



Ocean View looking eastbound (narrow and curvy roadway not optimal for cars; accessibility issues).



View toward Yachats Bay/River (poorly maintained loose gravel path).





Ocean View towards bay/river (conflicts between vehicles and walkers).



More of same.



Ocean View towards State Park (blinds spots, cars regularly speed up and decelerate into corner).





A bit farther looking west (Sept. 2018).



Looking east – one month later (Oct. 2018).





...several months later...



...around March 2019 (vehicles now straddle potholes).



Beach Street at 2<sup>nd</sup> Street (note directional State Park sign pointing left/west on 2<sup>nd</sup> Street).



View on 2<sup>nd</sup> St. west towards State Park (note vehicles allowed to park perpendicular).





Farther west along 2<sup>nd</sup> Street.



...same.





Now on 2<sup>nd</sup> Street looking east (note curb line of NW corner).



2<sup>nd</sup> Street looking east with State Park sidewalk on right – a much better street than Ocean View.



Looking west at 2<sup>nd</sup> Street – a much better and more visible entrance to the State Park than Ocean View to the south, without any blind spots.



A view of the State Park parking area looking south.





A view of the State Park looking north (note cars enter and park from the north, heading south)

A change in circulation pattern **would** create unsafe conditions from Ocean View entering from the south; and be against the predominant pattern that exists now as most vehicles drive north to south

Creating a clockwise circulation looping pattern would put exorbitant vehicular demands on Ocean View along the bay, as it would be the only safe or viable entrance to the State Park. The only way to access the park would therefore be from the south, but there would be multiple exits to the north (2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, 7<sup>th</sup>, and Marine) for vehicles to dissipate into the City proper and points beyond.

All the vehicles along Ocean View by the bay would cause extensive erosion and damage to the bluff.

2<sup>nd</sup> Street should be the primary entrance to (and exit from) the State Park – there's already a wayfinding sign at Highway 101 to this effect, pointing west. Vehicle patterns already indicated that most vehicles enter the park from 2<sup>nd</sup> Street, not Ocean View from the south. Modifying the circulation would work against this naturally occurring pattern.



3<sup>rd</sup> Street looking westbound.

Both 2<sup>nd</sup> and 3<sup>rd</sup> streets are much better for vehicles and traffic (and have the commensurate higher impact/density zoning designations) than Ocean View along the bayfront, which is R-1.

***City Council Vision: Our village is a place where natural resources are valued and protected, where diversity is celebrated, and where a vibrant economy and sense of community pride create and recreate a living spirit. Yachats cares not just for its citizens' basic needs but also supports them in their efforts to excel mentally, physically, artistically, and spiritually. It is a community with an enduring sense of itself. (emphasis added)***

Given this predominant vision of value and protection, the City Council should strongly consider closing the bluff along Ocean View between Beach Street and the State Park to the west, with local access only for those few homes just west of Beach Street. No other vehicle access is necessary along this stretch.

