

TECHNICAL MEMORANDUM

DATE: November 1, 2021
TO: Paul Reilly, OPRD
FROM: Ryan Farncomb, Jason Nolin, and Chad Tinsley
SUBJECT: OCT Existing Conditions (Final)
CC: Project Advisory Group
PROJECT NAME: Oregon Coast Trail

This memorandum documents existing conditions specific to the Oregon Coast Trail (OCT) gaps, as identified by Oregon Parks and Recreation Department (OPRD), partners agencies, and stakeholders. The information in this memo relies on readily available data sources, including GIS data provided by OPRD. A companion electronic map which allows for in-depth exploration of existing conditions is available at:

<https://tinyurl.com/xysdyex4>

PROJECT PURPOSE

The purpose of this work is to develop an Action Plan for the OCT to help complete the trail. While much of the trail is on beaches or hiking trails, there are substantial “gaps” that require walking US 101 or local roads. The Action Plan will include analysis and outreach to develop and vet conceptual design solutions for closing these trail gaps. It will develop preferred alignments, determine ownership, and identify future design and construction opportunities. The Action Plan will also provide a strategy and funding toolkit to improve, maintain, and repair the existing OCT over the long-term.

This existing conditions technical memorandum provides details about the trail gaps, the context around each gap, facilities and services along the OCT, wayfinding gaps, and how gaps may relate with other local plans along the route. This information will help inform the Segment Teams established by the Association of Oregon Counties (AOC) as they consider options to connect trail gaps.

OCT BACKGROUND

The OCT, first declared “hikeable” in 1988, is a 400-plus mile hiking route that parallels the full length of the Oregon coast. Much of the route is on the beach, some of the route goes through parks and public lands, and a small but significant portion is on sidewalks or shoulders of roads, especially Highway 101 (US 101). Some of these road segments feel dangerous or uncomfortable, and can detract from the experience of hiking the majestic coast.

In 2005, the National Coast Trails Association completed an assessment of the trail to identify 31 “trail gaps” where the OCT is disconnected, inconvenient, unsafe, or seasonally inaccessible. Gaps totaled about 40 miles. OPRD used these trail gaps to develop the 2011 OCT Connection Strategy. The Strategy was intended to be a package of short-term and long-term “blueprints” to close the gaps using trails or improved pedestrian facilities.

Multiple alternatives were proposed for each gap, and additional planning and outreach were needed to further refine the solutions.

Since the 2011 Connection Strategy, some of the original gaps have been combined with others to form longer, but fewer, segments. Additional gaps have also been identified and no long-term solutions to close the gaps have been fully implemented. This planning process is considering 36 gaps, though this number is subject to change as planning continues.

Legislation passed in 2017 (Oregon House Bill 3149) directs OPRD to develop an action plan to complete the OCT. OPRD has partnered with the Federal Highway Administration (FHWA), Association of Oregon Counties (AOC), and Oregon Solutions to develop and vet solutions for closing OCT gaps. AOC is leading this work by coordinating several Segment Teams addressing different sections of the OCT along the coast. Segment Teams are composed of representatives from public land managers, tourism associations, non-profit groups, and other stakeholders. This existing conditions information will inform their work, and will also help the consultant team evaluate and further develop conceptual designs for each gap later in the process.

OCT GAPS

The 2011 Connection Strategy defined an OCT gap as:

A critical gap is where a hiker currently has to use a transportation corridor that was not designed for people walking. Many of these gaps are a result of restrictions caused by natural occurrences, such as waterways or due to settlement patterns blocking access.

In the years since the Connection Strategy was developed, the partners have taken a fresh look at these gaps and updated them iteratively. Headlands or stretches of beach that are impassable at high tide, or temporary trail closures due to tree blowdowns or other readily addressed issues, may also be considered trail gaps that are addressed by the Action Plan, though the focus is on areas described in the above definition.

Identified gaps are listed in Table 2, mapped in Figures 1 – 3, and shown on the companion electronic map. The companion map includes more information than the maps in this document. Gaps are distributed through the length of Oregon’s coast, from Gearhart to Brookings. This memo is organized from north to south and grouped into ten segments, similar to the 2011 Connection Strategy. Because some of the gaps have changed since the Connection Strategy, the numbering here does not match the numbering from 2011.

Nexus with Other Plans

Other plans include improvements that could help improve trail gaps. The Salmonberry Trail, for example, would create a trail spanning multiple OCT gaps between Wheeler and Tillamook. Another project, the Oregon Coast Bike Route (OCBR) Plan, includes solutions that would also benefit the OCT in locations throughout the coast. Additionally, many communities have identified projects in their transportation system plans (TSPs) or other locals plans that could help improve the OCT. Plans that are relevant to the OCT, including these examples, are listed in Table 1. The potential nexus with each plan is described in Table 2. Relevant projects from these plans are mapped in the companion map.

Considerations for Projects with a Federal Nexus

It is likely that some gaps will be closed with a project that has a federal nexus, which could be because it is on federal land, uses federal funding, requires a federal permit, or has another federal connection. Projects with a federal nexus will require threatened and endangered species consultation, Section 106 compliance, tribal consultation, and National Environmental Policy Act (NEPA) analysis.

Partnership Opportunities

The project team identified an initial list of potential partners to collaborate with for planning and implementing solutions. Potential partnership opportunities are listed in Table 2. The list of was drawn from the local jurisdiction(s), facility owner(s), or other potential stakeholders at each gap. Because of the large geographic scale of the project and the many communities it touches, this list of partnership opportunities is not exhaustive. However, it does include known existing partnerships with non-profits, such as View the Future in the Yachats area.

Several stakeholders may be potential partners in various segments along the entire length of the OCT and are therefore not included in the gap segment table. These include:

- Oregon Coast Trail Foundation
- Trailkeepers of Oregon.
- Unincorporated communities along the OCT route.
- Private landowners, including timber companies.
- Tribal communities, including the Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians, the Confederated Tribes of Grand Ronde, the Confederated Tribes of Siletz, and the Coquille Indian Tribe.

Considerations for Local Planning

The completed Action Plan will include recommendations for local plans and policies to help improve OCT gaps. Generally, local plans will need to include projects and policies to implement the solutions identified in the Action Plan. Local transportation system plans, for example, may require an amendment to include pedestrian improvements along the OCT route. Similarly, policies can be added to a local comprehensive plan to support new trails for the OCT. Recommendations will vary for each gap depending on the facility, context, and jurisdiction. Model language will be developed later in this planning process that can be adopted by local jurisdictions.

Gap Length and Ownership

Table 2 reports the length and landownership for each OCT gap. These data come from the current route on land to bypass or move through the gap. For example, the length of Gap 9-5 at Gold Beach is the distance for hikers to travel from the beach to the US 101 Rogue River bridge, walk the bridge, then return back to the beach. This totals 2.0 miles and crosses privately-owned parcels. However, the physical gap is just the mouth of the Rogue River; approximately 800 feet wide and, because it is a waterway, no private land ownership. As solutions to these gaps are developed, the gap alignments are likely to change. As the alignments change, so will the gap distance and land ownership.

