

OREGON COAST TRAIL ACTION PLAN



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OREGON COAST TRAIL ACTION PLAN

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

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ACRONYMS AND ABBREVIATIONS

AOC	Association of Oregon Counties
BLM	Bureau of Land Management
DLCD	Department of Land Conservation and Development
FHWA	Federal Highway Administration
OCBR	Oregon Coast Bike Route
OCT	Oregon Coast Trail
ODOT	Oregon Department of Transportation
OPRD	Oregon Parks and Recreation Department
TSP	Transportation System Plan
USFS	U.S. Forest Service

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EXECUTIVE SUMMARY

Traversing Oregon’s dramatic coastline from border to border, the Oregon Coast Trail (OCT) travels roughly 400 miles across beaches, forests, and rivers. Much of the trail is on beach or on hiking trails. However, a significant portion of the OCT follows the shoulders of roads and highways, such as U.S. 101. These gaps in the OCT can feel uncomfortable or unsafe and detract from the hiking experience. Some sections of the trail lack adequate supportive services and facilities, such as camping opportunities and potable water. This Oregon Coast Trail Action Plan (Action Plan) describes how to remedy these gaps in the trail. This plan also addresses ways to improve trail amenities and services along the trail, including mapping and wayfinding, camping, restrooms, water crossing services, and a centralized trail information system.



Credit - Bonnie Henderson

The Oregon Coast Trail is already a great trail; this plan provides a blueprint for it to become a truly world-class trail and one modeling low-impact, sustainable tourism.

— Bonnie Henderson, author, *Hiking the Oregon Coast Trail*

Action Plan Development

Oregon Parks and Recreation Department (OPRD) partnered with the Federal Highway Administration (FHWA), Association of Oregon Counties (AOC), Oregon Solutions, and the consultant team to develop this Action Plan. The Action Plan was built on years of prior efforts to establish a continuous and connected trail, including the *Oregon Coast Trail: Connection Strategy* (OPRD 2011).

Development of the Action Plan began in 2021 and concluded in October 2023. AOC coordinated segment teams to investigate initial improvement concepts, which were later examined more closely by the project team. Public engagement informed the Action Plan, including a Project Advisory Group and broader public outreach events. *Section 1. Introduction* includes an overview of the OCT's history and background, a description of the Action Plan development process, the project schedule timeline, and a description of public engagement activities.

Trail Gaps

This planning process evaluated 40 gaps in the trail that require users to travel along or across state and local roadways, including the shoulder of U.S. 101 in many places. These gaps are described in *Section 2. Existing Conditions*. Features that create natural barriers for hikers traversing the Oregon Coast include:

- Rivers and bays.
- Rough terrain around headlands, rocky outcroppings, cliffs, and landslides.

Other factors that result in gaps along the trail include private property boundaries, beach closures due to military exercises, and sensitive environmental features, including wetlands, old growth forests, and habitat.



Credit - Josh Hild (Unsplash)

Gap Solutions

Section 3. Trail Gap Recommended Solutions lists OCT gaps and solution concepts. This section also reports estimated costs and gap priority. *Section 5. Funding Toolkit* recommends potential funding sources. The project team considered multiple factors when developing each solution, including:

- Environmental, cultural, archaeological, and historical resource impacts.
- Land ownership, whether private or public.
- Potential for shoulder improvements along U.S. 101 where other options are limited.

Defined OCT gaps are shown in Figure ES-2. Gaps and solution alignments are displayed in the OCT [web map](#).²

² <https://parametrix.maps.arcgis.com/apps/webappviewer/index.html?id=68afdea9af7c46b286228e1d41d21473>

Solution Concept Types

- Primary: Each gap has one primary concept, considered the main or primary route.
- Alternate: Many gaps have an alternate route that allows the hiker to choose to take another option either out of necessity or preference.
- Interim: Some gaps with solutions that are likely to take many years to implement could have an interim solution that will improve conditions temporarily until the permanent solution can be implemented.
- Aspirational: A few gaps include aspirational solutions. These aspirational concepts would greatly improve the gap, but would require substantial investments and are unlikely to be implemented within the next 20 years. Aspirational solutions will require more study and do not include cost estimates.

Relationship to Other Plans

Many of the solutions in this OCT Action Plan align with goals and projects of other existing plans. The plan for the Salmonberry Trail, for example, will connect gaps between Wheeler and Tillamook with a new path. And the 2022 Oregon Coast Bike Route Plan includes solutions that will benefit biking and hiking in multiple locations along the coast.



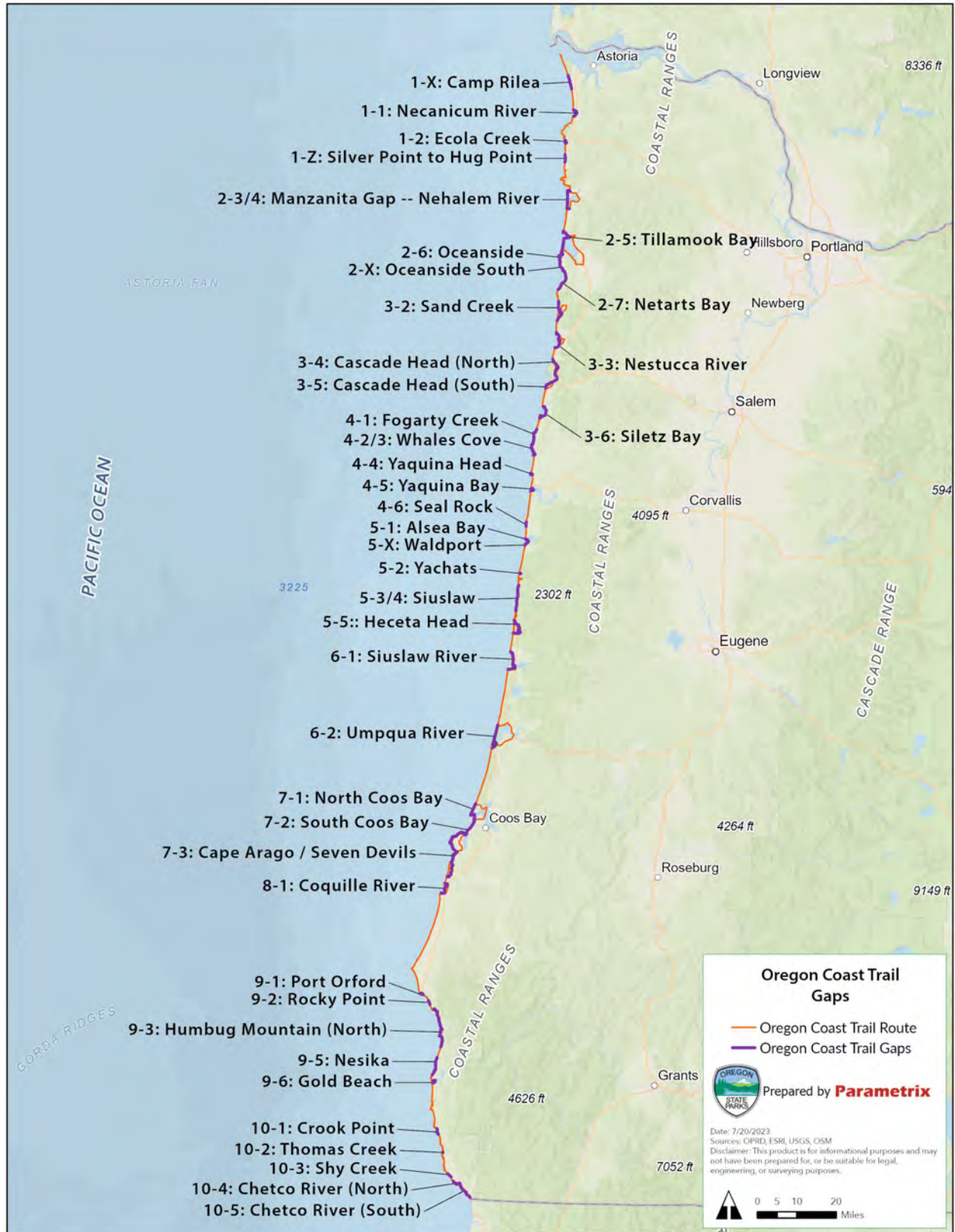


Figure ES-1. OCT Gaps

Additional Supportive Elements

World-class hiking trails consist of more than just a path. Trail facilities and services provide hikers with the critical elements they need to plan a trip, find food and lodging, feel confident that they can meet their needs, and enjoy their time on the OCT. The supportive elements outlined in Table ES-2 are recommended to improve the quality of the amenities and planning services along the trail. See *Section 4. Facilities and Wayfinding Recommended Improvements* for more information on supportive elements.



Credit - Bonnie Henderson

Table ES-1. Additional Supportive Elements

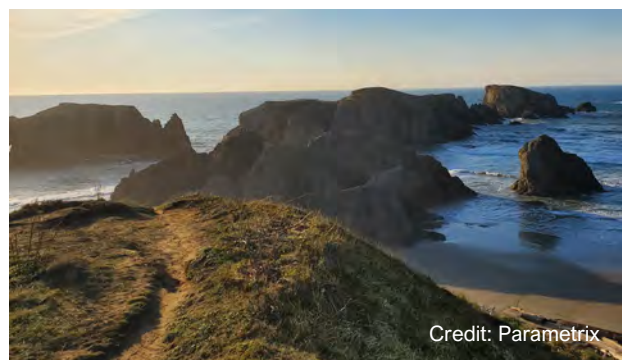
Element	Recommendations
Wayfinding	<ul style="list-style-type: none"> Provide consistent wayfinding through the full length of the OCT. Specific wayfinding strategies are identified in <i>Section 4.1 Mapping and Wayfinding Strategy</i> for locations along the trail where navigation is especially challenging.
Mapping	<ul style="list-style-type: none"> Electronic maps can be used to support and guide hikers along the OCT. Maps can indicate important amenities or locations, such as camping, public water sources, restrooms, showers, and tidal danger areas. Printed maps may also be provided; multiple partners could support provision of these maps.
Water Source Gaps	<ul style="list-style-type: none"> Where possible, public agencies should consider adding potable water facilities to existing state parks, recreation areas, picnic areas, and dry campsites along the coast. Critical locations are identified in <i>Section 4.2 Trail Facilities and Services</i>. In the near term, OPRD should consider providing temporary water solutions — such as large, refillable tanks — at roughly the halfway points of these critical locations.
Camping Gaps	<ul style="list-style-type: none"> Develop policy guidance to provide camping opportunities every 8 to 12 miles to inform the planning and development of camping facilities as funding and publicly owned land becomes available. Develop new campsites at Oregon State Parks that currently lack overnight sites, with a focus on long stretches without public camping options. Prioritize providing simple hiker-biker camping areas, which can be constructed relatively easily and inexpensively. Toilets and potable water should be provided with new camping. Coordinate with private campgrounds and other public landowners along the OCT to increase the availability of campsites.
Transit	<ul style="list-style-type: none"> OPRD should consider coordinating with coastal transit agencies to expand service in underserved areas and with agencies or private operators to provide shuttle services along gaps where hikers must walk on long stretches of highway.

Element	Recommendations
Water Crossings	<ul style="list-style-type: none">• Mark water crossings with consistent signs and wayfinding.• OPRD, other public landowners, and agencies along the coast can support water crossings. This could include facilitating agreements with providers and helping set up new water crossings.• Some water crossings may benefit from infrastructure such as improved docks and boat launches.• Include information about water crossing options, such as service hours and reservation requirements, in the centralized information system (see below).
Centralized Information System	<ul style="list-style-type: none">• <i>Section 4.3 Centralized Information System</i> includes recommendations for establishing an official, centralized source of information for the OCT. It should be updated regularly and provide the following information:<ul style="list-style-type: none">➢ Trail conditions, closures and detours.➢ Seasonal information, such as the best times of year to hike and specific information about creek crossings.➢ Alternate route descriptions and reasons to choose one alternate over another.➢ Water crossing options, service schedules, contact information, tidal and weather requirements, reservation system, and payment options.➢ Maps that can be downloaded, interactive maps with facilities, and other supportive map offerings.➢ Restroom, camping, lodging, and water source locations and details.➢ Answers to frequently asked questions about hiking the OCT, including hiking logistics, wayfinding, personal safety, rules and regulations, and other information.

Looking Down the Trail

The Oregon Coast Trail provides something unique and special for people from all walks of life, and this Action Plan provides a path forward for resolving difficult gaps and establishing a more consistent and comfortable trail. The OCT will require continued planning and partnerships with the many agencies and communities involved. The Declarations of Cooperation (Appendix I) documents this intention to work together. OCT partners can initiate actions described in *Section 6. Implementation* to kickstart improvements and raise awareness of the need to close these gaps.

The OCT is a priority for Oregon today, with recent legislation supporting its completion. Implementing this Action Plan will require teamwork and the dedicated support of local agencies, tribes, coastal communities, the state government, advocates, and funders. The future of the trail depends on these partnerships to move this plan forward and realize the vision of the OCT as an iconic trail that provides a world-class experience for all.



1. INTRODUCTION

1.1 Overview

An Oregon Treasure

The Oregon Coast Trail is a state wonder. Traversing Oregon’s dramatic coastline from border to border, the trail crosses beaches, headlands, and rivers, connecting parks and towns along the way. The Oregon Coast Trail (OCT) provides an epic challenge for hardy hikers who set out to complete the entire stretch. At the same time, the beaches and overland trails on the OCT route provide endless walking, hiking, and beachcombing opportunities for residents and visitors who use short sections of the trail. The OCT is truly a unique, world-class experience enjoyed by hundreds of thousands of people each year.

First declared “hikeable” in 1988, much of the trail follows open beaches or trails on public lands. A small but significant portion of the OCT follows shoulders of roads and highways such as U.S. 101. Other sections of the trail have gaps that are impassable during high tide or river crossings that require long overland detours. These gaps in the OCT can be uncomfortable, may feel unsafe, or otherwise detract from the amazing setting and experience the rest of the OCT offers.

This Oregon Coast Trail Action Plan, commissioned by the Oregon state legislature, describes how to remedy gaps in the trail, suggests alignment changes, and presents a plan to implement the changes. This Action Plan describes analysis and outreach that aided in developing and vetting solutions for fixing trail gaps. It includes preferred alignments, determines ownership, and identifies future design and construction opportunities. This Action Plan also provides a strategy and funding toolkit to improve, maintain, and repair the existing OCT over the long term.



History and Background

The OCT is a hiking route that parallels the full length—roughly 400 miles—of the Oregon coast. Trails have always been fundamental to the human geography of the Oregon Coast. Native 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. 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. In 1959, Samuel N. Dicken, a professor of geography at the University of Oregon, first laid out the concept for a public Oregon Coast Trail that would largely follow historic routes (Dicken 1973; La Follette and Deur 2021). With the passage of the Oregon Recreational Trail Act of 1971, the Oregon Parks and Recreation Department (OPRD) began developing the trail. See Figure 1-1 for a summary timeline of OCT history.

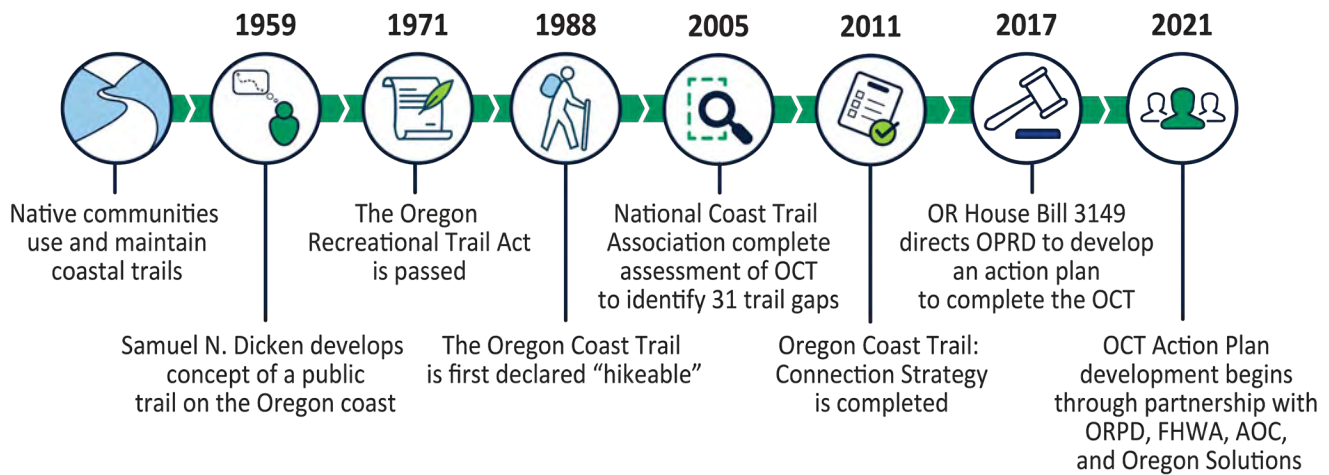


Figure 1-1. Summary Timeline of Oregon Coast Trail History

In 2005, the National Coast Trail Association completed an assessment of the trail to identify 31 trail gaps where the OCT is disconnected, inconvenient, feels unsafe, or is seasonally inaccessible. Gaps totaled about 40 miles. OPRD used these trail gaps to develop the 2011 *Oregon Coast Trail: Connection Strategy* (OPRD 2011). 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.

