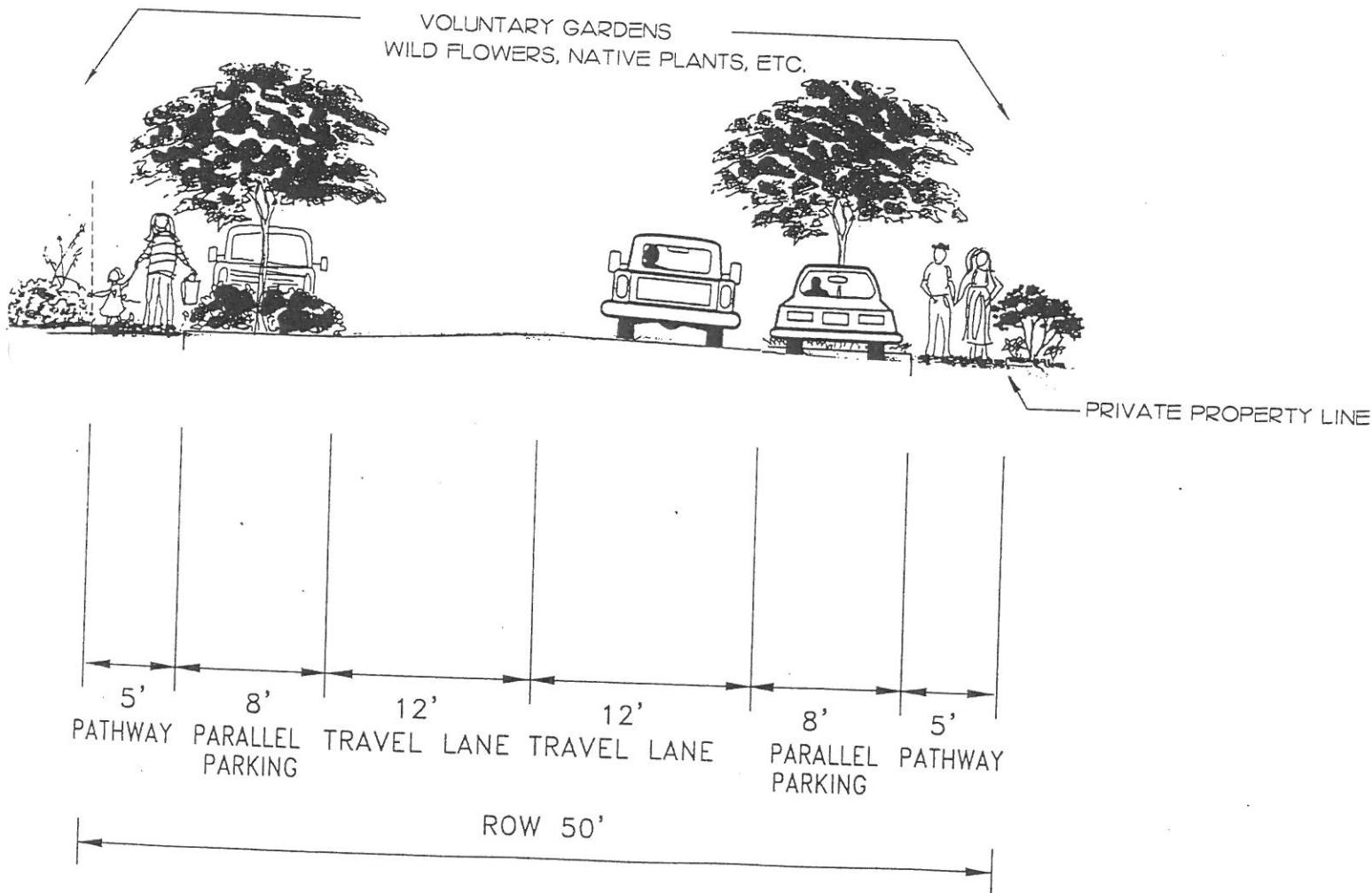
SECTION 8

LOCAL RESIDENTIAL 50' RIGHT-OF-WAY
3RD STREET



SECTION 9

LOCAL RESIDENTIAL 50' RIGHT-OF-WAY
1ST & 2ND STREETS



AESTHETICS - HOW WILL IT LOOK?

Prepared by Bridget Beattie McCarthy.

DESIGN GUIDELINES

Broad Objective: Create continuity and recognition of the Circulation/Trail System and create design guidelines for infrastructure elements to be used throughout the circulation/trail system...and perhaps elsewhere as well.

Methods:

Planning Commission draft and adopt:

- A *public lighting ordinance* reflecting the community's desire for aesthetically pleasing and environmentally appropriate: pathway lighting, street lighting, municipal and commercial lighting .
- A *sign ordinance* regarding:
 - the creation and use of a locally relevant sign-symbol program for all pathway/trail markers, street signs, directional/destination signs, and
 - design guidelines for all other signs in the city.
- An *ordinance regarding the design, execution and placement of artistically designed public furniture, architectural details and art*, eg. benches, and picnic tables; banner and flower brackets; honorary plaques for special buildings and gardens; sculptures, etc.
- An *ordinance mandating the use of specific street and pathway materials*. (ea. bark mulch or gravel for trails; brick pavers for commercial paths; concrete pavers for parking areas.)

Cost Estimate

Labor: Planning commissioners City Planner
City Council City Staff in kind) \$????
Materials: Office supplies, telephone (In kind)
\$????

VISUAL AMENITIES PROGRAM

Broad Objective: To encourage use and enjoyment of the Circulation/Trail System, incorporate art and artistically designed and executed lighting, outdoor furniture, signage and architectural details into the Circulation/Trail System ... and perhaps elsewhere as well.

