



Oregon Coast Trail:

Connection Strategy



Nature
HISTORY
Discovery

January 2011

A scenic view of the Oregon Coast Trail at Heceta Head Lighthouse State Scenic Viewpoint. The foreground is filled with green grass and yellow wildflowers. In the middle ground, there are dark, rocky outcrops in the ocean, with waves crashing against them. The background shows the vast blue ocean stretching to the horizon under a clear blue sky.

**Cover: Oregon Coast Trail at Heceta Head Lighthouse State Scenic Viewpoint
Oregon Coast Trail (Historic 804 Trail) at Yachats State Recreation Area**

Oregon Parks and Recreation Commission

Congressional District 1
Davis Moriuchi, Chair

Congressional District 2
Brad Chalfant

Congressional District 3
Jay Graves, Vice-Chair

Congressional District 4
Sue Musser

Congressional District 5
James Brown

East of the Cascades
Sharon Rudi

West of the Coast Range
Robin Risley



Oregon Recreation Trails Advisory Council

Congressional District 1
Raymond Amsinger

**Congressional District 4
(Coastal Representative)**
Chuck Solin, Chair

Congressional District 2
Kent Howes

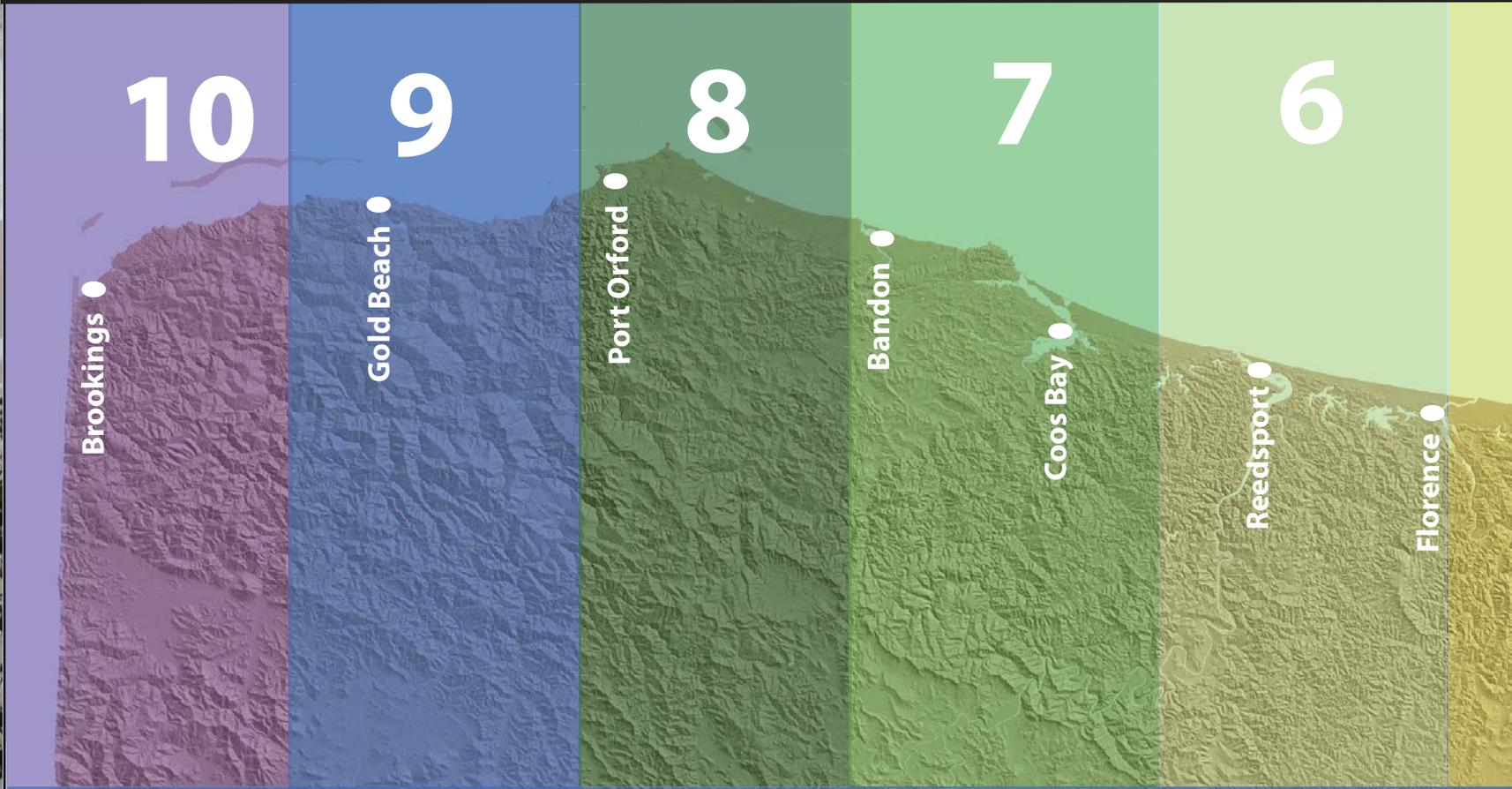
Congressional District 5
Terry Wheeler

Congressional District 2
Bruce Galloway

**Congressional District 5
(Coastal Representative)**
John Mare

Congressional District 3
Nancy Ream Enabnit,
Vice-Chair

Oregon Coast Trail: Connected



Introduction	Page 6
Planning Sections:	
Section 1 - Columbia River to Oswald West State Park	Page 12
Section 2 - Oswald West State Park to Cape Lookout State Park	Page 15
Section 3 - Cape Lookout State Park to Lincoln City	Page 19
Section 4 - Lincoln City to Waldport	Page 23
Section 5 - Waldport to Florence	Page 29

ction Strategy Section Map



Planning Sections:

Section 6 - Florence to North Bend.....	Page 34
Section 7 - North Bend to Bandon.....	Page 37
Section 8 - Bandon to Humbug Mountain State Park.....	Page 42
Section 9 - Humbug Mountain State Park to Pistol River State Scenic Viewpoint.....	Page 44
Section 10 - Pistol River State Scenic Viewpoint to California.....	Page 48



Introduction:

The majesty of Oregon's 362-mile coastline unfolds around every bend as the trail crosses sandy beaches, meanders throughout forest-shaded corridors, follows highway shoulders and traverses majestic headlands. The Oregon Coast Trail follows the coastline. The majority of the route is on the beach. The rest of its 382 miles wind through state parks or other public lands, and on trail easements or permits from generous private landowners.

The Oregon Coast Trail would not be here today if it had not been for two important citizens. First, Governor Oswald West designated the ocean shoreline for public use in 1913 (followed up with the Beach Bill of 1967). Then Dr. Samuel N. Dicken laid out the concept of the trail in his book *Old Oregon* in 1959.

After several years of growing public support and the passing of the Oregon Recreational Trail Act of 1971, Oregon Parks and Recreation Department (OPRD) began developing the trail. The trail exemplifies the citizens of Oregon's commitment to natural beauty and public access. The Oregon Coast Trail is a legacy that we all can experience.

In 2009, the concept of the Oregon Coast Trail turned 50 years old. In 2021, the Oregon Coast Trail will be 50 years old. We are now at that critical moment in time to begin planning for the completion of the Oregon Coast Trail by its 50th birthday.

The trail was deemed "hikable" in 1988. However, there are 33 critical gaps in the Oregon Coast Trail today. 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. The collective total of gaps is under 50 miles.

A comprehensive plan for the Oregon Coast Trail has not been completed since 1972. The 2005 gap assessment by the National Coast Trails Association provided the basis for an Oregon Coast Trail Plan that will meet these goals:

- **Review the gaps and develop strategies to have a connected Oregon Coast Trail.**
- **Create regional identity for sections of the trail that highlights the unique beauty of**

the coast including the dunes area in the middle, the sandy beaches to the north and the rocky headlands to the south.

- **Identify key partners to assist OPRD in raising the awareness of the Oregon Coast Trail and provide a local presence for Oregon Coast Trail needs.**



Oregon Coast Trail at Yachats.

The Planning Process:

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 (Figure 1). 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 33 gaps were reviewed section by section. Current use and future short-term and long-term connections were identified and development concepts were formulated through input from the stakeholder meetings. The development of the concepts reflects resource constraints and opportunities and addresses the goals, opportunities and constraints established in the planning process. The concepts include site plan drawings and written descriptions of the gaps, locations, sizes and proposed short-term and long-term solutions.

Planning Products:

Phase I: Connection Strategy

The connection strategy is written and illustrated as conceptual “blueprints” containing summarized information about, and long term plans for Oregon Coast Trail gaps. The plan will serve as a guide for directing future planning to close the gaps for the next 20 years.

The connection strategy will direct future planning on the closing of the gaps. The connection strategy will also assist OPRD in the development of a management plan for the Oregon Coast Trail.

Phase II: Individual Gap Planning

The next step will be to develop feasibility planning, operational planning, and design planning on each gap identified in the Connection Strategy (Figure 2). This effort will succeed only with local interest and partnerships with OPRD, local communities or other land managers.



Oregon Coast Trail at Heceta Head.



Oregon Coast Trail at Cape Lookout State Park.



Oregon Coast Trail Connection Strategy Meetings

Stakeholder Meeting 1: Introduction to Process / Gap Identification

- August 11, 2009 - Astoria
- August 12, 2009 - Newport
- August 13, 2009 - Coos Bay
- August 14, 2009 - Gold Beach

Stakeholder Meeting 2: Gap Solution Refinement

- November 17, 2009 - Brookings
- November 18, 2009 - Bandon
- November 19, 2009 - Lincoln City
- November 20, 2009 - Astoria

Stakeholder Meeting 3: Connection Strategy Draft Review

- June 3, 2010 - Tillamook
- June 10, 2010 - Florence
- June 11, 2010 - North Bend

Public Meeting: Connection Strategy Final Draft Presentation/Comments

- August 17, 2010 - Portland
- August 18, 2010 - Eugene
- August 24, 2010 - Lincoln City
- August 25, 2010 - North Bend

Port Orford Head State Park, looking south to Humbug Mountain

Stakeholders

OPRD:

John Allen, Coastal Region Manager
Mike Stein, North Coast District Manager
Teri Wing, Ft. Stevens MU Manager
Larry Oswald, Nehalem Bay MU Manager
Claude Crocker, Mid-Coast District Manager
Patti Green, Beverly Beach MU Manager
Pete Marvin, Cape Lookout MU Manager
Dennis Comfort, South Beach MU Manager
Shirley Stentz, Central Coast District Manager

Kevin Beck, Carl Washburne MU Manager
Alan Freudenthal, Honeyman MU Manager
Jerry Smith, Umpqua Lighthouse MU Manager
Larry Becker, South Coast District Manager
Preson Phillips, Sunset Bay MU Manager
Ben Fisher, Bullards Beach MU Manager
Frank Eckley, Cape Blanco MU Manager
Brent Siebold, Harris Beach MU Manager

Rocky Houston,
State Trails Coordinator

Oregon Recreation Trail
Advisory Council

Counties:

Clatsop County

Tillamook County
Lincoln County

Lane County
Douglas County

Coos County
Curry County

Communities:

City of Astoria
City of Warrenton
City of Seaside
City of Gearhart
City of Cannon Beach
City of Manzanita
City of Nehalem

City of Wheeler
City of Garibaldi
City of Bay City
City of Tillamook
City of Oceanside
City of Netarts
City of Pacific City

City of Neskowin
City of Lincoln City
City of Depoe Bay
City of Newport
City of Waldport
City of Yachats
City of Florence

City of Reedsport
City of Coos Bay
City of North Bend
City of Bandon
City of Port Orford
City of Gold Beach
City of Brookings

Agencies:

Lewis and Clark National Historic Park
United States Forest Service -
Siuslaw National Forest
United States Forest Service -
Rogue Siskiyou National Forest

Bureau of Land Management - Coos Bay District
Bureau of Land Management – Salem District
South Slough National Estuarine Research Reserve
Oregon Department of Forestry - Clatsop State Forest

Oregon Department of Forestry -
Tillamook State Forest
Oregon Department of Transportation

Organizations:

National Coast Trail Association
South Lincoln County Trails Association
Coastwatch
Warrenton Trails Association

Oregon Equestrian Trails
Yachats Trails Committee
The Nature Conservancy
Westwind Stewardship Group

Coos Regional Trails Partnership
South Coast Striders
South Coast Trails Association
Charleston Community Enhancement Corp.

Citizens:

John Bosshardt
Darcy Bosshardt
Cliff Burgess
Sharon Burgess
George Cady

Corina Chase
JW Cleveland
Joe Donahue
Marty Giles
Dave Gray

Kim Griffin
Lori Hollingsworth
Paul Katen
Joanne Kittel
Dave Lacey

Barbara Linnett
Don Luce
Gary Maschmeyer
Herb Monie
Pat Monie

Ed Rossiter
Walt Schroeder
im Scheller
Lauralee Svendsgard
Bob Westerberg

Mureen Walker
Dick Wagner

Planning Process

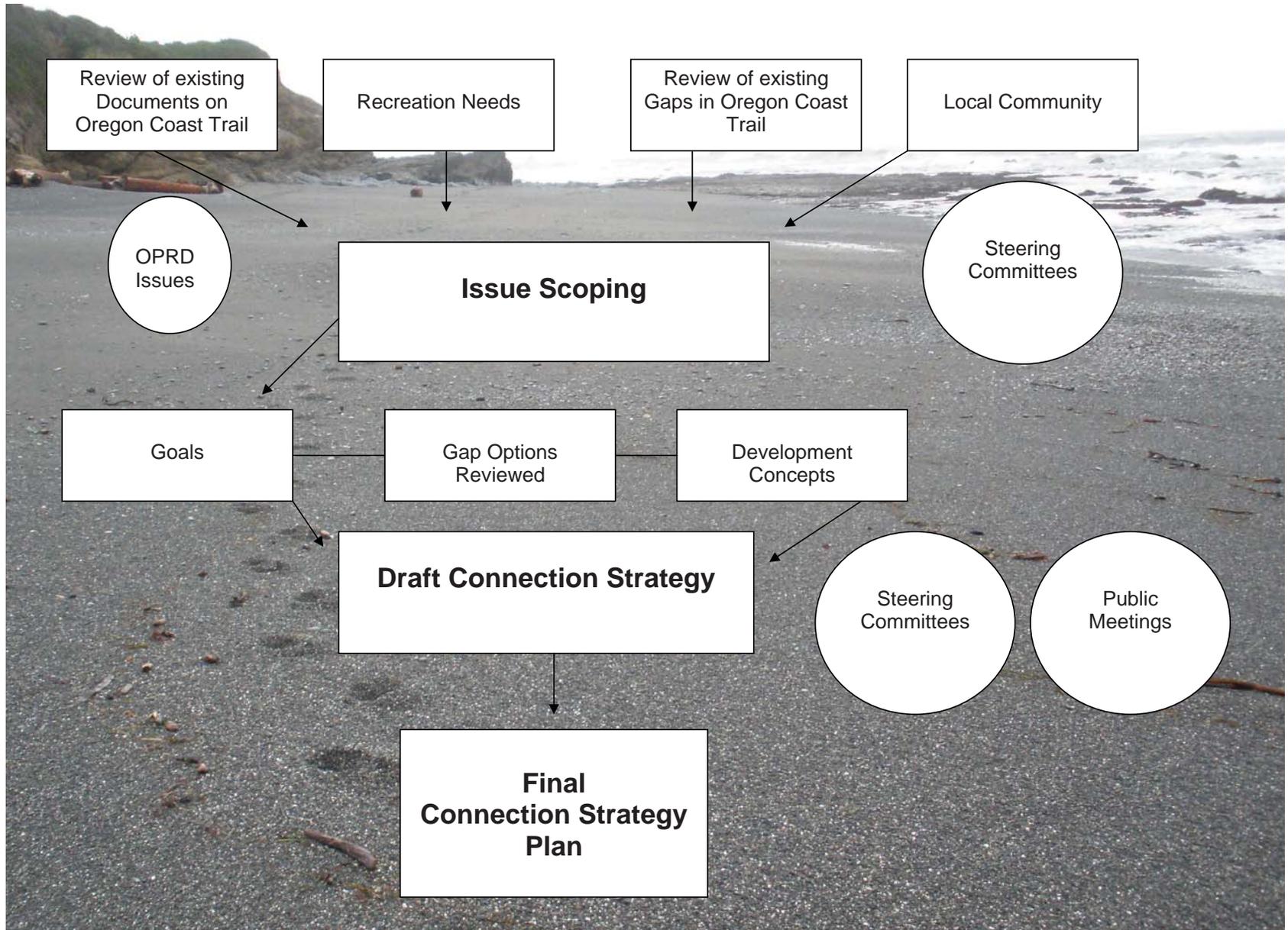


Figure 1 - Planning Process for the Oregon Coast Trail Connection Strategy

Planning Documents

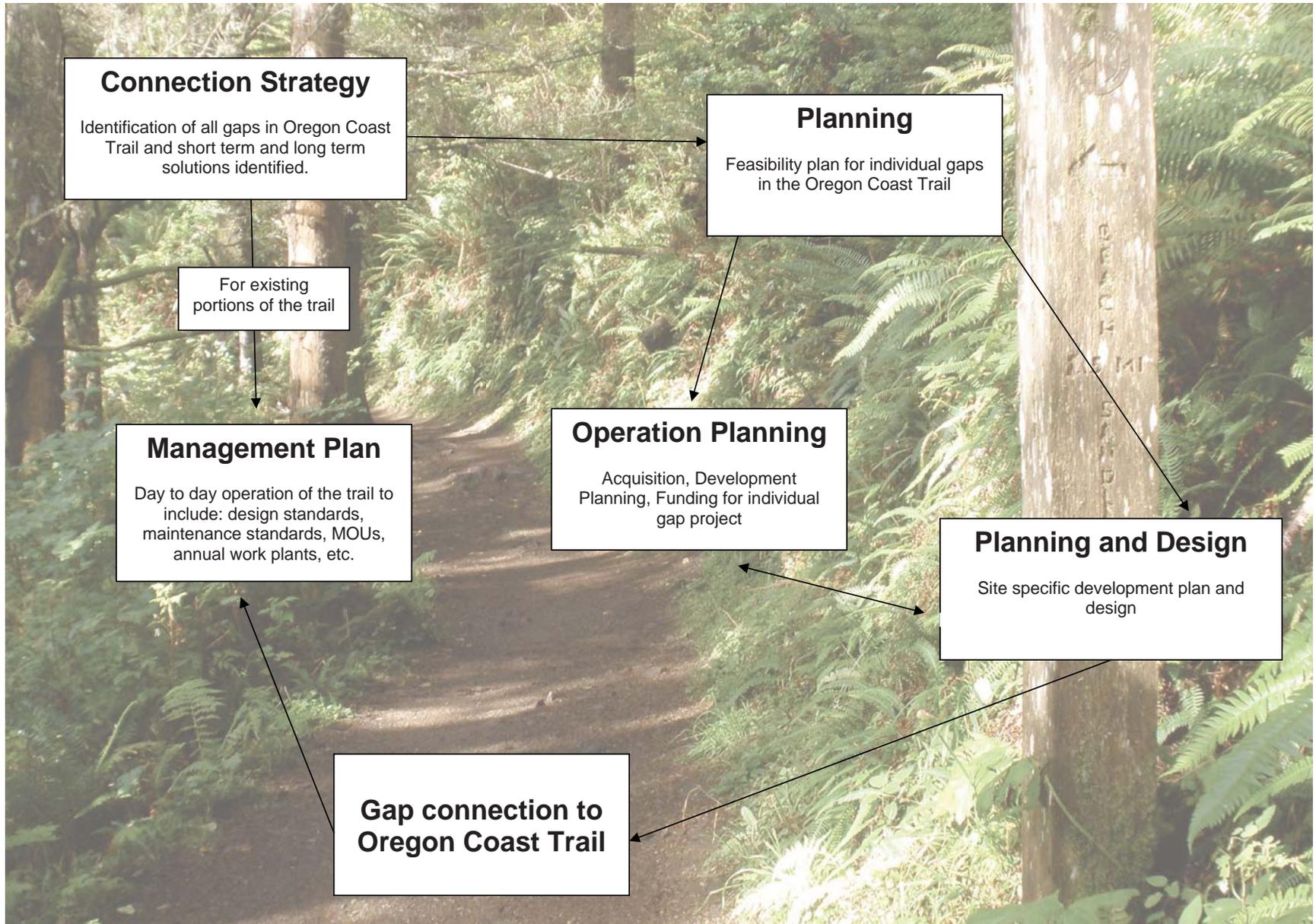


Figure 2 - Oregon Coast Trail Planning Documents

Section 1

Columbia River to Oswald West State Park



Section 1:
There are two gaps on this section of the Oregon Coast Trail.

