

OREGON COAST TRAIL ACTION PLAN



VOLUME 2: APPENDICES

OCTOBER 2023



U.S. Department
of Transportation
**Federal Highway
Administration**

AOC
Association of
Oregon Counties

APPENDICES

Appendices include final versions of Memoranda 1 through 5 and all Declarations of Cooperation. Also included are Cost Estimates and Concept Sheets, developed as part of Memorandum 4, and Alternatives Analysis Sheets developed as part of Memorandum 3.

- A Memorandum 1: OCT Action Plan Engagement Strategy
- B Memorandum 2: Existing Conditions
- C Memorandum 3: Alignment Analysis
- D Alternatives Analysis Sheets
- E Memorandum 4: Conceptual Drawings and Cost Considerations
- F Concept Designs
- G Memorandum 5: Funding Toolkit
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- I Declaration of Cooperation
- J Cost Estimates (electronic Excel file)



Appendix A

OCT Action Plan Engagement Strategy



TECHNICAL MEMORANDUM

DATE: October 7, 2021
TO: Paul Reilly, OPRD
FROM: Ryan Farncomb
SUBJECT: Final Memo 1: OCT Action Plan Engagement Strategy
CC: Cole Grisham, FHWA Western Federal Lands
PROJECT NAME: Oregon Coast Trail Action Plan

INTRODUCTION

This memorandum describes the public and stakeholder engagement strategy that will be carried out in support of the Oregon Coast Trail (OCT) Action Plan (Action Plan). We identify the goals for public engagement, key stakeholders, applicable state and federal regulations related to public engagement, and tactics. This memo is a living document that lays out a proposed plan for engagement, but we recognize that the approach to engagement will evolve as the project progresses. In light of this, the engagement strategy described here should be viewed as a starting point, and the project team will retain flexibility to adapt the engagement strategy as needed.

In addition to the outreach for the Action Plan described here, the Oregon Parks and Recreation Department (OPRD), Federal Highway Administration (FHWA) Western Federal Lands, and the Association of Oregon Counties (AOC) have additional concurrent engagement activities related to the Action Plan process. These activities include AOC stakeholder teams that are engaged on closing OCT gaps and other ongoing coordination with stakeholders. These activities are not described here, though the project team will coordinate all outreach activities with these other efforts.

The study area is broadly defined as the entire Oregon coastline adjacent to the existing OCT route. Appendix A (electronic appendix) provides demographic data for the study area, including coastal communities identified with higher concentrations of people with limited English proficiency and higher concentrations of people who are Hispanic or Latino.

APPLICABLE FEDERAL REGULATIONS

Section 508 Compliance

Section 508 of the Rehabilitation Act of 1973, and associated rules, require that electronic products be accessible to people who have disabilities. The rules include guidance on how to develop materials so that they are readable and understandable for all readers. An example of applying this guidance is adding alternate text to images in documents and avoiding use of color alone to convey information.

Federal Environmental Justice and Title VI Compliance

The Action Plan is funded in part through a federal grant administered by the FHWA Western Federal Lands. The project must meet requirements described in Executive Order 12898 (EJEO), *Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations*¹ and Title VI of the Civil Rights Act of 1964.

Title VI provides that “no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” Title VI protects people against discrimination due to race, color, national origin, age, sex, disability, or limited English proficiency.

Environmental justice (EJ) is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. The Executive Order requires each federal agency to “make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” EJ provisions generally apply to the same groups considered by Title VI, as well as people who are low-income.

Title VI and the EJEO protect against discrimination both in terms of outcomes as well as process. Consistent with these rules and guidance, OPRD and the project team will ensure the following:

Be inclusive of Title VI and EJ populations along the Oregon Coast.

- Consider the presence and concentrations of Title VI/EJ populations in the study area, which consists of the entire Oregon Coast and communities along the immediate coastline (see Appendix A that documents these populations).
- Ensure ample opportunity at multiple stages of the process for input from all communities via online and in-person or equivalent feedback opportunities.
- Collect demographic information (anonymously) at all public events to help understand how different populations are reached during the process.
- Consider translating materials into Spanish as appropriate.
- Produce electronic documents in accordance with Section 508 of the Rehabilitation Act of 1973, including following FHWA’s guidance.²

Ensure the planning process does not result in projects that are likely to have a disproportionate negative impact to Title VI and EJ populations, such as displacing or creating barriers between them and the rest of the community.

¹ https://www.environment.fhwa.dot.gov/env_topics/environmental_justice.aspx

² <https://www.fhwa.dot.gov/508/docs/had21010.pdf>

The Action Plan will support improving trail facilities along the Oregon Coast. While primarily a state recreation trail, many segments of the OCT provide a local transportation and recreation benefit to communities. It is unlikely that improvement alternatives developed during this process would have disproportionately negative impacts to Title VI or EJ communities. However, the project team will consider impacts to the communities immediately surrounding potential project locations and identify any potential impacts at a level of detail appropriate for this planning-level study, e.g., likelihood of displacements. Projects identified as part of the Action Plan would be subject to further study and review.

ENGAGEMENT GOALS

- **Encourage the participation of all stakeholders** regardless of race, ethnicity, age, disability, income, or primary language by employing a mix of tools to reach the broadest audience possible. Outreach materials may be translated to Spanish as necessary to encourage participation from limited-English proficiency populations. Based on demographic data in Appendix A, there are higher concentrations of people who are Hispanic or Latino in the cities of Tillamook and Newport as compared to other coastal communities and the state as a whole.
- **Provide early and ongoing opportunities for stakeholders to ask questions, raise issues, or share concerns.** Outreach will occur at three main milestones, but ongoing opportunities to comment will be provided through a project website or existing agency site.
- **Ensure that public feedback is considered in the decision-making process and in development of the Action Plan.** Public feedback on each step of the planning process will be incorporated into decision-making and reflected in relevant evaluation criteria to ensure the final plan reflects the public’s needs and priorities.
- **Explore trade-offs with stakeholders during Project Advisory Group (PAG) and other stakeholder meetings to resolve conflict if necessary,** and drive toward consensus on needs and solutions to ensure a broadly supported Action Plan.

Engagement Metrics

The following metrics can be used to assess the reach of the engagement program into the Oregon coastal community. The project team will present these statistics as part of engagement summary materials.

- Number of responses to online or in-person engagement events
- Respondent demographics to facilitate comparison to broader coastal demographics
- Respondent location to determine if engagement feedback is geographically distributed

KEY STAKEHOLDERS

Table 1 lists the major coastal stakeholder groups that have a stake or interest in the Action Plan or that could be affected by the resulting concepts that emerge. These groups should be considered during outreach, whether as participants in advisory committees or as groups to contact during milestone outreach.

Table 1. Stakeholders

Stakeholder Category	Examples/Potential Contacts
Government agencies and institutions	<ul style="list-style-type: none"> • Oregon Parks and Recreation Department

Stakeholder Category	Examples/Potential Contacts
	<ul style="list-style-type: none"> • Association of Oregon Counties • Cities, Counties • Transit agencies • Oregon Department of Transportation • Department of Land Conservation and Development (DLCD) • Oregon Department of Fish and Wildlife • United States Forest Service (USFS) • Oregon Department of Land Conservation and Development • Tribes/First Nations
Local stakeholders	<ul style="list-style-type: none"> • Business owners • Landowners • Residents, especially those adjacent to gap alignments
Non-profits	<ul style="list-style-type: none"> • Consejo Hispano (formerly Lower Columbia Hispanic Council, serves Clatsop, Columbia, and Tillamook Counties) • Travel Oregon • Oregon Coast Visitor’s Association

OPRD and FHWA have convened a PAG for the Action Plan that is composed of representatives of many of the stakeholder groups listed above. The PAG is a conduit to broader stakeholder outreach and will be engaged throughout the process to provide feedback to the project team, but also to help engage other stakeholders and the general public.

PUBLIC ENGAGEMENT TACTICS AND APPROACH

Table 2 describes the major public engagement milestones, timing, and the proposed engagement methods for each. The consultant team will provide a brief outreach summary at the conclusion of each milestone.

Table 2. Engagement Approach Summary

	Milestone 1	Milestone 2	Milestone 3
Purpose/Topic	<p>Introduce the project to stakeholders and provide opportunity for general feedback on the OCT experience.</p> <p>Provides early information about needs that clarify issues that must be addressed by the Action Plan.</p>	<p>Review concepts for closing OCT gaps to identify any red flags or missed opportunities, as well as funding opportunities and the management strategy.</p> <p>Provides opportunity for direct input from the public and stakeholders on the conceptual improvement ideas and other core elements of the Action Plan.</p>	<p>Final opportunity for public and stakeholder input on the elements of the draft Action Plan.</p>
Timing	November and December 2021	May 2022	October 2022
Primary Engagement Goal	Inform stakeholders about the project and provide an early, general opportunity for input	Main opportunity to hear feedback on elements of the Action Plan; confirm approaches to closing OCT gaps	Confirm findings and recommendations in the Action Plan
Engagement Tools	<ul style="list-style-type: none"> • Online survey tool and interactive feedback map 	<ul style="list-style-type: none"> • Updated online survey tool and interactive feedback map 	Online survey for providing feedback on the Action Plan

	Milestone 1	Milestone 2	Milestone 3
	<ul style="list-style-type: none"> Informational webinar for interested stakeholders and members of the public 	<ul style="list-style-type: none"> Webinar to share information and hear feedback from the general public Spanish-language webinar for interested stakeholders and the public Discussion/presentation to Tribes One-on-one or small group meetings as needed with specific individuals or groups 	
Communication Tools	<ul style="list-style-type: none"> Update to the FHWA Action Plan website Fact sheet for posting, printing, and emailing; will contain QR code to online survey and notification about Milestone 2 webinar Email blast to interested parties and stakeholder organizations Notification to Tribes 	<ul style="list-style-type: none"> Update to the FHWA Action Plan website Updated fact sheet for posting, printing, and emailing; will contain QR code to online survey Email blast to interested parties and stakeholder organizations 	<ul style="list-style-type: none"> Update to the FHWA Action Plan website Updated fact sheet for posting, printing, and emailing; will contain QR code to online survey Email blast to interested parties and stakeholder organizations

The following sections provide more details on the elements in Table 2.

Engagement Tactics

Online outreach: Online outreach will include presentation of materials and online surveys, relying heavily on visuals to convey key information. For an example of an online open house and survey, see: <https://storymaps.arcgis.com/stories/6db06018608849a29b1d1baa1e28b36e>

Paper versions of the survey can be printed and distributed as needed to aid in reaching those who cannot or will not participate online.

Focused workshops or one-on-ones: During Milestone #2, focused conversations may be needed with property owners, stakeholders, or jurisdictions to discuss concepts for addressing OCT gaps. It is assumed that the need for these meetings would be identified primarily by AOC staff.

Webinars: Webinars are great opportunities to provide more information and details about the project to interested parties. They will be advertised in advance via the fact sheets, email blasts, and updates to the project website. Webinars would generally be 1 hour in length, with 30 minutes for presentation and 30 minutes for questions and answers (Q&A) with project staff. Q&A is handled through chat and text entries by webinar participants (participants are not able to speak during the webinars).

Spanish-language webinars: From past experience, the project team knows that the best way to reach the Latinx community is through in-person events or online presentations. Surveys and materials produced in Spanish have historically not garnered significant response. The project team therefore proposes conducting one webinar in Spanish during the course of the project to reach Spanish-speaking communities in the study area.

Communications

Fact sheets: Fact sheets can be posted online and also printed and distributed throughout the coastal communities. The project team will need help from the PAG and other stakeholders/jurisdictions in distributing both electronic and paper version of the fact sheets. Fact sheets will be translated into Spanish.

Project website: The existing FHWA website will be updated periodically to provide information, post fact sheets, and also post materials generated as part of the Action Plan process.

Email blasts: OPRD and/or FHWA will maintain a list of stakeholder groups who want to receive email updates throughout the project. The consultant team will generate content for these emails.

Tribal communications: This engagement plan proposes periodic updates or presentations to interested Tribes. OPRD and FHWA will lead engagement with Tribes.

Roles and Responsibilities

Table 3 describes the roles and responsibilities for elements of the outreach program.

Table 3. Outreach Roles and Responsibilities

Element	Responsibilities
Fact sheets	<ul style="list-style-type: none"> • Consultant to draft content in both English and Spanish • OPRD/FHWA review and comment • OPRD/FHWA distribute to stakeholders and other groups • OPRD to post paper fact sheet at state parks
Email blasts	<ul style="list-style-type: none"> • Consultant draft content • OPRD/FHWA to maintain interested parties list • OPRD/FHWA to distribute to list
Tribal communications	<ul style="list-style-type: none"> • OPRD/FHWA to lead all communications with Tribes
Website	<ul style="list-style-type: none"> • Consultant to draft update content • Consultant to purchase custom domain that redirects to existing website • FHWA to post content
Webinars	<ul style="list-style-type: none"> • Consultant to develop content • OPRD/FHWA and consultant to co-lead presentation • Consultant to set up webinar software • Consultant to lead Spanish-language webinars
Online surveys/interactive map tools	<ul style="list-style-type: none"> • Consultant to draft content • OPRD/FHWA to review and comment • Consultant to produce printable version of survey to accompany fact sheet • OPRD/FHWA will distribute paper surveys or printable PDFs to stakeholders upon request
Small group or one-on-one meetings	<ul style="list-style-type: none"> • OPRD/FHWA to convene and schedule meetings (assumed to be online or over the phone) • Consultant to participate in discussions as needed; no presentation materials are assumed

Element	Responsibilities
Outreach summaries	<ul style="list-style-type: none"> • Consultant to draft content • OPRD/FHWA to review and comment

Appendix B

Existing Conditions



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 local 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

Plan	Year	Link
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/vyhlf6311/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
Waldport Transportation System Plan	2020	https://www.waldportoregon.gov/sites/g/files/vyhlf6536/f/pages/waldport_tsp_update_draft_09-2019_0.pdf

Plan	Year	Link
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/northbendtsp_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

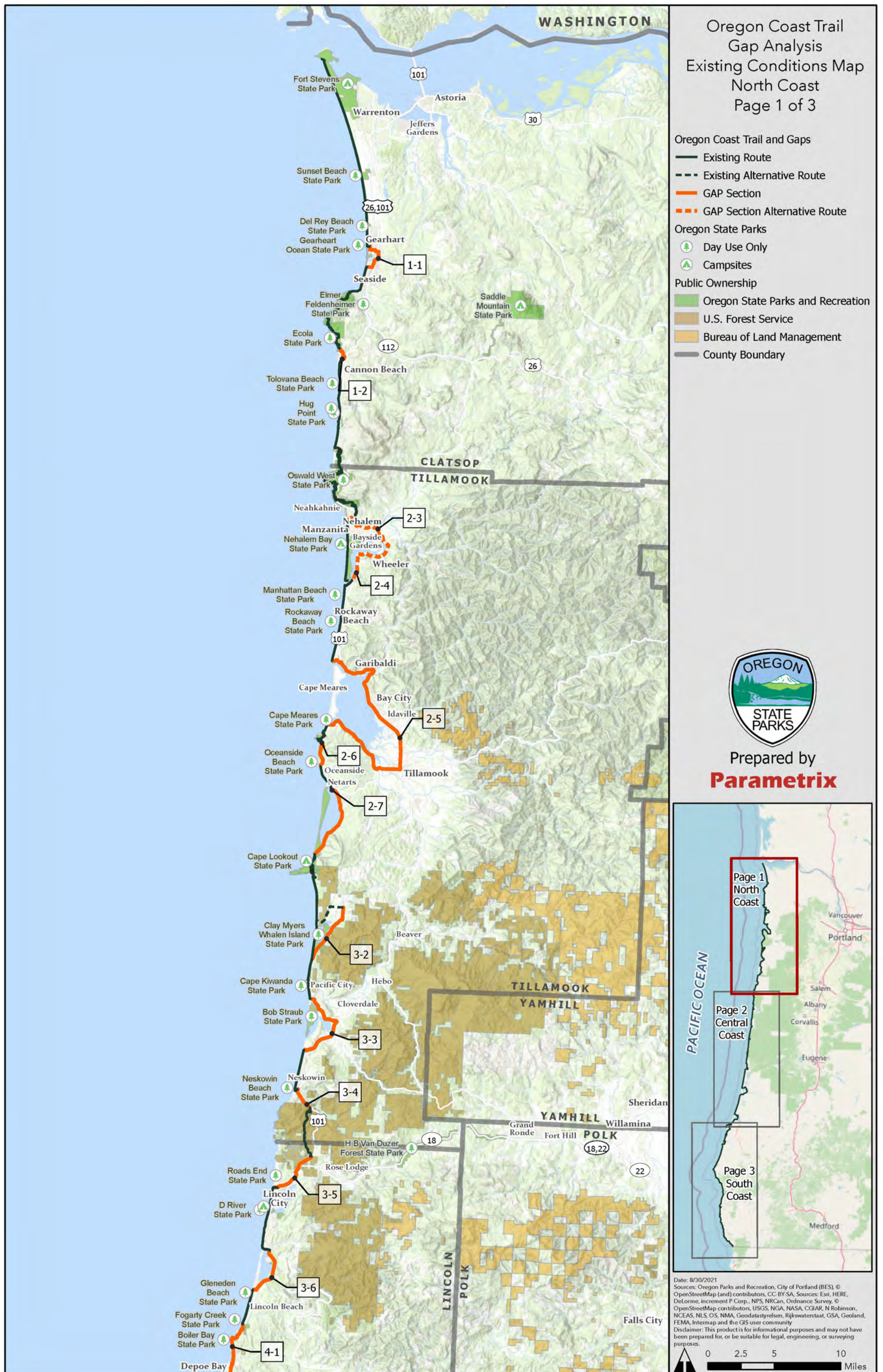


Figure 1. OCT Existing Conditions – North Coast

Oregon Coast Trail
Gap Analysis
Existing Conditions Map
Central Coast
Page 2 of 3

- Oregon Coast Trail and Gaps**
- Existing Route
 - - - Existing Alternative Route
 - GAP Section
 - - - GAP Section Alternative Route
- Oregon State Parks**
- 🌳 Day Use Only
 - 🏕 Campsites
- Public Ownership**
- 🌿 Oregon State Parks and Recreation
 - 🌲 U.S. Forest Service
 - 🏡 Bureau of Land Management
 - ⬛ County Boundary



Prepared by
Parametrix



Date: 8/30/2021
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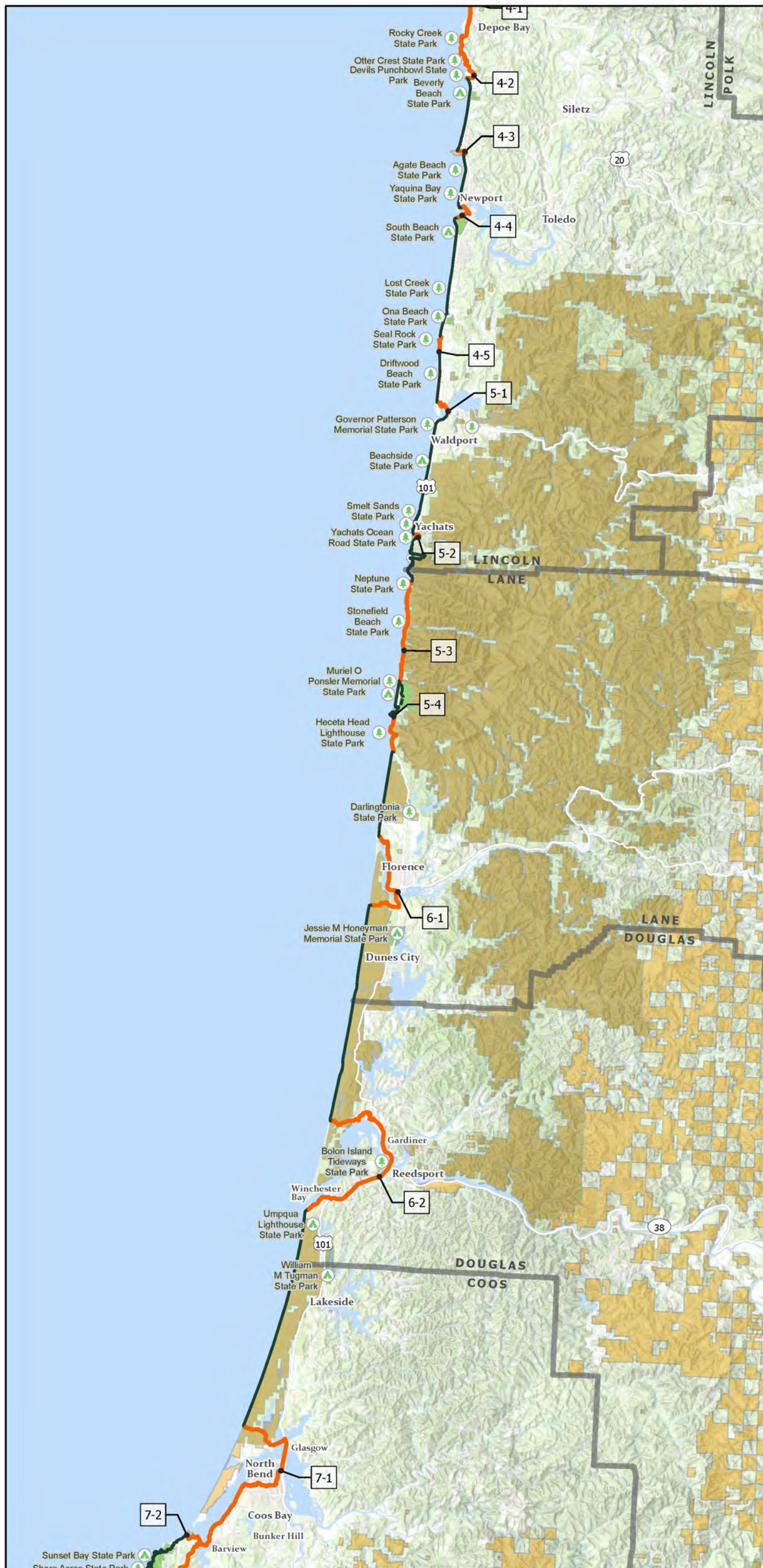


Figure 2. OCT Existing Conditions – Central Coast

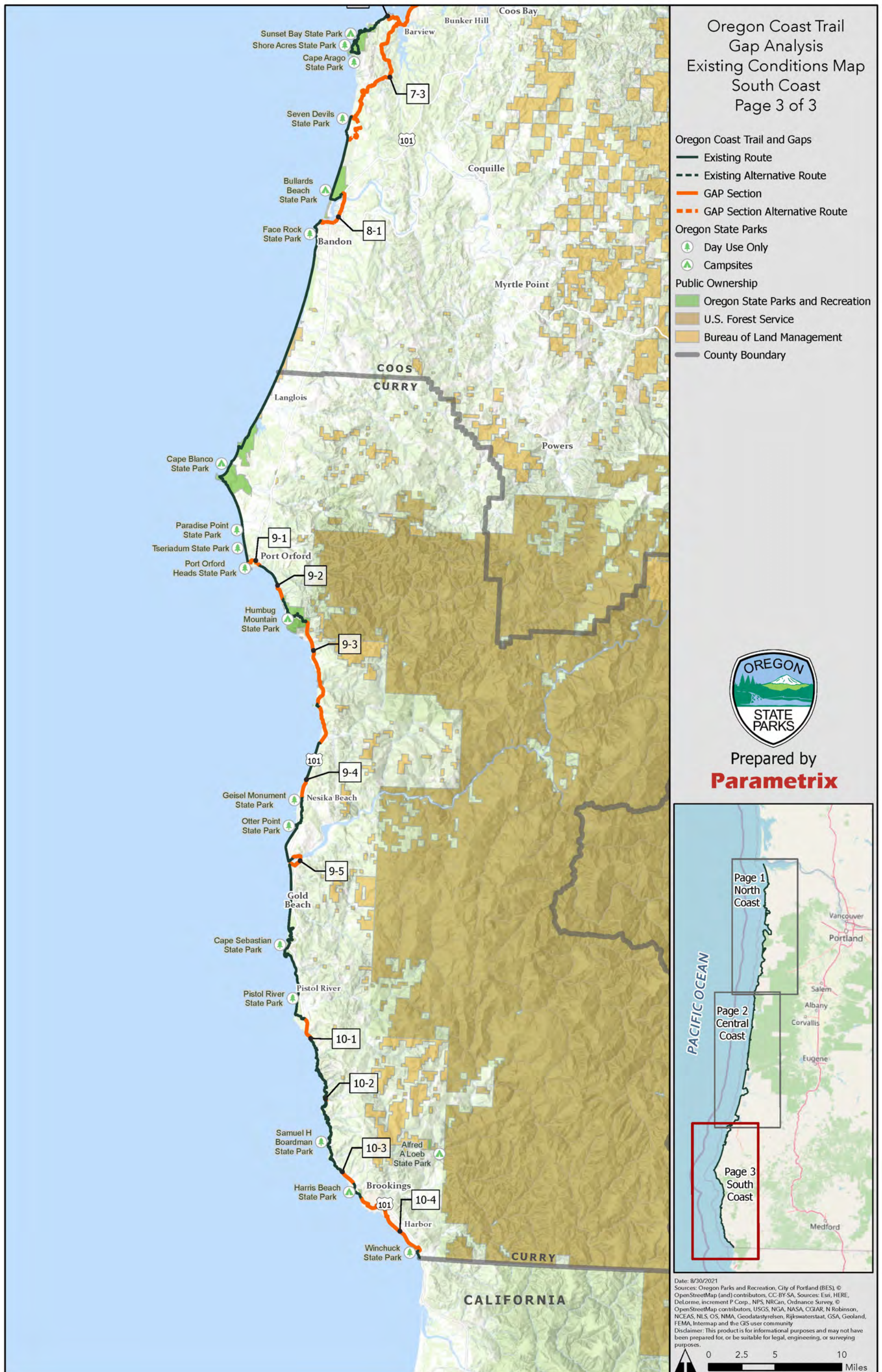


Figure 3. OCT Existing Conditions – South Coast

Appendix C

Alignment Analysis



TECHNICAL MEMORANDUM

DATE: June 3, 2022

TO: Paul Reilly, OPRD
Cole Grisham, FHWA WFL

FROM: Ryan Farncomb, Jason Nolin, Chad Tinsley, Steve Krueger (TKO), Kelly Derr (HRA)

SUBJECT: Alignment Analysis

CC: Andy Smith, AOC
OCT Project Advisory Group

PROJECT NAME: Oregon Coast Trail Action Plan

INTRODUCTION

This memorandum documents analysis of the alignments and alternatives developed to fill gaps in the Oregon Coast Trail (OCT). This analysis evaluated more than 40 gaps in the trail that require users to travel along or across state and local roadways, including the shoulder of US 101 in many places. The 2011 *Oregon Coast Trail 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. Gaps are distributed through the length of Oregon's coast, from Gearhart to Brookings.

In 2021, the Association of Oregon Counties (AOC) led a process to develop alignment alternatives for completing each gap section of the OCT. These alignment alternatives are reviewed in this memo, maps, and accompanying electronic map available at:

<https://tinyurl.com/xysdyex4>

This memo reviews applicable trail standards, roadway design standards as applicable, prioritization criteria for trail alignments and alternatives, and project phasing. Also covered are potential resource issues related to each alignment (environmental, cultural, archeological, etc.), property ownership (issues related to private property or opportunities for utilizing public land), and constructability issues (topography, soils, landslide risk, etc.) Where these risks have been identified, the project team has suggested alignment modifications or other mitigation strategies for consideration. Also included are "preferred" alignments based on these factors.

The findings from this memorandum will be reviewed by the project agency partners, the general public, and the Project Advisory Group (PAG) before finalizing. The final recommendations will inform development of conceptual trail designs in the next phase of the project.

TRAIL DESIGN STANDARDS

New trail segments will be designed using the design standards applicable for the specific facility type, as described in Table 1. In general, upland sections of the Oregon Coast Trail are designed to be soft-surface hiking paths. However, in certain circumstances, the trail may be hard-surfaced and/or ADA accessible where sections of the OCT coincide with other trails or bicycling and pedestrian facilities. Where the OCT shares alignment with US 101 or the right-of-way of US 101, ODOT design standards generally would prevail.

Table 1. Design Standards

	Trail Standards	Walking Facility Standards for Roadways	
Source	Trail Fundamentals and Trail Management Objectives (USFS, 2016)	Local Roadway Design Standards	ODOT Highway Design Manual Chapter 13 & Appendix L
Standards	<p>Trail standards describe the tread width, surface, grade, cross slope, clearing, and turn radius. Standards depend on the intended design use(s) and the level of development.</p> <ul style="list-style-type: none"> Design use: will typically be “Hiker/Pedestrian”, “Bicycle”, or “Pack and Saddle”, whichever of the allowed uses on the segment has the most limiting design parameters. (“Pack and Saddle” is more limiting than “Bicycle”, and both are more limiting than “Hiker/Pedestrian”. “Trail class” describes the level of development and is chosen to be appropriate for the context (wilderness or urban) and intended uses. Levels range from Class 1 (minimally developed, i.e. experience is natural and unmodified) to Class 5 (fully developed, i.e. tread is wide, firm, and generally uniform). 	Several gaps may use local streets within cities or counties along the coast. Standards vary from jurisdiction to jurisdiction.	<p>Chapter 13 of the HDM focuses on bicycle and pedestrian guidelines for stare facilities. Includes guidelines for sidewalks, paths, street crossings, and intersections.</p> <p>Appendix L of the HDM, the Oregon Bicycle and Pedestrian Design Guide, contains recommendations and best practices that exceed AASHTO and/or HDM standards. Includes guidelines for sidewalks, paths, street crossings, and intersections.</p>
Application	<p>Most upland sections of trail not in ODOT right-of-way.</p> <p>https://www.fs.fed.us/recreation/programs/trail-management/documents/trailfundamentals/1623-3801_TrailFdml+TMO_Sec508_11-14-16_150dpi.pdf</p>	Local standards will be applicable where the trail is within local right-of-way.	<p>Applicable where ODOT designs are more developed than AASHTO standards.</p> <p>https://www.oregon.gov/odot/Engineering/Document_s_RoadwayEng/HDM_13-Ped-Bicycle.pdf https://www.oregon.gov/odot/Engineering/Document_s_RoadwayEng/HDM_L-Bike-Ped-Guide.pdf</p>

PRIORITIZATION CRITERIA

This alignment analysis assessed two separate questions:

- For each gap, which alignment alternative is preferred?
- Over the entire route, which gaps should be prioritized?

The first question considers looks at each gap independently to determine the preferred way to improve the gap. The second question looks at all of the gaps along the full OCT to determine which gaps should be improved first.

Gap Alignment Alternatives

Multiple alternatives were considered for improving most of the OCT gaps. Alternatives include the recommended alignments from the Segment Teams, suggestions from the Project Advisory Group (PAG), and options that came from technical review by the project team. Alignment alternatives for each gap are assessed in the attached info sheets.

Alternate Routes

Some gaps have special circumstances that can make an additional “alternate” route practical. For example, gaps served by ferries can have alternate overland routes for times when the ferry is not operating or a hiker prefers to go by land. There are also tidal alternate routes on high ground when the preferred route is under water at higher tides. Potential alternate routes are indicated with the alternative assessment info sheets.

Alternative Assessment

The alignment alternatives for each gap were assessed using the criteria and qualitative measures as defined in Table 2. Criteria are based on desired project outcomes, input from the PAG, and public feedback. Measures were developed to be practicable and result in differentiating the alternatives. See the attached info sheets for the assessment results.

Alignment Surfaces

The type of surface that the trail would be on, e.g. beach, highway shoulder, sidewalk, local road, etc., was quantified for each alternative. The results are included as charts in the attached info sheets and helped inform the assessment for “Trail facility and surface quality.”

Table 2. Preferred Alignment Alternatives Criteria and Measures

Criteria	Measures		
	● Most beneficial / Minimal impact	◐ Neutral / Moderate benefits or impacts	○ Least beneficial / Most impactful
Property impacts	Alternative is fully on existing right of way or public land.	Potential for alternative to cross a small number of private properties.	Alternative likely to cross more than a small number of private properties or tribal land.
Environmental resource impacts	Alternative on land that is already developed or has a low likelihood of environmental resources.	Potential for alternative to impact environmental resources.	Alternative likely to significantly impact environmental resources.
Cultural, historical, archaeological impacts	Alternative on land that is already developed or has a low likelihood of cultural/ historical/ archaeological resources.	Potential for alternative to impact cultural/ historical/ archaeological resources.	Alternative likely to significantly impact cultural/ historical/ archaeological resources.
Trail facility and surface quality	Alternative is fully or mostly on beach or soft surface trail.	Alternative is on a paved trail. Or alternative is on a sidewalk/paved road for a relatively short distance.	A substantial portion of the alternative is on a sidewalk/paved road.
Constructability	Alternative is on existing facilities or would not require new construction.	Alternative would likely require minor or a small amount of construction improvements (e.g., trail construction on relatively flat land, roadway striping).	Alternative would likely require substantial construction improvements (road widening, bridge, stabilizing unstable slopes, retaining wall).
Transportation system interactions	Alternative completely avoids roadways.	Alternative uses a sidewalk, route is on the shoulder of a low traffic street, or crosses a busy road at a marked crossing.	Alternative is on the shoulder of US 101 or other busy road for any distance, or requires crossing a busy road at an unmarked crossing, or is on any road for a relatively long distance.
Safety improvement	Alternative substantially improves safety.	Alternative likely to improve safety or provide moderate safety benefits.	Alternative does not improve safety from existing conditions.
Connection to towns	Alternative travels through a commercial area with services relevant to hikers (e.g. food and lodging).	Alternative travels near a commercial area with services relevant to hikers. Commercial area could be accessed via a short detour.	Alternative avoids commercial areas.
Consistent user experience	Alternative is on beach or unpaved trail in a natural setting.	Alternative includes paved surfaces and is in a natural setting.	Alternative is in a developed setting.

Prioritized Gaps

The project team prioritized gaps based on a set of criteria (separate from the alignment alternative criteria) that was legislated in House Bill 3149. Prioritization of new trail segment construction is based on:

- Resulting improved safety. Safety is weighted twice as heavily as the other criteria in the prioritization framework.
- Immediacy of implementation.
- Potential project sponsors.
- Sources of funding.

The measures and scoring for these criteria are described in Table 3. Each gap was scored based on the nature of the gap itself (i.e., would remedying the gap solve a major safety concern) and also considers the nature of the preferred alternative alignment. The recommended priority from each gap is based on its score. The Project Advisory Group, Oregon Parks and Recreation Department, and other stakeholders will review this list of priorities before they are finalized.

The results of this assessment are in Table 4. Also included are recommendations for potential phasing improvements for each gap, the potential partners for each gap, and other plans that the gap alternatives are aligned with. Later in the project, the project team will develop conceptual design solutions for each gap.

Table 3. Gap Prioritization Criteria and Measures

Criteria	Measures		
	High priority (score: 3)	Moderate priority (score: 2)	Lowest priority (score: 1)
Resulting improved safety (weight: 2x)	Alternative addresses a known, substantial safety concern and/or substantially improves safety.	Alternative addresses a likely safety concern, is likely to improve safety, or provide moderate safety benefits.	Safety not improved from existing conditions.
Immediacy of implementation	Possible within 5 years, based on level of stakeholder engagement anticipated and construction feasibility.	Possible within 10 years, based on level of stakeholder engagement anticipated and construction feasibility.	Possible within 20 years, based on level of stakeholder engagement anticipated and construction feasibility.
Potential project sponsors	Organizations, property owners, and/or jurisdictions have expressed willingness to support improvements. Improvements coincide with other existing planned projects.	Organizations, property owners, and/or jurisdictions in the area are likely to support improvements, though it has not been explicitly expressed.	Low or unknown potential for organizations, property owners, and/or jurisdictions to support improvements.
Sources of funding	Funding has been committed, improvements can be made through another funded project, or project cost expected to be very low.	Potential funding sources have been identified but not secured, or project cost is expected to be relatively low.	Potential funding sources still to be determined and project cost is expected to be substantial.

Table 4. Alignment Alternatives Evaluation and Prioritization

Gap ID	Gap Name	Safety	Immediacy of Imp.	Potential Sponsors	Sources of Funding	Overall Score	Recom. Priority Level	Alternatives	Partnership Opportunities and Alignment with Plans
1	Columbia River to Oswald West								
1-X	Camp Rilea	1	3	1	3	8	Low	<ul style="list-style-type: none"> Preferred: follow the existing route on beach Consider signing an alternate route along US 101 and the Fort to Sea Trail for use when Camp Rilea is closed to foot traffic. 	
1-1	Necanicum River	6	2	3	2	14	High	<ul style="list-style-type: none"> Preferred: follow existing route along US 101, slated to be improved with sidewalks and bike lanes in the future as part of an ODOT project (US 101: Gearhart Facility Plan). Alt A: cross US 101 and follow new route and trail east of US 101 near airport, then cross near Ocean Avenue and continue to beach. Alt B: new trail on west side of US 101, reducing the duration of walking along US 101. 	ODOT <i>Plans:</i> 2017 Gearhart TSP 2010 Seaside TSP US 101: Gearhart Facility Plan (in development)
1-2	Ecola Creek	4	3	2	2	11	High	<ul style="list-style-type: none"> Preferred: re-route to the beach via 7th St, then across Ecola Creek at the existing Elm Street bridge, then continues along the beach. Alt A: New trail through John Yeon State Natural Site. Alt B: Stay on local roads and connect with beach at west end of 3rd St. 	City of Cannon Beach <i>Plans:</i> 2017 Cannon Beach Parks Master Plan
1-Z	Silver Point to Hug Point	1	3	1	3	8	Low	<ul style="list-style-type: none"> Preferred: maintain current route, but improve signage and notification to OCT hikers about the tidal gap at this location. 	None specifically

Gap ID	Gap Name	Safety	Immediacy of Imp.	Potential Sponsors	Sources of Funding	Overall Score	Recom. Priority Level	Alternatives	Partnership Opportunities and Alignment with Plans
2 Oswald West to Cape Lookout									
2-3/4	Manzanita — Nehalem River	4	1	3	1	9	Medium	<ul style="list-style-type: none"> Preferred: cross Nehalem Bay by ferry, as many hikers do today. Alt A: Develop the Salmonberry Trail to serve as an overland route and potential alternate to the ferry. Alt B: Improve signage on US 101 as an interim overland route until Alt A (Salmonberry Trail) is implemented. 	Salmonberry Trail Foundation Port of Tillamook Bay Cities of Manzanita, Wheeler, Nehalem <i>Plans:</i> Salmonberry Trail (2017 Coast Segment Planning Study) 2001 Wheeler TSP
2-4	Nehalem River	Combined with 2-3		—	—	—	—	—	—
2-5	Tillamook Bay	6	3	2	3	14	High	<ul style="list-style-type: none"> Preferred: walk along US 101 to the Garibaldi Marina to catch a ferry to the Bayocean Peninsula, then continue south. No ferry service currently exists. Alt A: Salmonberry Trail south to downtown Tillamook, then continues along unimproved OR 131 to Bayocean Road, continuing on to Cape Meares. Alt B: may be used as an interim overland route until Alt A (Salmonberry Trail) is implemented. 	Garibaldi Marina Salmonberry Trail Foundation <i>Plans:</i> Salmonberry Trail (2017 Coast Segment Planning Study) 2019 Tillamook TSP 2003 Garibaldi TSP
2-6	Oceanside	4	3	2	3	12	High	<ul style="list-style-type: none"> Preferred: route onto Cape Meares Loop. Note that the road is being re-constructed on a partially new alignment at the time of this writing. Alt A: Follows new trail from south end of 5th St up to the existing Cape Meares Scenic Trail. Alt B: Follows current route alignment; trail along the slopes of Cape Meares is unstable and unmaintained. 	ODOT Tillamook County
2-X	Oceanside South	1	3	1	3	8	Low	<ul style="list-style-type: none"> Preferred: follows existing route along the beach. Recommended signing overland route along OR 131 as a potential high tide alternate route. 	ODOT

Gap ID	Gap Name	Safety	Immediacy of Imp.	Potential Sponsors	Sources of Funding	Overall Score	Recom. Priority Level	Alternatives	Partnership Opportunities and Alignment with Plans
2-7	Netarts Bay	4	2	1	2	8	Low	<ul style="list-style-type: none"> Preferred: follows existing route, but consider improvements like widened gravel shoulder and signage on Whiskey Creek Rd and Netarts Bay Dr. Alt A: ferry connection from Netarts Bay Boat ramp to Netarts Spit. No service currently exists. 	Tillamook County
3 Cape Lookout to Lincoln City									
3-2	Sand Creek	1	2	1	2	6	Low	<ul style="list-style-type: none"> Preferred: heads east from beach along Camp Merriweather Road, then Derrick Road, Galloway Road, and on to Sandlake Road before rejoining beach at Tierra Del Mar. Alt A: continue further south on beach, then backtrack northward to connect to Galloway Road. Alt B: cross on new bridge over Sand Lake. 	USFS
3-3	Nestucca River	4	2	2	1	10	Medium	<ul style="list-style-type: none"> Preferred: ferry service from Pacific City to Nestucca Bay Wildlife Refuge. Alt A: Overland route is a potential alternate to using a ferry. 	USFWS Tillamook County
3-4	Cascade Head (North)	1	3	2	3	9	Medium	<ul style="list-style-type: none"> Preferred: follows new off-road trail across Cascade Head. Alt A: similar to Preferred, but uses Slab Creek Road to avoid part of US 101 walk. 	The Nature Conservancy
3-5	Cascade Head (South)	6	2	3	1	12	High	<ul style="list-style-type: none"> Preferred: connects to beach via new trail from Fraiser Rd. Alt A: follows existing alignment on US 101 to 40th St in Wacom Beach. 	The Nature Conservancy Private Property Owners Lincoln County <i>Plans:</i> 2021 Oregon Coast Bike Route 2015 Lincoln City TSP

Gap ID	Gap Name	Safety	Immediacy of Imp.	Potential Sponsors	Sources of Funding	Overall Score	Recom. Priority Level	Alternatives	Partnership Opportunities and Alignment with Plans
3-6	Siletz Bay	4	3	2	2	11	High	<ul style="list-style-type: none"> Preferred: follows the existing alignment on US 101 from Lincoln City to just south of Siletz Bay with signage and shoulder improvements. Alt A: similar to the Preferred Alt, but accesses US 101 from 51st St in Lincoln City and stays on US 101 further south to Gleneden Beach Loop. 	ODOT Lincoln City Salishan Lodge <i>Plans:</i> 2021 Oregon Coast Bike Route 2015 Lincoln City TSP 2007 Lincoln County TSP
4 Lincoln City to Waldport									
4-1	Fogarty Creek	4	1	2	3	10	Medium	<ul style="list-style-type: none"> Preferred: maintains existing route; a long segment on US 101 or parallel paths and roads when possible. Improved signage. Alt A: avoids the south portion of US 101 through Depoe Bay with a diversion through the forested land to the east. 	ODOT Private Property Owners
4-2/3	Whales Cove	1	3	2	3	9	Medium	<ul style="list-style-type: none"> Preferred: follows existing route along Otter Crest Lp with signage improvements. Alt A: minor change to existing alignment to follow 3rd St at the south end. 	Lincoln County
4-3	Whales Cove (South)	Combined with 4-2		—	—	—	—	—	—
4-4	Yaquina Head	1	2	2	2	7	Low	<ul style="list-style-type: none"> Preferred: crosses Yaquina Head through a combination of existing roads and trails. Alt A: follows existing route along US 101. 	Newport <i>Plans:</i> 2021 Newport TSP
4-5	Yaquina Bay	1	3	2	3	9	Medium	<ul style="list-style-type: none"> Preferred: maintains current alignment and crosses Yaquina Bay on US 101 over the Yaquina Bay Bridge. 	<i>Plans:</i> 2021 Oregon Coast Bike Route 2021 Newport TSP
4-6	Seal Rock	1	3	2	2	8	Low	<ul style="list-style-type: none"> Preferred: maintains current alignment. 	

Gap ID	Gap Name	Safety	Immediacy of Imp.	Potential Sponsors	Sources of Funding	Overall Score	Recom. Priority Level	Alternatives	Partnership Opportunities and Alignment with Plans
5 Waldport to Florence									
5-1	Alsea Bay	1	3	2	2	8	Low	<ul style="list-style-type: none"> Preferred: follows existing route along NW Bayshore Dr and the Alsea Bay beach to the Alsea Bay Bridge. Alt A: goes further south on the beach, then winds through neighborhoods to Alsea Bay beach and to the Alsea Bay Bridge 	Waldport: <i>Plans:</i> 2020 Waldport TSP
5-X	Waldport	4	1	3	1	9	Medium	<ul style="list-style-type: none"> Preferred: maintains existing alignment; follows US 101 with improved facilities for walking (included in the Oregon Coast Bike Route Plan). Alt A: climbs the hill to the east of US 101 to avoid the pinch point on the beach. Alt B: climbs the hill further to the east of Alt A and follows trails to avoid the pinch point on the beach. 	ODOT Waldport <i>Plans:</i> 2021 Oregon Coast Bike Route Plan
5-2	Yachats	1	3	2	2	8	Low	<ul style="list-style-type: none"> Preferred: maintains current alignment through Yachats. 	Yachats Trail Committee
5-3/4	Siuslaw	4	2	3	1	10	Medium	<ul style="list-style-type: none"> Preferred: maintains existing route, follows US 101. Alt A: develop new trail paralleling US 101. 	ODOT Utility companies USFS <i>Plans:</i> 2021 Oregon Coast Bike Route Plan
5-4	Siuslaw (South)	Combined with 5-3		—	—	—	—	—	—
5-5	Heceta Head	6	2	3	1	12	High	<ul style="list-style-type: none"> Preferred: follows a combination of new trails, existing forest roads, and existing equestrian trails to bypass lengthy section of US 101 Alt A: similar to Preferred, but joins up with US 101 further north. Part of this alignment would provide utility for the Oregon Coast Bike Route. 	Private Property Owners ODOT USFS <i>Plans:</i> 2021 Oregon Coast Bike Route Plan

Gap ID	Gap Name	Safety	Immediacy of Imp.	Potential Sponsors	Sources of Funding	Overall Score	Recom. Priority Level	Alternatives	Partnership Opportunities and Alignment with Plans
6 Florence to Winchester Bay									
6-1	Siuslaw River	4	2	3	1	10	Medium	<ul style="list-style-type: none"> Preferred: maintains existing alignment; follows Rhododendron Dr, US 101 over the Siuslaw River Bridge, and S Jetty Rd/Sand Dunes Rd back to the beach. Improved signage. Alt A: similar to Preferred, but follows new trail alignment west of Glenada to beach. 	ODOT Florence <i>Plans:</i> 2021 Oregon Coast Bike Route Plan 2012 Florence TSP
6-2	Umpqua River	6	3	1	2	12	High	<ul style="list-style-type: none"> Preferred: new ferry crossing of the Umpqua River. Alt A: follows existing route near and along US 101. Alt B: long term overland route follows a combination of existing roads and new trails. 	Salmon Harbor Marina (Winchester Bay) ODOT Reedsport <i>Plans:</i> 2021 Oregon Coast Bike Route Plan 2018 Dean to Dunes Trail Plan 2006 City of Reedsport TSP
7 Winchester Bay to Bandon									
7-1	North Coos Bay (Horsfall Beach to Seven Devils)	1	3	3	2	9	Medium	<ul style="list-style-type: none"> Preferred: maintains existing alignment; follows Horsfall Rd to US 101, then through city streets in North Bend and trails through John Topits Park. Alt A: similar to Preferred, but uses existing paths to avoid most of Horsfall Road. Alt B: similar to Preferred, but avoids trails in John Topits Parks. 	North Bend ODOT <i>Plans:</i> 2021 North Bend TSP 2021 Oregon Coast Bike Route Plan
7-2	South Coos Bay	1	3	2	3	9	Medium	<ul style="list-style-type: none"> Preferred: maintains existing route, follows Cape Arago Hwy. 	2021 Oregon Coast Bike Route Plan

Gap ID	Gap Name	Safety	Immediacy of Imp.	Potential Sponsors	Sources of Funding	Overall Score	Recom. Priority Level	Alternatives	Partnership Opportunities and Alignment with Plans
7-3	Cape Arago	6	1	1	1	9	Medium	<ul style="list-style-type: none"> Preferred A: follows Bastendorf Beach, trails in Sunset Bay State Park, and a new trail south to Seven Devils Rd. Returns to the beach at Seven Devils State Recreation Site. Preferred B: similar to Preferred A, deviation at north end. South portion stays inland through Bandon Dunes to avoid Five Mile Point and serve as a high ground route option. Alt C: maintains route along Seven Devils Road. Stays inland to avoid Five Mile Point and returns to beach at Whiskey Run Beach. 	Private Property Owners Bandon Dunes Resort Curry County <i>Plans:</i> 2021 Oregon Coast Bike Route Plan 2011 Coos County TSP
8 Bandon to Port Orford									
8-1	Coquille River	1	3	2	2	8	Low	<ul style="list-style-type: none"> Preferred: maintains existing route, overland option through Bullards Beach State Park and along US 101 and Riverside Dr. Alt A: new ferry from south end of Bullards Beach. 	ODOT Port of Bandon <i>Plans:</i> 2021 Oregon Coast Bike Route Plan 2000 Bandon TSP
9 Port Orford to Gold Beach									
9-1	Port Orford	1	3	2	2	8	Low	<ul style="list-style-type: none"> Preferred: maintains existing route. Alt A: adjust route to reduce out of direction travel. 	Port Orford
9-2	Rocky Point	1	3	2	2	8	Low	<ul style="list-style-type: none"> Preferred: rounds Rocky Point on US 101. Consider signage improvements. 	ODOT
9-3	Humbug Mountain (North)	6	2	3	1	12	High	<ul style="list-style-type: none"> Preferred: takes multiple diversions from US 101 to avoid highway walking. Alt A: continuous route along US 101 	ODOT <i>Plans:</i> 2021 Oregon Coast Bike Route Plan
9-5	Nesika	2	1	2	1	6	Low	<ul style="list-style-type: none"> Preferred: follows Nesika Rd and Old Coast Rd to Otter Point State Recreation Site, where it rejoins the beach. Alt A: minor deviation from Preferred. 	

Gap ID	Gap Name	Safety	Immediacy of Imp.	Potential Sponsors	Sources of Funding	Overall Score	Recom. Priority Level	Alternatives	Partnership Opportunities and Alignment with Plans
9-6	Gold Beach	1	3	2	3	9	Medium	<ul style="list-style-type: none"> Preferred: maintain existing route, crosses the Rogue River on US 101. Improved signage. 	ODOT <i>Plans:</i> 2021 Oregon Coast Bike Route Plan 2000 Gold Beach TSP
10 Gold Beach to California border									
10-1	Crook Point	1	3	1	3	8	Low	<ul style="list-style-type: none"> Preferred: maintains existing route, uses the shoulder of US 101 from Pistol River State Scenic Viewpoint to Samuel H Boardman State Scenic Corridor. Improved signage. 	ODOT
10-2	Thomas Creek	1	3	2	3	9	Medium	<ul style="list-style-type: none"> Preferred: maintains existing route, uses Thomas Creek Bridge with improved signage and flashing lights 	ODOT <i>Plans:</i> 2021 Oregon Coast Bike Route Plan
10-3	Shy Creek	1	3	1	3	8	Low	<ul style="list-style-type: none"> Preferred: maintains existing route on the shoulder of US 101. Improved signage. 	
10-4	Chetco River (North)	1	3	3	3	10	Medium	<ul style="list-style-type: none"> Preferred: maintains existing route, follows US 101, Railroad St, and Lower Harbor Rd through Brookings. Improved signage. 	Brookings ODOT <i>Plans:</i> 2021 Oregon Coast Bike Route Plan 2017 Brookings TSP
10-5	Chetco River (South)	1	3	3	3	10	Medium	<ul style="list-style-type: none"> Preferred: on the shoulder of Oceanview Dr to the south end of Brookings. Improved signage. 	Brookings <i>Plans:</i> 2017 Brookings TSP

Appendix D

Alternatives Analysis Sheets



1-X: Camp Rilea

Section 1: Columbia River to Oswald West

This becomes a gap when Camp Rilea closes the beach for military exercises.

Preferred Alt

Follows the existing route on beach.

Stays on beach through Camp Rilea.

Considerations

- May be closed occasionally for military exercises.

Alt A

Avoids military area by taking existing roads and trails.

Occasionally, the route along the beach next to Camp Rilea is closed due to military drills. This alternative route uses Delaura Beach Rd and Ridge Rd before joining with US 101 for 0.38 miles to bypass the beach when needed. Then the route joins with the Fort to Sea Trail to head west back to the beach.

Considerations

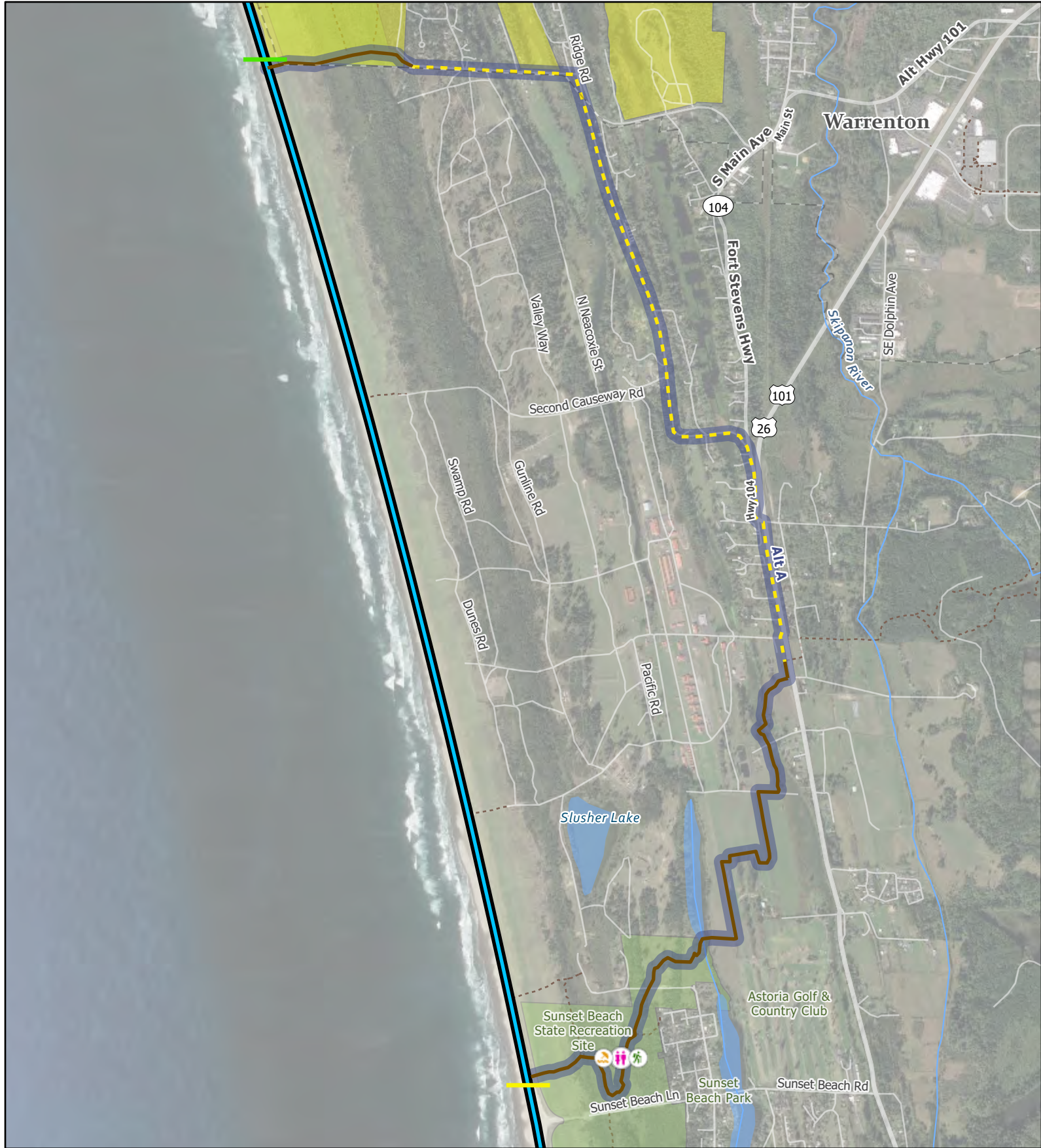
- Provides alternate route when the beach is closed.
 - Requires on-street and US 101 walking.
- Uses the existing Fort to Sea Trail.

Alignment Surfaces



Alt Comparison

	Preferred	A
Property impacts	●	◐
Environmental resource impacts	●	◐
Cultural, historical, archaeological impacts	●	●
Trail facility and surface quality	○	◐
Constructability	◐	◐
Transportation system interactions	◐	◐
Safety improvement	●	◐
Connection to towns	●	●
Consistent user experience	◐	◐



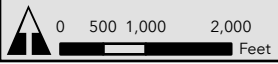
Date: 5/24/2022
 Sources: OPRD, ESRI, USGS, OSM, State of Oregon
 PCS: NAD 1983 2011 Oregon Statewide Lambert Ft Intl
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- | | | |
|---------------------|-----------------------------------|----------------------|
| Alternatives | Surface Type | Local Government |
| Preferred | Beach | Oregon Parks and Rec |
| Alternative A | Existing Trail | OPRD Beach Access |
| North Gap Limit | Local Road - No Existing Sidewalk | OPRD Trails |
| South Gap Limit | | Vault Toilets |
| | | Trails/Paths |

**Oregon Coast Trail - North Coast
 Gap Closure Alternative 1-X
 Camp Rilea**



Prepared by **Parametrix**



1-1: Necanicum River

Section 1: Columbia River to Oswald West

North Coast

This gap is formed by the Necanicum River and Neawanna Creek.

Preferred Alt

Follows the existing route with planned improvements on US 101.

Uses Pacific Way to go east from the beach, heads south on Ocean Ave, heads east on E St which continues east and south to G St. From G St, the route would go south on a planned sidewalk on US 101 (see Seaside TSP and US 101: Gearhart Facility Plan). The route turns west from US 101 on 24th Ave, and follows the existing OCT alignment as it returns to the beach.

Considerations

- Improvements on US 101 are 5 to 20 years out. Uncertainty on the timeline for improvements.
- Simple — maintains the existing alignment.

Alt A

Avoids US 101 by going east of the airport and following Wahanna Rd.

Uses Pacific Way to go east from the beach and continues east past the signal at US 101 to Railroad Ave. The route would follow Railroad Ave south to Oster Rd, then go west to Country Ave. This route would require a new trail on the east side of the airport, connecting Country Ave to Boehm Acres on what appears to be City and County property. From Boehm Acres, the route would head west on Lewis and Clark Rd and south on Wahanna Rd. At Ocean Ave, the route would head west until reaching the beach.

Considerations

- Avoids US 101, though requires two new crossings of US 101. At least one crossing is planned as part of ODOT improvements.
- Requires a new trail, though property appears to be city-owned.
- Would increase out of direction travel.

Alt B

Maximizes beach and trail walking.

Stays on the beach south past Pacific Way until reaching the Gearhart Ocean State Recreation Area. From here, the route would head east and north to connect with Wellington Ave and F St. Heading east on F St, the route would jog to G St, then follow Woodland Ct south. From here, a new trail is required through Sons of Norway fields, tribal property, and North Gateway Park. The trail would connect with US 101 at the south end of North Gateway Park and follow the existing route for the remainder of the gap.

Considerations

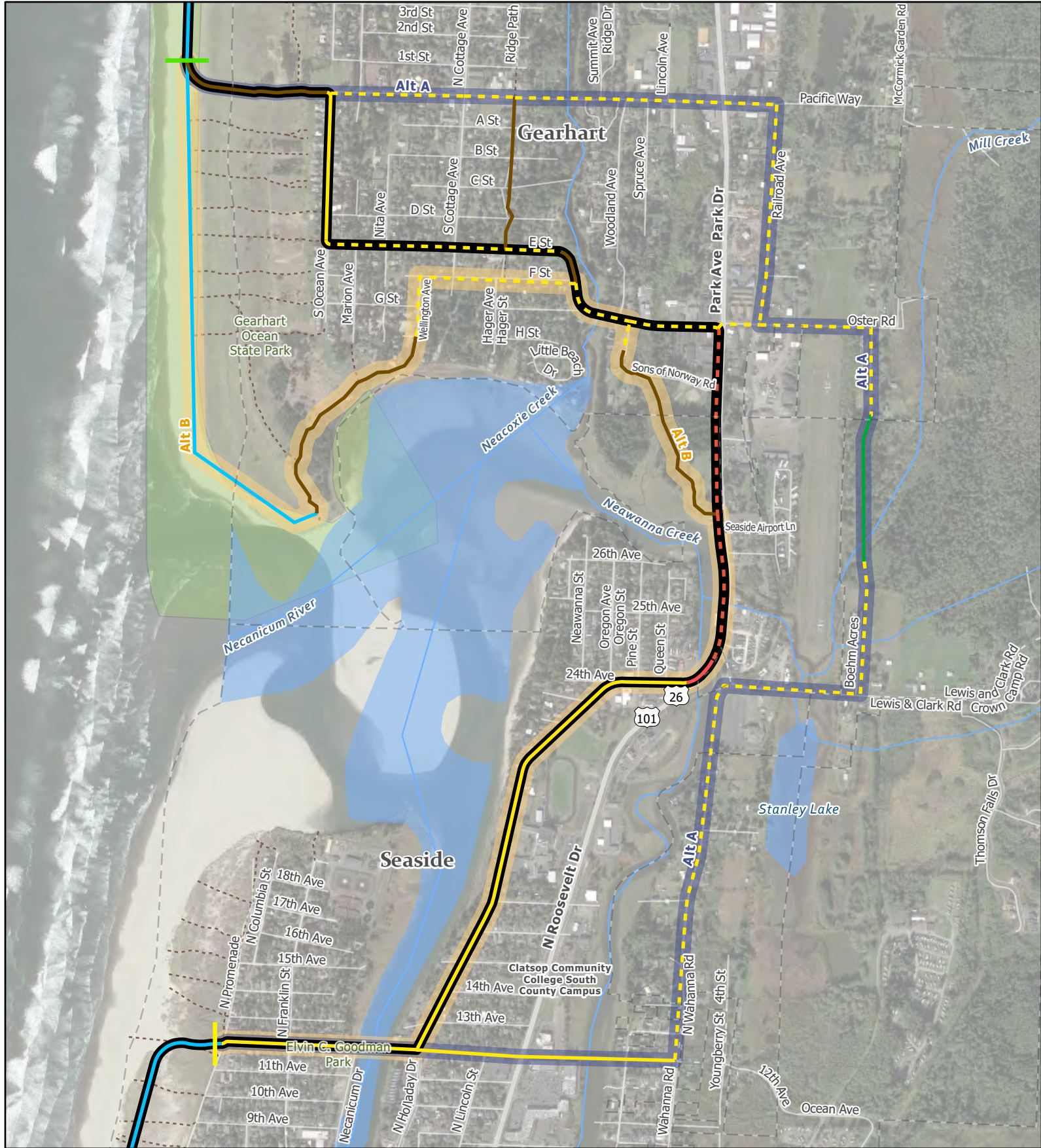
- Reduces US 101 walking.
- More beach and trail walking.
- Out of direction travel.
- Additional beach trail may not be accessible at high tides.
- Property impacts: private and tribal.
- Known environmental resources present.

Alignment Surfaces



Alt Comparison


	Preferred	A	B
Property impacts	●	◐	○
Environmental resource impacts	●	◐	◑
Cultural, historical, archaeological impacts	●	●	○
Trail facility and surface quality	○	◐	●
Constructability	◐	◐	●
Transportation system interactions	◐	◐	●
Safety improvement	●	◐	◑
Connection to towns	●	●	◑
Consistent user experience	◐	◐	◑



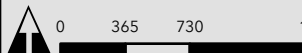
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 Sources: OPRD, ESRI, USGS, OSM, State of Oregon
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- | | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|
| Alternatives | Surface Type | Oregon Parks and Rec |
| <ul style="list-style-type: none"> Preferred Alternative A Alternative B North Gap Limit South Gap Limit | <ul style="list-style-type: none"> Beach Existing Trail New Trail Required Highway - Existing Sidewalk Highway - No Existing Sidewalk Local Road - Existing Sidewalk Local Road - No Existing Sidewalk | <ul style="list-style-type: none"> Oregon Parks and Rec Trails/Paths |

**Oregon Coast Trail - North Coast
 Gap Closure Alternative 1-1
 Columbia River to Oswald West**



Prepared by **Parametrix**



1-2: Ecola Creek

Section 1: Columbia River to Oswald West

North Coast

This gap is formed by Ecola Creek at the north end of Cannon Beach.

Preferred Alt

Comes out of Ecola State Park on Ecola Creek Rd, then follows the beach.

Follows Ecola Park Rd south out of Ecola State Park, heads south on Ash St, and goes west on 7th St to the beach. Continues south on the beach until Ecola Creek where the route heads east through a park and goes over Ecola Creek on the Elm St bridge. Then heads west through NeCus' Park back to the beach.

Considerations

- This alternative allows easy access to Ecola Creek when it is wadable in the summer.
- Coordinate with Cannon Beach Parks Master Plan and TSP for pedestrian improvements along Ecola Park Rd.

Alt A

Comes out of Ecola State Park through John Yeon State Natural Site and jogs through Cannon Beach's north commercial area.

Follows a new trail from the Cannon Beach Trail through the John Yeon State Natural Site to the beach. Continues south on the beach until Ecola Creek where the route heads east through a park and goes over Ecola Creek on the Elm St bridge. Continues on Elm St to jog through the commercial area on 3rd St. Connects to the beach at the west end of 3rd St.

Considerations

- A new trail through John Yeon Natural Site would likely have environmental impacts and is steep, so would be difficult to permit and build.
- Routing through the commercial area would require clear wayfinding signage.
- This alternative allows easy access to Ecola Creek when it is wadable in the summer.

Alt B

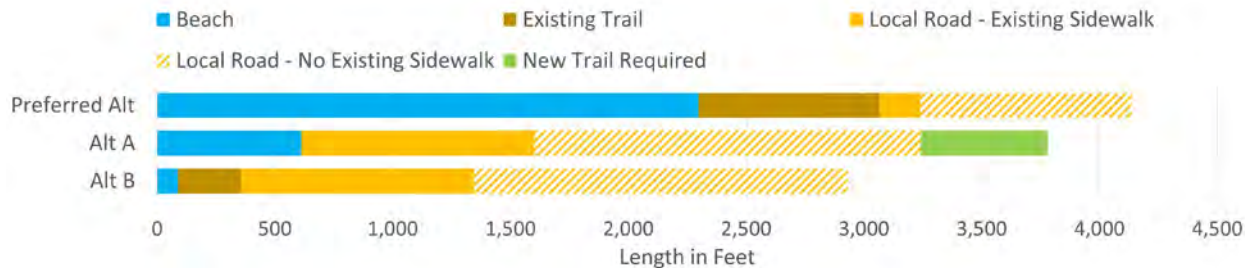
Comes out of Ecola State Park on Ecola Creek Rd and follows the road through Cannon Beach's north commercial area.

Follows Ecola Park Rd south out of Ecola State Park, merges onto 5th St, and turns south onto Elm St. Continues on Elm St to jog through the commercial area on 3rd St. Connects to the beach at the west end of 3rd St.

Considerations

- This alternative is on sidewalk or road shoulder for the full length.
- Routing through the commercial area would require clear wayfinding signage.
- Coordinate with Cannon Beach Parks Master Plan and TSP for pedestrian improvements along Ecola Park Rd.
- Does not provide the preferred OCT experience for users.

Alignment Surfaces



Alt Comparison

	Preferred	A	B
Property impacts	●	●	●
Environmental resource impacts	●	○	●
Cultural, historical, archaeological impacts	●	◐	●
Trail facility and surface quality	◐	●	○
Constructability	●	○	●
Transportation system interactions	◐	●	○
Safety improvement	◐	●	○
Connection to towns	◐	●	●
Consistent user experience	◐	●	○



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|---------------------|-----------------------------------|---------------------------------------|
| Alternatives | Surface Type | U.S. Fish and Wildlife Service |
| Preferred | Beach | Oregon Parks and Rec |
| Alternative A | Existing Trail | Trails/Paths |
| Alternative B | New Trail Required | |
| North Gap Limit | Local Road - Existing Sidewalk | |
| South Gap Limit | Local Road - No Existing Sidewalk | |

**Oregon Coast Trail - North Coast
 Gap Closure Alternative 1-2
 Ecola Creek Gap**



Prepared by **Parametrix**



1-Z: Silver Point to Hug Point south of Cannon Beach

Section 1: Columbia River to Oswald West

North Coast

Silver Point and Hug Point can only be rounded at low or mid tides.

Preferred Alt

Follows the existing route along the beach with signs warning hikers about high tides.

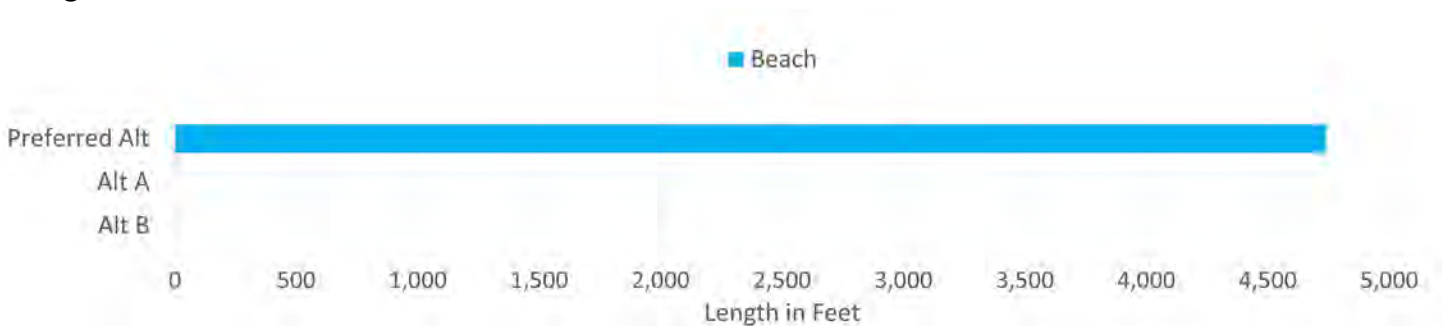
Considerations

- Inform hikers about tide constraints through signage and maps, especially at Hug Point where it can be rounded only within an hour of low tide.

Alt Comparison

	Preferred
Property impacts	●
Environmental resource impacts	●
Cultural, historical, archaeological impacts	●
Trail facility and surface quality	◐
Constructability	●
Transportation system interactions	◐
Safety improvement	○
Connection to towns	○
Consistent user experience	◐

Alignment Surfaces





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Alternatives

- Preferred
- North Gap Limit
- South Gap Limit

Surface Type

- Beach

U.S. Fish and Wildlife Service

- Oregon Parks and Rec

- OPRD Beach Access

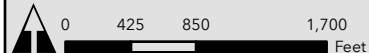
- OPRD Restrooms Flush

- Trails/Paths

**Oregon Coast Trail - North Coast
 Gap Closure Alternative 1-Z
 Silver Point to Hug Point**



Prepared by **Parametrix**



2-3/4: Manzanita – Nehalem River

Section 2: Oswald West to Cape Lookout

North Coast

This gap is formed by Nehalem Bay.

Preferred Alt

Follows the beach and crosses Nehalem Bay with a ferry.

Starts at Neahkahnie Mountain Trail and heads west along Nehalem Rd to the beach. Crosses the mouth of the Nehalem Bay with a ferry, then continues on beach south. Jetty Fishery Marina currently offers ferry service.

Considerations

- Crosses US 101 at an unmarked crosswalk at Nehalem Rd.
- Ferry crossing needs to be a consistent and reliable option.
- More beach walking.
- Nehalem Rd lacks sidewalks.

Alt A (Preferred Overland Route)

Overland route avoids most of US 101 and follows planned Salmonberry Trail.

Winds southwest through neighborhoods to reach Laneda Ave in downtown Manzanita, then heads west to the beach.

The route follows the beach south. At Horizon Ln, the route goes east to the entrance of Nehalem Bay State Park. The route follows existing and new trails northeast through the park, connecting with Neptune Way. The route meanders east through residential roads until reaching Elk Run trail near the south end of Tohl Ave. This trail goes east, crossing Alder Creek on a bridge and intersecting US 101 just north of the Nehalem River bridge.

The route uses US 101 to cross the Nehalem River. Just past the bridge, the route turns off US 101 and onto Tideland Rd. When Tideland Rd turns north, the route turns south on Old Dike Trail until converging with the planned Salmonberry Trail.

Considerations

- Option does not require a ferry.
- Out of direction travel.
- Crosses US 101 at an unmarked crosswalk at Nehalem Rd and uses the shoulder on the US 101 bridge over the Nehalem River, but otherwise mostly avoids US 101.
- Future Salmonberry Trail would provide a safe and comfortable alternative to walking along US 101, though the facility is likely to be a paved multi-use path.
- Private property impacts north of Nehalem Bay.
- Route has a lot of turns and would require clear wayfinding signing.
- Potential long term overland alternate route.

Alt B

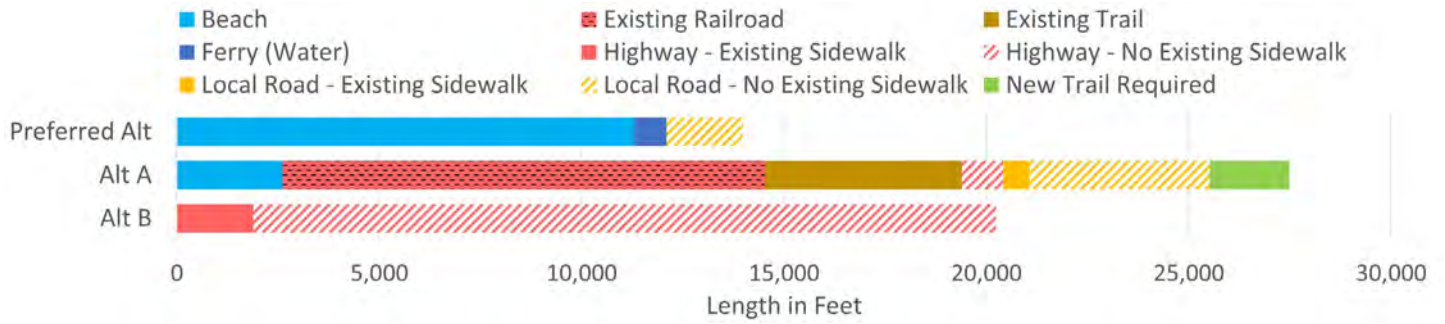
Overland route follows existing OCT alternate alignment along US 101.

Follows US 101 from Neahkahnie Mountain Trail to rejoin the beach at Jetty Fishery Marina.