Methods

Planning Commission *draft and adopt*:

- *an ordinance creating a VISUAL AMENITIES COMMITTEE* under the direction of the Planning Commission to oversee a program to incorporate art and artistically designed and executed lighting, outdoor furniture, signage and architectural details into the circulation/ trail system and other public places. (see examples) Program to evolve over time.

Responsibilities of the Visual Amenities Committee would include but not be limited to:

- a. Designing and/or approving programs and projects to implement objective,
- b. Securing funds and/or alternative ways to implement projects,
- c. Monitoring progress of projects and acting as "owners rep,"
- d. Acting as a recipient for memorial and other gifts to the program,
- e. Selecting designers, artists and craftsmen to create visual amenities for the circulation/trail system and other places.
- f. Orchestrating a trail naming contest,
- g. Providing public recognition and identification of noteworthy private gardens and special places,
- h. Maintaining an inventory of existing public art as well as objects created by the Visual Amenities Program,

**YACHATS VILLAGE CIRCULATION PLAN
YACHATS, OREGON**

- I. Overseeing maintenance of said inventory, and
- j. Making reproducible items available to businesses and citizens of Yachats.

Cost Estimates

Research and Development:

Labor: Planning Commissioners, City Planner, City Council, City Staff (All in kind)

Materials: (In kind)

Implementation:

Labor: Visual Amenities Committee, City Planner, City Staff (All in kind) Ad hoc Project, Manager(s) (Grant supported. See Specific Project Examples)

Materials: (In kind and/or grant, and/or City of Yachats, and/or earned income supported) \$

Note: Actual scopes of work will be dependent on size of projects and income from funding sources.

Potential Funding Sources

The City of Yachats; private gifts, grants; public grants; and a Yachats Community Development Corporation as the program grows. (*See Community Development Corporation information in the appendix.*)

**ART & LANDSCAPING
ON HIGHWAY 101**

Specific Objective: To calm traffic and create destination awareness along Highway 101 as it passes through Yachats. Incorporate art and/or interesting features representing the essence of Yachats along Highway 101 at the north and south entries to the City of Yachats into the landscaping on either side of the highway from one end of the city to the other.

Methods

Visual Amenities Committee:

- a. Research and solicit funding to implement objective,
- b. Hire a project director, and
- c. Monitor progress of the project.

Cost Estimates

Project Development:

Labor: Visual Amenities Committee, City Planner (Both in kind) \$???, Consultant \$1500 (Contract basis)

Materials: Office supplies and telephone (In kind) \$???

Project Implementation:

1. Two entry areas @ \$20,000 = \$40,000.
2. Within landscaping along both sides of highway: \$140,000
3. Project direction 2 years a, \$10,000 yr: \$20,000

Design and Execution: \$200,000

Installation (L & M) \$50,000

Total project cash cost \$251,500

(Very rough guess)

Potential Funding Sources

ODOT (for design, execution and management) \$200,000; City of Yachats (for project development) \$1,500; City of Yachats \$50,000 Public Works Dept. (in kind) (for installation labor and materials)

TRAIL AMENITIES

Specific Objective: To provide pleasant necessities and amenities throughout the Circulation\Trail System. Incorporate art and artistically designed and executed lighting, outdoor furniture, and architectural details into the Circulation\Trail System.

Methods

Visual Amenities Program:

- I. Establish a "School to Work" program with the Angel Job Corps Center in which a designer(s) work(s) with the students to design and fabricate a unique, "Yachats line" of outdoor lighting, benches, tables, planters, trash containers, pavers, paving treatments, banner/flower brackets, and architectural details for the city and its circulation system. Initially, there would be about ten items using a variety of materiels B Implementation for I & II: and the skills taught at the Angel Job Corps Center.

**YACHATS VILLAGE CIRCULATION PLAN
YACHATS, OREGON**

II. Initiate the Yachats Coastal Gem Bench Project in which local artists individually modify the bench prototypes fabricated by the Job Corps "School to Work" program.

Benches would be provided to artists whose proposals were accepted by the Visual Amenities Program. Any safe, durable, weather proof media would be permitted. Benches could be just painted, or they could be modified through the incorporation of wood, metal, clay, plastics, colorants, etc. to become quite sculptural. They would be placed throughout the entire circulation/trail system in places recommended by the Yachats Coastal Gems. This would be an ongoing program that would evolve over the years.

Cost Estimates

Research and Development for I& II:

Labor: Visual Amenities Committee, City Planner, City Staff, Job Corps Staff (All In Kind) \$????, Consultant \$2500
Materials: Office supplies and telephone (In kind) \$????

Implementation for I & II:

Labor: Designer(s) \$40,000, Job Corps Staff, Job Corps Students, Visual Amenities Committee, Yachats Coastal Gems (All In kind) \$????, Project direction 2 years @ \$10,000 yr = \$20,000, Public Works Crew (In kind) \$????
Materials: Wood, concrete, metals, hardware, clay, colorants, plastics, whatever. *

*Note: Actual materials and costs to produce objects would be determined by designs.

Potential Funding Sources

Jobs Corps and related agencies; Oregon Arts Commission Regional Arts Council; Local Businesses and Chamber of Commerce purchasing items; Individual sponsors of benches; Credit from other budgets specifying same items from different sources; City of Yachats for project development.

TRAIL MARKERS, SIGNS, & SYMBOLS

Specific Objectives: To identify the Circulation/Trail System and all the things it connects including The Oregon Coast Hiking Trail and to celebrate a special identity for Yachats. Create a sign/symbol system specifically for the city that would identify the "Yachats in Yachats": Routes, points of interest, natural features, et al.