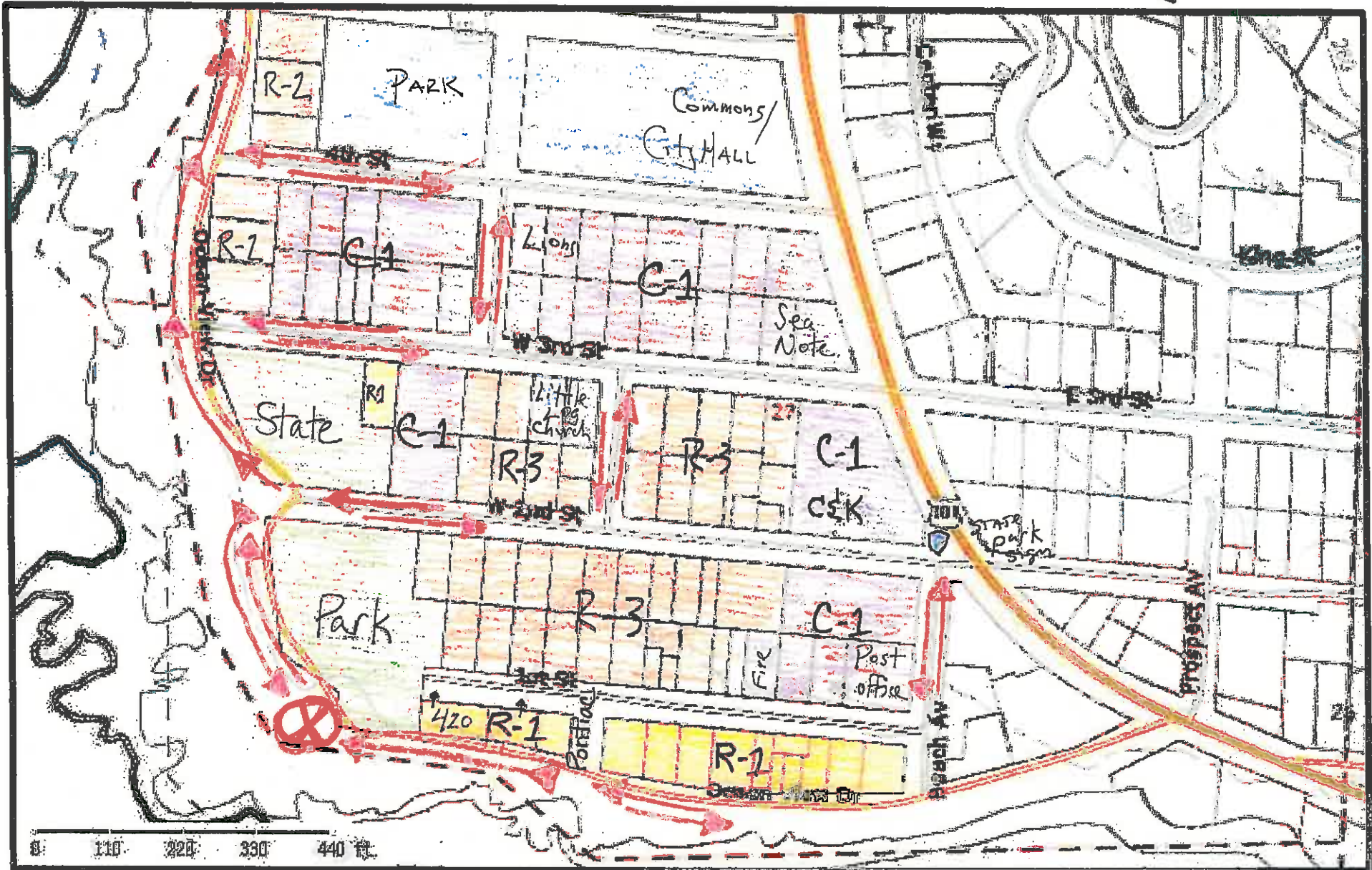
Submitted by Kerry Kemp @ Yachats City Council meeting April 17, 2019.



# Ocean View Circulation

(1A)

