

Community Survey Key Take-Aways

PARTICIPANTS

- Approximately 660 people participated in the on-line open house and over 100 people attended the in-person open house.
- Approximately 270 people responded to the community survey, although not all answered every question.
- Of those who responded to the survey, the vast majority (250 people) are a full-time resident or own property in/near Pacific City. Approximately 30 respondents own a business in town.
- Advertisement of the open house and survey was through direct emails to the project interested parties list, CAC email list, direct mailing to those who own property in the Kiwanda Corridor, advertisements in the Pacific City Sun and flyers distributed throughout Pacific City. People had the option to fill out the survey on-line or a paper copy.

CORE VALUES

- **Prioritizing the natural environment/supporting sustainability** and **honoring the place** were identified as the two most important core values to consider in development of the future plans for Kiwanda Corridor.
- Of those who responded to the survey, the vast majority (250 people) are **full-time residents or own property in/near Pacific City**.

PROJECT PRIORITIES

- Participants identified the **multi-use path** as the project they are most excited about.
- Two themes were repeated throughout the survey:
 - **Parking** in general and the availability of parking during construction is important: new parking spaces should be constructed before removing existing parking for any project.
 - There is a **need for ongoing enforcement, maintenance and operations** for projects. This should be considered in the design and funding should be included in future budgets post-construction. Parking regulations and fees need to be enforced.

CAPE KWANDA PARKING LOT

- There is a strong desire to **maximize parking spaces** at the Cape Kiwanda Parking Lot.
- **Congestion, traffic flow and pedestrian safety** are noted as concerns about the design of the parking lot. There is a preference for **less landscaping** in exchange for more parking spaces.
- People generally **like the civic plaza concept** because of the community space it provides, but many have concerns about on-going **sand management, hardscaping the area, and amount of space** it takes away from parking.
- The use of the SE corner near the Pelican Brewery receives mixed feedback: the majority of participants like the idea of a restroom in this location, but a significant portion prefer a more natural open space.

- The public supported the need for a **restroom in the northwest corner**, near the dory wall and beach. This is partially due to reducing the potential conflict with pedestrians in the parking lot by making the restroom easily accessible from the beach. Concern was noted about managing potential conflicts between dory boats and pedestrians when dory boats launch.

WEBB PARK

- People **do not like the idea of having to pass through the Webb Park parking lot** to get to the campground citing safety as a primary reason why.
- The need for **better pedestrian crossings** off Cape Kiwanda Drive at Webb Park is noted.
- People generally **like the idea of phasing development of Webb Park** in order to be able to respond to actual uses and conditions of the park and spreading the cost out over time. There is a desire to complete an overall master plan now in order to identify the ultimate goal and provide certainty about what will be at Webb Park in the future.
- Specific comments are made about reducing impacts to neighbors and details of campground design to be considered in both the design and operation.

JENSEN PROPERTY

- In the community survey responses, there is **no clear preference as to how much parking should be located at the Jensen Property**. Based on individual comments and feedback at the open house, people seem to desire that the Jensen Property as the location for a large parking lot at the south end of the Corridor, but that the 125 spots proposed in one of the options is too many.
- **More passive park uses** are preferred at Jensen Property. There is a desire to keep focus on the beach access and natural landscape, rather than a highly programmed space. Survey responses imply the Jensen property should be **designed for use by the local community**, noting a desire to keep the Jensen Property as an oasis for the residents of Pacific City.
- For the neighbors living near the Jensen Property, there is a desire for a **natural buffer between the neighboring residents and the public space**.
- Providing **vehicle and pedestrian access** to the beach from the Jensen Property is important to many, but there are **concerns about safety**. Some people express an interest in limiting beach access for vehicles in general.
- Pros and cons are identified for both a roundabout and a realigned intersection at the entrance to the Jensen Property. Issues such as maintaining traffic flow, ease of maneuvering the intersection for dory boats, trailers and RVs, and pedestrian safety are identified.
- Participants shared general concerns about ongoing property maintenance and operations to ensure safety and usability.

NVCA PARK

- People prefer to **keep the drop off in the existing location** to preserve the parking stalls.
- **Restrooms and a BLM trail connection to Webb Park** are the top two amenities desired.
- A **pickleball court** is the number one request made by participants.

- A few responses note the original intent of the NVCA master plan is being lost with the proposed concepts, and care should be taken to ensure those features are included back into the plan.

MULTI-USE PATH

- People prefer a **wider path, with separation from cars**, but also want the path to be **cost efficient** and the **least impactful to adjacent neighbors**.
- A **straight path** is preferred, as it is perceived to be the most cost efficient and have the least impact on adjacent properties. However, creating a meandering path through publicly owned property and connecting to existing neighborhood paths are identified as options to make the path more interesting, while keeping the cost down.
- Eventually, people would like to see the path **connect to the downtown** as well.
- The multi-use path is perceived to have the **greatest impact on the livability of the area**.
- Property owners who abut the proposed multi-use path have concerns about the **impact to their private property**: the ability to retain on-street parking and access; path and vegetative strip maintenance; easement acquisition; privacy; and associated landscaping (bio-swale, plantings).

Overall Thoughts

Approximately 270 people responded to the community survey, although not all answered every question. Of those who responded to the survey, The vast majority (250 people) are a full-time resident or own property in/near Pacific City. Approximately 30 respondents own a business in town.

CORE VALUES

When asked to rank the core values of place, people, natural environment, fiscal responsibility, connectivity and safety, preserving the natural environment/supporting sustainability was at the top of the list followed by honoring the place.

