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US 101 Coast Highway Historic Context



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1.0 PROJECT DESCRIPTION

This document, the US 101 Coast Highway Historic Context, was made possible by an Oregon Forest Highway Enhancement Grant through the Western Federal Lands Highway Division. The grant emerged from an effort to rehabilitate the Sea Lion Point Rock Wall, located nine-miles north of Florence, Oregon along the U.S. 101 Coast Highway (“US 101”). The grant project was intended to facilitate future work and historic asset management along the US 101 corridor, and to create prospective grant opportunities. This project resulted from collaboration between the Oregon Department of Transportation (ODOT), the United States Forest Service (USFS), the Oregon Parks and Recreation Department (OPRD), and the project contractor AECOM.¹

Along with providing extensive historical information, the context defines historic property types, delineates character-defining property features, and develops a framework for evaluating the property types consistent with the National Register of Historic Place’s Criteria for Evaluation. This framework provides the basis for a Multiple Property Document Form (MPDF) to be compiled at a future date.

This document includes the following sections:

- Purpose, Research Methods, and Field work;
- Geographic Locations and Regions;
- Chronological Periods, divided by Government, Transportation, Community Development, and Recreation historical themes;
- Historic Property Types;
- Registration Requirements and Evaluation Criteria for potential National Register Listing;
- Recommendations for Resource Management, Avoidance and Minimization Measures, and Treatments to address local, state, and federal regulatory requirements;
- Appendices including Previously Recorded Resources associated with US 101 in Oregon, Historic Photographs, Historic Biennial Maps, Coastal State Park Acquisitions and Acreage, and Jurisdictional Transfers of Highway Segments.

2.0 PURPOSE

The purpose of the US 101 Coast Highway Historic Context was to explore the chronological periods, geographic areas, historic themes, and property types specific to the US 101 corridor, with focus on the period of significance from 1914 to 1956. The important historical resources associated with the highway, including the corridor itself, design elements, bridges, viewpoints, rock walls, and associated recreation areas, together convey the significant historic value of Oregon’s Coast Highway.² To enhance

¹ During this Project URS Corp. merged with its new parent company AECOM and all URS employees are now AECOM employees. Though the company name changed, all staff working on this Project remained the same for the entire duration of the Project.

² While Oregon’s coastal bridges are a key resource type that defines the highway, these resources have been previously researched and thoroughly documented in the C.B. McCullough Major Oregon Coast Highway Bridges, 1927-1936 National Register of Historic Places Multiple Property Documentation Form. Eleven bridges were

management practices for these historical resources, the historic context provides a comprehensive assessment of the corridor's historical development, its design elements, and significant individuals and groups involved in its construction. The context thereby advances the future identification and evaluation of historic resources within a framework of place, time, and significant historic theme.

In addition, as the grant intended to facilitate future work along the highway, components of this document also provide framework for a Multiple Property Document (MPD). The benefits of an MPD include: 1) establishing a framework for nominating historic resources associated with US 101 for the National Register of Historic Places (NRHP) (36 CFR Part 60), 2) facilitating Section 106 consultation (36 CFR Part 800), and 3) improving interagency management of US 101 resources.

The MPD components outlined in this document will promote a more rigorous historic resource comparative analysis and provide important background for researchers. Although the document primarily explores the Highway's geographic regions, historic themes that shaped its development, and significant chronological periods, it also provides "registration requirements." These registration requirements delineate the levels of physical integrity and historic characteristics required for eligibility to the NRHP.

The research for this project largely focused upon:

- The period of significance from 1914-1956;
- Sources of information that are critical for identifying the significant chronological periods, geographic regions, and historic themes that shaped the formation of the highway;
- Sources associated with the physical evolution of the public highway alignment, as opposed to private development along the corridor;
- Sources that convey the major events or patterns of events that shaped the highway's development;
- Sources that provide biographical information about significant individuals and groups associated with the highway; and
- Sources that provide information about the design of highway corridor and that explore historic resources situated within the corridor right-of-way.

3.0 RESEARCH METHODOLOGY

A detailed literature review, analysis of original agency source material, and exploration of local community resources creates a systematic and thorough approach for researching and developing the historic context. The research plan involved identifying sources and repositories for information, developing an extensive bibliography, and recognizing limitations or potential challenges in the

individually listed in the NRHP as part of this multiple property listing. This historic property type was not overlooked in the historic context, but consideration was taken to avoid redundant research and documentation.

research.³ A robust list of state, regional, local, and online repositories was compiled to organize the various sources for historic materials. These repositories and sources included:

- ODOT Library and History Center
- Oregon State Archives
- State Historic Preservation Office (SHPO)
- State Parks Records
- Oregon Historical Society
- Local Community Libraries and Historical Societies
- Local Historians
- Newspaper Articles
- Historic Photographs
- Online Research

Research was conducted at the ODOT library, Oregon Historical Society, Oregon State Archives, Oregon SHPO, as well as at several local libraries and historical societies along US 101. Online agency records, newspaper archives, articles, reports, publications, and e-books supplemented the fieldwork.

For more information on all resources and repositories utilized for research purposes to compile this report, please see the “US 101 Coast Highway Historic Context Research Plan” (Appendix D).

4.0 FIELDWORK

While conducting research at the coastal repositories, the project team drove the entire length of the US 101 corridor to identify the highway’s important characteristics, resource types, development patterns, and key features. Fieldwork occurred on two trips, during the following time periods in 2014:

- July 29th – August 4th
- September 4th – 8th

During fieldwork, the team met with representatives from the regional ODOT Area Management offices, representatives from coastal museums and historical societies, and Lori Robertson of the National Forest Service, who was the team’s primary contact person at the Cape Perpetua Visitor’s Center.⁴

5.0 LIMITATIONS

In order to maintain a reasonable scope of digital research for online archives, library catalogs, and digitized newspapers, a list of keywords and search terms were developed to focus on research goals. Due to the volume of information available on US 101, AECOM made a reasonable effort to identify and

³ U.S. 101 Coast Highway: Historic Context Research Plan, URS Corp, July 11, 2014.

⁴ The research team is grateful for the assistance of Ms. Jessica Dole for providing information to the research team and for meeting with ODOT and AECOM in January 2015. Ms. Dole also helped connect the research team with Lori Robertson, USFS, to aid in field research.

include pertinent information from applicable online sources. However, not every online document or publication potentially relevant to this study could be scanned and searched to this level of detail.

The research team identified over 36 libraries and historical societies located along the Oregon Coast Highway, in addition to statewide repositories listed in Section 3.0. Due to the varying holdings of these institutions, AECOM contacted each of these locations to gain a sense of relevant research materials and prioritize sources by focusing on repositories that appeared to possess information relevant to the study.

6.0 GEOGRAPHIC REGIONS

The geographic parameters for this study follow the US 101 corridor from Washington-Oregon Border to the Oregon-California Border. As one of the components of a historic context, geography plays an important role in how resources physically and temporally develop. The US 101 corridor posed significant natural obstacles to efficient transportation, not the least of which were large estuaries, unstable substrates for roadways, isolated population centers, 100's of waterway crossings, and challenging climate conditions. Figure 1 demonstrates the geographic regions described in this context.

US 101 meanders through the three different sections of the Oregon coast, north, central and south, each a dynamic landscape with unique geographic characteristics. Within the coastal sections, individual parks, waysides, and sites contain, or are affected by, a variety of estuaries, rivers, streams, and creeks, as well as the Pacific Ocean.⁵ At the same time, the coast line is unified through the occurrence of rock formations, forest land areas, agricultural developments, sandy beaches, and headlands, which can be found in each of the three coastal sections. While this section is organized around a travel narrative that traces these features within these three geographic divisions, it should be noted that the Oregon Coast is defined by two physiographic provinces: the Coast Range, which stretches the entirety of the Northern and Central Oregon Coast and the Klamath Mountains, which are located within the Southern Oregon Coast.

Oregon Coast Range

The Coast Range is a belt of uplifted land lying along the coast, which developed as a result of tectonic plate convergence. About 249-mi (400-km) west of the Coast Range lies the spreading center, which separates the Pacific plate, which extends to the area just east of Japan, and the Juan de Fuca plate, which descends under the North American Plate along the Cascadia subduction zone. The Coast Range overlies the subducted Juan de Fuca plate and is situated about 93 to 125-mi (150 to 200-km) to the east of the Cascadia subduction zone.⁶ The mountains within the range consist primarily of Eocene lava

⁵ Moss, 2.

⁶Josh Roering, "A Brief Summary of Oregon Coast Range Geology, Geomorphology, Tectonics, and Climate." [paper presented in the Geology 510: Tectonic Geomorphology class, University of Oregon, Eugene, OR, 2008].

Oregon Coast Geographic Regions

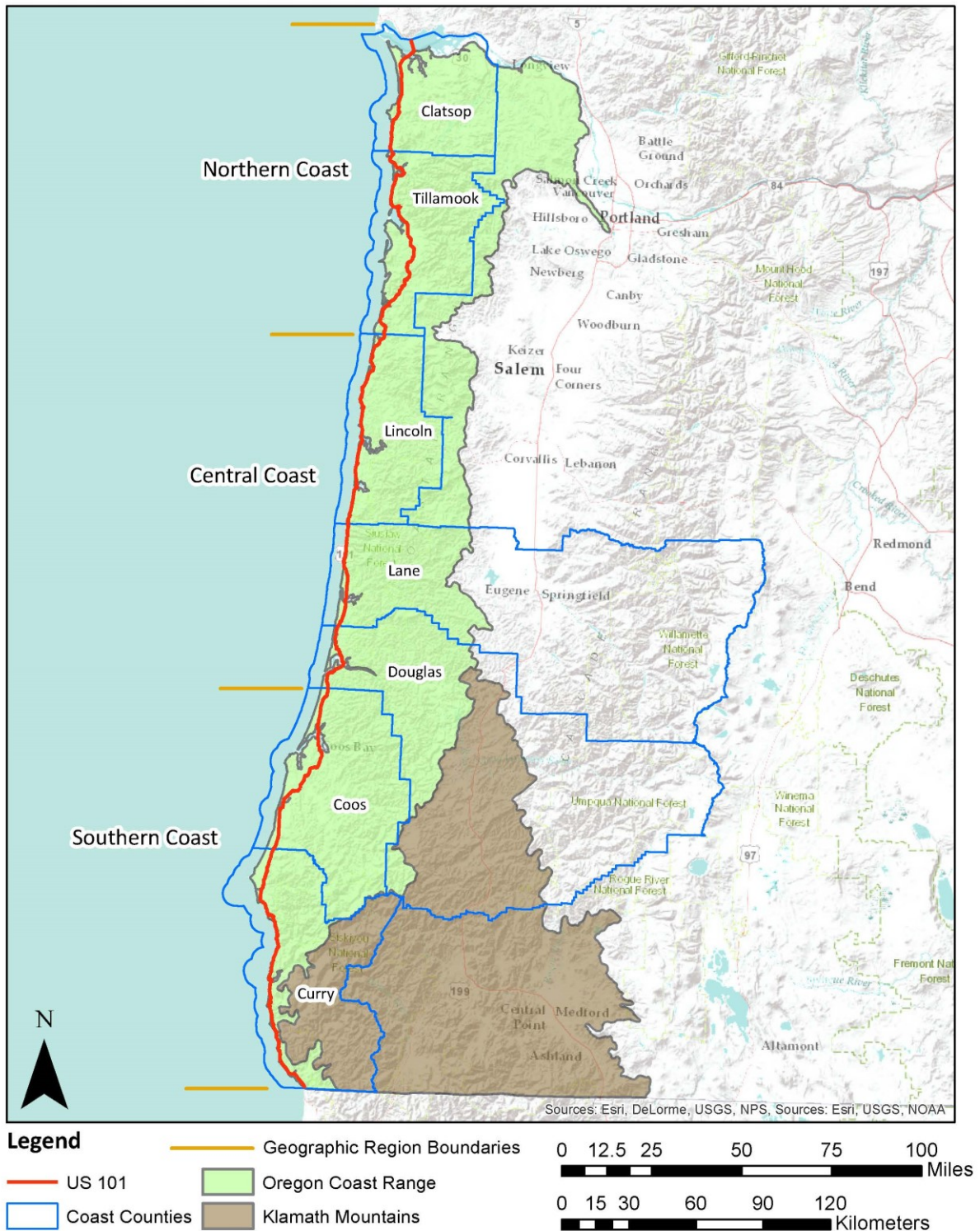


Figure 1. Oregon Coast Geographic Regions. Source: Leesa Gratreak, AECOM

flows, tuffs and breccias, with scattered Oligocene igneous intrusions and localized Miocene sedimentary and volcanic formations.⁷

Klamath Mountains

The Klamath Mountains cover much of southwestern Oregon and reach as far inland as Ashland. Unlike the state's other mountain ranges, the Klamath Mountains were not shaped primarily by volcanism. Instead, serpentine mineral bedrock weathered over time to a soil rich with heavy metals. Partly because of this unique geology, the Klamath Mountains ecoregion boasts a high rate of species diversity. The region is particularly rich in plant species, including many pockets of endemic communities and some of the most diverse plant communities in the world. For example, there are more kinds of cone-bearing trees found in the Klamath Mountains ecoregion than anywhere else in North America. In all, there are about 4,000 native plants in Oregon, and about half of these are found in the Klamath Mountains ecoregion. The ecoregion is noted as an Area of Global Botanical Significance (one of only seven in North America) and a world "Centre of Plant Diversity" by the World Conservation Union.⁸ Geographic regions, further described below, are categorized as the Northern Oregon Coast Range, the Central Oregon Coast Range, and the Southern Oregon Coast Range.

6.1 Northern Oregon Coast Range: Clatsop and Tillamook Counties

The climate of the Northern Coast is temperate and maritime, with relatively wet, mild winters and dry, moderately cool summers. Annual precipitation ranges from 60 to 90 inches along the shoreline, and increases inland to as much as 200 inches in the Coast Range uplands. Approximately 80 percent of the annual precipitation falls between October and March. As a result of this heavy rain, coastal forests along the Northern Coast are dominated by Sitka spruce, western hemlock, western red cedar, Douglas fir, shore pine, and grand fir, along with deciduous trees including the red alder, Sitka alder, bigleaf maple, willow, black cottonwood, cherry, crabapple, and madrone. A variety of berry plants, rhododendrons, ferns, and Camas root are also common in this area.⁹

Forest Lands

Most National Forest lands along the Oregon Coast are located in the Central and Southern Coastal Regions, but the Northern Coast also boasts multiple State Forest lands and forested State Parks that have been integral to the region's development since the first settlement in Astoria in 1805.

Fort Stevens State Park in Warrenton boasts a dense hemlock accumulation that is concentrated along the northwestern tip of the state. Although US 101 does not cross the boundaries of this forest area, it does skirt Warrenton's southeastern edge. Continuing south, Ecola State Park is noted for its Sitka spruce forest, which rounds Tillamook Head, a significant promontory. US 101 diverts slightly east at this point before tracking the shoreline again at Cannon Beach and bypassing Ecola's forested area altogether. Between Cannon Beach and Arch Cape, the highway mainly follows the shoreline, passing

⁷ Madonna L. Moss and Jon M. Erlandson, "Native American Archaeological Sites of the Oregon Coast," National Register of Historic Places Multiple Property Documentation Form, Eugene: University of Oregon, 1997, 3.

⁸Oregon Department of Fish and Wildlife (ODFW), "Ecoregions: Klamath Mountains Ecoregion," Oregon Conservation Strategy (January 2006): 190-203.

⁹ Moss, 4.

through forested land interspersed with modern development. At Arch Cape, the highway curves west around the major forested headland and then curves back east, deeper into the inland forest and along the eastern edge of Oswald West State Park. Forest lands continue to accent the coastline and highway from Manzanita to Tillamook, though this area also exhibits inland estuaries, agriculture, and community development. From Tillamook City south to the Tillamook and Lincoln county border, sandy beaches and community developments are situated near the shoreline. South of Tillamook, the highway continues inland where its location and configuration is influenced by the dynamics of multiple river and creek crossings. From Tillamook to Lincoln County, the area between the coast and the highway is densely forested, but the highway largely takes an inland route. This is the only section of the Northern Coast highway that directly enters the Siuslaw National Forest, which has a significant presence along the Central Coast. South of Hebo, the highway resumes its shoreline route.

The forest lands of the Northern Coast are scattered and divided by a series of community developments, sandy beaches, estuaries, and developed agricultural lands. The forested areas of US 101 in this section are largely circumvented by the highway as the route winds inland at many points thus reducing views of the ocean.

Lowland Estuaries

Many of the rivers and streams along the Oregon Coast flow into estuaries or areas where freshwater from rivers and streams flows into the ocean. In general, the estuaries of the Northern and Central Coasts are substantially larger than those of the Southern Coast. Northern Coast estuaries include Youngs, Nehalem, Tillamook, Netarts, and Nestucca Bays.

Beginning with the highway's north end at the Astoria-Washington Bridge, the first estuary encountered is Youngs Bay, which divides Astoria from Warrenton. This bay represented a major engineering obstacle along US 101. The original route of US 101, completed in 1921, did not cross the bay, but instead took a circuitous route to avoid the estuary. The next major bay, Nehalem Bay, led the highway to move inland to the east to avoid crossing over the bay. The highway follows the eastern edge of the bay before reconnecting with the Pacific shoreline further south. The next major bay to the south is Tillamook. Here, the highway again follows the bay's eastern edge and avoids a trans-bay, crossing. The highway passes through Giribaldi and Bay City, which developed along the margins of Tillamook Bay. Netarts Bay and Nestucca Bay are located south of Tillamook. The highway completely bypasses both bays, as it moves inland east until curving back west to follow the Pacific shoreline after the Nestucca Bay Wildlife Refuge.

In general, estuaries along the Northern Coast constituted major obstacles that the highway avoided by typically moving inland, along easterly routes. While these bays increased the mileage for the roadway, highway planners took advantage of these sheltered estuaries as the roadway followed closely along the bay shores to provide motorists with expansive bay and ocean views to the west. The communities and towns originally established along these bays largely developed before construction of the highway. After the highway was completed, these communities garnered a greater link to other coastal communities situated near North Coast estuaries.

Sandy Beaches

The Northern Coast consists of smaller beaches that are often secluded in the margins between the Pacific Ocean and steep, prominent, basaltic headlands.¹⁰ In addition, multiple rivers and bays bisect longer stretches of sandy beach, creating distinct beach areas. Prominent rivers and bays that divide beach areas within the Northern Coast Range include the Necanicum River, Nehalem Bay/River, Tillamook Bay (including Kilchis, Wilson, Trask, and Tillamook Rivers), Netarts Bay, and Nestucca Bay.

In addition to having many isolated stretches of beaches, the Northern Coast highway is also characterized by broad sandy beaches, alongside which many major beach towns developed. Starting in the north, sandy beaches occupy the shoreline from the northwestern tip of the state to the southern end of Seaside. The first major beach-oriented town is Gearhart, which is dwarfed by neighboring Seaside. Gearhart is separated from Seaside by the Necanicum River. Just south of Gearhart, Seaside has remained the Northwest's most popular ocean resort for over a century.¹¹ Seaside, also known as 'Portland's Beach,' is the most directly accessible sandy beach from the Portland metropolitan area. From Portland, Seaside is a 90-minute drive east via U.S. Highway 26. Seaside's sandy beach is broken by Tillamook Head, a famed promontory and major viewing point from the shoreline.

The next stretch of sandy beach, which begins at the southern end of Tillamook Head, spans the length of Cannon Beach south to the southern end of Arch Cape. Beginning at Ecola Creek, the highway largely follows the beach through this area. At high tide, the large stone outcropping at Hug Point divides Cannon Beach from Arch Cape. Moving south, at Oswald D. West State Park, a small stretch of sandy beach is located near Short Sand Creek and Smugglers Cove. This beach is accessed by a path from a large parking lot directly adjacent to US 101. Another stretch of sandy beach is located adjacent to and west of Nehalem Bay, a beach area boasting the town of Manzanita. In order to avoid Nehalem Bay, the highway shifts eastward at Manzanita thus avoiding the community. Sandy beaches continue on the opposite side of Nehalem Bay to the south. After Nehalem Bay, the highway turns back west and follows the Pacific shoreline. At this point, another stretch of sandy beach begins, which includes the communities of Rockaway and Barview Jetty. At Barview Jetty, the highway turns east in order to bypass Tillamook Bay. Although a sandy beach extends along the western edge of Tillamook Bay along the Bayocean Peninsula, it is largely secluded. Similarly, the Netarts Spit features a sandy beach that extends north from the town of Netarts along the western edge of Netarts Bay; the highway borders the eastern edge of this bay and this beach is heavily utilized.

A long stretch of sandy beach extends from the southern end of Cape Lookout to Sand Lake, another stretches from the southern end of Sand Lake to Nestucca Bay, and yet another extends from the southern end of Nestucca Bay to the southern end of the town of Neskowin. The highway bypasses the first two stretches as it moves inland east past Sand Lake and Nestucca Bay. The highway curves back west and generally borders the Pacific shoreline again from the southern end of Nestucca Bay through

¹⁰ Moss, 2.

¹¹ Seaside Visitor's Bureau, "More than Just a Day at the Beach," <http://www.seasideor.com/> [accessed October 23, 2014].

Neskowin. At Kiwanda Creek and Cascade Head, the highway again moves inland east away from the ocean.

The sandy beaches of the Northern Coast had a tremendous impact on the placement of US 101. To avoid estuarine crossings, however, several stretches of the highway turn inland thus reducing access to several stretches of isolated beaches and their communities – a trend seen repeatedly along the US 101 corridor.

Headlands and Stone Outcroppings

Approximately forty percent of Oregon's 298-mi (480-km) coastline consists of rocky shorelines, sea cliffs, and headlands.¹² These prominent coastline features played an important role in wayfinding for early costal dwellers and became significant recreational sites before the highway was completed. As previously mentioned, the headlands of the Northern Coast frequently protrude into the Pacific thus separating stretches of sandy beach. Headlands along the Northern Coast include Tillamook Head, Arch Cape, Cape Falcon, Cape Mears, Cape Lookout, Cape Kiwanda, and Cascade Head.

Tillamook Head represents the northernmost headland along the Oregon Coast. To avoid this promontory, the highway heads east to Cannon Beach Junction and then turns west to Ecola State Park whose boundaries include the headland. Established between 1932 and 1978, the Park was heavily influenced by Civilian Conservation Corps (CCC) park related facilities development.¹³ While avoiding the headland in this instance, the highway's design route nonetheless reveals the close connection the highway had with headlands and access to their recreational features. The next headland, Arch Cape, is comparably smaller than Tillamook Head, but due to its steepness and small size, highway engineers tunneled beneath it. Unlike Tillamook Head, Arch Cape does not have a well-developed recreational component that is not connected with the highway's development. Cape Falcon, similar to Tillamook Head and Arch Cape, also has the highway passing along its eastern edge. Like Tillamook Head, Cape Falcon is located within a CCC-improved area, specifically Oswald D. West State Park, and maintained a strong connection to recreational development, particularly during the area's early days of highway travel.¹⁴

Near the southern end of Tillamook Bay, US 101 shifts east to avoid three major headlands that include Cape Meares, Cape Lookout, and Cape Kiwanda. Cape Meares is the first of these headlands to be bypassed by the highway as it moves inland through the comparably flat agricultural lands along the Nestucca River of Tillamook County. Cape Meares is located within Cape Meares State Park and State Scenic Corridor, for which the state acquired land between 1938 and 1968. Cape Meares is known for its wildlife refuge and the Cape Meares Lighthouse (1890s).¹⁵ The relative isolation of this area, made

¹² Moss, 2.

¹³ OPRD, "Ecola State Park," http://www.oregonstateparks.org/?do=parkPage.dsp_parkHistory&parkId=136 [accessed October 23, 2014].

¹⁴ OPRD, "Oswald West State Park," http://www.oregonstateparks.org/index.cfm?do=parkPage.dsp_parkHistory&parkId=139 [accessed October 24, 2014].

¹⁵ OPRD, "Cape Meares State Scenic Viewpoint," http://www.oregonstateparks.org/index.cfm?do=parkPage.dsp_parkPage&parkId=131 [accessed October 24, 2014].

possible by the US 101's avoidance of the headland, contributed to the park's intact natural features and undeveloped character. Like Cape Meares, Cape Lookout was avoided by US 101 as it is located a mile west of the highway. The land for Cape Lookout State Park was acquired from 1935 through the 1950s; however, recreation development did not occur until the 1950s. Today, the park is a popular recreation site related to the highway.¹⁶ Further south, the third headland is Cape Kiwanda, over one mile west of highway's current route. This headland was held privately until 1973 and had little to no impact on the highway's development.¹⁷

At Nestucca Bay, the highway curves back towards the Pacific shoreline. The area's Nestucca Bay National Wildlife Refuge, developed in 1991, has no substantial recreational facilities and, therefore, likely had no impact on the highway's historical development.¹⁸ South of Nestucca Bay is Cascade Head. By following the eastern edge of Cascade Head, the highway utilizes the same design treatment as that at Tillamook Head and Cape Falcon. As the highway winds behind Cascade Head, it passes through dense forest and crosses into the Central Coast region of Lincoln County. Located within the Neskowin Beach State Recreation Site, established between 1968 and 1971, Cascade Head lacks associated historic-period recreational facilities and likely had little to no influence on the highway's historical design.¹⁹

In addition to the major headlands along the Northern Oregon Coast, there are many prominent stone outcroppings that punctuate the shoreline. While not considered headlands, these geologic features divide stretches of sandy beach, situated within them, or just off the coast in the Pacific Ocean. These outcroppings do not appear as prominent as the heads and capes, but many serve as significant local landmarks. Major outcroppings along the Northern Coast include Chapman Point, Haystack Rock, Humbug Point, Hug Point, Adair Point, Point Meriwether, Austin Point, Devil's Cauldron, Treasure Cove, and Maxwell Point. Chapman Point is located within the John Yeon State Natural Site just south of Ecola State Park and surrounded by newer residential development. It is difficult to determine whether Chapman Point was historically associated with recreation in the area in addition to a local landmark. Haystack Rock, an iconic geologic feature within the Cannon Beach landscape, represents a pivotal visual landmark since the earliest days of coast recreation, tourism, and town development. A series of smaller outcroppings dot the coastline south of Cannon Beach, most of which have wayside pull-offs and are associated with recreational beach activities. The next of these, moving south, is Hug Point. Hug Point is significant for its association with early highway development. The beach surrounding Hug Point was used as an undeveloped road where early cars had to 'hug,' or drive closely by, the point in order to

¹⁶ OPRD, "Cape Lookout State Park,"

http://www.oregonstateparks.org/index.cfm?do=parkPage.dsp_parkHistory&parkId=134 [accessed October 24, 2014].

¹⁷ OPRD, "Cape Kiwanda Scenic Natural Area,"

http://www.oregonstateparks.org/index.cfm?do=parkPage.dsp_parkHistory&parkId=130 [accessed October 24, 2014].

¹⁸ U.S. Fish and Wildlife Service, "Nestucca Bay National Wildlife Refuge,"

<http://www.fws.gov/oregoncoast/nestuccabay/index.htm> [accessed October 24, 2014].

¹⁹ OPRD, "Neskowin Beach State Recreation Site,"

http://www.oregonstateparks.org/index.cfm?do=parkPage.dsp_parkHistory&parkId=161 [accessed October 24, 2014].

proceed north. Hug Point is a significant geological feature within the Northern Coast Range and will be discussed at greater length later in the context.

Adair Point, just south of Hug Point, is also a major recreational attraction. Continuing south, Point Meriwether and Austin Point serve as secondary recreational sites, and appear to have had minimal impact on historic-period recreational development. Further south, within the boundaries of Oswald D. West State Park, Devil's Cauldron and Treasure Cove are popular viewing points. These features have associated highway waysides and were likely created for highway-related recreation. Maxwell Point, located within the small town of Oceanside, contains a small, sandy beach area popular for local recreation. The point is located south of Cape Meares, over one mile west of the highway. This point may retain local significance within Oceanside, but was avoided by the highway as it swung along the fringe of Tillamook Bay and the various headlands.

Neahkahnie Mountain, a notable inland feature, is located just north of Manzanita within Oswald West State Park. The mountain presented a major engineering challenge for completing the highway. Before completion of the highway segment around the headland, wooden foot bridges spanned the mountain's steep western slope adjacent to the shore line.²⁰ Later, in 1940, a roadway was carved into the rock face, but the stonework located along the edge of the mountain was not completed until 1943, constituting the last major engineering feat within the highway's historic period of significance.

The stone outcroppings and headlands along the Northern Coast required innovative engineering and avoidance strategies to complete highway segments and thereby satisfy the growing transportation needs of highway coastal towns. Many of these geologic features constitute significant contemporary recreation and tourism features, and all contribute to the coast's diverse and scenic qualities.

Agricultural Lands

With only five percent of its land dedicated to agriculture, the Northern Coast is not predominantly a farming region. Neither the cool, cloudy summers nor the rough terrain and sandy soil are suitable for most crops. Farming does succeed in a few areas, particularly on the Clatsop Plains and in the lowlands around Tillamook Bay, famous for its milk-cow production and cheese. Some small river floodplains have also been cultivated, including the Lewis and Clark River and Young's River in Clatsop County, and the Nehalem River in Tillamook County.²¹

To provide these agricultural areas with access to urban markets, Highway 101 was routed through the some agricultural areas along the Northern Coast. In Clatsop County farms tend to encompass less than five acres and therefore added little convenience for agriculturalists. Other Northern Coast farming areas are situated along the Skipanon River, Cullaby Lake, Neacoxie Creek, Beerman Creek, Williamson Creek, and Necanicum River to take advantage of fertile accumulated sediment.

Once the highway crosses into Tillamook County, agricultural lands become more apparent. The highway passes a significant agricultural area as it traverses the east side of Nehalem Bay. Agricultural

²⁰ "Suspension Bridge high up on Neahkahnie Mountain," in Nehalem Valley Historical Society Online Archive, Item #60, <http://history.nehalembay.org/omeka/items/show/60> (accessed January 26, 2015).

²¹ Samuel and Emily Dicken, *Oregon Divided: A Regional Geography*, Portland: Oregon Historical Society Press, 1982.

land also occupies much of the area directly southeast of the bay, east of Giribaldi within Miami Cove, and along the Miami River. The highway passes a small agricultural community in the census-designated place (CDP) of Idaville, and a substantial agricultural area surrounding the Tillamook Cheese Factory along the Tillamook Plain. Almost all of the land adjacent to the factory serves agricultural purposes. The entire drainage area south and southeast of the bay is agriculturally focused. The highway continues to follow agricultural lands until it reaches the Nestucca Bay, at which point the shoreline becomes densely forested.

Agricultural lands along the Northern Coast constitute significant features within the landscape and tended to be advantageously situated near major waterways and drainage areas with fertile sediment and flat terrain. Although agriculture has had a minimal influence on the highway design and posed few engineering changes through Clatsop County, its economic influence within Tillamook County has been substantial.

6.2 Central Oregon Coast Range: Lincoln and Lane Counties

Like the climate of the Northern Coast, the climate of the Central Coast is temperate and maritime, with relatively wet, mild winters and dry, moderately cool summers. Annual precipitation also ranges from 60 to 90 inches along the shoreline, and increases inland to as much as 200 inches in the Coast Range uplands. Approximately 80 percent of annual precipitation falls between October and March. As a result of this heavy rain, coastal forests along the Central Coast are also dominated by Sitka spruce, western hemlock, western red cedar, Douglas fir, shore pine, and grand fir, along with deciduous trees including the red alder, Sitka alder, bigleaf maple, willow, black cottonwood, cherry, crabapple, and madrone. A variety of berry plants, rhododendrons, ferns, and Camas root are also common in this area as well.²²

The Central Oregon Coast is generally defined by lush forest lands, prominent headlands, sandy beaches and rocky shorelines. In Lincoln County, however, the terrain is rugged and hilly rather than mountainous; most of the ridges are under 3,000-feet in elevation.²³

Forest Lands

The Central Oregon Coast boasts extensive forest lands, which at times directly border the coast line and the highway. These lands have historically provided opportunities for recreation, but more importantly they have influenced the development of the local logging economy of Central Oregon and the inland communities that have relied on that industry.

Beginning at the northern end of Lincoln County, the highway follows the western edge of the Siuslaw National Forest (NF) until the town of Neskowin's southern edge, at which point the highway rounds Cascade Head to the east and passes directly through a scenic section of forest land. The highway follows gentle curves through the forest and provides views of the Cascade Head Experimental Forest. The 11,890-acre Cascade Head Experimental Forest was established in 1934 for scientific study of typical coastal Sitka spruce-western hemlock forests found along the Oregon Coast. The forest stands at Cascade Head have been used for long-term studies, experimentation, and ecosystem research ever

²² Moss, 4.

²³ Dicken, 1982, 16.

since. In 1974, an Act of Congress established the 9,670-acre Cascade Head Scenic Research Area that includes the western half of the experimental forest, several prairie headlands, the Salmon River estuary to the south, and contiguous private lands. The Siuslaw NF and the USDA Forest Service's Pacific Northwest Research Station jointly manage the experimental forest and scenic research area. Research partners include The Nature Conservancy, public and private universities in Oregon and Washington, Oregon Department of Fish and Wildlife, Oregon Department of Agriculture, National Aeronautic and Space Administration, Environmental Protection Agency, and National Marine Fisheries Service.²⁴ This scenic stretch of forest land ends near the town of Otis.

The next section of forested land is located south of Lincoln City, near the Siletz River. Throughout this area, the highway is bordered on its east side by forested land and on its west side by the Siletz Bay. The highway continues south through the town of Gleneden Beach, which is bordered along its eastern edge by forest lands not associated with the Siuslaw NF. Just south of Lincoln Beach, the highway turns slightly inland and passes through the forested areas of Fogarty Creek State Park and Boiler Bay State Wayside. This exceptionally scenic area offers expansive ocean views. South of the town of Depoe Bay, the highway shifts slightly inland, passing through a strikingly straight stretch of forested land before rounding Whale Cove to the south and following close to the shoreline. From here until Beverly Beach State Park, the highway winds gently through forested curves with occasional views of the ocean. From Beverly beach to the northern end of Agate Beach, the highway proceeds close to the shoreline, with sandy beaches to the west and forested lands to the east.

After crossing the Yaquina Bay Bridge, the highway passes through periodic sections of forested lands until approaching the town of Waldport. South of Waldport, the highway again clings closely to the coast line, bordered by forest lands to the east and sandy beaches to the west until the town of Yachats. South of Yachats, until the northern end of Florence, the scenery becomes more rural and residential communities more isolated. This significant stretch of forested roadway passes by both Heceta Head and the Sea Lion Caves. South of Florence and the Siuslaw River, the highway follows the Siuslaw NF closely until the Lane and Douglas County border. This stretch provides a unique view of the forest and occasional sand dunes.

The Central Coast's forested land are critical to the overall scenic experience associated with the Coast Highway and demonstrate how the highway adapted to the existing environment, creating an organic, flowing experience through this area.

Lowland Estuaries

Lowland estuaries situated in the Central Coast include Siletz Bay, Depoe Bay, Yaquina Bay, Alsea Bay, the Yachats River, and the Siuslaw River.

Beginning in the north, Siletz Bay is located between the southern end of Lincoln City and the northern end of Gleneden Beach. Here, the highway moves inland to the east and crosses at a point where the Siletz River narrows. The river crossing provides extensive views of the bay and ocean to the west.

²⁴ Cascade Head Experimental Forest and Scenic Research Area (CHEFSRC), "About Us," <https://www.fs.usda.gov/pnw/experimental-forests-and-ranges/cascade-head-experimental-forest> [accessed October 20, 2014].

Continuing south, the highway passes directly through the town of Depoe Bay, over the small Depoe Bay, and closely follows the Pacific coast through this area. The highway also offers extensive views of the bay as it passes through this area.

Further south, the highway overpasses Yaquina Bay, at which point there are panoramic views of the large bay. The fact that the highway crosses this large bay, instead of bypassing it, substantiates the significance of the Yaquina Bay Bridge, which dates to 1936, as a major engineering feat. Further south, in the town of Waldport, the highway again passes over water via the Alsea Bay Bridge. Like the Yaquina Bay Bridge, the Alsea Bay Bridge was significant for crossing such a large expanse of tidal waters and the technical expertise that such a crossing necessitated. This bridge was completed in 1936 and replaced in 1991.

At the town of Yachats, the Yachats River's mouth significantly widens to create a protected bay area, although the river is not regarded as a formal bay. Here, highway engineers followed a different approach by crossing the river at a narrower inland point. This highway section curves east before crossing the river and continuing back along the coast line. The bridge crossing affords an expansive view of the river and its protected beach. The furthest estuary point along the Southern Coast is in Florence at the Siuslaw River. Also not a formal bay, the width and breadth of the river as it passes along the southern end of Florence creates many protected ports and has many associated sloughs. The highway crosses directly over the river at a narrower point inland from the shore to avoid many of the complications associated with the ports and sloughs. This Siuslaw River Bridge was completed in 1936, one of the last major engineering hurdles to completing US 101.

Sandy Beaches

Long stretches of sandy beaches compose much of the Central Coast shoreline, but the highway itself does not closely follow the Pacific shoreline through much of this area.

Sandy beaches begin in Lincoln City and continue south beyond Siletz Bay until Fogarty Creek near Rabbit Rock. The highway does not follow most of this sandy beach stretch, but it does follow the Pacific shoreline briefly near SE 39th Avenue in Lincoln City. Another sandy beach stretch begins at Devil's Punch Bowl State Park and terminates briefly at Yaquina Head. The highway follows the shoreline closely through this section, providing expansive views of the ocean, particularly near Beverly Beach. Another stretch begins south of Yaquina Head and continues until the mouth of Yaquina Bay. The highway follows the shoreline near the northern section of this stretch but eventually moves inland to the east and passes through the town of Newport and over Yaquina Bay. Sandy beaches continue south of Yaquina Bay and extend to Alsea Bay with the exception of the Seal Rock area. This stretch is accompanied by the highway, which tracks it closely. The highway again follows a sandy stretch from the southern end of Alsea Bay until Starr Creek near Yachats. A small expanse of beach, described above, borders the Yachats River. The highway passes this area as it curves inland to the east. A small stretch of beach is located at Cummins Creek and the Neptune State Scenic Viewpoint; at this point, the highway passes directly over Cummins Creek and provides an expansive view of the beach and ocean. The same view occurs at Nancy Creek and Bob's Creek, both a little further south. From Bob's Creek until Heceta Head, sandy beaches, divided by multiple stone outcroppings, cover most of the coastline. Here, the highway closely follows the coastline. Two small beaches in the Heceta area, both visible from the

highway, include Cape Creek and just south of Devil's Elbow. Less visible from the highway, another two beaches are situated south of the Sea Lion Caves just south of Horse Creek.

The longest stretch of sandy beach along the Oregon Coast extends from the mouth of Coos Bay for 50 mi (80-km) north to Cox Rock in Lane County.²⁵ Although this stretch constitutes the longest stretch of sandy beach, it is not representative of the sandy beaches most utilized for recreation. The majority of this stretch lies west of Oregon Dunes National Recreation Area and, on average, is located over a mile west of US 101. This stretch of beach is considered a significant dunes recreation area. Due to its sandy characteristics, highway engineers avoided this area, as US 101 abuts much of this area to the east.

In contrast to the Northern Coast, the Central Coast has many sandy beaches that are not easily accessible to the public and not associated with residential development. In this region, the highway completely bypassed many long stretches of beach, but at times follows the Pacific shoreline closely. These broad swings to the east and west through the Central Coast region are a character-defining feature of the highway corridor.

Headlands and Stone Outcroppings

The five prominent headlands along the Central Coast are Yaquina Head, Cape Perpetua, Captain Cook Point, Heceta Head, and Sea Lion Point. Yaquina Head, one of the Oregon coast's most prominent headlands, reaches a maximum elevation of 80.3 m above sea level. The highway passes east of the head, through the town of Agate Beach, and avoids traversing the head directly. Nonetheless, the highway is closely linked with this feature and its associated lighthouse, which draws many recreational visitors every year. The lighthouse, built in 1871, became a part of the Yaquina Bay State Recreation site which features extensive CCC day-use amenities installed in the 1930s.²⁶ It is considered both a scenic natural area and an important recreational historic site.

The next major headland to the south of Yaquina Head is Cape Perpetua. At this cape, the highway hugs the Pacific shoreline, providing expansive views of the ocean and the cape. This is an spectacularly scenic stretch of both the coast and the highway as the highway weaves around the geologic obstacles, moving west and east and east to west to create a character-defining 'S' curve. CCC developments from the 1930s associated with Cape Perpetua were particularly prolific through this area.²⁷ Just south of Cape Perpetua is Captain Cook Point, where the highway follows the shoreline with a gentler curve than at Cape Perpetua. This point also impacted highway development through this area. The next headland is Heceta Head, one of the most popular tourism destinations along the Oregon Coast. At this point, the highway curves dramatically west to partially extend onto the head. Throughout the Heceta Head Lighthouse State Scenic Area, the highway features frequent viewpoints that highlight the scenic qualities of the area. This area had a strong influence on the highway's development and its overlapping functions for transportation and recreation. Just south at Sea Lion Point, the highway again follows

²⁵ Moss, 2.

²⁶ OPRD, "Yaquina Bay State Recreation Site," http://www.oregonstateparks.org/index.cfm?do=parkPage.dsp_parkHistory&parkId=148 [accessed October 24, 2014].

²⁷ Lori Robertson (NFS), interviewed by authors, Cape Perpetua Visitor's Center, OR, August 7, 2014.

closely along the Pacific shoreline, with frequent scenic viewpoints. This too is a very significant tourism location and also influenced highway development.

In addition to the majestic headlands, prominent stone outcroppings along the Central Coast line divide stretches of beach and create greater complexity within the landscape. An accumulation of outcroppings just south of Lincoln Beach begins with Fishing Rock and extends to Rabbit Rock and Government Point. Together, these outcroppings constitute the area surrounding Boiler Bay. The highway follows the Pacific shoreline fairly closely at this point and provides an expansive and significant viewing area at the Boiler Bay State Wayside. This group of visually distinctive stone outcroppings likely impacted highway tourism and development as engineers sought to optimize traveler's views of these geologic features. Prominent outcroppings further south at Pirate Cove and either end of Depoe Bay frame the town's northern and southern ends and provide a sense of shelter during the drive through Depoe Bay. Further south, a similar, yet significantly smaller, protected area at Whale Cove is visible as the highway passes through the Rocky Creek area and Rocky Creek State Wayside. This wayside's viewing point and its high scenic qualities likely influenced highway design through this area.

From the Rocky Creek Wayside to the Devil's Punch Bowl area, Otter Crest Loop closely follows the coastline and has many prominent viewing spots. Otter Crest Loop was a part of the original highway therefore, this scenic drive and its viewing points strongly influenced US 101's original design and corridor selection. Today, the highway bypasses the area to the east slightly inland. First encountered along Otter Crest Loop is Cape Foulweather, which had an accompanying wayside planned into the highway's design. Further south along Otter Crest Loop is the Otter Crest State Wayside, significant for its scenic qualities and as a major wayside planned into the highway's original design. Lastly, Devil's Punchbowl State Park, located near the southern end of Otter Crest Loop, is a historically significant recreational site that likely influenced the highway's design.

Continuing south to the small town of Seal Rock, a group of outcroppings are highly visible from the highway and the Seal Rock State Wayside. This grouping makes up the Seal Rock State Recreation Site, established in 1929, and is considered a significant recreational site.²⁸ These geological features likely influenced development of this scenic section of the highway. Though not a recognizable, singular outcropping, the shoreline from Starr Creek to the northern mouth of the Yaquina River is extremely rocky and undulates with small, gentle curves. Moving inland to the east a few blocks, the highway circumvents this shoreline and does not appear to have been influenced by it.

Additional outcroppings are visible from the highway at the Neptune Scenic Viewpoint, between Nancy Creek and Bob Creek, and at Bray Point. These outcroppings are closely accompanied by the highway, have associated wayside pull-off points, and likely affected the highway's development and design through this area. The same circumstances apply further south at the Tokatee Klookman State Natural Site, which has its own accompanying state wayside.

²⁸ Oregon State Parks, "Seal Rock State Recreation Site," http://www.oregonstateparks.org/index.cfm?do=parkPage.dsp_parkHistory&parkId=147 [accessed October 24, 2014].

The headlands and stone outcroppings of the Central Coast offer prominent viewing locations and diversity along long stretches of sandy beaches and unbroken shoreline. Many are significant features within the landscape and were often incorporated into highway design through the addition of waysides and pull-off points.

Sand Dunes

The Central and Southern Coasts are famous for their sand dunes, which stretch from Florence to Bar View in Coos County. In general, the highway eludes these areas, as they sustain significant erosion and cannot furnish a suitable highway foundation. At times, the highway follows the eastern edge of the dunes, at which point minimal views of the dunes exist.

The Central Coast dunes extend from the northern end of Florence to the southern end of Lane County, with some areas divided by rivers and patches of forest. One section is visible from the highway in Florence near the intersection with Munsel Lake Road. The dunes become visible again from the highway along the western edge of Woahink Lake, which is a major highway-accessible recreation site. Although the Central Coast's sand dunes have significance for local recreation and retain many scenic qualities, the highway's path moves east where the dunes occur as highway designers sought to avoid these unstable natural features.

Agricultural Lands

Agricultural lands within Lincoln and Lane Counties are more common inland to the east and rarely border the highway through the Central Coast. The most significant agricultural areas lie along the Salmon River, Siletz Bay, and Yaquina and Alsea Rivers in Lincoln County. Most farms in Lincoln County are small, averaging 138 acres.²⁹ Logging is also particularly active throughout the Central Coast. To minimize the visual impacts of clear cutting in the area, property owners have employed measures to ensure that 'buffers' of standing trees line the highway near logging operations. This reduces logging's impact on the visual experience of the highway. Nevertheless, there are still areas of evident tree harvests that have affected the visual quality of the highway.

Beginning in the north, the first segment of agricultural land through which the highway passes is located near the Salmon River and along its tributaries of Salmon Creek, Mink Creek and Baxter Creek. This low lying area has expansive views of agricultural land from the highway and is considered a scenic corridor for its pastoral qualities. Further south, the highway passes through agricultural land adjacent to Siletz Bay and its tributary, the Tide Slough. This too is a very scenic, low lying area with views of agricultural lands. Further south at Yaquina Bay and slightly inland, agriculture is heavily practiced, but the highway does not pass agricultural land in this area. Similar to Yaquina Bay, Alsea Bay has associated agricultural land, although it is further inland to the east. No other substantial agricultural lands are associated with the Central Coast.

Central Coast agricultural lands constitute a very small part of the overall geographic landscape, and did not greatly affect the design of the highway.

²⁹ Dicken, 1982, 33.

6.3 Southern Oregon Coast Range: Douglas, Coos and Curry Counties

The Southern Coast, compared to the Northern and Central Coasts, is measurably warmer and drier, similar to the climate of northern California. Rainfall is heaviest from November to May, but fog is common during the drier months—particularly in the early hours of the day. The moisture laden fog serves as an important source of moisture for southern coastal vegetation. As a result of the drier climate, ground vegetation generally consists of herbs and shrubs, mixed in with Sitka spruce along the coast, gradually giving way to coniferous forest dominated by Douglas fir, western hemlock, western red cedar, ponderosa pine, and incense cedar moving into the interior. Forests with Port Orford cedar are also found along the Southern Coast, extending north from California. Additional common plant types include the Tanoak, chinkuapin, California-laurel, juniper, plantain, hairy Manzanita, poison oak, and buckbrush. Oregon white oak and California black oak are common in pericoastal valleys, which provide starch-rich acorns historically ingested by native groups.

Forest Lands

Forested lands frequently line the highway through the Southern Coast Range. These lands provide opportunities for recreation and have a significant and direct connection with the local logging economy.

Beginning in the north, the highway follows the forested land west of Tahkenitch Lake to the town of Gardiner. The highway continues following forested land south from Reedsport to the northern end of Lakeside, except through the town of Winchester Bay. This stretch of land encompasses the Elliott State Forest, which spans from Reedsport to Coos Bay. The Elliott State Forest was the first state forest established in Oregon, and is named after the State's first state forester, Francis Elliott.³⁰ Through this scenic State Forest, the highway gently curves around geologic and natural features. The highway passes through the Elliot State Forest periodically from the southern end of Lakeside to the bridge before North Bend, at which point the forest moves inland to the east and is no longer linked to the highway. South of Coos Bay and until the Bandon Marsh, the highway passes through dense forest land on a fairly straight path, with the exception of a few gentle curves. Continuing south from Bandon to Port Orford, there are sporadic tree stands, with the exception of the densely vegetated Floras Lake State Park. Logging in this area has created a patchwork landscape.

South of Port Orford and to the town of Wedderburn just north of Gold Beach, the highway closely follows the Siskiyou National Forest along its western edge. This is a significant section that combines views of the forest and Pacific shoreline. The highway clings to the shoreline through this area. South of Gold Beach, the highway again closely follows the shoreline and passes through the densely forested Buena Vista State Park area to the Town of Pistol River. This gently curving section of the highway includes sweeping views of the coastline. The same occurs south of Pistol River to the town of Brookings, where the highway closely follows the coastline and gently curves through dense forest lands. This scenic stretch passes through Samuel H. Boardman State Park. Additional forested land

³⁰ Oregon Department of Forestry (ODF), "2009-2011 Backgrounder: Elliott State Forest," <https://digital.osl.state.or.us/islandora/object/osl%3A19901> [accessed October 22, 2014].

borders the highway to the east near the southern end of Brookings until the Oregon and California border.

The forested lands of the Southern Coast offer an exceptional scenic viewing experience and represent the densest accumulation of forest lands south of the Siuslaw National Forest along the Oregon Coast. These lands greatly influenced the highway's design and development and link the highway to significant recreational areas.

Lowland Estuaries

The lowland estuaries of the Southern Coast are fewer in number and smaller than those along the Northern and Central Coasts. The major estuaries of the Southern Coast include Winchester Bay, Coos Bay, Coquille River, Rogue River, and the Chetco River.

Beginning in the north part of the Southern Coast, the first major estuary is Winchester Bay. Here, the highway moves slightly inland to the east and passes over a narrow portion of the Umpqua River, thus avoiding the major inlet of the bay. The scenic pass provides a 360-degree view of the river and surrounding forest lands. The highway bypasses the narrowest point of both the bay and the river, but the Umpqua River Bridge represented a major engineering feat that was not completed until 1936. The next major estuary is Coos Bay, which the highway passes over in two locations: the Haynes Inlet and at the North Bend Lower Range Channel. This crossing was also a significant engineering feat, completed in 1936 (North Bend Lower Range Channel) and 1953 (Haynes Inlet Slough). The Haynes Inlet Slough Bridge was later replaced in 2001.

Further south in Bandon, the highway traverses a narrow section of the Coquille River and bypasses the unstable marsh land around the river mouth. This crossing is called the Coquille River "Bullards" Bridge and was not completed until 1952. This bridge offers a scenic view of the river and its surrounding marsh land. The next major estuary further south is the Rogue River, at which point the highway makes a dramatic crossing between the towns of Wedderburn and Gold Beach. This major crossing of the tidal Chetco River was completed in 1931 and its crossing offers expansive view of both the river and the ocean to the west. The Chetco River, located within the town of Brookings, is the last estuary located along the Southern Coast. The Chetco River Bridge, constructed in 1973 to replace a 1926 steel truss bridge, crosses at a narrow point, away from the river's mouth. This crossing offers a scenic view of the river and the ocean to the west.

The lowland estuaries of the Southern Coast were some of the last stretches to be spanned along the US 101 corridor. Many of the estuaries along the Southern Coast offer expansive river and ocean views and contribute significantly to the scenic nature of the Southern Coast.

Sandy Beaches

As described above, the longest stretch of sandy beach along the Oregon Coast extends from the mouth of Coos Bay for 50 mi (80-km) north to Cox Rock in Lane County. Most of this stretch is located west of Oregon Dunes National Recreation Area and on average is located over a mile west of US 101. This stretch of beach is considered a significant dunes recreation area. Due to its unstable and changing character, the highway bypassed much of the area.

Sandy beaches appear further south after Cape Arago and continue to Port Orford with a partial interruption at Cape Blanco. The highway does not follow the shoreline at this point and passes the sandy beach inland to the east. South of Port Orford, and until Humbug Mountain State Park, the highway closely borders sandy beach and coastline. This scenic section of highway and coastline offers expansive ocean views. South of Humbug Mountain, the highway closely follows two small stretches of beach until Sisters Rock State Park, the location of a major stone outcropping north of Gold Beach. South of Sisters Rock State Park, the highway follows another stretch of beach that spans south to the southern end of Nesika Beach. Additional stretches of beach occur near Scott Creek and the southern end of Otter Point until the Rogue River.

Beaches become visible from the highway at the southern end of the Rogue River and continue until Cape Sebastian. It follows this beach closely through Gold Beach before moving further inland to the east before Cape Sebastian. After Cape Sebastian, the highway closely follows the sandy beaches of the coast until Crook Point. This is a particularly scenic area of the Southern Coast with many significant viewing points off the highway. South of Crook Point and until Samuel H. Boardman State Park, the highway follows the coast line and periodic small beaches dot the coast between headlands and outcroppings. At many of points along this section, the highway is shrouded in dense tree cover, with only partial views of the coast. South of Samuel H. Boardman State Park and Whalehead, the beach is again dotted with small coves of sandy beaches until Brookings. The highway again follows this section of the shoreline, but not quite as closely, and is largely shrouded by trees with little to no view. Sandy beaches dot the coast along Brookings and south of town, but at this point the highway moves inland to cross the Chetco River.

The sandy beaches of the Southern Coast provide viewing experiences of major outcroppings and capes along with expansive viewing areas typical of the 'coast highway' experience. They are significant features within the Southern Oregon Coast landscape.

Headlands and Stone Outcroppings

Of the many headlands and outcroppings located along the Southern Oregon Coast, the most prominent are Cape Arago, Cape Blanco, Port Orford Head, Humbug Mountain, Sisters Rock, Cape Sebastian, Whale Head, and Cape Ferrello. There are also many smaller stone outcroppings that punctuate the Southern Coast.

Beginning in the north, the first headland encountered is Cape Arago. To avoid this promontory, the highway shifts more than 3 miles inland to the east. The next major headland to the south is Cape Blanco, where the highway lies within approximately a half mile of the Cape. At Port Orford Head, the highway closely follows the Pacific shoreline and has a direct connection with the heavily populated town of Port Orford, which is situated atop the headland. Just to the south is Humbug Mountain State Park, where the highway curves inland to the east and bypasses the headland, which lacked any real established settlement at the time. This area is very scenic for its forested qualities. The next headland further south is Sisters Rock within Sisters Rock State Park. Here, the highway follows the geologic feature closely and offers a scenic view of it just off the highway at an unimproved wayside. Further south is Cape Sebastian within Cape Sebastian State Park. Here, the highway is only about a half mile from the Cape, but passes through an extremely dense section of forested land, obscuring views of the

feature from the highway. While the highway avoids this headland, the CCC made trail and road improvements during the 1930s, and the State Park's development was enhanced by its accessibility to US 101 as the highway diverts through the state park.³¹ The next major headland is Whalehead within Samuel H. Boardman State Park, where the highway turns slightly inland to the east and does not cross the feature directly. Samuel H. Boardman State Park was developed between 1949 and 1957, and though the highway passes the feature to the east, the park likely lured tourists and picnickers as early as 1949, leading to its current popularity as a recreational site.³² The last major headland is Cape Ferrelo, which the highway passes within a half mile. At this point, views from the highway are limited by the tree canopy and the Cape is not visible. Like Whalehead, Cape Ferrelo is within the Samuel H. Boardman State Park. The Samuel H. Boardman State Scenic Corridor spans from Arch Rock to near Cape Ferrelo and includes many smaller stone outcroppings of note.

Numerous stone outcroppings appear along the Southern Coast, some of which have been discussed above. Beginning in the north, the first outcropping is located at Coquille Point, at the town of Bandon's western end. In the 1960s the highway was rerouted to avoid this outcropping. The original route may have integrated Coquille Point into a scenic viewpoint. The next significant outcropping to the south of Coquille Point is Blacklock Point which was avoided by the highway as it is located 3 miles west from the highway. Further south, the next outcropping is Lookout Rock. Here, the highway is less than a half mile from the most prominent extension of Lookout Rock which is visible from an unimproved wayside pull-out nearby. The next major outcropping is the Devil's Backbone, less than a half mile from the highway and obscured by dense tree cover. Just south of the feature is another unimproved wayside that may have served as an historic scenic viewpoint. Continuing south from here is Otter Point, where the highway is less than a half mile from the point and has a modestly improved pull out. Otter Point constituted a historic highway viewing point. Just south of Pistol River State Park are Crook Point and Mack Point. Both points are situated less than a half mile from the highway but due to dense tree coverage and lack of waysides, the points did not figure prominently in the highway's design.

While the headlands contain many smaller but notable outcroppings, there are similar outcroppings within the Samuel H. Boardman State Scenic Corridor: Arch Rock, Deer Point, Minor Gulch, Seal Point, Thomas Point, and Black Point. Most of these features offer informal pull-outs for viewing and together greatly contribute to the scenic quality of the Samuel H. Boardman State Scenic Corridor. An additional outcropping, Rainbow Rock, is located just south of the corridor on private property associated with the Rainbow Rock Retreat (a condominium rental). A larger wayside is situated at Rainbow Rock with expansive views of the Pacific shoreline but it lacks any historic features. The last significant outcropping on the north end of Brookings is Arch Rock at Harris Beach State Park. Here, a section of Old US HWY 101 passes closely to the rock feature. Arch Rock likely served as a viewing point from the old highway and consequently influenced highway placement and design. Although the highway now

³¹ OPRD, "Cape Sebastian State Scenic Corridor,"

http://www.oregonstateparks.org/index.cfm?do=parkPage.dsp_parkHistory&parkId=52 [accessed October 23, 2014].

³² OPRD, "Samuel H. Boardman State Scenic Corridor,"

http://www.oregonstateparks.org/index.cfm?do=parkPage.dsp_parkHistory&parkId=56 [accessed October 23, 2014].

bypasses this site, it does have an associated exit that leads to the park. This feature and the associated old highway section are significant to the highway's overall character.

An additional series of outcroppings along the western edge of Brookings includes Fountain Rock, Zwagg Island, Diver Rock, Table Rock, Chetco Point, Green Rock, Bell Rock, Tanbark Point, and Yellow Rock. These outcroppings are not visible from the highway. Red Point, also not visible from the highway, is the last outcropping between Brookings and the California border. Many other small, unnamed outcroppings along the Southern Coast contribute to the rugged, scenic nature of the highway as it follows the shore line. Indeed, the numerous and widespread headlands and stone outcroppings of the Southern Oregon Coast served an important function that influenced the design of the highway around visual panoramas, recreational opportunities, and scenic waysides.

Sand Dunes

While the Southern Coast is famous for its sand dunes stretching from the Douglas County border to Bar View in Coos County, the Southern Coast highway segment circumvents these geologic features due to their unstable characteristics. The highway periodically traces the eastern margin of the broad dune landscapes, but views of the dunes are limited until the corridor approaches North Bend where there are significant views of the dunes.

The dune areas are largely discontinuous, with some areas interrupted by rivers and forested patches of trees. Additional dune landscapes are visible near, Tugman State Park, near Lakeside at the intersection of US 101 and Airport Way, and from Horsefall Lakes until Coos Bay. Just east of Sandpoint, Spirit and Horsefall Lakes, there is a developed scenic viewpoint that is associated with the dunes. Additional dune landscapes are visible while crossing the Haynes Inlet Slough Bridge and Coos Bay Bridge into Glasgow and then North Bend. This view of the Oregon Dunes from US 101 is considered a significant scenic viewpoint as it typifies one of the character-defining natural features of the Southern Coast. While the dunes continue south to Barview, the highway moves inland at this point.

Due to the unsuitable nature of the Southern Coast's sand dunes, highway planners deliberately avoided these features as it appears that it was integrated into the scenic planning in only one location – near the approach to North Bend.

Agricultural Lands

In general, agricultural lands played a minimal role in the Southern Coast's highway design. The Southern Coast is essentially dominated by forest lands and natural areas. As a result, the Southern Coast highway segment bypasses most of the agricultural developments located slightly inland to the east along rivers and streams. Logging is particularly active throughout the Southern Coast, but buffers of standing trees line the highway near logging operations. These measures have reduced logging's impact on the visual experience of the highway. Nevertheless, there are still areas of tree harvests that affect the visual quality of inland views from the highway.

The most prominent agricultural feature along the Southern Coast is the cranberry bogs near Bandon. Cranberries, Bandon's most productive crop, are crucial to the local economy. Bandon was the site of the first cranberry cultivation in Oregon by Charles Dexter McFarlin in 1885. Although cranberry

cultivation has spread into other parts of Oregon, the crop remains a staple in Coos County and a source of pride for many local growers.³³ Cranberry bogs thrive within Bandon as well as in areas to the city's north and south and extend as far as the Cape Blanco State Park area. Because cranberries in the Bandon bogs grow on low-lying vines and co-exist with common tree cover, they are not consistently visible from the highway. However, there are several highway viewing points where motorists can observe vast cranberry bogs.

Just south of Brookings, bordering the west side of the highway to the Oregon California border, there is an additional stretch of prominent agricultural land. Here, the highway offers views of a scenic agricultural landscape unparalleled along the Southern Coast.

In general, the agricultural lands of the Southern Coast along US 101 reflect the area's reliance upon logging and specialty crops such as cranberries. The Bandon cranberry bogs and the agricultural land south of Brookings are particularly unique along the corridor.

7.0 CHRONOLOGICAL PERIODS AND HISTORIC THEMES

7.1 Prehistory of the Oregon Coast (Prehistory-1856)

The prehistoric period within the US 101 corridor combines material evidence and ethnohistoric accounts to shape the current understanding of this area prior to the arrival of European and American explorers and settlers. North to south transportation during this period remained difficult due to the intervening terrain which in turn shaped the location of prehistoric communities and their various trade relationships.

Archaeological investigations along the Oregon coast have contributed to the present understanding of life during the region's prehistoric period. Most of the archaeological testing has focused on shell midden sites along the Oregon coastline adjacent to onshore rocks, along riverine valleys, and near estuaries. These shell midden sites range in size from very small to extremely large mounds of shells. While erosion has destroyed many sites, road construction has had the greatest impact, with about 60 to 70 percent of the sites recorded during the 1950s destroyed by road construction.^{34,35}

From these investigations, three distinct cultural periods associated with the Oregon coast have emerged. First, the Pre-Marine period, began at an undetermined date and lasted until around 500 B.C. Second, the Early Marine Period ranged from 3000 B.C. to around 500 A.D. Third, the Late Marine period

³³ Bandon Cranberry Company, "Cranberry History,"

http://www.bandoncranberrycompany.com/Cranberry_History.html (accessed October 23, 2014).

³⁴ Richard E. Ross, "Prehistory of the Oregon Coast," In *Northwest Coast*, edited by W. Suttles, Handbook of North American Indians, vol. 7. W.C. Sturtevant, general editor. Washington D.C.: Smithsonian Institution, 1990, 554-559.

³⁵ Richard E. Ross, "Archaeological Sites and Surveys on the North and Central Coast of Oregon," *Prehistoric Places on the Southern Northwest Coast*. Robert E. Greengo, ed. Seattle: University of Washington, Washington State Museum, 1983.

lasted from 500 A.D. to 1856 A.D. Overlapping occurs with the end of the Pre-Marine period and the Early Marine Period.³⁶

The Pre-Marine period is characterized by human habitation along the coast line, river valleys, and western foothills. This period is defined by a reliance on upland resources and a lack of marine resource utilization. The period's archaeological sites are generally open, without the soil-altering presence of shells, and invariably yield only lithic objects. These lithic objects include ground stone tools for processing vegetal resources, tools utilized in hunting and butchering, such as scrapers, blades, and knives, and a variety of projectile points made from cryptocrystalline silicate (CCS) and obsidian material. Limited information exists for the central and northern section of the coastline.³⁷

The Early Marine period was well established by 1000 B.C. and is characterized by a reliance on riverine and marine resources, including fish, waterfowl, shellfish, rock fish, and sea mammals. The period also marks the beginning of bone tool manufacture and a significant decline in lithic tool manufacture and use.³⁸ Bone artifacts include harpoons and stone tools consisted of lanceolate projectile points and scrapers.³⁹

The Late Marine period is characterized by complete human adaptation to riverine and marine resources. Adaptation to these resources is evidenced by the proliferation of sites along the coastline and in estuaries with large shell middens. The proliferation reflects a population increase followed by a period of cultural stability until European-American contact. Tool manufacturing during this period is characterized by the variety of bone tools and an increased scarcity of lithic items. During the Late Marine period, the projectile point undergoes significant stylistic changes, which may be related to the introduction of bow and arrow around 500 A.D. The Pre-Marine period yielded a wider range of lithic tools and finished artifacts or debitage compared to Late Marine period sites.⁴⁰

Ethnohistoric and Ethnographic Context

At the onset of European-American contact in the late 1700s and early 1800s, the Oregon Coast was inhabited by a diverse grouping of Native American Tribes. The tribes resided in the culturally distinct area known as the Northwest Coast, stretching from the Alaskan to the Californian border. The territorial groupings include, from north to south, the Chinookans, Tillamook, Alseans, Siuslawans, Coosans and Athapaskans.⁴¹ These six territories had loose borders that generally denoted a particular dialect within a language family and where resources were procured and accessed. Geographically, villages, tribes and groups were separated by bays, inlets, and rivers; yet they often overlapped on land while hunting. Spoken language and dialects as recorded by ethnographers further defined these areas - the concept of fixed tribal borders and strictly defined territories is not consistent with traditional practice.

³⁶ Ross, 1990, 558-559.

³⁷ Ross, 1990, 558.

³⁸ Ross, 1990, 559.

³⁹ Ross, 1990, 555-556.

⁴⁰ Ross, 1990, 556-559.

⁴¹ These grouping do not authoritatively depict the territories found within the Study Area.

The six primary territorial groups generally resided in particular areas. The Chinookans, specifically the dialect speakers of Lower Chinookan, resided on the north and south banks of the Columbia and along the Pacific Coast from Willapa Bay in Washington to Tillamook Head in Oregon.⁴² The Tillamook, speakers of the southernmost language of the Salishan language family, resided from Tillamook Head to a point south of the Siletz River and included the grouping and dialect speakers of the Nestucca, Salmon River, and Siletz.⁴³ The Alseans resided south of the Siletz River to a point south of the Yachats River and included the Yaquina and Alsea who each spoke a dialect of the Alsea language isolate.⁴⁴ The Siuslawans and the Coosans resided from a point north of the Siuslaw River to Ten Mile Lake and from Ten Mile Lake to a point south of the Coquille River. These groups included the Siuslaw and Lower Umpqua dialects speakers of Siuslawan, and the dialects of the Hanis, the South Slough Miluk and the Lower Coquille Miluk dialect speakers of Coosan.⁴⁵ The Athapaskans of Southwest Oregon resided in the territory from the Coquille River to the Smith River just south of the Californian border and spoke Tututni and the Chetco dialect of the Tolowa language. Speakers of Tututni were identified as Upper Coquille, Tututni which included six villages, and the Chasta Costa.⁴⁶

External Relationships and Trade

Neighboring tribes along the Oregon Coast commonly interacted through trade, intermarriage and sharing technology. Later, the tribes also engaged in trade with European-Americans. Lewis and Clark described a lively trade network across the whole region generated from large, centrally located areas.⁴⁷ Navigating the land and ocean between the Coast Range and the Pacific Ocean required the use of canoes and foot trails. Canoe routes accompanied rivers, bays and inlets, and the Pacific Ocean. Navigation by land followed trails along beaches, rivers, and ridges, and at times coincided with animal trails.

Canoes were vital to all coastal tribes as a means of travel and for river and coastal fishing. The Chinookans, whose territory encompassed the Pacific Coast and Columbia River mouth and banks, used canoes as their primary mode of transportation. Each of their six canoe types had a specialized function. The “Chinook” canoe could accommodate up to 12 people and was utilized by both the Chinookans and the Tillamook to the south. The Chinookans also utilized a larger, seafaring vessel that held between 20-30 people and may have been acquired from the Tillamook. For hunting, small canoes were used, and for marsh land, where the wapato plant was grown, yet another type of canoe was utilized.⁴⁸ The Chinookans gained direct access to European-American traders and trappers with the

⁴² Michael Silverstein, “Chinookans of the Lower Columbia,” In *Northwest Coast*, edited by W. Suttles, Handbook of North American Indians, vol. 7. W.C. Sturtevant, general editor. Washington, D.C: Smithsonian Institution, 1990, 533.

⁴³ William R. Seaburg and Jay Miller. “Tillamook,” In *Northwest Coast*, edited by W. Suttles, Handbook of North American Indians, vol. 7. W.C. Sturtevant, general editor, Washington, D.C: Smithsonian Institution, 1990, 560.

⁴⁴ Henry B. Zenk, “Alseans,” In *Northwest Coast*, edited by W. Suttles, Handbook of North American Indians, vol. 7. W.C. Sturtevant, general editor, Washington, D.C.: Smithsonian Institution, 1990a, 568.

⁴⁵ Henry B. Zenk, “Siuslawans and Coosans,” In *Northwest Coast*, edited by W. Suttles, Handbook of North American Indians, vol. 7. W.C. Sturtevant, general editor, Washington, D.C.: Smithsonian Institution, 1990b, 572.

⁴⁶ Seaburg, 580.

⁴⁷ Ibid, 560.

⁴⁸ Silverstein, 540.

opening of the Hudson's Bay Company in 1825. The company was located at Fort Vancouver on the north side of the Columbia River, opposite the mouth of the Willamette River.⁴⁹

Siuslawan and Coosan canoes were mostly made of cedar. Of the three principal types described for the area, the most common was typically 15 to 20 feet long with a flat bottom. The second type was commonly obtained through trade with the Alseans to the north. This larger canoe, also with a flat bottom, was favored for ocean fishing. The third type of canoe was mainly used for river and bay travel and came in all sizes.⁵⁰

Compared to other coastal groups, the Alseans are not as well-described; however, they resemble other coastal people in cultural type and are associated most closely with the Tillamooks to the north and the Siuslawans to the south. Along with the Tillamook and Chinookans, the Alseans participated in the economic network and sociopolitical relationships that centered on the lower Columbia River and travelled as far north as the mouth of the Columbia River.⁵¹ The Tillamook travelled east across the Coast Range to Sauvie Island in the Columbia River to acquire wapato roots.⁵² The Athapaskans of Southern Oregon also engaged in the extensive trade network that brought marine products from the coast and camas and hides from the interior.⁵³ Important wealth items acquired through trade included dentalia from Vancouver Island and projectile points from the south.

Subsistence

Although fauna and flora varied between the areas, coastal tribes practiced seasonal hunting and fishing, and also gathered roots, shoots, and berries. They obtained a variety of resources for immediate consumption, winter storage, and trade. For Chinookans, subsistence resources included fish, sea mammals and land mammals, water fowl, edible flora, and berries.⁵⁴

The Tillamook named the seasons for the fish, roots or berries that were procured at a particular time of year. Spring was a time to harvest Salmonberry. Summer was for harvesting camas, lamprey, salalberry, huckleberry, and strawberry, and for the chinook runs. Fall was the season for coho and chum salmon runs and hunting elk. Winter was a time for collecting lily root, fern, yicqa, and kinnickinnick, and for the steel head runs.⁵⁵

For the Siuslawans and Coosans, the most important subsistence resource was salmon, which they fished in numerous ways with a canoe in deep water. The salmon were captured with dip nets, harpooned, clubbed, trapped in upriver weirs, or fished out of rapids and slow waters. The Siuslawans and Coosans also utilized other aquatic resources, land mammals, roots, shoots, and berries for subsistence.⁵⁶

⁴⁹ Ibid.

⁵⁰ Zenk, 1990a, 574-575.

⁵¹ Zenk, 1990a, 568.

⁵² Seaburg, 560.

⁵³ Ibid, 580.

⁵⁴ Silverstein, 533-546.

⁵⁵ Seaburg, 564.

⁵⁶ Zenk, 1990a, 573.

For the Athapaskans of Southern Oregon, slight variations arose within each tribe depending upon their locality. The Upper Umpqua ate grasshoppers, while the Tututni ate sugar pine nuts, octopus, seaweed, cabbage flowers and laurel berries. The Upper Coquille gathered roots such as wild carrots and camas, as well as weaving material, strawberries, salmonberry, and raspberry. The tribes hunted elk and deer in the mountains and established fishing camps where they harvested salmon. They engaged in resource trade and travel as a means of leveling and sharing procured resources. They also traded dogs obtained from the Tillamook and used by the Upper Coquille to hunt elk in the mountains.⁵⁷

Structures

The coastal tribes lived in permanent winter villages and resided in temporary seasonal camps. At times “permanent villages were situated so that local groups could control access to certain resources – primarily fish – and could control the traffic along a waterway.”⁵⁸ For the Chinookan, the number of village dwellings varied from a single dwelling to between 15 and 20 houses. Each house sheltered three or four families, totaling about 20 or more people living communally.⁵⁹ Temporary summer villages, especially those at fishing, hunting, and root-gathering camps, were constructed with cattail mat sides and presumably a cedar bark roof over a light wood frame.⁶¹

The Tillamook’s structures consisted of several permanent dwelling houses. Village sizes were generally proportional to the mouth of the river or stream adjacent to the tribe’s location. The tribes built rectangular-shaped houses consisting of horizontal cedar boards tied together by peeled spruce roots. They built houses in two styles, above ground and semi-subterranean.⁶²

The Alseans were skilled woodworkers, known particularly for their canoes. Like the Tillamook and Coosans, the Alseans built rectangular-shaped, multifamily cedar-plank winter houses. These houses had gabled roofs and floors excavated three to six feet below ground. The dwelling interior’s contained platform beds, mats and a separate hearth for each family.⁶³

The Siuslawan and Coosan tribal organization consisted of like-speaking villages located within a common territory and sharing some resource access rights.⁶⁴ Their village houses were also semi-subterranean and sometimes comprised of two or more connected houses. They entered and exited the house by ladder.⁶⁵ Seasonal camps consisted of gabled or shed roof shelters that were generally

⁵⁷ Seaburg, 580.

⁵⁸ Bill R. Roulette, Aimee A. Finley, and Kendal L. McDonald. *Cultural Resources Survey of BPA’s De-Energized Pole Removal Project, Multnomah and Washington Counties, Oregon*. Applied Archaeological Research, Portland, Oregon. Prepared for Bonneville Power Administration, Portland, 2012.

⁵⁹ Silverstein, 533-546.

⁶⁰ Robert H. Ruby and John A. Brown. *A Guide to the Indian Tribe of the Pacific Northwest*. Norman, OK: University of Oklahoma Press, 1992.

⁶¹ Silverstein, 533-546.

⁶² Seaburg, 561.

⁶³ Zenk, 1990a, 569.

⁶⁴ Zenk, 1990b, 572-579.

⁶⁵ Ruby, 1992.

thatched with grass and had an unexcavated floor. These village shelters served specific functions, such as providing work areas or adolescent sleeping quarters.⁶⁶

For the Athapaskans, shelter consisted of winter plank houses, sweathouses, temporary brush shelters, windbreaks on beaches, and shed roof structures. For the Tututni, the sweathouse provided sleeping quarters for the men, while the women and children slept in houses.⁶⁷

Demise and Reservations

The demise of the coastal tribes resulted directly from epidemic diseases transmitted during contact with European-Americans. These epidemics decimated the native populations. Those who survived had their land seized and were forced onto reservations. Early settlers and missionaries arrived in the region between 1830 and 1855 and, by this time, the Chinookans had suffered huge population declines due to smallpox, measles, malaria, and other diseases. Those populations that remained coalesced as their native lands dwindled.⁶⁸ In the 1850s, the U.S. government initiated several rounds of treaty negotiations with the few remaining Chinookan groups. Congress did not ratify the 1851 treaty, and the 1854–1855 treaties excluded Chinookan groups. In the decade following the treaties, the U.S. government forced the Chinookans to relocate to the Siletz and Grand Ronde Reservations and moved the upriver Chinookans to the Warm Springs Reservation.^{69,70}

The Tillamook's population decline also commenced in the 1830s, with epidemic diseases such as malaria. Further decline resulted from conflicts with European-Americans stemming from the Oregon Donation Land Claim Act of 1850 and the seizing of their land through unratified treaties.⁷¹ The Alsean population declined during the small pox epidemic. The survivors lost their land after the U.S. government established the Coast Reservation in 1856, encompassing the ancestral homelands of the Alseas and Yaquina. With the division of the Coast Reservation ten years later, the Alseas became residents of the Alsea Reservation, and were subsequently removed to Siletz Reservation.⁷²

The establishment of the Coast Reservation also had a direct impact on the Siuslawans and Coosans as their homeland lay within the southern portion of the reservation.⁷³ For signing the treaty in 1855, the Coos, Lower Umpqua, and Siuslaw received compensation for their land with food, clothing, employment, education, and health benefits; however, the federal government ignored the treaty and did not ratify it.⁷⁴ Shortly afterwards, the U.S. army marched the Siuslaws and the Coos away from their homeland northward to the Yachats River. There, in 1861, the U.S. government established the Alsea

⁶⁶ Zenk, 1990b, 574.

⁶⁷ Seaburg, 582.

⁶⁸ Silverstein, 533-546.

⁶⁹ David V Ellis, Judith S. Chapman, and John L. Fagan. *Cultural Resources Reconnaissance Survey and Inventory of the Portland Segment of Level 3's Proposed Fiber Optic Line from Portland, Oregon to Seattle, Washington*. Prepared by Archaeological Investigations Northwest, Inc., Portland, Oregon, 1999.

⁷⁰ Ruby, 25-26.

⁷¹ Seaburg, 561.

⁷² Zenk, 1990a, 570.

⁷³ Ruby, 206-207.

⁷⁴ Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians (CTCLUSI), "About Us," CTCLUSI, <http://ctclusi.org/about-us> (accessed May 2, 2014).

Subagency.⁷⁵ While on the reservation, many natives died within a short period of time from hunger, exposure, mistreatment, and exhaustion.⁷⁶ In 1865, a central piece of land was removed from the reservation boundaries, including the Yaquina Bay and Yaquina River. The land was opened to European-American settlers. The northern strip became the Siletz Reservation and the southern the Alsea Reservation. The Siuslaws, along with the Kuitshes and Coos, continued to reside on the Alsea Reservation with the Alseas.

For the Athapaskans and neighboring tribes, the local gold rush and the Rogue River War of 1855-1856 proved devastating. The Upper Coquille and other neutral tribes and survivors were relocated north up the coast before eventually settling on the reservations of the Grand Ronde and Siletz (Miller and Seaburg 1990:586).

