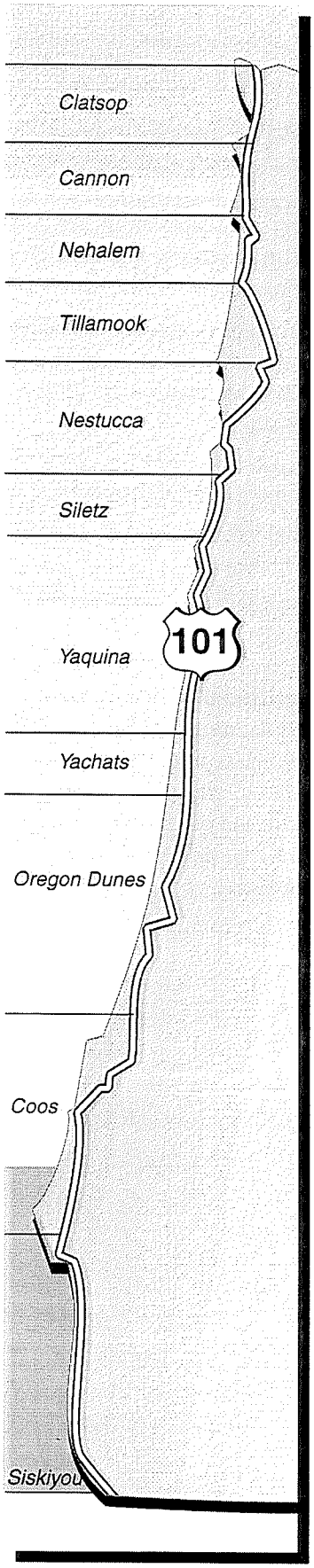


Scenic Byway Management Plan for the South Coos and Siskiyou Regions of the U.S. 101 Corridor in Oregon

Prepared for
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and the
Oregon Department of Transportation

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Pacific Coast Scenic Byway

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STATEMENT OF PURPOSE

As adopted by the Oregon Transportation Commission (OTC), the intent and purpose of the Scenic Byway Corridor Management Plan for U.S. 101 and its supporting Regional Management Plans is:

- To serve as guidance for the Oregon Department of Transportation (ODOT) in maintaining and enhancing U.S. 101 and its right-of-way as a scenic byway; and
- To describe how various responsible agencies, jurisdictions and individuals will endeavor to protect, maintain, and enhance the features in the vicinity of U.S. 101 that are identified in these documents as defining or contributing to the experience of traveling the scenic byway.

This is an opportunity-driven, entrepreneurial plan whose implementation will depend solely on the energy and efforts of responsible agencies, jurisdictions, or individuals to identify and obtain the resources and federal, state, and/or local approvals needed for implementation.

ODOT is committed to implement the actions identified in this plan for which it is responsible in accordance with the human and financial resources available and the spending priorities established by the OTC in any particular biennium.

This plan does NOT:

- Require any amendments to local comprehensive plans;
- Mandate any new requirements or regulations at the federal, state, or local level--any new requirement or regulation enacted pursuant to this plan will be done so at the discretion of and through the authority of the agency or jurisdiction responsible for approving and administering the new requirement or regulation;
- Constitute any specific funding commitment on the part of ODOT or any other local government, agency or individual; or
- Constitute a commitment to make any particular improvement or implement any specific action in any given timeframe.

This plan represents a good faith commitment on the part of ODOT and the participating jurisdictions to carry out the actions identified in the plan. However, failure to implement any particular action will not invalidate the overall plan. The plan will be amended periodically, in accordance with procedures specified in the plan, to reflect both successes and failures in implementation.

PREFACE

Production of this document is authorized under a contract with the Oregon Department of Transportation, with funds originating from a grant by the Federal Highway Administration. This document is one of a set of seven documents that provides a management plan for the scenic byway (U.S. 101) running through 11 regions of the Oregon coast. A companion document, *Pacific Coast Scenic Byway Corridor Management Plan for U.S. 101 in Oregon* (the "Corridor Management Plan"), summarizes and references the information in the Regional Management Plans.



ACKNOWLEDGMENTS

The Coastal Policy Advisory Committee on Transportation, Oregon Department of Transportation, and consultant planning team wish to express sincere thanks to the Port Orford Community Response Team Quality of Life Subcommittee, Gold Beach 2010 Committee, and the appointed planning group for the South Siskiyou Region, and to the many individuals (partial list in Appendix A) and organizations who gave so generously of their time, expertise, and enthusiasm during the development of this Regional Management Plan. It was their hard work, vision, and sincere interest in the future of their community and the Pacific Coast Scenic Byway that shaped this plan.

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GLOSSARY

Average Daily Traffic (ADT): The total volume of traffic during a given time period divided by the number of days in that time period; representative of average traffic in a one-day time period.

Bureau of Land Management (BLM): A division of the U.S. Department of the Interior.

Central Business District (CBD): An area of major retail, financial and service activities concentrated in a downtown area.

Coastal Policy Advisory Committee on Transportation (CPACT): The main steering group for developing the U.S. 101 Corridor Management Plan.