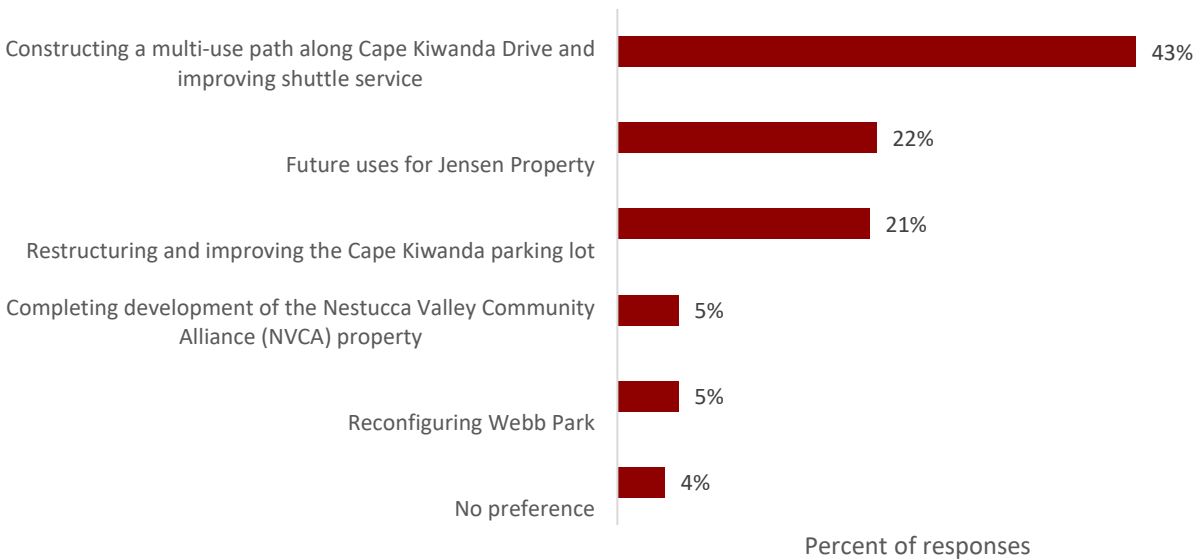
Project Values		Ranking by Number of votes					
		1	2	3	4	5	6
Natural Environment	Prioritize sound ecological decisions & support sustainability	86	56	50	35	19	3
Place	Honor natural & built heritage of Pacific City	60	51	35	31	36	37
Safety	Prioritize everyday safety alongside emergency management	42	40	63	43	35	26
Fiscal Responsibility	Make efficient & responsible financial decisions & maintain affordability	27	42	42	47	37	54
Connectivity	Support & integrate multi-modal connectivity in/around Pacific City while prioritizing accessibility	27	34	30	66	66	54
People	Enhance experiences for the diverse range of people in Pacific City	17	17	33	49	52	65

PROJECT PRIORITIES

At the end of the survey, participants were asked to identify which singular project element they are most excited about. The project priorities are not necessarily consistent with the core values identified at the beginning of the survey, although they are not inconsistent: the project people are most excited about is constructing a multi-use path. It should be noted that since the vast majority of participants are people who live in or own property in Pacific City, their excitement for a project that will not benefit them directly, such as Webb Park, may be less.

Individual comments are also made regarding the need to stage the construction of parking to add more parking before removing existing parking for any project, and to construct projects during non-peak visitor times.

Which project element are you most excited about?

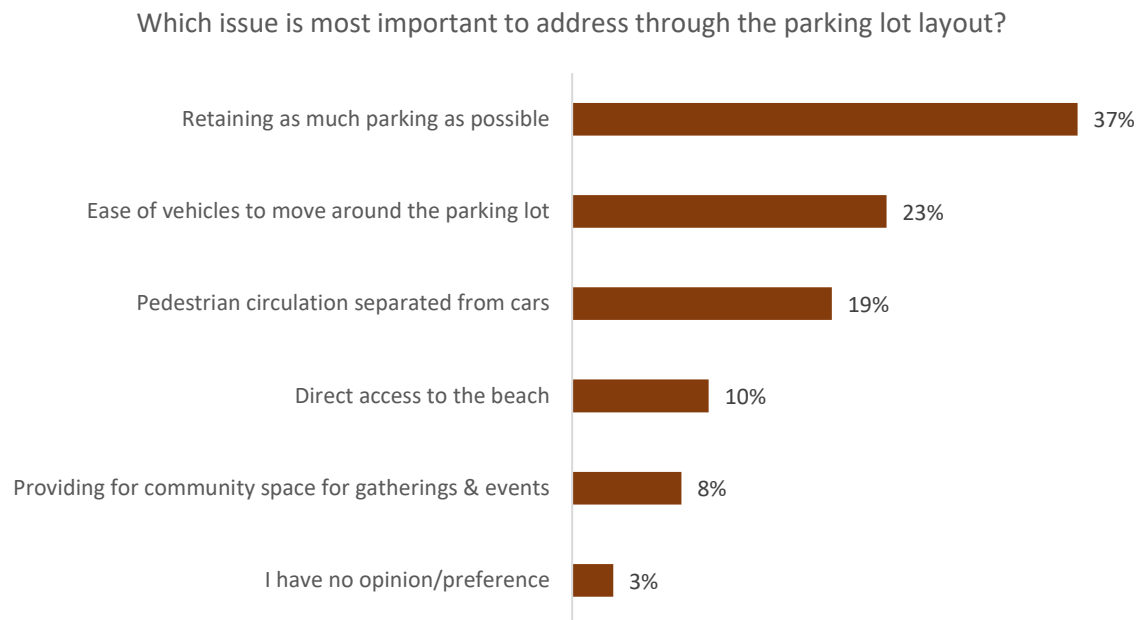


In the final thoughts of the survey, participants express a need for ongoing enforcement, maintenance and operations for projects. There is also comments regarding the amount of public outreach and input provided.

- *The level of community involvement opportunities has been really appreciated and seems to be valuable. Thanks for providing these options! Great work being proposed and presented so far. It's going to be awesome to see these changes come to PC!!!*
- *As I interact with my fellow Pacific City residents I am concerned about the skepticism I am hearing about the process involved in making these decisions. I am pretty well tuned in myself but I encourage the "decision makers" to do everything in their power to push information out to people who are not answering this survey, won't go to the open house on April 16, and generally believe that the entire project is a scheme to attract more tourists to the disadvantage of full time residents. By your stewardship of this project please prove them wrong.*
- *Excellent work by the Kiwanda Corridor Project team! - Please continue to be as transparent as possible. - Opportunity to have input on additional project details very beneficial to building public buy-in - If KCP staff resources permit, it would be great if there were targeted outreach to younger populations to get their input and buy-in. Seems to be minimal participation of younger folks so far.*
- *While the project involves worthwhile and desirable improvements, it is unclear what official commitment there will be for the ongoing operation and maintenance of whatever ends up being constructed.*
- *It's important to consider in the budget the cost for the long-term staff and equipment required to maintain all these new facilities. Sand management is a huge problem, as you can see on Cape Kiwanda Drive after every storm. I worry about the maintenance of concrete steps at the beach, although I agree that a place for people with accessibility challenges is important.*

Cape Kiwanda Parking Lot

More people responded to the survey questions about the Cape Kiwanda Parking Lot than any of the other elements of the Kiwanda Corridor Project (over 260 responses). Participants were asked to identify the issue they believe is most important to address within the parking lot design. The response to this question aligns with the key theme in the open-ended comment responses: retain as much parking as possible. The priority values, in rank order, are shown on the following chart:



Many of the individual comments reiterate the desire to maximize parking spaces at the Cape Kiwanda Parking Lot. Several people indicate a preference for less landscaping in exchange for more parking spaces.