Methods

Visual Amenities Committee

I. *Research and solicit* funding to implement objective.

II. *Hire* a geographically sensitive "sense of place" kind of person and a graphic artist to develop and design a complete and unique sign-symbol system that would reflect the essence of Yachats and all that there is in the community.

III. *Monitor* progress of the project.

Designs would be compatible for reproduction on medium density overlay plywood or other practical material by the state DOT sign contractor (or the Angel Job Corp Center if it had the capability.)

The Sign-Symbol System would include type and color specifications and/or symbols for trails, pathways, streets, destinations, and/or important buildings or places, wildlife, natural features, cultural sites, safety information, entry signs on Highway 101, neighborhoods, business types, et al. plus a large pedestrian system map and signs to the Oregon Coast Hiking Trail.

Those designs relating to the circulation/ trail system would be fabricated and installed as part of that project. Other designs would be kept by the Visual Amenities Program and fabricated and installed as need and funding permitted.

Designs would become the property of the City of Yachats under the "work for hire" copyright law. They could be used for other city programs and by citizens of Yachats under the direction of the Visual Amenities Program.

**YACHATS VILLAGE CIRCULATION PLAN
YACHATS, OREGON**

Cost Estimates

Project Development:

Labor: Visual Amenities Committee City Planner City staff (All in kind) \$???

Materials: Office supplies & telephone (In kind) \$???

Project Implementation

"Sense of Place" person \$3,000 (This includes orchestrating one public meeting for community input.); Graphic Designer \$17,000; Fabrication of Signs relating to Circulation/Trail System including 2 entry signs on Highway 101 and 3 large pedestrian system maps \$45,000; Installation of signs and maps that relate to the Circulation /Trail System L&M) \$10,000; Total Project Cash Cost \$75,000 (Very rough guess).

Potential Funding Sources

ODOT (for research, & copy ready art and fabrication of signs for circulation/ trail system) \$65,000; City of Yachats \$10,000 Public Works Dept. (in kind) (for installation L & M)

Specific Objective: To interpret natural flora and fauna, geology, weather, etc. of the area throughout the Circulation/Trail system: install large illustrative displays at central commons area from where all trails radiate, at dead end pocket park at north end of Ocean View Drive overlooking natural area below, and at mouth of Yachats River.

Methods

Visual Amenities Program:

I. *Research and solicit* funding to implement objective.

II. *Hire* a wildlife interpretive artist to research and create the three major interpretive displays as follows:

- a. to show the entire natural area in which Yachats is located (from Cape Perpetua to Smelt Sands Park),
- b. to interpret the natural area below the infamous bluffs, and
- c. to interpret the area around the mouth of the Yachats River.

III. *Hire* appropriate expertise to build proper water proof and vandal proof encasements for interpretive art.

IV. *Monitor* progress of the project.

Cost Estimates

Project Development:

Labor: Visual Amenities Committee City Planner City staff (All in kind) \$???

Materials: office supplies, telephone (In kind) \$???

Project Implementation:

Interpretative Artist \$30,000; Encasements \$10,000; Installation \$2,000; Total Project Cash Cost \$42,000 (Very rough guess).

Potential Funding Sources

State and/or Federal Depts. of Fish and Wildlife, and/or Dept of State Lands \$40,000; City Yachats \$2000; Public Works Dept. (in kind)(for installation labor and materials).

PUBLIC FACILITIES

Specific Objective: To have a central location where visitors could come for information and all paths and trails intersect.

Make The Commons property or adjacent property where all paths meet a central place for visitors and the community with a: visitor center, natural resource interpretive display, merchant's mural, pedestrian system map, bandstand, picnic area, children's play area, restrooms, and Chamber of Commerce.

Methods

Planning Commission

I. *Review and/or draft* and then *adopt* an ordinance regarding land use on the Commons Property that would accommodate objective.

II. *Research and solicit* funding to implement objective,

III. *Hire* a project director,

IV. *Monitor* progress of the project.

**YACHATS VILLAGE CIRCULATION PLAN
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Cost Estimates

Labor: Planning Commissioners, City Planner, City Council, City Staff (In kind) \$????

Materials: Office supplies & telephone (In kind) ???

Project Development:

Labor: Visual Amenities Committee, City Planner, (Both in kind) \$???, Consultant \$2,000 (Contract basis)

Materials: Office supplies and telephone (In kind) \$????

Project Implementation (Labor & Materials):

1. Visitor Center/Restrooms/Bandstand (structure & furnishings) \$245,000

2. Natural Resource Interpretive Display (n/a)

3. Merchants Mural \$5,000

4. Pedestrian Map (n/a)

5. Picnic Furniture

Total project cash cost \$250,000 (very rough guess)

Potential Funding Sources

A private foundation \$200,000 (for design, execution and & project management); City of Yachats (for project development) \$2,000; Chamber of Commerce \$43,000; Public Works Dept \$5000; (for installation labor and materials in kind).

GARDENS

Specific Objectives: To soften the edges and provide an added dimension to the Circulation/Trail System create flower lined walks and encourage private gardens.

Methods

Visual Amenities Committee

I. Work with local gardening group to undertake the planting of a new public area each year.

II. Organize an annual flower -walking festival event in a shoulder season.

III. Officially recognize the newly planted area and special gardens maintained by individuals at each (annual) Coastal Walking and "Blooming" Gems festival.

Cost Estimates

Project Development:

Labor: Visual Amenities Committee, Local Gardeners, Local Walkers (All in kind) \$???

Materials: office supplies, telephone (In kind) ???