Table 1. Relevant Plans to the Oregon Coast Trail (listed north to south)

Plan	Year	Link
Oregon Coast Trail Connection Strategy	2011	https://highways.dot.gov/sites/fhwa.dot.gov/files/docs/federal-lands/projects/33471/oct_connection_strategy_2011.pdf
Oregon Coast Bike Route Plan (DRAFT)	2020	https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=PAB33870
Gearhart Transportation System Plan	2017	https://www.cityofgearhart.com/general/page/transportation-system-plan-0
Seaside Transportation System Plan	2010	https://www.cityofseaside.us/sites/g/files/vyhlif6311/f/uploads/seaside_tsp_final.pdf
Cannon Beach Parks and Trails Master Plan	2017	https://www.ci.cannon-beach.or.us/sites/default/files/fileattachments/planning/page/20231/cannonbeachmasterplan_2017_05_01_parks.pdf
Salmonberry Trail Coast Segment Planning Study	2017	https://www.salmonberrytrail.org/s/ST-Draft-Final-Report_v7_letter.pdf
Wheeler Transportation System Plan	2001	https://www.ci.wheeler.or.us/streets/page/transportation-system-plan
Garibaldi Transportation System Plan	2003	http://www.ci.garibaldi.or.us/DocumentCenter/View/905/2017-Garibaldi-Transportation-System-Plan
Tillamook Transportation System Plan	2019	https://tillamookor.gov/wp-content/uploads/2019/06/Tillamook_TSP_Vol1_Final_2019-6-14.pdf
Tillamook County Transportation System Plan	2004	https://www2.co.tillamook.or.us/gov/pw/Documents/TSP.pdf
Siuslaw National Forest Land and Resource Management Plan	1990, amended through 2009	https://www.fs.usda.gov/detail/siuslaw/landmanagement/?cid=fsbdev7_007211
Cascade Head Scenic Research Area Management Plan	1977	https://www.fs.usda.gov/detail/siuslaw/landmanagement/?cid=fsbdev7_007215
Cascade Head Access and Trails Collaboration	Accessed 2021	http://www.cascadeheadtrails.org/
Lincoln City Transportation System Plan	2015	http://www.lincolncity.org/vertical/sites/%7BDDC39B4D-9F7A-4251-AEA0-F594E7F89DDB%7D/uploads/Lincoln_City_Transportation_System_Plan_-_Adopted_October_26_2015_-_Volume_1.pdf
Lincoln County Transportation System Plan	2007	https://www.co.lincoln.or.us/planning/page/transportation-system-plan
Depoe Bay Transportation System Plan	2001	https://scholarsbank.uoregon.edu/xmlui/bitstream/handle/1794/4203/Depoe_Bay_Transplan.pdf
Newport Transportation System Plan (DRAFT)	2021	https://sites.jla.us.com/newport-tsp#page2

Plan	Year	Link
Waldport Transportation System Plan	2020	https://www.waldportoregon.gov/sites/g/files/vyhlif6536/f/pages/waldport_tsp_update_draft_09-2019_0.pdf
Oregon Dunes National Recreation Area Management Plan	1994	https://www.fs.usda.gov/detail/siuslaw/landmanagement/?cid=fsbdev7_007216
Florence Transportation System Plan	2012	https://www.ci.florence.or.us/planning/transportation-system-plan-2012
Dean to Dunes Plan	2018	https://www.cityofreedsport.org/vertical/Sites/%7B6971DF3C-6EDF-4E48-B355-C823C5A2E331%7D/uploads/DDTP_Final_Plan.pdf
City of Reedsport Transportation System Plan	2006	https://scholarsbank.uoregon.edu/xmlui/bitstream/handle/1794/4373/Reedsport_Transplan.pdf
North Bend Transportation System Plan	2021	https://northbendoregon.us/files/documents/northbendtspl_volume1_final.pdf
Coos County Transportation System Plan	2011	https://www.co.coos.or.us/planning/page/coos-county-transportation-system-plan
Bandon Transportation System Plan	2000	https://www.cityofbandon.org/sites/default/files/fileattachments/general/page/10146/bandon_transplan_.pdf
Port Orford Transportation System Plan	2002	https://scholarsbank.uoregon.edu/xmlui/bitstream/handle/1794/4479/Port_Orford_Transplan.pdf
Gold Beach Transportation System Plan	2000	https://scholarsbank.uoregon.edu/xmlui/bitstream/handle/1794/4227/Gold_Beach_Transplan.pdf
Brookings Transportation System Plan	2017	https://www.brookings.or.us/ArchiveCenter/ViewFile/Item/563

TRAIL SERVICES

Support Facilities

For much of the OCT, hikers have access to facilities at relatively frequent intervals. The trail passes through dozens of state parks, many of which have potable water, restrooms, camping, and some have showers. State parks are mapped in Figures 1 – 3 as well as the companion map. Camping is available at county and local parks, and in private campgrounds. Federal land managers, such as the Forest Service, provide day use and campground facilities along the route. Forest Service facilities are shown in the Recreation & Amenities menu of the companion map. Beach camping is technically permitted, but it must be outside of city limits, outside of and away from state parks, and away from snowy plovers nesting areas (during nesting season). These requirements create large areas without camping opportunities.

The OCT also connects with numerous coastal communities with access to food, dining, overnight accommodations, and transit service. The longest stretches between towns is about 30 miles, but most are spaced more frequently.

Though hikers enjoy relatively frequent access to facilities for long stretches of the route, there are segments where hikers must go a long distance before reaching potable water, legal camping, or other necessities. For example, the 36 mile stretch between Gold Beach and Brookings lacks camping or water. And the 22 miles between Fort Stevens State Park and Ecola State Park lacks camping opportunities.

Existing public facilities to support people hiking the OCT are shown in the Recreation & Amenities menu in the companion map. Facilities include:

- Access to potable water
- Restrooms
- Camping
- Showers

Transit and Ferries

Most coastal communities are served by transit. The companion map includes coastal communities and transit routes from the Oregon Department of Transportation's database. Transit service of some kind is available along the length of US 101. However, service is provided by a variety of agencies and the hours of operation and frequency of service are not consistent.

Ferry services are available in a few locations to take hikers across waterways. These are privately run and require hikers make arrangements ahead of time. By using a ferry, a hiker can avoid walking roadways to the nearest bridge (usually on US 101) and instead stay on the beach. Ferries are often memorable experiences and can make the OCT unique. Currently, ferries are available at:

- Nehalem Bay (Jetty Fishery)
- Tillamook Bay (Garibaldi Marina)
- Umpqua River (Winchester Bay Charters)

Wayfinding

Wayfinding is essential for hikers to follow the OCT. It is necessary to indicate the route, especially at trail intersections and when it leaves or rejoins the beach. The Action Plan will include wayfinding solutions for locations along the trail where navigation is difficult. This section will inform the Action Plan by identifying existing wayfinding gaps, including seasonal conditions, trail information and route descriptions, transit connections, signage, and other opportunities along the OCT. This section will be largely informed by OPRD and stakeholder input using the companion map.