Legislation passed in 2017 (Oregon House Bill 3149) directed OPRD to develop an action plan to complete the OCT. This Action Plan fulfills that directive and provides partners with concrete steps to make the complete OCT a reality. Since then, there has been a concerted effort to develop a multi-agency collaborative approach to connecting across the sections, or gaps, in the

OCT that require trail users to walk along roads not designed for pedestrian use. Better connections through these sections to increase the safety of users and motorists alike is key to completing the trail in a manner that will result in a valued community amenity and a world class visitor experience. The Association of Oregon Counties (AOC), Oregon Coast Visitors Association (OCVA), OPRD, and the Oregon Department of Transportation (ODOT) have been working together to discuss and identify better trail alignments for the safety gaps in particular. Addressing these gaps will provide a safer trail experience and lead to a more complete, well-marked border-to-border route for through-hikers, as well as for those walking shorter trail segments.

In 2018, AOC, OCVA, OPRD, and ODOT submitted a letter to the governor requesting designation of the effort to complete the OCT as an Oregon Solutions project. Soon after, Governor Brown designated the OCT as an Oregon Solutions project.

Previous Public Engagement

Prior to the development of this Action Plan, partners, community members, and the public have been engaged in the development of OCT gap solutions.

Oregon Coast Trail: Connection Strategy. The steps for completing the Oregon Coast Trail Connection Strategy included input from local communities, land managers, public agencies, trail advocate groups, and individuals along its length. Four steering committees were formed, representing the North Coast, North Central Coast, South Central Coast and South Coast. The trail was divided into 10 sections, and the 31 gaps were reviewed section by section. Community outreach helped identify the current use, future short-term and long-term connection recommendations, and concept development. This outreach occurred from 2009 to 2010.

OCT Statewide Landowners Group. Governor Brown's Oregon Solutions project designation in 2018 led to establishing the OCT Statewide Landowners Group. This group brought together the landowners hosting the trail to collaboratively develop the action plan with OPRD, including identifying resources and a governance structure and moving forward with implementation. Landowners convened to identify individual gaps, prioritize segments, develop alignment recommendations, and develop trail maintenance groups. Concurrently, AOC created three coast segment teams (North, Mid, and South) to lead the effort to identify new and safer trail alignments to connect the gaps. The landowners group, including the AOC segment team conveners, initially worked on a vision statement for the OCT and adopted ground rules for their collaborative efforts to develop an action plan. The landowners group kickoff meeting was held in 2019, and the group continued to convene through 2023.

More than Recreation – Economic Opportunity

In 2021, an Oregon Outdoor Recreation Economic Impact Study determined that people riding the Oregon Coast Bike Route were responsible for **tens of millions of dollars of spending and economic impact in coastal communities.** The OCT similarly presents a major economic opportunity for coastal communities. Investing in the trail will make it more useable by more people, bringing more dollars to coastal communities. Use of the OCBR and OCT are inherently lower impact as well, compared to other tourist demands—people can leave their car behind when they visit these amazing routes.

1.2 Action Plan Development

OPRD partnered with the Federal Highway Administration (FHWA), AOC, and Oregon Solutions to form the core team that led the development of this Action Plan. The Action Plan process began in summer 2021 and concluded in October 2023. In 2021, AOC led a process to develop alignment alternatives for completing each gap of the OCT. AOC coordinated several segment teams to examine potential alignments and solutions along different sections of the OCT. Segment teams were composed of representatives from public land managers, tourism associations, nonprofit groups, and other interested parties. The project team then conducted analysis on the segment team recommendations, determined preferred alignments, and developed conceptual trail designs.

Public engagement informed the Action Plan and its development. The Project Advisory Group—composed of interested parties and agency staff—provided input at key milestones throughout the project. The Project Advisory Group processed public input, provided feedback, and made recommendations to the project team. Figure 1-2 summarizes the OCT Action Plan project schedule, which shows the primary steps of the plan and the touchpoints for public input.

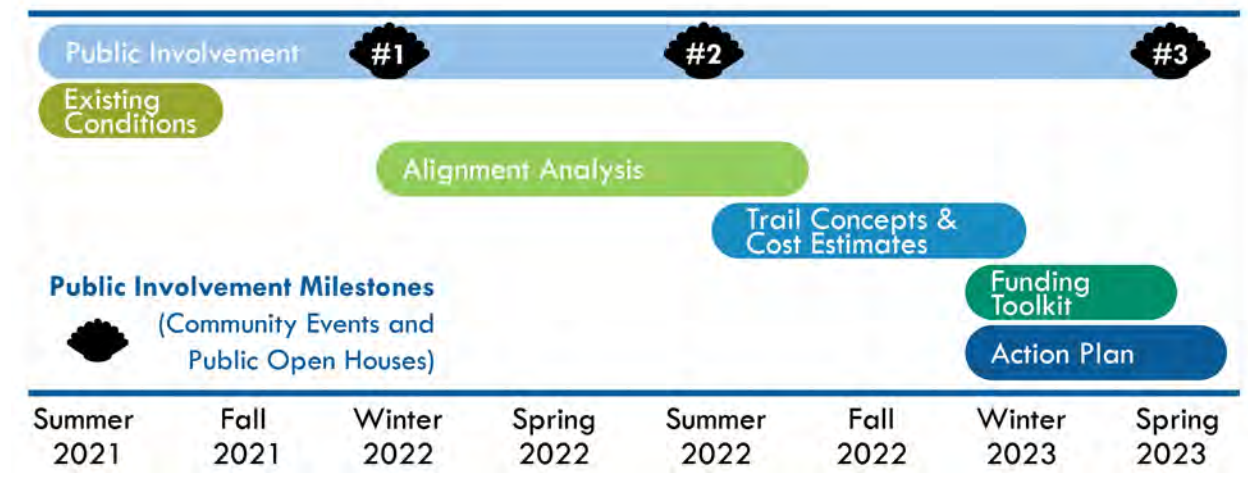


Figure 1-2. Project Schedule

1.3 Engagement Summary

Key Stakeholders

Table 1-1 lists the major stakeholder groups that could be affected by the concepts put forth in this Action Plan. These groups were considered during outreach as participants in the Project Advisory Group or as groups to contact during milestone outreach.

Table 1-1. Oregon Coast Trail Stakeholders

Stakeholder Category	Examples and Potential Contacts
Government agencies and institutions	<ul style="list-style-type: none"> • Oregon Parks and Recreation Department • Association of Oregon Counties • Cities and counties • Transit agencies • Oregon Department of Transportation • Oregon Department of Land Conservation and Development • Oregon Department of Fish and Wildlife • U.S. Forest Service • 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
Nonprofits and tourism	<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

The Project Advisory Group, mentioned in *Section 1.2*, also helped engage other interested parties and the general public.

Public Engagement Approach

The project team developed a comprehensive stakeholder and public engagement strategy. See Memorandum 1: Engagement Strategy (Appendix A) for more details. The following reviews the outreach goals and major engagement activities completed.

Engagement Goals

- Encourage the participation of a wide variety of stakeholders regardless of race, ethnicity, age, disability, income, or primary language by employing a mix of tools to reach the broadest audience possible.
- Provide early and ongoing opportunities for stakeholders to ask questions, raise issues, or share concerns.
- Ensure that public feedback is considered in the decision-making process and in development of the Action Plan.
- Explore trade-offs with stakeholders during Project Advisory Group and other stakeholder meetings to resolve conflict if necessary.

Public Engagement Milestones

Listed below are the major public engagement milestones during the development of the Action Plan. Feedback from each milestone is summarized in Community Outreach Summaries (Appendix H).

- **Milestone 1 (November 2021):** Introduced the project and provided opportunity for general feedback on the OCT experience. Provided early information about needs to clarify issues that must be addressed by the Action Plan.
- **Milestone 2 (May 2022):** Reviewed concepts for closing trail gaps to identify red flags or missed opportunities, as well as funding opportunities and the management strategy. Provided an opportunity for direct input from the public on the conceptual improvement ideas and other core elements of the Action Plan. Confirmed approaches to closing trail gaps.
- **Milestone 3 (June 2023):** Provided a final opportunity for public input on the elements of the Draft Action Plan.

Engagement Activities

- The project team included a diverse mix of tactics for reaching people, including online surveys, web maps, webinars, fact sheets, and email blasts.
 - OPRD coordinated directly with interested tribes throughout the process.
 - Most materials were translated to Spanish.
-



Credit: OPRD

2. EXISTING CONDITIONS

2.1 Gaps and Needs

This planning process evaluated 40 gaps in the trail that require users to travel along or across state and local roadways, including the shoulder of U.S. 101 in many places. The existing conditions analysis focused on gathering key information that informed development and evaluation of gap solutions. For the purposes of this Action Plan, the project team used the same definition of a “gap” that was used in the 2011 *Oregon Coast Trail Connection Strategy* (see sidebar). A full list and description of gaps are detailed in *Section 3. Trail Gaps and Recommended Solutions*.

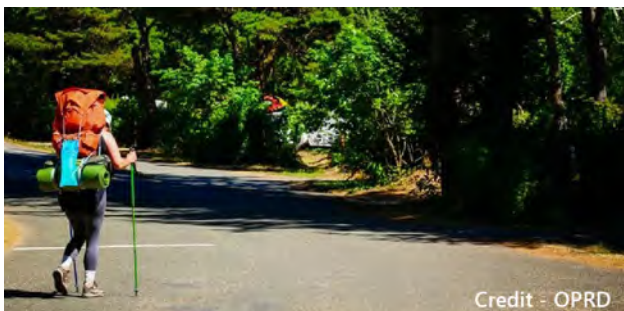
In the years following the *Connection Strategy*, the OCT partners have taken a fresh look at these gaps and updated them iteratively. Headlands or stretches of beach that are impassable at high tide, or temporary trail closures due to tree blowdowns or other readily addressed issues, are also considered trail gaps within this Action Plan, though the focus remains on more difficult gaps. Existing gaps on the OCT are shown in Figure 2-1, Figure 2-2, and Figure 2-3. See Memorandum 2: Existing Conditions (Appendix B) for more details about existing conditions.

The 2011 Oregon Coast Trail Connection Strategy defines an OCT gap:

“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.”



Credit: OPRD



Credit: OPRD



Credit - Dmitri Bong (Unsplash)

Issues and Barriers

Topography and Natural Features

The following environmental features create natural barriers for hikers traversing the Oregon Coast.

- The confluence of rivers and the Pacific Ocean creates an unstable, unpredictable water crossing. To avoid dangerous river crossings, the OCT follows surface streets or U.S. 101.
- Rough terrain around headlands, bluffs, rocky outcroppings, and sheer cliffs forces the trail inland or onto the highway.
- Sensitive environmental features, from wetlands, to old growth forests, to beach habitat require protection and enhancement, meaning the trail must be sensitive to these features.
- In some areas, the beach ends at a headland that requires overland crossing.
- Some bays and rivers create water barriers that cannot be forded.
- High cliffs and active slides force the trail back onto the highway.

Other Considerations

- Archaeological, cultural, and historic resources, spanning thousands of years, are found up and down the coast.
- Several gaps could be addressed by traversing through private land where landowners are hesitant to allow hikers to pass through property. Easements will be required.
- Passage though one gap is contingent on the schedule of a military base located on the beach.
- Where the OCT routes along the roadway, limited flat terrain adjacent to stretches of highway restricts hikers' ability to distance themselves from cars driving at high speeds.



Credit - Sam Beebe (Wikimedia Commons)

Scenic, dramatic cliffs such as Heceta Head create barriers for hikers.

2.2 Relationship to Other Plans

There are many transportation, trail, and parks plans along the coast that have overlapping aspirations with the OCT Action Plan. Understanding these plans is key to both knowing what other agencies are working on that might benefit the OCT, as well as creating an opportunity for mutual benefit. The Salmonberry Trail, for example, will create a trail spanning multiple OCT gaps between Wheeler and Tillamook. The *Oregon Coast Bike Route Plan* (ODOT 2022) includes solutions that will benefit multiple OCT locations. Additionally, many communities have identified projects in their respective transportation system plans (TSPs) or other local plans that could improve the OCT.

The Oregon Coast Bike Route

The Oregon Coast Bike Route (OCBR) is the OCT’s “cousin” along the coast. The OCBR is an incredible cycling route spanning Oregon’s coast that largely follows U.S. 101 with some diversions to local roads. ODOT recently completed a planning effort to improve the OCBR and eliminate gaps; in some cases, there are shared gaps between both the OCBR and the OCT. Collaboration with ODOT is a major opportunity to build investments that potentially solve gaps for both routes.