Considerations

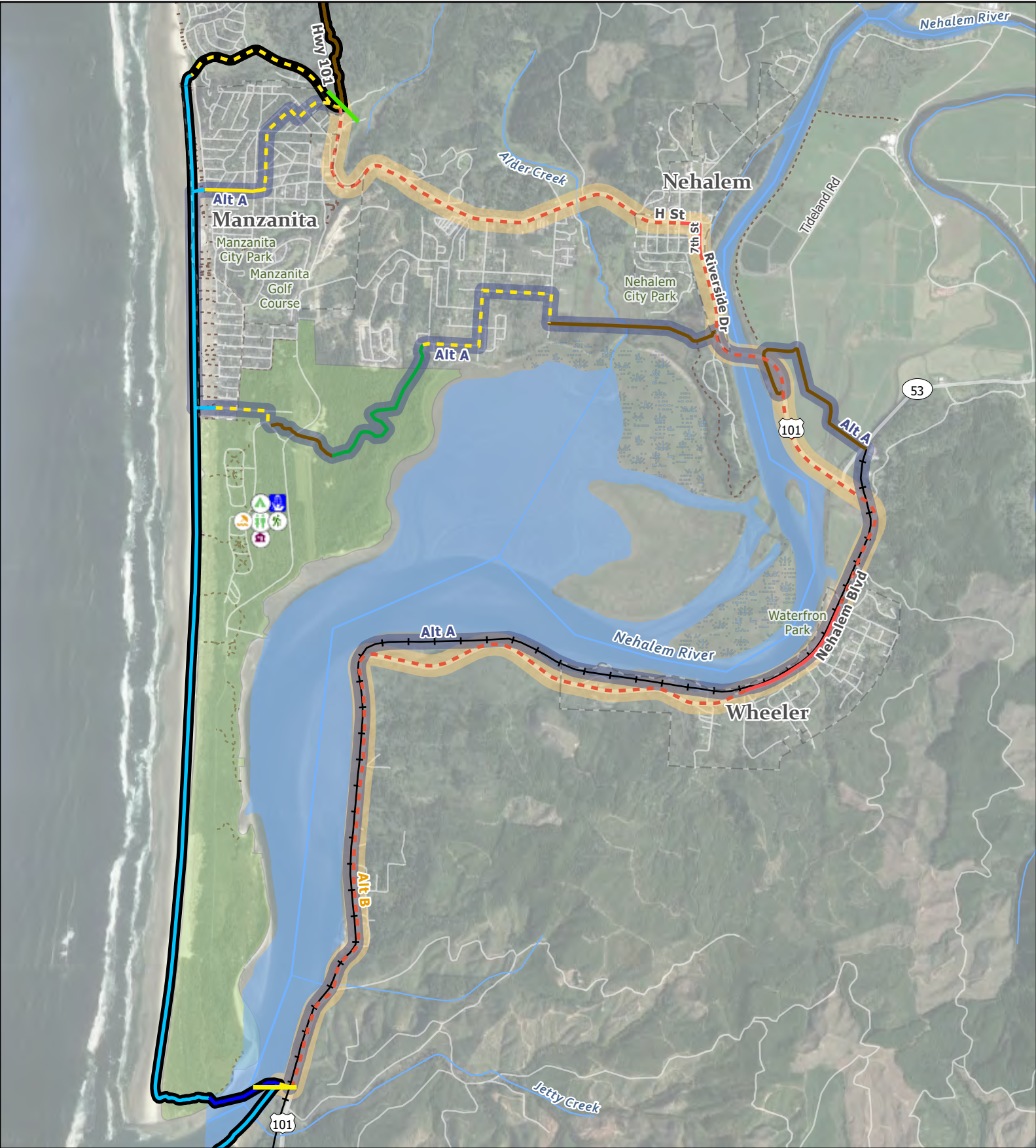
- Option does not require a ferry.
- Out of direction travel.
- Crosses US 101 at an unmarked crosswalk at Nehalem Rd.
- Long distances on US 101 with narrow shoulders.
- Potential short term overland alternate route.

Alignment Surfaces



Alt Comparison

	Preferred	A	B
Property impacts	●	○	●
Environmental resource impacts	●	◐	●
Cultural, historical, archaeological impacts	●	◐	●
Trail facility and surface quality	●	◐	○
Constructability	●	◐	●
Transportation system interactions	◐	◐	○
Safety improvement	●	◐	○
Connection to towns	○	◐	●
Consistent user experience	●	◐	○



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- Alternatives**
- Preferred
 - Alternative A
 - Alternative B
 - North Gap Limit
 - South Gap Limit

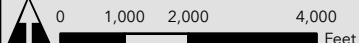
- Surface Type**
- Beach
 - Proposed Salmonberry Rail/Trail
 - Existing Trail
 - New Trail Required
 - Ferry (Water)
 - Highway - Existing Sidewalk
 - Highway - No Existing Sidewalk
 - Local Road - Existing Sidewalk
 - Local Road - No Existing Sidewalk

- Oregon Parks and Rec
- OPRD Beach Access
- OPRD Trails
- OPRD Camping
- OPRD Restrooms Flush
- OPRD Showers
- OPRD Cabins
- Trails/Paths

Oregon Coast Trail - North Coast Gap Closure Alternative 2-3 Manzanita Gaps



Prepared by **Parametrix**



2-5: Tillamook Bay

Section 2: Oswald West to Cape Lookout

North Coast

This gap starts crosses Tillamook Bay and two estuary crossings, spanning Barview-Garibaldi to Cape Meares.

Preferred Alt

Ferry crossing from Garibaldi to Bayocean Peninsula.

Leaves the beach from Barview Jetty County Park and follows Jetty Rd east to connect to US 101. Then heads south to Garibaldi Marina to use the ferry to go to the Bayocean Peninsula. Continues south on the beach to connect to Cape Meares.

Considerations

- Ferry service needs to be consistent and reliable. Potential to partner with Garibaldi Marina.
- Minimizes road walking, but still requires 1.8 miles on US 101.
- Future Salmonberry Trail would address this 1.8 miles of walking along US 101.

Alt A (Preferred Overland Route)

Overland route along future Salmonberry Trail and Bayocean Rd.

Leaves the beach from Barview Jetty County Park and follows Jetty Rd east to connect to the future Salmonberry Trail. Continues south on the Salmonberry Trail to Tillamook, then heads west on OR 131 to Bayocean Rd. Continues northwest to Cape Meares

Considerations

- Overland route does not require a ferry.
- Less direct route.
- Avoids US 101.
- Coordinate with Salmonberry Trail.
- New trail in Tillamook likely to have private property impacts.
- More than one mile on the narrow shoulder of OR 131. Very difficult to widen OR 131 due to proximity of environmental resources and farming areas. Narrow bridges over water crossings on OR 131.
- Long distance on Bayocean Rd, which has relatively light traffic.
- Potential long term overland alternate route.

Alt B

Overland route around Tillamook Bay on US 101 and Bayocean Rd.

Leaves the beach from Barview Jetty County Park and follows Jetty Rd east to connect to US 101. Continues south on US 101 to Tillamook, then heads west on OR 131 to Bayocean Rd. Continues northwest to Cape Meares.

Considerations

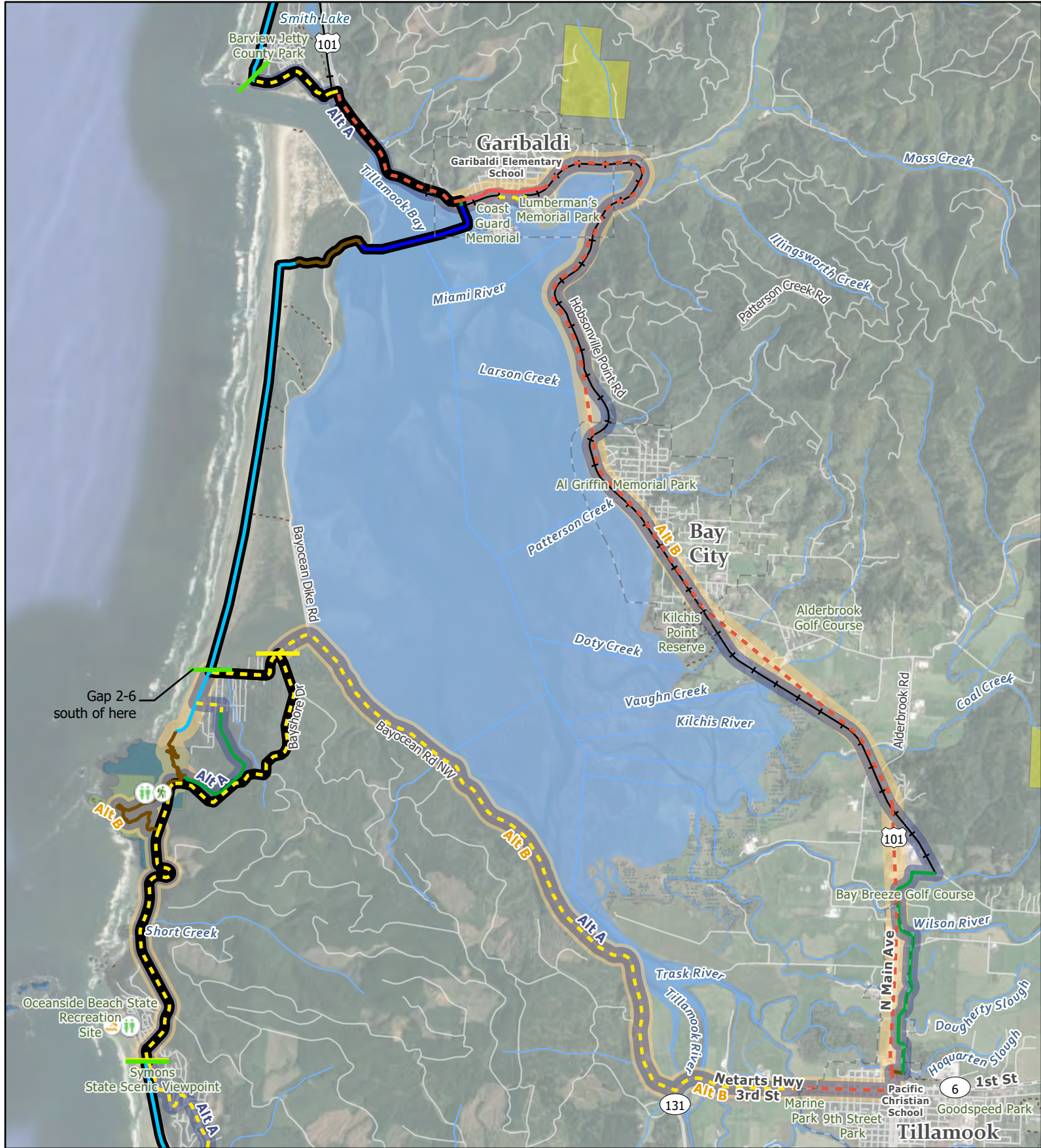
- Overland route does not require a ferry.
- Out of direction travel.
- Long distances on US 101 with narrow shoulders.
- More than one mile on the narrow shoulder of OR 131. Very difficult to widen OR 131 due to proximity of environmental resources and farming areas. Narrow bridges over water crossings on OR 131.
- Long distance on Bayocean Rd, which has relatively light traffic.
- Potential short term overland alternate route.

Alignment Surfaces



Alt Comparison

	Preferred	A	B
Property impacts	●	○	●
Environmental resource impacts	●	◐	●
Cultural, historical, archaeological impacts	●	◐	●
Trail facility and surface quality	●	◐	○
Constructability	●	◐	●
Transportation system interactions	●	◐	○
Safety improvement	●	◐	○
Connection to towns	○	●	●
Consistent user experience	●	◐	○



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- | | | |
|----------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|
| Alternatives
Preferred
Alternative A
Alternative B
North Gap Limit
South Gap Limit | Surface Type
Beach
Proposed Salmonberry Rail/Trail
Existing Trail
New Trail Required
Ferry (Water)
Highway - Existing Sidewalk
Highway - No Existing Sidewalk
Local Road - No Existing Sidewalk | Local Government
U.S. Fish and Wildlife Service
Oregon Parks and Rec
OPRD Beach Access
OPRD Trails
OPRD Restrooms Flush
Trails/Paths |
|----------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|

**Oregon Coast Trail - North Coast
 Gap Closure Alternative 2-5
 Tillamook Bay Gap**

Prepared by **Parametrix**

2-6: Oceanside

Section 2: Oswald West to Cape Lookout

North Coast

This gap is formed by the steep slopes of Cape Meares.

Preferred Alt

Follows Cape Meares Lp/Bayshore Dr through Cape Meares to Oceanside.

From Bayocean Rd/Meares Ave, the route follows Cape Meares Lp/Bayshore Dr through Cape Meares State Scenic Viewpoint to connect with the beach at the south end of Oceanside. As of this writing, a new road connection is being developed to reroute the damaged section of Cape Meares Loop.

Considerations

- Less direct route.
- On-street walking on quiet roads with low traffic.
- Minimal new infrastructure needed.

Alt A

Follows a new trail through forest up to Cape Meares.

Follows Pacific Ave from Cape Meares Beach to 5th St. A new trail from the south end of 5th St would climb up to connect with the existing Cape Meares Scenic Trail.

Considerations

- Requires a new trail through private property.
- New trail would climb steep slope.
- Environmental and archeological resource concerns in routing a new trail through this area.

Alt B

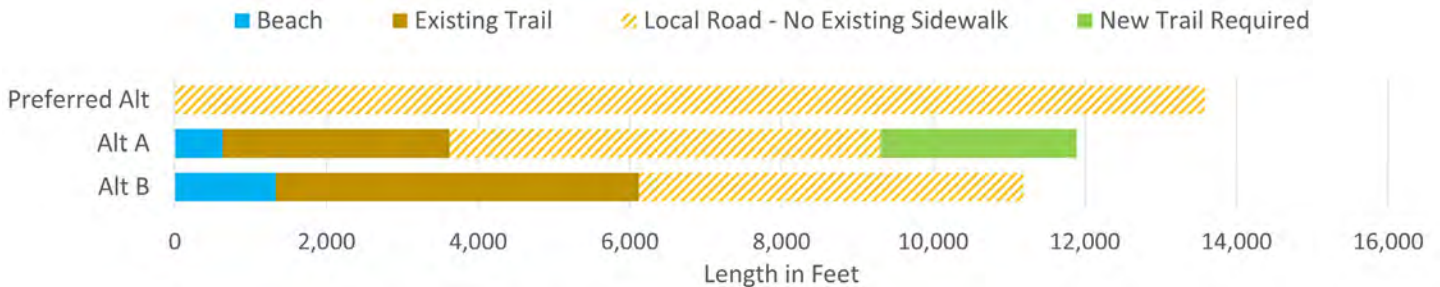
Climbs the north side of Cape Meares on existing trail from beach and follows trails through Cape Meares State Scenic Viewpoint.

Climbs Cape Meares Scenic Trail up from Cape Meares Beach. Continues west Cape Meares Lighthouse Dr until reaching the end of the road. From there, the route follows the Octopus Tree Trail until reaching Cape Meares Lp/Bayshore Dr.

Considerations

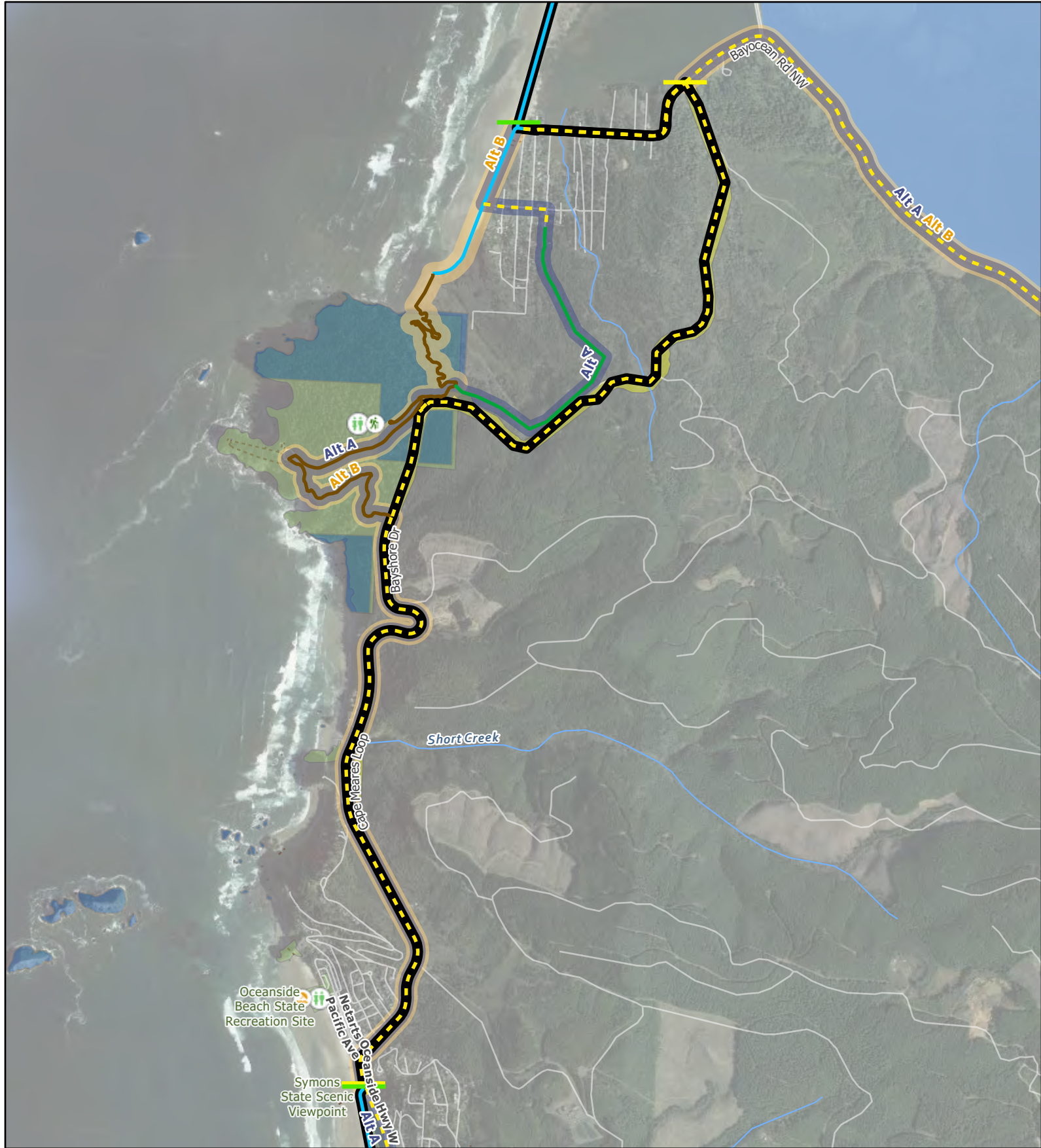
- Current trail at north side of Cape Meares is no longer maintained and is prone to landslides. Not a preferred alternative.

Alignment Surfaces



Alt Comparison

	Preferred	A	B
Property impacts	●	○	●
Environmental resource impacts	●	◐	●
Cultural, historical, archaeological impacts	●	◐	●
Trail facility and surface quality	○		●
Constructability	●	◐	○
Transportation system interactions	◐	◐	◐
Safety improvement	○	○	○
Connection to towns	◐	◐	◐
Consistent user experience	◐	◐	◐



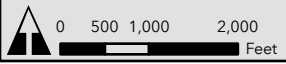
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- | | | |
|---------------------|-------------------------------------|----------------------------------|
| Alternatives | Surface Type | Local Government |
| ● Preferred | — Beach | ■ U.S. Fish and Wildlife Service |
| ■ Alternative A | — Existing Trail | ■ Oregon Parks and Rec |
| ■ Alternative B | — New Trail Required | ○ OPRD Beach Access |
| — North Gap Limit | — Local Road - No Existing Sidewalk | ○ OPRD Trails |
| — South Gap Limit | | ○ OPRD Restrooms Flush |
| | | --- Trails/Paths |

**Oregon Coast Trail - North Coast
 Gap Closure Alternative 2-6
 Oceanside Gap**



Prepared by **Parametrix**



2-X: Oceanside South

Section 2: Oswald West to Cape Lookout

North Coast

The beach from Oceanside to Netarts can be impassible during high tide.

Preferred Alt

Follows the existing route along the beach.

Follows the existing route along the beach from Symons State Scenic Viewpoint in Oceanside to Netarts Blvd. Follow Netarts Blvd to Netarts Bay Dr.

Considerations

- Beach may be impassible during high tides, but this route is generally very functional.

Alt A (Preferred Overland Route)

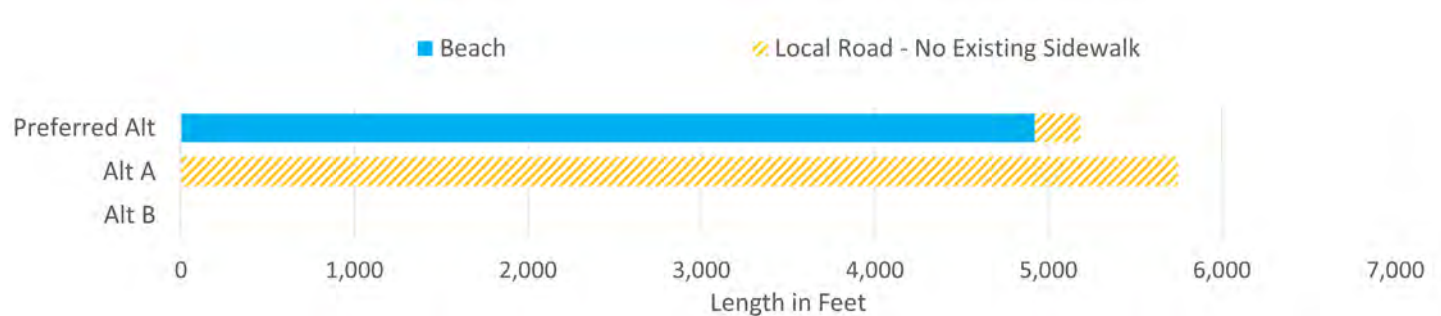
High tide option along OR 131/Netarts Hwy.

Stays on road at Symons State Scenic Viewpoint, which becomes OR 131/Netarts Hwy. Follow OR 131 south to Netarts Bay Dr.

Considerations

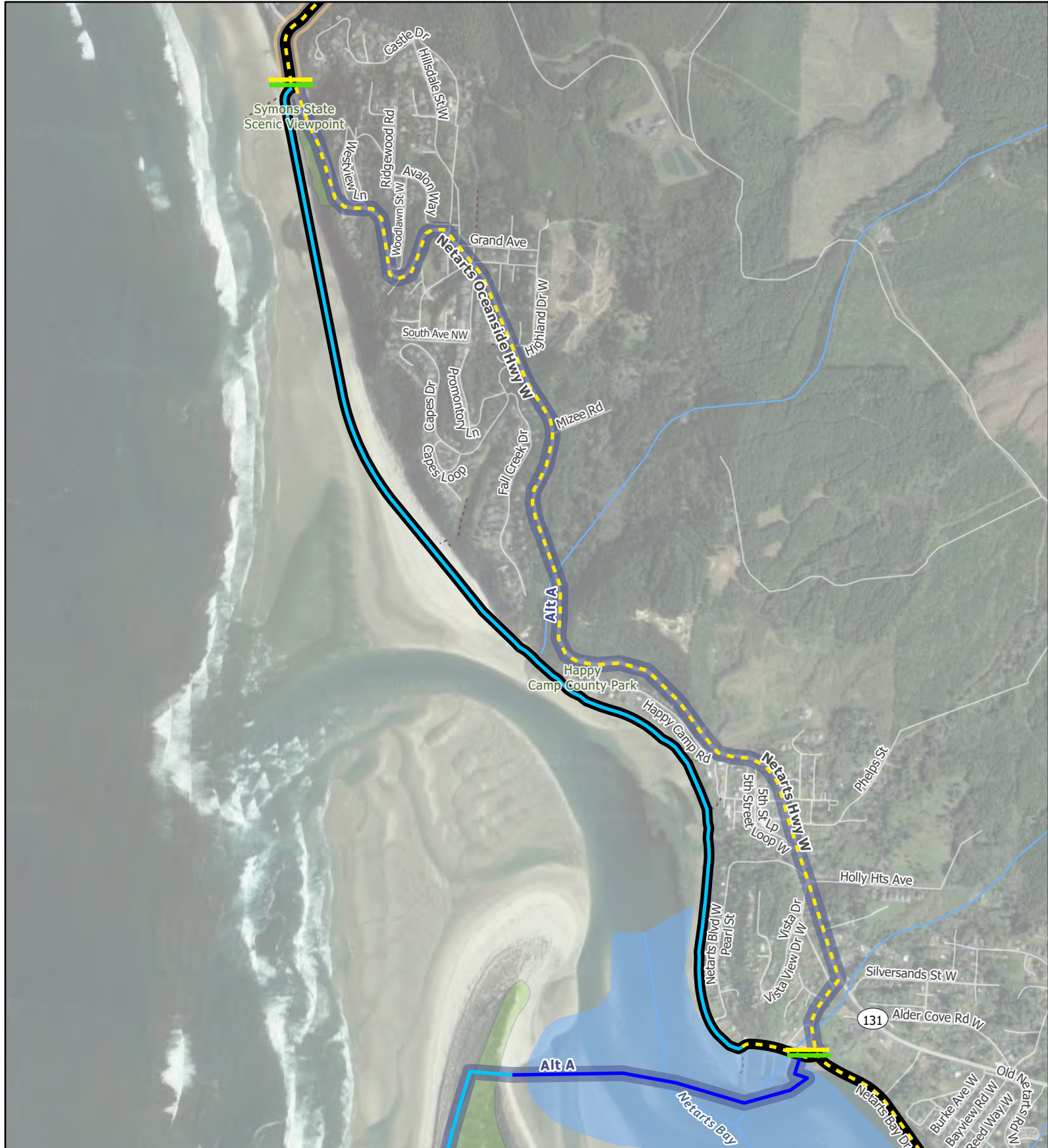
- Avoids areas affected by high tide.
- Requires travel on the shoulder of OR 131/Netarts Hwy. OR 131 is narrow, winding, and not ideal for walking, but does provide an alternative if the beach is unavailable.

Alignment Surfaces



Alt Comparison

	Preferred	A
Property impacts	●	●
Environmental resource impacts	●	●
Cultural, historical, archaeological impacts	●	●
Trail facility and surface quality	●	○
Constructability	●	●
Transportation system interactions	●	○
Safety improvement	●	○
Connection to towns	○	●
Consistent user experience	●	○



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|---------------------|-------------------------------------|-----------------------------|
| Alternatives | Surface Type | Oregon Parks and Rec |
| ● Preferred | — Beach | --- Trails/Paths |
| ● Alternative A | — Ferry (Water) | |
| ● Alternative B | — Local Road - No Existing Sidewalk | |
| — North Gap Limit | | |
| — South Gap Limit | | |

**Oregon Coast Trail - North Coast
 Gap Closure Alternative 2-X
 Oceanside South**



Prepared by **Parametrix**



2-7: Netarts Bay

Section 2: Oswald West to Cape Lookout

This gap is formed by Netarts Bay and extends from Netarts to Cape Lookout.

Preferred Alt

Follows Netarts Bay Dr.

Starts from Netarts Bay Boat Ramp and connects to Netarts Bay Dr. Continues on as it transitions to Whiskey Creek Rd. Then heads west on a road leading to Cape Lookout State Park.

Considerations

- On-street travel on the shoulder of Netarts Bay Dr.
- Traffic volumes are generally low with lower speeds than US 101.
- Consider signs and gravel shoulders or side paths to provide more space for hikers without widening the roadway.

Alt A

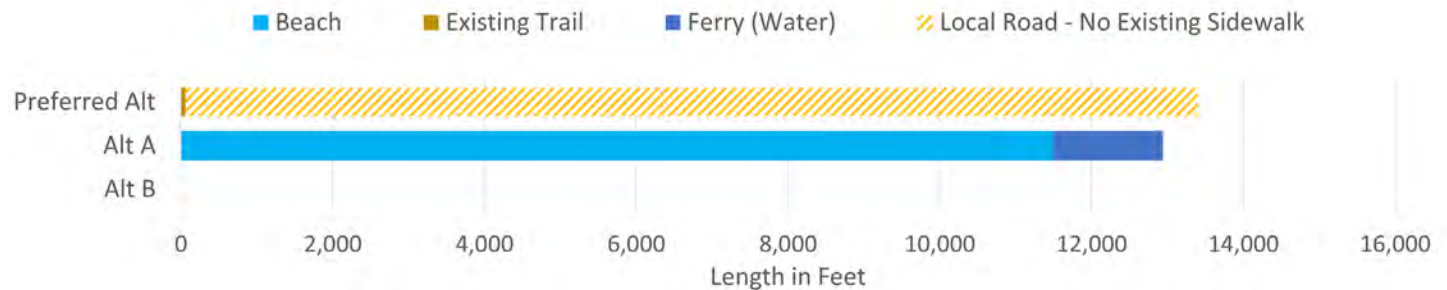
Ferry connection from Netarts Bay Boat Ramp to the Netarts Spit.

A future ferry service would transport hikers from Netarts Bay Boat Ramp to Netarts Spit. The route would then continue south along the beach to Cape Lookout State Park.

Considerations

- No ferry service currently exists, though significant boating and marina activity is present year-round.
- The bay is shallow, which could present issues for ferry service.
- Reduces on-street travel.
- Maximizes beach travel.

Alignment Surfaces



Alt Comparison


	Preferred	A
Property impacts	●	●
Environmental resource impacts	●	●
Cultural, historical, archaeological impacts	●	●
Trail facility and surface quality	○	●
Constructability	◐	◐
Transportation system interactions	◐	●
Safety improvement	◐	●
Connection to towns	●	◐
Consistent user experience	◐	●



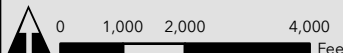
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|---------------------|-----------------------------------|-----------------------------|
| Alternatives | Surface Type | Oregon Parks and Rec |
| Preferred | Beach | OPRD Beach Access |
| Alternative A | Existing Trail | OPRD Trails |
| North Gap Limit | Ferry (Water) | OPRD Camping |
| South Gap Limit | Local Road - No Existing Sidewalk | OPRD Restrooms Flush |
| | | OPRD Showers |
| | | OPRD Cabins |
| | | Trails/Paths |

**Oregon Coast Trail - North Coast
 Gap Closure Alternative 2-7
 Netarts Bay Gap**



Prepared by **Parametrix**



3-2: Sand Creek

Section 3: Cape Lookout to Lincoln City

This gap is formed by Sand Lake and the Sand Lake ATV area.

Preferred Alt

Avoids Sand Lake by going east to Cape Lookout Rd and Sandlake Rd.

From the beach, starts heading east on Camp Merriweather Rd. Jogs along Derrick Rd and Galloway Rd to Sandlake Rd. Heads south on Sandlake Rd until rejoining the beach at the south end of Tierra del Mar.

Considerations

- Out of direction travel.
- Most of this alternative is on the road shoulder.
- Camp Meriwether Rd is on Boy Scouts property. Coordinate with Boy Scouts.

Alt A

More beach walking to reduce distance on road.

Follows the beach south to Galloway Rd, where this alternative would start heading northeast. At Sandlake Rd, it would turn south until rejoining the beach at the south end of Tierra del Mar.

Considerations

- Out of direction travel.
- Sand Lake Recreation Area is popular for off road vehicles and may not be comfortable for hiking.

Alt B

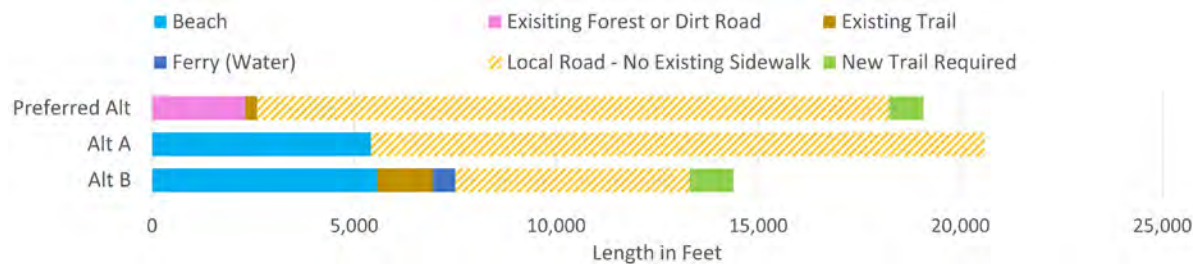
Reduces road walking with a new trail and bridge connection over Sand Lake.

Follows the beach south to approximately Sand Lake Campground, where a new bridge would connect to Whalen Island. Follows existing trail to Whalen Island Rd, which connects to Sandlake Rd. Heads south on Sandlake Rd until rejoining the beach at the south end of Tierra del Mar.

Considerations

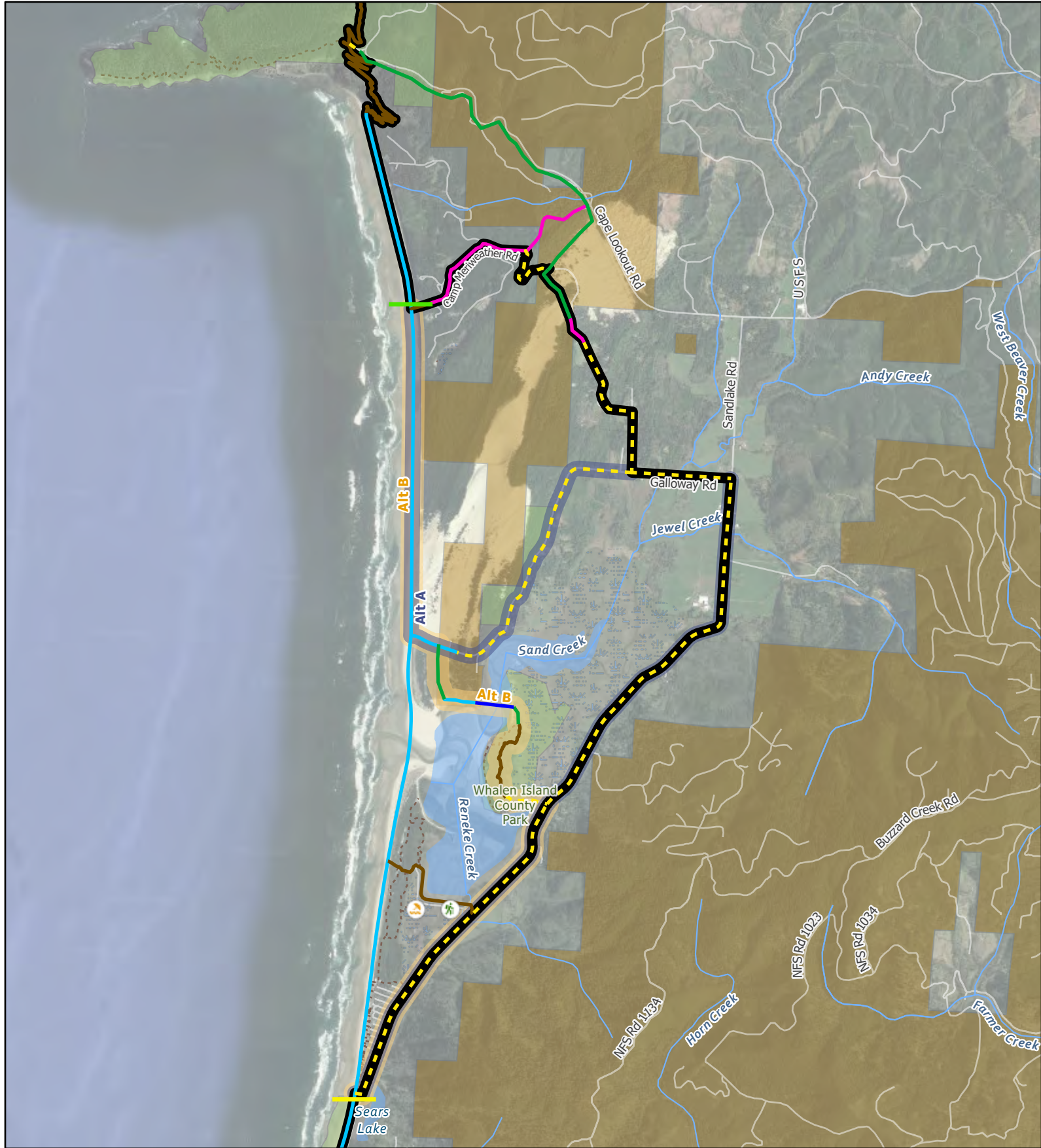
- A new bridge over Sand Lake to Whalen Island is likely not feasible; major environmental constraints and constructability concerns.
- Sand Lake Recreation Area is popular for off road vehicles and may not be comfortable for hiking.

Alignment Surfaces



Alt Comparison

	Preferred	A	B
Property impacts	●	●	●
Environmental resource impacts	●	●	◐
Cultural, historical, archaeological impacts	●	●	◐
Trail facility and surface quality	○	○	◐
Constructability	●	●	○
Transportation system interactions	○	○	○
Safety improvement	○	○	○
Connection to towns	○	○	○
Consistent user experience	○	○	○



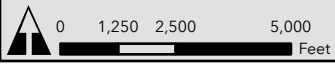
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|---------------------|-----------------------------------|--------------------------------|
| Alternatives | Surface Type | Land Management |
| Preferred | Beach | Bureau of Land Management |
| Alternative A | Existing Trail | U.S. Fish and Wildlife Service |
| Alternative B | Existing Forest or Dirt Road | U.S. Forest Service |
| North Gap Limit | New Trail Required | Oregon Parks and Rec |
| South Gap Limit | Ferry (Water) | OPRD Beach Access |
| | Local Road - No Existing Sidewalk | OPRD Trails |
| | | Trails/Paths |

**Oregon Coast Trail - North Coast
 Gap Closure Alternative 3-2
 Sand Creek Gap**



Prepared by **Parametrix**



3-3: Nestucca River

Section 3: Cape Lookout to Lincoln City

North Coast

This gap is formed by the Nestucca River and extends from Pacific City to Winema Beach.

Preferred Alt

Ferry connection from Pacific City to the peninsula of the Nestucca Bay National Wildlife Refuge.

A future ferry service would shuttle hikers from Pacific City to the peninsula at the south side of Nestucca Bay, where the existing Two Rivers Trail would lead hikers through Nestucca Bay National Wildlife Refuge south to US 101. The route turns west on Winema Rd to reconnect with the beach.

Considerations

- Reduces travel along US 101 and other roads and is direct.
- Has trail hiking through the wildlife refuge.
- Requires a new ferry or water taxi service.
- Not realistic for a ferry to connect to the mouth of the bay. Potential to operate from the Pacific City boat ramp.

Alt A (Preferred Overland Route)

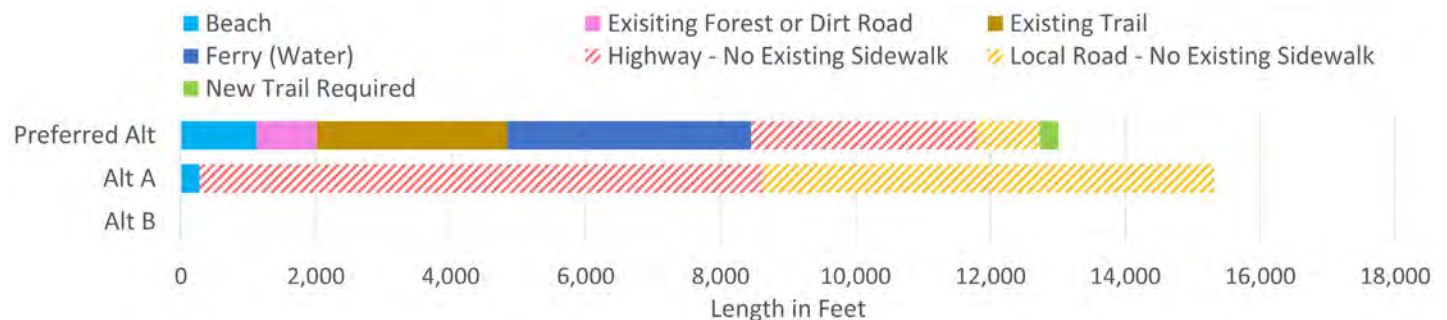
Overland route goes around Nestucca Bay on Brooten Rd and US 101.

Leaves the beach at Pacific Ave and goes east over the Nestucca River to Brooten Rd. Continues on Brooten Rd around Nestucca Bay to connect with US 101. Continues southwest on US 101 until turning right on Winema Rd to rejoin the beach.

Considerations

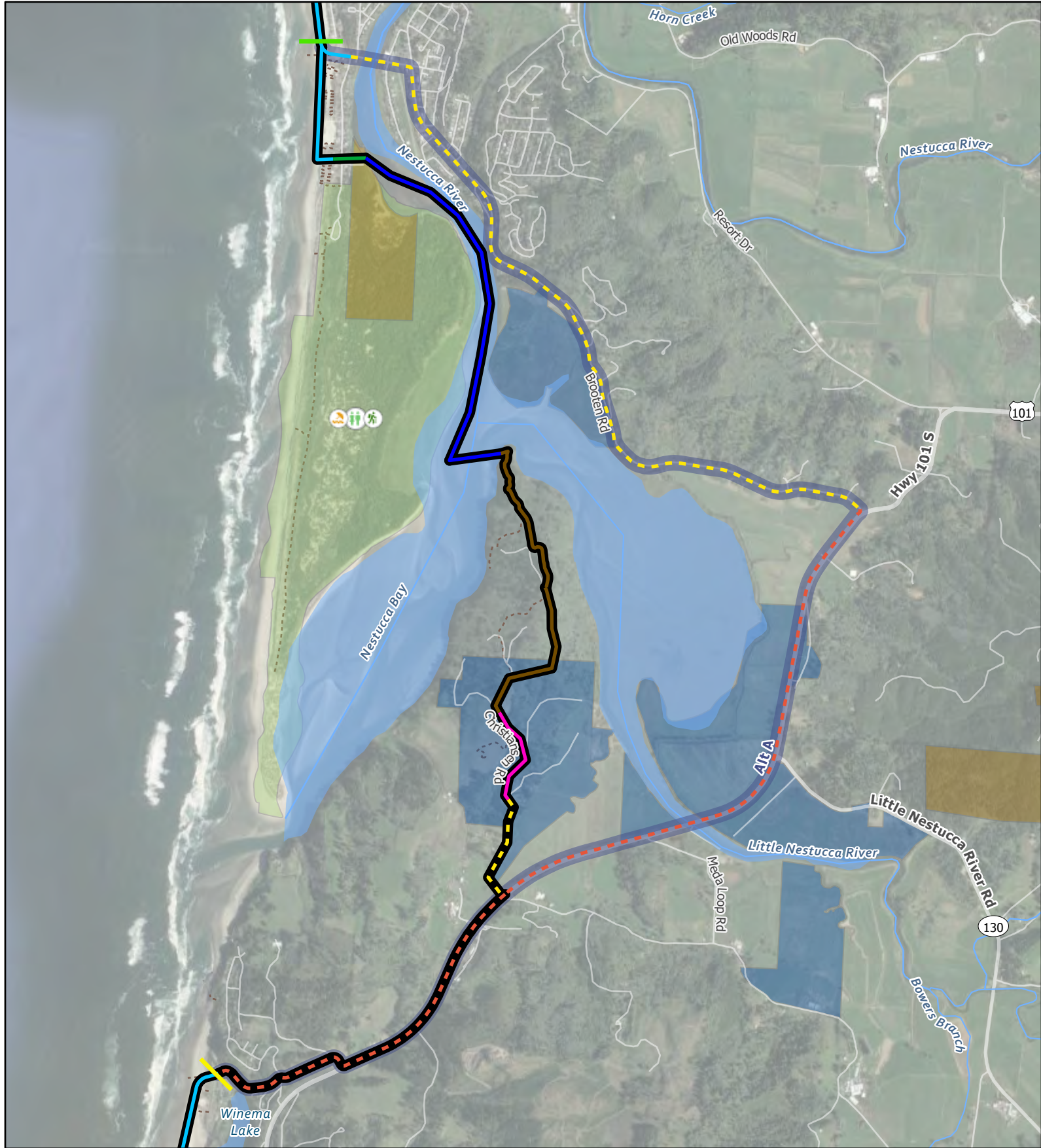
- Overland route does not require a ferry.
 - Most of the alternative is on road shoulders with about half on Brooten Rd and half on US 101.
- Out of direction travel.

Alignment Surfaces



Alt Comparison


	Preferred	A
Property impacts	●	●
Environmental resource impacts	●	●
Cultural, historical, archaeological impacts	●	●
Trail facility and surface quality	●	○
Constructability	●	●
Transportation system interactions	●	○
Safety improvement	●	○
Connection to towns	◐	●
Consistent user experience	●	○




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|------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Alternatives | Surface Type | Management |
| <ul style="list-style-type: none"> Preferred Alternative A North Gap Limit South Gap Limit | <ul style="list-style-type: none"> Beach Existing Trail Existing Forest or Dirt Road New Trail Required Ferry (Water) Highway - No Existing Sidewalk Local Road - No Existing Sidewalk | <ul style="list-style-type: none"> Bureau of Land Management U.S. Fish and Wildlife Service U.S. Forest Service Oregon Parks and Rec OPRD Beach Access OPRD Trails OPRD Restrooms Flush Trails/Paths |

**Oregon Coast Trail - North Coast
 Gap Closure Alternative 3-3
 Nestucca River Gap**



Prepared by **Parametrix**



3-4: Cascade Head (North)

Section 3: Cape Lookout to Lincoln City

North Coast

This gap is formed by Cascade Head and extends from Neskowin to Otis.

Preferred Alt

Follows the existing route along US 101.

Leaves the beach at the south end of Neskowin. Follows Salem Ave to Hawk St, which connects to US 101. Continues south on US 101 until reaching the Rainforest Trail near Fall Creek. Follows the trail to the south side of Cascade Head, meeting US 101 at Three Rocks Rd. Follows US 101 for one mile to Otis.

Considerations

- Requires about 2.8 miles on US 101, 1.8 miles on the north side of Cascade Head and 1.0 miles on the south side.
- US 101 has 8 ft shoulders most of the way.

Alt A

Parallels US 101 on Slab Creek Rd for 0.8 miles just south of Neskowin.

Just south of Neskowin, the route crosses US 101 to follow Slab Creek Rd. After 0.8 miles, Slab Creek Rd intersects with US 101 again. Here hikers would return to US 101 and follow the Preferred Alt the rest of the way.

Considerations

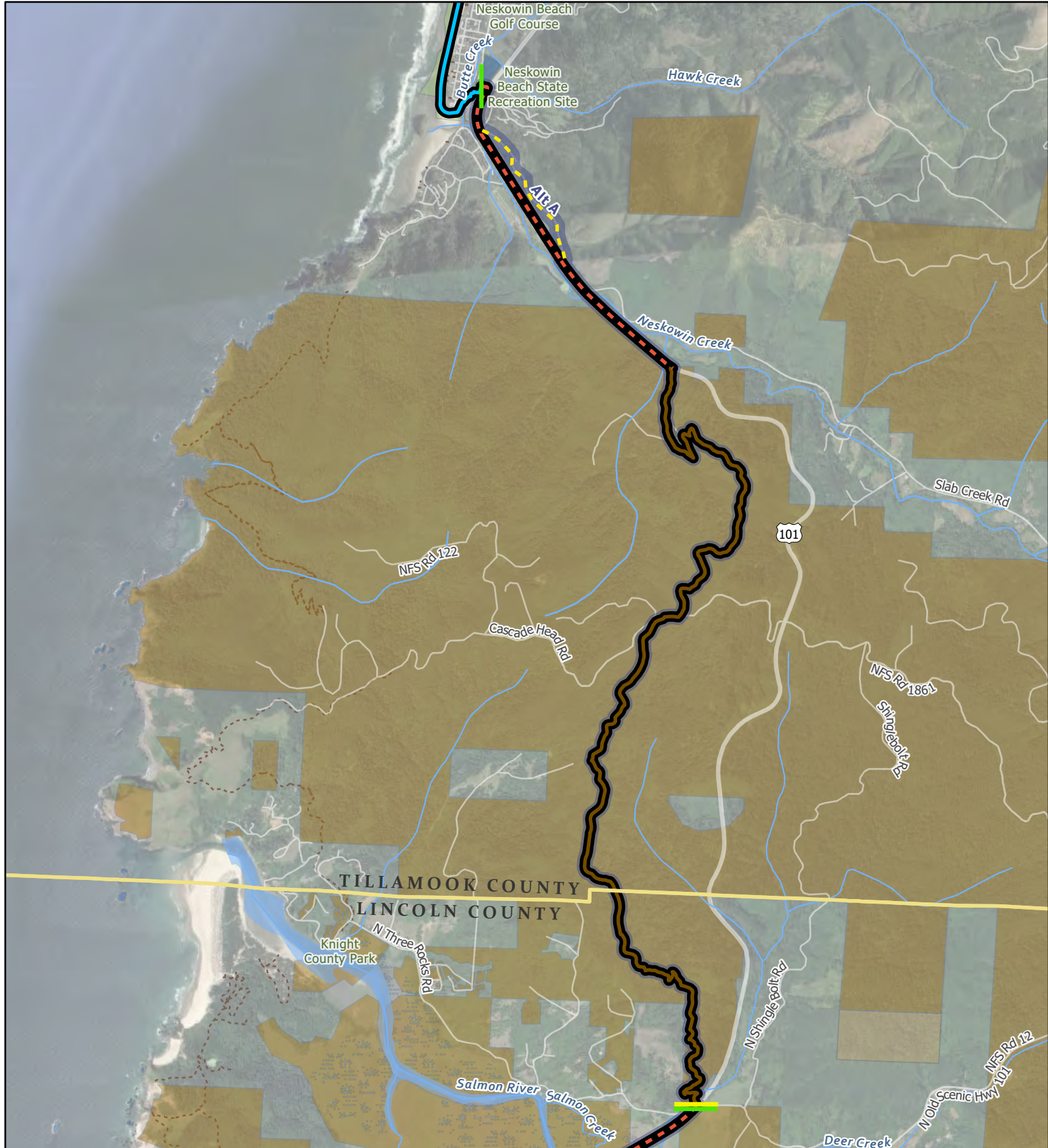
- Avoids 0.8 miles of US 101, but US 101 has good visibility and ample shoulders here.
- Requires hikers to cross US 101 twice to use the parallel route; no improved crossings along this stretch of US 101.

Alignment Surfaces



Alt Comparison


	Preferred	A
Property impacts	●	●
Environmental resource impacts	●	●
Cultural, historical, archaeological impacts	●	●
Trail facility and surface quality	○	○
Constructability	●	●
Transportation system interactions	○	○
Safety improvement	○	○
Connection to towns	◐	◐
Consistent user experience	○	○



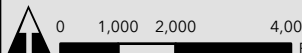
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|---------------------|-----------------------------------|--------------------------------|
| Alternatives | Surface Type | Agency |
| Preferred | Beach | Bureau of Land Management |
| Alternative A | Existing Trail | U.S. Fish and Wildlife Service |
| North Gap Limit | Highway - No Existing Sidewalk | U.S. Forest Service |
| South Gap Limit | Local Road - No Existing Sidewalk | Oregon Parks and Rec |
| | | Trails/Paths |

Oregon Coast Trail - North Coast Gap Closure Alternative 3-4 Cascade Head Gap (north segment)



Prepared by **Parametrix**



3-5: Cascade Head (South)

Section 3: Cape Lookout to Lincoln City

North Coast

This gap is on the south side of Cascade Head and extends from Otis to Road Ends Beach.

Preferred Alt

Connects to beach with a new trail from Fraiser Rd.

Follows Frasier Rd from US 101 to just past the crossing of Rowdy Creek. Here, the route would use a new trail to go southwest through USFS land. This would connect to an existing trail heading west until reaching Sal la Sea Dr. Sal la Sea Dr would bring hikers to Road Ends Beach.

Considerations

- Avoids nearly 3 miles of walking on US 101.
- Potential property impacts of new trail. Requires coordination with USFS and other landowners.
- Potential resource impacts, requires further study.

Alt A

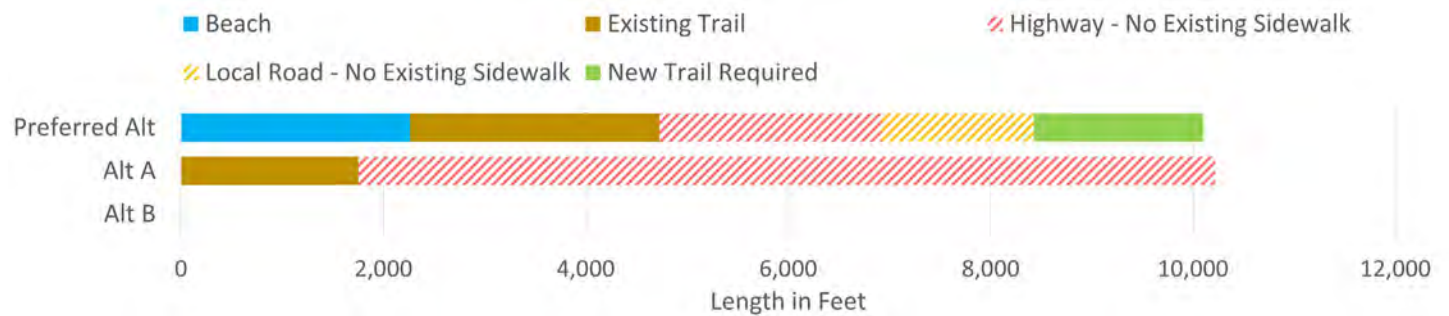
Follows existing alignment on US 101 to 40th St in Wacoma Beach.

Follows US 101 from Otis, past Neotsu, to 40th St in Lincoln City. Heads west on 40th St to Wacoma Beach.

Considerations

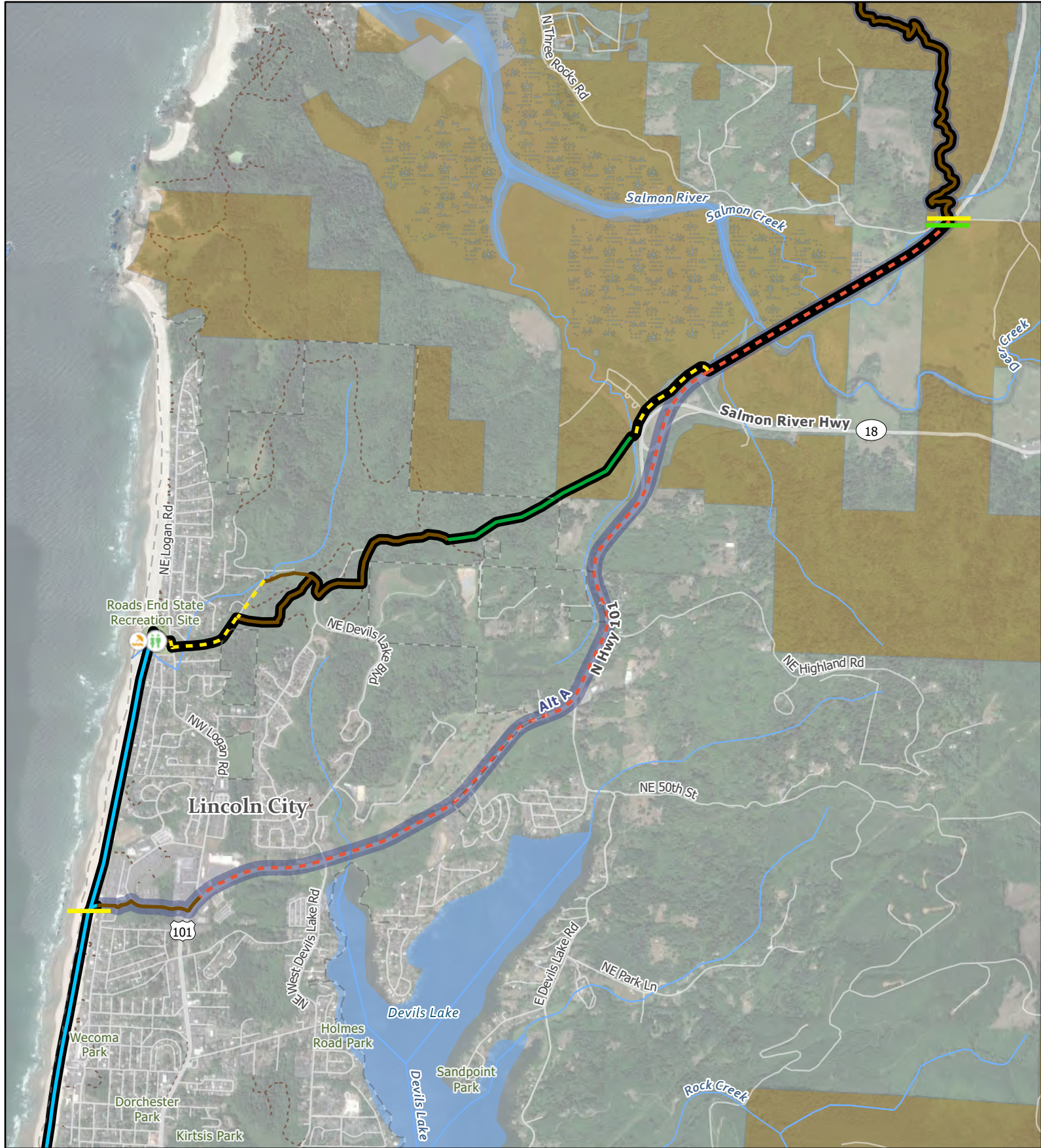
Most of the alternative (nearly 3 miles) is on the shoulder of US 101. Shoulders are narrow in places.

Alignment Surfaces



Alt Comparison


	Preferred	A
Property impacts	●	●
Environmental resource impacts	●	●
Cultural, historical, archaeological impacts	●	●
Trail facility and surface quality	●	○
Constructability	●	●
Transportation system interactions	●	○
Safety improvement	●	○
Connection to towns	●	○
Consistent user experience	●	○



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|---------------------|-----------------------------------|---------------------------------------|
| Alternatives | Surface Type | U.S. Fish and Wildlife Service |
| Preferred | Beach | U.S. Forest Service |
| Alternative A | Existing Trail | Oregon Parks and Rec |
| North Gap Limit | New Trail Required | OPRD Beach Access |
| South Gap Limit | Highway - No Existing Sidewalk | OPRD Restrooms Flush |
| | Local Road - No Existing Sidewalk | Trails/Paths |

**Oregon Coast Trail - North Coast
 Gap Closure Alternative 3-5
 Cascade Head Gap (south
 segment)**



Prepared by **Parametrix**

0 500 1,000 2,000
 Feet

3-6: Siletz Bay

Section 3: Cape Lookout to Lincoln City

Mid Coast

This gap is formed by Siletz Bay and extends from Lincoln City to Gleneden Beach.

Preferred Alt

Follows the existing alignment on US 101 from Lincoln City to just south of Siletz Bay

Starts heading south on US 101 from Siletz Bay Park. This alternative follows US 101 around Siletz Bay until the intersection with Salishan Hills Dr, where it turns west. This alternative leads to the beach following the dike and trails on the south edge of Siletz Bay.

Considerations

- Likely property impacts to access the dike and trails on the south side of the bay. Would need to coordinate with Salishan Gold Course and the commercial development on US 101.
- Requires over 3 miles of walking on US 101. The shoulders are narrow in places.
- Potential to widen shoulders, which would also benefit the OCBR.

Alt A

Similar to the Preferred Alt, but accesses US 101 from 51st St in Lincoln City and stays on US 101 further south to Gleneden Beach Loop.

Laves Siletz Bay Beach at SW 51st St in Lincoln City and connects to US 101. Then this alternative follows US 101 around Siletz Bay. It turns west slightly on Gleneden Beach Loop and parallels US 101 to Laurel St, where it heads west to rejoin the beach.

Considerations

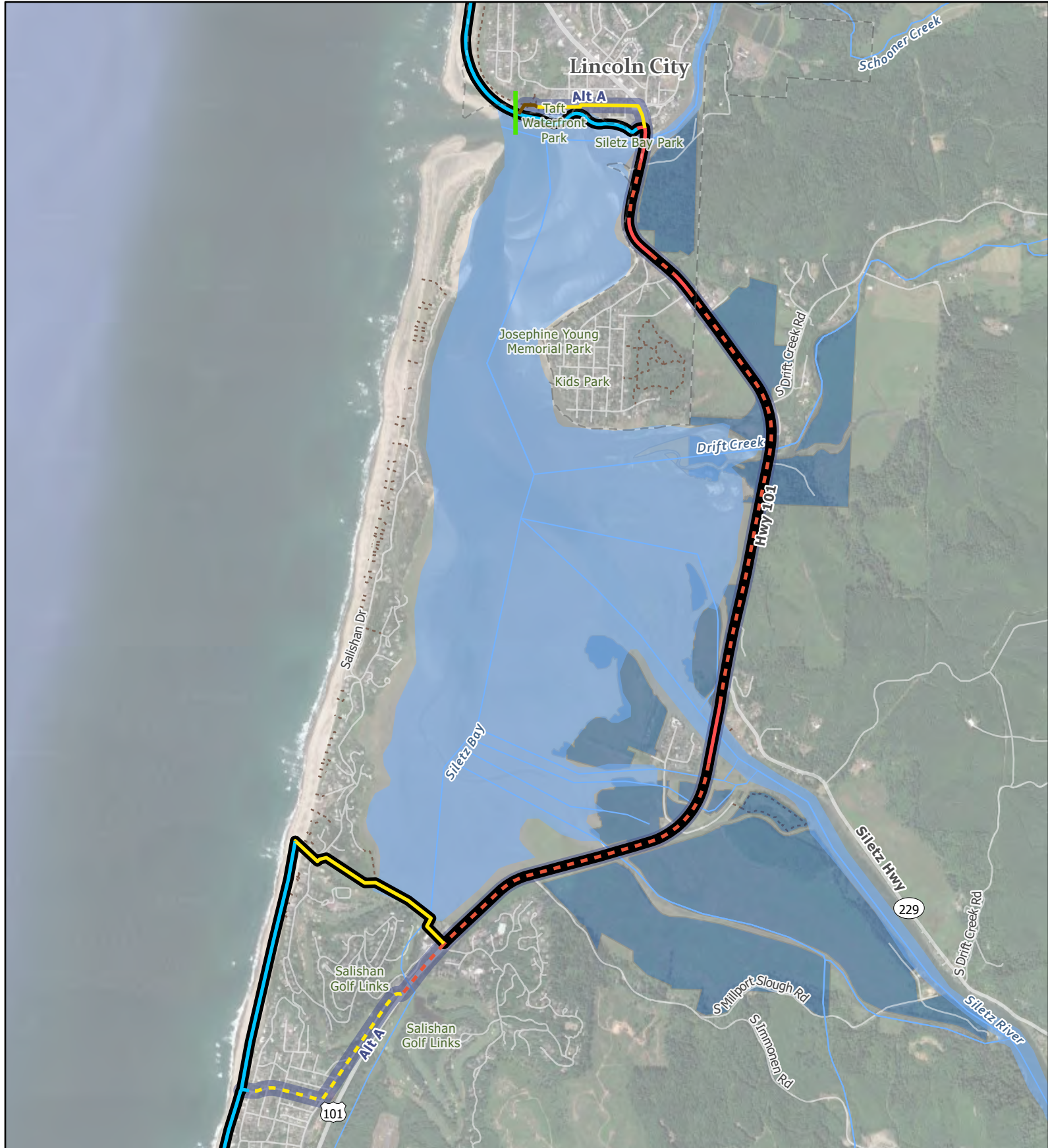
More road walking (an additional 0.7 miles) than the Preferred Alt.

Alignment Surfaces



Alt Comparison


	Preferred	A
Property impacts	○	●
Environmental resource impacts	◐	●
Cultural, historical, archaeological impacts	◐	●
Trail facility and surface quality	◐	○
Constructability	◐	●
Transportation system interactions	◐	○
Safety improvement	◐	○
Connection to towns	◐	●
Consistent user experience	◐	○



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|---------------------|-----------------------------------|--------------------------------|
| Alternatives | Surface Type | Management |
| Preferred | Beach | Bureau of Land Management |
| Alternative A | Existing Trail | U.S. Fish and Wildlife Service |
| North Gap Limit | Highway - Existing Sidewalk | Oregon Parks and Rec |
| | Highway - No Existing Sidewalk | Trails/Paths |
| | Local Road - Existing Sidewalk | |
| | Local Road - No Existing Sidewalk | |

**Oregon Coast Trail - North Coast
 Gap Closure Alternative 3-6
 Siletz Bay Gap**



Prepared by **Parametrix**



4-1: Fogarty Creek

Section 4: Lincoln City to Waldport

Mid Coast

This gap is formed by rocky outcroppings and extends from Lincoln Beach to Rocky Creek State Scenic Viewpoint.

Preferred Alt

A long segment on US 101 or parallel paths and roads when possible.

From Fishing Rock State Recreation Site, follows Fogarty Ave south to US 101. Continues on US 101 to Depoe Bay, using parallel paths and roads when possible. In Depoe Bay, leaves US 101 on Ellingson St and heads south on Coast Ave.

From Southpoint St, this alternative uses the path parallel to US 101. Continues on US 101 to Rocky Creek State Scenic Viewpoint.

Considerations

- Meandering route would require clear wayfinding signage.

Alt A

Avoids the south portion of US 101 through Depoe Bay with a diversion through the forested land to the east.

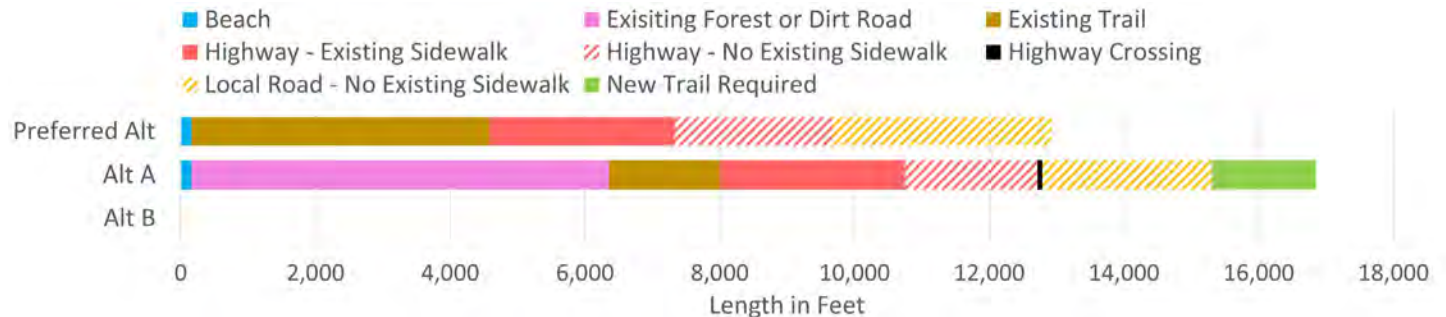
From Fishing Rock State Recreation Site, follows Fogarty Ave south to US 101. Continues on US 101 to Depoe Bay, using parallel paths and roads when possible. In Depoe Bay, leaves US 101 on Ellingson St and heads south on Coast Ave.

This alternative starts east on Kent St and jogs north to cross US 101 at Schoolhouse St. Follows Indian Trail south to Douglas St, where it would pick up a new trail south to an existing forest road. Follows the forest road east, south, and west to reconnect with US 101 at Rocky Creek State Scenic Viewpoint.

Considerations

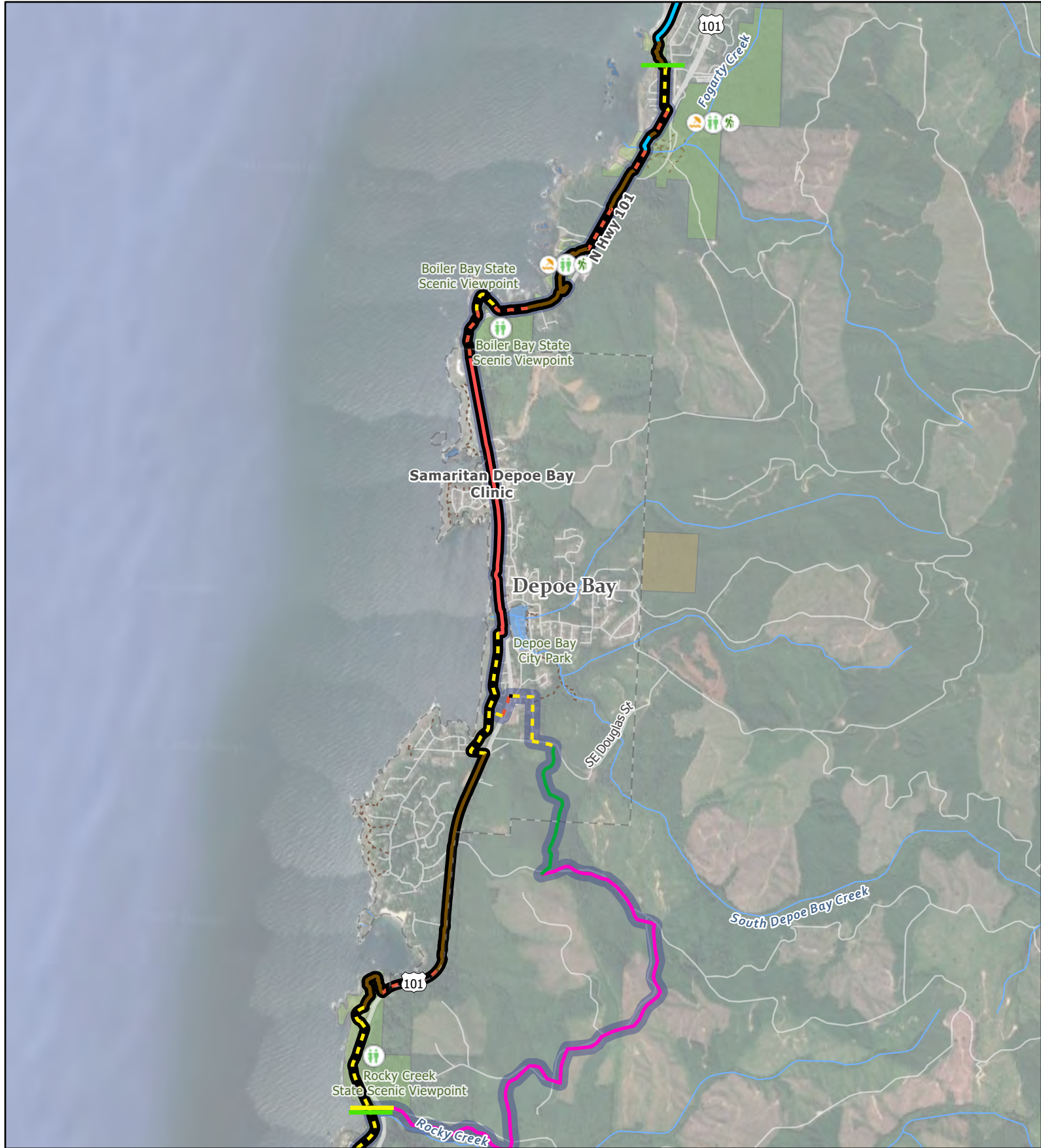
- Crosses US 101 at unmarked crosswalk at Schoolhouse Rd and at an unmarked crosswalk between the forest road and Otter Crest Lp.
- New trail likely to have property impacts and potential to have other resource impacts. This alternative avoids US 101 where the highway has parallel path.

Alignment Surfaces



Alt Comparison

	Preferred	A
Property impacts	●●○	○
Environmental resource impacts	●	●
Cultural, historical, archaeological impacts	●	●
Trail facility and surface quality	○	●
Constructability	●	○
Transportation system interactions	○	○
Safety improvement	○	○
Connection to towns	●	●
Consistent user experience	○	●



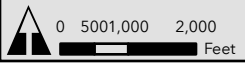
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|---------------------|-----------------------------------|--------------------------------|
| Alternatives | Surface Type | Management |
| Preferred | Beach | Bureau of Land Management |
| Alternative A | Existing Trail | U.S. Fish and Wildlife Service |
| North Gap Limit | Existing Forest or Dirt Road | Oregon Parks and Rec |
| South Gap Limit | New Trail Required | OPRD Beach Access |
| | Highway - Existing Sidewalk | OPRD Trails |
| | Highway - No Existing Sidewalk | OPRD Restrooms Flush |
| | Highway Crossing | Trails/Paths |
| | Local Road - No Existing Sidewalk | |

**Oregon Coast Trail - Mid Coast
 Gap Closure Alternative 4-1
 Fogarty Creek Gap**



Prepared by **Parametrix**



4-2/3: Whales Cove

Section 4: Lincoln City to Waldport

Mid Coast

This gap is formed by rocky outcroppings and extends from Rocky Creek State Scenic Viewpoint to Otter Rock.

Preferred Alt

Follows Otter Crest Lp to 1st St.

Follows Otter Crest Loop from Rocky Street State Park to 1st St. Goes west on 1st St to Devil's Punch Bowl State Natural Area, then descends to Otter Rock Beach.

Considerations

- Fewer turns and more direct than Alt A.

Alt A

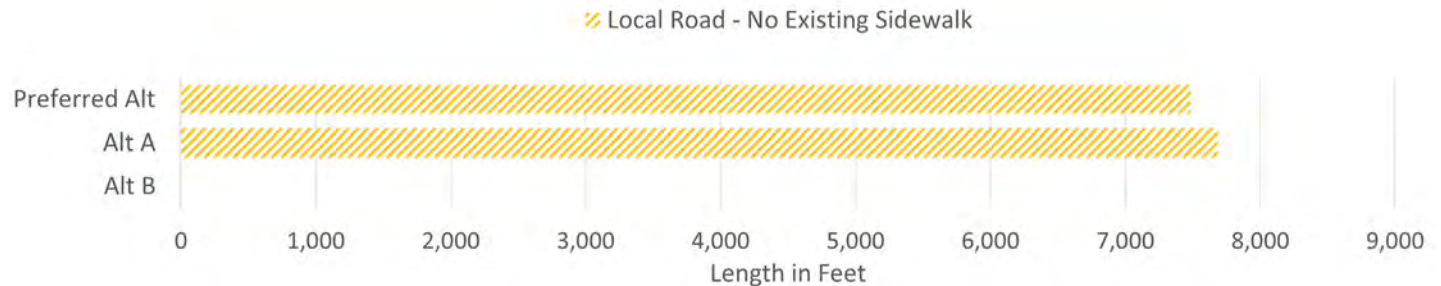
Follows Otter Crest Lp to 3rd St.

Follows Otter Crest Loop from Rocky Street State Park to 3rd St. Goes west on 3rd St to C St, south on C St to Devil's Punch Bowl State Natural Area, then descends to Otter Rock Beach.

Considerations

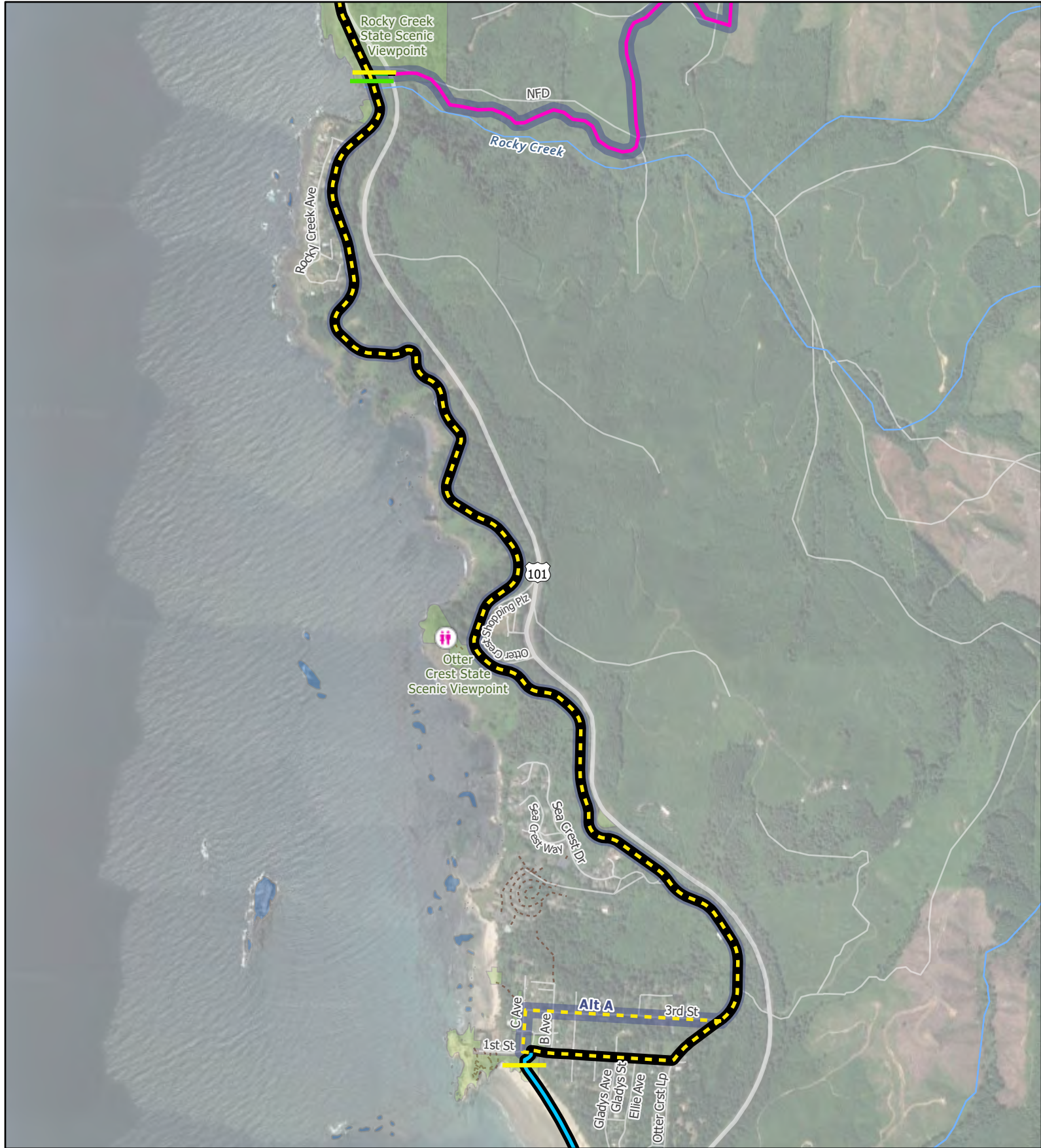
Slightly less distance (0.15 miles) on Otter Crest Loop, but slightly more distance in the residential neighborhood.