STATE PARK - 2 way  
O.V - 1 way w/b



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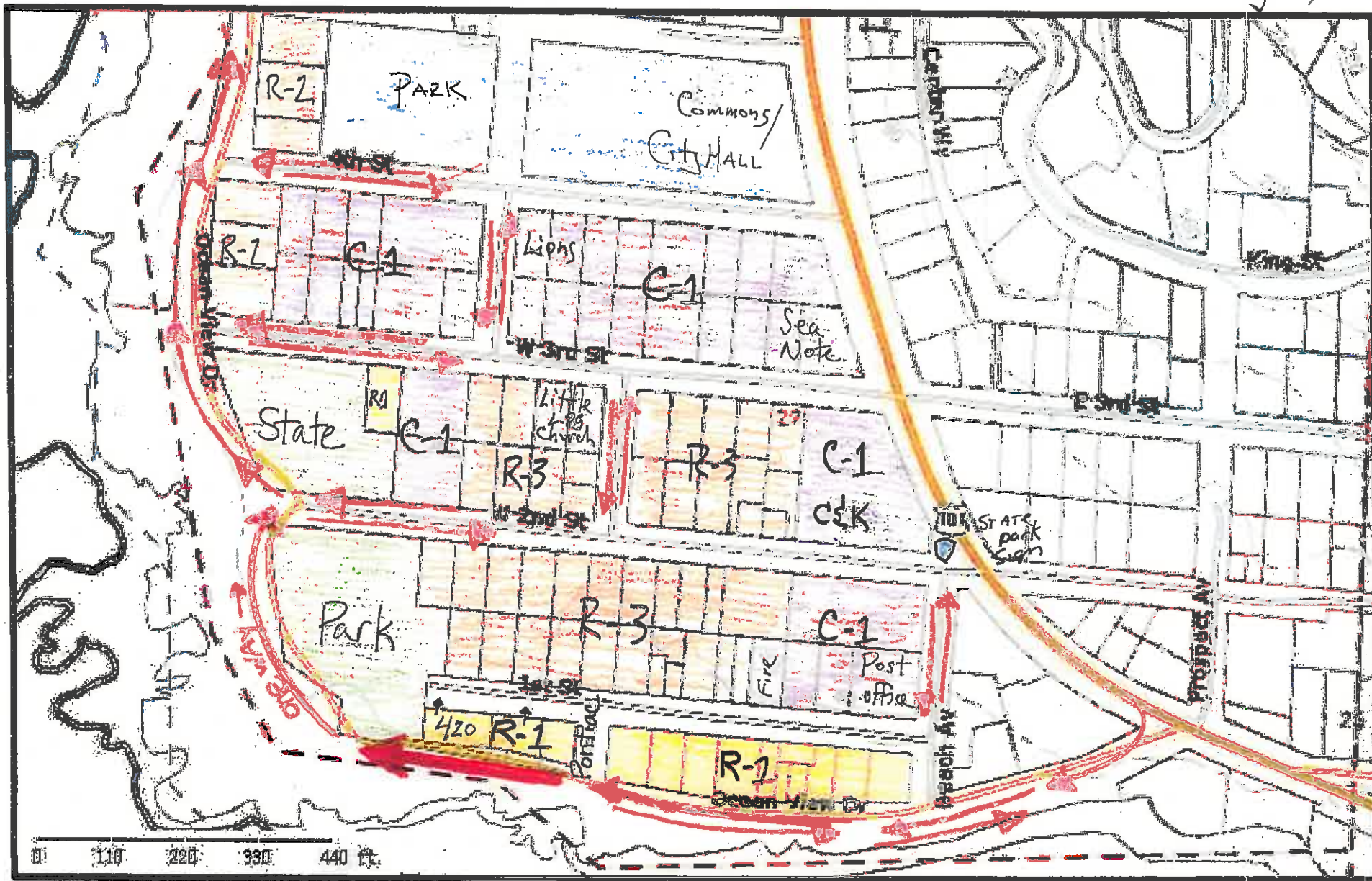