7.2 Early Oregon Coast Transportation (1856-1912)

Native and Early Euro-American Trails

In general, the environment of the Oregon Coast was not conducive to early European-American travel or settlement. The Oregon Coast is rugged, displaying hilly land forms with steep slopes – providing little level land for towns or agricultural farmland. The coastal terrain includes beaches, dunes, marches, sea cliffs, terraces, and headlands. Two-thirds of the coast consists of beach, however many stretches are short and partitioned by steep headlands and cliffs, making them difficult for continuous travel.⁷⁷ During the early transportation era, some beaches afforded good travel, specifically at low tide when the beach surface was hard and smooth and where some minor headlands or outcrops could be bypassed. During high tides, travelers were forced upon the upper beaches where loose sand in addition to steep headlands that proved difficult to traverse. During storms and high waves, travelers made their way via dunes and terraces along the beach. The Southern Coast's long foredunes, characteristically narrow and hammocky, were also used for travel, but proved tiresome for long stretches of walking. Other areas along the beach that provided level land for travelling and settling consisted of sand, gravel, cobbles, and boulders that overlaid bedrock, creating a generally dry and stable surface. Consequently, many European-American settlements are located, in part, on terraces.⁷⁸

The Northwest Coast Indians were instrumental in aiding early European-Americans traverse the Oregon coast; many were hired to transport goods by canoe and provided subsistence resources like salmon. Where possible, travelers journeyed along estuaries, and rivers rather than using pack animals and backpacks along trails with steep, dense terrain. They also followed the land along tributary streams when navigating between the Coast Mountain Range in the west and the Willamette Valley to the east. The tributaries provided a natural low pass. Travelers also crossed streams and bays, ranging from small creeks to large rivers, with canoes while their horse swam behind. Native canoes assisted at these ferry crossings. Later, enterprising European-Americans built and operated their own boats.⁷⁹

⁷⁵ Ruby, 206-207.

⁷⁶ CTCLUSI, 2014.

⁷⁷ Dicken, 1978, 5-7.

⁷⁸ Ibid, 7.

⁷⁹ Ibid, 5-9.

European-Americans established some early trails along the densely vegetated coastline, rather than traversing long stretches of flat beach that would render them visible to Native Americans miles away. The presence of elk and Native American trails greatly influenced where early European-Americans decided to locate their trails. It has been difficult for researchers to document early Native American trails, because later European-American travelers appropriated Native American trails. Nevertheless, when traveling by trail, both European-Americans and Native Americans generally stayed close to the shore unless difficult terrain forced them to seek higher ground.⁸⁰

Another factor influencing the location and character of the coastal trails was the operation of placer gold mines along the southern Oregon Coast. Trails connecting placer mines to the coast facilitated the enormous task of supplying the miners. Supplies also moved along the Oregon-Californian Trail from the Willamette Valley. Used for a short time during the mid-nineteenth century, the trails fell out of use when mining operations declined. The Donation Land Claims (DLC) and early settlements also impacted the location and configuration of coastal trails as property owners on occasion impeded access to more convenient routes.⁸¹

Trails of the Northern Oregon Coast

Early European-American trails, specifically along the northern Oregon coast, tended to be circular in nature and generally served two settlement areas, such as the trails connecting the Clatsop Plains and the Tillamook Plains. A precursor to the US 101 route began at Skipanon with water transportation across Youngs Bay to Astoria. The trail continued to Point Adams. Historic pioneer maps depict DLC's on either side of the trail with Native American villages are noted at the river mouths. Land travel in this northern area was difficult due to the low lying swamp areas that flooded during winter. In this area, the most expedient route followed the long, narrow ridges of the foredunes. This portion of the trail paralleled the beach 1 mile inland and corresponded to the current location of US 101. During the early 1840s, the northern coast developed quickly, because the area possessed low lying vegetation that was relatively easy to clear for cultivation. However, coarse sand, infertile soil and the propensity for summer droughts made actual cultivation difficult. Consequently, settlers in Clatsop Plains generally moved southward after a short time.⁸²

Between Cannon Beach and Nehalem Area, numerous obstacles to travel existed along this section of the coast, such as Tillamook Head, Cape Falcon, and the Neahkahnie Mountain. Most travel in this area occurred along beaches, creeks and ridges, which proved difficult for walking with carrying packs. For short distances, land travel tracked present day US 101 from Seaside to Cannon Beach, moving inland from Cape Falcon to inland from Manzanita, and then onward from Garibaldi to Manzanita. All other intervening routes followed the beach and ridges.⁸³

The Tillamook area's alluvial plain, bay and river attracted early settlers. The plain, an unusual coastal feature, extends approximately 8 miles in length and approximately 6 miles in width. Boats and ships easily navigated this area. Fishing provided an important early subsistence source— with settlers

⁸⁰ Dicken, 9.

⁸¹ Ibid, 10-12.

⁸² Ibid, 14-15.

⁸³ Ibid, 15, see Figure 11.

depending on salmon and potatoes for many years. The early trail moved west from Tillamook and followed the beach to Cape Lookout. A later trail east of Tillamook headed south, tracing the approximate location of present day location of US 101, and eventually following the Nestucca River.⁸⁴ Settlers in Tillamook arrived by two routes – from Astoria, journeying south by the aforementioned routes, and from the Willamette Valley via the Rogue River and the Nestucca River drainages. Native Americans were familiar with these routes and directed early settlers to the route locations.⁸⁵

Trails of the Central Oregon Coast

The trails of the middle coast area, including the Siletz-Yaquina and the Alsea-Heceta Head areas, were settled later than the north and south and, as a result, fewer trails were created or used in that area. Because an Indian reservation existed along this stretch of area, settlement by European-Americans did not begin until the 1870s. Trails in the Siletz-Yaquina area had overlapping access routes along the long stretches of beach, short expanses of present day US 101 (south of Lincoln City to Kernville and then from Lincoln Beach to Otter Crest), river routes along both the Siletz and Yaquina rivers and land routes connecting the rivers. The Siletz and Yaquina rivers also provided numerous landings along their banks. Early travelers likely preferred traveling along the river banks, rather than taking the beach route, as the river bank landings provided safe rest areas among sparse settlements.⁸⁶

In the Alsea-Heceta Head area, trails were predominantly located along the beach from the mouth of Alsea Bay to the mouth of the Siuslaw River. Indian villages existed at Alsea Bay and the Yachats River mouth. Settlers that navigated around ‘heads’ or wide mouth channels used short inland trails that generally followed the eventual location of US 101.⁸⁷

Trails of the Southern Oregon Coast

The trails of the southern Oregon Coast include those within the areas of Siuslaw-Umpqua, Coos Bay-Coquille, Cape Ferrello, Gold Beach-Port Orford, and Cape Blanco. In the Siuslaw-Umpqua area, trails ran mostly along the beach from a point south of Florence to Coos Bay, with a ferry crossing midway at Winchester Bay. Numerous Indian villages were located along Coos Bay.⁸⁸ The Coos Bay-Coquille area contained numerous routes including canoe routes that followed the bay and Beaver Slough, and inland land trails that followed present day US 101 through the City of Coos (now Coos Bay). The trails and canoe routes connected the small settlements that later would become part of the greater Coos Bay area. Available routes existed south of Coos Bay along large expanses of beach to the Coquille River mouth and beyond. In addition, there were canoe routes up the Coquille River and land routes between the coast and the river.⁸⁹

The Cape Ferrello area did not have any beach access routes. Travelers used mostly land trails, sections of which overlapped what became US 101, and other trails that ran along ridges above the beaches and east of US 101.⁹⁰ The Gold Beach-Port Orford area and the Cape Blanco area contained beach routes,

⁸⁴ Dicken, 25-17, see Figure 23.

⁸⁵ Ibid, 31-33.

⁸⁶ Ibid, 37-38, see Figure 32.

⁸⁷ Ibid, 42, see Figure 38.

⁸⁸ Ibid, 49, see Figure 43.

⁸⁹ Ibid, 55-58, see Figures 47 and 50.

⁹⁰ Dicken, 1982, see Figure 53.

land routes across ridge tops over-looking the beaches, and routes further inland. US 101 generally follows these original land trails from Port Orford past Gold Beach to Sebastian State Park. In the Cape Blanco area, the highway does not follow any of the known historic trails; instead it parallels a trail a mile to the west. This area also contained beach trails and land trails that followed rivers east.⁹¹

Stage Coaches, Early Cars, & Transportation Endeavors along the Oregon Coast

Beginning in the 1850s, the search for gold drove population establishment and growth in California and the Southern Oregon Coast. The population growth led to the establishment of towns and primitive transportation methods. The town of Scottsburg on the Umpqua River was established in 1850 by Levi Scott and was the leading port at that tidewater until the establishment of Crescent City in 1853. The search for gold expanded and in 1850 Klamath City was established along the Klamath River. Soon thereafter, many other towns sprung up, including Port Orford in 1851, and Gold Beach and Empire City in Coos Bay in 1853. At the same time, settlements developed in the state's interior at Jacksonville, Yoncalla, and Oakland. Gold hunters and traders sought to connect these areas with the newly established coastal communities, but progress remained slow and inefficient without an organized entity providing oversight, guidance, and funding.⁹²

Road building progressed slowly from the 1850s to the end of the 19th century. In 1878, Curry County had no legally established highway and less than a half-dozen wheeled vehicles. By 1900, less than 150 miles of passable wagon roads ran through the entire county. In Coos County to the north, conditions were similar: in 1872 the county had not even one mile of wagon road.⁹³

During the late 19th and early 20th centuries, the increasing availability of wheeled vehicles - stage coaches, early cars, and wagons - heavily influenced the development of transportation along the Oregon Coast. Very few actual 'roads' existed along the Oregon Coast before the beginning of highway development. Although a few roads existed, the availability of materials depended upon location, resulting in varied construction techniques. Historian Husing Onno explains:

When construction began in 1921, only a few segments of north-to-south aligned roads existed on the Oregon Coast. On the south coast, the Coos Bay Wagon Road (completed in 1872) connected Coos Bay with Crescent City in Northern California. On the north coast, a road connected Tillamook to Astoria. Hardly any roads ran north-to-south on the rugged Central Oregon Coast. And, for the most part, early roads were rough graded or wood planked or made of crushed rock. In some places shell material from Native American middens were used to surface roads. Today, in some coastal towns, there are streets named "Shell Street." Often though, the sandy beach was the only north-to-south route.⁹⁴

⁹¹ Ibid, 1982, see Figures 57 and 63.

⁹² Leslie M. Scott, "Oregon Coast Highway," Address, State Highway Commission, Gold Beach, OR, May 28, 1932, Reprinted in Oregon Historical Quarterly, XXXIII, 268.

⁹³ Scott, 268-269.

⁹⁴ Husing Onno, "A History of U.S. Highway 101", Oregon Coastal Zone Management Association, Oregon Coastal News, March, 2008, 1-27.

Historian Joe Blakely, who has written extensively about the Oregon Coast Highway and its development, describes the route between Tillamook and Astoria as primitive. He also references two other routes that began connecting the coastal towns to inland areas: an inland route between Newport and Corvallis (Highway 20) and Coos Bay Wagon Road, a primitive road from the interior that linked the Coos Bay area with Roseburg.⁹⁵

Though coastal roads were few and primitive, state and nation-wide newspapers had begun spreading the word about the automobile revolution. Car owners, salesmen and suppliers strongly supported the construction and improvement of roads, the “Good Roads Movement.” Conceived around 1880, the Good Roads Movement reached Oregon in 1902 with the creation of the first Good Roads Association. The movement sought to improve the state’s highway system, which was in the early stages of development.

The Good Roads movement served an important function in educating the public on transportation needs:

In addition to the functions and activities noted, the Good Roads Association generally served as a clearing house for information concerning roads, suggested techniques for winning support, and offered advice concerning public relations problems. Many other groups joined the Good Roads Association in its demand for better roads. The Association did, to a degree, direct the efforts of these other interested organizations and pressure groups.⁹⁶

Advertising and promotional material led to increased car demand, which in turn led to a demand for better roads. In response, the state created the Oregon State Highway Commission (“Highway Commission”) in 1913, with establishing better roads as the focus. The Highway Commission’s initial members included State Treasurer Thomas Kay, Secretary of State Ben Olcott, and Governor Oswald West.⁹⁷ They played a pivotal role in Oregon Coast Highway (US 101) development.

Primitive roads were not the only wheeled transportation routes along the Oregon Coast before the highway. Stagecoach and wagon transport, as well as some vehicular traffic, utilized the sandy beaches for early transportation. According to Gary Meier, “To help link isolated coastal communities with each other and with shipping ports, enterprising pioneers in the late 1800s established stagecoach and freight, wagon routes along the smooth, white sands of nature’s highway-the beach.”⁹⁸

Native Americans had used these beach routes, later appropriated by white settlers, for generations. Although many beaches were not suitable for wheeled transportation, several long stretches of beach became popular routes. The northernmost, and shortest, beach route traversed Cannon Beach, where the Seaside stage ran along the hard, flat beach to a point six miles south at Arch Cape. There, the coach connected with a horse pack train and continued on to Nehalem and Tillamook.⁹⁹ Nearly two miles north

⁹⁵ Joe R. Blakely, *Lifting Oregon out of the Mud: Building the Oregon Coast Highway*. Wallowa, OR: Bear Creek Press, 2006, 7.

⁹⁶ Hugh Myron Hoyt, Jr., “The Good Roads Movement in Oregon: 1900-1920,” thesis, University of Oregon, June 1966, 43-48.

⁹⁷ Blakely, 8.

⁹⁸ Gary Meier, “When the Highway Was Sand,” *Oregon Coast*, Jan/Feb 1991, 27.

⁹⁹ Meier, 27.

of Arch Cape, a natural feature called Hug Point obstructed this route. Bays and prominent headlands like Hug Point often divide long stretches of beach along the Oregon Coast. Travelers adopted a creative approach to navigate Hug Point.

Hug Point had an early foot trail consisting of hand and foot holes that Native Americans used, causing them to “hug” the rock wall to keep from falling. White settlers imitated this climb to demonstrate their strength, making the headland a popular tourist destination by 1900. Mail carriers made the difficult journey along Hug Point as early as 1886.¹⁰⁰

In 1910, Clatsop County cut a road bed out of solid rock at Hug Point, permitting wheeled vehicles to “hug” the point. The contractor, AW Duncan, supervised a crew of men who completed the project. The new road bed greatly reduced the delivery time for mail. The route also reflected a larger national movement- the improvement of roads through macadamization, whereby crews used a rock crusher to lay crushed rocks coated with a cement binder on local streets.¹⁰¹

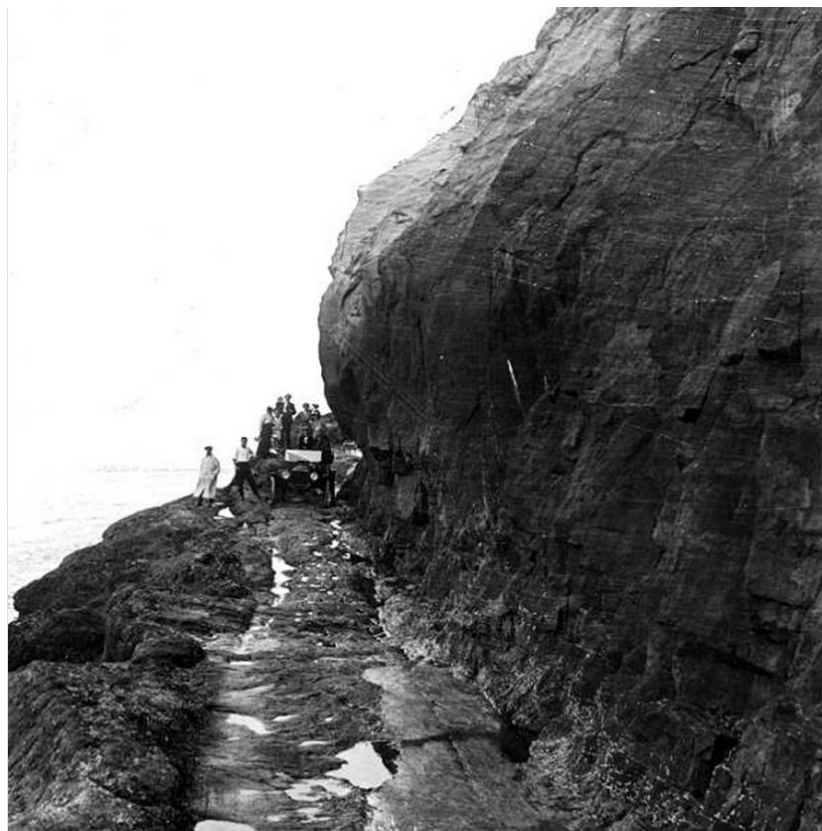


Figure 2. Historic image, c. 1915, showing a group with a motorcar traversing Hug Point
(Source: OSU Archives, Gerald W. Williams collection)

After 1910, even with the new roadbed, Hug Point remained a dangerous journey. Clearance depended upon low tide and the road surface (Figure XX) was still rough. In 1928, the county sought to improve

¹⁰⁰ *The Oregonian*, “Cannon Beach Rich in Scenery and Legend,” June 12, 1927, 91.

¹⁰¹ *The Oregonian*, “Hug Point Road Ready,” April 15, 1910, 6.

the journey around Hug Point by providing a “good road around the point, giving access to all beaches.” By about 1930, the improved road provided a much smoother ride (Figure X- c.1930 postcard).



Figure 3. Historic Post Card, c. 1930, showing an early automobile utilizing Hug Point to connect to the next span of sandy beach to the south Source: Jeff Jenson, http://home.comcast.net/~bygonebyways/Oregon_101.htm.

Today, the journey around Hug Point is largely unchanged, although the macadam surface from 1928 has significantly eroded. Many coast travelers still visit this site and, at low tide, can take the same path around the point. Although this road is not part of the highway, it remains a significant historic site for its association with early beach travel. It is also significant for the county’s innovation in transforming a historically native hiking trail and mail carrier route into a drivable road. The scenic beauty of this site also makes it a significant resource along the Oregon Coast.



Figure 4. Hug Point in 2014.

At high tide, the road becomes unreachable. The red arrow indicates some of the remaining hand and foot holes first used by Indians. Source: URS, 2014.



Figure 5. View of the remaining macadam paving around Hug Point

The longest and busiest beach route along the Oregon Coast was a forty-seven-mile stretch between Florence and Coos Bay. This stretch provided a wide, flat thoroughfare excellent for wagon travel and interrupted at only one point, the Umpqua River, twenty-two miles south of Florence. On July 3, 1854, the Coos County Board of Commissioners established the section of beach from Coos Bay north to Ten Mile Creek as an official county road. Coos County's first officially designated road, this section became known simply as the 'Beach Route' until 1916.¹⁰²

Two transportation companies divided the Coos Bay to Florence route at the Umpqua River:

From Coos Bay north to the Umpqua, passengers, mail, and express were carried by the Drain-Coos Bay Stage Company, operated by Fred Jarvis and Neil Cornwall. The departure point was at Empire City, on Coos Bay, where the company-owned steam launch Gasca ferried stage passengers across the bay to Jarvis Landing on the north spit. After a twenty-three mile ride in a wide-wheel beach stage, the travelers arrived at Pyramid Rock on Winchester Bay, where they boarded the sternwheeler Eva for a trip up the Umpqua to Scottsburg. There they were met by another Jarvis and Cornwall stage that took them to the railroad at Drain. North of the Umpqua River, people, mail, and goods were hauled along the wet ocean sands by the Barrett Stage Line, operated by Henry Hudson Barrett, an Oregon Coast pioneer. Barrett lived on the south bank of the Siuslaw River at Glenada, opposite the community of Florence....The Barrett stages left the

¹⁰² Meier, 27.

Siuslaw three times a week for the twenty-two mile beach run to the steamboat landing at Gardiner. There, inland-bound passengers boarded the Eva to go upriver. Those continuing down the beach to Coos Bay were taken by boat the short distance to the mouth of the river, where they connected with the southbound Drain-Coos Bay stage at Pyramid Rock. Henry Hudson Barrett ran his beach stage line from 1892 until he died in 1905, after which his four sons carried on the business until 1916, when the railroad replaced the beach stages.¹⁰³

Evidently, beach travel was extremely difficult and time-consuming before the establishment of the highway and interconnecting county roads. Every major and minor water passage was an additional obstacle, and even travel through ‘safe’ sections depended on weather conditions and tidal movements. Stage coaches had to be specially built with wide, iron tires that prevented the wheels from digging into the sand. Two and four-horse teams clung closely to the wet sand near the water’s edge, compounding travel difficulties as salt water splashed the underbellies of coaches and passengers.¹⁰⁴ As transportation trends during this period readily convey, Oregon’s Coast remained primarily accessed from east to west routes that extended along waterways that crossed through the Coast Range and Klamath Mountains. By the late nineteenth and early twentieth century, however, coastal communities sought improvements to north-south overland travel.

Indeed, early travel along the coastline during this early period initiated a period that emphasized movement between beach towns while providing recreational visitors a unique perspective. Even today, there are some areas along the coast that still permit vehicular traffic along the beach: a ten-mile stretch between Warrenton and Gearhart, some areas within Pacific City and Tierra Del Mar, and a small patch in Lincoln City. Since the creation of US 101, however, people have eschewed beach travel in favor of the more efficient Highway 101. Beach travel is now largely a recreational experience and limited to areas where ecological impacts are limited and can be managed.¹⁰⁵

7.3 Early Oregon Coast Highway Development (1913-1920)

During this period, a number of forces coalesced to fuel the development of a major north-south transportation corridor along Oregon’s Coast. Driven by coastal communities’ prompts for economic development, logging and shipping interests, recreational interests, and interstate commerce, the desire for an integrated coastal automobile route soon manifested itself in an organized commitment to improve transportation in this isolated region. U.S. Highway 101 was first known as the “Coast Highway” (1917), later as the “Roosevelt Coast Military Highway” (1921), and in 1931 was formally deemed the “Oregon Coast Highway” by the Oregon State Highway Commission. Federally, the highway has been deemed U.S. Highway 101 as it is the westernmost federal road in the United States.¹⁰⁶

Early highway development was marked by intense political activity, road engineering improvements such as macadamized pavement, and the completion of small road sections. Beginning in 1914, the newly created Oregon State Highway Commission initiated efforts to obtain by identifying five major

¹⁰³ Meier, 27.

¹⁰⁴ Meier, 27.

¹⁰⁵ BeachConnection.net, “Can I Drive on Oregon Coast Beaches? Rules, Regulations for Cars, Vehicles,” March 30, 2014, http://www.beachconnection.net/news/drivebeach043014_1014.php (accessed November 20, 2014).

¹⁰⁶ For the purposes of this document, the highway is referred to as US 101.

state highways to usher in the state's modern era of regional road building. These major highways included the Pacific Highway (Interstate 5), The Dalles—California Highway (Hwy 97), the Columbia River Highway (Historic Columbia River Highway—now replaced with Hwy 30), the “East-West” Highway (Hwy 126, McKenzie Highway), and “Oregon Beach Highway” (US 101).¹⁰⁷

Government

US 101's early development marked a shift in the promotion and advocacy for transportation improvements from private enterprises to state government. This shift resulted in improved planning and financing for road construction, progress and standardization in engineering practices, and more innovative road construction techniques. The first significant governmental action to improve and construct roads occurred in 1913 with the creation of the Oregon State Highway Commission (“Highway Commission”). The early Highway Commission members pioneered state legislation related to road construction.

The Oregon Legislature played a vital role in the creation, development, and management of US 101. In 1913, after Governor Oswald D. West established the Highway Commission, he declared that:

The shore of the Pacific Ocean, between ordinary high tide and extremely low tide, and from the Columbia River on the north to the Oregon and California State line on the south, excepting such portion or portions of such shore as may have heretofore been disposed of by the State, is hereby declared a public highway and shall forever remain open as such to the public.¹⁰⁸¹⁰⁹

The law allowed for maintaining public land, but did not restrict the state from disposing of its property, and 38 land alienations occurred between 1874 and 1923. However, the law also set the precedent for public access to beaches and scenic sites along the Oregon Coast, and allowed for those sites to be protected and preserved for public use.

Oswald's declaration and the Highway Commission's establishment were the first steps towards improving state roads, long seen as inadequate or non-existent along the Oregon Coast. Historian Blakely explains:

Along the Oregon coast, roads-or a lack of them- have been a big problem with a long history. As late as the early twentieth century, the roads on the northern coast were few and primitive, restricted mostly to a route between Tillamook and Astoria; the central coast had almost no roads at all, though one did exist inland between Newport and Corvallis (today's Highway 20); and the southern coast had one primitive road from the interior-the Coos Bay Wagon Road, which linked the Coos Bay area with Roseburg. At the same time, newspapers everywhere had been passing the word about a new revolution in transportation-the automobile.¹¹⁰

¹⁰⁷ Blakely, 9-10.

¹⁰⁸ Gary Meier, “When the Highway Was Sand,” *Oregon Coast*, Jan/Feb 1991, 26-27.

¹⁰⁹ ODOT, Road Establishments Files: Clatsop County, ODOT Library and History Center, Salem.

¹¹⁰ Blakely, 7.

The Highway Commission's first task- to "Get Oregon Out of the Mud"- became the commission's official slogan in 1913.¹¹¹ At that time, Oregon's road system was impeding progress and economic growth. The Highway Commission's first step towards improving this situation was to create a plan of action.

In 1914, the Highway Commission adopted a report from Major Henry L. Bowlby, Oregon's first state highway engineer, which proposed a network of five major state highways: the Pacific Highway (I-5, which approximates the old Oregon Trail's Southern Route), The Dalles-California Highway (HWY 97), Columbia River Highway (later US 30, and even later I-84), an 'East-West' highway from Eugene along the McKenzie River and over the Cascades (now HWY 126), and the Oregon Beach Highway (presently US 101).¹¹²

The state commenced construction on the Pacific Highway in 1913 and completed the route in 1917.¹¹³ The highway traversed the entire Willamette Valley, where the majority of the state's population lived at that time (and still does). The area's population density and relative lack of natural obstacles likely drove the state to complete the highway so quickly. The Dalles-California Highway, also completed in 1917, created the only north-south route from California to the Columbia River Highway through Central Oregon.¹¹⁴ This critically important route connected a large part of the state to other urban areas. At this time, agricultural and timber-related industries were increasing in Central Oregon, which presumably increased the need for well-built roads. The state also completed Highway 126 (McKenzie Highway) in 1917, with continued improvements until 1924.¹¹⁵ This highway followed part of the Oregon Trail's Emigrant Road, and was a significant route for logging, husbandry, mining, and recreation. It was also Oregon's first forest road, contributing to the state's economic growth.¹¹⁶ Each of these four highways clearly advanced state economic interests and served large populations which, with respect to funding, likely gave the roads precedence over US 101.

The Columbia River Highway received tremendous support from Samuel Hill, entrepreneur and good roads proponent, Samuel Lancaster, engineer and landscape architect, as well as wealthy Multnomah County residents like John B. Yeon and Simon Benson. The highway, completed between 1913 and 1922, had a formal dedication in 1916.¹¹⁷ The speed of road construction reflected the amount of support that this highway received. This support included a \$10,000 donation from Simon Benson in 1912 to finance prison laborers to construct a test section of the Columbia River Highway past Shellrock Mountain in Hood-River County. The test results demonstrated that good roads could be built along the Columbia

¹¹¹ Blakely, 10.

¹¹² Blakely, 9.

¹¹³ Oregonhighways.us, "Pacific Highway #1," http://www.oregonhighways.us/html_files/Highways/hwy-001.html (accessed December 3, 2014).

¹¹⁴ Oregonhighways.us, "The Dalles-California Highway #4," http://www.oregonhighways.us/html_files/Highways/hwy-004.html (accessed December 3, 2014).

¹¹⁵ ODOT, *History of State Highways in Oregon*, Salem: ODOT, 2011, 15-1.

¹¹⁶ KVAL, "Old McKenzie Highway Honored in American History," <https://kval.com/outdoors/old-mckenzie-highway-honored-in-american-history> (accessed December 3, 2014).

¹¹⁷ Robert Hadlow, Historic Columbia River Highway National Historic Landmark Nomination, Portland, Oregon, 2000, 44.

River.¹¹⁸ By 1917 the state had completed four of the five highways recommended by Major Bowlby. Meanwhile US 101 construction proceeded at a slow rate.

In 1915, Bowlby resigned as State Highway Engineer amid allegations of poor management.¹¹⁹ After his departure, the legislature established a modern Highway Commission (1917). That same year, an interim Oregon Legislative Assembly shifted road building responsibilities from the counties to the state, and requested that the new Highway Commission expand the state highway system to 4,317 miles of road. The state financed this expansion with a \$6-million bond. Pursuant to the 1916 Federal Road Act, intended to develop a national road system, the federal government provided an additional \$206,481. Through the Road Act, federal money was ‘sparsely distributed to the states’, even though the Road Act included the first federal gasoline tax.¹²⁰¹²¹

World War I (World War I) became a major impetus in this shift towards improved highways. World War I and the potential for invasion by German troops on the west coast increased Oregonian’s fears that escalated the desire for reliable transportation along the coast. The Pacific Coast Defense League proposed a route from Blaine, Washington to San Diego, California. Local representatives from Coos Bay immediately endorsed the plan. That same year, I.S. Smith, a state senator representing Coos and Curry counties, proposed a petition to the Oregon State Legislature, urging Congress to build a Coast Highway:¹²²

In March of 1918, Oregon Governor James Withycombe called for the speedy completion of the military highway as a defensive measure. ‘I am reliably informed,’ he said, ‘that there are 250,000 trained German troops in Mexico and South America.’¹²³

The governor’s request followed a precedent. During the State of Oregon’s early days, the federal government built many roads to provide troop and supply transportation from the middle coast frontier posts to coastal forts at the mouth of the Columbia River and to the Vancouver, Washington barracks. The federal government also assisted with construction of additional roads to help establish area settlements; some of those roads were incorporated into county roads and others were abandoned. The routes were often the easiest available path and often traced Indian and deer trails along open ridges. A significant military road was constructed from Fort Stevens in Clatsop County to the mouth of the Columbia River and through to the Willamette Valley in Portland. This road likely had a great impact on the early growth of Astoria in Clatsop County by making it the first coastal town connected by road to the Willamette Valley.¹²⁴

The Highway Commission explained the wartime necessity for military roads along the Oregon Coast,

¹¹⁸ Oregon Department of Transportation (ODOT) History Committee, *Oregon on the Move: A History of Oregon’s Transportation Systems*, Salem: ODOT History Committee, 2009, 11.

¹¹⁹ Hoyt, 249.

¹²⁰ Blakely, 10.

¹²¹ Robert Hadlow, “McCullough, C.B. Major Oregon Coast Highway Bridges, National Register of Historic Places Multiple Property Submission,” National Park Service, Department of the Interior, 2005.

¹²² Blakely, 11.

¹²³ Blakely, 11.

¹²⁴ OSHD, “General Administrative History: Federal Aid for Oregon Roads”, ODOT Library Archives, 1917, 1.

With enormous increase of wealth and importance of the Pacific Coast, the danger of attack and invasion can no longer be ignored. Especially is this true because of the smallness of our navy; the length of our sea coast, and our lack of communication with the coast.¹²⁵

In the event of a west coast invasion, a completed highway along the coast would allow the government to maneuver troops and supplies. Locals also recognized the advantages that a completed highway would confer on expanding commercial markets, such as the fishing, logging, and mining industries. With tourism on the rise, coastal residents realized an opportunity to attract more visitors. Oregon residents were eager to see, and travel along, the coast. With widespread support for a highway from residents throughout the state, the Highway Commission had finally decided how to obtain financing. The events of 1919, however, brought an end to World War I as well as the likelihood of the government of funding a Military Highway.¹²⁶

One of US 101's most ardent supporters was B.F. Jones, known as the "Father of the Roosevelt Highway". At the age of sixteen, Jones became orphaned while living at his family's 160-acre homestead in Benton County. His first job experience, delivering mail along a muddy route through Benton County from Toledo to Corvallis, inspired him to become a champion for decent roads. Benton County officials did not understand the importance of a coastal road, calling the coastal inhabitants 'clam diggers', meaning that officials didn't see any real economic interest in completing the highway. At age 35, Jones began advocating for Benton County to divide into two counties. In 1893, with the help of coastal political leaders Bay County (later Lincoln County) was created. Jones later enrolled at Oregon Agricultural College and in 1897 was admitted to the Oregon State Bar. Eventually he was elected to the state legislature to represent Lincoln and Polk Counties. As a state representative, he would become one of the leading advocates for better coastal roads.¹²⁷

Although initial enthusiasm for a military highway had faded, B.F. Jones authored a legislative proposal to build the Roosevelt Coast Military Highway. Jones' proposal provided that the United States would own, construct and maintain the road, and that the federal and state governments would each spend \$2.5 million on construction. He campaigned aggressively, encouraging all coastal inhabitants to vote and assuring them that the new highway would help put Oregon 'on the map.' In June 5, 1919, the citizens of Oregon voted to approve the proposal. Jones named the highway after President Theodore Roosevelt, who had died in January 1919, and designated the route from Astoria to the California state line.¹²⁸ That year, while waiting for federal funding, the Highway Commission began looking for other sources to fund highway construction. The Highway Commission solved the funding dilemma by instituting the nation's first state gas tax of one cent per gallon.¹²⁹ North Dakota, New Mexico, and Colorado followed suit, and within ten years, all forty-eight states had adopted similar laws.¹³⁰

Inevitably, the project would be costly. Building along the coast, with its rocky bluffs, major water ways, ravines, and gorges required creative engineering and the money to fund it. The Central Coast was

¹²⁵ OSHD, "General Administrative History: Federal Aid for Oregon Roads", ODOT Library Archives, 1917, 3.

¹²⁶ Blakely, 11.

¹²⁷ Blakely, 13.

¹²⁸ Blakely, 12.

¹²⁹ Blakely, 13-15.

¹³⁰ Hadlow, 2005, 4.

largely uncharted, and extensive land surveys needed to be completed to determine the best route. Although voters had approved Jones' highway bill, federal funding had not yet been secured and the highway's future remained uncertain.

Transportation

During this early stage of the highway's development, travelers and locals still used the inconvenient beach routes. Municipalities along the coast began focusing more intently on beach route development, as well as localized road development, but a comprehensive approach to route planning was still lacking. Many local roads ultimately served as right-of-ways (ROW) for the later highway, but it was not until the Good Roads Movement that interest in a more comprehensive and standardized approach to road design and planning occurred. This Movement also prompted technological advancements and increased research into the scientific engineering of roads as modern transportation needs necessitated new approaches to natural obstacles to efficient automobile routes. The Good Roads Movement ultimately resulted in national standards for road construction and planning.¹³¹

Until around 1905, the state's most common road improvement involved macadamization. This process utilized a layer of ten to twelve inches of crushed rock, usually spread over a dirt road bed that was crowned and ditched on both sides for drainage. Road workers then spread a concrete binder over the crushed rock to hold the surface in place. Over time, vehicles would further crush the rocks, resulting in a densely packed roadway surface. As vehicular transport increased, the movement of cars along the roads sucked the binding rock dust from road surfaces, making them less stable, thus requiring the development of new technologies.¹³²

The 1913-1934 *Biennial Report from the State Highway Engineer* describes the highway department's use of macadam: "(c)rushes rock and gravel are much used to surface a road where the traffic is too great for a common earth highway." A macadamized road section generally had a 2 foot French Drain to one side and a 4-foot shoulder with gravel drainage to the other. The road itself curved slight to either side to promote proper drainage. The earth generally sloped towards the French Drain side and away from (downhill) from the shoulder side. State highway engineer Bowlby approved the drawing depicted in Plate No. 11 in 1914.¹³³

Though macadam began falling out of favor in Oregon's urban areas by 1905, road construction crews still used it frequently along the Oregon Coast until 1921: in Warrenton in 1915, Coos County in 1917, and from Neskowin to Hebo in 1919-1920.¹³⁴ None of these roads exist as macadam today, and all sections of the highway have been updated to meet modern highway safety standards. While macadam was popular along the Oregon Coast from about 1900 to 1920, no physical evidence of its use remains. Nevertheless, macadamization, a significant advancement in road construction technology, laid the foundation for modern paving techniques.

¹³¹ Hoyt, 46.

¹³² Hoyt, 34.

¹³³ Oregon State Highway Commission (OSHC), First Biennial Report, 1913-1914, 19 and Plate No. 11.

¹³⁴ ODOT, Road Establishments Files: Clatsop County and Lane County ODOT Library and History Center, Salem.

Another road building technique, popular in areas with plentiful timber stands, was the installation of planks. Plank roads abounded throughout the towns of Northern and Central Oregon Coast, where milled lumber was cheaper and easier to acquire than nonlocal machinery and materials. Plank roads examples from this period along the coast included those in Oceanside in Tillamook County, South Beach in Newport, and Warrenton and Astoria in Clatsop County.

Extensive planking occurred in Clatsop County. Use of this technique began to decline in 1914 and dropped dramatically in 1922 after the Great Astoria Fire.¹³⁵ The Great Astoria Fire of 1922 burned twenty-four city blocks, and caused an estimated \$12 million in damages.¹³⁶ The city's extensive use of wood for its buildings in addition to its roads contributed the conflagration's impact on the city. The city's quick recovery included removing all remaining wood planking from city streets. The theme for the July 3, 1924 celebration of the city's recovery was "New Astoria Reconstruction Celebration: From Ashes to Concrete."¹³⁷ The Great Astoria Fire, though devastating and costly, gave the city an opportunity to begin anew, and spurred extensive local development and construction. In addition, the destruction inspired the city to reorganize and modernize many of its services and departments, allowing for more road construction.¹³⁸

The romantic appeal of the plank road endures in both the historic and modern wooden boardwalks throughout the Oregon Coast. Historic photographs of the coast indicate that many large and small coastal communities used wood planking for roads and sidewalks, but that the practice has now disappeared. Because the planks were easily combustible and also vulnerable to the wet coastal climate, municipalities looked to the increasingly available and affordable paving options being developed statewide.

After the decline of both macadam and plank roads, concrete became the next common material used in road construction, although competition between concrete and asphalt interests soon ensued:

In Oregon during the first decades of the twentieth century the cement and asphalt interests waged a tremendous battle to determine who would pave the roads of the State. Asphalt and cement, however, were not the only materials used to pave roads in Oregon. In Portland during 1904 Fourth Street was paved with wooden blocks. But the spring water seeped under the blocks, which swelled and buckled, destroying the surface of the road. A more lasting pavement was made by the use of stone ballast blocks which came into the port in the holds of ships, especially those from Belgium.¹³⁹

Many types of pavement were used by the Highway Department over time, particularly during the department's early years as the science of surfacing rapidly developed. The 1914 *Biennial Report* describes Warrenite pavement, which was very commonly used along US 101:

¹³⁵ ODOT, Road Establishments Files: Clatsop County, ODOT Library and History Center, Salem.

¹³⁶ ODOT, Road Establishments Files: Lane County, ODOT Library and History Center, Salem.

¹³⁷ T.W. Salisbury, *The City and Port of Astoria Year Book: Annual Review of Shipping, Manufacturing and Development of the Lower Columbia River District U.S.A. Astoria: City of Astoria, 1924*, 45; Blakely, 28.

¹³⁸ Salisbury, 43-45.

¹³⁹ Hoyt, 34.

Under the mixing method of building bituminous macadam roads, the two that are the most used are Warrenite and Asphaltic concrete.... Warrenite is an adaptation of the bitulithic pavement on country roads. It contains in the mixture larger sized pieces of broken stone.... In Warrenite stones as large as one inch are used in the surface mixture. Many miles of Warrenite have been laid in Washington. This department built a demonstration road of two miles of Warrenite this year in Clatsop County.¹⁴⁰

Along the Oregon Coast, the Warren Construction Company completed the first section of highway using Warrenite Paving in Seaside in 1914. The road measured nine feet wide with a four foot shoulder on each side. It extended north from the O'Hanna Creek Bridge within the Seaside city limits. The pavement was placed on top of previously laid macadam. State Highway funds, funneled through the county in the amount of \$22,000, financed the project.¹⁴¹¹⁴²

Notably, every section of US 101 has been resurfaced, and many portions have undergone multiple resurfacings.

Soon after this initial section of highway was completed, other small projects followed. In 1914, the Highway Commission funded a nine-mile section of highway between Hamlet Junction and the Tillamook County line. In 1917, the state adopted this road section as an official part of the Coast Highway.¹⁴³ Also in 1914, the state designated the location of the Seaside to Tillamook County line, with the Road Bond Fund sponsoring the \$100,000 survey. Prior to the construction of this road segment, Clatsop and Tillamook County were connected with just two, indirect foot trails.¹⁴⁴

In the fall of 1914, the state paved a section of road from Astoria to the Warrenton city limits. The project included eight feet of concrete pavement, with four feet of macadam shoulder space on each side of the road. State Highways provided \$20,000 for the project and Clatsop County contributed funds as well.¹⁴⁵ In 1915, crews laid a twelve-foot wide pavement section from 2nd to 12th Avenue in Seaside. They also laid a nine-foot wide section of pavement from 12th Avenue to the city limits.¹⁴⁶ In 1919, crews in Curry County graded Corbin (Mussel Creek) to Brush Creek, Brush Creek to Hubbard Creek, and Hubbard Creek to Port Orford. They also paved Corbin to Hubbard Creek circa 1923, and Hubbard Creek to Port Orford in 1921.¹⁴⁷

Also in 1914, the West Beaver Creek Bridge was completed in Tillamook County. The oldest existing bridge along US 101, this 65-foot-long bridge is a reinforced concrete arch that rises ten feet above the streambed. Widened in 1935, it boasts virtually no architectural detailing except for the graceful arch underneath the bridge deck, created from board-formed concrete. Tillamook County built the bridge,

¹⁴⁰ OSHC, 1914, 13-15.

¹⁴¹ Scott, 286.

¹⁴² ODOT, Road Establishments Files: Clatsop County, ODOT Library and History Center, Salem.

¹⁴³ Ibid.

¹⁴⁴ Ibid.

¹⁴⁵ Ibid.

¹⁴⁶ Ibid.

¹⁴⁷ ODOT, Road Establishments Files: Lane County, ODOT Library and History Center, Salem.

because the Highway Department was still in its infancy in 1913. Nevertheless, the state did incorporate the bridge into the highway system.¹⁴⁸

In order to demonstrate progress in road construction activities, the Highway Commission released *Biennial Reports*. The 1917-1918 *Biennial Report* contains a map of the state with ‘the main traveled roads’.¹⁴⁹ The report clarifies that the map does not illustrate the highway systems, but shows the popular travel routes. Interestingly, many of these well-traveled routes became the approximate locations of later highways. The *Biennial Report* map indicates that the route from Astoria to Hebo was well-traveled, with the road south from Hebo to Neskowin (macadamized in 1919-1920) being less popular. The map shows this section of road as partially following the current highway’s route. Further south, a well-traveled road existed between North Bend and Crescent City, California. This is the approximate route of the highway through this area today. This map also illustrates the major gap in well-travelled roads between Neskowin and North Bend that existed at the time.¹⁵⁰

The report mentioned other notable activities such as a survey from Port Orford south for a new alignment that would eliminate some of the existing road’s steep grades and sharp turns. The survey resulted in a proposal for a twelve-foot roadbed, with a maximum grade of six percent.¹⁵¹ In Tillamook County, the Highway Commission awarded a contract to Oskar Huber of Portland on August 7, 1917 to grade and pave a five mile road section. This section would extend south from the edge of the most recent paving project, which had been installed about three miles south of Tillamook City. The contractor increased the roadbed’s width to 24 feet, and eliminated “all excessively sharp curves”. The project also replaced all wooden culverts, trestles, and bridges with modern concrete structures, and renewed and paved the decking on two steel bridges. The base and mixture from the concrete was generated by crushing large boulders from the creek bed. Although some of the sand came from local beaches, most had been shipped from Portland and hauled to the project site from Tillamook. The project was completed in December, 1918.¹⁵²

The 1919-1920 *Biennial Report* reports only four sections of US 101 as undergoing paving: Astoria to Seaside (which was still partially macadamized pavement), south of Tillamook (completed December 1918), a small section from Hemlock to Beaver (macadam, asphalt paved in 1921), and from North Bend to Coquille (macadam, asphalt paved in 1921). The remaining highway sections remained listed as under construction or unimproved.

In Clatsop County, the Youngs Bay Bridge was placed under contract and construction. In addition, the section from the end of the Youngs Bay Bridge to Miles Crossing was paved with an eighteen foot wide concrete pavement. From Miles Crossing south to the start of the Warrenton Cutoff, the embankment was widened to accommodate a standard 16-foot pavement width. The section from the south end of the Warrenton Cutoff to Seaside was also being paved and most of the section between Seaside and the Tillamook County line was macadamized. The County Court was completing the macadamization

¹⁴⁸ Allen, 43.

¹⁴⁹ Appendix C. “Biennial Collection Map” contains a copy of each Biennial Report Map, these maps are very helpful for understanding the evolution of the highway overtime.

¹⁵⁰ Oregon State Highway Commission (OSHC), Third Biennial Report, 1918, 3.

¹⁵¹ OSHC, 1918, 90.

¹⁵² Ibid, 133.

from Necanicum south, covering a 1.5-mile gap. By 1920, the Highway Commission was pleased to announce that the Coast Highway through all of Clatsop County was open to winter traffic. C.W. Wanzer, Division Engineer oversaw all state work in Clatsop County.¹⁵³

In Coos County, work was being done on the route from North Bend to Coquille. In Curry County, the “long climb between Hubbard Creek and Brush Creek was eliminated.” Contracts were awarded for grading and a portion for surfacing in this area. Location surveys of the entire Coast Highway were underway or completed from the Coos County line south to Mussel Creek. A thorough reconnaissance had been completed from Mussell Creek south to the California border. The state awarded Contract No. 302 to J.W. Hillstrom of Marshfield, Oregon on September 28, 1920 to surface 4.2 miles of Coast Highway’s Hubbard Creek to Brush Creek section. Contract No. 148 for the grading of 6.82 miles between Hubbard Creek and Brush Creek on the Coast Highway was awarded to Moon & Company of Marshfield, Oregon on June 10, 1919. This work was awarded under the engineering supervision of B.O. Johnson, Resident Engineer.¹⁵⁴

In Lincoln County, Mr. Nunn, State Highway Engineer conducted reconnaissance of the Coast Highway from Newport north to the Tillamook County line. Between Newskowin in Tillamook County and the Salmon River in Lincoln County, location surveys were made of 10.27 miles. The two counties each contributed \$12,500 for highway construction. The Highway Commission had applied to the Bureau of Public Roads to request the federal government to cooperate with the remaining construction costs as a Forest Road project. W.D. Clarke, Division Engineer for the State, supervised the work.¹⁵⁵

During that period, two projects were underway on the Coast Highway. A 4.69-mile contract to gravel the highway north from Tillamook to the Clatsop County line had been awarded to an unknown contractor. In addition, preliminary surveys were conducted of the section from Hebo south to the Lincoln County line. C.L. Grutze, Division Engineer oversaw the work until September 1920, when W.D. Clarke took over the district as Division Engineer.¹⁵⁶

The road construction during this early period constitutes a small percentage of the completed highway, because the Highway Commission spent most of this time period seeking funds and organizing the statewide highway movement. Preliminary steps were well under way during this period, as surveying, grading and laying gravel roads represented important steps towards more permanent paved roads. Furthermore, competing for funds from other proposed state highway projects kept progress along the coast slow until 1921, when the pace of road building intensified.

Community Development

During the early twentieth century, Oregon coastal towns were generally small, with exceptions such as the City of Astoria (population of 8,381 in 1900), North Bend (population of 2,078 in 1900), Marshfield (population of 1,391 in 1900), and the Coquille area (population of 1,227 people in 1900). The circumstances of these four towns during that era illustrate how the coast was divided. Astoria, with its

¹⁵³ OSHC, Fourth Biennial Report, 1920, 164.

¹⁵⁴ OSHC, 1920, 194.

¹⁵⁵ OSHC, 1920, 304.

¹⁵⁶ OSHC, 1920, 352.

access to the Columbia River Highway and major economic activities served as the focal point of the Northern Oregon Coast. With North Bend, Marshfield, and Coquille—all in Coos County—the Coos Bay/North Bend area was the focal point on the Southern Oregon Coast, with development radiating around Coos Bay. The Central Oregon Coast lacked any major towns before 1920, with the largest population in 1900 living within the Gardiner area of Douglas County (844 residents).¹⁵⁷

By 1920, Astoria had grown to a population of 14,027 and Seaside's had more than quadrupled to 1,802. Astoria and Seaside remain the major towns in Clatsop County to this day. In Tillamook County, Tillamook City's population had also more than doubled to 1,964. In Lincoln County, Toledo and the surrounding precinct populations had almost doubled to 1,227. Newport was becoming established at this time and had a population of 629. In Lane County, historically and presently, coastal towns hold only a small part of the county's overall population. In 1920, the county had 38,166 people and coastal inhabitants made up only 1,210 (three percent) of the overall population, with Florence having the most at 493. Douglas County had only two precincts located along the Oregon Coast, Reedsport (1,439 people) and Gardiner (451 people). The Gardiner Precinct likely shrank so dramatically between 1900 and 1920 because of redistricting and introduction of the Reedsport Precinct. In Coos County, the Coos Bay/North Bend area continued to grow and dominate the Southern Coast. North Bend had a population of 3,268, Marshfield (now Coos Bay) had 4,034, Coquille had grown to 1,642 and Bandon was established with a strong population of 1,440. By 1920, Curry County still lacked a substantial coastal town, with the largest populations residing in the Floras Creek Precinct (549), Chetco Precinct (453), Brookings Precinct (421), and Port Orford Precinct (343).

All major coastal towns experienced moderate growth between 1900 and 1920, indicating that, regardless of highway access, the region drew settlers who established towns. Yet the Central Coast's small population likely interfered with its acquisition of road improvement funds. Community development along the coast from 1913 to 1920 remained focused on logging, fishing, dairy production, and mining, but poor roads clearly inhibited access to and from distant markets.

Clatsop County

Clatsop County is home to the oldest established city on the Oregon Coast, Astoria. Founded in 1811, the city was formally incorporated in 1856. By 1914, Astoria was the second largest city in Oregon with a population of 8,975, and today the city boasts just over 10,000 residents.¹⁵⁸ Evidently, the city and county grew very quickly during its early history, but growth has been stagnant for much of the twentieth century. In addition, the county's early establishment as the county seat and its position at the mouth of Columbia and relative lack of significant natural obstacles gave Astoria and the larger county the fortunate opportunity to advance highway improvements through the area, with the first section of official US 101 completed in Clatsop County in 1914.¹⁵⁹ By 1920, Clatsop County's coastal

¹⁵⁷ All population data used in each Community Development Section, including population numbers for cities, precincts and counties, was acquired from U.S. Census Reports. Reports used in analysis include the Twelfth Census of the United States (1900), the Fourteenth Census of the United States (1920), the Fifteenth Census of the United States (1930), the Sixteenth Census of the United States (1940), the Seventeenth Census of the United States (1950), and the Eighteenth Census of the United States (1960). Data retrieved from <http://www.census.gov/prod/www/decennial.html> on December 17, 2014.

¹⁵⁸ City of Astoria, "History," <http://www.astoria.or.us/page/135> (accessed December 18, 2014).

¹⁵⁹ Scott, 286.

towns had a population of 20,087, comprising eighty-seven-percent of the total county population, and making it the county with the most coastal dwellers.

In the late 1800s, Astoria's salmon canneries, and forest and shipping industries significantly transformed the area into the liveliest boom town between Seattle and San Francisco. Immigrants came from Finland, Scandinavia and China, diversifying the area's culture as well as expanding its economy.¹⁶⁰ Other early packing companies in Clatsop County include the Columbia River Packing Company (the Cutting Packaging Company until 1892) and the Tallant-Grant Packing Company (established in 1908).¹⁶¹ From 1913 to 1920, Astoria continued to be a major shipping and fishing port, as well as a major logging town. A saw mill and a paper mill were constructed in 1917.¹⁶² In addition, agriculture, dairying and ship building occurred in Clatsop County during this time.¹⁶³

Youngs Bay, which separates the towns of Astoria and Warrenton, is Clatsop County's primary tributary. In 1918, the front of the bay was devoted chiefly to agriculture and dairying, and the back of the bay contained vast amounts of lumber, from which about 75,000,000 feet of logs were cut annually.¹⁶⁴ Development of Youngs Bay for increased shipping was a focus of the Astoria community from 1918 through 1920. There was a strong desire by local residents to dredge and expand the depth and width of the bay to accommodate dense barge and freight traffic. The federal government resisted making the expenditure.¹⁶⁵ Eventually, the Port of Astoria agreed to dredge the bay in 1919, and a very large grain elevator and flour mill were added the same year.¹⁶⁶ After the dredging, attention shifted to improved vehicular movement around the bay.

In February of 1919, the Warrenton Commercial Club submitted a feasibility study to the Highway Commission for building a road and bridge from Smith's Point in Astoria, across Youngs Bay and continuing to Warrenton, which would parallel the existing Portland & Seattle Railroad trestle.¹⁶⁷ The club stated that:

It is argued that this route reduces the distance of the highway from Portland to the government reservation at Fort Stevens and Clatsop beaches approximately three miles, provides a water-grade route from Astoria and is generally a better permanent location for the state road than the county road and bridges over Youngs River and Lewis and Clark River, on which the state highway commission contemplates spending considerable money. The project involves a large initial expense, but it appears to be gaining the support of the leading men in Astoria and Clatsop county.¹⁶⁸

¹⁶⁰ PDXHistory.com, "Astoria," <http://www.pdxhistory.com/html/astoria.html> (accessed December 18, 2014).

¹⁶¹ Jeffrey H. Smith, *Images of America: Astoria*, Columbia River Maritime Museum, Charleston (SC): Arcadia Publishing, 111-112.

¹⁶² "New Sawmill Probable," *The Oregonian*, February 11, 1917, 5; "Paper Mill Machinery at Astoria," *The Oregonian*, May 17, 1917, 10.

¹⁶³ "Houser Buys Shipbuilding Plant," *The Oregonian*, June 17, 1917, 7.

¹⁶⁴ "Young's Bay Must Wait," *The Oregonian*, February 10, 1918, 41.

¹⁶⁵ Ibid.

¹⁶⁶ "Grain Elevator Will Rise at Young's Bay," *The Oregonian*, January 27, 1919, 1.

¹⁶⁷ "Warrenton to Ask Road," *The Oregonian*, February 25, 1919, 2.

¹⁶⁸ Ibid.

By 1919, the Youngs Bay Bridge was under constructed and by 1921 it was completed. This was the first major bay crossing completed along US 101. The bay bridge completion stands as the most important US 101-related advancement in Clatsop County between 1913 to 1920, although the county's initial paving in 1914 set an important precedent as the official start of highway construction.

Seaside, Oregon, the only other substantial settlement in Clatsop County before 1920, was also an established town before the highway's completion. Since 1850, when Seaside's first guest house opened, the city's tourism had grown steadily, with tourism presently the city's primary industry. In 1888, the railroad came to Seaside, which greatly influenced the city's growth.

With the opening of a railroad between Youngs Bay and Seaside in 1888, the region became even more accessible to commercial activity, vacations and recreation. To escape Portland's summer heat families would make the boat and railroad journey to Seaside and spend their summer in the beautiful little town. Daddy would then make the trip back to Portland, spend the week at his job, returning on weekends to visit the family. Every weekend the families would gather at the railroad station to greet daddy, then see him off on his trip back to Portland. It wasn't long before the train carrying daddy became known as the "Daddy Train." In 1898, rail service began along the Columbia from Portland to Astoria.¹⁶⁹

By 1910, Seaside had a population of 1,600, which ballooned to approximately 11,600 during the summer months. Seven daily trains now reached the community, the local bank had capital of \$25,000.00, and the lumber company employed 250 people.¹⁷⁰ In 1913, Seaside (incorporated in 1899) and West Seaside (incorporated in 1905) merged thus unifying the community, enhancing tourism and increasing its political pull. After a 1912 fire destroyed the commercial center of Seaside east of the Necanicum River, the city center started to grow along Broadway. In 1914, the Natatorium, an indoor saltwater pool, was completed on the beachfront. The Natatorium hosted swimming races and other popular water events. The Gilbert Block Building, east of the river, was completed in 1915. In 1920, the concrete Promenade and Turnaround were constructed, replacing the historic wooden boardwalk. Today, this iconic boardwalk attracts many thousands of visitors each year.¹⁷¹

Development in Clatsop County during this time period focused on Astoria's economy and industry, as well as Seaside's tourism. These fast-growing towns benefitted from roads already established in the area, as well as the train that arrived in the 1880s. The *Biennial Collection Map* from 1918, Appendix C, illustrates the 'loop,' created by 1918, that linked Portland with Astoria, Astoria with Tillamook County, and Tillamook County with the Willamette Valley. Clatsop County was well-established before 1913, but the development of US 101 had a strong impact, with sections being completed in Astoria and Warrenton, north of Seaside, and between the Hamlet Junction and the Tillamook County line in 1914. In 1915, additional paving work was done in Warrenton, within the City of Seaside. By 1919, the Young's Bay Bridge in Clatsop County was under construction and by 1920 most of the highway through Clatsop County was complete.

¹⁶⁹ The City of Seaside, Oregon, "Seaside's Rich Historical Past," <http://www.seasideor.com/item.asp?iid=22> (accessed December 18, 2014).

¹⁷⁰ Ibid.

¹⁷¹ Ibid.

Tillamook County

The first settlers arrived in Tillamook County in 1851 and found that the cool, wet weather and availability of water resources -five rivers, five bays, and the Pacific Ocean- created perfect conditions for raising dairy cows with ample lush grass.¹⁷² The growth of the cheese industry continued into the 20th-century and continues to thrive there. Between 1913 and 1920, the industry focused specifically on cheese production, but now promotes other dairy products in addition to tourism. By 1920, Tillamook County's coastal population was 8,073, comprising ninety-two-percent of the total county population, and making it the second-most populated county on Oregon's coast.

After Tillamook County was established in 1853, a small group of families settled around the east shore of Tillamook Bay, where the county's coastal population is still most dense. The towns that formed along the bay soon thereafter included Barview, Garibaldi, Bay City, Idaville, and Tillamook. Other small towns also grew north of the Bay at Manzanita, Nehalem, Wheeler, Brighton, and Rockaway Beach. South of the Bay, communities sprouted in Netarts, Beaver, Hebo, Pacific City, Cloverdale, Uppertown, Oretown, and Neskowin. In many smaller towns, the main industry was fishing with canneries opening in Uppertown and Oretown during the period.¹⁷³

The lumber and logging industries greatly expanded in 1890, and quickly became vital to the local economy. The first automobile reached the county in 1904, and with the coming of the railroad in 1911, the county's first paved streets were laid.¹⁷⁴

Development in Tillamook County during this time focused around dairy production, fishing and canning, as well as logging. Though fairly small populations existed throughout the county in 1920 (except for Tillamook City, which had grown to almost 2,000 residents) the availability of an improved network of county roads in addition to the railroad allowed the county to develop before the highway was completed. Several highway projects were completed in Tillamook County during this time. In 1917, for instance, grading and paving occurred south of Tillamook City, and by 1920 two other projects were underway.

As shown in the *Biennial Report Map* for 1918 (Appendix C) the area from Astoria to Hebo, and from Hebo to Neskowin were easily accessible. The urgency for highway completion in these areas was lesser than for areas further south, where no roads existed at all. Despite highway development projects during this time, the available roads and railroad likely had a greater impact on the county's activities and formation between 1913 and 1920.

Lincoln County

Lincoln County welcomed its first official recreational tourists in 1837, a honeymooning couple from the Willamette Valley, but the city was not open for settlement until 1895. In 1893, the county was formally

¹⁷² Tillamook Dairy, "Tillamook: Our History," <http://www.tillamook.com/tillamook-story/history.html#1> (accessed December 18, 2014).

¹⁷³ Tillamook County Online, "Tillamook County History," <http://tillamoo.com/history/> (accessed December 18, 2014).

¹⁷⁴ Ibid.

established by combining portions of Polk and Benton Counties. Before the onset of white settlement in 1895, the region was inhabited by several branches of Salish Indians.¹⁷⁵

These included the Tillamook, Nehalem and Siletz branches. Specifically, the Siletz River and the Siletz Bay areas at the south end of Lincoln City were the home of the Siletz branch. Today, the Siletz Pow-Wow is an annual event held to recognize and celebrate the important part of our past.¹⁷⁶

The first white settlers in Lincoln County were fishermen attracted to the large number of salmon in the Siletz and Salmon Rivers. Soon after the early white settlers arrived, farming and homesteading became established.¹⁷⁷ Early settlers in the Siletz area accessed homesteads and timber claims by way of a military road from Corvallis to Yaquina Bay and a road from Toledo to the Siletz River. Some also traveled up the river by boat. By 1920, the road was complete to Mowrey's Landing.¹⁷⁸ Also by 1920, Lincoln County's coastal population was 5,449, comprising ninety percent of the total county population, and making it the fourth-most populated county of coastal dwellers.

Lincoln City formerly consisted of multiple smaller towns formally united together through legislation in 1965. These smaller communities included Cutler City, Taft, Nelscott, Delake, and Oceanlake. The first settlement in Lincoln County was Kernville (1896), where the first cannery was built.¹⁷⁹ By 1915, settlements in North Lincoln County included Otis, Devil's Lake, Taft, Parmele, Kernville, Sijota (now Gleneden), Depot Bay, and Otter Rock.¹⁸⁰

Economic development in Lincoln County from 1913 to 1920 focused on fishing, canning, farming, and logging, with logging activity increasing after 1920).

The cannery was on the north bank of Siletz River about two miles upstream from the old Oregon Coast Highway bridge and the location of Kernville in 1945. The sawmill, post office, and original community of Kernville were on the southwest bank about a mile upstream from the present site of Kernville which, since the completion of the new Siletz River bridge and the rerouting of US-101 in the 1980s, is no longer on the main highway.¹⁸¹

With the abundance of fish on the Siletz and Salmon Rivers, a cannery was constructed to move the product quickly and prevent spoilage. In addition, a saw mill was established to exploit the county's rich

¹⁷⁵ City of Lincoln City, "Lincoln City: Wander Through our History," <http://www.oregoncoast.org/heritage-culture/> (accessed December 18, 2014).

¹⁷⁶ Ibid.

¹⁷⁷ Ibid.

¹⁷⁸ North Lincoln Pioneer and Historical Association (NLPHA), *Pioneer History of North Lincoln County, Oregon Volume I*, McMinnville, OR: Telephone Register Publishing Co., November, 1951, 9.

¹⁷⁹ Lincoln County Historical Society (LCHS), "Lincoln County: A Brief History," <https://oregoncoasthistory.org/museums-exhibits/burrows-house/lincoln-county-history/> (accessed December 18, 2014).

¹⁸⁰ NLPHA, 1951, 9.

¹⁸¹ LCHS, "The History of Lincoln County Communities," information from Oregon Geographic Names, edited by Lewis A. McArthur, 6th edition, website copy write 1992 Oregon Historical Society Press and from the Lincoln County Historical Society files. <http://www.newportnet.com/coasthistory/Communities.htm> (accessed December 18, 2014).

forest resources. Both the cannery and sawmill are no longer in operation, but they were pivotal in the county's expansion during this period.

The lack of coastal roads through Lincoln County during the period from 1913 to 1920 likely contributed to the county's lack of population centers, with the exception of Toledo with a population of 1,227 in 1920. Two major roads did exist from Waldport to Corvallis and Newport to Corvallis. Toledo's proximity to the Corvallis to Newport route, likely contributed to its growth. Unlike Northern Oregon Coast counties, which maintained good roads from Portland to Hebo, Lincoln County and the Central Oregon Coast had to settle for direct inland routes instead of vertical coastal connections. Lincoln County had no highway construction projects completed from 1913 to 1920, notwithstanding the State Highway Engineer's reconnaissance of the Coast Highway from Newport north to the Tillamook County line in 1919 to 1920. The modest level of highway development in Lincoln County, therefore, had a role in the region's lack of economic development during that time period.

Lane County

Lane County was established in 1851. The county did not have a coastal road connection until it acquired the northern part of Umpqua County in 1853. Additional territory changes occurred south, east and west within the county at later dates. Historically, Lane County's economy focused on timber and agriculture. Timber became important because the county is situated at the edge of Oregon's largest timber stand. The fertile soil and moderate climate made Lane County's Willamette Valley one of the most productive farming areas in the nation. Another major economic asset for the county is the University of Oregon in Eugene. In addition, with access to the mountains and the coast, tourism invigorates the county's economy.¹⁸² By 1920, Lincoln County's coastal population was 1,210, comprising three percent of the total county population, and making it the least populated county with respect to coastal dwellers.

Originally, the Siuslaw River and the county's coastal connection drew inland dwellers for salmon fishing and, soon thereafter, logging. In the 1880s, the journey between Eugene and Florence impeded the area's growth, a problem the county sought to address with improved wagon roads. Florence was established in 1876 by Duncan & Co., who built a cannery, and A.J. Moody, who built a store. Soon after a hotel was constructed.¹⁸³

As shown in the Biennial Collection Map for 1918 (See Appendix C) Lane County only featured one well-traveled road between Eugene and Florence by 1918. With limited access beyond the region, this lone highway had a negligible impact on this county between 1913 and 1920, as no construction projects were completed along US 101, even though ongoing legislative debates hinted at future investment in the county's coastal towns.

Douglas County

The history of Douglas County originates with Umpqua County. Umpqua County was created in 1851 after gold was discovered in the Umpqua region. During the rapid increase in settlement, Douglas

¹⁸² Secretary of State, "Lane County History," State Archives, <http://arcweb.sos.state.or.us/pages/records/local/county/lane/hist.html> (accessed December 18, 2014).

¹⁸³ Albert G. Walling, *Illustrated History of Lane County*, Oregon, Portland: A.G. Walling Publishing, 1884, 449.

County was created (1852) and originally encompassed all of Umpqua County east of the Coast Range. As gold mining activity decreased and resources declined, Umpqua County ceased to exist through legislative action and was absorbed into Douglas County, which now stretches over 5,134 square miles. Douglas County is the largest coastal county by land area, but the county's actual coastline measures only about eighteen miles, making it the county with the least amount of shoreline. By 1920, Douglas County's coastal population was 1,890, comprising nine percent of the total county population, and making it the second-least-populated county in terms of coastal dwellers.¹⁸⁴

Concentrated around the Umpqua River and its watershed, Douglas County's coastal economy was historically associated with fishing, agriculture, and livestock, as well as logging and millwork. The majority of logging activities, both historically and presently, have occurred further inland than the coast range, but logging activities along the Douglas County coastline have influenced the locational patterns of coastal town development.¹⁸⁵

By 1920, the only established coastal towns in Douglas County were Reedsport and Gardiner. Reedsport was first platted in 1900, and obtained its first post office on July 17, 1912 when it was officially established as a town.¹⁸⁶ From 1913 to 1920, Reedsport was a small town with minimal commercial activity centered on fishing and logging. Gardiner, established in 1850, opened its post office in 1851.¹⁸⁷ Largely a logging and fishing town, Gardiner had multiple mills by 1900 and a canning industry on Cannery Island to the west and in the Umpqua River. In 1911, Gardiner suffered a major fire and later development included a modern hotel, movie theater, power plant, and hospital. Indeed, from 1880 to 1916 Gardiner basked in its 'Golden Age.' With the eventual decline in logging and seafaring travel, Gardiner's growth slowed and prosperity stagnated.¹⁸⁸ By 1916, only one mill remained and the advancing railroad bypassed the town.¹⁸⁹

The *Biennial Collection Map* for 1918 (See Appendix C) shows that only one, infrequently traveled, road connected Reedsport and Gardiner from Drain. The complete lack of north-south connecting roads and the existence of only one inland route would have isolated these two small towns. During this era, no US 101 construction projects were completed and the highway's development had little impact on the Douglas County coastline.

Coos County

Coos County was established in 1853 – carved out of the western sections of Umpqua and Jackson counties through legislative action.¹⁹⁰ Shortly after the Coos Bay Commercial Company arrived, the towns of Empire City (now part of Coos Bay) and Marshfield began to thrive. The county's first saw mill,

¹⁸⁴ Secretary of State, "Douglas County History," State Archives, <http://arcweb.sos.state.or.us/pages/records/local/county/douglas/hist.html> (accessed December 18, 2014).

¹⁸⁵ Ibid.

¹⁸⁶ Lewis A. McArthur, Lewis L. McArthur. *Oregon Geographic Names (7th ed.)*. Portland, Oregon: Oregon Historical Society Press, 2003, 803.

¹⁸⁷ Ibid, 392.

¹⁸⁸ Georgina Durbin, "The Gardiner That Was," Douglas County Historical Society, 2011, <http://www.douglascountyhistoricalsociety.org/2011/01/04/the-gardiner-that-was/> (accessed December 5, 2014).

¹⁸⁹ Ibid.

¹⁹⁰ McArthur, 228.

built by G. Wasson and Partners near Bullards, was powered by an undershot water wheel. The Territorial Legislature granted permission for the development of wagon roads from Coos Bay to Jacksonville in 1854 and to Roseburg in 1857.¹⁹¹ This helped connect the county's coastal section with the inland portion at an early phase, aiding area growth. Moreover, the early establishment of logging and fishing along the coastline encouraged Coos County's coastal population to swell at a greater rate than neighboring Douglas or Curry counties.

The 1870s brought more expansion to Coos County, with opening of the Coquille post office in 1870 and the Marshfield post office in 1871. In 1872, the Coos Bay Wagon Road opened, connecting Coos County with the Roseburg and Umpqua River valley areas. In 1874, Marshfield became the first incorporated town in Coos County. Other coastal towns appeared during the late 19th century, including Coquille (1885) and Bandon (1891). Several port districts within the county, founded during the early 20th century, include the Port of Coos Bay (1909), the Port of Coquille River (1912), and the Port of Bandon (1913). Coos Bay, reputedly the best natural harbor between the San Francisco Bay and Puget Sound, became the largest forest products shipper in world during this period.¹⁹²

Coos Bay's harbor attracted interest from Californians early in the area's development, leaving Coos County with stronger ties to California and San Francisco than any major Oregon towns and cities to the north. This was partially because of the lack of an overland highway and largely because of existing settlement patterns:

Along the southern coast some of the hordes that migrated to California during the Gold Rush in the early 1850s spilled into southern Oregon, chasing gold deposits discovered along rivers in the area, especially near the mouth of the Coquille River. These and other early residents along the southern coast, including the Chetco and Rogue River areas, were more connected to California's most northern Del Norte County than the territory that would become Oregon's Curry County.

Similarly, the southern coast's population centers of Marshfield (Coos Bay), North Bend, and Bandon, all founded around Coos Bay and the Coquille River, were slow to be connected to Oregon's inland valleys by roads. Founded largely by people from San Francisco, they were more closely tied to California than the population centers of Oregon. Not until the Coast Highway and the Rogue River Bridge opened did the south coast begin to be fully integrated into Oregon's sphere.¹⁹³

By 1920, Coos County's coastal population was 18,420, comprising eighty-three percent of the total county population, and making it the second-most-populated county in terms of coastal dwellers. The shipping and logging industries in Coos Bay had a significant role in the city's development during this period. US 101 projects did impact Coos County between 1913 and 1920, as some paving was completed

¹⁹¹ Ethel Taylor, "Coos County History," <http://rebelcherokee.labdiva.com/cooshist.html> (accessed December 18, 2014).

¹⁹² Taylor, 2014.

¹⁹³ Allen, 157-158.

in 1917. In addition, between 1919 and 1920, the road from North Bend to Coquille was macadamized (and later paved in 1921).

As shown in the Biennial Collection Map for 1918 (See Appendix C) the Southern Oregon Coast had a loop similar to the one on the Northern Oregon Coast. The Southern Oregon Coast loop connects Roseburg to Coquille, then Marshfield, north to Scottsburg and east back over to Drain. The original loop alignment appeared to influence the highway's later alignment, which closely tracks the original roads from Marshfield to the California border. Parts of the loop were paved during this time and deemed part of US 101, proving that the highway influenced this area as early as 1917.

Curry County

Curry County, created in 1855, was carved out from the southern portion of Coos County. Originally, Port Orford and Ellensburg (Gold Beach since 1891) were the county's two main towns. In 1852, gold found near what is now Gold Beach spurred population growth. Settlement in the county initially concentrated along the coast and relied primarily on water transportation. The slow development of inland transportation routes kept the county relatively isolated well into the twentieth century.¹⁹⁴ By 1920, Curry County's coastal population was 2,805, comprising ninety-three percent of the total county population, and making it the third least-populated county along Oregon's coast.

In 1919, the Corbin (Mussel Creek) to Brush Creek, Brush Creek to Hubbard Creek, and Hubbard Creek to Port Orford highway sections in Curry County were graded, with paving done in 1921 and 1923. The highway's overall impact on this county from 1913 to 1920 is minimal as the region remained economically and socially isolated from other coastal communities and more aligned with Northern California.

Recreation

Recreation along the Oregon Coast has greatly evolved over time. During the early 20th century, it was relatively popular to drive along the beach route via stagecoach. People enjoyed the experience, and it was also the only reliable north-south route – particularly along the Northern Coast. By the 1910s, motorists attempted to travel along the coast using the coast's notorious maven of local roads. The road conditions, and resulting mechanical failures and lack of automobile services, caused intense frustration. Motorists were unable to recreate freely, without constant fear of vehicle failure, until the 1920s.

The best available roads for recreation were situated to the area from Astoria to Hebo and from Marshfield in Coos Bay to Crescent City, California. In 1918, an automobile dealer drove the Oregon Coast from Marshfield to Crescent City to surprise those delivering of a shipment of Maxwell cars. The 161-mile journey took him 51 hours, destroyed seven tires and ruined three sets of chains.¹⁹⁵ His journey illustrates the difficulty of traversing supposedly improved roads. The lack of improved roadways along the coast minimized interest in recreation and impeded the growth of many, now-

¹⁹⁴ Secretary of State, "Curry County History," State Archives, <http://arcweb.sos.state.or.us/pages/records/local/county/curry/hist.html> (accessed December 18, 2014).

¹⁹⁵ Blakley, 7.

popular, coastal towns. Prior to the highway's completion, these communities relied extensively on the railroad for most recreational and tourism travel.

The coast's natural features represented some of the most significant draws for urban recreationalists. A major recreation site in Newport before the establishment of the highway was Jump-off Joe. Jump-off Joe was a sea stack at Nye Beach in Newport, composed of middle Miocene concretionary sandstone of the Astoria Formation.¹⁹⁶ Around 1890, construction of the jetties at Yaquina Bay caused the tides to change, and this sandstone landmass, jutting 150 feet into the surf, eroded significantly. Within a decade, a stone mass with an arch remained and became known as Jump-Off Joe. The formation became famous as Nye Beach grew into a popular destination. Around 1900, Dr. A.L. Thomas turned photographs of the formation into a profitable postcard business. In July 1914, after residents complained, the State Land Board determined that Jump-Off Joe was state property and ordered that advertisements be removed from the rock. Erosion of Jump-Off Joe continued, and the arch crumbled around 1916.¹⁹⁷ Geologist Warren Smith took a coastal road trip in 1925 and wrote that "One of the most striking features on this part of the coast of Oregon is a sea stack, known to old-timers as Jump-Off-Joe. Less than ten years ago Jump-Off-Joe consisted of a great arch formed in the sediments by the cutting of waves, which since that time has caved in at the top, leaving now to smaller stacks that are not as picturesque as the former rock. And in a very remote time Jump-Off-Joe itself was connected with the mainland by a mass of connecting rock, but the ceaseless pounding of storm waves has gradually cut through, probably along some weak lines, leaving these remnants now completely surrounded by water at high tide and disconnected from the land."¹⁹⁸ By the 1940s, nearly all traces of the formation had disappeared.¹⁹⁹

The Three Arches Rock, a geological feature near Oceanside, was able to garner federal attention to preserve its features for future public enjoyment. In 1907, President Roosevelt declared the Three Arch Rocks geological feature a National Wildlife Refuge. These early efforts to conserve the coast's distinctive natural features had a significant role in its attractiveness as a recreational destination. Distinctive scenic areas with unique features such as the "Devil's Punchbowl", "Seal Rock", "Sea Lion Caves", "Humbug Mountain" and many others have attracted visitors with their dramatic nomenclature and the wide circulation of scenic photographs in newspapers and on postcards. Roosevelt's 1907 declaration was the first to formally elevate the status of one of these natural features, and laid the ground work for their protection and ongoing admiration.²⁰⁰

Highway-related scenic waysides, parks, or geological features were not formally established prior 1920. Inland travelers may have visited various points along segments of the highway during this period, but these parking areas lacked formal designation and municipal maintenance. During this time, before the

¹⁹⁶ USGS, "Jump-Off Joe," <http://walrus.wr.usgs.gov/pubinfo/jump.html> (accessed January 20, 2015).

¹⁹⁷ "Jump Off Joe Immune. Newport May Enjoin Advertisers Who Desecrate Pet Rock," *The Oregonian*, July 1, 1914; "Seascape To Be Natural," *The Oregonian*, July 23, 1914.

¹⁹⁸ Dr. Warren D. Smith, "Geology of Automobile Route Along Corvallis-Newport Road Explained," *The Sunday Oregonian*, May 3, 1925.

¹⁹⁹ Beach Connection, "Newport's Jump-Off Joe, Rock Structure History," http://www.beachconnection.net/vtour_newp29.htm (accessed January 20, 2015).

²⁰⁰ U.S. Fish and Wildlife Service, "Three Arch Rocks National Wildlife Refuge," <http://www.fws.gov/oregoncoast/3archrocks/> (accessed January 26, 2015).

coast offered easily available lodges and motels, many visitors planning to stay overnight stayed at private campgrounds or small cottages. These early campgrounds were soon joined by modest motor courts and auto parks, but these automobile-oriented lodging options remained uncommon along the coast during this era. Early examples of primitive camp grounds include the “tent lots” that were sold in the town of Rockaway.