Alignment Surfaces



Alt Comparison

	Preferred	A
Property impacts	●	●
Environmental resource impacts	●	●
Cultural, historical, archaeological impacts	●	●
Trail facility and surface quality	○	○
Constructability	●	●
Transportation system interactions	○	○
Safety improvement	○	○
Connection to towns	◐	◐
Consistent user experience	○	○



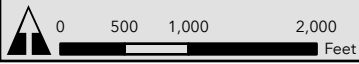
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|---------------------|-----------------------------------|---------------------------------------|
| Alternatives | Surface Type | U.S. Fish and Wildlife Service |
| Preferred | Beach | Oregon Parks and Rec |
| Alternative A | Existing Forest or Dirt Road | Vault Toilets |
| North Gap Limit | New Trail Required | Trails/Paths |
| South Gap Limit | Highway Crossing | |
| | Local Road - No Existing Sidewalk | |

**Oregon Coast Trail - Mid Coast
 Gap Closure Alternative 4-2
 Whales Cove Gap (north segment)**



Prepared by **Parametrix**



4-4: Yaquina Head

Section 4: Lincoln City to Waldport

Mid Coast

This gap is formed by the rocky outcropping of Yaquina Head.

Preferred Alt

Crosses Yaquina Head through a combination of existing roads and trails.

Climbs up from the beach near 55th St at Starfish Cove. Follows 55th St to Azalea St, which climbs uphill past the water tower to Easement Rd. The route follows Easement Rd west past Lighthouse Dr to an existing trail on the south side of Yaquina Head. This trail goes east, merging with Lighthouse Dr. Before intersecting with US 101, the route would turn south on Rocky Way and connect with the beach.

Considerations

- Out of direction travel.
- Extra elevation gain.
- Would need to coordinate access on the water tower access road (currently gated).
- Climb up from beach is steep and needs improving, but is feasible.

Alt A

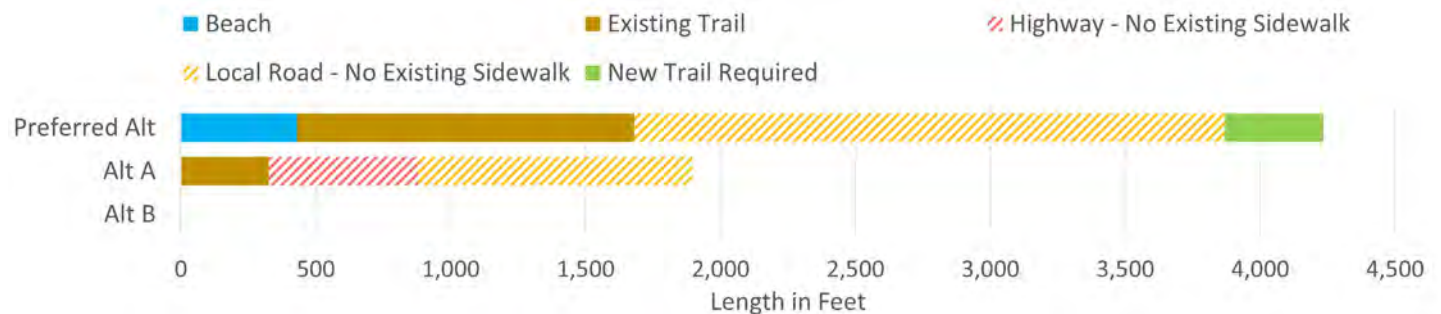
Follows existing roads to US 101.

Climbs up from the beach north of 57th St and heads south on Meander St to 55th St. Follows 55th St east to US 101, where the route goes south to Agate Way. There it goes southwest to the beach.

Considerations

- Direct route with little elevation gain. More walking on roads and a short segment on US 101, which has sidewalks.

Alignment Surfaces



Alt Comparison

	Preferred	A
Property impacts	●	●
Environmental resource impacts	●	●
Cultural, historical, archaeological impacts	●	●
Trail facility and surface quality	○	○
Constructability	●	●
Transportation system interactions	◐	○
Safety improvement	◐	○
Connection to towns	◐	●
Consistent user experience	◐	○

4-5: Yaquina Bay

Section 4: Lincoln City to Waldport

Mid Coast

This gap is formed by Yaquina Bay from Newport to South Beach.

Preferred Alt

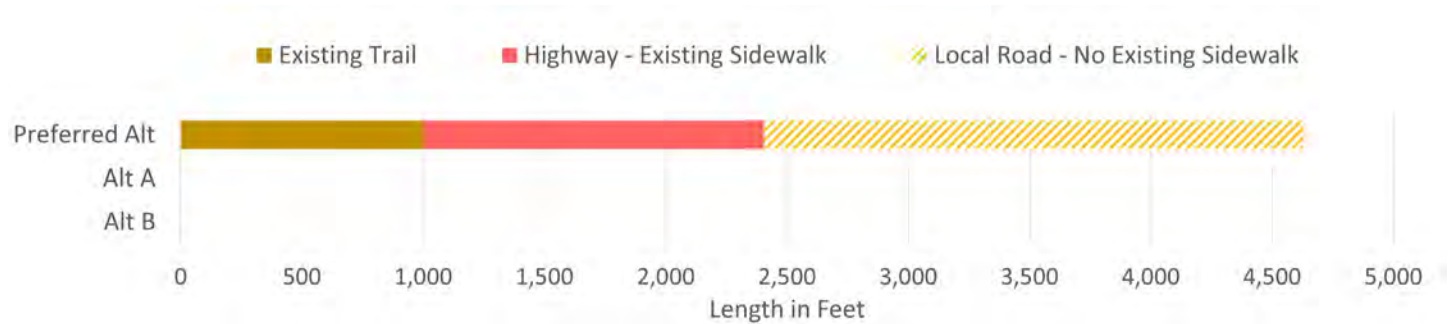
Crosses Yaquina Bay on US 101 over the Yaquina Bay Bridge.

Leaves the beach at Yaquina Bay State Recreation Site and connects to US 101, where it crosses over Yaquina Bay. Then heads west on SW Jetty Way to connect to South Beach.

Considerations

- On shoulder of Jetty Way.

Alignment Surfaces



Alt Comparison

	Preferred
Property impacts	●
Environmental resource impacts	●
Cultural, historical, archaeological impacts	●
Trail facility and surface quality	○
Constructability	●
Transportation system interactions	◐
Safety improvement	○
Connection to towns	◐
Consistent user experience	○




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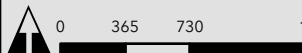
- | | |
|---------------------|-----------------------------------|
| Alternatives | Surface Type |
| Preferred | Beach |
| North Gap Limit | Existing Trail |
| South Gap Limit | Highway - Existing Sidewalk |
| | Local Road - No Existing Sidewalk |

- U.S. Fish and Wildlife Service
- Oregon Parks and Rec
- OPRD Beach Access
- OPRD Trails
- OPRD Camping
- OPRD Restrooms Flush
- OPRD Showers
- OPRD Cabins

**Oregon Coast Trail - Mid Coast
 Gap Closure Alternative 4-5
 Yaquina Bay Gap**



Prepared by **Parametrix**



4-6: Seal Rock

Section 4: Lincoln City to Waldport

Mid Coast

This gap is formed by rocky outcroppings from Seal Rock to Collins Creek State Recreation Site.

Preferred Alt

Uses a combination of beach, trail through Seal Rock State Recreation Site, US 101, and NW Coast Rd.

Leaves beach in Seal Rock, then follows US 101 south to the entrance of Seal Rock State Recreation Site. Uses existing trails to return to the beach for a short distance. Before reaching Little Creek, this alternative leaves the beach and goes back to US 101. Veers west from US 101 to Coast Rd, which leads to the beach at James St.

Considerations

- Meandering alignment will require clear wayfinding signage.
- On shoulder of US 101 for two separate segments, totaling approximately 0.4 miles.

Alt A

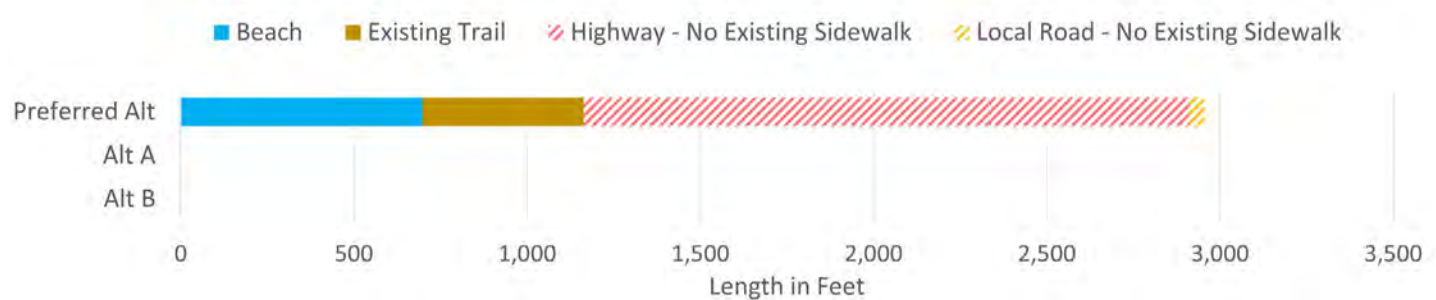
Uses Seal Rock St on the east side of US 101 to avoid the rocky outcroppings and avoid walking on US 101

Leaves beach in Seal Rock, then follows US 101 south to Seal Rock St. Requires crossing to the east side of US 101. Follows Seal Rock St south to where it intersects again with US 101. Crosses US 101 and heads west on Quail St to connect with the beach.

Considerations

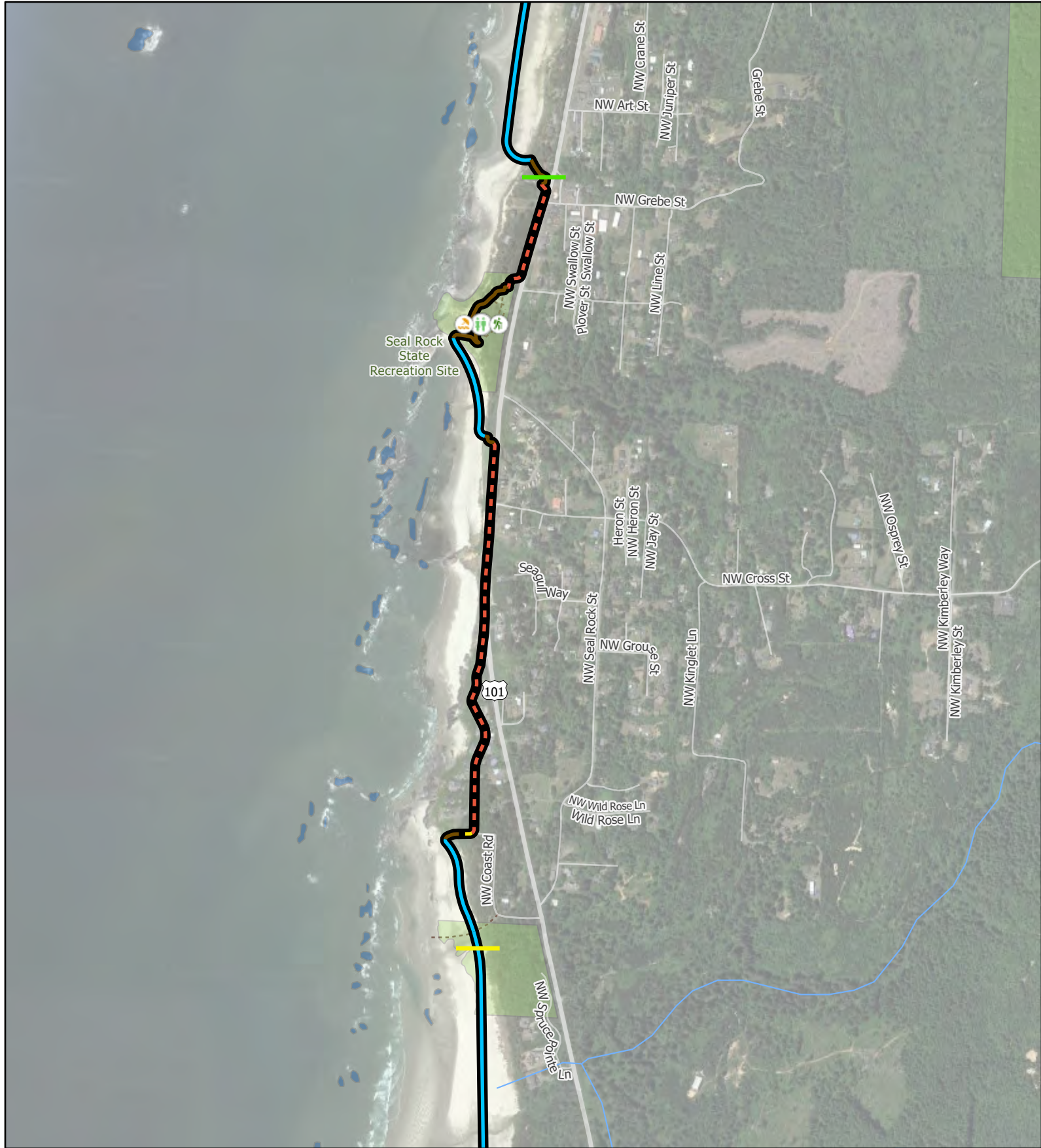
- Avoids walking on US 101, but requires two US 101 crossings.
- Walks through neighborhood.

Alignment Surfaces



Alt Comparison

	Preferred	Alt A
Property impacts	●	●
Environmental resource impacts	●	●
Cultural, historical, archaeological impacts	●	●
Trail facility and surface quality	◐	○
Constructability	●	●
Transportation system interactions	○	○
Safety improvement	○	○
Connection to towns	◐	◐
Consistent user experience	○	○



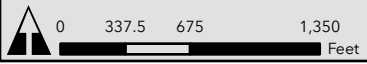
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|---------------------|-----------------------------------|---------------------------------------|
| Alternatives | Surface Type | U.S. Fish and Wildlife Service |
| Preferred | Beach | Oregon Parks and Rec |
| North Gap Limit | Existing Trail | OPRD Beach Access |
| South Gap Limit | Highway - No Existing Sidewalk | OPRD Trails |
| | Local Road - No Existing Sidewalk | OPRD Restrooms Flush |
| | | Trails/Paths |

**Oregon Coast Trail - Mid Coast
 Gap Closure Alternative 4-6
 Seal Rock Gap**



Prepared by **Parametrix**



5-1: Alsea Bay

Section 5: Waldport to Florence

Mid Coast

This gap is formed by Alsea Bay and extends from Bayshore to Waldport.

Preferred Alt

Follows existing route along NW Bayshore Dr and the Alsea Bay beach to the Alsea Bay Bridge.

Leaves the beach in Bayshore and goes east on Westward St. Goes south on Bayshore Dr to the beach of Alsea Bay. Follows the beach east to the trail up to US 101. Heads south over the Alsea Bay Bridge into Waldport.

Considerations

- Meandering alignment will require clear wayfinding signage.

Alt A

Goes further south on the beach, then winds through neighborhoods to Alsea Bay beach and to the Alsea Bay Bridge.

Leaves the beach near Beachview Dr, approximately 0.5 miles south of the Preferred Alt. Then goes northwest through the residential development, including a short trail and bridge on private property, until reaching Bayshore Dr. Here it follows the same route as the Preferred Alt along beach of Alsea Bay to US 101 and the Alsea Bay Bridge.

Considerations

- Meandering alignment will require clear wayfinding signage.
 - Out of direction travel.
 - Goes through a residential development.
- Requires walking on a privately-owned trail.

Alignment Surfaces



Alt Comparison

	Preferred	A
Property impacts	●	○
Environmental resource impacts	●	●
Cultural, historical, archaeological impacts	●	●
Trail facility and surface quality	◐	◐
Constructability	●	●
Transportation system interactions	◐	◐
Safety improvement	○	○
Connection to towns	◐	◐
Consistent user experience	◐	◐



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- | | | |
|---------------------|-----------------------------------|----------------------|
| Alternatives | Surface Type | Oregon Parks and Rec |
| Preferred | Beach | OPRD Restrooms Flush |
| Alternative A | Existing Trail | Trails/Paths |
| Alternative B | Highway - Existing Sidewalk | |
| North Gap Limit | Highway Crossing | |
| South Gap Limit | Local Road - Existing Sidewalk | |
| | Local Road - No Existing Sidewalk | |

**Oregon Coast Trail - Mid Coast
 Gap Closure Alternative 5-1
 Alsea Bay Gaps**



Prepared by **Parametrix**



5-X: Waldport

Section 5: Waldport to Florence

Mid Coast

This tidal gap is formed by US 101 and the steep hills adjacent to Alsea Bay. Can walk on the beach adjacent to US 101 at low to mid tide.

Preferred Alt

Follows US 101 with improved facilities for walking.

From the south end of the Alsea Bay Bridge, this alternative immediately goes to the west to the Alsea Bay beach. It follows the beach to where it meets US 101. Here the trail would use new walking facilities on US 101 for approximately 1/4 miles through the pinch point where hills are close to the beach. Exatly how the facilities would be implemented is yet to be determined. They could be on a boardwalk, a cantilevered roadway, or a roadway widened to the east with retaining walls. After the 1/4 mile on US 101, this alternative would rejoin the beach.

Considerations

- The OCBR Plan includes improvements here for better biking. Opportunity to coordinate improvements that benefit both OCT and OCBR.

Alt A

Climbs the hill to the east of US 101 to avoid the pinch point on the beach.

From the south end of the Alsea Bay Bridge, this alternative immediately goes south on Maple St. It crosses US 101 just east of Starr St at an existing marked crosswalk. Then it heads south to the end of Norwood Dr. Here it continues south on existing trails on private property until reaching Wazyiyata Ave. It crosses US 101 at an unmarked crosswalk and rejoins the beach before Wazyiyata Ave meets Adahi Ave.

Considerations

- Existing trail on undeveloped private property.
- Requires approximately 150 feet of climbing.
- Meandering route would require clear wayfinding signage.
- Potential for an interim solution until US 101 is improved.

Alt B

Climbs the hill to the east of US 101 and follows trails to avoid the pinch point on the beach.

From the south end of the Alsea Bay Bridge, this alternative immediately goes south on Maple St. It crosses US 101 just east of Starr St at an existing marked crosswalk. Heads east on Starr St to Kendall Ballfield, where it starts south on the Woodland Trail.

The Woodland Trail ends at Crestline Dr. This alternative goes south to Range Dr and west to US 101, crosses US 101 at an unmarked crosswalk, and rejoins the beach to the south at Governor Patterson Memorial State Recreation Site.

Considerations

- Uses existing Woodland Trail, which appears to traverse some private property. Would need to coordinate with owners.
- Out of direction travel.
- Requires approximately 225 feet of climbing.
- Meandering route would require clear wayfinding signage.
- Potential for an interim solution until US 101 is improved.

Alignment Surfaces



Alt Comparison

	Preferred	A	B
Property impacts	●	○	◐
Environmental resource impacts	○	◐	●
Cultural, historical, archaeological impacts	○	◐	●
Trail facility and surface quality	◐	◐	◐
Constructability	○	●	●
Transportation system interactions	●	○	○
Safety improvement	●	●	●
Connection to towns	◐	◐	◐
Consistent user experience	◐	◐	◐



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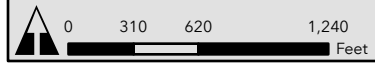
- | | |
|---------------------|-----------------------------------|
| Alternatives | Surface Type |
| Preferred | Beach |
| Alternative A | Existing Trail |
| Alternative B | Highway - Existing Sidewalk |
| North Gap Limit | Highway - No Existing Sidewalk |
| South Gap Limit | Highway Crossing |
| | Local Road - Existing Sidewalk |
| | Local Road - No Existing Sidewalk |

- Oregon Parks and Rec
- OPRD Restrooms Flush
- Trails/Paths

**Oregon Coast Trail - Mid Coast Gap Closure Alternative 5-X
 Waldport New Gap**



Prepared by **Parametrix**



5-2: Yachats

Section 5: Waldport to Florence

Mid Coast

This gap is formed by the Yachats River.

Preferred Alt

Uses the US 101 bridge to cross the Yachats River.

Leaves the beach at Yachats State Recreation Area and follows Ocean View Dr to US 101. Goes over the Yachats River bridge and immediately turns west on to Yachats Ocean Rd.

Considerations

- Requires walking on the shoulder through the full alternative, except on the Yachats River bridge where there is a protected sidewalk. The shoulder on the west side of US 101 is 5 feet wide or wider.
- A 350-ft long walkway/boardwalk along Ocean View Dr from Beach Street to US 101 is currently being planned.

Alt A

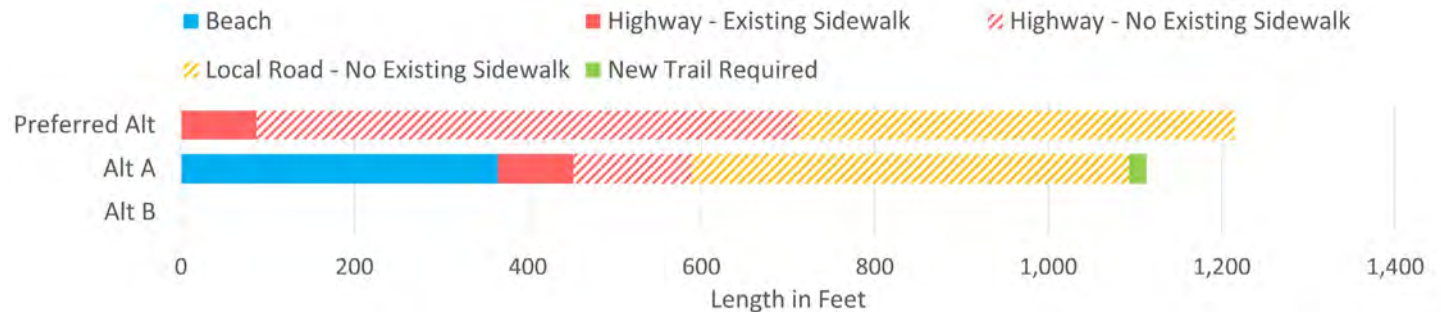
Similar to the Preferred Alt, but walks along the north bank of the Yachats River to avoid a segment of US 101.

Leaves the beach at Yachats State Recreation Area and follows Ocean View Dr to US 101. After approximately 300 feet, this alternative heads south to the bank of the Yachats River and walks south along the beach for approximately 800 feet. Then it climbs back up to rejoin US 101, goes over the Yachats River bridge, and immediately turns west on to Yachats Ocean Rd.

Considerations

- Getting down to the Yaquina River beach and back up to US 101 requires new trails on steep slopes.
 - Private property impacts.
 - Requires clear wayfinding.
- A 350-ft long walkway/boardwalk along Ocean View Dr from Beach Street to US 101 is currently being planned.

Alignment Surfaces



Alt Comparison

	Preferred	A
Property impacts	●	○
Environmental resource impacts	●	●
Cultural, historical, archaeological impacts	●	●
Trail facility and surface quality	○	●
Constructability	●	●
Transportation system interactions	●	●
Safety improvement	○	●
Connection to towns	●	●
Consistent user experience	●	●

5-3/4: Siuslaw Gap

Section 5: Waldport to Florence

Mid Coast

This gap is formed by the rocky formations and creeks from Neptune State Scenic Viewpoint to Muriel O. Ponsler Memorial State Scenic Viewpoint.

Preferred Alt

Follows US 101.

Starts on US 101 from the Cummins Creek Trailhead. Continues south along US 101 to reach the Muriel O. Ponsler Memorial State Scenic Viewpoint.

Considerations

- Approximately on the shoulder of US 101. Shoulders are narrow throughout, ranging from 2 to 3 feet wide.
- Opportunity for short segments to join the beach. Requires clear wayfinding signage.
- This segment is included in the OCBR Plan with a short term solution of adding signs to alert drivers to the presence of people biking and walking on the trail. It includes a long term solution to widen the shoulder and potentially add separation for walking and biking.

Alt A

Uses new trails in the forest on the east side of US 101.

A combination of new trails and existing forest roads through US Forest Service land would connect the Cummins Creek Trailhead to Muriel O. Ponsler Memorial State Scenic Viewpoint.

Considerations

- This segment would be more than 6.5 miles long and most of it would require new trail.
- Two wilderness areas are near US 101 here. These should be avoided if possible, though they are not a strict “no-go.” Trail through non-wilderness area would need to be considered first.
- Would require multiple creek crossings.
Sensitive habitats are in the area.

Alignment Surfaces



Alt Comparison

	Preferred	A
Property impacts	●	●
Environmental resource impacts	◐	○
Cultural, historical, archaeological impacts	◐	◐
Trail facility and surface quality	○	●
Constructability	○	○
Transportation system interactions	○	○
Safety improvement	◐	●
Connection to towns	○	○
Consistent user experience	○	●



Alt A alignment shown is conceptual for a new trail east of US Hwy 101

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- | | | |
|---------------------|-----------------------------------|--------------------------------|
| Alternatives | Surface Type | Local Government |
| Preferred | Beach | U.S. Fish and Wildlife Service |
| Alternative A | Existing Trail | U.S. Forest Service |
| North Gap Limit | Existing Forest or Dirt Road | Oregon Parks and Rec |
| South Gap Limit | New Trail Required | OPRD Beach Access |
| | Highway - Existing Sidewalk | OPRD Trails |
| | Highway - No Existing Sidewalk | Vault Toilets |
| | Highway Crossing | Trails/Paths |
| | Local Road - No Existing Sidewalk | |

Oregon Coast Trail - Mid Coast Gap Closure Alternative 5-3 Siuslaw Gap (north segment)



Prepared by **Parametrix**



5-5: Heceta Head

Section 5: Waldport to Florence

Mid Coast

This gap is formed by Heceta Head, Cape Creek, and the rocky outcroppings to Baker Beach.

Preferred Alt

Follows a combination of new trails, existing forest roads, and existing equestrian trails.

From the beach at the Heceta Head Lighthouse State Scenic Viewpoint, follow the access road east under US 101, past the parking area, to a small road with a bridge crossing Cape Creek. From this road, a new trail would connect to NF-58, which would then lead east to the Horse Creek trail system and eventually connect to NF-789 (Herman Peak Rd) and US 101. From NF-789, it's just a short walk north on US 101 to Baker Beach Rd. At the west end of the road, this alternative would use Baker Beach Trail to get to the beach.

Considerations

- Adds about 7 miles and a substantial amount of elevation gain.
- Much of this route is on popular equestrian trails. Would need to engage with equestrian groups.
- New trail segment between Cape Creek and NF-58 would be in a sensitive area for environmental, historical, and cultural resources.
- Depending on the alignment, the new trail may impact private property.
- Coordinate with Sea Lion Caves on crossing of US 101 at south end; ODOT indicates improvement opportunities may be limited.

Alt A

Crosses through a combination of existing roads and trails.

This alternative starts the same way as the Preferred Alt. From the beach at the Heceta Head Lighthouse State Scenic Viewpoint, follow the access road east under US 101, past the parking area, to a small road with a bridge crossing Cape Creek. From this road, a new trail would connect to NF-58. This alternative would go west toward US 101. Before reaching US 101, the alternative would turn south on a new trail paralleling the highway. At some point north of Southview Ln, the alternative would rejoin US 101 and use the beach access trail near Southview Ln to return to the beach.

Considerations

- Beach access trail is steep.
- New trail segment between Cape Creek and NF-58 would be in a sensitive area for environmental, historical, and cultural resources.
- Depending on the alignment, new trails may impact private property

Alt B

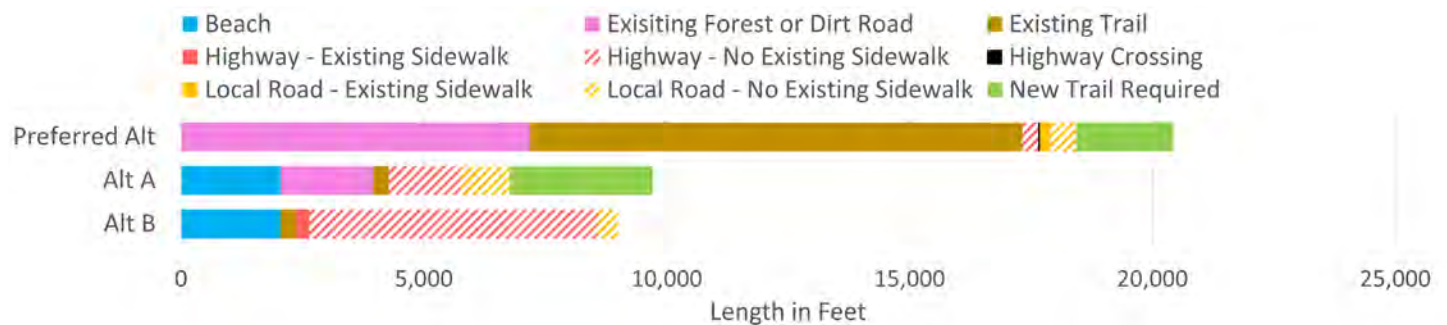
Follows US 101.

Joins US 101 from Heceta Head Lighthouse State Scenic Viewpoint and continues to a beach access trail near Southview Ln.

Considerations

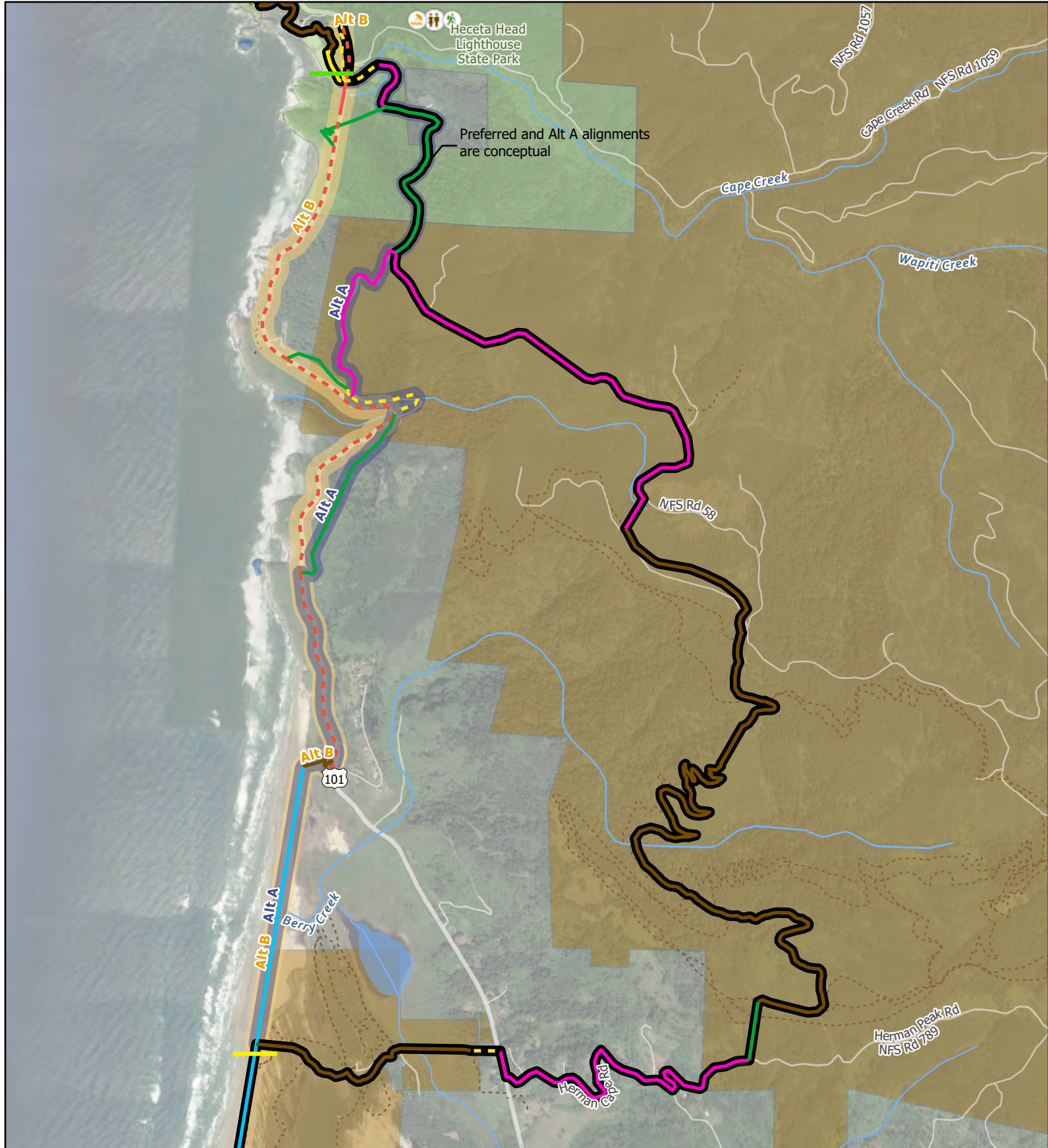
- On narrow (2 foot) highway shoulder, users wedged next to cliff.
- Beach access trail is steep.
- Opportunity to explore improved signage as an interim solution until another, long term solution is implemented. Coordinate with OCBR short term solution.

Alignment Surfaces



Alt Comparison

	Preferred	A	B
Property impacts	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Environmental resource impacts	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Cultural, historical, archaeological impacts	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Trail facility and surface quality	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Constructability	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Transportation system interactions	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Safety improvement	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Connection to towns	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Consistent user experience	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>



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- | | | |
|---------------------|-----------------------------------|---------------------------------------|
| Alternatives | Surface Type | U.S. Fish and Wildlife Service |
| Preferred | Beach | U.S. Forest Service |
| Alternative A | Existing Trail | Oregon Parks and Rec |
| Alternative B | Existing Forest or Dirt Road | OPRD Beach Access |
| North Gap Limit | New Trail Required | OPRD Trails |
| South Gap Limit | Highway - Existing Sidewalk | OPRD Pit Toilets |
| | Highway - No Existing Sidewalk | Trails/Paths |
| | Highway Crossing | |
| | Local Road - Existing Sidewalk | |
| | Local Road - No Existing Sidewalk | |

Oregon Coast Trail - Mid Coast Gap Closure Alternative 5-5 Heceta Head Gap

Prepared by **Parametrix**

6-1: Siuslaw River

Section 6: Florence to Winchester Bay

Mid Coast

This gap is formed by the Siuslaw River and extends through Florence.

Preferred Alt

Follows Rhododendron Dr, US 101 over the Siuslaw River Bridge, and S Jetty Rd/Sand Dunes Rd back to the beach.

Takes N Jetty Rd from Siuslaw North Jetty, Harbor Vista Rd south through Harbor Vista County Park, and Harbor Vista Rd to Rhododendron Dr. Follows Rhododendron Dr south to Kingwood St, to Bay St, to a trail that accesses US 101. Follow US 101 over the bridge and south to S Jetty Rd. Continues west on S Jetty Rd, which becomes Sand Dunes Rd and leads to the beach.

Considerations

- Most of this alternative is on road shoulder. Shoulders on US 101 are mostly 5 feet or wider.
- The Siuslaw River Bridge has sidewalks.

Alt A

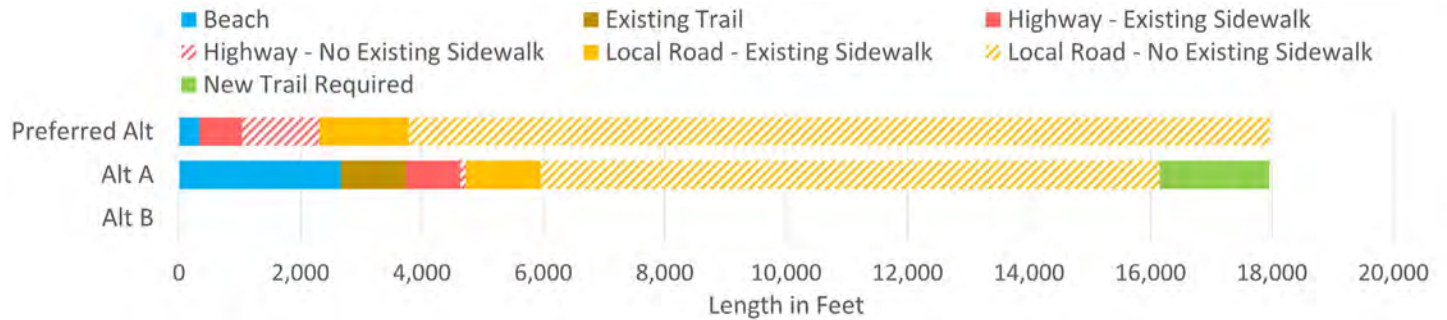
Follows Rhododendron Dr, US 101 over the Siuslaw River Bridge, and a combination of new trails, existing trails, and dune walking back to the beach.

Takes N Jetty Rd from Siuslaw North Jetty to Rhododendron Dr. Follows Rhododendron Dr south to Kingwood St, to 2nd St and US 101. Follow US 101 over the bridge and turn west on Barrett Creek Ln. At the west end of Barrett Creek Ln, a new trail would cross over Flint Creek and go west through BLM/USFS land to the beach. It would use portions of existing trails where possible. Some of this segment would require crossings dunes.

Considerations

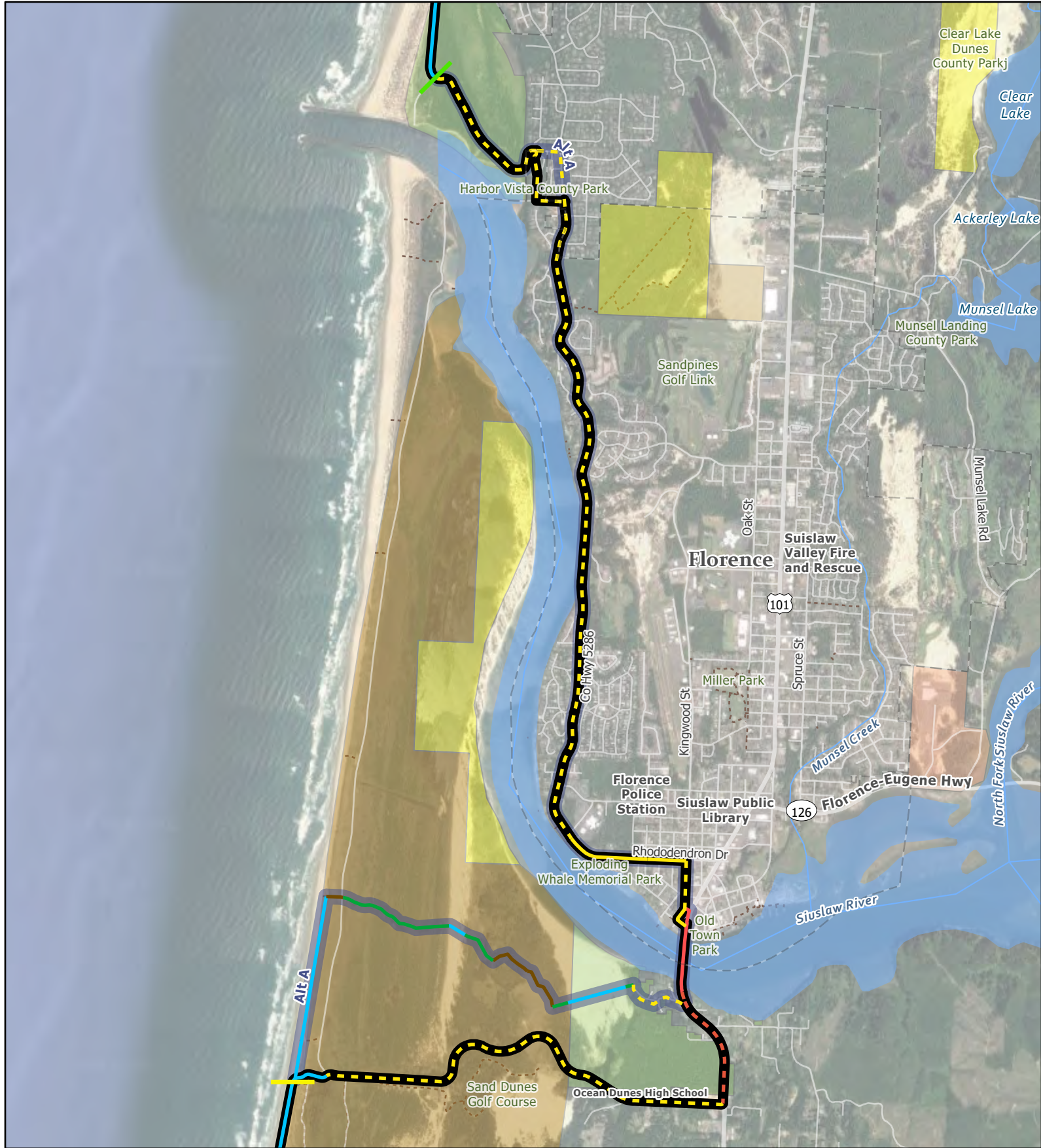
- Most of this alternative north of the Siuslaw River Bridge is on road shoulder.
- Requires bridge over Flint Creek.
- May have private property impacts from Barrett Creek Ln.
- Likely wetland impact and may be sensitive habitat. Hiking across sand dunes may be difficult.

Alignment Surfaces



Alt Comparison

	Preferred	A
Property impacts	●	○
Environmental resource impacts	●	○
Cultural, historical, archaeological impacts	●	○
Trail facility and surface quality	○	●
Constructability	●	○
Transportation system interactions	○	●
Safety improvement	○	●
Connection to towns	○	●
Consistent user experience	○	●



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- | | | |
|------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Alternatives | Surface Type | Agency |
| <ul style="list-style-type: none"> Preferred Alternative A North Gap Limit South Gap Limit | <ul style="list-style-type: none"> Beach Existing Trail New Trail Required Highway - Existing Sidewalk Highway - No Existing Sidewalk Local Road - Existing Sidewalk Local Road - No Existing Sidewalk | <ul style="list-style-type: none"> Bureau of Indian Affairs Bureau of Land Management Local Government U.S. Forest Service Oregon Parks and Rec Trails/Paths |

**Oregon Coast Trail - South Coast
 Gap Closure Alternative 6-1
 Siuslaw River Gap**



Prepared by **Parametrix**



6-2: Umpqua River

Section 6: Florence to Winchester Bay

South Coast

This gap is formed by the Umpqua River and extends from Sparrow Park Road to Winchester Bay.

Preferred Alt

Ferry crossing of the Umpqua River.

Follows the beach toward the mouth of the Umpqua River. From the river side of the peninsula, the ferry would pick up hikers and bring them to the Winchester Bay Marina. From the marina, this alternative follows Salmon Harbor Dr south to Triangle Rd, which rejoins the beach.

Considerations

- Existing ferry service through Winchester Bay Marina requires advance scheduling.
- A direct route from the west side of the peninsula to the east would require a new trail.
- On the shoulder of Salmon Harbor Dr and Triangle Rd.

Alt A (Preferred Overland Route)

Overland route follows US 101 to Winchester Bay.

Follows Sparrow Park Rd from the beach to US 101. Follows US 101 south through Gardiner, over the Umpqua River, through Reedsport, to Winchester, where it turns west on to Salmon Harbor Dr. The route veers on to Triangle Rd west to the beach.

Considerations

- Requires 14 miles of road walking, 8 miles on US 101.
- A potential overland alternate route.

Alt B

Long term overland route follows a combination of existing roads and new trails.

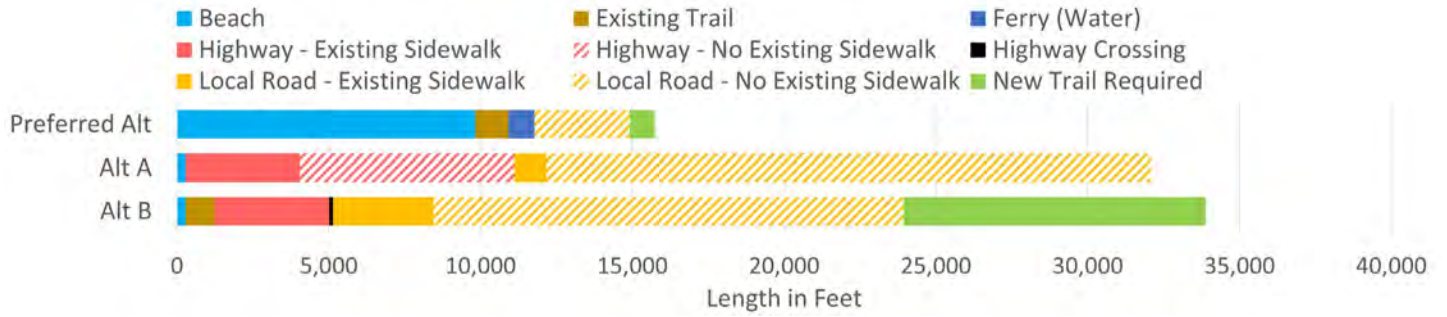
Follows Sparrow Park Rd from the beach to a new trail that connects to the north bank of the Umpqua River. Follows the Umpqua River until reaching US 101, where it is on the shoulder through Gardiner. Before the first bridge over the Umpqua River, this alignment would head east on the north bank of the river to reach Stables Rd and Lower Smith River Rd. Cross southwest to Bolon Island. Turns south on an existing road and connects to a new trail that wraps around the island to reach US 101 on the south side of the island. Rejoins US 101 to go over the Umpqua River and through Reedsport to 22nd St.

Turns north on N 22nd St and immediately turns west on Frontage Rd. Then turns south on Ranch Rd, crosses US 101, and turns southwest on Longwood Dr. Follows Longwood Dr to a new mixed-use path parallel to US 101. At Winchester Bay, crosses US 101 to Salmon Harbor Dr. Follows Salmon Harbor Dr south to Triangle Rd, which rejoins the beach.

Considerations

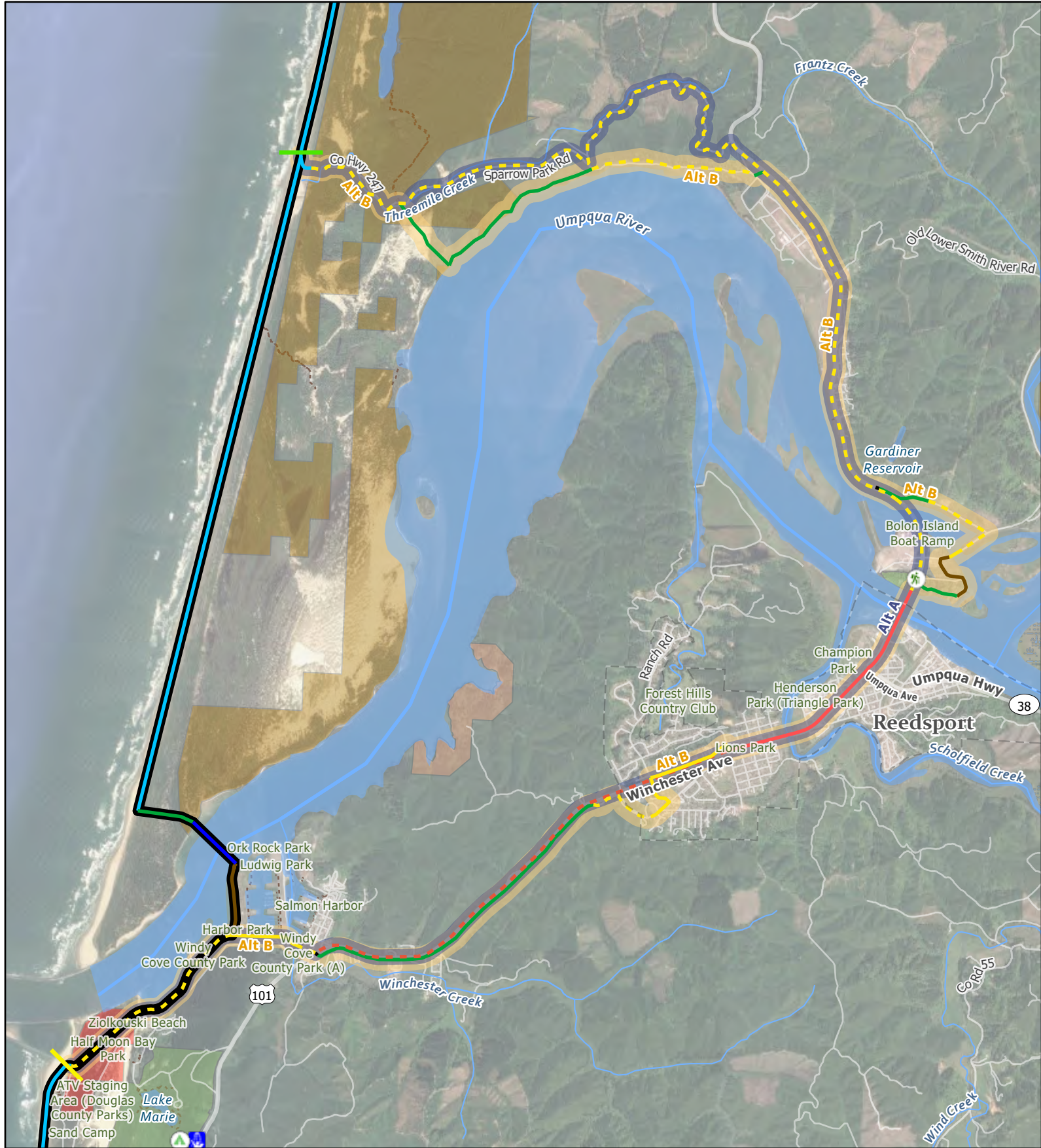
- Meandering route would require clear wayfinding signage.
- Likely private property impacts with the new proposed trails
- Possible resource impacts with the new trails.
- Steep slopes on Bolon Island.
- Coordinate the mixed-use path parallel to US 101 with Dean to Dunes Trail.
- Requires additional crossings of US 101.

Alignment Surfaces



Alt Comparison

	Preferred	A	B
Property impacts	●	●	○
Environmental resource impacts	◐	●	◐
Cultural, historical, archaeological impacts	◐	●	◐
Trail facility and surface quality	●	○	◐
Constructability	●	●	○
Transportation system interactions	●	○	○
Safety improvement	●	○	◐
Connection to towns	○	●	●
Consistent user experience	●	○	◐



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- | | | |
|----------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Alternatives
Preferred
Alternative A
Alternative B
North Gap Limit
South Gap Limit | Surface Type
Beach
Existing Trail
New Trail Required
Ferry (Water)
Highway - Existing Sidewalk
Highway - No Existing Sidewalk
Highway Crossing
Local Road - Existing Sidewalk
Local Road - No Existing Sidewalk | Bureau of Indian Affairs
Bureau of Land Management
Corps of Engineers
U.S. Forest Service
Oregon Parks and Rec
OPRD Trails
OPRD Camping
OPRD Restrooms Flush
OPRD Showers |
|----------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**Oregon Coast Trail - South Coast
 Gap Closure Alternative 6-2
 Umpqua River Gap**

Prepared by **Parametrix**

0 1,250 2,500 5,000 Feet

7-1: North Coos Bay (Horsfall Beach to Seven Devils)

Section 7: Winchester Bay to Bandon

South Coast

This gap is formed by Coos Bay and extends from Horsfall Rd to Newmark St and Empire Blvd in North Bend.

Preferred Alt

Follows Horsfall Rd to US 101, then through city streets in North Bend and trails through John Topits Park.

Leaves the beach and follows Horsfall Rd to Trans Pacific Ln to US 101. US 101 goes south over McCullough Memorial Bridge into North Bend. Winds southwest through city streets to 16th St, where it heads west to John Topits Park. Follows existing trails west through the park to Pirates Ct on the other side. Heads west on Taylor Ave, south on Marle St, and jogs to Empire St.

Considerations

- On the shoulder of Horsfall Rd and US 101.
- Meandering route through North Bend would require clear wayfinding signage.

Alt A

Uses a combination of new and existing trails to avoid much of Horsfall Rd. Does not go into John Topits Park.

Leaves the beach and follows Horsfall Rd to the entrance of the Wild Mare Horse Camp. Follows a combination of existing trails, user-created trails, open dunes, and existing roads to the southeast, past Bluebill Lake to Trans Pacific Pkwy. Heads east on Trans Pacific Ln to US 101. US 101 goes south over McCullough Memorial Bridge into North Bend. Just south after crossing the railroad tracks, this route goes west to the beach of the bay. It follows the beach a short way to Monroe Ave. Heads south through the city to a pedestrian bridge from Pony Creek Rd to the high and middle school. Cuts through the school campus to 16th St. Goes west on 16th St through open space owned by Holy Redeemer Church, returns to 16th St, which becomes Lakeshore Dr, then goes south on Morrison St, and west on Harris Ave to reach Empire St.

Considerations

- Likely environmental impacts on proposed trail alignment between Horsfall Rd and Trans Pacific Pkwy.
- Hiking across sand dunes.
- Flooding in Horsfall area. Boardwalks or trail dikes would be needed.
- User-created trails would need to be formalized and brought up to standards.
- Out of direction travel.
- Goes through high and middle school campus.
- Goes through privately-owned open space. Would need to be coordinated with Holy Redeemer Church.
- Meandering route through North Bend would require clear wayfinding signage.

Alt B

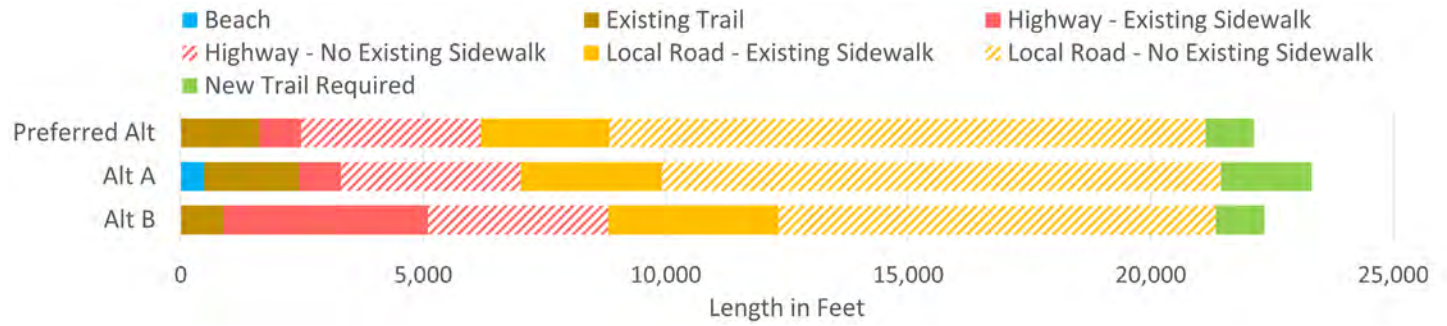
Follows Horsfall Rd to US 101, then through city streets in North Bend and trails through John Topits Park. Fewer turns than the Preferred Alt.

Leaves the beach and follows Horsfall Rd to Trans Pacific Ln to US 101. US 101 goes south over McCullough Memorial Bridge into North Bend. Turns west on Virginia Ave, south on Broadway Ave, west on 16th into John Topits Park. Heads south on an existing trail between Lower and Upper Empire Lakes. At Newmark Ave, heads west to Empire St.

Considerations

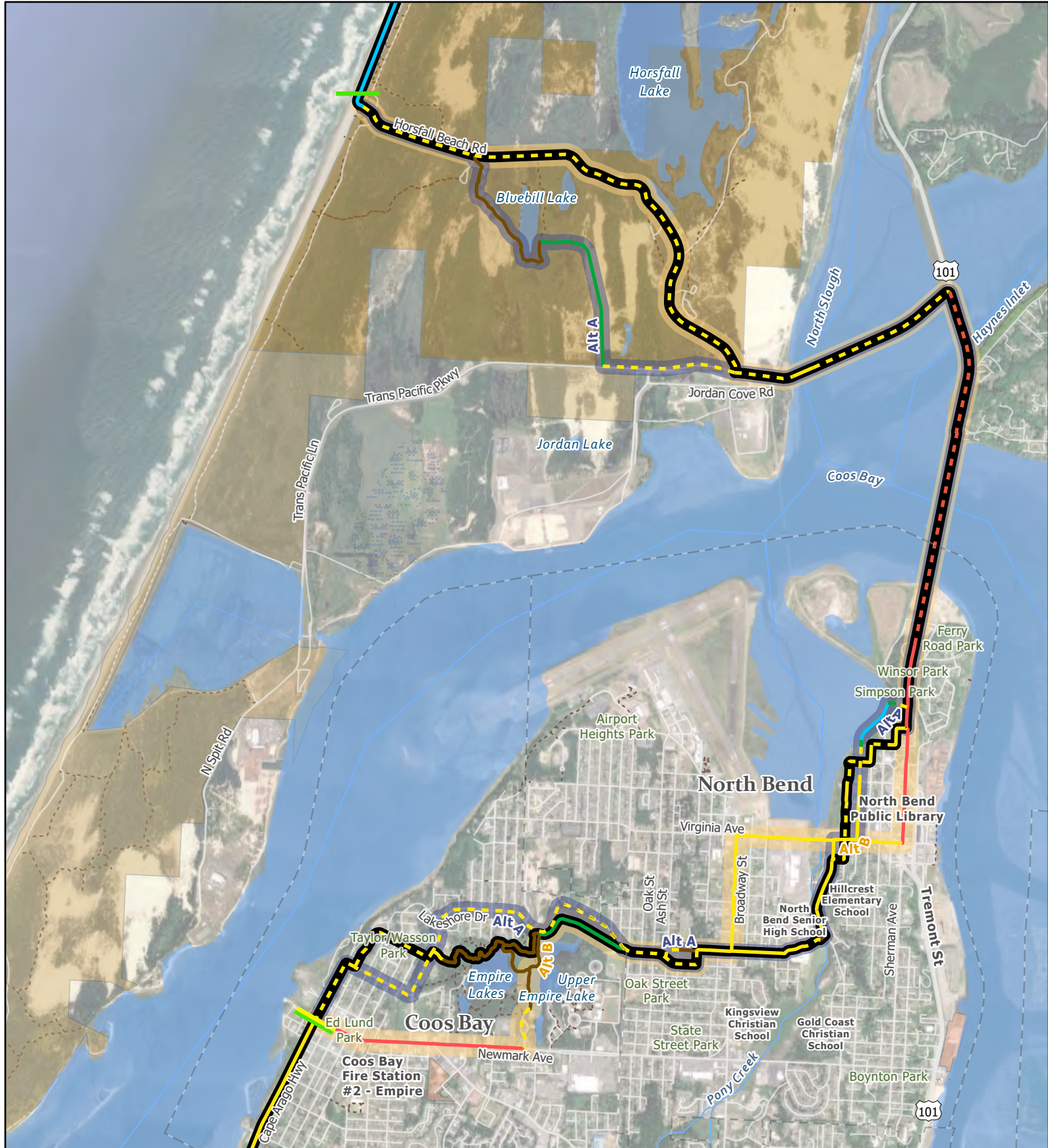
- On the shoulder of Horsfall Rd and US 101.
- Fewer turns than other alternatives.
- Less meandering than other alternatives, but would still require clear wayfinding signage.

Alignment Surfaces



Alt Comparison

	Preferred	A	B
Property impacts	●	◐	●
Environmental resource impacts	●	○	●
Cultural, historical, archaeological impacts	●	◐	●
Trail facility and surface quality	○	◐	○
Constructability	●	○	●
Transportation system interactions	○	○	○
Safety improvement	○	○	○
Connection to towns	●	●	●
Consistent user experience	○	◐	○



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|------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Alternatives | Surface Type | Ownership |
| <ul style="list-style-type: none"> Preferred Alternative A Alternative B North Gap Limit South Gap Limit | <ul style="list-style-type: none"> Beach Existing Trail New Trail Required Highway - Existing Sidewalk Highway - No Existing Sidewalk Local Road - Existing Sidewalk Local Road - No Existing Sidewalk | <ul style="list-style-type: none"> Bureau of Indian Affairs Bureau of Land Management U.S. Forest Service Oregon Parks and Rec Trails/Paths |

**Oregon Coast Trail - South Coast
 Gap Closure Alternative 7-1
 North Coos Bay Gap**



Prepared by **Parametrix**



7-2: South Coos Bay

Section 7: Winchester Bay to Bandon

South Coast

This gap is formed by Coos Bay and extends from Newmark St and Empire Blvd in North Bend to Charleston.

Preferred Alt

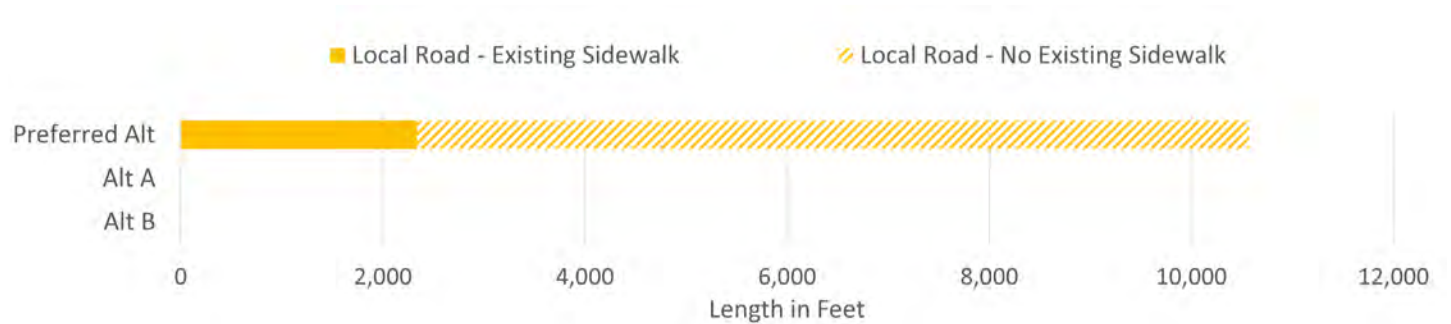
Follows Cape Arago Hwy.

Heads south on Empire Clvd, which becomes Cape Arago Hwy, to Charleston.

Considerations

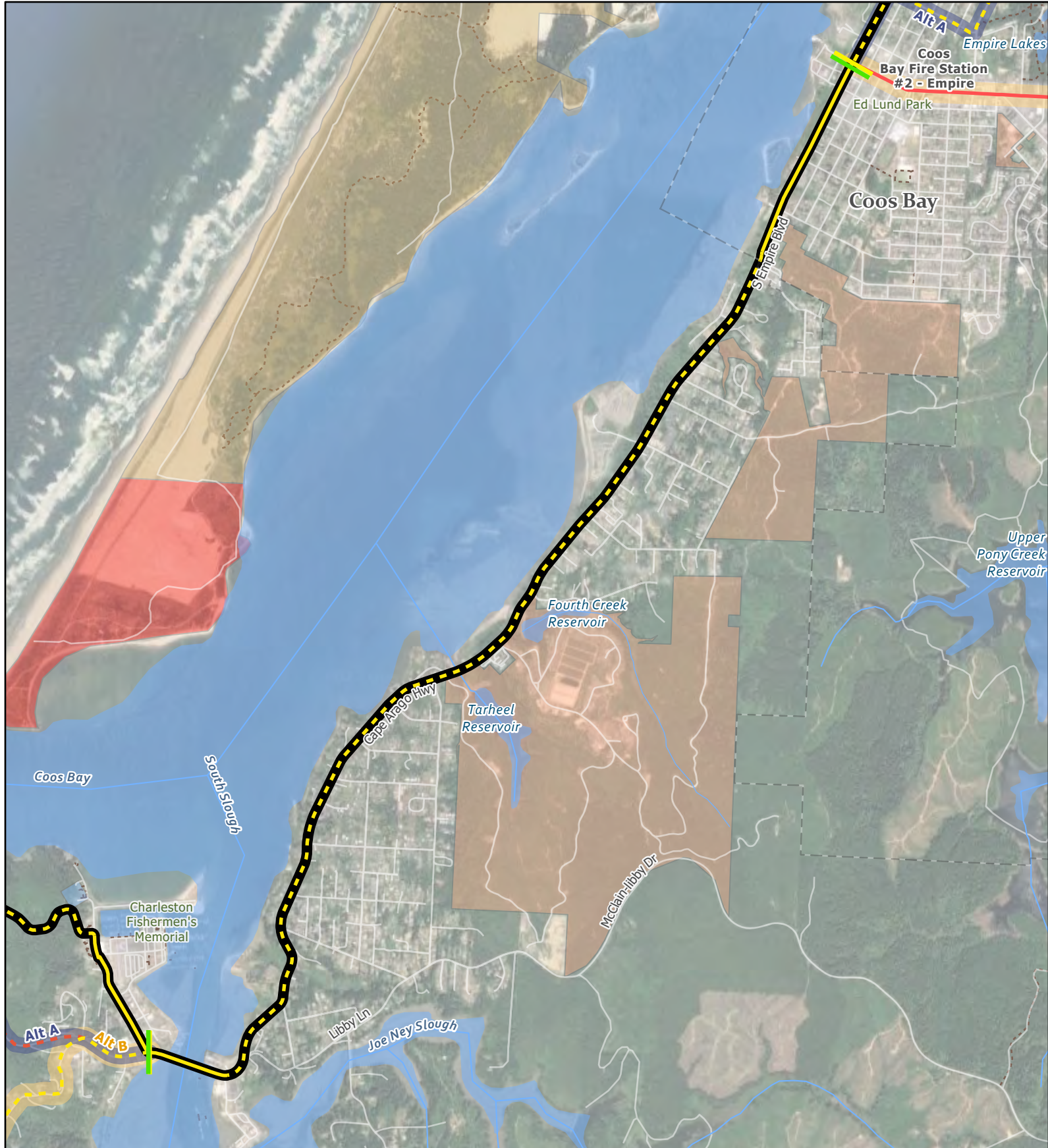
- This alternative is on the four-foot with shoulder of Cape Arago Hwy for most of the way, with some segments on sidewalk.

Alignment Surfaces



Alt Comparison


	Preferred
Property impacts	<input type="radio"/>
Environmental resource impacts	<input checked="" type="radio"/>
Cultural, historical, archaeological impacts	<input checked="" type="radio"/>
Trail facility and surface quality	<input type="radio"/>
Constructability	<input checked="" type="radio"/>
Transportation system interactions	<input type="radio"/>
Safety improvement	<input type="radio"/>
Connection to towns	<input checked="" type="radio"/>
Consistent user experience	<input type="radio"/>




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|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Alternatives</p> <ul style="list-style-type: none"> Preferred Alternative A Alternative B North Gap Limit South Gap Limit | <p>Surface Type</p> <ul style="list-style-type: none"> Highway - Existing Sidewalk Highway - No Existing Sidewalk Local Road - Existing Sidewalk Local Road - No Existing Sidewalk | <ul style="list-style-type: none"> Bureau of Indian Affairs Bureau of Land Management Corps of Engineers U.S. Coast Guard Oregon Parks and Rec Trails/Paths |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**Oregon Coast Trail - South Coast
 Gap Closure Alternative 7-2
 South Coos Bay Gap**



Prepared by **Parametrix**



7-3: Cape Arago

Section 7: Winchester Bay to Bandon

South Coast

This gap is formed by the rocky outcroppings between Bastendorf Beach and Seven Devils State Recreation Site.

Preferred Alt A

Follows Bastendorf Beach, trails in Sunset Bay State Park, and a new trail south to Seven Devils Road. Returns to the beach at Seven Devils State Recreation Site.

In Charleston, heads north on Boat Basin Rd to Chicken Lp Rd and eventually to Bastendorf Beach. Follow the beach west to Sunset Bay State Park, cross Cape Arago Hwy, then follow existing trails south through Shore Acres and Cape Arago State Parks. From the south end of Cape Arago State Park, a new trail through timber forests and along existing logging roads would lead south to the unnamed paved road west of Seven Devils Rd/West Beaverhill Rd intersection. Heads south on Seven Devils Rd to Seven Devils State Recreation Area where it rejoins the beach. Stays on beach past the Bandon Dunes.

Considerations

- 5 miles of walking on the shoulder of Seven Devils Rd.
- Trail through Sunset Bay, Shore Acres, and Cape Arago State Parks would be a great addition to the OCT. This is a beautiful hike but currently requires an out-and-back trip to see from the OCT.
- New trail from Cape Arago State Park would go through privately-owned timber lands. Would need to coordinate with landowners.
- Five-Mile Point may not be passible at mid or high tides.

Preferred Alt B

Follows Cape Arago Hwy to Cape Arago State Park and a new trail south to Seven Devils Road. South portion stays inland through Bandon Dunes to avoid Five Mile Point and serve as a high ground route option.

In Charleston, continues southwest on Cape Arago Hwy to Cape Arago State Park. From the south end of Cape Arago State Park, a new trail through timber forests and along existing logging roads would lead south to the unnamed paved road west of Seven Devils Rd/West Beaverhill Rd intersection. Heads south on Seven Devils Rd, past Seven Devils State Recreation Area to Tokyo Ln.

Heads west on Tokyo Ln to the Bandon Dunes Trail. Heads south through Bandon Dunes Golf Resort to the beach.

Considerations

- Over 5 miles of walking on the shoulder of Cape Arago Hwy and 5 miles of walking on the shoulder of Seven Devils Rd.
- Shoulders are narrow or non-existent on segments of Cape Arago Hwy.
- Trail through Sunset Bay, Shore Acres, and Cape Arago State Parks would be a great addition to the OCT. This is a beautiful hike but currently requires an out-and-back trip to see from the OCT.
- New trail from Cape Arago State Park would go through privately-owned timber lands. Would need to coordinate with landowners.
- Bandon Dunes Golf Resort has generously agreed to allow the OCT on their property.
- Southern segment of this alternative could be a high tide alternate route to bypass Fivemile Point.

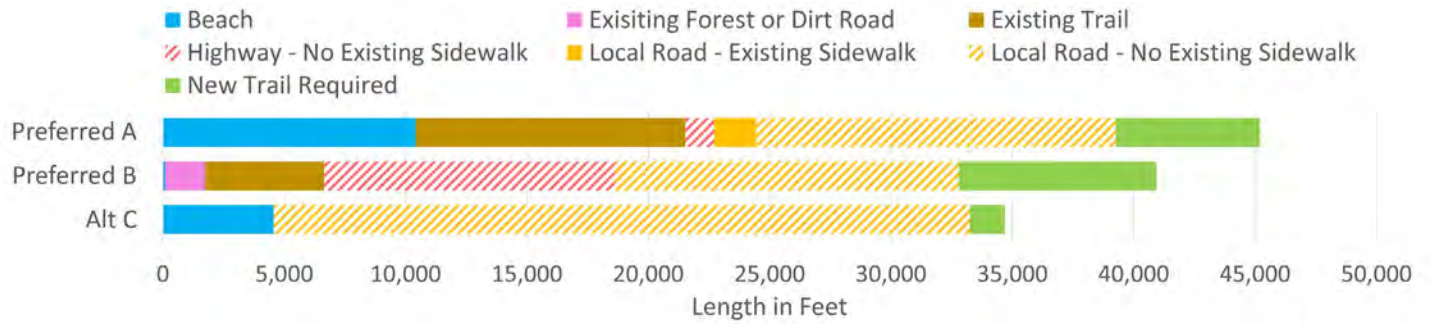
Alt C

Maintains route along Seven Devils Road. Stays inland to avoid Five Mile Point and returns to beach at Whiskey Run Beach. In Charleston, heads south on Seven Devils Rd, past Seven Devils State Recreation Area, to Tokyo Ln. Goes west on Tokyo Ln to a new trail on the property of the Bandon Dunes Sheep Ranch Golf Course. Follows this new trail south to Whisky Run Rd, turns west to reach the beach.

Considerations

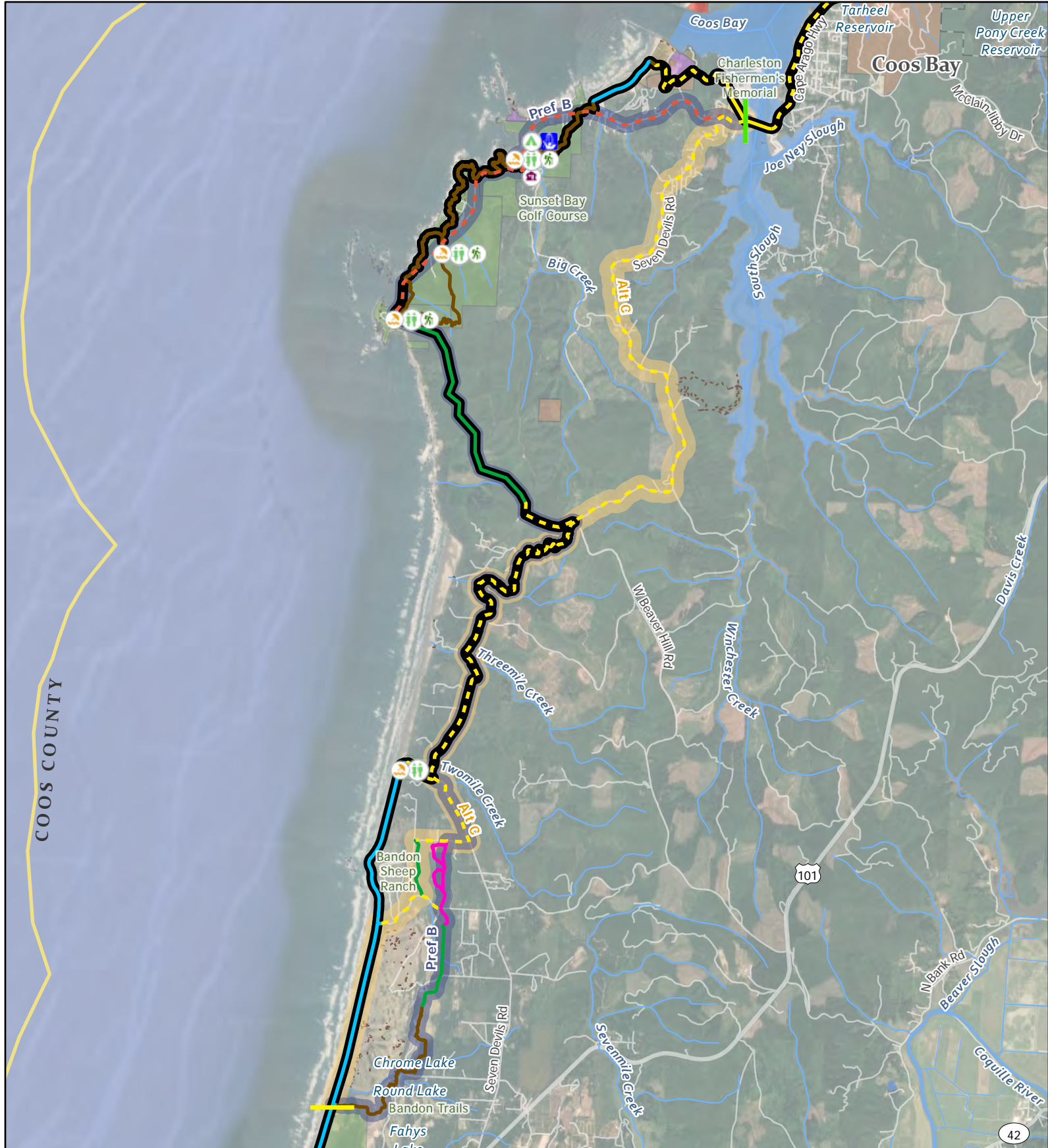
- Entire 11 mile segment on Seven Devils Rd is on the shoulder.
- Bandon Dunes Golf Resort has generously agreed to allow the OCT on their property.
- New trail through Bandon Dunes Sheep Ranch Golf Course may have environmental or other resource impacts.
- Southern segment of this alternative could be a high tide alternate route to bypass Fivemile Point.