1-1 Necanium River Connection:

Located in Seaside, this urban gap is caused by the Necanium River and Neawanna Creek as it enters the Pacific Ocean.

1-2 Ecola Creek Connection:

Located in Cannon Beach, this gap is caused by the Ecola Creek and Ecola Head's rough terrain.

Necanium River Connection:

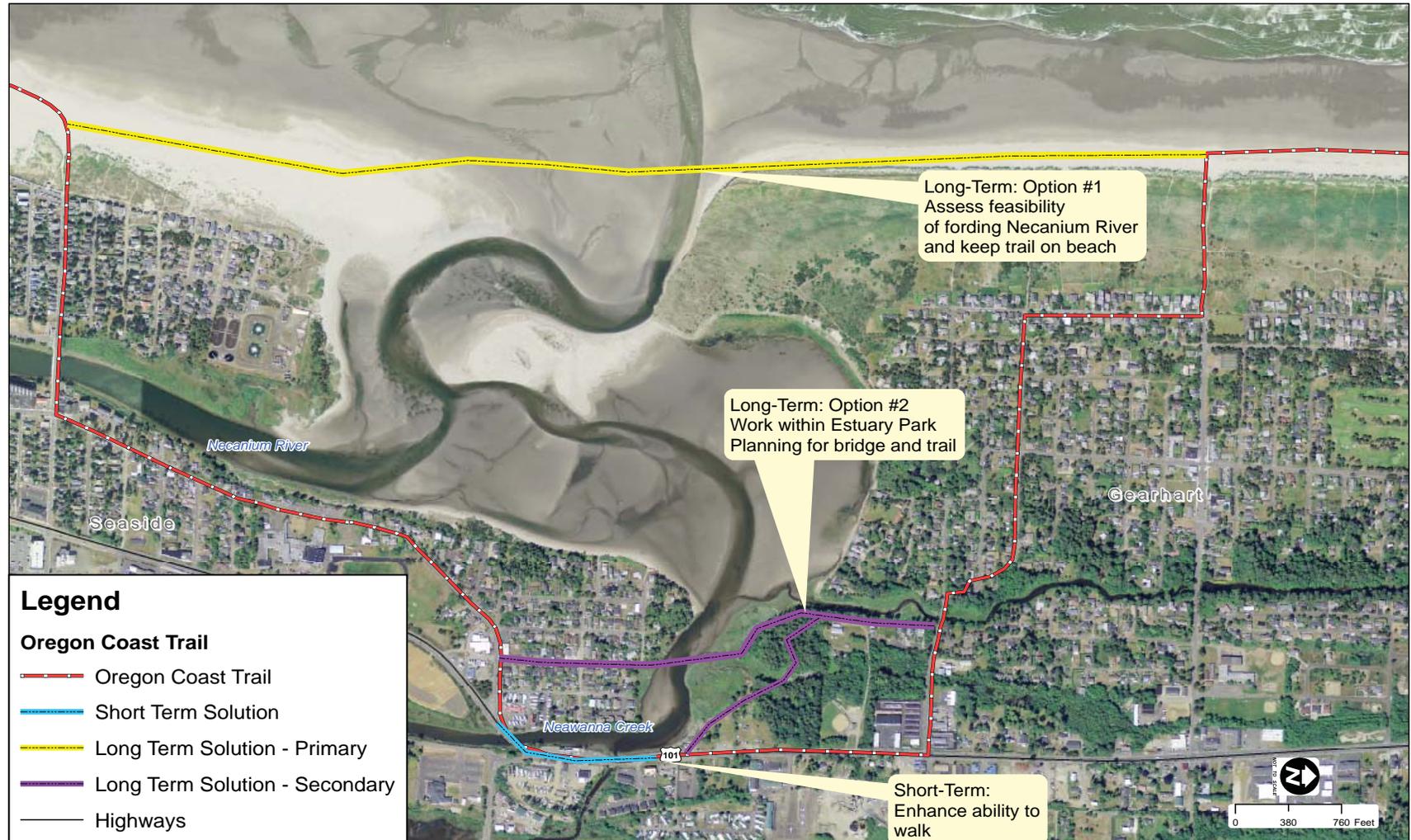
The confluence of Necanium River and the Pacific Ocean creates an unstable, unpredictable water crossing. The current route leaves Gearhart Ocean State Recreation at Pacific Way St. It then follows surface streets to Highway 101, to cross Neawanna Creek. The route returns to surface streets on 12th Ave in Seaside and then returns to the beach.

Short-term Solution:

Enhance your ability to walk on streets. Work with the City of Seaside and Gearhart as they develop the estuary park.

Long-term Solution:

Identify fording of Necanium River risks and provide river crossing to keep trail on beach.



Ecola Creek Connection:

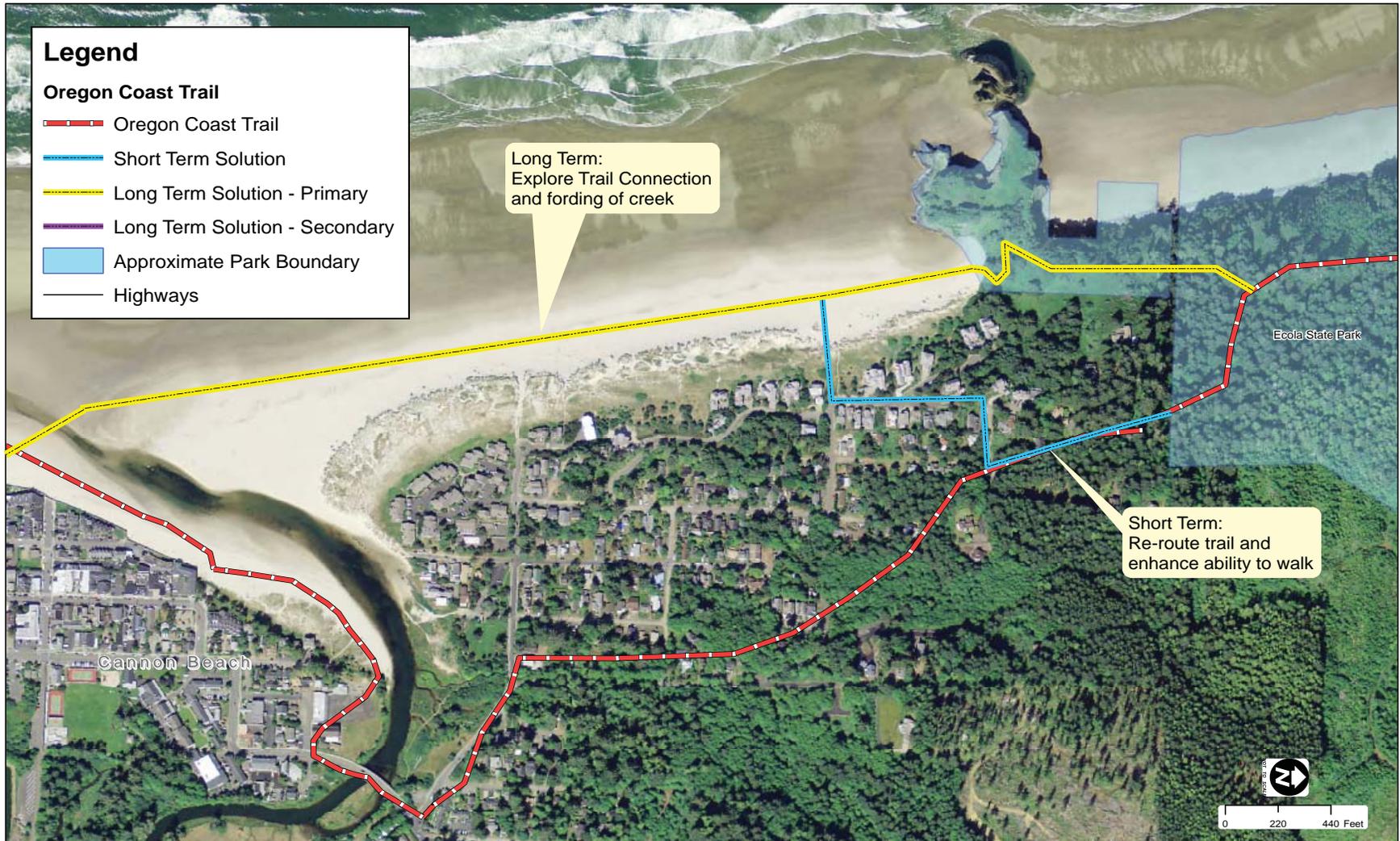
Rough terrain on the south side of Ecola Head forces the trail inland. The current route follows the park road to 5th St. into Cannon Beach. After crossing Ecola Creek, the trail returns to the beach.

Short-term Solution:

Re-route the trail to surface streets. Heading south, turn right onto 8th St. from the park road. Turn left on Ash St. and then turn right onto 7th St. At the end of 7th St. take the beach access to return to the beach.

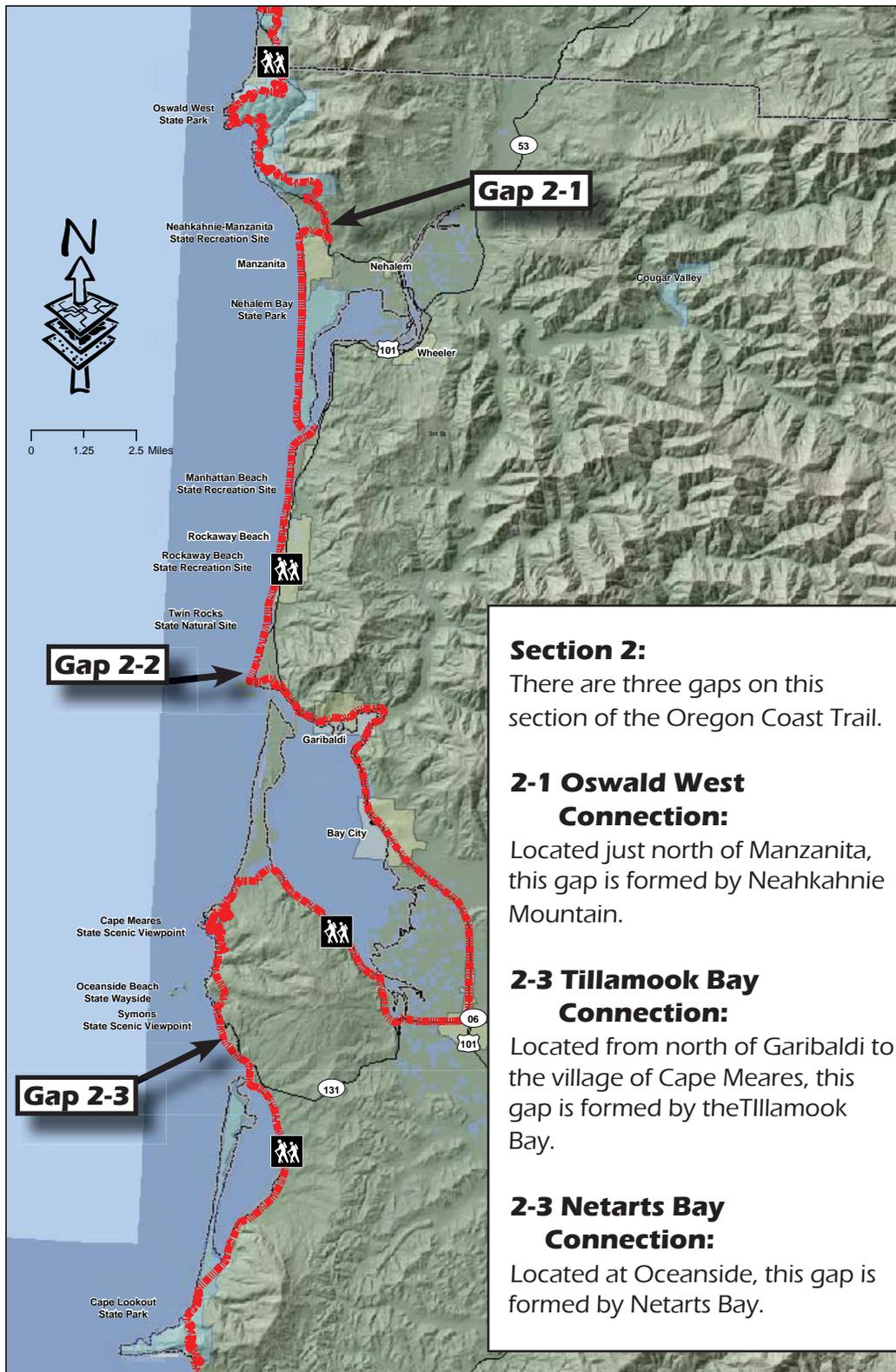
Long-term Solution:

Explore the feasibility of a trail alignment from the beach to Ecola State Park.



Section 2

Oswald West State Park to Cape Lookout State Park



Section 2:
There are three gaps on this section of the Oregon Coast Trail.

2-1 Oswald West Connection:
Located just north of Manzanita, this gap is formed by Neahkahnie Mountain.

2-3 Tillamook Bay Connection:
Located from north of Garibaldi to the village of Cape Meares, this gap is formed by the Tillamook Bay.

2-3 Netarts Bay Connection:
Located at Oceanside, this gap is formed by Netarts Bay.

Oswald West Connection:

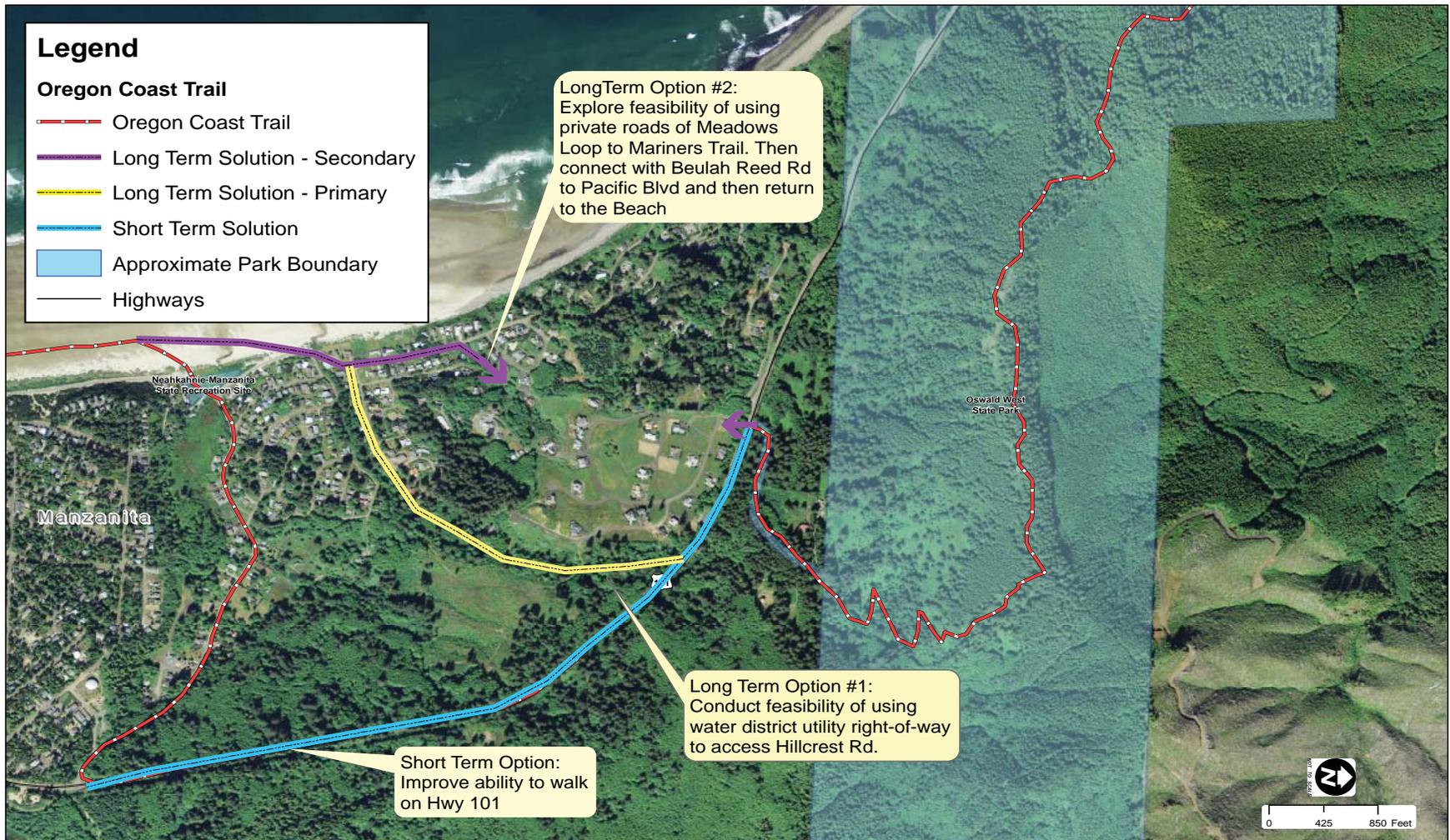
Trail comes off of Neahkahnie Mountain and drops into Hwy 101, ¼ mile inland from the beach, with a residential neighborhood in between. The current route follows Hwy 101 to access the beach at Neahkahnie-Manzanita State Recreation Site.