In 1920, the railroad reached the town of Rockaway. Property owners began selling tent lots adjacent to the railroad. The railroad parallels the present highway and the tent lots remain visible from US 101. While the lots have private owners, they remain significant as having greatly influenced the physical dynamics and street pattern of the community. These tent lots led to small and closely-spaced private homes being built on the lots. The proximity of lots to the railroad made them attractive to visitors from Portland, who could catch a train and then disembark at their campsite.²⁰¹

Although recreation lacked a direct connection with US 101 between 1913 and 1920, the industry did propel the growth of many Northern Oregon Coast towns. The accessible recreation sites were linked together with existing railways and were located along established vehicular routes. Gearhart, Seaside, Ecola, Cannon Beach, Rockaway, Tillamook, Cape Lookout, and Neahkahnie Mountain drew many seasonal visitors enjoying respite from the inland summer heat. The first train arrived in Tillamook in 1911 and soon thereafter visitation escalated. During the 1910s and 1920s, the train from Portland constituted the main transportation mode to the coastal communities.²⁰² A 1917 issue of *The Oregonian* describes a record year for seasonal travelers visiting the Clatsop and Tillamook County areas:

The cottages are nearly all occupied and many who had anticipated spending their vacations here are disappointed in their efforts to secure furnished accommodations. The beautiful groves afford fine camping grounds, and many city folk avail themselves of the opportunity to live the simple life and at the same time delight in the various wonders of beach and woods.²⁰³

Many families had coast houses, where they would live seasonally to ‘escape the heat’ of the city. Youth enjoyed frequenting the dancehalls and many people simply enjoyed wading out into water along Seaside and Cannon Beach’s sandy shores, or enjoying climate controlled waters in the local natoriums (indoor swimming pools). People would also take day hikes or pay for a motor tour along the shore to visit natural sites.²⁰⁴

The 1917 article also mentions a few vacation spots in Newport, accessible by a ‘well-traveled’ road from Corvallis heading west (See the *Biennial Collection Map* for 1918, Appendix C). Highway 20, which now serves the Corvallis to Newport route, was not established until 1945. The accessibility of an east-west route extending from the Willamette Valley likely helped Newport establish its early tourism industry. The article discusses Newport, but does not mention any other coastal town south of Tillamook County. Historic Nye Beach is mentioned as a popular attraction within Newport for

²⁰¹ Larry McKinley, Interviewed by authors, ODOT Region 2, District 1, Personal interview, Astoria, OR., July 31, 2014.

²⁰² Rockaway Beach Chamber of Commerce, “History: Making Memories for more than 100 Years,” <http://www.rockawaybeach.net/explore/history/> (accessed December 22, 2014).

²⁰³ “Many People Seeking Rest and Pleasure at the Seashore,” *The Oregonian*, July 29, 1917, 44.

²⁰⁴ *Ibid*, 44-47.

sunbathing and picnicking but the article suggests that Newport Beach was quieter and less dynamic than beaches in Clatsop and Tillamook County.²⁰⁵

The only recreation-related destination specifically related to US 101 from this time period is Three Arch Rocks. All of the other resources were privately held. This time period is marked by limited recreational opportunities along the US 101 corridor with most development occurring along the Northern Coast and mostly restricted to campsites and individual hotels and modest cottages. This would change, however, during the next period of highway development.

7.4 Growth of Parks and Waysides (1921-1932)

Government

The 1921-1932 period of US 101's development is marked by several legislative initiatives and acts that facilitated both the highway and state parks movements in Oregon. The most significant highway legislation established the Roosevelt Coast Military Highway ("Roosevelt Highway") as an official state highway and created a conduit for federal funding. Recreational and scenic interests were critical to government legislation as well. A series of laws passed during this period established the regulatory foundation for creating the state parks system in Oregon. The improvement and management of state parks fell under the Highway Commission's responsibilities. Initially charged with developing recreation areas adjacent to state highways to promote travel, the Highway Commission turned to the Oregon Coast for its vast potential to advance these goals.

Highway Legislation

The state had previously requested \$2.5 million from the federal government for US 101's construction. The federal government failed to promptly respond to the state's request, provoking state senators Norblad and Hall to submit the Norblad-Hall Roosevelt Military Highway Bill, proposing that construction begin regardless of funding availability.²⁰⁶ On February 28, 1921, Oregon enacted Chapter 395 into law, designating the Roosevelt Highway as a state highway. The law also gave the Highway Commission authority to appropriate existing roads, but affirmed that the highway in its entirety would be known as the "Roosevelt Coast Military Highway."²⁰⁷

In November, the U. S. Congress passed the Federal Highway Act of 1921, creating a federal highway system of primary and secondary highways. The Act also identified the Roosevelt Highway as a primary highway, and classified it as eligible for federal funding. County jurisdiction over state highway right-of-way (ROW) was transferred to state control, and the Highway Commission took responsibility for maintenance of all Roosevelt Highway's newly completed sections.²⁰⁸

The federal government never authorized the state's original highway funding request, but the federal government provided other funds for Oregon's state highway development. As a result of this

²⁰⁵ Ibid, 46-47.

²⁰⁶ Blakely, 16.

²⁰⁷ Oregon State Law, Chapter 395, Oregon Laws, 1921.

²⁰⁸ Oregon Department of Transportation (ODOT) History Committee, Oregon on the Move: A History of Oregon's Transportation Systems, Salem: ODOT History Committee, [2009?], 22.

arrangement, the Highway Commission retained discretion over how to distribute the funds among the counties, and the Roosevelt Highway received little funding in light of competition related to other major highways projects. The Roosevelt Highway Association formed to voice concerns over the lack of funding dedicated to the coast highway. Led by Benjamin F. Jones, the Association catalyzed statewide support for the highway's development over the following decade.²⁰⁹

In 1925, the federal government created a standardized system for naming and numbering US Highways. At the federal level, the coast highway became U. S. Highway 101, but at the state level, it remained the Roosevelt Highway. The interstate routes also adopted US Standard Road Markers and Sign conventions to improve road sign visibility and readability, thereby preventing traffic accidents and saving lives. The new signs were installed throughout Oregon.²¹⁰

One of the most important highway-related initiatives that occurred during this period was signed into law by Oregon Governor Walter Pierce in 1925. The law authorized the Highway Commission to establish acquire, construct, maintain, and operate a ferry across any stream, river, bay, arm of the ocean or other body of water on a state highway. The law was put into practice two-years later.²¹¹ In 1927, when the Highway Commission formally took control over the ferry system, ferries were operating at Gold Beach, Coos Bay, Reedsport, Florence, Waldport, and Newport. The Highway Commission planned to build additional ferries to traverse smaller rivers and bays along the coast and throughout the state.²¹² The legislation served as a short term solution to address challenges facing the Coast Highway's six major waterway crossings. The Highway Commission regarded the Yaquina Bay, Alsea Bay, Siuslaw River, Umpqua River, Coos Bay and Rogue River waterways as major funding and construction hurdles to completing a continuous road.²¹³

On October 19, 1929, Governor Patterson announced that funding would be available the following year for Roosevelt Highway construction, with completing the route as a high priority. Ten days later, on October 29, 1929, the U.S. Stock Market crashed and the country descended into the Great Depression. The federal government, perhaps unaware of the long term financial impacts, allocated over two million dollars in matching funds to the State of Oregon for road construction. Patterson responded by creating a state bond program. Patterson died of pneumonia in December, and State Senate President, Albin W. Norblad was sworn into office on Christmas day as governor. Norblad hailed from Astoria, and was one of the Roosevelt Highway's strongest advocates. He promoted Patterson's state bond program so that the state could continue to receive matching federal funds, asserting that the highway would bring the state desperately needed employment opportunities.²¹⁴

On February 27, 1931, almost ten years after designation of the Roosevelt Highway, the Oregon Legislature changed the highway's name to the Oregon Coast Highway ("Coast Highway") and designated its route as extending from Astoria to California's northern border.²¹⁵ In October 1931, the

²⁰⁹ Blakely, 18.

²¹⁰ Merriam, 20.

²¹¹ Blakely, 32.

²¹² Blakely, 40.

²¹³ OHSC, 1928, 13.

²¹⁴ Ibid, 44.

²¹⁵ Oregon State Law, Chapter 90, Oregon Laws, 1931.

Oregon Coast Highway Association formally organized, with Governor Norblad as president and E. W. McMindea, a former Clatsop County agricultural agent, as secretary.²¹⁶ The organization quickly mobilized a lobbying campaign to advance bridge construction along Coast Highway's six major water crossings. The group advocated immediate construction of wood structure bridges, partly to engage support from regional timber interests. They also sought to expedite the construction process, attesting that wood construction was a faster and more economical approach than expensive permanent concrete structure, which would require years to secure funding.²¹⁷ The association played an important role in securing bridge funding, but their argument for wood construction materials failed. The concrete structure Rogue River Bridge was constructed in 1932, but ferries continued to operate at the other five crossings for several more years while, amidst a national economic crises, a long battle for bridge funding ensued.

Parks Legislation

In addition to significant regulatory highway advancements, the State of Oregon implemented additional measures in 1921 to ensure support for scenic preservation along Oregon's highways. Governor Olcott requested scenic preservation legislation to:

- empower the Highway Commission to acquire rights of way along state highways for the maintenance and preservation of scenic beauty;
- outlaw the destructive cutting of trees along state highways; and
- authorize the Highway Commission to acquire land for parks and parking places to be used by the traveling public.²¹⁸

The right-of-way and clear-cutting proposals passed. Although the parks proposal did not pass, the state could acquire land right-of-way and authorized the Highway Commission to acquire land right-of-way within 300 feet of highway centerlines.²¹⁹ This pivotal legislation helped secure public access to scenic waysides and viewing points along the highway. These recreation sites become a key component of the Coast Highway's cultural landscape. In 1924, a state tree-planting advisory committee was appointed to lead tree-planting activities, as part of a larger roadside and highway beautification initiative.²²⁰ The committee became known as the "Parks and Recreation Advisory Committee" and soon expanded its scope to promote a system of "highway parks." The first park advisory body in the state, it remained active until 1929.²²¹

In 1925, the state passed legislation authorizing the Highway Commission to acquire lands for the "culture of trees and the preservation of scenic places along state highways, and for parks, parking places, camp sites, public squares and recreation grounds."²²² The legislation rendered land tracts more

²¹⁶ ODOT, Road Establishments Files: Coos County, ODOT Library and History Center, Salem.

²¹⁷ "Roads Group to Fight for New Bridges," *Astoria Daily Budget*, December 14, 1931, 1.

²¹⁸ Merriam, 19.

²¹⁹ Lawrence C. Merriam Jr, *Oregon's Highway Park System 1921-1989, An Administrative History*, Salem: Oregon Parks and Recreation Department, 1992, 19.

²²⁰ Merriam, 20.

²²¹ Merriam, 262.

²²² Merriam, 20.

than 300 feet beyond the highway eligible for park development. The Highway Commission also obtained the authority to improve, maintain and supervise these park lands using state highway funds. Because a portion of gasoline tax revenue supported the state highway system, the Highway Commission promoted automobile-related tourism and park use along the state highways.

Congress passed the Federal Recreation Act on June 14, 1926 (“Recreation Act”) which allowed the Bureau of Land Management (“BLM”) to sell public domain lands for \$2.50 per acre to public agencies for recreation purposes. Under this act, the Oregon State Highway Department obtained several strips of land along highways throughout Oregon for state park use, including two land tracts along the Roosevelt Highway in Curry County for the Ophir Waysides and a 290-acre addition to Humbug Mountain State Park. In Lincoln County, the state obtained eight small tracts for Yachats Park in Yachats and land for the Otter Crest wayside at the highway summit six miles north of Newport.²²³

Under Oregon’s limited approach to parks, the state acquired lands without an entity specifically charged to manage them. In May 1929, the governor created a State Park Commission composed of the existing Highway Commission plus two former Highway Commission chairmen, William C. Duby and R. A. Booth.²²⁴ The State Park Commission had a short active period and met only once, but managed to successfully enact an initiative to expand the state parks and install a superintendent.²²⁵ Their mission was:

To create and develop for the people of the State of Oregon a state park system, to acquire and protect timbered strips on the borders of state highways, rivers and streams, to secure in public ownership typical stands of the trees native to Oregon, to maintain the public right to use of the sea beaches of the state, to seek the protection of our native shrubs and flowers and to preserve the natural beauty of the state.²²⁶

The State Park Commission designated Samuel H. Boardman as “state parks engineer” to serve as superintendent of Oregon’s state park program.

Samuel H. Boardman

Samuel H. Boardman, Oregon’s first state park superintendent, was born in 1874 in Lowell, Massachusetts. He studied at Wayland Academy in Beaver Dam, Wisconsin and then worked in engineering for several Colorado companies before moving to Oregon in 1903. After becoming an Oregon resident, he continued to work as a highway and railroad engineer for private companies including the Spokane, Portland & Seattle Railroad and the Portland Railroad & Navigation Company. Motivated to improve the dry conditions on his 1903 homestead claim in Morrow County, Boardman spent several years developing an irrigation system. He platted the town of Boardman in 1916.²²⁷

²²³ Armstrong, Section 2.

²²⁴ Merriam, 21.

²²⁵ Merriam, 262.

²²⁶ Merriam, 22.

²²⁷ Oregon Blue Book, Notable Oregonians: Samuel H. Boardman – State Parks Pioneer. Oregon Secretary of State, 2014.

Boardman joined the Highway Department maintenance section in 1919 and worked as an oil crew foreman.²²⁸ Boardman, a reputed nature-lover, actively participated in the department's tree planting program and planted numerous trees along non-forested highway sections.²²⁹ During Boardman's tenure as parks superintendent (1930 to 1951), he used his "remarkable ability to influence people toward gifting or selling their land for parks purposes," helping the Highway Commission obtain thousands of park land acres to create "the land base that is the framework of the present [parks] system."²³⁰

Transportation

Statewide, the Highway Commission's most important objective was to complete construction on the Roosevelt Highway. With an all-time high demand for the automobile in 1923 (US production reached 3,780,358 that year) the Highway Commission recognized the economic potential of highway development to enhance vehicle travel in the coastal region.²³¹ The Highway Commission's *Biennial Reports* to the Governor, as well as information recorded in *History of State Highways in Oregon*, illustrate the robust construction efforts along the Roosevelt Highway during this period. Surveyors located several new highway sections. Where the highway passed through towns, thoroughways connected the coastal communities along a single continuous route. A multitude of projects employed construction crews to grade and surface new roadbed; construct bridges, culverts, and rock walls; and address increased travel, community growth, and future highway needs.

Most highway transportation work during this period was supervised by State Highway Engineer Roy A. Klein, whose appointment lasted from April 1, 1923 to February 28, 1932. Herbert Nunn preceded Klein as State Highway Engineer from 1910 to 1923 and, following Klein's departure, R. H. Baldock occupied the position until August 1956.

In 1921, the northern part of the coast highway, originally part of the Columbia River Highway, was designated as a State Primary Highway by the Oregon Legislature and incorporated into the Roosevelt Highway.²³² The first paving projects were completed in 1921 along the Beaver to Hemlock section in Tillamook County, and between North Bend and Coquille in Coos County.²³³ In 1922, surveyors scouted and plotted the highway's remaining route, proposing several sections of highway alignment based on terrain, viewsheds, nearby communities, and existing roadbeds.²³⁴ The Highway Commission adopted survey routes for several sections along the entire coast, including Florence to Heceta Head in Lane County, Coquille to Bandon in Coos County, and Euchre Creek to John Geisel Monument in Curry

²²⁸ Merriam, 23.

²²⁹ Oregon Blue Book.

²³⁰ Merriam, 26; 262.

²³¹ Blakely, 26.

²³² ODOT, Road Establishments Files: Clatsop County, ODOT Library and History Center, Salem.

²³³ ODOT, Road Establishments Files: Tillamook County, ODOT Library and History Center, Salem; ODOT, Road Establishments Files: Coos County, ODOT Library and History Center, Salem.

²³⁴ Merriam, 23.

County.²³⁵ In Seaside, the highway followed Roosevelt Drive and Irving Place on land purchased from adjacent owners.²³⁶

Roosevelt Highway construction posed a new set of challenges. Grading, a large component of early road construction, was necessary but expensive. According to Blakely, “The graded bed had to hold the surfacing materials, drain adequately, and be properly aligned and safely graded.”²³⁷ Machines powered by horses or gas steam gouged their way through brush, rocks, and trees to grade the road bed. Construction crews erected banks along curves, with wood guard rails at the sharpest turns and highest embankments.²³⁸

The construction standards issued in the 1922 *Biennial Report* outlined requirements for the Roosevelt Highway, although aspects were expected to “vary somewhat with the topographical conditions encountered and the relative importance of different portions of the highway.”²³⁹ In general, grades did not exceed five percent, with minimum widths for road beds set at 24 feet for the base and sixteen feet for surfacing. In areas with higher construction costs, the minimum roadbed width was reduced to sixteen feet at the base with twelve feet of surfacing.²⁴⁰ The busiest roads were paved either in a macadam blacktop or with six to seven inches of concrete.²⁴¹ For the black top surface, six inches of foundational macadam (compacted, broken stones) was laid.²⁴² This foundation was then covered with five inches of bituminous pavement, which generally consisted of hot asphalt cement mixed with fine gravel aggregate.²⁴³ Other roads were surfaced with gravel laid in a four-inch layer of coarse rock, topped with ¾ inch of fine rock.²⁴⁴

At the end of 1922, the 408-mile highway segment from Astoria to California included about 59 miles of paved road plus 21.5 miles under paving contracts, 64 miles of rock and gravel, and fifteen miles of graded road ready for surfacing the following year.²⁴⁵ To complete the highway, the commission anticipated an additional 235 miles of grading and 260 miles of road surfacing.²⁴⁶

Road surface projects continued during this time period. In 1922, construction crews macadamized several miles of highway in Tillamook County, including the Hebo—Beaver, Hemlock—Pleasant Valley, Wilson River—Hobsonville, and Rockaway—Jetty Creek Sections.²⁴⁷ In Coos County, the Parkersburg Section was graded, and the Sixes River—Denmark Section in Curry County was graded and surfaced.²⁴⁸

²³⁵ ODOT, 2011, various pages.

²³⁶ Status of Railroad R/W Ownership Thru City of Seaside, ODOT, Road Establishment Files: Clatsop County, ODOT Library and History Center, Salem.

²³⁷ Blakely, 19.

²³⁸ Ibid.

²³⁹ OHSC, 1922, 56.

²⁴⁰ Ibid.

²⁴¹ Blakely, 23.

²⁴² Ibid.

²⁴³ Ibid.

²⁴⁴ Ibid.

²⁴⁵ OSHS, 1922, 56.

²⁴⁶ Ibid.

²⁴⁷ ODOT, Road Establishments Files: Lane County, ODOT Library and History Center, Salem.

²⁴⁸ Ibid.

In Clatsop County, the entire section from Astoria to Seaside was paved.²⁴⁹ This segment was extended the following year with a grading and surfacing project between Seaside and Cannon Beach Junction. An additional five miles in Tillamook County between the Clatsop County line and Mohler were also complete by 1923.²⁵⁰

General contractor requirements for highway work published in 1924 provides specifications for roadbed widths in various terrain, allowing for discretionary judgment in challenging areas where the roadbed could require a heavy cut, or high fill, and encouraging wider roadbeds where they could be constructed with no added cost. The inclusion of drainage ditches or other measures was required. Standards were provided for log, timber, concrete, clay, and galvanized iron pipe box culverts, concrete or rubble masonry retaining walls and headwalls, and wood and concrete guard fences. Information was not included regarding the discerning factors to determine the best material in each situation.²⁵¹

By the end of 1924, sixty miles were paved, 136 miles graded and surfaced with rock or gravel, and eighteen miles graded and ready for surfacing, accounting for about half of the highway's total length.²⁵² The Highway Commission continued to report on the highway's progress in Biennial Reports published throughout the 1920s.

The 1925-26 *Biennial Report* stated that the state had graded an additional 101.8 miles, surfaced 53.6 miles, and constructed several bridges.²⁵³ The report indicated that the highway included fifty-eight miles of paved road.²⁵⁴ Another ten miles were surfaced with oiled macadam, 180 miles were surfaced with crushed rock and gravel, and 63 miles were graded and ready for surfacing.²⁵⁵ The Highway Department drafted plans for the 11-mile Euchre Creek – Rogue River Section in 1925, and followed with plans in 1926 for the Manhattan – Hobsonville Section in Tillamook County.²⁵⁶ The highway in Lane and Douglas counties remained undeveloped until 1925. The first projects occurring in this central coast section were grading contracts along the Sutton Lake – Florence section in Lane County and the Gardiner section in Douglas County, both completed in 1925.²⁵⁷

The 1927-28 *Biennial Report* boasted considerable highway progress, particularly in heavily visited areas:

The completion of the grading and surfacing of the Garibaldi-Mohler Unit has opened up the beach resorts on this section of the Tillamook coast for all-year travel. The surfacing of the Siletz River-Otter Rock Section and the completion of the bridges at Depoe Bay and Rocky Creek have opened up the Hebo-Newport Unit so that the highway is now complete on state standard

²⁴⁹ Ibid.

²⁵⁰ Blakely, 27.

²⁵¹ Oregon State Highway Commission, Specifications and Contract Agreements for State Highway Construction, Salem, 1924.

²⁵² OSHC, 1924, 56.

²⁵³ OSHC, 1926, 71.

²⁵⁴ OSHC, 1926, 71.

²⁵⁵ OSHC, 1926, 71.

²⁵⁶ Oregon State Highway Department, Plan and Profile of Proposed State Highway. Euchre Creek—Rogue River Section, Curry County, ODOT Library Archives, September, 1925; ODOT, Road Establishments Files: Lincoln County, ODOT Library and History Center, Salem.

²⁵⁷ Scott, 270.

grade and alignment between Astoria and Newport, a distance of 155 miles.²⁵⁸ From the south, a continuous highway existed between the California state line and Reedsport, a distance of 172 miles.²⁵⁹

Fifty-five miles of road, excluding waterways, remained to be built along the entire highway. Of the \$6.7 million spent on new highway construction and improvements during the 1927-1928 biennium, approximately one third was spent on the Roosevelt Highway, not including federal expenditures associated with forest highway work.²⁶⁰

Plans drafted in 1927 for the Bandon—Port Orford Section provided construction details for this 27-mile route through Coos and Curry Counties.²⁶¹ The highway passed diagonally through Bandon's street grid before linking up with Oregon Avenue leading south of the town. The route south was fairly straight, passing through Langlois, Denmark, Sixes, and into Port Orford. The highway included bridges over Floras, Willow, and Crystal Creeks, as well as the Sixes and Elk Rivers. A quarry site was situated near the highway between Langlois and Denmark for construction materials. Multiple cedar box culverts in 12" x 12" 18" x 18", 2' x 2' and 3' x 3' dimensions are located throughout the section.²⁶²

A 1927 Plan and Profile for the Rockaway – Garibaldi Section in Tillamook County outlined concrete and masonry work to be completed along the approximately 4.5-mile segment. The work included new box culverts near Midway Beach, as well as the extension of an existing culvert in Garibaldi, and the construction of rubble masonry retaining walls along the coast side of the highway between Tillamook Bay and Barview Heights.²⁶³

In 1929, the Highway Commission established the highway route from Yaquina Bay to Alsea Bay, a fifteen-mile stretch in Lincoln County between two of the highway's six major water crossings.²⁶⁴ The commission also located the Glenada Section in Lane County near the major Siuslaw River crossing and approved a grading project to connect the highway to the ferry landing.²⁶⁵

In Douglas County, the Commission determined in 1929 that the coast highway would connect with the Umpqua Highway No. 45 (State Route 38) at Reedsport in Douglas County. In 1931, the Commission designated the Umpqua Highway's Drain – Reedsport Section as part of the state highway system, partly in exchange for Douglas County's financial cooperation in completing the Roosevelt Highway.²⁶⁶ The route primarily followed the Umpqua River from Reedsport to Elkton along a previously established

²⁵⁸ OHSC, 1928, 12.

²⁵⁹ OHSC, 1928, 13.

²⁶⁰ OHSC, 1928, 66.

²⁶¹ OSHD, Plan and Profile of Proposed State Highway. Bandon—Port Orford Section, Coos and Curry Counties, 2B-9-5, ODOT Library Archives, March, 1927.

²⁶² Ibid.

²⁶³ Oregon State Highway Department, Plan and Profile of Proposed State Highway. Rockaway—Garibaldi Section, Tillamook County, ODOT Library Archives, March, 1927.

²⁶⁴ ODOT, Road Establishments Files: Lincoln County, ODOT Library and History Center, Salem.

²⁶⁵ ODOT, Road Establishments Files: Lane County, ODOT Library and History Center, Salem; ODOT, 2011, 9-4.

²⁶⁶ ODOT, Road Establishments Files: Lane County, ODOT Library and History Center, Salem; ODOT, 2011, 9-4; "Douglas Lowers Bar to Highway," *The Oregonian*, October 1, 1930, 6.

county road and then east to Drain to connect with the Pacific Highway (State Route 99).²⁶⁷ The previous route required travel from Roseburg west on the Coos Bay – Roseburg Highway, and the new Umpqua Highway eliminated several miles of travel on a more direct route between the southern coast and the inland Willamette Valley.

Clatsop and Tillamook Counties worked together on the section of coastal highway development between Cannon Beach and Nehalem Bay. A 1930 *Report on Alternate Routes of Coast Highway in Clatsop and Tillamook Counties* reported on the efforts. In 1925, the counties shared the cost of a location survey for the coastal highway route with the intent of planning road construction on future state highway alignment. Roads were built from each end by both counties. Tillamook used a draw bridge across the upper part of Nehalem Bay to link the town of Nehalem, and constructed a “road of fair county standards” to access the Neahkahnie and Manzanita resorts and area north to Neahkahnie Mountain. From the north, Clatsop County maintained a road into Ecola, “and from there the beach was used to Hug Point.” Clatsop County graded south of Ecola to below Hug Point with partial surfacing and Tillamook County spent several years with some “heavy work on Neahkahnie Mountain.” By 1930, a 7.5 mile gap of difficult terrain remained, but Clatsop and Tillamook Counties lamented that they could do no more, requesting that the state take over and complete the route. Each county offered \$1,000,000 spread over a four to five-year period to support the state highway department’s endeavor, and agreed to take over and maintain the present inside route as a county road.²⁶⁸ The state agreed and, on October 20, 1930, the Highway Commission designated the Cannon Beach Junction, Cannon Beach—Neahkahnie Mountain Unit Section as part of the state highway.²⁶⁹

In 1932, several sections in Lane County were completed with a large concentration of work between the Lincoln County line and China Creek. The 1931 plans for the 8.3-mile Lincoln County Line – China Creek Section that include this segment specified the construction of six bridges (China Creek, Big Creek, Rock Creek, Tenmile Creek, Bob Creek, and Cummins Creek) and three culverts (Nancy Creek, Squaw Creek, and Gwynn Creek).²⁷⁰ Additional significant work in this section included the construction of the Cape Creek Bridge, a tunnel through Devil’s Elbow (Cape Creek Tunnel), and a rock wall around Sea Lion Point near the privately owned Sea Lion Caves tourist attraction.²⁷¹ At the time, this was the most expensive mile of road construction nationwide that involved Bureau of Public Roads participation.²⁷² The rock wall consisted of nearly 4/10 mile of uncoursed, uncut basalt stone set with mortar in a repeating crenellated parapet design, spanning small crevices and irregularities in the landscape along the highway’s coastal edge.²⁷³ Two vehicle turnouts, incorporated into the design, created scenic overlooks facing Heceta Head Lighthouse to the north and the bluffs surrounding the sea lion caves to

²⁶⁷ ODOT, 2011, 45-1.

²⁶⁸ Roy A. Klein, Report on Alternate Routes of Coast Highway in Clatsop and Tillamook Counties, OHSC, October 23, 1930, Clatsop County Road Establishment Files (on file at ODOT Library).

²⁶⁹ ODOT, 2011, 9-5.

²⁷⁰ Oregon State Highway Department, Plan and Profile of Proposed State Highway, Roosevelt Coast Highway Lincoln Co. Line – China Creek Section, Lane County, 1931, ODOT Library and History Center, Salem.

²⁷¹ Alex McMurry, Sea Lion Point Rock Work, Oregon Inventory of Historic Properties ORS 358.653 Documentation Form, 2003.

²⁷² McMurry, 2003.

²⁷³ McMurry, 2003.

the south.²⁷⁴ The rockwork and scenic overlook would become an important element of the highway's cultural landscape. State Park staffer Shirley Stenz describes how the Sea Lion Caves walls at the US 101 viewpoint augment the natural geological surroundings:

The walls mimic the color, texture, and rounded forms of the adjacent rock outcrop which forms a wall east of the highway, makes the eastern extent of the view. Here, the curve of the wall and the highway echo the curving forms of the headland. As well as the picturesque view to the north, the setting has waterfalls flowing down over the rock on the east side of the Highway. These were enhanced by carving away at the rock, by workers who created this viewpoint in 1931.²⁷⁵

According to the Oregon State Highway Department Map published in the 1931-32 *Biennial Report*, most of the highway had been paved between Astoria and Neskowin, with rock or gravel road between Newkown and Kernville. In addition, the road was paved between Kernville and Newport, and then rock or gravel laid to Cape Perpetua. The map depicts a rough, unimproved road or trail for most of the distance between Cape Perpetua and Florence. Between Florence and Reedsport, two very difficult routes were available, whereas between Reedsport and the Oregon-California state border, the highway included fairly straight stretches of paved or gravel surface. Ferries are shown at the crossings of Yaquina Bay, Alsea Bay, Siuslaw River, Umpqua River, and Coos Bay. The Rogue River Bridge had recently been completed across the highway's sixth major crossing.

Right-of-Way Through Cities

The highway passed through several coastal communities. In many cases, it made sense to adopt certain city streets as part of the highway. Early highway adoptions occurred in Seaside, Wheeler, Brookings, and Astoria, followed in the late 1920s and 1930s by Rockaway, Bay City, Neskowin, Reedsport and Bandon. For state highways routed over existing incorporated city streets, the state held jurisdiction and maintenance responsibilities over the street surface from curb to curb, or the outer ditch line if no curb was present.²⁷⁶ In unincorporated towns and communities, the state had complete jurisdiction and control over the highway as it would any other public road.²⁷⁷ The entire right-of-way would remain under state control if the community incorporated at a later time. The Oregon Department of Transportation (ODOT) continues to adhere to these regulations.

Publicity Stunts

In 1926 and 1929, writers and automobile experts traveled the length of the coast highway to publicize road conditions and travel times. Arthur D. Sullivan, automobile editor for *The Oregonian*, published an additional article in 1927 about a promising new section of highway in Lincoln County in order to entice visitors from the Willamette Valley. Lawrence Barber, who led the 1929 trip, described the 1926 and 1929 journeys in a 1987 editorial in *The Oregonian*. These well-documented adventures help to define the cultural landscape experienced by visitors during the highway's early history.

²⁷⁴ McCurry, 2003.

²⁷⁵ Shirley Stenz, Notes, within "Historic Highway 101 Viewpoint at Sea Lion Caves: Heceta Overlook," by Jessie Dole. Siuslaw National Forest Service, 2012.

²⁷⁶ ODOT, 2011, 16.

²⁷⁷ ODOT, 2011, 16.

Sullivan and Knox, 1926

In September 1926, Sullivan, accompanied by Ed Knox, a Howard Automobile Company representative, drove approximately 360 miles from Astoria to Crescent City, California. They completed the trip in four days with 57 hours of driving time.²⁷⁸ The trip was challenging. Sullivan and Knox faced heavy rains that transformed much of the unsurfaced route “into a sea of sticky gumbo.”²⁷⁹ They also confronted delays due to construction, long detours over mountain roads and along beaches, and getting trapped in wet beach sand.

On the first day, Sullivan and Knox only traveled 155 miles to Newport before stopping for the night. It took more than 29 hours over about 250 miles to reach the Umpqua River ferry crossing. During the stretch from Reedsport to Coos Bay, Sullivan and Knox had to load their car onto a barge and hire a tug to tow them to a sand spit at the mouth of the Umpqua River. There, the car sank into soft sand and the men had to hire a team of horses to extract it. After driving several miles down the beach, the car became stuck in sand again and they had to rehire the horse team to rescue them. Sullivan and Knox arrived at the Coos Bay ferry landing 17 hours after leaving Reedsport.

Sullivan, 1927

On May 1, 1927, Sullivan published an article in *The Oregonian* describing a new stretch of highway scheduled to open in Lincoln County, focusing on both the scenic nature and road conditions. “As soon as weather conditions settle and the existing grade becomes dry enough to hold up a motor car, one of the most remarkable stretches of highway in Oregon will be thrown open to the public.”²⁸⁰ Here, Sullivan describes the Roosevelt Highway from the Siletz River Bridge south to Newport.

Not only from the scenic but from the commercial and travel standpoint as well, will the opening of this stretch of road be important. By it, the distance to Newport will be materially shortened and that famous beach resort will be brought much closer to Portland. Some of the wildest and most rugged scenery on the Oregon coast will be within view of the motorist who travels this road. Otter Rock with its weird Devils Punch Bowl, Yaquina Head, with its renowned marine gardens, a dozen new beaches and resorts will be brought within the reach of the motoring public.²⁸¹

Sullivan also described the road conditions from Newport to the short branch road leading from the highway to the state park at Otter rock,” declaring that “the Roosevelt highway is in the best of shape. This road, cut out of rolling hills, is a model highway.”²⁸² The conditions were worst north of Otter Rock, but the scenic quality from the winding road ascending “to the brink of one of the headlands” had “few equals in Oregon.”²⁸³ The Otter Rock section, now Otter Crest Loop Road and no longer part of the highway alignment, conveys a uniquely historic experience of the scenic highway landscape.

²⁷⁸ Lawrence Barber, Editorial, *The Oregonian*, October 25, 1987, B5.

²⁷⁹ Ibid.

²⁸⁰ Arthur B. Sullivan, “New Road to Lure Tourists in State,” *The Oregonian*, May 1, 1927, 96.

²⁸¹ Sullivan, 1927, 96.

²⁸² Sullivan, 1927, 96.

²⁸³ Sullivan, 1927, 96.

Barber, Conway, Nims and Weiser, 1929

During September 1929, another publicity stunt drew attention to the development of the Oregon coast highway. Inspired by the Sullivan-Knox trip in 1926, Lawrence Barber, the *Oregonian's* automobile editor, and three companions followed the coast by automobile from Astoria to Crescent City, with Barber reporting the details of their 21 hour trip in the *Oregonian*.²⁸⁴

“We made it from the Hotel Astoria to the Hotel Lauff in Crescent City in less than a day – actually in 21 hours and 15 minutes—Saturday, Sept. 14, 1929.” This sums up the 1929 journey of Barber, Ray Conway (Oregon State Motor Association Director), Charles E. Nims, (Oregon representative of the national Portland Cement Association), and John H. Weiser, (public relations representative for Marquette automobiles). The idea for the trip originated with Conway, who declared that “good drivers, with good cars and good weather” could drive down the Oregon Coast via US 101 in less than 24 hours. The goal was to prove that the 10 year-old Roosevelt Highway had been greatly improved since Sullivan’s 1926 trip. The four men drove in two cars: a 1929 Marquette touring car from Howard Automobile Company in Portland and Nim’s Buick Sedan.

On a clear, dry day in September 1929, Barber, Conway, Nims and Weiser left Astoria, driving on a road surfaced with macadam and making it to Newport in four hours. At 8 a.m., five hours after leaving Astoria, they drove the two cars onto the Yaquina Bay ferry, the first of six ferries they rode that day. After the ferry ride, Barber and the others “pulled off at South Beach onto a corduroy road, which consisted of planks or logs laid transversely over soft, sandy ground.” They followed a new grade for four miles then drove on hard-packed beach sand during a detour to Seal Rocks. When they returned inland, they again drove on corduroy for over a mile before rerouting to the beach. After another 18 miles, the group had to drive for ¼ mile on a single lane timber trestle, elevated 15 feet above the sand, to reach the Alsea River ferry landing. “The ferry crossing to Waldport was a 15-minute voyage, costing us \$1.80 per car,” Barber recalled. “We had to detour from the ferry landing to town and had additional detours along the dirt road to Yachats.”

The next segment of the trip was, according to Barber, “an exciting single lane dirt road from Yachats to Florence for 33 miles.” The road wound around the ocean side of Cape Perpetua and Heceta Head, “the last real wilderness on the coastal route.” The trail alternated between close proximity to the beach and hundreds of feet above the ocean on a bluff ledge. After heading down to Heceta Head lighthouse then to Cape Creek, they “crossed a wooden bridge and climbed a 20 percent grade up the south side to Sea Lion Point.” The group saw hundreds of grazing sheep. On the south side of the mountain, Barber wrote, “we had a grand view of the sand dune desert stretching almost to Florence.” The 41-mile run from Waldport to Florence took over four hours, averaging 10 miles an hour.

The third ferry ride crossed the Siuslaw River at Florence, with the group stopping briefly in Gardiner before boarding the Umpqua River ferry for the 2 ½ mile crossing to Reedsport (50 cents per car). They had driven 244 miles in 13 ½ hours, compared with the 29 hours driven by Sullivan and Knox to that point. From there, they made swift progress to Coos Bay, arriving at the free ferry to North Bend in one hour and five minutes. “The rest of our trip was relatively fast,” Barber wrote. “We had a new macadam

²⁸⁴ Barber, B5.

road most of the way, stopped at Coquille for supper and arrived at Wedderburn about 9 p.m.” They departed Gold Beach at 10 p.m. on the free Rogue River ferry. They drove down a winding dirt mountain road between Pistol River and Brookings, and finally arrived at the Lauff Hotel in Crescent City, California at 12:10 a.m. The trip lasted 21 hours and 15 minutes from the Astoria Hotel to the Lauff Hotel, with a driving time of approximately 18 hours.²⁸⁵

Ferries

Early highway plans included the use of ferries at the six primary water crossings: Siletz Bay and Yaquina Bay in Lincoln County, Alsea Bay in Lane County, Umpqua River in Douglas County, Coos Bay in Coos County and Rogue River in Curry County.²⁸⁶ In 1927, the Highway Commission acquired control of the ferries at Newport, Waldport, Florence, Reedsport, Coos Bay and Gold Beach at these crossings. The state managed the ferries as a free service at these crossings with the intention of constructing bridges in the near future.²⁸⁷ During the 1929-1930 biennium, the state constructed new ferry landings at the south side of Yaquina Bay, the north side of Alsea Bay, the south side of the Siuslaw River, and at the north side of the Coos Bay crossing.²⁸⁸ Ferries would continue to operate until the 1931-36 completion of these major bridges. A summary of ferry service operations at the six major crossings is described below.

Yaquina Bay (Lincoln County)

The Newport Ferry provided ferry service across Yaquina Bay in Lincoln County from 1908 to 1929, operating between Newport and Yaquina City. The Newport Navigation Company owned the *Newport* ferry, which company Captain and co-owner O. F. Jacobson operated. The gas engine of the ferry replaced the steam engine in 1914. The barge *Julia* was often attached to the *Newport* to transport additional passengers.²⁸⁹

Alsea Bay (Lincoln County)

Several ferries operated across Alsea Bay in Waldport during the historic period. Prior to 1920, the *Sea Gull* and *Nugget*, both small covered tug boats, carried vehicles across the bay, using the tug’s small cabin as shelter for passengers. Between 1920 and 1936, the *Lou 1* ran regular service across the bay. Also during the 1930s, the Waldport and Rogue Ferries provided regular service across Alsea Bay until completion of the Alsea Bay Bridge. Like most state-run ferries operating on the coast highway route, the *Rogue* provided free service. Following the bridge’s completion, the Waldport Ferry, the *Westport* discontinued service, and the *Rogue* was transferred to Yaquina Bay.²⁹⁰

Siuslaw River (Lane County)

²⁸⁵ Barber, B5.

²⁸⁶ OHSC, 1922, 56.

²⁸⁷ Blakely, 40.

²⁸⁸ OHSC, Biennial Reports, Salem: Oregon State Highway Commission 1929-1930, ODOT Library and History Center

²⁸⁹ Charles Floyd Query, *Oregon Ferries: A History of the Ferries on Oregon’s Major Waterways Since 1826* (Santa Cruz, CA, 2006), 109.

²⁹⁰ Query, 2.

The Florence-Glenada Ferry provided service across the Siuslaw River between these two communities under contract with the Oregon State Highway Department. The *Tourist No 1* provided service from circa 1929 until 1936 when the bridge was completed.²⁹¹

Umpqua River (Douglas County)

The Umpqua Navigation Company operated the *Cathlamet* as the Reedsport-Gardiner Ferry across the Umpqua River from 1932 until the bridge was erected in 1936.²⁹²

Coos Bay (Coos County)

The Coos Bay crossing maintained ferry service later than the other crossings, with several vessels in operation, including the *Transit* (c. 1909-1912) operating out of Marshfield, the *Tourist No 1* (1929), the *Oregon* (1929) operating between North Bend and Glasgow, the privately owned Eastside-Marshfield Ferry (c. 1930-1931) operating across the Isthmus Slough, and *The Roosevelt Ferry* (1921-1935), in service for the longest duration. Operating between North Bend and Houser (Glasgow), the steam-powered side paddle *Roosevelt Ferry* ran hourly during summer daylight. Coos County owned and operated the ferry until the State of Oregon took over the ferry service in 1928.²⁹³ The *Enegren Ferry* (formerly the *Gunnell Ferry*) was a 50-foot ferry with a six-car capacity. The diesel/electric engine operated on a guide cable and a winch.²⁹⁴

Rogue River (Curry County)

Ferries crossed the Rogue River beginning in the gold rush era. The state operated its free ferry service in the late 1920s between Indian Creek, east of Gold Beach and Wedderburn, running two round trips per hour.²⁹⁵ The state discontinued ferry service in 1931 when the Rogue River Bridge was completed.

Bridges

The 1921-1922 Oregon State Highway Commission Biennial Report acknowledged the need for bridges at the several highway water crossings, particularly the six major water bodies along the coast: Rogue River, Coos Bay, Umpqua River, Alsea Bay, Yaquina Bay, and Siletz Bay. This posed a challenge to the Highway Commission until the bridge building boom of the 1930s. The anticipated bridge construction costs at the six major waterways along the Roosevelt Highway caused concern throughout the 1920s and into the Great Depression era. Therefore, instead of building large bridges, the Highway Commission focused on constructing several smaller bridges along the highway. During the 1920s, there was considerable progress in connecting the highway segments with beautiful, economically-designed bridges.

Conde B. McCullough

²⁹¹ Query, 39.

²⁹² Query, 44.

²⁹³ Query, 7.

²⁹⁴ Query, 7.

²⁹⁵ OHSC, 1928, 13.

The majority of bridge building along the Oregon coast highway can be attributed to Conde B. McCullough (1887-1946), Oregon's state bridge engineer from 1919 to 1935 and a "pioneer in the movement to create a well-planned American highway system."²⁹⁶ Part of an early cohort of college-educated civil engineers, McCullough employed a scientific and practical approach to bridge design. Throughout his entire career, McCullough advocated that bridges be built efficiently, economically, and attractively.²⁹⁷ McCullough designed all the coast highway bridges constructed during this era (See Table 7.4.1).

McCullough studied civil engineering at Iowa State College from 1906 to 1910, learning that "experts should give unselfish service to society."²⁹⁸ He earned his degree as Civil Engineer in 1916, afterwards working one year for the Marsh Engineering Company of De Moines and five years for the Iowa State Highway Commission (ISHC) as its bridge engineer and assistant highway engineer.²⁹⁹ He and several other Iowa State graduates worked at the commission under Thomas H. MacDonald prior to MacDonald's 1919 appointment as chief of the U.S. Bureau of Public Roads. One of McCullough's assignments was to prepare a 600-page brief on worldwide reinforced-concrete bridge technology for a lawsuit against the commission for patent infringement allegations made by the national bridge engineer Daniel Luten, who marketed his reinforced-concrete deck bridge designs across the country. The legal brief helped McCullough become recognized as an expert in worldwide reinforced-concrete bridge technology.³⁰⁰

With his degree and expertise, McCullough was hired by the Oregon Agricultural College (now Oregon State University) to chair the school's new structural engineering program. Within three years, the Oregon State Highway Department (OSHD) hired McCullough to lead the state bridge department. His staff included colleagues from Iowa State and recent graduates from the OAC structural engineering program.³⁰¹

Within his first six years as bridge engineer with the OSHD, McCullough's small department designed nearly six hundred bridges at a cost of \$6.4 million, beginning with the shortest, simplest, and most economical crossings, and using reinforced-concrete deck-girder spans. These bridges were located primarily on the Pacific Highway, Columbia River Highway, and Old Oregon Trail Highway. McCullough initially focused on the smaller streambeds to advance the OSHD's goals of grading and paving as many segments of the state's trunk routes as possible. As McCullough's tenure continued, the department's bridge designs became fewer but more complicated and costly.³⁰² McCullough's coastal bridge designs used primarily concrete, a material selection criticized by timber interests. McCullough defended the selection, stating that concrete was necessary because of the damage that the coast's prevailing atmospheric conditions and salt air would do to wooden structures.

²⁹⁶ Robert Hadlow, *Elegant Arches, Soaring Spans: C. B. McCullough, Oregon's Master Bridge Builder* (Corvallis: Oregon State University Press, 2001), 1.

²⁹⁷ Ibid.

²⁹⁸ Hadlow, MPD, 2005, Section E, pg. 5.

²⁹⁹ Ibid.

³⁰⁰ Ibid.

³⁰¹ Hadlow, MPD, 2005, Section E, pg. 5.

³⁰² Hadlow, MPD, 2005, Section E, pg. 5

Bridge Construction

The Highway Commission's biennial reports published during the late 1920s, as well as countless newspaper articles, note the concentrated bridge construction efforts along the entire route of the Roosevelt Highway. The 1927-28 report, in particular, notes the Soapstone Creek Bridge in Clatsop County, the Nehalem River Bridge in Tillamook County, the Rocky Creek and Depoe Bay Bridges in Lincoln County, the Schofield River Bridge in Douglas County, and the Pistol River, Euchre Creek and Hunters Creek Bridges in Curry County.³⁰³ In the 1929-30 biennium, bridges were completed across Wahanna Creek and Nehalem River in Clatsop County; Beaver Creek and Big Creek in Lincoln County; and the Siltcoos River and Sutton Creek in Lane County. A 1931 article in *The Oregonian* reported that several of the bridges under construction along the central coast were the final links in these respective counties to connect the Oregon Coast Highway.³⁰⁴ The Chasm Creek Bridge (completed in 1937) and Cape Perpetua half viaduct constituted the only remaining bridge construction projects in Lincoln County.³⁰⁵ The entire highway through Lane County was under construction, except for one bridge at Heceta Head.³⁰⁶ A federal aid project crossing Lake Tahkenitch would nearly complete the work in Douglas County, leaving the Umpqua River as a ferry crossing between Reedsport and Gardiner.³⁰⁷ Road contractor Fred Slate held a contract for grading and surfacing the connecting segments between these bridges.³⁰⁸

Table 1. Conde B. McCullough-Designed Bridges Constructed 1927-1932

| Bridge | Construction Date | Location | Details |
|-------------------------------------|-------------------|--|--|
| Old Young's Bay Bridge | 1921 | Astoria, on original highway alignment (now Warrenton Hwy) | Double leaf bascule drawspan. Art Deco Style wood and concrete pylons. Design began in 1919. |
| Lewis and Clark River Bridge | 1924 | Astoria on original highway alignment (now Warrenton Hwy) | The only remaining single leaf bascule drawspan in Oregon. |
| Siletz River Bridge | 1926 | Taft, Lincoln County | Steel truss bridge; replaced in 1973. |
| Chetco River Bridge | 1926 | Brookings, Curry County | Steel truss bridge; replaced in 1972. |
| Depoe Bay Bridge | 1927/1940 | Depoe Bay, Lincoln County | Reinforced concrete deck arch at the mouth of Depoe Bay, widened in 1940. Similar in design to Rocky Creek |

³⁰³ OHSC, 1928, 67.

³⁰⁴ "Road Progress is Good," *The Oregonian*, April 5, 1931, 48.

³⁰⁵ Ibid.

³⁰⁶ Ibid.

³⁰⁷ Ibid.

³⁰⁸ Ibid.

| Bridge | Construction Date | Location | Details |
|--|-------------------|--|--|
| | | | and Soapstone Creek Bridges |
| Rocky Creek Bridge (Ben Jones Bridge) | 1927 | Otter Crest on original highway alignment (now Otter Crest Loop), Lincoln County | Spans a small gorge on Otter Crest, a bypassed section of the original alignment. Dedicated to Ben Jones in 1927. Similar in design to Depoe Bay and Soapstone Creek Bridges |
| Soapstone Creek Bridge | 1927 | Near the North Fork of the Nehalem River on original highway alignment (now Necanicum Highway, SR 53) Clatsop County | Spans a small creek on a segment of coast highway bypassed circa 1932. Similar in Design to Depoe Bay and Rocky Creek Bridges. |
| Euchre Creek Bridge | 1927 | Original highway alignment (now Ophir Road), Curry County | 91-foot steel and reinforced-concrete deck girder bridge, consisting of three 30-foot spans |
| Pistol River Bridge | 1927 | Curry County | reinforced-concrete deck girder bridge |
| Hunters Creek Bridge | 1928 | Curry County | reinforced-concrete deck girder bridge |
| Neawanna (Wahanna) Creek Bridge | 1930 | Seaside, Clatsop County | 210-foot continuous concrete multi-span bridge, Hardy Cross technique. |
| Wilson River Bridge | 1931 | Tillamook, Tillamook County | This was the first reinforced concrete tied archspan constructed in America. This bridge style is also referred to as a bowstring arch bridge. Similar to the Tenmile Creek Bridge and Big Creek Bridge. |
| Tenmile Creek Bridge | 1931 | Approx. 6 miles south of Yachats, | A reinforced concrete through tied arch bridge, similar to the Wilson River Bridge and Big Creek Bridge. |
| Big Creek Bridge | 1931 | North of Heceta Head | A reinforced concrete through tied arch |

| Bridge | Construction Date | Location | Details |
|--|-------------------|--|--|
| | | | bridge north of Heceta Head, similar to Wilson River Bridge and Tenmile Creek Bridge. |
| Cummins Creek Bridge | 1931 | Neptune State Scenic Viewpoint, Lincoln County | 175-foot reinforced-concrete deck with a low rise open spandrel arch. |
| Cape Perpetua Half Viaduct | 1931 | Cape Perpetua, Lincoln County | 76-foot half viaduct; with two-span reinforced-concrete girder. |
| Cape Creek Bridge | 1932 | Hecete Head Lighthouse State Scenic Viewpoint | 619-foot bridge consists of numerous columns and arches. Main span is a 220-foot open spandrel rib-type deck arch. |
| Rogue River Bridge (Isaac Lee Patterson Bridge) | 1932 | Gold Beach, Curry County | One of 6 major hwy crossings; consists of seven reinforced concrete deck arches. First bridge in the U.S. that uses Freyssinet method of arch ring decentering and stress control. Dedicated to Isaac Lee Patterson, Governor of the State of Oregon, 1927-1929. |

Old Youngs Bay Bridge

The Old Youngs Bay Bridge in Astoria (now on Old Highway 101 route), was designed in 1919 and constructed in 1921. This was one of McCullough's first projects on the Coast Highway, and his first moveable span bridge design. The double-leaf bascule drawbridge operated like a seesaw, consisting of two, 75-foot counterbalanced cantilevers that swing up into a vertical position. McCullough's design featured ornate Art Deco Style concrete and wood approach pylons, four operator houses, and curved concrete brackets. Gilpin Construction Company of Astoria built the bridge, which opened to traffic in June 1921.³⁰⁹

Lewis & Clark River Bridge

³⁰⁹ Rosalind Keeney, Old Youngs Bay Bridge #330, ODOT Determination of Eligibility for the National Register, 1999.

The Lewis and Clark River Bridge, constructed in 1924, resembles the nearby Old Youngs Bay Bridge, but operates as a single-leaf bascule drawbridge that spans 112 feet. When open, the bridge provides 105 feet of cleared waterway.³¹⁰

Depoe Bay, Rocky Creek (Ben Jones), and Soapstone Creek Bridges

The Depoe Bay Bridge and Rocky Creek Bridge are similar structures, both constructed in 1927 in Lincoln County between Lincoln City and Newport. Each bridge consists of a reinforced-concrete ribbed parabolic deck arch flanked by reinforced-concrete deck girder approach spans. There are two lanes and no sidewalks. The Depoe Bay Bridge measured 312 feet in length while the Rocky Creek Bridge measured 360 feet in length. A third bridge was constructed in 1927 over Soapstone Creek in Clatsop County. Although this section of highway was bypassed circa 1932 (now part of the inland State Route 53), the bridge, 152 feet in length is nearly identical in design to the Depoe Bay and Rocky Creek crossings.

The McCullough Bridge MPD describes these 1927 bridges as some of McCullough's most significant early work on the Oregon Coast Highway. The structures "exhibited features characteristic of his reinforced-concrete deck arches seen throughout the state: open spandrels with arched curtain walls; paired arch ribs; and pre-cast decorative railings and brackets. They were embellished with the classical and Gothic architectural details on piers, spandrel columns, and parapet rails that form signature elements for his structures."³¹¹ These structures embody McCullough's first reinforced-concrete arch bridge design.³¹²

The Depoe Bay Bridge was constructed in 1926-27 by Kuckenberg-Wittman Company for \$55,000. At that time, the Depoe Bay area was largely uninhabited. After bridge construction, a tourist community grew around the bay, touted as the world's smallest harbor, with the bridge as a visual landmark and tourist attraction.³¹³ Sightseers gathered on the bridge deck to watch fishing boats enter the bay from the Pacific Ocean, creating a hazard for automobile and pedestrian traffic. Odom Construction Company widened the bridge in 1940 to reduce this hazard (See Section 7.5).³¹⁴

The Rocky Creek (Ben Jones) Bridge was constructed 1926-1927 by H. E. Doering of Portland for \$56,000. The bridge is located near Otter Rock on a rugged section of Oregon coastline. The September 1927 bridge completion was celebrated with a ribbon cutting ceremony attended by an estimated 1,000 people.³¹⁵ The bridge was dedicated to Benjamin Jones to posthumously honor his advocacy efforts for the Coast Highway's initial construction.³¹⁶ In 1955, the highway bypassed the Otter Crest section, disconnecting the Rocky Creek Bridge from the Coast Highway system.

Euchre Creek, Hunters Creek, and Pistol River Bridges

³¹⁰ Allen, 21.

³¹¹ Hadlow, 2005, Section E, pg. 7.

³¹² Allen, 54.

³¹³ Allen, 53.

³¹⁴ Robert Hadlow, Depoe Bay Bridge No. 01388 National Register of Historic Places Registration Form, 2005.

³¹⁵ Ibid.

³¹⁶ Allen, 57.

Three small bridges were constructed in Curry County in 1927-28 at the crossings of Euchre Creek, Pistol River and Hunter Creek. These reinforced-concrete deck girder bridges featured low arched girders, concrete balustrades, and decorative pre-cast arched concrete railings. The arched girders with brush hammered paneling along the ornamental railing show McCullough's fine attention to detail in his small bridge designs.³¹⁷

The Euchre Creek Bridge was constructed in 1927 by contractor D.P. Plymale.³¹⁸ The three-span reinforced-concrete deck girder is situated in Curry County on original highway alignment that was bypassed in 1956 and is now part of the county-owned Ophir Road. The 91-foot structure features arched girders with bush-hammered insets, soffit brackets, and a precast arched concrete railing.³¹⁹

The Hunter Creek Bridge, a five-span reinforced-concrete deck girder bridge was constructed by C.J. Montag of Portland and completed in 1928.³²⁰ The bridge totals 207 feet in length. This highway segment was bypassed and is now part of the county-owned Hunter Creek Road.

The Pistol River Bridge was a steel and reinforced-concrete deck girder structure constructed in 1927 by C. J. Montag of Portland at a cost of \$70,000.³²¹ This bridge was replaced in 1962.³²²

Neawanna Creek (Wehanna) Bridge

Constructed in 1930, this concrete multi-span highway bridge represented "a significant change in structural engineering theory and reinforced-concrete technology."³²³ McCullough designed this bridge using the Hardy Cross method of calculating load distributions across the reinforced-concrete girder structure. The deck girder bridge spans 208 feet with four spans and sidewalks.³²⁴

Wilson River, Big Creek, and Ten Mile Creek Bridges

The C. B. McCullough Major Oregon Coast Highway Bridges, 1927-1936 MPD describes McCullough's design of three identical coastal bridges, Wilson River, Big Creek, and Ten Mile Creek, constructed 1930-1931:

Among the bridges on the coast highway, none challenged McCullough's ingenuity more than three small stream crossings, one over the Wilson River in Tillamook County and two others at Big Creek and Ten Mile Creek in Lane County. Streambeds at all three locations were nearly identical in width and composition. Their 100-foot-wide channels, with sandy foundations, prevented McCullough from using traditional arches, which required abutment piers to counter lateral thrust. The high water level of all three streams was close to roadway grades, which

³¹⁷ Bridgehunter, Euchre Creek Bridge, 2014. <http://bridgehunter.com/or/curry/euchre-creek/> (accessed January 27, 2015).

³¹⁸ Allen, 137.

³¹⁹ Ibid.

³²⁰ Bridgehunter, Hunter Creek Bridge, 2014. <http://bridgehunter.com/or/curry/hunter-creek/> (accessed January 27, 2015).

³²¹ "Highway Now Open to Winter Travel," *The Oregonian*, October 30, 1927, 78.

³²² Allen, 145.

³²³ Allen, 23.

³²⁴ Ibid.

ruled out alternative reinforced-concrete deck-girder spans. Finally, the harsh coastal environment, with its corrosive salt air, precluded the use of steel-truss spans. Accordingly, McCullough created identical 120-foot tied arches for all three crossings. They were some of the first bridges of this type in the United States and were the first in the Far West. Construction on the Wilson River Bridge began in September 1930 and was completed by June 1931, at a cost of \$34,000. The two other bridges were completed by the end of the same year.³²⁵

James Marsh, an Iowa engineer and McCullough's former employer, greatly influenced McCullough's work. McCullough's design resembled the tied-arch version of Marsh's "rainbow" bridge in both form and function. The McCullough Bridge MPD describes the bridge design:

Unlike traditional fixed through arches, its curved ribs and road deck functioned as an integrated structure, much like an archery bow and string. The road deck—the string—held the outward thrust of the arch ribs—the bow—in compression. The entire superstructure rested atop inexpensive, lightly constructed piers that required little thrust-containing reinforcement.³²⁶

McCullough's economic design for these three bridges used efficient steel reinforcing bars and a concrete Considère hinge near the top of each arch rib to serve as a rotation point and simplify construction. This temporary hinge consists of reinforcing bar and steel hoops that, once the dead load is applied to the arches, is encased with concrete. The concrete casing immobilizes the hinge, preventing the dead load from concrete shrinkage and bending stresses from weakening the structure.³²⁷ McCullough used the Considère hinge for bridges he later constructed on the Oregon Coast Highway.³²⁸

Cummins Creek Bridge

The 1931 Cummins Creek Bridge is a reinforced-concrete deck arch bridge. Spanning 185 feet, it is one of McCullough's shortest bridge designs.³²⁹ Situated within the Neptune State Scenic Viewpoint area, Ray Allen describes how "visitors can walk along the creek bed of rounded stones and catch a full view of the bridge's graceful low-rise open-spandrel arch."³³⁰

Cape Perpetua Half Viaduct

The Cape Perpetua Half Viaduct, located in Lincoln County two miles south of Yachats, is situated more than 200 feet above the ocean as the highway traverses the cape's sheer rocky cliff face. Historian Ray Allen describes the structure as "the only span of its type on the coastal highway" with an "unusual

³²⁵ Hadlow, 2005, Section E, pg. 7.

³²⁶ Ibid, Section E, pg. 7.

³²⁷ Ray Bottenberg, *Bridges of the Oregon Coast* (Charlston, SC: Arcadia Publishing, 2006), 9.

³²⁸ Hadlow, 2005, Section E, pg. a.

³²⁹ Hadlow, 2001, 138; Allen, 87.

³³⁰ Allen, 187.

railing [featuring] a masonry guardrail with broad arched openings and a concrete cap.” The viaduct was constructed in 1931 by Tom Lillebo, a contractor from Reedsport.³³¹

Cape Creek Bridge and Tunnel

In the early 1930s, the OSHD and the BPR worked cooperatively to complete a picturesque five-mile section of the Oregon Coast Highway in Lane County through rugged terrain between Berry Creek and China Creek.³³² Major engineering challenges associated with this project involved excavating a roadway from the cliffs high above the surf, constructing a rock wall around Sea Lion Point, boring a tunnel through Devil’s Elbow (Cape Creek Tunnel), and erecting a bridge over Cape Creek.³³³

In October 1930, the BPR awarded a Forest Highway contract to Kern and Kibbe of Portland for \$440,292 to grade the Berry Creek to China Creek segment and construct the Devil’s Elbow Tunnel, later known as the Cape Creek Tunnel. Kern and Kibbe had previous experience with tunnels in Oregon, most notably the Mosier Twin Tunnels completed in 1921 along the Columbia River Highway. The contractor set up worker camps for 140 men, including a camp near the Heceta Head Lighthouse, and brought in steam shovels and bulldozers for the heavy earthwork required to carve out the roadway from rocky headlands. By January 1931, workers had started boring at the tunnel’s north portal. Using explosives and steam shovels, the team worked three shifts each day to carve out the tunnel. Soft rock at several locations delayed the project because timber lining was required to shore up the walls and ceiling. Kern and Kibbe completed the road and tunnel contract by March 1932. The highway tunnel remains partially lined with timber, but is mostly open rock with concrete portals and a sunburst design surrounding each opening.³³⁴

The Cape Creek Bridge was constructed in 1931-1932 under a separate contract with John K. Holt and the Clackamas Construction Company. C. B. McCullough designed the bridge in 1930 “to span Cape Creek gorge with some type of approach that would traverse the offset streambed.”³³⁵ The 619-foot viaduct and open-spandrel reinforced-concrete deck-arch bridge connects to the north end of the Cape Creek Tunnel.³³⁶

Rogue River Bridge

In January 1930, the state highway commission solicited bids for construction of the Rogue River Bridge and other improvements to be completed during the following two years.³³⁷ The Highway Commission awarded contractor Fred Coughell the Rogue River bridge project.³³⁸ Bridge construction began in early 1930 and was completed in 1931 at a cost of \$653,000.³³⁹ At the time of its completion, the bridge was

³³¹ “Road Progress is Good,” *The Oregonian*, April 5, 1931, 48.

³³² ODOT, Cape Creek Tunnel No. 3961, Oregon Inventory of Historic Properties Section 106 Documentation Form.

³³³ Ibid.

³³⁴ Ibid.

³³⁵ Robert Hadlow, Cape Creek Bridge No. 01113 National Register Nomination, 2005, Sec. 7, pg. 7.

³³⁶ Ibid.

³³⁷ “Road Bids Due Shortly: State Highway Commission Plans on Session January 16,” *The Oregonian*, January 2, 1930, 11.

³³⁸ “Those Who Come and Go,” *The Oregonian*, April 11, 1930, 10.

³³⁹ Blakely, 47.

“the most expensive structure undertaken by the state highway commission,” consisting of “seven 230-foot reinforced concrete arch spans with a concrete viaduct approach structure at either end, the total length being 1898 feet.”³⁴⁰ Possibly to appease timber interests, McCullough, state highway department bridge engineer, noted that, “In the construction of the Rogue river bridge 3,000,000 feet of timber had been used.”³⁴¹ The projected opening of the Rogue River Bridge eliminated ferry operation across Rogue River between Gold Beach and Weddeburn.

McCullough designed the bridge using the Freyssinet technique, partly as an experiment to analyze the properties of elastic arch bridges recently mastered by French engineer Eugène Freyssinet.³⁴² The C. B. McCullough Major Oregon Coast Highway Bridges, 1927-1936 MPD describes the technique:

The Freyssinet technique involved prestressing the arch ribs with hydraulic jacks placed at their crowns. The goal was to compensate for deformations due to shrinkage of concrete, differential temperature changes, movement of supports, and elastic and plastic shortening. The result, in theory, was that the ribs would shorten to a point equal to, but not beyond, their original position. The ribs would carry their own dead load without extraordinary stresses induced at the skewbacks.³⁴³

The project was an experiment in bridge design jointly sponsored by the BPR and the OSHD that upheld the agencies’ research mandate to determine the advantages and disadvantages of Freyssinet’s technique, primarily as an economizing measure, and to explore a bridge design that created a “light, airy-looking structure that skipped across the estuary.”³⁴⁴

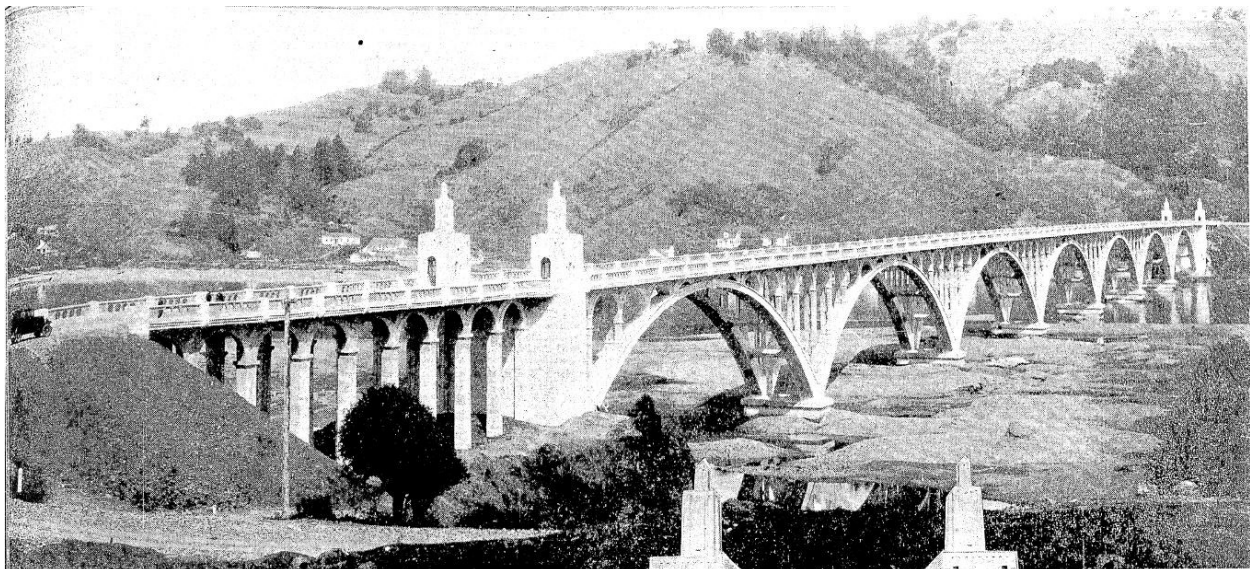


Figure 6. Rogue River Bridge, May 1932 (from *The Oregonian*)

³⁴⁰ “\$16,042,000 Spent On State Highways: \$9,230,000 of Total Use for New Construction,” *The Oregonian*, December 30, 1931, 1.

³⁴¹ “West Side Highway Group Hears Engineer,” *The Oregonian*, May 14, 1932, 3.

³⁴² Hadlow, 2005, Section E, pg. 9.

³⁴³ Ibid.

³⁴⁴ Ibid, Section E, pg. 10.

The highly anticipated dedication ceremony for the bridge and highway's completion was scheduled for May 28, 1932. McCullough remarked on the state's efforts to complete the highway: "Everything humanly possible will be done to have the Oregon Coast Highway open throughout its entire length of 410 miles, extending from Astoria to the California-Oregon state line, for the joint celebration to be held in Gold Beach, May 28 of the completion of the Rogue River Bridge and the opening of the coast route to travel."³⁴⁵ Dignitaries involved in the event included state and federal officials, including members of the state highway commission.³⁴⁶ Former governor A.W. Norblad, then president of the Oregon Coast Highway Association (OCHA) which sponsored the celebration, acted as master of ceremonies. Chairman of the State Highway Commission, Leslie M. Scott, presided over the dedication ceremony [MPD]. Norblad had arranged for President Hoover to "press a button which will provide the electrical impulse for the raising of the barriers at the Rogue River Bridge at Gold Beach May 28."³⁴⁷ The bridge was dedicated to the late Governor Patterson.

Although ferries continued to operate along the route until bridges were constructed at the other five major crossings into the 1930s, the Rogue River Bridge was celebrated as the highway's final completion.

Community Development

Though timber remained the coast's primary industry and economic force, the development of the Coast Highway quickly expanded community development and economic growth. Highway spokespersons promised wealth and success for Oregon's increasingly important coastal region. The Highway Commission stated that "This highway is of tremendous importance to all of Western Oregon, and although in its present practically completed state, it is rendering a great and valuable service, it cannot, until its last link is completed, bring to the State the full return of development and prosperity, pleasure and profit which will inevitably follow its opening to through traffic."³⁴⁸

The highway's scenic qualities were closely linked to tourist travel. Governor Olcott addressed the importance of scenic preservation measured against the lasting effects of timber clear-cutting in his 1921 message on scenic beauty:

One large company, the Crown Willamette Paper Company, immediately ceased cutting of timber along the Seaside-Cannon Beach Highway in Clatsop County . . . That road probably accommodates more tourists than any other single road in the state during the summer season and on that road is demonstrated very forcibly the difference between natural timber beauties and the naked stretches left after logging operations with modern machinery have denuded the hillsides. So marked is the difference I venture to say no person passes over the road but comments upon it.³⁴⁹

³⁴⁵ "Coast Hi-Way Will Be Open by May 28," *The Curry County Reporter*, March 20, 1932.

³⁴⁶ "Bridge Dedication Arranged," *The Sunday Oregonian*, May 15, 1932, 9.

³⁴⁷ "Hoover to Open Bridge: President to Press Button for Gold Beach Dedication," *The Morning Oregonian*, May 5, 1932, 20.

³⁴⁸ OHSC, 1928, 66.

³⁴⁹ Ben W. Olcott, Governor's Scenic Beauty Message, 1921, Governor Ben W. Olcott's Administration, Oregon State Archives. <http://arcweb.sos.state.or.us/pages/records/governors/guides/state/olcott/scenic1921.html> (accessed January 12, 2015).

Improved access to and along the coast conferred an immediate and enduring impact on the region's development as a tourist economy. The region had substantial economic potential, which proved impossible to ignore. Entrepreneurs along the route began building auto campgrounds, rental cottages, general stores, gas stations, garages, hotels, eateries, and fishing and hunting resorts. The highway opened up the previously isolated Curry County for tourism, particularly to vacationing Californians who began traveling north to tour the coastline.³⁵⁰ Auto camping soared in popularity, and coastal towns established auto parks to accommodate travelers. In *Lincoln City and the Twenty Miracle Miles*, historian Anne Jobbe Hall describes the Nelscott Auto Park, established in 1927 by George and Anna Cushing along the unpaved highway.

They felled and burned trees, cleared brush, and built a campground. The auto park consisted of cottages, tent houses, auto campsites, a service station, and Community Kitchen . . . At first, auto park guests slept in their cars or set up a tent they carried in the trunk. Some ingenious souls attached homemade awnings directly to their vehicle to provide shelter. By the 1930s, there were sometimes as many as 100 tents and autos in the campground. A deluxe campsite cost 75 cents per night, while a one-bed cottage rented for \$1.³⁵¹

Settlements sprung up as resort communities along the Coast Highway. A 1930 report on the highway noted the recreational potential of Clatsop and Tillamook Counties. "The rugged coast scenery at Neahkahnie Mountain, Cape Falcon, and Arch Cape is unsurpassed anywhere on the Oregon Coast and at Cannon Beach, there is a flat sand beach four miles in length this is an ideal summer resort. Ecola and Cannon Beach are already well built up."³⁵²

The coastal population grew by more than 13% between the 1920 and 1930 census. With over 65,000 people in 1930, the coastal region made up about 7% of the state's overall population. Highway access improved the logging, fishing, and recreation economies throughout the coastal regions. The growth of industry, coastal populations, and tourism in coastal towns led to an increased demand for efficient highway transportation. The ferries at the major water crossings, many of which had operated for decades, were no longer viewed as a modern and sufficient means for travel. The ferry system particularly inhibited truck transportation, an industry that had flourished following World War II, as a direct result of the Federal Highway Act and interstate highway development. Advancements in pneumatic tires capable of withstanding heavy truck loads provided an efficient alternative to rail. As the decade closed, developments such as power-assisted brakes, six-cylinder engines, and three-axle trucks became increasingly important for safe and efficient highway transport.³⁵³

Clatsop County

The coast's largest city was Astoria, the region's only community with a population over 10,000. Despite its advantageous location at the convergence of the coast highway's north end and the Columbia River Highway's west end in Clatsop County, the city failed to reap the benefits of tourist travel during the

³⁵⁰ Blakely, 25.

³⁵¹ Hall, 58.

³⁵² Roy A. Klein, Report on Alternate Routes of Coast Highway in Clatsop and Tillamook Counties, OHSC, October 23, 1930, Clatsop County Road Establishment Files (on file at ODOT Library).

³⁵³ Gale Encyclopedia of U.S. History, "Trucking Industry", <http://www.answers.com/topic/trucking-industry-2> (accessed January 2, 2015).

1920s. The Great Astoria Fire of 1922 burned the city's business district, destroying more than 24 blocks and costing about \$12 million in damages.³⁵⁴ Astoria's hope for recreational tourism halted as the city worked to recover from the fire. The community rebuilt its central core almost as quickly as it was destroyed and, with state assistance, the community reconstructed its buildings and economy in just two years. The "New Astoria Reconstruction Celebration: From Ashes to Concrete," held on July 3, 1924, honored the city's revitalization.³⁵⁵ Although the city enjoyed a quick recovery, it struggled to regain its population. Between 1920 and 1930, the Census reported a 3,678 decrease in population in Astoria, a loss of over 34%.

Notwithstanding the highway's construction, the population of other Clatsop County coastal towns stagnated. Cannon Beach had a population of 135 in 1930, Necanicum 76, and Gearhart 125. Seaside's population was 1,565 in 1930, marking the end of the decade with a 13% decrease from 1920, spurred by the rapid economic decline following the stock market crash.

Tillamook County

Tillamook County's overall population increased 34% during the 1920s, growing to 11,824 in 1930. The primary population center, Tillamook city, contained 2,549 residents in 1930. Approximately 1,250 people lived in Garibaldi's fishing community, and about 800 in Nehalem.

The highway's construction greatly extended the travel season for Willamette Valley residents visiting the resort towns in Tillamook and Lincoln County. In 1924, an important section of highway was completed from Neskowin in Tillamook County to the Siletz River in Lincoln County. The *Yaquina Bay News* reported that the new route would "give the first all-year road outlet that part of the county has ever seen in the past, for nine or ten months of the year."³⁵⁶ Neskowin's population nearly doubled between the 1920 and 1930 census, growing to 196 people. Rockaway grew to 403 people, five times its 1920 population. While these populations are small compared to the coast's major urban areas, this growth showed promise for Tillamook County's tourism economy and budding resort communities.

Lincoln County

Fishing was Lincoln County's chief industry before the 1920s and continued to be thereafter, but fishermen experienced diminishing fish populations in in the 1920s and 1930s.³⁵⁷ Meanwhile, Lincoln County's ocean beaches had become some of the state's most popular scenic attractions. As a result, several small communities sprung up along the coast, including South Beach, Agate Beach, and Nye Creek, reporting populations for the first time in the 1930 Census. The Devil's Lake precinct, situated in a prime location in North Lincoln County, more than doubled during the 1920s, and Yachats more than tripled near the south end of the county.

The Depoe Bay Bridge construction in 1927 spurred recreational and community development around Depoe Bay, coined the "world's smallest harbor." In 1932, the Depoe Bay Investment Company incorporated with plans to develop the tourist economy in Depoe Bay. *The Oregonian* reported that the

³⁵⁴ Blakely, 26.

³⁵⁵ Ibid., 28.

³⁵⁶ Blakely 29.

³⁵⁷ Lincoln City, About Our City. <https://www.lincolncity.org/about> (accessed January 2, 2015).

company would erect a community house and restaurant near the north end of the bridge, would dam the bay's southern half to improve the beach conditions for swimming and recreation, and deepen the channel under the bridge to encourage recreational boating in the harbor.³⁵⁸

Connecting Inland Routes

The northern coastal communities' economic vitality heavily depended upon their accessibility from the Willamette Valley. Tourism was critically important to the coastal economies, and several towns developed primarily as resort communities with distant urban customers. Connecting highways eventually replaced the long circuitous route to the coast with more direct routes from the state's metropolitan centers. Salmon River Road, constructed in 1926 and adopted as a state highway in 1930, and Wolf Creek Road (later Sunset Highway), adopted in 1932 and completed in 1939 provided crucial highway connections that impacted community development along the Coast Highway in Lincoln County.

The Salmon River Highway connected inland travelers from the Willamette Valley to the coast. The route passed from McMinnville through Yamhill, Polk and Lincoln counties and connected with the Coast Highway in Otis. In 1926, *The Oregonian* explained that the beach districts from Pacific City to Newport held new importance for the "Portlander," bringing the beach closer to Portland.³⁵⁹ *The Oregonian* reported that the Salmon River route would also greatly benefit the old city of Newport. "When the roads are finished the beach town will be but 115 miles from Portland."³⁶⁰ The article also noted that the "beach resorts of Neskowin and the newly developed sections around Devil's lake . . . will be closer to Portland than any other beach."³⁶¹ In 1930, the Highway Commission adopted a resolution to adopt the Salmon River route as a state highway.

Two years later, in August 1932, the Highway Commission adopted the Wolf Creek Highway (U.S. Route 26/State Route 47), directly connecting Portland to the Coast Highway between Seaside and Cannon Beach. The state promoted this route as Portland's shortest route to the sea for all coast destinations between Tillamook and Astoria.³⁶² *The Oregonian* reported that, to celebrate this first step in securing a shorter route, resorts at Neahkahnie and other beaches would "have bonfires ablaze on all the beaches."³⁶³ The plan also proposed cut-off routes from the highway to Astoria, Nehalem Bay, and Tillamook. Of these junctions, the Wilson River Highway (State Route 6) was constructed between Banks and Tillamook, but existing roads were adopted as state routes from the highway to Astoria (Fishhawk Falls Highway, State Route 103), and Mohler near Nehalem Bay (Necanicum Highway, State Route 53). Highway construction lasted nearly seven years, and work was still underway when the route officially opened to the public in late June 1939.³⁶⁴

³⁵⁸ "Beach Interests Merge," *The Oregonian*, October 9, 1932, 22.

³⁵⁹ "Road to Bring Sea Nearer Rose City," *The Oregonian*, May 30, 1926, 72.

³⁶⁰ "Highway Goes Inland" *The Oregonian*, July 4, 1926, 62.

³⁶¹ Ibid.

³⁶² "Wolf Creek Road to Ocean Adopted," *The Oregonian*, August 27, 1932, 1.

³⁶³ "Beaches Will Celebrate: Action of Highway Commission Inspires Communities," *The Oregonian*, August 27, 1932, 2.

³⁶⁴ "Caravaners Sing Cutoff's Praise," *The Oregonian*, July 2, 1939, 1.

Lane County

Lane County witnessed considerable growth during the 1920s, growing over 40% to a population of 54,493 in 1930. However, the county's coastal population remained minimal compared to inland, just over 1,000 people, about two percent of the county's overall population. Population growth in Lane County's coastal communities stagnated between 1920 and 1930. About 500 people lived in Florence, the county's coastal population center and a vital hub for ferry travel across the Siuslaw River.

Douglas County

Reedsport and Gardiner, anchoring each side of the Umpqua River ferry crossing, remained Douglas County's coastal population centers. These coastal communities comprised only 7% of the county's overall population. Both communities experienced a population decline during the 1920s. In 1930, Reedsport's population was 1,148 (an 18% decrease), and Gardiner's was 401 (an 11% decrease). Douglas County's coastal communities were relatively isolated from the rest of the Coast Highway, surviving from an economy based on timber, farming, orchards, and livestock, without much dependence on recreational tourism.