Corridor: Highway right-of-way and specifically identified features.

Corridor Management Plan: A document composed of maps and written material articulating a community's vision for a scenic byway corridor and outlining a process of specific strategies and actions to manage the route over time.

Council of Governments (COG): A regional agency created by cities and counties to provide services and coordinate programs common to several communities.

Department of Land Conservation and Development (DLCD): The administrative arm of the Land Conservation and Development Commission.

Features: Specific points of interest that embody one or more of the intrinsic qualities.

Federal Highway Administration (FHWA): The federal government agency charged with administering the nation's highways and the National Scenic Byways Program.

House Bill (HB): A piece of legislation originating in the State House of Representatives.

Intermodal Surface Transportation Efficiency Act (ISTEA): An act enacted by the United States Congress in 1991 which funds the national highway system and gives state and local governments more flexibility in determining transportation solutions. It establishes the National Scenic Byways Program. It also requires states and MPOs to cooperate in long-range transportation planning.

Interpretation: The provision of information regarding a particular resource. Interpretation may be provided in oral, visual, audio, or written forms. Interpretation provides information regarding elements or events of the history, culture, natural, environmental, or unique resources of the region.

Intrinsic Qualities: The elements or qualities of a place that make it distinct and memorable. The National Scenic Byway Program has identified six intrinsic qualities by which to evaluate scenic byways. They are scenic, historic, cultural, recreational, natural, and archaeological.

Land Conservation and Development Commission (LCDC): A commission appointed by the Governor to administer the statewide land use planning program.

Land Use: The existing or proposed manner in which a piece of property can be most easily identified; i.e., residential, commercial, agricultural, etc.

Level of Service (LOS): A qualitative measure that represents the collective factors

of travel under a particular volume condition. A measure of traffic congestion.

Management Strategies: Ways to manage, maintain or enhance, specific features. Examples: opening up a view to travelers; preservation of an historic building; interpretation of a wetland, etc.

Metropolitan Planning Organization. (MPO): An agency located within the State of Oregon and designated by the Governor to coordinate transportation planning in an urban area.

National Environmental Policy Act (NEPA): The basic national charter for protection of the environment. It establishes policy, sets goals and provides means for carrying out the policy.

National Scenic Byways Program (NSBP): Established under ISTEA in 1991, which directs the FHWA to develop a national system of scenic byways.

Natural Corridor: A corridor the highway passes through characterized by natural features such as trees, vegetation, rivers, or ocean views.

Oregon Administrative Rule (OAR): Rules adopted by the state agencies defining how state agencies and departments will carry out the Oregon Revised Statutes, or state law, in effect.

Oregon Department of Fish and Wildlife (ODFW): The state agency responsible for managing fish and wildlife.

Oregon Department of Forestry (ODF): The state agency responsible for managing state-owned forests and enforcing the Forest Practices Act.

Oregon Department of Transportation (ODOT): The state agency responsible for the administration, construction and maintenance of the state's roadways.

Oregon State Parks and Recreation Department (OPRD): The state agency responsible for maintaining and developing park lands.

Oregon Transportation Commission (OTC): A commission appointed by the Governor to oversee the Department of Transportation and the Department of Motor Vehicles.

Oregon Transportation Plan (OTP): A document containing a state transportation policy and a comprehensive, long-range plan for a multimodal transportation system for the state.

Projects: Improvement and/or development projects necessary to support each of the identified features. Examples: trim vegetation along highway to maintain a specific view; purchase an historic structure; build an interpretive center next to a wetland.

Resource: Any element adding, or perceived to add, value to a given entity—namely to a scenic byway.

Right of Way: The strip of land over which is built a public road or is reserved for associated purposes.

Rural Development Initiative (RDI): A federal grant program.

Tourist Information Council (TIC): An association of those people concerned with tourism in Oregon.

Transportation Planning Rule (TPR): A legislative rule that implements Statewide Planning Goal 12, and explains how local

governments and state agencies responsible for transportation planning demonstrate compliance with other statewide planning goals.

Transportation System Plan (TSP): A plan for one or more transportation facilities that are planned, developed and maintained in a coordinated manner to supply continuity of movement between modes, and within and between geographic and jurisdictional areas.

Urban Growth Boundary (UGB): A line drawn around a geographic area separating urban use lands from resource, or rural, use lands.

U.S. Forest Service (USFS): A division of the U.S. Department of Agriculture.

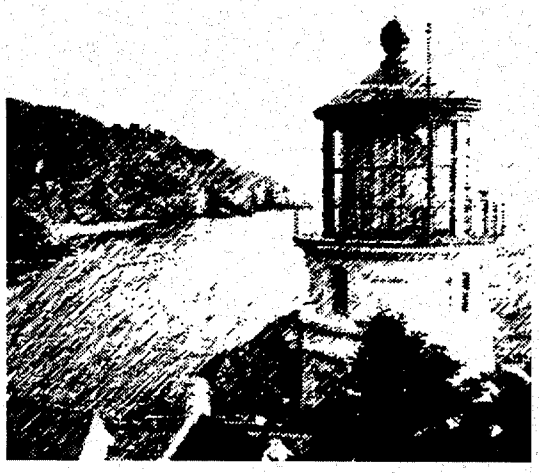
View: The area seen from a fixed point in space.