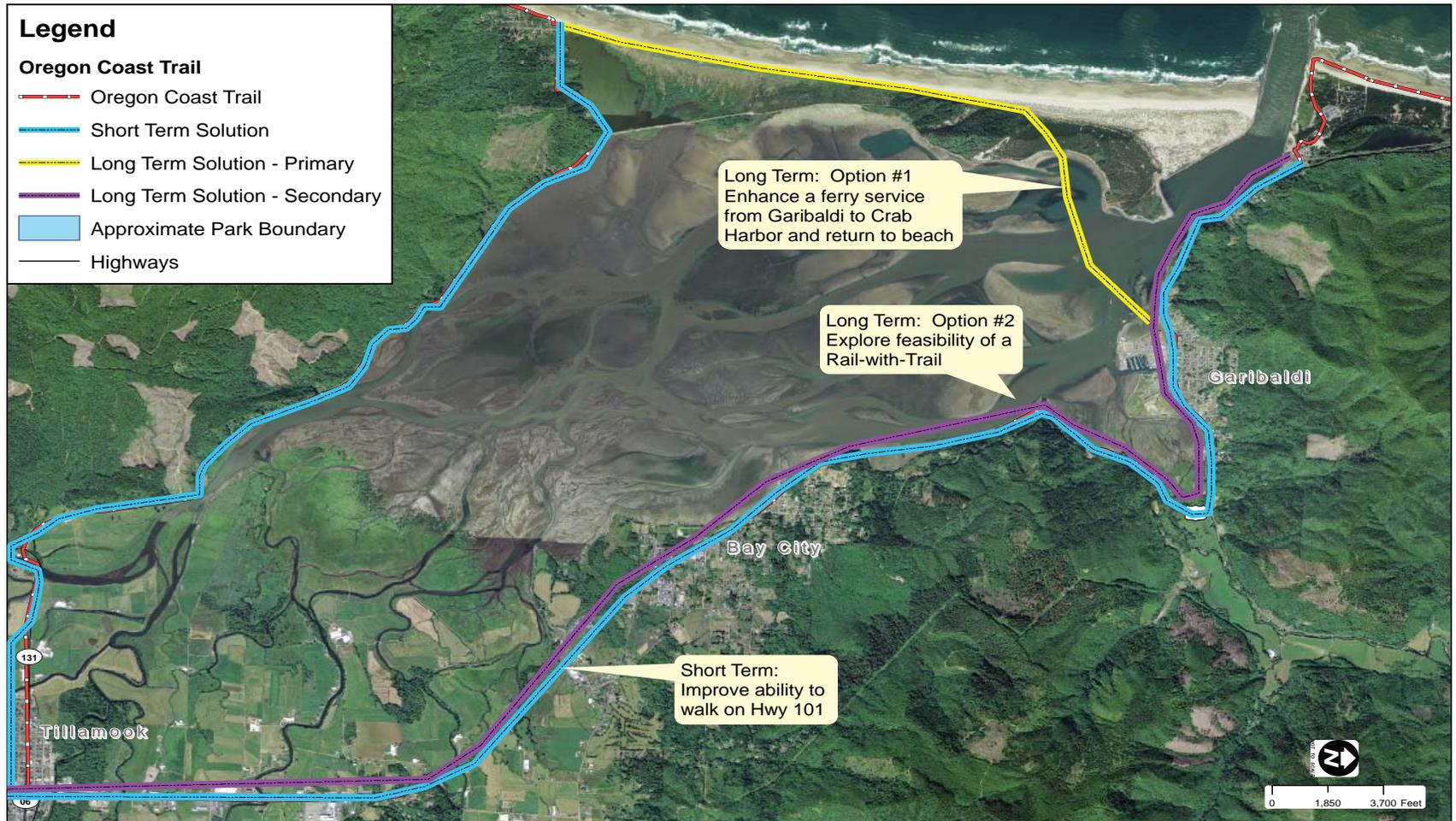
Short-term Solution:

Enhance the ability to walk on streets.

Long-term Solution:

Conduct feasibility of two options: the first would use an existing water district utility corridor from Hwy 101 to Hillcrest Rd and use surface streets. The second would use Meadows Loop Rd to Mariners Trail Rd and access Beulah Reed Rd to Pacific Blvd to Ocean Rd and back to the beach, north of Neahkahnie-Manzanita State Recreation Site.





Tillamook Bay Connection:

At Barview County Park, Tillamook Bay creates a water barrier that cannot be forded. The current route follows Hwy 101 through Garibaldi, Bay City and Tillamook. The trail follows Hwy 131 and Bay Ocean Drive to village of Cape Meares.

Short-term Solution:

Enhance the pedestrian facilities on Hwy 101, Hwy 131 and Bay Ocean Drive

Long-term Solution:

Explore the opportunity of a ferry service from Garibaldi to Crab Harbor or explore the feasibility of a Rail with Trail along Tillamook Rail corridor.

Netarts Bay Connections:

At Cape Meares State Park, high cliffs and active slides force the trail back onto Three Capes Highway. The current route follows Three Capes Highway to Oceanside, where it returns to the beach until Netarts. Netarts Bay is not fordable and forces the trail back onto Netarts Bay Drive to Cape Lookout State Park.

Short-term Solution:

Enhance the ability to walk on Three Capes Highway and Netarts Bay Drive.

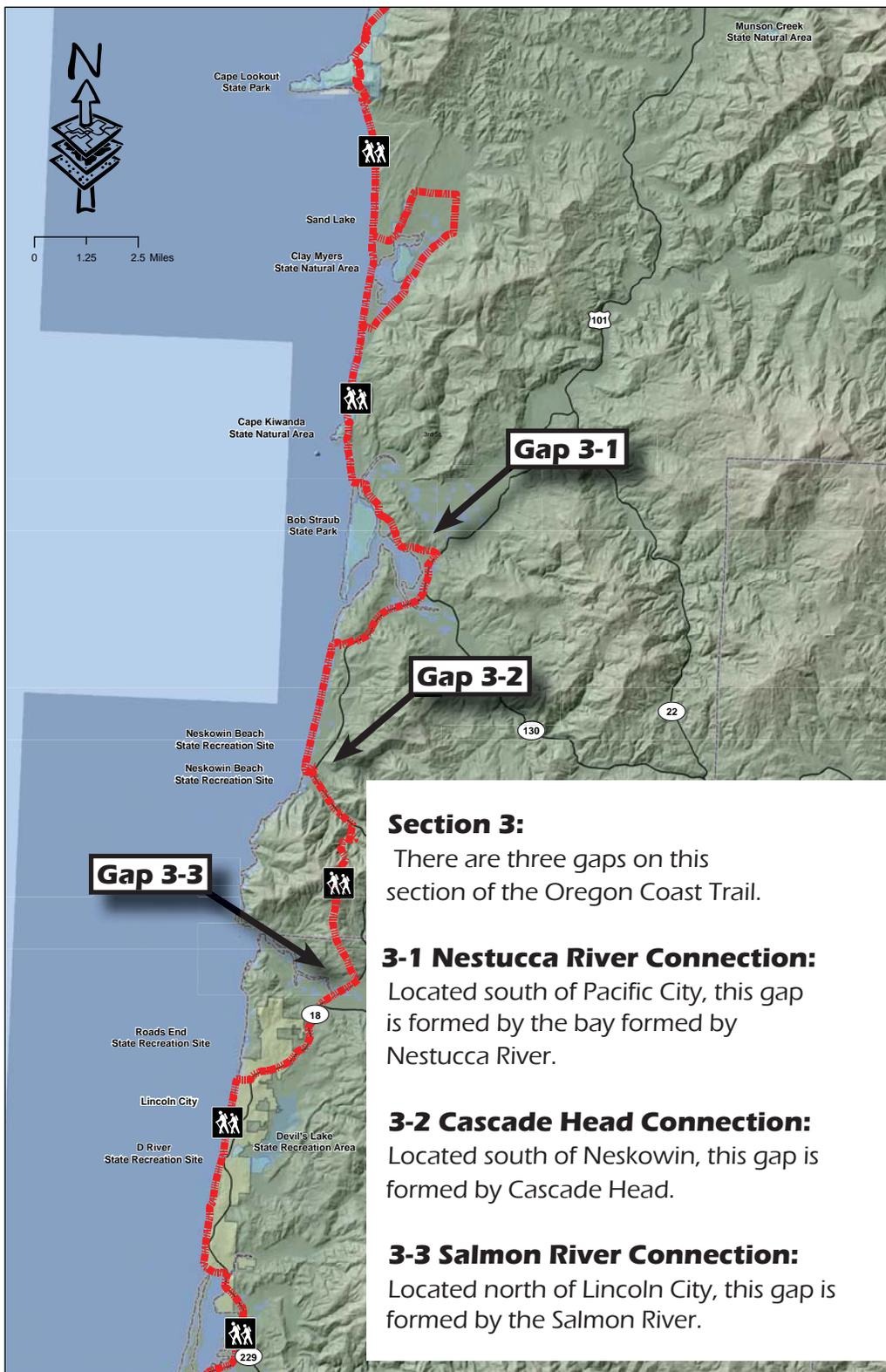
Long-term Solution:

Explore the feasibility of a trail over the headland between Oceanside Beach State Recreation Site and Oceanside. Explore the development of a ferry service from Netarts Marina to Cape Lookout State Park.



Section 3

Cape Lookout State Park to Lincoln City



Nestucca River Connection:

The Nestucca River creates a barrier that cannot be forded. The current route returns to Cape Kiwanda Dr at Bob Straub State Park. The route goes through Pacific City on Brooten Rd until it reaches Hwy 101. At Hwy 101, it returns to the beach at Winema Rd.

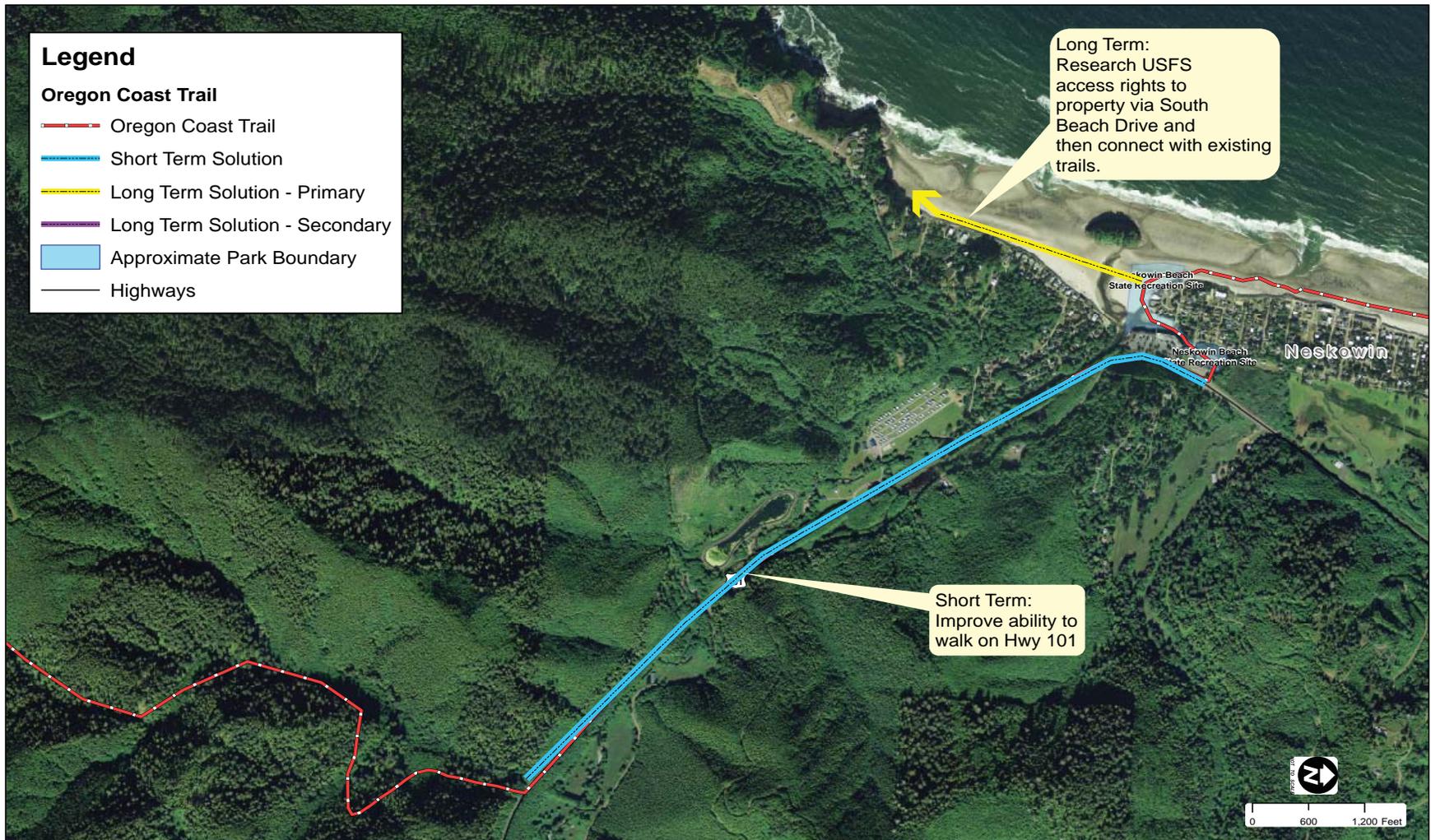
Short-term Solution:

Enhance the ability to walk in Pacific City and on Hwy 101.

Long-term Solution:

Explore the feasibility of connecting a trail on the south bank of the Nestucca River through an existing nature preserve.





Cascade Head Connection:

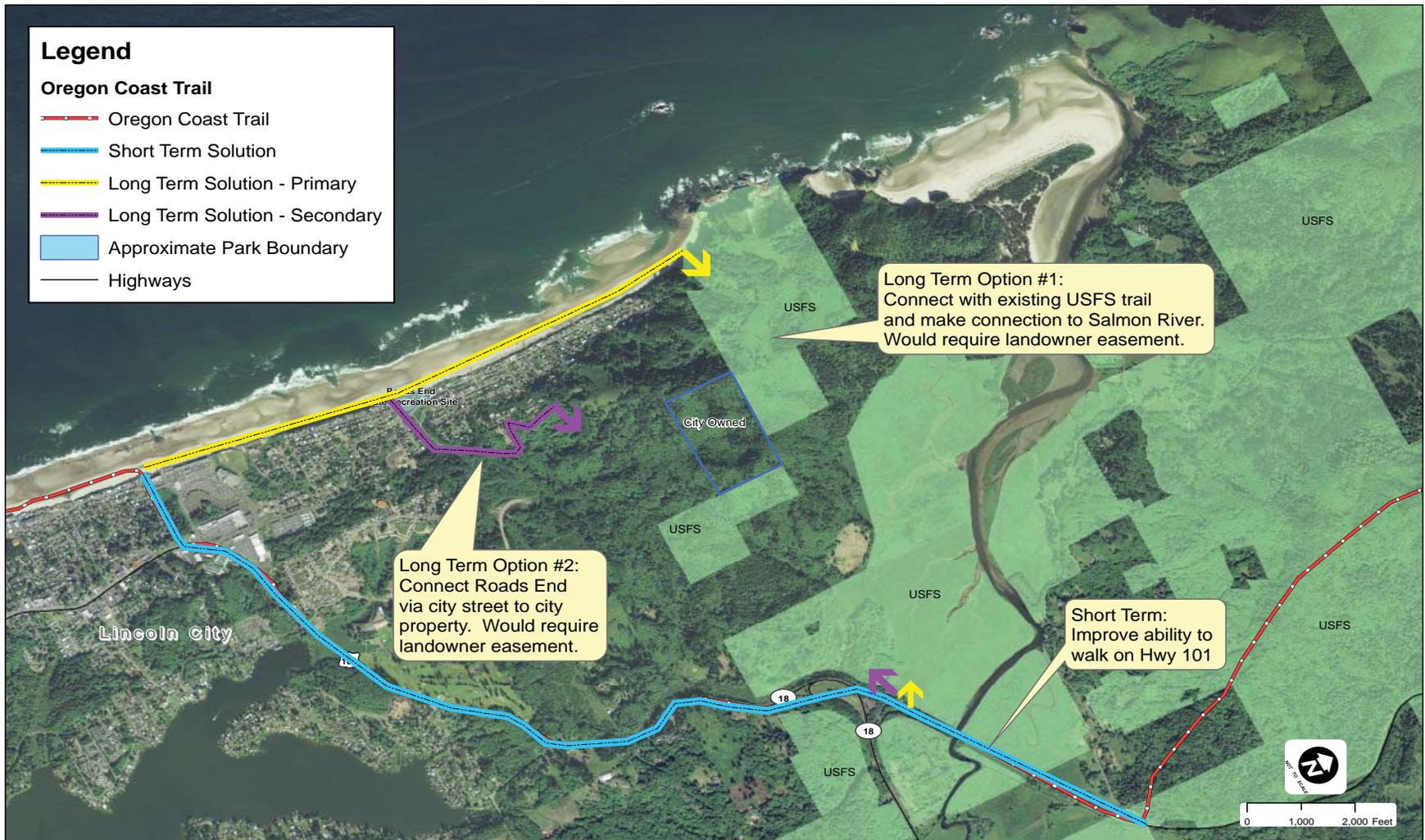
At Neskowin the beach terminates at Cascade Head. The current route returns to Hwy 101 at Neskowin Beach State Recreation Site. It returns to a USFS trail after about 1 mile.

Short-term Solution:

Enhance the ability to walk on Hwy 101.

Long-term Solution:

Explore the access rights to USFS lands via South Beach Drive in Neskowin to connect to Hart’s Cove Trail. Then use USFS Road 1861 to connect back to the existing Oregon Coast Trail route.



Salmon River Connection:

At the south end of Cascade Head the Salmon River creates a barrier that cannot be forded. The current route returns to Hwy 101 at the Three Rocks Trailhead. The trail follows 39th St in Lincoln City, where it returns to the beach.

Short-term Solution:

Enhance the ability to walk on Hwy 101.

Long-term Solution:

Explore the feasibility of a two alternative trail links over USFS, city owned and private lands south of Salmon River.

Section 4

Lincoln City to Waldport



Section 4:

There are five gaps on this section of the Oregon Coast Trail.

4-1 Siletz Bay Connection:

Located south of Lincoln City, this gap is formed by bay formed by the Siletz River.