- *Eliminating 25% of the capacity of the lot for mostly aesthetics seems a waste of money.*
- *We need more parking spaces not less*
- *We don't need space in the parking lot area for people - it's for parking! The beach is for the people.... this whole issue should be about parking of the cars that come to PC.*
- *All of these options sacrifice parking stalls for shrubbery, islands, open space etc. When the state and county shut down parking on Cape Kiwanda Drive and on the beach, the study area lost 60-70% of parking inventory. Trading parking stalls for shrubbery seems counter productive.*
- *Landscaping inside the parking lot is unnecessary: limits # of parking stalls, impedes auto movement, and limits flexibility for events on lot.*

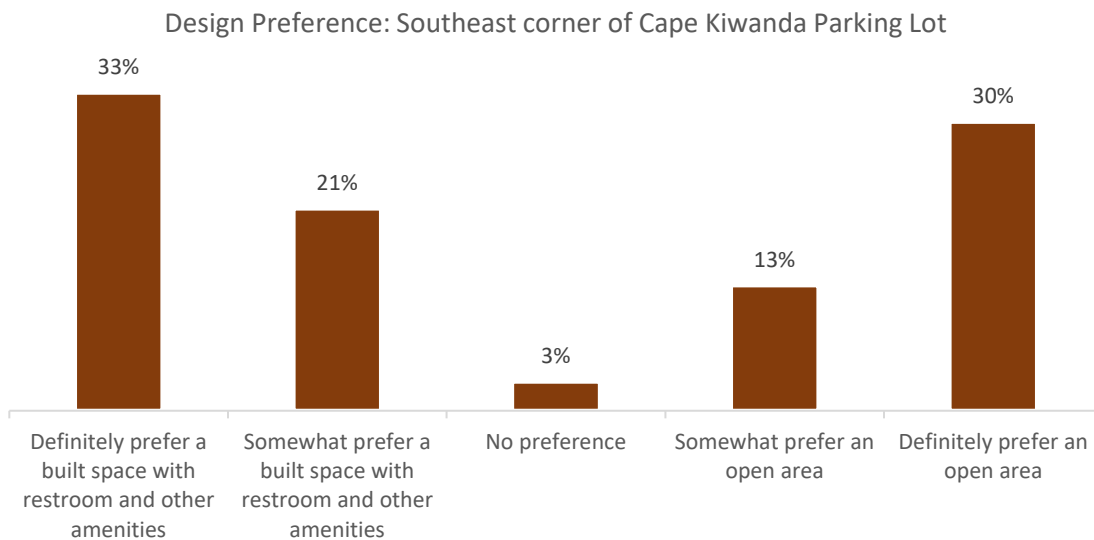
In regard to the ease of movement around the parking lot, several comments were made regarding dory access and safety, including increased congestion, traffic flow, and potential conflicts between cars, dory boats and pedestrians.

- *Dory boat access is paramount*
- *How will this effect dory boat access? Direct road down Hungry Harbor Drive off of Cape Kiwanda Drive is essential, for emergency vehicle access as well.*
- *Concerned about increased foot traffic crossing lane used for dories accessing ramp. Having bathroom, shower and shuttle facilities in NW corner of lot will increase congestion and safety risk for dories trying to enter and exit the beach for launching.*
- *Separate fishing traffic from pedestrians*
- *I think it is very important to consider safety of pedestrians in the parking lot.*

When asked about specific elements of the concepts, responses were generally mixed with strong support at each end of the spectrum. Which it to say, participants range from strongly liking and disliking the same concept.

SOUTHEAST CORNER OF CAPE KIWANDA PARKING LOT

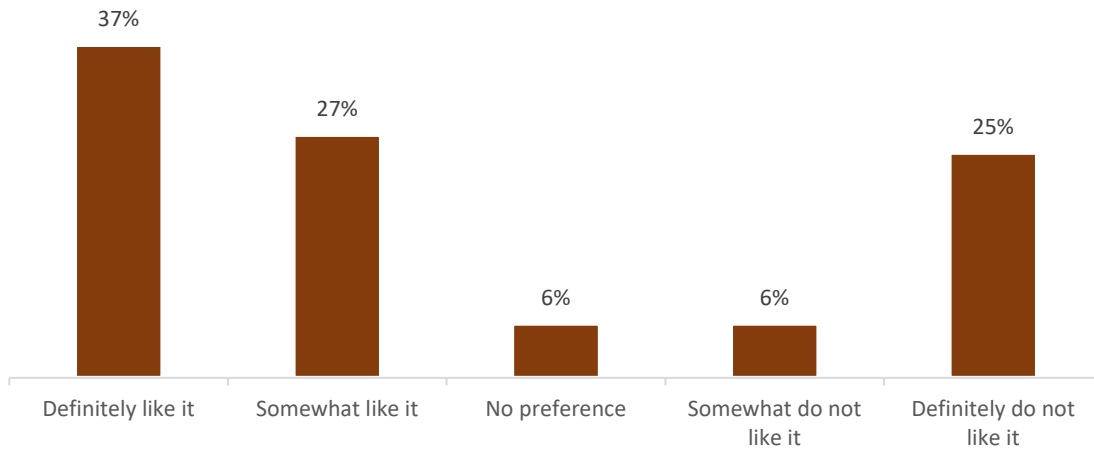
When asked if they prefer to have a restroom facility or open space in the southeast corner of the parking lot by Cape Kiwanda Drive/Webb Drive, the responses were slightly in favor of a built space with restrooms and other amenities (54%) over open space (43%).



CIVIC OVERLOOK/PLAZA

When asked about the civic overlook/plaza, opinions are mixed. Approximately two-thirds of participants like the concept of a civic overlook/plaza (64%), yet one-quarter “definitely do not like it” (25%).

Do you like the concept: an area for people to sit and enjoy the view between the parking lot area and the beach



Participants who like the civic plaza gave reasons related to the need for a community space.