Alignment Surfaces



Alt Comparison

	Pref A	Pref B	Alt C
Property impacts	●	●	●
Environmental resource impacts	○	○	●
Cultural, historical, archaeological impacts	○	○	●
Trail facility and surface quality	●	●	○
Constructability	●	●	●
Transportation system interactions	○	○	○
Safety improvement	●	●	○
Connection to towns	●	●	●
Consistent user experience	●	●	○



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|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Alternatives | Surface Type | Agency |
| <ul style="list-style-type: none"> Preferred A Preferred B Alternative C North Gap Limit South Gap Limit | <ul style="list-style-type: none"> Beach Existing Trail Existing Forest or Dirt Road New Trail Required Highway - No Existing Sidewalk Local Road - Existing Sidewalk Local Road - No Existing Sidewalk | <ul style="list-style-type: none"> Bureau of Indian Affairs Bureau of Land Management Corps of Engineers |

**Oregon Coast Trail - South Coast
 Gap Closure Alternative 7-3
 Cape Arago Gap**



Prepared by **Parametrix**



8-1: Coquille River

Section 8: Bandon to Port Orford

South Coast

This gap is formed by the Coquille River in Bandon.

Preferred Alt

Overland option through Bullards Beach State Park and along US 101 and Riverside Dr.

From Bullards Beach, heads east on a trail parallel to Park Rd. Exits Bullards Beach State Park and goes south on US 101. After crossing the Coquille River on Bullards Bridge, turns right on to Riverside Dr. Follows Riverside Dr south to 1st St, then heads west to Jetty Rd and the beach.

Considerations

- Is on the shoulder of US 101 for nearly a mile. Shoulder widths on the bridge (for about 800 feet) are very narrow.
- ODOT has proposed a pedestrian bridge parallel to and immediately west of Bullards Bridge.
- Nearly 3 miles of shoulder walking on Riverside Dr, 1st St, and Jetty Rd.
- Coordinate with the OCBR, which recommends a lane reconfiguration to improve US 101 through Bandon.
- Opportunity to improve signage.

Alt A

Ferry option.

From the south end of Bullards Beach, heads to the east side of the peninsula to get a ferry. Ferry would drop off at the marina in Bandon. This alternative would then head west on 1st St and Jetty Rd to rejoin the beach at 3rd St.

Considerations

No ferry service currently.

Alignment Surfaces



Alt Comparison


	Preferred	A
Property impacts	●	●
Environmental resource impacts	●	●
Cultural, historical, archaeological impacts	●	●
Trail facility and surface quality	○	●
Constructability	●	●
Transportation system interactions	◐	●
Safety improvement	○	●
Connection to towns	●	◐
Consistent user experience	○	●




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- | | | |
|------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Alternatives | Surface Type | Legend |
| <ul style="list-style-type: none"> Preferred Alternative A North Gap Limit South Gap Limit | <ul style="list-style-type: none"> Beach Existing Trail Ferry (Water) Highway - No Existing Sidewalk Local Road - No Existing Sidewalk | <ul style="list-style-type: none"> Bureau of Indian Affairs U.S. Fish and Wildlife Service Oregon Parks and Rec OPRD Beach Access OPRD Trails OPRD Camping OPRD Restrooms Flush OPRD Showers |

**Oregon Coast Trail - South Coast
 Gap Closure Alternative 8-1
 Coquille River Gap**



Prepared by **Parametrix**



9-1: Port Orford

Section 9: Port Orford to Gold Beach

South Coast

This gap is formed by the Port Orford Head.

Preferred Alt

Follows 9th St and 12th St out of Tseriadun State Recreation Area.

Follows 9th St and 12th St out of Tseriadun State Recreation Area. Jogs through Port Orford to rejoin the beach at 5th St.

Considerations

- Largely follows the existing route.

Alt A

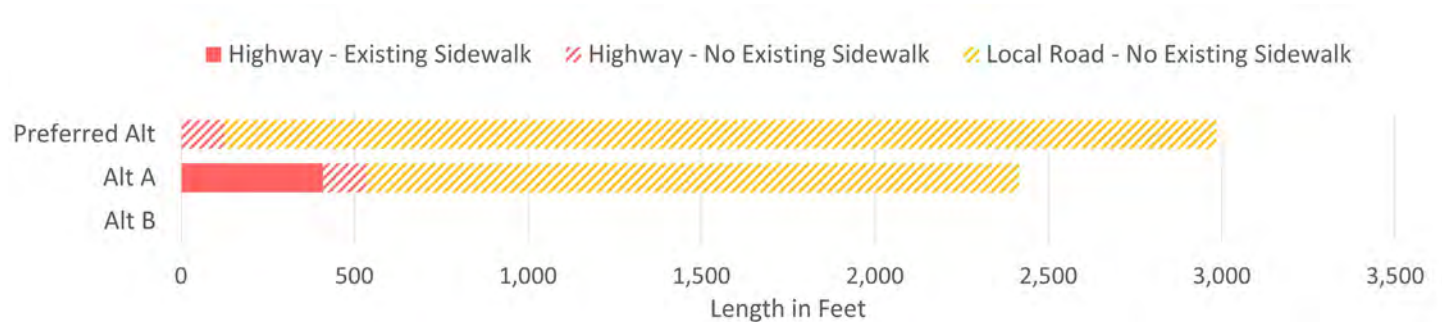
Follows Agate Beach Rd out of Tseriadun State Recreation Area.

Follows Agate Beach Rd out of Tseriadun State Recreation Area. Jogs through Port Orford to rejoin the beach at 5th St.

Considerations

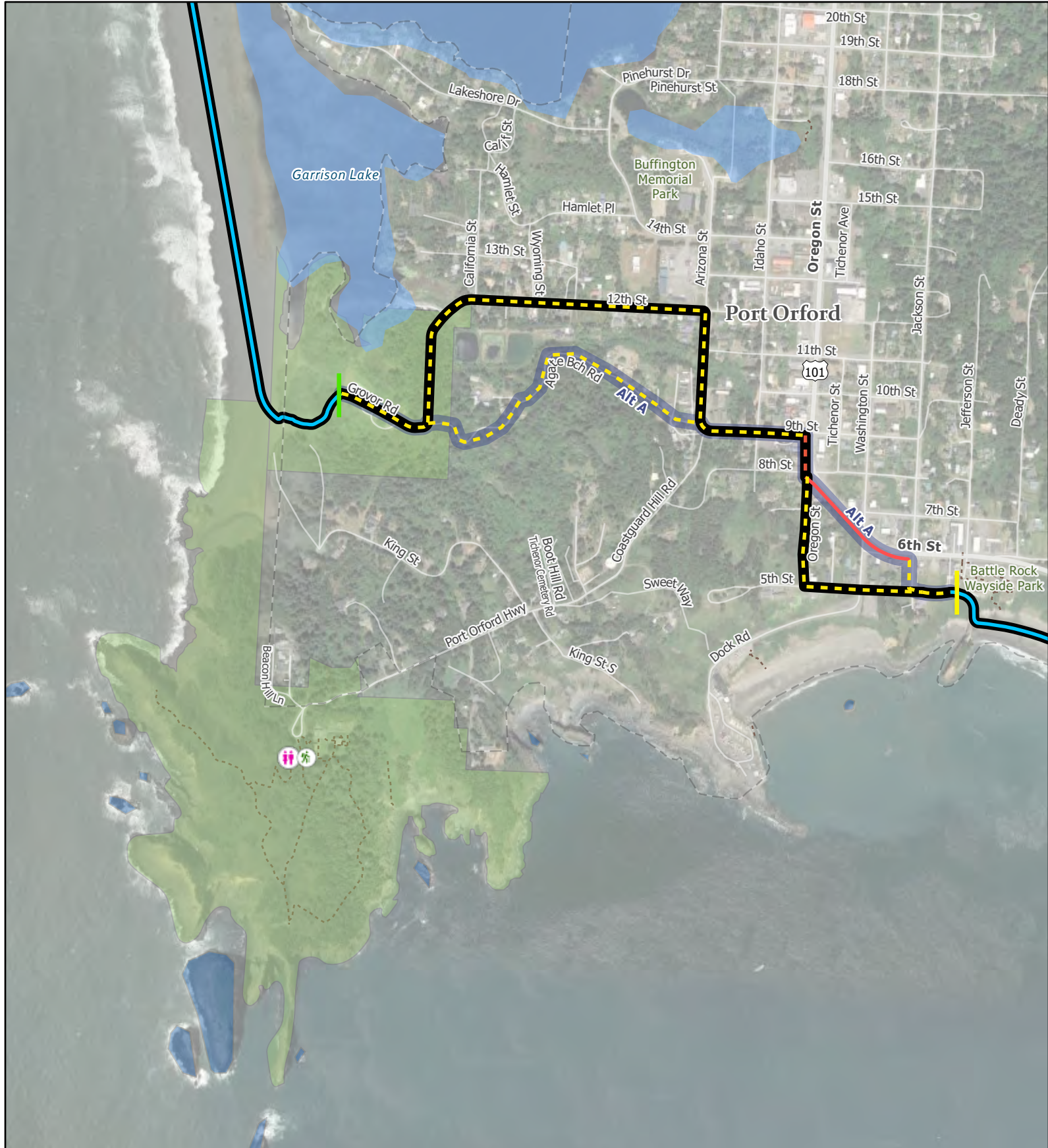
Minor adjustment to the existing route to take advantage of low-volume streets.

Alignment Surfaces



Alt Comparison

	Preferred	A
Property impacts	●	●
Environmental resource impacts	●	●
Cultural, historical, archaeological impacts	●	●
Trail facility and surface quality	○	○
Constructability	●	●
Transportation system interactions	◐	○
Safety improvement	○	○
Connection to towns	◐	◐
Consistent user experience	○	○



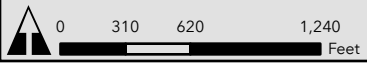
Date: 5/24/2022
 Sources: OPRD, ESRI, USGS, OSM, State of Oregon
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|---------------------|-----------------------------------|--------------------------------|
| Alternatives | Surface Type | U.S. Fish and Wildlife Service |
| Preferred | Beach | Oregon Parks and Rec |
| Alternative A | Highway - Existing Sidewalk | OPRD Trails |
| North Gap Limit | Highway - No Existing Sidewalk | Vault Toilets |
| South Gap Limit | Local Road - No Existing Sidewalk | Trails/Paths |

**Oregon Coast Trail - South Coast
 Gap Closure Alternative 9-1
 Port Orford Gap**



Prepared by **Parametrix**



9-2: Rocky Point

Section 9: Port Orford to Gold Beach

South Coast

This gap is formed by Rocky Point.

Preferred Alt

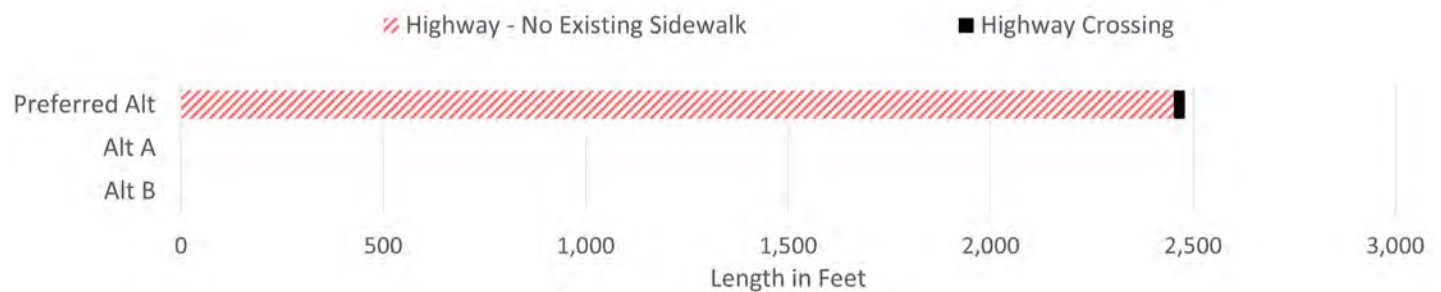
Rounds Rocky Point on US 101.

Leaves the south end of Hubbard Creek Beach to head south on the shoulder of US 101. After about 1.1 miles, the route crosses US 101 at an unmarked crosswalk to head south on Old Highway 101 / Humbug Mountain Frontage Rd.

Considerations

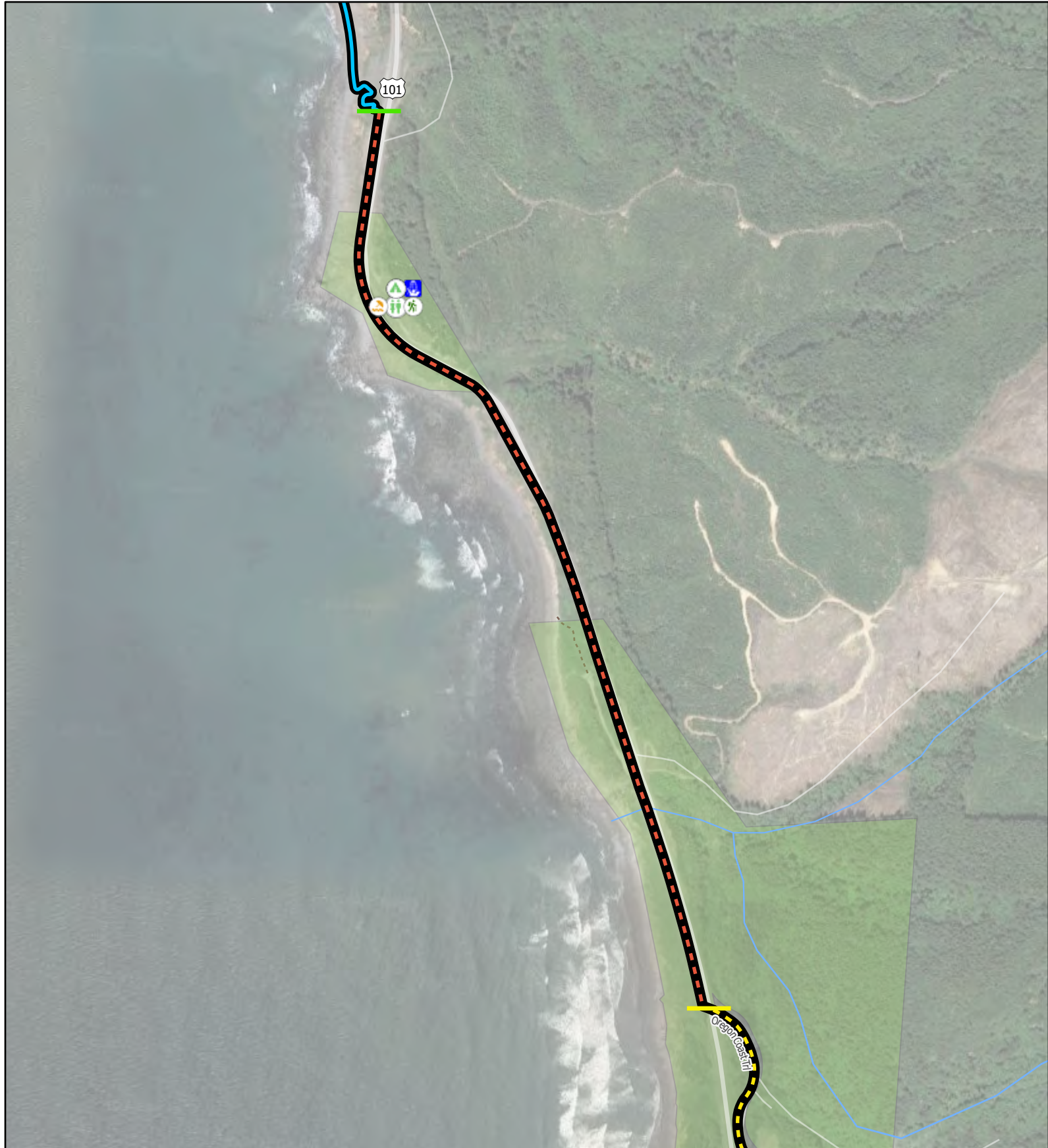
- Signage needed for hikers on the beach to know to hike around Rocky Point on US 101.
- Opportunity for improved signage on US 101 to alert drivers to people hiking.
- Opportunity for a marked crosswalk at Old Highway 101 / Humbug Mountain Frontage Rd.

Alignment Surfaces



Alt Comparison

	Preferred
Property impacts	●
Environmental resource impacts	●
Cultural, historical, archaeological impacts	●
Trail facility and surface quality	○
Constructability	●
Transportation system interactions	○
Safety improvement	○
Connection to towns	○
Consistent user experience	○



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- | | | |
|---------------------|-----------------------------------|-----------------------------|
| Alternatives | Surface Type | Oregon Parks and Rec |
| Preferred | Beach | OPRD Beach Access |
| North Gap Limit | Highway - No Existing Sidewalk | OPRD Camping |
| South Gap Limit | Highway Crossing | OPRD Restrooms Flush |
| | Local Road - No Existing Sidewalk | OPRD Showers |
| | | Trails/Paths |

**Oregon Coast Trail - South Coast
 Gap Closure Alternative 9-2
 Rocky Point Gap**



Prepared by **Parametrix**



9-3: Humbug Mountain (North)

Section 9: Port Orford to Gold Beach

South Coast

This gap is formed by the rocky outcroppings from Humbug Mountain to Ophir Beach.

Preferred Alt

Takes multiple diversions from US 101 to avoid highway walking.

Starts southeast on existing trail from the Humbug Mountain State Park campground access road, which rejoins US 101 after approximately 0.8 miles.

Diverts to a new trail on the west of US 101 for nearly a mile, then crosses US 101 to access Arizona Ranch Rd. Goes south to Arizona Beach State Recreation Site, where it uses a US 101 undercrossing to get to the beach. Follows the beach to Sisters Rock, where it uses an existing trail to get to US 101.

Crosses to the east side of US 101 to access a new trail that heads south to Coy Creek Rd. Follows Coy Creek Rd to Euchre Creek Rd in Ophir, where it heads west to the beach, crossing US 101 at an unmarked crosswalk.

Considerations

- Crosses US 101 at an unmarked crossing at Arizona Ranch Rd, at Sisters Rock, and at Euchre Creek Rd.
- Diversions removes more than 7 miles of walking on the shoulder of US 101.
- New trails appear to be on public land, though further investigation is required.

Alt A

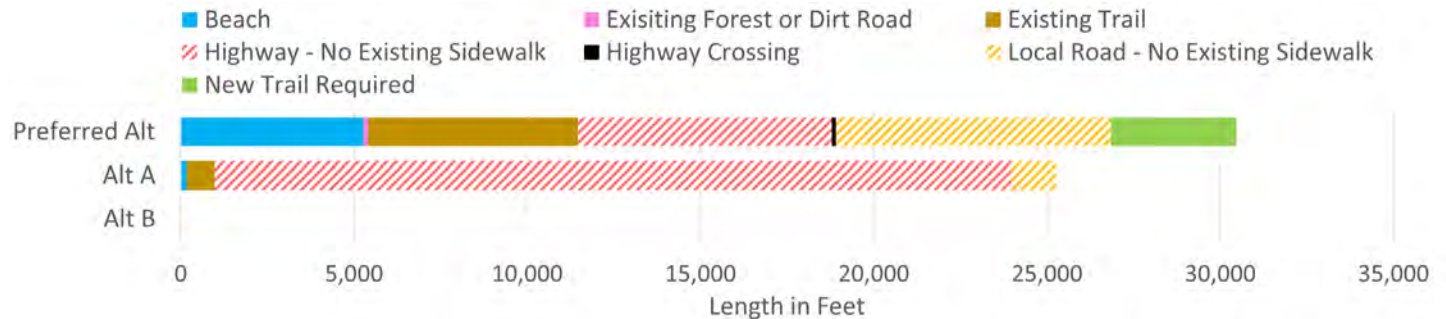
Follows US 101.

Starts south on US 101 from the Humbug Mountain State Park campground access road. Continues on the shoulder of US 101 to Ophir Beach.

Considerations

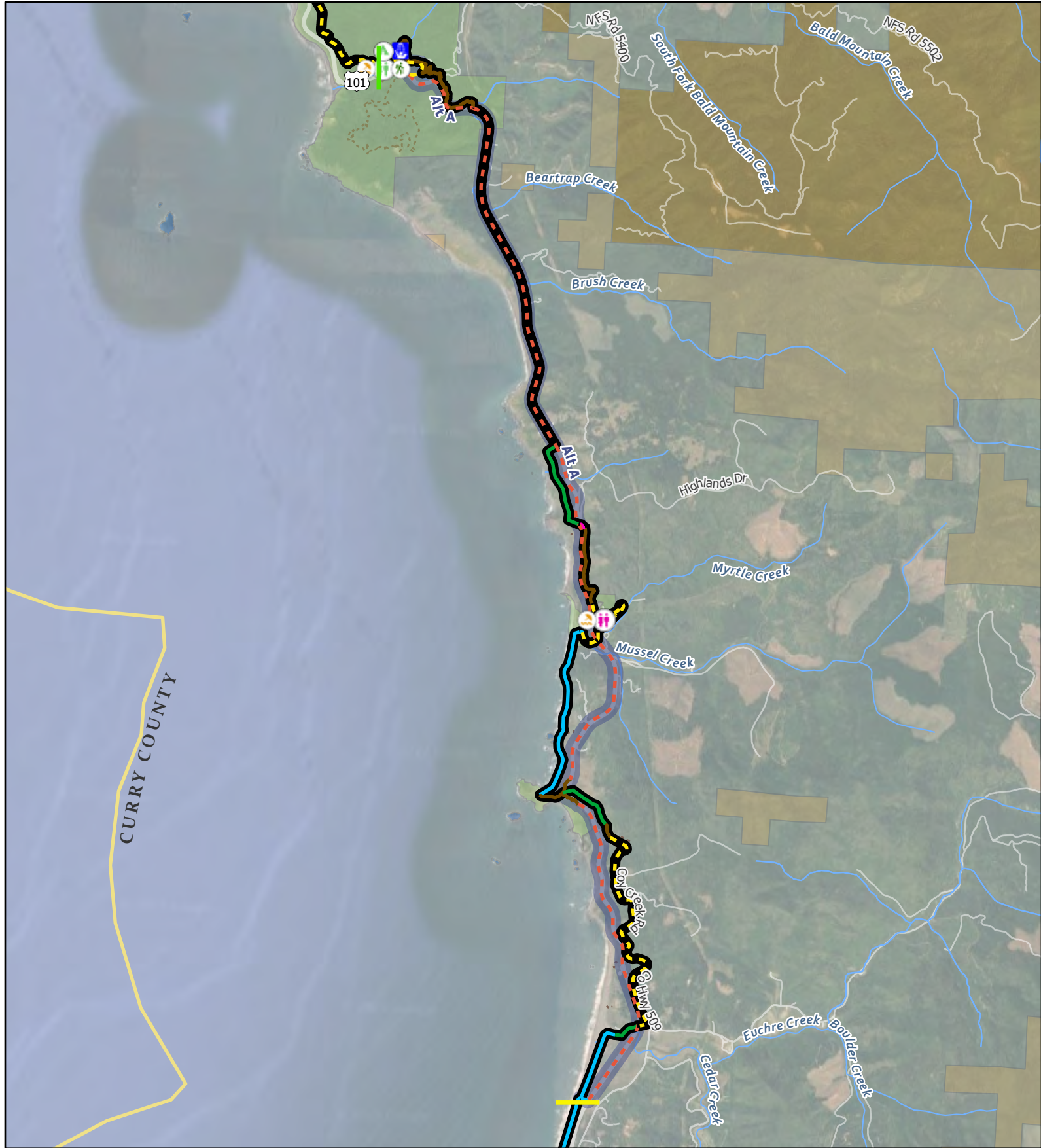
- On shoulder of US 101 for the full alternative (11 miles).

Alignment Surfaces



Alt Comparison

	Preferred	A
Property impacts	●	●
Environmental resource impacts	◐	●
Cultural, historical, archaeological impacts	◐	●
Trail facility and surface quality	●	○
Constructability	◐	●
Transportation system interactions	○	○
Safety improvement	●	○
Connection to towns	○	○
Consistent user experience	●	○




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|---------------------|-----------------------------------|--------------------------------|
| Alternatives | Surface Type | Management |
| Preferred | Beach | Bureau of Land Management |
| Alternative A | Existing Trail | U.S. Fish and Wildlife Service |
| North Gap Limit | Existing Forest or Dirt Road | U.S. Forest Service |
| South Gap Limit | New Trail Required | Oregon Parks and Rec |
| | Highway - No Existing Sidewalk | OPRD Beach Access |
| | Highway Crossing | OPRD Trails |
| | Local Road - No Existing Sidewalk | OPRD Camping |
| | | OPRD Restrooms Flush |

**Oregon Coast Trail - South Coast
 Gap Closure Alternative 9-3
 Humbug Mountain Gap (north
 segment)**



Prepared by **Parametrix**



9-5: Nesika

Section 9: Port Orford to Gold Beach

South Coast

This gap is formed by the rocky outcroppings between Nesika Beach and Otter Point.

Preferred Alt

Follows Nesika Rd and Old Coast Rd to Otter Point State Recreation Site, where it rejoins the beach.

Follows Nesika Rd to a trail through Geisel Monument State Heritage Site. This connects to Old Coast Rd, which goes to Otter Point State Recreation Site. From here a new trail would go down the steep bank to the beach.

Considerations

- Unclear if a trail exists as shown through Geisel Monument State Heritage Site.
- Likely archaeological resources in the area of the new trail.
- Crosses US 101 at two unmarked crosswalks: at Geisel Monument State Heritage Site and again at the intersection with Old Coast Rd.

Alt A

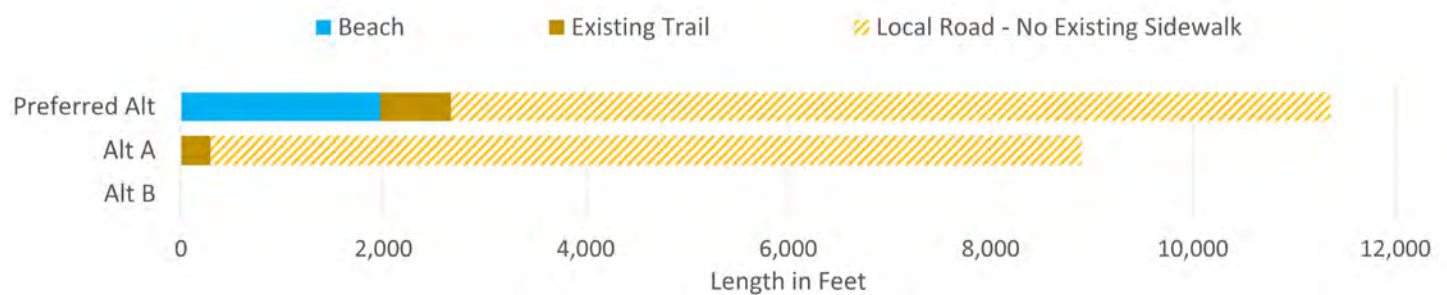
Follows Nesika Rd and Old Coast Rd to Otter Point Park Beach Access.

Follows Nesika Rd and Old Coast Rd past Otter Point State Recreation Site (by approximately 1.3 miles) to the existing beach trail at Otter Point Park Beach Access.

Considerations

- On shoulder for the full alternative.
- Crosses US 101 at two unmarked crosswalks: at the intersection with Nesika Rd and again at the intersection with Old Coast Rd. Unclear whether ODOT would approve improved crosswalks.

Alignment Surfaces



Alt Comparison

	Preferred	A
Property impacts	●	●
Environmental resource impacts	◐	●
Cultural, historical, archaeological impacts	○	●
Trail facility and surface quality	◐	○
Constructability	◐	●
Transportation system interactions	○	○
Safety improvement	◐	○
Connection to towns	●	●
Consistent user experience	◐	○



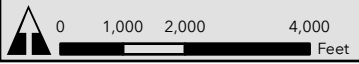
Date: 5/24/2022
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|---------------------|-----------------------------------|--------------------------------|
| Alternatives | Surface Type | U.S. Fish and Wildlife Service |
| Preferred | Beach | Oregon Parks and Rec |
| Alternative A | Existing Trail | OPRD Beach Access |
| North Gap Limit | New Trail Required | OPRD Trails |
| South Gap Limit | Local Road - No Existing Sidewalk | Trails/Paths |

**Oregon Coast Trail - South Coast
 Gap Closure Alternative 9-5
 Nesika Gap**



Prepared by **Parametrix**



9-6: Gold Beach

Section 9: Port Orford to Gold Beach

South Coast

This gap is formed by the Rogue River.

Preferred Alt

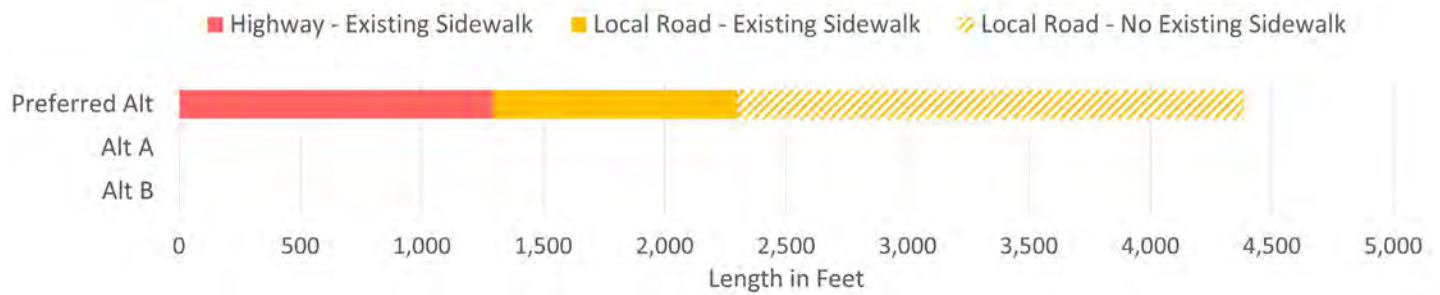
Crosses the Rogue River on US 101 Isaac Lee Patterson Bridge.

Leaves the beach and follows Wedderburn Lp east, takes US 101 over the Isaac Lee Patterson Bridge, and returns to the beach via Harbor Way and S Jetty Rd.

Considerations

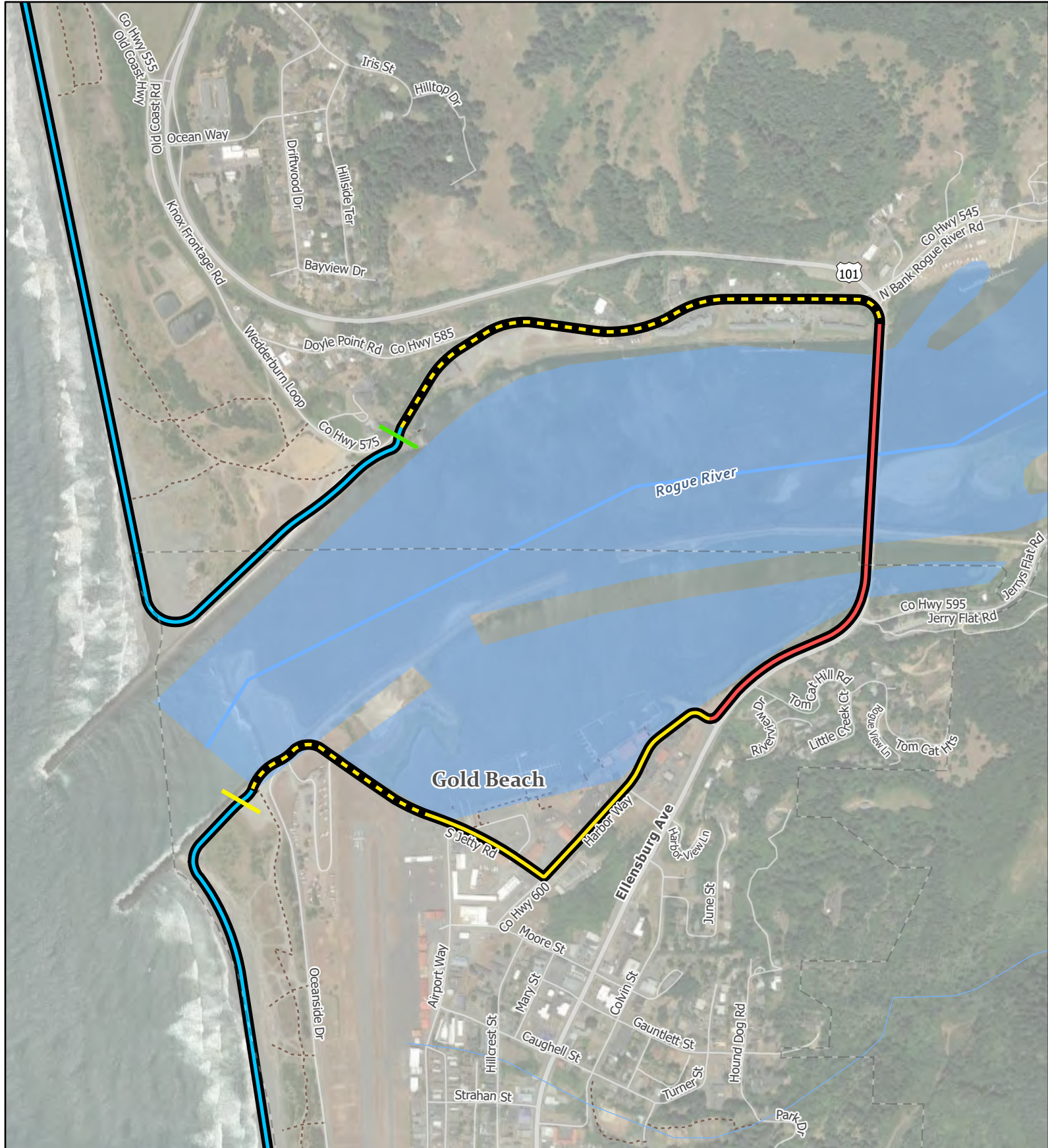
- Follows existing route, no specific improvement recommendations at this location

Alignment Surfaces



Alt Comparison

	Preferred
Property impacts	●
Environmental resource impacts	●
Cultural, historical, archaeological impacts	●
Trail facility and surface quality	○
Constructability	●
Transportation system interactions	◐
Safety improvement	○
Connection to towns	◐
Consistent user experience	○



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|---------------------|-----------------------------------|-----------------------------|
| Alternatives | Surface Type | Oregon Parks and Rec |
| Preferred | Beach | Oregon Parks and Rec |
| North Gap Limit | Highway - Existing Sidewalk | Trails/Paths |
| South Gap Limit | Local Road - Existing Sidewalk | |
| | Local Road - No Existing Sidewalk | |

**Oregon Coast Trail - South Coast
 Gap Closure Alternative 9-6
 Gold Beach Gap**



Prepared by **Parametrix**



10-1: Crook Point

Section 10: Gold Beach to California border

South Coast

This gap is formed by Crook Point and other rocky outcroppings.

Preferred Alt

Uses the shoulder of US 101 from Pistol River State Scenic Viewpoint to Samuel H Boardman State Scenic Corridor.

From the Beach Trailhead of Pistol River State Scenic Viewpoint, follow US 101 south for approximately 2 miles to the start of an existing trail on the west side of US 101 in the Samuel H Boardman State Scenic Corridor.

Considerations

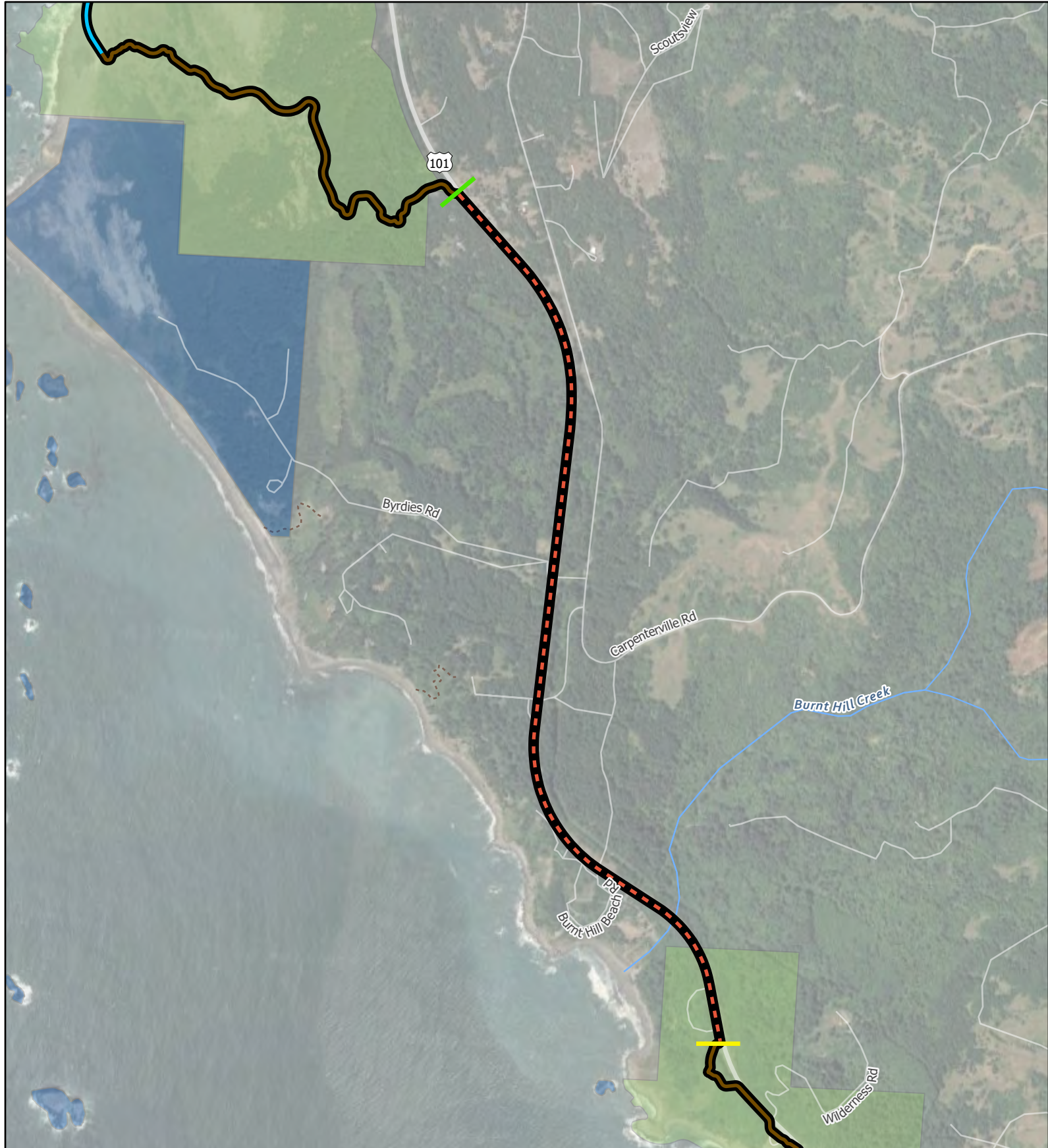
- Opportunity for improved signage from Crook Point to US 101.
- 2 miles on shoulder of US 101.
- US 101 shoulder is 4 feet wide or wider on west side. It is as narrow as 2 feet on the east side.

Alignment Surfaces



Alt Comparison

	Preferred
Property impacts	●
Environmental resource impacts	●
Cultural, historical, archaeological impacts	●
Trail facility and surface quality	○
Constructability	●
Transportation system interactions	○
Safety improvement	○
Connection to towns	○
Consistent user experience	○



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|---------------------|--------------------------------|--------------------------------|
| Alternatives | Surface Type | U.S. Fish and Wildlife Service |
| Preferred | Beach | Oregon Parks and Rec |
| North Gap Limit | Existing Trail | Trails/Paths |
| South Gap Limit | Highway - No Existing Sidewalk | |

**Oregon Coast Trail - South Coast
 Gap Closure Alternative 10-1
 Crook Point Gap**



Prepared by **Parametrix**



10-2: Thomas Creek

Section 10: Gold Beach to California border

South Coast

This gap is formed by Thomas Creek and the narrow Thomas Creek Bridge.

Preferred Alt

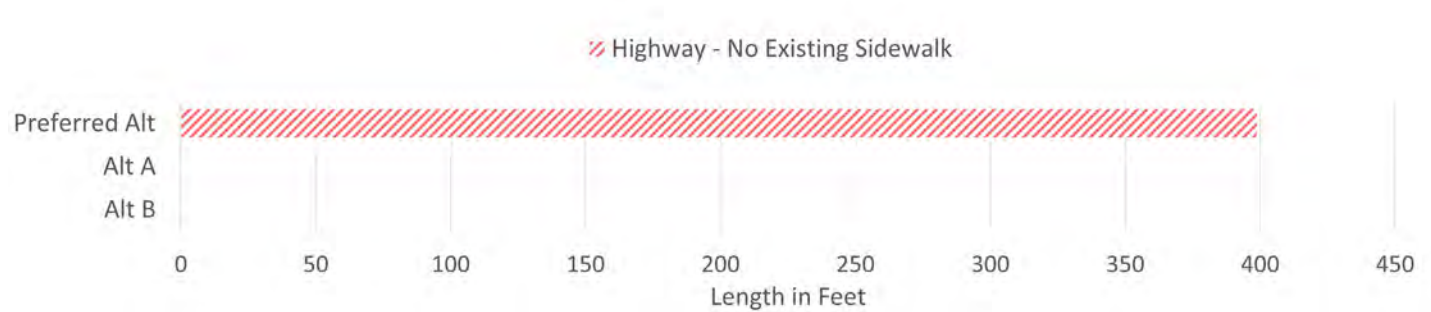
Use Thomas Creek Bridge with improved signage and flashing lights.

Follows US 101 over the Thomas Creek Bridge.

Considerations

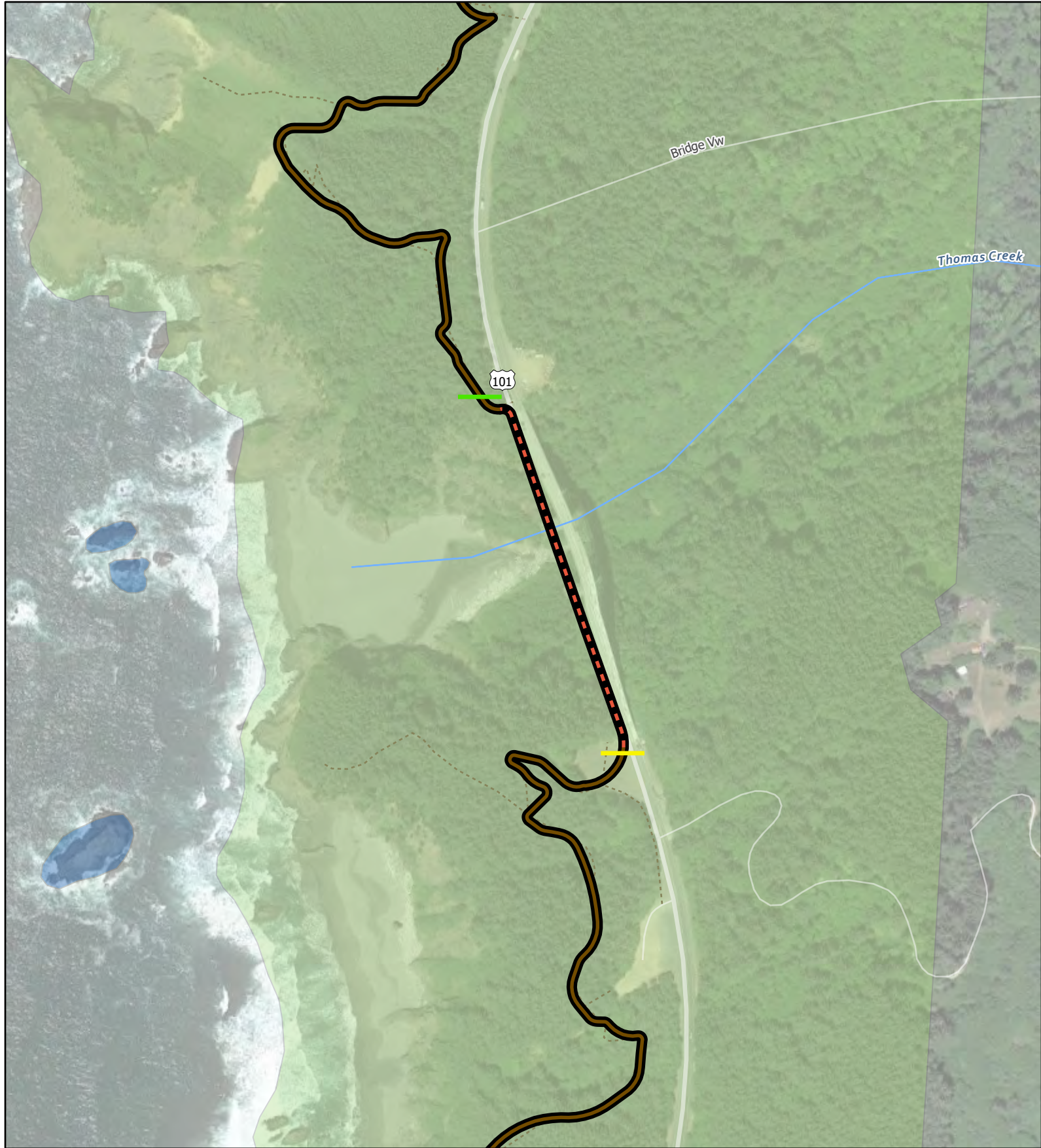
- Coordinate with OCBR improvements to add signage, flashing lights, and possibly advisory speeds.
- The experience of walking across the Thomas Creek Bridge likely feels unsafe and uncomfortable. It is 345 feet high, nearly 1,000 feet long, and has narrow 3-foot shoulders.

Alignment Surfaces



Alt Comparison

	Preferred
Property impacts	●
Environmental resource impacts	●
Cultural, historical, archaeological impacts	●
Trail facility and surface quality	○
Constructability	●
Transportation system interactions	○
Safety improvement	○
Connection to towns	○
Consistent user experience	○



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- | | | |
|---------------------|--------------------------------|---------------------------------------|
| Alternatives | Surface Type | U.S. Fish and Wildlife Service |
| Preferred | Existing Trail | Oregon Parks and Rec |
| North Gap Limit | Highway - No Existing Sidewalk | Trails/Paths |
| South Gap Limit | | |

**Oregon Coast Trail - South Coast
 Gap Closure Alternative 10-2
 Thomas Creek Gap**



Prepared by **Parametrix**



10-3: Shy Creek

Section 10: Gold Beach to California border

South Coast

This gap is formed by the rocky outcroppings near Shy Creek.

Preferred Alt

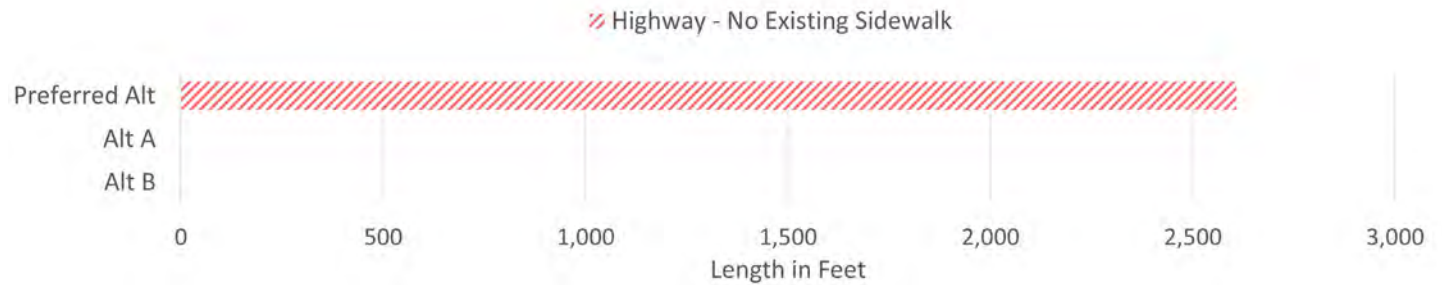
On the shoulder of US 101 for 1.2 miles.

Trail joins US 101 just north of Pacific Vista Condominium. Trail stays on the US 101 shoulder until the intersection with Carpenterville Rd, where it merges on to the Harris Beach Path.

Considerations

- Shoulders are 6 feet wide or wider.

Alignment Surfaces



Alt Comparison

	Preferred
Property impacts	●
Environmental resource impacts	●
Cultural, historical, archaeological impacts	●
Trail facility and surface quality	○
Constructability	●
Transportation system interactions	○
Safety improvement	○
Connection to towns	◐
Consistent user experience	○



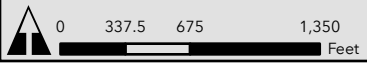
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 Sources: OPRD, ESRI, USGS, OSM, State of Oregon
 PCS: NAD 1983 2011 Oregon Statewide Lambert Ft Intl
 Disclaimer: This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes.

- | | | |
|---------------------|--------------------------------|--------------------------------|
| Alternatives | Surface Type | U.S. Fish and Wildlife Service |
| Preferred | Existing Trail | Oregon Parks and Rec |
| North Gap Limit | Highway - No Existing Sidewalk | Trails/Paths |
| South Gap Limit | | |

**Oregon Coast Trail - South Coast
 Gap Closure Alternative 10-3
 Shy Creek Gap**



Prepared by **Parametrix**



10-4: Chetco River (North)

Section 10: Gold Beach to California border

South Coast

This gap is formed by the Chetco River and the rocky outcroppings north of the river.

Preferred Alt

Follows US 101, Railroad St, and Lower Harbor Rd through Brookings.

Starts on the shoulder of US 101 from Harris Beach State Park. Follows US 101 south. Sidewalks start near Arnold Ln. Goes south on Mill Beach Rd to Railroad St, and heads east. From Oak St, goes north to join with US 101 and uses the sidewalk to Lower Harbor Rd. Follows Lower Harbor Rd south to the intersection with Oceanview Dr.

Considerations

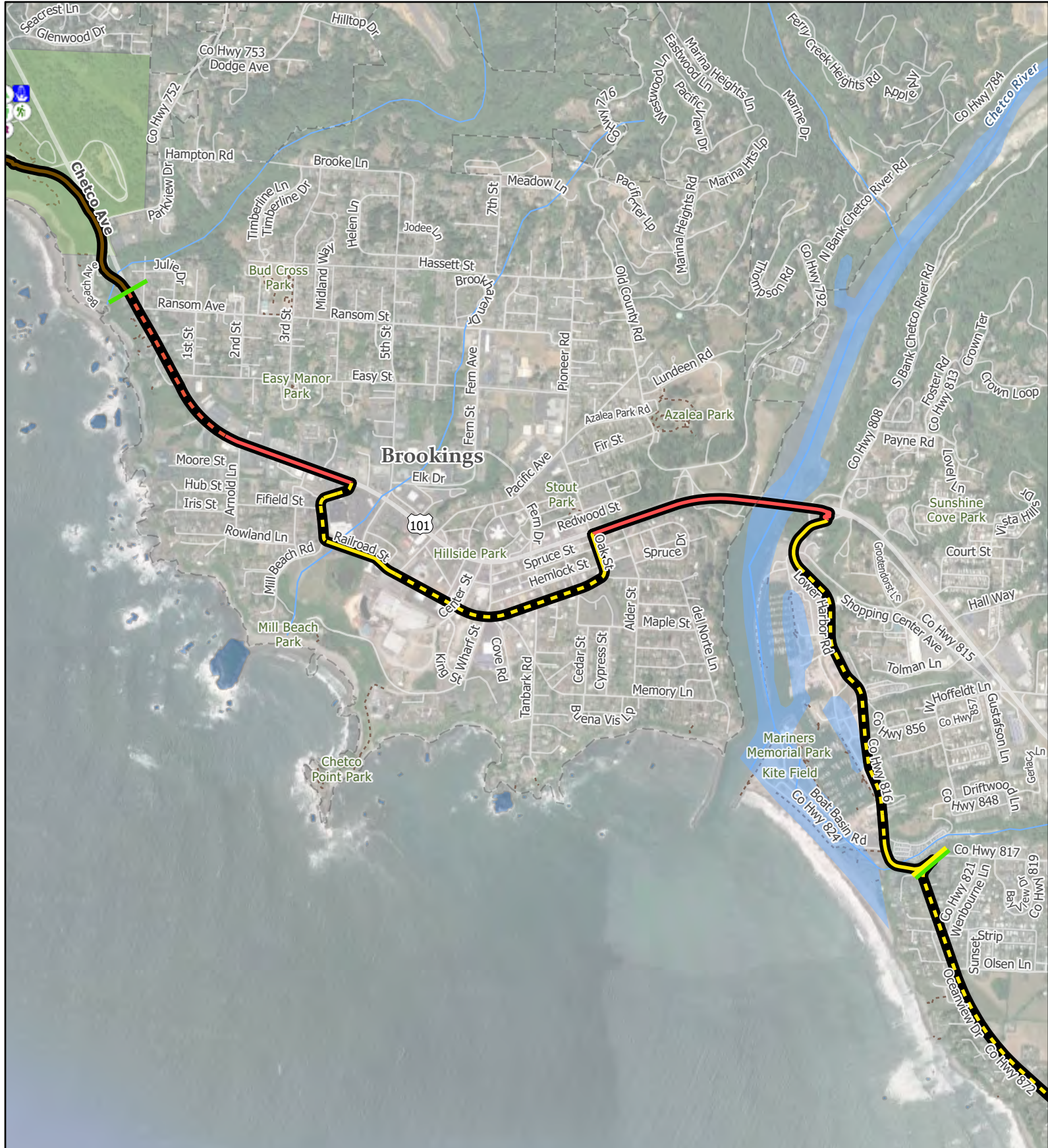
- The west shoulder of US 101 is 6 feet wide or wider. The east shoulder of US 101 is 4 feet wide or wider.
- Most of Oceanview Dr would be on the shoulder.
- Coordinate with OCBR improvements.

Alignment Surfaces



Alt Comparison


	Preferred
Property impacts	●
Environmental resource impacts	●
Cultural, historical, archaeological impacts	●
Trail facility and surface quality	○
Constructability	●
Transportation system interactions	○
Safety improvement	○
Connection to towns	●
Consistent user experience	○



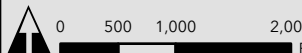
Date: 5/24/2022
 Sources: OPRD, ESRI, USGS, OSM, State of Oregon
 PCS: NAD 1983 2011 Oregon Statewide Lambert Ft Intl
 Disclaimer: This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes.

- | | | |
|---------------------|-----------------------------------|---------------------------------------|
| Alternatives | Surface Type | U.S. Fish and Wildlife Service |
| Preferred | Existing Trail | Oregon Parks and Rec |
| North Gap Limit | Highway - Existing Sidewalk | OPRD Trails |
| South Gap Limit | Highway - No Existing Sidewalk | OPRD Camping |
| | Local Road - Existing Sidewalk | OPRD Restrooms Flush |
| | Local Road - No Existing Sidewalk | OPRD Showers |
| | | OPRD Cabins |
| | | Trails/Paths |

Oregon Coast Trail - South Coast Gap Closure Alternative 10-4 Chetco River Gap (north segment)



Prepared by **Parametrix**



10-5: Chetco River (South)

Section 10: Gold Beach to California border

South Coast

This gap is formed by the rocky outcroppings south of the Chetco River.

Preferred Alt

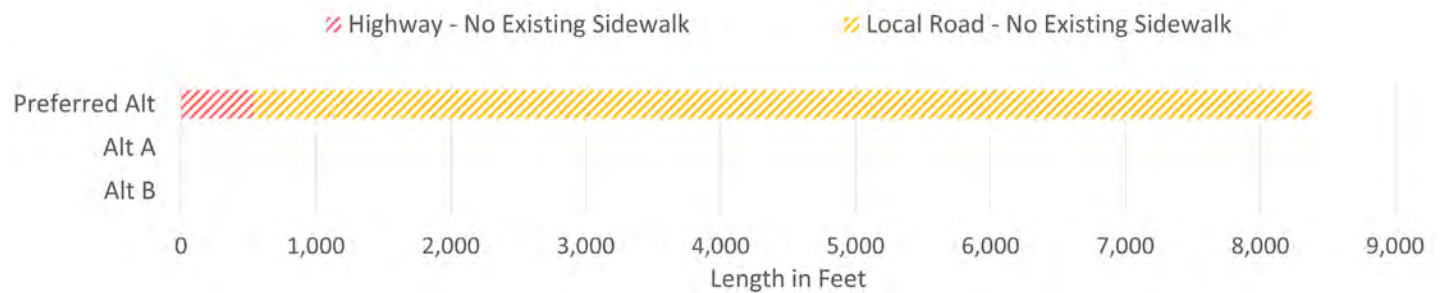
On the shoulder of Oceanview Dr to the south end of Brookings.

From Lower Harbor Rd, follows Oceanview Dr for more than 3.5 miles to the intersection with US 101. Takes the shoulder of US 101 for a short distance to Winchuck State Recreation Site, where it joins the beach, fords the Winchuck River, and ends at Crissy Field State Park.

Considerations

- Nearly all of this segment is on the shoulder of Oceanview Dr.
- The shoulders of US 101 are 6 feet wide or wider. Oceanview Drive is relatively low volume.

Alignment Surfaces



Alt Comparison

	Preferred
Property impacts	●
Environmental resource impacts	●
Cultural, historical, archaeological impacts	●
Trail facility and surface quality	○
Constructability	●
Transportation system interactions	○
Safety improvement	○
Connection to towns	◐
Consistent user experience	○



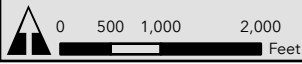
Date: 5/24/2022
 Sources: OPRD, ESRI, USGS, OSM, State of Oregon
 PCS: NAD 1983 2011 Oregon Statewide Lambert Ft Intl
 Disclaimer: This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes.

- | | | |
|---------------------|-------------------------------------|---------------------------------------|
| Alternatives | Surface Type | U.S. Fish and Wildlife Service |
| ● Preferred | — Beach | — Oregon Parks and Rec |
| — North Gap Limit | — Highway - No Existing Sidewalk | ● OPRD Beach Access |
| — South Gap Limit | — Local Road - Existing Sidewalk | ● OPRD Trails |
| | — Local Road - No Existing Sidewalk | ● OPRD Restrooms Flush |
| | | — Trails/Paths |

Oregon Coast Trail - South Coast Gap Closure Alternative 10-5 Chetco River Gap (south segment)



Prepared by **Parametrix**



Appendix E

Conceptual Drawings and Cost Considerations



TECHNICAL MEMORANDUM

DATE: April 11, 2023
TO: Jenna Marmon and Chris Parkins, Oregon Parks and Recreation Department
FROM: Ryan Farncomb, Jason Nolin, Emily Mannisto, Steffen Uhrich, Parametrix
SUBJECT: Conceptual Drawings and Cost Considerations (Final)
CC: Cole Grisham, Western Federal Lands
PROJECT NAME: Oregon Coast Trail Action Plan

INTRODUCTION

This memorandum and the attached Concept Sheets document conceptual designs and cost estimates developed to connect 40 critical gaps in the Oregon Coast Trail (OCT). These gaps currently require that hikers travel along roadways, oftentimes with no pedestrian facility – such as edge of U.S. 101. Gaps are typically a result of restrictions caused by natural occurrences, such as waterways, headlands, or stretches of coast that are impassable at high tide. Gaps are distributed through the length of Oregon’s coast, from Warrenton to Brookings.

The initial concepts for these gap solutions originated from work done by three segment teams organized by the Association of Oregon Counties (AOC). Following technical review for potential environmental, cultural, and archaeological resource impacts, as well as an initial feasibility analysis, alignments were refined and documented in Memorandum 3: Alignment Analysis.

The gap solution alignments and concepts in this memorandum were developed over the course of multiple iterations and with input from project agency partners, the general public, and the Project Advisory Group (PAG). All gaps and solution alignments are displayed in the accompanying electronic map at: <https://tinyurl.com/xysdyex4>

In addition to documenting the solution concepts, this memo also discusses considerations for formalizing water crossings (i.e. “water taxis”) as part of the trail. Water crossings are included in the design concepts for multiple gaps because they allow hikers to bypass substantial lengths of walking on roads. Formally incorporating them into the OCT raises considerations about management of the service, safety and liability, infrastructure, and other issues detailed in the Water Crossing Considerations section.

DESIGN CONCEPTS

Table 1 lists OCT gaps and their preferred solution concepts. The table also reports estimated costs, alignments with other adopted plans – such as the plans for the Oregon Coast Bike Route (OCBR) and the Salmonberry Trail, among others – and additional considerations for each solution, including potential environmental, cultural, archeological, and property impacts.

Concepts that are more complex or require constructing new facilities are detailed in the Concept Sheets (attached as an appendix). Solutions that are applied in a typical fashion across multiple gaps have typical Concept Sheets. The typical concept sheets are:

- Sheet 1: Typical Directional Signage
- Sheet 2: Typical Tidal Gap Signage
- Sheet 3: Typical Water Crossing/Transit Signage
- Sheet 4: Typical Warning Signage
- Sheet 5: Typical Shoulder Improvements
- Sheet 6: Typical Trail Improvements
- Sheet 7: Typical Crossing Signage

Solution Concept Types

The project team developed a “primary” solution for each gap. Some gaps have additional solution concepts because the location provides an opportunity for hikers to choose a different experience or because the primary could require substantial time or resources to implement. The types of solution concepts are:

- **Primary:** each gap has one primary concept, which will be considered the main or primary route.
- **Alternate:** many gaps have an alternate route, which allows the hiker another option to take either out of necessity or preference. Alternate routes are included for concepts with water crossings (to allow an overland option), with tidal gaps (so hikers can bypass impassable areas when the tide is high), and with additional out of direction travel (to allow a more direct, but likely less comfortable, route).
- **Interim:** gaps with solutions that are likely to take many years to implement also can have an interim solution that improves conditions temporarily until the permanent solution can be implemented.
- **Aspirational:** a few especially challenging gaps also include “aspirational” solutions. These gaps would be greatly improved with substantial investments – investments that appear unlikely to implement within the next twenty years. These are documented in this memo in case funding or other opportunities arise that could make their implementation possible. Aspirational solutions would require more study and do not include cost estimates in this memo.

Wayfinding

A system of consistent wayfinding should be applied throughout the trail, including each gap concept as well as the other “non-gap” segments of trail. This will be developed in more detail in the OCT Action Plan. Because wayfinding improvements should be applied to the entire trail, it is not listed in the design concept descriptions. New wayfinding signs are included in the cost estimates.

Impacts

All improvements could have environmental, cultural, archaeological, or historical impacts, and could potentially affect private property or utilities. All proposed improvements will need further study to consider possible impacts. Surveys will also likely be needed.

Shoulder widening will need to consider stormwater treatment and detention, wetland impacts, fish passage (regarding culvert extensions), and riparian impacts. Separated paths will not likely require stormwater considerations, but could still impact wetlands, waterways, and riparian vegetation.

The Oregon coast is a culturally rich area that has been occupied by native peoples for thousands of years. As such, numerous archaeological sites exist in close proximity to the proposed trail locations. Archaeological surveys should be conducted in advance of all proposed ground disturbing activities. Tribal consultation should also be conducted in conjunction with the identification efforts.

Cost Estimates

Planning-level cost estimates were developed to provide an estimate for implementation costs. Estimates are based on construction costs for the proposed facilities. Calculations used estimated unit costs for each improvement type and dimensions from aerial imagery and geographic information system (GIS) data. Generally, this type of cost estimate is a Class 5 estimate, with accuracy ranging from -30 percent to +50 percent. Estimates are for both capital costs and owner costs and include materials, labor rates, and equipment.

Estimates are in 2022 US dollars. To help account for estimated future inflation, these cost estimates include a 40 percent contingency. These are high level estimates and should be refined as projects progress beyond this plan. Costs under one million dollars are rounded up to the nearest 10,000 dollar. Costs over one million dollars are rounded to the nearest 100,000 dollar.

Estimates do not include costs associated with:

- Project finance costs.
- Escalation to year of expenditure.
- Unforeseen sub-surface or existing conditions.
- Construction contingency (change order contingency).
- Owner's contingency.
- Right-of-way acquisition.
- Utilities or third party overhead to underground relocations.

Several assumptions were made to streamline the estimate process:

Trails

- New "minimal build" soft surface trails are assumed to be four feet wide with two feet of clearing and grubbing on either side (8 feet total cleared width). Minimal build trails use native soil and do not include an aggregate base.
- New "full build" soft surface trails are assumed to be six feet wide with two feet of clearing and grubbing on either side (10 feet total cleared width). Full build trails include subgrade stabilization and an aggregate base.
- Existing trail restorations are assumed to be eight feet wide with six inches of earthwork.
- New paved trails are assumed to be 10 feet wide with two feet of additional clearing on each side (14 feet total clear width). New paved trails include excavation, subgrade stabilization, and an aggregate base.

Sidewalks and Shoulder Improvements

- New sidewalks are assumed to be six feet wide and include curb, gutter, and stormwater management.
- Widened highway shoulders assume an additional five feet of paved roadway surface.
- Soft surface shoulder improvements outside of guardrail or drainage area assume a four-foot-wide path.
- Shoulder improvements or other improvements in the right-of-way could have utility impacts, which are not included in cost estimates (as noted above).

Highway Crossings¹

- “Basic” highway crossings include four signs to warn approaching drivers.
- “Enhanced” highway crossings include four signs and a rectangular rapid flashing beacon. A pedestrian median refuge island is not included in the cost estimate because there are limited locations where they would be feasible. However, they are recommended where feasible. A surface-mounted median is estimated to be an additional 12,000 dollars per crossing location.

Signage

- “Basic” road warning signs are assumed to have a sign spaced every half mile on the southbound/west side of the highway. Project costs assume basic warning signs.
- “Enhanced” road warning signs are assumed to have a push-button activated warning beacon plus signs spaced every half mile on the southbound/west side of the highway. Upgrading a project to enhanced warning signs would add \$20,000 per mile to the project cost.
- Wayfinding signs are assumed to be spaced every half mile

¹ Crossing types and locations on ODOT roadways must be approved by ODOT.

Table 1. Concept Designs

Gap #	Gap Location	Concept Description	Considerations	Overlap with Planned Projects	Concept Sheet #	Cost Estimate (2022 \$)
1-X	Camp Rilea	<ul style="list-style-type: none"> • Primary: Follow beach (existing route) • Alternate: Follow U.S. 101 and Fort to Sea Trail when beach at Camp Rilea is closed for military exercises. New gap notification signs. 			No sheet	Primary: <10,000 Alternate: 130,000
1-1	Necanicum River	<ul style="list-style-type: none"> • Primary: Follow existing route through Gearhart and Seaside. Pedestrian improvements are planned along U.S. 101 with the U.S. 101: Gearhart Facility Plan and Seaside Transportation System Plan. 	Primary: Would require lane reconfiguration or widening the culvert over Mill Creek (ID 03079A) (not included in the cost estimate) to allow for pedestrian facility.	<ul style="list-style-type: none"> • Planned Gearhart Facility Plan improvements. • Planned shared use path and sidewalks in the Seaside TSP. 	8	Primary: 2,600,000 ²
1-2	Ecola Creek	<ul style="list-style-type: none"> • Primary: New route connects to beach at 7th Street, uses the bridge over Ecola Creek, then returns to the beach at NeCus Park. 			No sheet	Primary: 20,000
1-Z	Silver Point to Hug Point	<ul style="list-style-type: none"> • Primary: Follow beach (existing route). • Alternate: Follow U.S. 101. New tidal gap signs. 			No sheet	Primary: <10,000 Alternate: 100,000
2-3/4	Manzanita — Nehalem River	<ul style="list-style-type: none"> • Primary: Water crossing between Nehalem Bay State Park and existing marinas. • Alternate: Overland route follows new alignment through Manzanita and along the planned Salmonberry Trail. New soft-surface trail through Nehalem Bay State Park. Crosses Nehalem River on U.S. 101 bridge. • Alternate (interim): Interim overland route to follow U.S. 101. New warning signs along U.S. 101. 	Primary: See Water Crossing Considerations section below. Alternate: New trail likely to have private property impacts and potential for resource impacts.	Salmonberry Trail	9	Primary: 150,000 Alternate: 9,800,000 Alternate (interim): 330,000

² Estimate includes a portion of the cost from the U.S. 101: Gearhart Facility Plan in addition to new calculations for the portion in Seaside.

Gap #	Gap Location	Concept Description	Considerations	Overlap with Planned Projects	Concept Sheet #	Cost Estimate (2022 \$)
2-5	Tillamook Bay	<ul style="list-style-type: none"> • Primary: Planned Salmonberry Trail to existing marina, water crossing to Bay Ocean Spit. • Alternate: Overland route follows Salmonberry Trail to Tillamook, the planned Hadley Fields Crossing trail through Tillamook, OR 131, and Bayocean Road. New warning signs along OR 131. • Alternate (interim): Interim overland route to follow U.S. 101, OR 131, and Bayocean Road. New warning signs along U.S. 101 and OR 131. 	<p>Primary: See Water Crossing Considerations section below.</p> <p>Alternate: Planned Hadley Fields Crossing trail in Tillamook likely to have private property impacts.</p>	Salmonberry Trail	10	<p>Primary: 2,600,000</p> <p>Alternate: 21,500,000</p> <p>Alternate (interim): 710,000</p>
2-6	Oceanside	<ul style="list-style-type: none"> • Primary: Follow existing privately-owned trail, existing trails through Cape Meares Scenic Viewpoint, and along Cape Meares Loop. 	<p>Primary: Potential environmental and cultural impacts by formalizing the privately-owned trail. Easement required for access to privately-owned trail.</p>		11	Primary: 300,000
2-X	Oceanside South	<ul style="list-style-type: none"> • Primary: Follow beach (existing route). • Alternate: High-tide route to follow OR 131. New tidal gap signs. New warning signs on OR 131. 			No sheet	<p>Primary: 10,000</p> <p>Alternate: 10,000</p>
2-7	Netarts Bay	<ul style="list-style-type: none"> • Primary: Follow Netarts Bay Drive and Whiskey Creek Road (existing route). Widen gravel shoulder. • Aspirational: New water crossing from existing boat ramp to Netarts Spit. 	<p>Primary: Potential for shoulder widening to have environmental or cultural impacts.</p> <p>Aspirational: Netarts Bay is relatively shallow, complicating the potential for a reliable water crossing. Netarts Spit lacks a boat landing.</p>		No sheet	<p>Primary: 250,000</p> <p>Aspirational: not calculated</p>

Gap #	Gap Location	Concept Description	Considerations	Overlap with Planned Projects	Concept Sheet #	Cost Estimate (2022 \$)
3-2	Sand Creek	<ul style="list-style-type: none"> Primary: Leave beach at Sand Lake Recreation Area and walk through Sandbeach Campground to Fisherman Day Use Area. Wade sand flats to Whalen Island, follow Whalen Island Road and Sandlake Road back to beach. New warning signs along Whalen Island Road and Sand Lake Road. Implement shoulder improvements where feasible (not included in cost estimate). Alternate: High-tide route on Galloway Road and Sandlake Road. New tidal gap signs. New warning signs along Galloway Road and Sandlake Road. Implement shoulder improvements where feasible (not included in cost estimate). 	<p>All: Safety considerations for beach through off-highway vehicle area.</p> <p>Primary: Wading is feasible only during low tide in the late summer and fall when water levels are lowest.</p>		12	<p>Primary: 80,000</p> <p>Alternate: 210,000</p>
3-3	Nestucca River	<ul style="list-style-type: none"> Primary: Water crossing from existing marina to peninsula in Nestucca Bay Wildlife Refuge, and existing trail and roads to U.S. 101. Alternate: Overland route follows Brooten Road and U.S. 101. Add warning signs along Brooten Road and U.S. 101. 	<p>Primary: Would require a new water crossing service and a new terminal on the south side of the bay. Feasibility requires further study. See Water Crossing Considerations section below.</p>		13	<p>Primary: 90,000</p> <p>Alternate: 280,000</p>
3-4	Cascade Head (North)	<ul style="list-style-type: none"> Primary: Follow U.S. 101 and Cascade Head trails. Aspirational: New trails to avoid U.S. 101 segment. 	<p>Aspirational: New trails likely to have private property impacts and potential environmental or cultural impacts.</p>		14	<p>Primary: 90,000</p> <p>Aspirational: <i>not calculated</i></p>
3-5	Cascade Head (South)	<p>Primary: Follow Fraser Road, new trail through private property and USFS land, and existing trails to Roads End State Recreation Site.</p>	<p>Primary: New trail and formalizing existing trails could have potential environmental or cultural impacts. New trail could require conservation easement for recreational use. New trail travels through private property and USFS land. Easement needs to be coordinated. Existing trails on land owned by Lincoln City.</p>	<p>Overlaps with OCBR Plan concept to bypass OR 18 interchange by using Fraser Road.</p>	15	<p>Primary: 770,000</p>

Gap #	Gap Location	Concept Description	Considerations	Overlap with Planned Projects	Concept Sheet #	Cost Estimate (2022 \$)
3-6	Siletz Bay	Primary: Follow U.S. 101 to Beltz Dike Trail. Add shoulder improvements, add warning signs along U.S. 101.	Primary: Requires access through private property from U.S. 101 through Shops at Salishan, along the dike trail, and through the golf course. Appears to be a single property owner.	U.S. 101 shoulder improvements would also benefit OCBR.	No sheet	Primary: 120,000
4-1	Fogarty Creek	Primary: Follow U.S. 101, existing parallel paths, and existing parallel roads. New warning signs along U.S. 101.			No sheet	Primary: 60,000
4-2/3	Whales Cove	Primary: Follow Otter Crest Loop to Otter Rock (existing route). Add warning signs along Otter Crest Loop.			No sheet	Primary: 10,000
4-4	Yaquina Head	Primary: Follow existing roads to water tower, existing trail through Yaquina Head Natural Area, then exit park on NW Lighthouse Drive and return to Agate Beach at NW Agate Way.	Primary: Access along water tower road requires coordination (currently gated).		No sheet	Primary: 60,000
4-5	Yaquina Bay	Primary: Use Yaquina Bay Bridge (existing route).			No sheet	Primary: 50,000
4-6	Seal Rock	Primary: Follow U.S. 101, existing trail through Seal Rock State Recreation Site, beach, and NW Coast Road (existing route). New tidal gap sign at rocky outcropping between Seal Rock and Coast Road.	Primary: The trail from the beach to U.S. 101 north of Seal Rock is on private property, though it has been used by the public for years. Formal access would need to be coordinated, or use the public access 0.2 miles north.		No sheet	Primary: 30,000
5-1	Alsea Bay	Primary: Follow Bayshore Drive to Alsea Bay Bridge (existing route).			No sheet	Primary: 10,000
5-X	Waldport	<ul style="list-style-type: none"> Primary: Follow the beach (existing route). Alternate: Follow U.S. 101 with planned pedestrian improvements. New warning signs along U.S. 101 in the interim until improvements are implemented. 	Alternate: widening of US 101 to allow a promenade could have environmental impacts.	Planned promenade part of OCBR Plan and Waldport TSP. Planned sidewalks part of Waldport TSP.	16	Primary: <10,000 Alternate: 2,500,000
5-2	Yachats	Primary: Follow U.S. 101 (existing route). New warning signs along U.S. 101.		A 350-ft long walkway/boardwalk along Ocean View Dr from Beach Street to U.S. 101 is currently being planned	No sheet	Primary: 20,000

Gap #	Gap Location	Concept Description	Considerations	Overlap with Planned Projects	Concept Sheet #	Cost Estimate (2022 \$)
5-3/4	Siuslaw	<ul style="list-style-type: none"> • Primary: Follow U.S. 101 (existing route). New warning signs along U.S. 101. Crossing improvement on U.S. 101 near Cummins Creek. Opportunities are limited, but shoulder improvements should be implemented along U.S. 101 where feasible (not included in cost estimate). Trail returns to the beach about 1 mile north of Ponsler State Scenic Viewpoint at Emergency Beach Access 89 (Rock Creek). • Aspirational: New trail through USFS land east of U.S. 101. Requires multiple stream crossings. U.S. 101 crossing near Rock Creek. 	<p>Aspirational: likely environmental and cultural impacts along new trail. Alignment and construction to consider minimizing potential impacts.</p>	Shoulder widening and other bicycle and pedestrian improvements are included in the OCBR Plan.	17	<p>Primary: 390,000 Aspirational: <i>not calculated</i></p>
5-5	Heceta Head	<ul style="list-style-type: none"> • Primary: New trail from Cape Creek connects to NF-58 and existing network of trails and forest roads on USFS land. New trail connection between NF-798 and Herman Peak Road to avoid private property. U.S. 101 crossing improvement near Baker Beach Road or Herman Creek Road. • Alternate: New trail from Cape Creek connects to NF-58 and back to U.S. 101. Follows U.S. 101 to beach access near Southview Lane. U.S. 101 crossing improvement near NF-58. New warning signs along U.S. 101. • Aspirational: New trail from Cape Creek connects to NF-58 and back to U.S. 101. Crosses U.S. 101 with an overpass, and follows a new trail west of U.S. 101, made possible with a combination of cantilevered structures, retaining walls, and viaducts. 	<p>All: Depending on the alignment, the new trail from existing road to NF-58 could impact private property and is likely to cross sensitive areas for environmental, historical, and cultural resources.</p> <p>Primary: Much of this route is on popular equestrian trails. Would need to coordinate with equestrian groups.</p> <p>Aspirational: In addition to the new trail between Cape Creek and NF-58, the overpass and new trail west of U.S. 101 could have potential environmental and cultural impacts.</p>	OCBR Plan includes a concept for a viaduct to avoid the Cape Creek Tunnel and cross U.S. 101, a potential solution to consider for the aspirational solution.	18	<p>Primary: 750,000 Alternate: 620,000 Aspirational: <i>not calculated</i></p>
6-1	Siuslaw River	<p>Primary: Follow Rhododendron Drive, cross the Siuslaw River on U.S. 101, and continue to the end of Barrett Creek Lane. A new trail crosses Flint Creek and sand dunes to connect with Sand Dunes Road. New warning signs along Rhododendron Drive and Sand Dunes Road. Where feasible, widen shoulders on Rhododendron Drive and Sand Dunes Road.</p>	<p>Primary: New trail could have potential environmental or cultural impacts.</p>		19	<p>Primary: 510,000</p>

Gap #	Gap Location	Concept Description	Considerations	Overlap with Planned Projects	Concept Sheet #	Cost Estimate (2022 \$)
6-2	Umpqua River	<ul style="list-style-type: none"> • Primary: Water crossing from south end of spit to existing marina. • Alternate: Follow Sparrow Park Road and U.S. 101. New warning signs along U.S. 101. Widened shoulders on U.S. 101 where feasible. • Aspirational: Path alignment adjacent to U.S. 101 on the southeast side (22nd Street to Reedsport West Road). Dean to Dunes Trail Plan. 	<p>Primary: See Water Crossing Considerations section below.</p>	<p>Aspirational: Dean to Dunes Trail Plan includes separated trail improvements along U.S. 101, including a possible boardwalk option.</p>	No sheet	<p>Primary: 10,000</p> <p>Alternate: 160,000</p>
7-1	North Coos Bay (Horsfall Beach to Seven Devils)	<ul style="list-style-type: none"> • Primary: New water crossing from North Spit boat launch to Empire. • Alternate: Overland route along Horsfall Road, U.S. 101, and city streets. New trail through east side of John Topits Park avoids Lakeshore Drive. 	<p>Primary: Requires new water crossing service. See Water Crossing Considerations section below.</p> <p>Alternate: New trail could have potential environmental or cultural impacts.</p>		No sheet	<p>Primary: 40,000</p> <p>Alternate: 600,000</p>
7-2	South Coos Bay	<p>Primary: Follow Cape Arago Highway (existing route). New warning signs. Implement shoulder improvements where feasible.</p>			No sheet	<p>Primary: 160,000</p>
7-3	Cape Arago / Seven Devils	<ul style="list-style-type: none"> • Primary: Follow existing trails on Cape Arago. Combination of new trails and existing logging roads through timber forests to Seven Devils Road. Route through Bandon Dunes on existing roads and paths. New warning signs on Seven Devils Road. Implement shoulder improvements on Seven Devils Road where feasible. • Alternate: Follow existing trails on Cape Arago. Combination of new trails and existing logging roads through timber forests to Seven Devils Road. Return to beach north of Bandon Dunes. New warning signs on Seven Devils Road. Implement shoulder improvements on Seven Devils Road where feasible. New tidal gap signs for Fivemile Point. 	<p>All: New trail from Cape Arago State Park would go through privately-owned timber lands. Would need to coordinate with landowners. New trail through timber forest could have potential environmental or cultural impacts.</p> <p>Primary: Requires coordination for portion through Bandon Dunes.</p>		20	<p>Primary: 2,100,000</p> <p>Alternate: 2,100,000</p>

Gap #	Gap Location	Concept Description	Considerations	Overlap with Planned Projects	Concept Sheet #	Cost Estimate (2022 \$)
8-1	Coquille River	<ul style="list-style-type: none"> • Primary: Exit beach at Bullards Beach State Park. New water crossing from existing boat launch at Bullards Beach State Park to existing marina. • Alternate: Exit beach at Bullards Beach State Park. Follow U.S. 101 and Riverside Dr (existing route). New warning signs along U.S. 101 and Riverside Drive. Improve shoulders where feasible along U.S. 101 and Riverside Drive. • Aspirational: New bicycle and pedestrian bridge west of the U.S. 101 Coquille River Bridge. 	<p>Primary: See Water Crossing Considerations section below.</p> <p>Aspirational: New bridge could have potential environmental or cultural resource impacts.</p>	<p>Aspirational: the Oregon Department of Transportation has proposed a pedestrian bridge parallel to and immediately west of the U.S. 101 Coquille River Bridge.</p>	No sheet	<p>Primary: 10,000</p> <p>Alternate: 170,000</p> <p>Aspirational: not calculated</p>
9-1	Port Orford	<p>Primary: Follow 12th Street and 9th Street out of Tseriadun State Recreation Area.</p>			No sheet	Primary: 10,000
9-2	Rocky Point	<p>Primary: Rounds Rocky Point on U.S. 101. Warning signs along U.S. 101. Improve shoulders where feasible along U.S. 101. Improve crossing at Old Highway 101 / Humbug Mountain Frontage Road.</p>			No sheet	Primary: 200,000
9-3	Humbug Mountain (North)	<p>Primary: Follows a combination of U.S. 101, other existing roads, existing trails, beach, and new trails. New trails are (1) west of U.S. 101 between approximate mile points 311.1 and 311.9, (2) east of Sisters Rock, and (3) from Coy Creek Road to the beach. Improve U.S. 101 crossings at four locations: (1) Humbug Mountain State Park day use area (mile point 307.8), (2) Pacific Highlands Drive (mile point 311.9), Sisters Rock (mile point 314.6), and at new trail from Coy Creek Road (mile point 316.3). Warning signs along U.S. 101. Implement shoulder improvements where feasible along U.S. 101.</p>	<p>Primary: New trails could have potential environmental or cultural resource impacts.</p>		21	Primary: 2,000,000
9-5	Nesika	<p>Primary: Follow Nesika Road and Old Coast Road. Improve U.S. 101 crossings at Geisel Monument Heritage Site and Old Coast Road (mile points 322.5 and 324.1).</p>	<p>Primary: Stay on existing pavement and trails to avoid cultural resource impacts.</p>		No sheet	Primary: 300,000
9-6	Gold Beach	<p>Primary: Existing roads and U.S. 101 Wedderburn Bridge (existing route).</p>			No sheet	Primary: 10,000
10-1	Crook Point	<p>Primary: Follow U.S. 101 (existing route). Warning signs along U.S. 101. Implement shoulder improvements where feasible along U.S. 101.</p>			No sheet	Primary: 80,000

Gap #	Gap Location	Concept Description	Considerations	Overlap with Planned Projects	Concept Sheet #	Cost Estimate (2022 \$)
10-2	Thomas Creek	Primary: Follow U.S. 101 over Thomas Creek Bridge (existing route). Warning signs along U.S. 101.		OCBR Plan includes improvements for signage, flashing lights, and possibly advisory speeds.	No sheet	Primary: 10,000
10-3	Shy Creek	Primary: Follow U.S. 101 (existing route). Warning signs along U.S. 101. Implement shoulder improvements where feasible along U.S. 101.			No sheet	Primary: 60,000
10-4	Chetco River (North)	Primary: Follow U.S. 101 and Railroad Street. Warning signs along portions of U.S. 101 lacking sidewalks. Implement shoulder improvements where feasible along portions of U.S. 101 lacking sidewalks.		OCBR Plan includes signage along this route.	No sheet	Primary: 30,000
10-5	Chetco River South	<ul style="list-style-type: none"> Primary: Follow Oceanview Drive to McVay Rock State Park, beach to Crissey Field. Tidal gap signs. Warning signs along Oceanview Drive. Alternate: Follow Oceanview Drive to U.S. 101, cross the Winchuck River, follow existing (but currently informal) trail through Crissey Field State Recreation Site. Warning signs along Oceanview Drive and U.S. 101. 			22	Primary: 10,000 Alternate: 30,000

OCBR = Oregon Coast Bike Route; TSP = Transportation System Plan.