Coos County

The Southern Oregon Coast functioned primarily as a group of several small timber communities during the early 1920s. Lumber companies owned extensive timberlands in Coos and Curry counties. The regional economy profited from the growth of Port Orford cedar production, manufacture, and export.³⁶⁵ The highway's construction brought new opportunities for the timber industry and for recreational tourism. Coos County was comprised of five urban centers, as well as several small logging communities, each with well under 1,000 people, that contributed to the county's population of 28,000. All of the county's major communities on the Coast Highway experienced growth during the 1920s.

Table 2. Coos County 1920-1930 U.S. Census Populations

| Community | 1920 population | 1930 population | Percentage of Growth |
|--------------------|-----------------|-----------------|----------------------|
| North Bend | 3262 | 4012 | 23% |
| Marshfield | 4034 | 5287 | 31% |
| Coquille | 1642 | 2732 | 66% |
| Bandon | 1440 | 1516 | 5% |
| Bunker Hill | 899 | 1577 | 75% |

Although Bandon's population experienced little growth over the decade, improved highway access made it a popular southern coast resort town. The 1931 Sanborn Fire Insurance map for Bandon shows the Roosevelt Highway as only a small section of diagonal road in the heart of town, connecting from arterial segments to the town at Oregon Avenue near 6th Street and Chicago Avenue near 3rd Street. The town's early economy, centered on sawmills, cranberries, salmon canneries, shipbuilding, shifted to include tourism in the 1920s. Known as "Bandon by the Sea," travelers drove the newly established highway system from the Willamette Valley to the popular resort town.³⁶⁶

³⁶⁵ Douthit, 21.

³⁶⁶ Douthit, 76.

Curry County

The Chetco Valley area surrounding Brookings remained geographically isolated. A portion of the Roosevelt Highway was completed between Brookings and the California border in 1924, but “the road north was primitive.”³⁶⁷ A 1924 highway map shows that, between Brookings and Gold Beach, only a small section near Cape Sebastian was graded with a rock or gravel surface. The rest remained unimproved. By 1928, the entire stretch from Bandon to the California border had rock or gravel surface, with an oiled macadam surface installed in the early 1930s.

Although the population centers in Curry County were relatively small compared to the rest of the coast, their growth during the 1920s was substantial compared to the county’s minimal overall growth. The county population grew only 7.6% in the 1920s, reporting a population of 3,257 in the 1930 census. However, Port Orford, Ophir, Gold Beach, and Wedderburn grew by staggering percentages. Brookings was Curry County’s only coastal town that experienced a population decline during this period.

Table 3. Curry County 1920-1930 U.S. Census Populations

| Community | 1920 population | 1930 population | Percentage of Growth |
|--------------------|-----------------|-----------------|----------------------|
| Port Orford | 343 | 449 | 30% |
| Brookings | 421 | 273 | -35% |
| Ophir | 104 | 194 | 85% |
| Wedderburn | 100 | 167 | 67% |
| Gold Beach | 299 | 515 | 72% |

The Brookings Timber and Lumber Company, later the California and Oregon (C. & O.) Lumber Company, operated a company town in Brookings, but sold its residential and commercial structures to local residents and closed the mill in 1925.³⁶⁸ With the loss of this major employer, transportation access to other regions became critical to the region’s economic survival.³⁶⁹ Many Brookings’ residents left and the company sold most of the industrial infrastructure as salvage. The region’s economy became dependent on farming, and ultimately blossomed with the development of the lily bulb industry.³⁷⁰

The Stock Market Crash of 1929

Despite the region’s recreational tourism and economic growth during the 1920s, the period ended with the 1929 stock market crash and the beginning of The Great Depression. Local economies plunged. People could not afford to travel and local industries were devastated by the lack of demand for materials. Historian Gail Wells describes the economic impact of The Great Depression on the coastal region: “When the crash of 1929 sent the nation’s economy into free fall, the extractive industries that were the backbone of the coastal economy suffered as the nationwide malaise curtailed industrial

³⁶⁷ Douthit, 32.

³⁶⁸ Douthit, 32.

³⁶⁹ Douthit, 32.

³⁷⁰ Douthit, 33.

production and domestic spending.”³⁷¹ Timber, fishing, farming, and mining suffered from plummeting markets.³⁷² “Between 1929 and 1932 lumber exports were cut in half. The salmon pack declined by 120 million pounds. Employment in production industries dropped by more than one-third: for every one hundred Oregon workers who had been employed in 1929, there were sixty-three in 1933.”³⁷³ The Oregon coast had become a “place of idled mills, mines, and factories, unemployed workers, and families in need.”³⁷⁴

Recreation

The 1920s witnessed a major nationwide movement calling for state parks systems. The 1921 National Conference on State Parks, organized by Stephen T. Mather, the National Park Service’s first director, convened in Des Moines, Iowa. Rebecca Conard described the event in *The George Wright Forum*:³⁷⁵ “Mather’s reason for promoting a state park organization was fairly transparent. The Park Service was inundated with requests for creating national parks in areas that he and his staff felt were ‘more of local interest.’”³⁷⁶ The National Conference on State Parks “emerged as the most important forum for debating ideological as well as administrative issues of park development and management.”³⁷⁷ Conference attendees included representatives from the few existing state conservation departments or park boards, municipal park administrators, prominent natural scientists and landscape architects, and representatives from a wide range of community and advocacy organizations and civic leagues.³⁷⁸ State Parks were regarded not only as recreational locations, but as a medium for protecting areas representative of conservation issues, although tourism quickly emerged as tool to cultivate public support. Officials began to promote state parks adjacent to principal highways as a method of increasing automobile tourism and thereby stimulating the state economy.³⁷⁹ State Parks development had to meet the demand for picnic grounds, bathing and boating area and other outdoor recreation facilities intensively used by the public.³⁸⁰

The state park movement attracted diverse interests. According to Conard, “One powerful constituency considered outdoor recreation to be the primary function of state parks. In large part this view was shaped not only to the increasing affordability of automobiles, but to the increasing availability of leisure time among a growing middle class.”³⁸¹ Others viewed state parks as way to link natural resource conservation with public health and social reform.³⁸² The state parks movement also motivated natural

³⁷¹ Gail Wells, “Unions and Hard Times between the Wars: The Great Depression,” Oregon History Project, 2006. <https://oregonhistoryproject.org/narratives/the-oregon-coastforists-and-green-verdent-launs/unions-and-hard-times/the-great-depression-2/#.XTeQueRYaUk> (accessed January 22, 2015).

³⁷² Wells, 2006.

³⁷³ Wells, 2006.

³⁷⁴ Wells, 2006.

³⁷⁵ Rebecca Conard, “The National Conference on State Parks: Reflections on Organizational Genealogy,” in *The George Wright Forum* Vol 14, No. 4, 1997, 28. <http://www.georgewright.org/144conard.pdf>

³⁷⁶ Conard, 30.

³⁷⁷ Conard, 28.

³⁷⁸ Vol 14, No. 4, 1997, 29. <http://www.georgewright.org/144conard.pdf>

³⁷⁹ Conard 31.

³⁸⁰ Merriam, 261.

³⁸¹ Conard, 32.

³⁸² Conard 33.

scientists interested in protecting plant and wildlife species and landform types, and provoked landscape architects to campaign for state parks as natural area preserves.³⁸³ Places that conveyed aspects of natural or cultural history were also incorporated into the state parks discussion.³⁸⁴

Delegates of the 1921 conference acknowledged that:

- Public parks were necessary for patriotism, human and social health, business and civic life.
- Parks should provide recreational opportunities but also preserve wildlife, natural areas, and various land types.
- Historic sites and trails should be marked and preserved as public parks or monuments, and maintained for instruction and inspiration
- Public parks should be within easy access of all people
- Inter-city, inter-state and national park highways were desired.³⁸⁵

As the state parks movement continued throughout the 1920s, two primary park functions emerged: preserving natural scenery and providing for outdoor recreation. Frederick Law Olmsted, Jr. addressed the state park role in conserving scenic and recreational resources for public use. In Olmsted's opinion, the state parks were responsible for education – teaching the public how to use scenic and recreational areas-- and with pursuing direct measures – through land acquisition and park creation or police regulation – to prevent the unwarranted destruction and exploitation of resources.³⁸⁶

In 1921, the state legislature passed portions of a scenic preservation bill. The law empowered the Highway Commission to acquire rights of way within 300 feet of the highway centerline for scenic conservation and planting trees. Pursuant to this law, the Highway Commission began to acquire land for small roadside parks and waysides, and spearheaded roadside beautification projects. The Highway Commission also began acquiring land, primarily close to highways, for a state park system.³⁸⁷

Richard Leiber, head of the National Conference on State Parks, commented on the Oregon Coast Highway and coastal state parks during a 1936 tour of Oregon's parks. "Here then is a state which takes some 400 miles, leads its highway along the ocean, winds about through groves of marvelous trees and protects the surroundings from artificialities and desecration." He also stated that, "Here is an American commonwealth that proposes to say that native scenery is sacred, that the people of the state should own this scenery and control it, that it should be preserved for all time to come in its native stateliness."³⁸⁸

In Clatsop County, the Roosevelt Highway was completed between Astoria and Seaside by the close of 1922, giving the "summer vacationists to the seashore resorts a practically continuous paved highway from Portland to Seaside, and [giving] the people and business interests of Seaside and way points a

³⁸³ Conard 33.

³⁸⁴ Conard, 34.

³⁸⁵ Conard 34.

³⁸⁶ Conard 36.

³⁸⁷ Architectural Resources Group, Oregon Parks and Recreation Department Draft Context Statement, 2004, 1.

³⁸⁸ Richard Leiber to Conrad Wirth, 8 Oct. 1936, National Conference on State Parks Papers, Box 2, found in Thomas R. Cox *The Park Builders: A History of State Parks in the Pacific Northwest*. (Seattle: University of Washington Press, 2011), 95.

completed all-year road to Portland.”³⁸⁹ For the first time, the road through Clatsop County to Tillamook was passable at all times in all weather. The 13-mile section between Seaside and Hamlet Junction remained the last unimproved stretch of the highway in Clatsop County.³⁹⁰

In 1925, a new law allowed the Highway Commission to purchase park sites beyond 300-feet from roadways. At this point, the state began establishing larger parks not located directly adjacent to the highway.³⁹¹

Following the 1927 completion of the highway segment in Lincoln County, the Highway Commission acquired a number of park tracts in this section. Among these was Otter Crest, about 10 miles north of Newport. The Highway Commission purchased the 1.48-acre Otter Crest site from W. S. Badley of Portland for \$500.³⁹² This property was notable for its view of the Pacific Ocean and rugged coast line, in what would become a concentrated area of recreation sites, including Otter Crest State Scenic Viewpoint, Rocky Creek State Scenic Viewport, and Devils Punchbowl State Natural Area.

In 1930, as the country entered the Great Depression following the stock market crash of 1929, the Highway Commission “felt the shortage of funds” but their bonded debt from park acquisitions remained the same. Revenue from gas taxes and other sources “decreased to an alarmingly low point”; however, state park development continued. During the 1930s, federal and state agencies intervened with a multitude of aid programs to offset financial shortages, assisting with park acquisition, construction and improvements.³⁹³

Samuel H. Boardman, appointed as state parks engineer at the beginning of the Great Depression, took a conservative approach as the program’s superintendent, maintaining a minimal staff and emphasizing land acquisition for the protection of park lands over park infrastructure development.³⁹⁴ He believed that “land should be acquired before it was lost to the public, and betterment would take place later.”³⁹⁵ Along the Oregon Coast, Boardman recognized the unusual situation of a highway along the ocean’s edge and, “while staying within a reasonable distance of the shoreline, he sought to control as much of the coastline as possible” to provide easier public ocean access through the development of coastal state parks.³⁹⁶

The seventeen coastal state parks established during this period were primarily chosen for their scenic qualities and proximity to the highway. Because Boardman focused on land acquisition and not infrastructural development, the early parks are characterized by their undeveloped open space, beach access, and natural surroundings, key features of the highway’s cultural landscape. Most of these parks experienced further development during later historic eras within the highway’s period of significance, most notably through CCC projects to employ work crews in New Deal programs (See Section 7.5), and

³⁸⁹ OHSC, 1922, 187.

³⁹⁰ OHSC, 1922, 187.

³⁹¹ Merriam, 20.

³⁹² OHSC, 1928, 92.

³⁹³ Armstrong, Section 2.

³⁹⁴ Merriam, 25.

³⁹⁵ Merriam, 26.

³⁹⁶ Merriam, 25.

through Post-World War II park expansions with the construction of overnight camping facilities (See Section 7.6). (See also Appendix D, for a table listing all Coast Highway-associated state parks and their acreage). Within the 1921 to 1932 period, State Park Summaries (below) mainly describe park land acquisition, natural elements, and scenic qualities.

State Park Developments

Ecola State Park (1932-1978), Seaside, Clatsop County

First land acquisition: 451.18 acres in 1932.

Current acreage: 1023.88 acres as of 2015

The state purchased the park's original 451.18 acres from Ecola Point and Indian Beach Corporation in 1932. The original tract included ocean frontage, extending from the city of Cannon Beach to Indian Beach. The park encompasses Ecola Point and a steep, forested shoreline to Tillamook Head.³⁹⁷ This park was further developed during later periods.

Short Sand Beach (now Oswald West State Park) (1931-1976), Manzanita, Clatsop/Tillamook Counties

The state initially acquired this property through a 120-acre gift in 1931 from E. S. and Mary Collins.

The park includes beach access within a backdrop of rugged coastal mountains and features significant historic rock work developed during the WPA era at Neahkahnie Mountain.

Boiler Bay State Scenic Viewpoint (1926-1971), Lincoln Beach/Depoe Bay, Lincoln County

First land acquisition: 5.83 acres in 1926.

Current acreage: 33.05 acres as of 2015

Boiler Bay State Scenic Viewpoint consists of 33.05 acres one mile north of Depoe Bay in Lincoln County. The area is situated on Government Point, a steep rocky bluff that protrudes into the ocean at Boiler Bay opening's south side. The point offers panoramic views of the Pacific Ocean and the small basalt-rimmed bay. Previously known as Brigg's Landing, Boiler Bay's was named for the remnants of the 1910-shipwrecked freighter J. Marhoffer, due to its engine boiler that remains visible at low tide. The park land was purchased from several property owners between 1926 and 1974.³⁹⁸ In January 1926, the state purchased the park's first land tract, 5.83 acres, from Lumberman's Trust Company. This park was further improved with visitor amenities during later periods.

Rocky Creek State Scenic Viewpoint (1926-1954), Otter Rock, Lincoln County

First land acquisition: 33.05 acres in 1926.

Current acreage: 58.68 acres as of 2015

Rocky Creek State Scenic Viewpoint occupies both sides of US 101 between Whale Cove and Rocky Creek, about two miles south of Depoe Bay in Lincoln County. The area was named for the small stream that runs parallel to the area's south boundary. The state bought the original 33.05-acre tract in June 1926 for \$600 through the U.S. Indian Agent. In September 1926, the U.S. General Land Office gifted the state another 22.75 acres. The park remained undeveloped until CCC projects were completed between 1934 and 1936.³⁹⁹ The viewpoint provides excellent views of marine life and off-shore rock islets.⁴⁰⁰

³⁹⁷ Merriam, 176.

³⁹⁸ Merriam, 156.

³⁹⁹ Merriam, 217

⁴⁰⁰ Armstrong, 178.

Offshore rocks exhibit “spectacular wave action in storms” and afford nesting areas for birds, sea lions and harbor seals.⁴⁰¹ This park was improved with visitor amenities during later periods.

Otter Crest State Scenic Viewpoint (1928), Otter Creek

First land acquisition: 1.48 acres in 1928.

Current acreage: 1.48 acres as of 2015

Otter Crest State Scenic Viewpoint is located at the crest of Cape Foulweather, approximately 10 miles north of Newport in Lincoln County. The 1.48-acre park is named for the sea otters that inhabited the rocks.⁴⁰² In 1928, Wilbur S. and Florence Badley gifted the land on condition that the state maintain the viewpoint for the public and prohibit concessions, merchandise sales and building construction, although the concession facility was not developed until 1937. The area features Otter Crest, a flat-topped rock that rises over 450 feet above the tide, picturesque panoramic views and a popular whale watching viewpoint. There is a northward view of shoreline and rocky cliffs. Southward, a wide sandy beach stretches from Devil’s Punchbowl to Yaquina Head lighthouse.⁴⁰³ Newspaper reporter Lawrence F. Barber described Otter Crest’s scenic view and features in a 1928 article in *The Oregonian*: “To the west the Pacific rolls for 6000 miles, with now and then a ship, coastwise bound, on the horizon. To the south are the Elephant rocks, Otter rock and the Devil’s Punchbowl- works of the sea. To the north are rocky promontories. Behind, the mountain rises a thousand feet, timbered and green.”⁴⁰⁴ This park was improved with visitor amenities during later periods.

Devil’s Punchbowl State Natural Area (1929-1971), Otter Creek, Lincoln County

First land acquisition: 4.25 acres in 1929.

Current acreage: 8.17 acres as of 2015

Devil’s Punchbowl State Natural Area is an 8.17-acre area located about one-quarter mile west of US 101 in the Otter Rock community of Lincoln County. The state acquired the initial 4.25-acre tract as a gift from F.W. and C.P. Leadbetter, who had previously allowed a portion of the property to be used as a City Park, according to the Highway Department’s 1926 plans for the park.⁴⁰⁵ The natural scenic area has a high forested bluff overlooking rocky shoreline. Its most outstanding feature, the Devil’s Punchbowl, is a bowl-shaped cavern on the bluff, in which incoming waves crash with thunderous effect. The park’s north end has a low tide marine garden on the shore, and a long wide sand beach lies south of the bluff. The State Parks website states that during the early 1900s, a long wooden slide, “chute the chutes,” offered access from Otter Rock bluff to the beach.⁴⁰⁶ Today, a wooden staircase leads to the sand. This park was improved with visitor amenities during later periods.

Seal Rock State Recreation Site/Wayside (1929-1942), Seal Rock, Lincoln County

First land acquisition: 0.24 acres in 1929.

Current acreage: 4.69 acres as of 2015

⁴⁰¹ Merriam, 217

⁴⁰² Armstrong, 170.

⁴⁰³ Merriam, 211.

⁴⁰⁴ Lawrence F. Barber, “Coast Stage Route Gives Wild Beauty,” *The Sunday Oregonian*, February 19, 1928, 66.

⁴⁰⁵ ODOT, Road Establishments Files: Lincoln County, ODOT Library and History Center, Salem.

⁴⁰⁶ OPRD, Devils Punchbowl State Natural Area, Oregon State Parks, 2015.

http://www.oregonstateparks.org/index.cfm?do=parkPage.dsp_parkHistory&parkId=156 (accessed January 14, 2015)

Seal Rock State Recreation Site lies approximately 10 miles south of Newport in Lincoln County. The beach north of the park area extends to Beaver Creek. Lincoln County gifted the initial land, 0.24 acres, for this state wayside in 1929. The scenic point offers sweeping panoramic views of the ocean and coastline, and the rocky beach south of the use area is accessible by park trail. A ledge of partly submerged basaltic rock formations along the shore is known as Seal Rocks. The state obtained three of the larger rocks -- Castle, Tourist and Elephant --- from the federal government by Act of Congress in 1928. The large off-shore rock formations provide a habitat for seals, sea lions, sea birds and other marine life, and tide pools offer additional opportunities to observe marine life. Developed for day-use, the picnic area is in a stand of shore pine, spruce and salal. This park was improved with visitor amenities during later periods.

Governor Patterson Memorial State Recreation Site (1931), Waldport, Lincoln County

First land acquisition: 9.4 acres in 1931.

Current acreage: 10.23 acres as of 2015

The Governor Patterson Memorial State Recreation Site is about 1.5 miles south of Waldport in Lincoln County, and encompasses the land between US 101 and the Pacific Ocean for nearly a mile. The state purchased the original 9.4 acres in 1931 from Mary E. Patterson and other property owners to create a memorial to the late Governor Isaac L. Patterson. Governor Patterson strongly advocated for park development and scenic preservation, and he appointed the state's first Park Commission in 1929. This park was improved with visitor amenities during later periods.

Yachats State Park (1928-1986), Yachats, Lincoln County

First land acquisition: Unknown acres in 1928.

Current acreage: 93.33 acres as of 2015

Yachats State Park is located at the west edge of Yachats in Lincoln County, bordering the Yachats River along the ocean shore. Yachats is an Indian word that is believed to mean "at the foot of the mountain," and Cape Perpetua's steep face rises just south of Yachats. The state acquired the park land by gifts from Lincoln County and L.P. Gill and through purchase from private owners between 1928 and 1986. The first acquisition included 16 lots from Lumberman's Trust Company in 1928 for \$1,600. Charles A. Lounsbury gifted one lot in 1928, and the state later bought nine additional lots. The entrance road makes a small loop, offering a view of the Yachats River connecting with the Pacific Ocean. Views also include dramatic waves and gray whale migration. This park was improved with visitor amenities later periods.

Devil's Elbow State Park (Heceta Head Lighthouse State Scenic Viewpoint) (1930-2001), Lane County

First land acquisition: Unknown acres in 1930

Current acreage: 548.59 acres as of 2015

The Devil's Elbow State Park (now the Heceta Head Lighthouse State Scenic Viewpoint) is located along the Coast Highway, thirteen miles north of Florence in Lane County. The state acquired the land for the park between 1930 and 1987 through purchases from private owners as well as gifts and exchanges with U.S. government agencies. Journalist Everett Earle Stanard described the area in a 1930 article in *The Oregonian*: "Heceta head juts out into the surging waters of the Pacific. This promontory, with its lighthouse, caves and rocks, where [sea lions] bask, is visited by recreationists and tourists from far and

near.”⁴⁰⁷ The area was enlarged in the 1980s to include the 1892-93 Heceta Head Lighthouse located north of the park’s original boundary and connect with Washburne State Park.

Jessie M. Honeyman Memorial State Park (1930-1940), Florence vicinity, Lane County

First land acquisition: 163 acres in 1930.

Current acreage: 515.49 acres as of 2015

The Jessie M. Honeyman Memorial State Park is located on both sides of US 101 about two miles south of Florence in Lane County and encompasses over 515 acres. The state purchased the first tract of 163 acres from Rena Robinson for \$5,000 in 1930. The park abuts the shores of Woahink and Cleawox Lakes, two natural freshwater lakes used for swimming, boating and water sports. The Canary County road, leading from US 101 to the community of Canary, passes through the park at the north edge of Woahink Lake. Fir, spruce and hemlock trees, as well as salal, thimbleberry, huckleberry and abundant rhododendrons provide park cover for the slightly rolling terrain.⁴⁰⁸ “In spring the Honeyman Park is a veritable jungle of 30-foot rhododendrons, each with hundreds of clumps of pink blooms.”⁴⁰⁹

The park honors Jessie Millar Honeyman (1852-1948), who devoted many years advocating for highway beautification, Oregon parks, and scenic conservation.⁴¹⁰ The park was touted for illustrating the importance of good roads in creating recreation areas.⁴¹¹ Langille poetically described Honeyman’s contribution to Oregon’s park system in his summary of the state park:

[She] brought from the highlands of Scotland a love and keen appreciation of the beauty in nature, an appreciation which she so devotedly endeavored by word and deed, to impress upon the minds of the citizens of Oregon, that they might realize the need of the utmost effort in preserving forever the abundant, scenic richness that is one of Oregon’s great and enduring natural heritages.⁴¹²

This park was improved with visitor amenities during later periods.

Umpqua Lighthouse State Park (1930-late 1950s), Winchester Bay, Douglas County

First land acquisition: (unknown) acres in 1930.

Current acreage: 362.36 acres as of 2015

Umpqua Lighthouse State Park’s north end is located about a mile south of Winchester Bay, and the park stretches for approximately four miles south along the coast in Douglas County. A small portion of the park is situated east of US 101. While the lighthouse itself was built in 1894, the state acquired the land for state park use in 1930. The original park tract extended to the highway and bordered Clear Lake to the east. West of the lake, adjacent to the ocean, sand dunes rise to over 500 feet and widen in the park’s southern portion (Oregon Dunes National Recreational Area). The oceanfront has steep slopes with Sitka spruce, western hemlock and shore pine. Highway vista points provide views of the Umpqua

⁴⁰⁷ Everett Earle Stanard, “Beach at Heceta Offers Attractions To Visitors,” *The Sunday Oregonian*, August 31, 1930, 39.

⁴⁰⁸ Armstrong, 144-145;

⁴⁰⁹ Northwest Rotogravure Magazine, July 17, 1955.

⁴¹⁰ Merriam, 192.

⁴¹¹ Merriam, 37.

⁴¹² W. A. Langille, *The Jessie M. Honeyman Memorial State Park*, 1946, 1.

River. The park is named after a local Indian tribe.⁴¹³ In 1929, *The Oregonian* described the beach as “very clean and unusually free from wind and fog. At present it can be reached only by boat. Several fine lakes back of [sic] the sand dunes afford excellent fishing and boating.”⁴¹⁴ This park was improved with visitor amenities during later periods.

Battle Rock Park (now Battle Rock City Park) (1930-1940) Port Orford, Curry County

First land acquisition: Unknown acres in 1930.

Current acreage: Unknown

Battle Rock Park, a seaside municipal park, is located within the Port Orford city limits in Curry County. The sea stack at the beach’s north end is the site of an 1851 battle between settlers and Indians. In July 1930, the Highway Commission concluded negotiations to purchase the lands fronting Battle Rock.⁴¹⁵ Situated in Port Orford’s natural deep water harbor, Battle Rock is approximately 300 feet long, 60 feet wide and 60 feet high at water level. From the park, “a magnificent seaward view can be obtained, the first unobstructed sight of the ocean from the southern part of the Roosevelt highway [later US 101], and Battle rock can be mounted from the beach fronting the park.”⁴¹⁶ Subsequent land acquisitions occurred during later periods.

Humbug Mountain State Park (1926-1972), Port Orford vicinity, Curry County

First land acquisition: 30.6 acres in 1926.

Current acreage: 1,842.16 acres as of 2015

Humbug Mountain State Park encompasses over 1,840 acres along both sides of US 101, six miles south of Port Orford in Curry County. The state began acquiring park land for this park in 1926, purchasing 30.6 acres near the mouth of Brush Creek, which bisects the park. In 1931, the state acquired Humbug Mountain through a 290-acre purchase from the General Land Office. The mountain is a prominent geological landmark rising over 1,750 feet above sea level and contains old growth Douglas fir, spruce, grand fir, tan bark, myrtle, alder and cedar. Previously called Sugarloaf Mountain, the mountain’s name changed to Tichenor’s Humbug in 1851 after Captain William Tichenor dispatched an expeditionary party that believed they had reached the mountain’s summit in error.⁴¹⁷ The name was later shortened to Humbug. This park was improved with visitor amenities during later periods.

Geisel Monument State Heritage Site (1930-1931) Ophir, Curry County

First land acquisition: 2.15 acres in 1930.

Current acreage: 4.05 acres as of 2015

Geisel Monument State Heritage Site covers over four acres, and is situated five miles north of Wedderburn and seven miles north of Gold Beach in Curry County. In December 1930, the Macleay Estate Company gifted the park’s original 2.15 acres to the state. F.B. and Martha Postel gave an adjoining 1.90 acres to the state in January 1931. This level forested area contains the graves of Oregon pioneer John Geisel, his wife and three sons. Geisel and his sons were killed during the Rogue Indian

⁴¹³ Armstrong, 211.

⁴¹⁴ “Road to Beach Planned: Line Extending to Umpqua Urged by Citizens,” *The Sunday Oregonian*, March 24, 1929, 48.

⁴¹⁵ Joseph L. Brogan, “Battle Rock, Historic Spot at Port Orford, to be Park,” *The Sunday Oregonian*, July 6, 1930, 42.

⁴¹⁶ Ibid.

⁴¹⁷ Herman Edwards, “1939 Motor Cruise: Sebastian Park,” *The Oregonian*, May 21, 1939, 3.

Wars in 1856. The graves are marked with a monument and surrounded by an iron fence.⁴¹⁸ This park was improved with visitor amenities during later periods.

Buena Vista Ocean Wayside State Park/Wayside (1930-1958), Gold Beach vicinity, Curry County

First land acquisition: 6 acres in 1930.

Acreage: 54.86 acres as of 1992⁴¹⁹

Buena Vista, Spanish for “beautiful view,” occupies over 54 acres along US 101 approximately three miles south of Gold Beach in Curry County. The state purchased the original six acres of wayside property in 1930 and additional acreage through 1958. “The spectacular views of the ocean and the desire to preserve natural growth along this wayside prompted the Highway Commission to acquire this land.”⁴²⁰ The forested location offers views of Hunter Creek Basin and the Pacific Ocean.⁴²¹ This park was improved with visitor amenities during later periods.

Cape Sebastian State Scenic Corridor (1925-1963), Gold Beach vicinity, Curry County

First land acquisition: 241.80 acres in 1925.

Current acreage: 1400.8 acres as of 2015

Cape Sebastian occupies over 1,100 acres on both sides of US 101, seven miles south of Gold Beach in Curry County. In 1603, explorer Sebastian Vizcaino spotted the white cliff and promontory, naming it in honor of Saint Sebastian. The state acquired the first land for this park in 1925, purchasing 241.80 acres from George W. Henry.⁴²² The original Coast Highway route, relocated in the 1960s, wound along the hillside at the park’s eastern side, providing visitors an access road to the cape. The area’s rolling terrain features high steep bluffs on the ocean side. The landward portions have old growth Douglas fir, grand fir and shore pine. Cape Sebastian rises above the ocean at its midpoint. Midway between the cape and Hunters Creek, Colvin Wayside is an isolated tract included in the main area. Cape San Sebastian was also known as Hunters Head for its bountiful hunting grounds.⁴²³ Retired state parks superintendent Chester H. Armstrong contends that, “The most striking feature of this park is the panoramic view” that on clear days includes Humbug Mountain and Cape Blanco to the north and Point St. George on the California coast to the south.⁴²⁴ This park was improved with visitor amenities during later periods.

Harris Beach State Park (and ODOT Rest Area) (1926-1985), Brookings vicinity, Curry County

First land acquisition: 17.58 acres in 1926.

Current acreage: 174.21 acres as of 2015

Harris Beach State Park, located north of Brookings in Curry County, was named after George Scott Harris, the Scottish sheep and cattle raiser who settled in the area in the late 1880s.⁴²⁵ The state

⁴¹⁸ Armstrong, 132-133.

⁴¹⁹ Merriam, 159.

⁴²⁰ Merriam, 98.

⁴²¹ Merriam, 159.

⁴²² Armstrong, 103.

⁴²³ Edwards, 3.

⁴²⁴ Armstrong, 103.

⁴²⁵ OPRD, “Harris Beach State Park,”

http://www.oregonstateparks.org/index.cfm?do=parkPage.dsp_parkPage&parkId=58 (accessed January 12, 2015)

purchased the original 17.58 park acres from Henry Cooper in 1926.⁴²⁶ The park features a rounded, treeless elevation named Signal Knoll. According to State Park Historian W.A. Langille, “Signal Knoll can be counted as a most valuable asset to this park. Its summit, now easily reached by a good foot trail, rises steeply from the edge of the sea and is sufficiently elevated to afford an unobstructed, overlooking view of the superb, offshore maritime panorama, in addition to the interesting coast line and shoreland views of the green, forested hills.”⁴²⁷ The sandy beaches, interspersed with rocky outcroppings, contain tide pools. Sea stacks dot the ocean just off shore. The park draws visitors to witness the dramatic winter storms and to view wildlife, such as gray whales on their winter and spring migrations, Harbor seals, California sea lions, sea birds and marine gardens. The park claims Bird Island (also called Goat Island), which is the largest island off the Oregon coast, a National Wildlife Sanctuary and a breeding ground for rare birds like the tufted puffin.⁴²⁸ This park was improved with visitor amenities during later periods.

7.5 The New Deal, Bridge Building Boom & Park Development (1933-1945)

Government

US 101 ceremonially opened on May 28, 1932, but in order to create a contiguous corridor, several significant projects needed to be completed. By 1933, the last significant projects were five major coastal bridges: the Coos Bay Bridge, Yaquina Bay Bridge, Alsea Bay Bridge, Umpqua River Bridge, and Siuslaw River Bridge. Conde B. McCullough designed each bridge pursuant to the Oregon Coast Bridges Project, a bridge building program funded by Franklin D. Roosevelt’s (FDR) New Deal Public Works Administration (PWA).⁴²⁹

FDR’s New Deal combined direct federal relief, banking reforms, new federal agencies and reconstruction projects. Its primary aims involved relief, recovery, and reform. Under the New Deal, the National Recovery Administration (NRA) continued, but with a renewed focus on national economic planning, industry codes and price setting, along with attention to production levels and wages. The PWA, the Civilian Conservation Corp. (CCC), and the Works Progress Administration (WPA) were also established.⁴³⁰ The PWA generated financial support for municipal projects, while the CCC and WPA employed Americans in a variety of federal government positions.

The PWA, originally titled the Federal Emergency Administration of Public Works (FEAPW) until 1939, was established June 16, 1933 pursuant to the National Industrial Recovery Act (48 Stat. 200). The program sought to stimulate recovery through federally funded construction projects and thereby accelerate economic recovery through job creation. The PWA, the largest federal public works program to that point, still ranks as one of the largest. During the ten years (1933 to 1943) that the PWA operated, it funded over 34,000 construction projects, such as airports, electricity-generating dams, and

⁴²⁶ Armstrong, 137.

⁴²⁷ W. A. Langille, Harris Beach State Park, Curry County, Oregon, 1944, 3.

⁴²⁸ OPRD, “Harris Beach State Park,

http://www.oregonstateparks.org/index.cfm?do=parkPage.dsp_parkPage&parkId=58 (accessed January 21, 201)

⁴²⁹ Allen, 139.

⁴³⁰ Berkin, Miller, Cherny, and Gormly, *Making America: A History of the United States Volume 2: from 1865* [Pittsburgh: Carnegie Learning, Inc., 2011], 629-631.

aircraft carriers. It was also responsible for construction of seventy percent of the new schools and one-third of the hospitals built during that time.⁴³¹

State engineer McCullough strongly supported the Coast Highway Association's plan for replacing the five ferry crossings along US 101 and recognized the potential for federal assistance. He examined the cost of maintaining and operating the ferry system and calculated that sixteen-hour daily ferry service was costing taxpayers \$110,000 annually. McCullough anticipated increased ferry traffic, which would require 'round-the-clock' service and more than double the annual cost to taxpayers. To generate revenue that could cover part of the bridge projects, McCullough supported a bridge toll even though some legislators feared a toll would avert traffic from US 101 to inland routes. Replacing the ferry system was not feasible through the Reconstruction Finance Corporation (RFC), which had declared the proposed bridges ineligible for funding.⁴³² Additional federal funding sources were subsequently explored.

In May 1933, the OSHD turned to the PWA as a potential funding source and on May 11, 1933 Senator McNary, the Republican Leader in the State Senate from Oregon, submitted five nearly identical bills to Congress for five major bridges along the Oregon coast. The Highway Commission had initiated the projects in May 1933 by preparing requests for federal assistance related to the recent unemployment surge.⁴³³

It was believed by the highway department that the proposed project perfectly suit the PWA by creating strong job and economic growth along the coast:

The department asked for a 30 percent outright grant and a 70 percent loan of the estimated \$3.4 million in construction costs for five new coastal bridges. Because of the project's labor-intensive nature, Devers (Joseph Devers, legal counsel for the OSHD) and McCullough believed that the proposal was appropriate for PWA funding. They estimated it would employ 750 workers for up to two years and that it would create an additional 375 jobs supplying materials to the construction sites. Both believed that a federally funded multiple-bridge construction project would alleviate the severe economic conditions in the coastal villages and, more generally, the entire state. They also predicted sustained economic growth along an improved Oregon Coast Highway from increased tourist revenues.⁴³⁴

In June 1933, the state secured funding to complete the five bridges. Still, the War Department had to approve the funding and all design plans. McCullough now felt confident that he could begin construction of the Alsea Bay bridge at Waldport and he initiated the contracting stage the same month in order to speed up the approval of plans.⁴³⁵

⁴³¹ Berkin, 630.

⁴³² Hadlow, 2005, 11.

⁴³³ Onno Husing, "A History of U.S. Highway 101," Oregon Coastal Zone Management Association, Oregon Coastal News, March, 2008, 12.

⁴³⁴ Hadlow, 2005, 12.

⁴³⁵ Hadlow, 2005, 13.

The bridge's total estimated cost was \$5,602,000. The original agreement with the PWA stipulated that the federal government would grant the state \$1,402,000 and loan the state \$4,602,000 through the sale of bonds. The federal government approved the state's decision to sell the bonds on the open market, thus saving on interest rates. Within the state, the issue of bridge tolls had not been resolved. A carload of five people would pay about \$4.00 in tolls to drive from Coos Bay to Newport and back, a large amount of money at that time. However, better than expected highway revenues enabled the state to repay its federal loans earlier, and in 1935 the state legislature abolished tolls for coastal bridges.⁴³⁶

Soon after the federal government approved the five bridge designs and contracts, the Highway Commission had to determine how the bridges would be constructed. Many coastal inhabitants believed that the bridges should be constructed of wood to assist the region's lumber industry, which was hard hit during The Great Depression. The Highway Commission considered the idea, but determined that the northwest climate and the increasing traffic would render wooden bridges impractical. The high winds and damp salt air would cause high maintenance costs, and a few of the spans would be too long to build an adequate wooden bridge. The decision to reject wood construction angered residents and caused the Highway Commission to offer a compromise:

At a highway commission meeting in Portland lumber interests agitated for the use of wood on the coastal bridges. McCullough believed that their pressure could delay the federal funds. Local residents feared the loss of federal funds, along with the benefits of jobs, so local chambers of commerce voted to support the state in its plan for steel and concrete bridges. The amount of wood required for the falsework for the construction of steel and concrete bridges was nearly as much as if the bridges themselves were made of wood. The federal government granted final approval of the plans, and in the summer of 1934 contracts were awarded for the construction of five steel and concrete coastal bridges.⁴³⁷

After the Highway Commission offered this compromise, lumber interests accepted steel and concrete bridge construction, because extensive amounts of wooden falsework would be applied to the new bridges.

A pivotal function of the coastal bridges project was to provide jobs for people unemployed by The Great Depression. The project involved over 2.1 million labor hours and benefited Oregon industries by consuming 16 million board-feet of lumber, 54,000 cubic yards of sand, 110,000 cubic yards of gravel, and 182,000 barrels of cement. Revenue from tourism along the highway was also expected to greatly increase, benefitting both the state and region. In fact, after bridge construction concluded, tourism jumped 72 percent in one year.⁴³⁸ This marked increase occurred because an aggressive marketing campaign to attract visitors that stressed that the new bridges greatly reduced travel times to key coastal destinations. The Oregon Bridge Project's success, particularly the procurement of federal funding for US 101, was a significant feat, as many earlier funding requests had been denied or gone

⁴³⁶ N/A, "Yaquina Bay Bridge: Spanning Yaquina Bay on the Oregon Coast Highway," Historic American Engineering Record (HAER), [Washington DC.: National Park Service], HAER OR-44, 1990, 3.

⁴³⁷ HAER OR-44, 1990, 3.

⁴³⁸ Ibid

unanswered. The PWA was only one federal aid program to assist with US 101's development. In addition, the CCC played a significant role in recreational and tourism development along the Oregon Coast.

The CCC was established on March 31, 1933 to alleviate the social support burdens placed on the economy by twenty-five percent of unemployed Americans. The CCC established thousands of army-style camps to house, employ, and provide a 'healthy, moral environment' for unemployed urban males aged 18 to 25. The CCC paid thirty dollars a month, with a mandate that twenty-five of those dollars go to the youth's family or dependents. By 1941, the CCC had employed over three million men. The CCC's priorities were to build and improve National Park facilities, construct roads and fire breaks, manage land erosion, dig irrigation ditches, fight forest fires, and plant trees. In addition, the CCC helped 35,000 men learn to read.⁴³⁹

In Oregon, the CCC's impact is evident in every county, including the coastal regions. The wide variety of CCC projects provided lasting resources that coast residents and visitors enjoy to this day. Between 1933 and 1941, the CCC established camps in Oregon along the coast in Astoria (two camps, including Fort Stephens), Warrenton, Olney (Clatsop County), Seaside, Saddle Mountain State Park (Seaside), Tillamook Head/Ecola State Park (Cannon Beach), Nehalem (Tillamook County), Foss (Tillamook County), Tillamook, Blaine (Tillamook County), Hebo, Cloverdale, Toledo, Yachats (within the Siuslaw National Forest), Cape Perpetua, Reedsport, Marshfield, Charleston (Coos County), Port Orford, and Gold Beach.⁴⁴⁰

One of the most significant camps along the Oregon Coast was Camp Cape Creek at Cape Perpetua. Established in June 1933, Camp Cape Creek had three large bunkhouses for CCC men, along with fifteen auxiliary buildings just north of the present US 101 route and just west of the current Cape Perpetua Visitor's Center (which was constructed in the 1960s). Before the completion of the wooden camp buildings, the camp consisted of tents and was near the public campground's current location. Local woodsmen and CCC men from the Portland area built the more permanent wood housing. Mostly in their spare time, CCC workers built the camps' entrance sign and directional signs, as well as bridges across ravines. One of their first projects was building the Waldport Ranger Station, located at the south end of Waldport off of SW Range Drive. The crew also built recreational facilities along the Oregon Coast, described later in this section.⁴⁴¹

In addition to the recreational facilities, the Camp Cape Creek workers also built a road from the camp to Cape Perpetua's summit, trails around the cape, and a telephone line adjacent to the road. At the cape's crest, they built a small stone lookout shelter that is now listed on the National Register of Historic Places (NRHP). Built in the summer of 1933, the shelter consists of rock from the Hauser Construction quarry at Round Mountain, located a few miles northeast of Yachats. Workers split and

⁴³⁹ Berkin, 631.

⁴⁴⁰ Civilian Conservation Corps Legacy, "CCC Camps Oregon," http://www.ccclegacy.org/CCC_Camps_Oregon.html [accessed December 30, 2014]; Records of the Civilian Conservation Corp (RG 35), "Camp Inspection Reports, 1933-42," Entry 115 (PI #11), Archival Research Catalogue ID no. 565152, http://www.magsgen.com/images/RG35_CCC_Camp_Inspection_File_List.pdf [accessed December 30, 2014].

⁴⁴¹ Richard Hansen, "History of Camp Creek," *Oregon Coast Magazine*, September/October, 1995, 76-79; Lori Robertson (NFS), interviewed by authors, Cape Perpetua Visitor's Center, OR, August 7, 2014.

shaped the stones at the quarry then hauled them in flatbed trucks to the construction site at Cape Perpetua. The shelter roof has a unique construction:

The boys cut down trees from 10 to 12 inches in diameter and split them in half lengthwise. Then they hollowed out the flat sides of the trees like dugout canoes and stacked them on the roof one side up and the other side down so the rain would be forced to run into the channels they had carved out of the trees.⁴⁴²

The CCC Camp at Cape Creek no longer stands, but remnants of the facility remain visible just a short walk from the current visitor center, including part of an old fireplace, a building foundation, retaining walls, and stairs and paths created around the cape by CCC workers.⁴⁴³

An additional federal funding source that greatly impacted US 101 development came from the Works Progress Administration (WPA). Through the Emergency Relief Appropriations Act (ERAA), Congress established the WPA in 1935 to help employ Americans. It allocated nearly \$5 million for the new agency. WPA workers included artists, draftsmen, musicians, and construction trades.⁴⁴⁴ On January 1st, 1934, the federal government, through the Bureau of Public Roads, mandated that at least one percent of federal funds allocated for highway projects be devoted to roadside beautification. This mandate enabled roadside parks and waysides to become an integral part of the US 101 project. The WPA assisted the state with the design and construction of these sites. The WPA's participation in US 101's development is significant to the highway's history and proved essential to developing the highway's scenic qualities.⁴⁴⁵

FDR's New Deal Program helped reconstruct Oregon's economy and advanced US 101's completion by, among other things, eliminating the need for ferry services. This time period was significant for the extensive sustained governmental support and legislative action related to US 101.

Transportation

The period from 1933 to 1945 included major construction efforts, as well as rerouting and realignments of highway sections that had already been completed. Almost immediately after US 101 was officially completed, the increased population and activity during summer months required road alterations within coastal towns. Thus, the newly completed highway system needed changes soon after its completion. These road changes occurred into the Modern period, and over time, US 101 became more efficient and densely-traveled.

On December 19, 1933, the Highway Department decided to reroute US 101 in Newport (Lincoln County), Waldport (Lincoln County), and Florence (Lane County). On December 29, 1933, the Highway Commission formally adopted the highway reroute through those towns.⁴⁴⁶

⁴⁴² Hansen, 77.

⁴⁴³ Robertson, 2014.

⁴⁴⁴ Berkin, 634-635.

⁴⁴⁵ Hadlow, 2005, 18.

⁴⁴⁶ ODOT, *History of State Highways in Oregon*, Salem: ODOT, 2011, 9-5.

In 1930, US 101's Seaside to Newport Section had been designated as the 'main traveled through highway' along the coast, and increasing traffic demands meant that the highway needed to be widened and straightened through Newport. In addition, the Yaquina Bay Bridge, located at the Newport's southern end, was completed in 1936 and thus the rerouting likely accounted for the traffic increase anticipated after the bridge's completion.⁴⁴⁷ The construction plans for the Newport—Waldport Section of US 101 were drafted in May of 1932, and the Alsea Bay Bridge in Waldport was the first major coast bridges to undergo construction (1934). These events likely influenced the rerouting of the Waldport Section.⁴⁴⁸ The Florence—Douglas County Line Section was completed in July 1932, and the Siuslaw River Bridge in Florence was completed in 1936 further stimulating the need for reroutes through the area.

Also on December 29, 1933, the Highway Commission officially adopted several segments into the US 101 system. This included the routes through the Gardiner Section in Douglas County and North Bend Section in Coos County.⁴⁴⁹ On March 21, 1934, the Wilson River—Kilchis River Section was formally adopted into the highway as well.

On April 27, 1934, the Highway Commission formally adopted a rerouting of US 101 through Seaside.⁴⁵⁰ The highway was rerouted down Seventh Street. According to the 1921 Sanborn Map for Seaside, Seventh Street was located where Holladay Drive is located today. By 1949, the road name had been changed from Seventh to Holladay. Before 1934, the highway had been routed along Roosevelt Drive, which retains the same name today. Thus, from 1915 to 1934 the highway was located along Roosevelt Drive and in 1934 the highway was rerouted to Seventh Street (Holladay Drive). As will be discussed later, the highway was rerouted back to Roosevelt Drive in 1959.⁴⁵¹

The aforementioned bridge projects had a significant role in the necessity for reroutes particularly through some of the larger coastal communities. Bidding opened for the coastal bridges' construction in spring 1934 and, by August, all five bridges were under construction.⁴⁵² Construction began first on the Alsea Bay Bridge.

The Alsea Bay Bridge, in Lincoln County, was the third in both size and cost of the five major coast bridges completed between 1934 and 1936. The bridge spanned 3,028-feet and was constructed entirely of reinforced concrete. The roadway measured 24 feet wide with three-foot six-inch wide sidewalks on either side of the roadway. The Alsea Bay Bridge was the only one of the five bridges with a 24-foot wide roadbed instead of a 27-foot wide roadbed. From the north, a 70-foot viaduct approach led to three 150-foot concrete arches, located below the roadway and connecting to the navigable channel. Three lancet arches beneath the three arches on the main bridge deck span the navigable channel. Then, there are three 150-foot concrete arches, which are connected to 1,418 feet of viaduct crossing a shallow part of the bay's north side. The three arches spanning the river's navigable portion were

⁴⁴⁷ Ibid, 9-4; Terry Dilman, "Highway 101 History Published," The Newport News-Times, July 16, 2008.

⁴⁴⁸ ODOT, Road Establishments Files: Clatsop County, ODOT Library and History Center, Salem.

⁴⁴⁹ ODOT, 2011, 9-5.

⁴⁵⁰ Ibid, 9-6.

⁴⁵¹ Sanborn Fire Insurance Company, 1921-1949, Insurance Maps of Seaside, Oregon, Vol. 1, August 1921-October 1949, Sheet 1.

⁴⁵² Hadlow, 2005, 18.

significant for their use of concrete encased structural steel ties, which acted as a bottom chord for the arches. This eliminated any inclined reactions to the piers and permitted the use of more slender piers within the waterway itself, saving on costs by limiting material usage and increasing the width of the navigable water way for boats.

On April 26, 1934 to the firm of Lindstrom & Feigenson, Parker & Banfield, and T.H. Banfield, won the bridge construction contract as a joint venture. The bridge opened to travel on May 9, 1936 and work was complete by June 15, 1936. The project's total cost was \$778,260.73, including materials, right of way acquisition, location surveys, field engineering, and contract items. The bridge construction involved moving 7,000-cubic-feet of excavated material, driving approximately 82,000 lineal feet of piling and installing approximately 20,000-cubic-yards of concrete and 1,000-tons-of reinforced steel. It took 394,031 labor hours both on and off site to prepare materials. The north end of the bridge became a State Park, providing beautification in addition to the bridge's public access component.⁴⁵³ The bridge exhibited many decorative architectural details, including the prominent use of Art Deco style pylons on either end of the three arches spanning the bridge's navigable portion. There were also decorative spandrels within the sidewalks and molded Art Deco detailing within the main pier supports separating the arch spans. Typical of McCullough's bridge designs, Alsea Bay Bridge exhibited a graceful and modern, yet classic and aesthetically pleasing, overall design.

The original Alsea Bay Bridge, suffering from deterioration, was demolished in 1991 after a new bridge was located immediately adjacent to it. Its demise spurred a movement within ODOT and State Highways to protect the remaining coast bridges.

Contracts for the other four major highway bridges, discussed below from north to south, were awarded on July 25, 1934.

The Yaquina Bay Bridge in Lincoln County, spans 3,260-feet and has a 27-foot-wide roadway with three-foot six-inch sidewalks on either side. The north end highway approach connects at 116 feet above sea level. The grade rises to 140 feet at the center of the channel and then descends at a maximum grade of five percent to a highway connection on Yaquina bay's south end. The span crossing the navigable channel includes 600 feet of steel arches supported by concrete piers. The roadway crosses between two arch rings and suspends from the arch rings by hangers. The main arch reaches a height of 246 feet above sea level and provides for a navigable channel 400 feet wide and 135 feet high. At either end of the main span, a 350-foot steel arch connects to concrete viaduct approaches to the north and a series of reinforced concrete arches spanning the tide flats to the south. The arches vary in length from 265 feet, joining the steel arches, to 160 feet at the south end of the series. The concrete arches are supported by piers resting on timber piling driven to a depth of approximately 70-feet below the water level.

The construction of concrete arches with such a long span was possible with the Considère Hinge, a short block of heavily reinforced concrete and of a relatively small cross-section.⁴⁵⁴ As with Alsea Bay Bridge, the state acquired land at each end of the bridge for state parks, thereby promoting landscape

⁴⁵³ OSHC, Twelfth Biennial Report, 1936, 56-57.

⁴⁵⁴ Additional information on this technique is discussed in Section 7.4 Transportation.

beautification.⁴⁵⁵ The bridge also exhibits many notable architectural features, including decorative Art Deco pylons on either side of the main arch span, smaller pylons further north and south of that span, and an elaborate stairway and public area located at the bridge's north side. The bridge was an engineering feat and beautification project with lasting impact on the local economy.

The Yaquina Bay Bridge contract was awarded on July 25, 1934 to the Gilpin Construction Company and the General Construction Company as a joint venture. The bridge opened on September 6, 1936 and work finished on November 28, 1936.⁴⁵⁶ As the last major coast bridge to be completed, the Yaquina Bay Bridge opening was accompanied by an enthusiastic dedication ceremony. The October 3, 1936 event program touted "The Completion of the Last Link of the Oregon Coast Highway," which had taken 15 years to construct for about \$25 million.⁴⁵⁷ The dedication ceremony was held in Newport, under the direction of State Highway engineer R.H. Baldock.⁴⁵⁸ The dedication opened with a presentation by Leslie M. Scott and continued with a parade, music concert, and a banquet.⁴⁵⁹

In order to complete the bridge, workers had to move approximately 25,000 cubic yards of excavated land, drive approximately 123,000 lineal feet of piling, then install about 30,000 cubic yards of concrete, 1,123-tons of reinforced metal and 2,065-tons of structural steel. The project required 499,965 labor hours at the site in addition to labor hours expended on material processing. Today, the Yaquina Bay Bridge remains the second largest major coastal bridges.⁴⁶⁰

The Siuslaw River Bridge, the smallest and least expensive of the major coastal bridges, connects the towns of Florence and Glenada. The structure is 1,650 feet long. It has a 27-foot road bed width and three-foot six-inch sidewalks on either side of the road. A reinforced concrete viaduct across a shallower spot within the Siuslaw River connects with the highway grade at either end. The bridge includes two 154-foot tall concrete arches, one at either end of a double leaf bascule drawbridge. The drawbridge provides for an opening of 140 feet and was originally electrically operated. The circuits interlocked to achieve the entire lifting operation in one sequence, a major safety improvement.⁴⁶¹ The most ornate of the major bridges, it boasts large Gothic-inspired, Art Deco pylons on either side of the bridge's central span (which also house small guardhouses) and smaller pylons on the outer edges of both the deck spanning arches and at the bridge ends. The pylons at the bridge abutments and along the edges accommodated internal lights, a detail incorporated into many coast bridges.

The contract for the Siuslaw River Bridge was awarded on July 25, 1934 to the Mercer-Fraser Company of Eureka, California. The structure opened to travel on March 31, 1936 and all work was completed on April 10, 1936. The cost of the structure, including materials, right of way acquisition, location surveys, field engineering, and contract items was \$527,068.67. The project entailed moving approximately 3,800 cubic yards of excavation material, driving approximately 40,800 lineal feet of piling, as well as installing

⁴⁵⁵ OSHC, 1936, 54-55.

⁴⁵⁶ Ibid.

⁴⁵⁷ Dilman, 2008.

⁴⁵⁸ *The Oregonian*, "Yaquina Bay Dedication to be left to Newport," September 10, 1936, 4.

⁴⁵⁹ Ibid, "Newport Bridge Given to Public," October 4, 1936, 6.

⁴⁶⁰ OSHC, 1936, 54-55.

⁴⁶¹ OSHC, 1936, 57.

nearly 10,000 cubic yards of concrete, 200-tons of structural steel, 1,000-tons of reinforced steel, and mechanical and electrical equipment to operate the drawbridge.⁴⁶²

The Umpqua River Bridge, the second smallest and second least expensive of the major bridges, crosses the Umpqua River and connects the towns of Gardiner and Redport. It crosses the main channel, the north (Smith River) channel, and cuts through the backbone of Bolon Island, which divides the two channels. Only the main channel crossing was included in the Oregon Coast Bridges Project, while funding for the north channel and Bolon Island sections came from federal aid projects. The main crossing is 2,213 feet long and consists of four 154-foot reinforced concrete arches, a 430-foot structural steel swing draw span, and 1,156 lineal feet of concrete viaduct. The roadway is 27 feet wide, with three-foot six-inch sidewalks on either side. The draw span provides two openings on either side of a central pier. Each opening is 195 feet wide. The span was designed for electronic operation through duplicate controllers, one mounted in the operating house above the roadway and another alongside the sidewalk at road level. The operations resemble those of the Siuslaw River Bridge. Additional safety precautions protect motorists from driving into the water during a raised draw. These precautions include a section of hinged deck that can be raised at either approach to form a barrier to motorists.⁴⁶³ This bridge is largely unadorned with simple styling, but does have small, Art Deco-influenced pylons at either end and decorative geometric detailing imbedded within the arches on the bridge deck.

The contract for the Umpqua River Bridge was awarded on July 25, 1934 to the Teufel and Carlson firm of Seattle, Washington.⁴⁶⁴ The bridge opened on February 15, 1936, and all work was completed on April 7, 1936. The cost of the structure, including all material, right of way acquisition, locational survey, field engineering, and contract items was \$581,467.82. The project entailed moving approximately 3,500-cubic-yards of excavation material, driving approximately 41,000-lineal-feet of piling, and installing about 10,000-cubic-yards of concrete, 740-tons of structural steel, and 650-tons of reinforced steel. The project also included the mechanical and electrical equipment needed to operate the swing span. The project required 215,227 labor hours, with additional hours for processing materials.⁴⁶⁵

The Coos Bay Bridge, the largest and most expensive of the coastal bridges, crosses Coos Bay near North Bend. The bridge is 5,337 feet long and has a roadway 27 feet wide with three-foot six-inch sidewalks on either side. The structure consists of viaduct approaches out to the bay shoreline, joining a series of reinforced concrete arches across the shallow portions of the bay on each side of the main channel. Seven arches on the bay's north side measuring between 151 and 265 feet in length. Six arches on the bay's south side measure between 170 and 265 feet. The arch construction resembles that of the Yaquina Bay Bridge. The navigable channel and deeper portions of the bay are spanned by a steel cantilever measuring 1,708 feet long. The cantilever has a main span of 793 feet with an anchor span on either side of 467 feet six inches in length. The main channel opening provides a 515-foot clearance between pier fenders, with a minimum clearance of 120 feet. Over a distance of 323-feet in the center of this opening, the clearance is a minimum of 135-feet. The Coos Bay Bridge, and the other four bridges, had a structural steel design without open or laced sections. This design element minimized the

⁴⁶² Ibid.

⁴⁶³ Ibid, 57-58.

⁴⁶⁴ Allen, 110.

⁴⁶⁵ OSHC, 1936, 58.

complexity of painting the bridges and thereby protected them from rust.⁴⁶⁶ The bridge design utilized extensive, delicate Gothic arched motifs within the transverse bracing of the steel truss members and steel spires at the ends of the cantilevered span.

The contract for this bridge was awarded in two parts. The construction contract for the piers and concrete approaches was awarded to the Northwest Roads Company of Portland, and the construction contract for the structural steel of the cantilevered span, together with the concrete deck span, was awarded to the Virginia Bridge and Iron Company in Roanoke, Virginia. The contracts were both awarded on July 25, 1934, the bridge opened on May 9, 1936, and work was completed on September 11, 1936. The cost, including materials, right of way acquisition, locational surveys, field engineering, and contract items totaled \$2,143,391.39. The project entailed moving approximately 24,000-cubic-yards of excavation, driving approximately 217,000 lineal feet of piling, and installing about 51,000 cubic yards of concrete, 3,635 tons of structural steel, and 2,205 tons of reinforced steel. Work on the bridge utilized 789,040 labor hours, in addition to the indirect labor associated with material processing.

The table below provides the length and cost of each bridge, demonstrating a clear correlation between labor hour, material use, and the project's cost. The construction of all five bridges generated 2,101,833 labor hours, as well as many indirect labor hours that were not calculated or recorded by the OHSC. As a result the project successfully eliminated the costly and inefficient ferry system while simultaneously creating jobs.⁴⁶⁷

Table 4. Total Cost of the Oregon Coast Bridges Project⁴⁶⁸

| Bridge | Bridge Length | Total Cost |
|--|---------------|------------------------|
| Yaquina Bay Bridge | 3,260-feet | \$ 1,301,016.25 |
| Alsea Bay Bridge | 3,028-feet | 778,260.73 |
| Siuslaw River Bridge | 1,650-feet | 527,068.67 |
| Umpqua River Bridge | 2,213-feet | 581,467.82 |
| Coos Bay Bridge | 5,337-feet | 2,143,391.39 |
| Undistributed Costs⁴⁶⁹ | N/A | 104,662.62 |
| Total cost of all bridges: | | \$ 5,435,867.48 |

Completion of the Oregon Coast Bridges Project concluded the highway's major construction projects, but other significant features along the highway were completed afterwards, between 1936 and 1945. In addition, following highway completion, the Highway Commission took many management and maintenance actions that affected the existing highway.

Between 1934 and 1938, the Highway Commission directed its attention to the road section from Seaside to Tillamook, known as the Cannon Beach Route. Along that section, the roadbed was improved with small sections repaved or re-graded. In addition, small bridges at Necarney Creek and Short Sand Beach Creek were completed, the Chasm Bridge on Neahkahnie Mountain was finished, a tunnel was

⁴⁶⁶ Ibid.

⁴⁶⁷ OSHC, 1936, 58-59.

⁴⁶⁸ OSHC, 1936, 58-59.

⁴⁶⁹ These include the cost of designing the structures, the cost of examining the special revenue bonds, the cost of short term financing, and miscellaneous undistributed charges associated with the project.

constructed at Arch Cape, and work was underway on a small section between Short Sand Beach and Arch Cape. In addition, a bridge was constructed on an improved alignment at the North Fork of the Nehalem River and, at Smith's Point in the City of Astoria, a .77-mile section had been re-graded and paved.⁴⁷⁰

The Necarney Creek (Samuel G. Reed) Bridge, built in 1937, lies within the Oswald D. West State Park on Neahkahnie Mountain's northern slopes. The bridge runs 602 feet long and stands 85 feet above the streambed. Situated within a steep and heavily wooded area, this bridge appears to float above the trees on a skeletal, and rather modern, metal frame. The bridge consists of 50-foot suspended and 42-foot continuous steel deck girders (six total), and one 50-foot suspended steel deck girder span resting on 382-ton steel towers. The concrete deck is 26 feet wide with three-foot six-inch sidewalks on either side of the roadbed. Built under the direction of bridge engineer Glenn S. Paxson, the bridge was dedicated to Samuel G. Reed, a long-time resident and Tillamook County Commissioner who worked hard to improve the road to and around Neahkahnie Mountain. After bridge construction, the area became important for local tourism and recreation, and the bridge became vital to local transportation and the area's economy.⁴⁷¹

The Chasm (Neahkahnie Mountain) Bridge, also constructed in 1937 is one of the highway's greatest engineering feats. It is situated south of the Necarney Creek Bridge, and is a reinforced concrete deck girder bridge measuring 102 feet long and running 57 feet above the streambed. Also designed by Glenn S. Paxson, the Chasm Bridge is constructed of a single, 13-foot reinforced-concrete slab span, one 59-foot reinforced concrete deck girder span, three 10-foot reinforced concrete slab spans, and one 3.5-foot sidewalk. The WPA completed work on the Chasm Bridge. It is faced in hand-cut stonework and features a decorative bridge railing, which reflects US 101 bridge construction detailing and workmanship associated with PWA, WPA, and CCC work.⁴⁷²

Neahkahnie Mountain had long stood as a major road block to completing the headland route that would eventually feature striking ocean views from the mountain's west side. The route along the mountain's western side was historically an Indian trail linking the Clatsop and Tillamook People. This treacherous headland required a roadbed to be carved out of the rock, which was a very expensive task, in order to replace a much longer inland route. The route around Neahkahnie subsequently became Highway 53 (and later a portion was incorporated into Highway 26) connecting Necanicum and Wheeler. Eliminating the inland excursion and keeping close to the coast shortened US 101 by 5.65 miles. WPA workers improved the entire roadway around the mountain and added curbing, stone work, culverts,

⁴⁷⁰ OSHC, Thirteenth Biennial Report, 1938, 40-41.

⁴⁷¹ Allen, 29.

⁴⁷² Allen, 31. Note: Ray Allen states within this page that this was the last major headland to be crossed by the Oregon Coast Highway, with that headland crossing completed in 1937. This is incorrect. Though Chasm Bridge was completed in 1937, additional roadway, culvert, and curbing and wayside work was not completed along Neahkahnie Mountain until 1943. See Richard Engeman, *Highway 101, Neahkahnie Mountain*. Oregon History Project. Portland: Oregon Historical Society, 2005 for more information on the completion of the Neahkahnie Mountain highway route. Though an extensive review of the accuracy of this source was not conducted, it should also be noted that the cost of the Coos Bay Bridge, page 118, is incorrectly stated as \$778,260, which is the cost of the original Alsea Bay Bridge. The Coos Bay Bridge was completed at a cost of \$2,143,391.39. See Oregon State Highway Commission, *Twelfth Biennial Report*, 1936, 59 for a full accounting summary of the five major coastal bridges.

drainage, and wayside pull-outs. The rock walls and sidewalk totaled about .75 miles, and the improvement project involved about 2 miles total.⁴⁷³ The Neahkahnie Mountain roadwork followed the style and design of the Chasm Bridge in its use of hand-cut stonework facing along low rock walls.⁴⁷⁴ The road, together with the Chasm Bridge opened up one of the most iconic viewpoints to tourists and Neahkahnie Mountain remains a popular tourist destination.

Another major engineering feat in 1937 was the Arch Cape tunnel. Located north of Neahkahnie Mountain, the Arch Cape Tunnel crossed directly through the Arch Cape headland and featured arched portals at either end. The Arch Cape Tunnel is 1,228-feet in length, with a vertical clearance of 14'3". The concrete portal has a board and batten design and the opening is lined in concrete with a 26-foot span. It was the sixth highway tunnel to be completed in Oregon and the second and last to be completed along US 101.⁴⁷⁵ Similar to the Necarney Creek Bridge and Neahkahnie Mountain roadbed, this tunnel was a part of the early highway realignment that brought the road closer to the shoreline. As previously discussed, Clatsop and Tillamook counties invested much time and money to initiate this realignment. The counties shared the cost of relocation surveys and built roads at either end of the route from Seaside to Manzanita. With the completion of these last engineering feats, the highway sections through Cannon Beach, Arch Cape, and Neahkahnie Mountain were finally complete. The counties then took responsibility for maintenance of the abandoned inland route (Highway 53). Federal aid funded all work done on the Cannon Beach—Manzanita Section from 1933 to 1937.

Between April 22 and July 1, 1935, a reconnaissance survey conducted from Tillamook to Hebo helped demonstrate how the area's alignment could be improved. The survey recommended simplifying and straightening the route.⁴⁷⁶ In March 1936, a reconnaissance survey between Marshfield and Bandon gathered information for a possible re-route of that section. In January 1937, a survey was also conducted between Marshfield and Coquille along the existing highway. On February 20, 1939 the Marshfield Section received approval for re-routing.⁴⁷⁷ Rerouting of the Bandon—Marshfield Section did not occur until the 1950s.

Between 1936 and 1944, the Highway Commission adopted numerous resolutions that effectively abandoned small highway sections as road realignment and straightening work proceeded. The work eliminated most major curves within the route and caused new highway sections to conform with current engineering mandates for increased trucking traffic and reduced intensity of turning radii. This involved a lengthy land acquisition and abandonment process. Table 7.5.2 lists all abandonments during

⁴⁷³ OSHC, Fifteenth Biennial Report, 1942, 47.

⁴⁷⁴ Richard Engeman, *Highway 101, Neahkahnie Mountain*, Oregon History Project, Portland: Oregon Historical Society, 2005 http://ohs.org/education/oregonhistory/historical_records/dsp_Document.cfm?doc_ID=80863F87-0475-A317-0248409399C25DDD [accessed January 9, 2015].

⁴⁷⁵ Rosalind Keeney and Robert Hadlow, "Highway Tunnels in Oregon," Rev. ed., ODOT, 2002.

⁴⁷⁶ J.F. Waller (locating engineer), "Report of Reconnaissance Survey: Tillamook to Hebo", Highways: Oregon Coast, No. 1 Org 7: 1921-1937 folder, 1936, ODOT Library and History Center, Salem, OR.

⁴⁷⁷ J.F. Waller (locating engineer), "Report of Reconnaissance Survey: Marshfield to Bandon", Highways: Oregon Coast, No. 1 Org 7: 1921-1937 folder, 1935, ODOT Library and History Center, Salem, OR; ODOT, *History of State Highways in Oregon*, Salem: ODOT, 2011, 9-9.

this time period between 1933-1945 (See Appendix E for complete list of jurisdictional transfers from 1936-2006).

Table 5. Abandonments between 1933 and 1945

| Section Containing Abandoned Portion | County | Abandonment Resolution Date |
|---|-----------|-----------------------------|
| Oceanlake—Nelscott Section | Lincoln | 1/9/1936 |
| Florence Section | Lane | 7/17/1936 |
| Glenada Section | Lane | 8/4/1936 |
| Reedsport Section | Douglas | 1/7/1937 |
| Waldport (Broadway Street) Section | Lincoln | 1/7/1937 |
| North Fork Nehalem River Section | Tillamook | 6/18/1937 |
| Cunningham Creek Bridge Section | Coos | 11/17/1937 |
| Westlake Section | Clatsop | 9/1/1939 |
| Brookings Section | Curry | 7/17/1941 |
| Nelscott Section | Lincoln | 7/17/1941 |

A significant abandonment resolution involved the segment between Oceanlake and Nelscott in Lincoln County. A drawn image of the relocated line in the ODOT archives details all land transactions and depicts the new alignment. The Highway Commission approved the realignment resolution on January 9, 1936. At numerous locations along this road segment, curves were smoothed. Before realignment, many of the curves had approximated 60 degrees in turning radius and afterwards most were no more than 30 degrees. The state acquired small and medium properties to widen the road and abandoned small sections it no longer needed.⁴⁷⁸

One example of this process, the Nelscott section between SW 32nd Street and SW 35th Street, is visible today. Here, a small row of shops along the highway's west side front a parking area which formerly included the original highway alignment. Many sections of US 101 were the subject of realignment and abandonment resolutions, which provide insight into the highway's development, realignment and alteration over time. The resolution document for the Otis—Siletz River Section Realignment states:

(I)n order to afford a better alignment and more satisfactory, safe and convenient highway for the traveling public the Highway Commission found it necessary to relocate portions of the Otis—Siletz River Section of the Oregon Coast Highway in Lincoln County.⁴⁷⁹

The document proceeds to describe, in great detail, which parcels are retained or abandoned, allowing the state to sell portions of highway no longer needed for as a public right-of-way (ROW) or as maintenance staging areas. The state did maintain portions of original highway that were eliminated from the ROW for future ODOT maintenance needs.

Other significant realignments between 1936 and 1944 included the realignment of the Florence Section, adopted by the Highway Commission on July 17, 1936. After the completion of the Florence—

⁴⁷⁸ ODOT, 2011, 9-7.

⁴⁷⁹ ODOT, Abandonment and Retention File #13, Otis—Siletz River Section, 1936-1938. All Abandonment and Retention Files were acquired from the ODOT History Library, Salem, Oregon.

Glenada Bridge in Lane County on March 31, 1936, the state abandoned a segment of road between the ferry slip at the southern foot of Washington Street (today Laurel Street) and 12th Street and control reverted to the City of Florence. The City also received jurisdiction over the ferry slip itself and had the option of maintaining it. Today, the ferry's original location is a scenic viewing point along the Siuslaw River. The original highway (south to north) ran down Laurel Street, curved to the right down 2nd Street, followed Quince Street/2nd Street as it curved towards the east (inland), crossed 9th Avenue and then rejoined the alignment that currently exists at 12th Street. This entire section was abandoned for City use with the new highway alignment obtaining much smoother curves and a wider roadbed leading up to the new bridge.⁴⁸⁰

On August 4, 1936, the Highway Commission adopted an Abandonment and Retention Resolution for the Glenada Section just south of Florence in Lane County. This abandonment stemmed from the Siuslaw River Bridge's completion and pertained to a small section of road that once led to the ferry slip on the river's south side. This road, previously called Chittim Street, is now called Old Ferry Street. The abandonment straightened the alignment to correspond with the new bridge.⁴⁸¹ On January 7, 1937, the Highway Commission adopted an Abandonment and Resolution report for the Reedsport Section in Douglas County. Similar to the abandonments in Lane County, the Reedsport realignment closely related to the completion of the Umpqua River Bridge in 1936. The abandoned section stretched from the intersection of Winchester Street and 2nd Street (now 16th Street), to East Railroad Avenue, east along L Street (now Fir avenue), left on 14th Street (now North 4th Street), and then right on the second road (now Rainbow Plaza) to arrive at the ferry landing. This circuitous route was abandoned to better align the highway with the new bridge, once again with a gentle, sweeping curve.⁴⁸²

Also in January 7, 1937, the Highway Commission adopted an abandonment resolution for Broadway Street in the Waldport Section. This abandonment was triggered by the completion of the Alsea Bay Bridge in 1936, making the route to the ferry slip obsolete. The highway was realigned to the west to better correspond with the new bridge. On June 18, 1937, the Highway Commission adopted an Abandonment and Retention Resolution for the North Fork Nehalem River Section in Clatsop County, to create safer and more convenient route by straightening five small sections of highway adjacent to the intersection of the Nehalem River and US 101.⁴⁸³

On November 17, 1937, the Highway Commission abandoned a small section of highway within the Burns Acres plat in Coquille, Coos County. This expedited the journey past the City of Coquille, which was formally bypassed by US 101 in 1957.⁴⁸⁴ Another small abandonment was adopted along Westlake in Clatsop County on September 1, 1939, which entailed bringing the highway from the east side of Westlake to the west side. The old highway segment is clearly visible today in the form of a small section of Dellmoor Loop Rd east of the current US 101 and the entirety of West Anderson Road as it follows the east side of Westlake. This realignment sought to straighten and economize the route along the coast.⁴⁸⁵

⁴⁸⁰ ODOT, Abandonment and Retention File #33, City of Florence Section, 1936.

⁴⁸¹ ODOT, Abandonment and Retention File #36, City of Glenada Section, 1936.

⁴⁸² ODOT, Abandonment and Retention File #39, Reedsport Section, 1937.

⁴⁸³ ODOT, Abandonment and Retention File #42, North Fork Nehalem River Section, 1936-1940.

⁴⁸⁴ ODOT, Abandonment and Retention File #47, Cunningham Creek Section, 1937.

⁴⁸⁵ ODOT, Abandonment and Retention File #65, Westlake Section, 1939.

A very small section was abandoned in Brookings on July 17, 1941. ROW drawings accompanying the resolution show a vacated section of land located at the intersection of US 101 and Pacific Avenue. The vacated section abuts a relocated centerline for the highway, suggesting that the land had been prospectively acquired for potential future growth had grown obsolete. This occurred along the highway in a few locations as staging and access areas were abandoned and released to the state for public sale.⁴⁸⁶ In addition, a small abandonment was adopted in the Nelscott Section in Lincoln County on July 17, 1941. Similar to the earlier abandonments in Lincoln County, a curve was straightened to speed up traffic.⁴⁸⁷

On April 26, 1937 the Highway Commission approved the highway's permanent realignment through the Gleneden Beach District in Lincoln County. Based on historical maps from the 1931 and 1942 Highway Department *Biennial Reports*, the highway location changed minimally during this realignment and the work likely involved widening and straightening the highway, common improvement activities during this time.⁴⁸⁸ On December 21, 1937, the Highway Commission adopted the rerouting of US 101 through Astoria. The original route of the Columbia River Highway through Astoria was formally adopted as part of US 101 as well.⁴⁸⁹

The 1939-1940 *Biennial Report* advised that planned highway rerouting through Astoria was progressing, with the grading of .43 miles of revised alignment and the construction of .62 miles of four-lane pavement on the Taylor Avenue—Astor Street Unit. Like other reroutes during this time, the widening of the highway to four lanes aided traffic flow through the major coastal towns, of which Astoria was the largest.⁴⁹⁰ In addition, the 1942 report states that due to increased pedestrian traffic between Seaside and Gearhart, 2.15 miles of oiled rock were laid as a footpath along the highway's western side. The relocation and reconstruction of .73 miles of highway in Brookings had recently been completed with a bituminous macadam surface 57 feet wide within the business district and 22 feet wide at the north and south approaches to the city.⁴⁹¹ Widening has since occurred through Brookings, but the initial widening likely improved commercial transportation through the area.

On January 12, 1944, the Highway Commission adopted a resolution abandoning a portion of the highway from the Lewis & Clark Bridge to Warrenton Park in Clatsop County.⁴⁹² This abandonment was part of a larger construction project initiated by the federal government. It permitted closing part of the old highway near the Astoria Airport, which was expanded by the War Department. The new highway section was 3.21 miles in length and the route was located 0.6 miles south of the old highway. This project was part of a larger anticipated realignment from Astoria to Seaside. During that same biennial, the federal government also authorized and funded 11.49 miles of pavement surface resealing and restoration work between Garibaldi and the Tillamook Air Base⁴⁹³

⁴⁸⁶ ODOT, Abandonment and Retention File #94, Brookings Section, 1941.

⁴⁸⁷ ODOT, Abandonment and Retention File #95, Nelscott Section, 1941.

⁴⁸⁸ ODOT, 2011, 9-8.

⁴⁸⁹ Ibid.

⁴⁹⁰ OSHC, Fourteenth Biennial Report, 1940, 50.

⁴⁹¹ OSHC, Fifteenth Biennial Report, 1942, 46-49.

⁴⁹² ODOT, 2011, 9-10.

⁴⁹³ OSHC, Sixteenth Biennial Report, 1944, 50-51.

On April 16, 1945, the Highway Commission adopted the permanent location of US 101 through Gold Beach. The resolution states that the highway's route through the community of Gold Beach (incorporated in 1945), had never become official through any previous resolution and that its incorporation into the US 101 system was necessary to improve the section. The location defined in 1945 appears to be the same approximate location of the highway today, although improvements have been made to intersections, sidewalks, bike lanes, and traffic signals.⁴⁹⁴

Between 1945 and 1946, two relatively short but important sections of highway were improved in Lincoln County. In Nelscott, .21-miles of highway were widened, traffic islands were installed to guide traffic through town, and a separate service road was created. The service road allowed motorists to patronize businesses without interfering with, or being endangered by, the highway's through traffic. This secondary road appears to be the turn-out and parking area located between SW 32nd Street and SW 35th Street. At Oceanlake, increased traffic demands from both vehicles and pedestrians along the main business street, along with rapid suburban developments to the north, intensified the need to improve traffic conditions at the town's north entrance. The project, 1.19-miles in length, provided four-lanes of divided travel with parking on either side. The project also channeled traffic for major left turn movements, creating islands for pedestrian safety, and planting shrubbery in the median center to discourage pedestrians from crossing the highway outside of crosswalks.⁴⁹⁵

Community Development

The towns along the Oregon Coast eventually experienced economic recovery in the years following the 1929 stock market crash. The construction projects of the 1930s and 1940s propelled that recovery and helped Astoria to regain its population, with the 1940 census numbers surpassing the 1920 numbers. The completion of the highway and growth of tourism along the coast also caused population increases and small coastal towns through an established trade route. By 1940, Astoria was still the largest city with a population of 10,389, but North Bend/Coos Bay had also grown and together the towns totaled 9,299 people.