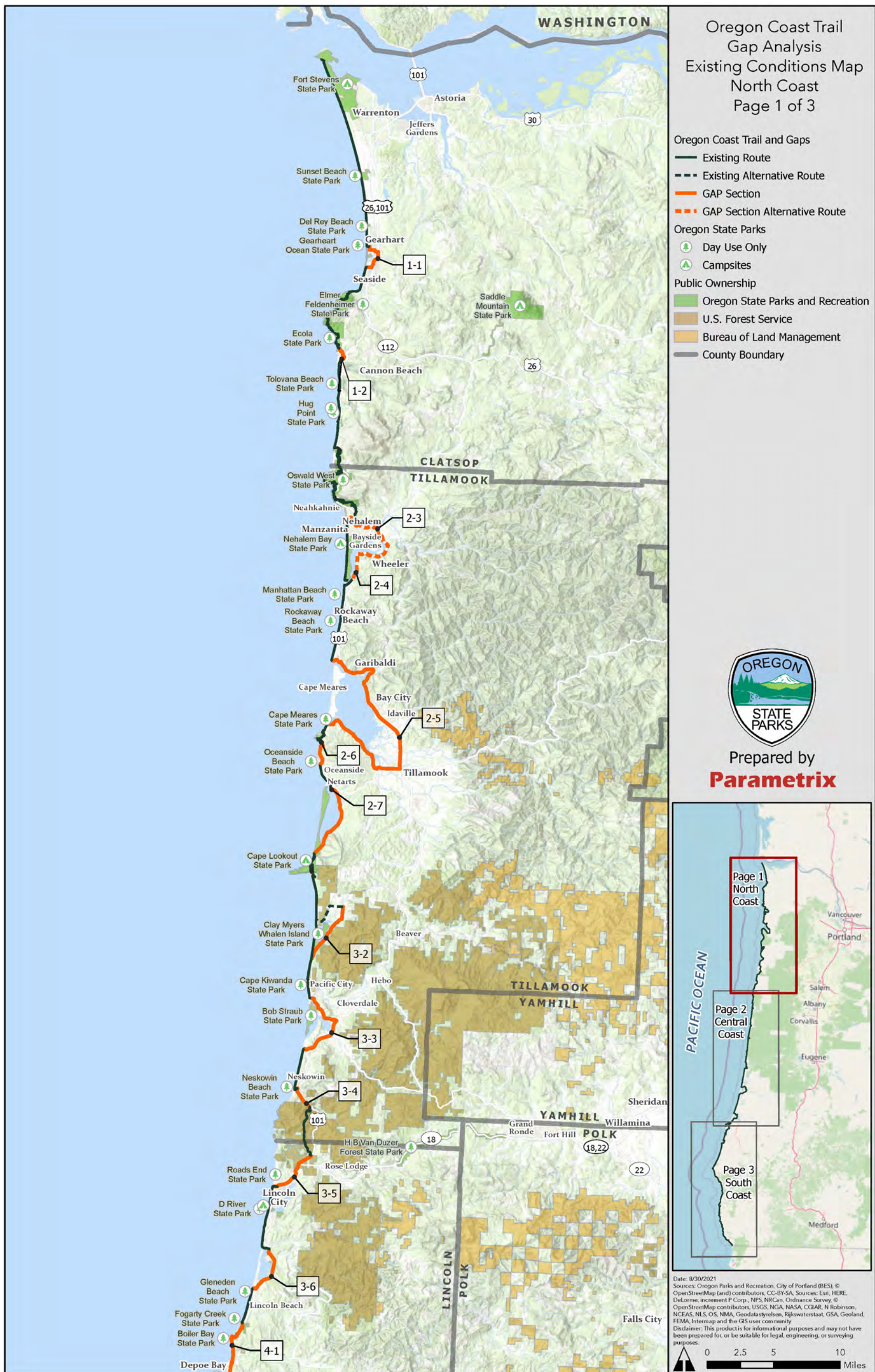


Figure 2-1. OCT Existing Conditions – North Coast

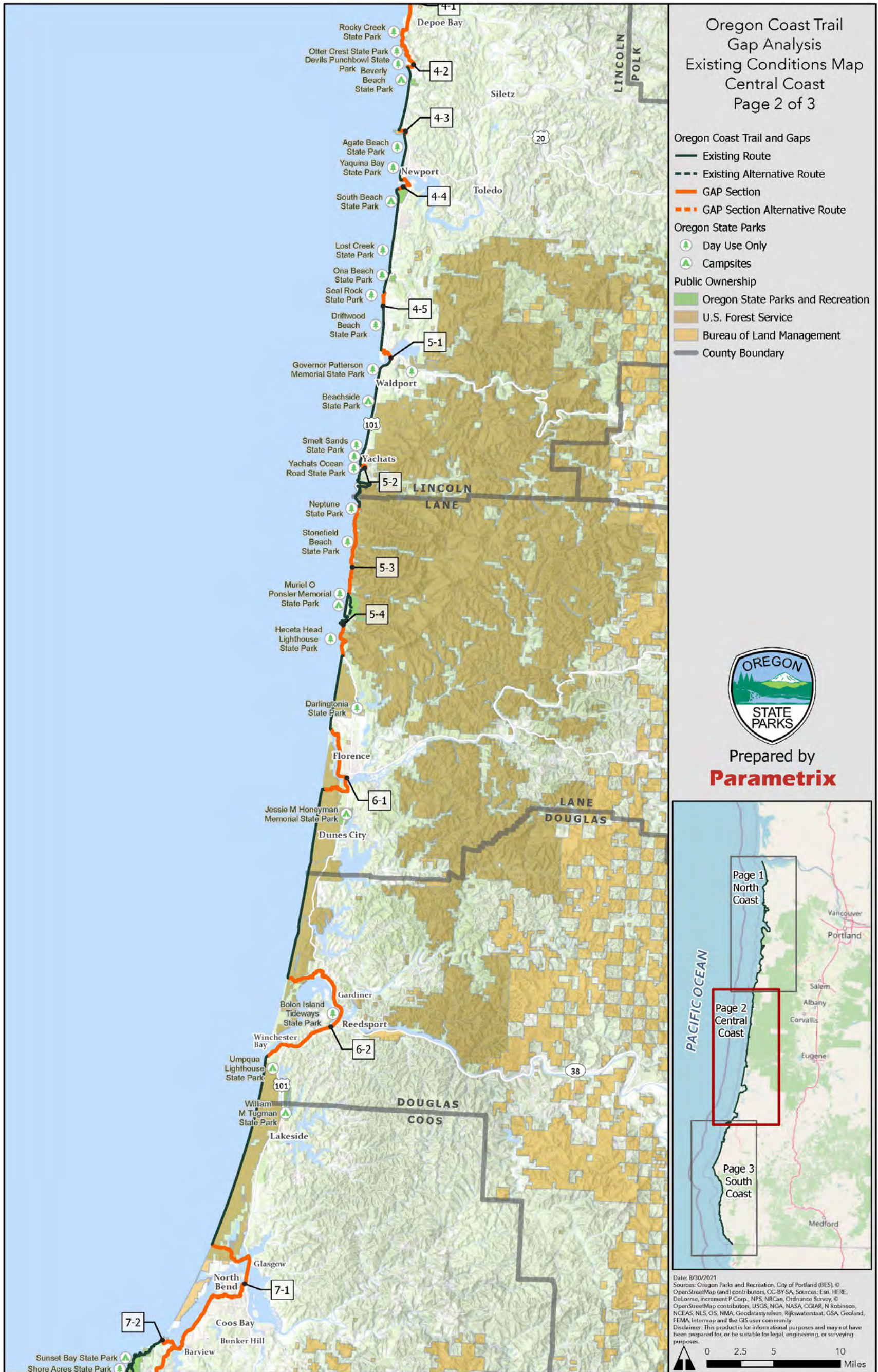


Figure 2-2. OCT Existing Conditions – Central Coast

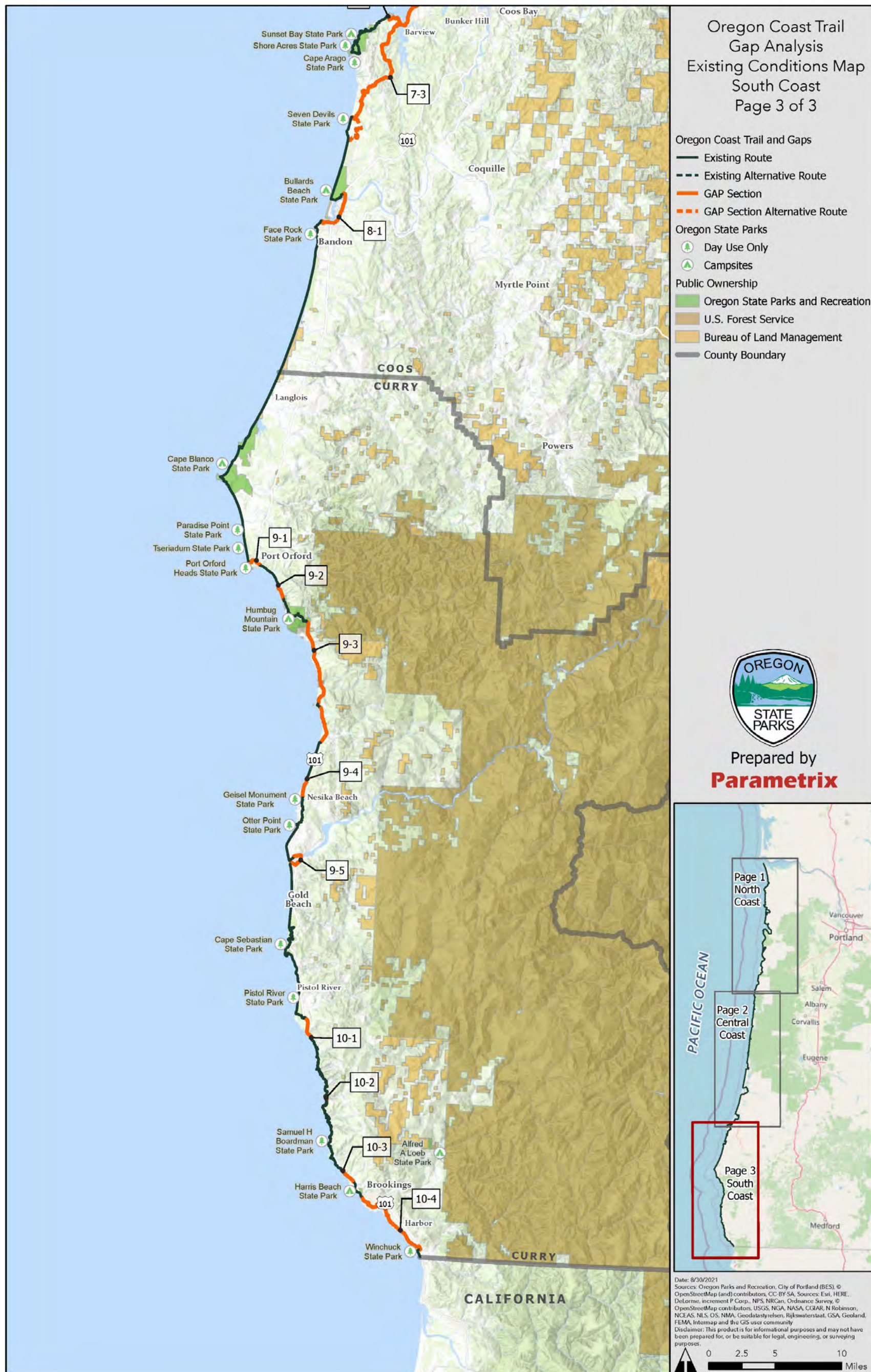


Figure 2-3. OCT Existing Conditions – South Coast

3. TRAIL GAP RECOMMENDED SOLUTIONS

This section and the Concept Designs in Appendix F document the conceptual designs and cost estimates developed to resolve the 40 critical gaps in the OCT. The gaps that require hikers to travel along U.S. 101 or other roadways do not typically include a pedestrian facility.

The initial concepts for the gap solutions originated from work done by three segment teams organized by the 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 (Appendix C). Due to the dynamic nature of the coastal trail, gaps may come and go. There will be gaps that arise in the future due to natural causes, property ownership changes, or other transitions. Gap solutions may change based on these future circumstances.

All gaps and solution alignments are displayed in an OCT [web map](#).³ Note that the alignments and concepts in this Action Plan supersede preliminary information included in the appendices.



³ <https://tinyurl.com/xysdyex4>

3.1 Alignment Analysis and Prioritization

Multiple alternatives were considered for improving OCT gaps. Alternatives included the recommended alignments from the segment teams, suggestions from the Project Advisory Group, and options that came from technical review by the project team. Alignment alternatives for each gap are assessed in more detail in Appendix D, Alternatives Analysis Sheets.

The project team conducted an alignment analysis to assess two questions:

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

The first question considered each gap independently to determine the preferred way to improve the gap. The second question looked at all gaps along the full OCT to determine which gaps should be improved first. Table 3-1 and Table 3-2, respectively, review the alignment analysis and prioritization criteria. The prioritization criteria were directly informed by the criteria included as part of the authoring legislation for development of the Action Plan:

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

See Memorandum 3: Alignment Analysis (Appendix C), for a detailed description of assessment results.

Table 3-1. Preferred Alignment Alternatives Criteria and Measures

Criterion	Measures		
	● Most beneficial / Minimal impact	◐ Neutral / Moderate benefits or impacts	○ Least beneficial / Most impactful
Property impact	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 impact	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, or archaeological impact	Alternative on land that is already developed or has a low likelihood of cultural, historical, or archaeological resources.	Potential for alternative to impact cultural, historical, or archaeological resources.	Alternative likely to significantly impact cultural, historical, or archaeological resources.

Criterion	Measures		
	● Most beneficial / Minimal impact	◐ Neutral / Moderate benefits or impacts	○ Least beneficial / Most impactful
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 U.S. 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.

Table 3-2. Gap Prioritization Criteria and Measures

Criterion	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 partner engagement anticipated and construction feasibility.	Possible within 10 years, based on level of partner engagement anticipated and construction feasibility.	Possible within 20 years, based on level of partner 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.

3.2 Solutions

Concepts

Table 3-3 lists OCT gaps and their solution concepts. The table also reports estimated costs, gap priority, alignments with other adopted plans—such as the plans for the OCBR and the Salmonberry Trail, among others—and additional considerations for each solution, including potential environmental, cultural, archaeological, and property impacts.

Concepts that are more complex or require constructing new facilities are detailed in Appendix F, Concept Designs. Solutions that are applied in a typical fashion across multiple gaps are illustrated with typical Concept Designs. The typical concept designs 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

Each gap has a primary solution concept. Some gaps have additional solution concepts to allow hikers to choose a different experience or because the primary solution 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 that allows the hiker to take another option 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 include aspirational solutions. These gaps will be greatly improved with substantial investments—investments that appear unlikely to be implemented within the next 20 years. These are documented in this Action Plan in case funding or other opportunities arise that could make their implementation possible. Aspirational solutions will require more study and do not include cost estimates.

See Figure 3-1 for a map of the solution concepts at Gap 2-3/4: Manzanita — Nehalem River, which includes a primary, alternate, and interim solution concept.

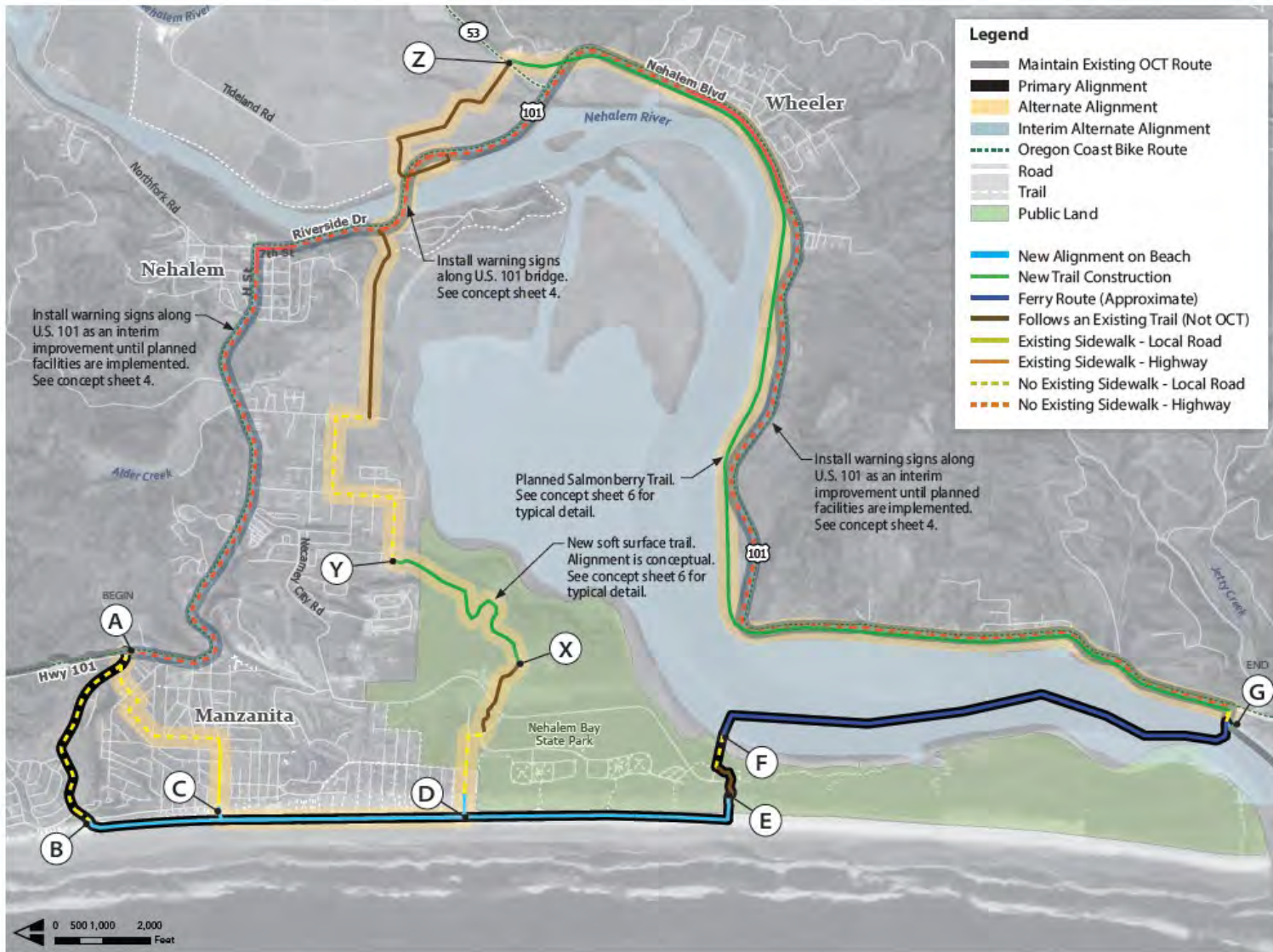


Figure 3-1. Example Solution Concept at Gap 2-3/4: Manzanita — Nehalem River

See Appendix F for the full concept and associated details.

Cost Estimates

The team developed planning-level construction cost estimates for the solutions. Generally, this type of cost estimate is a Class 5 estimate, with accuracy ranging from around 30% to more than 50%. To account for the uncertainty inherent in estimates at this early stage of planning, costs include a 40% contingency. Estimates are for both capital costs and owner costs and include materials, labor rates, and equipment. Estimates are in 2022 U.S. dollars. 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. For a full description of cost-estimating assumptions, see Appendix J, Cost Estimates.

Table 3-3. Concept Designs

Gap #	Gap Location	Concept Description	Considerations	Partnership Opportunities/Overlap with Planned Projects	Concept Sheet #	Priority	Cost Estimate (2022 \$) ⁴
1-X	Camp Rilea	Primary: Follow beach (existing route). Alternate: When the beach at Camp Rilea is closed for military exercises, leave the beach at Emergency Beach Access 3 and follow Delaura Beach Road, U.S. 101, and Fort to Sea Trail. New gap notification signs. New wayfinding signs.			No sheet	Low	Primary: 0 Alternate: 130,000
1-1	Necanicum River	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. New wayfinding signs.	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.	Partnerships: • ODOT Plans: • Planned Gearhart Facility Plan improvements • Planned shared use path and sidewalks in the Seaside TSP • 2017 Gearhart TSP	8	High	Primary: 2,600,000 ⁵
1-2	Ecola Creek	Primary: New route connects to beach at 7th Street, uses the bridge over Ecola Creek, then returns to the beach at NeCus Park. New wayfinding signs.		Partnerships: • City of Cannon Beach Plans: • 2017 Cannon Beach Parks Master Plan	No sheet	High	Primary: 20,000
1-Z	Silver Point to Hug Point	Primary: Follow beach (existing route). Alternate: Follow U.S. 101. New wayfinding and tidal gap signs. The centralized information system (see <i>Section 4.3</i>) can also provide route information where installation of visible tidal gap signs is not possible.			No sheet	Low	Primary: 0 Alternate: 100,000

⁴ 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.