U.S. 101 Right-of-Way Improvements

Because of the Oregon coast’s challenging landscape and limited available right-of-way and flat terrain, some gaps lack feasible alternatives to hiking on the shoulders of busy roads. Three potential shoulder and right-of-way improvement options can make the OCT feel more comfortable and safer for hikers. The feasibility of each depends on the on-the-ground conditions along the road. Informal conversations with the Oregon Department of Transportation (ODOT) indicate that ODOT is willing to consider implementing improvements within their right-of-way.

Improvements in the right-of-way are not included in concept cost estimates because their feasibility requires further investigation. ODOT will need to review specifics for each location prior to moving forward with engineering plans and construction. Recommended improvements and their costs per mile are listed in Table 2. Shoulder improvements are detailed in Concept Sheet 5.

Table 2. Typical Improvements within Road Right-of-Way

Typical Improvement Type	Where to Apply	Cost Estimate
Widen paved shoulder	Where the shoulder is less than four feet wide, there is adequate right-of-way and drainage.	\$425,000 per mile
Trail outside of guardrail	Where there is an existing guardrail and there is adequate right-of-way and relatively-level surface beyond the guardrail.	\$375,000 per mile
Trail outside of drainage area	Where there is an existing stormwater drainage ditch adjacent to the road (limiting options for widening the shoulder) and there is adequate right-of-way and relatively-level surface beyond the drainage area.	\$375,000 per mile

WATER CROSSING CONSIDERATIONS

Water crossings, whether called “water shuttles” or “water taxis,” use a boat to cross a waterway. Water crossings can avoid great stretches of road walking and allow hikers to stay on the beach or in natural settings, which adds to the experience while also feeling more comfortable and safer. Members of the PAG expressed general preference for using a water crossing to close a gap rather than walking along roads. Many gaps include water crossing solutions (see Table 3) and, when feasible, water crossings are selected as the preferred primary route alignment.

Each water crossing also has an alternate overland route. Alternate overland routes are provided for logistical purposes (if the service is not operating) or preference (some hikers might prefer to stay on land). Information about alternate overland routes must be available, preferably online, on the official maps, and on signs where the water crossing route and the overland route diverge.

Water crossings are already operating, albeit informally, at multiple waterways along the Oregon Coast Trail. Nehalem Bay, Tillamook Bay, and the Umpqua River all have recently-operating water crossing services based at local marinas or fisheries. These services are informal and operated by third parties.

Formalizing arrangements with water crossing service providers would substantially benefit OCT hikers. The lack of central organization makes logistics more complicated. Each service is an independent business with different operating hours and their own way of scheduling a ride. In other cases, water taxis operate completely informally – long-standing arrangements where recreational boaters pick up hikers and bring them across. They may or may not be operating when a hiker would want them. There is also no safety oversight, which could present liability concerns for the agencies managing and maintaining the OCT.

For water crossings to be formally included in the official OCT trail system, several issues are worth considering:

Centralized Water Crossing Management: Organizing water crossing services across the OCT under a single management authority could help increase reliability, simplify the process to secure a ride, and ease the transition if ownership of the service provider changes. Management does not necessarily mean ownership of the services. It could involve regulations and agreements with providers, a centralized ride request website or service, and formalizing where and how to pick up and drop off hikers.

Regulatory Compliance: Formalizing water crossing services could require concessionaire, licensure, and multiple other steps — steps which businesses might not take unless encouraged to do so. Incentives could help persuade businesses to obtain and maintain regulatory compliance, potentially by subsidizing businesses to prioritize OCT hiker passage. The water crossing formalization process should include outlining a strategy for boat maintenance and setting up a long-term strategy for mutually beneficial relationship for the businesses and the OCT.

Safety and Liability: Safety and liability could be an issue with a more formalized system of water crossings. Services should adhere to regulations and best practices to prioritize safety and minimize risk. Additionally, if a hiker is injured in transit, recreational immunity may not apply to water transport services. Therefore, it is likely that hikers would need to understand and sign a release of liability to limit the business' and agency's potential exposure to liability.

Consistent Signs and Wayfinding: Consistent and easily identifiable wayfinding system should indicate where hikers should go to catch the boat and where to return to the trail.

Service Information: Information about available services and how to arrange pickup must be available, preferably online, on the official maps, and on signs where the water crossing route and the overland route diverge.

Centralized Information System: An online resource that reports water crossing options, service hours, and reservation requirements, should be provided and updated regularly. This resource could also include general OCT information, trail closures, camping details, locations of services, and other useful information. This page could be managed by a centralized water crossing management authority as described above. (Trail management will be discussed further in the OCT Action Plan.)

Infrastructure: Some gaps with proposed water crossing services currently lack the necessary infrastructure to establish water crossing terminals. These crossings would require further analysis to find locations that would be comfortably accessed by hikers and appropriate for the waterway, and to determine whether the waterway would be deep enough and otherwise favorable for boat crossings. These could require construction of a boat launch or dock, which would involve a study of potential environmental and cultural resource impacts.

Table 3. Gaps with Proposed Water Crossing Connections

Gap #	Gap Name	Existing Service?	Considerations
2-3/4	Manzanita — Nehalem River	Yes	<ul style="list-style-type: none"> Currently or recently offered by: <ul style="list-style-type: none"> Jetty Fishery: http://jettyfishery.com Kelly’s Brighton Marina: https://kellysbrightonmarina.com (Requires additional 0.8 miles of highway walking.)
2-5	Tillamook Bay	Yes	<ul style="list-style-type: none"> Currently or recently offered by: <ul style="list-style-type: none"> Garibaldi Marina: https://www.garibaldimarina.com Many recreational boaters in this area. A formal dock at the Garibaldi Marina would allow larger vessels and could help water crossing service operate more reliably through different weather conditions.
2-7	Netarts Bay	No	<ul style="list-style-type: none"> Requires a new water crossing service and new water crossing terminal on the south/east side of the bay. Feasibility requires further study. The bay is shallow, which could present issues for water crossing service. No dock is present on the north/west side of the bay (Netarts Spit). Netarts Bay Boat Ramp could be an option for a docking location on the south/east side of the bay.
3-3	Nestucca River	No	<ul style="list-style-type: none"> Requires a new water crossing service and new water crossing terminal on the south side of the bay. Feasibility requires further study. Potential to operate from the Tillamook County boat landing (or other dock in Pacific City) on the north side of the river. Potential to connect with the boat landing on the Nestucca Bay National Wildlife Refuge peninsula at the south side of the river. Could require construction of a boat launch, dock, or other facilities.
6-2	Umpqua River	Yes	<ul style="list-style-type: none"> Currently or recently offered by: <ul style="list-style-type: none"> Winchester Bay Charters: https://www.winchesterbaycharters.com Existing service requires scheduling 48 hours in advance.
7-1	North Coos Bay (Horsfall Beach to Seven Devils)	No	<ul style="list-style-type: none"> Requires a new water crossing service. Feasibility requires further study. Potential to use the North Spit Bureau of Land Management boat launch at the north side of the bay. Potential to use the Empire boat launch at the south side of the bay. Could require construction of a boat launch, dock, or other facilities.
8-1	Coquille River	No	<ul style="list-style-type: none"> Requires a new water crossing service and new water crossing terminal on the north side of the river. Feasibility requires further study. Potential to use the Bullards Beach State Park dock at the north side of the river. Potential to use the Port of Bandon Marina at the south side of the river.

NEXT STEPS

This memorandum and the attached Concept Sheets were shared with agency partners, the Project Advisory Group (PAG), and the public, and were refined based on their feedback before being finalized. The final version of this memorandum will be a major component of the OCT Action Plan.

Appendix F

Concept Designs



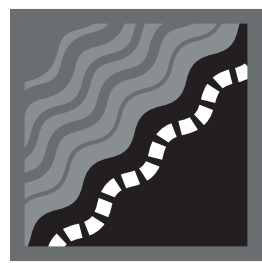
NOTES:

1. The locations of sign installations shown are approx. with exact locations to be determined in the field.
2. Dimensions shown are generic and should be adjusted to fit site conditions.
3. Consider repeating signage on long stretches of highway and beyond major intersections as additional wayfinding for pedestrians.
4. Refer to the Manual on Uniform Traffic Control Devices (MUTCD) for additional size and placement requirements.
5. Hiking Trail signage shown per MUTCD. Also refer to OPRD RL-100 Hiking signage.
6. The Oregon Coast Trail logo should be consistent through all sections of trail. Verify logo with Oregon Parks and Recreation Department (OPRD).
7. Refer to OPRD Sign Manual, OPD 400 Series for additional direction and recreation symbols.
8. Optional thermoplastic/on-pavement logo.
9. All improvements require approval by roadway authority.
10. All improvements would require further study to understand potential impacts. For more details, see Memorandum 4: Conceptual Drawings and Cost Estimates.

Applicable Gap Locations

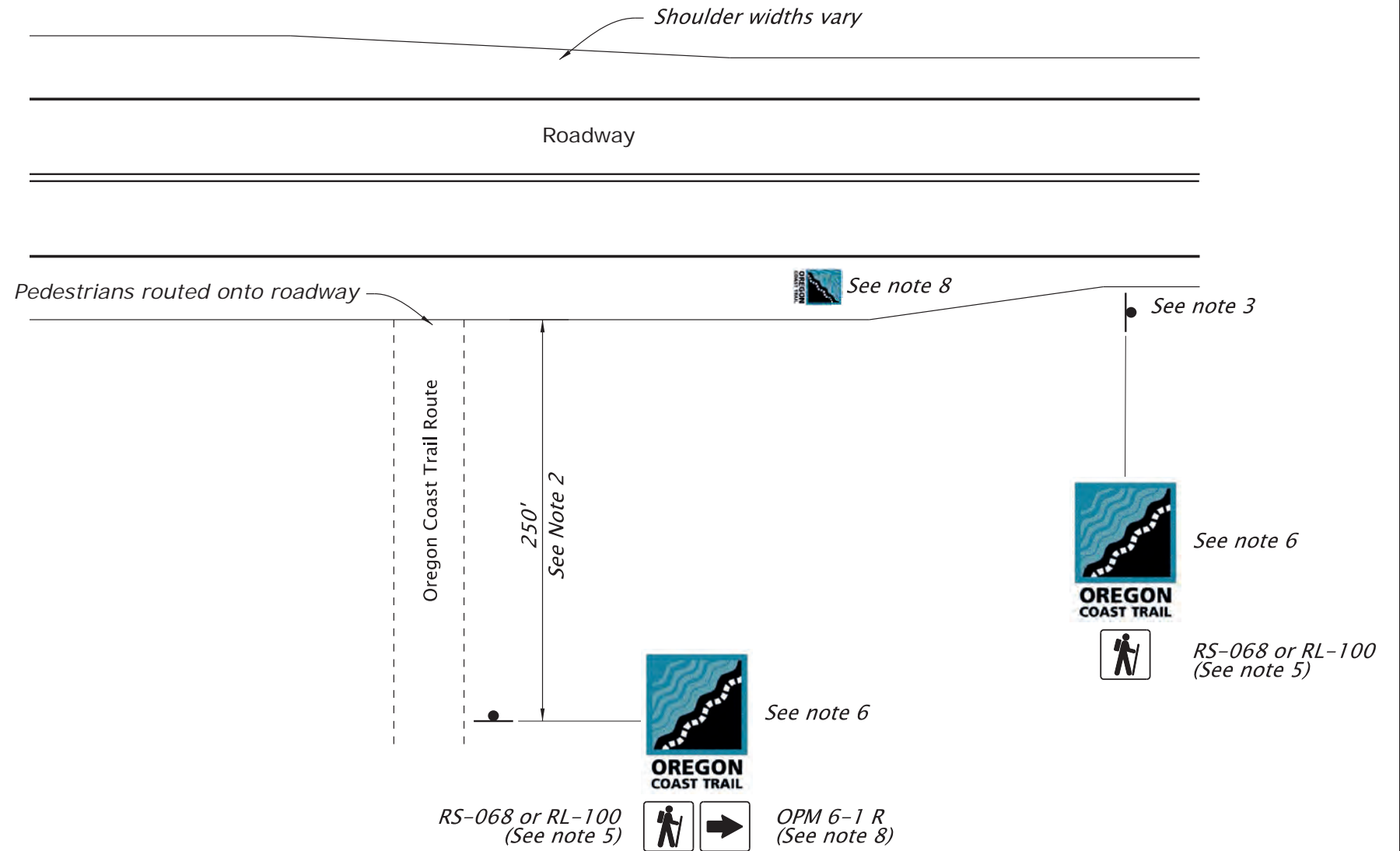
Gap ID	Gap Name
1-X	Camp Rilea
1-1	Necanicum River
1-2	Ecola Creek
2-3/4	Manzanita — Nehalem River
2-5 [1]	Tillamook Bay
2-6	Oceanside
2-X	Oceanside South
2-7	Netarts Bay
3-2	Sand Creek
3-3	Nestucca River
3-4	Cascade Head (North)
3-6	Siletz Bay
4-1	Fogarty Creek
4-2/3	Whales Cove

Gap ID	Gap Name
4-4	Yaquina Head
4-5	Yaquina Bay
4-6	Seal Rock
5-1	Alsea Bay
5-2	Yachats
5-3/4	Siuslaw
5-5	Heceta Head
6-1	Siuslaw River
6-2	Umpqua River
7-1	North Coos Bay (Horsfall Beach to Seven Devils)
7-2	South Coos Bay
8-1	Coquille River
9-1	Port Orford
9-2	Rocky Point
9-3	Humbug Mountain (North)
9-5	Nesika
9-6	Gold Beach
10-1	Crook Point
10-2	Thomas Creek
10-3	Shy Creek
10-4	Chetco River (North)
10-5	Chetco River (South)



OREGON COAST TRAIL

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Typical Directional Signage Detail

Typical Directional Signage

Gap # **Multi**

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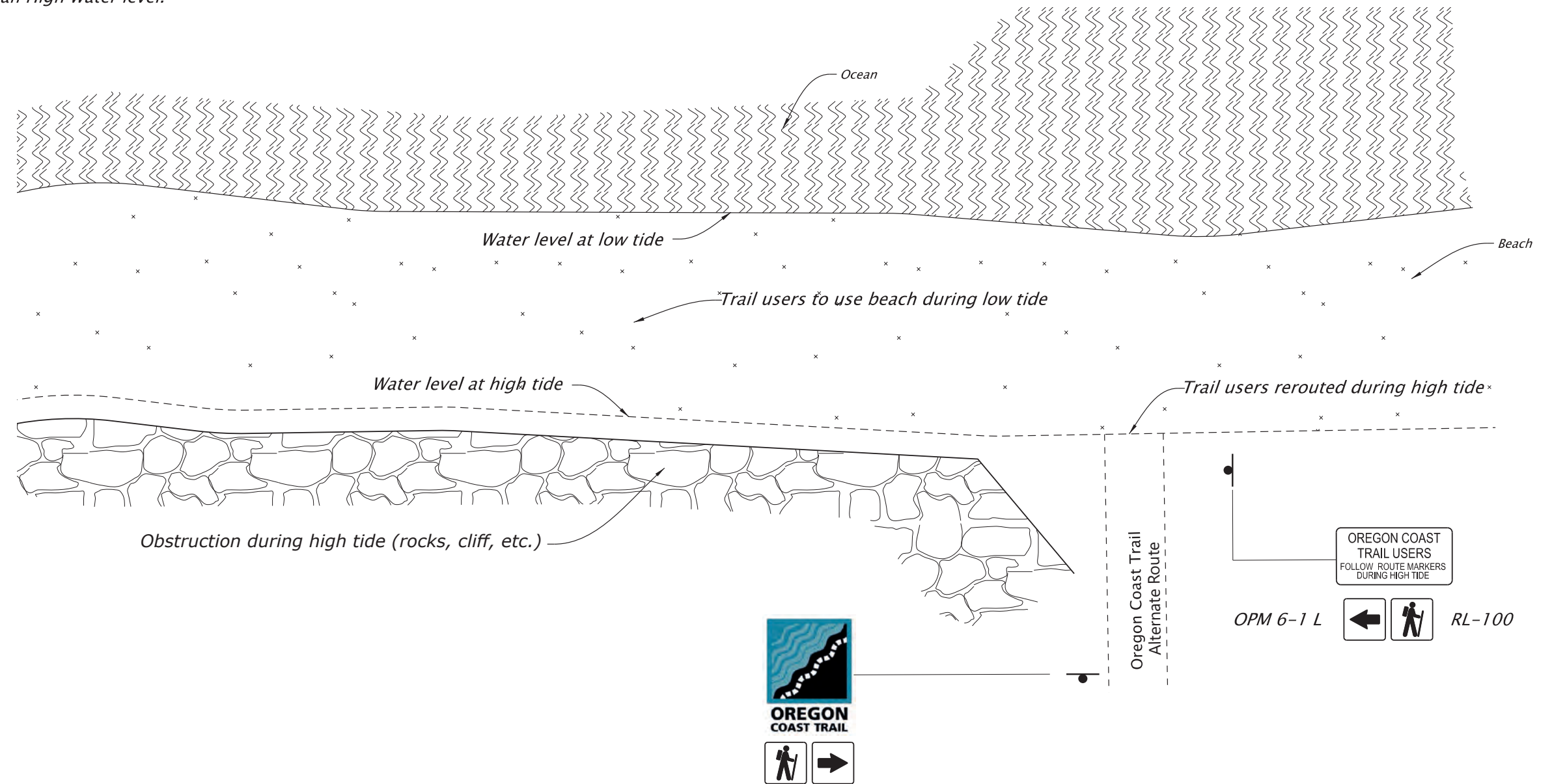
Date printed: 04/16/23

This drawing is conceptual and is not intended for construction. Property lines and ownership, if shown, are based on online county tax lot data and may not be accurate.

Sheet **1**

NOTES:

1. The locations of sign installations shown are approx. with exact locations to be determined in the field.
2. Signs should be placed outside of Mean High Water level.



Applicable Gap Locations

Gap ID	Gap Name
1-Z	Silver Point to Hug Point
2-X	Oceanside South
5-X	Waldport
7-3	Cape Arago
10-5	Chetco River (South)
N/A	Schooner Point*

*Schooner Point is not an identified gap as part of the OCT Action Plan, but would benefit from tidal gap signs. Schooner Point is located approximately one mile north of Yaquina Head.

Typical Tidal Gap Signage Detail



OREGON COAST TRAIL

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Typical Tidal Gap Signage

Gap # **Multi**

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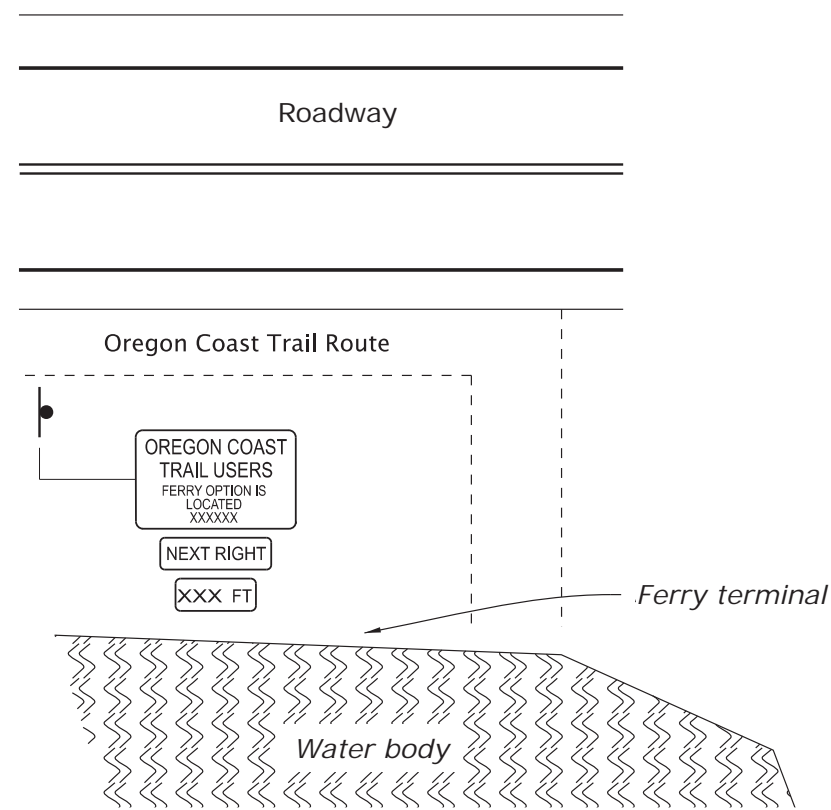
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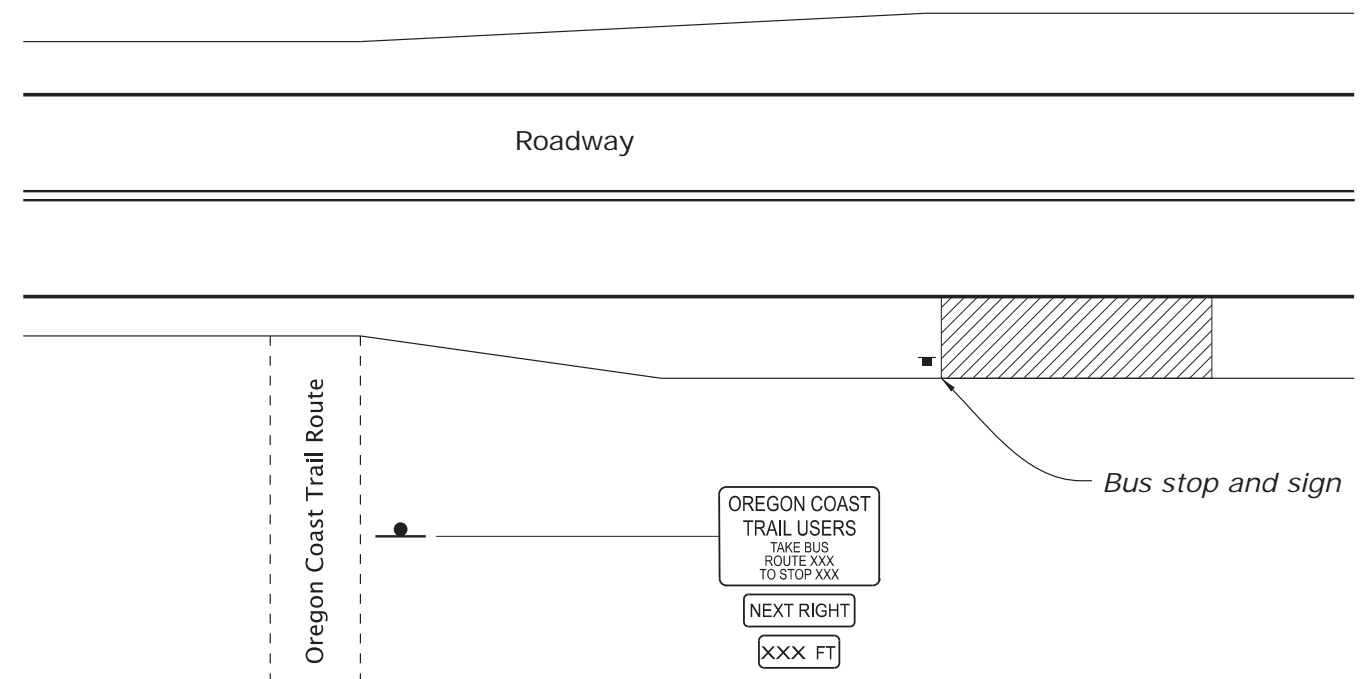
Sheet **2**

NOTES:

1. The locations of sign installations shown are approx. with exact locations to be determined in the field.
2. Signage intended to inform trail users of transit options to traverse difficult gaps in the trail. Sign locations should be a supplement to existing bus and ferry signage. Locate signs near the preferred transit options.
3. Additional directional and wayfinding plaques can be added to inform users of transit locations. Refer to the Manual on Uniform Traffic Control Devices (MUTCD) for additional sign options.
4. All improvements on roadway right of way require approval by roadway authority.



Typical Ferry Signage Detail



Typical Transit Signage Detail

Ferry Locations

Gap ID	Gap Name
2-3/4	Manzanita — Nehalem River
2-5	Tillamook Bay
2-7	Netarts Bay
3-3	Nestucca River
6-2	Umpqua River
7-1	North Coos Bay (Horsfall Beach to Seven Devils)
8-1	Coquille River

Transit Locations

Gap ID	Gap Name
3-6	Siletz Bay



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OREGON COAST TRAIL

Typical Water Crossing/Transit Signage Gap # **Multi**

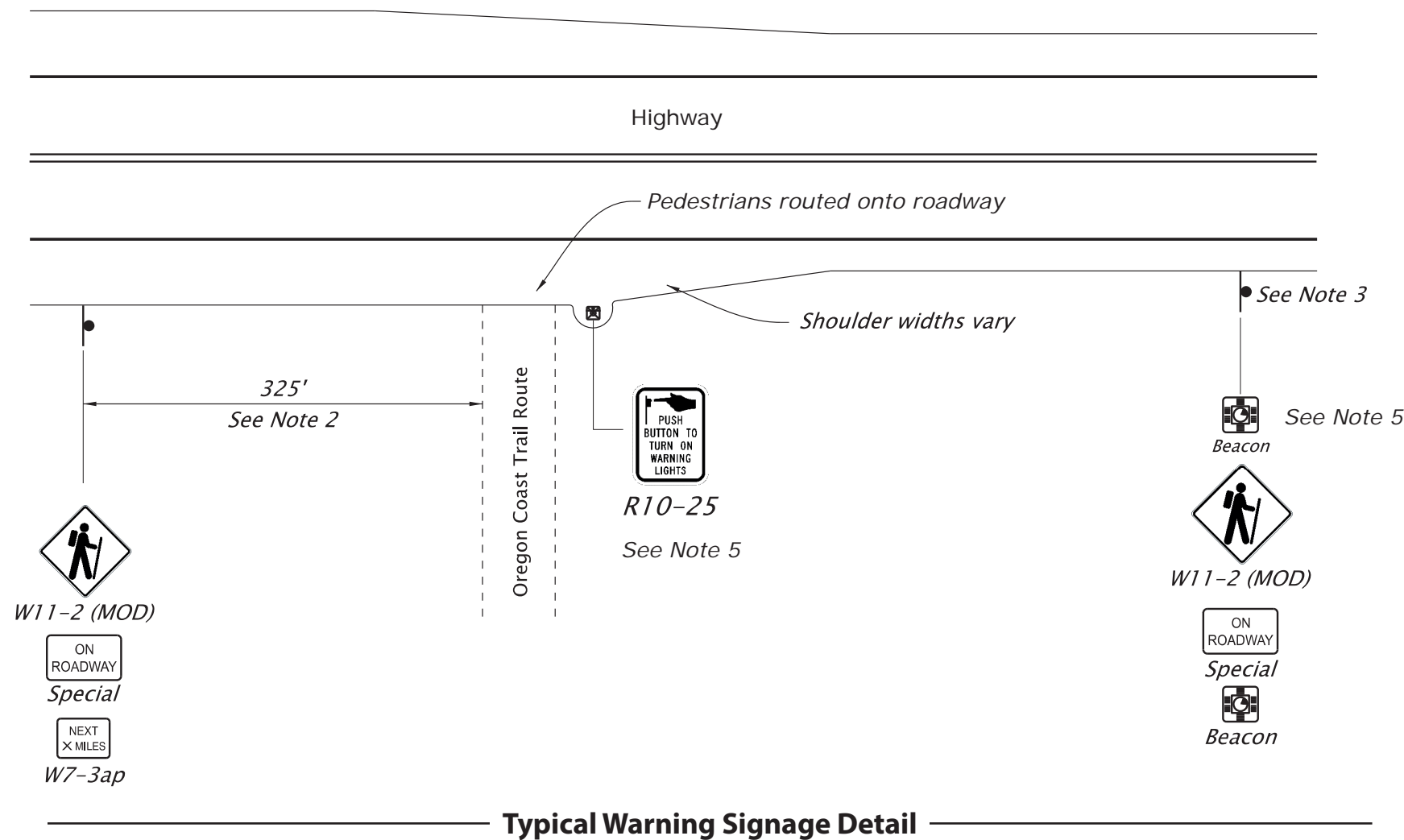
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NOTES:

1. The locations of sign installations shown are approx. with exact locations to be determined in the field.
2. Dimensions shown are generic and should be adjusted to fit site conditions and design speed. Refer to the Manual on Uniform Traffic Control Devices (MUTCD) Table 2C-4 for Guidelines for Advance Placement of Warning Signs.
3. Consider repeating signage on long stretches of highway and beyond major intersections to alert drivers to the presence of pedestrians.
4. Refer to the Manual on Uniform Traffic Control Devices (MUTCD) for additional size and placement requirements.
5. Flashing beacon is optional but recommended where feasible.
6. All improvements require approval by roadway authority.
7. Placement and operations of warning signage and beacons will require coordination with roadway authority.
8. Directional signage should be incorporated to guide hikers along highway shoulder rather than across. See Sheet 1.
9. Consider adding a guardrail or similar barricade to keep hikers on the shoulder and off the roadway.



Applicable Gap Locations

Gap ID	Gap Name
1-X	Camp Rilea
2-3/4	Manzanita — Nehalem River
2-5	Tillamook Bay
2-X	Oceanside South
2-7	Netarts Bay
3-2	Sand Creek
3-3	Nestucca River
3-6	Siletz Bay
4-1	Fogarty Creek
4-2/3	Whales Cove
4-5	Yaquina Bay
4-6	Seal Rock
5-3/4	Siuslaw
6-1	Siuslaw River
6-2	Umpqua River
8-1	Coquille River
9-2	Rocky Point
9-3	Humbug Mountain (North)
9-6	Gold Beach
10-1	Crook Point
10-2	Thomas Creek
10-3	Shy Creek
10-4	Chetco River (North)
10-5	Chetco River (South)



Typical Warning Signage

Gap # **Multi**

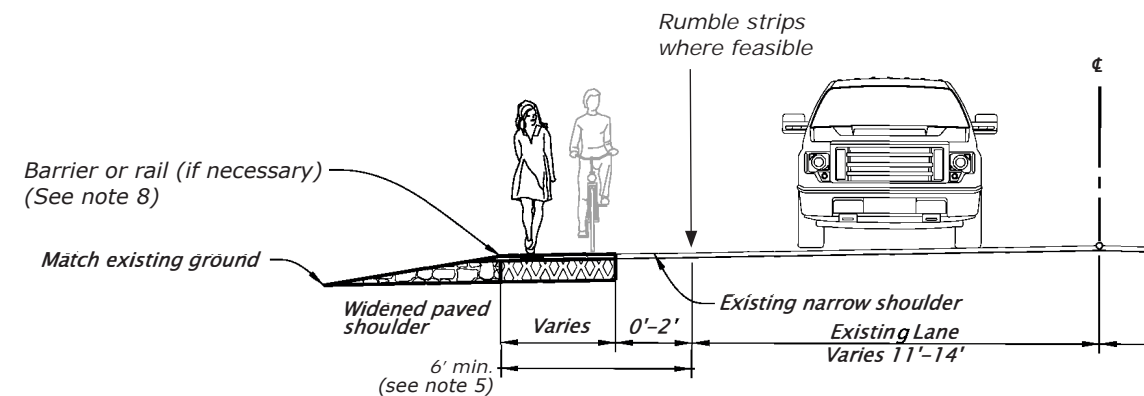
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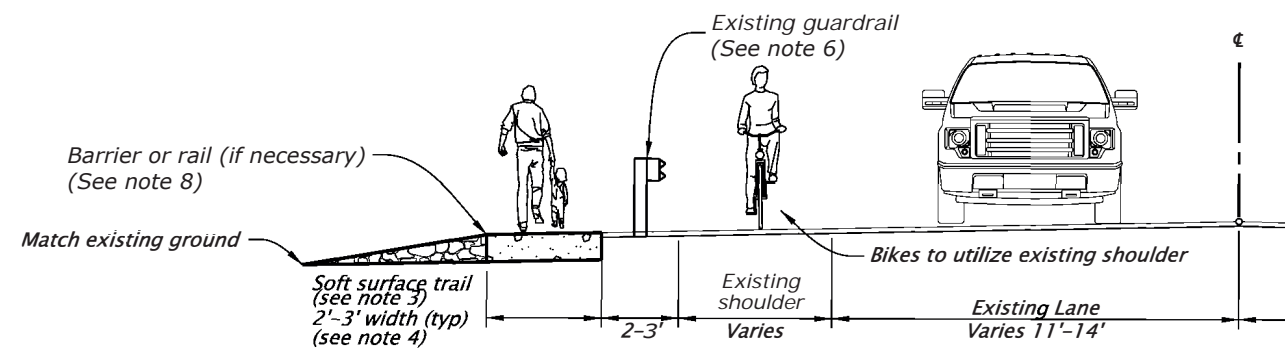
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Applicable Gap Locations

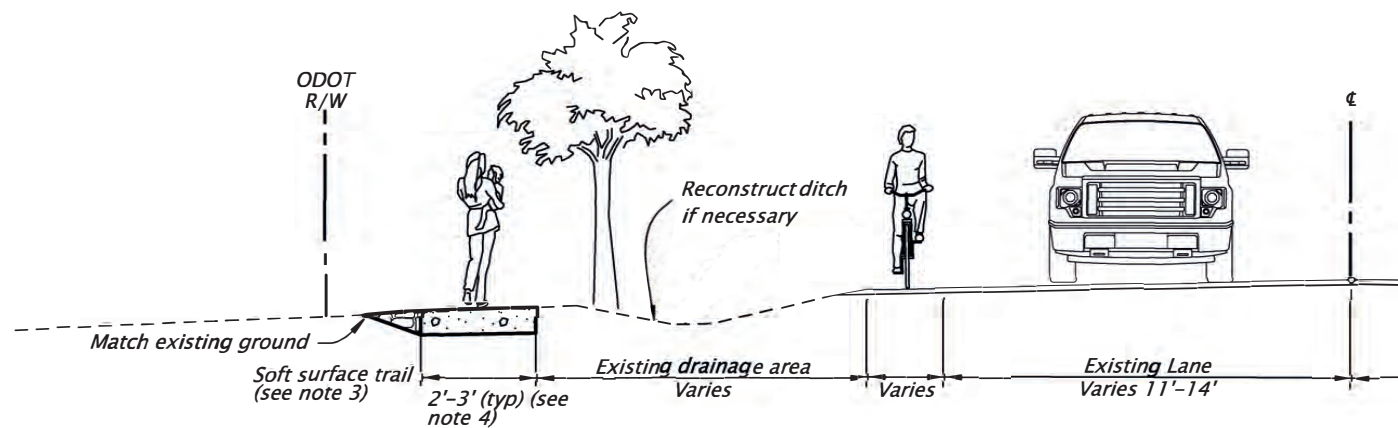
Gap ID	Gap Name
2-7	Netarts Bay
3-2	Sand Creek
3-6	Siletz Bay
5-3/4	Siuslaw
6-1	Siuslaw River
6-2	Umpqua River
8-1	Coquille River
9-2	Rocky Point
9-3	Humbug Mountain (North)
9-6	Gold Beach
10-1	Crook Point
10-2	Thomas Creek
10-3	Shy Creek
10-4	Chetco River (North)



Typical Widened Paved Shoulder Detail



Typical Trail Outside of Guardrail Detail



Typical Trail Outside of Drainage Area Detail



NOTES:

1. Cross sections are facing north.
2. Existing drainage patterns must be maintained.
3. Trail surface type to be determined during engineering design.
4. Trail may be narrowed due to site and right of way constraints. Trails narrower than 6' could require a design exception.
5. Shoulders narrower than 8' could require a design exception.
6. Trails outside of guardrail should include shin protectors.
7. All improvements require approval by roadway authority.
8. A barrier or rail is recommended if:
 - The slope is between 1V:3H and 1V:2H with a drop of greater than 6' (or adjacent to a parallel body of water or other substantial obstacle)
 - OR the slope is between 1V:2H and 1V:1H with a drop of greater than 4'
 - OR the slope is steeper than 1V:1H with a drop of 1' or greater
 - (See AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, p3-19)

Typical Shoulder Improvements

Gap # **Multi**

OREGON COAST TRAIL ACTION PLAN - Concept Designs

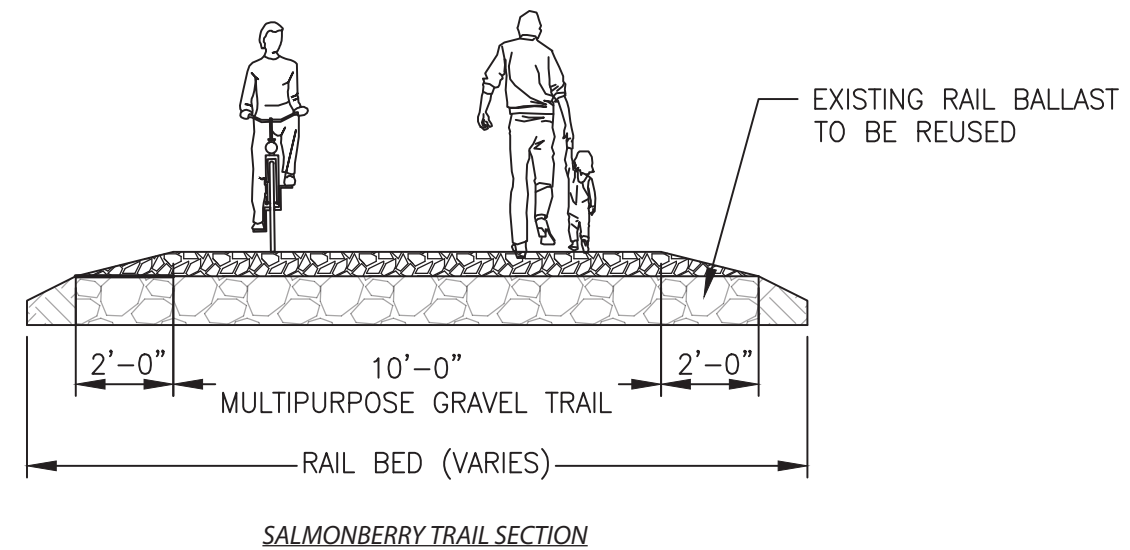
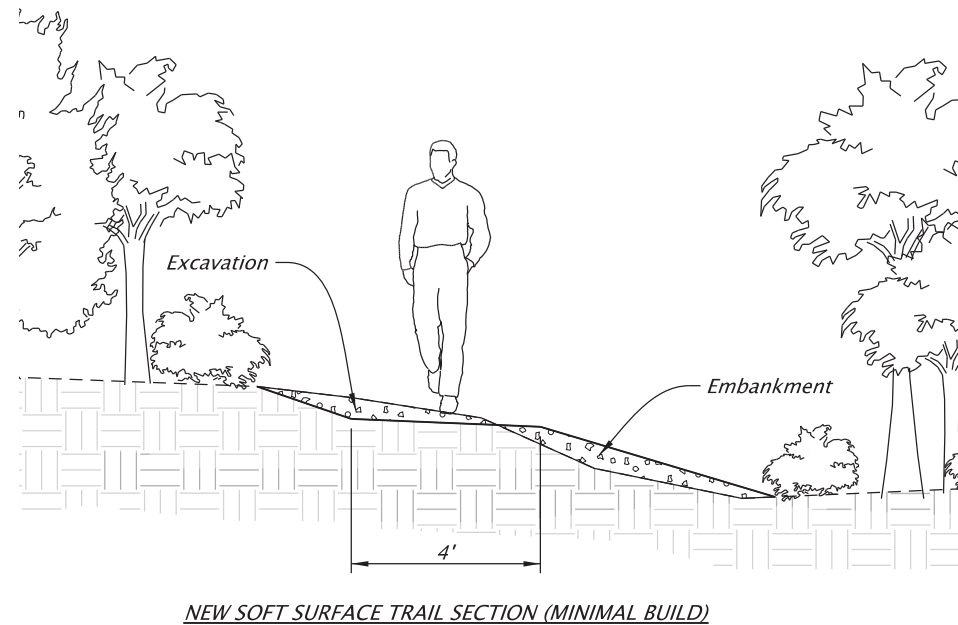
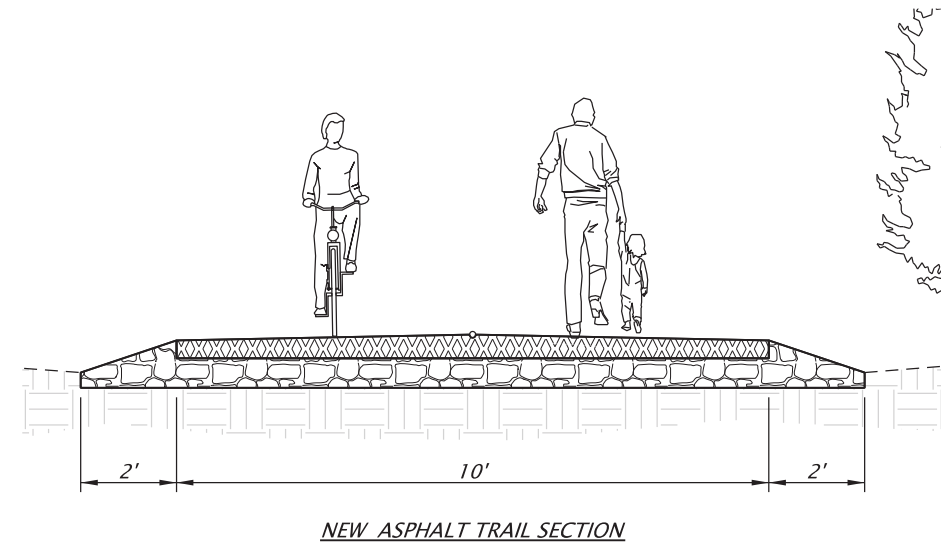
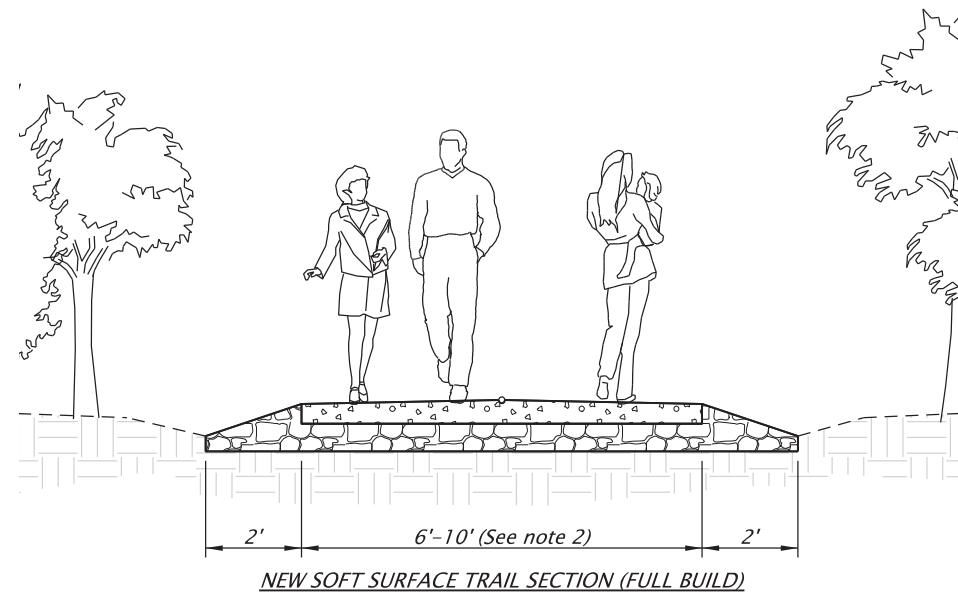
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Applicable Gap Locations

Gap ID	Gap Name
2-3/4	Manzanita — Nehalem River
2-5	Tillamook Bay
2-6	Oceanside
2-7	Netarts Bay
3-2	Sand Creek
3-5	Cascade Head (South)
5-5	Heceta Head
7-3	Cape Arago
10-5	Chetco River (South)



See 2017 Salmonberry Trail Coast Segment Planning Study for more details about Salmonberry alignment and design.

Typical Trail Section Details

NOTES:

1. Drainage patterns to be considered during engineering design.
2. Soft surface trail width may vary due to site constraints.



OREGON COAST TRAIL

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Typical Trail Improvements

Gap # **Multi**

OREGON COAST TRAIL ACTION PLAN - Concept Designs

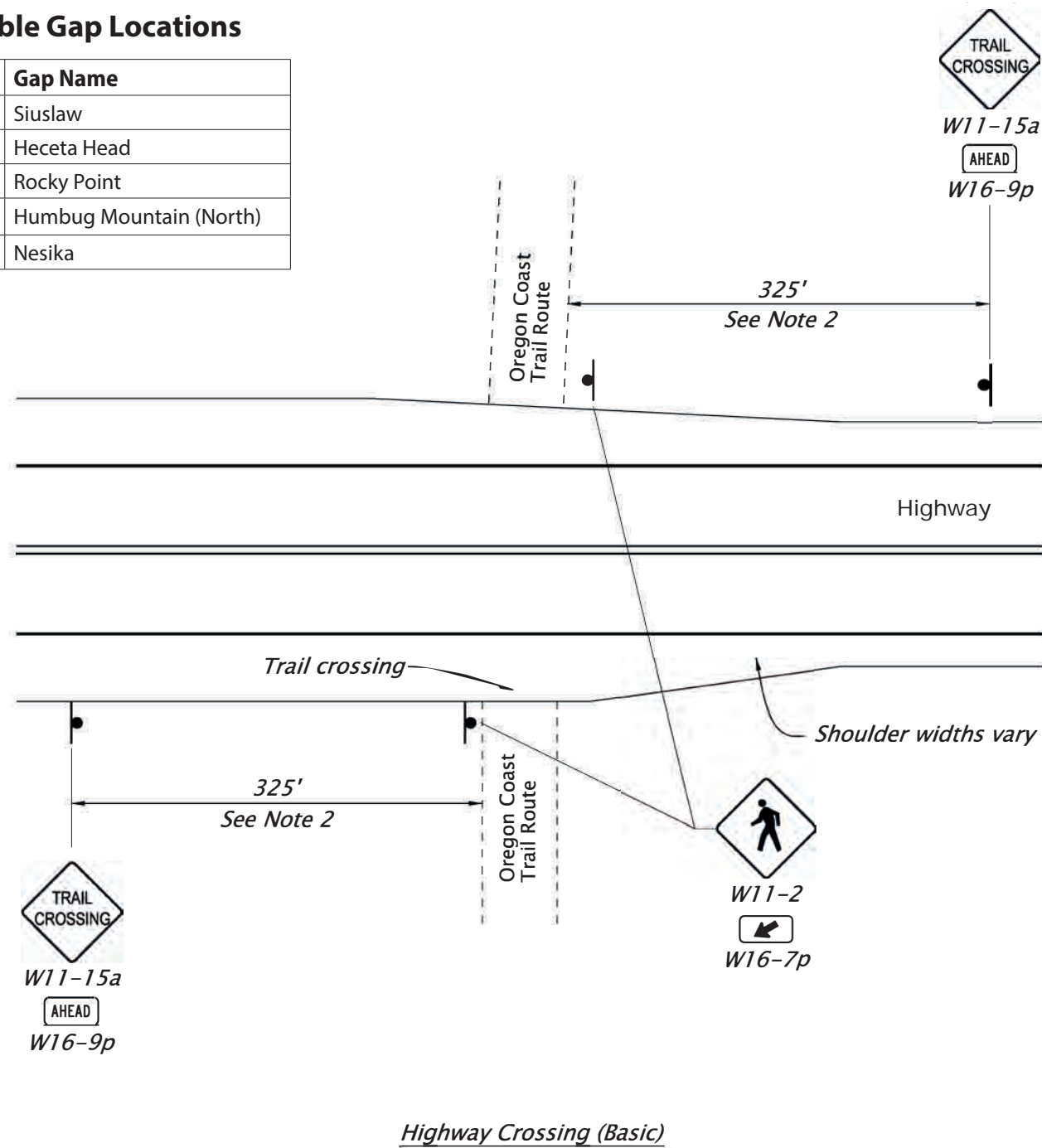
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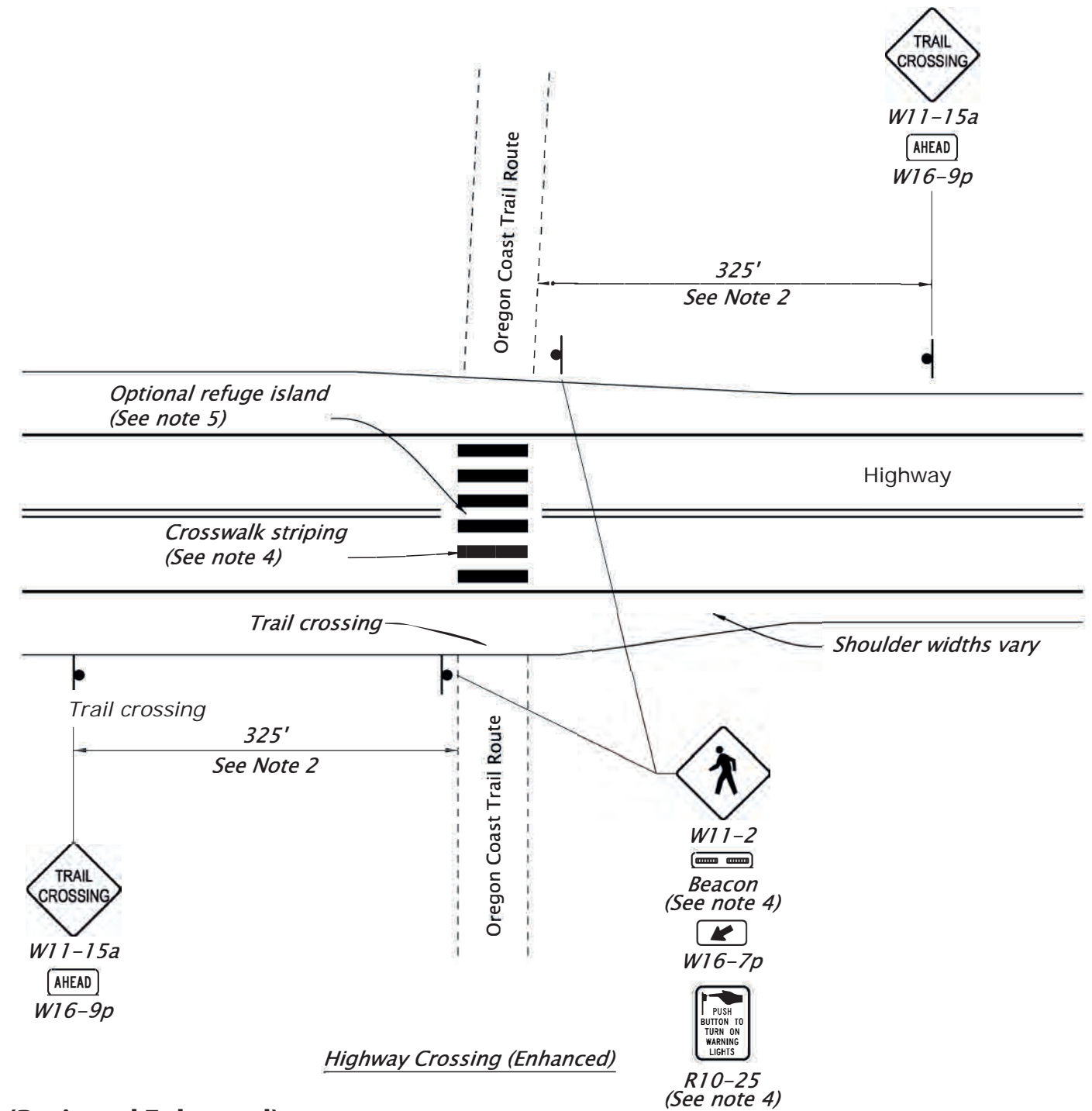
Sheet **6**

Applicable Gap Locations

Gap ID	Gap Name
5-3/4	Siuslaw
5-5	Heceta Head
9-2	Rocky Point
9-3	Humbug Mountain (North)
9-5	Nesika



Highway Crossing (Basic)



Highway Crossing (Enhanced)

Typical Crossing Signage (Basic and Enhanced)

NOTES:

1. The locations of sign installations shown are approx. with exact locations to be determined in the field.
2. Dimensions shown are generic and should be adjusted to fit site conditions and design speed. Refer to the Manual on Uniform Traffic Control Devices (MUTCD) Table 2C-4 for Guidelines for Advance Placement of Warning Signs.
3. Refer to the Manual on Uniform Traffic Control Devices (MUTCD) for additional size and placement requirements.
4. Enhanced crossing features including crosswalk striping and Rectangular Rapid Flashing Beacon (RRFB) as approved by roadway authority.
5. A refuge island is recommended by ODOT Traffic Manual where feasible. Refuge islands may require roadway widening.
6. All improvements require approval by roadway authority. Enhanced crossings on ODOT roadways must meet ODOT requirements, which could include pavement markings, signs, illumination, pedestrian refuge islands, and RRFBs. RRFBs and pavement markings on the highway would require traffic analysis studies and coordination with ODOT.



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OREGON COAST TRAIL

Typical Crossing Signage

Gap # **Multi**

OREGON COAST TRAIL ACTION PLAN - Concept Designs

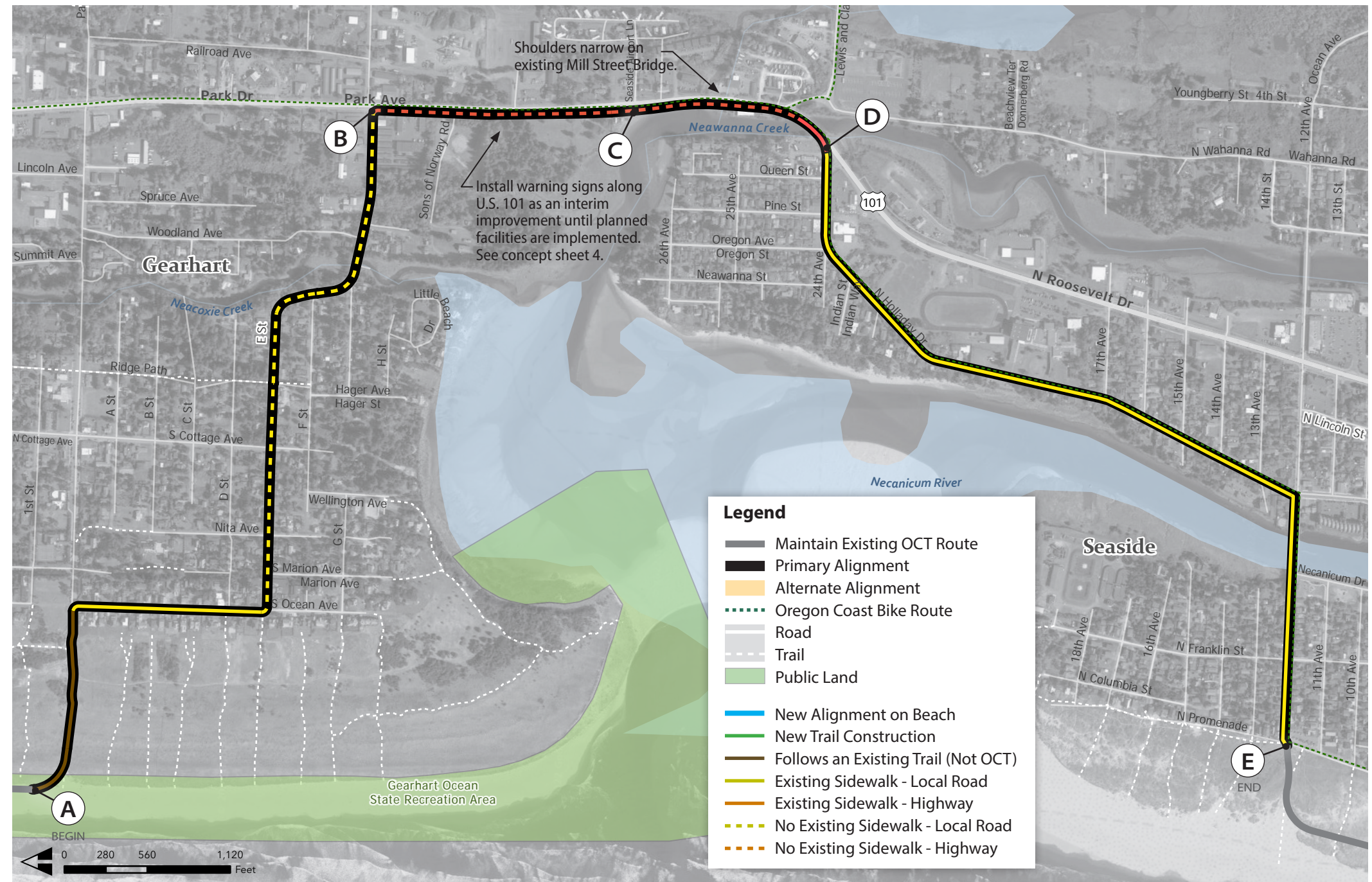
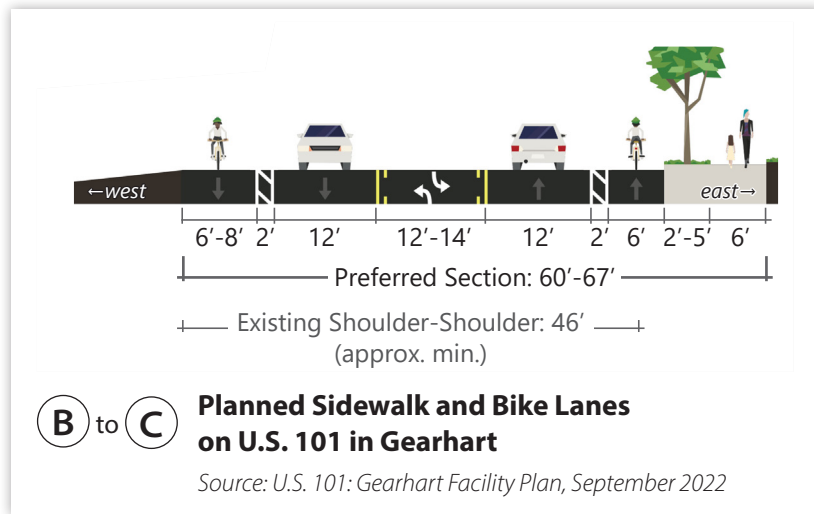
Date printed: 04/16/23

This drawing is conceptual and is not intended for construction.

Property lines and ownership, if shown, are based on online county tax lot data and may not be accurate.

Sheet **7**

Segment	Public Property	Private Property	Description	Construction Complexity * = Least ***** = Most
A to B	X		Leave the beach and follows quiet local streets through Gearhart.	*
B to C	X		Use new sidewalk (on east side) or buffered bike lane (on west side) on U.S. 101, planned in the U.S. 101: Gearhart Facility Plan (2022). Improvements are not yet funded.	***
C to D	X		Use new shared use path (on east side) on U.S. 101, planned in the Seaside Transportation System Plan (2011). Improvements are not yet funded.	****
D to E	X		Follow local streets with sidewalks through Seaside to the beach.	*



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NOTES:

- All projects must include appropriate environmental and archaeological reviews including cultural surveys.

1-1

Necanicum River

Gap # **1-1**

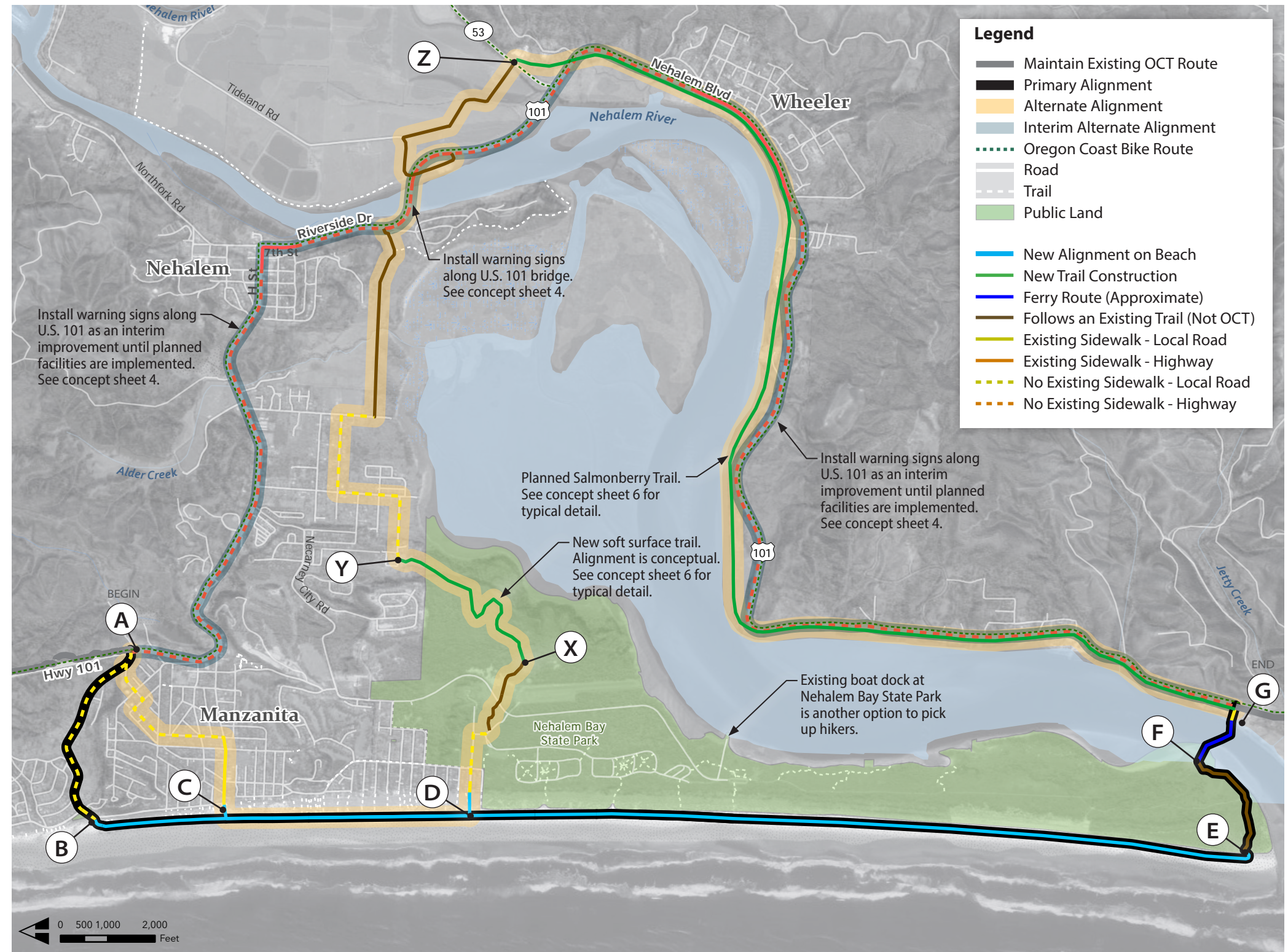
OREGON COAST TRAIL ACTION PLAN - Concept Designs

Date printed: 07/07/23

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Sheet **8**

Segment	Public Property	Private Property	Description	Construction Complexity * = Least ***** = Most
PRIMARY ROUTE				
A to B	X		Follows Nehalem Rd to the beach.	*
B to C	X		Beach.	*
C to D	X		Beach.	*
D to E	X		Beach.	*
E to F	X		Follow existing trail to beach on east side of spit.	*
F to G	X		Ferry across Nehalem Bay to existing marina.	**
ALTERNATE ROUTE				
A to C	X		Follows neighborhood streets through downtown Manzanita to the beach.	*
C to D	X		Beach.	*
D to X	X		Leaves beach at Horizon Rd and follows existing trail in Nehalem Bay State Park.	*
X to Y	X	X	Uses new trail through Nehalem Bay State Park connecting with Neptune Way.	***
Y to Z	X		Walks through neighborhood streets, along existing Elk Run Trail, on U.S. 101 over the Nehalem River, to the Old Dike Trail.	*
Z to G	X		Follows the planned Salmonberry Trail (see 2017 Salmonberry Trail Coast Segment Planning Study). Trail is not yet funded.	***
ASPIRATIONAL ROUTE				
A to G	X		Follows U.S. 101.	*



**OREGON
COAST TRAIL**



Parametrix

NOTES:

1. All projects must include appropriate environmental and archaeological reviews including cultural surveys.
2. New trails are conceptual only and would require further design and analysis for potential resource and property impacts.

2-3/4

Manzanita — Nehalem River

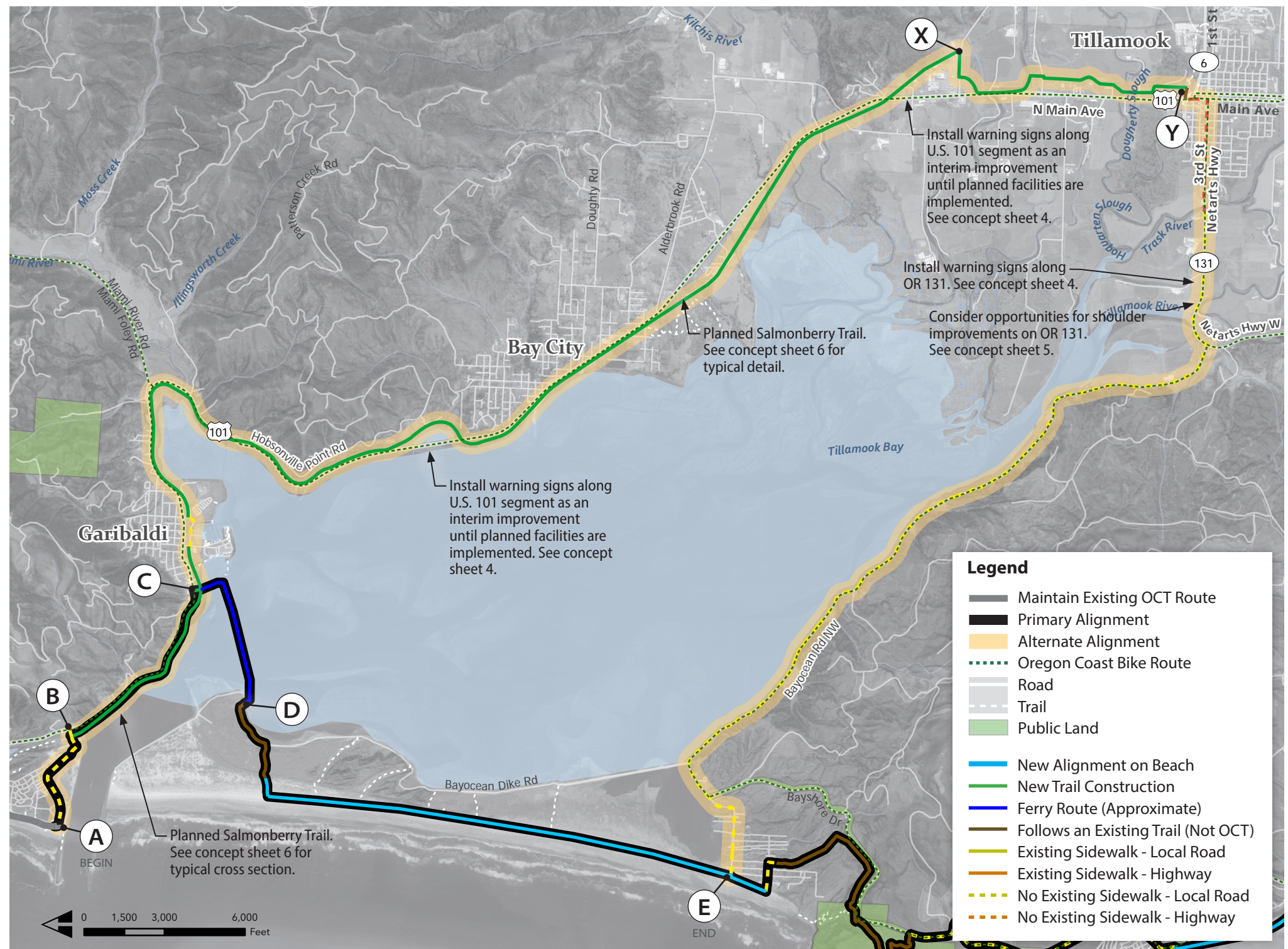
Gap # **2-3/4**

OREGON COAST TRAIL ACTION PLAN - Concept Designs

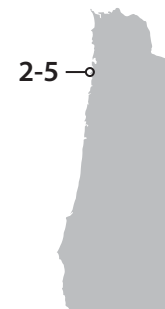
Date printed: 07/07/23

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Segment	Public Property	Private Property	Description	Construction Complexity * = Least **** = Most
PRIMARY ROUTE				
A to B	X		Follows Jetty Rd to U.S. 101.	*
B to C	X		Uses the planned Salmonberry Trail to Garibaldi Marina (see 2017 Salmonberry Trail Coast Segment Planning Study). Trail is not yet funded.	***
C to D	X		Ferry across Tillamook Bay.	**
D to E	X		Walks existing trail to beach and south on beach.	*
ALTERNATE ROUTE				
A to B	X		Follows Jetty Rd to U.S. 101.	*
B to C	X		Uses the planned Salmonberry Trail (see 2017 Salmonberry Trail Coast Segment Planning Study). Trail is not yet funded.	***
C to X	X		Uses the planned Salmonberry Trail (see 2017 Salmonberry Trail Coast Segment Planning Study). Trail is not yet funded.	***
X to Y	X	X	Uses the planned Hadley Fields Crossing trail in Tillamook (see 2019 Tillamook Transportation System Plan). Trail is not yet funded.	***
Y to E	X		Follows OR 131 to Bayocean Rd, and then to the beach.	*



- NOTES:
1. All projects must include appropriate environmental and archaeological reviews including cultural surveys.
 2. New trails are conceptual only and would require further design and analysis for potential resource and property impacts.