Project Implementation:

Labor: Visual Amenities Committee, Local Gardeners, Local Walkers (All in kind) \$????-

Materials: office supplies, telephone, plant materials (In kind)\$???

Potential Funding Sources

Local nurseries, Lily Bulb Bank, Gardeners, and Walkers.

VISUAL AMENITIES FUNDING

Specific Objective: To create an ongoing source of revenue to maintain and expand the work of the Visual Amenities Committee create a Yachats Community Development Corporation dedicated to economic development.

Methods

Visual Amenities Committee

I. Research and organize a Community Development Corporation for Yachats with its first endeavor being to purchase and operate the Shamrock Lodgettes as an important destination and a symbol of the essence of Yachats.

II. Operate the property very professionally as a very special retreat facility.

III. Reinvest the profits into the Visual Amenities Program which is an economic development strategy itself.

Cost Estimates

There are over 70 Community Development Corporations in Oregon. Lincoln County has one devoted to housing. Federal banking law requires local banks to provide low interest loans to Community Development Corporations....and for the most part, they like to.

**YACHATS VILLAGE CIRCULATION PLAN
YACHATS, OREGON**

PHASING AND IMPLEMENTATION

We have outlined several specific projects in each of the focus areas that are important components of the overall circulation plan. These projects can be implemented individually or in conjunction with other projects identified within the plan. We recommend all projects be implemented and planned according to and in conjunction with other municipal improvement projects.

RECOMMENDATIONS TO CITY COUNCIL

1. Include language in Comprehensive Plan (benign amendment) that refers to the Circulation Plan. This should be included in all areas of the Comprehensive Plan that involve transportation, parking, beach access, and development.
2. Include language in all development oriented regulations (i.e. design guidelines) existing or created in the future that refers to the Circulation Plan to make it more enforceable.

APPENDIX

INTERVIEWED

MR & MRS JAMES SUE FINLAYSON
PORTIA FOSTER
VIRGINIA GILLMORE - ROCK PARK COTTAGES
DON LEAVITT
DON NISKANEN - NEW MORNING CAFE
PAUL PLUNK - YACHATS INN
DREW ROSLUN D - FIRESIDE INN & OVERLEAF LODGE
DR & MRS SCHNEIDER
KATRINA WYNNE
BERT HARLEY
DAVE FISHER
TIFFANY ALLEN - ORCA WHOLEFOODS
TRUDY KELLY - LA SERRE LTD
JERRY JOHNSON - SEAPORT TRADER
EMILY COLLINS
VALERIA TUTRINOLI - TOAD HALL
LAILA SPERLING - LOTUS HOUSE
JERRY CLARK - CLARK'S MARKET
HOWARD OSBORNE
MOLLIE & DEREK. CLAUSSEN - THE LANDMARK
ANTHONY BUCKES

QUESTIONNAIRE RECEIVED

THOMAS B. GRAY
DAVE HAVERSTOCK
RON JOHNSON
RICHARD TUNNELL
ALBERTROBERT JOHNSTONE
ROBERT E. ORLEY
TORI BICHSLER
1 ANONYMOUS

CONVERSATION

LARRY CLAUSSEN
KATHY MORRIS - THE OAK BARREL
MONTE MARSHALL - 804 TRAIL

MAILED QUESTIONNAIRE TO:

MARK DOYLE
CAROL MAKIN
PAT BIERMAN
BOB & MARY OXLEY
LINDA WASSOM
HAVERSTOCK'S

Questionnaire

YACHATS VILLAGE CIRCULATION PLAN *Questionnaire*

The Oregon Department of Transportation (ODOT) is funding a plan that will identify automobile, pedestrian, bicycle and other transportation improvements needed and desired in Yachats. The purpose of this questionnaire is to solicit input from citizens and visitors of the Yachats area. We would greatly appreciate your opinions regarding existing conditions and concerns, potential improvements, and/or areas best left undisturbed.

1. Are you a :

- Yachats resident
- Lincoln County resident
- Short Term Visitor (one day to one week)
- Long Term Visitor (several weeks/months)

2. Transportation Conditions and Uses. Please indicate with a check your transportation needs and desires.

Transportation Mode/Facility	Do you currently use?	Would you use if facilities were provided or improved?	Facilities should be added or expanded.
Automobile			
Pedestrian (walk,jog,run)			
Bicycle			
Electric Carts			
Skates/Rollerblades			
Parking			
Other _____			

3. a) In your opinion, what is the single most important transportation improvement needed?

b) What is the second most important transportation improvement needed?

c) What do you think should be done to accommodate these needs?

Circulation Problems and Hazards. Please indicate location by street names and intersections if possible.
Please refer to the map on the last page if necessary.

Hazardous Condition	Location - Where? Facilities - What kind?	Not a problem
Inadequate North/South Automobile Access (outside of Hwy. 101)		
Circulation on or near Hwy. 101		
Pedestrian/Automobile Conflicts (dangerous intersections)		
Inadequate Street Signs		
Inadequate Sidewalks		
Inappropriate Driving Speeds		
Inappropriate/Inadequate Beach Access		
Inadequate Parking Supply		
Others		

5. a) In your opinion, what is the single most hazardous transportation condition?

b) What is the second most hazardous transportation condition?

c) How do you think these conditions could be improved?

What would make Yachats a better place...

a) to *DRIVE* through.

b) to *WALK* through.

c) to *BIKE* through.

7. What other transportation related improvements would you like to see in Yachats, i.e. pathway connections, art and/or interpretive signage, etc.?
8. On the city map, on the other side of the page, please identify where and what circulation improvements you would like to see. Feel free to draw potential roads, hiking trails, bike paths, sidewalks, or indicate areas you feel should be kept free of any facility development.