⁵ 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	Partnership Opportunities/Overlap with Planned Projects	Concept Sheet #	Priority	Cost Estimate (2022 \$) ⁴
2-3/4	Manzanita — Nehalem River	<p>Primary: Water crossing between Nehalem Bay State Park and existing marinas. Water crossing could continue using the sandy beach at the south end of the spit or could use the dock in Nehalem Bay State Park, which would accommodate larger vessels. New wayfinding signs.</p> <p>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. New wayfinding signs.</p> <p>Alternate (interim): Interim overland route to follow U.S. 101. New wayfinding signs. New warning signs along U.S. 101.</p> <p>Note: Concerns about jetty access south of the gap were raised during finalization of the Action Plan. Jetty Fishery Marina discourages hikers from using the jetty south of the marina. Because this area is outside of the defined gap, improvements were not developed for this trail section; however, the planned Salmonberry Trail could be an option.</p>	<p>Primary: See <i>Transit and Water Crossing Considerations</i> section below.</p> <p>Alternate: New trail likely to have private property impacts and potential for resource impacts.</p>	<p>Partnerships:</p> <ul style="list-style-type: none"> Salmonberry Trail Foundation Port of Tillamook Bay Cities of Manzanita, Wheeler, Nehalem <p>Plans:</p> <ul style="list-style-type: none"> Salmonberry Trail (2017 Coast Segment Planning Study) 2001 Wheeler TSP 	9	Medium	<p>Primary: 150,000</p> <p>Alternate: 9,800,000</p> <p>Alternate (interim): 330,000</p>
2-5	Tillamook Bay	<p>Primary: Planned Salmonberry Trail to existing marina, water crossing to Bay Ocean Spit. New wayfinding signs.</p> <p>Alternate: Overland route follows Salmonberry Trail to Tillamook, the planned Hadley Fields Crossing trail through Tillamook, OR 131, and Bayocean Road. New wayfinding signs. New warning signs along OR 131.</p> <p>Alternate (interim): Interim overland route to follow U.S. 101, OR 131, and Bayocean Road. New wayfinding signs. New warning signs along U.S. 101 and OR 131.</p>	<p>Primary: See <i>Transit and Water Crossing Considerations</i> section below.</p> <p>Alternate: Planned Hadley Fields Crossing trail in Tillamook likely to have private property impacts.</p>	<p>Partnerships:</p> <ul style="list-style-type: none"> Garibaldi Marina Salmonberry Trail Foundation <p>Plans:</p> <ul style="list-style-type: none"> Salmonberry Trail (2017 Coast Segment Planning Study) 2019 Tillamook TSP 2003 Garibaldi TSP 	10	High	<p>Primary: 2,600,000</p> <p>Alternate: 21,500,000</p> <p>Alternate (interim): 710,000</p>
2-6	Oceanside	<p>Primary: Follow existing privately-owned trail, existing trails through Cape Meares Scenic Viewpoint, and along Cape Meares Loop. Improve existing trail. New wayfinding signs.</p>	<p>Primary: Potential environmental and cultural impacts by formalizing the privately-owned trail. Easement required for access to privately-owned trail.</p>	<p>Partnerships:</p> <ul style="list-style-type: none"> ODOT Tillamook County 	11	High	<p>Primary: 300,000</p>
2-X	Oceanside South	<p>Primary: Follow beach (existing route).</p> <p>Alternate: High-tide route to follow OR 131. New wayfinding signs. New tidal gap signs. New warning signs on OR 131.</p>		<p>Partnerships:</p> <ul style="list-style-type: none"> ODOT 	No sheet	Low	<p>Primary: 10,000</p> <p>Alternate: 10,000</p>
2-7	Netarts Bay	<p>Primary: Follow Netarts Bay Drive and Whiskey Creek Road (existing route). Widen gravel shoulder. New wayfinding signs.</p> <p>Aspirational: New water crossing from existing boat ramp to Netarts Spit.</p>	<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>	<p>Partnerships:</p> <ul style="list-style-type: none"> Tillamook County 	No sheet	Low	<p>Primary: 250,000</p> <p>Aspirational: <i>not calculated</i></p>

Gap #	Gap Location	Concept Description	Considerations	Partnership Opportunities/Overlap with Planned Projects	Concept Sheet #	Priority	Cost Estimate (2022 \$) ⁴
3-2	Sand Creek	<p>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 wayfinding signs. New warning signs along Whalen Island Road and Sand Lake Road. Implement shoulder improvements where feasible (not included in cost estimate).</p> <p>Alternate: High-tide route on Galloway Road and Sandlake Road. New tidal gap signs. New wayfinding signs. New warning signs along Galloway Road and Sandlake Road. Implement shoulder improvements where feasible (not included in cost estimate).</p>	<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>	<p>Partnerships:</p> <ul style="list-style-type: none"> • USFS 	12	Low	<p>Primary: 80,000</p> <p>Alternate: 210,000</p>
3-3	Nestucca River	<p>Primary: Water crossing from existing marina to peninsula in Nestucca Bay Wildlife Refuge, and existing trail and roads to U.S. 101. New wayfinding signs.</p> <p>Alternate: Overland route follows Brooten Road and U.S. 101. New wayfinding signs. Add warning signs along Brooten Road and U.S. 101.</p>	<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 <i>Water Crossing Considerations</i> section below.</p>	<p>Partnerships:</p> <ul style="list-style-type: none"> • USFWS • Tillamook County 	13	Medium	<p>Primary: 90,000</p> <p>Alternate: 280,000</p>
3-4	Cascade Head (North)	<p>Primary: Follow U.S. 101 and Cascade Head trails. New wayfinding signs.</p> <p>Aspirational: New trails to avoid U.S. 101 segment.</p>	<p>Aspirational: New trails likely to have private property impacts and potential environmental or cultural impacts.</p>	<p>Partnerships:</p> <ul style="list-style-type: none"> • USFS 	14	Medium	<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. New wayfinding signs.</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>Partnerships:</p> <ul style="list-style-type: none"> • USFS • Private Property Owners • Lincoln City Parks • Lincoln County <p>Plans:</p> <ul style="list-style-type: none"> • Overlaps with OCBR concept to bypass OR 18 interchange by using Fraser Road. • 2015 Lincoln City TSP 	15	High	<p>Primary: 770,000</p>
3-6	Siletz Bay	<p>Primary: Follow U.S. 101 to Beltz Dike Trail. New wayfinding signs. Add shoulder improvements, add warning signs along U.S. 101.</p>	<p>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.</p>	<p>Partnerships:</p> <ul style="list-style-type: none"> • ODOT • Lincoln City • Salishan Lodge <p>Plans:</p> <ul style="list-style-type: none"> • U.S. 101 shoulder improvements would also benefit OCBR. • Lincoln City TSP 	No sheet	High	<p>Primary: 120,000</p>
4-1	Fogarty Creek	<p>Primary: Follow U.S. 101, existing parallel paths, and existing parallel roads. New wayfinding signs. New warning signs along U.S. 101.</p>		<p>Partnerships:</p> <ul style="list-style-type: none"> • ODOT • Private Property Owners 	No sheet	Medium	<p>Primary: 60,000</p>

Gap #	Gap Location	Concept Description	Considerations	Partnership Opportunities/Overlap with Planned Projects	Concept Sheet #	Priority	Cost Estimate (2022 \$) ⁴
4-2/3	Whales Cove	Primary: Follow Otter Crest Loop to Otter Rock (existing route). New wayfinding signs. Add warning signs along Otter Crest Loop.		Partnerships: • Lincoln County	No sheet	Medium	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. New wayfinding signs.	Primary: Access along water tower road requires coordination (currently gated).	Partnerships: • Newport Plans: • 2021 Newport TSP	No sheet	Low	Primary: 60,000
4-5	Yaquina Bay	Primary: Use Yaquina Bay Bridge (existing route). New wayfinding signs.		Plans: • OCBR • 2021 Newport TSP	No sheet	Medium	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 wayfinding signs. 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	Low	Primary: 30,000
5-1	Alsea Bay	Primary: Follow Bayshore Drive to Alsea Bay Bridge (existing route). New wayfinding signs.		Partnerships: • Waldport Plans: • 2020 Waldport TSP	No sheet	Low	Primary: 10,000
5-X	Waldport	Primary: Follow the beach (existing route). New wayfinding signs. Alternate: Follow U.S. 101 with planned pedestrian improvements. New wayfinding signs. New warning signs along U.S. 101 in the interim until improvements are implemented.	Alternate: widening of U.S. 101 to allow a promenade could have environmental impacts.	Partnerships: • Waldport • ODOT Plans: • Planned promenade part of OCBR Plan and Waldport TSP. • Planned sidewalks part of Waldport TSP.	16	Medium	Primary: <10,000 Alternate: 2,500,000
5-2	Yachats	Primary: Follow Ocean View Drive to U.S. 101 and over the Yachats River (existing route). New wayfinding signs. New warning signs along U.S. 101.		Partnerships: • Yachats Trail Committee • City of Yachats Plans: • A 350-foot-long walkway/boardwalk along Ocean View Drive from Beach Street to U.S. 101 is currently being planned.	No sheet	Low	Primary: 20,000

Gap #	Gap Location	Concept Description	Considerations	Partnership Opportunities/Overlap with Planned Projects	Concept Sheet #	Priority	Cost Estimate (2022 \$) ⁴
5-3/4	Siuslaw	<p>Primary: Follow U.S. 101 (existing route). New wayfinding signs. 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).</p> <p>Aspirational: New trail through USFS land east of U.S. 101. Requires multiple stream crossings. U.S. 101 crossing near Rock Creek.</p>	<p>Aspirational: likely environmental and cultural impacts along new trail. Alignment and construction to consider minimizing potential impacts.</p>	<p>Partnerships:</p> <ul style="list-style-type: none"> • ODOT • Utility companies • USFS <p>Plans:</p> <ul style="list-style-type: none"> • Shoulder widening and other bicycle and pedestrian improvements are included in the OCBR Plan. 	17	Medium	<p>Primary: 390,000</p> <p>Aspirational: not calculated</p>
5-5	Heceta Head	<p>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. New wayfinding signs.</p> <p>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 wayfinding signs. New warning signs along U.S. 101.</p> <p>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>	<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>	<p>Partnerships:</p> <ul style="list-style-type: none"> • Private Property Owners • ODOT • USFS <p>Plans:</p> <ul style="list-style-type: none"> • 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	High	<p>Primary: 750,000</p> <p>Alternate: 620,000</p> <p>Aspirational: not calculated</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 wayfinding signs. 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>	<p>Partnerships:</p> <ul style="list-style-type: none"> • ODOT • USFS • Florence <p>Plans:</p> <ul style="list-style-type: none"> • OCBR • 2012 Florence TSP 	19	Medium	<p>Primary: 510,000</p>
6-2	Umpqua River	<p>Primary: Water crossing from south end of spit to existing marina. New wayfinding signs.</p> <p>Alternate: Follow Sparrow Park Road and U.S. 101. New warning signs along U.S. 101. Widened shoulders on U.S. 101 where feasible. New wayfinding signs.</p> <p>Aspirational: Path alignment adjacent to U.S. 101 on the southeast side (22nd Street to Reedsport West Road). Dean to Dunes Trail Plan.</p>	<p>Primary: See <i>Water Crossing Considerations</i> section below.</p>	<p>Partnerships:</p> <ul style="list-style-type: none"> • Salmon Harbor Marina (Winchester Bay) • ODOT • USFS • Reedsport <p>Plans:</p> <ul style="list-style-type: none"> • OCBR • 2006 City of Reedsport TSP • Aspirational: Dean to Dunes Trail Plan includes separated trail improvements along U.S. 101, including a possible boardwalk option. 	No sheet	High	<p>Primary: 10,000</p> <p>Alternate: 160,000</p>

Gap #	Gap Location	Concept Description	Considerations	Partnership Opportunities/Overlap with Planned Projects	Concept Sheet #	Priority	Cost Estimate (2022 \$) ⁴
7-1	North Coos Bay (Horsfall Beach to Seven Devils)	Primary: New water crossing from North Spit boat launch to Empire. New wayfinding signs. Alternate: Overland route along Horsfall Road, U.S. 101, and city streets. New trail through east side of John Topits Park avoids Lakeshore Drive. New wayfinding signs.	Primary: Requires new water crossing service. See <i>Water Crossing Considerations</i> section below. Alternate: New trail could have potential environmental or cultural impacts.	Partnerships: • North Bend • ODOT Plans: • OCBR • 2021 North Bend TSP	No sheet	Medium	Primary: 40,000 Alternate: 600,000
7-2	South Coos Bay	Primary: Follow Cape Arago Highway (existing route). New warning signs. Implement shoulder improvements where feasible. New wayfinding signs.		Plans: • OCBR	No sheet	Medium	Primary: 160,000
7-3	Cape Arago / Seven Devils	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 wayfinding signs. 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 wayfinding signs. New warning signs on Seven Devils Road. Implement shoulder improvements on Seven Devils Road where feasible. New tidal gap signs for Fivemile Point.	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. Primary: Requires coordination for portion through Bandon Dunes.	Partnerships: • Private Property Owners • Bandon Dunes Resort • Curry County Plans: • OCBR • 2011 Coos County TSP	20	Medium	Primary: 2,100,000 Alternate: 2,100,000
8-1	Coquille River	Primary: Exit beach at Bullards Beach State Park. New water crossing from existing boat launch at Bullards Beach State Park to existing marina. New wayfinding signs. Alternate: Exit beach at Bullards Beach State Park. Follow U.S. 101 and Riverside Dr (existing route). New wayfinding signs. 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.	Primary: See <i>Water Crossing Considerations</i> section below. Aspirational: New bridge could have potential environmental or cultural resource impacts.	Partnerships: • ODOT • Port of Bandon Plans: • OCBR • 2000 Bandon TSP • Aspirational: ODOT has proposed a pedestrian bridge parallel to and immediately west of the U.S. 101 Coquille River Bridge.	No sheet	Low	Primary: 10,000 Alternate: 170,000 Aspirational: not calculated
9-1	Port Orford	Primary: Follow 12th Street and 9th Street out of Tseriadun State Recreation Area. New wayfinding signs.		Partnerships: • Port Orford	No sheet	Low	Primary: 10,000
9-2	Rocky Point	Primary: Rounds Rocky Point on U.S. 101. New wayfinding signs. Warning signs along U.S. 101. Improve shoulders where feasible along U.S. 101. Improve crossing at Old Highway 101 / Humbug Mountain Frontage Road.		Partnerships: • ODOT	No sheet	Low	Primary: 200,000

Gap #	Gap Location	Concept Description	Considerations	Partnership Opportunities/Overlap with Planned Projects	Concept Sheet #	Priority	Cost Estimate (2022 \$) ⁴
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 and (2) from U.S. 101 to the beach. Improve U.S. 101 crossings at two locations: (1) Humbug Mountain State Park day use area (mile point 307.8) and (2) Pacific Highlands Drive (mile point 311.9). Warning signs along U.S. 101. Implement shoulder improvements where feasible along U.S. 101. New wayfinding signs.</p> <p>Alternate: 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), (3) Sisters Rock (mile point 314.6), and (4) 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. New wayfinding signs. Coy Creek Road is private and not accessible by the public; alternate would require seeking an easement on Coy Creek Road through private property.</p>	All: New trails could have potential environmental or cultural resource impacts.	Partnerships: <ul style="list-style-type: none"> • ODOT Plans: <ul style="list-style-type: none"> • OCBR 	21	High	Primary: 2,000,000
9-5	Nesika	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). New wayfinding signs.	Primary: Stay on existing pavement and trails to avoid cultural resource impacts.		No sheet	Low	Primary: 300,000
9-6	Gold Beach	Primary: Existing roads and U.S. 101 Wedderburn Bridge (existing route). New wayfinding signs.		Partnerships: <ul style="list-style-type: none"> • ODOT Plans: <ul style="list-style-type: none"> • OCBR • 2000 Gold Beach TSP 	No sheet	Medium	Primary: 10,000
10-1	Crook Point	Primary: Follow U.S. 101 (existing route). New wayfinding signs. Warning signs along U.S. 101. Implement shoulder improvements where feasible along U.S. 101.		Partnerships: <ul style="list-style-type: none"> • ODOT 	No sheet	Low	Primary: 80,000
10-2	Thomas Creek	Primary: Follow U.S. 101 over Thomas Creek Bridge (existing route). New wayfinding signs. Warning signs along U.S. 101.		Partnerships: <ul style="list-style-type: none"> • ODOT Plans: <ul style="list-style-type: none"> • OCBR Plan includes improvements for signage, flashing lights, and possibly advisory speeds. 	No sheet	Medium	Primary: 10,000
10-3	Shy Creek	Primary: Follow U.S. 101 (existing route). New wayfinding signs. Warning signs along U.S. 101. Implement shoulder improvements where feasible along U.S. 101.			No sheet	Low	Primary: 60,000

Gap #	Gap Location	Concept Description	Considerations	Partnership Opportunities/Overlap with Planned Projects	Concept Sheet #	Priority	Cost Estimate (2022 \$) ⁴
10-4	Chetco River (North)	Primary: Follow U.S. 101 and Railroad Street. New wayfinding signs. Warning signs along portions of U.S. 101 lacking sidewalks. Implement shoulder improvements where feasible along portions of U.S. 101 lacking sidewalks.		Partnerships: <ul style="list-style-type: none"> • Brookings • ODOT Plans: <ul style="list-style-type: none"> • OCBR Plan includes signage along this route. • 2017 Brookings TSP 	No sheet	Medium	Primary: 30,000
10-5	Chetco River South	Primary: Follow Oceanview Drive to McVay Rock State Park, beach to Crissey Field. Tidal gap signs. New wayfinding 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. New wayfinding signs. Warning signs along Oceanview Drive and U.S. 101.		Partnerships: <ul style="list-style-type: none"> • Brookings Plans: <ul style="list-style-type: none"> • 2017 Brookings TSP 	22	Medium	Primary: 10,000 Alternate: 30,000

OCBR = Oregon Coast Bike Route; ODOT = Oregon Department of Transportation; TSP = Transportation System Plan; USFS = U.S. Forest Service; USFWS = U.S. Fish and Wildlife Service.

Opportunities and Constraints

Environmental and Cultural Considerations

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.

- **Stormwater Detention and Mitigation:** Improvements along roads or highways will need to consider stormwater treatment and detention, wetland impacts, fish passage (regarding culvert extensions), and riparian impacts.
- **Streams, Rivers, and Wetland Mitigation:** Many gaps are at stream or river crossings. Some gap solutions recommend water taxis, while some may involve new bridge crossings. These are sensitive habitats that are often home to threatened and endangered species. Wetlands are found up and down the coast. Some have been mapped and studied, but many others have not. For nearly all gaps, wetlands may be present and impacts to them will need to be minimized, avoided, or mitigated.
- **Archaeological and Cultural Resources:** 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 must be conducted in advance of all proposed ground-disturbing activities. Tribal consultation must be conducted in conjunction with the identification efforts.
- **Historic Resources:** There are resources that have been constructed within the past few decades—such as historic lighthouses or other structures—that are part of Oregon’s cultural fabric as well. The project team did initial work to understand the relative risk of a given resource being present, but site-specific evaluation is needed to determine the presence of resources.