4-2 Fogarty Creek Connection:

Located north of Depoe Bay, this gap is formed by rocky cliffs.

4-3 Whales Cove Connection:

Located south of Depoe Bay, this gap is formed by rocky cliffs.

4-4 Cape Foulweather Connection:

Located north of Newport, this gap is formed by rocky cliffs.

4-5 Yaquina Head Connection:

Located in Newport, this gap is formed by the rocky cliffs of Yaquina Head.



Siletz Bay Connection:

The Siletz Bay creates a barrier that cannot be forded. The current route follows Hwy 101 to Gleneden Beach Loop and to Gleneden Beach State Recreation Site where it returns to the beach.

Short-term Solution:

Enhance the ability to walk on Hwy 101 and reroute the trail from Gleneden Beach Loop to Laurel St and onto the beach.

Long-term Solution:

Explore the feasibility of using the existing trail system that goes through the Salishan Golf and Spa Resort and connects to the beach.

Fogarty Creek Connection:

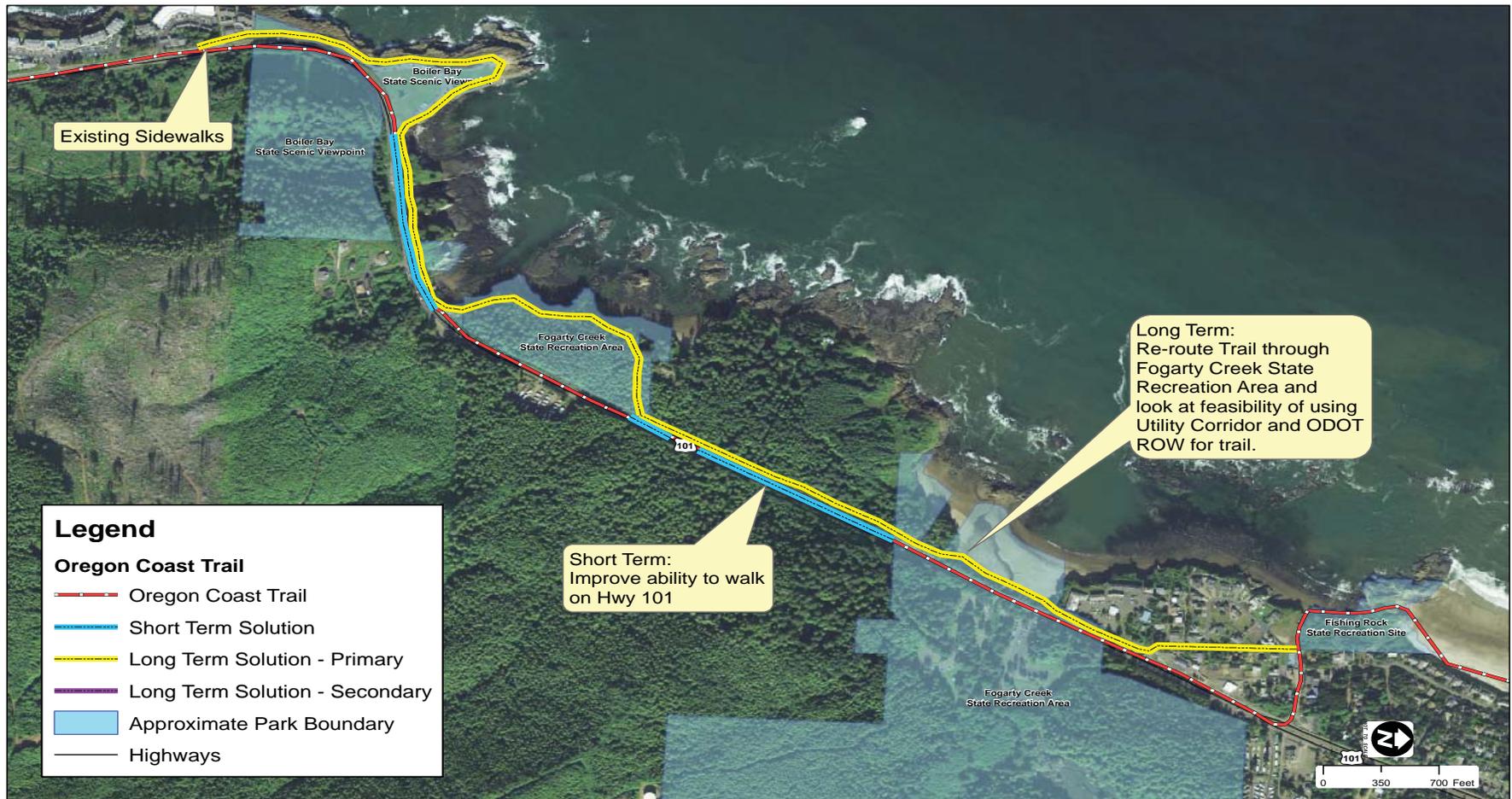
South of Fishing Rock State Recreation Site to Depoe Bay, rocky cliffs push the trail back to Hwy 101. The current route returns to Hwy 101 from Fishing Rock State Recreation Site to Boiler Bay State Scenic Viewpoint. At Boiler Bay, the trail is on sidewalks through the city of Depoe Bay.

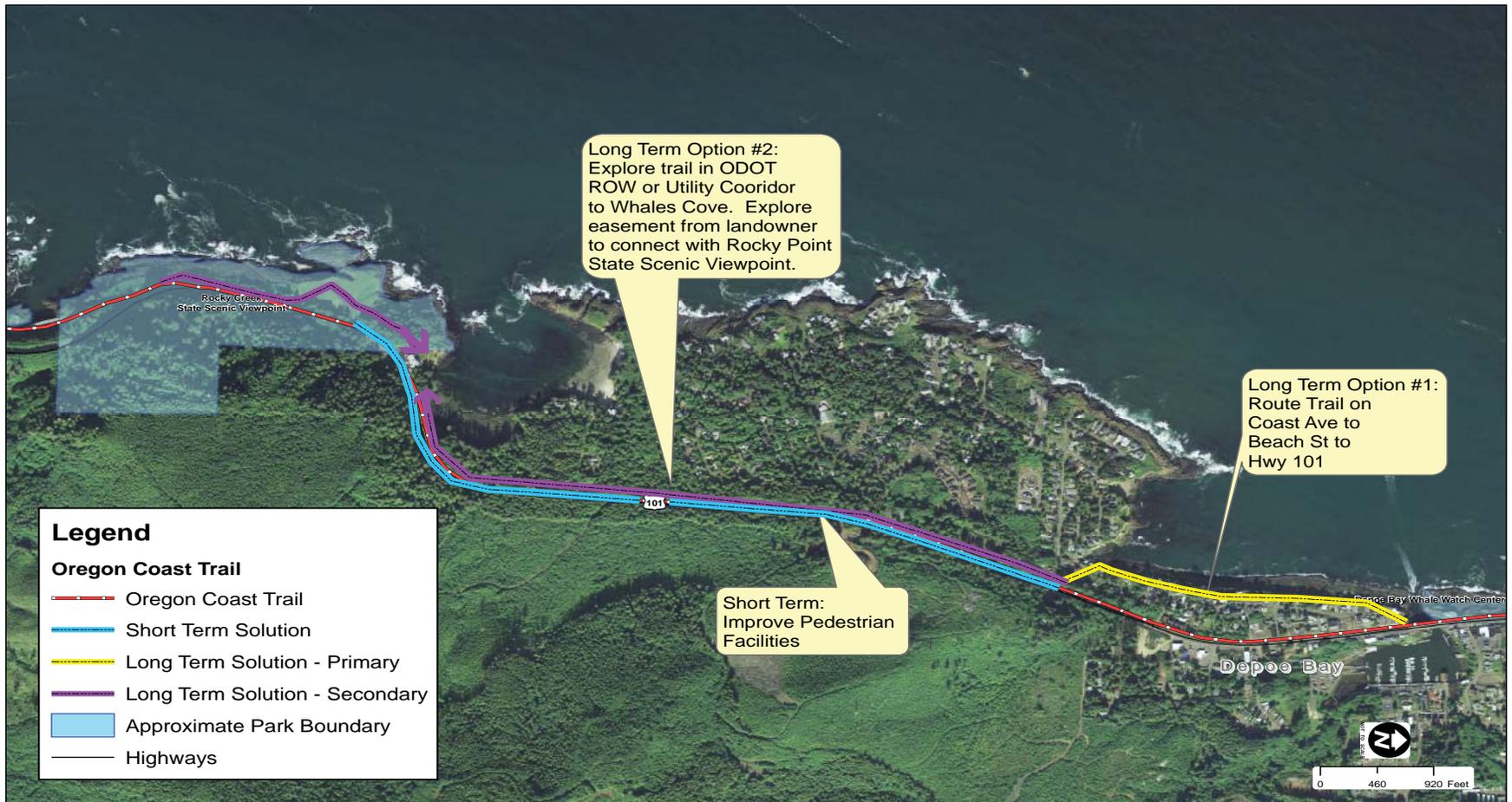
Short-term Solution:

Enhance the ability to walk on Hwy 101.

Long-term Solution:

Explore the feasibility of routing trail down Fishing Rock Road to a beach access. Then route the trail on the oceanside of Fogarty Creek State Recreation Area to Boiler Bay State Scenic Viewpoint using, ODOT right-of-way and a utility corridor.





Whales Cove Connection:

Rocky cliffs through the city of Depoe Bay and south keep the trail on Hwy 101. The current route follows Hwy 101 on sidewalks.

Short-term Solution:

Enhance the ability to walk on Hwy 101.

Long-term Solution:

Explore rerouting the trail onto Ocean Ave, south of the Depoe Bay inlet bridge. The route would then take Beach Ave. back to Hwy 101. Between Hwy 101 and Whales Cove, explore the feasibility of placing the trail within a utility corridor. At Whales Cove, a trail connection to Rocky Creek State Scenic Viewpoint over public and private lands would need to be explored.

Cape Foulweather Connection:

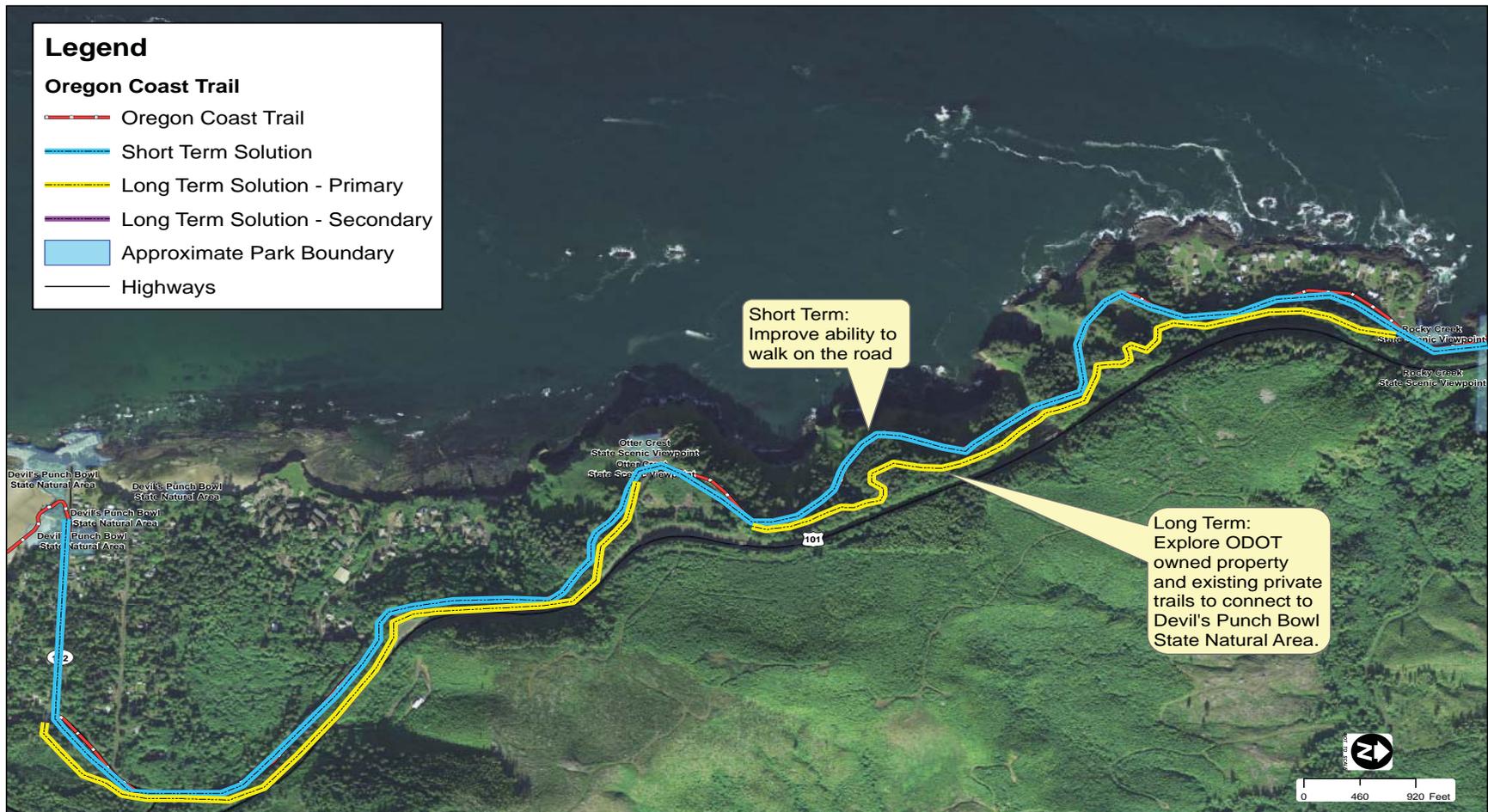
Rocky cliffs at Cape Foulweather keep the trail on Hwy 101 and Otter Crest Loop. The current route follows Hwy 101 and Otter Crest Loop to Devil's Punch Bowl State Natural Area.

Short-term Solution:

Enhance the ability to walk on Otter Crest Loop.

Long-term Solution:

Explore feasibility of routing the trail over ODOT and private lands using existing trails to connect to Devil's Punch Bowl State Natural Area.





Yaquina Head Connection:

The beach ends at Yaquina Head. The current route takes a beach access route to 62nd Ave through a mobile home park back to Hwy 101.

Short-term Solution:

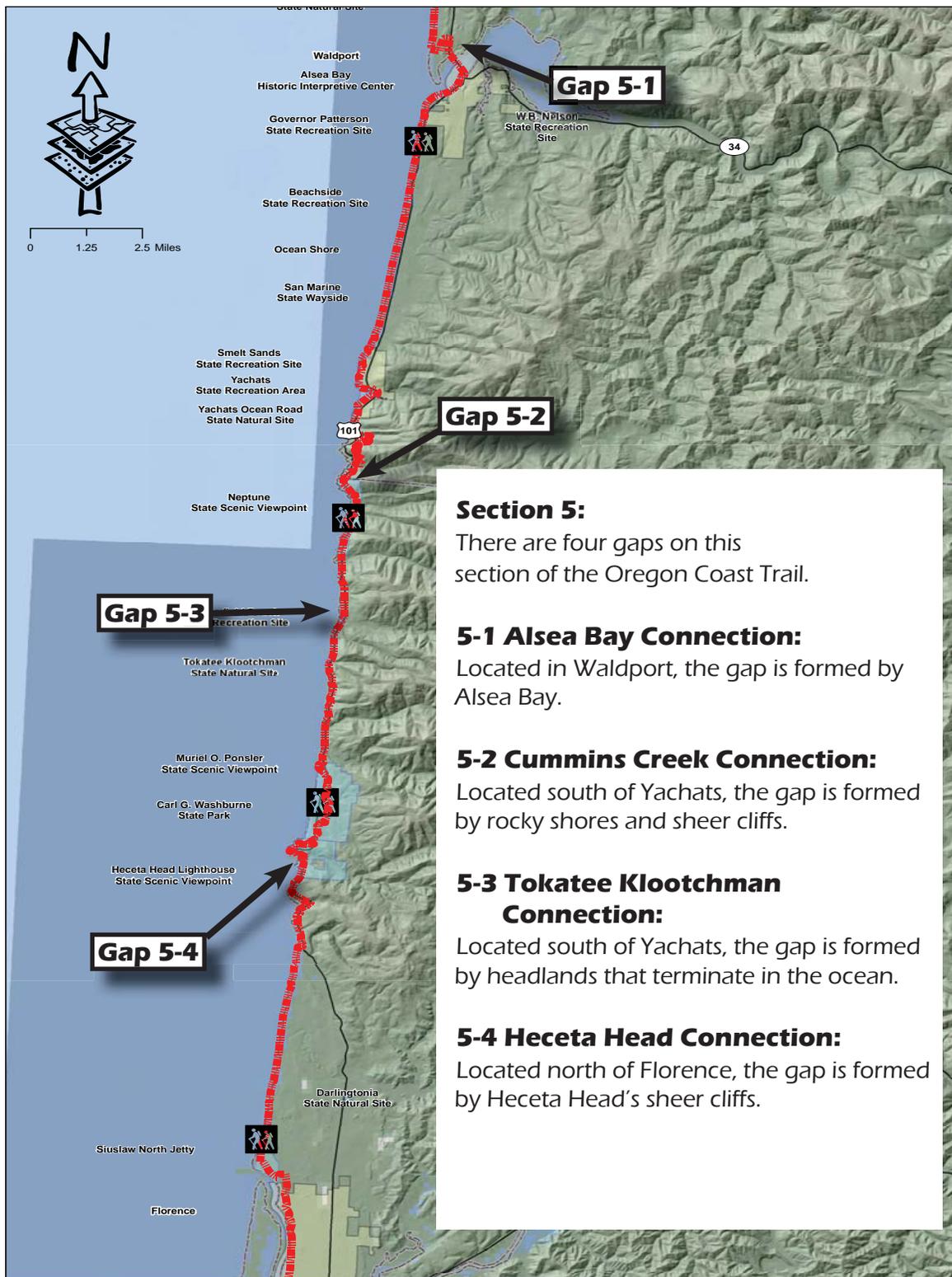
Enhance the ability to walk on Hwy 101, reroute would enhance an existing surfer access trail on city right-of-way and use 55th St to come back to Hwy 101.

Long-term Solution:

Explore the feasibility of crossing Yaquina Head on BLM lands and return to the southern beach access point.

Section 5

Waldport to Florence



Section 5:

There are four gaps on this section of the Oregon Coast Trail.

5-1 Alesia Bay Connection:

Located in Waldport, the gap is formed by Alesia Bay.

5-2 Cummins Creek Connection:

Located south of Yachats, the gap is formed by rocky shores and sheer cliffs.

5-3 Tokatee Klostchman Connection:

Located south of Yachats, the gap is formed by headlands that terminate in the ocean.

5-4 Heceta Head Connection:

Located north of Florence, the gap is formed by Heceta Head's sheer cliffs.