Clatsop County's population grew from 21,124 in 1930 to 24,697 in 1940. Astoria only grew by 40 residents, but many of the city's surrounding suburbs and neighborhoods, such as Warrenton and Hammond, saw their populations double. In addition, the Fort Stevens Military Reservation located within Warrenton's current boundaries, grew from 85 in 1920 to 855 in 1940. Seaside grew from 1,565 to 2,902 between 1920 and 1940. In Tillamook County, Tillamook remained the largest city with a population of 2,751 and no other towns or precincts exceeded Fairview Precinct's population of 735. The east and west Giribaldi Precincts had a combined total of 932 (a decline from 1,256 in 1930). In Lincoln County, the Newport area maintained the highest population with 2,463 people. There was a significant population in the Toledo Precinct of 2,288 and Siletz Precinct of 1,106. The Alsea Precinct, which included the town of Waldport, more than doubled to 1,197. The Ocean Lake Precinct, not previously recorded in the Census, totaled 979, and the town of Taft reported a population for the first time: 720. In Lane County, Florence has almost doubled in population to 1,005 and smaller towns boasted 285 (Cushman) and 310 (Glenada). In Douglas County, the Reedsport area, consisting of the

⁴⁹⁴ OSHD, Primary Highway Designation File 10-16, Gold Beach Resolution, April 16, 1945, ODOT Library Archives.

⁴⁹⁵ OSHC, Seventeenth Biennial Report, 1946, 42-43.

East and West Reedsport Precincts, totaled 1,667, and the Gardiner Precinct saw minor growth with a total of 443. Overall, Douglas County remained a small coastal presence in population. In Coos County, Marshfield maintained a healthy population of 5,259 people, and North Bend trailed slightly with 4,262. The Coquille Precinct grew to 3,327, and the Bunker Hill Precinct dropped in to 1,274. In addition, the Empire Precinct (including Empire City) more than doubled to 1,184, and Bandon decreased in population to 1,004 from 1,516 in 1930. In Curry County, the Port Orford Precinct had almost tripled to 1,253. In addition, Gold Beach grew to 841 people and Brookings to 544.

Two themes repeatedly reemerge when examining how coastal counties developed between 1933 and 1945: completion of the Oregon Coast Bridges Project and inland highway routes connecting the coast with the Willamette Valley. These improvements in transportation influenced the economic development of nearly every coastal county except for Tillamook and Curry, which experienced less intensive growth during the period.

Clatsop County

Clatsop County's overall population was fairly stagnant at this time for several reasons. First, Astoria was well-established and the highway allowed prospective settlers to travel further south along the coast than before, opening up more towns to settlement. Nevertheless, the suburbs of Astoria experienced major growth, due to expansions in maritime industries such as canning as well as recreation.

The major population increase at the Fort Stevens Military Reservation reflects a shift in state-wide emphasis on war efforts, training, and coastal fortification. Fort Stevens was originally built in 1864 to protect the mouth of the Columbia River during the Civil War. The Fort was heavily reinforced before World War I and again just prior to World War II. Between 1941 and 1944, additions included Battery 245 (1944), a rifle range (c.1942), barracks and an automotive school (1941), a chapel and fire station (1941), and a mine loading building (1941).⁴⁹⁶ This site later became a state park. Military operations also affected the highway, specifically through the rerouting and improvements in access around the Astoria Airport.

Seaside also experienced a major population increase between 1930-1940, nearly doubling in population to 2,902. While partially attributable to US 101, this increase was more closely tied to the Wolf Creek Highway (US 26, OR 47) which joined the State Highway System in 1939. This highway led directly from the Portland to Cannon Beach Junction – only a few miles from both Seaside and Cannon Beach. As previously described this significant undertaking was started in 1932. As the *Oregonian* stated, this “cut-off brings beaches nearer” and greatly increased beach recreation from Portland residents.⁴⁹⁷ Mileage from Portland to Seaside was about 89 miles, to Gearhart, 91 miles, Nehalem and Manzanita, about 98 miles, and approximately 104 miles to Rockaway. The Portland connections greatly affected these coastal resort communities.⁴⁹⁸ In January 1946, the Wolf Creek Highway was renamed

⁴⁹⁶ Oregon State Parks and Recreation, “Fort Stevens State Park Trail Guide and Historic Military Site,” [http://www.oregonstateparks.org/index.cfm?do=main.loadFile&load=siteFiles/publications/37300_Fort_Stevens_Trail_Guide_\(lowres\)113354.pdf](http://www.oregonstateparks.org/index.cfm?do=main.loadFile&load=siteFiles/publications/37300_Fort_Stevens_Trail_Guide_(lowres)113354.pdf) [accessed January 14, 2015]; Merriam, 182.

⁴⁹⁷ *The Oregonian*, “Cut-Off Brings Beaches Nearer,” July 1, 1939, 8.

⁴⁹⁸ Vinton H. Hall, “Wolf Creek Road Not New As Oregon Scenic Highway,” *The Oregonian*, June 18, 1939, 42.

the Sunset Highway as a tribute to the Sunset Division of the US Army (41st Infantry) comprised primarily of soldiers from the Northwest, and as a reference to the highway leading into the setting sun.⁴⁹⁹

Seaside had long been connected to the Portland area through the development of the Columbia River Highway and, as segments of that highway came under the umbrella of US 101, the highway itself through from Astoria to Cannon Beach had already been developed. The Wolf Creek Highway made it quicker and easier to drive to Seaside and Astoria. A 1940 advertisement promotes the tourism improvements within Seaside and all the Clatsop Beaches. It mentions Seaside's aquarium, movie theaters, natatorium, dancing, bowling, archery, golf, and numerous accommodations. The advertisement promotes Cannon Beach's hotels, restaurants, salt water swimming pool, roller skating, and "beautiful Ecola Park." In Gearhart, major attractions were two modern hotels, a park and golf course, and a gun club.⁵⁰⁰ The historic advertisement reveals tourism's significant influence on Clatsop County's development and growth. The rerouting of US 101 down Seventh Street in 1934 provided additional testimony to an increase in tourism interest and traffic.

A 1945 *Oregonian* article describes the popularity of the coast and its effect on Seaside. According to the article, before World War II, families traveled great distances by car for vacations, stopping only for short periods at one place. During the war, gas rationing convinced families to vacation closer to home, and Seaside was the perfect beach getaway where the family could stay all summer. The article also reported the heavy traffic increase and the introduction of new businesses along Broadway Street.⁵⁰¹ The article suggests an enduring theme: coastal visitors lured by the proximity of the Oregon coast with its ample recreation and amusement options.

US 101 developments between 1933 and 1945 also affected the area, including the re-routing of the highway through Astoria, the first of the town's many reroutes, and advancements between Seaside and Tillamook that presented new possibilities for recreation and attracted more tourists to the Neahkahnie Mountain area. Overall, the most significantly scaled US 101 projects during this time period occurred further south along the coast, most notably of the major bridges across coastal estuaries but the highway rerouting around Neahkahnie Mountain represented one of the most significant engineering feats of US 101 development.

Tillamook County

Tillamook County's growth was less pronounced than in Clatsop as the county's entire population increased by only about 400 between 1930 and 1940. Growth remained concentrated around the city of Tillamook, but many other small towns still experienced slow development. Unlike Clatsop County, which saw major increases in tourism after the completion of US 101 and Wolf Creek Highway, Tillamook County did not immediately become a tourism-oriented town – partially due to its inland location. The town and county had an agricultural base, causing the highway to move further inland. The flat lands and extensive drainage capabilities of Tillamook Bay and its surrounding estuaries led settlers

⁴⁹⁹ ODOT, 2011, 47-2.

⁵⁰⁰ *The Oregonian*, (advertisement), "Come to Seaside," August 2, 1940, 4.

⁵⁰¹ *The Oregonian*, "Coast Resorts Preparing for Record Summer Jam," June 10, 1945, 12.

to focus between the Hoquarten and Stillwell Sloughs rather than seeking a waterfront settlement. Tillamook County's agriculture and business industries prevailed and beach tourism did not.

Tillamook County industries were affected by the US 101's completion. The major rerouting between Cannon Beach and Wheeler reduced travel time and straightened the road through this area. Highway engineering projects were also completed in Tillamook County between 1933 and 1945. Gaining access around Neahkahnie Mountain increased access to the Oswald State Park Recreation area and the towns of Manzanita and Wheeler. The Pine Grove Precinct, which included the town of Manzanita, began reporting population in 1940 (372), reflecting how the Manzanita area slowly started to garner some of the expansion that Cannon Beach and Seaside had witnessed further to the north. In addition, work along the Neahkahnie Mountain road section and the Necarney Creek Bridge likely spurred economic investment in the area. The developments around the Tillamook Air Base also likely encouraged economic activity during World War II. Although overall population growth was minimal in Tillamook County, highway route changes had a lasting effect on area recreational improvements.

Lincoln County

Lincoln County experienced strong population growth (forty-six percent) between the 1930 and 1940 census years. Almost every precinct showed growth except for some of the more isolated communities of Elk City, Devil's Lake, Bay View, Yachats, Yaquina, and Beaver Creek Precincts. Redistricting occurred in Lincoln County in 1931, 1933, and 1937, which may have resulted in apparent precinct declines or increases. For example, in 1940 the Oceanlake and Taft precincts recorded population numbers for the first time - 979 and 720 respectively. Some of these population numbers were likely derived from the original Devil's Lake Precinct.

Lincoln County owes much of its growth from 1933 to 1945 to US 101's development. Two of the Oregon Bridge Project's five major bridges completed were built in Lincoln County at Alsea Bay and Yaquina Bay. Both bridges spurred economic development, increased highway traffic through Lincoln County and brought publicity. The Yaquina Bay Bridge dedication was particularly significant because it eliminated the need for continued ferry service along the coast.

"This last celebration is of significance as it marks the real completion of the Oregon Coast Highway and means this most scenic thoroughfare [sic] may be traveled the entire length of the state from Washington to California without interruption."⁵⁰²

The dedication ceremony, held in Newport, attracted state-wide interest and was attended by state and national officials and supporters.

Highway development happened later within the Central Oregon Coast than the Northern or Southern, with the highway section connecting Lincoln City and Newport to the south and Tillamook to the north completed in 1927.⁵⁰³ As previously discussed, this stemmed from the Central Coast terrain's intensive engineering requirements, including a detailed land survey, and its smaller populations. The completion

⁵⁰² *The Oregon Coast Bulletin*, "Newport Planning Unique Celebration for Yaquina Bridge Dedication," July 10, 1936, 1.

⁵⁰³ Lincoln City Historical Society, county history files [accessed August 3, 2014].

of these two bridges, along with the formal completion of US 101, allowed Lincoln County to fully welcome tourism and increased commercial activity.

In addition to the completion of the last two bridges, rerouting of US 101 through much of what is now Lincoln City occurred in 1936 and from 1945-1946, straightening and widening the highway through that area. In addition, the highway was widened and straightened in 1937 through Gleneden beach south of Lincoln City.

In 1941, Depoe Bay bolstered its business district by widening that highway section's width to eighty feet, adding more parking and installing new seawalls with adjacent rock walls. The new walls replaced existing rock walls built in the 1920s. During the 1920s, the town of Depoe Bay became an increasingly popular recreational destination and the increased vehicular traffic necessitated bridge improvements. In addition to widening the road and building new retaining walls, the county widened the Depoe Bay Bridge between 1940 and 1941.⁵⁰⁴⁵⁰⁵ The original bridge was completed in 1927 and featured a single 150-foot span of reinforced concrete. The new bridge addition consisted of an additional arch rib to the west that duplicated the first bridge's design. As a result, each span carried one direction of traffic and the two bridges were joined seamlessly to appear as a single bridge.⁵⁰⁶

In 1925, North Lincoln County residents felt optimistic about growth and development of the Nelscott area. With the Great Depression coming several years later, many coastal towns, including those in Lincoln County, experienced a lack of economic development as tourists eschewed distant recreational destinations for more affordable and less distant amenities. It was not until the mid-1930s and the coming of World War II that northern Lincoln County saw substantial growth once again. Nelscott's first apartments (1935) and the first church (1937) were both erected during this period. Nelscott would eventually become known as Lincoln City.⁵⁰⁷

When the United States entered World War II, life in Nelscott quickened to what Earl Nelson described as that of "a cosmopolitan city." After the attack on Pearl Harbor, the West Coast was deemed a logical place for enemy invasion and sabotage. The Signal Corps and Infantry (soon after replaced by the Coast Guard) stationed soldiers there to patrol the coastline for a possible enemy invasion. The headquarters for the Coast Guard's Nelscott station was set up at the community kitchen of the Nelscott Auto Camp. Coast Guardsmen and their families moving to Nelscott resulted in an influx of population. The post office's rating was elevated from a fourth to a third class facility. As the war progressed, the likelihood of an attack on the West Coast diminished and the activities of the Coast Guard tapered off.⁵⁰⁸

⁵⁰⁴ Information from the Depoe Bay Whale Watching Station, interpretive Signage.

⁵⁰⁵ North Lincoln County Historical Society Archives, Roosevelt Highway Vertical File.

⁵⁰⁶ Allen, 53.

⁵⁰⁷ Steve M. Wyatt, "Taft: The Transformation of a Waterfront Community to a Resort Town: 2001 Historic Context Statement & Cultural Resource Inventory for the Taft Section of Lincoln City, Oregon," Self-published, Available at the Driftwood Public Library in Lincoln City, Oregon, 2001, 25-29.

⁵⁰⁸ Ibid, 29

Though World War II brought growth and prosperity to the area, it also brought gas and food rationing, in addition to nightly blackouts.⁵⁰⁹ While US 101 was formally completed in 1936 and World War II brought increased population to North Lincoln County, it was not until after World War II that the area substantially developed and residents settled in larger numbers.

Two other populated areas grew between 1930 and 1940: the Alsea Precinct (which included Waldport), with a population of 1,197, and Newport, with a population of 2,019. Waldport, and Alsea Bay, contained one of the five main coastal bridges, spurring growth through bridge-related construction and the tangential needs for workers and raw materials. In addition, the Alsea Highway (OR 34), with construction starting in 1921, was completed and formally introduced into the State Highway System in 1939. This highway connected Waldport to Philomath and Corvallis and opened up a dependable inland route, to South Lincoln County and Waldport.⁵¹⁰

Similar circumstances in Newport aided in the growth in Central Lincoln County. The Yaquina Bay Bridge, which connected Newport to South Beach, was completed in 1936 and the Corvallis—Newport Highway (US 20/OR 34) was subsequently entered into the State Highway System in 1939. This highway provided an additional, dependable inland route from Corvallis in the Willamette Valley to the coast and made Newport even more accessible.

US 101 developments in Lincoln County affected the area between 1933 and 1945. Bridge completions, road widening, and realignments made US 101 faster for travel. At the same time, inland connecting routes, specifically US 20 and OR 34, enhanced travel between population centers such as Corvallis and Salem situated in the Willamette Valley.

Lane County

Lane County maintained its fairly small coastal footprint from 1933 through 1945. The county remained the largest coast-bordered county in the state with 69,096 people, but a coastal population of only 1,955. Of the coastal population, there were 1,005 in the Florence Precinct. The Heceta Precinct had grown to 134 people and two new Florence suburbs started registering population numbers: Cushman (285) and Glenada (310). The Pacific Precinct, which in 1930 had a population of 277, was apparently absorbed into the Florence Precinct probably when Lane County underwent precinct redistricting (1931, 1933, and 1937).

Although Lane County's coastal presence remained small, Florence nearly doubled in size between 1930 and 1940 for two primary reasons. First, the Siuslaw River Bridge, completed in 1936, brought improved transportation connections and economic development to the town. Bridge completion also helped develop the Glenada area, a small, unincorporated town across the bridge from Florence. Second, an inland route between Eugene and Florence began undergoing improvement in 1931. The first highway between Eugene and Florence was established between 1917 and 1920. The Eugene-Florence Highway, as it was known, actually terminated near Junction City, and did not connect directly with the major city of Eugene. In 1931, construction on the Eugene—Swisshome Highway (HWY 220) began. It connected Eugene to a junction with the Eugene—Florence Highway in Mapleton, eliminating miles of road, and

⁵⁰⁹ Ibid, 29-30.

⁵¹⁰ ODOT, 2011, 27-1 and 2.

creating one continuous path from Eugene to Florence. This highway development, although unrelated to US 101, emphasized the importance of dependable, inland connections with the Willamette Valley to the coast – a recurring theme during this period.

Development in the Lane County, though modest except for the growth of Florence, increased after completion of the Siuslaw River Bridge and HWY 220. US 101 had minimal overall impact on the county from 1933 to 1945, except for the completion of the bridge.

Douglas County

Douglas County during this period retained two major coastal towns; Reedsport and Gardiner. Reedsport grew by about thirty percent between 1930 and 1940 to a population of 1,667 and Gardiner gained 42 residents to reach 443.

The most significant highway development in Douglas County between 1933 and 1945 was the completion of the Umpqua River Bridge in 1936, which brought economic development and attention to the area and accommodate river traffic.⁵¹¹ Bridge completion also affected Gardiner as it was located on Umpqua River's north side, opposite from Reedsport, and bridge completion brought the two towns physically and economically closer together.

In addition, the Umpqua Highway's Drain to Reedsport section was completed and adopted by the State Legislature in 1939 even though this route had been formally designated as a state highway in 1931. The adoption process further legitimized US 101's march to completion as segment after segment was surveyed, realigned, and improved into a coherent system of roadways. This process played an important role in the economic development of Douglas County improved ties to communities to its north and south between 1933 and 1945.

During this period, US 101's overall effect on Douglas County was less dramatic than its effect on the Northern Oregon Coast, but bridge construction completion was a major driving force for area growth and improvements to transportation connections thus making the county less economically isolated.

Coos County

Coos County, with the second highest population on the Oregon coast, thrived between 1933 and 1945. The Great Depression, which severely reduced growth along the Central Oregon Coast and tourism along the entire coast, had less of an impact on Coos County, which had numerous industries and an economy less dependent on tourism and more aligned with Northern California.

In Bandon, a conflagration in 1936, "the Great Bandon Fire", destroyed much of the town's business district. Between 1936 and 1946, Bandon rebuilt its downtown and the area west of the highway. Although unrelated to highway developments, the fire and subsequent reconstruction affected the community's economic orientation.⁵¹²

⁵¹¹ Allen, 109.

⁵¹² Cain Allen, *Bandon Fire, 1936*, Oregon History Project, Portland: Oregon Historical Society, 2006 <https://oregonhistoryproject.org/articles/historical-records/bandon-fire-1936/#.XTeRW-RYaUk> [accessed January 21, 2015].

In 1940, highway improvements progressed through Bandon's central business district included grading and bituminous surfacing, and extension of the roadbed to four lanes. The improvements streamlined and widened the route. By 1942, improvements included 0.59 miles of new highway with a four-lane width.⁵¹³ US 101 was originally located along Second Street in Bandon and then connected with what is now Highway 42S (the Coquille—Bandon Highway). After 1942, US 101 bypassed the historic route along Second Street between Chicago Avenue and Delaware Avenue and rejoined Second Street between Delaware and Elmira Avenues, removing the highway from the original downtown route.

Additional highway activity during this time centered on the cities of Coos Bay and North Bend. The Coos Bay Bridge, the longest and most expensive coast bridge, greatly increased transportation efficiency and decreased transit times. In 1939, the highway was rerouted through Marshfield (Coos Bay). A comparison of the 1945 Sanborn map for Marshfield and the area's highway segment today indicates major alterations to the Marshfield thoroughfare after 1945. The changes are not reflected within the highway's period of significance, but it is notable that the entire highway section from the north end of North Bend to the south end of Coos Bay has been greatly altered since its original construction.⁵¹⁴

US 101 improvements in Coos County improved connectivity, but improvements after World War II had a significant impact on the historical route of the highway; which was largely abandoned through the County overtime.

Curry County

Curry County experienced significant growth between 1930 and 1940, but remained fairly isolated from the rest of the Oregon Coast because of its remote location and the absence of inland routes connecting the county to the Willamette Valley.

One highway design project occurred in Curry County between 1933 and 1945. In 1945, the city of Gold Beach was incorporated and, for the first time, the Highway Commission defined and adopted the highway's location there. This apparently minor achievement was the prerequisite to an important highway realignment within the town. The highway appears to retain the circa 1945 alignment and is actually narrower than required by the resolution, which mandated the road maintain an 80-foot ROW.

Extensive highway-related tourism occurred during this time period along the US 101 corridor in Curry County. This included the establishment of Humbug Mountain State Park (Port Orford), the Geisel Monument (Ophir), South Beach State Park (Ophir), the Buena Vista Wayside (Gold Beach), Cape Sebastian State Park (Gold Beach), and Harris Beach State Park (Brookings). Recreational activity, detailed in the following section, undoubtedly affected the local economy and community development in Curry County.

Recreation

The connection of outdoor recreation to health, happiness, environmental conservation, and the state economy emerged during the 1920s as nationwide legislative support and statewide land acquisition enabled state park creation along US 101. Recreation improvements along the coast during the 1930s

⁵¹³ OSHC, 1940, 50; OSHC, 1942, 47.

⁵¹⁴ Sanborn Fire Insurance Company, 1945, Insurance Maps of Marshfield, Oregon, Vol. 1, October 1945, Sheet 1.

and 1940s focused on enlarging existing parks and constructing new park facilities. In addition, many recreation sites along the coast were beginning to be described as significant cultural landscapes associated for their historic and scenic values. Parks with important cultural associations often related to broader historical themes of Native American habitation/use, early exploration and statehood, and more recent developments such as the CCC-era work. Significant parks that offered a variety of amenities during this time period included Tillamook Head/Ecola State Park, Oswald West State Park, Cape Mears, South Beach State Park, Yaquina Bay State Recreation Site, Cape Perpetua, Muriel O. Ponsler Memorial State Wayside, Jessie H. Honeyman State Park, Umpqua Lighthouse State Park, and the Azalea City Park (previously a state park) in Brookings.

Development of recreational sites along the coast between 1933 and 1945 often stemmed from New Deal relief programs, primarily from laborers funded by the CCC and WPA. Parks along the Oregon Coast were the beneficiaries of these improvements to existing parking areas, trails, relief stations, rock walls, ranger stations, and scenic viewpoints. Recreation and tourism had evolved from a Northern Oregon Coast business centered on private enterprise-oriented hotels, cottages, and tent lots to one focused on public park development, iconic roadside scenery, visitor amenities, and built environments set sensitively within the coastal park landscape.

In 1933, the state parks system was still under the direction of Samuel Boardman and continued to acquire lands adjacent to US 101. At the end of the 1933-1934 *Biennial Report* for the State Highway Commission, there were 54 state parks totaling 11,324 acres. State park growth during this era resulted from a combination of additions and alterations to existing parks in addition to the acquisition and improvement of new parks. Extensive evidence of park improvements from this period exists near the historic CCC camp locations along the Oregon Coast. In these areas, CCC laborers participated in road construction, trail building, forest cleanup and maintenance, the creation of fire guards, surveys of property lines, installation of water systems and latrines, construction of caretaker and lodge buildings, and trail bridges, as well as landscaping and reforestation in areas of new development. According to the 1933-1934 *Biennial Report*:

The assistance thus received has pushed forward this worthwhile work to a marked degree. The state park emergency conservation work comes under the supervision of the Department of the Interior of the National Park Service. The state park development is formulated by the State Park Engineer. In each camp there is a landscape architect and engineer to prepare the plans in detail. These plans have the final approval of the National Park Service.⁵¹⁵

In 1934, about 1,100 men worked in 21 parks, 20 of which were under CCC setup and one under the State Emergency Relief Administration (SERA).⁵¹⁶ These parks accounted for 4,000-acres.⁵¹⁷

⁵¹⁵ OSHC, Eleventh Biennial Report, 1934, 50.

⁵¹⁶ The State Emergency Relief Administration (SERA) was another New Deal program that was developed between 1933-1934 to plan and organize engineering development projects across the United States. This is the only project found that has been attributed to them, and thus their overall impact on US 101 is considered minimal. For more information on SERA, see Jerome Tweton, *The New Deal at the Grass Roots*, [Minnesota Historical Society Press: Fergus Falls (MN), 1988, 55-69.

⁵¹⁷ OSHC, 1934, 50.

Also in 1934, the Bureau of Public Roads initiated a program of roadside beautification. Although not directly connected to recreational amenities, this work improved the overall appearance and experience of traveling along US 101. The beautification program required that no less than one percent of all federal funds allocated to the state be used for this work. This resulted in roadside improvements to existing ROW and the implementation of beautification in later project planning. The twelfth *Biennial Report* describes this program:

The natural scenic assets are carefully studied and plans for preservation of roadside beauty made during the progress of the field location of the highways. From this point on, it has been coordinated in the various phases of the department's functions. Saving on top soil, selective tree cutting, rounding of slopes, seeding and planting are thus part of the general plan.⁵¹⁸

This program also included planning, when possible, to conform the highway's landscape to the larger natural setting with use of native plants from the immediate vicinity. The roadside improvements were meant to "heal the scars made by construction" through restoration. For the most part, formal planting was discouraged except at the entrances to cities, where plantings blended with the formal plantings of private gardens. This work was conducted under the supervision of landscape architect George H. Otten.⁵¹⁹

In 1935, the Highway Commission organized the Travel and Information Bureau to attract tourists along Oregon highways. In 1936, the bureau spent \$48,000 on advertising and publicity, distributing more than 234,000 booklets depicting "convincing fashion and attractions" of the entire state with narrative and imagery. More than 1,000 agencies requested and received these booklets, and 38,000 people wrote to the department for information on Oregon trip planning.⁵²⁰

These activities, along with increased attention from recent road and park projects, stimulated Oregon's tourism economy and brought revenue from visitors and gas taxes. In 1936, the state's tourism industry was valued at approximately \$35,000,000, almost equal to the value of Oregon's annual wheat crops. The bureau understood the importance of attractive highways for courting travelers stating:

The highways of Oregon are the show windows of the state, and when they are properly cared for, when the roadsides are properly improved and when recreational facilities are provided, they bring to the state an enormous tourist crop.⁵²¹

The 1937-1938 *Biennial Report* highlights the many desirable acquisitions and states that work accelerated to keep pace with the "insistent, ever growing demand for more and better park facilities by those who visit Oregon's wildly popular recreation areas." In addition, the report states that, despite fewer CCC camps available for park development activities, the camps remained a major force in state park development.⁵²²

⁵¹⁸ OSHC, 1936, 20.

⁵¹⁹ Ibid.

⁵²⁰ Ibid.

⁵²¹ Ibid, 22.

⁵²² OSHC, 1938, 122.

The period from 1938 to 1940 brought an exponential growth in demand for recreation sites and staggering numbers of visitors statewide. The following table demonstrates that growth both along the coast and statewide. Coastal park attendance equated to 82-percent of all state park attendance in 1938, 73 percent in 1939, and 73 percent in 1940. Even with a wealth of recreational opportunities situated in close proximity to urban centers in the Willamette Valley, tourists clearly favored the Oregon Coast with its new parks and newly improved road network that hinged on US 101.

Table 6. State and Coastal Park Attendance 1938-1940⁵²³

| Year | Attendance | Gain | Change (%) |
|---------------------------------|------------|---------|------------|
| <i>State-Wide Parks</i> | | | |
| 1938 | 1,139,041 | -- | -- |
| 1939 | 1,668,557 | 299,516 | 22 |
| 1940 | 2,003,951 | 335,394 | 20 |
| <i>All Coastal Parks</i> | | | |
| 1938 | 942,345 | -- | -- |
| 1939 | 1,215,846 | 273,501 | 22 |
| 1940 | 1,460,573 | 244,727 | 20 |

Source: OSHC, Fourteenth Biennial Report, 1940, 137.

The expansion of recreational opportunities was not only fueled by automobile recreators but a wide variety of user groups. Parks, for instance were increasingly used by church, school, and fraternal groups. There was also increasing demand by large groups, who began reserving tables and stoves weeks ahead of their visit.⁵²⁴ Within the coast region, the highest numbers of coastal park users were those who visited Lincoln County. Of all of the coastal parks, the eight parks within Lincoln County had the highest overall attendance in 1940 of 1,132,923.⁵²⁵ During the 1939-1940 *Biennial Report*, Depoe Bay welcomed massive crowds there to view the harbors and the ships passing through. In addition, Azalea State Park in Brookings had begun attracting visitors to view the splendid native flower. The popularity of this park inspired Brookings's mid-May Azalea Festival.⁵²⁶

Also during that time, the Woahink Lake CCC camp performed trail maintenance and clean-up work in Devil's Elbow and Tideways Parks, in addition to nearly completing the building program at Honeyman State Park. Also at Honeyman, a small fee was instituted for use of the bathhouse and locker facilities.

⁵²³ Attendance for 1940 was tabulated up to November 30, 1940, the biennial reports tend to have a couple months of overlap from year to year due to the time it takes to tabulate and create the reports.

⁵²⁴ OSHC, 1940, 137.

⁵²⁵ Ibid.

⁵²⁶ Ibid, 138-139.

This is apparently the only fee charged at a park during this time period. Charging for ‘special privileges’ was a source of revenue, but initial returns were low.⁵²⁷

To meet the need for additional facilities, two-man traveling crews renovated old recreational facilities and installed new stoves, tables, and other facilities throughout the state. Between 1939 and 1940, new facilities were built in Azalea Park (Curry County), and impressive entrance monument signs installed at both Honeyman (Lane County) and Azalea State Parks.⁵²⁸ In addition, state park personnel cut 5.24 miles of trail into the far end of Cape Lookout, which juts 1.5 miles into the ocean, to reach points and angles of pleasing views of the ocean and miles of shoreline. This was described as a particularly scenic and significant viewpoint.⁵²⁹

The second report of the Travel and Information Department (formally the Transportation and Information Bureau) from the 1940-1942 *Biennial Report* states that the department’s investment in advertising and promotions paid off for seven years, but the war had generally decreased recreation for the report’s two years. The report also states that many people who entered the state in 1940 had traveled to the west coast for the Golden Gate State Fair in San Francisco. This event had led to nationwide advertising in newspapers, magazines, and motion pictures. “The New Oregon Trail,” a color film, had been widely distributed across the country. In addition, a new Travel and Information Department brochure was published in 1942 and inquires for information continued to stream in. By late 1942, the department’s progress had slowed due to war-related shortages and limits placed on the consumption of gasoline. But, the war also offered opportunities for advertising: 500,000 colored postcards of state scenery were issued free to soldiers, thereby reaching communities around the county and encouraging visits after tours of duty.⁵³⁰

According to the 1943-1944 biennial report, CCC work occurred at Jessie M. Honeyman (Lane County), Ecola (Clatsop County), Yaquina (Lincoln County), and Humbug Mountain (Curry County) State Parks. Also during this biennium, an addition was made to the Short Sand Beach Park (now Oswald West State Park) from a land donation of Beulah K. Reed. Park attendance flagged during this biennium due to wartime activities, with statewide attendance peaking at only 685,000 people (a steep decline from 2,003,951 in 1940). Gas rationing and thrift were factors in this slump, as was the fact that many state parks were occupied by the military and consequently closed to civilians from 1942 until about 1945. Of the seventeen Oregon state parks occupied by the military, radar stations were installed at Ecola and Shore Acres State Parks along the coast. The biennial report opined that after the park occupations ceased, as they had begun to by 1944, recreation would return to healthy numbers.⁵³¹

The Travel and Information Department’s third 1943-1944 biennial report states that, even though tourism was growing quickly before the war, the department did not attempt to attract visitors to Oregon. No magazine advertising was utilized in 1943, and minimal advertising occurred in 1944. The postcards distributed to servicemen achieved success as many servicemen and family members wrote to

⁵²⁷ OSHC, 1940, 142.

⁵²⁸ Ibid, 143.

⁵²⁹ Ibid.

⁵³⁰ Ibid, 142-145.

⁵³¹ OSHC, 1944, 135; Armstrong, 58.

the department for information and the free color booklet on Oregon attractions. The department felt strongly that many of the servicemen who has been stationed in Oregon, and the many people they spoke to about their travels, would return to visit after the war. By 1944, the attitude towards recreational activities in Oregon remained optimistic. During the last months of 1945, many war-weary people seemed ready for a much-needed vacation, greatly increasing the postwar demand for the amenities that the state parks system could offer.

Park Developments

The parks discussed below were established or improved between 1933 and 1945 and represent the entire portfolio of known CCC work along the Oregon Coast. This CCC work included everything from the development of US 101 wayside , such as the 30 miles of cleared wayside between Gold Beach and Brookings in 1934 to the trail improvements and visitor amenities constructed at Ecola State Park between 1933 and 1934.⁵³² The following summary of park facilities established and/or altered between 1933 and 1945 discusses how the CCC enhanced these parks that bordered US 101 and the scenic, cultural, and natural values that they embodied. The discussion is organized geographically from north to south. See also Appendix D for a table with all US 101-associated parks, in chronological order and with acreage details.

Tillamook Head/Ecola State Park (1932-1978), Seaside, Clatsop County

First land acquisition: 451.18 acres in 1932

Current acreage: 1023.88 acres as of 2015

Ecola State Park is located on 1023.88 acres and situated two miles north of Cannon Beach in Clatsop County. The park extends along the Pacific Ocean shore line for nearly six miles.⁵³³ Through a number of strategic acquisitions, the state was able to pull together several contiguous parcels in an effort to conserve its scenic and natural qualities. The state initially purchased the park's original 451.18 acres from Ecola Point and Indian Beach Corporation in 1932. In 1942, the U.S. Government Land office transferred another 109 acres to the state and between 1940 and 1954, Crown Zellerback Corporation sold the state a total of 329 acres.⁵³⁴

The park lands contains old growth Sitka spruce, western hemlock forest and elk and deer habitat. Historic features within the park boundaries include Indian shell middens that were found at Ecola Point, Bald Point and Indian Beach.⁵³⁵ Sea lions and shore birds flock to Sea Lion Rock, also known as Arch Rock, situated one-half mile offshore.⁵³⁶ Ecola Park features exceptional scenic views. Sea stacks dot the south shoreline, which is backed by Cannon Beach and a coastal mountain ridge. Ecola's trails offer cliff side viewpoints of secluded coves and forested promontories. Tillamook Head, a significant natural park feature, is the most westerly promontory in Clatsop County and "one of the outstanding promontories of the Oregon coastline. Ocean views from several points in the park are superb. . . The setting sun lends

⁵³² OSHC, 1934, 50.

⁵³³ Merriam, 175.

⁵³⁴ Armstrong, 121.

⁵³⁵ Merriam, 176.

⁵³⁶ Armstrong, 122

an atmosphere of enchantment for the evening visitor.”⁵³⁷ The park’s “steep, forested shoreline to Tillamook Head [is] so often photographed to represent the Oregon Coast.”⁵³⁸ The park also offers visitors views of Tillamook Lighthouse from several points within the park.⁵³⁹

Members of the Lewis and Clark Expedition passed through the area in January 1806 seeking whale blubber and oil. Captain Clark even remarked upon the “magnificent coastal panorama” in his journal.”⁵⁴⁰ On Ecola’s south side, the expedition members “saw Indians cutting up a dead whale and carrying chunks of blubber up the precipitous side of Tillamook’s Head.”⁵⁴¹ Over 130 years later, Tillamook Head served as a World War II U.S. Army radar station. South of the radar station property at the mouth of Indian Creek, is the site of a former Indian village and a cemetery containing burial canoes.⁵⁴²

Between 1933 and 1934, a CCC camp located in Cannon Beach did an extensive amount of work at Ecola State Park, at the time consisting of 450 acres and 4 miles of ocean frontage.⁵⁴³ Workers constructed roads, trails, parking areas, fire guards, camp buildings, a caretaker’s cottage, viewpoints and a stone shelter. In July 1935, the state obtained a 100-foot right-of-way and sent workers to widen the original park road.⁵⁴⁴

Oswald West State Park [previously Short Sand Beach] (1931-1976), Clatsop/Tillamook Counties

First land acquisition: 120.37 acres in 1931

Current acreage: 2,474.43 acres as of 2015

Oswald West State Park, ten miles south of Cannon Beach, lies within the boundaries of Clatsop and Tillamook counties. The park occupies 2,474.43 acres and extends for over four miles along the ocean shore. Between 1931 and 1976, the state obtained park land through gift, purchase, and exchange. Park area greatly increased from the date of the original land transfer, a gift of 120.37 acres from E.S. and Mary Collins in 1931, through the 1940s.⁵⁴⁵ Between 1935 and the mid-1950s, the state acquired 18 additional land parcels. In 1942, Park Superintendent Samuel H. Boardman persuaded the Oregon Highway Commission to acquire 354 additional acres for \$18,000.⁵⁴⁶

Oswald West State Park contains one of the best preserved coastal rainforests in Oregon. Within the park, western red cedar, western hemlock and Sitka Spruce trees shade ferns, salal and salmonberry. Coastal mountains lie to the park’s east and Arch Cape sits at its northern point. At the southern point, Neahkahnie Mountain rises 1,700 feet above sea level, while Cape Falcon juts into the ocean. Necarney and Short Sand creeks merge to enter the ocean at Short Sand Beach in Smugglers Cove.⁵⁴⁷ Historian

⁵³⁷ Armstrong, 122.

⁵³⁸ Merriam, 176.

⁵³⁹ Armstrong, 122.

⁵⁴⁰ Oregon State Highway Commission, 1952, 171.

⁵⁴¹ “Those Who Come and Go,” *The Morning Oregonian*, May 23, 1930.

⁵⁴² Oregon State Highway Commission, 1952, 171.

⁵⁴³ Ibid.

⁵⁴⁴ *The Morning Oregonian*, “New 4000-Foot Road to Serve State Park,” July 29, 1935.

⁵⁴⁵ Armstrong, 167.

⁵⁴⁶ Merriam, 209-210.

⁵⁴⁷ Merriam, 209.

Lawrence C. Merriam, Jr., regards Oswald West State Park as “one of the most spectacular parks in Oregon and, indeed, in the United States . . . This jewel-like cove, snuggled between Cape Falcon and Neahkahnie mountain, is unexcelled along the coast both in beauty and recreational opportunities. Whether one is a camper, hiker, surf bather, agate hunter, fisherman, bird and wild life enthusiast, or just a berrypicker looking for the makings of huckleberry pie, he will find satisfaction here.”⁵⁴⁸ The highway, completed in between 1941 and 1943, borders the park’s western edge and “affords superb vistas southward to Nehalem Bay and westward to earth curvature.”⁵⁴⁹

The CCC made trail improvements between 1939 and 1941, including a parking area near the highway, a trail to Neahkahnie Mountain’s summit, trails along the banks of both creeks from the highway to the beach, and another trail from Short Sand Creek to Cape Falcon.

Nehalem Bay State Park (1938-1963), Manzanita/Wheeler, Tillamook County

First land acquisition: 497.63 acres in 1938

Current acreage: 895.11 acres as of 2015

Nehalem Bay State Park, three miles south of Manzanita Junction in Tillamook County, covers 895.11 acres. The park is situated between Nehalem Bay and the Pacific Ocean, and includes the three-mile long sand spit at the mouth of the bay. Tillamook County transferred the park’s original land tract of 497.63 acres to the state in 1938. Between 1939 and 1963, Tillamook County gave the state additional parks lands. This park did not receive aid from the CCC and was largely undeveloped with no visitor amenities during the historic period from 1933 to 1945.

Cape Meares (1889-1978 Lighthouse; 1938 Park Developed), Tillamook County

First land acquisition: 138.51 acres (leased from U.S. government) in 1938

Current acreage: 240.79 acres as of 2015

Cape Meares State Park encompasses 240.79 acres in Tillamook County, ten miles west of the City of Tillamook. The state obtained the park lands by lease (138.51 acres in 1938) and subsequent acquisitions from three federal agencies between 1938 and 1968. The state independently manages 94.32 park acres and jointly manages the surrounding 138.51-acre Cape Meares National Wildlife Refuge with the U.S. Fish and Wildlife Service. The park features an ocean headland backed by a spruce-hemlock forested upland several hundred feet above the Pacific Ocean. The park features the “Octopus Tree,” an “unusually branched, oddly large” Sitka spruce near the parking area, was a traditional meeting place for Tillamook tribal leaders.⁵⁵⁰ Views from the park include a wide ocean expanse, Three Arch Rocks, Tillamook Rock and Lighthouse, and other offshore promontories.⁵⁵¹ “Cape Meares provides an excellent view of the largest colony of nesting common murre. The site is one of the most populous colonies of nesting sea birds on the continent. Bald eagles are frequently seen in this area, and

⁵⁴⁸ “Os West’s Park,” *The Oregonian*, March 3, 1956.

⁵⁴⁹ Merriam, 209.

⁵⁵⁰ Armstrong, 102; Merriam, 163.

⁵⁵¹ Armstrong, 103.

peregrine falcons have also been known to nest near here.”⁵⁵² Cape Meares is also a popular whale watching location. The area is developed for day use with picnic facilities and a hiker-biker camp area. The Cape is named for John Meares, an 18th century British naval officer, trader and explorer, and was once an active lighthouse reservation of the U.S. Coast Guard. There are no CCC-era facilities located at this park.

Cape Lookout State Park (1935-1950s), Tillamook County

First land acquisition: 975 acres in 1935

Current acreage: 2,014.28 acres as of 2015

Cape Lookout State Park consists of over 2,000 acres, twelve miles south of the City of Tillamook in Tillamook County. The initial land gift of 975 acres on the Cape came from the U.S. Lighthouse Service in 1935.⁵⁵³ Between 1938 and 1958, the state purchased 381.63 acres that consisted of six additional tracts. The park was originally left undeveloped as a natural preserve, although the CCC added a picnic area with a Cape trail in the 1930s.⁵⁵⁴

Cape Lookout’s name is the result of a mapping error. When Captain John Meares, a British navigator sailed the Oregon coast in 1788, he spotted the lighthouse (at what is now Cape Meares) and named it Cape Lookout. However, in 1850, the coast survey adopted the name Cape Lookout on its charts for a point ten miles south of the correct location. The mistake remained and the point that Captain Meares originally spotted eventually became known as Cape Meares.⁵⁵⁵ In 1943, an Army Air Force B-17 bomber struck the cape while on coastal patrol. A plaque in memory of the air crew is located on the Cape trail.⁵⁵⁶ Cape Lookout State Park was improved with visitor amenities after World War II, which represented its greatest period of development. Cape Lookout is a cultural landscape that includes significant scenic qualities in addition to its multi-layered historic associations with significant themes such as historic coastal navigation, precontact tribal traditions, and CCC-era recreational amenities.

Boiler Bay, Rocky Creek, Otter Crest and the Devil’s Punchbowl

Established between 1926 and 1929, these four sites all received aid from a CCC camp located in Newport between 1933 and 1934.⁵⁵⁷ At Boiler Bay, the CCC developed picnic facilities with tables. At Rocky Creek, the CCC established the initial park design.⁵⁵⁸ At Devil’s Punchbowl, the CCC installed many day use improvements in the 1930s such as picnic tables, restrooms, fountains, water supply, fire places, a foot trail and steps to the beach.⁵⁵⁹ The CCC also constructed a water system for the park, including a

⁵⁵² OPRD, “Cape Meares State Park,”

http://www.oregonstateparks.org/index.cfm?do=parkPage.dsp_parkPage&parkId=131 [accessed January 21, 2015].

⁵⁵³ Merriam, 162.

⁵⁵⁴ Merriam, 162.

⁵⁵⁵ “Popular Beach at Cape Lookout is Part of Oregon’s Newest State Park,” *The Oregonian*, September 12, 1954.

⁵⁵⁶ Merriam, 163.

⁵⁵⁷ Merriam, 163.

⁵⁵⁸ Ibid, 217.

⁵⁵⁹ Merriam, 174-175.

large concrete storage tank.⁵⁶⁰ In 1932, the park's entrance road also became a State Secondary Highway.

At Otter Crest, the viewpoint was to remain in a natural state, with little alteration beyond the establishment of parking between 1933 and 1934.⁵⁶¹ In 1937, a small gift shop was added to the property by Wilbur S. and Florence Badley, who had gifted the land for the wayside in 1928, on condition that there would be no buildings added or concession sales. This building was purchased by the state and is now administered by Oregon State Parks.⁵⁶²

At Boiler Bay State Park, in March 1936, the state purchased 26 acres on the highway's east side from Lord Peal of London.⁵⁶³ Also in 1936, 2.27 acres were added to Rocky Creek and, in 1935, 0.19 acres were added to Devil's Punchbowl Scenic Natural Area.⁵⁶⁴

South Beach State Park (1933-1970), Newport, Lincoln County

First land acquisition: 11.26 acres in 1933

Current acreage: 498.27 as of 2015

South Beach State Park currently consists of over 498 acres across Yaquina Bay from Newport in Lincoln County.⁵⁶⁵ The park combines two areas once separately maintained: South Beach Wayside and South Newport State Park. The park area begins south of the Yaquina Bay Bridge in South Newport and extends south several miles along the coast. The shore land has a sandy beach with shore pine and spruce forest. Between 1933 and 1970, the state acquired the park land from gifts, purchases and exchanges. The state acquired the initial five blocks with the purpose of creating a rhododendron preserve. The *Oregonian* reported the pending acquisition: "Definite assurance that a state park will be established at South Beach, southern terminus of the proposed Yaquina bay bridge, was made yesterday [November 4, 1933] by the signing of a deed to five blocks of choice rhododendron-covered grounds to the state highway department. The deed signed by the county court specifies that the property shall be used for 'park and right of way purposes only and the establishing of a rhododendron preserve.'" ⁵⁶⁶ The park designation protects the south bridge area from encroachment and maintains public access to the beach. The state has fully developed South Beach State Park for day and overnight use.⁵⁶⁷

⁵⁶⁰ Armstrong, 120.

⁵⁶¹ Ibid, 210-211.

⁵⁶² Merriam, 211; N/A, Oregon Historic Site Record: 4905 Otter Crest Loop, Oregon Historic Sites Database, August 16, 2014.

⁵⁶³ Armstrong, 95.

⁵⁶⁴ Armstrong, 120 and 178.

⁵⁶⁵ OPRD, "South Beach State Park,"

http://www.oregonstateparks.org/index.cfm?do=parkPage.dsp_parkHistory&parkId=149 [accessed January 20, 2015].

⁵⁶⁶ "State Park Assured: Lincoln County Court Deeds Land for Rhododendron Preserve," *The Oregonian*, November 5, 1933.

⁵⁶⁷ Merriam, 230.

Between 1933 and 1934, the CCC camp located at Newport also did work on this park during its initial development stage but it unclear its impact on its contribution to visitor amenities.⁵⁶⁸

Beverly Beach State Park (1942-1969), Otter Creek/Newport, Lincoln County

First land acquisition: 16.72 acres (of excess right-of-way) in 1942 and 1943

Current acreage: 135.66 acres as of 2015

Beverly Beach State Park consists of over 135 acres on east side of US 101, seven miles north of Newport in Lincoln County. In 1942 and 1943, the state acquired lands for the park along Spencer Creek. No other improvements occurred at this park until after World War II.⁵⁶⁹

Yaquina Bay State Recreation Site (1873 Lighthouse; 1934-1971 Park Development), Lincoln County

First land acquisition: Unknown acres in 1934

Current acreage: 32 acres as of 2015

Yaquina Bay State Recreation Site covers 32 acres on both sides of US 101 at the north end of Yaquina Bay Bridge at Newport's southwest corner in Lincoln County. The park overlooks the mouth of Yaquina Bay and its entrance to the Pacific Ocean. The U.S. Department of Commerce, Lighthouse Service transferred park property to the state in 1934. The Highway Commission approved the name Yaquina Bay State Park in 1935.⁵⁷⁰ The site's main attraction is an 1871 lighthouse at the harbor entrance. It was discontinued in 1874 in favor of the Yaquina Head Lighthouse several miles to the north. The current lighthouse, later used as a Coast Guard lifeboat station, sits on a spruce and pine covered bluff. The Yaquina River is named for the Indian tribe that traditionally occupied the drainage territory.⁵⁷¹ The terrain is about 100 feet in elevation with steep slopes to the bay and beach. During the 1930s, the CCC developed the park for day use. Improvements at the park include the circular entry, parking, CCC-style rock walls, trails, and picnic facilities. A park cottage, woodshed and storage yard were also built.⁵⁷²

Lost Creek State Recreation Site (1933-1967), Seal Rock, Lincoln County

First land acquisition: 0.81--0.69 acres (Lincoln County) and 0.12 acres (Ben E. Smith) in 1933

Current acreage: 33.94 as of 2015

Lost Creek State Recreation Site consists of 33.94 acres located about seven miles south of Newport in Lincoln County. The park consists of generally flat narrow shoreline on both sides of US 101. The state first acquired two small land tracts from Ben E. Smith and Lincoln County in 1933 for the purpose of protecting shore pine and to secure the beach for public use. Lincoln County and some private property owners transferred additional park land to the state in 1943 and 1945 (and later in 1947). The park encompasses part of the abandoned Pacific Spruce Corporation Railway right-of-way (ROW), measuring approximately sixty-six-feet wide. The abandoned ROW includes rail tracks extending from south of

⁵⁶⁸ Ibid, 163.

⁵⁶⁹ Overnight Camps Show Big Gain in State Parks," *The Oregonian*, April 14, 1954.

⁵⁷⁰ Armstrong, 224.

⁵⁷¹ Merriam, 248.

⁵⁷² Armstrong, 224.

Waldport to Yaquina Bay. The railroad transported spruce timber used for World War I aircraft production between 1918 and 1920.⁵⁷³

Brian Booth State Park/Ona Beach (1938-1968), Seal Rock, Lincoln County

First land acquisition: Unknown acres in 1938

Current acreage: 886.32 as of 2015

Brian Booth State Park (known as Ona Beach until 2013), consists of 886.32 acres about nine miles south of Newport in Lincoln County. Initial land purchasing occurred in 1938, but much of the land was purchased later and thus most of the park did not develop during the period of significance for US 101. Extensive park developments occurred between 1958 and 1963. Before the completion of Coast Highway, motorists used the beach between Newport and Seal Rock as an access road. They traveled at low tide and followed the mail carrier across Beaver Creek.⁵⁷⁴

Seal Rock State Recreation Site/Wayside

This wayside was established in 1929. The state purchased an additional 4.69 acres in 1936 and 2.87 acres in 1942. The park's improvements consist of an entrance road, parking area, trails and day use facilities including picnic tables.⁵⁷⁵ At this park today, there are extensive rock walls leading from the parking area down to the beach. There are no documented CCC-era facilities related to this site. Additional research would provide a better understand of the history of these walls, which are undocumented.

Alsea Bridge Wayside (1935-1991) Waldport, Lincoln County

The property for the Alsea Bay North Bridge Head Wayside Park was acquired from J.L. Baker and F.H. Hilton for a scenic viewpoint in January 1935.⁵⁷⁶ This wayside included historic pylons, spires, and concrete reinforced railings from the original bridge construction in 1936. In 1991, when the Alsea Bay Bridge was demolished, some of these remaining features were moved from the north end of the bridge to the south end and are now located near the 1991 Interpretive Center building. This bridge and wayside have been moved and greatly altered, but the center and bridge remnants still provide an understanding of the region's CCC impact upon recreational facilities.⁵⁷⁷

Beachside State Recreation Site (1944) South of Waldport, Lincoln County

First land acquisition: 11.3 acres in 1944

Current acreage: 16.66 acres as of 2015

⁵⁷³ Armstrong, 156; Merriam, 199.

⁵⁷⁴ OPRD, "Brian Booth State Park,"

http://www.oregonstateparks.org/index.cfm?do=parkPage.dsp_parkHistory&parkId=146 [accessed January 21, 2015]; Armstrong, 166-167.

⁵⁷⁵ Armstrong, 186 and Merriam, 222.

⁵⁷⁶ ODOT, Road Establishments Files: Clatsop County, ODOT Library and History Center, Salem; ODOT, Road Establishments Files: Lincoln County, ODOT Library and History Center, Salem.

⁵⁷⁷ OPRD, "Alsea Bay Historic Interpretive Center History/faq,"

https://oregonstateparks.org/index.cfm?do=parkPage.dsp_parkBlog&parkId=143 [accessed January 28, 2015].

Beachside State Recreation Site is located four miles south of Waldport in Lincoln County. Situated west of US 101, the area is about a half mile long and covered with shore pine. The state acquired the original 11.3 acre tract in 1944 and two additional tracts consisting of 5.40 acres later that year, for a total of 16.70 park acres. The state reserved the area to provide access to a large ocean beach at Big Creek and to preserve native shore pine and associated vegetation. Initially, the area was named Big Creek State Park for the nearby stream that flows into the ocean.⁵⁷⁸

Cape Perpetua Scenic Area and Campground 1908 (established); 1964 (Visitors Center Built)

First land acquisition: Unknown acres in 1908

Current acreage: 2,700 acres as of 2015

Cape Perpetua Scenic Area, two miles south of Yachats in Lane County within Siuslaw National Forest, is administered by the U.S. Forest Service. Cape Perpetua headland, a bluff of volcanic basalt rising 800 feet above the Ocean, is the area's primary natural feature. The area includes a visitor center (built in the 1960s), twenty-six miles of maintained trails with access to the adjacent Cummins Creek Wilderness Area, and an Auto Tour road to the top of the headland. On a clear day, visibility is forty miles out to sea. The land has rich old growth temperate rainforest of Sitka spruce and western hemlock, including one 15 feet across. Adjacent to the beach is shore pine, shrubs, and grass.⁵⁷⁹

Picnicking, hiking, sightseeing, and whale watching were initially available within the Cape Perpetua Scenic Area in the 1930s. One park trails leads to a 600 year-old Giant Sitka Spruce known as the Silent Sentinel of the Siuslaw. The tree stands more than 185 feet high, and has a 40-foot circumference at its base. On September 15, 2007, this ancient spruce was designated a "Heritage Tree" by the State of Oregon to recognize its exceptional age and size and ensure its protection.

Along the Cape Perpetua coastline there are several unique features. The Devil's Churn, a blowhole "occasionally exploding as incoming and outgoing waves collide," as well as the Spouting Horn at Cook's Chasm and Thor's Well on the nearby plateau, both salt water fountains energized by the ocean tide.

Captain James Cook sighted the Cape on St. Perpetua's Day in 1778 while searching for a Pacific entrance to a Northwest Passage, and named it for the saint. The area became part of the Siuslaw National Forest in 1908. In 1914, the U.S. Forest Service cut a narrow road into the cliff around Cape Perpetua and constructed a wooden bridge across the Yachats River, opening travel between the small community of Yachats and Florence to the south. The wooden bridge was replaced in 1926 with a steel structure.

The Cape Perpetua section of the Roosevelt Memorial Highway (US 101) was built in the 1930s. In April 1931, Edward M. Miller, the *Oregonian's* Automobile Editor, wrote that Cape Perpetua was "one of the most attractive scenic areas in the entire Pacific northwest." Cape Perpetua, Miller wrote, "might

⁵⁷⁸ Armstrong, 90; Merriam, 153.

⁵⁷⁹ U.S.D.A. Forest Service, "Pacific Northwest Region Viewing Area," http://www.fs.fed.us/wildflowers/regions/Pacific_Northwest/CapePerpetua/index.shtml [accessed January 22, 2015].

bulwark against a frothy sea, stands in the very center of the area, a joy to the sightseer and the vacationist . . .”⁵⁸⁰

In 1933, a CCC camp occupied the foot of the Cape just north of Cape Creek. During this time period, CCC workers constructed Cape Perpetua campground, a trail network, and the West Shelter observation point near the top of the cape. The CCC work that was done at Cape Perpetua constitutes the most significant development at the site during the historic period. In 1935, the *Oregonian* reported that “a road up Cape Perpetua and improvements which have made this spectacular place available to every motor recreationist in Oregon constitute one of the principal achievements of the region.” A 1936 *Oregonian* article highlighted the park’s West Shelter: “At the top of Cape Perpetua, the visitors will find a park with a shelter of logs and an outlook built of stone.”⁵⁸¹ That year, a Resettlement Administration project involved 261 men working daily at the Cape Perpetua recreation area constructing a new road leading to a campsite with “24 artistic rock-masonry stoves” and a community kitchen.⁵⁸² During World War II, the military used the West Shelter observation point as a coastal watch station and installed a temporary coastal defense gun. Cape Perpetua’s West Shelter and Parapet were listed on the National Register of Historic Places in 1989. The West Shelter provides a spectacular view of the Oregon coastline and is a popular viewpoint for whale watching.

Neptune State Scenic Viewpoint (1938-1974) Yachats, Lane County

First land acquisition: 331.22 acres in 1938

Current acreage: 302.5 acres as of 2015

Neptune State Scenic Viewpoint is located three miles south of Yachats in Lane County. The area consists of rocky ocean shore with steep headlands. US 101 bisects the park for over two miles south of Cape Perpetua, extending almost to Bob Creek. The state acquired the original 331.22 acres in 1938 from Viola Lee Pratt. Spruce, alder and salal partially forest the area.⁵⁸³ The park derives its name from Neptune, the Roman sea god, because of the dramatic winter wave action on the rocky shore. Within the park area, the Neptune viewpoint has benches along a cliff above the beach for “an excellent view of Cummins Creek, wildlife and the rock-pounding waves. From this location, you can watch for whales, see a variety of birds, sea lions and the occasional deer in the creek. The creek is also a great place to look for agates. At low tide you can walk to the south to see a natural cave and tidepools.”⁵⁸⁴ The day use area is situated near Cummins Creek. Strawberry Hill, a viewpoint further south has excellent ocean views and features a series of stairs that lead to tide pools and sandy beaches. Harbor seals sun themselves on the offshore rocks on sunny days.⁵⁸⁵

Within this lengthy, linear viewpoint there are four separate viewing areas designated north to south as the Gwynn Creek Wayside, the Neptune Wayside, the Strawberry Hill Wayside, and the Bob Creek Wayside. Gwynn Creek offers access to a small isolated beach with grassy picnic space, Neptune offers

⁵⁸⁰ Edward M. Miller, “Scenic Area on Oregon Coast South of Waldport Now Open,” *The Oregonian*, April 19, 1931.

⁵⁸¹ “Workers Make Coast Highway More Attractive to Summer Tourists,” *The Oregonian*, May 24, 1936.

⁵⁸² “Workers Make Coast Highway More Attractive to Summer Tourists,” *The Oregonian*, May 24, 1936.

⁵⁸³ Merriam, 206-207.

⁵⁸⁴ OPRD, “Neptune State Scenic Viewpoint,”

http://www.oregonstateparks.org/index.cfm?do=parkPage.dsp_parkPage&parkId=88 [accessed January 22, 2015].

⁵⁸⁵ Ibid.

animal viewing and tide pools, Strawberry Hill also has sandy beach access and tide pools, and the Bob Creek Wayside offers beach access and agate hunting.⁵⁸⁶

Muriel O. Ponsler Memorial State Wayside (1938-1939) Florence, Lane County

First land acquisition: 2 acres in 1938

Current acreage: 2 acres as of 2015

Muriel O. Ponsler Memorial State Wayside is located 16 miles north of Florence in Lane County. The ocean front land, covered by Sitka spruce, shore pine and salal, sits near the mouth of China Creek between Heceta Head and Cape Perpetua. J.C. Ponsler gifted the two acres to the state in 1938 in memory of his wife, Muriel, and to preserve the area for public use.⁵⁸⁷ The CCC began developing the park for day use in the 1930s, and installed a circular entrance road, water system and fountain, and ornamental stone fence on each side of the park entrance. In 1939, a stone and cedar monument and caste bronze plaque were installed to memorialize Jack C. Ponsler's gift to the state.⁵⁸⁸ In 1953, an *Oregonian* article noted this wayside as a picnic, swimming and fishing area with access to the beach and an "interesting sea panorama."⁵⁸⁹

Joaquin Miller Forest Wayside (1936-1959) Florence, Lane County

First land acquisition: 108.16 acres in 1935

Current acreage: 111.75 acres as of 1992

Joaquin Miller Forest Wayside adjoins the Glenada community's southern border in Lane County. The wayside contains dense forest that stretches from US 101 to the dunes in what is now Oregon Dunes National Recreation Area. Lane County gifted the state the original 108.16 acres in 1935. Lane County transferred additional acreage to the state in 1936 (sale of 4.55 acres).⁵⁹⁰ The wayside is name for Joaquin Miller (1839-1913), a pioneer judge, poet and adventurer, who owned the land from 1906 to 1916 and became known as "Poet of the Sierras." During the 1930s, the CCC built a road into the land tract. Between 1943 and 1962, the Highway Commission approved salvage of Sitka spruce and hemlock uprooted or damaged in storms that affected the property. Subsequent to the harvest, salal, salmonberry and other shrubs became established in the affected areas, altering the original forest composition.⁵⁹¹

Jessie M. Honeyman Memorial State Park

At Jessie M. Honeyman State Park, established in 1930, the park was expanded through three subsequent land purchases that occurred between 1930 and 1936.⁵⁹²

⁵⁸⁶ Ibid.

⁵⁸⁷ Merriam, 205.

⁵⁸⁸ Armstrong, 161.

⁵⁸⁹ *The Oregonian*, "Roadside Picnic Areas," June 28, 1953.

⁵⁹⁰ Merriam 194 and Armstrong, 146.

⁵⁹¹ Merriam, 194.

⁵⁹² Armstrong, 144.

Between 1935 and 1940, the CCC made significant park improvements. Workers constructed a foreman's cottage/caretaker's house (1936-1937), several rustic kitchen shelters (1937), and the stone and log Cleawox bathhouse (1938), all part of a National Register of Historic Places district.⁵⁹³ Workers also built a day use area, shoreline trails, a water system, swimming beach and float, roads and car parking areas. They planted shrubs along US 101 and Canary Road within park boundaries and widened the entrance road. CCC laborers also constructed a water level control dam at the outlet of Woahink Lake.⁵⁹⁴

Bolon Island Tideways State Scenic Corridor (1934) Reedsport, Douglas County

First land acquisition: Unknown acres in 1934

Current acreage: 11.41 acres as of 2015

Bolon Island Tideways State Scenic Corridor is located north of Reedsport in Douglas County. Bolon Island, named after an early settler, was once an island in the Umpqua River until the shallow north and west areas were filled in for sawmill and dock facilities.⁵⁹⁵ William C. and Jennie D. Chamberlain gave the land to the state in 1934 in memory of their deceased children, and CCC workers installed a memorial plaque for the children. The "island" consists of over eleven acres of steep timberland and overlooks the Umpqua River estuary and Smith River entrance. The area has a small parking area and foot path leading to the top of the island. At the parking lot's edge is an historic marker informing visitors about Jedidiah Smith, who made the first recorded overland trip from California along the Oregon coast in 1828.⁵⁹⁶

The entire island has seen heavy industrial development in recent years: only the southern portion contains tree cover and the parking area is simply a gravel field. Upon visiting in 2015, the authors did not see the CCC-installed memorial and it is unclear where it is located on the island. Further research is recommended to better understand this site's development and significance.

Umpqua Lighthouse State Park

The state gradually acquired property for this state park between 1930 and 1950 as Douglas County transferred much of the original land to the state for park use. The state also acquired, by purchase or gift, additional tracts from the federal government and private landowners.⁵⁹⁷ In July 1937, the Oregon Superintendent of Lighthouses confirmed that surplus lighthouse reservation property would be transferred to the state park commission, but that the federal government would retain the lighthouse.⁵⁹⁸ The state bought the park lands with the intention of preserving the forested basin of Lake Marie and a large ocean frontage with sand dunes.⁵⁹⁹

⁵⁹³ Merriam, 193; OSHC, 1938, 123.

⁵⁹⁴ Armstrong, 145.

⁵⁹⁵ Merriam, 156.

⁵⁹⁶ Armstrong, 95; Merriam, 156.

⁵⁹⁷ Armstrong, 211.

⁵⁹⁸ Lawrence Barber, "Umpqua Wanted As Summer Home," *The Oregonian*, July 10, 1937.

⁵⁹⁹ Armstrong, 211.

During the 1930s, the CCC constructed trails, planted grass and pine trees, and developed a picnic area at Lake Marie. The extensive camping facilities now available at this park were developed after World War II.

Port Orford Cedar Forest State Scenic Corridor/Wayside

Though established in 1930, this wayside was heavily affected by World War II-era developments and in 1936 a major fire destroyed much of the original forest associated with the wayside. Replanting did occur later, but the impact of the fire lingered. The CCC camp located in Port Orford did complete improvements at this park between 1933 and 1934, but it is unclear the extent of those improvements.⁶⁰⁰

In 1943, the state sold the original 160-acre tract for war-related mining activity, but retained a strip of land twenty feet wide (1.2 acres) along the length of the highway frontage.⁶⁰¹ The state granted Curry County a 1.40-acre easement for the airport road in 1944.⁶⁰² The area has not been developed for park use and though it started with 160-acres it now contains only 32.6-acres.

Humbug Mountain State Park

Established in 1926, this park was augmented by additional property acquisitions between 1930 and 1975. In 1933, the CCC camp at Port Orford completed a trail from the Oregon Coast Highway up the mountain with only a ten percent grade, allowing visitors to more easily scale the summit. "From there the climber can look south and see Hunter's Head and north and gain a good clear view of Cape Arago at Coos Bay."⁶⁰³ During that time period, the CCC also constructed park buildings, roads, tables, benches, and fireplaces.

Geisel Monument State Heritage Site

The land for this site was acquired between 1930 and 1931. The CCC camp located at Gold Beach did work at this park between 1933 and 1934 including developing a small picnic area, tables, parking, and some wooden fencing.⁶⁰⁴

Buena Vista Ocean Wayside

The CCC developed the parking area at this 1930 park between 1933 and 1935.⁶⁰⁵ Improvements included creating fire breaks, fire hazard reduction, roadside cleanup, and grading off an ocean side parking space at the north end of the tract. State Parks Historian W.A. Langille described this wayside in 1946:

⁶⁰⁰ OSHC, 1934, 50.

⁶⁰¹ Armstrong, 174-175.

⁶⁰² Merriam, 213.

⁶⁰³ "Scenic Trail Complete: Ten Per Cent Grade Provided Up Humbug Mountain," *The Sunday Oregonian*, April 9, 1933.

⁶⁰⁴ OSHC, 1934, 50.

⁶⁰⁵ Armstrong, 98.

"A bit of CCC history attaches to the grading of this parking place, originally known as a "gold-bricker's" job.

Newly promoted to a camp "leader", a camp member was placed in charge and given a crew of selected shirkers to do the job. Being ambitious, and irked by the odium that attached to himself as well as his crew he tactfully explained the situation to them. They rose to the occasion, became imbued with their "leader's" enthusiasm, and took upon themselves the task of disciplining any new recruit who proved to be recalcitrant and impress upon him the error of his ways. In only one instance was it necessary to resort to physical action, and the victim was only too glad to adjest himself to the principals of the crew and its commendation.

The continued efficient performance of this crew became a camp topic, and the morale of all the work units improved."

No other improvements were made to this site and it remains very natural in its setting.

Cape Sebastian State Scenic Corridor

Initial land acquisition for this park began in 1925 and continued from 1933 through 1940.⁶⁰⁶ The CCC camp at Gold Beach initiated improvements from 1933-1934, which were later expanded into a two-mile section of the coast hiking trail.⁶⁰⁷

The Cape is visible both from north and south along the highway for long distances. The hiking trails, approximately four miles in total, give access to every section of the park. An article from 1939 describes the park stating that "the peaks of the headland, sheltered coves, inviting when the sea winds are strong, cozy picnic spots. In season, the hills of the park are carpeted with wild flowers. Iris, buttercups and violets weave a pattern of varied colors." It further states that "sheep graze peacefully in the rich grass of the hills and glens" and "elk roam at will across the expanse."⁶⁰⁸ In the 1960s, however, the highway was relocated to bisect the former sheep pasture.⁶⁰⁹

Although Cape Sebastian is considered a significant scenic corridor, its former association with US 101 has been diminished by the relocation of the corridor to the east.

Harris Beach State Park

Established in 1926, in 1941 the state acquired 123 additional acres adjacent to the original park land, providing "three quarters of a mile of picturesque, pleasure giving ocean frontage, with beaches, island, rocks, birds, and brilliant sunsets that form a glorious sea panorama full of captivating interest in calm or storm."⁶¹⁰ In 1944, Langille described "an extensive field of azaleas that will someday be threaded with a maze of foot paths, from the highway to the east border and from end to end, that visitors may enjoy to

⁶⁰⁶ Armstrong, 103.

⁶⁰⁷ Armstrong, 103; OSHC, 1934, 50.

⁶⁰⁸ Herman Edwards, "1939 Motor Cruise: Sebastian Park," The Oregonian, May 21, 1939.

⁶⁰⁹ Merriam, 164.

⁶¹⁰ W. A. Langille, Harris Beach State Park, Curry County, Oregon, 1944, 1.

the utmost this wide array of delightful bloom.”⁶¹¹ The CCC made early park improvements in 1934 and 1935, but more intensive efforts to improve the park did not occur until after World War II.

Azalea City Park (1939-1970) Brookings, Curry County

First land acquisition: Unknown acres in 1939

Current acreage: 36.30 as of 1992

Azalea City Park, formerly Azalea State Park, is situated within the City of Brookings in southern Curry County. The state acquired the park land between 1939 and 1970 from the Brookings Land and Townsite Company-- 23.87-acres sold and 1.5-acres donated in 1939—in addition to several private property owners.⁶¹² Over the years, the park received minimal maintenance and became overgrown with invasive berry vines and underbrush. In 1993, the state transferred the park to the City of Brookings.⁶¹³

A segment of the coastal wagon route that extended from California to the Umpqua and Willamette River Valleys once traversed the property that now comprises the park.⁶¹⁴ When the park was established in 1939, an *Oregonian* staff reporter described it as “A colorful expanse of magnificent flowers above the north bank of the Chetco river.”⁶¹⁵ The park offered a “splendid view of the Chetco River and the timbered areas on the southeasterly side of the stream.”⁶¹⁶ Some of the park’s indigenous azalea shrubs date back to the era of west coast Spanish explorers and fur traders.⁶¹⁷ In 1941, the CCC erected a hexagonal log observation pavilion that overlooks a large azalea-filled flat.⁶¹⁸ Other CCC-era improvements include the entrance road, parking area, trails, sanitary facilities, stove shelter and viewpoint cover.⁶¹⁹ “The five different varieties of [endangered] azaleas preserved here are some of the oldest in Oregon.”⁶²⁰ The park attracts local residents who gather for picnic, parties, concerts and relaxation.⁶²¹

⁶¹¹ W. A. Langille, Harris Beach State Park, Curry County, Oregon, 1944, 5.

⁶¹² Merriam, 150-151.

⁶¹³ Brookings, Oregon, “Azalea Park: The ‘Crown Jewel’ of Brookings City Parks,” <http://www.brookings.or.us/archives/49/The%20History%20of%20Azalea%20Park.pdf> [accessed January 26, 2015].

⁶¹⁴ Brookings, Oregon, “Azalea Park: The ‘Crown Jewel’ of Brookings City Parks,” <http://www.brookings.or.us/archives/49/The%20History%20of%20Azalea%20Park.pdf> [accessed January 26, 2015].

⁶¹⁵ Herman Edwards, “1939 Motor Cruise: Sebastian Park,” *The Oregonian*, May 21, 1939.

⁶¹⁶ Armstrong, 86.

⁶¹⁷ Armstrong, 86.

⁶¹⁸ OSHC, 1940, 138-139.

⁶¹⁹ Armstrong, 86.

⁶²⁰ “Oregon’s Sixty State Parks Beautiful,” *The Sunday Oregonian*, May 25, 1941.

⁶²¹ Brookings, Oregon, “Azalea Park: The ‘Crown Jewel’ of Brookings City Parks,” <http://www.brookings.or.us/archives/49/The%20History%20of%20Azalea%20Park.pdf> [accessed January 26, 2015].

7.6 Post-World War II Highway Developments (1946-1956)

Government

With much of the construction of US 101 largely completed by the onset of World War II, government related activity during the World War II period was minimal. Once completed, the Oregon Coast Highway system was managed jointly by the State Highway Department and U.S. Forest Service, and with the largest projects already funded, the system's needs shifted to maintenance routines and minor reroutes in addition to improving access to state parks. State Highway Engineer, R.H. Baldock, appointed in 1932, supervised all coast highway transportation projects during this period. Baldock served until August 15, 1956 and, following his departure, W. C. Williams was appointed highway engineer and remained in this role until 1961.

A post-World War II map of Forest Highways shows four areas on the coast highway managed by the U.S. Forest Service where the highway passes through the Siuslaw National Forest. This included a small section between Neskowin and Lincoln City, the large section between Newport and Reedsport, a short section south of Reedsport to Hauser, and from Port Orford to Gold Beach.⁶²²

In 1947, the Oregon Legislature authorized the state throughway system to designate continual highway segments as a "method of protecting the integrity of the highway system and to provide for a safer and more viable highway system."⁶²³ The Oregon Transportation Commission enacted the system in November 1948 and designated throughways throughout the state. These highways were surveyed to exempt segments that contained concentrations of ten or more commercial businesses in any one mile stretch of road.⁶²⁴ The commission designated the highway from Astoria to Coquille, except for the main population centers along the route, including Astoria, Twin Rocks/Ocean Lake, Garibaldi, Tillamook, Beaver, Hebo, Cloverdale, Ocean Lake to Cutler City (now Lincoln City), Lincoln Beach, Depoe Bay, Agate Beach, Newport, Seal Rock, Waldport, Yachats, Florence, Glenada, Gardiner, Reedsport, North Bend, Coos Bay, and Coquille. Highway Straightline Charts for each throughway were created at the time of this legislation.⁶²⁵ In February 1953, the Highway Commission completed the Coast Highway's Throughway designation by defining the remainder of the highway from Coquille to the California border as a Throughway.⁶²⁶ Later, in March 1962, the Commission also designated the newly completed Astoria Bridge - South Approach Ramp Spur as a Throughway within the Coast Highway system.

In 1947, the state legislature repealed the 1913 law enacted by Governor Oswald West which declared the Oregon beach a state highway. The legislature then reenacted a revised version that now prohibited the State Land Board from disposing of the 'shore of the ocean', as it had been doing since 1874.

⁶²² OHSC, 1946.

⁶²³ ODOT, 2011, A2.

⁶²⁴ ODOT, 2011, A2.

⁶²⁵ OHSC, Throughway Designation Charts, 1948, http://www.oregon.gov/ODOT/HWY/GEOMETRONICS/ROW_Eng/STANDARDS/Descriptions/Throughway_Maps/throughway_maps.pdf (accessed January 22, 2015)

⁶²⁶ ODOT, 2011, 9-15.

In 1947, state law officially established the State Parks Division within the Highway Department.⁶²⁷ By 1949, the Parks Division had organized field offices to manage park operations and designated regional supervisors. Regional offices were opened in the Willamette Valley, North Coast, South Coast, Central and Eastern Oregon. During the 1960s, a sixth regional office opened in Roseburg and served Southern Oregon for a short time period.⁶²⁸

Samuel H. Boardman retired from his position as Superintendent of the Oregon Parks Department in 1950 after 21 years of active service.⁶²⁹ Chester “Chet” H. Armstrong, Boardman’s assistant superintendent at the time, was appointed as the new superintendent. Armstrong was born in Newberg, Oregon and grew up in Salem, where he attended Willamette University and later Oregon State College.⁶³⁰ He worked briefly for the Oregon State Highway Department before enlisting in the Armed Services. Following World War II, Armstrong returned to the Highway Department. There, he supervised park betterment work in eastern Oregon as a district maintenance superintendent and worked as assistant superintendent under Boardman following World War II before being promoted to State Parks superintendent on July 1, 1950.⁶³¹ Armstrong served this role until 1960. During his retirement, Armstrong documented the state park system’s history in *Oregon State Parks: History, 1917-1963*.

In 1955, Governor Paul Patterson approved a State Park Study and Advisory Committee. William M. Tugman from the Highway Commission’s Advisory Committee on Travel Information headed the State Park Study Committee with other members of the travel information group. The study ascertained the needs, and recommended goals and policies, for Oregon park development. The Committee released the findings in 1956 in “A 20 Year Program for Oregon State Parks,” which became commonly known as the “Tugman Report.”⁶³² Most notable of the findings was a recommendation to form a permanent State Parks advisory committee.⁶³³

Following the major highway reroute between Coos Bay and Bandon in 1957, the state amended the route through legislative action. The Act redefined the Oregon Coast Highway route:

The Oregon Coast Highway runs from a junction with the Columbia River Highway in Astoria, southerly via Seaside, Cannon Beach, Rockaway, Tillamook, Newport, Florence, Coos Bay, Bandon and Gold Beach to the Oregon - California state line.⁶³⁴

This route designation marks the end of the historic period, but also reflects Coast Highway’s historically dynamic evolution. The present highway route, although altered following the historic period, still corresponds to the legal description outlined in the 1957 Act.

⁶²⁷ Merriam 265.

⁶²⁸ Merriam, 264.

⁶²⁹ OHSC, 1950, 139.

⁶³⁰ Merriam, 39.

⁶³¹ Merriam, 39.

⁶³² Merriam, 265.

⁶³³ Merriam, 265.

⁶³⁴ ODOT, 2011, 9-18.

Transportation

Much of the coast highway work during the post-World War II era focused on improving highway conditions. Several segments were rerouted to replace “obsolete, dangerous, and congested” highway sections. Roads were widened and additional lanes were constructed on ascending grades to reduce congestion by providing an extra lane for slow moving vehicles.⁶³⁵ Slide conditions were corrected with new roadbed, and surfaces were upgraded to bituminous paving.⁶³⁶ Older bridges were replaced with new, streamlined concrete deck bridges. The highway alignment was fine-tuned through several rerouting projects ranging in magnitude from short 5- mile segments to larger projects consisting of new, more direct highway sections over 20 miles in length. These new alignments provided straighter, more direct routes, increased coastal views from the highway, and reduced traffic congestion. Several communities originally located along the coast highway were bypassed by the new routes, including Otter Crest, Coquille, and Coaledo.

In 1946 a team of landscape architects joined the state park organization to engage in roadside beautification projects throughout the state. On the Coast Highway, beautification efforts focused on the newly constructed highway segment near Oceanlake (now Lincoln City) completed in 1946 after nearly a decade of planning and construction work.⁶³⁷ The team planted shrubbery in the center median strips to minimize pedestrians crossing the highway at unsafe locations.⁶³⁸

Road Widening

During the Post-World War II period, construction crews increased highway widths using various strategies to address traffic congestion issues. Four-lane divided highways became the modern standard in urban areas, as did additional third lanes on ascending grades for slow moving vehicles.

An early widening project in Waldport, completed during the 1947-48 biennium, accomplished drainage improvements, increased local parking, and accelerated safe traffic flow through a previously congested area.⁶³⁹ In Garibaldi, a small section of road was widened and paved with asphaltic concrete to provide space for local use without congesting through traffic.⁶⁴⁰ Third Avenue in Tillamook was widened to 42 feet between new curbs, and new concrete asphalt replaced the older pavement.⁶⁴¹ In 1950, between North Bend and Coos Bay, crews graded and paved a 4-lane, divided highway with 5-inch asphaltic concrete.⁶⁴² A 1.02 mile section in Port Orford was widened to 64 feet between new curbs, and paved with a 3-inch lift of asphaltic concrete. The road encompassed four 12-foot traffic lanes and an 8-foot parking buffer on either side of the road.⁶⁴³ In Florence, a 0.63 mile section was widened to four lanes and paved with asphaltic concrete, complete with refuge islands for left turns and 9-foot parallel parking

⁶³⁵ OHSC, 1954, 54.