Tillamook Bay

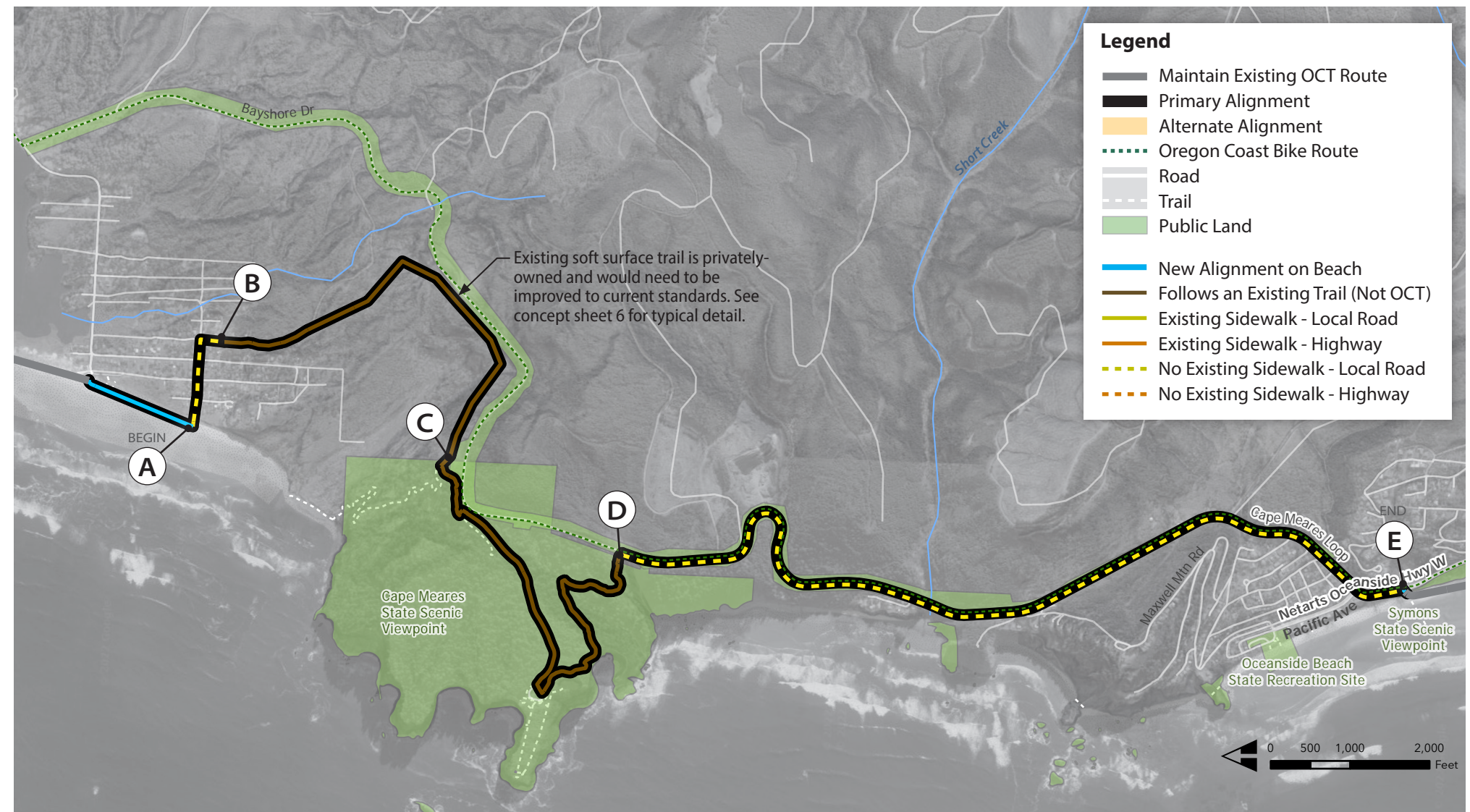
Gap # **2-5**

OREGON COAST TRAIL ACTION PLAN - Concept Designs

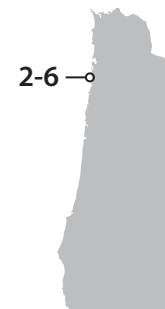
Date printed: 07/07/23

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Segment	Public Property	Private Property	Description	Construction Complexity * = Least ***** = Most
A to B	X		Leaves beach at Pacific Ave.	*
B to C		X	Follows existing trail on private property from 5th St to Cape Meares State Scenic Viewpoint.	**
C to D	X		Follows existing trails through Cape Meares Scenic Viewpoint.	*
D to E	X		Walks along Cape Meares Lp to Oceanside Beach.	*



NOTES:
1. All projects must include appropriate environmental and archaeological reviews including cultural surveys.



Oceanside

Gap # **2-6**

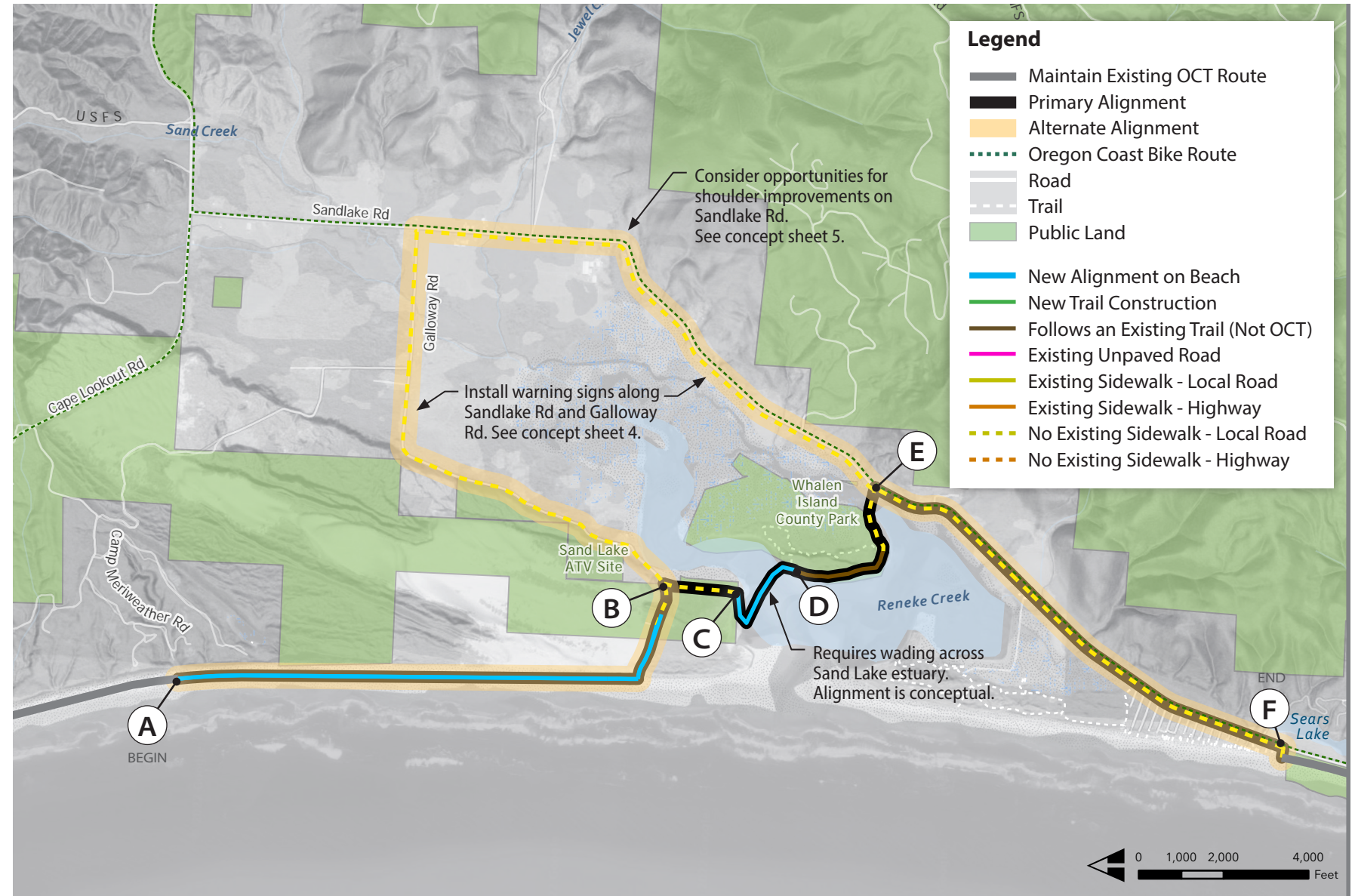
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Sheet **11**

Segment	Public Property	Private Property	Description	Construction Complexity * = Least ***** = Most
PRIMARY ROUTE				
A to B	X		Follow beach to Fisherman Day Use Area.	*
B to C	X		Hike south through Fisherman Day Use Area to beach.	*
C to D	X		Wade across Sand Lake estuary to Whalen Island. (Wading should only be attempted at low tide during summer and early fall when water levels are lowest.)	*
D to E	X		Hike the loop trail and access road to Sandlake Rd.	*
E to F	X		Walk along Sandlake Rd back to beach at Tierra Del Mar.	*
ALTERNATE ROUTE				
A to B	X		Follow beach and turn inland toward Fisherman Day Use Area.	*
B to E	X		Walk along Galloway Rd and Sandlake Rd.	*
E to F	X		Walk along Sandlake Rd back to beach at Tierra Del Mar.	*



OREGON COAST TRAIL

Parametrix

NOTES:

- All projects must include appropriate environmental and archaeological reviews including cultural surveys.

3-2

Sand Creek

Gap # **3-2**

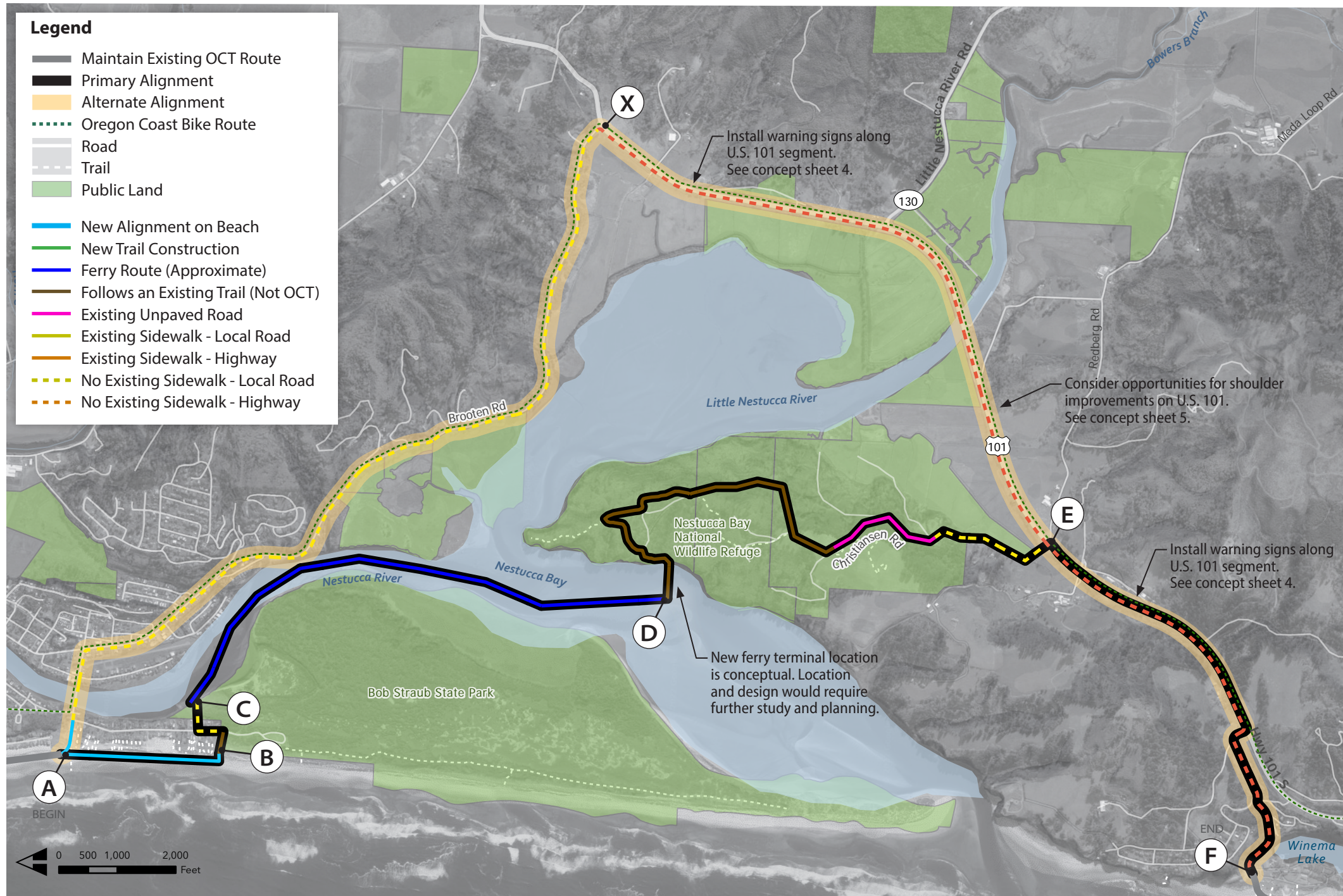
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Sheet **12**

Segment	Public Property	Private Property	Description	Construction Complexity * = Least **** = Most
PRIMARY ROUTE				
A to B	X		Beach to Bob Straub State Park.	*
B to C	X		Follow streets to Tillamook County Boat Landing.	*
C to D	X		Ferry across Nestucca River to new ferry terminal on shore of Cannery Hill.	****
D to E	X		Follow existing trails and roads through Nestucca Bay National Wildlife Refuge.	*
E to F	X		Walk along U.S. 101 to Winema Road Beach.	*
ALTERNATE ROUTE				
A to X	X		Follow Pacific Ave and Brooten Rd to U.S. 101.	*
X to E	X		Walk along U.S. 101.	*
E to F	X		Walk along U.S. 101 to Winema Road Beach.	*



NOTES:
 1. All projects must include appropriate environmental and archaeological reviews including cultural surveys.



Parametrix

OREGON COAST TRAIL

3-3

Nestucca River

Gap # **3-3**

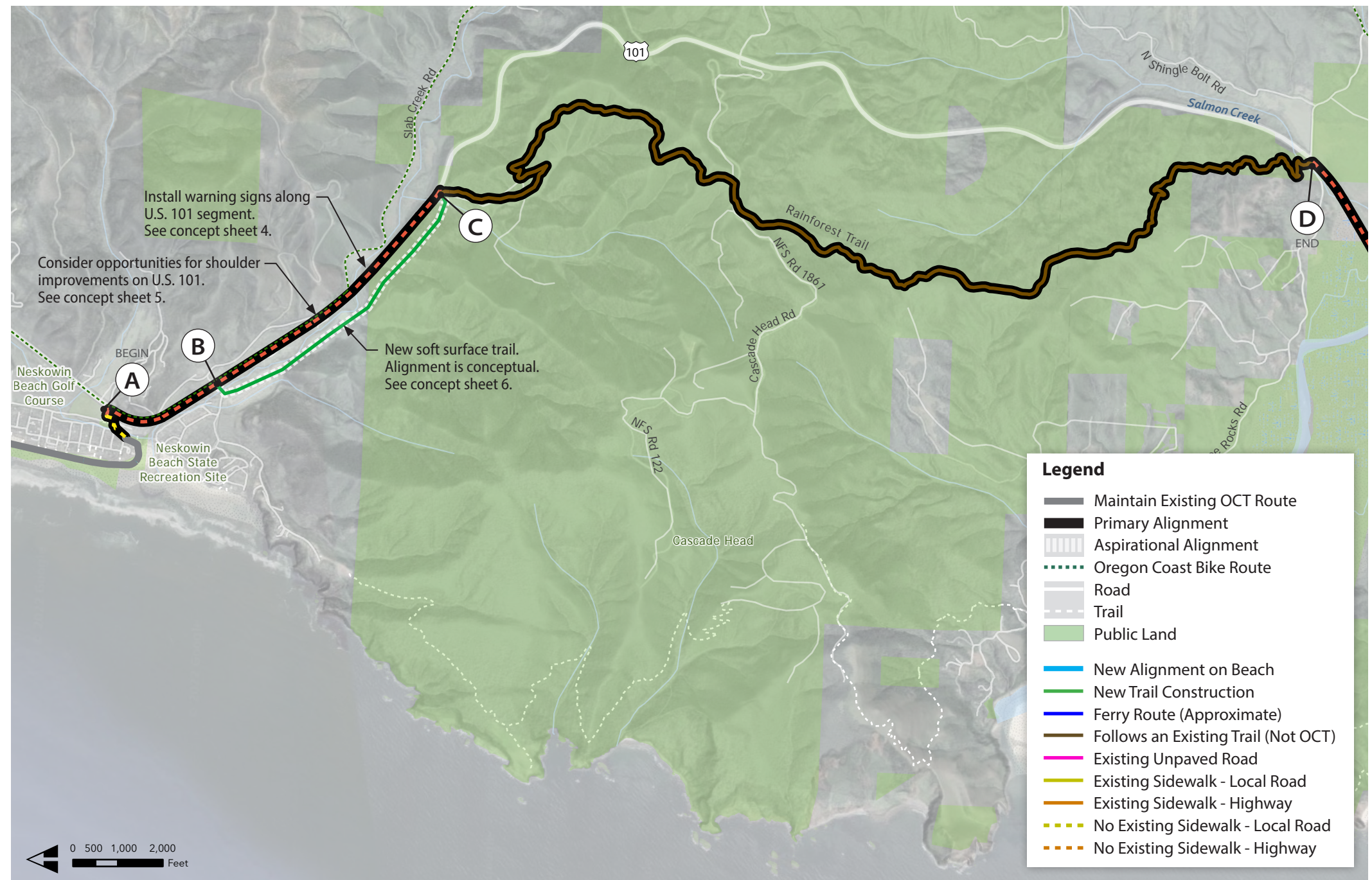
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Sheet **13**

Segment	Public Property	Private Property	Description	Construction Complexity * = Least ***** = Most
PRIMARY ROUTE				
A to B	X		U.S. 101 from beach via Salem Ave.	*
B to C	X		U.S. 101 to Rainforest Trailhead.	*
C to D	X		Rainforest Trail to U.S. 101.	*
ASPIRATIONAL ROUTE				
B to C	X	X	New trail parallel to U.S. 101.	***



NOTES:
1. All projects must include appropriate environmental and archaeological reviews including cultural surveys.



Cascade Head (North)

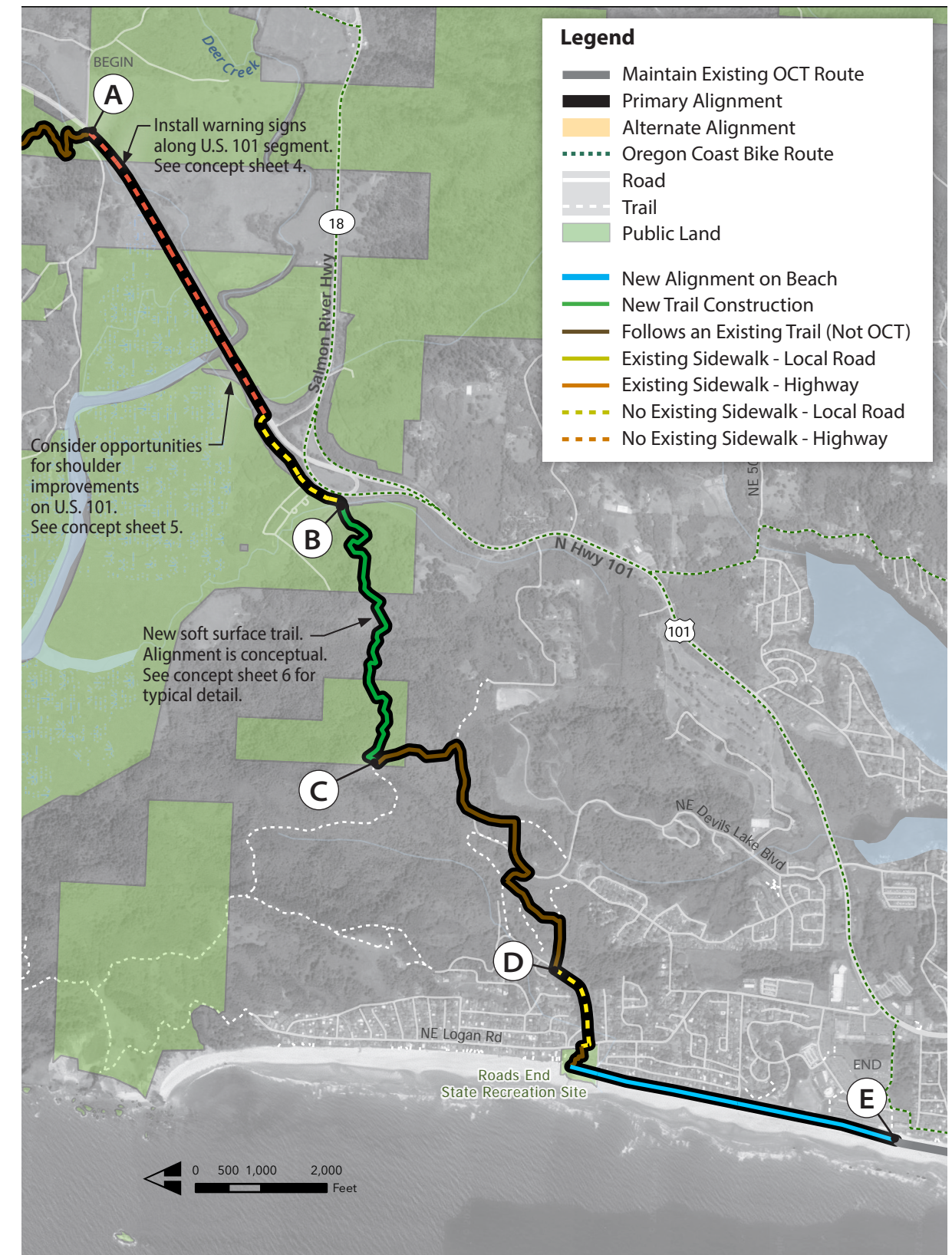
Gap # **3-4**

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Segment	Public Property	Private Property	Description	Construction Complexity * = Least **** = Most
A to B	X		Follow U.S. 101 to N Frasier Rd.	*
B to C	X	X	Hike along new trail connecting to existing trails further west.	***
C to D	X		Continue on existing trails.	*
D to E	X		Take Sal la Sea Dr to the beach at Roads End State Recreation Site.	*



NOTES:

1. All projects must include appropriate environmental and archaeological reviews including cultural surveys.
2. New trails are conceptual only and would require further design and analysis for potential resource and property impacts.



Parametrix



OREGON COAST TRAIL



Cascade Head (South)

Gap # **3-5**

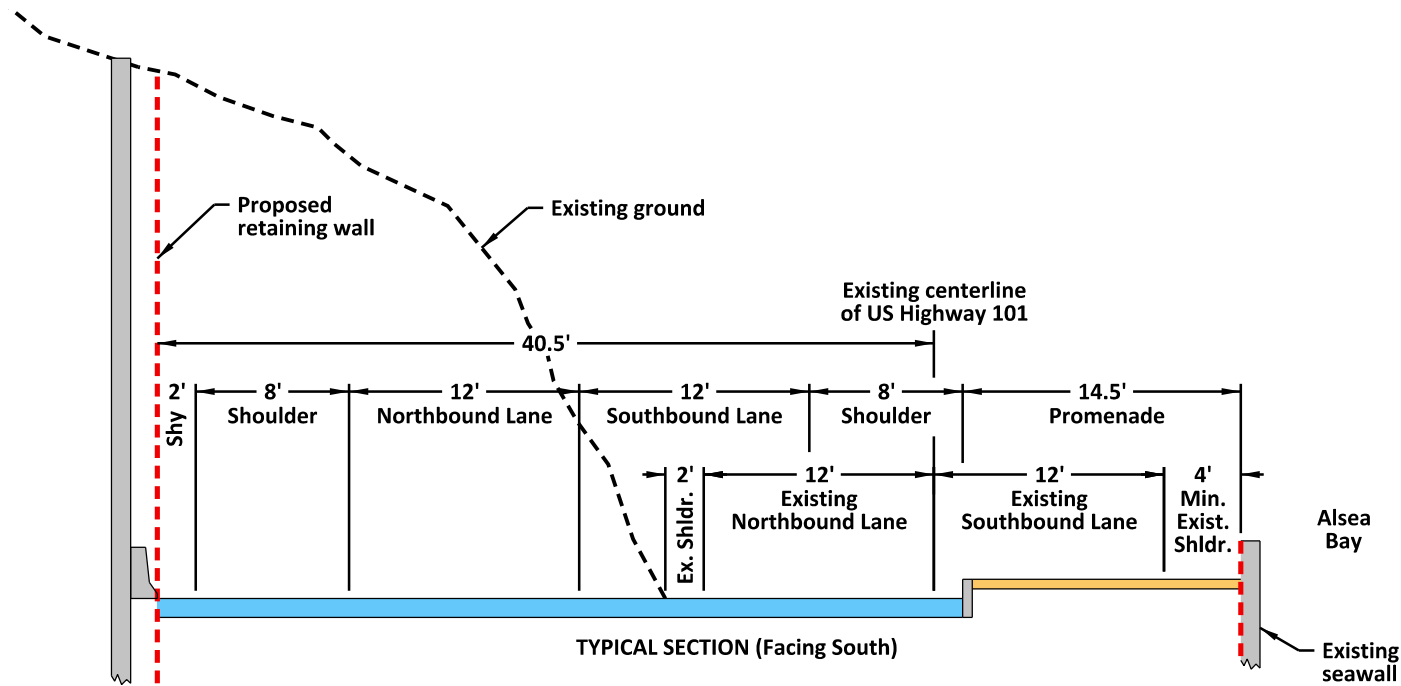
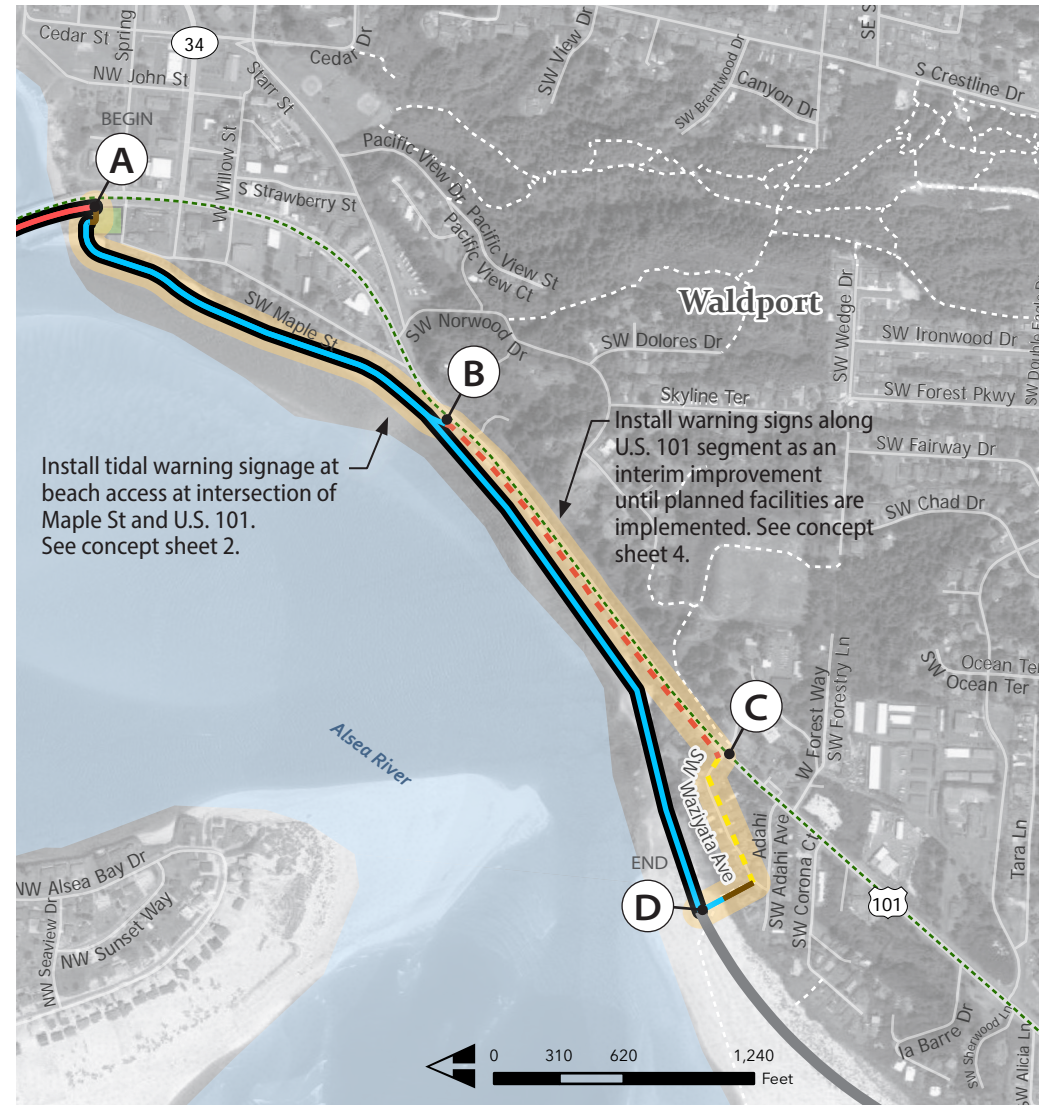
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Sheet **15**

Segment	Public Property	Private Property	Description	Construction Complexity * = Least **** = Most
PRIMARY ROUTE				
A to B	X		Follow beach.	*
B to D	X		Follow beach.	*
ALTERNATE ROUTE				
A to B	X		Follow beach.	*
B to C	X		Leave beach and walk along U.S. 101 on planned promenade (see 2022 Oregon Coast Bike Route Plan). Improvements not yet funded.	****
C to D	X		Return to beach at Wazyata Ave.	*



B to C Waldport Promenade Concept
 Source: Oregon Coast Bike Route Plan, January 2022. See the plan for more details.

Legend

- Maintain Existing OCT Route
- Primary Alignment
- Alternate Alignment
- Oregon Coast Bike Route
- Road
- Trail
- Public Land
- New Alignment on Beach
- Follows an Existing Trail (Not OCT)
- Existing Sidewalk - Highway
- No Existing Sidewalk - Local Road
- No Existing Sidewalk - Highway

NOTES:
 1. All projects must include appropriate environmental and archaeological reviews including cultural surveys.



Waldport

Gap # **5-X**

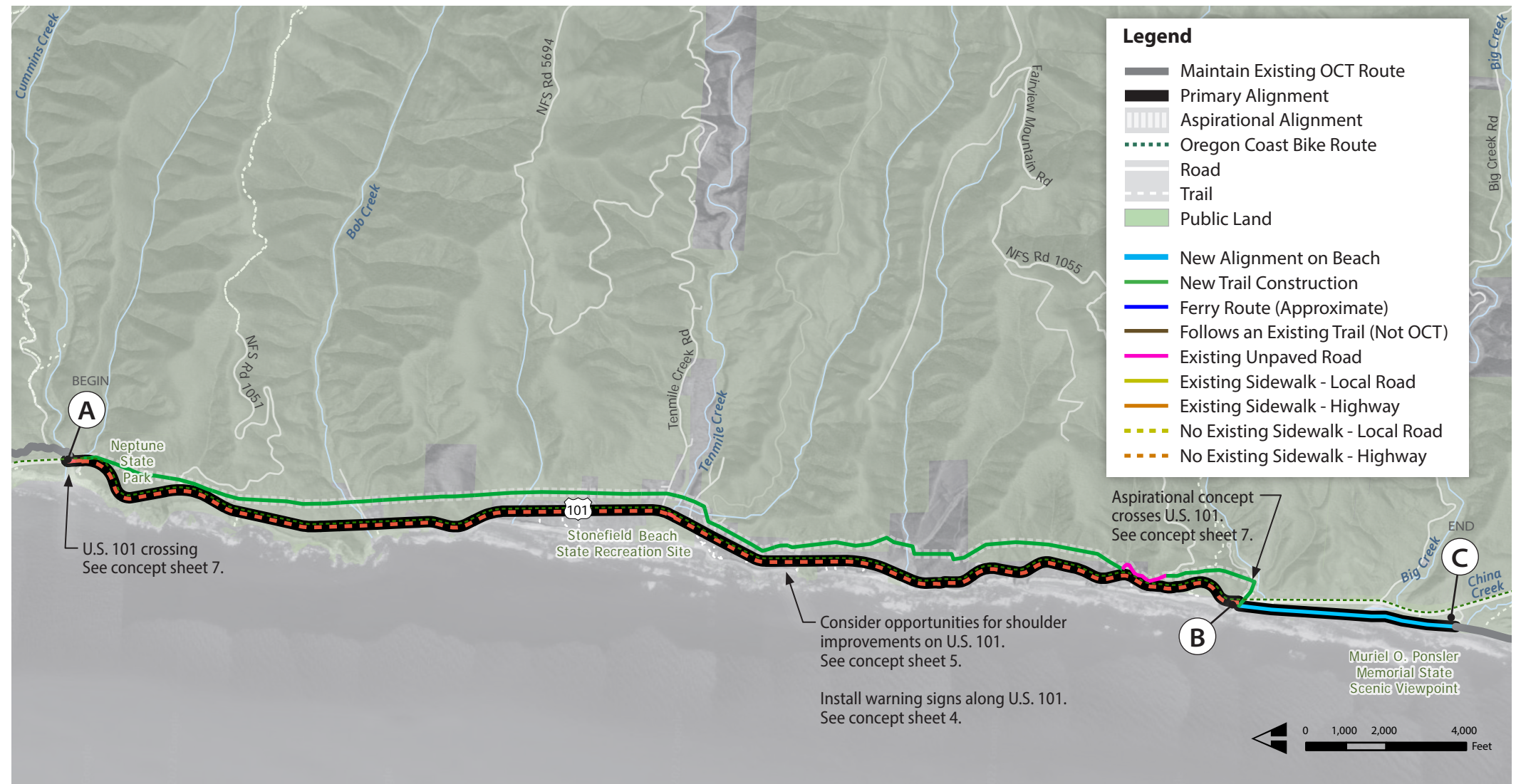
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Sheet **16**

Segment	Public Property	Private Property	Description	Construction Complexity * = Least **** = Most
PRIMARY ROUTE				
A to B	X		Cross U.S. 101 from Cummins Creek Trailhead and continue on U.S. 101. Return to beach at Emergency Beach Access 89 (Rock Creek).	*
B to C	X		Continue along beach.	*
ASPIRATIONAL ROUTE				
A to B	X		Combination of new trail and existing road and trail east of U.S. 101. Cross U.S. 101 near Rock Creek and return to beach at Emergency Beach Access 89 (Rock Creek).	****
B to C	X		Continue along beach.	*



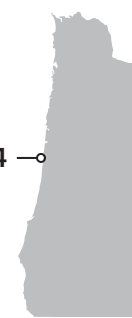
OREGON COAST TRAIL

Parametrix

NOTES:

- All projects must include appropriate environmental and archaeological reviews including cultural surveys.

5-3/4



Siuslaw

Gap # **5-3/4**

OREGON COAST TRAIL ACTION PLAN - Concept Designs

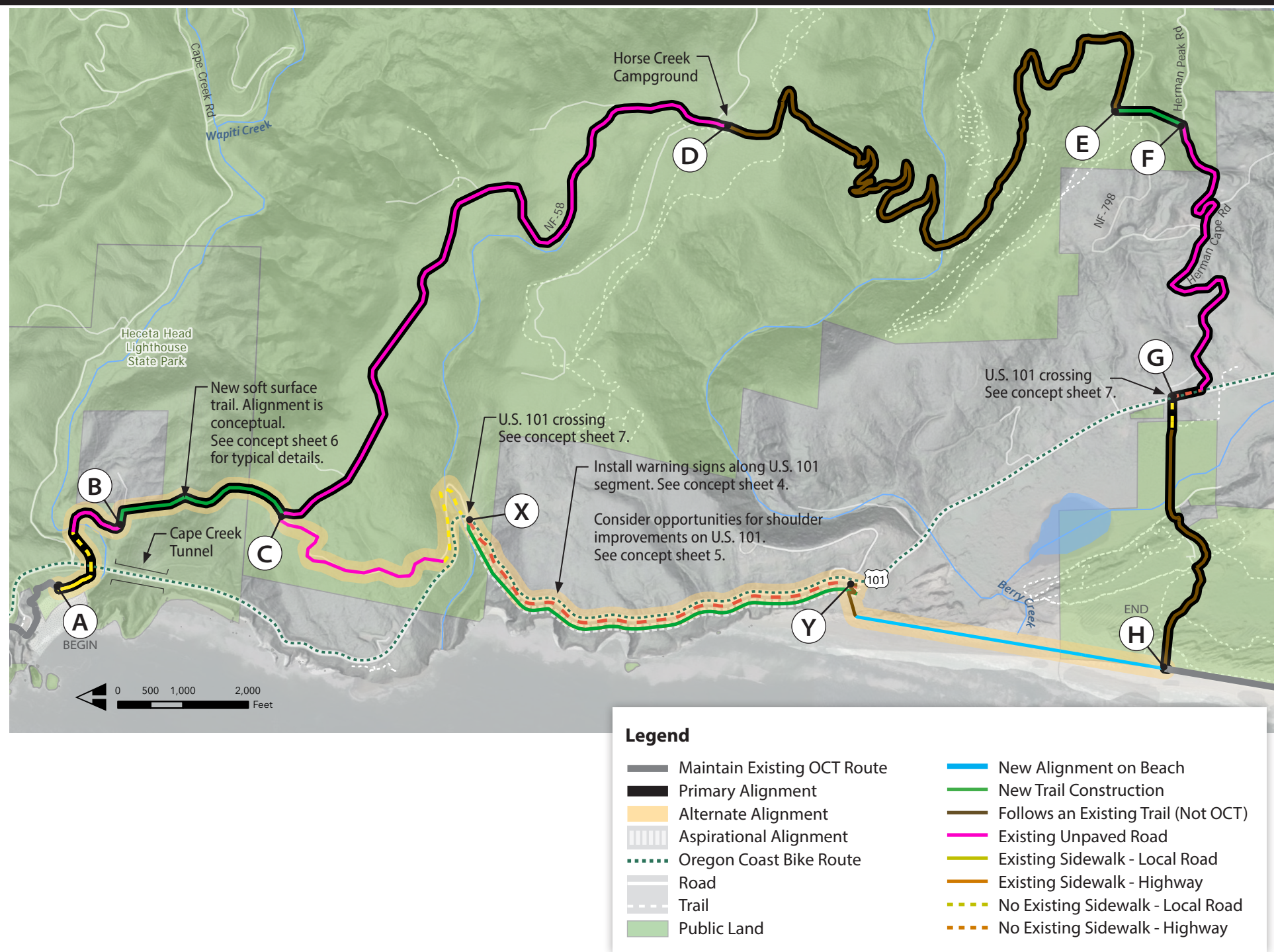
Date printed: 07/07/23

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Sheet **17**

Segment	Public Property	Private Property	Description	Construction Complexity * = Least **** = Most
PRIMARY ROUTE				
A to B	X		Through Heceta Head parking lot, under U.S. 101 overpass, right on road over Cape Creek.	*
B to C	X	Depends on alignment	New soft surface trail from existing road to National Forest Road NF-58. Alignment to be determined.	***
C to D	X		Follow NF-58 to Horse Creek Campground.	*
D to E	X		Follow trails to National Forest Road NF-798.	*
E to F	X		New trail connection to Herman Peak Road to avoid private property.	***
F to G	X		Follow Herman Peak Road to U.S. 101.	*
G to H	X		Cross U.S. 101 and follow Baker Beach Road to an existing trail to the beach.	**
ALTERNATE ROUTE				
A to B	X		Through Heceta Head parking lot, under U.S. 101 overpass, right on road over Cape Creek.	*
B to C	X	Depends on alignment	New soft surface trail from existing road to National Forest Road NF-58. Alignment to be determined.	***
C to X	X		Follow Forest Road NF-58 to U.S. 101.	*
X to Y	X		Cross U.S. 101 and stay on shoulder of U.S. 101 to beach access at Southview Lane.	**
Y to H	X		Stays on beach following existing OCT.	*
ASPIRATIONAL ROUTE				
X to Y	X		New trail on west side of U.S. 101. Requires further study. Likely to require structures, such as cantilevered viaducts, retaining walls, and bridges.	**



NOTES:

1. All projects must include appropriate environmental and archaeological reviews including cultural surveys.
2. New trails are conceptual only and would require further design and analysis for potential resource and property impacts.

5-5

Heceta Head

Gap # **5-5**

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Segment	Public Property	Private Property	Description	Construction Complexity * = Least **** = Most
PRIMARY ROUTE				
A to B	X		Follow N Jetty Rd, Rhododendron Dr, and Kingwood St to U.S. 101.	*
B to C	X		Cross the Siuslaw River Bridge.	*
C to D	X		Turn onto Barrett Creek Ln and follow to the end of Bee Creek Rd.	*
D to E	X		Cross Flint Creek and use a new trail through USFS land and sand dunes to Sand Dunes Dr.	***
E to F	X		Follow Sand Dunes Dr to beach.	*



Legend

- Maintain Existing OCT Route
- Primary Alignment
- Alternate Alignment
- Oregon Coast Bike Route
- Road
- Trail
- Public Land
- New Alignment on Beach
- New Trail Construction
- Follows an Existing Trail (Not OCT)
- Existing Unpaved Road
- Existing Sidewalk - Local Road
- Existing Sidewalk - Highway
- No Existing Sidewalk - Local Road
- No Existing Sidewalk - Highway



OREGON COAST TRAIL

Parametrix

- NOTES:
- All projects must include appropriate environmental and archaeological reviews including cultural surveys.
 - New trails are conceptual only and would require further design and analysis for potential resource and property impacts.



Siuslaw River

Gap # **6-1**

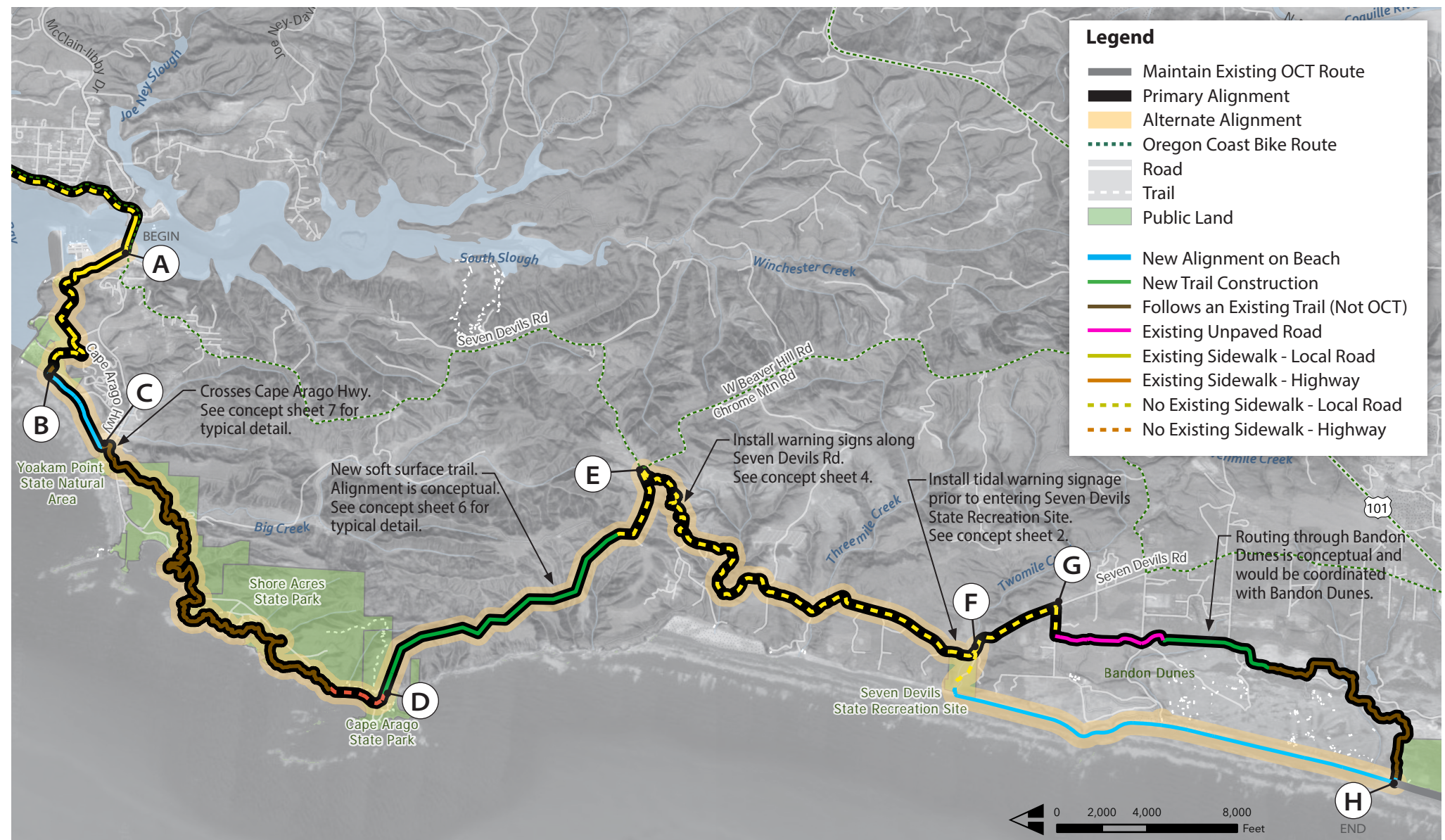
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Sheet **19**

Segment	Public Property	Private Property	Description	Construction Complexity * = Least **** = Most
PRIMARY ROUTE				
A to B	X		Follow Boat Basin Rd and Chicken Lp Rd to Bastendorf Beach.	*
B to C	X		Walk beach to Yoakam Point State Park.	*
C to D	X		Follow existing trails across Cape Arago Hwy and into the state parks on Cape Arago.	*
D to E		X	Hike a new trail out of Cape Arago State Park and follow a combination of new trails and existing logging roads through timber forests.	**
E to F	X		Walk along Seven Devils Rd.	*
F to G	X		Continue on Seven Devils Rd.	*
G to H		X	Follow existing roads and trails through Bandon Dunes and connect to beach at Bullards Beach State Park.	**
ALTERNATE ROUTE				
A to B	X		Follow Boat Basin Rd and Chicken Lp Rd to Bastendorf Beach.	*
B to C	X		Walk beach to Yoakam Point State Park.	*
C to D	X		Follow existing trails across Cape Arago Hwy and into the state parks on Cape Arago.	*
D to E		X	Hike a new trail out of Cape Arago State Park and follow a combination of new trails and existing logging roads through timber forests.	**
E to F	X		Walk along Seven Devils Rd.	*
F to H	X		Return to beach at Seven Devils State Recreation site.	*



NOTES:

1. All projects must include appropriate environmental and archaeological reviews including cultural surveys.
2. New trails are conceptual only and would require further design and analysis for potential resource and property impacts.

7-3

Seven Devils

Gap # **7-3**

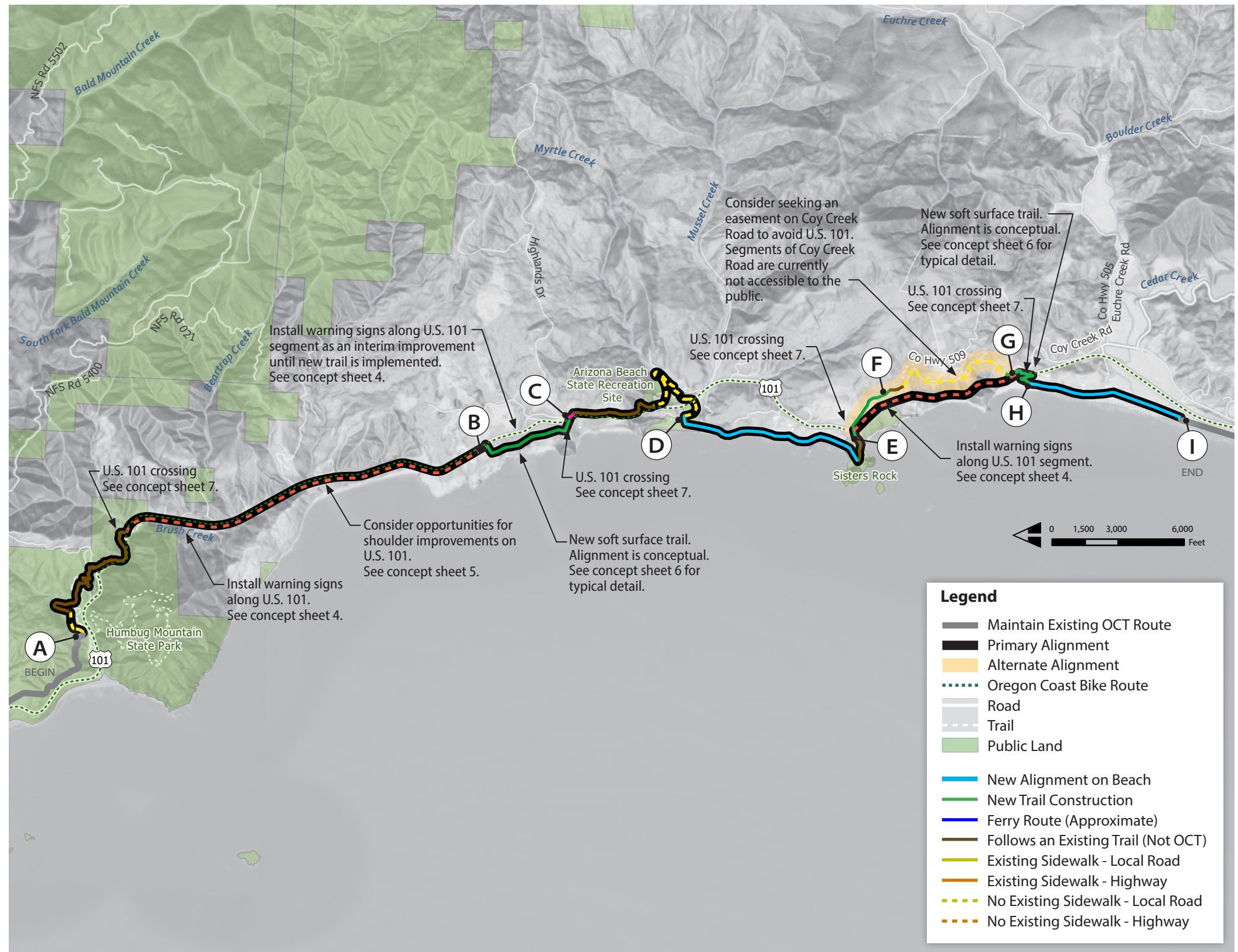
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Sheet **20**

Segment	Public Property	Private Property	Description	Construction Complexity * = Least ***** = Most
PRIMARY ROUTE				
A to B	X		Hike trail from Humbug Mountain State Park to U.S. 101. Cross U.S. 101 and follow it south. Limited space for improvements on U.S. 101 in this segment.	*
B to C	X		Hike along a new soft surface trail parallel and west of U.S. 101.	**
C to D	X		Cross U.S. 101 to connect with Arizona Ranch Rd, follow south to Arizona Beach State Recreation Site where the road crosses under U.S. 101 and returns to the beach.	*
D to E	X		Follow beach to Sisters Rock.	*
E to G	X		Follow U.S. 101	**
G to H	X		New trail connects U.S. 101 to beach.	**
H to I	X		Continue on beach.	*
ALTERNATE ROUTE				
A to B	X		Hike trail from Humbug Mountain State Park to U.S. 101. Cross U.S. 101 and follow it south. Limited space for improvements on U.S. 101 in this segment.	*
B to C	X		Hike along a new soft surface trail parallel and west of U.S. 101.	**
C to D	X		Cross U.S. 101 to connect with Arizona Ranch Rd, and follow south to Arizona Beach State Recreation Site where the road crosses under U.S. 101 and returns to the beach.	*
D to E	X		Follow beach to Sisters Rock.	*
E to F	X		Cross U.S. 101 to connect with a new trail that heads south to Coy Creek Rd.	**
F to G		X	Follow Coy Creek Rd.	*
G to H		X	New trail connects Coy Creek Rd to U.S. 101 and to beach.	**
H to I	X		Continue on beach.	*



NOTES:

1. All projects must include appropriate environmental and archaeological reviews including cultural surveys.
2. New trails and roadway improvements are conceptual only and would require further design and analysis for potential resource and property impacts.
3. Terrain is steep and may be impacted by landslides. U.S. 101 may be used as a temporary detour if trails are impacted by a landslide.

Humbug Mountain (North)

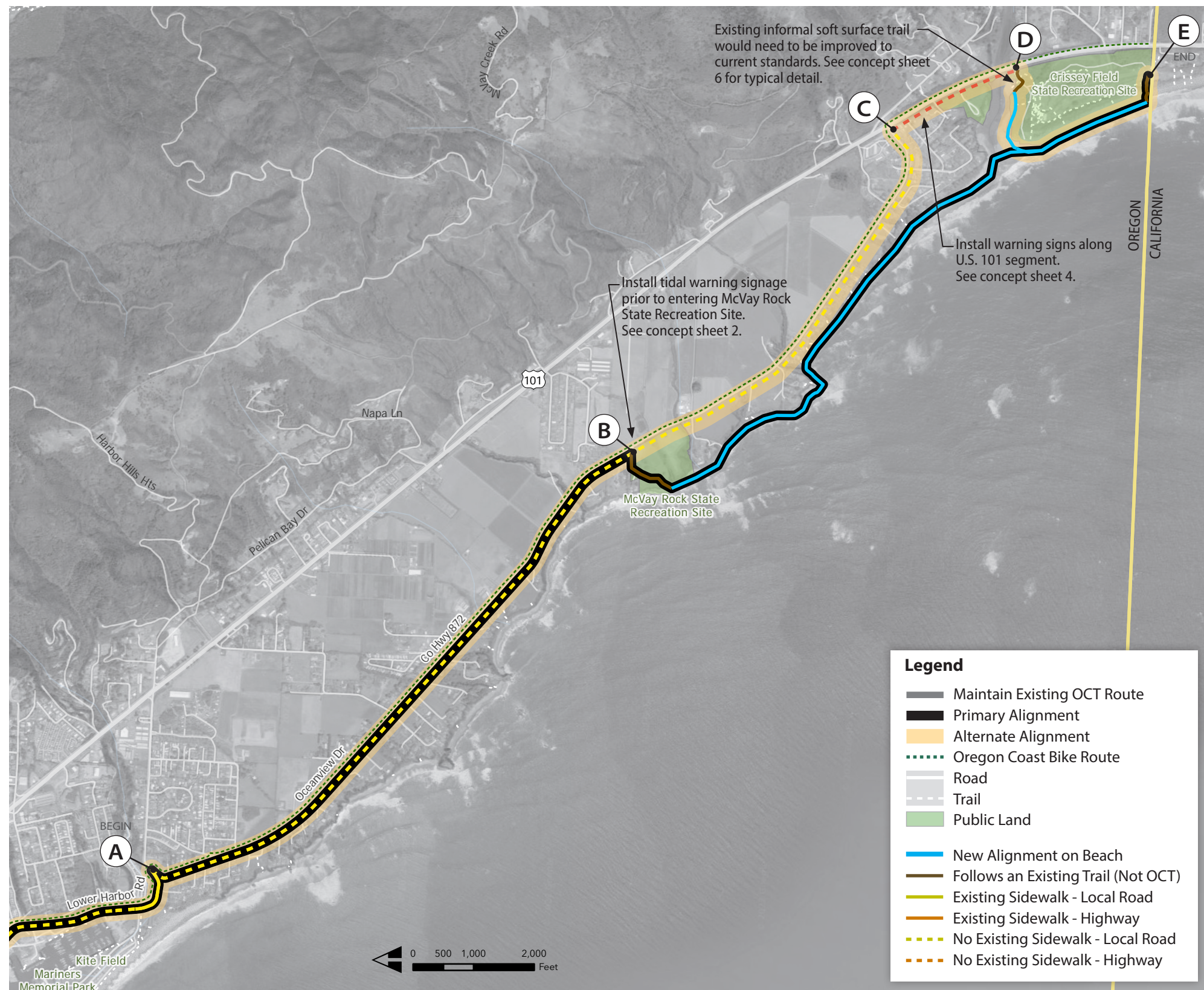
Gap # **9-3**

OREGON COAST TRAIL ACTION PLAN - Concept Designs

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Segment	Public Property	Private Property	Description	Construction Complexity * = Least ***** = Most
PRIMARY ROUTE				
A to B	X		Walk along Oceanview Dr.	*
B to D	X		Head through McVay Rock State Park to beach and follow beach.	*
PRIMARY TOTAL				
ALTERNATE ROUTE				
A to B	X		Walk along Oceanview Dr.	*
B to C	X		Continue along Oceanview Dr.	*
C to D	X		Follow U.S. 101 to cross the Winchuck River.	*
D to E	X		Hike into Crissey Field State Recreation Site along an existing (but currently informal) trail. Follow beach south.	**



OREGON COAST TRAIL

Parametrix

NOTES:

- All projects must include appropriate environmental and archaeological reviews including cultural surveys.



Chetco River South

Gap # **10-5**

OREGON COAST TRAIL ACTION PLAN - Concept Designs

Date printed: 07/07/23

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Sheet **22**

Appendix G

Funding Toolkit



TECHNICAL MEMORANDUM

DATE: April 11, 2023
TO: Jenna Marmon and Chris Parkins, Oregon Parks and Recreation Department
CC: Cole Grisham, Western Federal Lands
FROM: Emily Mannisto, Ryan Farncomb, Parametrix
SUBJECT: Funding Toolkit (Final)
PROJECT NAME: Oregon Coast Trail Action Plan

INTRODUCTION

This memorandum outlines potential funding sources for implementing the improvements included in the Oregon Coast Trail (OCT) Concepts Memo and identifies specific sources for each trail gap. As the OCT is a lengthy and complex trail that passes through land owned by many agencies (both private and public), different funding sources may or may not be applicable for a variety of project types and locations.

TRAIL FUNDING SOURCES

Grants

Various sources are available to fund trail projects depending on the type of project, land ownership (local, state, federal, or private), roadway ownership, and project cost. Table 1 provides a description of grant funding opportunities, the types of projects in the OCT Action Plan that may be eligible, and a high-level assessment of the viability of each grant option for funding trail gap projects.

Table 1. Trail Funding Sources

Funding Source	Agency	Description	Eligibility Considerations	Match Required / \$ Available
Federal				
Federal Land Access Program (FLAP)	Federal Highway Administration (FHWA) and United States Department of Transportation (USDOT)	Funds to improve transportation facilities that provide access to, are adjacent to, or are located within federal lands. The Access Program supplements state and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators. Applicant must be state, county, tribal, or city government that owns or maintains the transportation facility.	Any state, county, local government or tribe that owns or maintains a public transportation facility are eligible to apply. Project must be located on, adjacent to, or provide direct access to federal lands. This current OCT Action Plan effort is funded by a FLAP planning grant from USDOT that runs through 2023.	No local match required in Oregon \$37,766,000 available per fiscal year in Oregon

Funding Source	Agency	Description	Eligibility Considerations	Match Required / \$ Available
Federal Lands Transportation Program (FLTP)		Funding to improve transportation infrastructure owned and maintained by the following Federal Lands Management Agencies: National Park Service (NPS), U.S. Fish and Wildlife Service (FWS), U.S. Forest Service (USFS), USDA Forest Service, Bureau of Land Management (BLM), U.S. Army Corps of Engineers (USACE), Bureau of Reclamation (BOR) and independent federal agencies with land and natural resource management responsibilities.	The FLTP program is only for federal agencies, though other public agencies can leverage these funds at the request of the NPS, FWS, USFS, ASACE, BLM, BOR or independent Federal agencies with natural resource and land management responsibilities on transportation facilities that provide access to/through the FLMA's respective lands.	The Federal share for FLTP projects is 100%. \$375 million per fiscal year available across all eligible agencies.
NPS Challenge Cost Share Program	National Park Service (NPS), Outdoor Foundation	Supports local projects that promote conservation and recreation, environmental stewardship, education, and engaging youth in the outdoors. Local project partners work with NPS staff to achieve mutually beneficial outcomes. Applications are submitted by NPS staff in collaboration with project partners.	Applications are submitted only by NPS managers; project partners are expected to collaborate fully in the application process, but are not themselves eligible to apply. Project should be completed within the fiscal year.	1:1 match required; any combination of dollars and in-kind services can be counted, as long as match comes from non-federal sources. Maximum funding: \$25,000 per project.
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	USDOT	Formerly known as TIGER and BUILD. Funding allows project sponsors at the state and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional DOT programs.	Applicant must be state, local, or tribal government. Very competitive; a small percentage of funded projects have been bike/pedestrian related. Funded project must provide benefits to safety, economic competitiveness, state of good repair, livability and environmental sustainability goals. Projects must have a significant impact on the nation, region, or metro area. At least 30% must be used in rural areas.	20% non-federal match required but can be less in rural areas. \$2.2 billion available in 2022. Minimum project size of \$1 million in rural areas; \$5 million in metro. Maximum grant award is \$25 million.
Land and Water Conservation Fund (LWCF)	Federally funded grant program administrated by the Oregon Parks and Recreation Department	LWCF grants are available to either acquire land for public outdoor recreation or to develop basic outdoor recreation facilities.	Eligible applicants include cities, counties, or districts authorized to acquire, develop, operate, and maintain park and recreation facilities.	LWCF provides up to 50 percent project funding. About \$1.5 million awarded to projects every other year. Minimum grant: \$50,000. No maximum amount.

Funding Source	Agency	Description	Eligibility Considerations	Match Required / \$ Available
NFF Matching Awards Program (MAP)	National Forest Foundation (NFF)	Provides funding for results-oriented on-the-ground projects that enhance forest health and outdoor experiences on or near National Forests and Grasslands. Can be used to improve recreation resources like trails and bridges, and to engage youth or volunteers in stewardship work. Does not have to be on National Forest or Grassland but must benefit those lands.	501(c)(3) nonprofits, universities, and federally recognized Native American tribes are eligible to apply. Gaps on National Forest Land may be eligible.	50% non-federal cash match required. NFF has considered applications ranging from \$5,000-\$60,000. Applicants are encouraged to request under \$30,000.
Federal Lands to Parks Program	NPS	Helps communities to acquire, reuse and protect surplus federal properties for local parks and recreation. States, counties, and communities may acquire federal land and buildings no longer needed by the federal government at no cost on condition they are protected for public parks and recreation.	State and local agencies may apply for property. Gaps on federal properties may be eligible.	Typically, land is provided at no cost.
National Urban and Community Forestry Advisory Council (NUCFAC) Challenge Cost-Share Grant Program	USDA Forest Service and National Urban and Community Forestry Advisory Council (NUCFAC)	Technical, financial, and educational assistance program, delivering nature-based solutions to ensure a resilient and equitable tree canopy where more than 84 percent of Americans live. Trails and greenways are a key part of the program, which is administered by forestry agencies in each state.	Available to local government, nonprofit organizations, community groups, educational institutions and tribal governments. Prompt/grant goals may change annually.	50% non-federal match. Between 2016 and 2021, the USDA Forest Service invested over \$4.5 million in 22 National Challenge Cost Share Grants.
Building Resilient Infrastructure and Communities (BRIC) Hazard Mitigation Assistance Grant	FEMA	FEMA's hazard mitigation assistance provides funding for eligible mitigation measures that reduce disaster losses. The BRIC grant supports projects that address future risks from natural disasters, including ones involving wildfires, drought, hurricanes, earthquakes, extreme heat, and flooding. OCT trail segments or gaps may be eligible if they also serve a disaster mitigation purpose, such as tsunami evacuation. Funds support mitigation activities with a focus on infrastructure projects benefitting disadvantaged communities, nature based solutions, climate resilience and adaption, and adopting hazard resistant building codes.	Available to states, local communities, tribes and territories. Funds may be used for: capability and capacity building activities, mitigation projects, management costs. Projects must: Reduce or eliminate risk and damage from future natural hazards; Meet either of the two latest published editions of relevant consensus-based codes, specifications and standards; Align with the applicable hazard mitigation plan (HMP); Meet all Environmental and Historic Preservation (EHP) requirements.	25% match required. Fiscal Year 2022 - up to \$2.295 billion. Tribal Set-Aside - \$50 million (up to \$2 million per tribe) available. State/Territory Allocation - \$112 million (up to \$2 million per applicant) available.

Funding Source	Agency	Description	Eligibility Considerations	Match Required / \$ Available
State				
Statewide Transportation Improvement Program (STIP)	Oregon Department of Transportation (ODOT)	<p>The STIP is the major statewide program for funding significant projects, usually of regional importance. The STIP programs both state and federal dollars.</p> <p><i>STIP Fix-It Program</i> - Used to keep ODOT highways in good repair. Funds can often be leveraged to accomplish other minor roadway improvements, such as restriping or lane reconfigurations.</p> <p><i>Transportation Alternatives (TA Set-Aside)</i> - Funds programs/projects including pedestrian and bicycle facilities, recreational trails, safe routes to school projects, and others.</p> <p><i>All Roads Transportation Safety (ARTS) Program</i> - Addresses safety needs on public roads in Oregon. Projects include installation of curve warning signs, rumble strips, and countdown pedestrian timers.</p>	<p>State and local agencies are eligible to apply.</p> <p>Funds necessary improvements on or along state highways – gaps along U.S. 101 may be eligible. STIP process is extremely competitive.</p> <p>Projects included in the STIP are generally regionally significant and are prioritized by ODOT, metropolitan planning organizations, and area commissions on transportation.</p>	<p>Match requirements vary.</p> <p>Approximately \$2 billion available statewide for the 2024-2027 STIP.</p>
Statewide Transportation Improvement Fund (STIF)	ODOT	<p>Funding for improving or expanding public transportation service in Oregon. 5% of this fund is set aside in a competitive funding pool for transit projects – reserved for projects that increase or improve intercommunity transit.</p>	<p>Eligible applicants include transit agencies and qualified entities, which may include the county in which a transit service resides.</p> <p>Funds could support public transportation services in the corridor that are sometimes used by OCT hikers to traverse gap sections. Transit projects may include improvements to transit service, stops, and connections to other communities.</p>	<p>Generally 20% match</p> <p>STIF funds may be used as the local match for state and federal funds which also provide Public Transportation.</p> <p>Funding amount varies.</p>

Funding Source	Agency	Description	Eligibility Considerations	Match Required / \$ Available
Oregon Community Paths Program	ODOT	<p>Funds grants for project development, construction, reconstruction, major resurfacing or other improvements of multiuse paths that improve access and safety for people walking and bicycling.</p> <p>To be competitive, projects need to be well defined, ideally link communities together, fill a critical missing link in a corridor, or serve as an element of the larger regional trail network.</p>	<p>Eligible applicants include cities, counties, states, regional government bodies, tribal governments, mass transit or transportation districts, school districts, special government bodies, or other units of local government.</p> <p>Many gaps may be eligible.</p> <p>Paths and trails, generally of regional significance or that fill gaps in a trail network are eligible. Project must serve a transportation purpose in addition to a recreational purpose.</p>	<p>10 to 30% match depending on funding source (federal or state).</p> <p>Approximately \$15 million available in 2021.</p> <p>Federal Project Refinement: \$150,000 - \$750,000 per project.</p> <p>Federal Construction: \$500,000 - \$6,000,000 per project.</p> <p>State Construction: \$300,000-\$1,000,000 per project.</p>
Recreational Trails Program (RTP)	Oregon Parks and Recreation Department	<p>Funds to develop, improve, or expand motorized and non-motorized trails and their facilities. RTP funding is intended for recreational trail projects and can be used for construction of new trails, major rehabilitation of existing trails, development or improvement of trailhead or other support facilities, acquisition of land or easements for the purpose of trail development, and safety and education projects.</p>	<p>Eligible applicants include federal agencies, state agencies, municipal agencies, nonprofits (registered for at least 3 years), Tribal Governments, Other government entities.</p> <p>The OCT has previously received funding from this source (2017).</p> <p>This funding source is very competitive, and funding is generally based on the needs identified in the Oregon Statewide Trails Plan.</p>	<p>20% match. Match can include volunteer labor or other donations.</p> <p>Annual allocation is approximately \$1.6 million.</p> <p>Grant requests recommended at \$10,000-\$150,000</p>
Local Government Grant Program (LGGP)	State lottery funded grant program administrated by the Oregon Parks and Recreation Department	<p>Awards grant funds for outdoor park and recreation areas and facilities, acquisition of property for park purposes, bicycle and pedestrian recreation and transportation trails, bicycle recreation opportunities, and non-motorized water-based recreation.</p>	<p>Local government agencies, which under state law have an obligation to provide public recreation facilities, are eligible to apply for funding assistance. This includes cities (municipal corporations); counties (political subdivisions); metropolitan service districts, park and recreation districts, and port districts.</p> <p>Many gaps may be eligible.</p> <p>Eligible projects involve land acquisition, development, major rehabilitation projects, and planning and feasibility studies. Past projects funded include non-motorized trails, land acquisition that provides beach and estuary access, and site-specific master planning efforts.</p>	<p>20-50% match required, based on city, district, or county population.</p> <p>Small Community Planning Grants: Maximum of \$40,000</p> <p>Small Grant Request: Maximum \$75,000</p> <p>Large Grant Requests: Maximum \$750,000</p> <p>Land acquisition projects: \$1,000,000</p>

Funding Source	Agency	Description	Eligibility Considerations	Match Required / \$ Available
Sidewalk Improvement Program (SWIP)	ODOT	Allocates funds to improve walking and biking infrastructure (e.g., crossings, sidewalks, bike facilities) on or along state highways. Provides grants on a rotating regional basis to construct larger pedestrian and bicycle projects (or bundles of systemic improvements) needed to address priority needs identified in the Oregon Bicycle and Pedestrian Plan (OBPP) and Active Transportation Needs Inventory (ATNI).	Funds are available to ODOT Regions and Districts, cities, counties, regional government bodies, transit districts, tribes, or other unit of local government. An Intergovernmental Agreement (IGA) is required when an entity other than ODOT is delivering the project or contributing funds. Eligible for improvements on or along state highways. ATNI web map shows high prioritization along the U.S. 101 – several gaps may be eligible.	No match is required. State Pedestrian and Bicycle funds can be used as a match for federal dollars. \$7.4 million annually for federal fiscal years 2022 to 2024.
Oregon Historic Trails Fund	Oregon Community Foundation	Funds support projects that interpret, preserve or maintain Oregon's trail-related resources. Grants may also be awarded for marketing, education, advocacy and research relating to historic trails.	Applicants must be a governmental agency, a federally recognized tribe or be classified by the IRS with 501(c)(3) tax-exempt status and further classified as a public charity. Eligible gaps may include those along the Lewis & Clark National Historic Trail (U.S. 101 from Astoria to Cannon Beach) and the Jedediah Smith Route (U.S. 101 from the California state line north to Reedsport).	1:1 cash match required. Approximately \$40,000 may be available in one or more grants each year.
Highway Safety Improvement Program (HSIP)	ODOT	Activity or project must correct or improve a hazardous road location or feature or address a highway safety problem. Infrastructure and non-infrastructure projects are eligible. They are administered through ODOT's STIP.	State and local governmental agencies are eligible to apply. Focuses on reducing traffic fatalities and injuries; applications must focus on a strategy, activity or project consistent with a State Strategic Highway Safety Plan	Projects require a 10% local match. \$30 million per year (2022 to 2024).
Other Grants				
Travel Oregon Competitive Grants Program	Travel Oregon	This program awards eligible applicants for projects that contribute to the development and improvement of local economies and communities throughout Oregon by means of the enhancement, expansion and promotion of the visitor industry.	Eligible applicants have yet to be determined for 2023 applications. Projects should support Travel Oregon's vision of "a welcoming destination where tourism drives economic prosperity, benefits the natural environment and celebrates rich, diverse cultures." Many gaps may be eligible.	10-50% cash match depending on application to Small, Medium, or Large Competitive Grants Program Small – Up to \$20,000 Medium - \$20,000 - \$100,000 Large – Over \$100,000

Funding Source	Agency	Description	Eligibility Considerations	Match Required / \$ Available
Conservation Alliance Grants	Conservation Alliance	Seeks to protect threatened wild places throughout North America for their habitat and recreational values. All projects must have a clear recreational benefit. Priority criteria include projects with high recreation value adjacent to populated areas.	Organizations working to protect outdoor spaces are eligible to apply. Before applying for funding, an organization must first be nominated by a member company. Members nominate organizations by completing and submitting a nomination form.	No match required. Grant requests up to \$50,000.
Legacy Trails Grant Program	American Trails and United States Forest Service (USFS)	Program goal is to support projects that restore, protect, and maintain watersheds on national forests and grasslands. Looking to fund projects that restore fish and aquatic organism passage, improve trail resiliency, preserve trail access, and convert unneeded Forest Service roads to trails. Protecting threatened, endangered, and sensitive species, and community water sources are among the top priorities for projects that improve and maintain trail access.	Nonprofit organizations and non-federal agencies are eligible to apply. Gaps on Forest Service land/trails may be eligible, especially gaps that seek to convert Forest Service roads into trails. Emergency operations, such as evacuation routes during wildfires, floods or other natural disasters also benefit from this program.	50% match - may be accomplished through cash, contributed funding, and/or in-kind contribution. Up to \$100,000 per project.
Doppelt Family Trail Development Fund	Rails-to-Trails Conservancy (RTC)	Grants to build and improve multi-use trails were awarded 2015-2021. Future award opportunities were not advertised at the time of writing, but may become available in the coming months or years. Grants are intended to have a substantial impact on an organization's ability to complete a significant trail development or improvement project. These funds serve as a catalyst to start such large projects and could be used to leverage other funding sources through matching opportunities. Activities may include, but are not limited to new trail construction, trail facility/infrastructure (e.g., trailheads, bathrooms), land acquisition, trail signage, improvements to existing trails and significant maintenance tasks.	Eligible applicants included nonprofits and local governments. Many gaps could be eligible.	Match requirements not listed. RTC awarded approximately \$85,000 annually.

Promising Grant Sources

The project team views the following grants as those with the highest likelihood of success in funding certain gap improvements.

Federal Lands Access Program

FLAP was implemented under 23 U.S.C. 204, established under section 1119 of the Moving Ahead for Progress in the 21st Century Act, and continued under the Fixing America's Surface Transportation Act. It is administered by the Office of Federal Lands Highway under the FHWA. The goal of this program is to improve transportation facilities that provide access to, are adjacent to, or are located within federal lands. FLAP funding supplements state and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.