Additional Comments.....

Thank you. We appreciate your time and opinions.

Name

Date

Open House Summary

YACHATS VILLAGE CIRCULATION PLAN OPEN HOUSE SUMMARY

The two boards presented at the entrance :

WELCOME TO THE YACHATS CIRCULATION PLAN OPEN HOUSE

- An opportunity for you to provide input
- Review the Preliminary Plans
- Please tell us what you like and do not like
- What other walking, bicycling, and driving improvements would you like?

YACHATS VILLAGE CIRCULATION PLAN

- Identify future pathway, bicycle lanes and roadway improvements
- Provide ways for people to walk from one end of town to the other end of town
- Provide a loop pathway system
- Make it safer for people to walk and ride bicycles on and across Hwy. 101
- Provide safer intersections
- Slow Hwy. 101 traffic
- Increase public parking
- Provide easy access to special places, destinations, and extraordinary views
- Provide Pleasant and attractive places to walk
- Provide art opportunities
- Identify a future road east of Hwy. 101 that will serve future development and limit the number of access places on Hwy. 101

The following are public comments written on maps and paper around the room. They are listed in the order as presented at the Open House or in subject categories as they arose. Many comments are in reaction to other comments, in this case the comment is listed first with the responses listed immediately after.

PARKING - WHERE SHOULD WE HAVE PUBLIC PARKING?

Tear old building down (on 4th) and use for parking.

Good idea.

City development fund to buy building, use as parking until a good development use is found.

City buy for public parking and restrooms.

Excellent.

Consider city purchase of old building on fourth, hold for future development with conditions - use as parking now - develop area as a whole with walking between buildings.

City can not afford it.

Third and fourth make one way with parking.
Very good.

Third Street East, grade is too steep to provide parking.

How much parking do we need for 2000 people?
We are only 600.

On Fourth Street west serving four organizations for community (Ladies Club, Lions Club, Log Church Museum, and The Commons).

City property (Commons).
No, too much asphalt already.
Agree.

On seventh Street on public property serving two to three organizations for community needs; library, old city hall, public works grounds.

Provide foot paths to and from parking.
Smiling face.
Excellent idea.
Me too.

On Pontiac serving (Ladies Club, Lions Club, Log Church Museum) RV's and autos.

On Prospect and east of Highway 101, between Prospect and Second Street.

On south side of Second Street.

Behind bank (Commons area).

Don't make our streets parking lots! especially town center.
Agree.

I don't mind on-street parallel parking - don't like massive parking lot look or mentality.

Enforce public parking requirement for all new businesses.
And old!
City must address.

Put walkways connecting public parking.

Angle parking on north side of Fourth Street.
Good idea.
Yes.

Public bicycle parking too. Need special signs. How about a place for horses?

Concentrated vehicle parking behind bank with pathways to village/town.
Worth investigating.

Educate business owners they need to provide/be responsible for providing their own parking. If parking can not be provided on site, owners need to provide off-site parking or fees to fund public parking.

Make city enforce.

Don not develop road edges in town for parking but for people to walk and landscaping.

Yes.

Right on!

City purchase old skating rink on 4th (Murphy's Answer) create parking lot.

Yes.

I am for it.

Another who agrees.

We don't have enough commercial property now, put parking on Commons property! Just sitting there doing nothing!

Me too or instead of parking an art center.

Put culvert in ditch on Prospect between Second and Third and level to create parking for shoppers and walkers.

Put parking in back of Clark's Market when they change plaza.

Parking at Old City Hall (east) and at the end of 6th Street stub. Parking along 6th and 7th Streets south, and 4th Street north. Parking on north 1st Street and on East Beach Avenue.

Parking needed for Beach Ave Triangle could be on Beach Ave. on the east side or empty lot.

Put angled parking along 3rd and 4th west.

Take public parking off of 3rd Street east.

I agree.

Yes.

No parking on east 3rd, too steep.

No way.

The fire department has top priority for volunteer parking.

Parking on Second east and Prospect.

Do not put parking on 7th because of steep grade.
No parking on 101 through downtown area.

Put parking behind bank.
Need RV parking.
NO - put RV's at both ends of town with shuttle.

ZONING

Comprehensive Plan Revision = Have a mixed zone for three and four story buildings to incorporate businesses and residences east side of proposed addition to Hanley Road.
Yea.

Emphasize coast shore and use for a variety of housing, shops, and other services connected by a system of pedestrian scale paths that can be used by people, bikes, and emergency vehicles.
Yes.

Make Yachats River and South Shore a designated EN area.

Rezone with mixed use commercial areas oriented towards the ocean.
Small mom & pop type stores so you can get from house to small shops without hopping in the car.

Place all auto oriented services on 101. Turn back on Hwy. 101.

Change zoning to mixed use on east side of proposed road (Hanley) with commercial zoning on the west side.

804 TRAIL - WHAT IS THE BEST WAY TO GET FROM THE EXISTING 804 TRAIL TO YACHATS STATE PARK?

Locate path on Ocean View not between homes and ocean.

Rental properties more likely to permit public access across property (as opposed to owner occupied).

Widen Ocean View to accommodate pedestrian, bikes, and cars - "move" 804 south?

Nice to have walk/paths with variety - some along beach frontage some inland with views.

Allow state archeologists to map and identify any middens in this area.

Invite all affected property owners, interested groups, and entire community to an open forum to examine the legal issues and then explore the best options to protect both the private and public interest - with a vision for the future for our children and the Oregon coast. Very important.

Keep private property private. Keep public easements public.

Widen Ocean View for bikes, pedestrians, and cars.