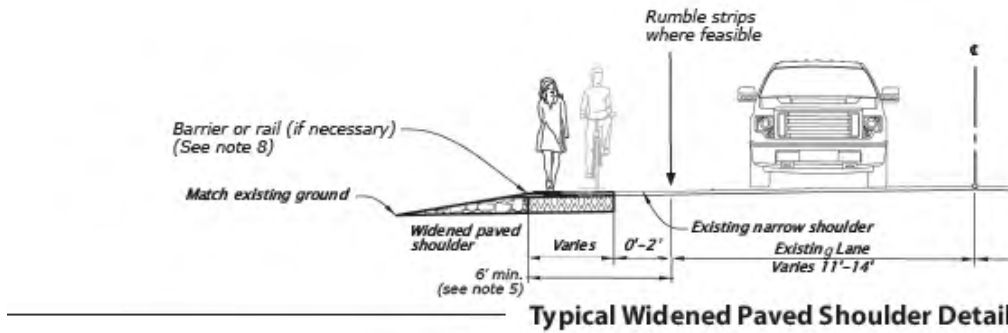
Credit - Franklin Babrove (Unsplash)

Land Ownership

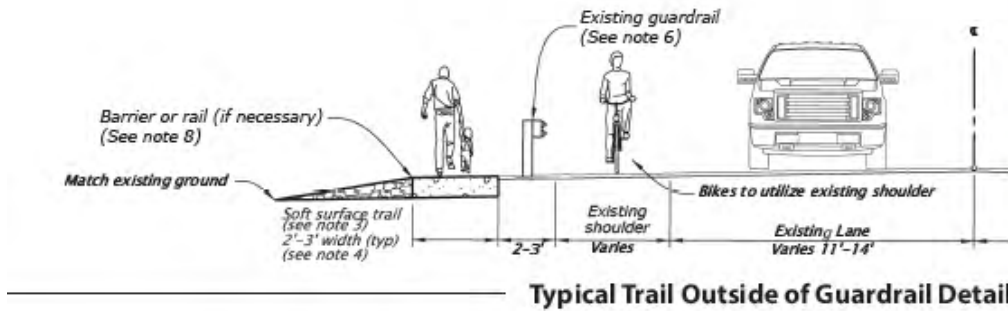
In several sections, detours may be necessary to avoid passing through private land, or easements from private landowners will be required. The trail traverses through a patchwork of state and federal land, which will require ongoing coordination with the various public landowners. Additionally, any construction or improvements on federal land or using federal money are required to undergo the National Environmental Policy Act (NEPA) review process.

U.S. 101 Right-of-Way Improvements

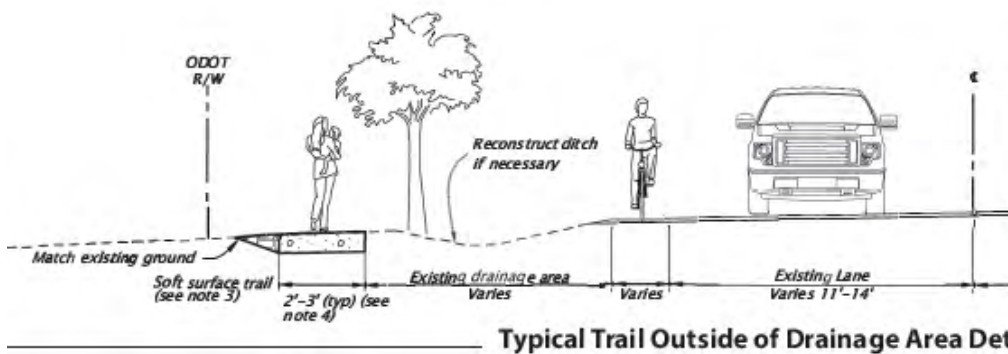
Because of the Oregon Coast's challenging landscape and limited flat terrain, some gaps lack feasible alternatives to hiking on the shoulders of busy roads. Potential options for shoulder and right-of-way improvements could be implemented to make the OCT feel more comfortable and safer for hikers where it travels adjacent to U.S. 101. The feasibility of each depends on the on-the-ground conditions along the road. 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. Shoulder improvements are shown in Figure 3-2 and detailed in Concept Design sheet 5 (see Appendix F).



Typical Widened Paved Shoulder Detail



Typical Trail Outside of Guardrail Detail



Typical Trail Outside of Drainage Area Detail



Figure 3-2. Typical Shoulder Improvements

4. FACILITIES AND WAYFINDING RECOMMENDED IMPROVEMENTS

4.1 Wayfinding and Mapping Strategy

Wayfinding

The OCT traverses across the beach, over headlands, through coastal towns, along forested trails, and adjacent to U.S. 101. This diversity of terrain is a highlight of the trail, but can pose challenges for consistent trail markers. As a result, a clear and consistent wayfinding system is essential for providing a path for OCT hikers through land owned by multiple agencies and private landowners. Signs are most useful when placed at decision points along the trail, such as at the intersection of trails, when a trail turns, when a trail crosses a roadway, when the trail leaves or rejoins the beach, and at consistently spaced intervals to reassure the user that they are still on the trail route. The centralized information system (see *Section 4.3*) can also provide route information where sign installation is not possible.

This section includes wayfinding strategies for locations along the trail where navigation is difficult by identifying wayfinding gaps and providing solutions based on the type of trail (see Table 4-1). In addition to basic directional signage, wayfinding can provide trail information such as alternate route descriptions and maps, seasonal conditions, transit connections, and other relevant details.



Table 4-1. Wayfinding Signage Strategy

Trail Type	Description	Strategy	Notes
Beach Trail	Trail follows beach directly adjacent to the ocean.	Coastal access points should be signed to direct hikers to beach hiking portions of the OCT. Signs should mark the start and end of beach hiking; this might require affixing larger signs to trees or other visible objects off of the beach (signage cannot be placed on the beach itself).	Signs can also provide a beach mileage estimate, e.g., “X miles until hikers are routed from beach.”
Inland Trail	Hiking trail through woods, over headland, etc. (not directly adjacent to the beach/ocean).	Directional trail signs should be placed at trail intersections and turns. Confirmational, or “reassurance,” trail markers should be present at a minimum of a mile apart. Hikers standing at a trail junction (or confusing location) should be able to clearly see a marker just down the trail in either direction and be reassured that they are on the OCT.	Trail should be signed for hikers in both directions (north and south).
Alternate Route	Point where trail includes several options for travel due to potential issues such as tidal gaps, beach closures, and water taxi availability.	Informational kiosks can be placed at alternate route turnoffs to alert hikers to the need for an alternate and provide hikers with information about each option. Kiosks can include maps, links to OCT informational websites, and other relevant information. These can leverage existing kiosks at state and other parks.	OCT signs and informational kiosks can be installed at trailheads, junctions, park entrances, and tourist areas, such as viewpoints, to provide an overview of the OCT and its proximity to other destinations, increase awareness of the trail, and improve access to the trail.
Route through Town	Trail is routed through a coastal town, usually using a combination of highway and local roads.	OCT signage through towns should clarify the route for hikers with turn signs and confirmation signs, or alternatively, simple pavement markers. Signs should indicate where the trail turns at street intersections with an arrow. Confirmation signs should be placed shortly (within 200 feet) after turns. OCT route signs, including turn signs and confirmation signs, should be spaced no more than two to three blocks or one-quarter mile apart along walking facilities through town.	Signage or pavement markings through town should be clear and obvious and should be pedestrian-scaled. Signage should include the OCT logo. Signs can include destinations and distance.

Trail Type	Description	Strategy	Notes
Route along Roadway	Trail is routed along highway, usually U.S. 101, and/or local roads.	<p>Access points for the OCT should be well signed on U.S. 101 and other major roads.</p> <p>Warning signage to alert people driving that hikers may be on roadway should be placed.</p> <p>Directional signage for people hiking on the roadway should be no more than one mile apart.</p>	<p>Warning signage for drivers must follow Manual on Uniform Traffic Control Devices standards.</p> <p>Directional signage for hikers should be pedestrian-scaled.</p>

Mapping

Electronic maps (and printed maps provided by partners) can support and guide hikers along the OCT. Maps can indicate other amenities or locations that are important for hikers. These could include camping, public water sources, restrooms, showers, and high tide danger areas. Maps would not need to replicate the information already available through popular online mapping applications (such as business and restaurant information through Google Maps). This would be challenging to coordinate and add limited value. Instead, maps can provide more in-depth, hiking-related information (such as details about the trail, water sources, toilets, and camping opportunities).

Electronic maps can provide more detailed information for OCT hikers and allow users to virtually explore the trail (see Figure 4-1). Electronic maps could be integrated into websites and mobile apps, or could be downloadable (in formats such as KML, GPX, and other files). Agency partners should pursue publishing OCT maps on popular trail websites with downloadable apps, such as FarOutGuides.com. Online maps can be updated regularly to reflect changes and can be used at home for trip-planning purposes. Online maps would need to be maintained to update route changes and the current availability of amenities. These maps can be provided on the OCT's centralized information system website or on state park websites.

Physical maps can be placed at informational kiosks to aid hikers at confusing junctions, such as alternate route turnoffs, or at trailheads and park entrances to raise awareness of the trail.

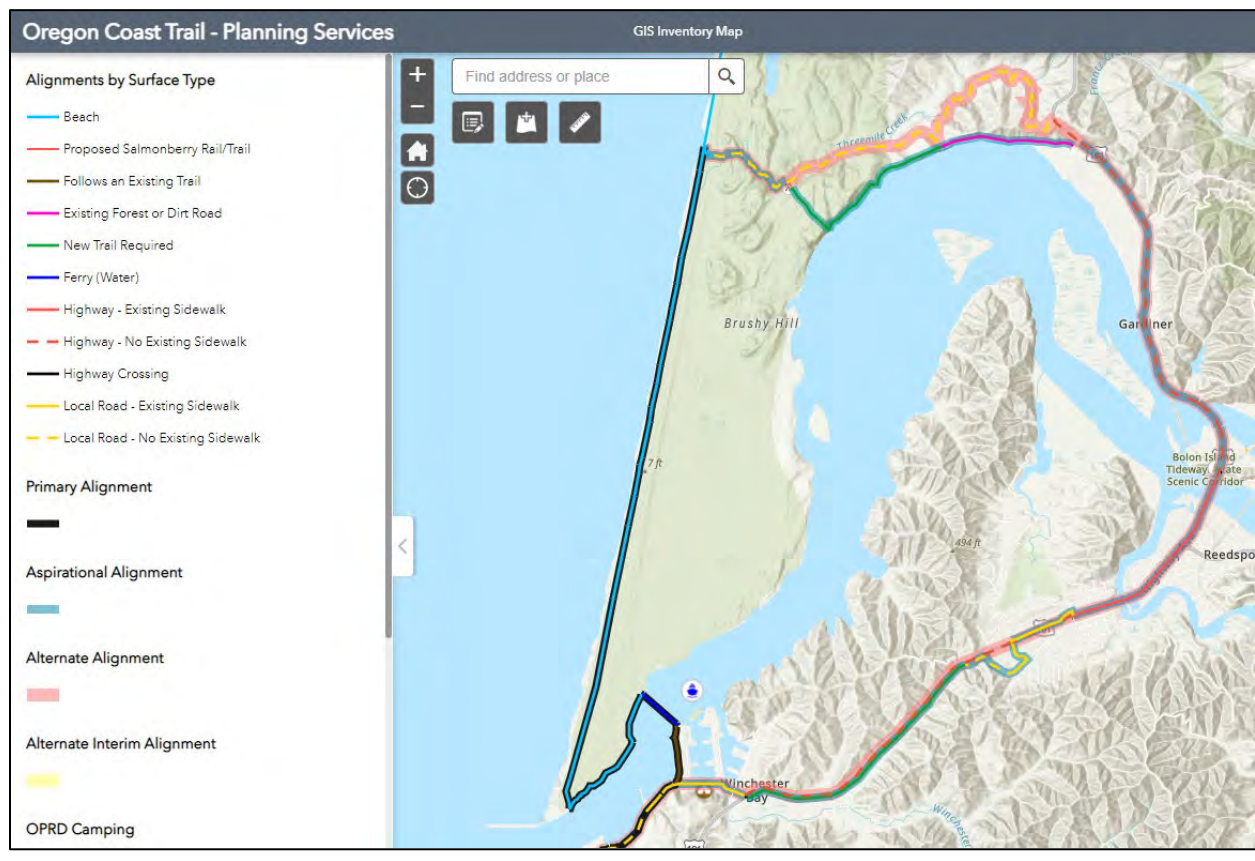


Figure 4-1. OCT Online Interactive Map

4.2 Trail Facilities and Services

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 supportive services such as potable water, restrooms, and camping, and some have showers. Camping is available at county and local parks and in private campgrounds. Federal land managers, such as the U.S. Forest Service (USFS), provide day use and campground facilities along the route. USFS facilities are shown in the Recreation & Amenities menu of the OCT web 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 to numerous coastal communities with access to food, dining, overnight accommodations, and transit service. The longest stretches between towns with services are about 30 miles.

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 lack camping opportunities. In general, the south coast has fewer amenities and towns are spaced farther apart. The northern segments host a higher density of state parks as well as towns with restrooms, potable water, and grocery stores.

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

- Access to potable water
- Restrooms and showers
- Camping

Water Source Gaps

With the density of state parks, campgrounds, rest stops, and coastal towns along the OCT, potable water is generally readily available. However, hikers should refill water whenever possible while passing through public park amenities or towns. It is not recommended to drink water from naturally flowing streams and rivers along the OCT, as these sources may be contaminated by salt, highway, and agricultural runoff.

Hikers may need to plan ahead and carry more water than usual on the following sections:

- **Florence to Reedsport** (if taking the overland alternate) or **Florence to Umpqua Lighthouse State Park** (if taking the water crossing alternate): There is no public water in this stretch, though hikers can take a one-mile detour inland to refill water at a campground.
- **Winchester Bay to North Bend or the North Spit BLM boat launch**: There is no water in the 18+ miles from Winchester Bay to Bluebill Campground. Hikers currently need to carry an extra day's supply of water.
- **Bandon State Natural Area to Boice Cope Park** (Floras Lake).
- **Floras Lake to Sixes River**.

- **Gold Beach to Harris Beach State Park:** There is no tap water available along this 35-mile stretch, though hikers can purchase bottled water at Whaleshead Beach RV Resort.

Recommendation: In the near term, OPRD should consider providing — or coordinating with other public agencies to provide — potable water in key locations during the hiking season. Installing new water infrastructure is likely to take time and be costly. Instead, for the near term, water could be supplied with large, refillable water tanks, which would need to be regularly refilled and maintained. Key locations for water provisions are:

- **Oregon Dunes National Recreation Area:** Consider providing potable water at the Oregon Dunes Day Use Area (between Florence and Reedsport) or another public recreation site (between Winchester Bay and North Bend).
- **Gold Beach to Harris Beach State Park:** Consider providing potable water at OPRD Recreation Facilities at Pistol River State Scenic Viewpoint and/or Samuel H. Boardman State Scenic Corridor.

In the long term, consider installing permanent potable water facilities as parks and public property are developed for recreational purposes. Where possible, public agencies should consider adding potable water facilities to new and existing state parks, recreation areas, picnic areas, and dry campsites along the coast.

Restrooms

Restrooms are available at most state parks, rest stops, and campgrounds. Showers are also available at many campgrounds. Hikers may choose to stay at lodging options in towns to shower, resupply, and use the restroom. Hikers should plan to take advantage of public restrooms in coastal towns or utilize stores and businesses that provide restrooms for customers.

Where restrooms are unavailable, people need to bury waste. The State of Oregon requires people in forests to bury waste to a depth of at least 6 inches and a minimum of 100 feet from any campsite, trail, or body of water.⁶ The U.S. Forest Service states that waste be a minimum of 200 feet from water, campsites and trails.⁷ The OCT follows segments where digging a hole with these guidelines may not be possible. Because of this, hikers should plan to carry a toilet kit waste bag (also known as a Waste Alleviation and Gelling “WAG” bag).

Recommendations:

To encourage proper disposal of waste, OPRD visitor centers and OCT partners should consider providing complimentary waste bags at key locations along the OCT. Visitor centers located at the starting point of camping gaps (which in turn, may be restroom gaps) can encourage hikers to carry waste bags along these longer stretches. Some examples include:

- Devil’s Lake State Recreation Area
- South Beach State Park
- Bullards Beach State Park
- Gold Beach Visitor’s Center (located directly adjacent to the beach)

⁶ [Oregon Administrative Rule 629-025-0040 \(1\)\(c\)](#).

⁷ https://www.fs.usda.gov/Internet/FSE_DOCUMENTS/fseprd596985.pdf

- OPRD should consider installing seasonal portable restrooms at new campsites proposed in the camping section below. Restroom provision is most important at locations where people are camping. Locations would need motor vehicle access to transport and service the portable restroom. Consider the potential risk of vandalism or other undesired behavior, particularly at locations with low use. OPRD could consider implementing a pilot project at one or two campsites to assess feasibility.

Camping

Camping along the OCT provides its own set of unique challenges. Many hikers may choose to use a combination of developed campsites, beach camping, and lodging in town to avoid hiking extremely long distances between public campsites. State parks and recreation sites and other public agency-owned recreation areas will often have campsites, though some may need to be reserved ahead of time. Hiker-biker campsites are available at many points along the trail and provide the most inexpensive and flexible option



Credit - Bonnie Henderson

for OCT hikers, as they are drop-in sites and do not accept reservations. These sites often have amenities such as showers, electrical outlets, and water. Private campgrounds may include RV (recreational vehicle) parks, though some RV parks do not provide areas for tent camping. Beach camping and dispersed camping are also options in some areas along the trail, though these options are less common than on other long-distance trails.

Beach Camping Restrictions

Most hikers should plan to only camp on the beach when absolutely necessary, such as on some of the long stretches of trail without developed campgrounds or small towns to stay in. Beach camping is not permitted:

- From the south jetty of the Columbia River to Tillamook Head in Clatsop County.
- Any beach adjacent to an Oregon State Park.
- Within the city limits of Cannon Beach, Lincoln City, Seaside, Newport, Bandon, Gold Beach, Rockaway Beach and Manzanita.