Alsea Bay Connection:

Alsea Bay creates a barrier that cannot be forded. The current route leaves the beach at the Bayshore Beach Club and follows Bayshore Dr. to Hwy 101 across the Alsea Bay Bridge. The trail then returns to the south beach of Alsea Bay, except at high tide, where it follows Maple Street.

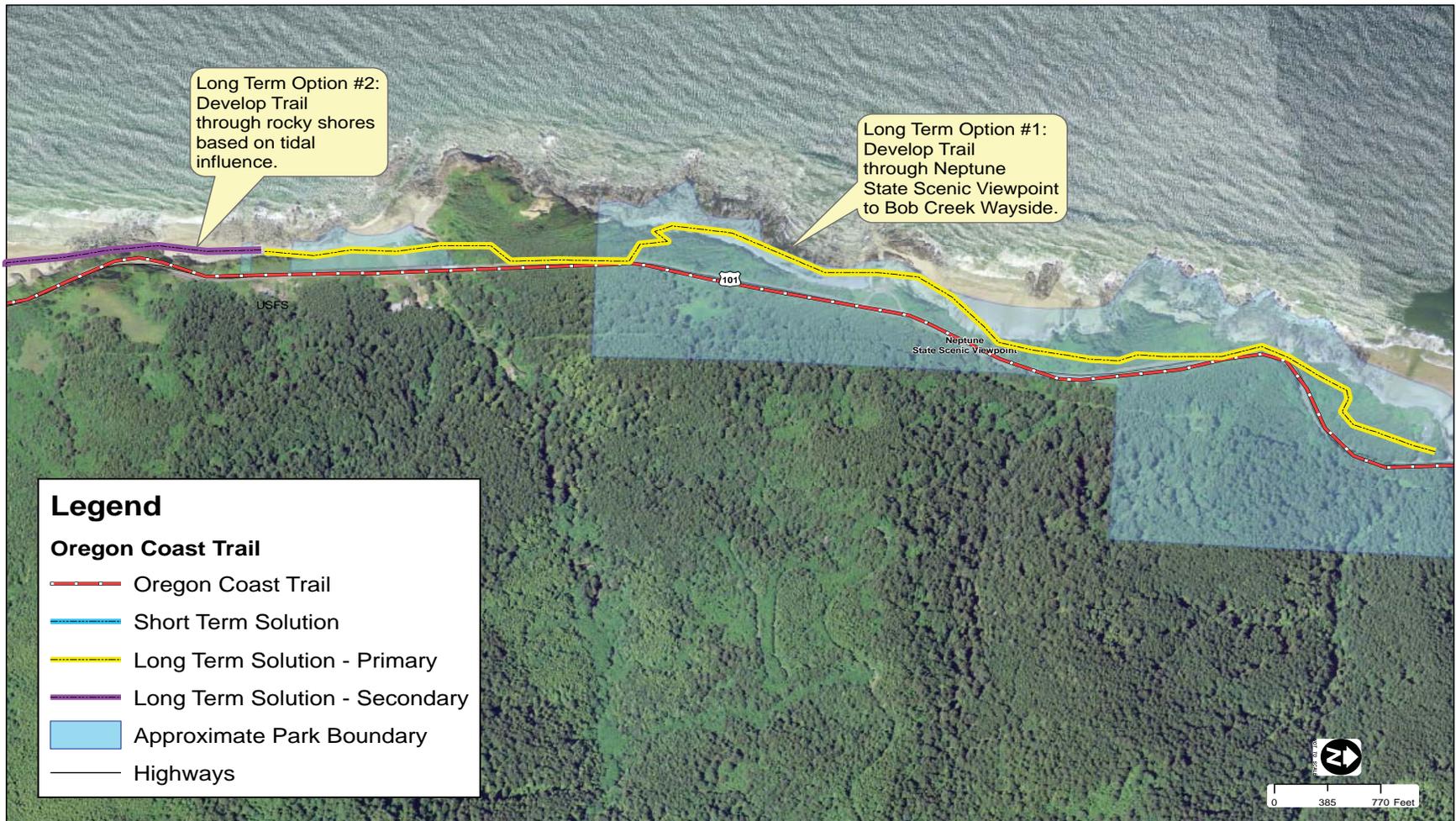
Short-term Solution:

Enhance the ability to walk on Bayshore Dr. and Hwy 101.

Long-term Solution:

Explore two options. The first would be to take Bayshore Dr south to the north beach of Alsea Bay, develop a trail to the Alsea Bay viewpoint, and return to Hwy 101. The second would be to explore the feasibility of developing a trail through a private campground to Hwy 101.





Cummins Creek Connection:

Sheer cliffs and rocky shores force the trail onto Hwy 101 at Neptune State Scenic Viewpoint. The current route follows Hwy 101 from Neptune State Scenic Viewpoint to Bob Creek Wayside.

Short-term Solution:

Enhance the ability to walk on Hwy 101.

Long-term Solution:

Explore the development of a trail on public owned property.

Tokatee Klootchman Connection:

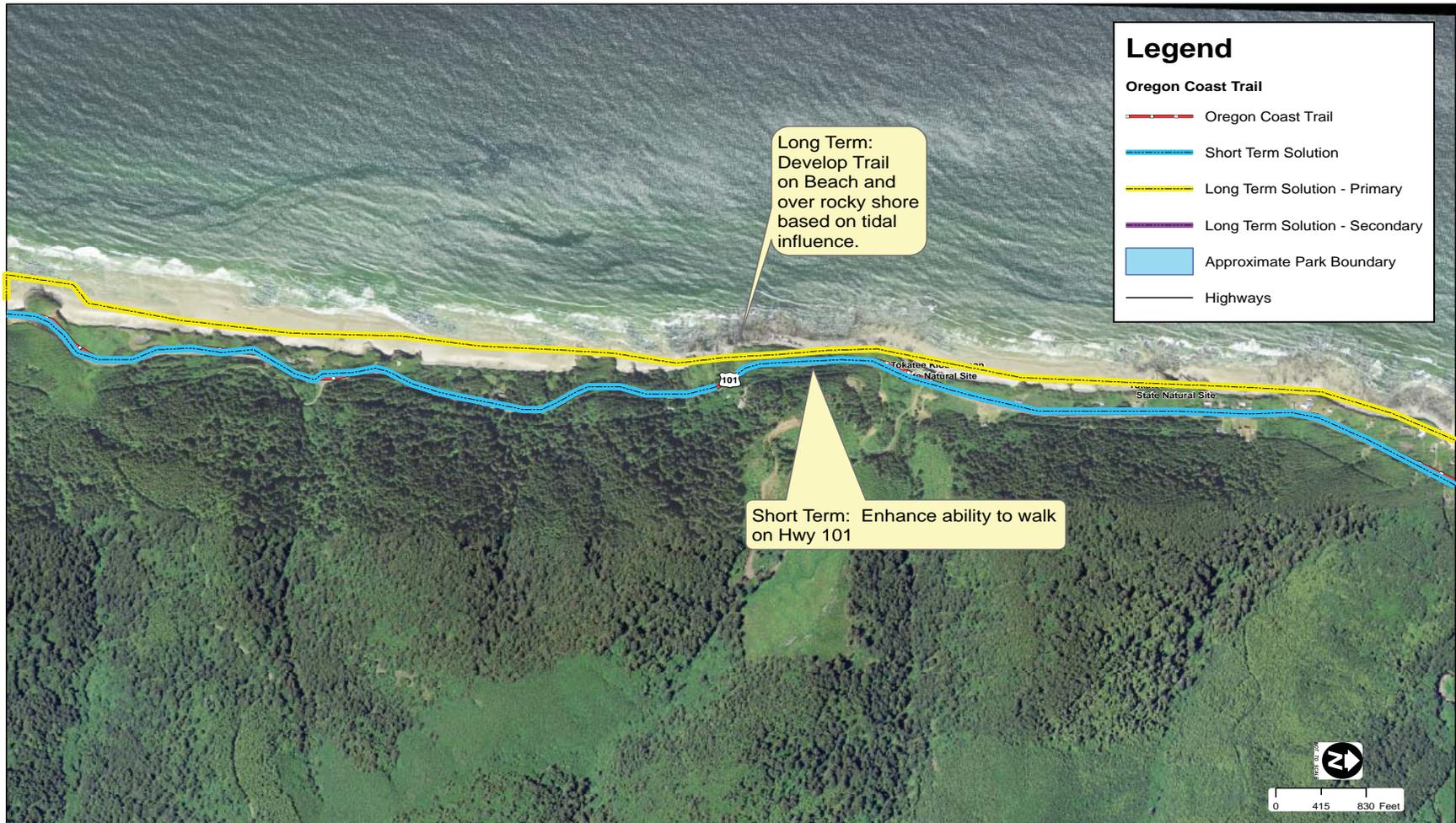
South of Bob Creek Wayside. from Tokatee Klootchman State Natural Area south to Muriel O. Ponsler State Scenic Viewpoint there are several rock outcroppings that create a barrier. The current route follows Hwy 101 to Muriel O. Ponsler State Scenic Viewpoint.

Short-term Solution:

Enhance ability to walk on Hwy 101.

Long-term Solution:

Explore 3 to 6 sites where rock outcroppings occur and identify feasibility of developing trail or crossing at beach, depending on tidal influence.





Heceta Head Connection:

Heceta Head creates a barrier. The current route follows Hwy 101 through a tunnel to public access back to beach.

Short-term Solution:

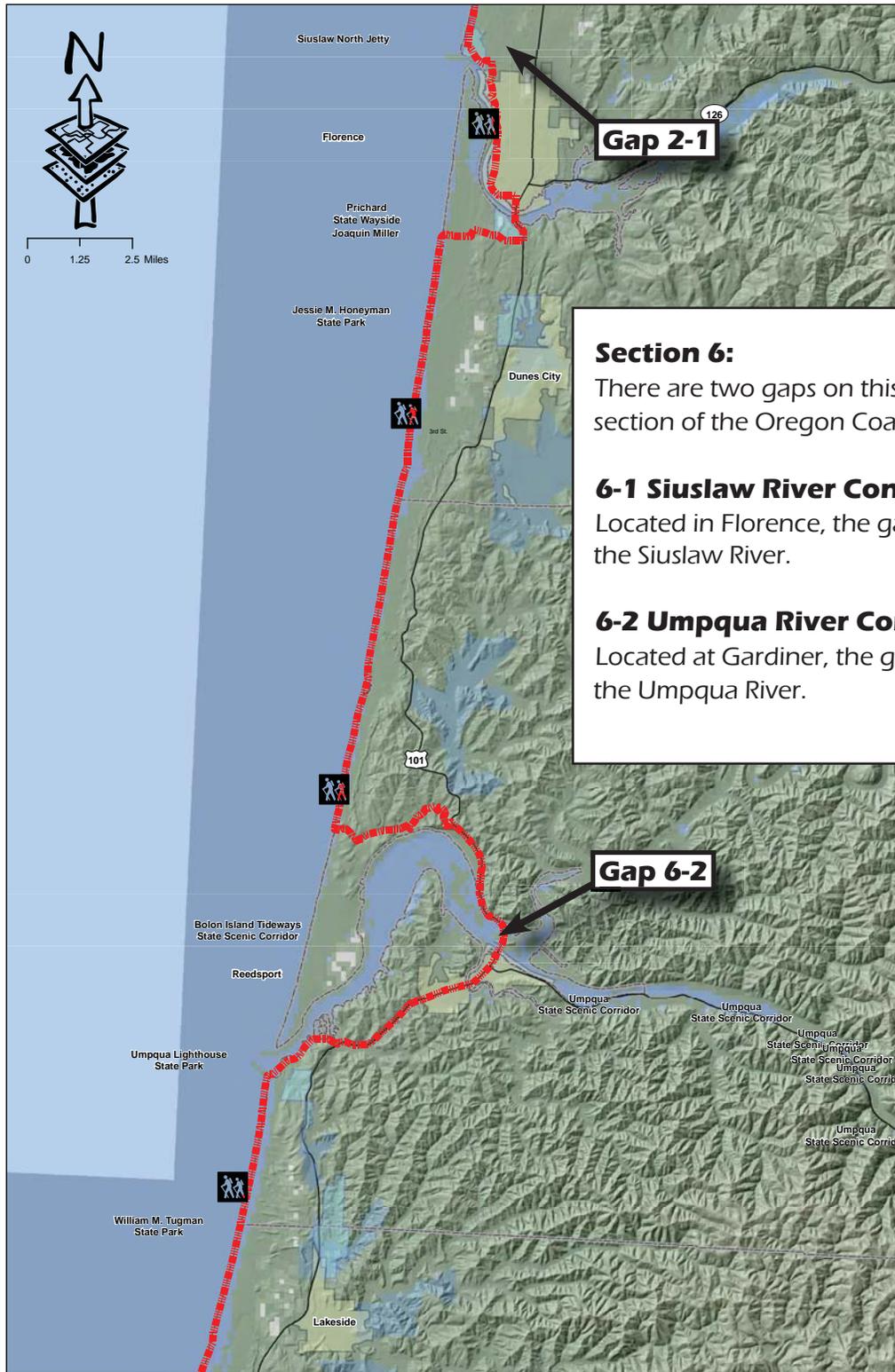
The short term solution would be to explore the feasibility of developing a trail from Heceta Head State Scenic Viewpoint south to an existing access road just north of Sea Lion Caves and back to Hwy 101.

Long-term Solution:

Explore feasibility of developing a trail that would continue south from the short-term solution point to an existing beach access point. This option would require discussions with adjacent land owners.

Section 6

Florence to North Bend



Section 6:

There are two gaps on this section of the Oregon Coast Trail.

6-1 Siuslaw River Connection:

Located in Florence, the gap is created by the Siuslaw River.

6-2 Umpqua River Connection:

Located at Gardiner, the gap is created by the Umpqua River.



Siuslaw River Connection:

The Siuslaw River creates a barrier that cannot be forded. The current route returns to Rhododendron Drive at Siuslaw North Jetty Park. It then follows Kingwood Dr to Hwy 101, where it crosses the Siuslaw River and returns to the beach at The Oregon Dunes National Recreation Area South Jetty Access Rd.

Short-term Solution:

Enhance the ability to walk on roads.

Long-term Solution:

Explore the feasibility of developing a trail through Joaquin Miller State Park to the Oregon Dunes National Recreation Area and the beach.

Umpqua River Connection:

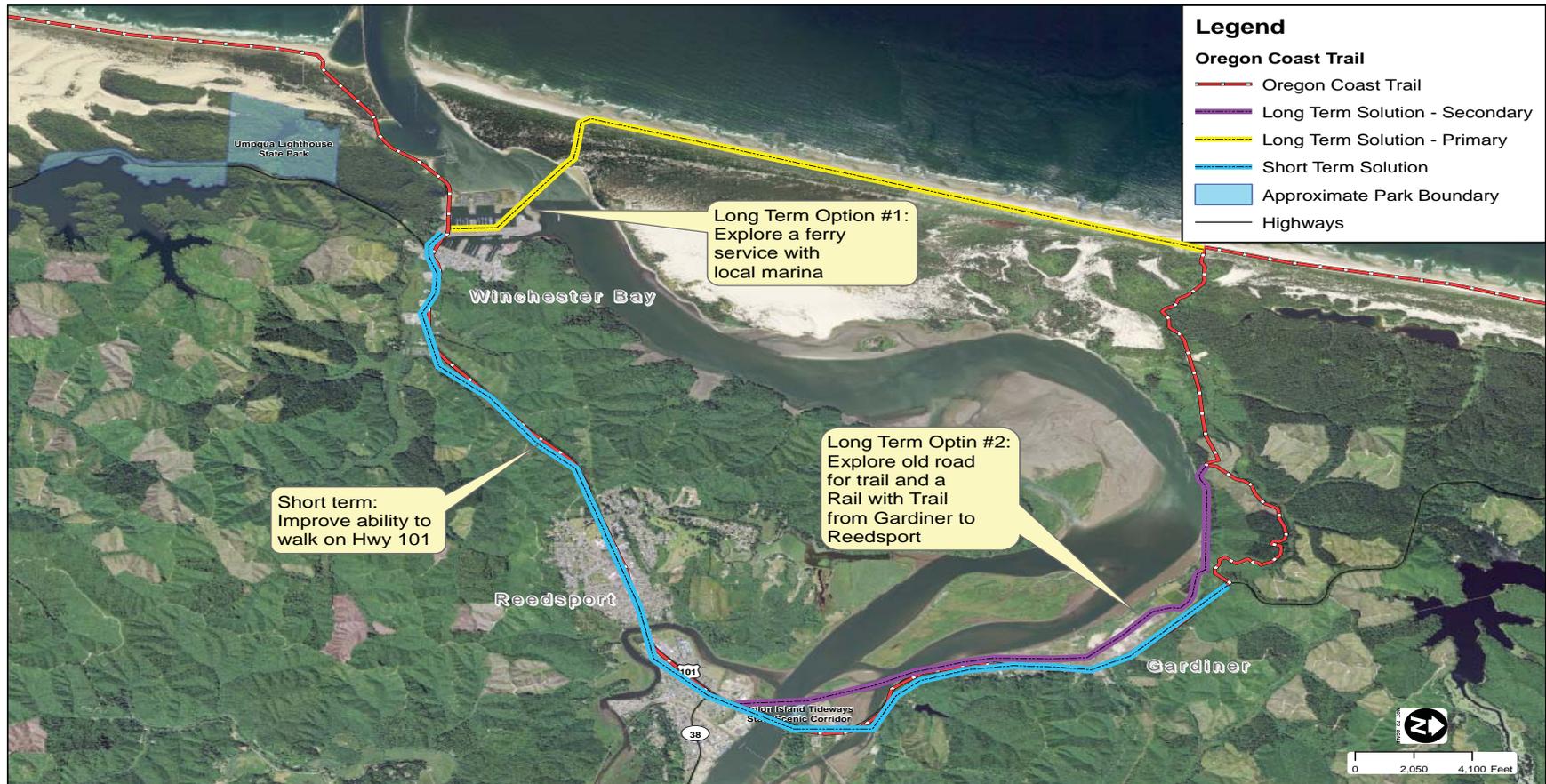
The Umpqua River creates a barrier that cannot be forded. The current route leaves the beach at the Three Mile Creek beach access. It heads east on Sparrow Park Rd to Hwy 101 and follows Hwy 101 south through Reedsport to Winchester Bay, where it returns to the beach.

Short-term Solution:

Enhance the ability to walk on roads.