⁶³⁶ OHSC, 1954, 55.

⁶³⁷ OHSC, 1946, 127.

⁶³⁸ OHSC, 1946, 42.

⁶³⁹ OHSC, 1948, 32.

⁶⁴⁰ OHSC, 1950, 34.

⁶⁴¹ OHSC, 1950, 34.

⁶⁴² OHSC, 1950, 34.

⁶⁴³ OHSC, 1950, 35.

areas on each side of the roadway.⁶⁴⁴ At Bunker Hill, just south of Coos Bay, a 0.55-mile segment was also widened to a 4-lane divided highway and surfaced with asphaltic concrete.⁶⁴⁵

During the 1953-54 biennium, a half mile of road was widened near Warrenton with an extra lane installed at the ascending grade to speed up overall traffic flow.⁶⁴⁶ Similarly, a third lane was added on Glenada Hill just south of Florence during the 1955-56 biennium to provide an additional lane for slow moving vehicles.⁶⁴⁷ The highway between First and Second Streets in Cannon Beach was widened to 39 feet and resurfaced with new pavement.⁶⁴⁸

Between Brookings and the California State Line, the state paved a 5.64-mile section with asphaltic concrete to provide a 22-foot pavement with 4-foot shoulders. The project involved 0.83 miles of revised line and improved grade, as well as widened roadbed.⁶⁴⁹

The BPR completed their own Forest Road Project during the 1951-52 biennium, widening a 2.32 segment between Port Orford and Rocky Point. The project increased the roadbed width and provided a new rock base and oil wearing surface.⁶⁵⁰

Paving and Other Minor Projects

A selective project list from the Oregon State Highway Commission biennial reports exemplifies the multitude of minor re-grading and surfacing projects completed during the post-World War II period:

- During the 1949-50 biennium, the Summit-Tolovana Park Section near Cannon Beach was graded and surfaced with macadam. Additional grading and surfacing was completed on Nehalem Hill.⁶⁵¹
- During the 1951-52 biennium, 1.10 miles of grading, rock base and bituminous macadam surfacing was completed on the Big Creek section, providing a continuous 22-foot bituminous macadam surface between Agate Beach and Newport.⁶⁵²
- A 0.3 mile section was re-graded southwest of Riverton in Coos County during the 1951-52 biennium. State workers surfaced and oiled the road at a higher elevation to prevent overflow caused by high waters.⁶⁵³
- Between Waldport and Yachats, the highway was re-oiled for eight miles to smooth and reinforce the existing surfacing during the 1953-54 biennium.⁶⁵⁴
- A bridge crossing Deer Creek near the Otis Junction in Lincoln County was replaced with culvert pipe and earth fill during the 1955-56 biennium.⁶⁵⁵

⁶⁴⁴ OHSC, 1952, 40.

⁶⁴⁵ OHSC, 1952, 41.

⁶⁴⁶ OHSC, 1954, 53.

⁶⁴⁷ OHSC, 1956, 48.

⁶⁴⁸ OHSC, 1956, 48.

⁶⁴⁹ OHSC, 1952, 42.

⁶⁵⁰ OHSC, 1952, 41.

⁶⁵¹ OHSC, 1950, 35.

⁶⁵² OHSC, 1952, 40.

⁶⁵³ OHSC, 1952, 41.

⁶⁵⁴ OHSC, 1954, 53.

⁶⁵⁵ OHSC, 1956, 48.

Rerouting

Highway relocation was a major trend of the post-World War II period. Many highway adjustments were minor as they were often associated with the straightening of sharp curves or the use of adjacent land to improve the roadbed. These minor reroutes resulted in the abandonment or elimination of small highway segments. Major highway relocations occurred as well, which excluded large highway segments from the Coast Highway system and strongly impacted communities bypassed by the new route. In several cases, the excluded highway segments were transferred to county jurisdiction for use as public county roads. **Table 7.6.1** outlines the highway section, county and date for eighteen abandonment resolutions that occurred during the post-World War II period. Thirty more highway abandonment resolutions passed after the period of significance, between 1957 and 2006 (See Appendix E for complete list of jurisdictional transfers from 1936-2006).⁶⁵⁶ A selective summary of several post-World War II rerouting projects for each coastal county describes the most significant highway relocations completed during the historic period.

Clatsop County

Cannon Beach

During the historic period, a significant highway segment relocation occurred near Cannon Beach on the Circle Bridge – Summit and Summit – Hug Point Sections. The projects significantly widened and straightened the area's highway alignment and bypassed the original route through Cannon Beach. The 1947-48 biennial reported that the work included new alignment of 1.28 miles of a bituminous macadam surfaced roadway near the center of the Cannon Beach Junction – Cannon Beach Section of highway, replacing the old, narrow and twisty road which had been inadequate and hazardous.⁶⁵⁷ The new highway and road connections were paved with asphaltic concrete on top of a heavy rock base.⁶⁵⁸ The state abandoned eight sections of the original highway and transferred them to Clatsop County for use as public county roads. In July 1946, the project began, the transfer agreement was made and, following completion of the highway relocation in May 1951, the jurisdictional transfer occurred. In 1952, the highway relocation around Cannon Beach was extended south another 2.38 miles. Work crews graded and surfaced the new alignment between the Ecola Park Connection and Sunset Boulevard in Cannon Beach. Crews also installed a reinforced concrete structure to separate through traffic on the main highway from local traffic accessing a new subdivision near the park.⁶⁵⁹

Seaside

In November 1954, the Oregon State Highway Commission approved the relocation of Coast Highway through Seaside (see plan drawing, etc).⁶⁶⁰ The former highway, which used Holladay Drive through the

⁶⁵⁶ ODOT, 2011, 9-13.

⁶⁵⁷ OHSC, 1948, 31.

⁶⁵⁸ OHSC, 1954, 53.

⁶⁵⁹ OHSC, 1952, 40.

⁶⁶⁰ ODOT, Road Establishments Files: Clatsop County, ODOT Library and History Center, Salem.

city, would be replaced with Roosevelt Drive, which ran parallel to the railroad. One month later, the commission adopted Roosevelt Drive into the highway system.⁶⁶¹

Tillamook County

Tillamook – Pleasant Valley

In 1946, the Highway Commission approved survey resolutions for the Tillamook – Pleasant Valley Section in Tillamook County. The reroute revised the highway alignment near the Naval Air Station by widening the road and straightening a sharp curve.⁶⁶² A 1949 sketch map shows the existing and proposed highway alignment from Tillamook's south end to a location north of Pleasant Valley. The new route featured four straight sections that zigzagged through the landscape in contrast to the previous alignment's undulating route, but retained the straight alignment for the segment adjacent to the U.S. Naval Airbase near the center of the section. A 5.75 mile section was graded and paved with a 5-inch lifted asphaltic concrete pavement. The project involved two major line changes, widening and resurfacing portions of old pavement, and the construction of four bridges, six concrete cattle passes, and one concrete box culvert.⁶⁶³ The 1949 sketch map indicates that the new bridges were constructed under separate contracts over the Trask River, the Tillamook River in two locations, and Fawcett Creek. The bridges appear nearly identical, each having a solid, low concrete wall with minimal vertical detailing and an elevated concrete base. Each cattle crossing is notated as a 5' x 7' "Stock Pass" and "Farm Xing," and consists of square concrete openings that are barely visible when traveling along the highway. The crossings provided safe cattle passage for farms that owned property on both sides of the highway, and would be maintained by the state as long as the farm property remained under individual ownership.⁶⁶⁴ The abandoned highway portions transferred to the City of Tillamook and Tillamook County in December 1950 following the project's completion.⁶⁶⁵

In August 1951, the Highway Commission adopted a survey resolution for the Bay City – Kilchis River Section.⁶⁶⁶ The new route was a 2.32-mile road section between Bay City and a point about two miles north of Tillamook that ran west of the old obsolete, circuitous route.⁶⁶⁷ In October 1951, the State Highway Commission agreed to transfer the abandoned highway sections to Tillamook County. The county retained portions of the former highway for public use as a county road. New construction included two lanes of asphaltic concrete pavement and six bridges built under a separate contract.⁶⁶⁸ These simply-designed concrete bridges cross minor creeks or created cattle passes for farms that owned property on both sides of the highway.⁶⁶⁹ They nearly identical bridges consist of solid, low

⁶⁶¹ ODOT, 2011, 9-17.

⁶⁶² ODOT, Tillamook – Pleasant Valley Section, location map, 6B-15-5A, 1946.

⁶⁶³ OHSC, 1950, 34.

⁶⁶⁴ Larry McKinley, Interviewed by authors, ODOT Region 2, District 1, Personal interview, Astoria, OR., July 31, 2014.

⁶⁶⁵ ODOT, Tillamook – Pleasant Valley Section, Resolution, A&R200, 1949-1950.

⁶⁶⁶ ODOT, 2011, 9-14.

⁶⁶⁷ OHSC, 1954, 53.

⁶⁶⁸ OHSC, 1954, 53.

⁶⁶⁹ McKinley, 2014.

concrete walls with minimal vertical detailing and elevated concrete bases. The new relocated highway section opened for public travel on October 30, 1953.

Lincoln County

Otter Crest

The Otter Crest realignment, completed during the 1955-1956 biennium, eliminated nearly 5 miles of highway along one of the most scenic stretches of the Oregon coastline, from Depoe Bay south over Otter Crest. The new alignment, located predominantly east of the original route, widened to two lanes with a third lane added for passing on ascending grades. The biennial report noted that the new road replaced a section of “very crooked and narrow highway,” which included the 1927 Rocky Creek Bridge.⁶⁷⁰ The state intended to retain the Old Highway or “loop road” under state park ownership.⁶⁷¹ Now known as the county-managed Otter Crest Loop, this segment continues to convey the feeling of the original highway route, despite its diminished integrity of association. Ray Allen, author of *Oregon Coast Bridges*, describes the experience:

Driving this stretch of road offers a drive back through time. Heading south on the loop from the junction with US 101, the motorist slows to cross the narrow Rocky Creek Bridge, passes by the small community of Miroco, then heads up the northern slope of Cape Foulweather through a sylvan glen replete with tight curves and steep, unguarded precipices looming just beyond the asphalt roadway. Although only a few miles in length, Otter Crest Loop allows motorists a chance to capture for a moment the experience of traveling the Oregon Coast Highway in its early years.⁶⁷²

Kernville - Newport

Following World War II, the Highway Commission initiated a long range plan to relocate and modernize the highway between Kernville and Newport. The Miner Creek – Agate Beach Section, completed during the 1947-48 biennium, was the first completed project under this plan. The new route paralleled the coast line for most of its length, “affording hitherto unobtainable vistas of the ocean and opening many roadside recreational possibilities for development.”⁶⁷³ The construction included a 22-foot bituminous macadam travelway, flanked with wide shoulders and supported on a 16-inch base of rock materials. The 4.27-mile completed section reduced the overall highway distance by a half mile.⁶⁷⁴ The project continued into the early 1950s. An article published in *Pacific Builder and Engineer* in 1953 features the project, describing the work completed by Funderburk & Stoen Construction Co., the general contractor from Seattle, and Earthmovers, Inc. from Astoria noted that:

The new alignment is being built 100’ or more uphill, above the present highway. It will result in not only a better view of the ocean, but also an opportunity for the auto driver to enjoy the view. The construction men aren’t too interested in the view. They’re busy highballing rigs up

⁶⁷⁰ OHSC, 1956, 48.

⁶⁷¹ ODOT, Otter Crest Section Resolution, 6B-35-17, 1949.

⁶⁷² Allen, 57.

⁶⁷³ OHSC, 1948, 31.

⁶⁷⁴ OHSC, 1948, 31.

and down tote roads that run as steep as 40 degree grades, trying to keep rubber-tired units pulling in mud that gives crawler tractor quite a bit of trouble. The earth moving is made difficult by the nature of the soil, sandy silt and loam which is extremely slippery, very sticky and never seems to dry out.⁶⁷⁵

The project also included a box culvert constructed by Lockyear & White from Longview, Washington, and asphalt paving installed by Acme Paving Co. from Eugene.

In 1949, the Highway Commission adopted a new route near Yaquina Bay in the Newport – South Beach Section. Abandoned portions transferred to Lincoln County for public use as a county road in July 1949. The route included recreational land tracks on either side of Yaquina Bay for what is noted as Yaquina Park (now Yaquina Bay State Recreation Site) and South Beach Wayside or “Minor Park” (now South Beach State Park). One of the abandoned units led to the former Yaquina Bay ferry landing on Sand Spit.

In 1950, 2.04 miles of highway were relocated between Agate Beach and Newport to closely parallel the coastline.⁶⁷⁶ The route followed Cape Street through Newport with the approach into town moved slightly inland. The widened route through Newport eliminated several lots within the city. The road was graded and surfaced with bituminous macadam in 1950.⁶⁷⁷ Following the project’s completion in August 1952, the state transferred the excluded highway portions to Lincoln County’s jurisdiction to be maintained as service roads for local residents.

A segment near Gleneden Beach within the Siletz Bay – Depoe Bay Section was relocated in 1956-57, following a survey adopted by the Highway Commission in 1952.⁶⁷⁸ The new alignment generally tracked the former route, but used a wider right-of-way. The abandoned portions were transferred to Lincoln County for public use as a county road.

Lane County

No significant rerouting projects occurred in Lane County during the post-World War II period.

Douglas/Coos County

Reedsport – Coos Bay

During the 1950s, a substantial portion of highway between Reedsport in Douglas County and Coos Bay in Coos County was rerouted to bypass the curving inland route to the east between Hauser and Russell Point.⁶⁷⁹ In 1950, the Highway Commission approved the nearly 30-mile section, noting that that the new route would substantially realign and straighten the highway on a wider right-of-way.⁶⁸⁰ In July 1951, the Highway Commission adopted survey resolutions for these areas.⁶⁸¹ In 1952, the Highway

⁶⁷⁵ Doug MacRae, “Moving a Million Yards on the Oregon Coast at Depoe Bay,” *Pacific Builder and Engineer* November 1953, 64.

⁶⁷⁶ OHSC, 1950, 34.

⁶⁷⁷ OHSC, 1950, 34.

⁶⁷⁸ ODOT, 2011, 9-15.

⁶⁷⁹ ODOT, Coos County: Road Establishment Files, ODOT Library and Research Center, Salem.

⁶⁸⁰ ODOT, Road Establishments Files: Douglas County, ODOT Library and History Center, Salem.

⁶⁸¹ ODOT, 2011, 9-13.

Department acquired a parcel of land on Kentuck County Road near Hauser in Coos County for use as a rock quarry during construction. The Bureau of Public Roads contributed to the realignment by constructing an 8.44-mile forest road segment in 1954. The forest road passed through the Siuslaw National Forest from Lakeside to Hauser and included a new concrete deck bridge over Ten Mile Creek.⁶⁸² The bridge crosses the railroad as well as the original highway route, which is now Sherry Barbie Lane. Further south, the new alignment had to cross Hayes Inlet before reconnecting with the original route in Glasgow and crossing the Conde B. McCullough Bridge over Coos Bay into North Bend. The Hayes Inlet Slough Bridge, constructed in 1953, was a reinforced concrete deck girder bridge built on timber pile trestles (this bridge was replaced in 2001).⁶⁸³ The 1953-54 *Biennial Report* commented on the project's completion, stating that the new 21.4-mile section of highway was reconstructed with asphaltic concrete and replacing 25.07 miles of previous highway.⁶⁸⁴ The project consisted of eight separate contracts, which involved grading and paving small segments, building bridges, and constructing box culverts.⁶⁸⁵



Figure 7. Ten Mile Creek Bridge drawing by H. L. Spooner, Bureau of Public Roads, 1952 (courtesy of ODOT Library and Research Center)

Following the project's completion, the state agreed to transfer six eliminated segments between the Douglas County Line and Glasgow to Coos County for public use as a county road. These portions included two segments near Clear Lake and Butterfield Lake in the Siuslaw National Forest, a segment near Hauser where the old and new highway alignments crossed the North Slough, and a segment along Hayes Inlet before the original highway entered Glasgow.

⁶⁸² OHSC, 1954, 54.

⁶⁸³ Allen, 115.

⁶⁸⁴ OHSC, 1954, 53.

⁶⁸⁵ OHSC, 1954, 53.

Gardiner

In April 1956, the Highway Commission and Douglas County agreed on the highway relocation and jurisdictional transfer of two small segments between Gardiner and the Oregon Dunes. The 5.5-mile section of narrow, twisted highway was reconstructed on a new alignment that conformed to modern standards.⁶⁸⁶ The section was completed and opened for traffic in May 1956.

Coos County

Coos Bay

In Coos Bay, the relocation created a divided highway through the city, with southbound traffic traveling on Broadway and northbound traffic on Front Street. Broadway was widened to a 4-lane travelway with 8-foot parallel parking on each side. The improvement required 1.12 miles of new highway roadbed and construction of 0.43 miles of railroad roadbed. The improved surface consisted of a 2-inch asphalt concrete atop a 6-inch Portland cement concrete base. On Front Street, crews installed a 5-inch asphaltic concrete pavement on a new rock base.⁶⁸⁷ In April 1949, the Highway Commission abandoned two portions of the original highway route through town. One abandoned segment was a plank surface road that followed Broadway and turned at Kruse Avenue. Where the new alignment curved from First Street and crossed the Coalbank Slough on a new bridge, a portion of Newport Avenue was also eliminated. This segment included an elevated walk and roadway on a plank surface, and a bascule draw bridge. The new right-of-way contained two buildings owned by Gehrke Cabinet Works and several residential lots. In the 1990s, the Highway Commission moved the northbound route west of Front Street.

Coos Bay - Coquille

In the early 1950s, several small projects completed between Coos Bay and Coquille were designed to ensure conformance with modern highway standards. Nearly 16 miles were relocated based on three Coos County survey resolutions adopted in 1950.⁶⁸⁸ The new, four-lane alignment, including a large portion on divided roadbed, was constructed with a heavily graded road surface topped with five inches of lifted asphaltic concrete pavement.⁶⁸⁹ A new bridge was necessary to cross the Coquille River. Contractor Carl M. Halverson Inc. constructed the Bullard's Bridge in 1952 for \$626,516.⁶⁹⁰ The structure spans the Coquille River and has a steel through truss with a vertical lift.⁶⁹¹ The 702-foot bridge features multiple spans of reinforced-concrete deck girders, two steel through trusses, and an 80-foot vertical lift steel deck girder.⁶⁹² The bridge is only one of two surviving steel vertical lift spans along the Oregon Coast Highway.⁶⁹³

⁶⁸⁶ OHSC, 1956, 49.

⁶⁸⁷ OHSC, 1952, 41.

⁶⁸⁸ ODOT, 2011, 9-13.

⁶⁸⁹ OHSC, 1950, 35.

⁶⁹⁰ Allen, 126

⁶⁹¹ Ibid.

⁶⁹² Ibid.

⁶⁹³ Ibid.

In August 1952, following the alignment's completion through Coquille, the Highway Commission designated the Coquille city streets as part of the highway.⁶⁹⁴ About halfway between Delmar and Coaledo, the new highway crossed the Southern Pacific Railroad tracks on a new reinforced concrete structure designed to eliminate the dangers of the old crossing at grade.⁶⁹⁵ At a small section between Bunker Hill and Delmar, crews re-graded the highway, installed a new rock base and asphaltic concrete paving, and widened bridges and box culverts.⁶⁹⁶ New bridges were constructed over Shingle Horse Slough and Davis Slough. The *Biennial Report* noted that the work greatly improved the "most heavily travelled section" of the Oregon Coast Highway in Southern Oregon.⁶⁹⁷ However, this work would quickly become irrelevant to the Coast Highway after the major 1956-60 realignment between Coos Bay and Bandon and transfer of this route to the Coquille Bandon Highway No. 244 (State Route 42S).

Coos Bay – Bandon

Between 1956 and 1960, Coast Highway was rerouted between Davis Slough just south of Coos Bay and Bandon. The original route, which winded inland through Coquille, was bypassed with a more direct route from Coos Bay to Bandon, reducing about 10 miles from the previously 28-mile route. This route diverted from the original highway alignment about seven miles south of Coos Bay near the Davis Slough crossing, with a new bridge on the more westerly new alignment. The highway featured long stretches of straight road with some curves. After crossing Sevenmile Creek, the highway took a direct southwest route to Bullards Beach State Park, curving south to cross the Coquille River and approach the north end of Bandon. The route reconnected with the existing highway as it passed through Bandon near First Street and Michigan Avenue. While the highway section through the city retains characteristics of the historic right-of-way, the 18 mile segment north of Bandon is not particularly representative of this time period as few features from the immediate post-World War II era are readily identifiable

In 1957 the commission officially amended the highway route, designating the old portions between Bandon and Davis Slough as part of the Coquille – Bandon Highway No. 244 (State Route 42S) and the Coos Bay – Roseburg Highway No. 35.⁶⁹⁸

Curry County

Port Orford – Wedderburn

Several small highway relocations occurred between Port Orford and the Rogue River at Wedderburn during the mid-1950s, resulting in approximately 25 miles of new highway along the southern Coast. The realignments run roughly parallel the original route, retaining the historic setting. Several segments of the abandoned portions remain as county roads and include some of the highway's original bridge structures, allowing travelers to enjoy the early highway experience along these roads.

⁶⁹⁴ ODOT, 2011, 9-14.

⁶⁹⁵ OHSC, 1950, 35.

⁶⁹⁶ OHSC, 1952, 41.

⁶⁹⁷ OHSC, 1954, 55.

⁶⁹⁸ ODOT, 2011, 244-1.

A 5.14-mile stretch of highway in a rural area between Port Orford and Rocky Point was relocated during the 1953-1954 biennium. When the resolution was adopted in June 1949, construction had not occurred, but the Highway Commission and Public Roads Administration intended to transfer two substantial portions of the old highway to Curry County for local use as a county road.⁶⁹⁹ The new alignment followed the ocean's edge and provided a more scenic route.⁷⁰⁰ It was situated between the old highway and the ocean, improving the scenic coastal views. The section was designed with two lanes and additional lanes for slow moving traffic on the ascent. New bridges were constructed over Brush Creek, Reinehart Creek, Myrtle Creek and Mussel Creek.⁷⁰¹ The Reinhart Creek Bridge, constructed in 1954, is a 356-foot steel deck truss bridge located near Humbug Mountain, a unique bridge type along the Coast Highway.⁷⁰²

During the 1955-56 biennium, five miles of highway were reconstructed between Frankport (now Sisters Rock State Park) and Greggs Creek. The project realigned the road to the west side of the old route. This road was reconstructed as two lanes with a third lane added where required. Crews constructed a new viaduct and a new bridge over Euchre Creek.⁷⁰³ The original Euchre Creek Bridge remained on the excluded highway alignment.

Plans were made to reroute a nine-mile section through the Greggs Creek – Wedderburn Section, but this work was apparently not completed during the period of significance.⁷⁰⁴ The eliminated highway portions were abandoned in June 1965 and the new highway bypassed the communities of Ophir and Nesika. The relocated alignment that runs parallel to portions of the original right-of-way are maintained as county roads, specifically Ophir Road, Nesika Road, Old Coast Road, and Wedderburn Loop.

Table 7. Jurisdictional Transfers of Abandoned Highway Segments, 1946-1957

| Section Containing Abandoned Portion | County | Abandonment Resolution Date |
|---|-----------|-----------------------------|
| Ingersoll Avenue – Johnson Avenue | Coos | 2/4/1947 |
| Miner Creek – Agate Beach | Lincoln | 9/13/1948 |
| Circle Bridge – Summit (Necanicum River – Hug Point) | Clatsop | 9/13/1948 |
| Glasgow – Hauser | Coos | 11/3/1948 |
| Gardiner | Douglas | 9/21/1949 |
| Delmar – Coaledo | Coos | 9/28/1950 |
| Coaledo – Chrome Plant | Coos | 9/28/1950 |
| Tillamook – Pleasant Valley | Tillamook | 12/19/1950 |
| Port of Newport (Newport Bridge) | Lincoln | 4/13/1951 |
| Summit – Hug Point | Clatsop | 5/24/1951 |

⁶⁹⁹ ODOT, Port Orford – Rocky Point Agreement, A&R206, 1949.

⁷⁰⁰ Ibid.

⁷⁰¹ OHSC, 1954, 55.

⁷⁰² Allen, 133.

⁷⁰³ OHSC, 1956, 50.

⁷⁰⁴ ODOT, Road Establishments Files: Curry County, ODOT Library and History Center, Salem; Oregon State Highway Department, Plan and Profile of Proposed State Highway. Greggs Creek—Wedderburn Section, Curry County, ODOT Library Archives, October, 1954.

| Section Containing Abandoned Portion | County | Abandonment Resolution Date |
|--------------------------------------|-----------|-----------------------------|
| Agate Beach – Newport | Lincoln | 10/20/1952 |
| Port Orford – Rocky Point | Curry | 9/24/1953 |
| Reedsport – Winchester Bay | Douglas | 1/21/1954 |
| Bay City – Kilchis River | Tillamook | 1/21/1954 |
| Siletz Bay – Miner Creek | Lincoln | 10/28/1954 |
| Douglas County Line – Glasgow | Coos | 1/1/1955 |
| Elbow Lake – Gardiner | Douglas | 4/26/1956 |
| Siletz Bay – Depoe Bay | Lincoln | 8/8/1957 |

Community Development

Between the 1940 and 1950, coast population growth remained steady, with an overall increase of more than 25,000 (35%) recorded in the 1950 census. Between 1950 and 1960, Oregon's coastal population grew by an additional 27%, to approximately 370,000 in the coastal regions of Clatsop, Tillamook, Lincoln, Lane, Douglas, Coos, and Curry Counties. Overall county growth in the coastal counties grew by 24%, with the largest population increase in Lane County's inland cities. The coastal communities comprised approximately 36% of the overall county's population in 1960, and approximately 7% of the state population.

Astoria remained the only coastal city with a population above 10,000 throughout the historic period (10,389 in 1940 and 12,381 in 1950) and served as the population anchor for the Northern Coast.⁷⁰⁵ On the Southern Coast, the combined population of Coos Bay and North Bend was the largest, with nearly 15,000 living in the two adjacent cities. Most communities increased in population during the post-World War II period, a direct result of the economic growth experienced in both the timber and recreational tourism industries. The highway department responded to the increased traffic on the Coast Highway by widening the right-of-way and adding lanes in congested areas. Large and small highway relocations occurred in segments along the entire highway. Some relocations created a more efficient route over existing right-of-way, while others were intended to bypass entire communities.

Clatsop County

Clatsop County's population experienced both growth and decline during the post-World War II era. Despite the closure of Fort Stevens, the 1950 census shows a countywide population increase to 30,776 (nearly 25%) over the previous decade. Astoria's population remained stagnant, with a population of 12,381 in 1950. The smaller recreation communities further to the south showed considerable growth, particularly in Seaside, Cannon Beach, and Gearhart. By 1960, however, Clatsop County's total population had declined by 11%. Astoria had lost 10% of its population, marking the beginning the city's gradual decline that would continue for decades.

Tillamook County

Tillamook County's population surged during World War II and the years immediately following. The overall population increased by more than 50% between 1940 and 1950, growing to 18,606, with

⁷⁰⁵ U.S. Census, 1940, Ch. 8, p. 886.

Tillamook, Garibaldi, and Rockaway as the largest communities along the Coast Highway. The area's dairy economy benefited from post-World War II highway improvements near the Tillamook Naval Air Station. Between 1940 and 1950, Tillamook City's population increased by 34% to 3,685. In 1949, the Tillamook Cheese Factory renovated its facility with a new building adjacent to and accessible from the highway.⁷⁰⁶ However, county population growth was stagnant over the next decade, increasing by about 350.

Lincoln County

State Park Historian W. A. Langille described Lincoln County immediately following World War II as "the leading general recreation area of the entire Oregon Coast", and described how coastal communities developed to accommodate the county's popularity. "Lincoln County has an ocean frontage of sixty odd miles, with miles of splendid beaches, several spectacular headlands and a number of other natural features, all of outstanding scenic worth that gives this county's coast a great diversity of seaboard interest."⁷⁰⁷ The county included 18 state-owned recreational areas, nearly all bordering the coast line. Langille's further describes the intertwining resort communities and state beaches that comprise the highway segment's landscape:

The seashore from the north county line to Gleneden Beach, a distance of nearly seventeen miles, is a wide sand beach, which is for the most part readily accessible from the closely paralleling highway. Fronting this stretch of beach and along both sides of the highway many permanent residences and casual summer homes are to be seen, also there is the greatest aggregation of small business places catering to the needs and wants of visitors, that is to be found concentrated in a like distance anywhere along the entire Oregon coast, giving to this area a simulated Coney Island atmosphere. . . A short distance south of Gleneden Beach the physiographic features of the coast line change from the sand beach type to a steep, rocky, surf bound shore, in places rising to high promontories which afford magnificent coast line panoramas. Along this rocky shore, from Boiler Bay, to and including the Devil's Punch Bowl are four state parks. Beyond the Devil's Punch Bowl, the beach type resumes and, interrupted by a short interval of rocky shore, sweeps along to Agate Beach, whose sands and gravels are noted for their numerous fine agates, then connects with the Yaquina beach, both of them long since highly favored and extensively patronized by the people of the comparatively near upper Willamette Valley section.⁷⁰⁸

During the 1940s, the cities of De Lake, Oceanlake, and Taft incorporated. Their combined population of 1,805 in 1950 grew to 4,790 in 1960. Lincoln City presently anchors North Lincoln County with its long linear stretch of development, but Lincoln City did not exist in its current size or governance until 1965. Prior to that period, it consisted of a series of smaller towns and communities located along the Coast Highway. The city's March 3, 1965 incorporation united the cities of Delake, Oceanlake and Taft, and

⁷⁰⁶ Tillamook, Our History. Tillamook, 2015. <http://www.tillamook.com/tillamook-story/history.html> (accessed January 27, 2015).

⁷⁰⁷ W. A. Langille, Lincoln County a Popular Recreational Area of Long Standing, c. 1945, 1.

⁷⁰⁸ W. A. Langille, Lincoln County a Popular Recreational Area of Long Standing, c. 1945, 1.

the unincorporated communities of Cutler City, Wecoma Beach and Nelscott.⁷⁰⁹ Local school children submitted names for the new city in a contest designed to avoid naming the new city after one of the five preexisting communities.⁷¹⁰ The Coast Highway has remained Lincoln City's main thoroughfare.

Newport's population growth remains difficult to estimate as the town annexed several nearby communities during the historic period. In 1950, the entirety of the Newport, Nye Creek, and Pacific precincts were incorporated within the city of Newport, for an overall population of 3,241. Most of the smaller resort communities more than doubled in population between 1940 and 1950, including South Beach, Agate Beach, Rocky Creek, Yachats, and Seal Rock. These populations would continue to grow through the 1950s. The Alsea precinct, which included Waldport, also emerged as a key Lincoln County community during the post-World War II era, doubling in size with a population of 1,197 in 1950.

Lane County

Lane County's inland populations grew exponentially during the post-World War II era while its coastal towns stagnated. Florence maintained a steady population of about 1,000 people in 1940 and 1950, but grew to 1,642 in 1960. The Glenada precinct, on the Siuslaw River's south side (in the 1912 Glenada logging townsite's former location) also grew during the same period. With improved access to these communities, they would continue to grow for much of the mid-twentieth century.

Douglas County

Douglas County's two primary coastal communities, Reedsport and Gardiner, increased slightly in population following World War II. Their combined population of 4,498 was only 4.6% of the county's overall constituency. Like Florence and Glenada, improved access to the towns of Reedsport and Gardiner via US 101 would continue to improve economic development in these communities.

Coos County

By the mid-twentieth century, Coos Bay had become a major timber shipping port. Weyerhaeuser Timber Company, Menasha Wooden Ware Company, and Georgia-Pacific Corporation set up new, forest industrial operations in Coos County following the war. The highway connected the region to California and other parts of the state, providing expanded opportunities for lumber transportation from the south coast. Indeed, the growth of the South Coast's larger towns and its overall population "kept pace with the expanding forest industry."⁷¹¹

Coos County experienced tremendous growth during this period, increasing by nearly 10,000 people (30%) between 1940 and 1950, and another 12,600 (30%) by 1960. The county's 1950 overall population of 42,265 consisted primarily of residents in Marshfield/Coos Bay, North Bend, Glasgow, Empire, Bunker Hill, Coquille, and Bandon near the Coast Highway. All within close vicinity of Coos Bay (with the exception of Coquille), these urban communities prospered by exploiting opportunities related to the local shipping, highway, and railroad transportation industries.

⁷⁰⁹ Lincoln City Chamber of Commerce, History of Lincoln City, Oregon, 2015.
<https://www.lcchamber.com/history.htm> (accessed December 10, 2014)

⁷¹⁰ Lincoln City Chamber of Commerce.

⁷¹¹ Douthit, 21.

In 1952, the highway adopted Coquille's Adam's Street as part of the highway system, following the completion of a major highway improvement. In 1956-1960, this logging town was bypassed during the highway's largest relocation project connecting Coos Bay to Bandon on a more direct route.

Curry County

The highway's major realignments on the south coast improved trucking transportation and recreational travel for Curry County's local economy, evident in the county's population growth. Census records show that the county's overall population grew from 4,301 to 6,048 during the 1940s, more than doubled during the 1950s, and reported a population of 13,983 in 1960. Brookings, Port Orford, and the newly-incorporated Gold Beach city contributed the county's largest populations along the Coast Highway. Pistol River and Ophir, two of the county's smaller population centers, were bypassed by the highway's relocation in the late 1950s.

Recreation

Following the state's extensive tourism campaign during World War II, the parks department reported a 650,000-person increase in park attendance in 1946 (36%), with 790,000 people visiting the coastal parks in Lincoln County.⁷¹² State Parks Superintendent Samuel H. Boardman reported on the increasing out-of-state attendance at Oregon's State Parks, particularly the coastal parks. "With their wide perspectives, the coastal parks convey a singular impression of openness and alluring freedom of action; together with an opportunity to comingle with kindred spirits who also find pleasure on the open beaches which face in all its moods the inscrutable, but nonetheless, inviting sea."⁷¹³ Visitors to the Oregon Coast were "astonished at the almost continuous richness of its scenic values."⁷¹⁴

Ralph Gifford, Travel Department photographer, took several black and white and color photos in 1946 for use in advertisements. By the end of 1946, the photographic department had a nearly complete collection of films of Oregon state parks.⁷¹⁵

The Travel Information Department, in cooperation with the Oregon Advertising Club and large chambers of commerce throughout the state, conducted a tourism training program throughout the state during the 1946 spring recreational season. The "tourist school" was "designed to prepare Oregon citizens to assist out-of-state visitors in enjoying Oregon to the fullest and to acquaint Oregonians further with the economic importance of the travel industry."⁷¹⁶ Similar programs were planned for subsequent years.

In 1950, three coastal parks, Cape Lookout, Short Sand Beach (now Oswald West State Park), and Saddle Mountain, were selected and designated as representative wilderness areas to be left in their pristine state.⁷¹⁷

⁷¹²OHSC, 1946, 127.

⁷¹³ OHSC, 1946, 127.

⁷¹⁴ OHSC, 1946, 127.

⁷¹⁵ OHSC, 1946, 133.

⁷¹⁶ OHSC, 1946, 132.

⁷¹⁷ OHSC, 1950, 139.

The highway department purchased several acres in Curry County along the coastline. This major land acquisition became the Samuel H. Boardman State Park in Curry County, named to honor Boardman as he entered retirement in 1950.⁷¹⁸ The park featured an elongated, narrow barrier beach along the Pacific extending 12 miles along the south Curry County coast line from Crook's Point south to Harris Beach State Park north of Brookings. The highway passed through the park and incorporated several overlooks allowing motorists to enjoy the ocean vistas within this scenic corridor. The park's acquisition was speculated to put Oregon "in possession of one of its most primitive and attractive ocean frontages."⁷¹⁹ This thoughtfully-designed interactive automobile experience is a key element in defining the cultural landscape.

Following Boardman's retirement, Chester (Chet) Armstrong reformed the state parks department during his 1950-1960 tenure as superintendent. The parks department had previously focused on land acquisition and preservation of parks in a more pristine natural state. Under Armstrong's leadership, the administrative emphasis shifted to development of park land for public use.⁷²⁰ Armstrong doubled his staff and initiated a development program that led to the first state park campgrounds.⁷²¹ Annual park usage tripled to 11 million people, the sixth highest in the nation, while operation and maintenance costs remained among the lowest.⁷²²

Overnight Camping

Across the state, interest in overnight camping grew rapidly following World War II, with pleas to the Highway Commission to enlarge and improve park facilities for overnight use.⁷²³ The state began constructing campgrounds along the coast beginning in 1952, following the state's initial campground successes at Silver Falls and Willowa Lake. Facilities were developed at Cape Lookout southwest of Tillamook, Spencer Creek Wayside near Newport, and at Humbug Mountain State Park south of Port Orford.⁷²⁴ These early campgrounds featured four to fifteen camp sites, each with a table, fire grate, and shared community restrooms.⁷²⁵ At Cape Lookout, an access road to parking, picnic facilities, and beach access were constructed, with a large campground at the foot of Netarts Bay.⁷²⁶

Coin-metered electric stoves in sheltered kitchens, equipped with hot and cold running water, were installed in several parks.⁷²⁷ During the first year that campgrounds were available, camping enjoyed such popularity that the State Parks Division expanded facilities at The Cove Palisades, Harris Beach, Cape Lookout, Jessie M. Honeyman, and Beverly Beach State Parks.⁷²⁸ The *Biennial Report* notes that "the trend in overnight camping has increased at a rate which far exceeds the general day use growth of

⁷¹⁸ OHSC, 1950, 139.

⁷¹⁹ OHSC, 1950, 139.

⁷²⁰ Merriam, 39.

⁷²¹ Stephen R. Mark, "Chester H. Armstrong (1892-1973)," *The Oregon Encyclopedia*, Oregon Historical Society, 2015. http://www.oregonencyclopedia.org/articles/armstrong_chester_h_1892_1973_/#.VLadOivF_2E (accessed January 14, 2015)

⁷²² Mark, 2015.

⁷²³ Armstrong, 59.

⁷²⁴ OHSC, 1952, 169.

⁷²⁵ Merriam, 39.

⁷²⁶ Merriam, 40.

⁷²⁷ OHSC, 1952, 173.

⁷²⁸ OHSC, 1956, 205.

the parks.”⁷²⁹ The department responded by building additional campgrounds at Umpqua Lighthouse, Humbug Mountain, and Harris Beach State Parks.⁷³⁰

In addition to major campground developments, the state allocated funds for unimproved overnight facilities beginning in 1952 at 27 Oregon state parks, including Neptune State Park along the Coast Highway south of Yachats. The camps consisted of four to fifteen units, each with a table and a small wood stove. Camping charges ranged from \$0.50 to \$0.75 per night at the major improved camps.⁷³¹ At Oswald West State Park, which already had an extensive trail system, the Parks Department decided against a road from the highway to Short Sand Beach, constructing instead a walk-in primitive campground among the old-growth spruce-hemlock forest between the highway and ocean.⁷³²

Privately run camping facilities responded to the increase in public camping facilities in Oregon’s coastal state parks. In 1956, with pressure from trailer and motor court lodging establishments, the Highway Commission directed the Parks Division to conduct a study on the economic value of state parks within local communities.⁷³³ The division used graduate students from Oregon State University to administer questionnaires at Jessie M. Honeyman, Cape Lookout and Fort Stevens State Parks. The study revealed that the average day-use park visitor spent \$3.10 within 25 miles of the parks. Overnight campers spent an average of \$32 per party per trip for Oregon residents and \$351 per party per trip for out-of-state park visitors. Expenditures constituted 48% for food, 20% for gas and oil, 19% for lodging, and 13% for entertainment. About 92% of expenditures by park visitors within 25 miles of the state parks correlated to the presence of the state parks.⁷³⁴ The study concluded that state park visitation and camping had a favorable effect on the local economy through visitor patronage of retail and service businesses.⁷³⁵

New State Park Developments

Four new state parks were established during the post-World War II era. These parks employed unique strategies for coastal park development, including substantial building construction, attention to rare plants instead of ocean views, and formation of a scenic corridor along the entire stretch of Coast Highway.

Depoe Bay State Park/ Ocean Wayside (1929-1956), Depoe Bay, Lincoln County

First land acquisition: 2.9 acres in 1929

Current acreage: 3.35 acres as of 1963

The most substantial recreation-related project of the post-World War II period was the 1956 construction of an observation wayside building at Depoe Bay. The wayside is located along Depoe Bay’s ocean side on land donated from the Sunset Investment Co. in 1929 and from Lincoln County in 1941.⁷³⁶ Depoe Bay State Park (now Depoe Bay Ocean Wayside) was designed and constructed under the supervision of the Oregon State Highway Commission Bridge Division. This was the only Oregon

⁷²⁹ OHSC, 1956, 205.

⁷³⁰ Merriam, 40.

⁷³¹ OHSC, 1952, 169.

⁷³² Merriam, 40.

⁷³³ Armstrong, 45.

⁷³⁴ Armstrong, 46.

⁷³⁵ Armstrong, 46.

⁷³⁶ Armstrong, 115.

State wayside constructed during this era, “designed to serve the rapidly increasing ranks of the motoring public, while specifically taking advantage of a unique scenic vista – in this case, the world’s smallest navigable harbor at Depoe Bay.”⁷³⁷ The National Register Nomination for the Wayside describes the building’s design and intentional placement within the landscape:

The building’s low profile, large picture windows, and minimal decoration [are] highly evocative of the aesthetic of the 1950s. This design was not imposed on the site, however; rather careful attention was paid to both taking advantage of and preserving the panoramic ocean view. Set on a rocky outcrop, the Depoe Bay Ocean Wayside perches above the Pacific Ocean atop a concrete seawall, offering ocean views to the north, east, and south. However, the Oregon State Highway Department ensured that the building’s ideal location did not detract from the scenic view from US 101 by locating the building six feet below the road and the bathrooms below grade in order to minimize the building’s height. The design itself also compliments the scenery. The low and horizontally-oriented silhouette mimics the ocean itself, and this effect is emphasized by the ribbon of windows wrapping around the building, accented by the original painted turquoise band, the pipe railing along the rooftop observation deck, and decorative scoring on the exterior concrete walls.⁷³⁸

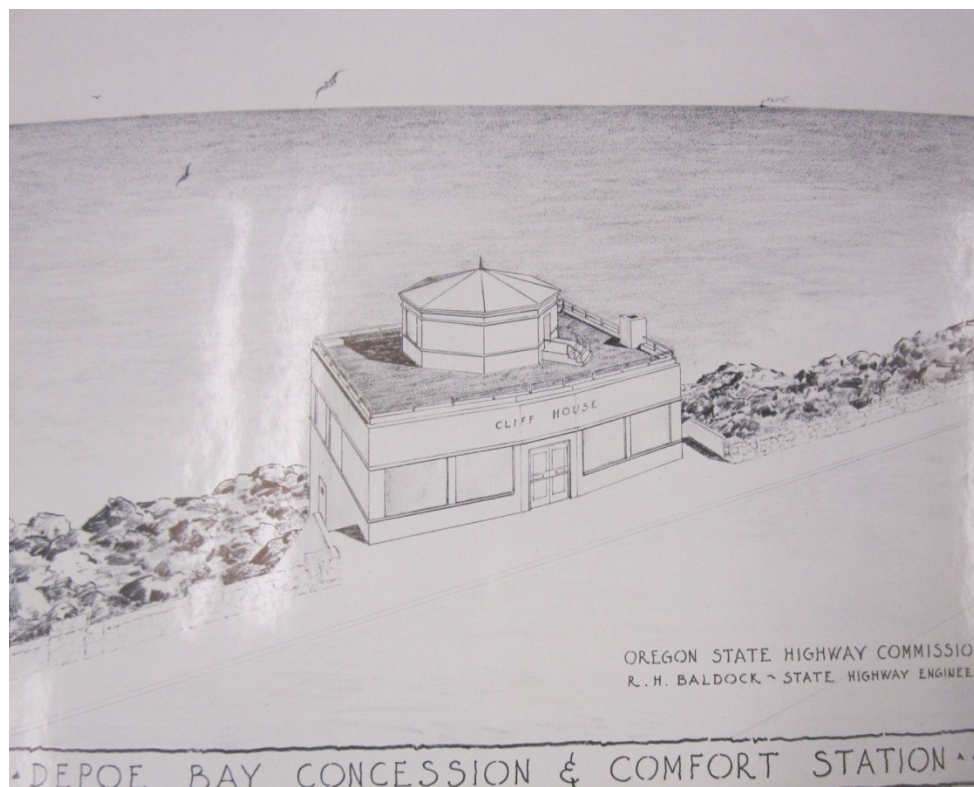


Figure 8. Depoe Bay Concession & Comfort Station drawing by R. H. Baldock, Oregon State Highway Commission (courtesy of ODOT Library and Research Center)

⁷³⁷ Anina Estrem, Depoe Bay Ocean Wayside National Register of Historic Places Registration Form, Oregon SHPO, 2011, 8.

⁷³⁸ Estrem, 8.

The 1955-1956 *Biennial Report* noted that the “building provides a facility advantageously situated to view some of the interesting marine features and activities along this particular section of the Oregon Coast.”⁷³⁹ Restroom accommodations were provided for the convenience of highway travelers, and a concession arrangement was made for souvenirs and refreshments with Oregon Gifts, Inc.⁷⁴⁰ In 1962, the concession lease transferred to Mr. and Mrs. Richard Thomas.⁷⁴¹

Fogarty Creek State Recreation Area (1954-1978), Depoe Bay vicinity, Lincoln County

First land acquisition: 34.40 acres in 1954

Current acreage: 165.08 acres as of 2015

Fogarty Creek State Recreation Area, which straddles both sides of US 101 and encompasses part of the highway’s original alignment, is located two miles north of Depoe Bay in Lincoln County.⁷⁴² The forested area at the mouth of Fogarty Creek was named after John Fogarty, an Ireland-born Lincoln County city councilman, commissioner and judge. The state purchased the area’s initial 34.40 acres from Kina Ross in 1954. Through additional purchases, the park expanded to 104.04 acres by 1963. Fred H. and Edna Taylor held a road easement through the park for access to their property, which they exchanged with the state for a land strip along the park’s south edge. The tree cover consists of alder, spruce, shore pine and hemlock. Park improvements include draining and filling low areas, and constructing day use facilities, a water system, beach trails, a large parking area, and upgrading the entrance road.⁷⁴³

Darlingtonia State Natural Site (1946-1964), Lane County

First land acquisition: Unknown acres in 1946

Current acreage: 18.38 acres as of 2015

The Darlingtonia State Natural Area in Lane County north of Florence on the east side of the Coast Highway features a large grove of rare carnivorous pitcher plants. The 18.38-acre park is the only state park property dedicated to the protection of a single plant species, *Darlingtonia californica*, also called the cobra lily.⁷⁴⁴ The 1966 *Oregonian* published a photograph with the caption “Venus Flytrap in Darlingtonia Botanical Wayside offers oddity of plant living off animal life. Plant, shaped like hooded cobra, attracts insects to nectar in base.”⁷⁴⁵ In addition to its parking area and boardwalk, Darlingtonia State Natural Site provides a small picnic area. Nearby scenery includes a lush assortment of vegetation that includes rhododendron, spruce, cedar and shore pine.⁷⁴⁶

Bandon State Natural Area (1954-1970), Bandon, Coos County

First land acquisition: 34.40 acres in 1954

Current acreage: 878.81 acres as of 2015

Bandon State Natural Area is located five miles south of the City of Bandon in Coos County. The state purchased two parcels totaling 79.44 acres in 1954 and received 8.77 acres as a gift from Coos County in

⁷³⁹ OHSC, 1956, 205.

⁷⁴⁰ OHSC, 1956, 205.

⁷⁴¹ Armstrong, 62.

⁷⁴² Merriam, 181.

⁷⁴³ Armstrong, 129.

⁷⁴⁴ OPRD, “Darlingtonia State Natural Site,” Park Info, 2015.

http://www.oregonstateparks.org/index.cfm?do=parkPage.dsp_parkPage&parkId=81 (accessed January 12, 2015).

⁷⁴⁵ *The Oregonian*, May 30, 1966.

⁷⁴⁶ OPRD, “Darlingtonia State Natural Site,” Park Info, 2015.

1955.⁷⁴⁷ The park is mostly beach land used for picnicking, fishing and beach day use. George Bennett, an early settler, named the park for Bandon, Ireland. A major fire in 1936 destroyed much of the city of Bandon and burned a large portion of western Coos and northern Curry counties.⁷⁴⁸ The area has parking facilities and day use for picnicking, beachcombing and viewing wildlife.

Samuel H. Boardman State Park (1949-1957), Curry County

First land acquisition: 121 acres in 1949

Current acreage: 1,471.01 acres as of 2015

Samuel H. Boardman State Park is a state scenic corridor situated between Brookings and Pistol River in Curry County. The park is a strip of coastline stretching over eleven miles from Burnt Hill Creek to Harris Beach State Park. The state acquired most of the park land from private owners and the U.S. Bureau of Land Management between 1949 and 1957.⁷⁴⁹ In 1950, two London businessmen gifted 367 acres of Curry County forest land to the state. The property, previously owned by Borax Consolidated Ltd., included two miles of ocean frontage with a picturesque shoreline of beaches and headlands between Brookings and Pistol River.⁷⁵⁰ Borax had owned the property since discovering borax under the surface in the 1880s.⁷⁵¹ The state purchased another 83 acres in 1957, but relinquished 3.6 acres on US 101's east side in 1958. Many of the tracts contained reservations for the removal of timber and for sheep grazing.

⁷⁵²

Merriam describes the park as “located in one of the most scenic sections of the Oregon coast. It is rugged shoreline backed by high forested bluffs and indented by steep-walled canyons opening on small sandy beaches.”⁷⁵³ Within the park, one of the highest highway bridges in Oregon spans Thomas Creek Canyon, which lies 350 feet below. “Added to this ocean front spectacle,” Merriam declares, “are offshore rocks of singular beauty.”⁷⁵⁴ The park is named for Samuel H. Boardman, Oregon's first state parks superintendent, who served from 1929 to 1950 and promoted the establishment of state parks and recreation areas.⁷⁵⁵ Park improvements include widened highway sections, road extensions to viewpoints, and construction of roads to viewpoints such as Lone Ranch Creek and Whales Head Creek. There are day use facilities for picnicking and trails leading to the beach.⁷⁵⁶

Improvements to Existing State Parks

By the post-World War II era, the highway department had already acquired most of its initial park land and constructed basic park facilities. Additional work to existing parks during this era entailed land acquisition for park expansion, construction of camping facilities, and improvement of highway access and parking areas. Summaries of these park improvements are provided below.

Tillamook Head/Ecola State Park (1932-1978), Seaside, Clatsop County

⁷⁴⁷ Armstrong, 87.

⁷⁴⁸ Merriam, 152.

⁷⁴⁹ Merriam, 220.

⁷⁵⁰ “Britons Give Park Area,” *The Oregonian*, November 10, 1950, 27.

⁷⁵¹ Armstrong, 42.

⁷⁵² Merriam, 220.

⁷⁵³ Merriam, 220.

⁷⁵⁴ Merriam, 220.

⁷⁵⁵ Merriam, 220.

⁷⁵⁶ Armstrong, 184.

First land acquisition: 451.18 acres in 1932

Current acreage: 1023.88 acres as of 2015

In 1947, the state was granted easements for a trail over Tillamook Head and also obtained 308 acres through purchase from Crown Zellerbach Corporation.⁷⁵⁷ In 1948, the state purchased another 80-acre tract from the federal government for \$2,195 and received additional acreage from Clatsop County and the Crown Zellerbach Corp.⁷⁵⁸ During the 1948 summer, a ceremony was held at Ecola park for “the recent expansion of the park to take in most of the area on Tillamook Head facing the ocean.”⁷⁵⁹ A campground at the site was established in 1950 but abandoned in 1954. Between 1953 and 1956, youth from Woodburn’s MacLaren School built new trails to the Indian Creek beach and improved existing trails. During that time period, the state also constructed a new road from the park use area to Indian Creek and Tillamook Head. The state also constructed a parking area with accommodations for 150 automobiles. Subsequent projects enlarged picnic areas and upgraded the water system. Land fronting the ocean is steep and, in 1961, a slide damaged 125 acres and caused loss of facilities, roads and parking area. The park closed and reopened in 1963 for partial use.⁷⁶⁰ Another slide at Chapman Point in 1975 closed the park for four months.⁷⁶¹ Within the park, Tillamook Head Trail, extending six miles between Seaside and Cannon Beach, is a National Recreation Trail dedicated in April 1972. The trail follows the coastal exploration route used by Captain Clark in winter 1806.

Short Sand Beach (Oswald West) State Park (1931-1976), Manzanita, Tillamook County

First land acquisition: 120.37 acres in 1931

Current acreage: 2,474.43 acres as of 2015

In 1951, the parks department traded timber lands in the Tillamook Burn Area with the state Board of Forestry for a 111-acre addition to Short Sand Beach Park, and again in 1954 with Arch Cape Land Company. By 1963, park land totaled 2,501.92 acres.⁷⁶² Two trails from highway parking areas led to the beach by a route along Neahkahnne creek shore and Short Sand creek.⁷⁶³ The state also constructed a primitive campground in the old-growth spruce-hemlock forest between the highway and the ocean.⁷⁶⁴ Today, the park contains day use facilities and an overnight camp.⁷⁶⁵ The park named changed from Short Sand Beach to Oswald West State Park at a 1958 ceremony honoring former Oregon Governor Oswald West (1873-1960), who worked to set aside about 400 miles of Oregon shoreline for public use.⁷⁶⁶

Nehalem Bay State Park (1938-1963), Manzanita/Wheeler, Tillamook County

First land acquisition: 497.63 acres in 1938

Current acreage: 895.11 acres as of 2015

⁷⁵⁷ “Site for Park Sold to State,” *The Oregonian*, November 29, 1947.

⁷⁵⁸ Armstrong, 121.

⁷⁵⁹ “Ecola Events On Calendar,” *The Oregonian*, August 5, 1948, 8.

⁷⁶⁰ Armstrong, 122

⁷⁶¹ Merriam, 177.

⁷⁶² Armstrong, 163.

⁷⁶³ *Northwest Rotogravure Magazine*, September 9, 1956, 11.

⁷⁶⁴ Merriam, 40.

⁷⁶⁵ Armstrong, 169.

⁷⁶⁶ Merriam, 210.

The park obtained additional acreage through purchase and litigation. Beaches flanking the park's sand spit have been developed for camping, picnicking, walking, horseback riding and fishing.⁷⁶⁷ The terrain is generally level with sand dunes covered with planted beach grass. The area was originally called Nehalem Sand Spit State Park until the name changed to Nehalem Bay State Park in 1957. Beginning in 1954, youth from MacLaren School at Woodburn planted beach grass at the park's north end. The school also constructed a boys' camp at the park's northern edge. In 1955, during park construction, a large chunk of beeswax was uncovered. It dated between 1565 and 1815 and was marked with symbols of the Spanish galleon trade between Mexico and the Philippines.⁷⁶⁸ The park has a 2,400-foot airstrip constructed in 1958.

Cape Lookout State Park (1935-1959), Tillamook County

First land acquisition: 975 acres in 1935

Current acreage: 2,014.28 acres as of 2015

In 1951, the Hill Foundation donated a 175-acre portion of the Netarts Sandspit to the parks department adjacent to Cape Lookout for park development.⁷⁶⁹ Major park development commenced in 1953 with the building of access roads, parking, picnic facilities and the overnight camping area, including electric stove facilities and a modern restroom during the 1953-54 biennium.⁷⁷⁰ Later projects included a parking area and access road, as well as a caretaker's residence with a garage.⁷⁷¹ During the late 1950s, youth from MacLaren School in Woodburn helped with park maintenance and improvement projects. They earned \$1.00 for a six-hour day. The youth maintained trails, cleared right-of-way and campground areas, and planted grass on Netarts Spit. In 1959, the state also exchanged cash and 138.64 acres of isolated land with Crown Zellerbach Corp. for 58.15 acres of land adjoining the park. During the early 1960s, Tillamook County built a road from the south end of Netarts Bay over Cape Lookout to Sand Lake to provide road access to the Cape trailhead and park from the south.⁷⁷²

The 1951-1952 Biennial Report describes the park landscape:

Cape Lookout State Park is a spectacular rugged forested promontory extending one and one-half miles into the ocean. A lovely scenic trail, leaving the development area below Jackson Creek, traverses the cape to its seaward end, winding through magnificent stands of old growth rain forest, occasionally passing view points from which the hiker may obtain magnificent vistas of coastline and ocean. At one place there is a most spectacular view over the edge of a sheer, high cliff of a sea lion habitat and at the base of the cape end is a bird rookery of California murrelets.⁷⁷³

The high, rocky cape offers shelter and habitat to over 150 bird species, as well as sea lions and other marine life.

Boiler Bay State Scenic Viewpoint (1926-1971), Lincoln Beach/Depoe Bay, Lincoln County

First land acquisition: 5.83 acres in 1926

⁷⁶⁷ Merriam, 206.

⁷⁶⁸ Armstrong, 162.

⁷⁶⁹ Oregon State Highway Commission, 1952, 171.

⁷⁷⁰ OSHC, 1954, 196.

⁷⁷¹ Oregon State Highway Commission, 1952, 172.

⁷⁷² Merriam, 162.

⁷⁷³ Oregon State Highway Commission, 1952, 172.

Current acreage: 33.05 acres as of 2015

The park land was purchased from several private property owners between 1926 and 1974.⁷⁷⁴ Vehicles enter the park via a loop service road to view “the spectacular wave action along the rocky shore, which is especially interesting during a period of heavy seas.”⁷⁷⁵ There is a blowhole at the promontory’s extreme point. During high tide or storms, water spouts high into the air from the hole. Boiler Bay’s panoramic viewpoint provides an opportunity to observe gray whales year round. The point is also “one of the best sites in Oregon to see ocean-going birds,” such as shearwaters, jaegers, albatrosses, grebes, pelicans, loons, oystercatchers and murrelets.⁷⁷⁶ The *Oregonian* described Boiler Bay as having “incomparable scenery, even on a coast that is celebrated for its rugged shores and wildness.”⁷⁷⁷ Boiler Bay State Scenic Viewpoint offers day-use facilities, including picnic tables and restrooms.⁷⁷⁸

Rocky Creek State Scenic Viewpoint (1926-1954), Otter Rock, Lincoln County

First land acquisition: 33.05 acres in 1926

Current acreage: 58.68 acres as of 2015

In 1953, the state purchased an additional 0.61 acres. In 1954, realignment of US 101 required that one-fourth acre transfer to an adjacent landowner for restaurant parking on his property. Rocky Creek has a circular entrance road and day use facilities.⁷⁷⁹ The state has designated this viewpoint an official “Whale Watching Spoken Here” site, one of twenty-four primary sites along the Pacific Northwest coast for observing gray whales.⁷⁸⁰

Devil’s Punchbowl State Natural Area (1929-1971), Otter Rock, Lincoln County

First land acquisition: 4.25 acres in 1929

Current acreage: 8.17 acres as of 2015

The Leadbetter Estate donated another 0.90 acres to expand the park in 1952.⁷⁸¹ Through 1971, the state purchased additional land from other private property owners.

Beverly Beach State Park (1942-1969), Otter Rock, Lincoln County

First land acquisition: 16.72 acres

Current acreage: 135.66 acres as of 2015

The state constructed an improved campground at Beverly Beach in 1953.⁷⁸² The state purchased additional lands for the park through the 1960s. The forest area along Spencer Creek has been developed for day and overnight use.⁷⁸³ Two old cottages acquired with the land served as caretaker

⁷⁷⁴ Merriam, 156.

⁷⁷⁵ Armstrong, 95.

⁷⁷⁶ OPRD, “Boiler Bay State Scenic Viewpoint,”

http://www.oregonstateparks.org/index.cfm?do=parkPage.dsp_parkPage&parkId=153 (accessed January 20, 2015)

⁷⁷⁷ “Development of Boiler Bay,” *The Oregonian*, April 26, 1950.

⁷⁷⁸ Armstrong, 95.

⁷⁷⁹ Armstrong, 178.

⁷⁸⁰ OPRD, “Rocky Creek State Scenic Viewpoint,”

http://www.oregonstateparks.org/index.cfm?do=parkPage.dsp_parkPage&parkId=184 (accessed January 20, 2015)

⁷⁸¹ Armstrong, 120.

⁷⁸² “Overnight Camps Show Big Gain in State Parks,” *The Oregonian*, April 14, 1954.

⁷⁸³ Merriam, 155.

homes, and there was an equipment storage shed built on Spencer Creek's south side. Park visitors cross beneath a highway bridge over Spencer Creek to access the beach.⁷⁸⁴ Yaquina Head lighthouse is visible from Beverly Beach.

Governor Patterson Memorial State Recreation Site (1931-1952), Waldport, Lincoln County

First land acquisition: 9.4 acres in 1931

Current acreage: 10.23 acres as of 2015

The state purchased two additional contiguous land tracts in 1945 and 1946, increasing the site's acreage to 10.23. In May 1952, the *Oregonian* advertised the park's new overnight camping facilities: "Interesting sea beach area with stand of wind-depressed trees. Tables, stove, latrines, water, 10 campsites. Rate 50 cents per night."⁷⁸⁵ The site provides beach access, preserves the area's shore pine and native growth, and hosts a picnic area at the north end. The use area has a stand of indigenous evergreen trees. Visitors enjoy excellent whale and storm watching. Improvements include the entrance road, parking area, day use facilities, and trails.⁷⁸⁶

Yachats State Park (1928-1986), Lincoln County

First land acquisition: (unknown) acres in 1928

Current acreage: 93.33 acres as of 2015

The entrance road makes a small loop, offering a view of the Yachats River connecting with the Pacific Ocean. Views also include dramatic waves and gray whale migration. The state acquired the park land at Yachats to preserve the salmon and steelhead fishing area at the mouth of the Yachats River near the park's south edge, provide public access to the sandy beach during smelt spawning season, and to control removal of the sand for commercial uses. Park improvements include a circular road, tables, benches, stone fences and fisherman trails. There is also a stone marker at the park that local residents constructed.⁷⁸⁷

Big Creek State Park (Beachside State Recreation Site) (1944 -1954), Waldport, Lincoln County

First land acquisition: 11.3 acres in 1944

Current acreage: 16.66 acres as of 2015

Day use facilities were constructed beginning in 1953 and an overnight camp built in 1954.⁷⁸⁸ At the request of the public in 1957, the Highway Commission renamed the park Beachside to avert further confusion with other similarly named businesses and public areas.

Humbog Mountain State Park 1926-1972; 1934 Port Orford vicinity, Curry County

First land acquisition: 30.6 acres in 1926

Current acreage: 1,842.16 acres as of 2015

Between 1928 and 1952, the state issued nine permits for logging road crossings as well as for sheep grazing in an effort to reduce fire hazards. In 1952, an overnight camp was constructed. Its ongoing expansions required that the day use area move one mile to the southeast.⁷⁸⁹ In 1950, a fire burned the

⁷⁸⁴ Armstrong, 92-93.

⁷⁸⁵ "Some State Parks Open to Campers," *The Sunday Oregonian Magazine*, May 25, 1952, 91.

⁷⁸⁶ Armstrong, 134-135.

⁷⁸⁷ Armstrong, 223.

⁷⁸⁸ Armstrong, 90; Merriam, 153.

⁷⁸⁹ Armstrong, 142.

park's southeast corner, destroying timber on the mountain's south and east slopes. In 1958, another fire burned most of the park's north side.⁷⁹⁰

Buena Vista Ocean Wayside State Park/Wayside: Gold Beach vicinity, Curry County

First land acquisition: 6 acres in 1930

Acreage: 54.86 acres as of 1992

Buena Vista, Spanish for "beautiful view," occupies over 54 acres along US 101 approximately three miles south of Gold Beach in Curry County. The state purchased additional acreage for the park in 1958.

Cape Sebastian State Scenic Corridor (1925-1963), Gold Beach vicinity, Curry County

First land acquisition: 241.80 acres in 1925

Current acreage: 1400.8 acres as of 2015

In 1950, the Coos-Curry Power Co-op obtained a permit to construct a power line across the park and paid \$4,615 for the value of timber destroyed during construction.⁷⁹¹

Harris Beach State Park (1926-1985), Brookings, Curry County

First land acquisition: 17.58 acres in 1926

Current acreage: 174.21 acres as of 2015

During the Post-World War II period, park facilities were improved to include a two-way beach access road, parking area, trails, restrooms, tables, stoves, headquarters building, cottage and overnight camp.⁷⁹²

Azalea State (City) Park (1939-1970), Brookings, Curry County

First land acquisition: (unknown) acres in 1939.

Current acreage: 36.30 as of 1992 (Merriam, 150).

Local resident Elmer Bankus donated 0.43 acres to expand the existing holdings of the park in 1951.⁷⁹³

8.0 PROPERTY TYPES

Previously Listed US 101 Related Resources⁷⁹⁴

Historic Districts

The following, listed, Historic Districts are associated with, or located adjacent to, US 101:

- Jessie M. Honeyman State Park Historic District, 1936
- Gardiner Historic District, 1870-1940

⁷⁹⁰ Merriam, 190-191.

⁷⁹¹ Armstrong, 103.

⁷⁹² Armstrong, 137.

⁷⁹³ Merriam, 150-151.

⁷⁹⁴ See Appendix A for a full list of resources related US 101 that are located in the OSHD. This includes both listed and surveyed resources. In addition, this document includes hyperlinks to other documents for more information on specific sites.

Historic Districts, as defined by the National Park Service, possess a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.

Examples provided include campuses, business or residential districts, large forts, industrial complexes and other built environment groupings, but a district can also be a large farm, ranch, transportation network, or landscaped park.⁷⁹⁵

This broad definition shows that thematically connected resources can be linked to demonstrate the significance of an overall area. It allows for resources such as parks, campgrounds, connected beach trails, and commercial and residential districts related to highway development to be recognized for their significance.

Individually Listed Resources

The following resources are individually listed on the National Register in association with US 101:

The C.B. McCullough Major Oregon Coast Highway Bridges, 1927-1936 Multiple Property Documentation provides the historic context and registration requirements for bridges significantly associated with Conde B. McCullough and the Oregon Coast Highway from 1927 to 1936. Eleven bridges are listed in the National Register of Historic Places under this MPD:

- Depoe Bay Bridge No. 01388, 1927
- Rocky Creek Bridge No. 01089, 1927
- Wilson River Bridge No. 01499, 1931
- Big Creek Bridge No. 01180, 1931
- Ten Mile Creek Bridge No. 01181, 1931
- Rogue River Bridge No. 01172, 1932
- Cape Creek Bridge No. 01113, 1932
- Siuslaw River Bridge No. 01821, 1936
- Umpqua River Bridge No. 01822, 1936
- Yaquina Bay Bridge No. 01820, 1936
- Coos Bay Bridge No. 1823, 1936

Other individually listed resources:

- Cape Creek Tunnel, 1931
- Lewis & Clark Bridge No. 0711, 1924
- Chasm (Neahkahnie Mountain) Bridge, 1937 (Historic Highways of Oregon MPD)
- Necarney Creek Bridge, 1937 (Historic Highways of Oregon MPD)
- Port Orford Coast Guard Station, 1934
- Depoe Bay Ocean Wayside, 1956

⁷⁹⁵ U.S. Department of the Interior, National Park Service, "Guidelines for Completing National Register of Historic Places Forms," 4th Edition, 1997, 15.

- Fort Stevens, 1863-1947
- Gold Beach Ranger Station, 1936
- Tillamook Bay Coast Guard Station, 1942

Individually listed resources occupy the categories of buildings, sites, structures, or objects. As with Historic District categories, this broad interpretation allows for the designation of any historically significant property type associated with the highway.

Property Types

Historic property types fall into five categories:

- Cultural Landscapes
- Right-of-Way
- Road Elements
- Urban Communities
- Recreation

Cultural Landscapes

A cultural landscape is a geographic area associated with a historic event, activity, or person or exhibiting other cultural or aesthetic values. The landscape includes both cultural and natural resources, and the wildlife or domestic animals therein.⁷⁹⁶ A cultural landscape is essentially a space upon which other cultural resources, such as archeological sites, structures and topographic features are located and, in some instances, overlap.⁷⁹⁷ The landscape's context can include the overall pattern of the circulation network, views, and vistas into and out of the landscape, land use, natural features, clusters of structures, and division of properties.⁷⁹⁸

US 101 cultural landscapes are comprised of the geographic and natural setting coupled with a combination of highway-associated historic resources and layers of historical inhabitation and use. The natural setting includes the forest lands, lowlands, sandy beaches, stone outcroppings and headlands, and agricultural lands that characterize each geographic region. Historic highway-associated resources include right of way, road elements, urban communities, and recreational sites. Historical inhabitation refers to both prehistoric and historic occupancy and use can refer to a temporary, permanent, or seasonal use.

⁷⁹⁶ Charles A. Birnbaum, (ed.), "The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes," U.S. Department of the Interior, Washington D.C.: National Park Service, 1996.

⁷⁹⁷ Cari Goetcheus, "Cultural Landscapes and the Department of Defense," Department of Planning & Landscape Architecture, Clemson University, 2006.

⁷⁹⁸ Birnbaum, 1996

Right-of-Way

Right-of-way (ROW), for purposes of this document, is defined as the physical path that the highway travels through the state of Oregon. The entire highway is public, making the entire public ROW eligible for listing if significant segments are defined.

ROW elements are described as scenic corridors, original sections of alignment, historic relocations, through streets, intersections, and vistas.

These elements relate to the ongoing repairs and modifications along US 101 and thus underscore the rarity and significance of sections with intact historical integrity.

Road Elements

Road elements, for purposes of this document, are defined as those elements located within or in close proximity to the ROW and that have a physical presence within the built environment. These elements may facilitate travel along the highway, under the highway, or to the highway.

Road elements include bridges, tunnels, viaducts, drainage elements, guard rails, culverts, pedestrian walkways and sidewalks, medians, cattle guards, railroad crossings, ferry landings, and historic road signs.

Urban Communities

Historic cities and towns that maintain a direct connection with the highway may be eligible as districts for their association with the highway's development and use. Many urban areas have seen dramatic growth along the Coast Highway with a direct and significant link connecting the community to the highway's development.. Where urban communities developed prior to the highway's establishment, these communities may not be historic elements of the highway's development, but the highway may contribute to the community's overall period of significance.

Recreation

Recreational resources encompass a broad range of recreation-related elements and facilities located along the Coast Highway. Within this historic context, recreation elements are defined as state parks, city parks with historical connections to the highway (as in Azalea City Park in Brookings which was once a state park), Forest Service and National Parks Service recreation areas and facilities, waysides, rest stops, viewpoints, camp grounds, commemorative historic sites, and recreational trails and paths.

9.0 EVALUATION CRITERIA AND REGISTRATION REQUIREMENTS

Evaluation Criteria

Historic properties are evaluated for listing in the National Register of Historic Places (NRHP), a national list maintained by the Secretary of the Interior that contains districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering and culture. Eligibility is determined using the National Register Criteria for Evaluation, which evaluates a property's historic

significance and integrity.⁷⁹⁹ A property is evaluated as “significant” if it meets one or more of the following Criteria:

- A. A property associated with events that have made a significant contribution to the broad patterns of our history; or
- B. A property associated with the lives of a person or persons significant in our past; or
- C. A property embodies the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possesses high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction; or
- D. A property has yielded, or may be likely to yield, information important in prehistory or history.

To be eligible for the NRHP, a property must not only have significance under the National Register Criteria, but it also must possess integrity. Integrity is the property’s ability to convey its significance. The National Register Criteria recognize seven aspects that may define integrity. To retain historic integrity, a property will possess several, and usually most of, the seven aspects. The aspects of integrity are:

- Location – the place where the historic property was constructed or the place where the historic event occurred.
- Design – the combination of elements that create the form, plan, space, structure, and style of a property.
- Setting – the physical environment of a historic property.
- Materials – the physical elements that were used or deposited during a particular period of time and in a particular pattern or configuration to form a historic property
- Workmanship – the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- Feeling – the property’s expression of the aesthetic or historic sense of a particular period of time.
- Association – the direct link between an important historic event or person and a historic property.

Additional criteria considerations may also apply in special instances for properties not usually considered for listing in the NRHP. These include:

- religious properties
- properties that have been moved
- individual graves or birthplaces
- cemeteries
- reconstructed properties
- commemorative properties
- properties that have achieved significance within the past 50 years

⁷⁹⁹ U.S. Department of the Interior, 1997, 37.

Registration Requirements

General Registration Requirements⁸⁰⁰

The general registration requirements outlined below must be met in order to nominate any of the established property types or subtypes within this Historic Context.⁸⁰¹ In addition to satisfying the general requirements, a property must meet specific requirements for its particular type to be eligible for listing in the NRHP:

- The property must be located within the immediate vicinity of the Oregon Coast Highway or be thematically linked and within close proximity. An example of a thematic link would be a state park located off of the highway, but that was developed during the period of significance and is historically associated with the highway.
- The property must be historically linked to the defined period of significance, 1913-1956.
- The property must retain sufficient integrity to convey its significance. Generally, the property should possess most, if not all, of the aspects of integrity, as further defined below:
 - **Location:** the property remains in the location in which it was originally built
 - **Design:** the property elements that convey its original design, including the original plan, orientation, materials, style, and structural systems must remain. Additions must not detract from the overall design, function, or architectural character of the property. Additions and alterations to the surface of the highway will not prevent a historic section of original alignment from being considered eligible for listing. In addition, seismic stabilization and other required updates to highway elements such as culverts, bridges, and viaducts do not exclude properties from eligibility unless these updates prevent the property's design from being clearly conveyed.
 - **Setting:** the physical environment within which the property was constructed should reflect the historic qualities it possessed when the property was built or designed. Alterations to the immediate setting must not detract from the property's ability to convey its significance. An example would be a bridge that retains high integrity of design, but the highway on either end has been widened or slightly re-aligned. Although the property was altered, it can still clearly convey its significance.
 - **Materials:** the property must retain the majority of the original material with which it was constructed or designed. Again, alterations to the material surface of the roadway, including updated paving, will not automatically exclude that section of roadway from listing, particularly if those updates occurred during the historic period. In addition, general updates to site components, such as a bathroom remodel in a campground, would not be as significant as the layout of the campground itself and its overall design.

⁸⁰⁰ General registration requirements have been adapted and defined further for this context from those established for the Historic Architecture in Silverton, Oregon MPD by Jason Allen (2010) and other MPDs published for road corridors in the United States.

⁸⁰¹ This Historic Context is not a formal MPD, but can be used as the framework for a future MPD and at this time is considered a management and inventory tool for future survey and inventory work.

- **Workmanship:** similarly to design and materials, the property must retain physical evidence of the crafts and technology of the period during which it was built. For example, the joints of a rock wall would show tooling marks or original hewn timbers would remain within a park facility.
 - **Feeling:** the property should reflect the historic aesthetic of its period of significance to sufficiently convey the historic nature of the property to the observer. The property should recognizably belong to a certain time period. An example of this would be a historic wayside with its original entrance, entry sign and entry road. These elements clearly situate the resource in a specific time period that is identifiable to those who observe it.
 - **Association:** the property should represent a direct link between an important person or event and the historic property. Integrity of association requires that the physical features of a resource exhibit the characteristics and features present at the time that the association was made. For example, a notable stone outcropping that has been documented since the early 1900s as a recreation site and which still attracts visitors, retains high integrity of association, whereas an outcropping with no clear historical connection or association that appears to have gained significance and interest after the period of significance would not be eligible for listing.
- It is possible that a property may not retain its original use but still be eligible if it possesses the aspects of integrity outlined above.
 - Integrity should be judged in the context of the National Register Criterion under which the property is nominated. For example, nominations under Criterion C may require additional emphasis on workmanship and materials versus resources nominated under Criteria A or B.
 - Additions made to the historic property during the period of significance must be considered in the context of the entire property and its history. Properties substantially altered within the period of significance after the property was built should be evaluated with reference to the period of significance during which the major alteration took place. For example, a park established during the 1920s may have been developed by the CCC during the New Deal era, and then expanded to include campground facilities following World War II. The park would need to be evaluated for its significance in association with early park development, the New Deal Era, as well as within the context of Post-World War II recreation.

Cultural Landscapes

In order for a cultural landscape to be eligible within the context of this document, it must clearly convey its cultural, historic and scenic qualities within a defined geographic space and retain integrity of feeling, association, and setting.

Technically, the entirety of US 101 is a cultural landscape through its layered historical development and association set against its dramatic scenic and aesthetic qualities. However, many segments of the highway do not retain sufficient physical integrity to clearly convey their feeling and association. Thus, defined sections of the highway or its associated elements and features need to be identified as

significant cultural landscapes in order for them to be eligible for listing. The setting of an eligible cultural landscape must retain high integrity as well, particularly when compared to a discrete object such as a culvert, sign, or commemorative plaque.

The first step to define a cultural landscape involves determining the boundary. Boundaries are important for future planning, interpretation, and research and thus need to be clearly defined and justified.

Summary of Factors to Consider When Selecting Boundaries:⁸⁰²

- The current legal boundaries of a property, as recorded in the current tax map or plat accompanying the deed, when these boundaries encompass the eligible resource and are consistent with its historical significance and remaining integrity.
- The boundaries shown on historic plats or land-ownership maps when the limits of the eligible resource do not correspond with current legal parcels.
- Cultural features, such as stone walls, drinking fountains and picnic tables, associated with the significance of the property, or an area of modern development or disturbance that represents the limit of the eligible resource.
- Especially in traditional cultural landscapes, with prehistoric associations, natural features, such as shorelines, tree lines or erosional scars may correspond with the limit of the eligible resource. Cartographic features, using large-scale topographic features, contour lines, or section lines on United States Geographical Survey maps also help define the boundaries of large sites.
- For archeological resources, the extent of above-ground resources and distribution of subsurface remains identified through testing helps define the landscape boundaries.

Once a boundary has been roughly defined, the next step would be to analyze what features within the setting contribute to the cultural landscape. Through this analysis, the boundary description may be altered to include additional features found during investigation. These features can be further defined as ethnographic, historic and aesthetic in nature.

Ethnographic

Ethnographic elements associated with cultural landscapes may include shell middens, rock art, open habitation sites, or traditional trail networks. Ethnographic elements alone will not be sufficient to identify a cultural landscape as defined by this historical context. These elements may contribute to the landscape's significance through a layered historical significance. However, as this context's scope pertains specifically to US 101, elements related to the highway's historic development must be identified within the landscape. In addition, sub-surface investigations may be required to fully

⁸⁰² Summary of factors from: Donna J. Seifert, Barbara Little, Beth L. Savage and John H. Sprinkle, Jr, "Defining Boundaries for National Register Properties," National Register Bulletins 12 and 21, U.S. Department of the Interior, National Park Service, 1997.

understand the breadth of ethnographic elements associated with a site, but above-ground manifestations and previously defined ethnographic sites may be used as a starting point.⁸⁰³

Historic

Historic elements associated with cultural landscapes may include buildings, structures, objects, or sites with clearly identifiable connections to the historic context of US 101. The length of the period of significance, 1913-1956, enables these elements to include both original highway features and features added or modified through construction during the period of significance. For example, a 1920s bridge may occupy the same context as a 1950s campground where the campground retains significant features associated with Depression-Era CCC work. These historic elements may unite in a single setting where information from the layers themselves can reveal the landscape's overall significance. In contrast to situations involving ethnographic elements, a concise grouping of historic elements alone may constitute a cultural landscape.