Camping Gaps

The longest gaps between camping options are detailed below. See Figure 4-2 for a map of the gap locations. See Table 4-2 for a detailed list of the gaps and recommendations.

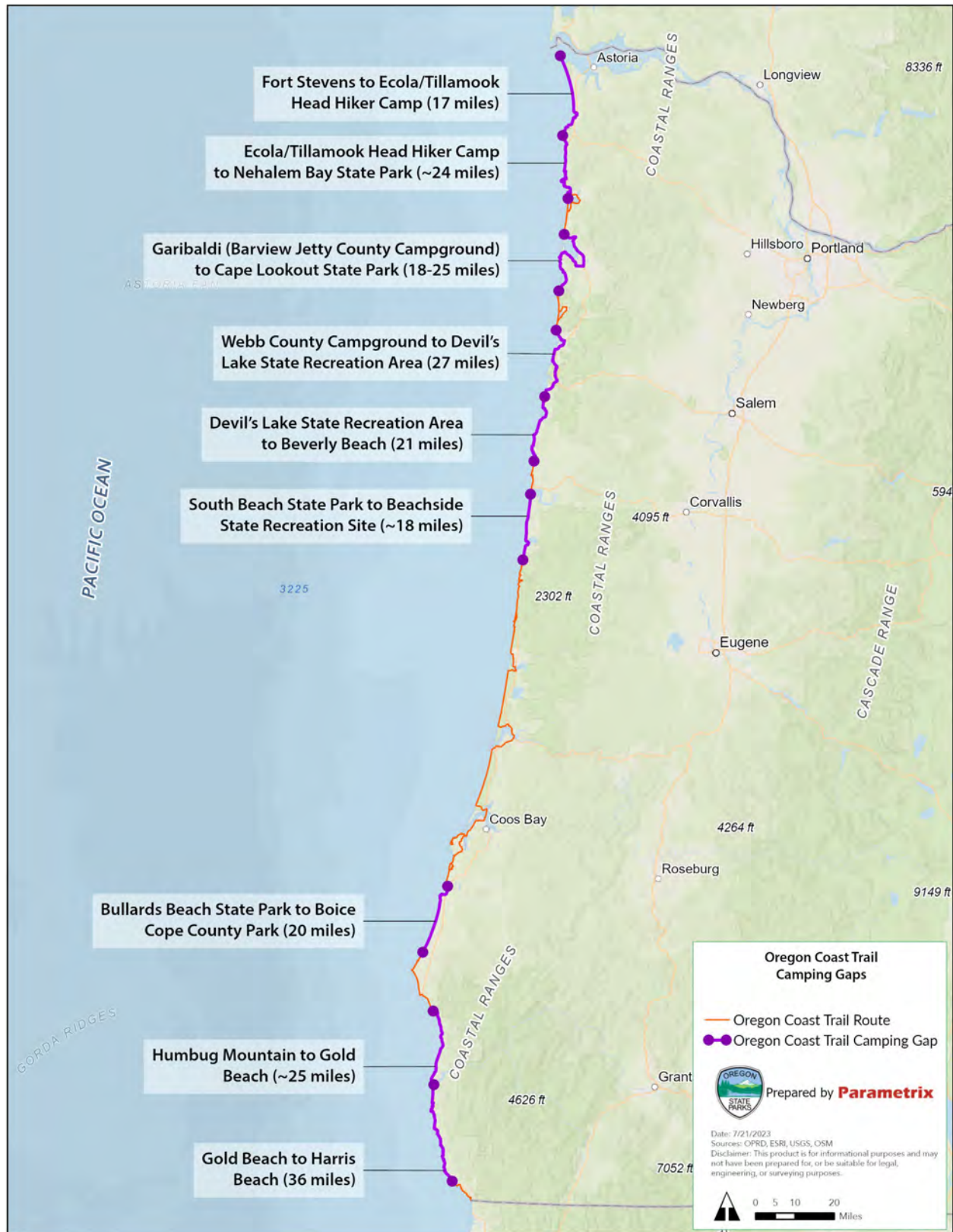


Figure 4-2. OCT Camping Gaps

Table 4-2. Camping Gaps and Recommendations

Camping Gap	Approximate Length	Available Options	Recommendations and Considerations
Fort Stevens to Ecola/Tillamook Head Hiker Camp	17 miles	Camping opportunities are virtually nonexistent. There is a hiker-biker camp after the Peter Iredale turnoff. There are also motel options in Seaside and Cannon Beach.	Establish hike-in camps at OPRD sites, such as Sunset Beach State Recreation Site and Del Rey Beach State Recreation Site. These sites currently do not have access to potable water. Cultural and natural resource impacts may need to be considered.
Ecola/Tillamook Head Hiker Camp to Nehalem Bay State Park	24 miles	Public camping opportunities are extremely limited. The campground in Oswald West State Park is now closed. There are two private campgrounds in Cannon Beach. Some beach camping south of Cannon Beach may be legal.	There is potential to establish a hike-in camp in Oswald West State Park near the summit of Neahkahnie Mountain. Consider providing a portable restroom or vault toilet with camping. Alternatively, consider reopening and maintaining hike-in campsite at Short Sand Beach in Oswald West State Park. Toilets and water are present, but this site was closed due to concerns about old growth trees falling.
Garibaldi (Barview Jetty County Campground) to Cape Lookout State Park	18–25 miles, depending on route	A city RV park is the only camping opportunity in this segment.	Encourage the development of tent-only private campgrounds adjacent to Cape Meares Beach, in Oceanside, and in Netarts. Evaluate potential hike-in camps at publicly owned recreation sites, such as Cape Meares. Potential cultural and natural resource impacts will need to be considered.
Webb County Campground to Devil's Lake State Recreation Area	27 miles	No developed camping is available, though beach camping may be possible in some areas and bivouacs may be possible. Neskowin Creek RV Resort is an option.	Establish a hike-in camp at the quarry on Cascade Head in collaboration with USFS. Note: The road to access this site is currently closed due to landslides.
Devil's Lake State Recreation Area to Beverly Beach	21 miles	No developed camping is available, though there are several RV parks.	Evaluate potential hike-in camps at OPRD-managed recreation sites, such as Fogarty Creek State Park, Boiler Bay State Park, and Rocky Creek State Park.

Camping Gap	Approximate Length	Available Options	Recommendations and Considerations
			<p>Cultural or natural resource impacts may need to be considered.</p> <p>Encourage the development of tent-only private campgrounds in towns.</p>
South Beach State Park to Beachside State Recreation Site	18 miles	No developed camping is available, though beach camping is legal.	South of Beachside State Recreation Site, coordinate with USFS to reestablish and formalize the informal system of allowing hikers to camp at Cape Perpetua and Rock Creek.
Bullards Beach State Park to Boice Cope County Park	20 miles	Nearly all beach camping is restricted to protect the threatened western snowy plover. A BLM primitive campsite is located approximately 11.5 miles south of Bandon South Jetty Park. This site has no facilities and only a small area to pitch tents. No camping is allowed in the area, except for this site.	<p>Evaluate potential hike-in camps at OPRD-managed recreation sites, such as Bandon State Natural Area. Cultural or natural resource impacts may need to be considered.</p> <p>Consider coordinating with Curry County to allow hiker-biker camping without reservations at Boice Cope County Park.</p>
Humbug Mountain to Gold Beach	25 miles	No public camping, though there are RV parks in Ophir and Nesika Beach.	Evaluate potential hike-in camps at OPRD-managed recreation sites, such as Arizona Beach State Recreation Site, Sisters Rock State Park, and Otter Point State Recreation Site. Sisters Rock and Otter Point currently do not have access to potable water or restrooms.
Gold Beach to Harris Beach	36 miles	No developed camping, though beach camping is legal in some areas.	<p>Evaluate potential hike-in camps at OPRD-managed recreation sites such as Cape Sebastian and Pistol River. These sites currently do not have access to potable water.</p> <p>Consider developing hike-in camps on OPRD-managed land. Much of the forested coastline south of Crook Point to Rainbow Rock is publicly-owned.</p> <p>Encourage development of tent-only private campgrounds in communities such as Pistol River.</p>

BLM = Bureau of Land Management; OPRD = Oregon Parks and Recreation Department; USFS = U.S. Forest Service

Camping Gap Recommendations

With the growing popularity of outdoor recreation and an increase in visitation to Oregon State Parks, OPRD should consider expanding camping opportunities along the Oregon Coast, both to bridge the OCT camping gaps listed above and for the greater public to enjoy. OPRD can address these gaps through the following recommendations:

- **Develop policy guidance to provide camping opportunities every 8 to 12 miles along the OCT:** This policy will inform the planning and development of camping opportunities as funding and publicly owned land becomes available.
- **Develop new campsites at Oregon State Parks:** Develop new campsites at parks that do not currently have overnight sites, with a focus on long stretches without public camping options.
- **Focus on providing simple hiker-biker camping areas:** These sites could be simply and inexpensively constructed and would not necessarily need to be accessible by public road. Hiker-biker sites should include a portable restroom or vault toilet and seasonal potable water that could be accessed by a forest road or service road. These hike-in camps could be free or inexpensive to use and would not require reservations. In particular, the Tillamook Head Hikers Camp could be used as a model for developing additional OCT campsites.
- **Coordinate with private campgrounds and other public agencies:** Coordinate with landowners along the OCT to increase the availability of campsites along the Oregon Coast. The OCT passes through land owned by USFS, BLM, U.S. Fish and Wildlife Service, counties, and cities, among others.
- **Collaborate with existing organizations:** OPRD should consider collaborating with other agencies seeking to improve and add camping opportunities along the Oregon Coast. For example, Oregon Parks Forever is a statewide nonprofit organization that focuses on raising funds, building partnerships, and increasing public awareness about educational and recreational opportunities available in Oregon's parks. Their Hiker-Biker Amenities Improvement Project seeks funding to complete hiker-biker camps in state parks along the Oregon Coast. These camps provide hikers and bikers with a facility to lock up gear and food, charge electronics, and fill their water bottles. This group has already installed several hiker-biker shelters and plans to install sites at Beachside State Park (south of Waldport), Beverly Beach (between Depoe Bay and Newport), South Beach (south of Newport), and Humbug State Parks (south of Port Orford).



Hiker-Biker Camp at Fort Stevens State Park

Transit and Water Crossing Considerations

Transit

Most coastal communities are served by transit. The OCT web map includes coastal communities and transit routes from ODOT’s database. Transit service of some kind is available along the length of U.S. 101. However, service is provided by a variety of agencies, and the hours of operation and frequency of service are not consistent.

Recommendation: OPRD should consider coordinating with coastal transit agencies to expand service in underserved areas. OPRD should also work with OCT agencies or private operators to provide shuttle services along gaps where hikers must walk on long stretches of highway. For example, gap 5-3/4: Siuslaw follows U.S. 101 for 5.7 miles of highway walking. This gap has the potential to be addressed through a seasonal shuttle service for hikers, or through an informal “trail angel” system where OCT volunteers and supporters provide hikers with rides. A trail angel shuttle system could be developed and updated through the online centralized information system.

Water Crossings

Water crossings, whether called “water shuttles” or “water taxis,” use a boat to cross a waterway. Water crossings are often memorable experiences and make the OCT unique. Water crossings avoid long stretches of road walking and allow hikers to stay on the beach or in a natural setting, which adds to the experience while also feeling more comfortable. Members of the Project Advisory Group expressed a general preference for using a water crossing to close a gap rather than walking along roads. Many gaps include water crossing solutions (see Table 4-3) and, when feasible, water crossings are selected as the preferred primary route alignment.



Credit - Bonnie Henderson

Water Crossing Service

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 OCT. Nehalem Bay, Tillamook Bay, and the Umpqua River all have water crossing services based at local marinas or fisheries. These services are informal with no overarching organization.

The informal system of water crossings in place has worked for OCT hikers for decades, but would benefit from additional support. Providing a central location for water crossing information and supporting new informal crossing arrangements would substantially benefit OCT hikers. The

lack of central organization makes logistics more complicated. In some cases, water crossings are independent businesses with different operating hours and their own way of scheduling a ride. In other cases, water taxis operate informally under long-standing arrangements where recreational boaters pick up hikers and bring them across. They may or may not be present when a hiker would want them.

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

- **Centralized Water Crossing Support:** Agency support of water crossings could involve facilitating agreements with providers, helping set up new informal water crossings at key gap locations, and developing a frequently updated centralized information system for OCT hikers.
- **Centralized Information System:** The centralized information system recommended in *Section 4.3* should include water crossing options, service hours, and reservation requirements, and it should be updated regularly. 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. Providing regularly updated information in a centralized location would help increase reliability, simplify the process to secure a ride, and inform hikers if ownership of the service provider changes.
- **Consistent Signs and Wayfinding:** A consistent and easily identifiable wayfinding system should indicate where hikers should go to catch the boat and where to return to the trail.
- **Infrastructure:** Some gaps with proposed water crossing services currently lack infrastructure to establish water crossing terminals. These crossings will 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. Docks are not necessary — several water crossing services currently operate by landing on the beach — but formal docks could allow larger vessels and could help water crossing service operate more reliably through different weather and tidal conditions.
- **Funding:** OCT partners should consider providing additional resources to assist water crossing providers with applications for funding, such as the Oregon State Marine Board grants.

See Table 4-3 for a list of existing and proposed water crossing connections and Figure 4-3 for a map of locations.

Table 4-3. 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.
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. • Netarts Bay Boat Ramp could be an option for a docking location at the north end 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.
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.

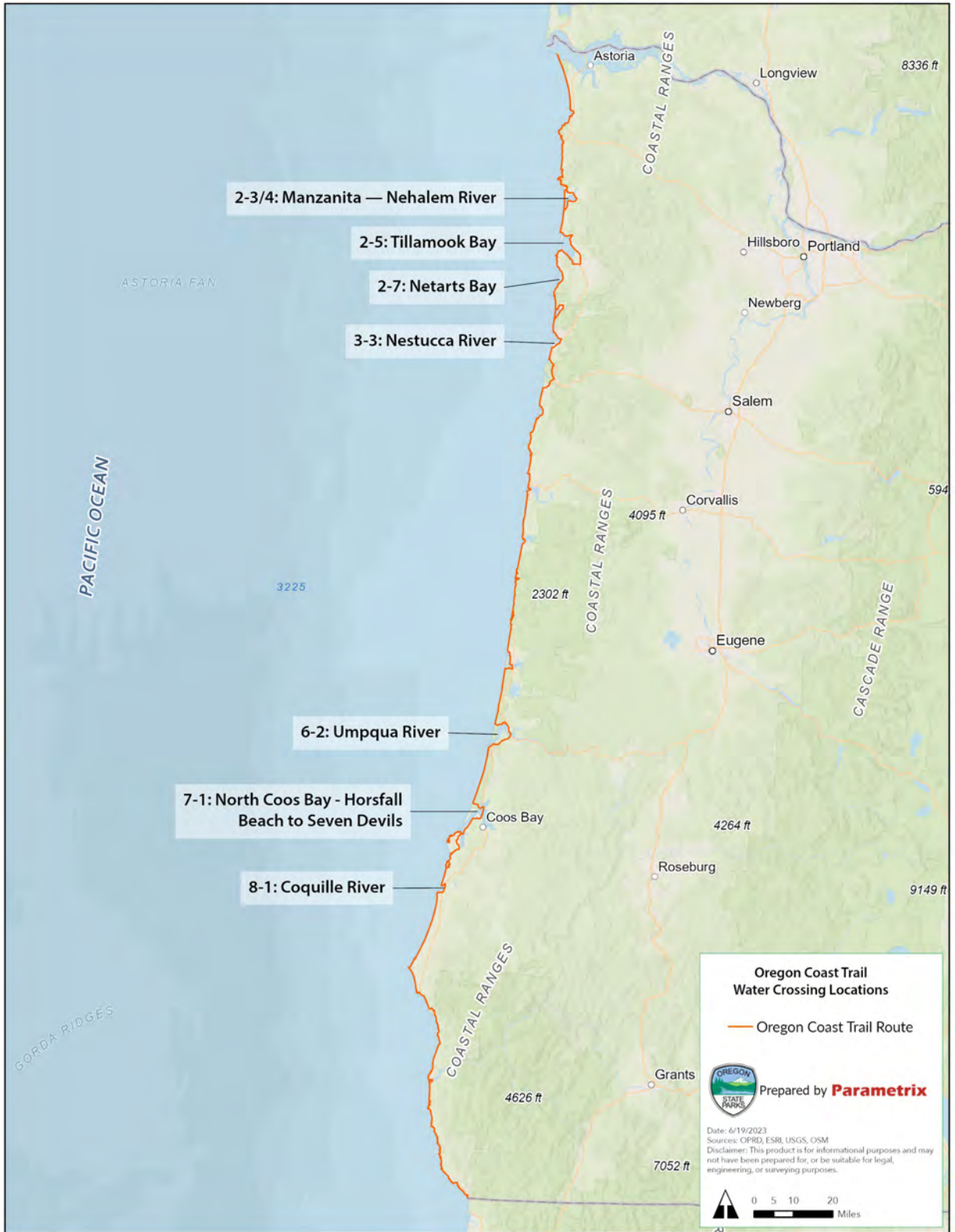


Figure 4-3. Gaps with Proposed Water Crossing Connections

4.3 Centralized Information System

An official source for centralized OCT information should be established to provide updates about trail conditions and closures, water taxi availability, trail resources, and other important trail information. The Oregon Coast Trail Foundation currently operates a website with information including maps, section details, lodging and transportation options, safety information, and an overview of hiking the trail (see Figure 4-4). OPRD may wish to coordinate with the Oregon Coast Trail Foundation to provide additional information on the website and to ensure that the website is updated regularly with relevant changes. Of all improvements proposed in this plan, establishing a Centralized Information System is the most immediately actionable, and it would provide the benefit of accurate information to the many hikers already hiking or planning to hike the OCT.