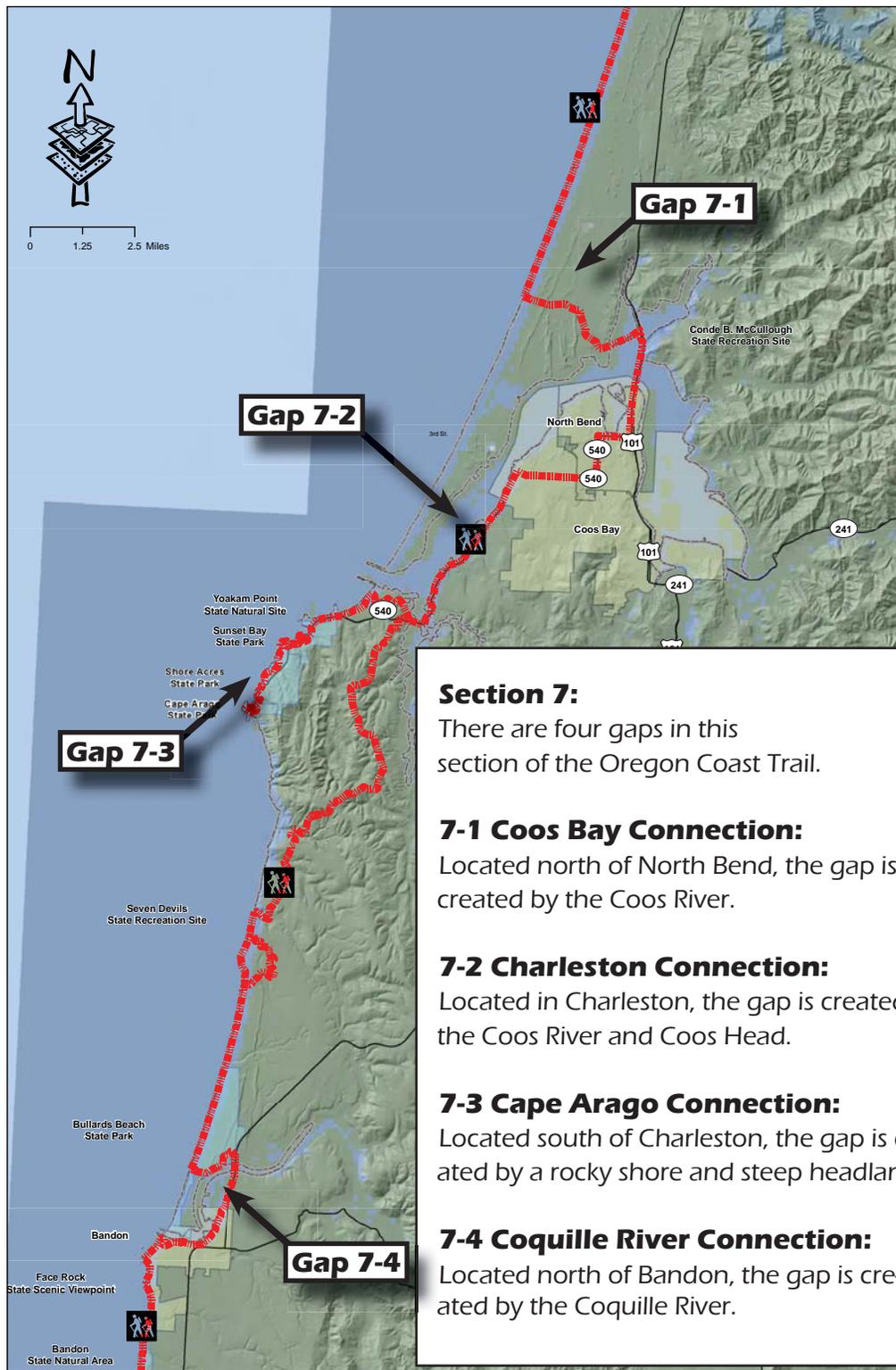
Long-term Solution:

Two solutions are possible: the first would keep the trail on the beach to the north spit at Winchester Bay, where the potential for a ferry service based at the local marina could be explored. The second would explore the feasibility of using an old trail/road along the north shore of the Umpqua River into Gardiner, then have a rail-with-trail into Reedsport.



Section 7

North Bend to Bandon



Section 7:

There are four gaps in this section of the Oregon Coast Trail.

7-1 Coos Bay Connection:

Located north of North Bend, the gap is created by the Coos River.

7-2 Charleston Connection:

Located in Charleston, the gap is created by the Coos River and Coos Head.

7-3 Cape Arago Connection:

Located south of Charleston, the gap is created by a rocky shore and steep headlands.

7-4 Coquille River Connection:

Located north of Bandon, the gap is created by the Coquille River.

Coos Bay Connection:

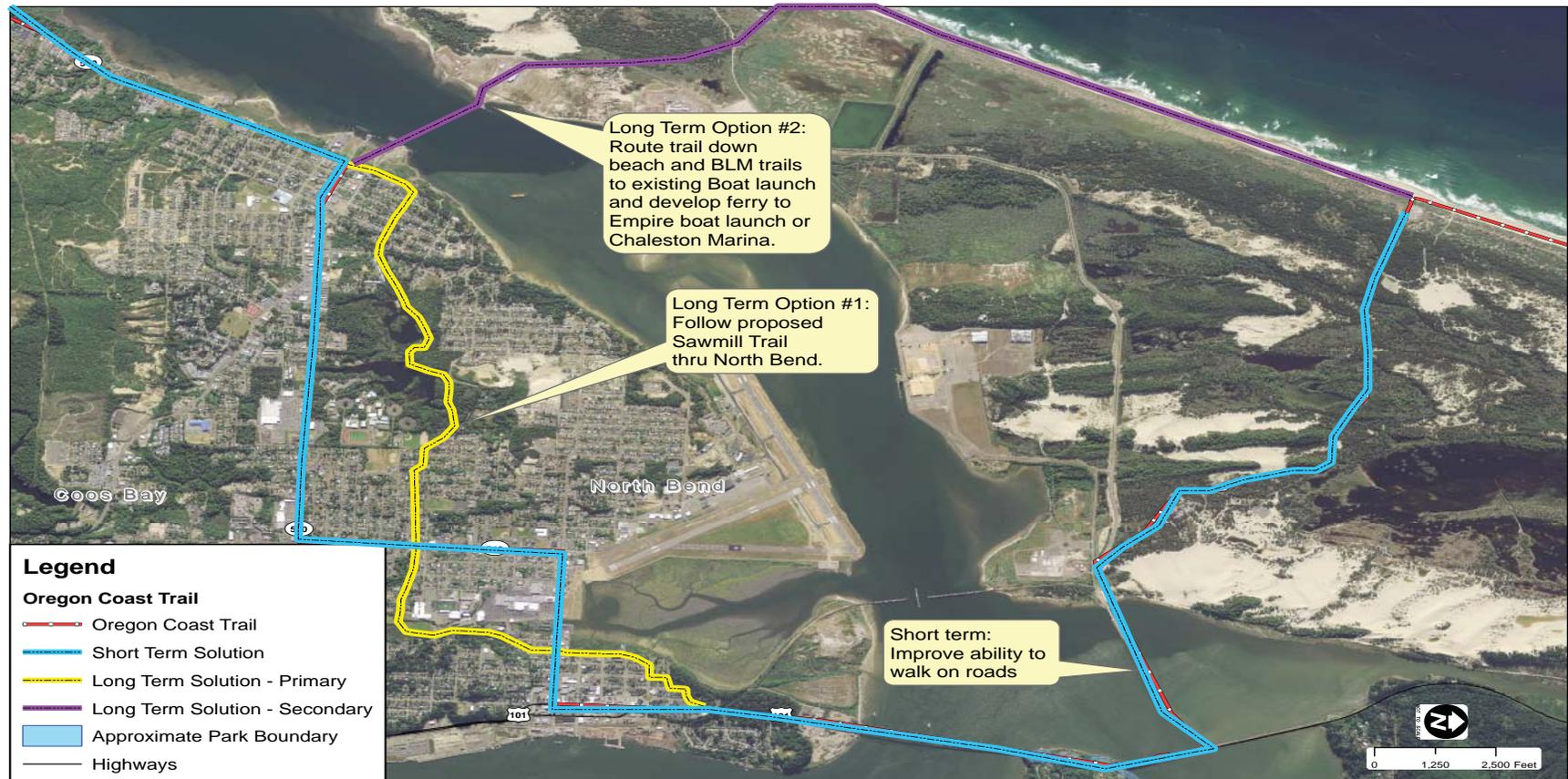
The Coos River creates a barrier that cannot be forded. The current route leaves the beach at the Horsfall Beach access and follows the road back to Hwy 101, through North Bend, Coos Bay and Charleston.

Short-term Solution:

Enhance the ability to walk on the road.

Long-term Solution:

There are three options to explore: the first is to extend the trail south to the North Spit area, where BLM has a trail system. The trail could then connect to the river side of the spit, near Empire. There, if a ferry service existed, it could go from Empire to the existing boat launch on the spit. The second would have the trail go to the end of the spit near Charleston and explore a ferry from there to the Charleston marina, and the third would be to follow the Sawmill Trail alignment through North Bend and Coos Bay. This trail alignment is not yet established.



Charleston Connection:

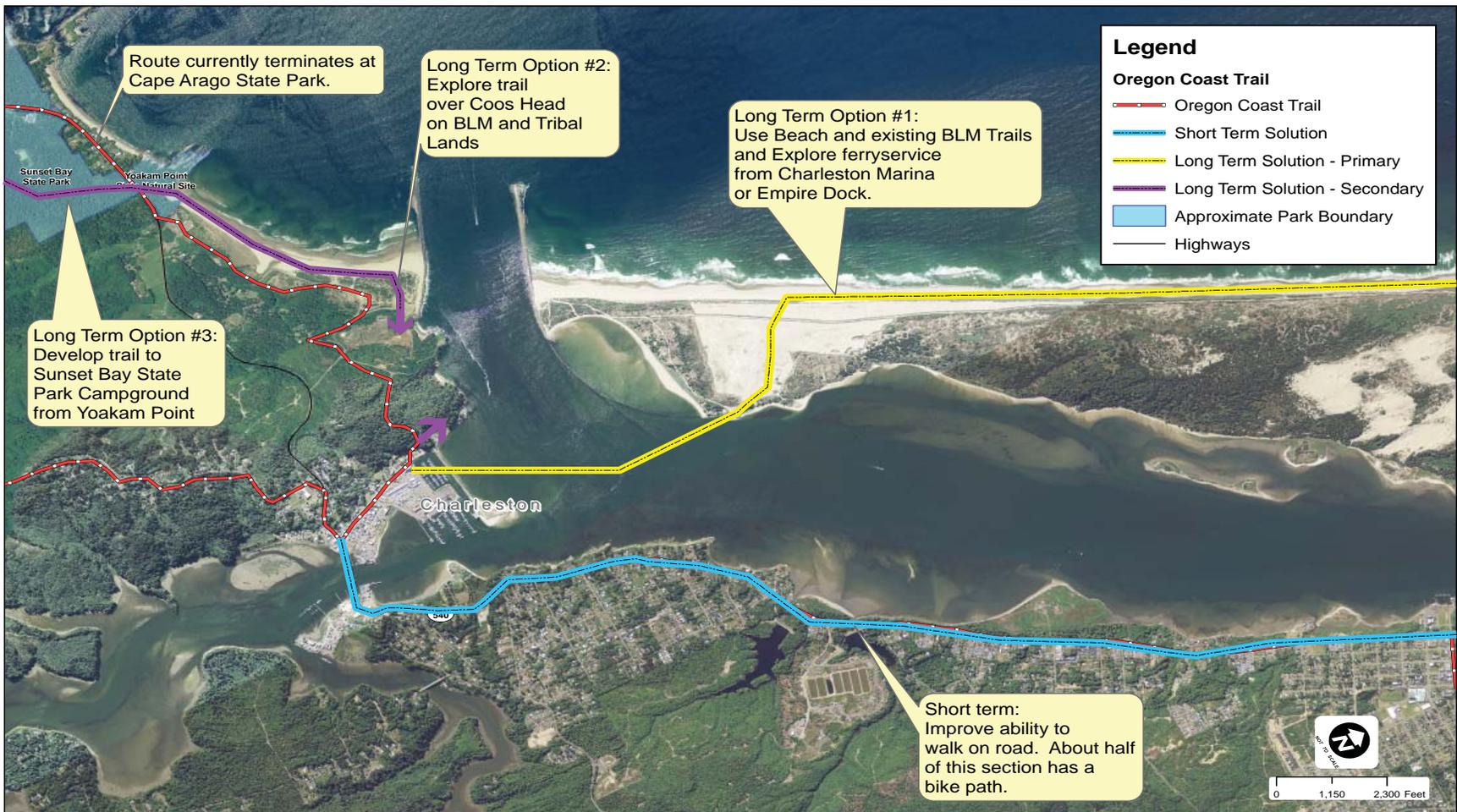
The Coos River and South Spit create a barrier that cannot be forded. The current route follows Cape Arago Hwy into Charleston and follows secondary roads over Coos Head to Bassendorf. A through hiker follows Seven Devil's Road.

Short-term Solution:

Enhance ability to walk on Cape Arago Hwy. About half of the route currently has a bike path.

Long-term Solution:

BLM and the Coos Confederated Tribes have plans to develop trails over Coos Head. Explore the feasibility of a ferry service to the Charleston Marina from the BLM trail system on the North Spit. Explore the feasibility of a trail from Yoakam Point to Sunset Bay State Park.



Cape Arago Connection:

Bluffs around Cape Arago create a barrier. The current route requires through hikers to hike Seven Devil's Road to Seven Devil's State Recreation Site.

Short-term:

Enhance the ability to walk on Seven Devil's Road.

Long-term:

Explore the feasibility of using existing forest roads on private lands to connect with Seven Devil's State Recreation Site, or the beach north of it.





Coquille River Connection:

The Coquille River creates a barrier that cannot be forded. The current route returns to Hwy 101 at Bullards Beach State Park. It then follows Riverside Dr. to Bandon and returns to the beach.

Short-term Solutions:

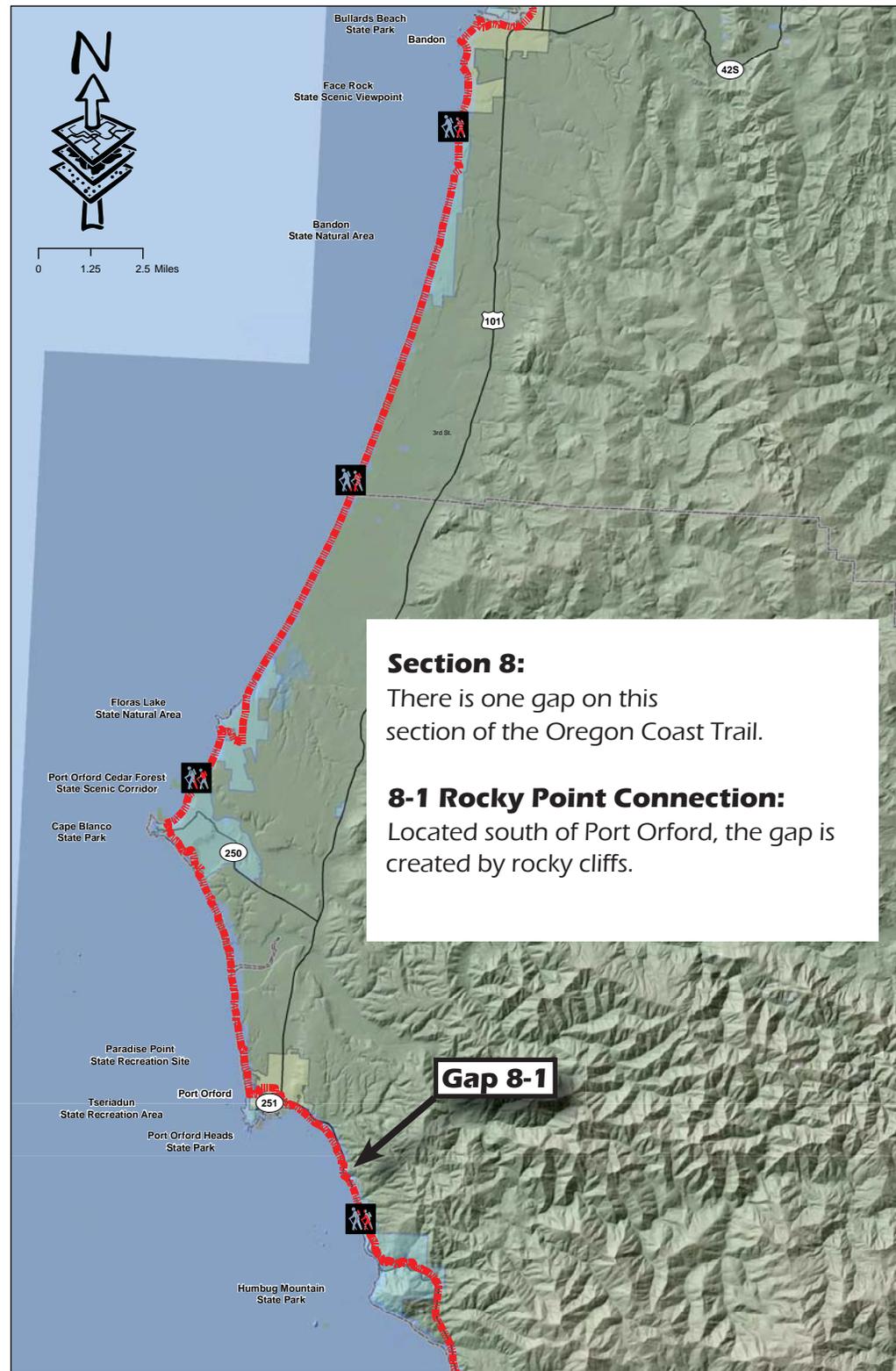
Enhance the ability to walk on Hwy 101, the bridge over Coquille River and on city streets.

Long-term Solutions:

Explore the feasibility of a ferry from the Bandon Lighthouse to the Bandon Harbor.