Eligible activities include transportation planning, research, engineering, preventive maintenance, rehabilitation, restoration, construction, and reconstruction of facilities located on, adjacent to, or that provide access to, federal lands. Projects may include:

- Acquisition of necessary scenic easements and scenic or historic sites
- Provisions for pedestrians and bicycles
- Environmental mitigation to improve public safety while maintaining habitat connectivity
- Construction and reconstruction of roadside rest areas, including sanitary and water facilities
- Other appropriate public road facilities
- Operation and maintenance of transit facilities

Project selection criteria are based on the following considerations:

- The project provides access to federal high-use recreation sites or federal economic generators
- The project is consistent with the owner's long range transportation plan and other planning efforts in the state and/or region
- The project improves safety while improving access to a federal facility.

Oregon Community Paths Program

OCP is a new funding program that ties together several pre-existing as well as new funding sources for trails and multimodal pathway improvements. The program is funded through both state and federal sources including funding from the new state bicycle excise tax as well as federal funding from the Transportation Alternatives pot of federal transportation monies.

There are two main funding tracks with the Community Paths Program:

- *Project refinement* – Furthers planning, environmental or permitting work, and design on projects, but does not fund construction explicitly.
- *Construction* – Funding for final design and construction of trails projects. These can be state or federal funds.

There are two project categories, Regional Paths and Critical Links.

- *Regional Paths* - Help develop longer paths that connect communities or are part of an interconnected network of paths.
- *Critical Links* - Reference connections to destinations or closing of barriers.

In 2021, the Oregon Transportation Commission approved approximately 15 million dollars in funding for projects across the state. To be competitive, projects need to be well defined, ideally link communities together, fill a critical missing link in a corridor, or serve as an element of the larger regional trail network.

Gaps and Potential Funding

Table 2 provides a high-level overview of the concepts for each OCT gap and summarizes potential grant funding opportunities. Gaps may be eligible for funding depending on the type of project, land ownership (local, state, or federal), and project cost. Project costs reported here are planning-level estimates based on construction costs for the proposed facilities. Some lower-cost improvements could be implemented with volunteer labor and would require only material purchase. For these gaps, a materials-only estimate is reported as “materials cost.” See the *Conceptual Drawings and Cost Considerations Technical Memorandum* for more details about cost estimates.

Table 2. Gaps and Potential Funding

Gap #	Gap Location	Concept Requiring Funding	Potential Funding Source	Costs (2022 \$)
1-X	Camp Rilea	<ul style="list-style-type: none"> • Primary: Existing route. • Alternate: Follow U.S. 101 and Fort to Sea Trail when beach at Camp Rilea is closed for military exercises. Add gap notification signs. Add directional/warning signage along U.S. 101 and Fort to Sea Trail. 	Signage could be purchased and/or installed by ODOT, OPRD, local agencies, or volunteers.	<p>Primary: <10,000</p> <p><i>Materials cost:</i> <5,000</p> <p>Alternate: 130,000</p>
1-1	Necanicum River	<ul style="list-style-type: none"> • Primary: Existing route along U.S. 101 through Gearhart and Seaside, slated to be improved with sidewalks and bike lanes in the future as part of an ODOT project (U.S. 101: Gearhart Facility Plan). 	<ul style="list-style-type: none"> • Shared use path and other pedestrian improvement projects are included in the Gearhart Facility Plan and Seaside TSP. • STIP 	<p>Primary: 2,550,000</p>
1-2	Ecola Creek	<ul style="list-style-type: none"> • Primary: New route connects to beach at 7th Street, uses the bridge over Ecola Creek, then returns to the beach at NeCus Park. Add directional/warning signage. 	Signage could be purchased and/or installed by ODOT, OPRD, local agencies, or volunteers.	<p>Primary: 20,000</p> <p><i>Materials cost:</i> ~\$5,000</p>
1-Z	Silver Point to Hug Point	<ul style="list-style-type: none"> • Primary: Existing route. • Alternate: Add tidal gap signage. Add directional/warning signage. 	Signage could be purchased and/or installed by ODOT, OPRD, local agencies, or volunteers.	<p>Primary: <10,000</p> <p><i>Materials cost:</i> <5,000</p> <p>Alternate: 100,000</p>
2-3/4	Manzanita — Nehalem River	<ul style="list-style-type: none"> • Primary: Water crossing between Nehalem Bay State Park and existing marinas. Add directional signage. • Alternate: New alignment through Manzanita and along the planned Salmonberry Trail. New soft-surface trail through Nehalem Bay State Park. Crosses Nehalem River on U.S. 101 bridge. Add directional/warning signage along U.S. 101. • Alternate (interim): Add directional/warning signage along U.S. 101 	<ul style="list-style-type: none"> • Coordinate with Salmonberry Trail on funding. Community Paths Programs is a potential funding source. • Signage could be purchased and/or installed by ODOT, OPRD, local agencies, or volunteers. 	<p>Primary: 150,000</p> <p>Alternate: 9,800,000</p> <p>Alternate (interim): 330,000</p>

Gap #	Gap Location	Concept Requiring Funding	Potential Funding Source	Costs (2022 \$)
2-5	Tillamook Bay	<ul style="list-style-type: none"> • Primary: Planned Salmonberry Trail to existing marina, water crossing from Garibaldi Marina to Bay Ocean Spit. • Alternate: Overland route follows Salmonberry Trail to Tillamook, the planned Hadley Fields Crossing trail through Tillamook, OR 131, and Bayocean Road. Add warning signs along OR 131, directional signs to Salmonberry Trail. • Alternate (interim): Add warning/directional signs along U.S. 101 and OR 131. 	<ul style="list-style-type: none"> • Coordinate with Salmonberry Trail on funding. Community Paths Programs is a potential funding source. • Planned Hadley Fields Crossing trail in Tillamook. • Interim route signage could be purchased and/or installed by ODOT, OPRD, local agencies, or volunteers. 	<p>Primary: 2,600,000</p> <p>Alternate: 21,500,000</p> <p>Alternate (interim): 710,000</p>
2-6	Oceanside	<ul style="list-style-type: none"> • Primary: Add directional signage along existing trails. Easement required. 	Signage could be purchased and/or installed by ODOT, OPRD, local agencies, or volunteers.	<p>Primary: 330,000</p>
2-X	Oceanside South	<ul style="list-style-type: none"> • Primary: Existing route – add directional signage. • Alternate: Add tidal gap signage. Add warning signage on OR 131. 	Signage could be purchased and/or installed by ODOT, OPRD, local agencies, or volunteers.	<p>Primary: 10,000</p> <p><i>Materials cost:</i> <5,000</p> <p>Alternate: 10,000</p> <p><i>Materials cost:</i> <5,000</p>
2-7	Netarts Bay	<ul style="list-style-type: none"> • Primary: Existing route - Widen gravel shoulder, add directional signage on Whiskey Creek Road and Netarts Bay Drive. • Aspirational: New water crossing from existing boat ramp to Netarts Spit. 	<ul style="list-style-type: none"> • Consider how shoulder improvements could be implemented as part of future repaving of Whiskey Creek Road and Netarts Bay Drive. <p><i>Other potential funding sources include:</i></p> <ul style="list-style-type: none"> • Federal Land Access Program • NFF Matching Awards Program 	<p>Primary: 250,000</p> <p>Aspirational: <i>not calculated</i></p>
3-2	Sand Creek	<ul style="list-style-type: none"> • Primary: Wade sand flats to Whalen Island, follow Whalen Island Road and Sandlake Road back to beach. New warning and wayfinding signs. Implement shoulder improvements where feasible (not included in cost estimate). • Alternate: New tidal gap signs. New warning and wayfinding signs on Galloway Road and Sandlake Road. Implement shoulder improvements where feasible (not included in cost estimate). 	<ul style="list-style-type: none"> • Federal Land Access Program • Federal Lands Transportation Program • Legacy Trails Grant Program • Federal Lands to Parks Program • NFF Matching Awards Program 	<p>Primary: 80,000</p> <p>Alternate: 210,000</p>
3-3	Nestucca River	<ul style="list-style-type: none"> • Primary: Water crossing from existing marina to peninsula in Nestucca Bay Wildlife Refuge. Existing trail and roads to U.S. 101. May require improved boat-docking facility. May require additional signage along USFWS property. • Alternate: Add directional/warning signage along Brooten Road and U.S. 101. 	<ul style="list-style-type: none"> • Federal Land Access Program • Federal Lands Transportation Program • Federal Lands to Parks Program • NFF Matching Awards Program 	<p>Primary: 90,000</p> <p>Alternate: 280,000</p>

Gap #	Gap Location	Concept Requiring Funding	Potential Funding Source	Costs (2022 \$)
3-4	Cascade Head (North)	<ul style="list-style-type: none"> • Primary: Add directional/warning signage to U.S. 101 and Cascade Head trail. • Aspirational: New trails to avoid U.S. 101 segment. 	Signage could be purchased and/or installed by ODOT, OPRD, local agencies, or volunteers.	Primary: 90,000 Aspirational: <i>not calculated</i>
3-5	Cascade Head (South)	<ul style="list-style-type: none"> • Primary: New trail from Fraser Road (3/4 mile). Add directional/warning signage. 	<ul style="list-style-type: none"> • Coordinate with ODOT and OCBR improvements. <p><i>Other potential funding sources include:</i></p> <ul style="list-style-type: none"> • Federal Land Access Program • Federal Lands Transportation Program • Federal Lands to Parks Program • NFF Matching Awards Program • Legacy Trails Grant Program 	Primary: 770,000
3-6	Siletz Bay	<ul style="list-style-type: none"> • Primary: Add shoulder improvements, add directional/warning signage along U.S. 101. 	Coordinate with ODOT and OCBR improvements; consider expanding shoulder during routine re-paving work.	Primary: 120,000
4-1	Fogarty Creek	<ul style="list-style-type: none"> • Primary: Add directional/warning signage along U.S. 101 and local roads. 	Signage could be purchased and/or installed by ODOT, OPRD, local agencies, or volunteers.	Primary: 60,000
4-2/3	Whales Cove	<ul style="list-style-type: none"> • Primary: Existing route - Add directional/warning signage along Otter Crest Loop. 	Signage could be purchased and/or installed by ODOT, OPRD, local agencies, or volunteers.	Primary: 10,000 <i>Materials cost:</i> <5,000
4-4	Yaquina Head	<ul style="list-style-type: none"> • Primary: Add directional signage along combination of existing roads and trails. 	Signage could be purchased and/or installed by ODOT, OPRD, local agencies, or volunteers.	Primary: 60,000
4-5	Yaquina Bay	<ul style="list-style-type: none"> • Primary: Existing route - Add directional/warning signage along U.S. 101 and Yaquina Bay bridge. 	Signage could be purchased and/or installed by ODOT, OPRD, local agencies, or volunteers.	Primary: 50,000
4-6	Seal Rock	<ul style="list-style-type: none"> • Primary: Existing route - Add directional/warning signage along a combination of beach, trail through Seal Rock State Recreation Site, U.S. 101, and NW Coast Road. New tidal gap sign at rocky outcropping between Seal Rock and Coast Road. 	Signage could be purchased and/or installed by ODOT, OPRD, local agencies, or volunteers.	Primary: 30,000
5-1	Alsea Bay	<ul style="list-style-type: none"> • Primary: Add directional signage along NW Bayshore Dr and the Alsea Bay beach to the Alsea Bay Bridge. 	Signage could be purchased and/or installed by ODOT, OPRD, local agencies, or volunteers.	Primary: 10,000 <i>Materials cost:</i> <5,000

Gap #	Gap Location	Concept Requiring Funding	Potential Funding Source	Costs (2022 \$)
5-X	Waldport	<ul style="list-style-type: none"> • Primary: Existing route – add directional signage. • Alternate: Improved pedestrian facilities on U.S. 101. Add tidal gap signage. Add directional/warning signage along U.S. 101 in the interim until planned facilities are implemented. 	<ul style="list-style-type: none"> • Signage could be purchased and/or installed by ODOT, OPRD, local agencies, or volunteers. • Planned promenade part of OCBR Plan. Coordinate with OCBR for potential funding sources. <p><i>Other potential funding sources include:</i></p> <ul style="list-style-type: none"> • Federal Land Access Program • NFF Matching Awards Program • Legacy Trails Grant Program • Highway Safety Improvement Program • Sidewalk Improvement Program 	<p>Primary: <10,000</p> <p><i>Materials cost:</i> <5,000</p> <p>Alternate: 2,500,000</p>
5-2	Yachats	<ul style="list-style-type: none"> • Primary: Existing route - Add directional signage through Yachats. Add warning signage along U.S. 101. 	<ul style="list-style-type: none"> • A 350-ft long walkway/boardwalk along Ocean View Drive from Beach Street to U.S. 101 is currently being planned. • Signage could be purchased and/or installed by ODOT, OPRD, local agencies, or volunteers. 	<p>Primary: 20,000</p>
5-3/4	Siuslaw	<ul style="list-style-type: none"> • Primary: Existing route - Add warning signage along U.S. 101. Crossing improvement on U.S. 101 near Cummins Creek. Implement shoulder improvements along U.S. 101 where feasible (not included in cost estimate). • Aspirational: New trail through USFS land east of U.S. 101. Requires multiple stream crossings. U.S. 101 crossing near Rock Creek. 	<ul style="list-style-type: none"> • Includes widening the shoulder and potentially adding separation for walking and biking as a long-term solution in OCBR Plan. Coordinate with OCBR for potential funding sources. • U.S. 101 shoulder improvements should be considered as part of re-paving, or alternatively, a soft surface path could be constructed by volunteers within ODOT ROW, pending ODOT discussions and approval. <p><i>Other potential funding sources include:</i></p> <ul style="list-style-type: none"> • Federal Land Access Program • Federal Lands Transportation Program • Federal Lands to Parks Program • NFF Matching Awards Program • Legacy Trails Grant Program • Highway Safety Improvement Program • Sidewalk Improvement Program 	<p>Primary: 390,000</p> <p>Aspirational: <i>not calculated</i></p>

Gap #	Gap Location	Concept Requiring Funding	Potential Funding Source	Costs (2022 \$)
5-5	Heceta Head	<ul style="list-style-type: none"> • Primary: New trail from Cape Creek connects to NF-58 and existing network of trails and forest roads on USFS land. New trail connection between NF-798 and Herman Peak Road to avoid private property. U.S. 101 crossing improvement near Baker Beach Road or Herman Creek Road. • Alternate: New trail from Cape Creek connects to NF-58 and back to U.S. 101. Follows U.S. 101 to beach access near Southview Lane. Add directional/warning signage along U.S. 101, add crossing improvements on U.S. 101. • Aspirational: New trail from Cape Creek connects to NF-58 and back to U.S. 101. Crosses U.S. 101 with an overpass, and follows a new trail west of U.S. 101, made possible with a combination of cantilevered structures, retaining walls, and viaducts. 	<ul style="list-style-type: none"> • Alternate new paved trail part of OCBR Plan. Coordinate with OCBR for potential funding sources. <p><i>Other potential funding sources include:</i></p> <ul style="list-style-type: none"> • Federal Land Access Program • Federal Lands Transportation Program • Federal Lands to Parks Program • NFF Matching Awards Program • Legacy Trails Grant Program • Highway Safety Improvement Program • Sidewalk Improvement Program 	<p>Primary: 750,000</p> <p>Alternate: 620,000</p> <p>Aspirational: <i>not calculated</i></p>
6-1	Siuslaw River	<ul style="list-style-type: none"> • Primary: New trail crosses Flint Creek and sand dunes to connect with Sand Dunes Road. Where feasible, widen shoulders on Rhododendron Drive and Sand Dunes Road. Add directional/warning signage along Rhododendron Drive, U.S. 101 over the Siuslaw River Bridge, and S Jetty Road/Sand Dunes Road. 	<ul style="list-style-type: none"> • Consider expanding shoulder during routine re-paving work on Rhododendron Drive and Sand Dunes Road. <p><i>Other potential funding sources include:</i></p> <ul style="list-style-type: none"> • Federal Land Access Program • Federal Lands Transportation Program • Federal Lands to Parks Program • NFF Matching Awards Program • Legacy Trails Grant Program 	<p>Primary: 510,000</p>

Gap #	Gap Location	Concept Requiring Funding	Potential Funding Source	Costs (2022 \$)
6-2	Umpqua River	<ul style="list-style-type: none"> • Primary: Water crossing from south end of spit to existing marina. • Alternate: Widened shoulders on U.S. 101 where feasible. Add directional/warning signage along U.S. 101 to Winchester Bay. • Aspirational: Trail alignment adjacent to U.S. 101 on the southeast side of the highway (22nd Street to Reedsport West Road) from Dean to Dunes Trail Plan. 	<ul style="list-style-type: none"> • Water crossing is anticipated to be an 'informal' arrangement with local boaters, requiring little if any ongoing funding. • U.S. 101 shoulder improvements should be considered as part of re-paving, or alternatively, a soft surface path could be constructed by volunteers within ODOT ROW, pending ODOT discussions and approval. <p><i>Other potential funding sources include:</i></p> <ul style="list-style-type: none"> • Federal Land Access Program • Federal Lands Transportation Program • Federal Lands to Parks Program • NFF Matching Awards Program • Legacy Trails Grant Program • Highway Safety Improvement Program • Sidewalk Improvement Program • Oregon Historic Trails Fund 	<p>Primary: 10,000 <i>Materials cost:</i> <5,000</p> <p>Alternate: 160,000</p>
7-1	North Coos Bay (Horsfall Beach to Seven Devils)	<ul style="list-style-type: none"> • Primary: New water crossing from North Spit boat launch to Empire. • Alternate: Add directional/warning signage along Horsfall Road, U.S. 101, and city streets. New trail through east side of John Topits Park avoids Lakeshore Drive. 	<ul style="list-style-type: none"> • Signage could be purchased and installed by local agencies, ODOT, and/or OPRD. • Water crossing is anticipated to be an 'informal' arrangement with local boaters, requiring little if any ongoing funding. <p><i>Other potential funding sources include:</i></p> <ul style="list-style-type: none"> • Federal Land Access Program • Federal Lands Transportation Program • Federal Lands to Parks Program • NFF Matching Awards Program • Legacy Trails Grant Program • Highway Safety Improvement Program • Sidewalk Improvement Program • Oregon Historic Trails Fund 	<p>Primary: 40,000</p> <p>Alternate: 600,000</p>
7-2	South Coos Bay	<ul style="list-style-type: none"> • Primary: Existing route - Add directional/warning signage along Cape Arago Hwy. Implement shoulder improvements where feasible. 	<ul style="list-style-type: none"> • Signage could be purchased and installed by local agencies, ODOT, and/or OPRD. • Consider shoulder improvements as part of roadway re-paving or as a standalone investment. 	<p>Primary: 160,000</p>

Gap #	Gap Location	Concept Requiring Funding	Potential Funding Source	Costs (2022 \$)
7-3	Cape Arago / Seven Devils	<ul style="list-style-type: none"> • Primary: Combination of new trails and existing logging roads through timber forests to Seven Devils Road. Route through Bandon Dunes on existing roads and paths. Add directional/warning signage on Seven Devils Road. Implement shoulder improvements on Seven Devils Road where feasible. • Alternate: Combination of new trails and existing logging roads through timber forests to Seven Devils Road. Add directional/warning signage on Seven Devils Road. Implement shoulder improvements on Seven Devils Road where feasible. Add tidal gap signage for beach at Fivemile Point. 	<ul style="list-style-type: none"> • Partner with Bandon Dunes Resort to fund portion of trail within/adjacent to their property. • Signage could be funded and installed by Coos County or OPRD. • Shoulder improvements should be coordinated with ODOT/OCBR. • Consider shoulder improvements as part of roadway re-paving or as a standalone investment. 	<p>Primary: 2,100,000</p> <p>Alternate: 2,100,000</p>
8-1	Coquille River	<ul style="list-style-type: none"> • Primary: New water crossing from existing boat launch at Bullards Beach State Park to existing marina. Route follows existing path through Bullards Beach State Park. Clear directional signage will be required where hikers leave the beach to access Bullards Beach State Park Campground. • Alternate: Existing route - Improve shoulders where feasible along U.S. 101 and Riverside Drive. Add directional/warning signage along U.S. 101 and Riverside Drive • Aspirational: New bicycle and pedestrian bridge west of the U.S. 101 Coquille River Bridge. 	<ul style="list-style-type: none"> • Water crossing is anticipated to be an 'informal' arrangement with local boaters, requiring little if any ongoing funding. • ODOT has proposed a pedestrian bridge parallel to and immediately west of Bullards Bridge. • Proposal for lane reconfiguration to improve U.S. 101 through Bandon in OCBR Plan. Coordinate with OCBR on completing this project. • For alternate route, U.S. 101 shoulder improvements should be considered as part of re-paving. 	<p>Primary: 10,000</p> <p><i>Materials cost:</i> <5,000</p> <p>Alternate: 170,000</p> <p>Aspirational: <i>not calculated</i></p>
9-1	Port Orford	<ul style="list-style-type: none"> • Primary: Existing route - Add directional signage. 	<p>Signage could be purchased and/or installed by ODOT, OPRD, local agencies, or volunteers.</p>	<p>Primary: 10,000</p> <p><i>Materials cost:</i> <5,000</p>
9-2	Rocky Point	<ul style="list-style-type: none"> • Primary: Add directional/warning signage along U.S. 101. Improve shoulders where feasible along U.S. 101. Improve crossing at Old Highway 101 / Humbug Mountain Frontage Road. Clear directional signage will be required where hikers leave the beach south of Port Orford. 	<ul style="list-style-type: none"> • Signage could be purchased and/or installed by ODOT, OPRD, local agencies, or volunteers. • U.S. 101 shoulder improvements should be considered as part of re-paving, or alternatively, a soft surface path could be constructed by volunteers within ODOT ROW, pending ODOT discussions and approval. 	<p>Primary: 200,000</p>

Gap #	Gap Location	Concept Requiring Funding	Potential Funding Source	Costs (2022 \$)
9-3	Humbug Mountain (North)	<ul style="list-style-type: none"> Primary: Follows a combination of U.S. 101, other existing roads, existing trails, beach, and new trails. New trails are (1) west of U.S. 101 between approximate mile points 311.1 and 311.9, (2) east of Sisters Rock, and (3) from Coy Creek Road to the beach. Improve four U.S. 101 crossings. Implement shoulder improvements where feasible along U.S. 101. Add directional/warning signage along U.S. 101 	<ul style="list-style-type: none"> Signage could be purchased and/or installed by ODOT, OPRD, local agencies, or volunteers. U.S. 101 shoulder improvements should be considered as part of re-paving, or alternatively, a soft surface path could be constructed by volunteers within ODOT ROW, pending ODOT discussions and approval. 	<p>Primary: 2,000,000</p>
9-5	Nesika	<ul style="list-style-type: none"> Primary: Improve U.S. 101 crossing at Geisel Monument Heritage Site and Old Coast Road. Add directional signage. 	<p>Consider as an ODOT-funded region project through the STIP or related source.</p>	<p>Primary: 300,000</p>
9-6	Gold Beach	<ul style="list-style-type: none"> Primary: Existing route - Add directional/warning signage along U.S. 101 	<p>Signage could be purchased and/or installed by ODOT, OPRD, local agencies, or volunteers.</p>	<p>Primary: 10,000 <i>Materials cost:</i> <5,000</p>
10-1	Crook Point	<ul style="list-style-type: none"> Primary: Existing route - Add directional/warning signage along U.S. 101. Implement shoulder improvements where feasible along U.S. 101. 	<ul style="list-style-type: none"> Signage could be purchased and/or installed by ODOT, OPRD, local agencies, or volunteers. U.S. 101 shoulder improvements should be considered as part of re-paving, or alternatively, a soft surface path could be constructed by volunteers within ODOT ROW, pending ODOT discussions and approval. 	<p>Primary: 80,000</p>
10-2	Thomas Creek	<ul style="list-style-type: none"> Primary: Existing route - Add directional/warning signage along U.S. 101 and bridge. 	<ul style="list-style-type: none"> Coordinate with OCBR improvements (signage, flashing lights, and possibly advisory speeds) for potential funding sources. Signage could be purchased and/or installed by ODOT, OPRD, local agencies, or volunteers. 	<p>Primary: 10,000 (signage only) <i>Materials cost:</i> <5,000</p>
10-3	Shy Creek	<ul style="list-style-type: none"> Primary: Existing route - Add directional/warning signage along U.S. 101. Implement shoulder improvements where feasible along U.S. 101. 	<ul style="list-style-type: none"> Signage could be purchased and/or installed by ODOT, OPRD, local agencies, or volunteers. U.S. 101 shoulder improvements should be considered as part of re-paving, or alternatively, a soft surface path could be constructed by volunteers within ODOT ROW, pending ODOT discussions and approval. 	<p>Primary: 60,000</p>

Gap #	Gap Location	Concept Requiring Funding	Potential Funding Source	Costs (2022 \$)
10-4	Chetco River (North)	<ul style="list-style-type: none"> Primary: Existing route - Add directional/warning signage along U.S. 101. Implement shoulder improvements where feasible along portions of U.S. 101 lacking sidewalks. 	<ul style="list-style-type: none"> Signage could be purchased and/or installed by ODOT, OPRD, local agencies, or volunteers. U.S. 101 shoulder improvements should be considered as part of re-paving, or alternatively, a soft surface path could be constructed by volunteers within ODOT ROW, pending ODOT discussions and approval. OCBR Plan includes signage along this route. Coordinate with OCBR improvements for potential funding sources. 	Primary: 30,000
10-5	Chetco River South	<ul style="list-style-type: none"> Primary: Add tidal gap signage. Add directional/warning signage along Oceanview Drive. Alternate: Add directional/warning signage along Oceanview Drive and U.S. 101. 	Signage could be purchased and/or installed by ODOT, OPRD, local agencies, or volunteers.	Primary: 10,000 <i>Materials cost:</i> <5,000 Alternate: 30,000

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CONSIDERATIONS AND NEXT STEPS

This memorandum was refined based on feedback from agency partners, the Project Advisory Group, and the public, and will be a component of the OCT Action Plan.

Appendix H

Community Outreach Summaries



TECHNICAL MEMORANDUM

DATE: March 1, 2022
TO: Paul Reilly, OPRD
FROM: Natalie Chavez, Jason Nolin, Ryan Farncomb
SUBJECT: Community Outreach Milestone #1 Summary
CC: Nicholas Grisham, FHWA Western Federal Lands
PROJECT NAME: Oregon Coast Trail Action Plan

INTRODUCTION

This memorandum summarizes the results of the first phase of community outreach for the Oregon Coast Trail (OCT) Action Plan. This phase of outreach had two primary purposes. One was to introduce the project to the public and stakeholders. The second was to provide an opportunity for people to share their experiences with the OCT and share their priorities for what the Action Plan should address. Feedback will be used to help the project team understand the needs and priorities for improving the trail.

OUTREACH SUMMARY

The first phase of outreach began in December 2021. An online open house and survey opened December 13, 2021 and continued through February 12, 2022. The online open house provided information about the project and included a survey available in English and Spanish. The online open house was viewed over 2,500 times. The survey gathered 196 total responses:

- 192 responses in English.
- 4 responses in Spanish.

This phase of outreach also included a webinar to present the project and take questions. The webinar was held via Zoom at noon on January 26, 2022. Thirty five participants joined the webinar. A recording was posted on the online open house and had been viewed 67 times as of February 25, 2022.

Major themes that emerged in the first phase of outreach were:

- Prioritizing specific trail gaps — especially those that currently use US 101.
- Adding more camping and lodging options.
- Improving signage.
- Improving access to OCT information.
- Adding more trail amenities.
- Organizing future partnerships for building and maintaining the trail.

ADVERTISEMENT

Oregon Parks and Recreation Department (OPRD), Federal Highway Administration (FHWA) Western Federal Lands, and the Association of Oregon Counties (AOC) advertised the first phase of outreach through various means, including:

- Update to the FHWA Action Plan website.
- Project newsletter with information about the project and how to engage was posted to the project website, printed, and emailed.
- ODOT email blast.
- Information about the project was posted on social media.
- Press release to local newspapers and Oregon Public Broadcasting (OPB).
- Notification to Tribes.

ONLINE OPEN HOUSE AND SURVEY

The online open house explained what the OCT Action Plan will be and described the existing conditions and trail gaps. The open house was primarily in English and included Spanish instructions to translate the information to Spanish within the web browser. The online open house had been viewed 2,592 times as of February 25, 2022.

The online open house included an interactive map that allowed participants to explore the OCT and see the identified gaps along the trail. The map included data that located existing resources, like known sources of public restrooms, potable water, camping, and lodging.

Survey

The online open house included a survey in English and in Spanish. The two surveys were designed to ask the same questions. The survey had six questions, three multiple choice and three open-ended. Questions focused on respondents' experiences with the OCT and respondents' priorities for improving the trail and closing gaps.

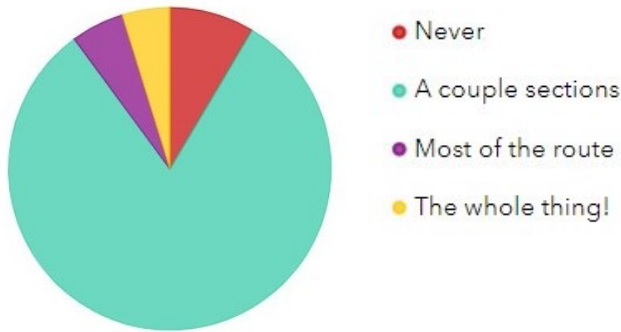
The surveys gathered 196 total responses: 192 from the English survey and 4 from the Spanish survey. However, the Spanish responses were lost through a regrettable technical error. The project team will conduct additional Spanish-language outreach in subsequent phases of outreach to garner additional feedback. The summary below is based on the 192 English responses.

Question 1: "Have you hiked parts or all of the trail before?"

This multiple-choice question allowed answers of: *Never*, *A couple sections*, *Most of the route*, or *The whole thing!*

Question 1 gathered 188 responses. It was unanswered eight times. A broad majority of responses were from people who have experience hiking some of the OCT. The results are here, in order of most responses:

- Never: 8 percent
- A couple sections: 80 percent
- Most of the route: 5 percent
- The whole thing: 5 percent
- Unanswered: 5 percent

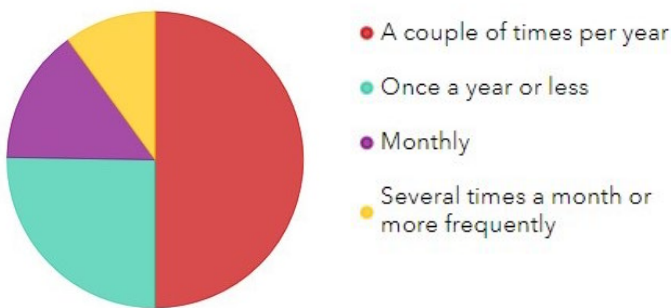


Question 2: “How often do you use or visit the Oregon Coast Trail?”

This multiple-choice question allowed answers of: *Once a year or less, A couple of times per year, Monthly, or Several times a month or more frequently.*

Question 2 gathered 190 responses. It was unanswered six times. Three quarters of respondents use or visit the OCT a couple times per year or more. The results are here, in order of most responses:

- A couple of times per year: 49 percent
- Once a year or less: 25 percent
- Monthly: 15 percent
- Several times a month or more frequently: 10 percent
- Unanswered: 1 percent



Question 3: “What do you like about the trail?”

This open-ended question allowed participants to share what they like about the trail.

This question received 149 responses. It was unanswered 47 times. Notable themes include:

- Most participants think the Oregon Coast Trail is beautiful and has great scenic views of the ocean and forests. As one participant answered, “The Oregon coast is exceptionally beautiful, one of the ‘7 Wonders of Oregon’, and traversing it on foot is the best way to see all of the exquisite sights along the way.”
- A couple of participants support that the trail is public and open to everyone. One participant mentioned, “You can hike the whole coast, unlike WA and CA where you run into private property. It doesn't require a hiking permit.”

- Many participants like how it is accessible and convenient to the beach and coastal communities along the trail. One participant said, “I like the nature and beauty on the trail and that it connects communities. We use sections of it to walk each day to get groceries.”
- Many participants enjoy the solitude of some trail sections that are quiet and remote. One participant mentioned, “Peaceful, scenic, and easy to feel like you are the only one around.”

Question 4: “What would you be your priorities for improving the trail?”

This multiple-choice question allowed participants to select their priorities from the list of:

- *Closing trail gaps where people are currently required to hike on the road*
- *Trail amenities like improved trailheads, garbage, and signage*
- *Addressing seasonal trail gaps due to flooding or trail erosion issues*
- *Improving safety on the US-101/coastal town segments*
- *Improving trail crossings*
- *Other*

Participants could select as many priorities as they like. The option for *Other* option allowed respondents to write in their priority.

Question 4 gathered 192 responses. It was not answered four times. The results are here, in order of most responses:

- Closing trail gaps where people are currently required to hike on the road: 93 percent
- Improving safety on the US-101/coastal town segments: 62 percent
- Trail amenities like improved trailheads, garbage, and signage: 40 percent
- Addressing seasonal trail gaps due to flooding or trail erosion issues: 37 percent
- Improving trail crossings: 23 percent
- Other: 16 percent

“If you answered “Other,” please explain your answer below.”

Feedback themes from the “Other” responses

Question 4 collected 31 open-ended responses for “Other” priorities. Notable themes include:

- Offering more camping options along the trail. One participant mentioned, “Camping availability is probably the biggest issue with the OCT not being a truly feasible long trail. There are many stretches along the trail where you can go 30 miles or more without being able to safely (or legally) camp.” A few suggested improvements, such as more campgrounds along the route, state-run huts or yurts in stretches that lack campgrounds, and a collaborative source of information that compiles camping opportunities from USFS, Oregon State Parks, county parks, city parks, and private campgrounds.
- A few participants suggested improving signage like trail markers along the way, and signs on history, geology, and spots to disperse camp.
- One participant suggested a coastal bus system to “encourage one-way hiking and providing pick up locations for a shuttle back to your car.”
- A few participants suggested specific amenities they would like to see along the trail like adding more restroom services, electric vehicle charging along the route, and potable water or safe water that could be filtered or boiled.

- Two participants mentioned coordinating and collaborating with local services to enable hikers to cross major rivers (Siuslaw, Umpqua, Coos Bay) that currently require lengthy detours along US 101 bridges.

Question 5: “Are there any gaps along the trail that you think should be prioritized as part of the Action Plan?”

This open-ended question allowed participants to describe specific gaps along the trail that should be prioritized.

This question received 97 responses. It was unanswered 99 times. Notable themes include:

- The highest concern of prioritizing trail gaps are the gaps along highways and roadways, particularly where shoulders are narrow.
- The second highest concern are gaps caused by bodies of water like the bay and river outlets. A few participants suggested promoting ferry service and offering alternative modes of transportation like bike and horse rental with shuttle service, kayak rental companies, and transit services.

Question 6: “Anything else?”

This open-ended question asked “Is there anything else about the OCT or the Action Plan you would like to share with us? Please share your thoughts here.” The question received 61 responses. Notable themes include:

- Many respondents expressed their support and excitement for the Action Plan and the future trail improvements. One participant mentioned, “I think this is a great project and I look forward to a complete trail from border to border that is safe for people to use!” Another participant said, “I am really excited for this project and I'm grateful there is work happening to improve the accessibility of this trail to locals and visitors.”
- A few respondents emphasized the need for more campgrounds. One respondent mentioned, “I cannot camp in most the campgrounds on the coast in the summer as they are too full and require reservations months in advance.”
- A few respondents suggested local support like sponsoring “Trail Work Days,” where people can help with maintenance and improvements. Oregon Shores would welcome the opportunity to engage further on this Action Plan and offered their contact: <https://oregonshores.org/about/contact>.
- One respondent emphasized considering the western snowy plover and known nest sites on the Bayocean spit when planning for the gap at the mouth of Tillamook Bay.
- A few respondents suggested improving trail signage, like the official OCT emblem wayfinding signs, “hikers on road” warning signs, and the yellow beach assess signs.
- Respondents expressed concern about trail maintenance and how the trail will be maintained during extreme weather conditions.
- Respondents questioned if dogs would be allowed, or if people would be able to use mobility devices or bikes on the trail.
- A few respondents expressed safety concerns about walking on the shoulder of highways.
- Many respondents suggested better mapping and information availability. A few respondents suggested a guidebook for the trail. Another respondent suggested partnering with FarOut (formerly Guthook) and to create a thru-hiker app with trail information like maps, campgrounds, viewpoints, primitive campsites, and water sources. Another respondent mentioned a plan for GPS maps using RWGPS (an Oregon company).
- One respondent, Misty Anderson, the owner of Heceta Lighthouse B&B, suggested adding businesses listed on the map like theirs. Their contact info is 949-939-1846, misty@hecetalighthouse.com, and

<https://www.hecetalighthouse.com>. They also mentioned businesses, Ona Restaurant and Lounge in Yachats, and a hostel in Florence: <https://www.florence101hostel.com>.

- One respondent mentioned the gap section shown from the Rainforest trailhead into Lincoln City is currently being reviewed and studied by the Cascade Head Scenic Research Area (CHSRA) Trails team. The team is in the process of making recommendations for trail changes in the next year.
- Respondents expressed concerns for erosion control along the Curry County section and Boardman State Scenic Corridor.

Participant Demographics

The online open house had a demographics survey in English and Spanish that were separate from the main survey. The survey had six voluntary questions asking participants about themselves and how they heard about this survey. The survey gathered 128 English responses and no Spanish responses. Response percentages are based on the total of 128.

“What is your home zip code?”

This open-ended question allowed respondents to type in their zip codes. It gathered 119 responses and was unanswered 9 times. Most respondents (36 percent) indicated their home zip code in the Portland area or along the coast (18 percent). Additional responses were from other areas in Oregon, other states, or Canada, as listed here (note that percentages may not add to 100 due to rounding):

Oregon (84 percent)

- Portland metropolitan area: 36 percent
- Oregon coast: 18 percent
- Eugene/Springfield area: 6 percent
- Salem metropolitan area : 2 percent
- Bend metropolitan area : 2 percent
- Other areas in Oregon: 19 percent

Outside Oregon (8 percent)

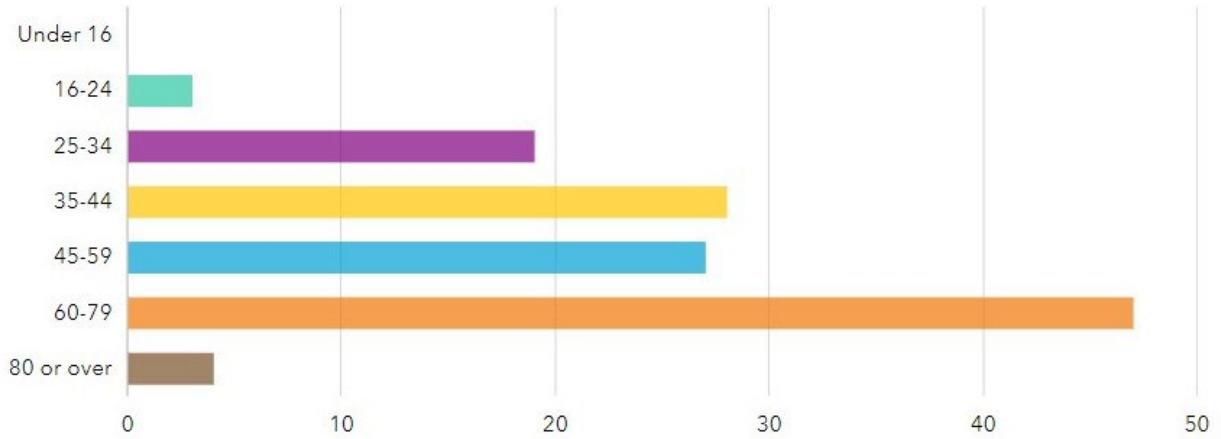
- Washington: 5 percent
- Idaho: 1 percent
- Wyoming: 1 percent
- Colorado: 1 percent
- Canada: 1 percent

Did not answer (7 percent)

“How old are you?”

This multiple-choice question received 128 responses. Ages skewed toward older adults with over one-third identifying as age 60 or over, as seen here:

- Under 16: 0 percent
- 16 to 24: 2 percent
- 25 to 34: 15 percent
- 35 to 44: 21 percent
- 45 to 59: 21 percent
- 60 to 79 years: 37 percent
- 80 or over: 3 percent
- Unanswered: 0 percent



“How do you identify your gender?”

This multiple-choice question gathered 128 responses. Most respondents identified as male, as seen in the results:

- Male: 59 percent
- Female: 37 percent
- Other: 0 percent
- Prefer not to answer/unanswered: 5 percent

“Do you have a disability?”

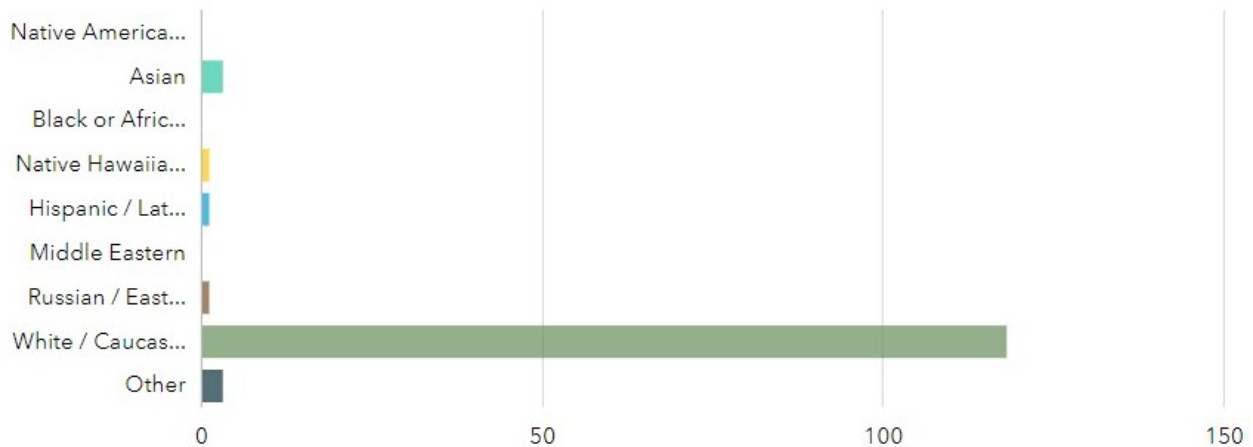
This multiple-choice question gathered 127 responses and it was skipped once. A small portion indicated they have a disability, as seen in the results:

- No, I do not have a disability: 97 percent
- Yes, I have a disability: 2 percent
- Unanswered: 1 percent

“How do you identify your race or ethnicity?”

This multiple-choice question received 124 responses and was skipped 4 times. Participants could select multiple options. A large majority (92 percent) identified as White/Caucasian, as seen in the results:

- Native American / Alaskan Native: 0 percent
- Asian: 2 percent
- Black or African American: 0 percent
- Native Hawaiian or Other Pacific Islander: 1 percent
- Hispanic / Latino: 1 percent
- Middle Eastern: 0 percent
- Russian / Eastern European: 1 percent
- White / Caucasian: 92 percent
- Other: 2 percent



“How did you hear about this survey?”

This open-ended question received 113 responses and was skipped 15 times. A large portion of respondents heard about the survey through their news outlet, especially Oregon Public Broadcasting (OPB). Responses are listed here in order of most common response:

- OPB article: 34 percent
- Facebook: 9 percent
- Family/Friend: 6 percent
- News [unspecified source]: 5 percent
- Oregon State Parks Instagram: 3 percent
- Email: 3 percent
- Browsing the internet: 2 percent
- KLCC article: 2 percent
- Yachats News: 2 percent
- Project website: 2 percent
- Oregon Public Radio: 2 percent
- Employer: 2 percent
- Trails Coalition email: 2 percent
- ODOT email: 2 percent
- The Trek: 2 percent
- Twitter: 1 percent
- Tillamook Pioneer: 1 percent
- OCT Action Plan Webinar: 1 percent
- The World: 1 percent
- OCT Network: 1 percent
- OCT Facebook group: 1 percent
- Oregonhikers.org forum: 1 percent
- Oregon Field Guide: 1 percent
- Newport News Times: 1 percent
- Oregon Coast Visitors Association: 1 percent
- Industry newsletter: 1 percent
- Hiker Radio podcast and blog: 1 percent
- Chamber of Commerce e-newsletter: 1 percent

WEBINAR

The project team hosted a public webinar on Zoom at noon on January 26, 2022. The webinar focused on:

- What the OCT Action Plan will be.
- The public and stakeholder engagement that will support the project.
- The existing conditions of the OCT and trail gaps.

Nicholas Grisham and Ryan Farncomb presented the content and answered participant questions during a question and answer discussion at the end of the presentation. The webinar had 35 participants join in addition to

the project team. A recording of the webinar was posted on the online open house and had been viewed 67 times as of February 25, 2022.

Feedback was generally supportive. Participants wanted to more about the Action Plan and suggested elements to include in the plan. The following is a summary of the comments and questions received, along with responses:

- How can people learn more about the project?
 - Can refer to the project website or the online open house.
 - Current maps of the trail: <https://stateparks.oregon.gov/index.cfm?do=v.page&id=95>
- Will the online open house be up past the February date?
 - Yes, the survey will close but the information will be up through the duration of the project.
- Will signage and maps be part of this project?
 - Yes.
- What type of trail designation does the OCT have?
 - It was designated as an official 'State Recreation Trail' in 1975, see: https://coasttrails.org/Coast_Trails_2014-2015_Newsletter_AND_BALLOT.pdf
 - There are no direct benefits or funds associated with the state designation.
- Will this project coordinate with California and the California Coastal Trail?

<https://the-california-coastal-trail-1-coastalcomm.hub.arcgis.com/>

 - The project team will follow up with more information.
- What are some ways Oregon Coast residents can get involved?
 - Andy Smith from the Association of Oregon Counties has been leading segment connection teams. Contact Andy at: 971-322-8512; asmith@oregoncounties.org
 - Future webinars and online open houses.
- Do you have information on OCT use, such as how many through-hikers per year?
 - The project team will follow up with more information.
- What about the prospects for funding the gaps?
 - The project team is looking into funds through the state and its departments.
- Will the plan consider camping or other inexpensive lodging (like hostels)?
 - Yes.
- Is there a person dedicated to the OCT?
 - Yes, Paul Reilly is the main contact for the OCT.
- How does a business get added to the project map?
- Add a comment through the online open house.
- Consider coordinating with groups like Solve Oregon or Oregon Trailkeepers (<https://www.trailkeepersoforegon.org/>)

How can I sign up for a mailing list?"

On the online open house.
- The red and green in your existing conditions map may be difficult for about 10% of people to see. Consider a different color scheme.
- The Pacific Crest Trail Association is seeing more and more northbound PCT thru-hikers divert to the OCT when wildfires impact the PCT.
- Consider making a video with photos from the OCT set to music. The OCT has such amazing potential.

DISCUSSION

The following section summarizes take-aways from the public engagement phase, organized by key themes.

Trail Gaps

The vast majority of respondents prioritized closing trail gaps, and a majority prioritized improving trail safety on segments along US 101 or through coastal towns. This feedback reaffirms the importance of the Action Plan and its emphasis on closing gaps and, when segments on roads are necessary, improving conditions there.

Camping

There is a strong desire for more camping options along the coast. Respondents suggested:

- Adding more campgrounds.
- Adding state-run huts or yurts.
- Making information about camping options easier to access. One suggestion is to have a single source that compiles all the camping options along the OCT from the state, federal lands, counties, and private landowners.
- Improving signage along the trail about camping options.

Signage

Respondents supported improving signage along the trail. Specific suggestions include:

- More trail markers.
- Camping information.
- Historical markers.
- Beach access directions.
- “Hikers on Road” warning signs to alert drivers.

Trail Information

There is a strong desire for easily accessing information regarding the OCT. The suggestions are paper version and virtual version of guide materials like a trail guidebook and creating a thru-hiker app with trail information like maps, campgrounds, viewpoints, trail amenities, water sources, and nearby local businesses. The importance of having all this information in one place.

- And Misty Anderson, the owner of Heceta Lighthouse B&B, suggested to have a map with all local businesses, which can support local economic development.

Trail Amenities

Respondents suggested additional specific trail amenities, such as more:

- Restrooms.
- Potable (or filterable fresh) water.
- Camping.

Collaboration

A few respondents are interested in collaborating and engaging further on the Action Plan. One suggested working with local services and another suggested sponsoring trail maintenance work parties. Oregon Shores Conservation Coalition specifically said they would like to be involved.

LESSONS LEARNED FOR FUTURE OUTREACH

The relatively high level of engagement with the open house and survey suggests that advertising methods were effective in reaching interested communities. The OPB article, news releases, and social media posts were especially effective.

It is important to consider that, though there was relatively strong survey engagement, the results are not necessarily a comprehensive portrayal of all perspectives. Feedback tends to be from those with the time, resources, awareness, and inclination to participate in the survey. As seen with the demographic results, those who responded were majority white and skewed older. The number of responses to the Spanish survey (4) was much lower than to the English survey (192). However, the quantity of responses does suggest broad awareness and interest in the project.

Future outreach should consider strategies to reach more young people, Spanish-speaking communities, and People of Color. Potential strategies could include focused social media engagement, a Spanish-language webinar, discussion with Tribal members, and collaborating with trusted community leaders.

TECHNICAL MEMORANDUM

DATE: November 9, 2022
TO: Jenna Marmon, OPRD
FROM: Jason Nolin, Ryan Farncomb
SUBJECT: Community Outreach Milestone #2 Summary
CC: Nicholas Grisham, FHWA Western Federal Lands
PROJECT NAME: Oregon Coast Trail Action Plan

INTRODUCTION

This memorandum summarizes the results of the second phase of community outreach for the Oregon Coast Trail (OCT) Action Plan. Feedback will be used to help the project team understand the needs and priorities for improving the trail.

OUTREACH SUMMARY

This phase of outreach began in August 2022. An online open house and survey opened August 1, 2022 and continued through September 19, 2022. The online open house provided information about the project and offered a survey available in English and Spanish. The online open house was viewed over 300 times. The survey gathered 8 total responses, all in English.

This phase of outreach also included webinars to describe the project, share a high level overview of some of the concepts, and take questions. Two webinars were offered, one in English and one in Spanish:

	English Webinar	Spanish Webinar
Time and Date	Noon, September 13, 2022	Noon, September 14, 2022
Language	English	Spanish
Attendees	5	0

The English webinar was recorded and hosted on the online open house. As of November 2, 2022, the recorded video had been viewed once. (No one had joined the Spanish webinar, so it was not presented or recorded.)

Major themes that emerged in the first phase of outreach were:

- Prioritizing specific trail gaps — especially those that currently use US 101.
- Adding more camping and lodging options.
- Improving signage.
- Improving access to OCT information.
- Adding more trail amenities.
- Organizing future partnerships for building and maintaining the trail.

ADVERTISEMENT

Oregon Parks and Recreation Department (OPRD), Federal Highway Administration (FHWA) Western Federal Lands, and the Association of Oregon Counties (AOC) advertised the first phase of outreach through various means, including:

- Update to the FHWA Action Plan website.
- Project newsletter with information about the project and how to engage was posted to the project website, printed, and emailed.
- ODOT email blast.
- Information about the project was posted on social media.
- Press release to local newspapers and Oregon Public Broadcasting (OPB).
- Notification to Tribes.

ONLINE OPEN HOUSE AND SURVEY

The online open house explained what the OCT Action Plan will be and described the existing conditions and trail gaps. The open house was primarily in English and included Spanish instructions to translate the information to Spanish within the web browser. The online open house had been viewed 2,592 times as of February 25, 2022.

The online open house included an interactive map that allowed participants to explore the OCT and see the identified gaps along the trail. The map included data that located existing resources, like known sources of public restrooms, potable water, camping, and lodging.

Survey

The online open house included a survey in English and in Spanish. The two surveys were designed to ask the same questions. The survey had six questions, three multiple choice and three open-ended. Questions focused on respondents' experiences with the OCT and respondents' priorities for improving the trail and closing gaps.

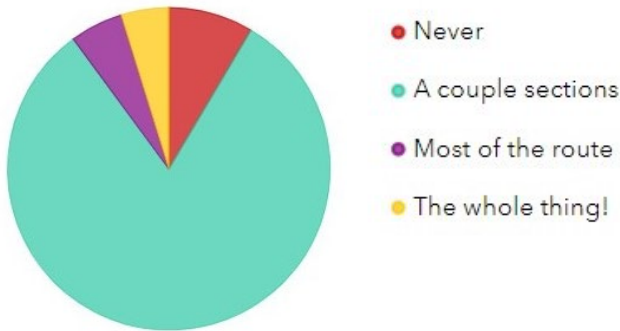
The surveys gathered 196 total responses: 192 from the English survey and 4 from the Spanish survey. However, the Spanish responses were lost through a regrettable technical error. The project team will conduct additional Spanish-language outreach in subsequent phases of outreach to garner additional feedback. The summary below is based on the 192 English responses.

Question 1: “Have you hiked parts or all of the trail before?”

This multiple-choice question allowed answers of: *Never, A couple sections, Most of the route, or The whole thing!*

Question 1 gathered 188 responses. It was unanswered eight times. A broad majority of responses were from people who have experience hiking some of the OCT. The results are here, in order of most responses:

- Never: 8 percent
- A couple sections: 80 percent
- Most of the route: 5 percent
- The whole thing: 5 percent
- Unanswered: 5 percent

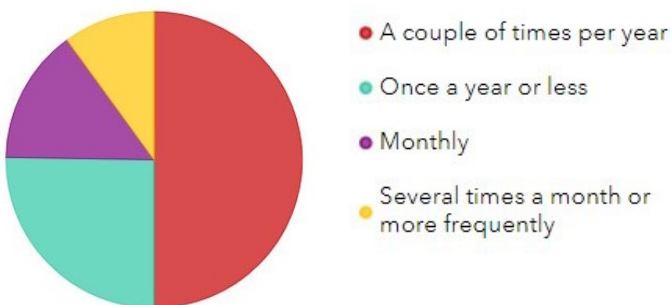


Question 2: “How often do you use or visit the Oregon Coast Trail?”

This multiple-choice question allowed answers of: *Once a year or less, A couple of times per year, Monthly, or Several times a month or more frequently.*

Question 2 gathered 190 responses. It was unanswered six times. Three quarters of respondents use or visit the OCT a couple of times per year or more. The results are here, in order of most responses:

- A couple of times per year: 49 percent
- Once a year or less: 25 percent
- Monthly: 15 percent
- Several times a month or more frequently: 10 percent
- Unanswered: 1 percent



Question 3: “What do you like about the trail?”

This open-ended question allowed participants to share what they like about the trail.

This question received 149 responses. It was unanswered 47 times. Notable themes include:

- Most participants think the Oregon Coast Trail is beautiful and has great scenic views of the ocean and forests. As one participant answered, “The Oregon coast is exceptionally beautiful, one of the ‘7 Wonders of Oregon’, and traversing it on foot is the best way to see all of the exquisite sights along the way.”
- A couple of participants support that the trail is public and open to everyone. One participant mentioned, “You can hike the whole coast, unlike WA and CA where you run into private property. It doesn’t require a hiking permit.”
- Many participants like how it is accessible and convenient to the beach and coastal communities along the trail. One participant said, “I like the nature and beauty on the trail and that it connects communities. We use sections of it to walk each day to get groceries.”
- Many participants enjoy the solitude of some trail sections that are quiet and remote. One participant mentioned, “Peaceful, scenic, and easy to feel like you are the only one around.”

Question 4: “What would you be your priorities for improving the trail?”

This multiple-choice question allowed participants to select their priorities from the list of:

- *Closing trail gaps where people are currently required to hike on the road*
- *Trail amenities like improved trailheads, garbage, and signage*
- *Addressing seasonal trail gaps due to flooding or trail erosion issues*
- *Improving safety on the US-101/coastal town segments*
- *Improving trail crossings*
- *Other*

Participants could select as many priorities as they like. The option for *Other* option allowed respondents to write in their priority.

Question 4 gathered 192 responses. It was not answered four times. The results are here, in order of most responses:

- Closing trail gaps where people are currently required to hike on the road: 93 percent
- Improving safety on the US-101/coastal town segments: 62 percent
- Trail amenities like improved trailheads, garbage, and signage: 40 percent
- Addressing seasonal trail gaps due to flooding or trail erosion issues: 37 percent
- Improving trail crossings: 23 percent
- Other: 16 percent

“If you answered “Other,” please explain your answer below.”

Feedback themes from the “Other” responses

Question 4 collected 31 open-ended responses for “Other” priorities. Notable themes include:

- Offering more camping options along the trail. One participant mentioned, “Camping availability is probably the biggest issue with the OCT not being a truly feasible long trail. There are many stretches along the trail where you can go 30 miles or more without being able to safely (or legally) camp.” A few suggested improvements, such as more campgrounds along the route, state-run huts or yurts in stretches that lack campgrounds, and a collaborative source of information that compiles camping opportunities from USFS, Oregon State Parks, county parks, city parks, and private campgrounds.
- A few participants suggested improving signage like trail markers along the way, and signs on history, geology, and spots to disperse camp.
- One participant suggested a coastal bus system to “encourage one-way hiking and providing pick up locations for a shuttle back to your car.”
- A few participants suggested specific amenities they would like to see along the trail like adding more restroom services, electric vehicle charging along the route, and potable water or safe water that could be filtered or boiled.
- Two participants mentioned coordinating and collaborating with local services to enable hikers to cross major rivers (Siuslaw, Umpqua, Coos Bay) that currently require lengthy detours along US 101 bridges.

Question 5: “Are there any gaps along the trail that you think should be prioritized as part of the Action Plan?”

This open-ended question allowed participants to describe specific gaps along the trail that should be prioritized.

This question received 97 responses. It was unanswered 99 times. Notable themes include:

- The highest concern of prioritizing trail gaps are the gaps along highways and roadways, particularly where shoulders are narrow.
- The second highest concern are gaps caused by bodies of water like the bay and river outlets. A few participants suggested promoting ferry service and offering alternative modes of transportation like bike and horse rental with shuttle service, kayak rental companies, and transit services.

Question 6: “Anything else?”

This open-ended question asked “Is there anything else about the OCT or the Action Plan you would like to share with us? Please share your thoughts here.” The question received 61 responses. Notable themes include:

- Many respondents expressed their support and excitement for the Action Plan and the future trail improvements. One participant mentioned, “I think this is a great project and I look forward to a complete trail from border to border that is safe for people to use!” Another participant said, “I am really excited for this project and I’m grateful there is work happening to improve the accessibility of this trail to locals and visitors.”
- A few respondents emphasized the need for more campgrounds. One respondent mentioned, “I cannot camp in most the campgrounds on the coast in the summer as they are too full and require reservations months in advance.”
- A few respondents suggested local support like sponsoring “Trail Work Days,” where people can help with maintenance and improvements. Oregon Shores would welcome the opportunity to engage further on this Action Plan and offered their contact: <https://oregonshores.org/about/contact>.
- One respondent emphasized considering the western snowy plover and known nest sites on the Bayocean spit when planning for the gap at the mouth of Tillamook Bay.
- A few respondents suggested improving trail signage, like the official OCT emblem wayfinding signs, “hikers on road” warning signs, and the yellow beach assess signs.

- Respondents expressed concern about trail maintenance and how the trail will be maintained during extreme weather conditions.
- Respondents questioned if dogs would be allowed, or if people would be able to use mobility devices or bikes on the trail.
- A few respondents expressed safety concerns about walking on the shoulder of highways.
- Many respondents suggested better mapping and information availability. A few respondents suggested a guidebook for the trail. Another respondent suggested partnering with FarOut (formerly Guthook) and to create a thru-hiker app with trail information like maps, campgrounds, viewpoints, primitive campsites, and water sources. Another respondent mentioned a plan for GPS maps using RWGPS (an Oregon company).
- One respondent, Misty Anderson, the owner of Heceta Lighthouse B&B, suggested adding businesses listed on the map like theirs. Their contact info is 949-939-1846, misty@hecetalighthouse.com, and <https://www.hecetalighthouse.com>. They also mentioned businesses, Ona Restaurant and Lounge in Yachats, and a hostel in Florence: <https://www.florence101hostel.com>.
- One respondent mentioned the gap section shown from the Rainforest trailhead into Lincoln City is currently being reviewed and studied by the Cascade Head Scenic Research Area (CHSRA) Trails team. The team is in the process of making recommendations for trail changes in the next year.
- Respondents expressed concerns for erosion control along the Curry County section and Boardman State Scenic Corridor.

Participant Demographics

The online open house had a demographics survey in English and Spanish that were separate from the main survey. The survey had six voluntary questions asking participants about themselves and how they heard about this survey. The survey gathered 128 English responses and no Spanish responses. Response percentages are based on the total of 128.

“What is your home zip code?”

This open-ended question allowed respondents to type in their zip codes. It gathered 119 responses and was unanswered 9 times. Most respondents (36 percent) indicated their home zip code in the Portland area or along the coast (18 percent). Additional responses were from other areas in Oregon, other states, or Canada, as listed here (note that percentages may not add to 100 due to rounding):

Oregon (84 percent)

- Portland metropolitan area: 36 percent
- Oregon coast: 18 percent
- Eugene/Springfield area: 6 percent
- Salem metropolitan area : 2 percent
- Bend metropolitan area : 2 percent
- Other areas in Oregon: 19 percent

Outside Oregon (8 percent)

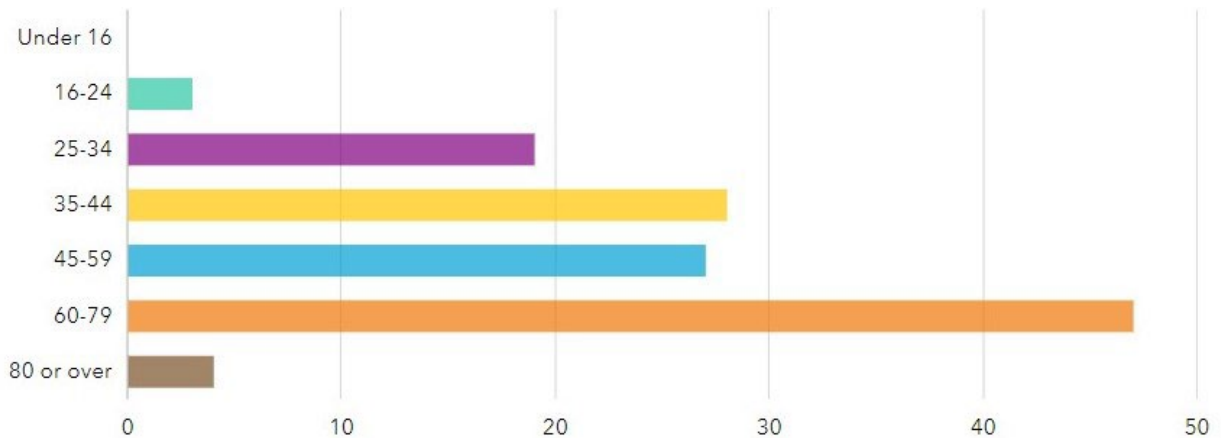
- Washington: 5 percent
- Idaho: 1 percent
- Wyoming: 1 percent
- Colorado: 1 percent
- Canada: 1 percent

Did not answer (7 percent)

“How old are you?”

This multiple-choice question received 128 responses. Ages skewed toward older adults with over one-third identifying as age 60 or over, as seen here:

- Under 16: 0 percent
- 16 to 24: 2 percent
- 25 to 34: 15 percent
- 35 to 44: 21 percent
- 45 to 59: 21 percent
- 60 to 79 years: 37 percent
- 80 or over: 3 percent
- Unanswered: 0 percent



“How do you identify your gender?”

This multiple-choice question gathered 128 responses. Most respondents identified as male, as seen in the results:

- Male: 59 percent
- Female: 37 percent
- Other: 0 percent
- Prefer not to answer/unanswered: 5 percent

“Do you have a disability?”

This multiple-choice question gathered 127 responses and it was skipped once. A small portion indicated they have a disability, as seen in the results:

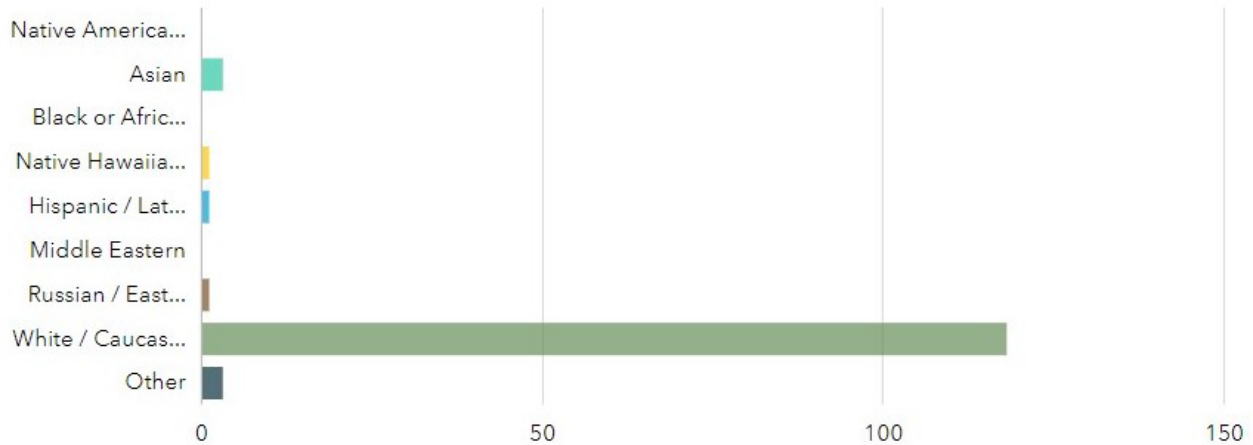
- No, I do not have a disability: 97 percent
- Yes, I have a disability: 2 percent
- Unanswered: 1 percent

“How do you identify your race or ethnicity?”

This multiple-choice question received 124 responses and was skipped 4 times. Participants could select multiple options. A large majority (92 percent) identified as White/Caucasian, as seen in the results:

- Native American / Alaskan Native: 0 percent
- Asian: 2 percent

- Black or African American: 0 percent
- Native Hawaiian or Other Pacific Islander: 1 percent
- Hispanic / Latino: 1 percent
- Middle Eastern: 0 percent
- Russian / Eastern European: 1 percent
- White / Caucasian: 92 percent
- Other: 2 percent



“How did you hear about this survey?”

This open-ended question received 113 responses and was skipped 15 times. A large portion of respondents heard about the survey through their news outlet, especially Oregon Public Broadcasting (OPB). Responses are listed here in order of most common response:

- OPB article: 34 percent
- Facebook: 9 percent
- Family/Friend: 6 percent
- News [unspecified source]: 5 percent
- Oregon State Parks Instagram: 3 percent
- Email: 3 percent
- Browsing the internet: 2 percent
- KLCC article: 2 percent
- Yachats News: 2 percent
- Project website: 2 percent
- Oregon Public Radio: 2 percent
- Employer: 2 percent
- Trails Coalition email: 2 percent
- ODOT email: 2 percent
- The Trek: 2 percent
- Twitter: 1 percent
- Tillamook Pioneer: 1 percent
- OCT Action Plan Webinar: 1 percent
- The World: 1 percent
- OCT Network: 1 percent
- OCT Facebook group: 1 percent
- Oregonhikers.org forum: 1 percent
- Oregon Field Guide: 1 percent
- Newport News Times: 1 percent
- Oregon Coast Visitors Association: 1 percent
- Industry newsletter: 1 percent
- Hiker Radio podcast and blog: 1 percent
- Chamber of Commerce e-newsletter: 1 percent

WEBINAR

The project team hosted a public webinar on Zoom at noon on January 26, 2022. The webinar focused on:

- What the OCT Action Plan will be.
- The public and stakeholder engagement that will support the project.
- The existing conditions of the OCT and trail gaps.

Nicholas Grisham and Ryan Farncomb presented the content and answered participant questions during a question and answer discussion at the end of the presentation. The webinar had 35 participants join in addition to the project team. A recording of the webinar was posted on the online open house and had been viewed 67 times as of February 25, 2022.

Feedback was generally supportive. Participants wanted to more about the Action Plan and suggested elements to include in the plan. The following is a summary of the comments and questions received, along with responses:

- How can people learn more about the project?
 - Can refer to the project website or the online open house.
 - Current maps of the trail: <https://stateparks.oregon.gov/index.cfm?do=v.page&id=95>
- Will the online open house be up past the February date?
 - Yes, the survey will close but the information will be up through the duration of the project.
- Will signage and maps be part of this project?
 - Yes.
- What type of trail designation does the OCT have?
 - It was designated as an official 'State Recreation Trail' in 1975, see: https://coasttrails.org/Coast_Trails_2014-2015_Newsletter_AND_BALLOT.pdf
 - There are no direct benefits or funds associated with the state designation.
- Will this project coordinate with California and the California Coastal Trail?
<https://the-california-coastal-trail-1-coastalcomm.hub.arcgis.com/>
 - The project team will follow up with more information.
- What are some ways Oregon Coast residents can get involved?
 - Andy Smith from the Association of Oregon Counties has been leading segment connection teams. Contact Andy at: 971-322-8512; asmith@oregoncounties.org
 - Future webinars and online open houses.
- Do you have information on OCT use, such as how many through-hikers per year?
 - The project team will follow up with more information.
- What about the prospects for funding the gaps?
 - The project team is looking into funds through the state and its departments.
- Will the plan consider camping or other inexpensive lodging (like hostels)?
 - Yes.
- Is there a person dedicated to the OCT?
 - Yes, Paul Reilly is the main contact for the OCT.
- How does a business get added to the project map?
- Add a comment through the online open house.
- Consider coordinating with groups like Solve Oregon or Oregon Trailkeepers (<https://www.trailkeepersoforegon.org/>)
How can I sign up for a mailing list?"
On the online open house.

- The red and green in your existing conditions map may be difficult for about 10% of people to see. Consider a different color scheme.
- The Pacific Crest Trail Association is seeing more and more northbound PCT thru-hikers divert to the OCT when wildfires impact the PCT.
- Consider making a video with photos from the OCT set to music. The OCT has such amazing potential.

DISCUSSION

The following section summarizes take-aways from the public engagement phase, organized by key themes.

Trail Gaps

The vast majority of respondents prioritized closing trail gaps, and a majority prioritized improving trail safety on segments along US 101 or through coastal towns. This feedback reaffirms the importance of the Action Plan and its emphasis on closing gaps and, when segments on roads are necessary, improving conditions there.

Camping

There is a strong desire for more camping options along the coast. Respondents suggested:

- Adding more campgrounds.
- Adding state-run huts or yurts.
- Making information about camping options easier to access. One suggestion is to have a single source that compiles all the camping options along the OCT from the state, federal lands, counties, and private landowners.
- Improving signage along the trail about camping options.

Signage

Respondents supported improving signage along the trail. Specific suggestions include:

- More trail markers.
- Camping information.
- Historical markers.
- Beach access directions.
- “Hikers on Road” warning signs to alert drivers.

Trail Information

There is a strong desire for easily accessing information regarding the OCT. The suggestions are paper version and virtual version of guide materials like a trail guidebook and creating a thru-hiker app with trail information like maps, campgrounds, viewpoints, trail amenities, water sources, and nearby local businesses. The importance of having all this information in one place.

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Respondents suggested additional specific trail amenities, such as more:

- Restrooms.
- Potable (or filterable fresh) water.
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A few respondents are interested in collaborating and engaging further on the Action Plan. One suggested working with local services and another suggested sponsoring trail maintenance work parties. Oregon Shores Conservation Coalition specifically said they would like to be involved.

LESSONS LEARNED FOR FUTURE OUTREACH

The relatively high level of engagement with the open house and survey suggests that advertising methods were effective in reaching interested communities. The OPB article, news releases, and social media posts were especially effective.

It is important to consider that, though there was relatively strong survey engagement, the results are not necessarily a comprehensive portrayal of all perspectives. Feedback tends to be from those with the time, resources, awareness, and inclination to participate in the survey. As seen with the demographic results, those who responded were majority white and skewed older. The number of responses to the Spanish survey (4) was much lower than to the English survey (192). However, the quantity of responses does suggest broad awareness and interest in the project.

Future outreach should consider strategies to reach more young people, Spanish-speaking communities, and People of Color. Potential strategies could include focused social media engagement, a Spanish-language webinar, discussion with Tribal members, and collaborating with trusted community leaders.

TECHNICAL MEMORANDUM

DATE: July 6, 2023
TO: Jenna Marmon and Chris Parkins, OPRD
FROM: Emily Mannisto, Jason Nolin
SUBJECT: Community Outreach Milestone #3 Summary
CC: Nicholas Grisham, FHWA Western Federal Lands
PROJECT NAME: Oregon Coast Trail Action Plan

INTRODUCTION

This memorandum summarizes the results of the third and final phase of community outreach for the Oregon Coast Trail (OCT) Action Plan. Feedback will be used to help the project team understand the needs and priorities for improving the trail.

OUTREACH SUMMARY

This phase of outreach had an online open house and survey, which was open May 22 through June 16, 2023. The online open house provided information about the Draft OCT Action Plan and offered a survey. The online open house was viewed over 300 times. The survey gathered two responses, which shared feedback on a few themes:

- Support for the Action Plan overall.
- Desire to prioritize gaps that could be made safer with relatively minor improvements.
- Desire to prioritize Heceta Head and Cascade Head gaps, because hiking on U.S. 101 and through the Cape Creek Tunnel (Heceta Head) feels “dangerous”.
- Improving access to OCT information, such as a centralized information system and wayfinding.

ADVERTISEMENT

The project team advertised the final phase of outreach through various means, including:

- Posted to the FHWA Action Plan website.
- Requested the project Sounding Board to share with their communities.

ONLINE OPEN HOUSE AND SURVEY

The online open house provided an overview of the Draft OCT Action Plan, including a description of trail gaps and recommended solutions, wayfinding improvements, trail facilities and services, water crossing considerations, and a proposed centralized information system. The open house was in English and included Spanish instructions to translate the information to Spanish within the web browser. The online open house had been viewed 340 times as of June 16, 2023.

The online open house included an interactive map that allowed participants to explore the OCT and see the identified gaps and solutions along the trail. The map also included data that located existing resources, like known sources of public restrooms, potable water, camping, and lodging.

Survey

The online open house included a survey with nine questions: six multiple choice and three open-ended. Questions focused on respondents' priorities for improving the trail and closing gaps.

Question 1: "Are the gap solutions proposed in the Draft Action Plan on the right track?"

This multiple-choice question allowed answers of: *Yes*, *No*, or *Not Sure*. Question 1 gathered one response.

The one response was: *Yes*.

Question 2: "Please explain your response below."

This open-ended question was not answered by any respondents.

Question 3: "Please choose the gap that you are MOST excited to address."

This multiple-choice question allowed participants to select which gap they are most excited to address through the OCT Action Plan. This question received 2 responses:

- 5-5 - *Heceta Head*
- 5-2 - *Yachats*

Question 4: "Please choose a second gap that you are excited to address."

This multiple-choice question allowed participants to select a second gap they are excited to address through the OCT Action Plan. This question received one response.

The one response was: 3-4 - *Cascade Head (North)*

Question 5: "Please choose a second gap that you are excited to address."

This multiple-choice question allowed participants to select a third gap they are excited to address through the OCT Action Plan. This question received one response.

The one response was: 3-5 - *Cascade Head (South)*

Question 6: "Would you like to explain your responses?"

This open-ended question allowed participants to explain their responses to Questions 2-4. This question received two responses, summarized below.

Response 1:

- *Stated support for the Action Plan overall, and highlighted specific points that they felt were important.*
- *Provided desire to prioritize Heceta Head and Cascade Head, which involve dangerous road/tunnel hiking.*

- *Provided recommendation to clarify where water gaps are along the OCT.*

Response 2:

- *Provided feedback on Gap 5-2 concerning routing along U.S. 101 and the planned 350-foot boardwalk project.*

Question 7: “Are the facility/amenity improvements proposed in the Draft Action Plan on the right track?”

This multiple-choice question allowed answers of: *Yes*, *No*, or *Not Sure*. Question 7 gathered one response.

The one response was: *Yes*

Question 8: “Please explain your response below.”

This open-ended question allowed participants to explain their responses to Question 7. This question received one response, listed below.

“Yes, some people are going to want to sleep under a roof and eat in restaurants. Others will prefer to camp and prepare their own food. Restrooms and potable water are essential for both groups.”

Question 9: “Which OCT facilities/amenities do you think are the most important to improve?”

This multiple-choice question allowed participants to rank their priorities from a list of 6 options. This question received one response, listed below.