Aesthetic

Aesthetic elements associated with cultural landscapes may include sweeping ocean vistas, stone outcroppings and headlands, wide stands of bucolic agricultural areas, dense forest, sand dunes, or the Klamath Mountains. These exceptionally significant features often possess ethnographic and historic significance. As with historic elements, a concise grouping of aesthetic resources (such as a collection of outcroppings near the shore of an associated bay) may unite to form a cultural landscape if they have documented association with the Coast Highway and its development.

All three of these elements, ethnographic, historic and aesthetic, intertwine to define the cultural landscape and shape its boundary definition.

Cultural landscapes constitute sites with layered historical meaning, interpretation, and understanding. Identifying these sites and defining their boundaries presents a difficult task requiring research and in-field survey. Consultation with a professional regarding a cultural landscape's boundary encourages a concise analytical approach.

Without a National Register Bulletin directly related to cultural landscapes, most related discussion focuses around defining boundaries and identifying historic components. The highly *regarded Cultural Landscapes Inventory Professional Procedures Guide* (CLIPPG), published by the National Park Service, provides guidance for understanding aspects of cultural landscapes through identification and evaluation.⁸⁰⁴

Potentially Significant Identified Cultural Landscapes

Through the research and development of this historic context, field observations and documentation have helped identify significant cultural landscapes related to US 101. Although not a comprehensive list, the examples indicate the components of an eligible landscape. In order to preserve US 101's scenic

⁸⁰³ Barbara Little, Erika Martin Seibert, Jan Townsend, John H. Sprinkle, Jr. and John Knoerl, "Guidelines for Evaluating and Registering Archeological Properties," National Register Bulletin 36, U.S. Department of the Interior, National Park Service, 2000.

⁸⁰⁴ Robert R. Page, National Park Service Cultural Landscapes Inventory Professional Procedures Guide, U.S. Department of the Interior, National Park Service, 2009.

and historic resources and qualities, a comprehensive understanding of the significant cultural landscapes associated with US 101 is highly recommended.

- Tillamook Head/Ecola State Park appears to be a significant cultural landscape for its layered association with the Lewis and Clark Expedition, Native American Settlement, CCC historical developments and considerable aesthetic value.
- Oswald West State Park also appears to be a significant cultural landscape for its striking views, important forest lands, and association with Neahkanie Mountain – a significant geological feature that represented a significant engineering obstacle to the development of US 101.
- Cape Meares appears to be a significant cultural landscape for its outstanding scenic qualities, views of prominent stone outcroppings, and connection to early Oregon settlement through John Meares.
- Rocky Creek, Otter Crest and the Devil’s Punchbowl are linked by theme, history, and aesthetics. Together, the three sites represent a significant linkage of cultural landscapes tied to various chronological periods and exhibiting distinctive aesthetic qualities. In addition, all three sites are located along an abandoned section of original US 101 highway alignment, thereby increasing their overall significance and their relatively high levels of integrity.
- South Beach State Park appears to be a significant cultural landscape for its excellent scenic qualities, proximity to the mouth of the bay (making it potentially significant in both prehistory and Oregon’s early history), and connection to CCC developments.
- The Yaquina Bay Lighthouse and State Recreation Site appears to be a significant cultural landscape related to US 101 for its association with historical events, outstanding scenic qualities, and extensive CCC work.
- Lost Creek State Recreation Site, a long and narrow beach park, provides breathtaking views of vast spans of smooth beach. The site’s connection to an abandoned ROW that once tracked US 101 increases its significance as a cultural landscape.
- Cape Perpetua appears to be a significant cultural landscape along the Oregon Coast for its excellent scenic qualities, extensive trails and viewing points, and layers of historical use from the prehistory through Modern periods.
- The Murial O. Ponsler Memorial State wayside possesses outstanding scenic qualities and appears to be a significant cultural landscape for its association with local history and for extensive CCC work done at the site.
- Jessie H. Honeyman Memorial State Park appears to be a significant Historic District associated with both US 101 and State Parks development. This potentially significant cultural landscape has high scenic qualities and connection with the CCC, early recreation, and park development.

- Umpqua Lighthouse State Park is a potentially significant cultural landscape for its high scenic qualities, historical association with the lighthouse, and CCC work done at the site.
- Humbug Mountain State Park appears to be a significant cultural landscape for its aesthetic qualities, including extensive trails and viewing points, and for its layered historical significance.
- Azalea City Park appears to be a significant cultural landscape for its association with historical events and developments over time, and for its high aesthetic quality.

The following examples may help identify potential cultural landscapes associated with US 101.

Right of Way (ROW)

ROW elements are described as scenic corridors, original sections of alignment, historically designated through streets, intersections, and vistas.

In order to be eligible for listing in the NRHP, the ROW must retain sufficient physical integrity to convey its association with significant highway developments. Segments altered after the period of significance are less likely to be eligible, unless the alteration was minor and did not detract from the segment's integrity of feeling, association, and setting. Alterations or widening during the historic period, like the realignment through Lincoln City in the 1940s do not necessarily preclude the segment from being eligible if the work reflects historical trends and themes associated with the highway's development during the period of significance.

Historic themes related to ROW alteration include increased automobile demands after World War II, including trucking demands, and the elimination of ferry service after 1936 that spurred highway realignment with the new bridges. Except in urban communities, eligible highway segments must possess scenic qualities. Within many urban areas, the roadbed width, inferior by modern standards, was predetermined by existing historic structures and infrastructure, forcing the highway maintain its existing width despite increased traffic demands. Eligible segments in urban communities would include routes established or realigned during the period of significance, such as the relocation of highway on two parallel urban streets to divide traffic flow. An example of an ineligible urban relocation exists in Coos Bay, where the division of north and southbound lanes did not occur until the 1990s.

Significant rerouting occurred in the 1940s and 1950s in direct relation to post- World War II demands. As a result, portions of original highway were abandoned or transferred to county or city jurisdiction. Many of these realigned highway segments, as well as the abandoned highway portions, indicate Coast Highway's dynamic nature and may possess eligibility for this significant association.

Several existing segments retain the original highway's historic width and dramatic scenic curves, but most of these segments are no longer part of US 101. For example, Otter Crest Loop, which transferred to county control, maintains the width, curves, and waysides from its original design and construction. In addition, portions from Reedsport to Coos Bay, the Bandon to Coquille section (42S), as well as the old Coast Highway south of Humbug State Park, constitute abandoned ROWs that may be eligible. Some abandoned segments remain under ODOT jurisdiction, and several retain their integrity of location, setting, feeling, materials, workmanship, and design, but have lost their integrity of association.

In rural areas, the road width is less critical to the ROW, as the scenic qualities and setting are more prominent characteristics of these highway segments. A bucolic landscape with a wide viewshed, relatively flat land, long straight segments and gentle curves characterizes the integrity of setting, design, feeling, and association, and may contribute to the resource's eligibility.

In urban communities, the historic character of the buildings located along the highway must convey the integrity of setting to satisfy eligibility requirements. In light of this requirement, an eligible urban highway segment would likely correspond with a historic main street with main street development strongly connected to highway development.

Forest Highway segments within the Siuslaw National Forest convey a unique road management and development relationship between state and federal agencies. The unique nature of these roads, and their connection to inter-governmental relations, may render certain segments eligible for their integrity of association, feeling, setting, and design.

- Two road segments located along US 101 have already been determined eligible for listing in the National Register by the Oregon SHPO.⁸⁰⁵
- A segment of original Roosevelt Coast Military Road in Port Orford (1924) was determined eligible in 1983.

The segment of Roosevelt Coast Highway between Yachats and Florence (c.1919) was determined eligible for the NRHP in 1983, with the site form noting guard rails, walls asphalt, and stone road features.

Other potentially eligible ROW segments include:

- Otter Crest Loop, an intact segment of original highway
- The highway as it passes through the Samuel H. Boardman State Park Scenic Corridor, an extremely scenic stretch
- A densely forested and particularly scenic segment from the south end of Arch Cape and the north end of Manzanita, a gently curving section surrounded by dense forest lands
- A significant stretch of agricultural land from the southern end of Tillamook to Pacific City, which remains fairly narrow, largely follows the Nestucca River (an area with layered historical development), and highlights perhaps the most significant segment of agricultural land within the Central Oregon Coast.
- An urban segment through Depoe Bay that retains its 1941 alignment, associated rock walls, and characteristic boardwalk feeling and association.

Road Elements

Eligible road elements must retain sufficient integrity to convey their significance within the larger US 101 context. Specifically, they must retain good integrity of materials, design, and setting, unless the element constitutes the only remaining example of a feature, a rare situation that would render integrity of setting less important. These features may include bridges, tunnels, rock walls and culverts,

⁸⁰⁵ Detailed information, including links to the forms for these segments, is located in Appendix A of this document.

viaducts, drainage elements including grates and established drains, guard rails, culverts, pedestrian walkways and sidewalks, medians, cattle guards, railroad crossings, ferry landings, and historic road signs.

Road elements may fall within any of the historic periods defined within this historic context including:

- Early Oregon Coast Highway Development (1913-1920)
- Development of Parks and Waysides (1921-1932)
- The New Deal, Bridge Building Boom and Park Development (1933-1945)
- Post World War II Highway Developments (1946-1956)

In addition, elements possess overlapping time periods or retain layers of historical importance. For instance, the Depoe Bay Bridge, originally constructed in 1927, had a major addition in 1941 that is historically significant for a careful design that complements the existing structure.

Road elements fall into two categories: primary engineering features and secondary road elements.

Primary Engineering Features

Primary engineering features include bridges with more than one span (or a particularly complex single-span design), tunnels, viaducts with more than one deck span, and rock walls that extend beyond a small defined area. These major road elements are significant under Criteria A and C and sometimes B. Appendix A includes a list of historic resources associated with the Coast Highway that were identified in the Oregon Historic Sites Database. These identified elements exist in all geographic regions of the coast highway, but are relegated to a 10-year period, with nearly all construction dates occurring between 1927 and 1936.

Bridges

Most of the major bridges along the Oregon Coast are already listed in the National Register of Historic Places under the Conde. B. McCullough MPD. These bridges are part of this historic context, and could be included in a future MPD for US 101 properties. In addition, the Coquille River (Bullards) Bridge, which dates to 1952, retains good integrity and would likely be eligible within this Historic Context for its connection to post-World War II demand, and as a complex engineering and design effort.

The Cape Perpetua Half Viaduct (1931) is likely eligible for listing under this Historic Context for its design and CCC-era rockwork.

Eligible bridges must retain good integrity of design, materials, and workmanship, and ideally retain good integrity of setting and association, though in some cases the setting may be less important.

Tunnels

The Coast Highway contains two tunnels, Cape Creek Tunnel (1932) and Arch Cape Tunnel (1937). The Cape Creek Tunnel has been previously recommended as eligible for the NRHP by ODOT. Arch Cape Tunnel, however, was recommended as not eligible for the NRHP by ODOT in 2002. Eligible tunnels must retain integrity of design, materials, and workmanship in order to be listed under this Historic Context.

It should be noted that the guard rail at the Arch Cape Tunnel entrance has modern metal guards attached, but it still remains a rare example of a wooden guard rail with decorative detailing, a feature worthy of additional investigation.

Rock Walls and Culverts

Along US 101, stonemasonry structures served as an aesthetic and functional element of this important transportation route. These rock features were intended to harmonize with the surrounding environment's large rock outcroppings and rugged cliff sides. Highway improvement projects met the requirements of federally subsidized relief efforts by employing many men who constructed stonemasonry features with hand tools. This labor-intensive effort resulted in construction of stonemasonry guard walls, retaining walls, culverts, and scenic overlooks on US 101.

The Sea Lion Point Rockwork is significant under Criterion A as an intact example of a rock feature constructed by the Works Progress Administration (WPA) along US 101, the Oregon Coast Highway. It is significant both for its association with the WPA and for its association with the development of US 101.

In the context of Oregon Coast Highway rockwork, the Sea Lion Point structure is the second longest. The Cape Falcon rockwork in Tillamook County is the longest at 0.68 miles. It features a solid parapet wall around Neahkahnie Mountain, with two vehicular turnouts. Rockwork is also associated with the Depoe Bay Bridge in Lincoln County. This rock wall runs north of the bridge for 0.35 miles, and provides pedestrian space for viewing the entrance to the bay and the ocean to the west. The Cape Perpetua rockwork in Lincoln County is a small stretch of rockwork that wraps around a portion of the cape. All four rockwork structures date to the early 1930s and resulted from federal relief programs under the Public Works Administration (PWA), which oversaw the WPA. Each of the four rockwork structures retain high integrity and are likely eligible for listing through this Historic Context.

Additional rockwork may be identified through future survey and identification. Eligible segments of rock walls or culverts must retain good integrity of design, materials, and craftsmanship to be listed through this Historic Context. A small segment of rock wall in an isolated setting, or that once belonged to a much longer section of wall, is not likely eligible. Rockwork must clearly express the aesthetic, design, and craftsmanship typical of the thematic period in which it was constructed.

Rockwork must retain craftsmanship typically associated with the CCC, WPA, and PWA periods of highway development. These historic rock features are notable for their high quality design and artistic tooling, shaping, and alignments. Eligible segments must demonstrate their original craftsmanship.

Secondary Road Elements

Secondary road elements include single-span bridges, drainage elements, such as grates and established drains, guard rails, culverts, pedestrian walkways and sidewalks, medians, cattle guards, railroad crossings, ferry landings, and historic road signs.

Secondary road elements appear less prominent than primary engineering features, but still convey significance aspects of the highway. These resources are sometimes repetitive, but not necessarily ubiquitous. The 1920s bridges, for example, lie in various locations along the highway, but several were replaced in the 1970s, and have thus become increasingly rare highway resources. A concentration of

six bridges along a single segment in Tillamook County were constructed in 1951 as part of a single project to modernize the highway. This upgrade greatly improved trucking access for the region's dairy and logging industry and critically impacted the region's post-World War II economy, making the series of bridges potentially significant as a thematic grouping.

Urban Considerations

Historic sidewalks, walkways underneath bridges, drainage systems, signs, and medians are found within urban communities. These rare objects hold significance for their association with original highway development and historic alterations. For instance, the use of medians and planting strips, which gained popularity during the 1940s, is a significant theme. Pedestrian access points along, near and under bridges, which became popular in the 1930s, is also a significant theme. Urban resources require analysis within their setting. If the setting has been significantly altered, the resources may still be eligible if they retain high integrity of design, materials, and workmanship. Features having limited alteration may be listed only if their physical setting retains good integrity, or if the feature is the last remaining example of a type.

Rural Considerations

Common road elements within rural areas include crossings over small creeks and rivers, as well as box culverts, cattle passes, and limited waysides. The bridges in these areas must date to the historic period, but will not likely express high styles or elaborate designs. Most historic bridges along these rural highway segments date to the 1920s during the highway's early establishment or after World War II as part of significant highway upgrades and realignments. Although less documented and researched than the more elaborate, expensive and prominent bridge structures, these rural bridges may be eligible for their association with agricultural development. Rural bridges are eligible for listing through this Historic Context if they retain good integrity of materials, design, setting, and association. Eligible rural bridges may have had stabilization measures or additional guardrails applied as long as those alterations still allow the bridge to clearly convey its design intent and purpose. These bridges usually have minimal decorative features, and any rural bridge with associated wood or stone detailing is considered exceptionally significant as a rare resource. Slab, beam, and girder bridges situated along the US 101 corridor would be evaluated separately under ODOT's *Slab, Beam, and Girder Bridges in Oregon Historic Context Statement*.⁸⁰⁶

Cattle passes, a relatively rare resource type, reflect the rural agricultural geographic regions along the highway, primarily in Tillamook and Douglas counties. Reconnaissance fieldwork along US 101 in 2014 identified concrete or galvanized metal cattle passes with a various states of integrity. Common cattle pass design characteristics include a board-formed concrete tunnel structure lined with corrugated metal and small wooden and metal fences at either end of the tunnel guiding the animals through. The highway is elevated slightly around these points, making them easily identifiable from the roadway. In some cases, they overgrown, difficult to locate and have fallen into disuse. An eligible cattle pass would retain good integrity of design, materials, and setting. Passes may have had minor alterations,

⁸⁰⁶ Kramer, George, *Slab, Beam, and Girder Bridges in Oregon Historic Context Statement* (Salem, OR: Oregon Department of Transportation) 2004.

particularly related to damage inflicted by the cattle, or stabilization of the highway above. An eligible cattle pass would likely maintain its historic use, but could still be eligible if it no longer functioned but retained excellent physical integrity and was in use during the historic period.

Fieldwork also identified a single concrete fish ladder at the Sailing Creek Culvert at mile post (MP) 81.71 in Tillamook County. It consists of a board-formed structure with metal and wood reinforcement and four defined ladder levels on the highway's east side. There is also an associated stone retaining wall to the northeast, with earthen and concrete support to the west. Further investigation is recommended to determine the potential significance of this feature.

Other rural features such as culverts may be potentially eligible if they retain good integrity of design and materials. Similar to other rural elements, alterations to these features necessary for routine highway maintenance do not defeat eligibility if those features clearly convey their design intent and historical significance. Culverts would likely be eligible as a contributing element to a larger significant highway segment.

Common Alterations

Common alterations have occurred to highway related elements. Some of these alterations are linked to historical themes such as increasing highway demands following World War II and may be part of the highway's significant development. Other alterations are acceptable if they do not detract from the overall significance of the highway element or those features that allow it to convey its original design and function.

One major alteration that has occurred along most of the highway is the widening of the roadbed. Some historic features have been obscured by this widening, which, if the widening occurred after the period of significance, would make the feature not eligible.

The evolution of construction materials associated with highway design requirements and nationwide transportation standards is required for safe and efficient travel. These necessary upgrades have resulted in an overall loss of wood road elements associated with the highway. Wood plank roads, bridges, and guard rails have largely been replaced with other materials. Because of their rarity, historic wood road elements associated with bridges, guards rails, or historic highway signage are particularly significant if they retain good integrity of design, materials, and craftsmanship; even if integrity of setting has diminished.

US 101 road elements previously determined eligible for listing in the NRHP:

- Old Youngs Bay Bridge, 1921
- Highway 101 Bridge, 1931, described as south of Tillamook Cheese Factory in OHSD
- Highway 101 Bridge (#2), 1931, Wilson River Slough Bridge
- Sea Lion Point Rock Wall, 1932
- Cape Creek Tunnel, 1932

Road elements with good integrity that are recommended for further study to determine eligibility:

- Neahkahnie Mountain Road and Rockwall, 1943
- Arch Cape Tunnel, 1937
- Cape Perpetua Half Viaduct, 1931
- Coquille River (Bullards) Bridge, 1952
- West Beaver Creek Bridge, 1914 and 1935
- Cummins Creek Bridge, 1931
- Reinhart Creek Bridge, 1954

*Community Development*⁸⁰⁷

The use of distinct time periods is unnecessary for discussing community development resources, as long as the highway's existing alignment through an urban community occurred during the historic period of significance. A significant community development resource may fall into multiple temporal and thematic periods if it clearly conveys its significance of design, materials, and craftsmanship. Integrity of setting, association, and feeling are particularly important elements for evaluating community development resources.

An example of an eligible community development resource would be a historic Main Street or commercial district located along a historic highway segment, where the highway is a significant component of the district's historic development. Within an eligible commercial district, businesses must reflect the historic period of significance and retain good overall integrity. A commercial district may have been altered over time, but must retain overall integrity of setting, association and feeling. These buildings are a component of the setting and their integrity reflects the integrity of the entire district.

Although not within the scope of this Historic Context, residential and commercial buildings may be individually eligible if they are contextually associated with the highway's development and retain all aspects of integrity to convey this association. Hotels, privately held campgrounds and motor courts, resorts, gas stations, vehicle service shops, and convenience stores are potential resources that may be associated with the development of US 101. Gas stations and service shops from the historic period of significance hold particular importance based on their scarcity. Eligible commercial resources must still retain their intended use, but a resource that has been adaptively reused and retains physical integrity may also be eligible for listing. An example of this would be a historic gas station that has been reused as an antique store or coffee shop, but still retains the majority of its materials, design, and association.

Schools, post offices, and other public government related structures are additional resource types that may be historically associated with the highway. An example of this would be a post office located along the highway soon after its completion through a town, if it can be clearly demonstrated that its location was chosen because of its proximity to the highway.

⁸⁰⁷ The scope of this Historic Context was limited to publicly owned highway-related resources and although extensive research was conducted in relation to community development and growth, no detailed analysis has been done on the private, commercial, or residential structures and features associated with the highway. Such investigation is highly recommended.

Community development includes a broad thematic spectrum that permits inclusion of districts or individually eligible buildings, objects, or sites. In order for such properties to be listed under this Historic Context, research, identification, and evaluation through comparative analysis must demonstrate the property's significance within the highway's larger historic context. Previous surveys conducted in coastal towns:

- Nelscott Strip Commercial Historic District, Lincoln County (1929), previously determined eligible
- Newport Art Deco District, Lincoln County (c. 1930), previously determined not eligible, but local historic preservation planning efforts are in place, and may include individually eligible associated resources
- Tillamook Downtown Commercial Historic District, Tillamook County (1880), previously determined not eligible, but may include individually eligible associated resources.
- Gardiner Historic District, Douglas County (1870), previously listed in the NRHP; this District is located directly along US 101, but its primary development relates to rail transport and is not associated with US 101..
- Wedderburn, Curry County (1895), previously determined eligible, but its period of significance is not associated with US 101..
- Hobsonville, Tillamook County (1880), previously determined eligible but its period of significance is not associated with US 101.
- North Bend Business District, Coos County (1880-1960).⁸⁰⁸ Previous survey work has shown that the North Bend Business District is not eligible as a historic district, largely due to the eligible historic resources along as highway as it passes through town. Some resources may be individually eligible and associated with US 101. In general, the town of North Bend was largely developed before the introduction of the highway and was not significantly related to highway development, even though individual buildings may include motor court hotels.
- Coos Bay (2011). Previous survey work has identified a potential historic district in Coos Bay's commercial core, and further research may help determine whether the highway is a contributing element to this district. Much like in North Bend, however, Coos Bay developed primarily before the highway's introduction, and many of the significant resources relate more closely to railroad, port, and logging activities. In the 1990s, the highway was divided through Coos Bay for north and southbound traffic, which may impact the eligibility of a highway-associated historic business district.

Many other towns along the Oregon Coast could benefit from future survey work to identify whether they would be eligible for listed in relation to the development of US 101 as defined by this Historic Context.

⁸⁰⁸ Both North Bend and Coos Bay were surveyed by the Oregon SHPO at the time that contributing author Leesa Gratreack, AECOM, was working for the Office. Impressions given about these towns are based on her personal experience surveying these towns.

In addition, many towns, particularly along the Northern Oregon Coast, were affected by the development of rail travel. Although a town's historic main street may be located along the highway, the highway generally parallels the railroad, which often precipitated the community's establishment and development. In many older towns where the railroad has this impact, a highway-associated historic district or Main Street is unlikely, even though certain resources may be individually eligible for their association with US 101.

Recreation

Eligible recreation-related properties must retain integrity of design, materials, craftsmanship, feeling, association, and setting. The abundance of recreation related resources associated with the highway requires a higher standard for evaluating the integrity of setting. Most recreation resources were altered throughout the historic period. These alterations, often directly associated with the highway's significant contextual themes, contribute to the resource's overall significance. View sheds, viewing points, and scenic corridors may also contribute to the significance of a recreation site, as well as its eligibility as a Cultural Landscape. Most recreation sites were established for the views they afforded, or for available beach access, both which are significant characteristics of highway-associated historic recreation properties. Eligible recreation resources include state parks, city parks with historical connections to the highway (like Azalea City Park in Brookings, which was once a state park), Forest Service and National Parks Service recreation areas and facilities, waysides, rest stops, viewpoints, campgrounds, commemorative historic sites, and recreational trails and paths.

Recreation properties include character-defining features of each chronological period outlined in this Historic Context. Eligible properties that developed over time may be associated with multiple chronological periods if the property retains integrity of the significant characteristics that define each period. For example, if a park was acquired in 1928 for its scenic qualities, developed by the CCC in 1938, and expanded to include campground facilities in 1952, the property may be eligible for its significance with early park development, the New Deal Era, and Post-World War II recreation. Additional alterations following the historic period, such as bathroom or campground upgrades, may not necessarily render a recreation property ineligible, but would require evaluation within the context of the resource's overall integrity.

Early Oregon Coast Highway Development

Few recreation resources were built between 1913 and 1920. This time period focused on initial highway construction, securing highway funding, and surveying potential highway segments.

The only designated recreation site dating to this time period is the Three Arch Rocks National Wildlife Refuge in Tillamook County, designated by President Theodore Roosevelt in 1907. It was the first National Wildlife Refuge designated west of the Mississippi and is one of the smallest National Wildlife Areas in the county.⁸⁰⁹ Although previously recorded in 1974 as an unevaluated resource, this property

⁸⁰⁹ U.S. Fish and Wildlife Service, "Three Arch Rocks National Wildlife Refuge," <http://www.fws.gov/oregoncoast/3archrocks/> [accessed December 12, 2014].

is likely eligible for its significant association with the growth of refuge designation as the first example on the West Coast.

Though no other recreation resources were identified during this time period, other sites related to early highway recreation may be found with further survey and research. Eligible resources must retain integrity of setting, feeling, and association. These resources may have been augmented or altered during the remainder of the historic period, making them significant under multiple chronological themes.

Growth of Parks and Waysides

Recreational development during this period primarily involved land acquisition for the preservation and future use of park lands. Characteristics of recreation resources within this period are more focused on the general setting, overall scenery, and location near the highway, as these factors likely led to the property's acquisition. Recreation facilities from this period would be primitive with little infrastructure. It is highly likely that resources related to this time period, 1921-1932, were augmented or altered during another time period, contributing to their multi-layered historic significance. Eligible resources must retain integrity of design, material, setting, feeling, and association of characteristics that define this chronological period.

New Deal and World War II

Themes of this time period relate to increasing demands on recreational facilities, public interest in additional infrastructure, and government-sponsored relief work associated with the CCC, WPA, and PWA. In addition, trails and interpretive kiosks, often designed and constructed by the CCC emerged as characteristics of this time period. CCC parks and facility infrastructural development in both state parks and National Forest recreation areas represent a particularly significant historical theme and often provide exceptional examples of design and craftsmanship. Characteristics include wooden features (fencing, structures, signs, tables, and benches), picnic areas (stoves, sinks, stonework including drinking fountains, outdoor kitchens and non-wooden tables and seating), parking areas (including grading work, curbing, and landscaping), trails, and commemorative features such as plaques. Many CCC-era parks exhibit decorative stonework. These smaller, and generally non-structurally significant, features differ from the stone walls built along longer stretches of highway, and thus require evaluation within the context of the specific park and use.

Eligible recreation facilities during this time period must retain sufficient material and design integrity to clearly convey the significance of these character-defining features. In general, the infrastructural elements constructed during this time period represent some of the most significant historical features associated with the highway and are recommended for further documentation and comparative analysis.

Post-World War II

Recreation characteristics of this period include park expansion of previously-established facilities through adjacent land acquisitions, campground development, and facility improvements, such as modern bathrooms, kitchen facilities, and fire pits. Newly established recreation resources represent unique strategies in automobile-oriented recreation, including the development of wayside buildings, scenic corridors, or parks of unique biological or conservation interest. Themes related to this time

period include the post-World War II recreation boom that stemmed from increased leisure time, the elimination of gas rationing, and the eradication of park restrictions due to government occupation in parks during World War II.

Eligible recreation sites related to this time period must retain integrity of design, materials, craftsmanship, setting, feeling and association to convey their association with post-World War II themes.

It is highly recommended that a full survey of all post-World War II recreation properties, campgrounds in particular, be conducted to better understand the integrity of these resources. A full survey will enable better planning as demands for expanded recreation facilities continue to increase. Campground developments demonstrate a significant theme in the US 101 historic context and may also represent significant cultural landscapes for their layered history and scenic beauty.

Depoe Bay Wayside, 1956

Only one building identified as a state wayside exists on the coast highway, the Depoe Bay Ocean Wayside, constructed in 1956 and listed in the NRHP. This resource is considered exceptionally significant and could be included within this Historic Context for its association with highway recreation, tourism, and post-World War II design elements.

Recreational resources previously determined eligible for listing in the NRHP:

- The Look-Out on Cape Foulweather, 1937
- Cape Sebastian Stone Wall and Sign, c. 1935
- Devil's Elbow State Park, 1894

Government

In general, all currently listed government-related structures adjacent to US 101 are closely connected with military activities and not highway development. These include Fort Stevens (1863-1947), Tillamook Bay Coast Guard Station (1942), and Port Orford's Coast Guard Station (1934). The Gold Beach Ranger Station (1936) is also listed on the National Register for its association with the CCC and the development of the Forest Service, but has no clear contextual connection to US 101.

Government interaction, legislation, funding, and support were very significant themes related to the highway's development; however, there are no previously identified resources associated with these themes as they relate to this Historic Context.

The following government-related resources have been deemed eligible for listing on the National Register:

- Cascade Head Experimental Forest Headquarters, c. 1936
- U.S. Coast Guard Boat House (Florence, Lane County), 1917
- Tillamook US Naval Air Station Blimp Base in Tillamook, 1942

10.0 RECOMMENDATIONS

General Recommendations

1. This context statement in part serves as a reference tool. The research methodology and bibliography outline the myriad research sources available throughout the state that contain valuable information on the coast highway's historic context. These sources should be referenced as part of more in-depth analysis and documentation of specific highway features.
2. Use this historic context as a tool for managing historic highway resources. In planning for upcoming work that impacts several resource types, such as box culverts or cattle passes, conduct an inventory and further research that can be added the historic context, particularly for resource types where the existing historical research provides only a surface-level documentation.
3. Conduct survey and inventory work to generate quantitative data on the integrity of historic highway features. The resource types outlined in this document can be categorized for either a large-scale survey project, or used to manage smaller survey endeavors of a single resource type, such as highway rock features, highway segments that pass through urban communities, or coastal state parks.

Recommendations for Cultural Landscapes

1. The Coast Highway, which is eligible for listing in the National Register of Historic Places as a cultural landscape, contains contributing and non-contributing elements. Several sections of the highway have been realigned, sometimes in several iterations, in a manner that may diminish the segment's integrity of location, setting, design, materials, workmanship, feeling and association. It is critical to assess the integrity of the right-of-way within the context of other highway elements, such as viewsheds and scenic areas, state parks, bridges, and rock walls, that may contribute to the overall significance and integrity of the coast highway as a cultural landscape.

Recommendations for Government Resources

1. It is recommended that the Cascade Head Experimental Forest Headquarters be further evaluated for its connection to US 101. The experimental forest has a significant association with the highway's development and contributes to its overall setting and scenic character. The headquarters building, which dates to 1936-1937, retains excellent integrity.
2. An additional government-related resource identified during 2014 fieldwork was the ODOT Reedsport Maintenance Station located at the intersection of US 101 and 11th Street in Reedsport, Douglas County. This facility dates to around 1945 and includes a horizontal, concrete block service building that appears to have most of its original windows. This unique building has a central, brick chimney stack and metal pivot windows. The roof was recently replaced and the interior of the structure was unavailable for further inspection. It is

recommended that this maintenance facility be formally surveyed to better evaluate its significance within the historic context of US 101.

Recommendations for Transportation Resources

1. Map all relocated sections of highway in GIS to assess integrity of historic highway alignment. Several sections were relocated during the period of significance and convey the dynamic nature of the highway during its historic development. Highway segments realigned outside of the period of significance may diminish aspects of the highway's integrity. Mapping the highway abandonment resolutions would aid in assessing the integrity of highway segments.
2. The Coast Highway bridges are well-documented using the National Register of Historic Places as an important recordation tool. This model may become useful as a tool for listing coastal state parks, highway segments with good integrity, or other individually significant highway features.
3. Rocky Creek to Otter Crest (Otter Crest Loop) (now a county road) is designated as part of the Oregon Coast Scenic Bikeway. This segment contains several historic highway-associated features and is a significant cultural landscape. It is recommended that ODOT collaborate with the Oregon Coast Scenic Bikeway program for interpretation or compliance measures on this segment as well as other abandoned significant highway segments that retain excellent integrity.

Recommendations for Community Development Resources

1. Specific communities identified during 2014 fieldwork warrant additional analysis regarding their historic association with highway development. The following is not a comprehensive list of all significant communities but provides a starting point for future survey work and research.
 - Seaside – The highway has been rerouted multiple times but currently lies within an alignment used during the historic period. Further research may identify a significant association between Seaside's commercial development and the evolution of the highway through the city.
 - Nehalem – US 101 passes directly through Nehalem on "H" Street and then makes a sharp turn onto 7th street. No survey work has occurred in this community, and the highway may have affected local community development.
 - Depoe Bay – US 101 passes directly down the town's Main Street. Perhaps more than any other coastal community, Depoe Bay's establishment is directly tied to the highway's development and the present community clearly demonstrates that link. Further research will further illuminate the city's connection to the highway.
 - Lincoln City – A formal survey of the highway through Lincoln City is highly recommended as both the highway's original alignment and historic relocations likely had tremendous impact on the growth and development of the city and its constituent communities. Lincoln City

experienced tremendous growth following World War II, stemming from US 101's development.

- Otter Rock – The highway has been relocated to bypass this community, but a long segment of the original “Old US 101” remains intact as Otter Crest Loop Road. A full survey and analysis of the highway’s impact on the town of Otter Rock and Otter Crest Loop Road is recommended.
- Yachats – The town’s development is oriented around US 101. A concentrated grouping of historic buildings remain along the town’s Main Street, making it a good candidate for future survey work.

The Oregon Historic Sites Database includes several historic properties, primarily residential and commercial buildings, with addresses along US 101. Further research is necessary to determine whether indirect historic associations connect these resources to the highway’s significant impacts on community development through tourism, industry, and commerce.

Recommendations for Recreation Resources

1. Many existing recreational properties are likely eligible for their significant association within the historic context of US 101. A full survey of all publically-owned recreation facilities along the Oregon Coast is highly recommended for a detailed comparative analysis and evaluation of individual significance. Although this is not a comprehensive list of potentially eligible recreation-related sites, the following facilities are recommended for further research and survey.
 - Samuel H. Boardman State Park (1949-1957): significant for its post-World War II development, layered ownership history, and spectacular scenic qualities.
 - Tillamook Head/Ecola State Park (1932-1978): significant for its layered historical development clearly linked to specific time periods-- CCC work, Post War youth employment-- and high scenic quality.
 - Oswald West State Park (1931-1976): significant for its layered historical development clearly linked to specific time periods, for CCC work, and for its high scenic quality.
 - Cape Lookout State Park (1935-1959): significant for its layered historical development, post-World War II development and youth employment, as well as for its spectacular scenic qualities.
 - Rocky Creek, Otter’s Crest, and Devil’s Punchbowl (1926; 1929 est.): though likely individually eligible for their layered historical development, good physical integrity and high scenic qualities, these three sites are closely thematically linked to Otter Crest Loop road and may be eligible as a district with the waysides and abandoned road segment together.

- Governor Patterson Memorial State Recreation Site (1931-1952): significant for its high scenic qualities, post-World War II recreation facilities, day-use facilities, and extensive trail network.
 - Muriel O. Ponsler Memorial State Wayside (1938-1939): though technically a commemorative site, this wayside is very significant as an excellent example of intact CCC work that has a unified design throughout the property. In addition, the wayside has a very unique design and very high scenic quality.
 - Azalea City (previously State) Park (1939-1970): this park is potentially significant for its connection to CCC work, local community development and tourism, and as a prized scenic recreation site with a strong local connection.
2. Several State Parks situated along the Oregon Coast Highway associated with CCC recreation development may be eligible for listing in the National Register under a specific MPD or within an MPD developed from this historic context that addresses all highway-associated resources.

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Appendix A: US 101 Coast Highway Resources in the Oregon Historic Sites Database

Appendix A: US 101 Coast Highway Historic Resources in the Oregon Historic Sites Database

| Property Name | Address/Location | City | County | Circa | Year Built | Eligibility | NR Status | Theme |
|--|-------------------------|-------------------|---------|-------|------------|-------------|-----------|---------------------------|
| Arch Cape Tunnel #2247 | Hwy 101 | Arch Cape vcty | Clatsop | c. | 1937 | NC | | Transportation |
| Astoria-Megler Bridge | Hwy 101 | Astoria | Clatsop | | 1966 | ES | | Transportation |
| Astoria Entrance Monument | Hwy 101 and W Marine Dr | Astoria | Clatsop | | 1925 | EC | | Community Development |
| Astoria Sesquicentennial Monument | Hwy 101 and W Marine Dr | Astoria | Clatsop | | 1961 | EC | | Community Development |
| Lewis & Clark Bridge, No. 0711 | Warrenton Hwy | Astoria | Clatsop | | 1924 | ES | | Transportation |
| Old Youngs Bay Bridge #330 | Warrenton-Astoria Hwy | Astoria | Clatsop | c. | 1921 | EC | | Transportation |
| Ecola State Park | Hwy101 | Cannon Beach | Clatsop | | 1806 | EC | | Recreation |
| Necanicum Bridge | Hwy 101 | Seaside vcty | Clatsop | c. | 1930 | ES | | Transportation |
| Wahanna Creek Bridge | Hwy 101 | Seaside | Clatsop | c. | 1930 | ES | | Transportation |
| The Bandon Fire | Hwy 101 | Bandon | Coos | | 1936 | EC | | Community Development |
| Hwy 101 | Hwy 101 | Bandon vcty | Coos | c. | 1935 | NC | | Transportation |
| Coos Bay Bridge | Hwy 101 | North Bend | Coos | | 1936 | ES | NRI | Transportation |
| Merci Train | 1220 Sherman Ave | North Bend | Coos | c. | 1875 | EC | | Early Transportation |
| Rogue River Bridge | Hwy 101 | Gold Beach | Curry | | 1931 | ES | NRI | Transportation |
| Gold Beach Ranger Station | Hwy 101 | Gold Beach | Curry | | 1936 | ES | NRI | Government/Forest Service |
| Cape Sebastian Stone Wall and Sign | Hwy 101 | Gold Beach vcty | Curry | c. | 1935 | EC | | Recreation |
| Roosevelt Coast Military Road | Hwy 101 | Port Orford | Curry | | 1924 | EC | | Transportation |
| Geisel Monument | Hwy 101 | Wedderburn | Curry | | 1856 | EC | | Recreation |
| Wedderburn | Hwy 101 & Old Hwy 101 | Wedderburn | Curry | | 1895 | EC | | Community Development |
| Gardiner Historic District | [District] | Gardiner | Douglas | | 1870 | ES | NRI | Community Development |
| Gardiner Historic Landmark | Hwy 101 | Gardiner vcty | Douglas | | 1974 | UN | | Recreation |
| Umpqua River Bridge No. 01822 | Hwy 101 | Reedsport | Douglas | | 1934 | ES | NRI | Transportation |
| Smith River Bridge | Hwy 101 | Reedsport vcty | Douglas | | 1936 | XD | | Transportation |
| Honeyman, Jessie M, State Park Historic District | Hwy 101 | Florence vcty | Lane | | 1936 | ES | NRI | Recreation |
| Siuslaw River Bridge | Hwy 101 | Florence vcty | Lane | | 1936 | ES | NRI | Transportation |
| Roosevelt Coast Highway | Hwy 101 | Florence vcty | Lane | c. | 1919 | ES | | Transportation |
| Sea Lion Point Rock Wall | 91650 Hwy 101 | Florence vcty | Lane | c. | 1935 | ES | | Transportation |
| Cape Creek Tunnel #3961 | Hwy 101 | Heceta Beach vcty | Lane | c. | 1932 | EC | | Transportation |
| Devil's Elbow State Park | Hwy 101 | Heceta Beach | Lane | | 1894 | EC | | Transportation |
| Sea Lion Caves | Hwy 101 | Heceta Beach | Lane | | | UN | | Recreation |
| Big Creek Bridge | Hwy 101 | Heceta Beach vcty | Lane | | 1931 | ES | NRI | Transportation |
| Cape Creek Bridge | Hwy 101 | Heceta Beach vcty | Lane | | 1931 | ES | NRI | Transportation |
| Depoe Bay Bridge | Hwy 101 | Depoe Bay | Lincoln | | 1927 | ES | NRI | Transportation |
| Depoe Bay Ocean Wayside | 119 SW Hwy 101 | Depoe Bay | Lincoln | | 1956 | ES | NRI | Recreation |
| Nelscott Strip Commercial Historic District | Hwy 101 | Lincoln City | Lincoln | | 1929 | EC | | Community Development |
| Yaquina Bay Bridge | Hwy 101 | Newport | Lincoln | | 1936 | ES | NRI | Transportation |
| Newport Deco District | Hwy 101 | Newport | Lincoln | c. | 1930 | NC | | Community Development |
| Cascade Head Experimental Forest Headquarters | 1912 Old Scenic Hwy 101 | Otis | Lincoln | c. | 1936 | ES | | Government/Forest Service |
| Rocky Creek Bridge | Otter Crest Loop Rd | Otter Rock vcty | Lincoln | | 1927 | ES | NRI | Transportation |
| The Look-Out on Cape Foulweather | Otter Crest Loop Rd | Otter Rock vcty | Lincoln | | 1937 | ES | | Recreation |
| Alsea Bay Bridge | Hwy 101 | Waldport | Lincoln | | 1936 | XD | | Transportation |
| Ten Mile Creek Bridge | Hwy 101 | Yachats | Lincoln | | 1931 | ES | NRI | Transportation |
| Roosevelt Coast Highway | Hwy 101 | Yachats vcty | Lincoln | c. | 1919 | EC | | Transportation |

Appendix A: US 101 Coast Highway Historic Resources in the Oregon Historic Sites Database

| Property Name | Address/Location | City | County | Circa | Year Built | Eligibility | NR Status | Theme |
|---|------------------|-----------------------|-----------|-------|------------|-------------|-----------|---------------------------------|
| US Coast Guard Station Tillamook Bay | Hwy 101 | Garibaldi | Tillamook | | 1942 | ES | NRI | Government/Coast Guard |
| Hobsonville | Hwy 101 | Garibaldi vcty | Tillamook | | 1880 | EC | | Community Development |
| Cape Falcon | Hwy 101 | Manzanita vcty | Tillamook | | | UN | | Recreation |
| Chasm (Neahkahnie Mountain) Bridge | Hwy 101 | Manzanita vcty | Tillamook | | 1937 | ES | NDE | Transportation |
| Necarney Creek Bridge | Hwy 101 | Neahkahnie Beach vcty | Tillamook | | 1937 | ES | NDE | Transportation |
| Taggart's Cape | Coast Trail | Neskowin | Tillamook | | 1893 | EC | | Early Transportation/Recreation |
| Tillamook Downtown Commercial Historic District | Tillamook | Tillamook | Tillamook | | 1880 | NC | | Community Development |
| Tillamook US Naval Air Station Blimp Base | Hwy 101 | Tillamook | Tillamook | | 1942 | EC | | Government/Military |
| Bridge No. 01500 | Hwy 101 | Tillamook | Tillamook | | 1931 | NC | | Transportation |
| Highway 101 Bridge | Hwy 101 | Tillamook | Tillamook | c. | 1931 | EC | | Transportation |
| Highway 101 Bridge (#2) | Hwy 101 | Tillamook | Tillamook | | | EC | | Transportation |
| Wilson River Bridge | Hwy 101 | Tillamook | Tillamook | | 1931 | ES | NRI | Transportation |
| Trask Toll Road | Hwy 101 | Trask | Tillamook | | 1911 | EC | | Early Transportation |

**Appendix B: US 101 Historic Photos
Clatsop, Coos, Curry, Douglas, Lane,
Lincoln and Tillamook Counties**

**Appendix B: US 101 Historic Photos Clatsop, Coos, Curry, Douglas, Lane,
Lincoln and Tillamook Counties**



Clatsop County, Hug Point, c.1910 (OSU Archives)



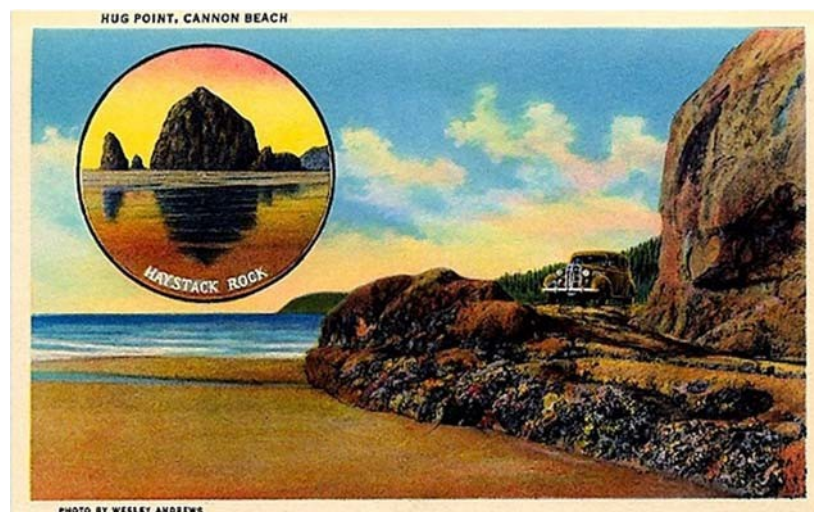
Clatsop County, Hug Point, c.1915 (OSU Archives)

Appendix B: US 101 Historic Photos Clatsop, Coos, Curry, Douglas, Lane, Lincoln and Tillamook Counties

**Appendix B: US 101 Historic Photos Clatsop, Coos, Curry, Douglas, Lane,
Lincoln and Tillamook Counties**



Clatsop County, Miles Crossing, 1923 (ODOT)



Clatsop County, Hug Point Post Card, c.1930 (Bygone Byways)

**Appendix B: US 101 Historic Photos Clatsop, Coos, Curry, Douglas, Lane,
Lincoln and Tillamook Counties**



Clatsop County, Seaside Post Card, c.1935 (ODOT)

**Appendix B: US 101 Historic Photos Clatsop, Coos, Curry, Douglas, Lane,
Lincoln and Tillamook Counties**



Coos County, Coquille to Marshfield, 1923 (ODOT)



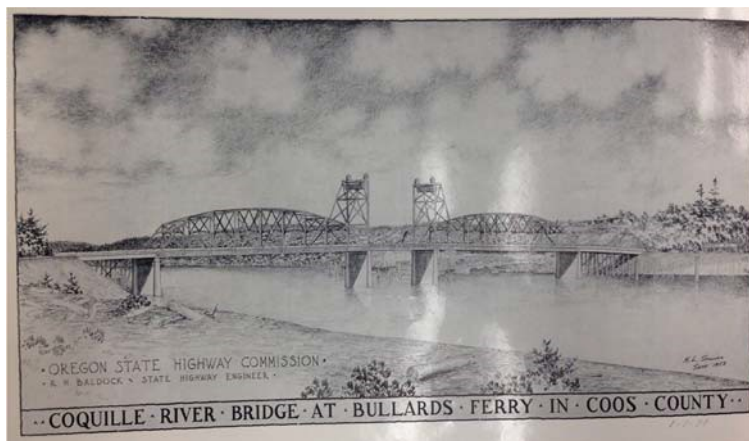
Coos County, Coquille to Marshfield, 1923 (ODOT)

Appendix B: US 101 Historic Photos Clatsop, Coos, Curry, Douglas, Lane,
Lincoln and Tillamook Counties



Core Pavement, One Mile
South of Marshfield

Coos County, Marshfield, c.1930 (ODOT)



Coos County, Coquille River Bridge, 1952 (ODOT)

Appendix B: US 101 Historic Photos Clatsop, Coos, Curry, Douglas, Lane,
Lincoln and Tillamook Counties



Coos County, Ten Mile Creek Bridge, 1952 (ODOT)



Coos County, China Camp Creek, 1953 (ODOT)

**Appendix B: US 101 Historic Photos Clatsop, Coos, Curry, Douglas, Lane,
Lincoln and Tillamook Counties**



Coos County, Hauser to North Bend, 1953 (ODOT)

Appendix B: US 101 Historic Photos Clatsop, Coos, Curry, Douglas, Lane, Lincoln and Tillamook Counties



Curry County, 1920 (ODOT)



Curry County, Gravel Road, 1920 (ODOT)

**Appendix B: US 101 Historic Photos Clatsop, Coos, Curry, Douglas, Lane,
Lincoln and Tillamook Counties**



Curry County, Brookings, 1920 (ODOT)



Curry County, Port Orford, 1923 (ODOT)

**Appendix B: US 101 Historic Photos Clatsop, Coos, Curry, Douglas, Lane,
Lincoln and Tillamook Counties**



Oregon Coast Highway, Curry Co. Rocky Coast N. of Humbug Mtn. 1923 HP-65 #12730

Curry County, Humbug Mt Area, 1923 (ODOT)



Oregon Coast Hwy., Curry Co. Cape Sebastian State Park 1929-32 HP-121 #94

Curry County, Cape Sebastian State Park, c.1932 (ODOT)

Appendix B: US 101 Historic Photos Clatsop, Coos, Curry, Douglas, Lane, Lincoln and Tillamook Counties

**Appendix B: US 101 Historic Photos Clatsop, Coos, Curry, Douglas, Lane,
Lincoln and Tillamook Counties**



Oregon Coast Hwy., near Frankport south, Curry Co. 1929-32 HP-92 #9m

Curry County, Frankport, c.1932 (ODOT)



Oregon Coast Hwy. Redwoods near Calif.-Oregon St. Line, Curry Co. 1929-32 HP-203 #914

Curry County, Redwoods, c.1932 (ODOT)

Appendix B: US 101 Historic Photos Clatsop, Coos, Curry, Douglas, Lane,
Lincoln and Tillamook Counties



Curry County, Battle Rock State Park, 1952 (ODOT)



Curry County, Brush Creek to Frankport, 1955 (ODOT)

**Appendix B: US 101 Historic Photos Clatsop, Coos, Curry, Douglas, Lane,
Lincoln and Tillamook Counties**



Curry County, Humbug Mt, ND (ODOT)

**Appendix B: US 101 Historic Photos Clatsop, Coos, Curry, Douglas, Lane,
Lincoln and Tillamook Counties**



Douglas County, Reedsport, c.1935 (ODOT)

**Appendix B: US 101 Historic Photos Clatsop, Coos, Curry, Douglas, Lane,
Lincoln and Tillamook Counties**

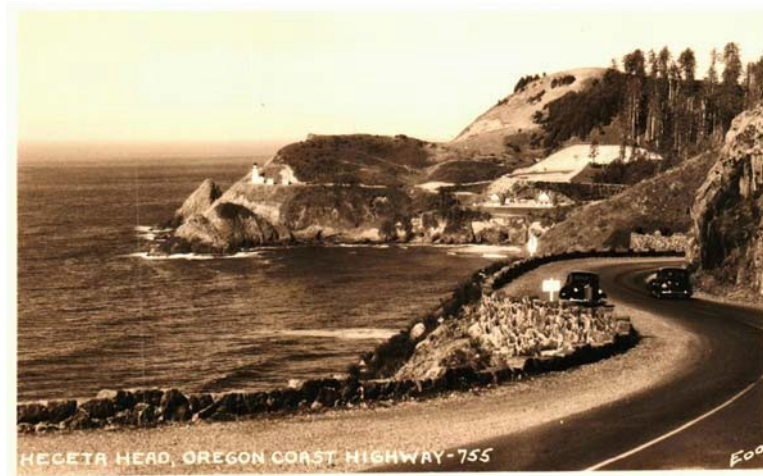


Lane County, Cummins Creek Bridge, c.1930 (ODOT)

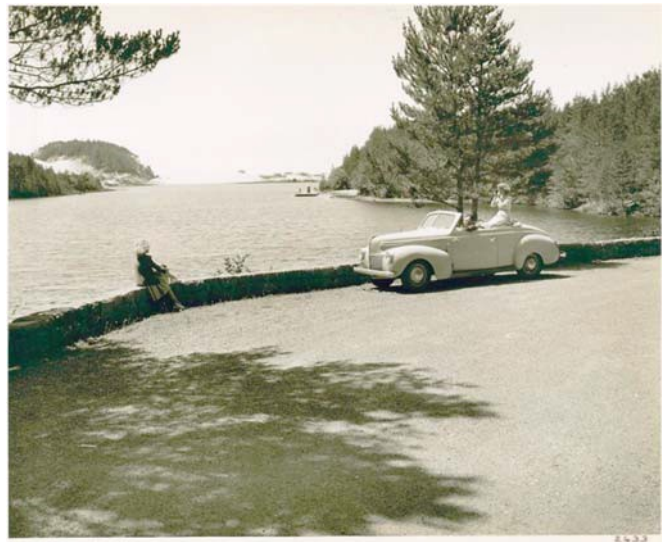


Lane County, Heceta Head, c.1930 (USFS)

**Appendix B: US 101 Historic Photos Clatsop, Coos, Curry, Douglas, Lane,
Lincoln and Tillamook Counties**



Lane County, Sea Lion Point Rockwall, c.1935 (ODOT)



Lane County, Honeyman State Park, c.1940 (ODOT)

**Appendix B: US 101 Historic Photos Clatsop, Coos, Curry, Douglas, Lane,
Lincoln and Tillamook Counties**



Lincoln County, Cape Perpetua, c.1914 (USFS)

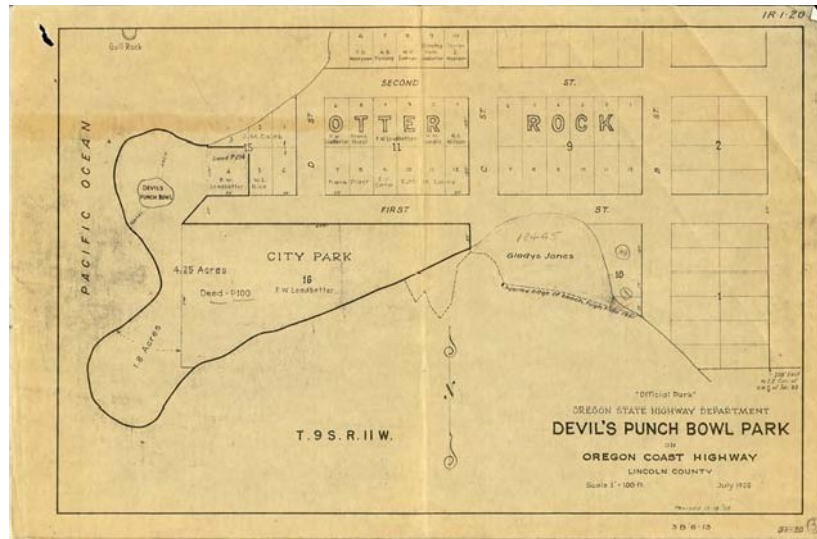


Oregon Coast Highway, Lincoln Co. 1920-23 HP-111 #310

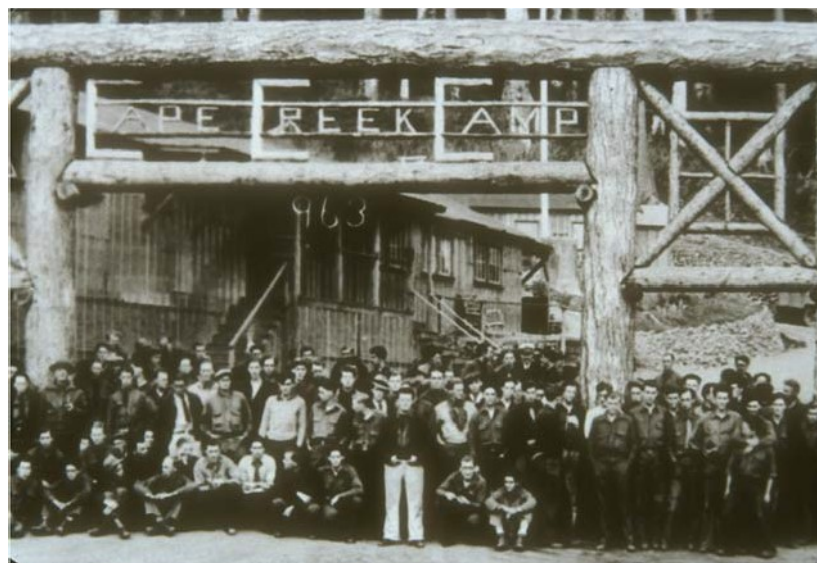
Appendix B: US 101 Historic Photos Clatsop, Coos, Curry, Douglas, Lane, Lincoln and Tillamook Counties

Lincoln County, Gravel Road, c.1923 (ODOT)

Appendix B: US 101 Historic Photos Clatsop, Coos, Curry, Douglas, Lane, Lincoln and Tillamook Counties



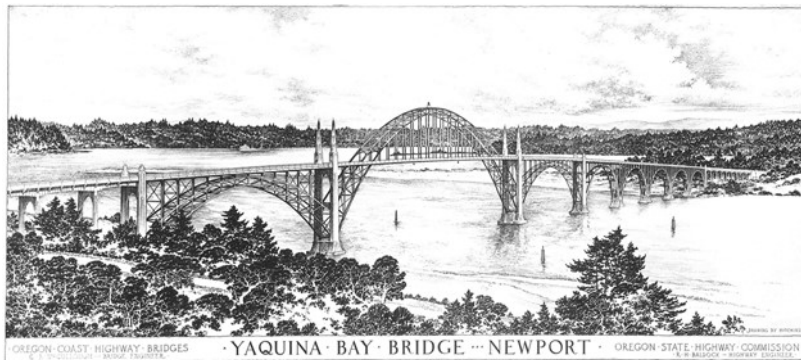
Lincoln County, Devils Punch Bowl, 1926 (ODOT)



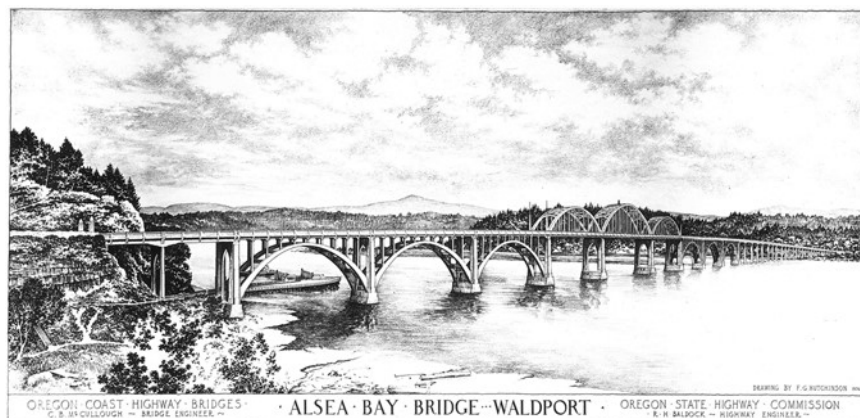
Lincoln County, Cape Perpetua, c.1932 (USFS)

Appendix B: US 101 Historic Photos Clatsop, Coos, Curry, Douglas, Lane, Lincoln and Tillamook Counties

Appendix B: US 101 Historic Photos Clatsop, Coos, Curry, Douglas, Lane, Lincoln and Tillamook Counties

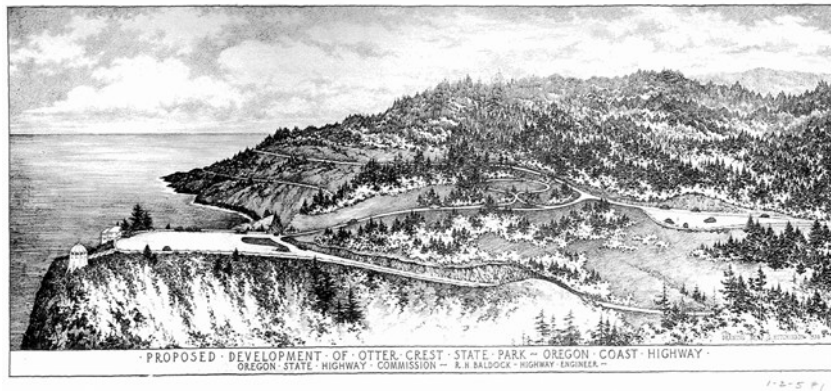


Lincoln County, Yaquina Bay Bridge, 1936 (ODOT)



Lincoln County, Alsea Bay Bridge, 1936 (ODOT)

Appendix B: US 101 Historic Photos Clatsop, Coos, Curry, Douglas, Lane, Lincoln and Tillamook Counties



Lincoln County, Otter Crest State Park Drawing, 1938 (ODOT)



Lincoln County, Cape Perpetua, c.1940 (ODOT)

Appendix B: US 101 Historic Photos Clatsop, Coos, Curry, Douglas, Lane, Lincoln and Tillamook Counties

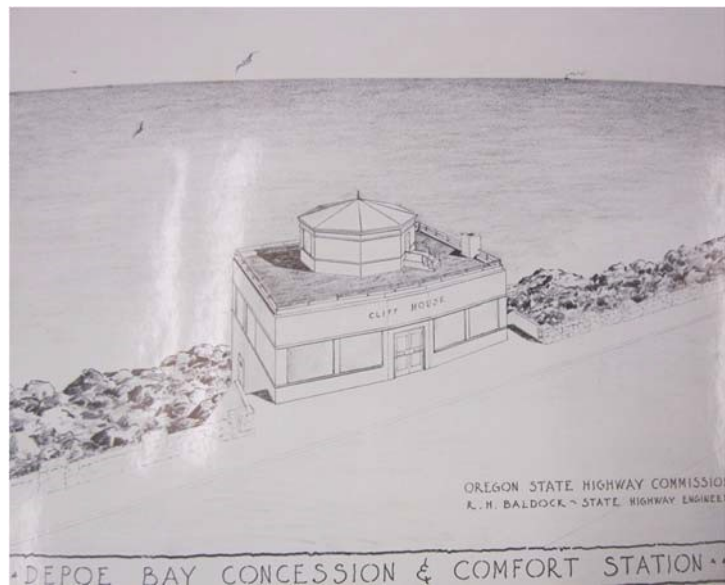


Lincoln County, Ocean Lake, 1949 (ODOT)



Lincoln County, Newport, 1952 (ODOT)

**Appendix B: US 101 Historic Photos Clatsop, Coos, Curry, Douglas, Lane,
Lincoln and Tillamook Counties**



Lincoln County, Depoe Bay Wayside, c.1956 (ODOT)



Lincoln County, Cape Perpetua, c.1960 (USFS)

**Appendix B: US 101 Historic Photos Clatsop, Coos, Curry, Douglas, Lane,
Lincoln and Tillamook Counties**



Lincoln County, Cape Perpetua, 1965 (USFS)



Lincoln County, Taft Construction, ND (ODOT)

**Appendix B: US 101 Historic Photos Clatsop, Coos, Curry, Douglas, Lane,
Lincoln and Tillamook Counties**



Lincoln County, South of Taft, ND (ODOT)



Lincoln County, Cape Perpetua, ND (USFS)

**Appendix B: US 101 Historic Photos Clatsop, Coos, Curry, Douglas, Lane,
Lincoln and Tillamook Counties**

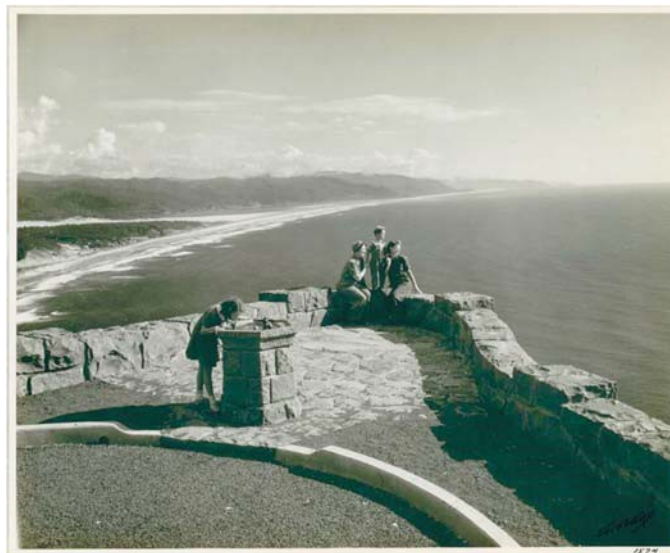


Lincoln County, Cape Perpetua, ND (USFS)



Lincoln County, Cape Perpetua, ND (USFS)

**Appendix B: US 101 Historic Photos Clatsop, Coos, Curry, Douglas, Lane,
Lincoln and Tillamook Counties**



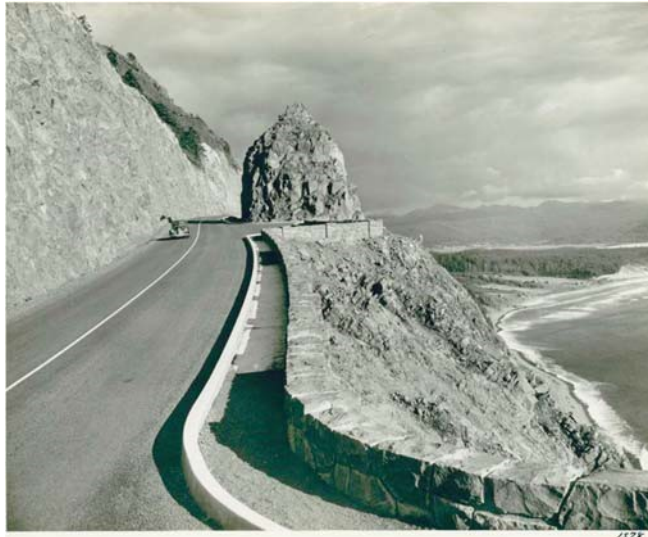
Tillamook County, Cape Lookout, c.1940 (ODOT)



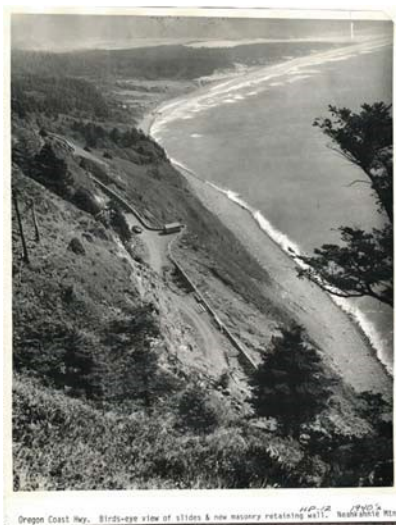
Tillamook County, Neahkahnie Mt, c.1942 (ODOT)

Appendix B: US 101 Historic Photos Clatsop, Coos, Curry, Douglas, Lane, Lincoln and Tillamook Counties

Appendix B: US 101 Historic Photos Clatsop, Coos, Curry, Douglas, Lane, Lincoln and Tillamook Counties

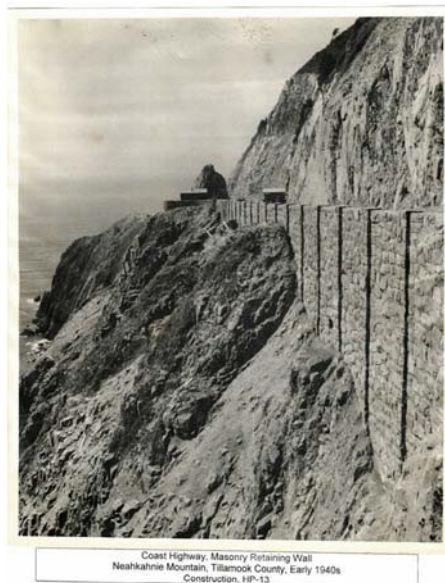


Tillamook County, Neahkahnie Mt, c.1943 (ODOT)



Tillamook County, Neahkahnie Mt, 1940s (ODOT)

**Appendix B: US 101 Historic Photos Clatsop, Coos, Curry, Douglas, Lane,
Lincoln and Tillamook Counties**



Coast Highway, Masonry Retaining Wall
Neahkahnie Mountain, Tillamook County, Early 1940s
Construction, HP-13

Tillamook County, Neahkahnie Mt, 1940s (ODOT)



Oregon Coast Hwy. Neahkahnie Mt. Aug. 1941 Oregon Coast Hwy. OSHD Const. Div. #1647 Rm

Appendix B: US 101 Historic Photos Clatsop, Coos, Curry, Douglas, Lane, Lincoln and Tillamook Counties

Tillamook County, Hebo Rock Quarry, 1951 (ODOT)

**Appendix B: US 101 Historic Photos Clatsop, Coos, Curry, Douglas, Lane,
Lincoln and Tillamook Counties**

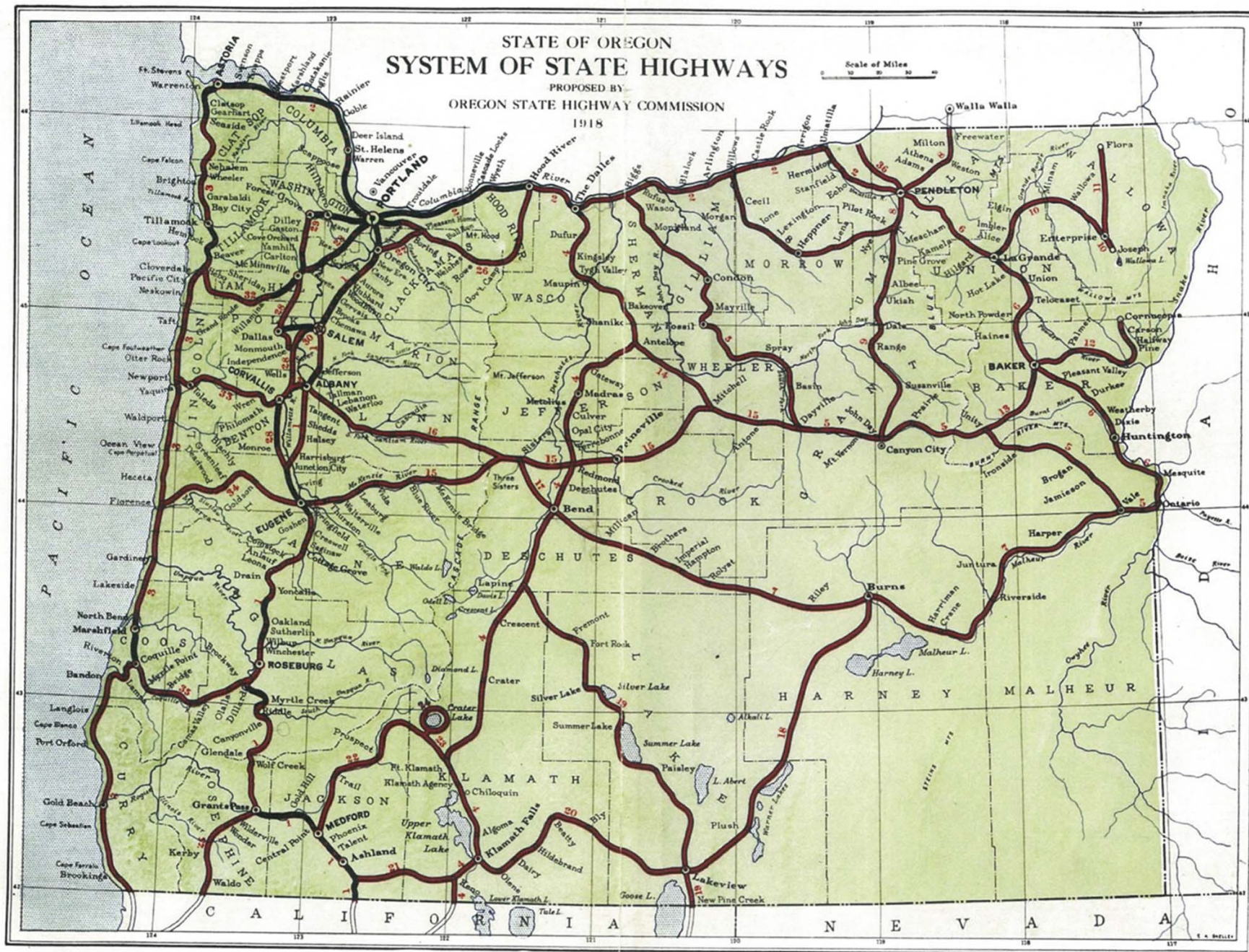


Unknown Location, Beach Vista, c.1934 (USFS)

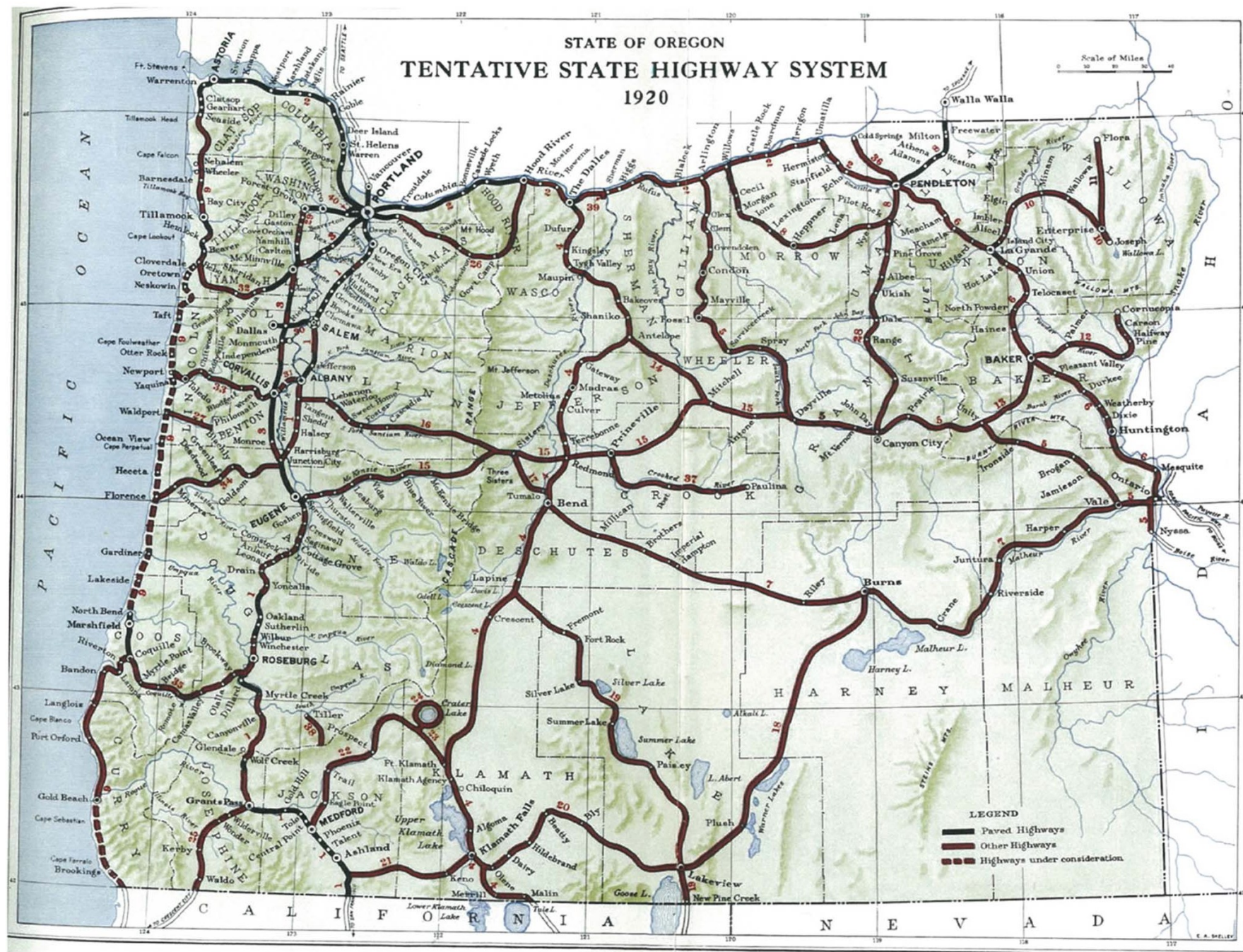
Appendix C: Oregon State Highway Commission Biennial Maps

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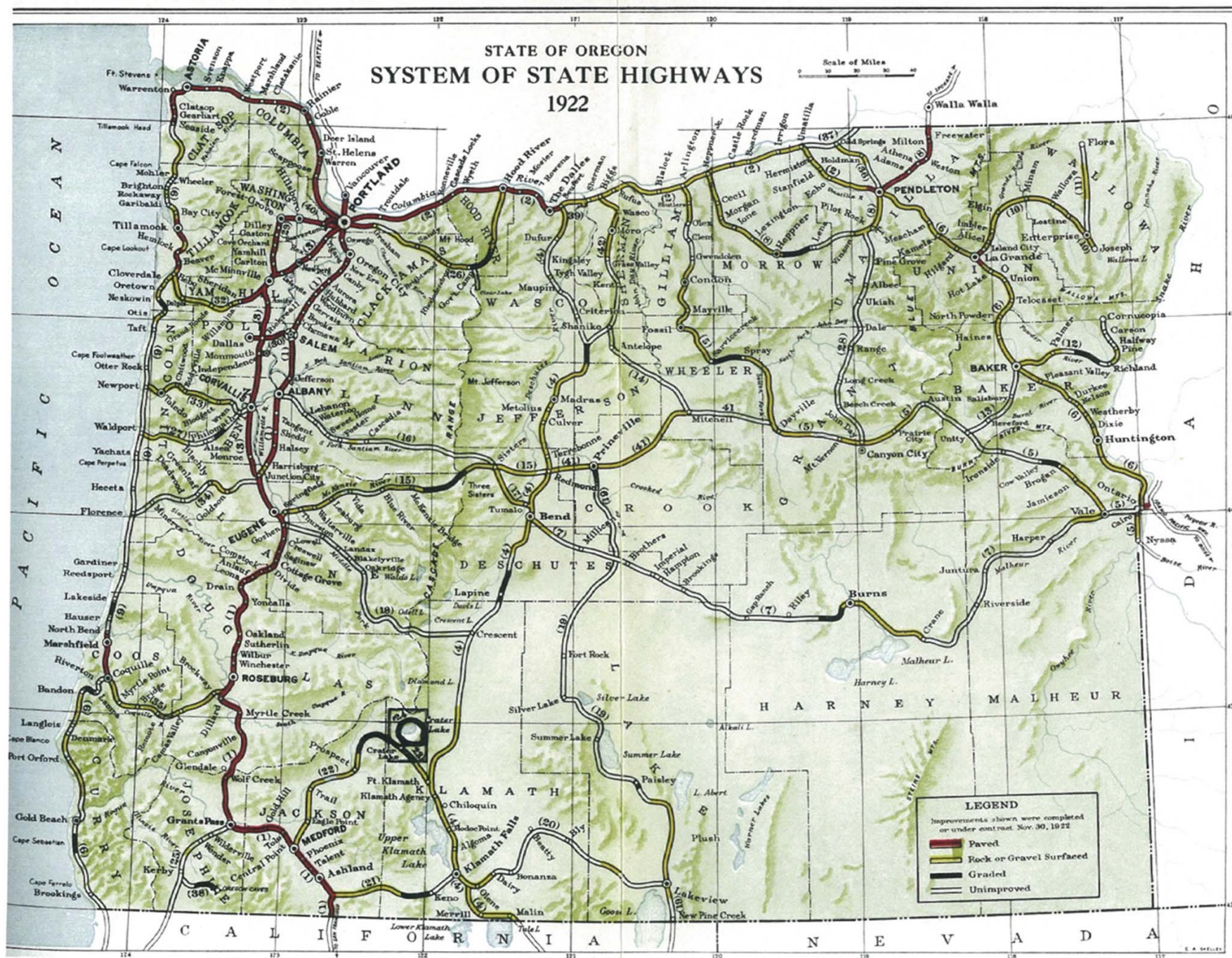
US 101 Coast Highway Historic Context, February 2015