Table 2. Oregon Coast Trail Gaps

Gap ID	Name/ Location, Length	Gap Status and Considerations	Nexus with Existing Plans	Landowners Along Gap Alignment	Partnership Opportunities
Segment 1: Columbia River to Oswald West					
1-1	Necanicum River Gap 1.1 miles	<ul style="list-style-type: none"> • ODOT is currently developing a corridor plan for US 101 in Gearhart that encompasses parts of this gap area north of Newanna Creek. As of August 2021, a shared path or sidewalks are under consideration on at least one side of US 101. • Wetlands identified in the area. 	<ul style="list-style-type: none"> • 2017 Gearhart TSP: solution to improve roadway through Gearhart (along US 101 between G St and 24th Ave) to include walking and biking facilities. • 2010 City of Seaside TSP (page 3-38): solution to extend shared use path along US 101 to north city limits, which would connect with improvements planned in Gearhart TSP. 	<ul style="list-style-type: none"> • Private 	<ul style="list-style-type: none"> • City of Gearhart • City of Seaside • North Coast Land Conservancy • ODOT
1-2	Ecola Creek Gap 2.7 miles	<ul style="list-style-type: none"> • Existing trail through NeCus Park connects Fir Street to beach. • Cannon Beach TSP is under development as of August 2021. Trail connection could be considered in the planning process. • Wetlands identified in the area. 	<ul style="list-style-type: none"> • 2017 Cannon Beach Parks Master Plan: project T-2 creates a new pedestrian and biking route to bypass Ecola State Park Road east of Laurel Street. 	<ul style="list-style-type: none"> • OPRD • Private 	<ul style="list-style-type: none"> • City of Cannon Beach • ODOT
Segment 2: Oswald West to Cape Lookout					
2-3	Manzanita Gaps 5.7 miles	<ul style="list-style-type: none"> • Salmonberry Trail Coast Segment Planning Study completed 2017. • Manzanita is currently developing a TSP. Closing this gap could be integrated into the TSP process. • Wetlands identified in the area. 	<ul style="list-style-type: none"> • Salmonberry Trail (2017 Coast Segment Planning Study): the planned Salmonberry Trail would provide a trail between Wheeler and Tillamook. • 2001 Wheeler TSP (page V-8): Connected Pedestrian and Bicycle System on Highway 101 - east and west sides. 	<ul style="list-style-type: none"> • OPRD • Simpson Lumber Co • Private 	<ul style="list-style-type: none"> • Tillamook County • City of Manzanita • City of Nehalem • City of Wheeler • Salmonberry Trail Intergovernmental Agency (STIA) • ODOT
2-4	Nehalem River Gap 3.9 miles	<ul style="list-style-type: none"> • Salmonberry Trail Coast Segment Planning Study completed 2017. • Wetlands identified in the area. • Jetty Fishery provides an on-demand hiker ferry service at the mouth of the Nehalem Bay. 	<ul style="list-style-type: none"> • Salmonberry Trail (2017 Coast Segment Planning Study): the planned Salmonberry Trail would provide a trail between Wheeler and Tillamook. 	<ul style="list-style-type: none"> • Simpson Lumber Co • Private 	<ul style="list-style-type: none"> • Tillamook County • City of Wheeler • Salmonberry Trail Intergovernmental Agency (STIA) • ODOT
2-5	Tillamook Bay Gap 20.3 miles	<ul style="list-style-type: none"> • Salmonberry Trail Coast Segment Planning Study completed 2017. • Cape Meares Loop is closed to car traffic due to a landslide. • There are significant and extensive wetlands in the Wilson River, Trask River, and Tillamook River drainage near Tillamook. • Flooding is a frequent issue in downtown Tillamook and US 101 north of town. • The OR-131 bridge, which lacks standard shoulders, across the Tillamook River has a very low bridge sufficiency rating (35 out of 100), elevating its chances of repair or rehabilitation in coming years. This bridge has one of the lowest sufficiency ratings in Tillamook County among state-owned bridges. • Garibaldi Marina has provided ferry service to Bayocean Peninsula for hikers in the past. Not in 2021 because of staffing shortages. 	<ul style="list-style-type: none"> • Salmonberry Trail Plan (2017 Coast Segment Planning Study): the planned Salmonberry Trail will provide a trail between Wheeler and Tillamook. • OCBR Plan: solution to widen narrow shoulders to allow more space for people to walk and bike along US 101 between Harborview Dr and Hobson Creek Rd in Garibaldi. (Critical Need #9) • OCBR Plan: recommends widening US 101 to make space for a southbound buffered bike lane. A wider sidewalk on the east side would accommodate a shared-use path (between MP 65.2 and MP 65.4). (Critical Need #10) • OCBR Plan: recommends signs in advance of narrow road segments along OR 131 and trimming vegetation to allow more space and improve visibility. Long term solution is widening the road. (Critical Need #11) • 2003 Garibaldi TSP (page 4-17): Recommends a trail along Bay Ln, which is consistent with the subsequently planned Salmonberry Trail. • 2019 Tillamook TSP: Recommends a parallel shared use path to US 101 north of OR 131. 	<ul style="list-style-type: none"> • Shilo Enterprises • Stimson Lumber Co • Private 	<ul style="list-style-type: none"> • Tillamook County • City of Garibaldi • City of Bay City • City of Tillamook • Salmonberry Trail Intergovernmental Agency (STIA) • ODOT

Gap ID	Name/ Location, Length	Gap Status and Considerations	Nexus with Existing Plans	Landowners Along Gap Alignment	Partnership Opportunities
2-6	Oceanside Gap 2.2 miles	<ul style="list-style-type: none"> Cape Meares Loop is closed to car traffic due to a landslide. Tillamook County will be updating their TSP soon. Coordinate to include preferred improvements. 	<ul style="list-style-type: none"> 2004 Tillamook County TSP (page 7-10): PB-12 constructs bike lanes and/or shoulders along the Three Capes Scenic Route, including Cape Meares Loop. 2004 Tillamook County TSP (table 7-9): PB-22 develops pedestrian and bicycle paths throughout Oceanside. 2004 Tillamook County TSP (table 7-9): PB-23 develops pedestrian and bicycle paths between Oceanside, Cape Meares, and Netarts. 	<ul style="list-style-type: none"> Private 	<ul style="list-style-type: none"> Tillamook County City of Oceanside OPRD (Cape Meares State Park) US Fish and Wildlife Service (Cape Meares National Wildlife Refuge) ODOT
2-7	Netarts Bay Gap 6.0 miles	<ul style="list-style-type: none"> Tillamook County will be updating their TSP soon. Coordinate to include preferred improvements. Wetlands identified in the area. 	<ul style="list-style-type: none"> 2004 Tillamook County TSP (table 7-10): PB-12 constructs bike lanes and/or shoulders along the Three Capes Scenic Route, including Whiskey Creek Road. 	<ul style="list-style-type: none"> OPRD Stimson Lumber Co Private 	<ul style="list-style-type: none"> Tillamook County Friends of Netarts Bay - Watershed, Estuary, Beach & Sea OPRD (Cape Lookout State Park)
Segment 3: Cape Lookout to Lincoln City					
3-2	Sand Creek Gap 4.8 miles	<ul style="list-style-type: none"> US Forest Service is creating OCT “hiker camp” opportunities. Tillamook County will be updating their TSP soon. Coordinate to include preferred improvements. Wetlands identified at the north and south ends of the gap. This is a new nesting area for snowy plovers. 	<ul style="list-style-type: none"> Siuslaw National Forest Land and Resource Management Plan 	<ul style="list-style-type: none"> OPRD Private 	<ul style="list-style-type: none"> Tillamook County OPRD (Whalen Island State Park)
3-3	Nestucca River Gap 6.6 miles	<ul style="list-style-type: none"> Tillamook County will be updating their TSP soon. Coordinate to include preferred improvements. Wetlands identified in the area. include the U.S. Fish and Wildlife Service in any discussions regarding routing a trail through the Nestucca Bay National Wildlife Refuge (541-867-4550). 	<ul style="list-style-type: none"> 2004 Tillamook County TSP (page 14): recommends adding sidewalks along high traffic routes like US 101. Trail construction is recommended near Pacific City and other unincorporated communities. 2004 Tillamook County TSP (table 7-9): PB-9 widens existing bike lane on west/south side of Brooten Rd and constructs bike lane on opposite side of road between Pacific Ave and US 101. 	<ul style="list-style-type: none"> US Fish and Wildlife Private 	<ul style="list-style-type: none"> Tillamook County US Fish and Wildlife US Forest Service (manages all of Sand Lake Recreation Area)
3-4	Cascade Head Gap (north segment) 1.8 miles	<ul style="list-style-type: none"> The Forest Service is reopening the Rainforest Trail (part of official OCT route). Wetlands identified in the area. Forest Service lands in Cascade Head Scenic Research Area are not currently open to overnight use. Forest Road 1861 is currently closed to motor vehicle and pedestrian use from January 1 to July 15, but through-hiking on the Rainforest Trail is allowed during this time. 	<ul style="list-style-type: none"> Cascade Head Access and Trails Collaboration is examining options for a trail connection between Neskowin and the northern Rainforest Trailhead. Siuslaw National Forest Land and Resource Management Plan Cascade Head Scenic Research Area Management Plan 	<ul style="list-style-type: none"> US Forest Service Simpson Lumber Co Private 	<ul style="list-style-type: none"> Tillamook County US Forest Service Cascade Head Access and Trails Collaboration Neskowin Regional Sanitary District ODOT