A continuous walkway along the bluff would truly be a great asset to the whole community.

Create a 101 bypass along Ocean View Drive.

No! Problem for pedestrians we always give way.

Close Ocean View between 4th and 7th to autos.

Provide pedestrian access.

Develop Ocean View for shared use: auto/bike/ped.

This town is not so busy that we need to close streets.

Purchase easements from these owners now! (2 properties south of Adobe)

Re the 804 disputed area:

How do we get from here to here?

By the rocks.

Along the bluff would be better

Yes.

Not for homeowners.

Put borders along easement (Aqua Vista) to discourage people from cutting across public property.

I agree also ask adjoining property folks to keep path unobstructed.. bushes etc.

City purchase 2½ foot easement from east side off of Aqua Vista cow paths.

City buys lots, put in path and then sale with easement.

Good idea.

I agree.

Too dangerous to put trail below bluff.

Put trail below bluff not on it.

Bluff needs better care.

Keep bluff walk.

Private property owners have preserved the bluff. Don't allow public access here.

Courts have already determined this is the public domain.

Mark other paths.

Need real dialogue on this issue.

Create an attractive access here with a sign that stays up (Marine Drive access north).

Need signage.

It belongs to the public.

We need to fix this access (Marine Drive south).
Yes! Yes!

Ask County to develop a trade-off for vacation of 804.

Don't want this. Not an option (trail along property northwest of Ocean View drive dead end).

Examine existing 804 ROW in context of a 20 plus mile Oregon shore trail. This is not just an isolated problem. It is a statewide national regional concept - a coastal trail continuing border to border.

City and/or state end of Lenwick Lane for information and picnic area along 804 trail.
Good Idea ! (Aqua Vista Drive Existing Cow Paths as public access).
Use paths already there.

City purchase easement for public access (Aqua Vista cow paths)
Bridgett - put in public road.

Call a community forum to resolve the 804 south issues with vision of 20-30 years in the future.
(804 trail between Marine Drive and 7th)

Good idea amen!

Walk, but not on private property.

Existing 804 trial is 60 foot ROW which is a public easement established in 1890.

Access is good.

There is a 60 foot ROW for the 804 trail. In some instances the road is eroded and moves back by prescription therefore the city should not allow any building permits along the edge.

The best way to preserve the bluff is to have no one on it.

Recommend bird sanctuary between Adobe and Seventh because of food chain, with no lights.
Restrict beach illumination.

Natural bird sanctuary area with outlooks.

Do not let people walk on bluff because it deteriorates edge.

???????

(People) can walk on the rocks (but) not all can walk on rocks.

Not here, preserve nature area.

Keep bluff walk.

COMMONS

Move storm sewer on Ocean View Drive to north side of lot and sell lot to finance purchase of pedestrian easements elsewhere.

Open 6th Street to cars.
Put in path instead.

Create path but leave understory.

COMMONS PARK WILD AREA

Don't develop path, leave as is.

Path is a great idea.

Don't develop, should remain for wildlife habitat.

COMMERCIAL CORE

Extend Prospect through.

Extend Prospect to King Street.

Too steep for people to climb or walk.

Steps?

No road because of pipe lines 12" and 8".

Punch Prospect through to King Street.

Make 4th Street one way west and 3rd Street one way east.

Please no one-way streets.

I agree.

Make 2nd, 3rd, and Pontiac serpentine configuration with landscaping, one-way, with flowers, trees, and bushes.

Change entrances to Clark's Market , reduce number.

Not your business.

Agree.

Make Beach Avenue into a Park.

Create horse crossing of Hwy 101 at Bayview Terrace and make Lori Lane into horse and bike trail.

There should be local streets that are parallel to Hwy 101 (so locals would not always have to use Hwy 101/ to do local business).

Put a traffic light at Prospect and Hwy 101 with crosswalk button.

How about recorded music - motion activated?

Slow traffic to 25 mph the entire length of the city.

There could be established hikers' waysides at known destination points, slightly off the highway each with unique characteristics (a Yurt or whatever) and/or little hubs every 4 or 5 miles. (This one was copied from above list.)

The Visitors Center should be relocated and developed in a prominent location.

All paths should start and intersect with Chamber kiosk.

HOW CAN THE COMMERCIAL AREA BECOME SAFER FOR WALKERS?

Work with ODOT for more pedestrian solutions like the one we successfully negotiated with them in collaboration with property owners between Commons and market.

Put parking behind building, move Commons building out toward road and newly created walk paths, pretty to see, safer.

Who pays for this?

Emphasize more commercial development with pretty parking to the west on 3rd/4th Streets loop.

Somewhere - everywhere- we need to have Oregon leash law signs - many people are afraid of dogs and they are unleashed all the time - not all but many dogs are. I know folks who won't walk 804 north because of this.

I agree.

Bumps on 101 prior to crosswalks to slow traffic.

Large specifically painted crosswalks as artworks.

Perhaps put a walkway "with utilities under"behind the lots facing 3rd and 4th Streets perhaps covered for protection from rain.. definantly a cooperative idea.

Begin efforts to envision how we want commercial and town center/village area to look- develop a plan, design standards etc. - figure how to make it happen..an overall integrated plan - vision and plan - key concepts.

Yes ditto.

Promote design review for all signs and art improvements.

Ditto and development.

Not so sure more leeway here (art).

Who is the person to enforce their idea of art?

We are known as an art community but the artists do not share or display their art outside where they live and work.

All, not just artists, should be encouraged to show their art pieces.

HIGHWAY 101

Why not pedestrian triggered light at crosswalks?

For safety have umbrellas on both sides of 101 for people to use to cross the highway to slow traffic.