The Centralized Information System should provide the following information, updated on a regular basis or whenever changes are required:

- **Trail Closures and Temporary Detours:** Updated information on OCT conditions, detours, and closures. Contact information should be provided to field hiker questions.
- **Seasonal Information:** Information about the best times of year to hike the OCT, with specific information about seasonally impassible creek crossings. For example, several rivers can only be crossed at low tide after mid-June, and there is no overland alternative.
- **Trail Alternate Information:** Explanation of the need for trail alternate routes, details about each trail alternate.
- **Water Crossing Information:** Water crossing options, water taxi schedules/service hours, water taxi websites and contact information, tidal requirements, weather requirements, reservation requirements, and pay-in-advance options for hikers to secure reservations.
- **Maps:** PDF maps, interactive map with facilities and additional details.
- **Facility Information:** Locations and details for restrooms, camping, lodging, and water sources.
- **OCT Sections:** Overview of what to expect on each section of the trail.
- **OCT FAQ:** Frequently asked questions about hiking the OCT, including hiking logistics, wayfinding, personal safety, rules and regulations, and other information.



Figure 4-4. Existing Oregon Coast Trail Foundation Website

5. FUNDING TOOLKIT

This section outlines potential funding sources for implementing the improvements included in *Section 3* and identifies specific funding 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.

5.1 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 5-1 provides a description of promising 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. A full list of grant opportunities is included in Memorandum 5: Funding Toolkit (Appendix G).

Table 5-1. Trail Funding Sources

Funding Source	Agency	Description	Eligibility Considerations	Match Required / \$ Available
Federal Land Access Program (FLAP) ^a	FHWA and 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.
Land and Water Conservation Fund (LWCF) ^b	Federally funded grant program administrated by OPRD	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% 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
Statewide Transportation Improvement Program (STIP) ^c	ODOT	The STIP is the major statewide program for funding significant projects, usually of regional importance. The STIP programs both state and federal dollars. The <i>STIP Fix-It Program</i> is 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. This funding may be used for building path improvements.	State and local agencies are eligible to apply. Funds necessary improvements on or along state highways – gaps along U.S. 101 may be eligible. STIP process is extremely competitive. Projects included in the STIP are generally regionally significant and are prioritized by ODOT, metropolitan planning organizations, and area commissions on transportation.	Match requirements vary. Approximately \$2 billion available statewide for the 2024–2027 STIP.
Oregon Community Paths Program ^d	ODOT	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. 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.	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. Many gaps may be eligible. 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.	10 to 30% match depending on federal or state funding source. Approximately \$15 million available in 2021. Federal Project Refinement: \$150,000 to \$750,000 per project. Federal Construction: \$500,000 to \$6,000,000 per project. State Construction: \$300,000 to \$1,000,000 per project.

Funding Source	Agency	Description	Eligibility Considerations	Match Required / \$ Available
Recreational Trails Program (RTP) ^e	OPRD	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, and acquisition of land or easements for the purpose of trail development.	Eligible applicants include federal agencies, state agencies, municipal agencies, nonprofits (registered for at least 3 years), Tribal Governments, Other government entities. The OCT has previously received funding from this source (2017). Funding is very competitive and generally is based on the needs identified in the Oregon Statewide Trails Plan.	20% match. Match can include volunteer labor or other donations. Annual allocation is approximately \$1.6 million. Grant requests recommended at \$10,000 to \$150,000.
Oregon Conservation & Recreation Fund (OCRF) ^f	Oregon Department of Fish and Wildlife	This grant supports projects that protect and enhance the species and habitats identified in the Oregon Conservation Strategy and create new opportunities for wildlife watching, urban conservation, community science, and other wildlife-associated recreation. The OCRF will invest in outdoor recreation opportunities that connect Oregonians to the natural world and increase equity for underserved communities.	Any public or private non-profit organization may request funds. Private non-profit organizations must have tax-exempt status under the IRS Code Section 501(c)(3). Businesses and individuals are not eligible to apply. Projects should address statewide conservation and/or recreation needs, with many projects also addressing drought preparedness and wildfire research.	No minimum match requirements or any match requirements. 2022 grant cycle collectively totaled \$997,929 for 25 projects.

Funding Source	Agency	Description	Eligibility Considerations	Match Required / \$ Available
Boating Facility and Waterway Access Grant ^g	Oregon State Marine Board	Several grants available; Maintenance Assistance Grant, Boating Facility Grant, Waterway Access Grant, Small Grants, and Boating Infrastructure Grant. to assist with the cost of maintaining improved boating access sites throughout the state,	Based on the grant, City, county, port, park district, state and federal agencies, Nonprofit/NGO/private entities, and Oregon’s federally recognized tribal governments are eligible to apply. Based on the grant, funds may be used for routine operations and maintenance activities; to acquire property, improve, or renovate public recreational boating access, provide education and promote boating opportunities to communities with limited access; to acquire property, improve or renovate public recreational boating access facilities; and for minor facility improvements	Minimum percentage of match including cash, force account and administrative items: 25%. Small Grants: Up to \$10,000 Boating Facility Grant: Up to \$50,000 Waterway Access Grant: Up to \$20,000 Funding information not available for other grants.
Oregon Coastal Management Program (OCMP) ^h	Department of Land Conservation and Development	Grant programs specific to Oregon's coastal zone – provide funding for a range of projects from habitat acquisition and restoration for coastal resiliency to technical assistance to local communities and tribes for land use planning support. The objective of the Coastal Zone Management Habitat Protection & Restoration Bipartisan Infrastructure Law Funding Program is to increase resilience through landscape-scale habitat restoration and conservation in coastal ecosystems nationwide and promote coastal resilience in underserved coastal communities as well as those most vulnerable to climate impacts.	All restoration and restoration planning projects must be conducted on land owned/controlled by a non-Federal, public entity (includes Federally recognized Indian Tribal Governments). All acquisition projects must have final ownership of fee-lands or conservation easements held by a non-Federal public entity (includes Federally recognized Tribal Governments).	Match is not required, but cost sharing is an important element considered in the evaluation criteria. \$207 million available over 5 years. Each project can request a maximum of \$6 million for project costs.

Funding Source	Agency	Description	Eligibility Considerations	Match Required / \$ Available
Travel Oregon Competitive Grants Program ⁱ	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 Grants Program Small – Up to \$20,000 Medium - \$20,000 to \$100,000 Large – Over \$100,000
Local Government Grant Program (LGGP) ^j	State lottery-funded grant program administrated by OPRD	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.	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, counties, metropolitan service districts, park and recreation districts, and port districts. Many gaps may be eligible. 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.	20-50% match required, based on city, district, or county population. Small Community Planning Grants: Maximum of \$40,000 Small Grant Request: Maximum \$75,000 Large Grant Requests: Maximum \$750,000 Land acquisition projects: \$1,000,000

Funding Source	Agency	Description	Eligibility Considerations	Match Required / \$ Available
Legacy Trails Grant Program ^k	American Trails and 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.

a <https://highways.dot.gov/federal-lands/programs-access>

b <https://www.oregon.gov/oprd/GRA/Pages/GRA-lwcf.aspx>

c <https://www.oregon.gov/odot/STIP/Pages/Current-Future-STIP.aspx>

d <https://www.oregon.gov/odot/Programs/Pages/OCP.aspx>

e <https://www.oregon.gov/oprd/gra/pages/gra-rtp.aspx>

f <https://www.dfw.state.or.us/conservationstrategy/OCRF/>

g [https://www.oregon.gov/osmb/boating-facilities/Pages/Boating Facilities Home.aspx](https://www.oregon.gov/osmb/boating-facilities/Pages/Boating_Facilities_Home.aspx)

h <https://www.oregon.gov/lcd/OCMP/Pages/Grants.aspl>

i <https://industry.traveloregon.com/opportunities/grants/competitive-grants-program/>

j <https://www.oregon.gov/oprd/gra/pages/gra-igpp.aspx#:~:text=The%20goal%20of%20the%20program,to%20apply%20is%20December%202015.>

k <https://www.americantrails.org/legacy-trails-program>

5.2 Gaps and Potential Funding

Table 5-2 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 Memorandum 4: Conceptual Drawings and Cost Considerations (Appendix E) and Cost Estimates (Appendix J), for more details about cost estimates.

Table 5-2. Gaps and Potential Funding

Gap #	Gap Location	Concept Description	Potential Funding Source	Costs (2022 \$)
1-X	Camp Rilea	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. New wayfinding signs.	Signage could be purchased and/or installed by ODOT, OPRD, local agencies, or volunteers.	Primary: 0 Alternate: 130,000
1-1	Necanicum River	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. New wayfinding signs.	<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. 	Primary: 2,550,000
1-2	Ecola Creek	Primary: New route connects to beach at 7th Street, uses the bridge over Ecola Creek, then returns to the beach at NeCus Park. New wayfinding signs.	Signage could be purchased and/or installed by ODOT, OPRD, local agencies, or volunteers.	Primary: 20,000 Materials cost: ~5,000
1-Z	Silver Point to Hug Point	Primary: Follow beach (existing route). Alternate: Follow U.S. 101. New wayfinding and tidal gap signs.	Signage could be purchased and/or installed by ODOT, OPRD, local agencies, or volunteers.	Primary: 0 Alternate: 100,000
2-3/4	Manzanita — Nehalem River	Primary: Water crossing between Nehalem Bay State Park and existing marinas. New wayfinding signs. 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. New wayfinding signs. Alternate (interim): Interim overland route to follow U.S. 101. New wayfinding signs. New warning signs 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. 	Primary: 150,000 Alternate: 9,800,000 Alternate (interim): 330,000

Gap #	Gap Location	Concept Description	Potential Funding Source	Costs (2022 \$)
2-5	Tillamook Bay	<p>Primary: Planned Salmonberry Trail to existing marina, water crossing to Bay Ocean Spit. New wayfinding signs.</p> <p>Alternate: Overland route follows Salmonberry Trail to Tillamook, the planned Hadley Fields Crossing trail through Tillamook, OR 131, and Bayocean Road. New wayfinding signs. New warning signs along OR 131.</p> <p>Alternate (interim): Interim overland route to follow U.S. 101, OR 131, and Bayocean Road. New wayfinding signs. New warning signs along U.S. 101 and OR 131.</p>	<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	<p>Primary: Follow existing privately-owned trail, existing trails through Cape Meares Scenic Viewpoint, and along Cape Meares Loop. Improve existing trail. New wayfinding signs.</p>	Signage could be purchased and/or installed by ODOT, OPRD, local agencies, or volunteers.	Primary: 330,000
2-X	Oceanside South	<p>Primary: Follow beach (existing route).</p> <p>Alternate: High-tide route to follow OR 131. New wayfinding signs. New tidal gap signs. New warning signs on OR 131.</p>	Signage could be purchased and/or installed by ODOT, OPRD, local agencies, or volunteers.	<p>Primary: 10,000</p> <p>Materials cost: <5,000</p> <p>Alternate: 10,000</p> <p>Materials cost: <5,000</p>
2-7	Netarts Bay	<p>Primary: Follow Netarts Bay Drive and Whiskey Creek Road (existing route). Widen gravel shoulder. New wayfinding signs.</p> <p>Aspirational: New water crossing from existing boat ramp to Netarts Spit.</p>	<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>Other potential funding sources include:</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>

Gap #	Gap Location	Concept Description	Potential Funding Source	Costs (2022 \$)
3-2	Sand Creek	<p>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 wayfinding signs. New warning signs along Whalen Island Road and Sand Lake Road. Implement shoulder improvements where feasible (not included in cost estimate).</p> <p>Alternate: High-tide route on Galloway Road and Sandlake Road. New tidal gap signs. New wayfinding signs. New warning signs along Galloway Road and Sandlake Road. Implement shoulder improvements where feasible (not included in cost estimate).</p>	<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	<p>Primary: Water crossing from existing marina to peninsula in Nestucca Bay Wildlife Refuge, and existing trail and roads to U.S. 101. New wayfinding signs.</p> <p>Alternate: Overland route follows Brooten Road and U.S. 101. New wayfinding signs. Add warning signs along Brooten Road and U.S. 101.</p>	<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>
3-4	Cascade Head (North)	<p>Primary: Follow U.S. 101 and Cascade Head trails. New wayfinding signs.</p> <p>Aspirational: New trails to avoid U.S. 101 segment.</p>	Signage could be purchased and/or installed by ODOT, OPRD, local agencies, or volunteers.	<p>Primary: 90,000</p> <p>Aspirational: <i>not calculated</i></p>

Gap #	Gap Location	Concept Description	Potential Funding Source	Costs (2022 \$)
3-5	Cascade Head (South)	Primary: Follow Fraser Road, new trail through private property and USFS land, and existing trails to Roads End State Recreation Site. New wayfinding signs.	<ul style="list-style-type: none"> • Coordinate with ODOT and OCBR improvements. Other potential funding sources include: <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	Primary: Follow U.S. 101 to Beltz Dike Trail. New wayfinding signs. Add shoulder improvements, add warning signs 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	Primary: Follow U.S. 101, existing parallel paths, and existing parallel roads. New wayfinding signs. New warning signs along U.S. 101.	Signage could be purchased and/or installed by ODOT, OPRD, local agencies, or volunteers.	Primary: 60,000
4-2/3	Whales Cove	Primary: Follow Otter Crest Loop to Otter Rock (existing route). New wayfinding signs. Add warning signs along Otter Crest Loop.	Signage could be purchased and/or installed by ODOT, OPRD, local agencies, or volunteers.	Primary: 10,000 Materials cost: <5,000
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. New wayfinding signs.	Signage could be purchased and/or installed by ODOT, OPRD, local agencies, or volunteers.	Primary: 60,000
4-5	Yaquina Bay	Primary: Use Yaquina Bay Bridge (existing route). New wayfinding signs.	Signage could be purchased and/or installed by ODOT, OPRD, local agencies, or volunteers.	Primary: 50,000

Gap #	Gap Location	Concept Description	Potential Funding Source	Costs (2022 \$)
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 wayfinding signs. 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	Primary: Follow Bayshore Drive to Alsea Bay Bridge (existing route). New wayfinding signs.	Signage could be purchased and/or installed by ODOT, OPRD, local agencies, or volunteers.	Primary: 10,000 Materials cost: <5,000
5-X	Waldport	Primary: Follow the beach (existing route). New wayfinding signs. Alternate: Follow U.S. 101 with planned pedestrian improvements. New wayfinding signs. New warning signs along U.S. 101 in the interim until improvements 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>Other potential funding sources include:</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 	Primary: <10,000 Materials cost: <5,000 Alternate: 2,500,000
5-2	Yachats	Primary: Follow U.S. 101 (existing route). New wayfinding signs. New warning signs along U.S. 101.	<ul style="list-style-type: none"> • A 350-foot-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. 	Primary: 20,000

Gap #	Gap Location	Concept Description	Potential Funding Source	Costs (2022 \$)
5-3/4	Siuslaw	<p>Primary: Follow U.S. 101 (existing route). New wayfinding signs. 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).</p> <p>Aspirational: New trail through USFS land east of U.S. 101. Requires multiple stream crossings. U.S. 101 crossing near Rock Creek.</p>	<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>Other potential funding sources include:</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 Description	Potential Funding Source	Costs (2022 \$)
5-5	Heceta Head	<p>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. New wayfinding signs.</p> <p>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 wayfinding signs. New warning signs along U.S. 101.</p> <p>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>	<ul style="list-style-type: none"> • Alternate new paved trail part of OCBR Plan. Coordinate with OCBR for potential funding sources. <p>Other potential funding sources include:</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: not calculated</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 wayfinding signs. New warning signs along Rhododendron Drive and Sand Dunes Road. Where feasible, widen shoulders on Rhododendron Drive and Sand Dunes Road.</p>	<ul style="list-style-type: none"> • Consider expanding shoulder during routine re-paving work on Rhododendron Drive and Sand Dunes Road. <p>Other potential funding sources include:</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 Description	Potential Funding Source	Costs (2022 \$)
6-2	Umpqua River	<p>Primary: Water crossing from south end of spit to existing marina. New wayfinding signs.</p> <p>Alternate: Follow Sparrow Park Road and U.S. 101. New warning signs along U.S. 101. Widened shoulders on U.S. 101 where feasible. New wayfinding signs.</p> <p>Aspirational: Path alignment adjacent to U.S. 101 on the southeast side (22nd Street to Reedsport West Road). Dean to Dunes Trail Plan.</p>	<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>Other potential funding sources include:</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 Materials cost: <5,000</p> <p>Alternate: 160,000</p>