Gap ID	Name/ Location, Length	Gap Status and Considerations	Nexus with Existing Plans	Landowners Along Gap Alignment	Partnership Opportunities
3-5	Cascade Head Gap (south segment) 4.1 miles	<ul style="list-style-type: none"> Tillamook County will be updating their TSP soon. Coordinate to include preferred improvements. Wetlands identified in the area. OCT route must cross Salmon River. Forest Service lands in Cascade Head Scenic Research Area are not currently open to overnight use. 	<ul style="list-style-type: none"> OCBR Plan: short term solution to stripe bike lane transitions at interchange ramps. These are intended to indicate to drivers that people may be biking there, also helpful for people hiking. The long-term solution is a parallel bike path, intended to be bike-only. (Critical Need #12) OCBR Plan: recommends two alternative routes for improving the bike route. The west alternative overlaps with the OCT on US 101 and on NW 40th Street in Lincoln City. The OCBR Plan recommends considering reconfiguring US 101 to make more space for people biking, which could also include space for people hiking. (Critical Need #13) 2015 Lincoln City TSP (page 31): Highway Improvements Segment 1 - recommends installing sidewalk along the north side of US 101 from NE West Devils Lake Road to NW Logan Road. Includes the 350-foot segment on the east side of Logan Road, at the US 101 intersection. 2015 Lincoln City TSP (page 36): Highway Improvements Segment 2 - recommends restriping US 101 from NW Logan Road to NW 39th Street to include bike lanes. Retains five lanes. Cascade Head Access and Trails Collaboration is examining options for trail connections between the Salmon River and Roads End or Neotsu. Siuslaw National Forest Land and Resource Management Plan. Cascade Head Scenic Research Area Management Plan. 	<ul style="list-style-type: none"> State of Oregon ODOT US Forest Service Private 	<ul style="list-style-type: none"> Lincoln County Lincoln City US Forest Service Cascade Head Access and Trails Collaboration Camp Westwind ODOT
3-6	Siletz Bay Gap 4.0 miles	<ul style="list-style-type: none"> Wetlands identified in the area. 	<ul style="list-style-type: none"> OCBR Plan: solution to construct a separate bicycle and pedestrian bridge that parallels the Schooner Bridge over the Siletz River, consistent with the 2008 Cutler District Community Vision & Corridor Plan. (Critical Need #14) 2015 Lincoln City TSP (page 35): Highway Improvements Segment 12 - recommends widening US 101 from SW Jetty Avenue to city limits to include landscaped sidewalks. 2015 Lincoln City TSP (page 39): Highway Improvements Segment 11 - recommends installing a shared-use path along the west side of US 101 between Siletz Park and SW Jetty Avenue. This includes a pedestrian/bicycle bridge attached to the Schooner Creek Bridge. 2007 Lincoln County TSP (page 7-5): C3 widens US 101 from Lincoln City to Gleneden Beach. 	<ul style="list-style-type: none"> Meriwether NW Or Land & Timber Private 	<ul style="list-style-type: none"> Lincoln County Lincoln City Salishan Golf Course US Fish and Wildlife ODOT
Segment 4: Lincoln City to Waldport					
4-1	Fogarty Creek Gap 5.5 miles	<ul style="list-style-type: none"> — 	<ul style="list-style-type: none"> 2001 Depoe Bay TSP (page VI-11): South End, West side of the US 101, Depoe Bay Bridge to South Point Street - recommends constructing a paved pedestrian pathway. 	<ul style="list-style-type: none"> OPRD State of Oregon AP Timber LLC Private 	<ul style="list-style-type: none"> OPRD (Fogarty Creek State Recreation Area, Boiler Bay State Park) Lincoln County City of Depoe Bay ODOT