Leroy's needs parking to avoid cars pulling out into highway.

Cars should be prohibited from parking on street in front of Baptist Church, can't see coming on to highway from bank.

Cars need to slow down in this pedestrian area (101/6th).

Yes.

HWY. 101/PROSPECT INTERSECTION

Crosswalk over the highway and close Yachats RR.

Yes.

No.

Somewhere over 101.

Incorporate crosswalk with archway = gate to Yachats. or pedestrian bridge.

Ugh!

101/SECOND INTERSECTION

Dangerous

SHOULD WE PUT AL LIGHT AT OCEAN VIEW AND HIGHWAY 101?

Stop sign at Ocean View and 101 maybe, not a light.

How about a yellow light caution At Ocean View and 101.

If the speed is kept to 25 mph on 101, not much traffic control is needed.

Separate pedestrians from cars.

SHOULD WE CLOSE BEACH AVENUE?

Please do not close to cars.

Old people need to drive to the post office.

No don't close any streets, stop sign

No.

SHOULD WE CLOSE YACHATS RIVER ROAD?

Please don't close any roads.

No.

YACHATS RIVER ROAD

YACHATS RR/ 101 INTERSECTION

Needs discussion on how to make it safe.

Reconfigure instead of closing.

Agree.

Agree also.

Me too.

YACHATS RR and LORI LANE

Sight distance problem.

Problem seeing around corner from Lori Lane coming traffic on Yachats RR.

YACHATS RR TRAIL UP RIVER

I like this.

I agree.

River Road needs a safe walk.

Yes.

City and county cooperate in creating park and canoe launch at county owned natural in-city area.
Good idea.

Make a pedestrian bridge across river.

Nature trails e.g. to the two falls up Yachats RR.

EAST SIDE

Pedestrian scale trail system at higher elevations for example 300' contour/vistas.

Yea.

Trails into and above cemetery and up to forests above horizon hill or trail head above.

Should we build a road east of 101?

Yes.

Maybe - it should be thought through very carefully for unintended consequences. What is the purpose ? Access to properties? Think how area should be developed - if it is to "speed" traffic through town - no - let them go slowly - 25 mph.

Off King Road east and north then access to 101.

Who is paying for it?

Need maps and sign directing people to good views, walks, restaurants, etc.

Yes.

Yes. If the traffic is diverted or if only residents know about it and there are pedestrian bridges over the highway.

HIGHWAY 101 CURVE TRAIL

Very very good idea!

Make this easement, open up access.

I love this.

This walking easement would be terrific.

101 curve worst part in town for walkers.

SOUTH YACHATS

Good place for parking (south of Shell Street on west side)

Good idea if it safe (Yachats T intersection)

Trail access to this Kittelson Trail area (northeast of Reeves Circle)

Investigate

(Create) a hiking trail along north and south side of Yachats River where a forest road already exists.

Yes.

This is a designated public access and very lovely (end of Jennifer Drive and river)

Biking and walking space along Yachats Ocean Rd. and 101 curve trail.

City should buy Shamrock Lodgettes because it accentuates what makes Yachats Yachats and because it is one story and you can see the view.

South entrance (to town) needed.

People going too fast north/south and passing on the left.

Suggestions - speed bumps and barriers.

Need passing lanes.

No passing lanes in town.

Passing lanes doesn't make sense just before bridge going north.

Put in planting to slow down traffic with congestion signs south of bridge.

Horse trail from Yachats RR across bridge to south Yachats. Horse crossing sign on 101 between Lori Lane and Bayview Terrace.

WHAT MAKES YACHATS, YACHATS

WHAT MAKES THIS COMMUNITY DIFFERENT FROM ALL OTHER OREGON COASTAL COMMUNITIES?

We are different because of the strong, beautiful environment, battered by wind.

Yachats is small, quaint, not as busy as Cannon Beach. There are friendly people; the atmosphere is relaxed. We are affected by the power of the ocean and the fact that it is scenic here.

We have the most visible access, ie. visible to the water of any one place on the coast. One can walk from Waldport to Yachats on the beach at low tide: nine miles. Plus trail and pathways make it possible to get to Hwy. 101 and Yachats Ocean road: three more miles.

You can park your car and not have to drive anywhere until your vacation is over. You can shop, eat, hike, and sleep, picnic and hike some more.

There is no commercialism here.

Accessible by foot are - The Cape Perpetua area; old growth temperate rain forest hiking trails; displays at the visitor center; and by going under the highway, tide pools and blow holes.

The Yachats Walking Club goes everywhere. People know Yachats because of our walkers. We wear green shirts.

Then there is the Yachats Umbrella Drill Team.

We should do all of Yachats visual signs, etc. in bright colors.

We have the Little Log Church Museum, with its spirit radiating out from the heart of Yachats.

Don't lose the small, quaint atmosphere of Yachats, because that's what makes it Yachats.

Let's don't make it sophisticated. If there need to be signs, make them unique to Yachats. Not Hollywood style.

Birkenstocks are our dressiest shoes.
Speak for yourselves!

We are different because of the many pedestrians and joggers.

WHAT COULD BE PUT ALONG OUR TRAILS AND PATHS TO SHOW THE WAY? HOW COULD WE LET PEOPLE KNOW THEY HAVE ARRIVED IN YACHATS?

We could have a horse and bike and jog trail from the beach to River Road and East!.....The trail should be ½ paved for bikes and ½ sand-dirt for horses and joggers.
Horses, yes!..... Horses, no!