Section 8

Bandon to Humbug Mountain State Park



Rocky Point Connection:

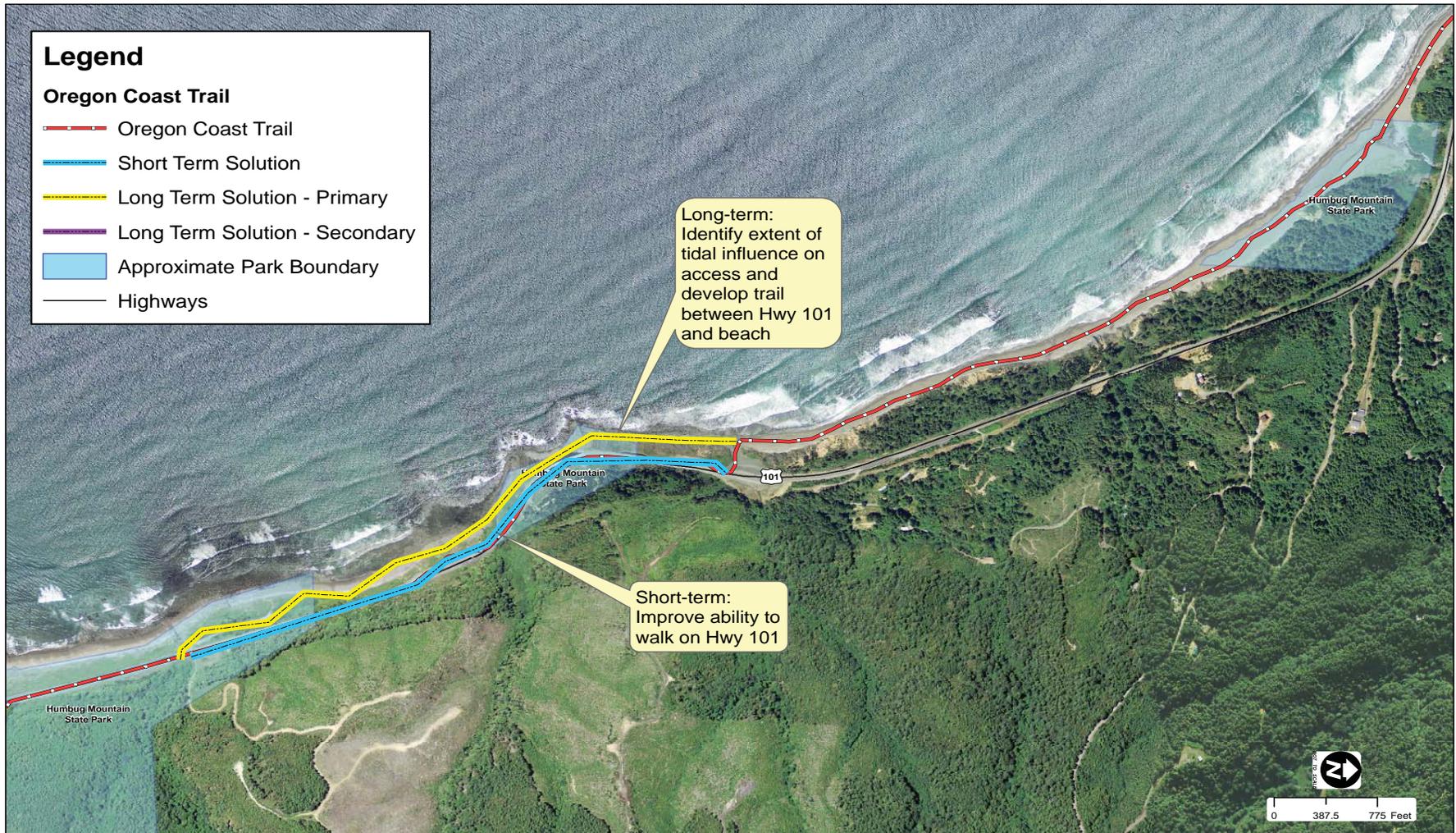
Rocky cliffs create a barrier. The current route follows the beach and returns to Hwy 101 at Rocky Point and then enters Humbug Mountain State Park.

Short-term Solution:

Enhance the ability to walk on Highway 101.

Long-term Solution:

Identify extent of tidal influence on access and determine feasibility of developing trail between beach and Hwy 101.



Section 9

Humbug Mountain State Park to Pistol River State Scenic Viewpoint



Section 9:

There are three gaps on this section of the Oregon Coast Trail.

9-1 Humbug Mountain Connection:

Located south of Port Orford, the gap is created by Humbug Mountain.

9-2 Sisters Rock Connection:

Located south of Port Orford, the gap is created by rocky cliffs.

9-3 Nesika Connection:

Located north of Gold Beach, the gap is created by rocky cliffs.

Humbug Mountain Connection:

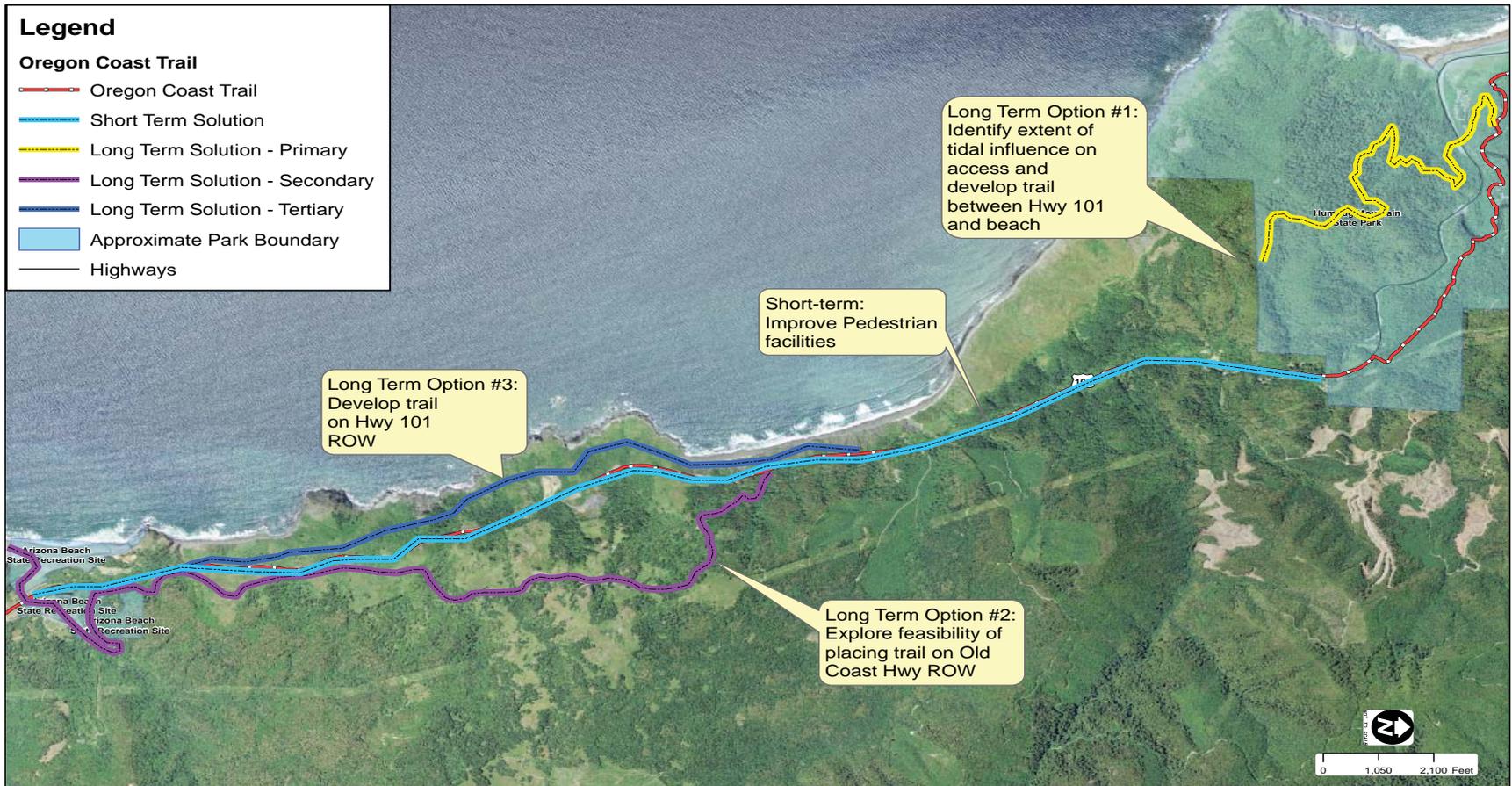
Humbug Mountain creates a barrier. The current trail follows the old Hwy 101 route into Humbug Mountain State Park and returns to Hwy 101 at the south end of the park.

Short-term Solution:

Explore feasibility of developing a trail in ODOT right-of-way to where old Hwy 101 route heads east and then to Highland Drive south to Arizona Beach State Recreation Site, where the old Hwy 101 right-of-way goes through park.

Long-term Solution:

Explore the feasibility of developing a trail that would head south off of the existing Humbug Mountain trail across private lands to Hwy 101. At this point, explore the feasibility of developing a trail on the west side of Hwy 101 along the rocky cliffs to Arizona Beach State Recreation Site, where the old Hwy 101 right-of-way goes through the park.



Sisters Rock Connection:

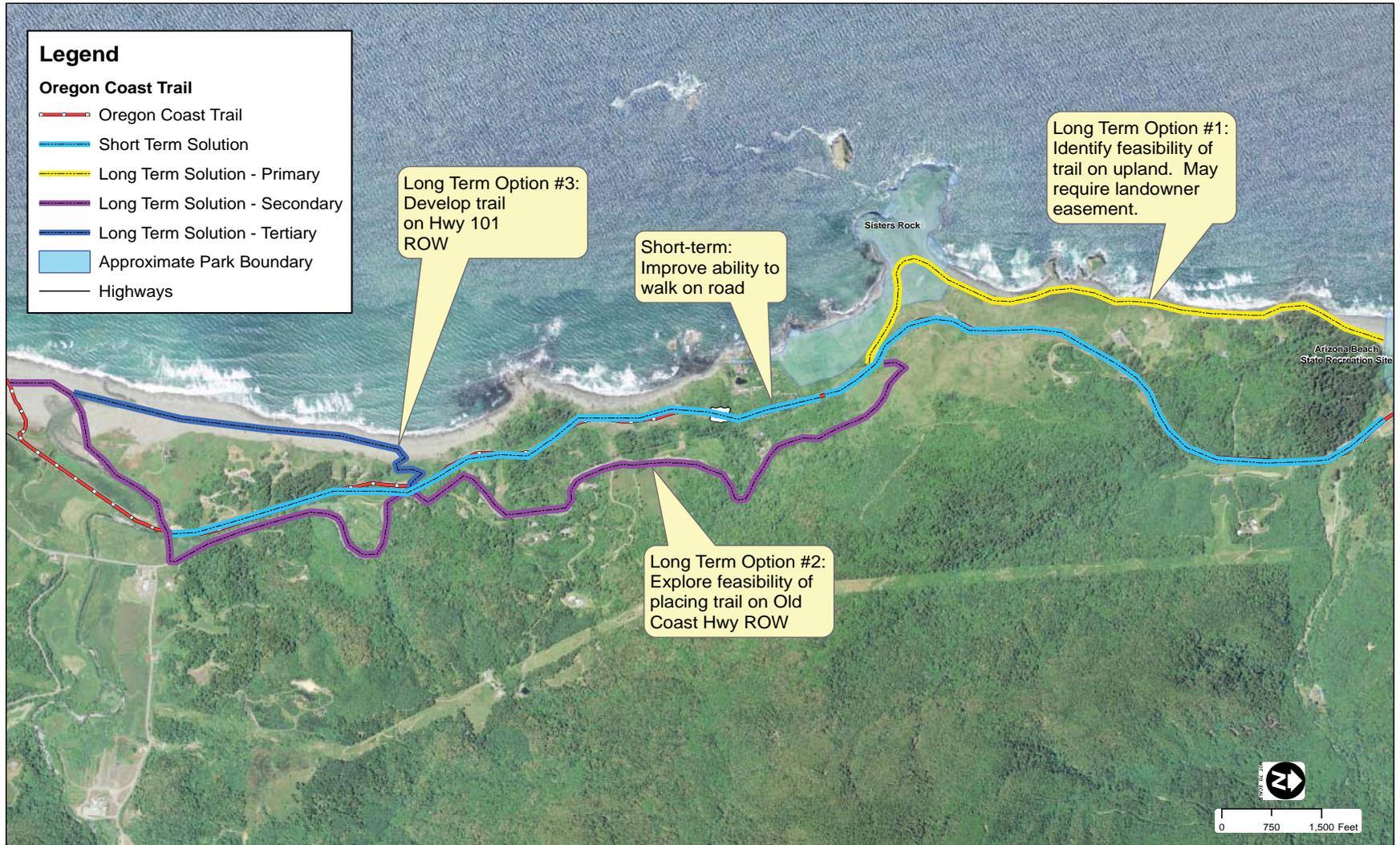
Rocky cliffs create a barrier. The current trail follows Hwy 101 until it meets Euchre Creek, where it returns to the beach.

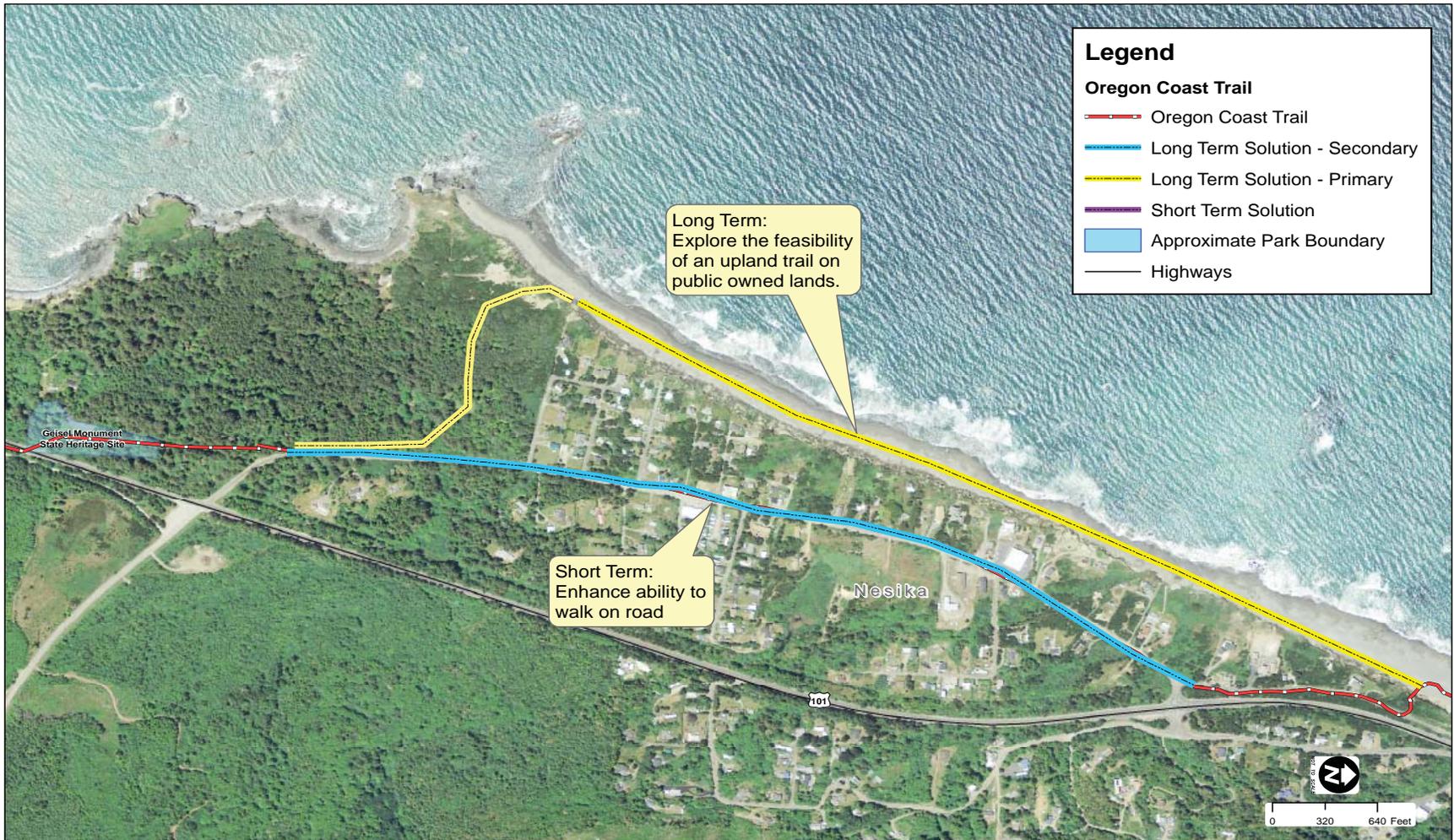
Short-term Solution:

Enhance the ability to walk on Hwy 101.

Long-term Solution:

Explore the feasibility of developing a trail to the west of Hwy 101 from Arizona Beach to Sister Rock State Natural Area and use Old Hwy 101 right-of-way and Hwy 101 right-of-way for trail development.





Nesika Connection:

Rocky cliffs create a barrier. The current route leaves Nesika Beach and follows Nesika Beach Rd to Hwy 101 and then follows the old coast rd to Otter Point State Recreation Site.

Short-term Solution:

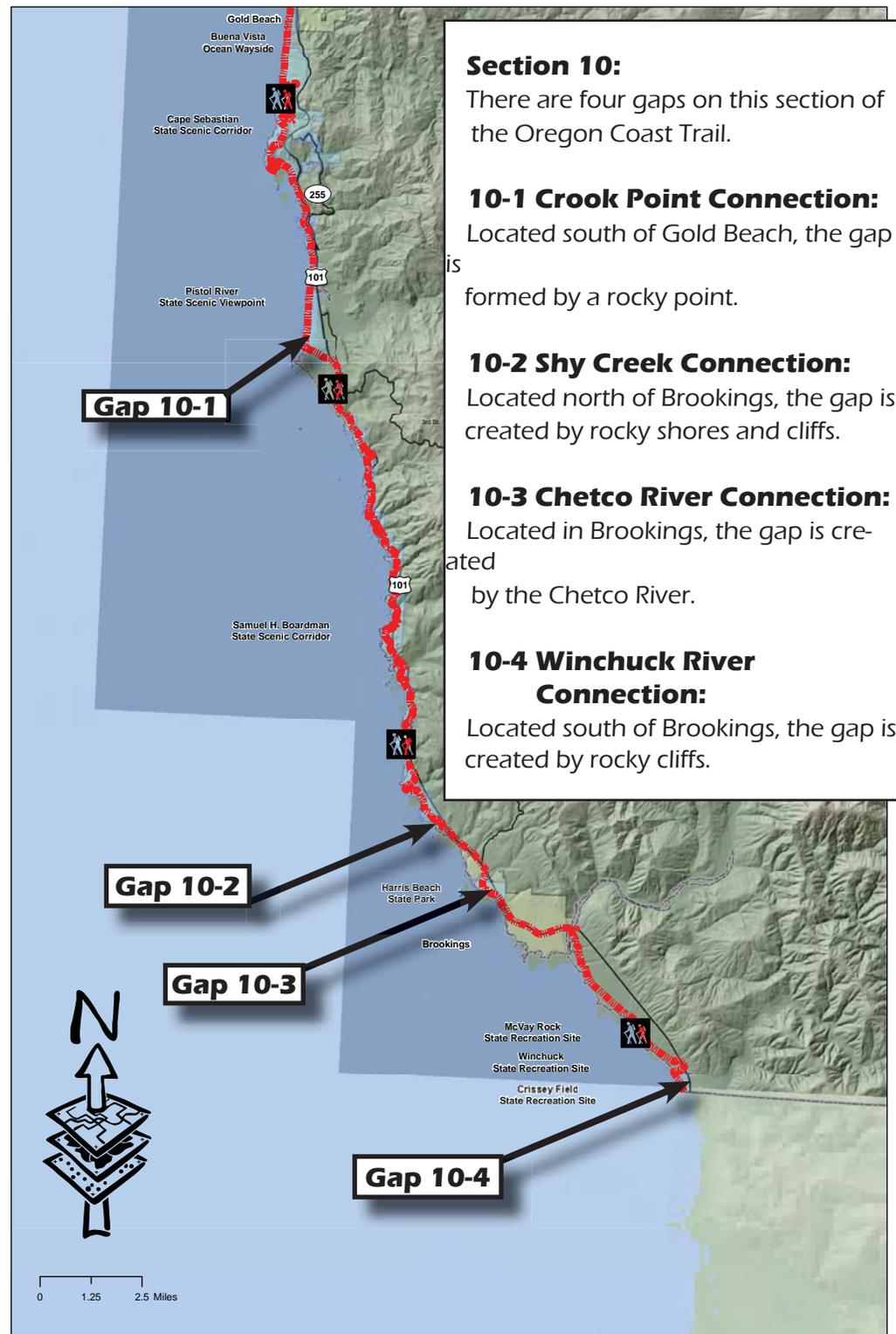
Improve the ability to walk on Nesika Rd.