Gap ID	Name/ Location, Length	Gap Status and Considerations	Nexus with Existing Plans	Landowners Along Gap Alignment	Partnership Opportunities
4-2	Whales Cove Gap 3.7 miles	<ul style="list-style-type: none"> • Otter Crest Loop is a narrow roadway and one-way for much of its length. 	<ul style="list-style-type: none"> • Was two separate segments in the 2011 OCT Connection Strategy: 4-3 Whales Cove and 4-4 Cape Foulweather. 	<ul style="list-style-type: none"> • OPRD • State of Oregon • Private 	<ul style="list-style-type: none"> • OPRD (Rocky Creek State Park, Otter Crest State Park) • Lincoln County • US Fish and Wildlife • ODOT
4-3	Yaquina Head Gap 0.8 miles	<ul style="list-style-type: none"> • — 	<ul style="list-style-type: none"> • 2021 Newport TSP TM #8: Solutions Evaluations (page 8): Complete existing sidewalk gaps and install signing and striping as needed to designate a bike route on NW 55th Street from NW Gladly Street to NW Piney Street. • 2021 Newport TSP TM #8: Solutions Evaluations (page 9): Install an enhanced pedestrian crossing on NW 55th Street/US 101. 	<ul style="list-style-type: none"> • Private 	<ul style="list-style-type: none"> • City of Newport • Bureau of Land Management • US Coast Guard • ODOT
4-4	Yaquina Bay Gap 1.9 miles	<ul style="list-style-type: none"> • Wetlands identified in the area south of the bay. • Significant portion of gap south of the Yaquina Bay Bridge is within South Beach State Park. 	<ul style="list-style-type: none"> • OCBR Plan: solution to explore transit or ferry service to shuttle people across the bridge. Also recommends installing a pullout rest area midway through the bridge for people to congregate and rest. (Critical Need #16) • 2021 Newport TSP TM #8: Solutions Evaluations (page 19): Yaquina Bay Bridge Refinement Plan - Conduct a study to identify the preferred alignment of a replacement bridge, typical cross-section, implementation, and feasibility, and implement long-term recommendations from the OCBR Plan. • 2021 Newport TSP TM #8 (page 21): Complete existing sidewalk gaps and install enhanced pedestrian crossings within the Yaquina Bay State Recreation Site on Yaquina Bay State Park Drive from SW Elizabeth Street to SW Naterlin Drive. • 2021 Newport TSP TM #8 (page 26): Improve pedestrian connections between Yaquina Bay Bridge and downtown Newport through pedestrian wayfinding, marked crossings, and other traffic control measures on SW Naterlin Drive/US 101. • 2021 Newport TSP TM #8 (page 42): Yaquina Bay Ferry Service to implement a foot ferry to cross Yaquina Bay. 	<ul style="list-style-type: none"> • OPRD • State of Oregon • Private 	<ul style="list-style-type: none"> • City of Newport • OPRD (Yaquina Bay State Recreation Area, South Beach State Park) • ODOT
4-5	Seal Rock Gap 1.1 miles	<ul style="list-style-type: none"> • — 	<ul style="list-style-type: none"> • [no plans identified] 	<ul style="list-style-type: none"> • State of Oregon • Private 	<ul style="list-style-type: none"> • Lincoln County • OPRD (Seal Rock State Recreation Site) • ODOT
Segment 5: Waldport to Florence					
5-1	Alesea Bay Gaps 1.5 miles	<ul style="list-style-type: none"> • Wetlands identified in the area. 	<ul style="list-style-type: none"> • 2020 Waldport TSP (page 39): solution MU1 to install multi-use paths on both sides of the roadway along the Alesea Bridge. 	<ul style="list-style-type: none"> • OPRD • Private 	<ul style="list-style-type: none"> • Lincoln County • City of Waldport • ODOT
5-2	Yachats Gap 0.5 miles	<ul style="list-style-type: none"> • — 	<ul style="list-style-type: none"> • [no plans identified] 	<ul style="list-style-type: none"> • State of Oregon • Green Diamond Resource Company • Private 	<ul style="list-style-type: none"> • City of Yachats • View the Future • OPRD (Yachats State Recreation Area, Yachats Ocean Road State Natural Site) • ODOT

Gap ID	Name/ Location, Length	Gap Status and Considerations	Nexus with Existing Plans	Landowners Along Gap Alignment	Partnership Opportunities
5-3	Siuslaw Gap 6.9 miles	<ul style="list-style-type: none"> OCBR Plan includes signs to warn drivers that people are on the road, and includes long term recommendation to widen with shoulders. Wetlands identified in the area. 	<ul style="list-style-type: none"> OCBR Plan: short term solution to install signs and flashing beacons in advance of narrow road segments to remind drivers to share the road with people hiking. Long term solution to widen shoulders for a shared, separated path for walking and biking (between MP 170.7 and MP 175.1). (Critical Need #19) Was two separate segments in the 2011 OCT Connection Strategy: 5-2 Cummins Creek and 5-3 Tokatee Klootchman. Siuslaw National Forest Land and Resource Management Plan 	<ul style="list-style-type: none"> OPRD State of Oregon US Forest Service Private 	<ul style="list-style-type: none"> Lane County OPRD (Neptune State Park, Stonefield Beach State Park, Tokatee Klootchman State Park, Muriel O. Ponsler Memorial State Scenic Viewpoint) US Forest Service ODOT
5-4	Heceta Head Gap 3.1 miles	<ul style="list-style-type: none"> Very steep and rugged terrain. Gap closure options may be available on old, decommissioned Forest Service roads and the ODOT right of way. 	<ul style="list-style-type: none"> OCBR Plan: short term solution to install signs and flashing beacons in advance of Cape Creek Bridge and Cape Creek Tunnel to remind drivers to share the road with people biking and hiking. Also recommends enhancing lighting to improve visibility within the Cape Creek Tunnel and on the Cape Creek Bridge. OCBR Plan: Long term solution to construct a new multi-use path, with a separate bridge and viaduct to bypass the existing narrow bridge and tunnel. (Critical Need #20) Siuslaw National Forest Land and Resource Management Plan 	<ul style="list-style-type: none"> OPRD State of Oregon US Forest Service USDI Bureau of Land Management Private 	<ul style="list-style-type: none"> Lane County OPRD (Heceta Head Lighthouse State Scenic Viewpoint) US Forest Service ODOT
Segment 6: Florence to Winchester Bay					
6-1	Siuslaw River Gap 7.9 miles	<ul style="list-style-type: none"> OCBR Plan includes long term solution to build a separate bike/ped bridge. Florence TSP includes a multi-use path on Rhododendron and sidewalks on Kingwood. Wetlands identified in the area. Gap closure options may be available on old, decommissioned Forest Service roads and the ODOT right of way. 	<ul style="list-style-type: none"> OCBR Plan: long term solution to potentially build a separate bike and pedestrian bridge. (Critical Need #22) 2012 Florence TSP: project MU-1 provides a multi-use path along Rhododendron Drive (page 101). Project P-3 constructs sidewalks on Kingwood St (page 107). Siuslaw National Forest Land and Resource Management Plan Oregon Dunes National Recreation Area Management Plan 	<ul style="list-style-type: none"> State of Oregon Oregon State Land Board US Forest Service Private 	<ul style="list-style-type: none"> City of Florence OPRD (Joaquin Miller State Park) US Forest Service Lane County ODOT
6-2	Umpqua River Gap 14.3 miles	<ul style="list-style-type: none"> Dean to Dunes Trail Plan recommends a trail alignment that includes downtown Reedsport to the beach. Wetlands identified in the area. The Forest Service has land acquisition funding for the Three Mile parcel. This benefits OCT access but still needs county support for the acquisition to be executed. Additionally, the Forest Service is seeking another land acquisition (Duval parcel) that may have additional opportunities to explore an alternative route. Winchester Bay Charters provides hiker shuttle across the Umpqua River with 24-48 hours advance notice. 	<ul style="list-style-type: none"> OCBR Plan: solution to reconfigure roadway space to provide more space for people biking. (Critical Need #24) 2018 Dean to Dunes Trail Plan: recommends improvements along OR 38, US 101, and Salmon Harbor Drive corridor to establish a regional walking and biking trail from Dean Creek, through downtown Reedsport, and to Umpqua Beach. 2006 City of Reedsport TSP: proposes a multi-use path that parallels US 101 through downtown (page 5-7). Siuslaw National Forest Land and Resource Management Plan Oregon Dunes National Recreation Area Management Plan 	<ul style="list-style-type: none"> Douglas County Oregon State Land Board US Forest Service USDI Bureau of Land Management Private 	<ul style="list-style-type: none"> US Forest Service Douglas County OPRD (Bolon Island Tideways State Park, Umpqua Lighthouse State Park) City of Reedsport US Army Corps of Engineers ODOT