- *The Civic overlook is the first real appearance of somewhere that says "community." I think it will be really valued if that is chosen.*
- *Really think PC needs a community space with ocean/rock view at the edge/beg. of sand/beach. This is the best place for our community space. Let's not sacrifice our community space for a couple of parking spaces. Let's put parking elsewhere and focus on community at Cape Kiwanda.*

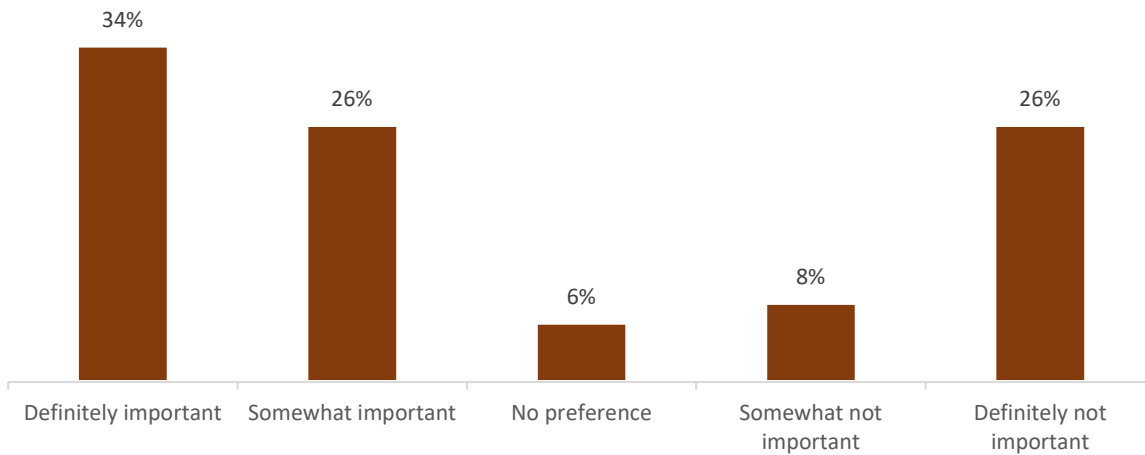
Concerns raised about the civic plaza relate to three three main topics:

- Sand management: *RE: the Civic Outlook...this strikes me as an urban design that is COMPLETELY and UTTERLY INAPPROPRIATE/IMPRACTICAL in this location...given storm surges, a living/constantly moving dune environment. Perfect for a riverbank in the valley...at the coast on an active sand dune it strikes me as a waste of money and a maintenance nightmare.*
- Hardscaping the area: *The transition from parking to the sand is one of the lot's most pleasing flavors. The civic overlook to the beach will be buried in sand or undercut by winter surf (probably both), won't avoid maintenance expense and in general sterilize what has always been a natural transition to the sand.*
- Need for the space: *Gatherings and events in or near the parking area are not in the best interest of the local citizens, just the tourism industry.*

NORTHWEST CORNER, NEAR DORY WALL AND BEACH

Near the existing Dory Wall and the beach (on the north side of the parking lot) an area is proposed that may include showers, foot wash, information signs and temporary vehicle drop-off amenities. Participants were asked if they think an additional restroom at this location is important, understanding that the option would mean less parking stalls. The majority of respondents (60%) preferred a restroom at this location. *Bathrooms near the beach will reduce pedestrian traffic in the parking lot, improving safety concerns*

How important is it to include a restroom, rather than additional parking stalls?



OTHER COMMENTS

In the open-ended comments, two other themes are salient:

- The importance and challenge of maintaining the parking lot and civic overlook, specifically in regard to sand removal, was noted by several.
 - *Proposed seating area would require constant maintenance with sand removal. I don't believe it is practical.*
 - *Sand removal out of a lot that is full of islands/planters/curbs is costly.*
 - *Keep it the way it is because this is the lowest cost and maintenance, especially sand removal. Who pays for maintenance as the county cannot afford it.*
- The parking fee and enforcement, along with the need for EV parking spaces.
 - *Eliminate the parking fee for property owners of Tillamook County.*
 - *Need parking enforcement!!!*
 - *Oregon's EV strategy mandates 90% of new vehicles in 2035 be EV. EVs need Level 2 (240 volt) charging stations for 5-8 hr charge. At minimum, 50% of spaces should be able to have EV chargers, and should at least be pre-wired for such in early stages of project. EV charges require some added space, so this needs to be incorporated into the plan.*

Webb Park

The survey questions related to Webb Park asked participants to rank the three options in order of preference. Approximately 175 people chose to rank the options. Option 2, which provides two Cape Kiwanda Drive access points, extends Webb Road, and provides direct access to the campground, appears to be the favored option. Almost half of the participants (46%) rank it as the first choice and 39% rank it as the second choice. Comparatively, the highest percentage of participants selected Option 1 and 3 as their third choice. The table below indicates the overall rankings.

Options	1 st Preference	2 nd Preference	3 rd Preference
Option 1: Two Cape Kiwanda Drive access points to Webb Park parking lot. Campground users pass through Webb Park parking lot.	24%	30%	46%
Option 2: Two Cape Kiwanda Drive access points, Webb Road extended, with direct access to the campground or parking lot. Campground users bypass Webb Park parking lot.	46%	39%	15%
Option 3: One Cape Kiwanda Drive access point and new Backer Road access point, with direct access to campground or parking lot. Campground users bypass Webb Park parking lot.	31%	30%	39%

PHASING OF PARK DESIGN AND DEVELOPMENT

Participants were asked to provide their opinion regarding designing and developing Webb Park Campground in phases. Several people think the idea of phasing is good, while others want to see it all developed at once. Some of the key phasing themes are:

Pros of phasing

- Provides for observation of initial use and possible improvements/enhancements based on actual use
- Ability to get phase I built now
- Ability to use the campground while future phases are developed
- Spreading the cost out over time
- Build to the need: there may be enough campsites provided in phase I.

Cons of phasing

- Less costly to design and build all at once
- Given the recent purchase of the RV park, expansion sooner maintains affordability for camping
- Funding may not be available
- There should be no phase II

Several people suggest planning for future phases should begin now. Part of the desire to plan now is to identify the ultimate goal and provide certainty about what will be at Webb Park in the future. When considering what phase II might include, suggestions are geared towards the desire for more parking and campsites further back on the property.

Let's seize that opportunity. Let's incorporate some new and attractive (to campers) options in the initial phase. And let's provide subsequent phase concepts now...in preparation for expansion "down the road." I think we need to make a commitment to long range planning for this unique property...which requires us to do the "thinking" part now in preparation for the "execution" part later. Knowing full well that the details will change over time, at least the overall underlying philosophy/approach will be established through this process. Let's not "kick the can down the road."