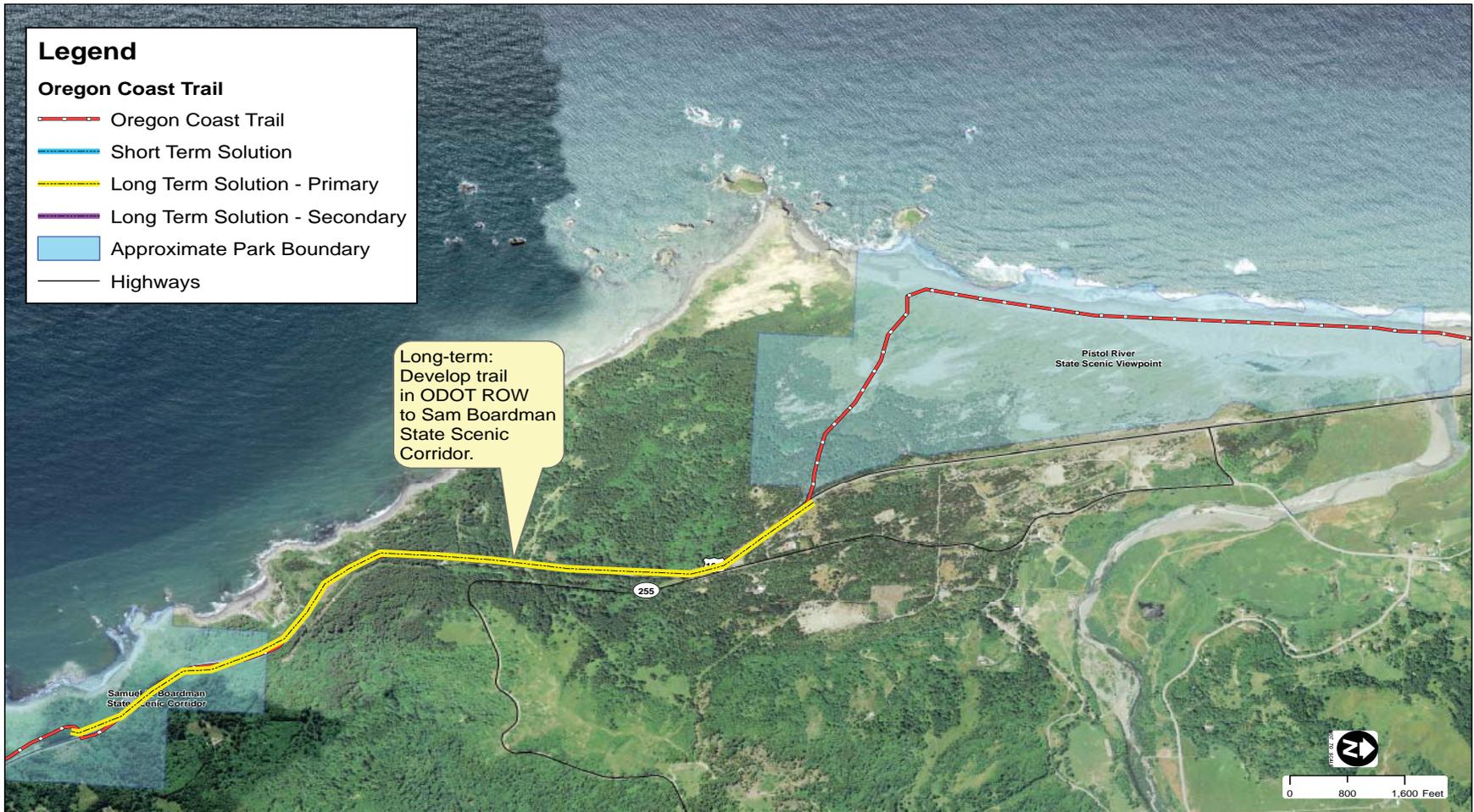
Long-term Solution:

Explore the feasibility of an upland trail from the end of Nesika Beach to Geisel Monument State Heritage Site over public and private lands.

Section 10

Pistol River State Scenic Viewpoint to California





Crook Point Connection:

Crook Point creates a barrier. The current route heads east at Crook Point and returns to Hwy 101 until Samuel Boardman State Scenic Corridor.

Short-term Solution:

There is no short-term solution.

Long-term Solution:

Explore feasibility of developing a trail in ODOT right-of-way.

Shy Creek Connection:

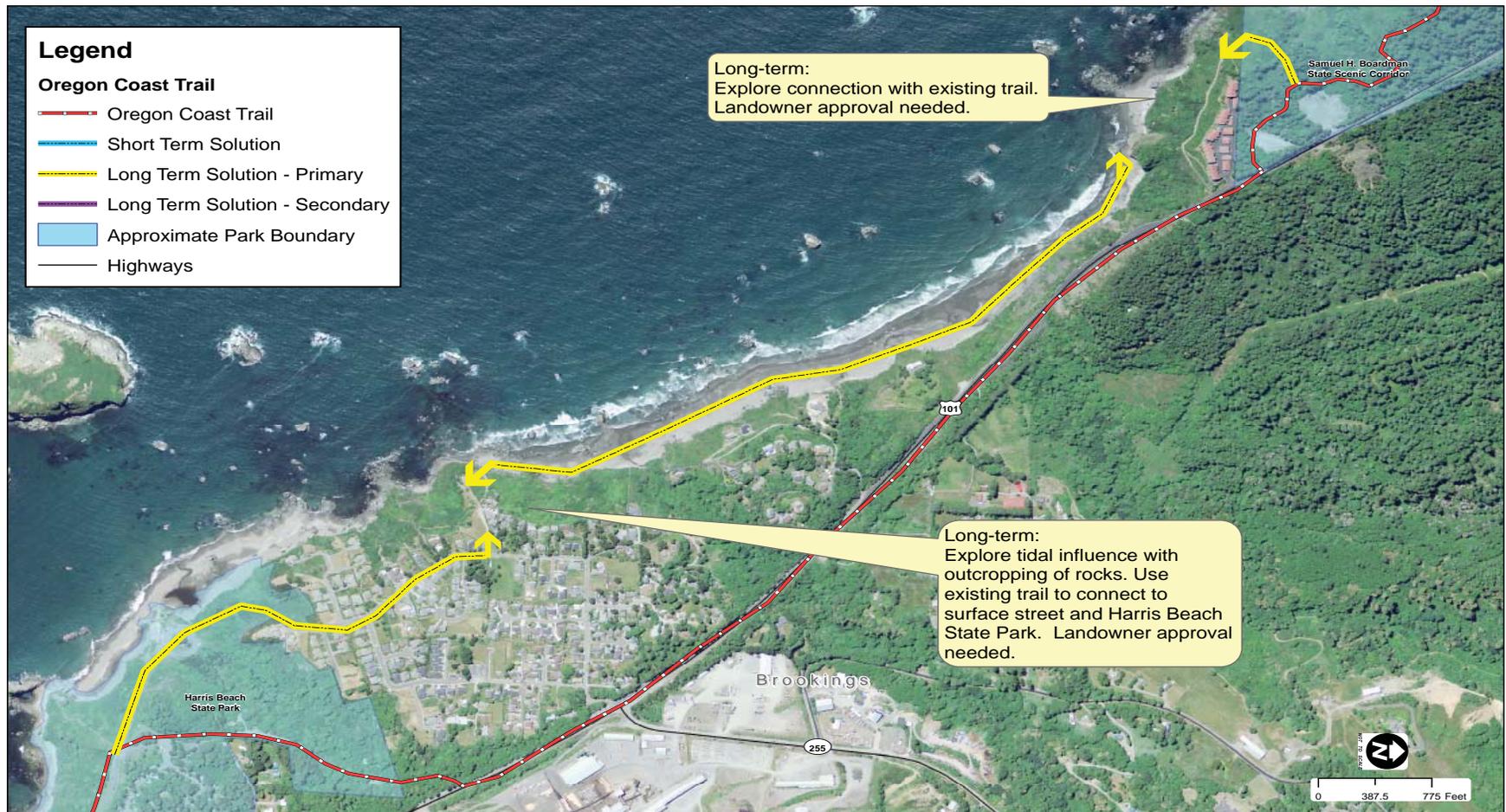
Rocky cliffs create a barrier. The current route returns to a trail built in the Hwy 101 right-of-way at the southern end of Samuel Boardman State Scenic Corridor.

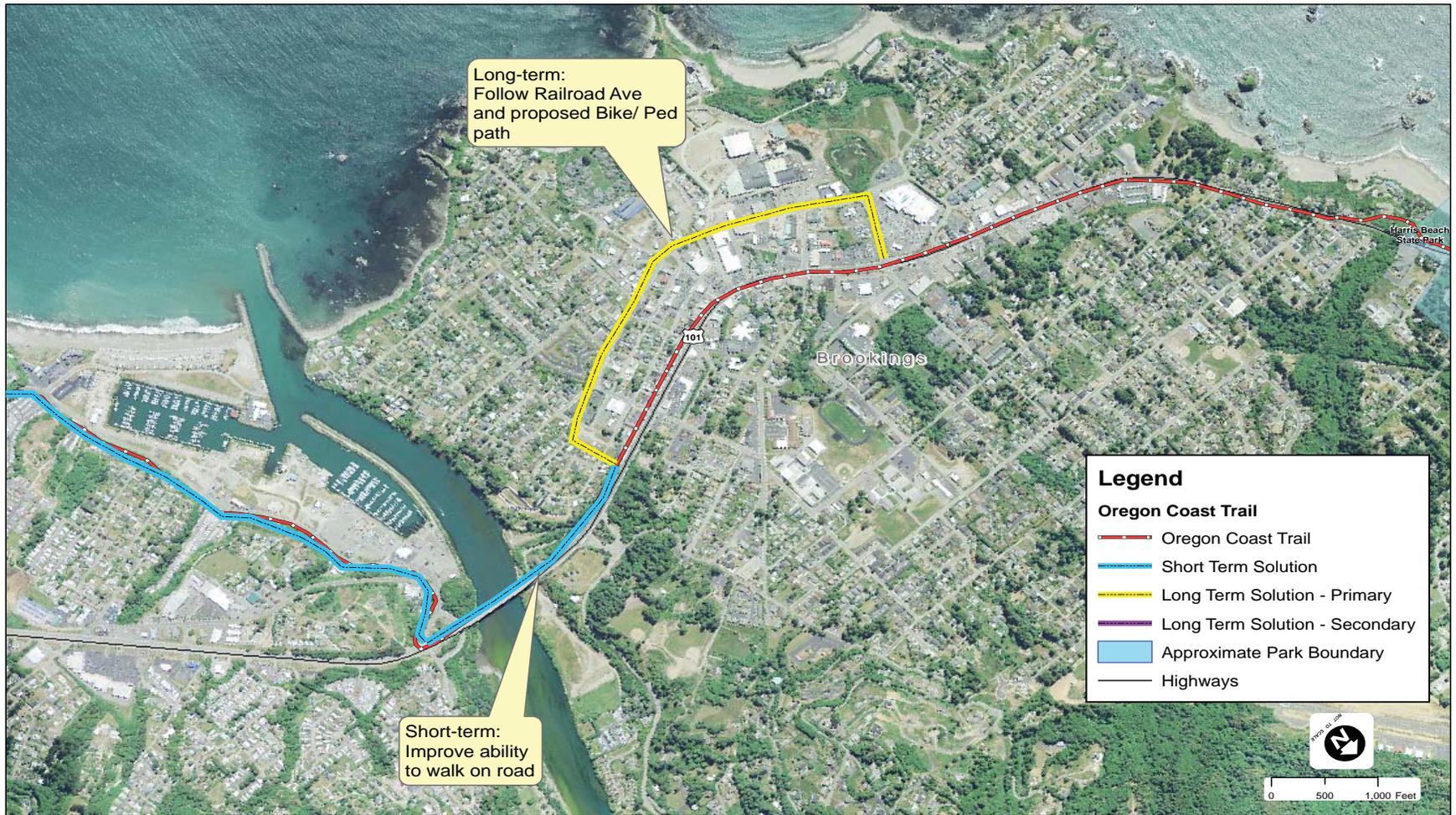
Short-term Solution:

Enhance the ability to walk on Hwy 101.

Long-term Solution:

At the north end of the gap, explore the feasibility of using existing private trail. In the middle of the gap, explore the feasibility of a beach trail, allowing for high tide implications. At the end of the gap, explore the feasibility of using an existing private beach access and streets to access Harris Beach State Park at the northern boundary at Pacific Heights Rd.





Chetco River Connection:

Rocky cliffs force the trail back to Hwy 101 at the southern boundary of Harris Beach State Park. The current route follows a bike path to Hwy 101, and continues on sidewalk to Lower Harbor Rd.

Short-term Solution:

Enhance the ability to walk on Hwy 101 and on Lower Harbor Rd.

Long-term Solution:

Explore the feasibility of placing the route onto surface streets in Brookings, first turning south on Pacific St (near Fred Meyer) and then turning east on Railroad Ave. The trail would then turn north on Oak St. and return to Hwy 101.

Winchuck River Connection:

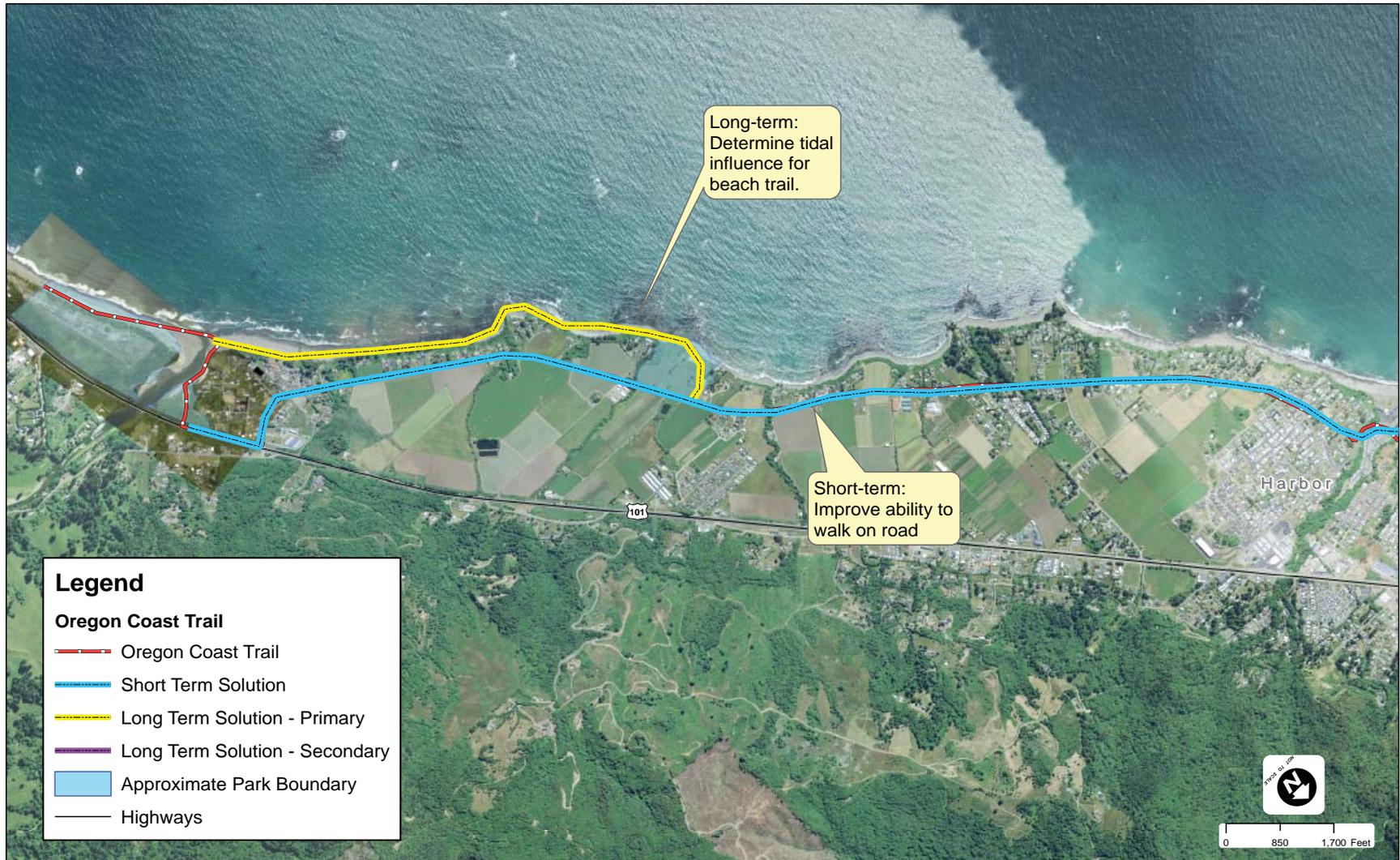
Rocky cliffs south of the harbor at the Chetco River create a barrier. The current route follows Oceanview Drive South to Hwy 101 and then returns to the beach at the Winchuck River.

Short-term Solution:

Enhance the ability to walk on Hwy 101.

Long-term Solution:

Explore the feasibility of a beach trail due to the tidal influence and a upland trail at pinch points on private lands.





Oregon Coast Trail at Rocky Point, south of Port Orford



**Oregon Parks and Recreation Department
Trail Services Section
725 Summer Street NE, Suite C
Salem, OR 97301**

**Email: Park.Info@state.or.us
Phone: 800-551-6949**

Oregon Coast Trail, Amanda's Trail section, Cape Perpetua