Gap ID	Name/ Location, Length	Gap Status and Considerations	Nexus with Existing Plans	Landowners Along Gap Alignment	Partnership Opportunities
Segment 7: Winchester Bay to Bandon					
7-1	North Coos Bay Gap 10.7 miles	<ul style="list-style-type: none"> — 	<ul style="list-style-type: none"> OCBR Plan: recommends alternatives to reroute the OCBR off of US 101 through Coos Bay and North Bend. Some of segments of these routes align with the current OCT route. Recommends wayfinding and other improvements to reinforce the route. (Critical Need #26) 2021 North Bend TSP: project 2 adds a sidewalk on 16th St and 17th St between Broadway Ave and Oak St. Siuslaw National Forest Land and Resource Management Plan Oregon Dunes National Recreation Area Management Plan 	<ul style="list-style-type: none"> Oregon State Land Board US Forest Service Private 	<ul style="list-style-type: none"> US Forest Service City of North Bend City of Coos Bay Coos County Coquille Reservation Bureau of Land Management US Army Corps of Engineers ODOT
7-2	South Coos Bay Gap 5.8 miles	<ul style="list-style-type: none"> Wetlands identified in the area. — 	<ul style="list-style-type: none"> OCBR Plan: recommends alternatives to reroute the OCBR off of US 101 along Cape Arago Highway. This segment aligns with the current OCT route. Recommends wayfinding and other improvements to reinforce the route. (Critical Need #26) 	<ul style="list-style-type: none"> Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians US General Services Administration Private 	<ul style="list-style-type: none"> US Forest Service Coos County Bureau of Land Management General Services Administration US Army Corps of Engineers US Coast Guard OPRD (Sunset Bay State Park) ODOT
7-3	Cape Arago Gap 14.4 miles	<ul style="list-style-type: none"> Aligns with improvements in the OCBR Plan. Coos County TSP would add shoulders to much of the roads along the gap. Wetlands identified in the area. — 	<ul style="list-style-type: none"> OCBR Plan: recommends short term solution to route the OCBR along Seven Devils Road and make improvements such as wayfinding, signs to remind drivers to look for people biking, and pullout rest areas for people walking and biking. OCBR Plan: long term solution is to reconfigure roadway space to provide more space for people walking and biking, consistent with the 2011 Coos County TSP. (Critical Need #27) 2011 Coos County TSP (page 6-17): BP-5 adds shoulders on both sides of Seven Devils Road, West Beaver Hill Road, and Whiskey Run Road. 	<ul style="list-style-type: none"> State of Oregon Oregon State Land Board Private 	<ul style="list-style-type: none"> OPRD (Sunset Bay State Park, Shore Acres State Park, Cape Arago State Park, Seven Devils State Park) Coos County ODOT
Segment 8: Bandon to Port Orford					
8-1	Coquille River Gap 3.8 miles	<ul style="list-style-type: none"> Wetlands identified in the area. — 	<ul style="list-style-type: none"> OCBR Plan: short term solution to install signs leading to the Bullard Bridge to remind drivers to share the road with people biking and walking (there are no sidewalks on this bridge). A button-activated flashing beacon would warn drivers when someone is biking (or walking) on the bridge. OCBR Plan: long term solution is a separate bridge, replacement bridge, or stoplight to make this a more comfortable place for people biking (and hiking). (Critical Need #28) 2000 Bandon TSP (volume 6, page 33): plans a trail on the west side of Riverside Drive (next to the Coquille River) north to the Bandon Marsh observation area. 	<ul style="list-style-type: none"> OPRD US Fish and Wildlife Private 	<ul style="list-style-type: none"> OPRD (Bullards Beach State Park) City of Bandon US Fish and Wildlife ODOT

Gap ID	Name/ Location, Length	Gap Status and Considerations	Nexus with Existing Plans	Landowners Along Gap Alignment	Partnership Opportunities
Segment 9: Port Orford to Gold Beach					
9-1	Not Named Gap (Port Orford) 1.2 miles	<ul style="list-style-type: none"> Wetlands identified in the area. 	<ul style="list-style-type: none"> 2002 Port Orford TSP recommends building out a complete network of sidewalks. 	<ul style="list-style-type: none"> State of Oregon Private 	<ul style="list-style-type: none"> OPRD (Tseriadun State Recreation Site) City of Port Orford
9-2	Rocky Point Gap 1.1 miles	<ul style="list-style-type: none"> Wetlands identified in the area. 	<ul style="list-style-type: none"> [no plans identified] 	<ul style="list-style-type: none"> OPRD State of Oregon Private 	<ul style="list-style-type: none"> OPRD (Humbug Mountain State Park) Curry County
9-3	Humbug Mountain Gap 9.7 miles	<ul style="list-style-type: none"> OCBR Plan includes improvements along US 101 and a long-term solution for a parallel trail to bypass the narrow, windy section. Wetlands identified in the area. 	<ul style="list-style-type: none"> OCBR Plan: short term solution to install signs and button-activated flashing beacons in advance of narrow road segments. Alternate route available at low tide from Arizona Beach State Park to Sisters Rock State Park. Long term solution to build a biking and walking path parallel to US 101 near Humbug Mountain to bypass this narrow, windy, and steep segment. The proposed bypass is nearly seven miles long. (Critical Need #30) Was two separate segments in the 2011 OCT Connection Strategy: 9-1 Humbug Mountain and 9-2 Sisters Rock. 	<ul style="list-style-type: none"> OPRD State of Oregon Private 	<ul style="list-style-type: none"> OPRD (Humbug Mountain State Park, Arizona Beach State Recreation Site, Sisters Rock State Natural Area) Curry County ODOT
9-4	Nesika Gap 1.5 miles	<ul style="list-style-type: none"> Wetlands identified in the area. 	<ul style="list-style-type: none"> [no plans identified] 	<ul style="list-style-type: none"> Private 	<ul style="list-style-type: none"> OPRD (Geisel Monument State Heritage Site) Curry County ODOT
9-5	Gold Beach Gap 2.0 miles	<ul style="list-style-type: none"> Gold Beach TSP includes a trail along the south side of the Rogue River. Wetlands identified in the area. 	<ul style="list-style-type: none"> OCBR Plan: solution to install signs and button-activated flashing beacons to remind drivers to share the road in advance of the Rogue River (Patterson) Bridge. (Critical Need #31) 2000 Gold Beach TSP: Option 8 creates an oceanfront bike/ped trail from Bridge Park to South Beach Park. (page 7-13) 	<ul style="list-style-type: none"> Private 	<ul style="list-style-type: none"> Curry County City of Gold Beach Port of Gold Beach (Municipal Airport) ODOT
Segment 10: Gold Beach to California border					
10-1	Crook Point Gap 1.8 miles	<ul style="list-style-type: none"> — 	<ul style="list-style-type: none"> [no plans identified] 	<ul style="list-style-type: none"> OPRD 	<ul style="list-style-type: none"> Curry County OPRD (Pistol River State Scenic Viewpoint) US Fish and Wildlife (owns and manages Crook Point) ODOT
10-2	Thomas Creek Gap 0.2 miles	<ul style="list-style-type: none"> Deep gorge at Thomas Creek (approximately 300 feet to bottom of Creek from end of existing OCT on north side of Thomas Creek Bridge). 	<ul style="list-style-type: none"> OCBR Plan: solution is to install signs and button-activated flashing beacons to remind drivers to share the road in advance of the Thomas Creek Bridge. (Critical Need #33) 	<ul style="list-style-type: none"> OPRD 	<ul style="list-style-type: none"> Curry County OPRD (Samuel Boardman State Scenic Corridor) ODOT