A lot of us have wonderful gardens. We need to let people know this. They are great to see when walking, e.g.:

Bonaventura Memorial Garden and Agency Creek (work in progress);
Harrison's and another garden on Driftwood Lane;
Lampher's (spelling?) yellow house with wonderful garden on West Third Street;
The garden and the rock sculptures on Ocean View Drive
(were destroyed but could be fixed.)

Other, existing gardens could be inventoried, new ones and flower lined connecting pathways could be encouraged , and a garden walking tour pamphlet could be created.

City properties do not have gardens and places for people to sit, e.g. Library, Log Church, Ladies Club, Lions Club, Commons Property.

We need exercise trails here with exercise stations designed by artists.

Pedestrians could use colorful umbrellas to show that they are crossing Hwy 101. Umbrellas could be stored in containers on either side of the highway. The umbrellas could be the result of a nationwide donation to the Yachats Safety Project.

This could be done all the way up and down Hwy 101 from one end of Oregon to the other. Then, drivers would get used to the idea and be on alert for pedestrians crossing the highway with umbrellas, and safety could be enhanced along the entire coast highway. Yachats would become known as the town that started this and helped make Hwy. 101 safer.

There could be statues on either side of the highway on which to put removable, metal umbrellas. Maybe the statues could be covered in ducks with rubber boots.

We could have metal umbrella sculptures at all crosswalks.

The lily - any kind of lily- is the city flower. There is a lily bulb bank with \$200 in it. People just have to keep that concept alive. We could have a lily walk with a lily walking festival. It could involve the Commons and restaurants and be a volkswalking event and a gardening event.

We could create a Yachats land trust to preserve special places.

For the core area - the old town area - there should be a commonality of signs and hanging planters.

Put " walker headquarters" on sign at "Shirley's".

We must figure out how to alert people that this is a town and this is the kind of town it is. Business people should purchase and make brochures at their expense and mail to others and show people what's here. People will make up their own mind!

We could make a mural showing what there is to do here and get merchants to help support it. There should be signs on the ends of town with more signs to the big sign (mural) and information kiosk. There should also be signs showing the make up of the local population.

There should be historical markers. There is local history to be marked.

"Save Gem of the Coast.". New logo for Yachats to replace " Gem of Or Coast'. Something with reference to Cape Perpetua, colorful and unique, lava rock coast.

Cape Perpetua is not in the City of Yachats.

Signs - should be humorous images of pedestrians, bikes, horses and children.

We should plant daffodils along Hwy 101 and other plants and low maintenance flowers. Lilacs do well. So does Rosemary (like Phoenix, Arizona) and Wild Iris.

We could have funky sculptures and hedges along Hwy 101.

Windswept, bonsai like, pines could be worked into landscape along Hwy 101.

There could be established hikers' waysides at known destination points, slightly off the highway each with unique characteristics (a yurt or whatever) and or little hubs every 4 or 5 miles.

We should pay attention to the east side of Hwy 101 also.

We could have a unique pedestrian bridge (over Hwy 101) for people. (I think the idea here is to make it into a sculpture of sorts.)

Our gateways could be designed landscapes in which sculpture, architecture and landscaping were integrated. The entries to Yachats should not have words. They should speak for themselves. Nice idea.

There should be a way for people to get out of their cars in all kinds of weather. We could be the umbrella capital of the world.

Maybe cedar driftwood poles and metal signs or totem'esque' things that represent local fauna and flora could be placed along trails.

We need to revisit the subject of sign ordinances/design review. Other towns have done this successfully, ie. Cannon Beach.

We should have ground lighting for pedestrian trails rather than tall street lights.
Please!

Use old fashioned street lighting, ie. incandescent. No mercury or sodium vapor lights.
Yes, yes, yes, yes - capped and more directed.

We should get more sculptures like the Smelt Sands Beach "Moorfish" sculpture.

We need more interpretive signs like the ones that State Parks have.

Yachats walking Club has a logo "Yachats Coastal Gems". Put it along trails and paths and tell visitors on Hwy. 101 that this exists.

Calming plantings with a row of umbrellas like a row of tulips could be placed along Hwy 10/ in South of Yachats near Cape Ranch Road to get cars to slow down as they are approaching the Yachats River, tight curve and village center. There could also be foot prints on stakes, bicycles on posts. This must be whimsical. They could be baked enamel.

Like this idea.

The whale in the park sculpture needs to work properly again.

"Bazellette" spouted water and people loved getting wet in it. It slowed and even stopped the traffic. Why isn't it spouting? I miss it. (Apparently it needs a new pump.)

Fix it! \$12,000 should get it fixed!

Great Idea!

Build a bandstand on the Commons property so the "Big Band" could play concerts in it.

(word) pond to float toy sailboats in... to be wildlife friendly.

And have cookies by Ladies Club and Dancing.

For a community of artists, we don't share our private art with the public, ie. pottery outside, carving in parking lots.

MISCELLANEOUS

Fireside Drive may be moved south 200 feet.

Pedestrian path more in scale with 1st and 7th between 101 and Ocean View Drive and 7th and Marine.

Open House Participants

Rusty Summy

Laurie Kirsche

Jerry Clark

Virginia Gillmore

Martha Dillen

Martha & Wendell Beck

Don Morgan

Andrea Scharf

Nester Tan

Kartrina Wynne

Genge Shremaker

Howard Osborn

Mary Welch

Carla Perny

Mr. & Mrs. C.W. Ellen

Don Nuhane

Joel Evans

Joni Bichsler

Leon Aterner

Drew Rosland

Sue & Mike Smith

Brad Webb

Charlotte Mills

Sassy Middaugh

Norman Kittel

Marilyn Kennelly

Portia Foster

Monte Marshall

Daniel A. Serbu

Carl Miller

John Ullman