IMPACTS TO NEIGHBORS

Suggestions made to reduce the impacts to neighbors of Webb Park include:

- *Assess fines for noise and light violations/damage (keep a credit card on file with reservation).*
- *Enforced quiet time after 10:00 pm*
- *Leave it as it is – do not develop further.*
- *Create a wide, dense tree and planting (vegetative) buffer between the private landowners and campers/visitors.*
- *Move camping farther back and to the north.*
- *Down lighting only.*
- *Limit campfires.*
- *Have a dedicated police officer.*
- *Regular maintenance, parking enforcement, and law enforcement.*
- *Electric line on the fence or other similar deterrent.*
- *Create ample room for larger vehicles to make safe turns without hitting any barriers or structures.*
- *Regulate through the reservation system*
- *Do not run camping or parking traffic on Circle Drive.*

CAMPGROUND DESIGN

Suggestions for additions to the campground design include:

- *Hiker/biker campsites*
- *More tent sites, fewer RV sites*
- *Porous pavement*
- *Campsites closer to the beach – the distance between the campground and the beach will make it difficult for families to pack and haul things to the park. Or consider providing beach wagons for hauling.*
- *Parking near the entrance for campers (let campers walk to their cars)*
- *Bike parking*
- *Playground*
- *Pickleball court*
- *Parking lot signage*
- *Additional evaluation routes*
- *Gender neutral bathrooms*

Concerns raised about the Webb Park designs, generally, include:

- *Need for additional land purchase (option 2)*
- *Impact on wildlife*
- *Ability for the town's infrastructure to support increased development*
- *Increase chance of accidents due to mixing towed vehicles (dory boats/trailers), small children, etc. if vehicles must go through the parking lot to get to the parking (option 1)*
- *Expanding the parking further north could impact the residences on Circle Drive*
- *Consistency with the Parking Master Plan that called for 200 parking spaces at Webb Park*
- *Maintenance and parking permit enforcement*
- *Expanded Webb campground creating a choke point for traffic on Kiwanda Drive*
- *Pedestrian access to the beach mixing with traffic*

Jensen Property

Survey questions regarding the Jensen Property addressed the need for parking and the potential uses for the site. There were 190 people who responded to these questions.

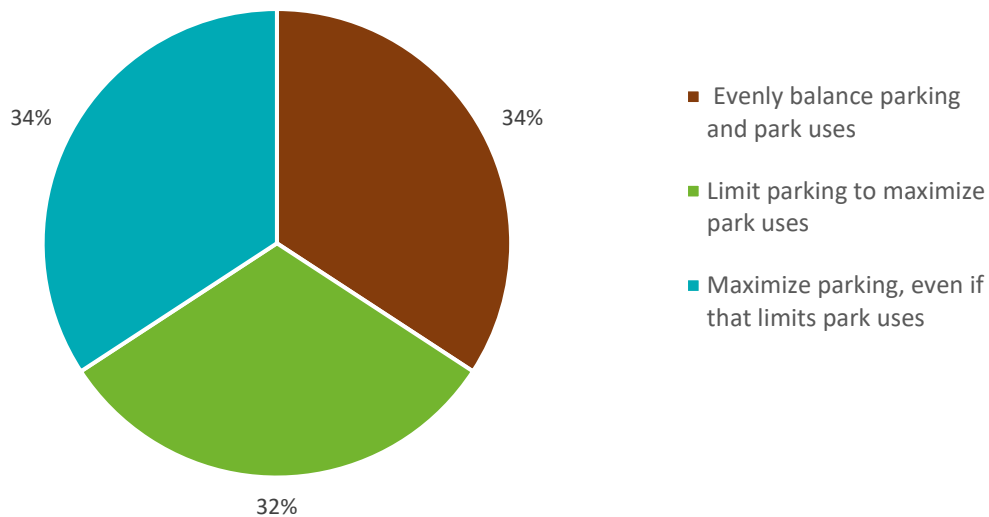
PARKING

With the potential for the Jensen Property to be a key location for parking at the South end of the corridor, participants were asked to weigh tradeoffs between parks uses and providing parking. Participants were asked to identify which statement most closely aligns with their preference:

- The amount of land dedicated to parking and various park uses should be evenly balanced.
- Parking at the Jensen Property should be limited in order to maximize the area dedicated to park uses.
- Parking at the Jensen Property should be maximized, even if that means the area dedicated to park uses will be limited.

There is no preference among the survey participants: each received approximately the same number of votes.

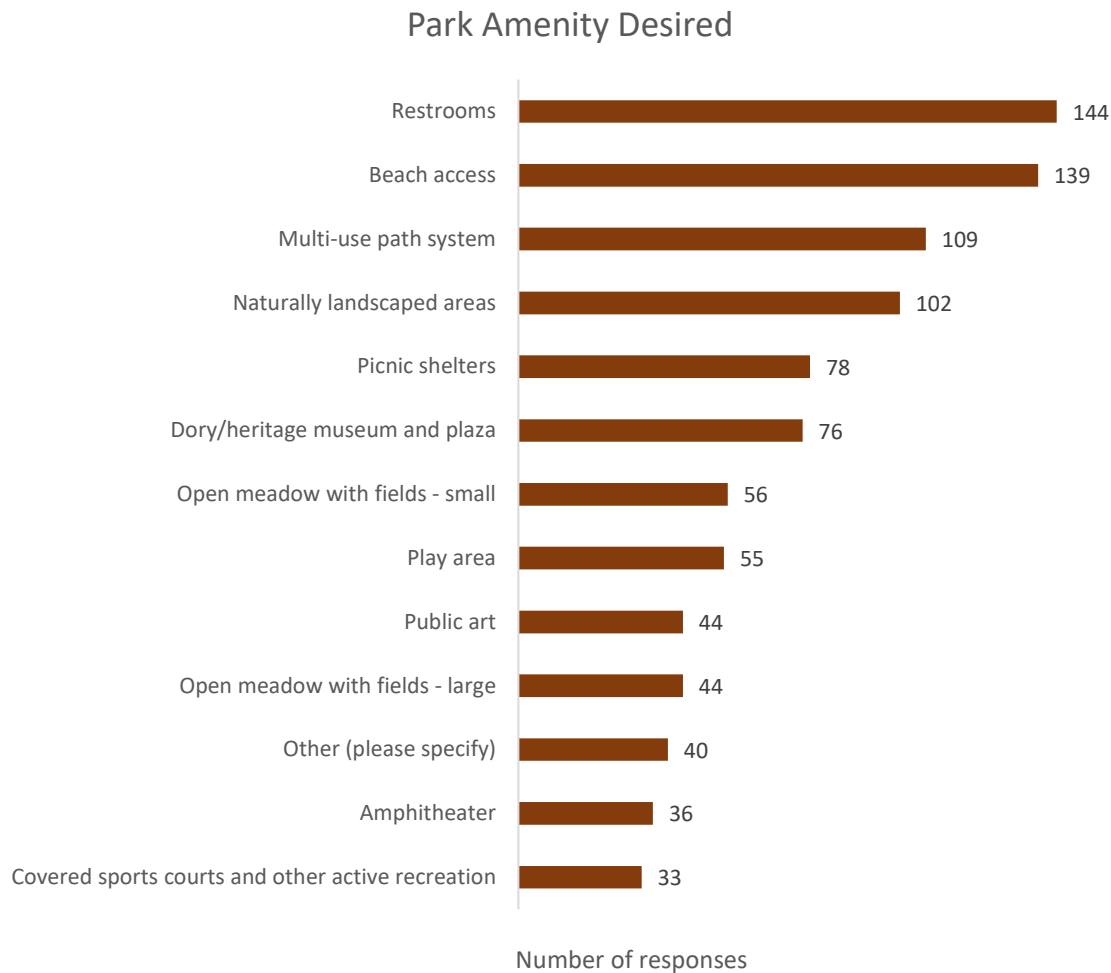
Parking and park uses: what is your preference?