Gap ID	Name/ Location, Length	Gap Status and Considerations	Nexus with Existing Plans	Landowners Along Gap Alignment	Partnership Opportunities
10-3	Shy Creek Gap 1.2 miles	<ul style="list-style-type: none"> — 	<ul style="list-style-type: none"> [no plans identified] 	<ul style="list-style-type: none"> Private 	<ul style="list-style-type: none"> City of Brookings Curry County OPRD (Samuel Boardman State Scenic Corridor, Harris Beach State Park) ODOT
10-4	Chetco River Gap 7.4 miles	<ul style="list-style-type: none"> Can walk the beach at low tide from McVay Rock State Park to Chrissey Field State Park at south end of gap. Winchuck River can often, but not always, be waded. 	<ul style="list-style-type: none"> OCBR Plan: solution is to reroute OCBR in downtown Brookings to align with OCT on Railroad Street between Pacific Avenue and Oak Street. (Critical Need #34) OCBR Plan: short term solution to install signs and button-activated flashing beacons to remind drivers to share the road in advance of the Winchuck River Bridge. (Critical Need #35) OCBR Plan: long term solution to consider modifications to the bridge rail to add space for people biking. (Critical Need #35) 2017 Brookings TSP: solution 9-8 improves walking and biking facilities along OCT route on US 101 and Railroad Street through Brookings. (page 6-3) 2017 Brookings TSP: solution 9-10 improves walking and biking facilities along OCT route on Lower Harbor Rd and Oceanview Dr through Brookings. (page 6-3) Was two separate segments in the 2011 OCT Connection Strategy: 10-3 Chetco River and 10-4 Winchuck River. 	<ul style="list-style-type: none"> State of Oregon Private 	<ul style="list-style-type: none"> City of Brookings Curry County OPRD (Harris Beach State Park, McVay Rock State Recreation Site, Winchuck State Recreation Site) ODOT