# Ocean View Circulation

15

STATE PARK - 1 way n/b  
O.V. - 1 way w/b



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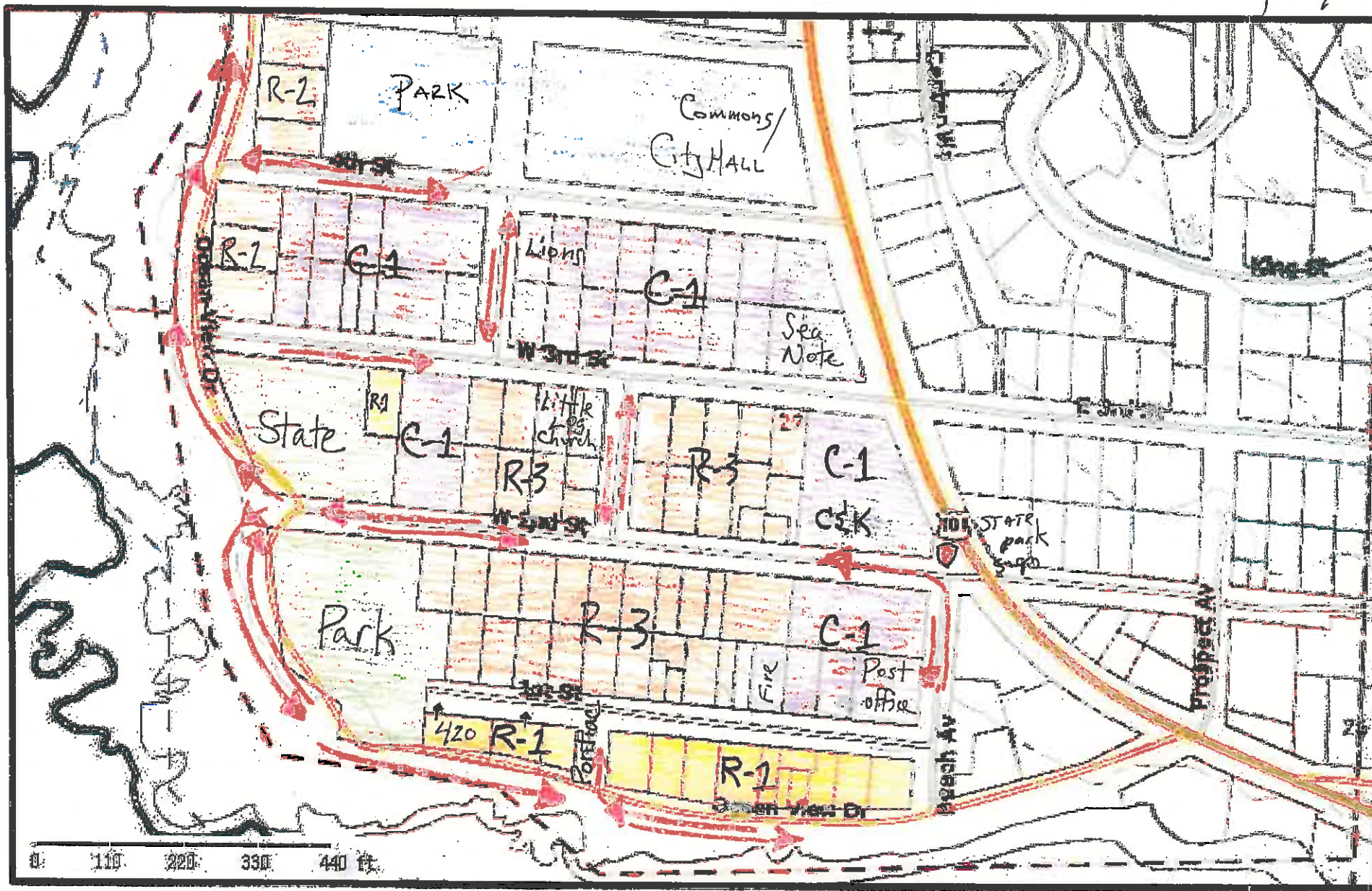