COURTS, FIELDS & FEATURES

Participants were asked to identify all park uses that they would like to see at the Jensen Property. People leaned toward the more passive park uses: restrooms, beach access, multi-use path system and naturally landscaped areas.

Pickleball/tennis, beach activities (pier to the ocean, viewing deck, doryboat undercarriage sprayer) vendor space (food carts, farmers market, rentable booth), and more parking are written in by participants. One participant suggests moving the sand activities (volleyball, bocce, horseshoes) to the Jensen property and away from the skate park at the NVCA lot.



ROUNDABOUT VS. REALIGNED INTERSECTION

In order to gauge understanding and public support for a roundabout and/or a realigned intersection at the Pacific Avenue and Cape Kiwanda Drive intersection, a general question was asked: what are your comments, questions, or concerns about either transportation improvement? Key themes for each are below:

Realigned intersection

Pros

- Improves traffic flow
- Improves pedestrian use and safety

Cons

- Potential intrusion on Kingfisher’s on-street handicapped parking space

- Simpler, more practical
- More cost effective than a roundabout
- Consumes less space than a roundabout
- Ease of dory/trailer use
- Presumed to function at low level of service

Roundabout

Pros

- Easier for traffic management
- Better traffic flow
- Forces drivers to slow down
- Safer for drivers and pedestrians alike
- Better for tsunami evacuation

Cons

- People don't know how to use roundabouts
- Additional land required/uses too much space
- Dory boats, trailers, RVs may not be able to maneuver it
- May create challenge to access Kiwanda Coastal Properties

GENERAL COMMENTS ABOUT JENSEN PROPERTY

Overall, comments related to future uses at the Jensen Property emphasize the desire to keep focus on the beach access and natural landscape, rather than a highly programmed space.

- *We need people to come here to enjoy the beach. They can play basketball or enjoy a playground at home. Please stay focused on the beauty of the natural surroundings.*
- *Parking and restrooms should be priority, people are coming to play on the beach, doesn't seem like we need a park right next to it*
- *Please do not make this a large high impact area. Create safer parking, not more attractions.*

Concern is expressed about people trespassing onto private property. Keeping a natural buffer between the neighboring residents and the public space will be important.

- *The existing, natural landscaping along the west side of JP should be maintained / maximized as a centrally-located mini-stand of shore pine and spruce trees and underbrush. This provides for animal habitat, a buffer with private homes to west, and retains natural beauty of Pacific City.*
- *It's important for both residents and park users to have a fence and significant forested buffer (even if it is somewhat shallower than what has been promised at Webb campground) on the publicly owned property, separating it from the homes to the west.*
- *We are seeking a commitment to "install fence and maintain dense tree and vegetation buffer *on Jensen Property* west property line with neighboring homes."*
- *If the natural landscaping of the shore pine and spruce tree forest on the Jensen Property were replaced by shrubbery for the southern-most six lots abutting the Jensen Property, this would result in the backs of the beach houses dominating the view of the park visitors, and the residents of these beach homes would lose the existing natural sightline barrier with the park and its activities.*

Providing vehicle access to the beach at this location received mixed reviews with some people identifying it as a high priority, and others desiring access be limited.

- *Maintaining vehicle beach access is paramount at this location. Everything else is significantly less important.*
- *Need to have a durable beach access, with a heavy-duty riprap/gravel access over much of the upper sand area and moveable concrete planks in the lower dry sand area.*
- *Limit beach access for autos to this area, none at the Cape.*

Participants recognize there is a need for parking, but have concerns over providing too much parking and creating a “if you build it, they will come” scenario.

- *Let’s provide parking but not let that dominate this space or the surrounding area. If we think that providing parking for everyone who may ever want to come here is the goal...the destination will be less attractive in the end.*
- *Normally, I'm not in favor of parking lots where a natural environment could be. HOWEVER, PC is generally negatively impacted by the crowds seeking parking to access the beach. Option 1 seems safest in terms of vehicle flow, has the least impact on neighboring properties and offers the most amount of parking.*
- *I believe there should be some consideration toward open space, picnicking and bathroom. This is where the additional 125 parking spaces should be. It's already on the west side of CK Dr. In recent years folks have shown a willingness to use other beach areas (TDM & Straub) during peak times. If more parking must be created (which I disagree with) then this spot makes much more sense.*
- *It’s imperative to limit the parking to a smaller number of stalls to minimize the impacts to the natural beauty and neighborhoods nearby - and encourage use for other activities in the park area year round*

There is general sense that the Jensen Property should be designed for use by the local community, noting a desire to keep the Jensen Property as an oasis for the residents of Pacific City.