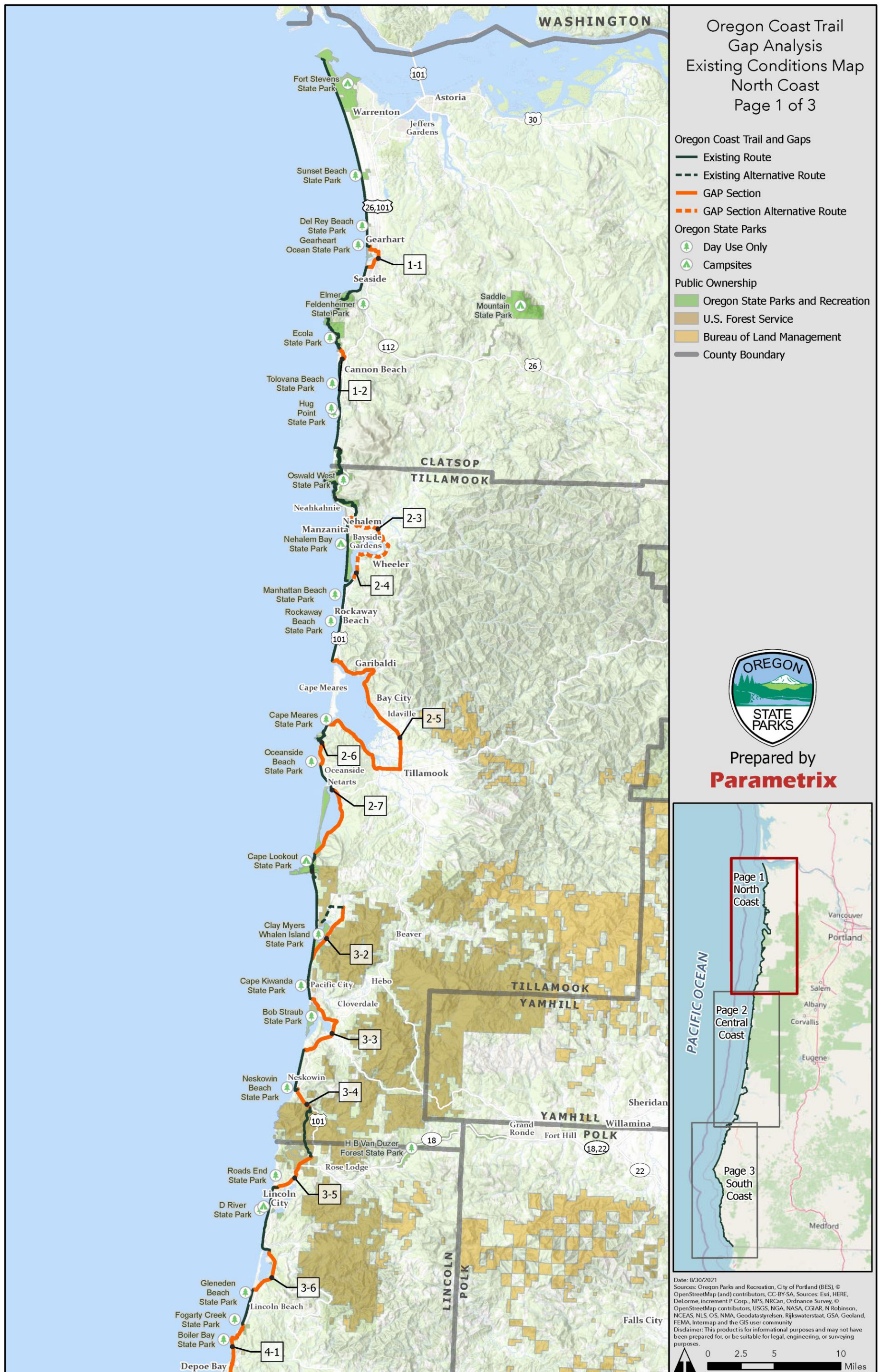


Figure 1. OCT Existing Conditions – North Coast

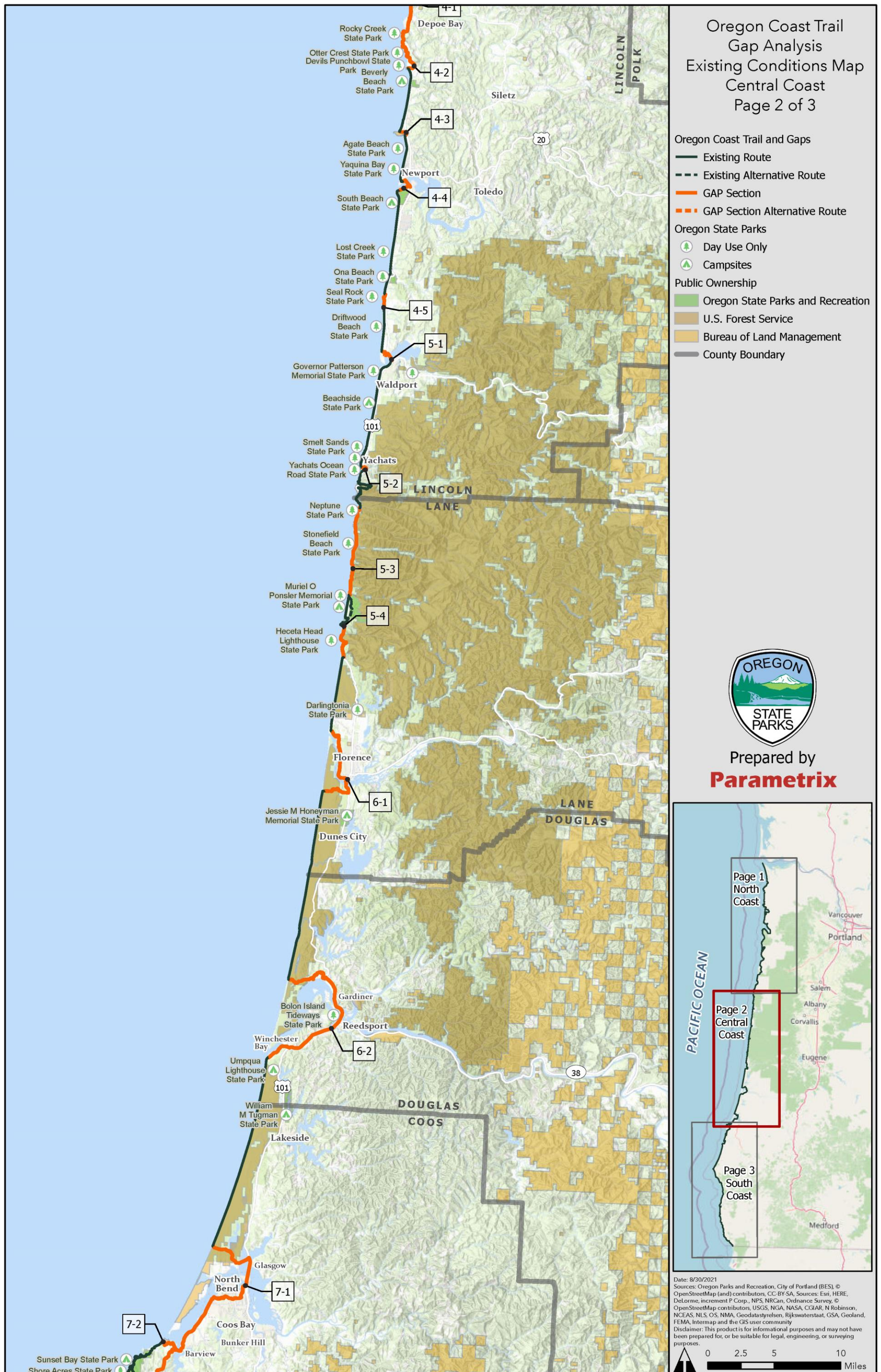


Figure 2. OCT Existing Conditions – Central Coast

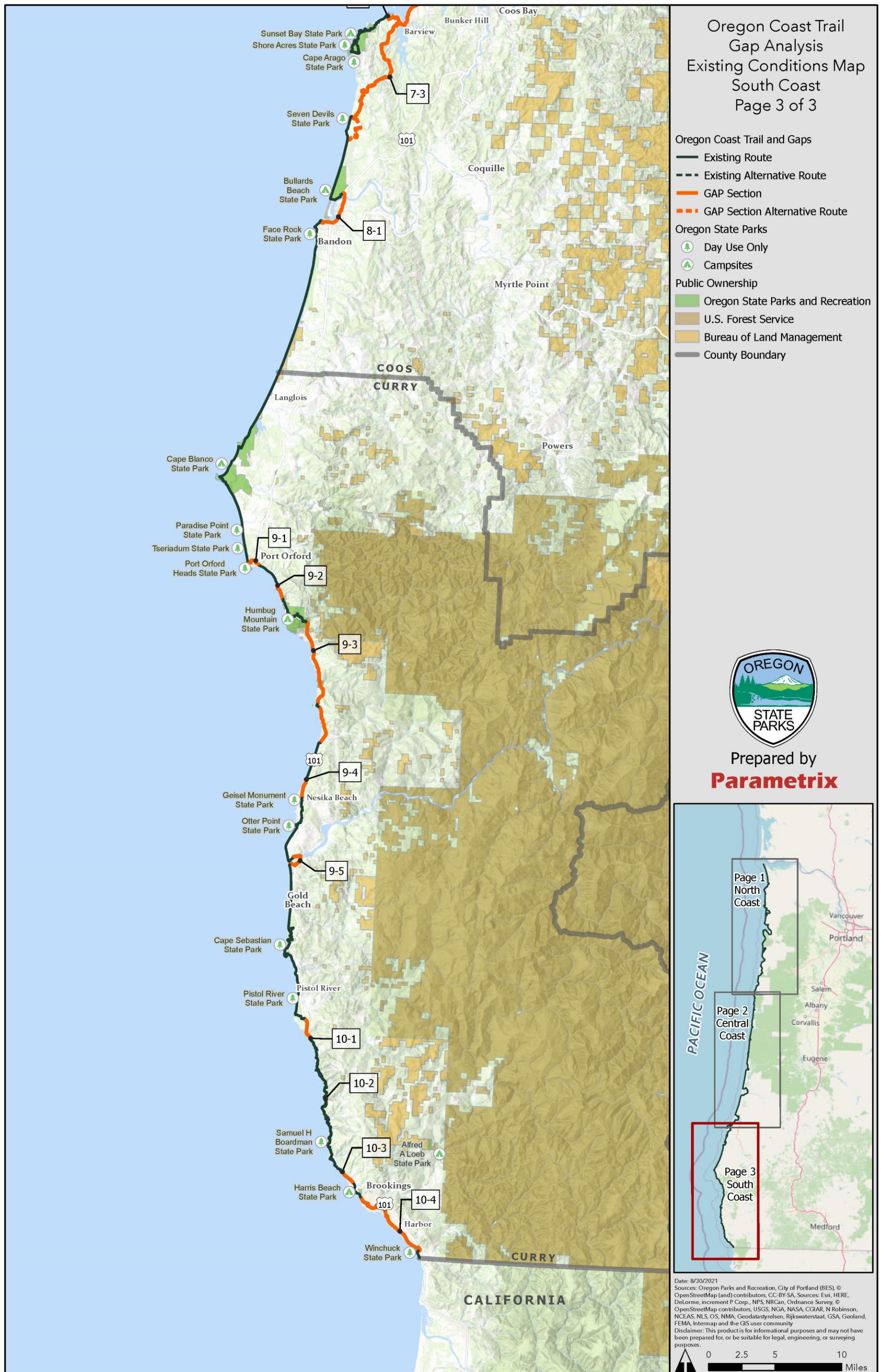


Figure 3. OCT Existing Conditions – South Coast