# Ocean View Circulation

2A

STATE PARK - 2 way  
O.V. - 1 way E/B



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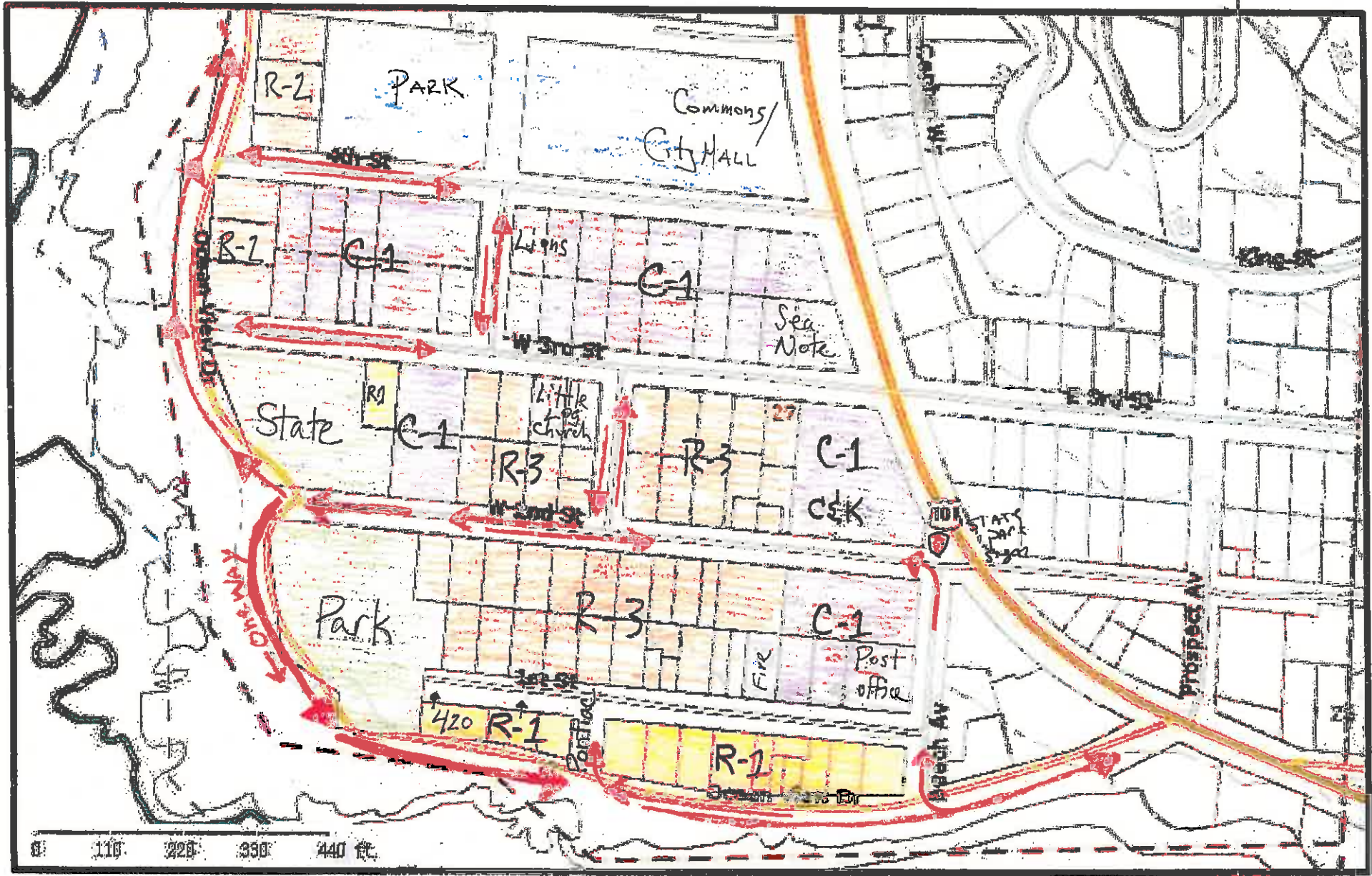




# Ocean View Circulation

26

STATE Park - 1 way S/b  
O.V. - 1 way E/b



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# Ocean View Circulation

③

State Park - 2 way  
w/turnaround  
O.V. - no cars



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