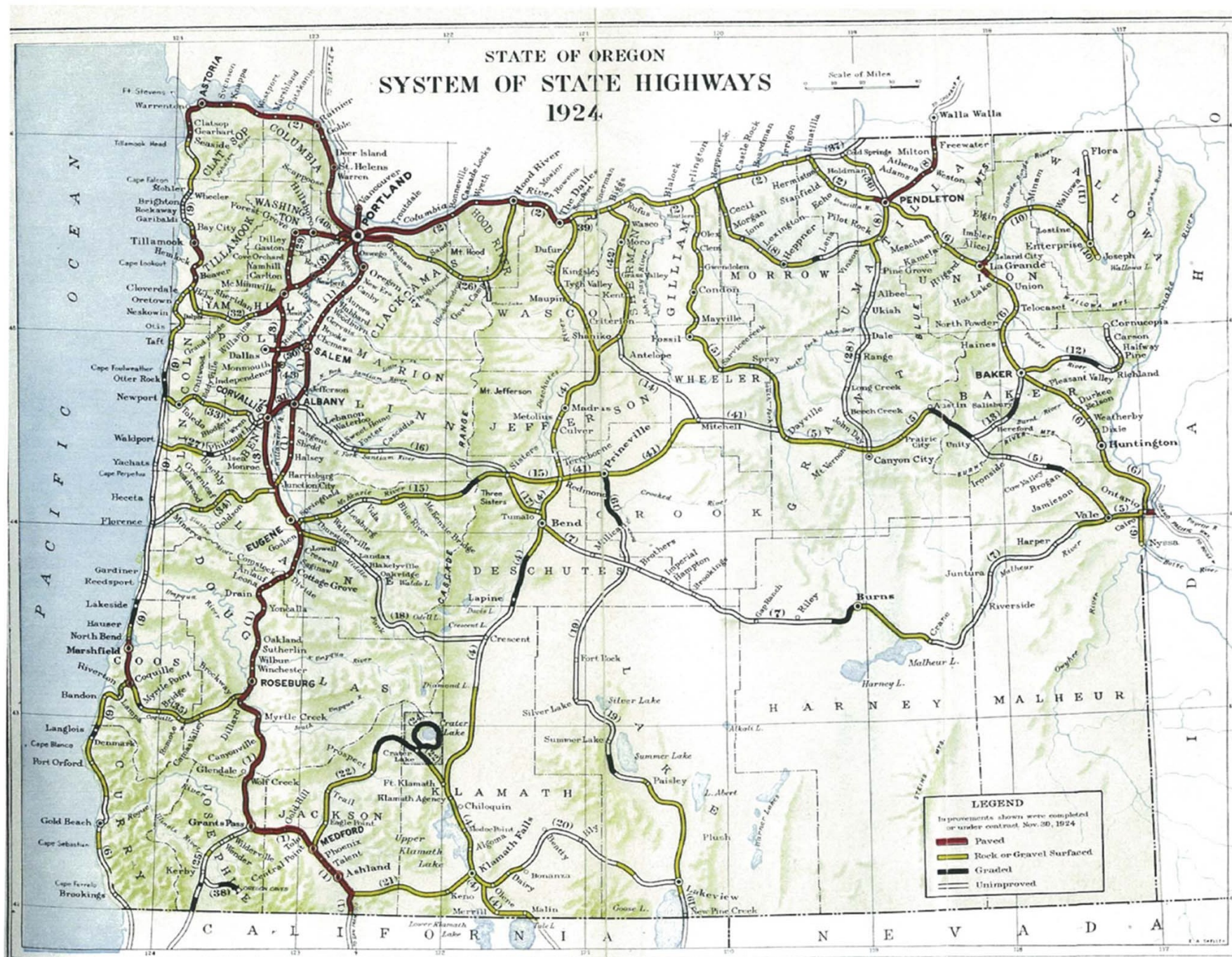
Appendix C: Oregon State Highway Commission Biennial Maps



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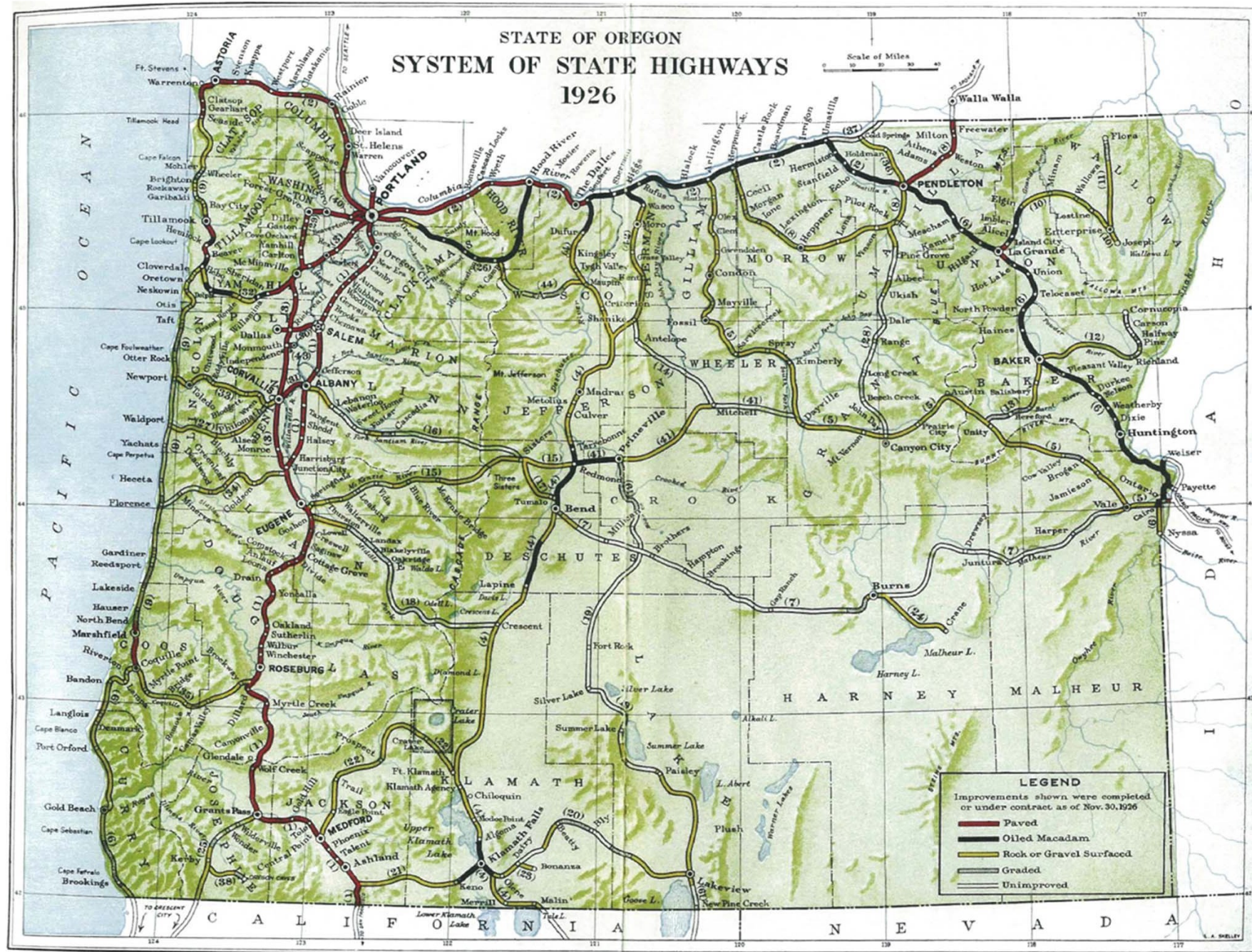


Appendix C: Oregon State Highway Commission Biennial Maps



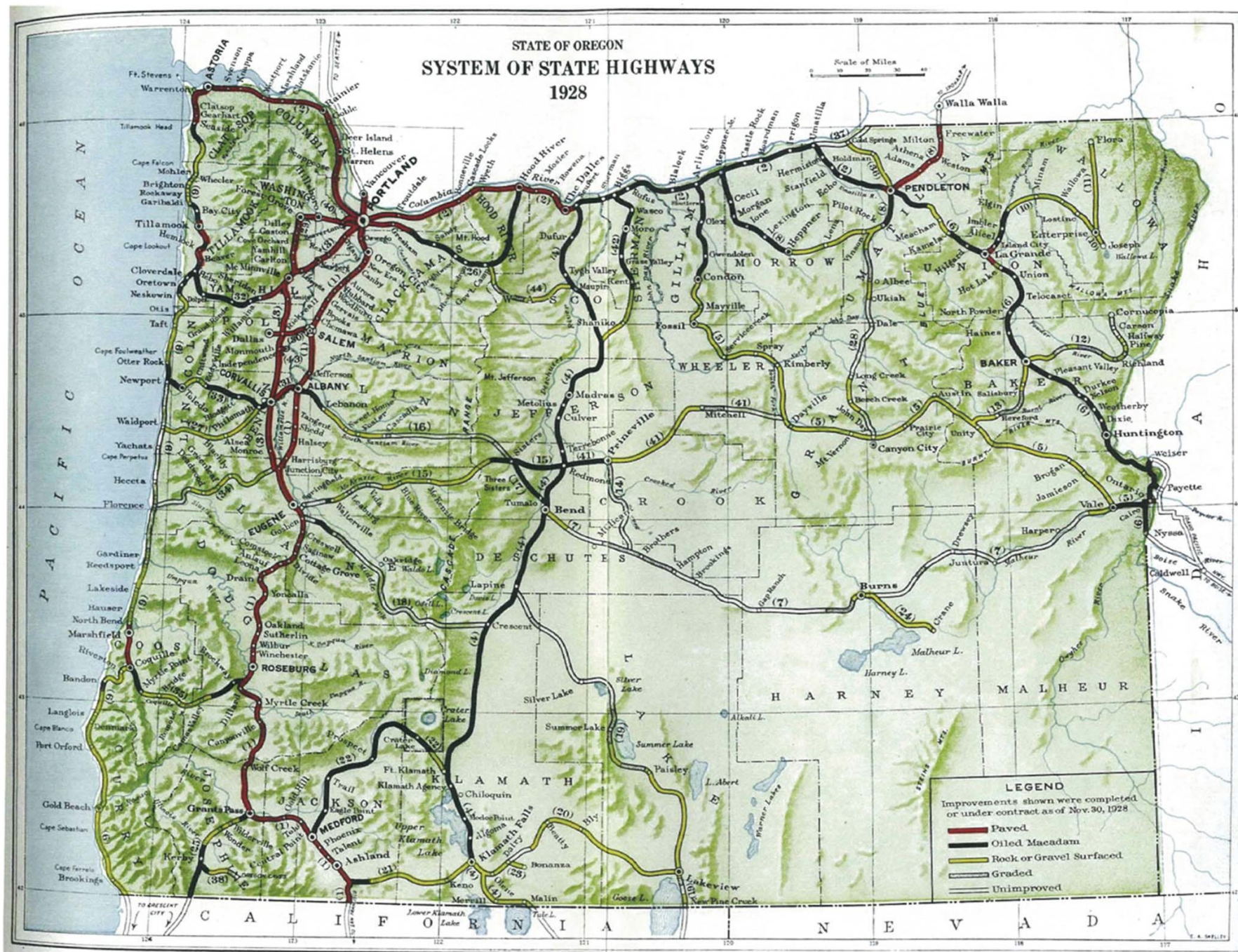
US 101 Coast Highway Historic Context, February 2015

Appendix C: Oregon State Highway Commission Biennial Maps



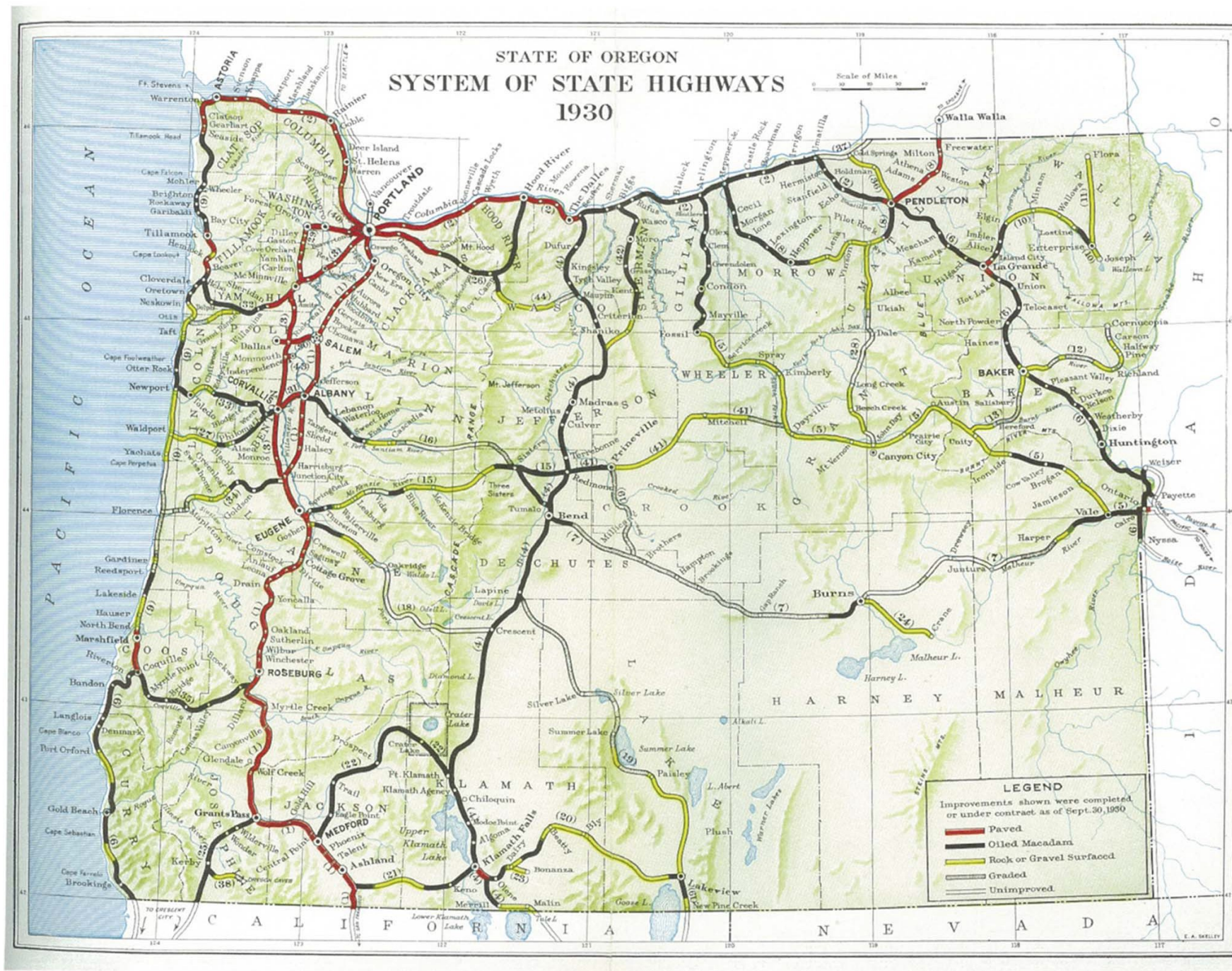
US 101 Coast Highway Historic Context, February 2015

Appendix C: Oregon State Highway Commission Biennial Maps

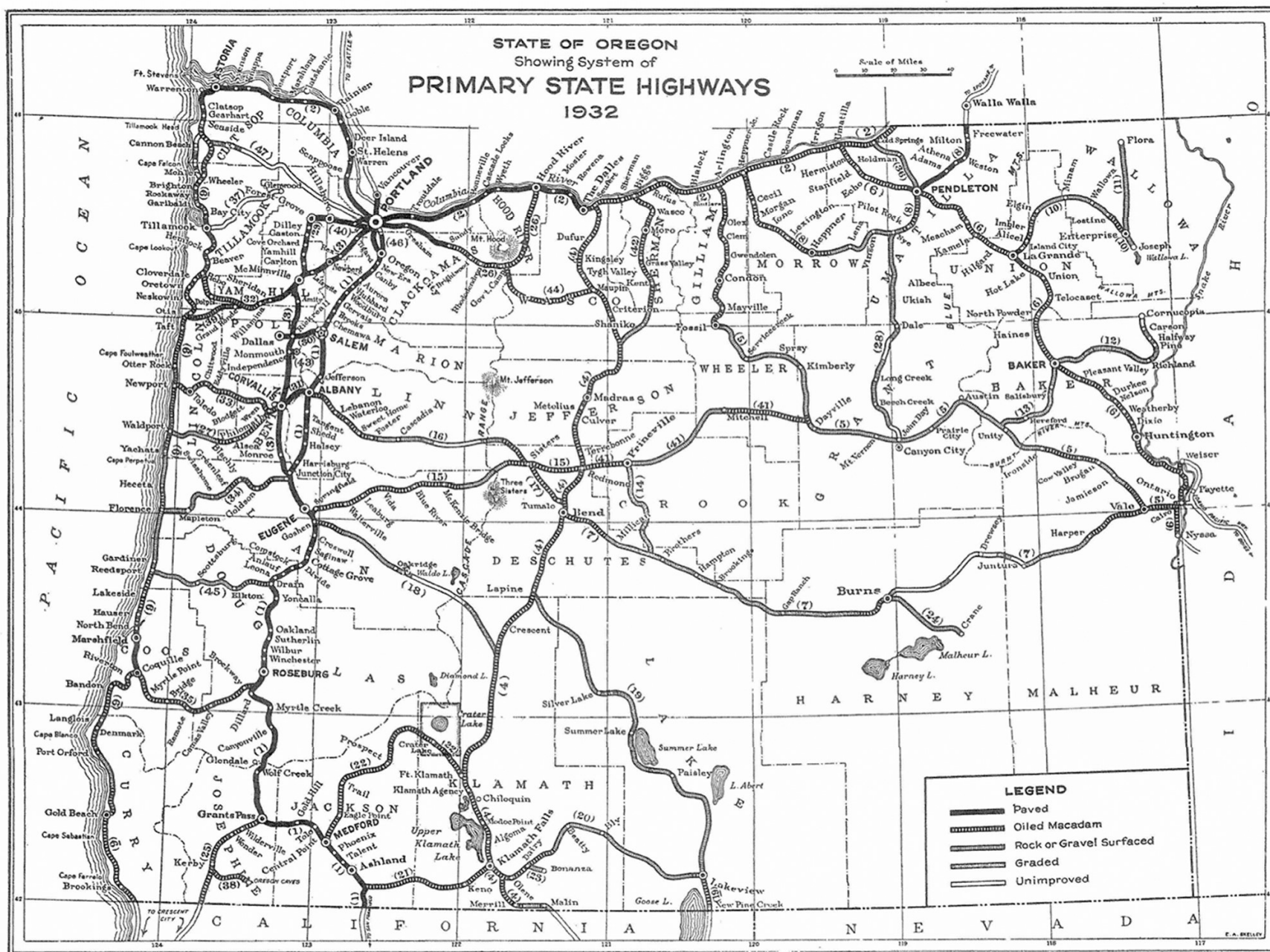


US 101 Coast Highway Historic Context, February 2015

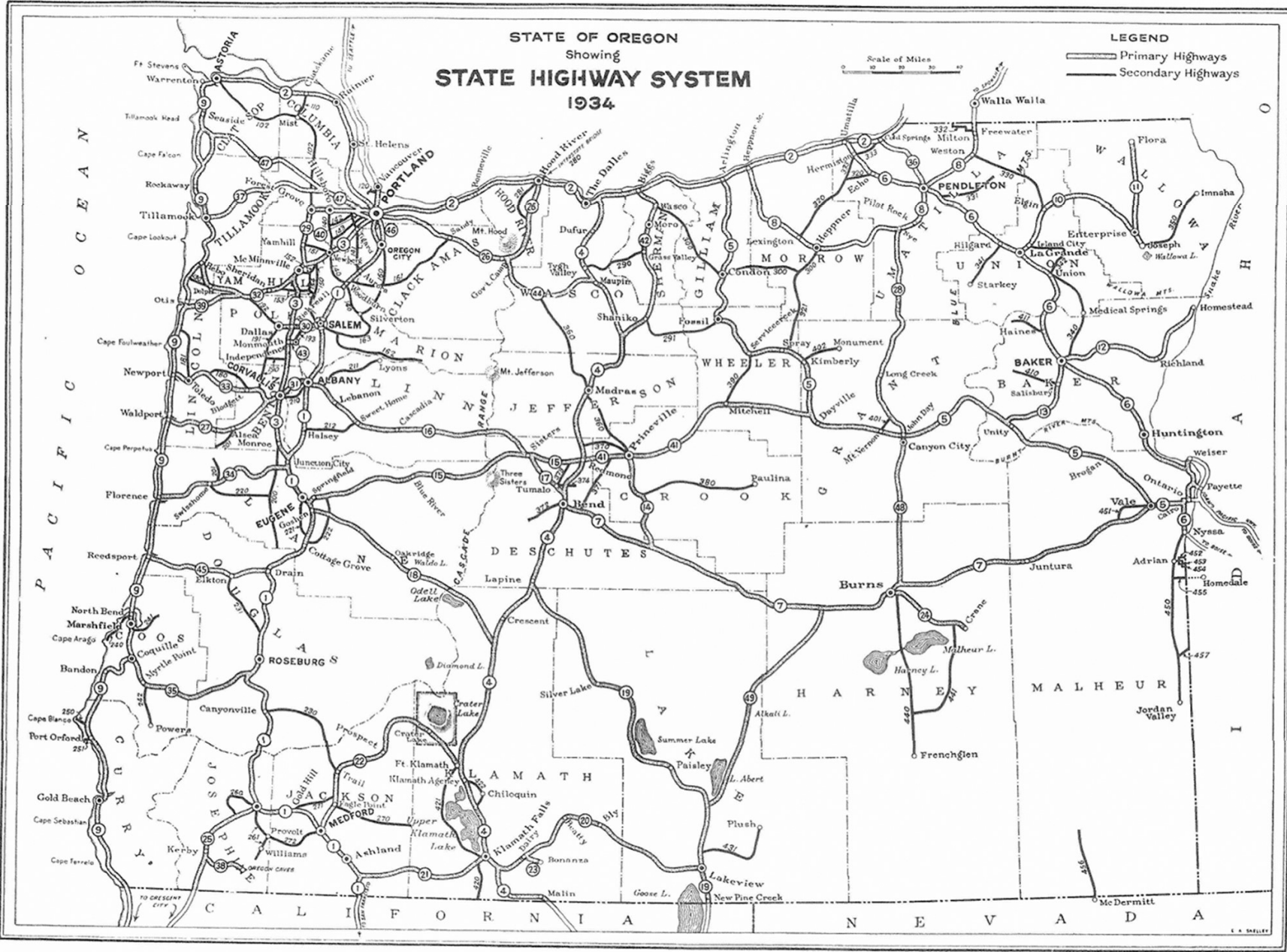
Appendix C: Oregon State Highway Commission Biennial Maps



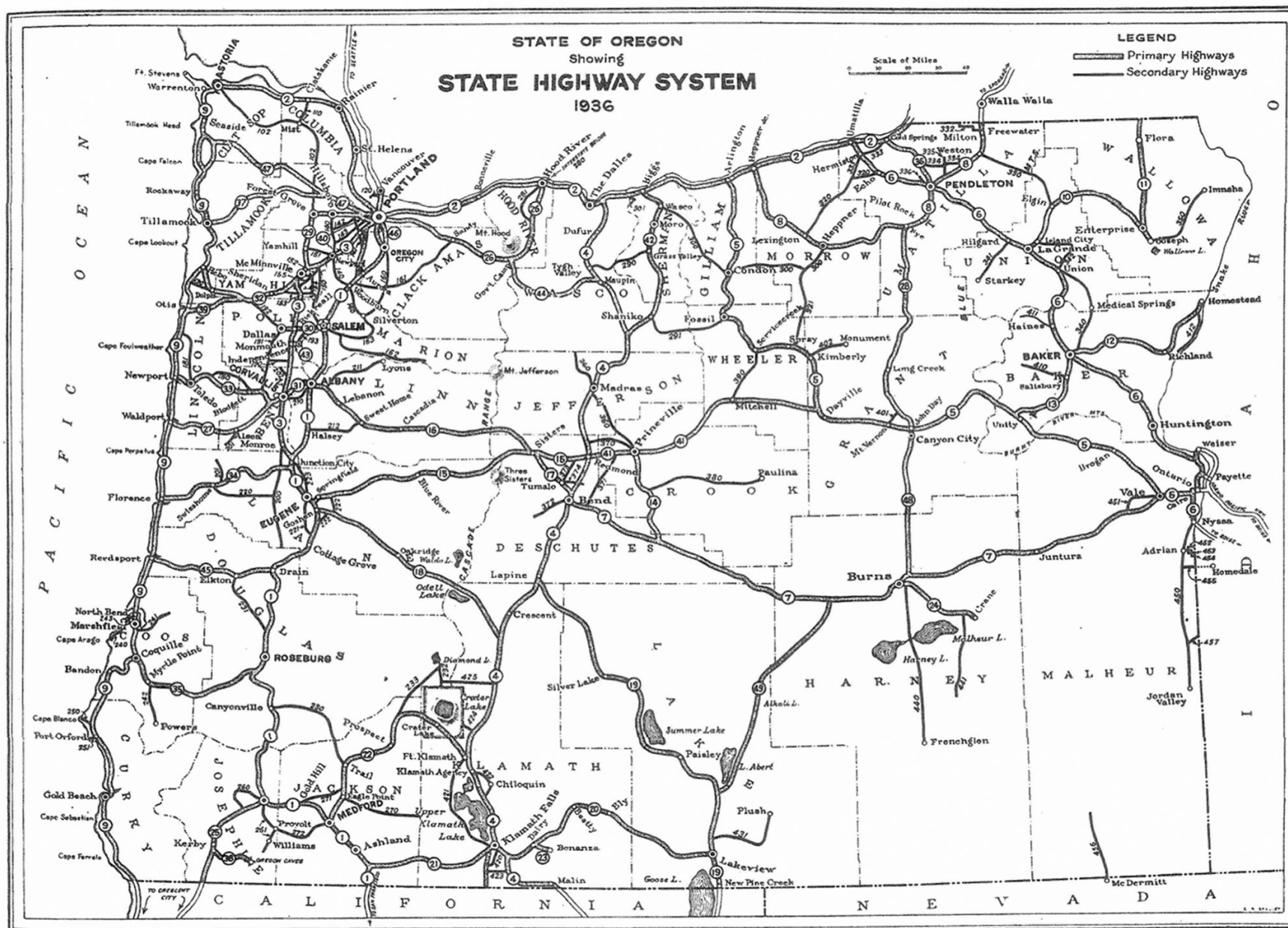
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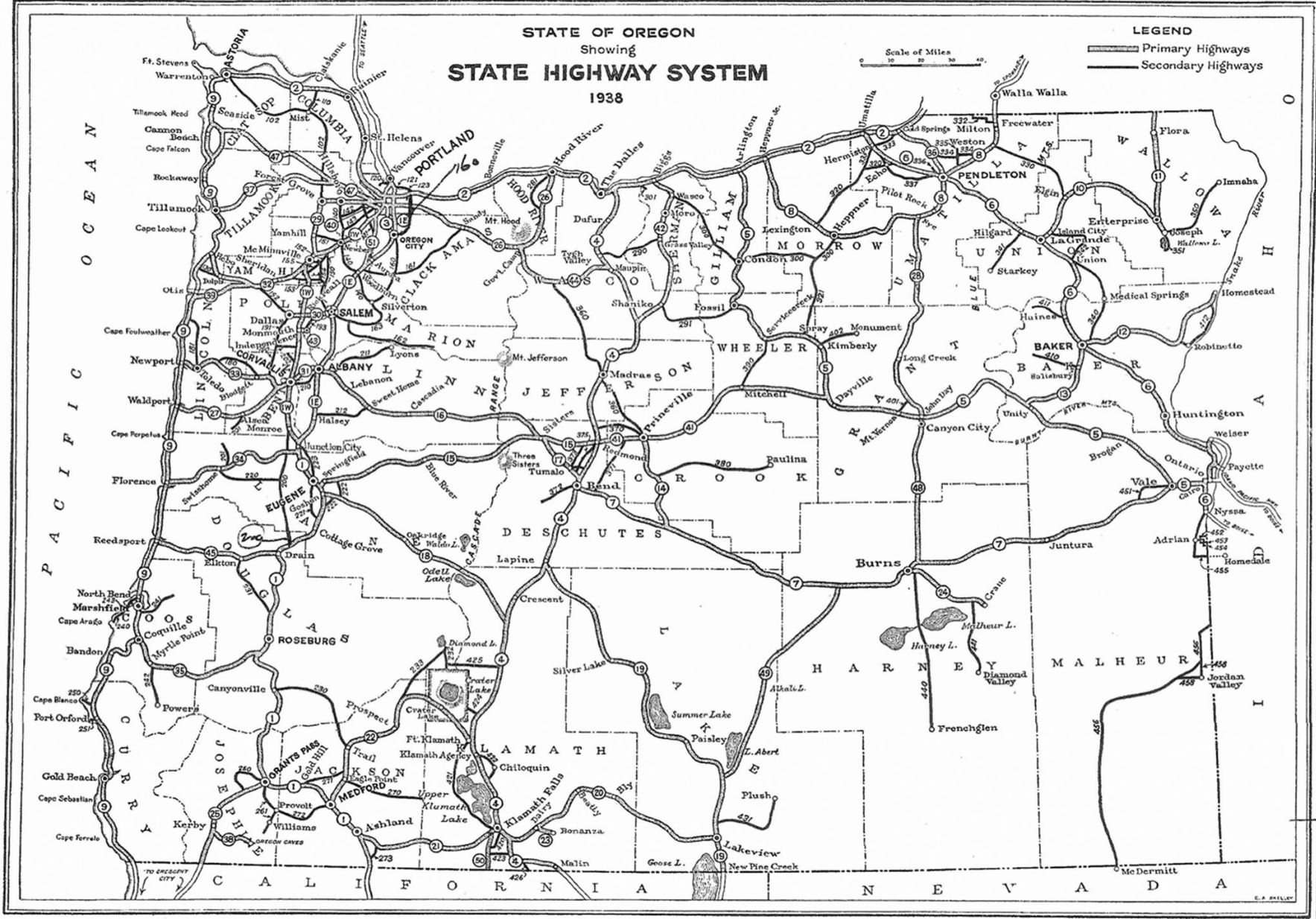
Appendix C: Oregon State Highway Commission Biennial Maps



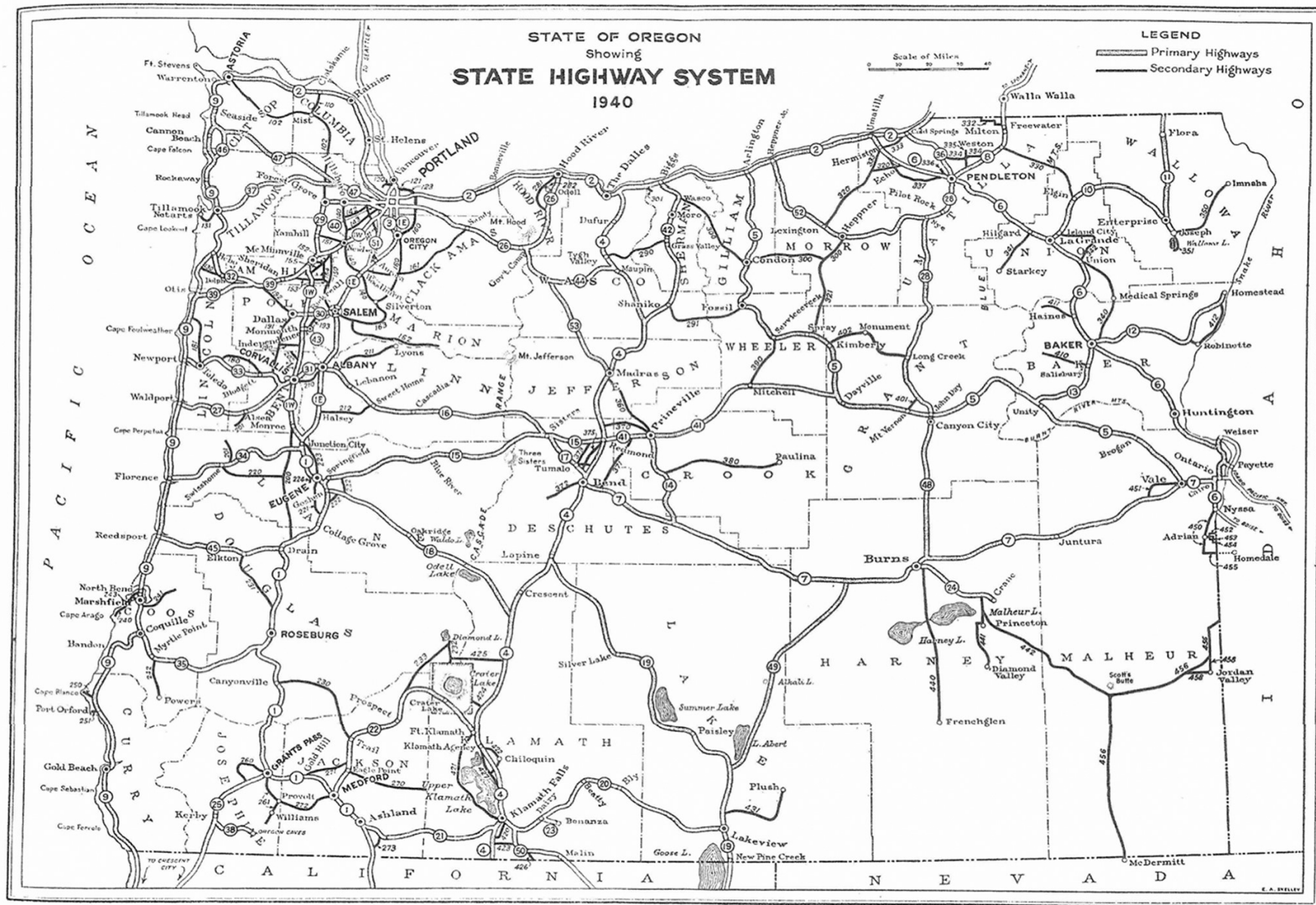
Appendix C: Oregon State Highway Commission Biennial Maps



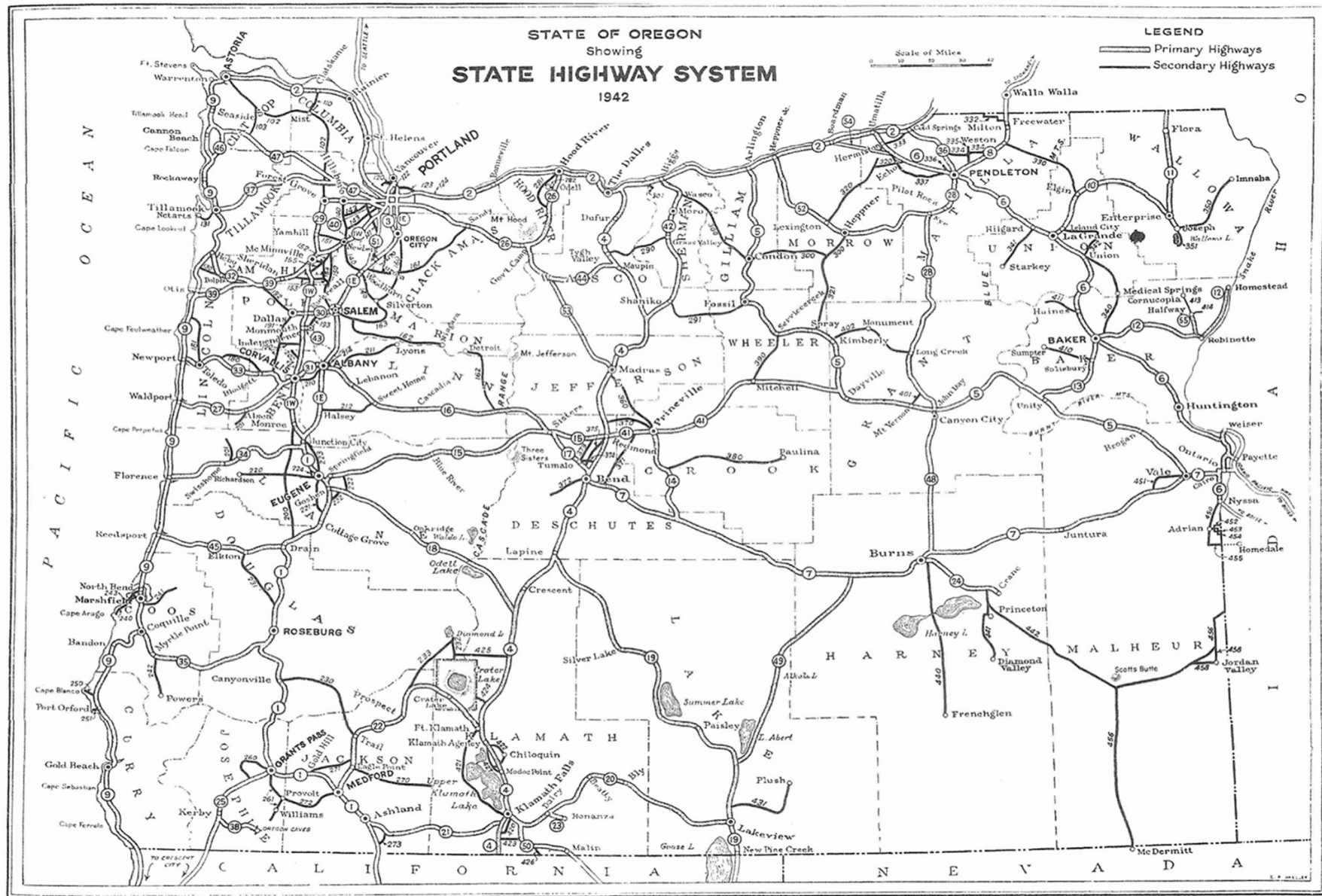
Appendix C: Oregon State Highway Commission Biennial Maps



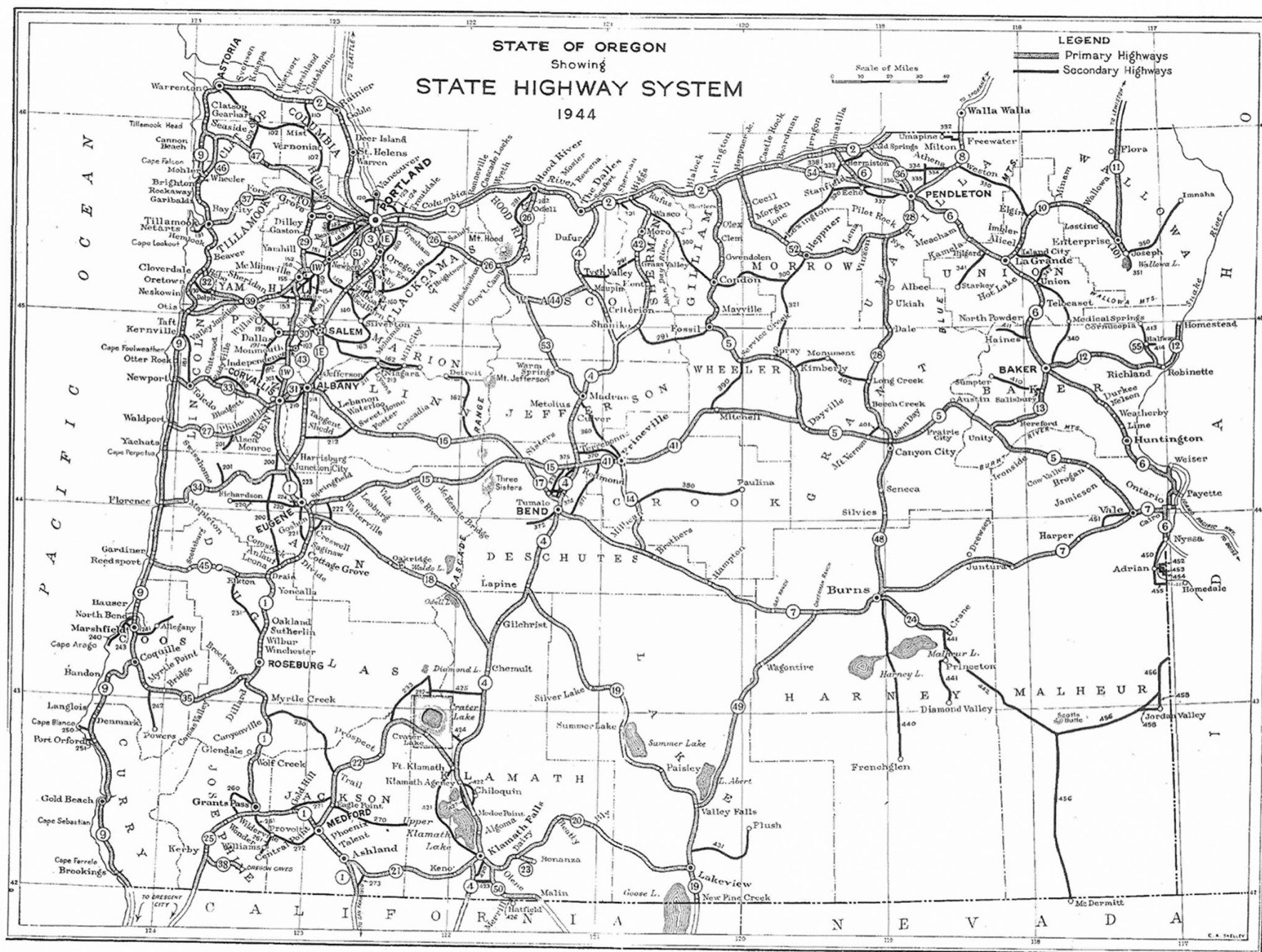
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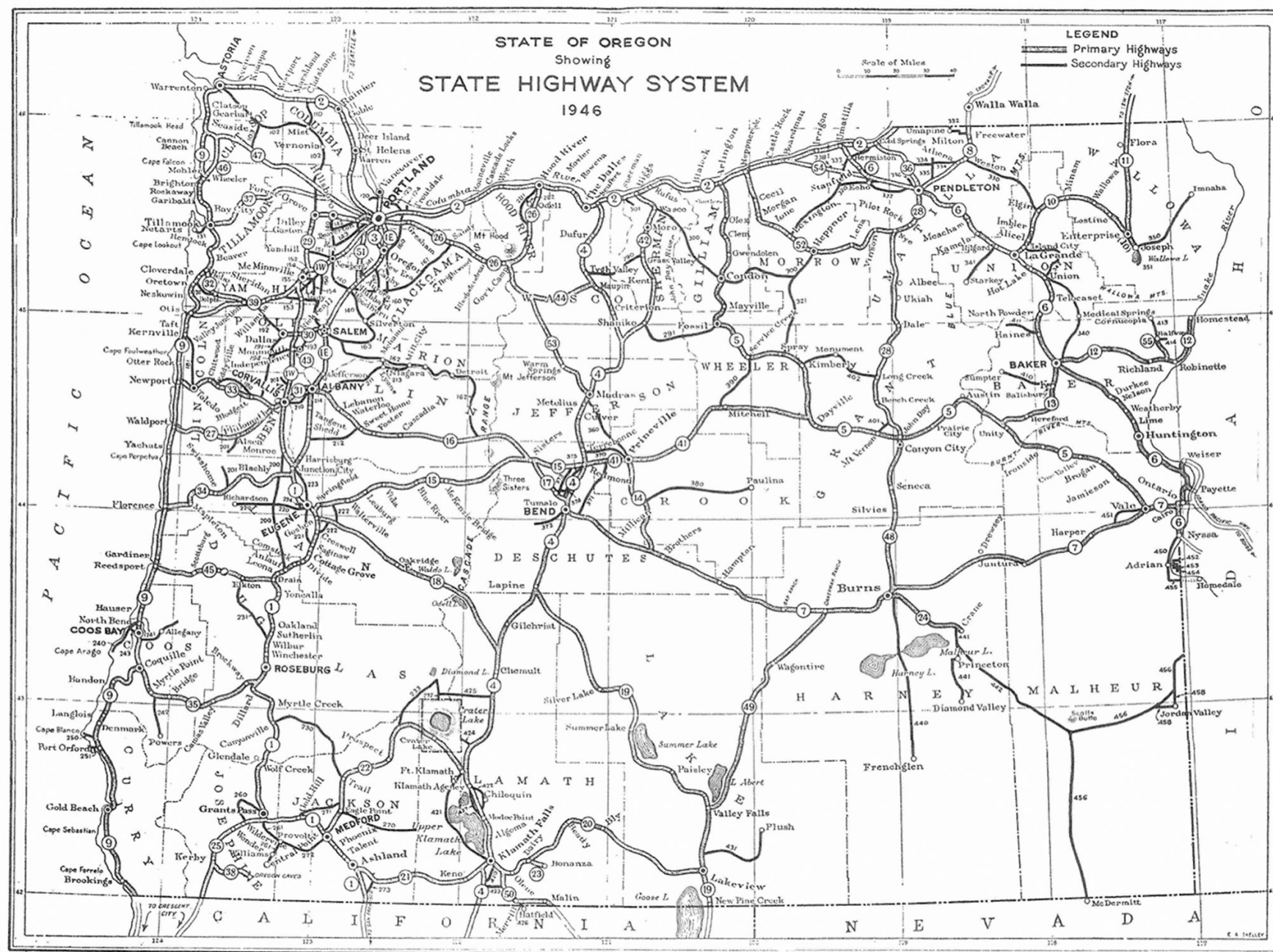
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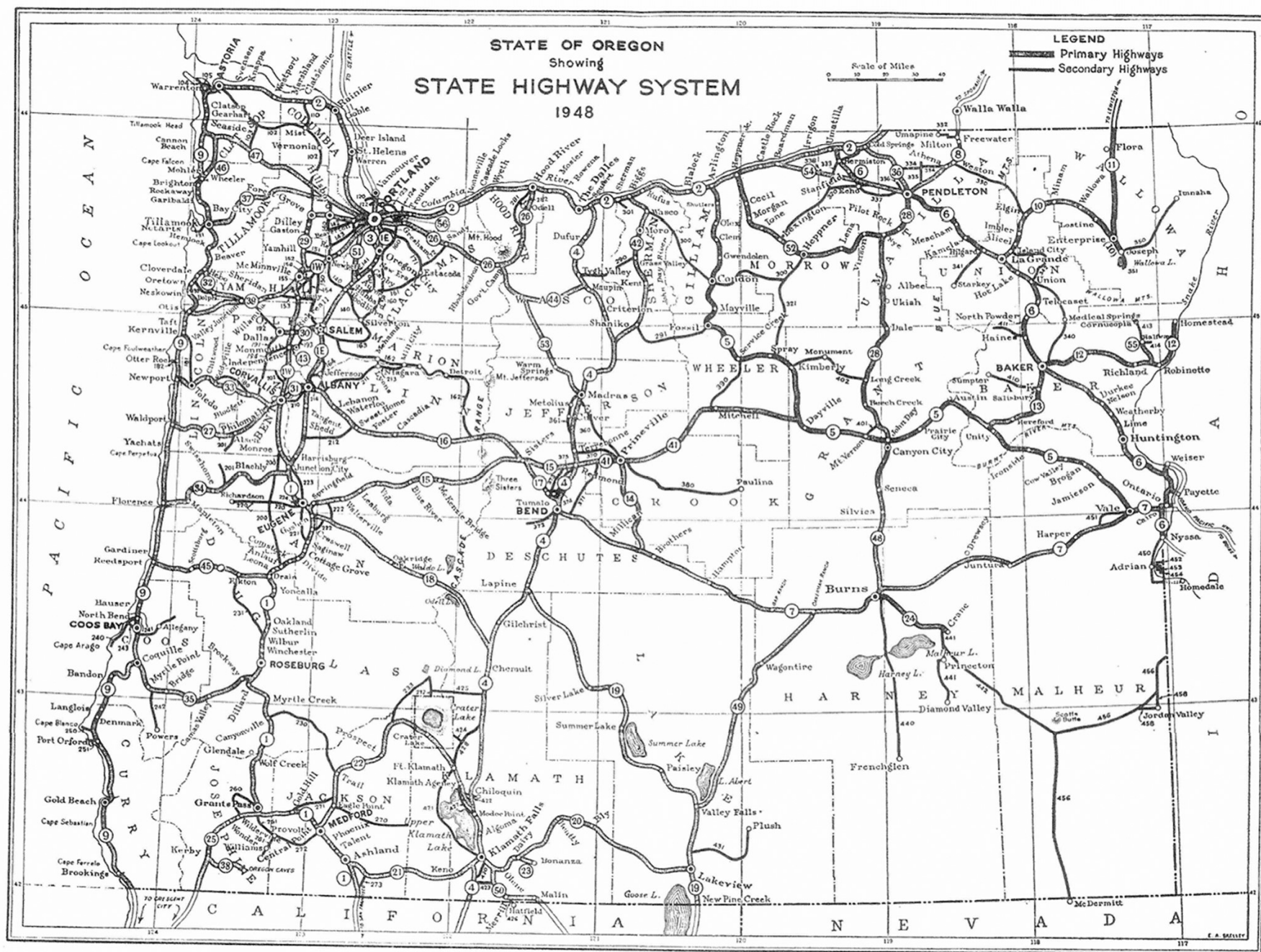
Appendix C: Oregon State Highway Commission Biennial Maps



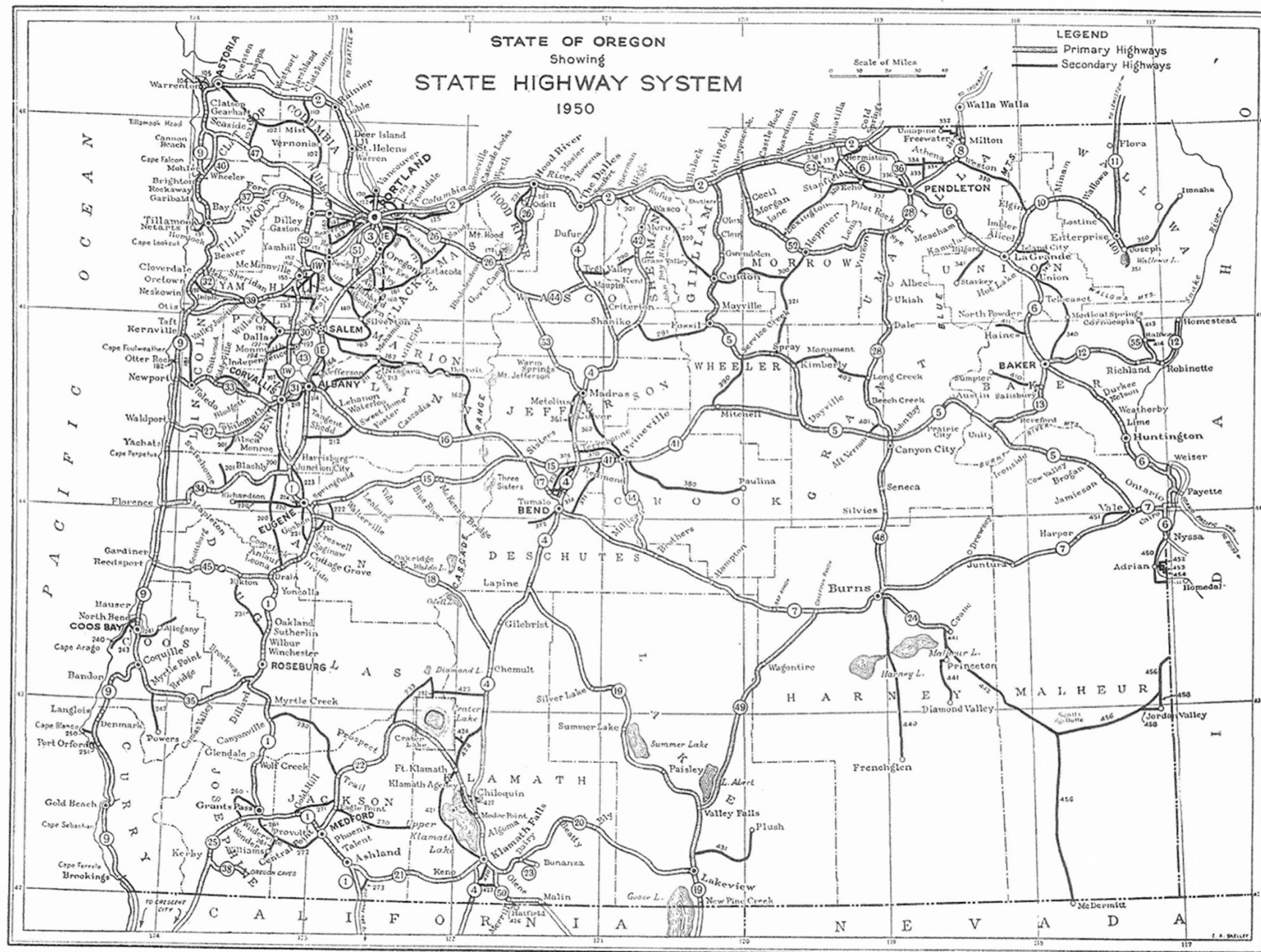
Appendix C: Oregon State Highway Commission Biennial Maps



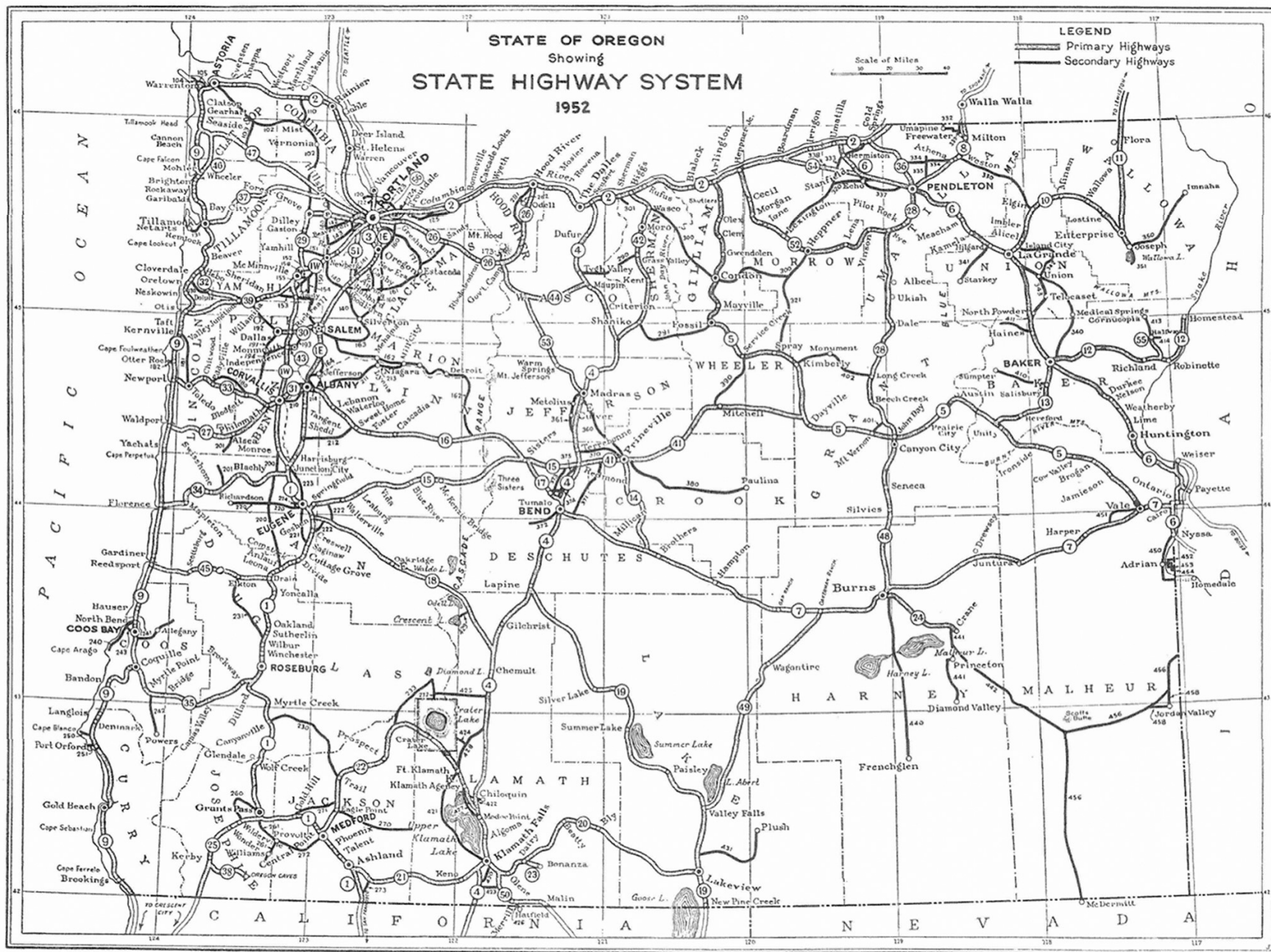
Appendix C: Oregon State Highway Commission Biennial Maps



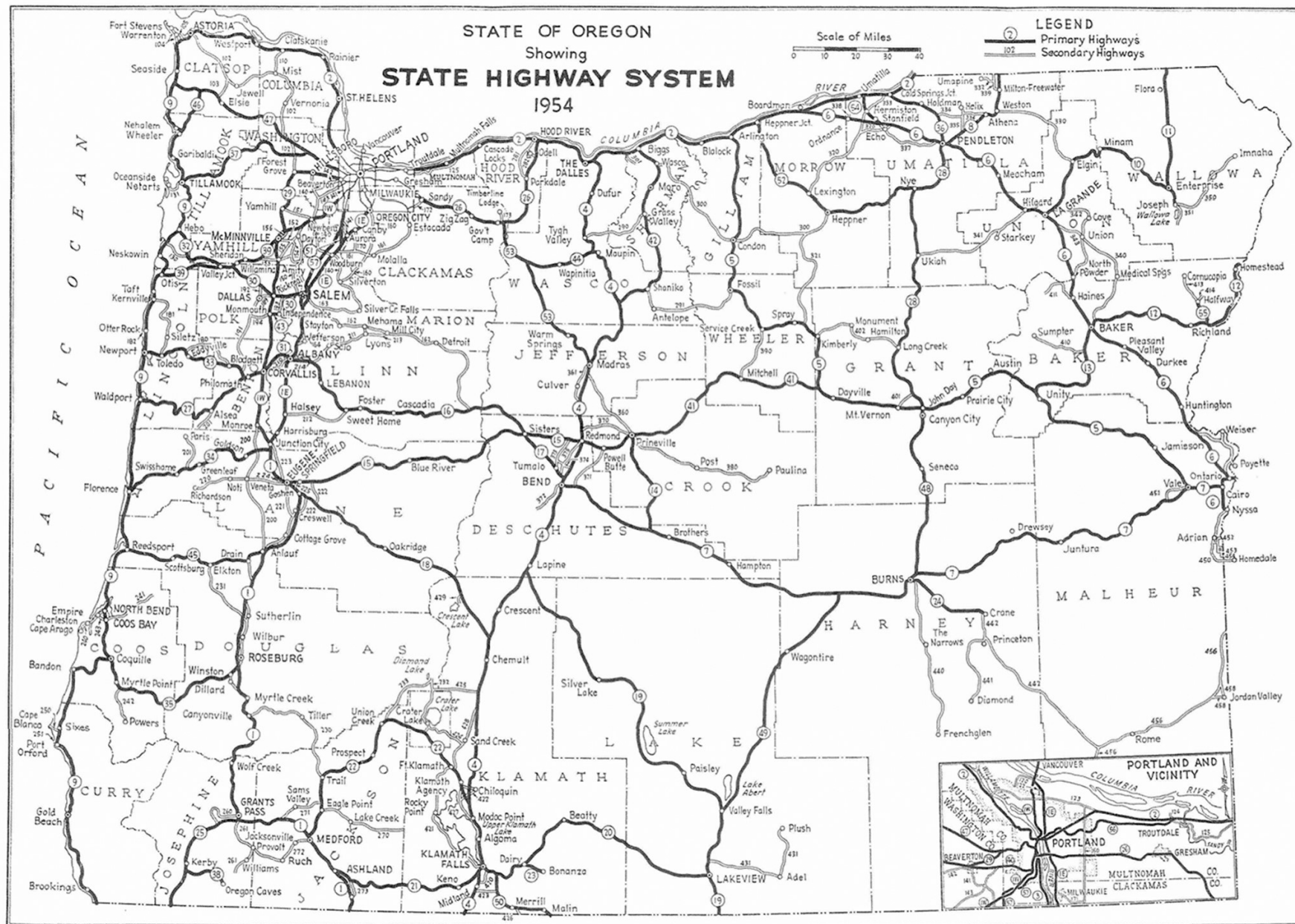
Appendix C: Oregon State Highway Commission Biennial Maps



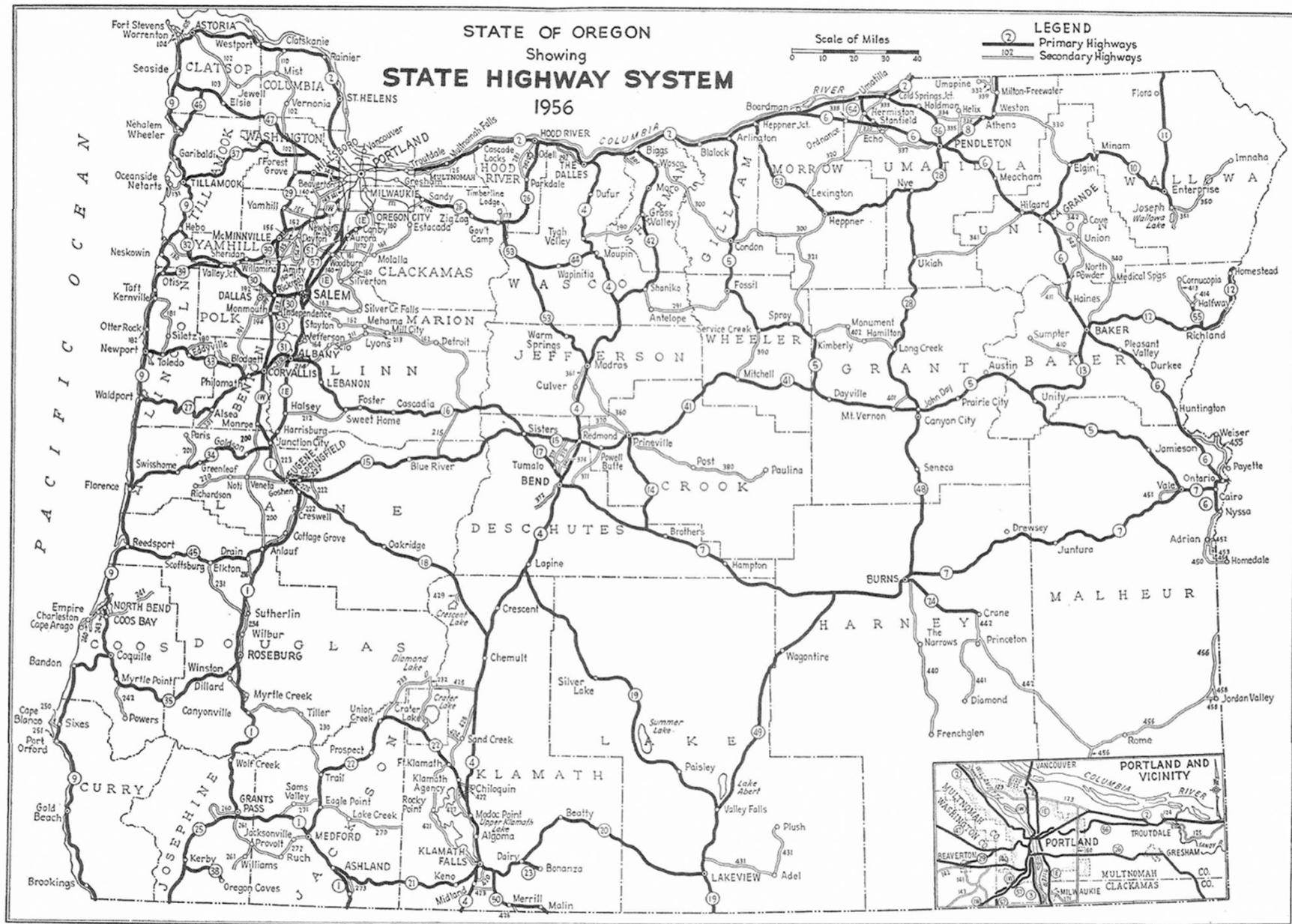
Appendix C: Oregon State Highway Commission Biennial Maps



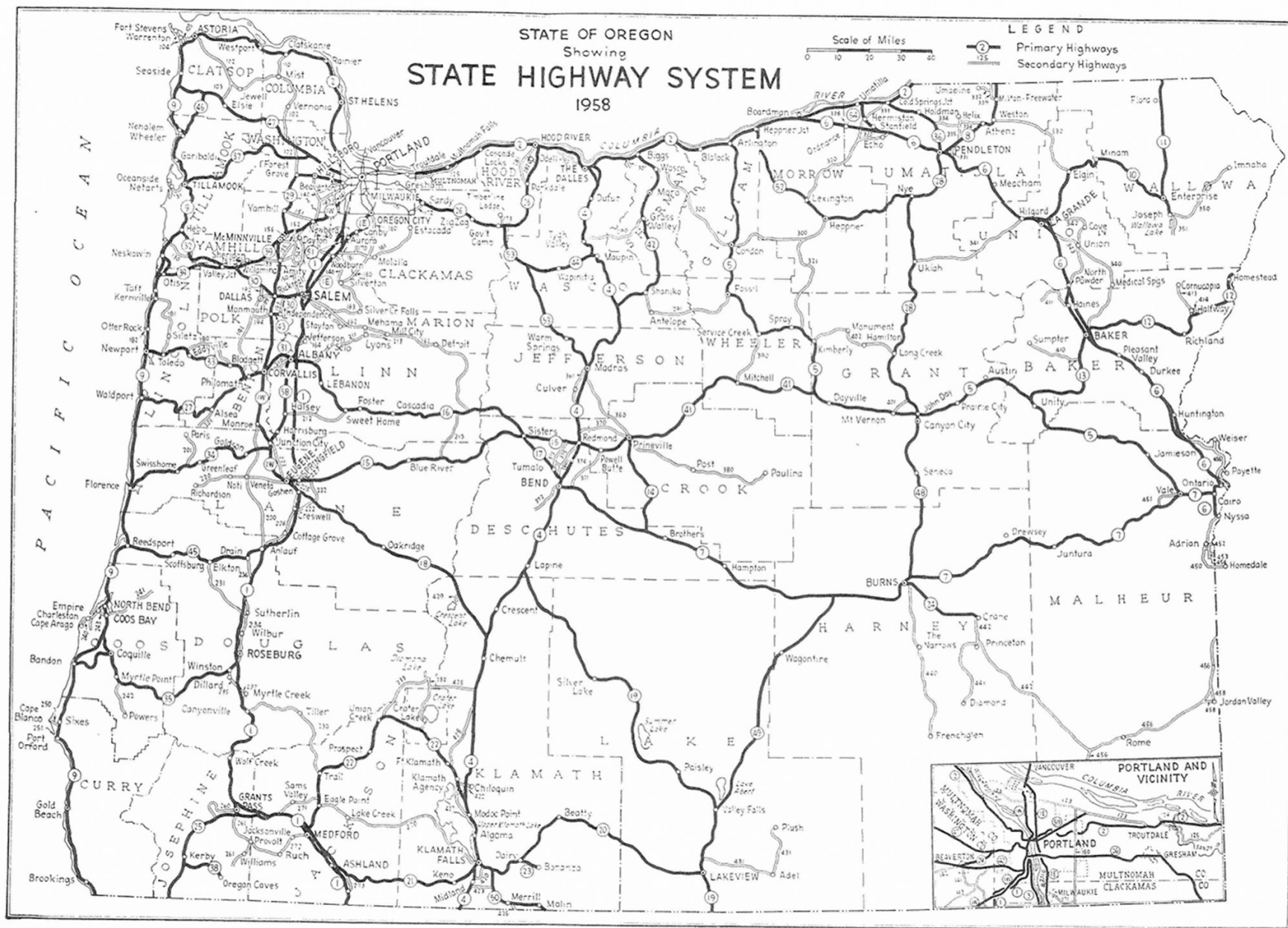
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Appendix C: Oregon State Highway Commission Biennial Maps



Appendix C: Oregon State Highway Commission Biennial Maps



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Appendix D: Acreage & Acquisitions in Coastal State Parks

Appendix D: Acreage & Acquisitions in Coastal State Parks

| | Date State Acquired Original Park Land | Original Park Land (Acres) | Park Land as of 2015 (Acres) [unless noted otherwise*] | Difference Between Original Park Acreage and Current Acreage |
|---------------------------------------|---|-------------------------------|---|---|
| Ecola SP | 1932 | 451.18 | 1023.88 | +572.70 |
| Oswald West SP | 1931 | 120.37 | 2,474.43 | +2,354.06 |
| Boiler Bay SSV | 1926 | 5.83 | 33.05 | +27.22 |
| Rocky Creek SSV | 1926 | 33.05 | 58.68 | +25.63 |
| Otter Crest SSV | 1928 | 1.48 | 1.48 | 0 |
| Devil's Punchbowl SNA | 1929 | 4.25 | 8.17 | +3.92 |
| Seal Rock SRS | 1929 | 0.24 | 4.69 | +4.45 |
| Governor Patterson MSRS | 1931 | 9.4 | 10.23 | +0.83 |
| Humbug Mountain SP | 1926 | 30.6 | 1,842.16 | +1,811.56 |
| Geisel Monument SHS | 1930 | 2.15 | 4.05 | +1.9 |
| Buena Vista Ocean Wayside SP | 1930 | 6 | 54.86 | +48.86 |
| Cape Sebastian SSC | 1925 | 241.80 | 1400.8 | +1,159 |
| Harris Beach SP | 1926 | 17.58 | 174.21 | +156.63 |
| Umpqua Lighthouse SP | 1930 | Unknown | 362.36 | Unknown |
| Sea Lion Caves | 1932 | Unknown | Unknown | Unknown |
| Jessie M. Honeyman MSP | 1930 | 163 | 515.49 | +352.49 |
| Heceta Head Lighthouse SSV | 1930 | Unknown | 548.59 | Unknown |
| Yachats SP | 1928 | Unknown | 93.33 | Unknown |
| Nehalem Bay SP | 1938 | 497.63 | 895.11 | +397.48 |
| Cape Meares SP | 1938 | 138.51 | 240.79 | +102.28 |
| Cape Lookout SP | 1935 | 975 | 2,014.28 | +1,039.28 |
| Beverly Beach SP | 1942-1943 | 16.72 | 135.66 | +118.94 |
| Yaquina Bay SRS | 1934 | Unknown | 32 | Unknown |
| South Beach SP | 1933 | 11.26 | 498.27 | +487.01 |
| Lost Creek SRS | 1933 | 0.81 | 33.94 | +33.13 |
| Brian Booth SP | 1938 | Unknown | 886.32 | Unknown |
| Azalea City Park (formerly SP) | 1939 | 23.87 | 36.30 | 12.43 |
| Port Orford Cedar Forest SSC | 1930 | 160 | 32.60 | -127.40 |
| Battle Rock Municipal Park | 1930 | Unknown | 3 | Unknown |
| Samuel H. Boardman SP | 1949 | 121 | 1,471.01 | +1,350.01 |
| Bolon Island Tideways SSC | 1934 | Unknown | 11.41 | Unknown |
| Joaquin Miller Forest Wayside | 1935 | 108.16 | 111.75* [Merriam] | +3.59 |
| Muriel O. Ponsler MSW | 1938 | 2 | 2 | 0 |
| Bob Creek SW | 1938 | Unknown | Unknown | Unknown |
| Neptune SSV | 1938 | 331.22 | 302.5 | -28.72 |
| Cape Perpetua Scenic Area | 1908 | Unknown | 2,700* [fs.fed.us] | Unknown |
| Beachside SRS | 1944 | 11.3 | 16.66 | +5.36 |
| Fogarty Creek SRA | 1954 | 34.40 | 165.08 | +130.68 |
| Bandon Marsh NWR | 1954 | 34.40 | 889* [fws.gov] | +854.60 |
| Bandon SNA | 1954 | 34.40 | 878.81? | +844.41 |
| Darlington State Botanical Wayside | 1946 | | | + |

Appendix E: Jurisdictional Transfers of Portions of US 101

Appendix E: Jurisdictional Transfers of Portions of US 101

| Jurisdictional Transfer No. | County | Section | Commission Resolution |
|-----------------------------|-------------------|---|-----------------------|
| 36 | Lane | Glenada | 08/04/1936 |
| 33 | Lane | Florence | 07/17/1936 |
| 13 | Lincoln | Otis - Siletz River | 01/09/1936 |
| 42 | Clatsop | North Fork Nehalem River | 06/18/1937 |
| 40 | Lincoln | Waldport (Broadway Street) | 01/07/1937 |
| 39 | Douglas | Reedsport | 01/07/1937 |
| 47 | Coos | Cunningham Creek Bridge | 11/17/1937 |
| 13 - B | Lincoln | Otis - Siletz River | 10/20/1938 |
| 65 | Clatsop | West Lake | 09/01/1939 |
| 95 | Lincoln | Nelscott | 07/17/1941 |
| 94 | Curry | Brookings | 07/17/1941 |
| 118 | Clatsop | Lewis & Clark River Bridge - Warrenton Park | 01/12/1944 |
| 153 | Coos | Ingersoll Ave - Johnson Ave & Bunker Hill | 02/04/1947 |
| 194 | Coos | Glasgow - Hauser | 11/03/1948 |
| 144 | Clatsop | Circle Br - Summit | 09/13/1948 |
| 134 | Lincoln | Miner Creek - Agate Beach | 09/13/1948 |
| 209 | Douglas | Gardiner | 09/21/1949 |
| 188 | Coos | Delmar - Coaledo, Coaledo - Chrome Plant | 09/28/1950 |
| 191 | Coos | Coaledo - Chrome Plant | 09/28/1950 |
| 200 | Tillamook | Tillamook - Pleasant Valley | 12/19/1950 |
| 230 | Lincoln | Port of Newport | 04/13/1951 |
| 233 | Clatsop | Summit - Hug Point | 05/24/1951 |
| 156 | Lincoln | Agate Beach - Newport | 10/20/1952 |
| 206 | Curry | Port Orford - Rocky Point | 09/24/1953 |
| 246 | Tillamook | Bay City - Kilchis River | 01/21/1954 |
| 244 | Douglas | Reedsport - Winchester Bay | 01/21/1954 |
| 295 | Lincoln | Siletz Bay - Miner Creek | 10/28/1954 |
| 273 | Coos | Douglas County Line - Glasgow | 01/18/1955 |
| 317 | Douglas | Elbow Lake - Gardiner | 04/26/1956 |
| 297 | Lincoln | Siletz Bay - Depoe Bay | 08/08/1957 |
| 367 | Curry | Hunter Creek - Buena Vista Wayside | 03/10/1960 |
| 405 | Clatsop | Astoria Airport | 03/14/1963 |
| 408 | Coos | Davis Creek - Bethel Creek | 07/18/1963 |
| 372 | Tillamook | Bay City - Garibaldi | 03/12/1964 |
| 338 | Tillamook/Lincoln | Neskowin - Salmon River | 12/15/1964 |
| 433 | Curry | Brush Creek - Wedderburn | 07/13/1965 |
| 428 | Curry | Winchuck River | 08/25/1966 |
| 483 | Curry | Floras Creek | 12/17/1968 |
| 495 | Tillamook | Nestucca Bay - Neskowin | 09/30/1969 |
| 510 | Curry | Meyers Creek - Burnt Hill (Pistol River Loop) | 07/07/1970 |
| 532 | Tillamook | Little Nestucca River - Neskowin | 10/31/1972 |

Appendix E: Jurisdictional Transfers of Portions of US 101

| Jurisdictional Transfer No. | County | Section | Commission Resolution |
|---|-----------|-------------------------------------|--------------------------|
| 514 | Curry | Brookings - Winchuck River | 10/31/1972 |
| 522 | Lincoln | Siletz River (Kernville) Bridge | 09/25/1974 |
| 543 | Curry | Elk River - Port Orford | 01/18/1977 |
| 572 | Curry | Hunter Creek - Meyers Creek | 05/30/1978 |
| 581 | Tillamook | Little Nestucca River | 02/14/1983 |
| 522a | Lincoln | Siletz River (Kernville) Bridge | 03/15/1983 |
| 618 | Tillamook | Nehalem River Bridge | 08/21/1986 |
| 626 | Tillamook | Nehalem River Bridge | 11/17/1987 |
| 629 | Coos | Davis Creek - Bethel Creek | 08/16/1988 |
| 632 | Douglas | Engineer's Station 236+80 to 251+40 | 09/20/1988 |
| 635 | Tillamook | Little Nestucca River - Neskowin | 12/20/1988 |
| 656 | Clatsop | Cannon Beach | 03/16/1994 |
| 677 | Douglas | Winchester Bay - Clear Lake | 11/28/1997 |
| 758 | Lincoln | Otter Rock Junction | 09/26/2005 |
| 764 | Curry | Otter Point Surplus Property | 02/06/2006 |
| 760 | Curry | Winchuck River Section | 09/15/2006 |
| 462 | Curry | Sixes River - Elk River | 03/17/1970 01/11/1972 |
| 207 | Lincoln | Newport Bridge | 05/07/1949* |
| 424 | Tillamook | Pacific City - Neskowin | 07/14/1964* |
| *No commission resolution was noted; therefore commission agreement date is listed instead. | | | |