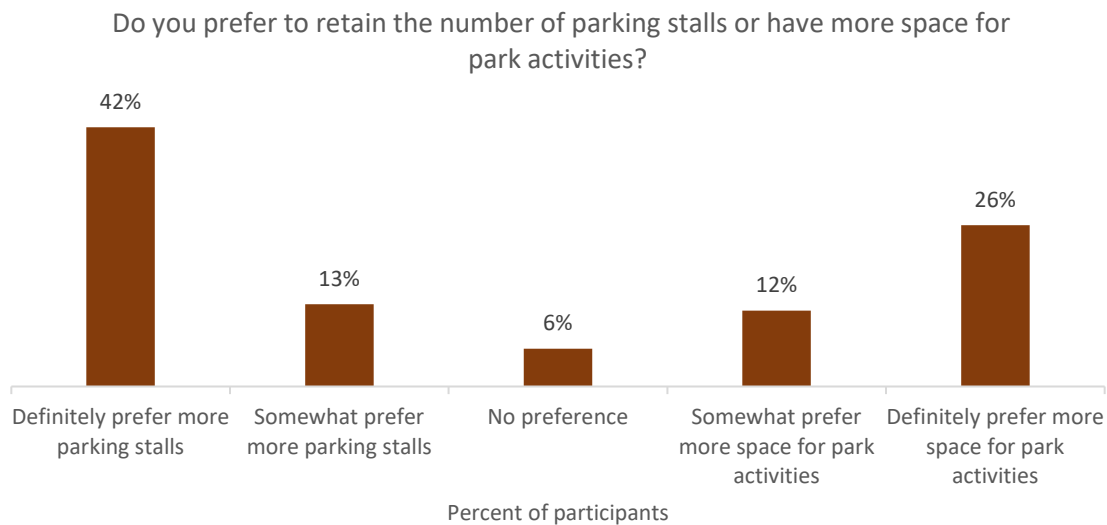
- *I would like to see the Jensen Property to stay the same as it is now. I would not like to see it developed to accommodate more tourists.*
- *This should be focused on enjoyment for locals and those staying in homes on this side of town.*
- *The beach here is a haven for local residents, and in the summer when PC gets very busy, this beach is what makes our town still livable. Much of what is happening in PC is geared to visitors / tourists, and I would love more consideration to be given to livability for folks who actually live and work here.*

NVCA Lot

Survey questions regarding the NVCA lot addressed the need for more parking and the potential uses for the site. 195 people responded to these questions.

PARKING

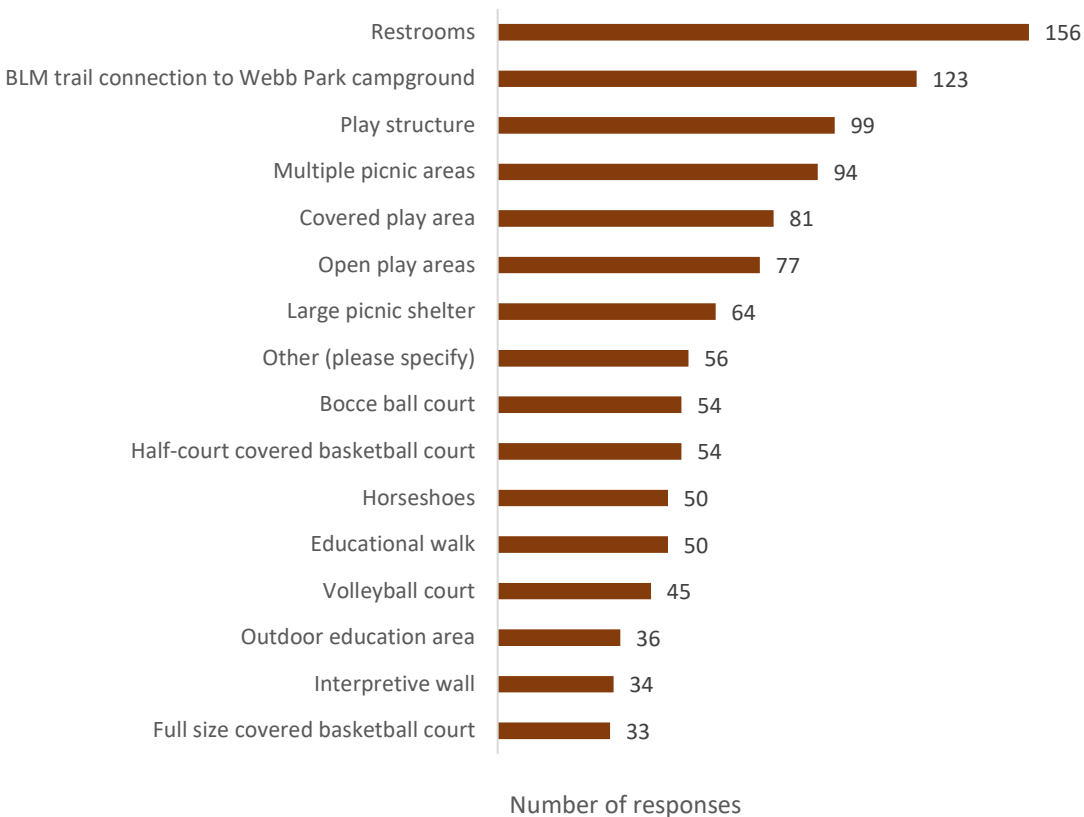
One concept for the NVCA lot is to relocate the existing vehicle drop to create more space for park uses. The result is a reduction in the overall number of parking stalls. Participants were asked for their opinion on this trade off. Over half of the participants prefer to retain parking stalls (55%) rather than increase the amount of available park space (38%). In the open-ended questions, comments are made regarding the need for more parking.



COURTS, FIELDS, & FEATURES

Participants were asked to identify all park uses that they would like to see at the NVCA lot. Restrooms and a BLM trail connection to the Webb Park Campground are the top two amenities desired. A pickleball court is the number one request made by participants. A few people suggest expanding the existing skate park and adding parking. One participant suggests moving the sand activities (volleyball, bocce, horseshoes) to the Jensen property and away from the skate park at the NVCA lot.

Park Amenity Desired



OTHER COMMENTS

A few responses note the original intent of the NVCA master plan is being lost with the proposed concepts, and care should be taken to ensure those features are included back into the plan.

- *NCVA has not met their commitment to put up more natural barriers along Dory Pointe property. Numerous other complaints about trespass and access through Dory Pointe.*
- *I'm more interested in seeing this project honor a major priority in the founding documents...the educational aspect of the space. The original vision of the NVCA project is fading fast in this design. I'm all for recreational facilities but the original vision was to combine those attractive facilities with attractive educational displays to draw people into learning about our area's cultural traditions (I believe that the Confederated Tribes of Siletz Indians were contributors to the effort in the early years), the history of the Dory Fleet, environmental issues affecting coastal communities, the fishing industry, etc. There were conversations in the early years about providing educational space on this property in coordination with OOI (Univ. of Washington's Oceans Observatory Institute) to provide a science education connection with the Nestucca Valley School District. That concept seems to be completely lost in this discussion.*

Multi-Use Path

Survey questions regarding the multi-use path explored the priorities for designing the path, destinations to connect, and general comments about the path design. 187 people responded to these questions.