1. *Wayfinding (Trail Signage)*
2. *Restrooms*
3. *Camping*
4. *Transit and Water Crossing Considerations*
5. *Centralized Information System*
6. *Water Sources*

Question 5: “Did we miss anything or is there anything specific we should know?”

This open-ended question allowed participants to add any other comments. This question received one response, listed below.

“Nice job! Thank you, thank you, thank you! I can't wait to through hike the OCT -- it is going to be awesome!”

Participant Demographics

The online open house had a demographics survey that was separate from the main survey. The survey had six voluntary questions asking participants about themselves and how they heard about this survey. The survey gathered two responses.

“What is your home zip code?”

This open-ended question allowed respondents to type in their zip codes. It gathered 2 responses.

- 97498 (Yachats)
- 97707 (Bend or Sunriver)

“How old are you?”

This multiple-choice question received two responses, listed below.

- 60-79: 2 responses

“How do you identify your gender?”

This multiple-choice question gathered two responses. One identified as male, and one identified as female.

“Do you have a disability?”

This multiple-choice question gathered one response and it was skipped once. The one response indicated that the respondent does not have a disability.

“How do you identify your race or ethnicity?”

This multiple-choice question received two responses. Participants could select multiple options. Both participants identified as White/Caucasian.

“How did you hear about this survey?”

This open-ended question allowed respondents to indicate how they heard about this survey. It gathered 2 responses, shown below.

- Email
- I've been involved as an advocate since 2016

ADDITIONAL OUTREACH AND FEEDBACK

OPRD received additional feedback from an OCT advocate who had helped shape the gap solutions throughout development of the Action Plan, including involvement with the Segment Teams. The feedback provided insight and recommendations for each gap included in the Action Plan. The project team reviewed and incorporated this feedback as appropriate.

Appendix I

Declaration of Cooperation



Oregon Coast Trail

Declaration of Cooperation for Implementing the Action Plan



An Oregon Solutions Project

Sponsored by:

Association of Oregon Counties
Oregon Parks & Recreation Department
Oregon Coast Visitors Association
Oregon Department of Transportation
Western Federal Lands, Federal Highway
Administration



OREGON
COAST TRAIL

Acknowledgements

Oregon Solutions greatly appreciates all those who generously gave their time to accomplish this project and achieve this Declaration of Cooperation.

Project Managers

Pete Dalke and Cory Misley
Oregon Solutions, Portland State University

Program Director

Peter Harkema, Acting Director
Oregon Solutions, Portland State University

About Oregon Solutions

Oregon Solutions is the state of Oregon's program to help communities address community-based problems and opportunities through sustainable solutions. We do this by creating an unbiased forum for collaboration where businesses, governments, nonprofits, community-based organizations, sovereigns, and other stakeholders can align resources and pool efforts to achieve desired results.

Contact

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July 3, 2023



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Oregon Coast Trail Declaration of Cooperation

1.0. Introduction

Trails have always been fundamental to the human geography of the Oregon Coast. Native American trails traditionally followed the beaches, linked by trails over headlands and canoe portages across major waterways. Native communities often monitored, maintained, and sometimes marked those trails in many ways. These trails kept villages linked together, even when ocean conditions were too rough for canoes. Nineteenth-century fur traders and pioneers often followed these Native American routes or modified them slightly to reduce steepness or accommodate horses and wagons. Cultural geographer Samuel N. Dicken, a professor of geography at the University of Oregon, devoted decades to documenting the historical geography of the Oregon Coast, including the evolution of the historic trails. In a 1959 document, he first laid out the concept for a public Oregon Coast Trail that would largely follow historic trail routes.*

Today the Oregon Coast Trail (OCT) is an identified walking route that runs the entire 362-mile length of the Oregon coast, from the Columbia River to the California border, crossing public and private lands along the way. The OCT traverses sandy beaches, forested trails, stunning headlands, seven counties, twenty-eight towns, and numerous rural communities. The OCT was declared hikeable in 1988, and although current maps depict a complete route, some sections are disconnected, inconvenient, unsafe, or seasonally inaccessible.

In some places the OCT follows the shoulder of US Highway 101 or local roads in order to make connections between accessible beaches and developed trails. These sections, or gaps, constitute about forty miles, or 10 percent, of the entire route. Many hikers

THE OREGON SOLUTIONS PROCESS

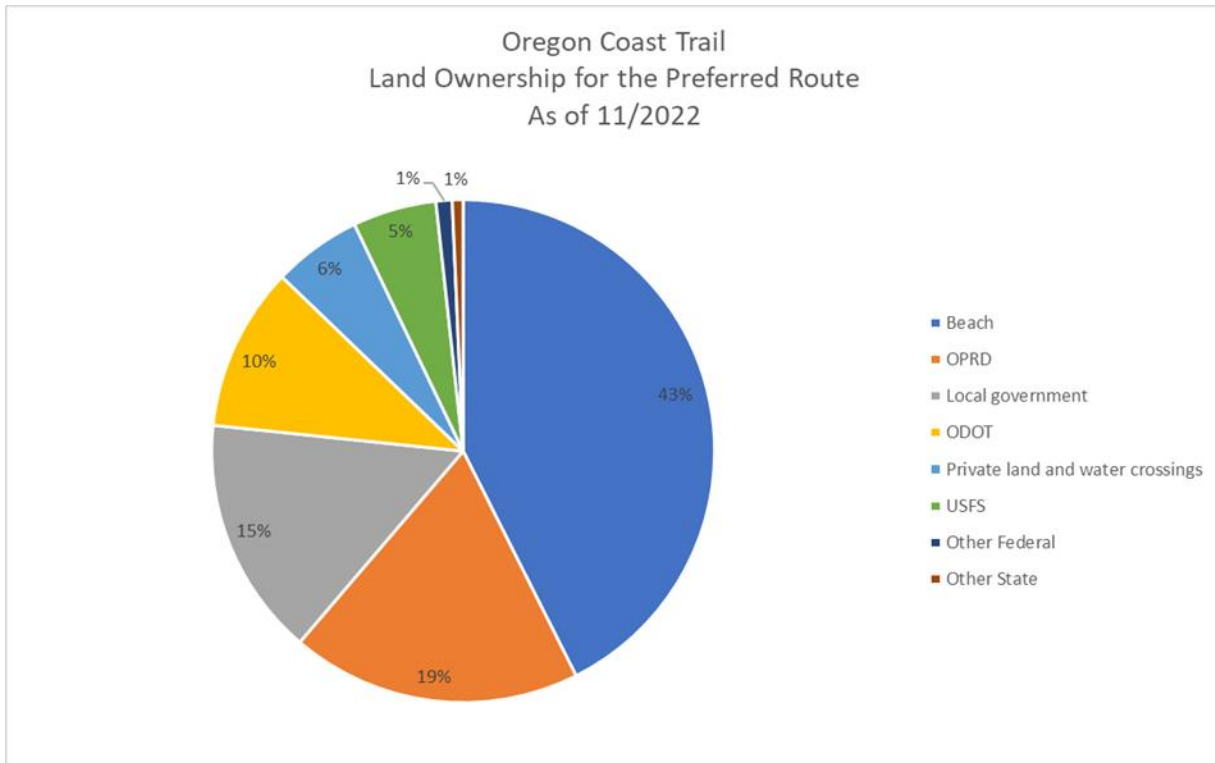
When invited, Oregon Solutions does a situation assessment to explore whether and how a collaborative approach might be structured to address a particular community issue. If the assessment reveals that an Oregon Solutions project would be timely and beneficial, an assessment report goes to the Oregon Governor, who considers the project for formal designation as an Oregon Solutions project.

Oregon Solutions projects effectively integrate and leverage public and private investments, elevate the visibility of a community effort, and bring community members together to develop shared goals and implement solutions.

* [Oregon Coast Trail, Oregon Encyclopedia](#). Written by Cameron La Follette, Douglas Deur. Last updated Jan. 22, 2021.

opt for a car, shuttle, or public transportation to make these connections, and other hikers skip these sections entirely.

Overview of Landowners Hosting the Oregon Coast Trail



The OCT crosses lands managed by numerous public and private entities as well as lands important to Native Americans since time immemorial. The lands are held by seven counties, twenty-eight cities, numerous special districts, several state agencies in addition to OPRD, at least five federal agencies (USFS, USFWS, BLM, USACOE and the US Bureau of Reclamation), numerous Indian Tribes, including five that are federally recognized, and by private landowners.

The preferred trail alignment identified in the action plan is approximately 412 miles. Along the way, the OCT crosses twenty-six bays and rivers and seventeen capes and headlands and passes through eighty-four state parks. Just over 175 miles of the route is on Oregon’s publicly owned beaches which are managed by OPRD.

Including the state’s beaches and state parks, OPRD administers approximately 62 percent of the lands that the OCT crosses (43 percent beach, 19 percent state parks). (Approximately 34 miles of beach are adjacent to the USFS-administered Oregon Dunes National Recreation Area. These 34 miles represent about 8 percent of the total length of the OCT route. The USFS and OPRD cooperate in the management of this section.) Another 22 miles (5 percent) of the OCT is, or is proposed to be, on lands within the Siuslaw National Forest. Approximately 15 percent of the trail is within local government

jurisdictions. Just over forty-three miles, over 10 percent, of the OCT route is along the shoulder of US Highway 101 or in ODOT right-of-way. Privately owned lands and other government agencies account for the remaining 8 percent of the trail.

2.0. Project Background

In 2017 the Oregon Legislature directed the Oregon Parks and Recreation Department to develop an action plan to address gaps along the OCT, particularly where the trail is along the shoulder of US Highway 101 and other roads (see HB 3149 legislation in appendix A).

Since then, there has been a concerted effort to develop a multi-agency collaborative approach to address this legislative directive. The Association of Oregon Counties (AOC), Oregon Coast Visitors Association (OCVA), Oregon Parks and Recreation Department (OPRD), and Oregon Department of Transportation (ODOT), with project management and facilitation from Oregon Solutions, have been working together to identify better trail connections that will increase the safety of users and motorists and provide a public amenity that will be a valued community asset and world class visitor experience.

In 2018, AOC, OCVA, OPRD and ODOT submitted a letter to the governor requesting designation of the collaborative effort as an Oregon Solutions project (see attachment B). Soon after, Governor Brown designated the OCT as an Oregon Solutions project to bring together the landowners hosting the trail to collaboratively develop the action plan with OPRD. Oregon State Senator David Brock Smith and Oregon Parks and Recreation Commissioner Douglas Deur were appointed co-conveners for the project (see the governor's project designation letter in appendix C).

The project includes identifying resources and a governance structure for action plan implementation. The governor's designation led to creation of the OCT Statewide Landowners Group. Concurrently, AOC worked with county commissioners to convene teams for the north coast, mid-coast, and south coast segments of the trail. The teams have worked to address trail gaps in their areas. The Statewide Landowners Group, including the county commissioners serving as conveners, developed a vision statement for the OCT and adopted ground rules for their collaborative efforts to develop an action plan (See the ground rules and Statewide Landowners Group participants in appendix E).

In 2020, following discussions with the Statewide Landowners Group, OPRD, ODOT, and the US Forest Service signed a memorandum of understanding (MOU). The purpose of the MOU was to establish a framework for future cooperation on activities effecting the OCT including the completion of the action plan. The intent was to work cooperatively in the planning, coordination, and maintenance for the OCT while recognizing the broad need for collaborative working relationships and the value in flexibility when it comes to planning, maintenance, and funding projects along the trail.

The agencies recognized that the development of the action plan for the OCT was funded through a Federal Lands Access Program (FLAP) grant. OPRD contracted with Western Federal Lands, Highway Division (WFLHD) to complete the work. The Forest Service provided in-kind match associated with the

FLAP grant. ODOT pledged staff time and cooperative assistance associated with the OCT Action Plan. The three agencies specifically identified the need to do the following:

- Coordinate, conduct, and document environmental and cultural impact assessments necessary to comply with applicable laws and regulations, including Tribal Coordination and land use permits.
- Develop the OCT with adequate stakeholder and public involvement.
- Develop plans and administer construction of OCT-related projects.
- Pursue internal and external funding sources and/or public/private partnership funding opportunities for OCT-related maintenance and new construction projects.

The MOU is for a period of five years, terminating in 2025.

Today, work is well underway on completing an action plan to address the gaps, improve safety and enhance overall trail user experiences. Maps of the entire trail route are online at <https://stateparks.oregon.gov/index.cfm?do=v.page&id=95>

The completed OCT action plan will guide improvements, maintenance, and management of the OCT with an emphasis on the existing gaps along the trail. Action plan recommendations will be based on input from participating agencies, stakeholders, and the general public. The plan will identify strategies for closing gaps

OREGON COAST TRAIL VISION STATEMENT

The Oregon Coast Trail is a continuous hiking route offering safe passage along the Pacific Coast of Oregon, stretching between the Columbia River and the California boarder.

The Oregon Coast Trail is envisioned as:

- A nature-and-town experience that connects visitors with breathtaking coastal landscapes, diverse coastal communities, and places of historical importance to all Oregonians and to tribes traditionally associated with these lands.
- A destination for multi-day treks or short hikes that can be combined with other recreation along the way.
- A place for walking on the beach and on well-maintained, well-marked paths on other public and private lands where the trail leaves the beach.
- An amenity for coastal residents that provides walking opportunities and related health benefits.
- A sustainable economic development initiative that brings visitors into local restaurants, lodging, and retail stores while conserving the integrity of our natural resources and places of special importance.
- A unique experience that contributes to community, environmental, and economic objectives and that is supported and maintained through the collaborative efforts of local, state, and federal government, tribes, civic organizations, and businesses.

*Statewide Landowners Group, November 2019
as revised June 2019*

while enhancing safety, access, and convenience for all trail users. The OCT action plan will be a key part of building a framework for long-term investments and trail management.

3.0. About the Declaration of Cooperation

An Oregon Solutions project group documents its agreements at the end of the project in written “commitments” about the actions each participant or their sponsoring organization will take or resources they will provide to implement project goals after the Oregon Solutions process ends. The commitments are memorialized in a Declaration of Cooperation (DoC). The DoC is a living document that may evolve during implementation of the project. Parties’ roles may shift or new parties may be added to the effort. The commitments and support identified in the DoC often serve to leverage additional funding and resources for the project.

The DoC can serve as the guiding document for project implementation until implementation is complete or until the DoC is suspended by mutual agreement. Changes to the DoC are typically made with unanimous consent of the parties.

This DoC reflects commitments from landowners hosting the trail route and additional stakeholders who have agreed to continue to support efforts to implement the Oregon Coast trail action plan. Included are commitments to

- provide leadership for implementing the action plan;
- operate, maintain, and otherwise support the OCT;
- integrate and leverage resources; and
- identify additional resources.

The DoC, although not a binding legal contract, is evidence to and a statement of the good faith and commitment of the undersigned parties. The undersigned parties have, through a collaborative process, agreed and pledged their cooperation to take the actions documented on the succeeding pages.

4.0. Implementation of a Collaborative Governance Structure for the OCT: Proposed Next Steps

A draft governance framework for the OCT was presented at at a January 20, 2023, Statewide Landowners Group meeting for review and concurrence (see appendix F). The next steps to establishing a collaborative governance structure include chartering an OCT policy/leadership board evolving out of the current Statewide Landowners Group. Once chartered, the policy board’s initial work will be to seek agreement on a strategy for implementing the OCT governance framework. Their work will include the following:

- Standing up and staffing a technical working group, or coordinating committee, to review, discuss, and coordinate on issues related to implementation of the OCT action plan.
- Collaborating with OCVA and the OCT Foundation to map out and concur with the future roles and responsibilities for the non-profit.

The following is a recommended phased strategy for chartering an OCT policy board and implementing the OCT governance framework:

- Phase I—early 2023
 - The OCT Statewide Landowners Group
 - signals concurrence with the action plan, and
 - agrees to a collaborative governance framework that includes oversight by a policy board.
 - A working group is identified to develop a charter based on the framework. OPRD has indicated its intent to “lead the implementation of the proposed governance framework until a founding charter can be created through supporting documents and agreements.”
- Summer/fall 2023
 - A working group is established to draft a charter and a policy board is established.
 - A short term governance structure (with OPRD at the lead) is established until a charter can be fully implemented through supporting documents and agreements.
- Phase II—2024
 - IGAs and related agreements are completed as needed to implement the charter.
- Phase III – 2025 and beyond
 - There is a transition to the long-term governance structure.

OPRD has agreed to lead the short term governance discussions and next steps until a charter can be fully implemented through supporting documents and agreements.

Implementation actions and timelines may be affected by the decisions from the 2023 Oregon Legislature regarding additional funding for the OCT, including new funding proposed in SB 697 sponsored by Senator Brock Smith and discussed with the Statewide Landowners Group.

5.0. Support Statements and Commitments for Implementing the OCT Governance Framework and Action Plan

5.1. Regional Solutions, Office of the Oregon Governor

The Regional Coordinators will assist with regulatory issues involved with the design and construction of specific trail segments and related improvements to address gaps in the Trail. Concurrently we will look for complementary opportunities with other projects involving our Regional Solutions Teams. This includes, where needed, working with cities and counties to identify opportunities to include the Trail in their local comprehensive plans.



Amelia Porterfield, Regional Solutions Director, Office of the Governor

5.2. Association of Oregon Counties (AOC)

As an advocate for county government, AOC is committed to building and sustaining partnerships with the Oregon Legislature, state agencies, federal agencies, cities, tribes, non-profits, and civic organizations to improve the quality and safety of the Oregon Coast Trail (OCT).

AOC supports the unique role county commissioners can play as conveners at various stages of collaborative work to help improve and maintain the OCT for the use, benefit and enjoyment of all Oregonians. The OCT is an important economic, recreational and cultural asset in each of the seven counties (Clatsop, Tillamook, Lincoln, Lane, Douglas, Coos and Curry) that contain parts of the OCT.

The OCT provides benefits for large numbers of Oregonians that visit coastal counties each year.

AOC commits to:

Supporting individual county commissioners who have played and may continue to play a crucial role in ensuring the 28 individual gaps in the OCT are: 1) clearly defined, and 2) paired with specific action and funding strategies that can be implemented in a timely manner.

As feasible with available funding, AOC will provide direct staffing support to county commissioners in any future convening efforts to support successful OCT Action Plan – Gap Implementation Phase work.

Supporting county commissioners to help ensure that improvements to the OCT are appropriately incorporated into local county comprehensive land use plans, with the acknowledgement that this effort to update individual land use plans is currently unfunded and will require additional dedicated resources.

Supporting the implementation of the proposed Governance Framework and committing to being part of the OCT Policy Board and creating a founding charter with supporting documents and agreements.



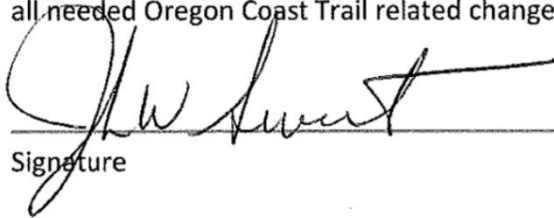
Gina Firman Nikkel, Ph.D.
AOC Executive Director

5.3. Individual County Support Statements

5.3.1. Coos County

Coos County

Coos County pledges to support, where possible and appropriate, ongoing efforts in trail alignment, construction, and maintenance; to encourage local regional and statewide partners to facilitate trail completion; to pledge strategic assistance where appropriate and available; as possible, to help secure easements; and to provide support for the seeking of grants for trail construction. As adequate resources are made available, Coos County will work to incorporate all needed Oregon Coast Trail related changes into the county's comprehensive land use plan.



Signature

5.3.2. Clatsop County



Clatsop County
Board of Commissioners

800 Exchange St., Suite 410
Astoria, OR 97103
(503) 325-1000 phone / (503) 325-8325 fax
www.co.clatsop.or.us

May 17, 2023

Oregon Coast Trail County Support Statement

Clatsop County pledges to support, where possible and appropriate, ongoing efforts in trail alignment, construction, and maintenance; to encourage local regional and statewide partners to facilitate trail completion; to pledge strategic assistance where appropriate and available; as possible, to help secure easements; and to provide support for the seeking of grants for trail construction. As adequate resources are made available, Clatsop County will work to incorporate all needed Oregon Coast Trail related changes into the county's comprehensive land use plan.

Sincerely,



Mark Kujala, Board Chair
Clatsop County Board of Commissioners

5.3.3. Curry County



**CURRY COUNTY
BOARD OF COMMISSIONERS**

JOHN HERZOG, CHAIR
BRAD ALCORN, VICE CHAIR
JAY TROST, COMMISSIONER

94235 Moore Street | Suite #122
Gold Beach, OR 97444
(541) 247-3296 | (541) 247-2718 Fax
(800) 243-1996 | www.co.curry.or.us

April 19, 2023

Craig Trulock
ctrulock@fs.fed.us

**Re: Curry County Letter of Support
Oregon Coast Trail**

To whom it may concern:

The Oregon Coast Trail (“OCT”) is a unique asset to Curry County, and its completion will promote tourism and encourage visitors to travel our coast, making it a valuable asset to our communities and residents alike. Additionally, we commend the ongoing dedication to maintenance efforts that enhance the Trail’s long-term sustainability.

Curry County pledges, whenever appropriate and possible, to support ongoing efforts in trail alignment, construction, and maintenance; to encourage local regional and statewide partners to facilitate trail completion; to pledge strategic assistance; to help secure easements; and to provide support for the seeking of grants for trail construction.

As adequate resources are made available, Curry County will make the utmost efforts to incorporate all necessary Oregon Coast Trail-related changes into the county’s comprehensive land use plan.

John Herzog, Chair



Brad Alcorn, Vice-Chair



Jay Trost, Commissioner

5.3.4. Lane County

Oregon Coast Trail County Support Statement

Lane County

Lane County pledges to support, where possible and appropriate, ongoing efforts in trail alignment, construction, and maintenance; to encourage local regional and statewide partners to facilitate trail completion; to pledge strategic assistance where appropriate and available; as possible, to help secure easements; and to provide support for the seeking of grants for trail construction. As adequate resources are made available, Lane County will work to incorporate all needed Oregon Coast Trail related changes into the county's comprehensive land use plan.



Ryan Ceniga
West Lane County Commissioner

5.3.5. Lincoln County



Board of Commissioners

Courthouse, Room 110
225 W. Olive Street
Newport, Oregon 97365
(541) 265-4100
FAX (541) 265-4176

May 4th, 2023

County Solutions
Association of Oregon Counties

Lincoln County pledges to support, where possible and appropriate, ongoing efforts in trail alignment, construction, and maintenance; to encourage local regional and statewide partners to facilitate trail completion; to pledge strategic assistance where appropriate and available; as possible, to help secure easements; and to provide support for the seeking of grants for trail construction. As adequate resources are made available, Lincoln County will work to incorporate all needed Oregon Coast Trail related changes into the county's comprehensive land use plan.

Sincerely,

A handwritten signature in blue ink, appearing to read "Casey Miller", with a long horizontal flourish extending to the right.

Casey Miller
Lincoln County Commissioner, Vice-Chair

5.3.6. Tillamook County



Tillamook County Board of Commissioners

201 Laurel Avenue, Tillamook, OR 97141
Phone: 503-842-3403

Erin D. Skaar, Chair
Mary Faith Bell, Vice-Chair
David Yamamoto, Commissioner

March 29, 2023

Oregon Coast Trail County Support Statement

Tillamook County pledges to support, where possible and appropriate, ongoing efforts in trail alignment, construction, and maintenance; to encourage local regional and statewide partners to facilitate trail completion; to pledge strategic assistance where appropriate and available; as possible, to help secure easements; and to provide support for the seeking of grants for trail construction.

As adequate resources are made available, Tillamook County will work to incorporate all needed Oregon Coast Trail related changes into the county's comprehensive land use plan.

Sincerely,

BOARD OF COMMISSIONERS FOR TILLAMOOK COUNTY, OREGON

Erin D. Skaar, Chair

Mary Faith Bell, Vice-Chair

David Yamamoto, Commissioner

5.4 Oregon Coast Visitors Association (OCVA)



Oregon Coast Trail Declaration Declaration of Cooperation

The Oregon Coast Visitors Association (OCVA) is appointed by the Oregon Tourism Commission (OTC) as the Regional Destination Management Organization (RDMO) for the coastal region.

As such we are tasked with responsibilities including numerous convenings and coordination with the intent to align resources and implement stakeholder objectives with meaningful investments in our operations and community development projects. Our ability to operate across local, state and federal jurisdictions substantially factors into our effectiveness as the RDMO service for the Oregon Coast.

We are a bridge between state-level program coordination, local chambers of commerce, visitor centers coast-wide and much of our work rests upon excellent relations with our on-the-ground networks. These relationships allow us to easily curate visitor amenities information coast-wide, troubleshoot and respond to visitor requests for resources and assistance.

For these reasons we believe OCVA is very well and naturally positioned to play a major role administering visitor services and coordination of visitor amenities for the Oregon Coast Trail on a coast-wide level. To date, OCVA has performed these important functions:

- Supplied staff capacity for convening and coordinating all three Segment Team meeting sessions.
- Underwritten the creation of the OCT Foundation to ensure future access to needed funding.
- Remapped the entire OCT in partnership with the Outdoor Project (now OnX) into a format more easily used by visitors to access visitor amenities.
- Offered letters of support and occasional 'matching' funds toward partner grant applications.
- Vetted concepts of water taxi operation investments in multiple bays to help solve transportation challenges.
- Improved numerous visitor amenities adjacent to OCT route including water, food, beer, hiking, mountain biking, birding trails as well as interpretive and public safety signage and kiosks.

We will continue providing these important functions well into the future, and welcome additional discussions regarding OCVA's role in higher levels of coordination of visitor services and amenities.

Sincerely,

Marcus Hinz
Executive Director

OREGON COAST VISITORS ASSOCIATION
po box 940 tillamook oregon 97141 c 541 264 0543

5.5. Oregon Parks and Recreation Department

Oregon Parks and Recreation Department

The mission of the Oregon Parks and Recreation Department (OPRD) is to provide and protect outstanding natural, scenic, cultural, historic and recreational sites for the enjoyment and education of present and future generations. As the stewards and responsible agency for state parks along the Oregon coast, OPRD will:

- Actively continue to maintain the OCT on OPRD-managed lands and advance new construction projects with partners to enhance and complete the OCT when and where possible.
- As a member of the Statewide Landowners Group; commit to being part of the ongoing OCT Policy Board and lead the implementation of the proposed Governance Framework until a founding charter can be created through supporting documents and agreements.
- As participants in Coastal Caucus, Oregon Coast Visitor Association meetings and similar; use such venues, as well as local relationships, to keep Tribes apprised and involved.
- Suggest possible OCT gap solutions including areas outside of OPRD properties.
- Where local resources are insufficient to support the effort to develop a new trail segment to close a gap, and if requested, consider taking the lead in partnership with local stakeholders and other agencies.
- Continue to arrange for appropriate management and staff participation with the three segment teams and the related gap teams.



Dennis Comfort
Coastal Region Manager

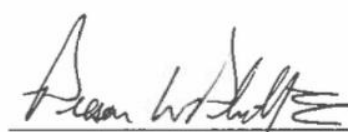
Oregon Parks and Recreation Department, (*North, Mid, South*) Coast District

The (*North, Mid-Coast, South*) District of the Oregon Parks and Recreation Department (OPRD) will:

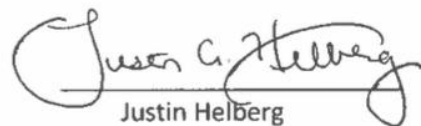
- continue to provide operation, maintenance and support for the Trail on state park-managed properties.
- continue to take the lead on evaluating and implementing future proposed trail alignments on OPRD property, right-of-ways and easements.
- collaborate with the segment team members and those working on specific new trail alignments to build partnerships, identify technical resources and funds needed for feasibility, planning, design and construction including environmental compliance and protection of cultural resources.
- Provide signs for the current and future route of the Trail.



Justin Parker
North Coast District Manager



Preson Phillips
Central Coast District Manager



Justin Helberg
South Coast District Manager

5.6. Oregon Department of Transportation

Oregon Department of Transportation

The mission of the Oregon Department of Transportation (ODOT) is to “provide a safe and reliable multimodal transportation system that connects people and helps Oregon’s communities and economy thrive.” The Department values shared ownership and responsibility for ensuring safety in all that we do.

ODOT will continue to offer support and cooperation with OPRD, USFS, local governments, non-profits and other local interests to seek partnerships, resources and funds for the feasibility, planning, design, environmental compliance and construction of the *current or future proposed* trail alignments on ODOT property and rights-of-way.

In this regard ODOT will continue to:

- *Share available data including vehicle and pedestrian counts and crash data, roadway and right-of-way conditions, and ownership data.*
- *Make recommendations about the OCT Action Plan implementation to ensure consistency with ODOT guidelines and maintenance practices.*
- *Provide updates regarding ODOT project and plans that impact the OCT, including the Oregon Coast Bike Route (OCBR) plan implementation and related maintenance and improvement projects.*
- *Consider pursuing funding opportunities to implement solutions for the OCBR plan that also could benefit OCT users.*


04/27/2023
Darrin Neavoll, Region 3 Manager, ODOT


04/26/2023
Sonny Chickering, Region 2 Manager, ODOT

5.7. US Department of the Interior Fish and Wildlife Service



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Oregon Coast National Wildlife Refuge Complex
2127 SE Marine Science Drive
Newport OR 97365
541-867-4550



Oregon Coast Trail

Landowners Group Declaration of Cooperation for Implementing the Action Plan

The U.S. Fish and Wildlife Service (USFWS) manages six National Wildlife Refuges on the coast of Oregon that comprise the Oregon Coast National Wildlife Refuge Complex. The mission of the National Wildlife Refuge System is to administer a national network of lands and waters for the conservation, management and, where appropriate, restoration of the fish, wildlife and plant resources and their habitats within the United States for the benefit of present and future generations of Americans. The Refuges are celebrated for their abundant wildlife, spectacular views, and rugged grandeur. Two of the Refuges have lands that are designated National Wilderness Area.

The seabirds and pinnipeds found on offshore rocks, reefs and islands that are part of Oregon Islands National Wildlife Refuge are extremely susceptible to human disturbance; consequently, the islands, rocks and seastacks of this refuge are closed to public entry year-round. The OCT traverses many Oregon State Parks and managed rocky shores and beaches that offer phenomenal views of the refuges and its habitat and wildlife.

Because nature does not recognize human-made boundaries. We believe that to conserve our natural resources effectively, we must work with others to bridge these boundaries. Partnerships foster creative solutions to challenging situations and often the results are greater than the sum of the parts. We value working with our partners to accomplish shared goals.

The Refuge Visitor Services Manager will serve as a liaison between OCT and the USFWS for implementing the action plan including:

- Serve as the contact point for OCT-related matters where the route is located on Refuge lands;
- Provide support to identify and address trail maintenance and improved hiker safety especially where the OCT is on or adjacent to Refuge lands;
- Identify opportunities for interpretation signage and funding to tell the story of the exceptional natural resources of the Refuge Complex;
- Continued on-going coordination and work with Oregon Parks and Recreation Department to identify western snowy plover management areas where hikers on protected beaches must walk on wet sand during nesting season;
- Serve as a federal landowner partner to participate in securing grant funding for OCT improvements as appropriate and available;
- Provide oversight and establish priorities for evaluating and implementing future proposed trail alignments on USFWS refuge lands.

DAWN HARRIS Digitally signed by DAWN HARRIS
Date: 2022.07.29 11:39:00 -0700

Dawn Harris
Visitor Services Manager
Oregon Coast National Wildlife Refuge Complex

5.8. USDA Forest Service Siuslaw National Forest



United States
Department of
Agriculture

Forest
Service

Siuslaw National Forest

3200 SW Jefferson Way
Corvallis, OR 97331
541 750-7000

File Code: 2300

Date: February 18, 2022

Subject: Oregon Coast Trail Declaration of Cooperation

The USDA Forest Service is committed to caring for the land and serving people by connecting them with their public lands. Well-located and well-cared-for trails are a vital way for visitors and communities to reach and explore these lands and enjoy the multiple health, wellness, and economic benefits of outdoor recreation. Our role at the Forest Service is to sustain a vibrant and healthy system of trails, both now and for generations to come. Our goal is to ensure trails are ecologically sustainable, socially equitable, and economically viable, and that people value and support their trails on public lands. To achieve our goal, we embrace and build upon the innovation and energy of partners, volunteers, agency and community leaders, and employees. As an agency, we are committed to seeking out new relationships and new solutions to complex management challenges. We strive to provide recreational opportunities that are welcoming, inclusive, and safe for visitors of all ages, backgrounds, and ability levels.

As the stewards and responsible agency for the national forest along the Oregon Coast, the Siuslaw National Forest will:

- Collaborate with OPRD, ODOT, FWA, designated OCT teams and any potential trail governance or stewardship organization for the completion of proposed trail alignments.
- Help identify technical resources, partners and funds needed for feasibility, planning, design, and construction including environmental compliance and protection of cultural resources on National Forest System (NFS) lands.
- Provide oversight and establish priorities for evaluating and implementing future proposed trail alignments on NFS lands.
- Seek ways to be efficient and effective using existing efforts such as public engagement to further project implementation.
- In cooperation with land managers, Tribes, stakeholders and communities, leverage our relationships, strengths and opportunities to foster success.
- Continue to manage the operation, maintenance and support for the Trail and associated Forest Service facilities and interpretive services including through partners and volunteers.

Sincerely,

**ROBERT
SANCHEZ**

Digitally signed by
ROBERT SANCHEZ
Date: 2022.03.09
15:25:59 -08'00'

ROBERT F SANCHEZ
Forest Supervisor
Siuslaw National Forest



Caring for the Land and Serving People

Printed on Recycled Paper



5.9. Federal Highway Administration, Western Federal Lands Highway Division

Oregon Coast Trail Landowner Group Declaration of Cooperation

The Federal Highway Administration's (FHWA) mission is to deliver a world-class system that advances safe, efficient, equitable, and sustainable mobility choices for all while strengthening the Nation's economy. FHWA Western Federal Lands Highway Division's missions is to deliver innovative and context sensitive transportation solutions in alignment with our partners' missions and values.

WFLHD commits to continue providing support to the Oregon Coast Trail partners by:

- Engaging on both established and future teams for the implementation of short, medium, and long term Action Plan implementation strategies, as feasible per project and funding availability.
- Providing support on navigating and strategizing funding opportunities through the Federal Lands Access Program (FLAP), Federal Lands Transportation Program (FLTP), Federal Lands Planning Program (FLPP), and other applicable federal funding programs.
- Serving as a technical resource to partners for trail planning and engineering, as feasible per project and funding availability.
- Ensuring the Action Plan is included in relevant discussions and strategies in the Oregon-Washington Transportation Working Group, a federal lands focused forum of Oregon and Washington transportation partners, and other integrated planning initiatives.

 Digitally signed by KEVIN
LORIN MCLAURY
Date: 2023.06.13
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Kevin L. McLaury, PE, Division Director
Western Federal Lands Highway Division

5.10. US Department of the Interior Bureau of Land Management



United States Department of the Interior

BUREAU OF LAND MANAGEMENT
Northwest Oregon District Office
1717 Fabry Road SE, Salem, Oregon 97306
<http://www.blm.gov>



Oregon Coast Trail Landowners Group Declaration of Cooperation

The Bureau of Land Management public lands are recognized as America’s Great Outdoors, a “Backyard to Backcountry” treasure. They are uniquely accessible with more than 120 urban centers and thousands of rural towns located within 25 miles of BLM lands. As we work to enhance recreational opportunities for our visitor’s, we strive to remain a good neighbor. This means respecting how communities use the public lands, as well as including their voices in our management decisions to better enable communities to achieve their own desired social, economic, and environmental outcomes.

Working with partners and collaborating on the Oregon Coast Trail will provide trail users the opportunity to experience the unique resources found at Yaquina Head Outstanding Natural Area. BLM is committed to providing safe and accessible trails and provide the greatest benefits possible to individuals and communities while providing for public land conservation.

The BLM will continue to collaborate with the State of Oregon, local government, Tribes, federal partners, and community members for development of the Oregon Coast Trail to foster success:

- We offer technical expertise in recreation and resource management, and will help identify priorities and feasibility for planning, design, funding, and construction of trail segments on BLM lands.
- Provide oversight and evaluate feasibility for proposed trail alignments on BLM lands.
- Provide on-going management and maintenance of BLM trails segments and infrastructure or services associated with the trail.
- Support volunteer and educational opportunities associated with the trail.

Sincerely,

Digitally signed by
MATTHEW BETENSON
Date: 2023.04.14
14:32:37 -07'00'

Matt Betenson
Field Manager, Marys Peak Field Office

INTERIOR REGION 9 • COLUMBIA–PACIFIC NORTHWEST
IDAHO, MONTANA, OREGON*, WASHINGTON
* PARTIAL

5.11. Oregon Department of Land Conservation and Development

Oregon Coast Trail Landowners Group Declaration of Cooperation for Implementing the Action Plan

Support Statement 9-15-2022

Department of Land Conservation and Development

The Department's mission includes helping communities and citizens plan for, protect and improve the built and natural systems that provide a high quality of life. Our goals include developing and coordinating strategic initiatives with other state agencies, tribal and local governments. We work together to seek solutions that address immediate and long-range challenges, in collaboration with key stakeholders and others.

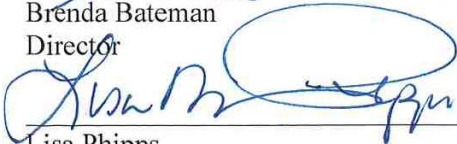
This includes, where needed, working with cities and counties to identify opportunities to include the Oregon Coast Trail in their local comprehensive plans and related community planning documents.

DLCD may be able to provide technical and financial assistance for updating local plans. Grants can be used to update comprehensive plans, modernize land use ordinances, or augment other planning activities to include the Oregon Coast Trail. The department has a variety of grant options for communities to consider and we welcome applications for this purpose.

The Oregon Coastal Management Program Manager or her designee will serve as the liaison from the Department for assistance related to implementing the OCT action plan.



Brenda Bateman
Director



Lisa Phipps
Manager, Oregon Coastal Management Program

5.12. Oregon Coast Trail Foundation



12/16/2020

OCT Statewide Landowners Group

RE: Declaration of Cooperation Commitments

Dear OCT Statewide Landowners Group -

The Oregon Coast Trail Foundation (OCTF) is a 501(c)(3) nonprofit organization established in 2020. The mission of the OCTF is to *secure resources to ensure users safely experience and appreciate the trail's natural beauty, cultural significance, and educational value.*

The OCTF fully supports the work of Oregon Parks and Recreation Department and its partners to finalize an action plan for the OCT. We strive to be additive and adaptive to supporting the work of the segment teams and state-wide land owners group.

The OCTF will continue to advocate for the OCT including:

- Solicit, receive, and distribute funding for projects that improve and maintain the physical aspects and infrastructure of the OCT and connecting recreation trails.
- Facilitate the coordination, development and distribution of informational, educational and interpretive material related to the OCT.

The OCTF has identified three funding priorities to support the overall mission of the Foundation in advocating for and implementing improvements to the Trail.

1. Complete new trail construction to address “gaps” in the OCT that currently require walking along a roadway (i.e. US Highway 101) not intended for pedestrian use. A fully connected trail will:

- Respond to findings derived from the Oregon Coast Trail Action Plan as required by state legislation
- Result in the completion of a “world class” hiking trail, attracting new visitors from around the globe
- Greatly enhance hiker safety
- Promote health and wellness
- Create new jobs in trail design, construction, and maintenance
- Promote local stewardship and volunteer opportunities
- Enhance local economic opportunities in coastal communities

2. Support ongoing trail maintenance efforts, which will:

- Promote the trail’s long-term sustainability
- Respond to the dynamic coastal landscape
- Support Trailkeepers of Oregon and other trail maintenance groups
- Encourage stewardship of local trail systems

3. Identify and implement complementary transportation programs, such as water crossings or local bus shuttles, which will:

- Provide local economic opportunities in coastal communities
- Provide a viable alternative to developing new trail where it is not feasible
- Allow for safe water or other crossings to avoid dangerous highway walking

The OCTF will continue to explore and develop the role of the Foundation in addressing the long-term development, management, operation and protection needs of the OCT.

This includes the potential for housing a position to provide capacity to coordinate the implementation of the action plan.



Board Members (signatures)
Greg Wolf, President

Oregon Coast Trail Foundation is a 501(c)(3) organization [EIN 83-3791859] established February 5th, 2019.

6.0. North, Mid-Coast and South Coast Segment Teams – Local OCT Support Statements

The following are examples of commitments made in the North, Mid-Coast and South Segment Team DoCs in support of completing, operating and maintaining the OCT. The three Segment Teams were convened by County Commissioners and staffed through the County Solutions program at the Association of Oregon Counties. The Segment Teams were instrumental in identifying local resources and providing input about current and potential future trail alignments.

The Statewide Landowners Group discussed the Segment Teams efforts and coordinated work closely with them. Oregon Solutions and County Solutions coordinated discussions, developed a process approach and worked to align efforts across the stakeholder groups. A discussion of the Segment Teams and a list of participants is included in Appendix D “About the Segment Teams”.

➔ **These example support statements are included in the Segment Team DoCs developed by AOC:**



Draft Examples of Commitments from Cities:

City of North Bend

The City of North Bend, pledging support for the Oregon Coast Trail, commits to seek funding for capital improvement projects enhancing pedestrian facilities along the route per our transportation system plan.

David Milliron, City Administrator, City of North Bend

City of Bandon

The City of Bandon is supportive of the Oregon Coast Trail, and is currently in the process of designing and constructing improvements to the section from Old Town Bandon to the beach at South Jetty. The City will also cooperate with signage describing the trail and directing hikers.

Dan Chandler, City Manager, City of Bandon

City of Reedsport

The City of Reedsport pledges to support, where possible and appropriate, ongoing efforts in Trail alignment, construction and maintenance; to encourage local regional and statewide partners to facilitate Trail completion; to pledge strategic assistance where appropriate and available; as possible, to help secure easements; and to provide support for the seeking of grants for Trail construction.”

Deanna Schafer, City Manager, City of Reedsport

Draft Examples of Commitments from Ports:

Port of Bandon

The Port of Bandon pledges its input on Trail design on the Port property; support for grant applications for the Trail as a whole; and, where possible, staff time as an in-kind match.

Jeff Griffin, Manager, Port of Bandon

Port of Umpqua

The Port of Umpqua pledges to support, where possible and appropriate, ongoing efforts in Trail alignment, construction and maintenance; to encourage local regional and statewide partners to facilitate Trail completion; to pledge strategic assistance where appropriate and available; as possible, to help secure easements; and to provide support for the seeking of grants for Trail construction.

Eric Boe, Vice President, Port of Umpqua

Draft Examples of Commitments from the Private Sector:

Coos Bay-North Bend Visitor & Convention Bureau

The Coos Bay-North Bend Visitors and Convention Bureau will:

- promote and encourage the formation of local Trail-related collaborative partnerships.
- Collaborate with local, regional and statewide partners to facilitate Trail completion.
- Advocate for The Oregon Coast Trail as an incredible and unique hiking experience.
- Highlight the Trail on our website, social media channels, and in our visitor center in Coos Bay.

Janice Langlinois, Executive Director, Coos Bay-North Bend Visitor & Convention Bureau

Charleston Merchant's Association

The Charleston Merchant's Association pledges to support, where possible and appropriate, ongoing efforts in Trail alignment, construction and maintenance and to encourage local regional and statewide partners to facilitate Trail completion.

Tim Hyatt, President, CMA

Bandon Dunes Golf Resort and Wild Rivers Coast Alliance

- Bandon Dunes Golf Resort pledges to allow trail access through Resort property using its existing trail system and will also commit to funding the construction and maintenance for any portion of the Oregon Coast Trail on Bandon Dunes Resort property.
- Bandon Dunes Golf Resort/WRCA will provide written support for grant funding applications necessary to construct and complete other sections of the Oregon Coast Trail on Oregon's South Coast.
- Wild Rivers Coast Alliance, Bandon Dunes Resort's grant making entity, will accept grant applications that promote completion of the Oregon Coast Trail system, including trail easement acquisition on the South Coast. These applications will be evaluated and awarded under a competitive system with other grant applications that meet the goals and objectives of the Wild Rivers Coast Alliance.
- Bandon Dunes Golf Resort is committed to work cooperatively with State Parks to develop a signage template on the Resort that meets both entity's needs.
- Both Bandon Dunes Golf Resort and Wild Rivers Coast Alliance will create a link on their respective web sites that link to Oregon State Park's Oregon Coast Trail Website.

Don Crowe, General Manager, Bandon Dunes Golf Resort

Draft Examples of Commitments from Non-Profits and Trail Advocates:

National Coast Trail Association

The National Coast Trail Association pledges continued oversight and participation in the planning process, advocacy regarding implementation, letters of support for trail related grant funding, and other opportunities to assist as they arise.

Al LePage, Executive Director, National Coast Trail Association

Advocates of the Oregon Coast Trail

Advocates of the Oregon Coast Trail pledges continued participation in the planning process, advocacy regarding implementation, letters of support for trail related grant funding, and other opportunities to assist as they arise.

Dan Hilburn, Advocates of the Oregon Coast Trail

Appendix A: Legislation Directing OPRD to Complete the Oregon Coast Trail

79th OREGON LEGISLATIVE ASSEMBLY--2017 Regular Session

Enrolled

House Bill 3149

Sponsored by Representatives SMITH DB, GOMBERG, BUEHLER; Representatives HEARD, HOLVEY, KENNEMER, MCKEOWN, WHISNANT, WILSON, WITT, Senators DEVLIN, HANSELL, ROBLAN

AN ACT

Relating to the Oregon Coast Trail; and prescribing an effective date.

Whereas 2017 marks the 50th anniversary of the Oregon Beach Bill, House Bill 1601 (1967), in which the Legislative Assembly established the public's right to uninterrupted use of Oregon's shoreline and beaches; and

Whereas the Oregon Coast Trail spans more than 350 miles of Oregon coastline from the south jetty of the Columbia River on the north to the Oregon-California border on the south, taking advantage of the publicly owned beaches and providing connections between the beaches; and

Whereas the State Parks and Recreation Division began development of the Oregon Coast Trail in 1971 and declared it hikeable in 1988, and the State Parks and Recreation Department has a target date of 2021 for completion of the trail system; and

Whereas numerous trail segments or "gaps" require trail users to walk along the shoulder of US Highway 101 or on other roads not designed for pedestrian use; and

Whereas closing the gaps in the Oregon Coast Trail system will increase the safety of trail users and motorists alike; now, therefore,
Be It Enacted by the People of the State of Oregon:

SECTION 1.

(1) The State Parks and Recreation Department shall, in cooperation with the Department of Transportation, other interested state agencies, local governments, nonprofit organizations and other stakeholders, develop an action plan to complete the Oregon Coast Trail. The plan shall identify and address:

(a) A preferred option for the development, maintenance and operation of each new trail segment intended to address a gap in the trail system, including the costs associated with the development, maintenance and operation, that:

(A) Takes into account the existing uses of the land where trail segments are to be constructed, including public highway right-of-way, private or public ownership and active rail use;

(B) Ensures that the designation of trail segments will not conflict with surrounding private property rights, including rights of way and easements; and

(C) Takes into account the concerns of the public and other interested parties;

(b) Prioritization of new trail segment construction based on resulting improved safety, immediacy of implementation, potential project sponsors and sources of funding;

(c) Potential sources of funding for implementation of the plan, including but not limited to federal, state and private sources; and

(d) Options for designation of final state agency or other responsible entities for the development, maintenance and operation of the trail and trail facilities as identified in the plan.

(2) The State Parks and Recreation Department may coordinate with nonprofit organizations to raise funds and to develop, maintain and operate the trail and trail facilities as necessary to implement the plan.

(3) The State Parks and Recreation Department shall submit an annual report to the Legislative Assembly on the progress made toward developing and implementing the plan required by this section.

SECTION 2. This 2017 Act takes effect on the 91st day after the date on which the 2017 regular session of the Seventy-ninth Legislative Assembly adjourns sine die.

Appendix B: Request for Designation as an Oregon Solutions Project



October 16, 2018

Dear Governor Brown,

We are writing to request your support to designate the Oregon Coast Trail (OCT) as an Oregon Solutions Project. The Oregon Parks and Recreation Department (OPRD), the Oregon Department of Transportation (ODOT), the Association of Oregon Counties (AOC), and the Oregon Coast Visitors Association are jointly requesting this designation.

The OCT, which spans more than 350 miles from the mouth of the Columbia River to the California border, was first envisioned almost 60 years ago by Oregon geographer Samuel N. Dicken. While a trail has been a longstanding aspiration for many along the coast, a safe walkable route has yet to be developed either on trails, or on the shoulder of US Highway 101 and on other roads for pedestrian use.

In 2017, the Oregon Legislature passed HB 3149, legislation that directs OPRD to work with ODOT, other agencies, local governments, and interested stakeholders to develop an action plan outlining a strategy for the completion of the OCT. Since its passage, our four agencies have been working together to create a plan to address safety gaps. Addressing these gaps will lead to a more complete border-to-border route, one that is well-marked and providing safer trail experiences for border-to-border thru-hikers as well as for those walking shorter trail segments. We are ready to launch collaborative stakeholder group meetings at the coast-wide and segment-specific levels to develop the action plan that will include prioritizing the improvements necessary to improve the trail gaps.

We have created a partnership with Oregon Solutions and AOC's County Solutions Program to more fully engage county commissioners and other stakeholders in this effort. AOC County Solutions will work with county commissioners who will convene and engage all partners at the three regional segments and address gaps in the trail at the local level. Oregon Solutions will convene the statewide stakeholders to determine trail and maintenance standards, establish priority setting for the overall trail system, and adopt a coast-wide action plan built from the work of the regional segments. The stakeholder groups we are launching will include the landowners hosting the trail - cities, counties, special districts, federal agencies, tribes, and private landowners - as well as trails users, health and wellness groups and private sector representatives from tourism and recreation-related businesses.

The success and sustainability of the OCT necessitates identifying a governance structure that will provide a coordinated framework for adopting and advancing the implementation of the action plan including how to reach collaborative agreements on overall project priorities and management

Appendix B continued

functions. The governance plan will need to identify the means to perpetually engage a broad group of key stakeholders from the public, private and non-profit sectors in the ongoing efforts to achieve implementation of the plan in an orderly and timely manner. This includes identifying fiscal responsibilities and accountability for management, capital construction and maintenance of the Trail.

Your designation will convey a message of importance and high level support reinforcing the importance for stakeholder involvement that is crucial for the successful completion of this complex project. We desire to proceed with Oregon Solutions as a neutral facilitation process, a collaborative approach, and a project management structure to support work over the long term. An Oregon Solutions approach for stakeholder discussions, completion of an action plan and development of a governance structure will greatly enhance this effort. We appreciate your consideration of this request, and are available to you and your staff if you have any questions.

Sincerely,



Lisa Sumption, Director
Oregon Parks & Recreation Department



Matt Garrett, Director
Oregon Department of Transportation



Mike Eliason, Interim Executive Director
Association of Oregon Counties



Marcus Hinz, Executive Director
Oregon Coast Visitors Association

C: Karmen Fore, Director, Oregon Solutions
Greg Wolf, Director, County Solutions

Appendix C: Governor's Designation Letter



KATE BROWN
Governor

November 14, 2018

Lisa Sumption, Director
Oregon Parks & Recreation Department
725 Summer St. N.E. Suite C
Salem, OR 97301

Mike Eliason, Interim Executive Director
Association of Oregon Counties
1201 Court St NE #300
Salem, OR 97301

Marcus Hinz, Director
Oregon Coast Visitors Association
PO Box 940
Tillamook, Oregon 97141

Matt Garrett, Director
Oregon Department of Transportation
355 Capitol St. NE, MS11
Salem, OR 97301-3871

Dear Directors Sumption, Hinz, Garrett and Interim Executive Director Eliason,

I am informed that your agencies have been making great strides toward achieving the planning objectives for the Oregon Coast Trail (OCT) as outlined in HB 3149 legislation from the 2017 Legislative session. The efforts that your coordination team have made toward developing an action plan to complete the OCT have been well focused, and I believe the elevated, neutral forum of Oregon Solutions is ideal for helping to establish the governance structure for finalizing an action plan and moving forward with implementation. Therefore, I am pleased to designate the necessary governance determination process as an Oregon Solutions Project. I am designating State Representative David Brock Smith and Oregon Parks Commissioner Doug Deur to lead this effort as co-conveners.

My understanding is the action plan will address gaps in the trail and related safety issues through a partnership with the AOC's County Solutions Program. The agreement on the governance structure will provide the OCT a coordinated framework for adopting and advancing the implementation of the action plan including how to reach collaborative agreements on overall project priorities and management functions. The governance plan should also identify the means to perpetually engage a broad group of key stakeholders from the public, private and non-profit sectors in the ongoing efforts to achieve implementation of the plan in an orderly and timely manner. Lastly, this effort should identify fiscal responsibilities and opportunities for management, capital construction and maintenance of the Trail.

254 STATE CAPITOL, SALEM OR 97301-4047 (503) 378-3111 FAX (503) 378-8970
WWW.GOVERNOR.OREGON.GOV



Directors Sumption, Hinz, Garrett and Interim Executive Director Eliason
November 14, 2018
Page 2

Thank you for the identification of this important collaboration. This project addresses important priorities in the state for tourism, recreation, and environmental education. Please keep my office updated on this effort. I wish you well!

Sincerely,

A handwritten signature in cursive script that reads "Kate Brown". The signature is written in black ink and includes a horizontal flourish at the end.

Governor Kate Brown

KB: jlb

cc: Jason Lewis-Berry, Regional Solutions
Karmen Fore, Oregon Solutions
Greg Wolf, County Solutions

Appendix D: About the OCT Segment Teams

County Solutions (a local government collaborative governance effort housed at the Association of Oregon Counties) has been providing critical support working with county elected leaders to convene three segment teams embracing the length of the trail. Collectively these three segment teams have been an integral part of the collaboration leading to the development of a robust action plan.

The *purpose* for the three segment teams includes the following:

- Convening stakeholder entities, including federal and state agencies, local governments, nonprofit groups, and private business interests that have property hosting the OCT or have resources available to complete the OCT.
- Conducting mutual education about interests, challenges and opportunities to complete the respective sections of the trail including cultivating a shared understanding of HB 3149 legislation and the current status of the OCT.
- Developing short-term and long-term recommendations for alternative alignments to close gaps.
- Engaging stakeholders who can contribute to identifying and deploying financial resources and technical support for completing and maintaining the OCT.
- Creating Declarations of Cooperation for each of the three segment teams that include specific preferred trail alignments.

AOC and County Solutions have worked with county commissioners to convene and engage partners to discuss the gaps and identify possible short-term and long-term solutions for each. This has involved forming eighteen “gap teams” (also referred to as “connection teams”) of local stakeholders that include the landowners hosting the trail—cities, counties, special districts, federal agencies, tribes, and private landowners—as well as trail users, health and wellness groups, and private sector representatives from tourism and recreation-related businesses. Subsequently, the segment team conveners appointed local leaders to bring together gap teams to work on alternative alignments.

A set of shared *goals* evolved out of the initial collaborative work of the three segment teams. These goals include the following:

- Use a partnering approach to convene stakeholder discussions that support the completion of a robust, widely understood, and broadly supported OCT action plan.
- Convene a process with stakeholders that serves the committed efforts of OPRD for completing the action plan and leads to more effective, coordinated implementation of the components in the action plan.

- Use a neutral facilitation process and a collaborative approach that supports implementation of the action plan and ongoing sustainability of the trail whether on lands managed by public, private, or nonprofit entities.
- Hold transparent stakeholder discussions that will help lead to the development of a practical governance structure involving all landowners that host the OCT, discussions that will ultimately facilitate the completion and implementation of the action plan.
- Craft public communications that represent the collaborative work of the three segment teams and the statewide team working on the trail, and that also serve to build coastal community pride and ownership in the trail *and* gain additional support and momentum for completing the OCT.

In order to better connect across the existing gaps, overarching considerations for stakeholder collaboration include:

- Coordinating existing trail way-finding, construction, operation, and maintenance needs across multiple land ownerships.
- Increasing the safety of trail users, particularly in places where the trail is shared with bicyclists and motorists.
- Enabling the completion of the trail in a manner that will result in a world class experience and valued community amenity.
- Identifying additional tools and opportunities to enhance the trail.
- Making recommendations for a sustainable collaborative governance structure to operate, maintain, and enhance the OCT in perpetuity.

Specific project team guidance for each of the segment teams and gap teams was discussed with the Statewide Landowners Group and is outlined in the following paragraphs. The gap team leaders were asked to report back to their respective segment team regarding the work and the progress made toward identifying alternative alignments. Note: The work of the segment teams and the gap teams was funded through a grant from the Federal Highway Administration/Western Federal Lands office.

Direction for Identifying Alternative Trail Alignments Included in the Federal Lands Access Program (FLAP) Grant Statement of Work

- Alignments selected must address trail standards as developed by Oregon Parks and Recreation Department (OPRD) and adopted by the statewide OCT Ownership Group.

- Connection groups (Gap Teams) should also consider alternative alignments prior to selecting a preferred alignment. In addition, alignments should comply with existing laws and requirements such as cultural resource protection and natural hazard requirements.
- Identify any partners that provide a maintenance strategy that provides for ongoing maintenance of the trail.
- Identify any partners that agree to be a connection sponsor which would include to take responsibility:
 - Develop funding necessary to construct and complete the trail connection by seeking grants and other sources of support;
 - Oversee and manage organizations that agree to maintain the trail connection;
 - Ensure the OCT is incorporated in the city and/or county comprehensive plan;
 - Advise OPRD and the OCT Ownership Group on issues associated with the trail connection that require their assistance on an ongoing basis.
- Prepare a Declaration of Cooperation for the Trail gap that describes preferred alignments as agreed through consensus-based decision making.

The following table identifies many of the local stakeholders and community members that participated with the Segment Teams.

OCT Segment Team Participants List			Spring 2022	
Organization	Title	First	Last	
Coastwide				
State	OPRD	Coastal Region Manager	Dennis	Comfort
Federal	USFS	Supervisor, Siuslaw National Forest	Robert	Sanchez
State	Regional Solutions	Director	Leah	Horner
NGO	Trail Keepers of Oregon	Executive Director	Steve	Kruger
Federal	USFWS	Manager	Dawn	Harris
NGO	National Coast Trails Association	Executive Director	Al	LePage
NGO	Oregon Coast Trail Foundation	President	Connie	Soper
South Coast Segment				
County	Coos County	Commissioner	Melissa	Cribbins
County	Curry County	Commissioner	Court	Boice
State	OCVA	South Coast Coordinator	Dave	Lacey
County	Coos County	Commissioner	John	Sweet
NGO	Wild Rivers Coast Alliance	Steering Committee	Steve	Denney
NGO	National Coast Trails Association	Executive Director	Al	LePage
State	OPRD	South Coast District Manager	Justin	Helberg
State	ODOT	District Manager	Glen	Pederson
County	Curry County	Commissioner	Court	Boice
County	Coos County	Commissioner	John	Sweet
County	Douglas County	Commissioner	Chris	Boice
City	City of North Bend	City Administrator	David	Milliron
City	City of Bandon	City Manager	Dan	Chandler
Port	Port of Bandon	Manager	Jeff	Griffin
Private	Charleston Merchants Association	President	Tim	Hyatt
Port	Port of Umpqua	Vice President	Eric	Boe
City	City of Reedsport	City Manager	Deanna	Schafer
Advocates	Advocates of the OCT	Representative	Dan	Hilburn
Private	Bandon Dunes Golf Resort	General Manager	Don	Crowe
NGO	Wild Rivers Coast Alliance	General Manager	Don	Crowe
Private	Coos Bay-North Bend Visitors & Convention Bureau	Executive Director	Janice	Langlais
NGO	Cape Blanco Historical Society		Lorin	Kessler
NGO	Gold Beach Main Street		Lauri	Vansant
Mid-Coast Segment Team				
County	Lincoln County	Commissioner	Doug	Hunt
State	OPRD	Mid-Coast District Manager	Preson	Phillips
State	OCVA	Central Coast Coordinator	Jesse	Dolin
NGO	National Coast Trails Association	Executive Director	Al	LePage
City	City of Lincoln City	City Council	Riley	Hoaglund
State	ODOT	Manager	James	Feldman
Federal	USFWS	Manager	Dawn	Harris
Private	Salishan Leaseholders, Inc.	Member	Dave	Hess
Private	Clarion Inn Surfrider Resort	Manager	Tammy	Latchford
Private	Lincoln County Economic Development Alliance		Caroline	Bauman
Private	Depoe Bay Chamber of Commerce		Laura	Ferguson
Federal	BLM	Yaquina Head Site Manager	Matt	Betenson
NGO	Newport Newts/OSU		Thomas	Follett
City	City of Newport	Director, Parks & Recreation	Jim	Protiva
City	City of Newport	City Council	Cindy	Jacobi
City	City of Newport	Planning Department	Derek	Tokos
City	City of Walport	Mayor	Susan	Woodruff
City	City of Florence	Director, Public Works	Megan	Messmer
City	City of Florence	Mayor	Joe	Henry
North Coast Segment Team				
County	Tillamook County	Commissioner	Erin	Skaar
State	OPRD	North Coast District Manager	Justin	Parker
Tribe	Confederated Tribes of the Grande Ronde	Tribal Council member	Michael	Langley
Tribe	Clatsop-Nehalem Confederated Tribes	Vice Chair	Dick	Basch
Tribe	Chinook Indian Nation	Secretary/Treasurer	Rachel	Cushman
Tribe	Confederated Tribes of the Siletz Indians	Tribal Council chair	Delores	Pigsley
County	Clatsop County	Commissioner	Lianne	Thompson
County	Clatsop County	Director, Public Works	Ted	McLean
County	Tillamook County	Director, Public Works	Chris	Laity
Private	Col-Pac Economic Development District	Executive Director	Ayreann	Colombo
Private	Visit Tillamook Coast	Trails Coordinator	Dan	Haag
NGO	Oregon Coast Trail Foundation	President	Connie	Soper
State	Oregon Coast Visitors Association	Director	Marcus	Hinz
City	City of Seaside	Director, Public Works	Dale	McDowell
NGO	North Coast Land Trust	Project Manager	Amy	Hutmacher
NGO	Salmonberry Trail Foundation	Executive Director	Jon Paul	Bowles

Appendix E: Oregon Coast Trail Project Team Ground Rules



Oregon Coast Trail Team Member Ground Rules

The co-conveners and partners in the Oregon Coast Trail (OCT) project are committed to the following these general principles and “ground rules” for how we conduct our business with one another:

General Principles

- We agree to approach problems with creativity and with open minds.
- We each have a unique perspective and contribution to make.
- We recognize that we must work to involve any person or group who could help us or hinder us from achieving our goals.
- We agree to focus on taking incremental “do-able” steps towards success.

Ground Rules

1. We recognize that the best outcomes depend upon cooperation and collaboration among all entities at the table.
2. We commit to openly communicate ideas, potential contributions, and concerns, and also to engage in respectful, active listening to each other. We respect all questions as good questions, and important part of achieving a shared understanding and vision for the outcomes of our efforts.
3. We will focus on the future we would like to create for the OCT rather than any past problems and past history of issues.
4. We will work toward agreements that are fair and constructive for everyone. When consensus is not possible, we will acknowledge and accept our differences and work toward the best possible outcome.
5. We agree to commit to the agreed-upon solution, in whatever way we can. If we, individually, are unable to make a commitment for our organization, we will work to identify what will make that commitment possible.

6. We commit to building trust by doing what we say we will do.
7. We agree to notify each other before taking outside actions including communications such as newsletter and blog posts that might impact the work we are doing together.
8. We agree to attend all meetings or designate an alternate. We will be individually responsible for keeping our alternate updated as well as the entity that we are affiliated with and representing at the table.
9. We commit to reviewing agendas and materials in advance of meetings. If we have suggestions for an agenda or materials to share for review and discussion, we will contact one of the Co-Conveners or the project manager well in advance of the meeting.
10. Everyone shares in the solution, everyone shares in the credit.

Governor Brown appointed two Oregon Solutions project co-conveners for the OCT:

- Oregon State Representative David Brock Smith
- Oregon State Parks and Recreation Commissioner Douglas Deur

The County Solutions conveners for the OCT Coastal Segment Teams are:

- North Coast Segment – Tillamook County Commissioner Erin Skaar (2020 – current)
Tillamook County Commissioner Bill Baertlein (2018-2020)
- Central Coast Segment – Lincoln County Commissioner Doug Hunt
- South Coast Segment – Coos County Commissioner Melissa Cribbins

OCT Project Management Team contacts include:

- Association of Oregon Counties and County Solutions – Andy Smith
- Oregon Coast Visitors Association – Marcus Hinz
- Oregon Parks and Recreation Department – Dennis Comfort, Matt Rippee, Paul Reilly
- Oregon Department of Transportation – Karyn Criswell, Susan Peithman, Jenna Berman
- Western Federal Lands, Federal Highways Administration – Cole Grisham

Oregon Solutions staff:

- Pete Dalke

*March 2019. *Below is an updated list with current conveners and contacts as of 12/2021.*

Oregon Coast Trail		
Statewide Landowners Group - Oregon Solutions Project Team		Revised 5/2023
Co-convener	Douglas Deur, Oregon Parks Commissioner	deur@pdx.edu
Co-convener	State Senator David Brock Smith	Sen_DavidBrockSmith@oregonlegislature.gov
The Project Team members and alternates include:		
	Name	E-mail address
Association of Oregon Counties	Gina Firman Nikkel, Executive Director	gnikkel@oregoncounties.org
Association of Oregon Counties (alternate)	Branden Pursinger, Legislative Affairs Manager	bpursinger@oregoncounties.org
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APPENDIX F: Landowner Group Concurred Upon Governance Framework

Oregon Coast Trail: A Collaborative Governance Framework for the Implementation of the Action Plan and Long-Term Operations and Maintenance

Revised Final Draft

Discussed at 1/20/2023 Statewide Landowners Group Meeting

Summary

The purpose for this document is to outline a governance structure for the Oregon Coast Trail (OCT). This document identifies a framework for the long term sustainable governance structure to operate, maintain, and enhance the OCT. This framework is intended to address the three major governance components that are essential for the success of long-distance trails – leadership and policy, operations and maintenance, and a non-profit foundation group.

The OCT governance framework is based on a “collaborative partnership structure representing different levels of government, non-profit organization, communities and stakeholders dedicated to agreed-upon goals.” (Oregon Parks and Recreation Commission presentation, 4/12/2022). The proposed long term governance framework for the OCT is a partnership between local, state, and federal agencies, tribes and non-profit partners. There is also a role for trail advocates and private businesses.

Guiding principles for identifying a governance structure include:

1. This is the time to address the OCT challenges, implement the action plan, and this is the group that can do it.
2. The Action Plan will be completed in early 2023 and is expected to have the concurrence of the Statewide Landowners Group at the time it is presented to the Oregon State Legislature.
3. The OCT has never benefitted from a comprehensive governance structure knitting together all of the landowners that host the Trail route.
4. A governance framework that centers around a collaborative approach is key to success with the Action Plan implementation.
5. A governance structure will emerge based on concurrence with the Action Plan, and will reflect and move forward the commitments contained in the OCT Declaration of Cooperation for Implementing the Action Plan and the respective OCT Segment Team Declarations of Cooperation (North, Mid- and South Coast).
6. There is an urgency to identify a governance structure and move forward to maintain the momentum for completing the trail and assuring its long-run sustainability, while also recognizing that putting in place a governance structure will take time and necessitate an interim approach leading to the desired long-term solution.
7. Establishing a governance structure leading to sustainable operations and maintenance will require creative cooperation among all project partners.

8. Identification of resources, including staff capacity and funding, is a key need for administering and coordinating implementation of the Action Plan and as well as assisting with moving the governance framework forward.
9. OCT partners agree to support each other in gaining the authority and capacity to make the Trail a win-win for all.
10. Solutions for closing gaps and related OCT projects must add value for the communities and tribes along the OCT route.

There is emerging concurrence for building on the existing structure created to develop the Action Plan. This structure includes the Federal Lands Access Program (FLAP) grant Project Management Team, the three coast Segment Teams, the FLAP Project Advisory Group and the Statewide Landowners Group. This involves the current partners and stakeholders aligning and integrating the current structure to support the action plan development, the FLAP grant and the Oregon Solutions project to a collaborative governance structure. This can be summarized as follows:

Existing Framework

Proposed Long-Term Framework

Leadership and Policy Making

Statewide Landowners Group → OCT Policy Board

Operations and Maintenance

Landowners individually → Landowners coordinating with support from the Oregon Coast Trail Foundation and other non-profit groups

Action Plan Implementation and Project Development

FLAP Project Advisory Group → Coordinating Committee

Segment Teams → Implementation support, local leadership

Nonprofit Foundation Support

Non-profit recently created → Oregon Coast Trail Foundation

The direction for the governance framework is derived from the work of the OCT Statewide Landowners Group and in particular the four entities that requested the Governor designate the OCT as an Oregon Solutions project: Association of Oregon Counties, Oregon Coast Visitors Association (the Regional Destination Management Organization for the coastal region appointed by the Oregon Tourism Commission), Oregon Department of Transportation and the Oregon Parks and Recreation Department.

Per the Governor’s Oregon Solutions project designation, “agreement on the governance structure will provide the OCT a coordinated framework for adopting and advancing the implementation of the action plan including how to reach collaborative agreements on overall project priorities and management functions. The governance plan should also identify the means to perpetually engage a broad group of key stakeholders from the public, private and non-profit sectors in the ongoing efforts to achieve implementation of the plan in an orderly and timely manner. Lastly, this effort should identify fiscal responsibilities and opportunities for management, capital construction and maintenance of the Trail.”[†]

[†] Governor Kate Brown, [2018 designation letter](#).

Levels of Organization and Representation

There are a significant number of details to be worked through and decisions that are needed to establish the governance structure suggested by this framework. Some of the details and decision points are outlined here:

OCT Policy Board (Leadership Group)

The criteria for participation on the leadership group will include those entities owning and managing the lands that the OCT route crosses, including public, private, tribal and non-profit entities. Initially the Board could be comprised of senior level managers and executives from OPRD, ODOT, USFS, OCVA, AOC, LOC, OCTF. Tribal representatives are always welcome to participate. A trail policy board sets overall direction, and can expand its membership if needed to better reflect the complexities of trail route ownership and trail use.

The functions of an OCT Policy Board include:

- Primary decision making authority for the OCT.
- Aligns high level support for resources needed for implementing the Action plan, developing projects, and operating and maintaining the Trail.
- Assures that decisions are being made to implement the Action Plan, issues are addressed and resolved in a coordinated, collaborative ongoing fashion.
- Provides staff to participate with the Coordinating Committee (discussed in the following paragraphs) to assist with the implementation, operations and maintenance activity.

Oregon Parks and Recreation Department (OPRD) serves as the convener of Policy Board meetings and provides staff to coordinate and run meetings. Policy Board decisions are by consensus – that is, all can “live with a proposed decision”. (If in the future the Policy Board were to be involved in grant funding or other fund disbursement decisions then a voting criterion may need to be established for that specific purpose.)

Key roles and expectations for the Policy Board include:

- Oversee the operation of the OCT.
- Set strategic priorities, make budget commitments, establish state and federal legislative agenda.
- Meet on a regular basis.
- Discuss at least once each year the overall implementation of the Action Plan and consider revisions as deemed necessary.
- Seek consensus on proposed changes to the Action Plan.
- Seek consensus on any issues that cannot be resolved by the OCT Technical Working Group/Coordinating Committee.

OCT Coordinating Committee

A coordinating committee is seen as a technical working group staffed by the Policy Board entities to help support and direct 1) Action Plan implementation, and 2) new project development. A coordinating committee would also troubleshoot operations and maintenance issues, including identifying operations and maintenance responsibilities for any new OCT segments or any “orphan” segments along the OCT route.

An OCT coordinating committee would have the same, or very similar, composition as the current OCT Project Advisory Group (PAG). PAG participation includes Western Federal Lands, OPRD, Oregon Department of Transportation (ODOT), Association of Oregon Counties (AOC), League of Oregon Cities, Oregon Coast Visitors Association (OCVA), tribes, US Forest Service, US Fish and Wildlife Service and trail advocates.

The functions of an OCT Coordinating Committee include:

- Troubleshooting operation and maintenance issues along the Trail in addition to implementing the Action Plan.
- Maintaining a shared sense of ownership of the Trail (this could include the Chair rotates annually and will be responsible for setting meetings, agendas, staffing meetings and tracking action items).
- Drawing on participants from the three OCT Segment Teams, and the local resources identified in the North, Mid- and South Coast Segment Teams’ Declarations of Cooperation, to maintain local input and support for all aspects of the OCT.

Key roles include:

- Providing review and assistance for OCT project development, operation, and maintenance.
- Tracking and reporting progress on Action Plan implementation.
- Consulting and coordinating with each other when operation, management or implementation issues arise.
- Reviewing and proposing appropriate alternatives to implementation projects of the other parties during project planning and environmental review processes.
- Coordinating and working with other agencies and regulatory bodies to implement the Action Plan.
- Meets regularly, quarterly has been suggested.
- Making recommendations and elevating conflicts to the policy group as needed.

In the initial stages of implementing the Action Plan and related project development, OPRD could convene the Coordinating Committee, together with additional local stakeholders, technical resources, elected officials and state and federal agencies (senior project staff representatives from OPRD, ODOT, USFS and others) to identify the priority concepts to be implemented in the short term. This would serve to identify immediate opportunities, consider priority projects and kick start immediate execution of some of the gap solutions.

Oregon Coast Trail Foundation

The [Oregon Coast Trail Foundation \(OCTF\)](#) is a 501(c)3 non-profit group established in 2019 “to secure resources to ensure users safely experience and appreciate the trail’s natural beauty, cultural significance and educational value.” The purpose of the non-profit is “to solicit, receive, and distribute funding for projects that improve and maintain the physical aspects and infrastructure of the Oregon Coast Trail and connecting recreation trails, as well as to provide marketing and information relative to the Oregon Coast Trail and connecting recreation trails.”

OCVA established the Foundation and provides administrative services. The initial functions of the OCTF have included advocacy, fundraising and support for trail construction and maintenance. The Foundation is currently providing funding to Trail Keepers of Oregon to coordinate and expand volunteer opportunities for trail work parties,

The Foundation’s role may expand as the non-profit builds capacity in the coming years. Both the OCTF and OCVA are participants on the OCT Policy Board.

The OCTF functions over time can include (based on Action Plan approved by the Policy Board):

- Soliciting, receiving and distributing funding for projects that improve and maintain the physical aspects and infrastructure of the OCT and connecting recreation trails.
- Making available visitor information regarding local services and amenities.
- Leading efforts to identify and make information available regarding transportation along the OCT including public transit, private shuttles, tour experiences and river and bay crossing services (The latter are generally discussed as private businesses offering boat rides, water taxis and ferries).
- Coordinating with the Policy Board, tribes and other stakeholders to facilitate the development and distribution of informational, educational and interpretive material related to the OCT.
- Maintaining and updating online maps of the OCT route using the best available information provided from the Policy Board entities and other trail partners.
- Making available promotional materials and Trail schwag.
- Working with the Policy Board members to arrange for an annual OCT Summit open to all stakeholders, tribes and advocates to dialogue about the status of the OCT.
- Celebrating successes.

Proposed Next Steps

The next steps to establishing a collaborative governance structure includes chartering an OCT policy/leadership board evolving out of the current Statewide Landowners Group. Once chartered an initial discussion for the Policy Board would be seeking agreement on a strategy for implementing the OCT governance framework. This includes:

- The status of standing up and staffing a technical working group, or coordinating committee, to review, discuss and coordinate on issues related to implementation of the action plan (as outlined above).
- Collaborating with OCVA and the OCT Foundation to map out and concur with the future roles and responsibilities for the non-profit.

Recommended Phased Strategy for Chartering the OCT Policy Board and Implementing the Governance Framework

- Phase I – Early 2023
 - The OCT Statewide Landowners Group
 - Signal concurrence with the Action Plan, and
 - agrees to collaborative governance framework that includes oversight by a policy board.
 - A working group is identified to develop a charter based on the framework.
 - Summer/Fall 2023
 - Working group completes a charter and a policy board is established
 - Implement short term governance (with OPRD lead) until charter can be fully implemented through supporting documents and agreements.
- Phase II – 2024
 - Complete IGAs and related agreements as needed for implementing the charter
- Phase III – 2025 and beyond
 - Transition to the long-term governance structure

Appendix J

Cost Estimates

(Electronic Excel File)