Gap #	Gap Location	Concept Description	Potential Funding Source	Costs (2022 \$)
7-1	North Coos Bay (Horsfall Beach to Seven Devils)	<p>Primary: New water crossing from North Spit boat launch to Empire. New wayfinding signs.</p> <p>Alternate: Overland route along Horsfall Road, U.S. 101, and city streets. New trail through east side of John Topits Park avoids Lakeshore Drive. New wayfinding signs.</p>	<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>Other potential funding sources include:</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	<p>Primary: Follow Cape Arago Highway (existing route). New warning signs. Implement shoulder improvements where feasible. New wayfinding signs.</p>	<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 Description	Potential Funding Source	Costs (2022 \$)
7-3	Cape Arago / Seven Devils	<p>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 wayfinding signs. New warning signs on Seven Devils Road. Implement shoulder improvements on Seven Devils Road where feasible.</p> <p>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 wayfinding signs. New warning signs on Seven Devils Road. Implement shoulder improvements on Seven Devils Road where feasible. New tidal gap signs for Fivemile Point.</p>	<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	<p>Primary: Exit beach at Bullards Beach State Park. New water crossing from existing boat launch at Bullards Beach State Park to existing marina. New wayfinding signs.</p> <p>Alternate: Exit beach at Bullards Beach State Park. Follow U.S. 101 and Riverside Dr (existing route). New wayfinding signs. New warning signs along U.S. 101 and Riverside Drive. Improve shoulders where feasible along U.S. 101 and Riverside Drive.</p> <p>Aspirational: New bicycle and pedestrian bridge west of the U.S. 101 Coquille River Bridge.</p>	<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 Materials cost: <5,000</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. New wayfinding signs.</p>	<p>Signage could be purchased and/or installed by ODOT, OPRD, local agencies, or volunteers.</p>	<p>Primary: 10,000 Materials cost: <5,000</p>

Gap #	Gap Location	Concept Description	Potential Funding Source	Costs (2022 \$)
9-2	Rocky Point	Primary: Rounds Rocky Point on U.S. 101. New wayfinding signs. Warning signs along U.S. 101. Improve shoulders where feasible along U.S. 101. Improve crossing at Old Highway 101 / Humbug Mountain Frontage Road.	<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. 	Primary: 200,000

Gap #	Gap Location	Concept Description	Potential Funding Source	Costs (2022 \$)
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 and (2) from U.S. 101 to the beach. Improve U.S. 101 crossings at two locations: (1) Humbug Mountain State Park day use area (mile point 307.8) and (2) Pacific Highlands Drive (mile point 311.9). Warning signs along U.S. 101. Implement shoulder improvements where feasible along U.S. 101. New wayfinding signs.</p> <p>Alternate: 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), (3) Sisters Rock (mile point 314.6), and (4) 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. New wayfinding signs. Coy Creek Road is private and not accessible by the public; alternate would require seeking an easement on Coy Creek Road through private property.</p>	<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. 	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). New wayfinding signs.</p>	Consider as an ODOT-funded region project through the STIP or related source.	Primary: 300,000
9-6	Gold Beach	<p>Primary: Existing roads and U.S. 101 Wedderburn Bridge (existing route). New wayfinding signs.</p>	Signage could be purchased and/or installed by ODOT, OPRD, local agencies, or volunteers.	Primary: 10,000 Materials cost: <5,000

Gap #	Gap Location	Concept Description	Potential Funding Source	Costs (2022 \$)
10-1	Crook Point	Primary: Follow U.S. 101 (existing route). New wayfinding signs. Warning signs 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. 	Primary: 80,000
10-2	Thomas Creek	Primary: Follow U.S. 101 over Thomas Creek Bridge (existing route). New wayfinding signs. Warning signs along U.S. 101.	<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. 	Primary: 10,000 (signage only) <i>Materials cost:</i> <5,000
10-3	Shy Creek	Primary: Follow U.S. 101 (existing route). New wayfinding signs. Warning signs 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. 	Primary: 60,000

Gap #	Gap Location	Concept Description	Potential Funding Source	Costs (2022 \$)
10-4	Chetco River (North)	Primary: Follow U.S. 101 and Railroad Street. New wayfinding signs. Warning signs along portions of U.S. 101 lacking sidewalks. 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	<p>Primary: Follow Oceanview Drive to McVay Rock State Park, beach to Crissey Field. Tidal gap signs. New wayfinding signs. Warning signs along Oceanview Drive.</p> <p>Alternate: Follow Oceanview Drive to U.S. 101, cross the Winchuck River, follow existing (but currently informal) trail through Crissey Field State Recreation Site. New wayfinding signs. Warning signs along Oceanview Drive and U.S. 101.</p>	Signage could be purchased and/or installed by ODOT, OPRD, local agencies, or volunteers.	<p>Primary: 10,000 Materials cost: <5,000</p> <p>Alternate: 30,000</p>

NFF = National Forest Foundation; OCBR = Oregon Coast Bicycle Route; ODOT = Oregon Department of Transportation; OPRD = Oregon Parks and Recreation Department; ROW = right-of-way; STIP = Statewide Transportation Improvement Program; TSP = transportation system p

6. IMPLEMENTATION

This Action Plan is a first step toward closing the gaps along the OCT, but the trail will require continued planning and partnerships with the many agencies and other groups involved. The Declarations of Cooperation (Appendix I) document this intention to work together. This Action Plan is intended to be carried out over the course of many years based on gap prioritization, availability of funding, and opportunity to overlap with other plans and partner projects. However, OCT partners should initiate actions in the short and medium term to kickstart improvements along the trail and build momentum for completing the trail.

Immediate Action Items

The following recommendations are steps that can be taken immediately by OCT partners to improve users' experience on the trail with minimal funding and little to no capital or infrastructure development.

Promote ongoing coordination and partnerships.

- *Coordinate with existing plans and projects:* OPRD and other OCT partners should be opportunistic about funding by seeking to combine OCT projects with existing planned projects, such as those implemented as part of local TSPs, improvements to the OCBR, the Salmonberry Trail, and others. Implementing gap solutions will require agency coordination and identification of funding. Some proposed gap solutions will be implemented as standalone projects, while others could become part of existing ODOT maintenance, paving, or road improvement projects.
- *Improvements Within Public Right-of-Way:* Many gaps involve significant sections where hikers are required to walk on sections of highway that are uncomfortable and may feel unsafe. These gaps present opportunities to work with ODOT on improving sections of the trail within the ODOT right-of-way. OCT partners should continue conversations with ODOT to improve the experience for hikers, as this right-of-way is already owned by public agencies, and cost-effective improvements such as roadway restriping projects could greatly increase the level of comfort for OCT hikers.
- *Maintain partnerships through the Declarations of Cooperation:* The Declarations of Cooperation for the North, Central, and South Coast segments of the OCT lay out the framework for continued management and maintenance partnerships along the OCT. The Declarations of Cooperation represent the collaboration taking place “on the ground” to address gaps along the OCT. OCT partners should utilize the Declarations of Cooperation to hold partners accountable for honoring commitments established within the document, including seeking funding for the trail, incorporating projects into local plans, promoting and supporting the OCT, providing operation and maintenance support for trail segments, providing wayfinding signage, and providing support for water crossing solutions.
- *Formalize partnerships through governance:* Form a governance structure based on the model proposed by Oregon Solutions during the planning process. This would require standing up two committees; a technical group (Coordinating Committee) and a decision-making group (OCT Policy Board). OPRD would assume the lead in creating charters, drafting members from previous stakeholder groups, and facilitating meetings.

Establish a centralized information system.

- *Establish Centralized Information Site:* Coordinate with OCT partners to determine responsibilities for hosting, maintaining, and updating the centralized information system with current OCT information.
- *Review and update information:* Prior to establishing the centralized information system, OPRD and other partners should ensure that maps, trail and gap information, amenity and service information, and links to other websites are updated and accurate.

Critical Gaps

The following gaps have been identified as the most critical to address due to safety concerns, notably inconvenient or uncomfortable sections, or a need for additional supportive services. Many of these gaps are described in further sections of this implementation chapter based on their feasibility, cost, and partnership opportunities. Some of these gaps may be challenging or expensive to implement, but should still be noted as important priorities for OCT partners.

- **2-3/4: Manzanita - Nehalem River.** Significant amount of U.S. 101 road walking without sidewalks or shoulders. The primary solution includes a water crossing. An existing water crossing service is operated by Jetty Fishery, but this service should be encouraged and supported by OPRD and OCVA.
- **2-5: Tillamook Bay.** Significant amount of U.S. 101 road walking without sidewalks or shoulders. The primary solution includes a water crossing. An existing water crossing service is operated by Garibaldi Marina, but this service should be encouraged and supported by OPRD and OCVA.
- **3-4: Cascade Head (North).** Requires U.S. 101 road walking without a shoulder, against a guardrail, out of Neskowin. The aspirational new trails to avoid the U.S. 101 segment are likely to have private property impacts and potential environmental or cultural impacts.
- **5-3/4: Siuslaw.** Significant amount of U.S. 101 road walking without shoulders (sidewalks are unlikely to be constructed in this rural area). Opportunities for shoulder improvements are limited along U.S. 101. The aspirational new trail through USFS land would require multiple stream crossings and would likely have environmental and cultural impacts.
- **5-5: Heceta Head.** Current route follows U.S. 101 through a tunnel. New trails could impact private property and are likely to cross sensitive areas for environmental, historical, and cultural resources.
- **6-2: Umpqua River.** Significant amount of U.S. 101 road walking without shoulders. The primary solution includes a water crossing. An existing water crossing service is operated by Winchester Bay Charters, but this service should be encouraged and supported by OPRD and OCVA.
- **7-3: Cape Arago / Seven Devils (Seven Devils Road segment).** Significant amount of road walking on Seven Devils Road. This segment of roadway lacks sidewalks and has many bends in the road, which results in low visibility for drivers and safety concerns for hikers. Securing easements or parcels to facilitate new routing on existing timber roads would alleviate most of the Seven Devils Road walking.

- **8-1: Coquille River.** Bullards Bridge has no shoulder, sidewalk, or bike lane, and presents significant safety concerns for people walking the OCT. Work with ODOT to explore options for trail outside of guardrail, shoulder widening on U.S. 101, and improvements to the U.S. 101 Bullards River Bridge or providing a new bridge for walking and biking.
- **9-3: Humbug Mountain.** Significant amount of U.S. 101 road walking without separated path. OPRD should work with ODOT to pursue soft surface trails adjacent to the highway, wide/buffered shoulders, and other improvements within the U.S. 101 right of way where feasible.

6.1 Near Term Actions

Near-term water crossing initiatives. The Action Plan does not propose formalizing water crossing services through OCT agencies. Instead, OPRD and agency partners should consider the following actions in the near-term to support the existing informal system.

- *Work with providers:* Facilitate conversations with water crossing providers to make this system more functional, approachable, and accessible. Agency support of water crossings could involve facilitating agreements with providers and helping set up new informal water crossings at key gap locations. OCT partners should provide support to existing providers and work with potential providers to help facilitate new water crossing services where gaps currently exist.
- *Provide information:* Make information for hikers more readily accessible. The Centralized Information System outlined in *Section 4.3* should provide water crossing updates, service information, contact information, and reservation requirements. This will avoid potential conflicts between hikers and water crossing providers.
- *Update water crossing signage:* Prioritize installing clear signage, wayfinding systems, and information boards that indicate directions for hikers to catch the boat and return to the trail. Especially where water crossings are indicated as the primary route, signage should be clear, easy to follow, and provide relevant details for hikers.

Inventory, replace, and update wayfinding signage.

- Work with OCT landowners to establish a clear and consistent wayfinding system. Use the guidelines in *Section 4.2* to determine where signs are lacking at critical decision points along the trail. Replace and add signage where needed.

Install and monitor trail counters.

- *Install trail counters:* Install on-the-ground trail counters at multiple locations along the OCT to gather accurate trail use estimates and to make a case for supporting and financing development of the OCT.
- *Monitor trail data sources:* Monitor trail use data through a combination of trail counters and cloud-based fitness apps such as Strava to help OCT partners build a database of trail use information.

Construct new hiker-biker campsites, add potable water and toilets at key locations.

- *Develop new campsites at Oregon State Parks:* Develop new campsites at parks that do not currently have overnight sites, with a focus on long stretches without public camping options. Sites could be simply and inexpensively constructed as simple hiker-biker style camping areas and would not necessarily need to be accessible by public road. OPRD should initiate a pilot project in the near term to establish a hike-in camp in Oswald West State Park near the summit of Neahkahnie Mountain with a portable restroom and potable water tank.
- *Provide seasonal potable water:* Provide potable water in key locations during the hiking season by supplying large, refillable water tanks at key locations. A midpoint location between Florence and Reedsport, within the Oregon Dunes National Recreation Area, and a midpoint location between Gold Beach and Harris Beach State Park, such as Pistol River State Scenic Viewpoint, should be considered as the highest priority locations. These tanks would need to be regularly refilled and maintained.
- *Provide seasonal portable restrooms:* Install seasonal portable restrooms at proposed new campsites. OPRD could consider implementing a pilot project at one or two campsites to assess feasibility.

6.2 Medium Term Projects

Table 6-1 describes gaps that may be possible to address in the medium term. The gaps in this section have been highlighted as priorities by OCT partners and the Project Advisory Group, have political support, may be located on publicly-owned land, or may address a pressing safety need with minimal capital investment.

Table 6-1. Medium Term Projects

Gap #	Gap Name	Location	Description
1-1	Necanicum River	Gearhart to Seaside along U.S. 101	Work with ODOT to support planned pedestrian improvements along U.S. 101 with the Gearhart Facility Plan and Seaside Transportation System Plan.
2-3/4	Manzanita — Nehalem River	Nehalem Bay State Park	Implement new overland route via new soft-surface trail through Nehalem Bay State Park. Crosses Nehalem River on U.S. 101 bridge.
2-6	Oceanside	Trails connecting town of Cape Meares to Cape Meares Loop Road / Bayshore Drive	Improve existing privately-owned trail and existing trails through Cape Meares Scenic Viewpoint. Work on completing this gap is underway as of the publication of this plan.
5-5	Heceta Head	Access road near Heceta Beach parking to forest road (NF-58)	OPRD to coordinate with USFS. Requires a new trail through forest on state-owned land and USFS land to access existing trail network. This solution would avoid the need for walking through the Cape Creek Tunnel and approximately 3 miles of walking on U.S. 101 with narrow shoulders, low visibility, curves, and steep drop-offs.

Gap #	Gap Name	Location	Description
6-1	Siuslaw River	Sand dunes west of Glenada Glenada - Barrett Creek Lane to Sand Dunes Road/S Jetty Road	Clarify public access on Barrett Creek Lane south of Florence to connect to Sand Dunes Road. Develop new trail on OPRD and USFS property that crosses Flint Creek and sand dunes to connect with Sand Dunes Road.
7-3	Cape Arago / Seven Devils	Bandon Dunes	Both: Coordinate with Coos County to implement shoulder improvements on Seven Devils Road. New trail from Cape Arago through timberland will require an easement from private landowner. Primary: Bandon Dunes - Use of existing trails and roads will require an easement from private landowner Alternate: New tidal gap signs for Fivemile Point.

6.3 Initiatives Requiring Further Study

Table 6-2 includes gaps with more complex issues that will require further study. OCT partners may need to negotiate easements, conduct surveys, conduct environmental studies and mitigation, hold tribal consultations, and/or assess stormwater treatment and detention.

Table 6-2. Initiatives Requiring Further Study

Gap #	Gap Name	Location	Description of Proposed Planning Actions
2-5	Tillamook Bay	Barview to Garibaldi	Additional Study: Alternate Route. Further study to determine if there is space available for a side path along the railroad. May require conversations with the railroad to determine whether the Salmonberry Trail can include a rail-with-trail option.
3-4	Cascade Head (North)	Neskowin Beach to start of Rainforest Trail	Shoulder Improvements: Primary Route. Shoulder disappears/narrows for a portion near Fall Creek. Existing passing lane on U.S. 101 could potentially be restriped to accommodate a wider shoulder (passing lane would be present further south). Work with ODOT to extend the shoulder for the full segment. Additional Study: Aspirational Route. Route includes new soft surface trail parallel to U.S. 101 segment. Work with ODOT to determine feasibility of developing trail within ROW.

Gap #	Gap Name	Location	Description of Proposed Planning Actions
3-5	Cascade Head (South)	Otis to Roads End	Easement and Additional Study: <i>Primary Route.</i> New trail travels through private property and USFS land. Easement needs to be coordinated. New trail and formalizing existing trails could have potential environmental or cultural impacts. New trail could require conservation easement for recreational use.
5-3/4	Siuslaw	Neptune State Scenic Viewpoint to Rock Creek	Additional Study: <i>Aspirational Route.</i> New trail through USFS land east of U.S. 101 requires multiple stream crossings. Further study required to assess natural resource impacts. Shuttle: <i>Primary Route.</i> Follows U.S. 101 for 5.7 miles of highway walking. Assess potential for a seasonal shuttle service for hikers, or promote establishment of an informal “trail angel” system where OCT volunteers and supporters provide hikers with rides.
7-2	South Coos Bay	OR 540/Cape Arago Hwy	Shoulder Improvements: <i>Primary.</i> Follows Cape Arago Hwy shoulder for approximately 3.7 miles. Shoulder becomes narrow in several areas. Work with ODOT to explore options for trail adjacent to existing shoulder or shoulder widening.
9-3	Humbug Mountain (North)	Humbug Mountain to Nesika Beach	Easement: Coy Creek Road is private and not accessible by the public; consider seeking an easement on Coy Creek Road through private property. Routing the trail onto these quieter roads would eliminate approximately 6 miles of highway walking.

6.4 Looking Down the Trail

For intrepid through-hikers, locals seeking the joys of nature in their backyards, and families escaping to lush forests and sandy beaches, the Oregon Coast Trail provides something unique and special for people from all walks of life. While the OCT is hikeable today, this Action Plan provides a path forward for resolving difficult gaps and establishing a more consistent and comfortable trail.

The OCT is a priority for Oregon today, with recent legislation supporting its completion. Implementing this Action Plan will require teamwork and the dedicated support of local agencies, tribes, coastal communities, the state government, advocates, and funders. The future of the trail depends on these partnerships to move this plan forward and realize the vision of the OCT as an iconic trail that provides a world-class experience for all.



7. REFERENCES

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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
- H Community Outreach Summaries
- I Declaration of Cooperation
- J Cost Estimates (electronic Excel file)