PATH DESIGN

Participants were asked to identify the design elements that are important to them. Based on the summary results and individual comments, it seems that people prefer a wider path, with separation from cars, but also want the path to be cost efficient and the least impactful to adjacent neighbors. However, several participants question the need for a wide multi-use path on Sunset Drive.

The design element options, and the number of responses, are provided below. Participants could select more than one response.

Design feature	Number of Responses
<ul style="list-style-type: none"> The path should be wide enough to accommodate walkers, bikers, and others without requiring people to move to the side. 	111
<ul style="list-style-type: none"> There should be a physical separation/planting area between the multi-use path and car travel lanes. 	95
<ul style="list-style-type: none"> The design of the path should be straight to in order to significantly reduce construction costs and timeline. 	86
<ul style="list-style-type: none"> The path should include amenities such as seating areas, wayfinding, and lighting. 	60
<ul style="list-style-type: none"> The design of the path should meander to create a more interesting experience, even if it is more costly. 	43

Representative individual comments regarding the path design:

- The size of the trail is most important to accommodate multiple uses simultaneously.*
- Safety of pedestrians and bicyclists is top priority - a physical barrier is necessary*
- I like the 12 foot width for path to reduce ped/bike conflicts. While this is more difficult on the south segment we should design it such that we can add path width as ROW is purchased. Likely ROW purchase will be difficult as property owners will be resistant, so lets move forward with whatever width we can do at this time. Lets don't focus on a fancy meandering path as that will delay and potentially derail getting a path built. Lets do what is practical. Lets get a path built!*
- The plan shows the 8' multi-modal path on the east side of Sunset, but 8' seems excessive, as there is very little foot or bike travel in this area, and no reason to expect an increase.*

DESTINATIONS

When asked which destinations the multi-use path should connect, most responses were consistent with the already identified locations (Bob Straub Park, Cape Kiwanda Parking Lot, the beach, NVCA lot, Webb Park). In addition, people identify the downtown and east side of the river as locations they would like to see the path connect to.

IMPORTANCE OF THE MULTI-USE PATH

Several participants note the addition of the multi-use path has the potential create the greatest impact on the livability in the area, than any other project on the list, and encourage path development as a priority.

- *This path has the potential to improve Pacific City more than any other project on this list.*
- *Besides reconfiguring parking at Cape Kiwanda this is the most important facility that will be done in PC in the next 20 years. The funding focus should be do get this done first and delay all other projects including developing the Jensen property.*
- *Please develop pathway before other infrastructure due to safety of Pacific City residents*
- *This is by far the biggest and most important project on the list to make Pacific City amazing. Being able to walk or bike from Kiwanda to Straub and hopefully along the river and the ocean in parts will make Pacific City truly unique, accessible and will promote less vehicles and a healthier, and more desirable community. Must get it right and if there is a space to spend the money, this is it on location and path design as well.*

LOCATION OF THE PATH

Some participants express concern about the placement of the path, calling for it to be on the eastside of Cape Kiwanda Drive and not on Sunset Drive. Concerns expressed about locating the path on Sunset Drive include: the narrow width of the street, location of path and associated infrastructure (bioswales, related utilities), impact to on-street parking, and maintenance of Sunset Drive during construction. Mention is made of adding an underground or elevated crossing for pedestrians at Cape Kiwanda, both for pedestrian safety and traffic movement.

- *Improving pedestrian safety and access to the beach bridge so that they can visit downtown makes sense. The portion on Sunset does not. There is already going to be more vehicle pressure at the bridge access because of development of the corner property for Kingfisher and the opposite corner for the planned Jensen property improvements. Significant traffic studies need to be done to determine if any of this southerly plan makes sense at all.*
- *path needs to be on the east side of Kiwanda Drive. The west side with many driveway entrances require wide driveway openings to accommodate dory boats. Breaking the flow for a smooth path could be hazardous. The crosswalks already installed can be used without installing more stops for autos.*

IMPACT TO ADJACENT PROPERTY OWNERS

Several property owners who abut the proposed multi-use path have concerns about the impact to their private property. Key issues identified: the ability to retain on-street parking and access to

private property; path and vegetative strip maintenance; need to acquire easements; privacy; and the need for a wide path with associated landscaping (bio-swale, plantings) rather than a smaller asphalt walking path.

- *I own raw land on Sunset Drive fronting the Nestucca and I want to be sure I will have parking access if I have not yet developed my property. I'm concerned about how this expansion of Sunset to reclaim the space on either side of the road could impact my access to my property. Eliminating street parking for non-residents would be great but not at the cost of residents/landowners access or ability to park on or in front of their property.*
- *many residences on Sunset utilize their entire property street side as access to their property for parking on their property, garage access and boat access. So a physical barrier would not be effective in many places along Sunset.*
- *This adversely affects existing homes and driveways...this is major and not acceptable. Vegetative strip is not necessary, but is a huge burden on existing landowners. Fix the existing road, possibly add a bike lane on one side.*
- *There is concern that some of the proposed routes of the CKD multi-use path encroach on property owned by Kiwanda Shores members. Please clarify whether properties on the west side of CKD would be impacted.*
- *It should be noted that adding a 8' path + 4' bio-swale east of Sunset's current alignment, appears to consume much of the existing on-street parking east of Sunset and a major portion of some driveways, particularly in the vicinity of the curve. Some residences will effectively have less front setback, potentially restricting access, and reducing off-street parking spots. Avoiding the "take" of private property and parking should be minimized. and the road & path stay within the existing ROW.*

SAFETY CONCERNS

Although there is recognition that a multi-use path will make it safer for path users, there is a concern that speeds will increase and that cars will continue to park in no parking zones on Cape Kiwanda Drive in areas where the width of the street narrows due to the path making an unsafe parking area.

- *Also if you widen and improve the Sunset speed will increase. Sunset is a residential area and high speed vehicles are already a problem.*
- *With little to no police enforcement of illegal parking, will the addition of a multi-purpose path narrow the street and make on street parking more hazardous to cars already exceeding the stated speed limits? We need more No Parking signage and enforcement.*