Viewer Employed Photography: A method where interested citizens take photos of significant resources or views as a means of recording their preferences.

Viewshed: The entire view area (all directions) from a fixed point in space; the entire linear view area seen from the spine (roadway) of the corridor.

Vista: A broad and sweeping view usually, though not exclusively, framed by an element or elements in the foreground.

Works Progress Administration (WPA): A federal public works program of the 1930s.



Part I
Overview

1. INTRODUCTION

In 1996 and 1997, residents, business owners, and government representatives of the Oregon coast gathered in regional meetings to develop scenic byway corridor management plans for segments of U.S. 101. Their objective was to investigate ways of maintaining and enhancing important qualities of the highway corridor, and to determine whether or not to seek designation of the highway as a National Scenic Byway. This document describes the activities conducted for the South Coos and Siskiyou Regions and presents results of the effort.

This first section of the regional plan provides an overview of the U.S. Department of Transportation's National Scenic Byways Program and Oregon's related activities.

The National Scenic Byways Program

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) established the National Scenic Byways Program and directed the Federal Highway Administration (FHWA) to develop a national system of scenic byways. Scenic byways are special routes offering travelers a special experience.



They may provide an alternative to the monotony of straight-line, high-speed freeway travel; they may have beautiful vistas or introduce us to places we might otherwise pass by.

The National Scenic Byways Program emphasizes maintaining a region's "intrinsic qualities" in balance with tourism and other economic development activities. For a route to be eligible for inclusion in the program, the route's corridor must include identifiable features involving one or more of six intrinsic qualities: scenic, recreational, natural, cultural, historic, or archaeological (discussed in detail in Section 2).

The authorizing federal legislation defines the allowable limits of a corridor as the road and area that extends along and is visible from the road. Oregon decided early in the scenic byway planning process to formally define the corridor as the highway right-of-way and the specific features identified in the corridor management plan (not the entire viewshed).

The only regulatory restriction in the federal legislation is regarding billboards. Existing Oregon law more than meets this requirement by prohibiting new billboards and the relocation of existing billboards.

Community support is necessary to gain National Scenic Byway designation.

The route also must have a community committed to its designation and management, and a corridor management plan developed. Thus, the program requires major involvement by the public in planning, nominating, and managing a scenic byway.

No new regulations are imposed to support the plan unless by decisions of local governments.

There are other scenic byways programs established by the private sector and local and state governments, as well as the federal government, in addition to the National Scenic Byways Program. Their form and provisions vary. State programs exist in Arizona, Wisconsin, New York, Massachusetts, California, Washington, and Oregon, to name a few. The U.S. Forest Service and the Bureau of Land Management also have designated and managed scenic byways. Oregon's State Scenic Byways Program is consistent with the National Scenic Byways Program.

Opportunities for Oregon Communities

Oregon Senator Mark Hatfield was an advocate of the legislation for the National Scenic Byways Program. He believes the program presents an opportunity to provide funds for maintaining and enhancing U.S. 101 along Oregon's coast and supporting the coastal communities.

National Scenic Byway designation will not reduce state and federal funds otherwise used for U.S. 101 maintenance and construction.

Scenic byway designation, by whatever level of government, commonly provides recognition and management of the special qualities and resources of a particular byway and corridor. For many communities, scenic byway designation will provide:

- New tourism opportunities
- Roadway improvements to handle tourist traffic
- Economic development

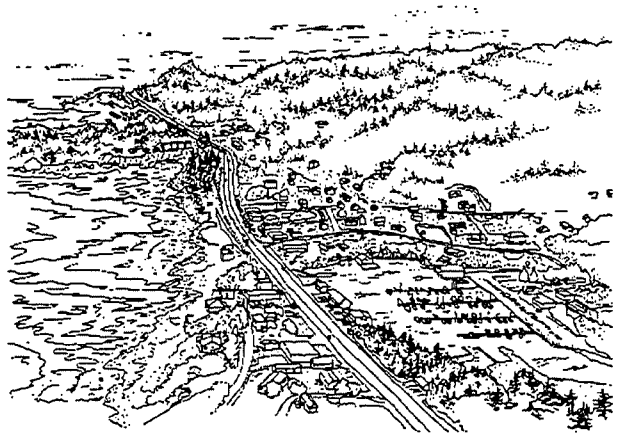
National scenic byway designation may provide additional funding and technical assistance for implementing the management plan, including its projects and marketing activities. Having a management plan for the corridor also can increase the efficiency of resources expended on transportation.

Management activities are not imposed by others but developed within the communities along the corridor.

Involving the public in the key role of developing the corridor management plan provides critical local input and increases community pride and appreciation of local resources. As changes develop along a scenic byway corridor, the corridor management plan directs responses that will be in harmony with the vision created by the community.

Oregon's Development of U.S. 101 as a Scenic Byway

In December 1991, the Oregon Transportation Commission declared U.S. 101 a State Scenic

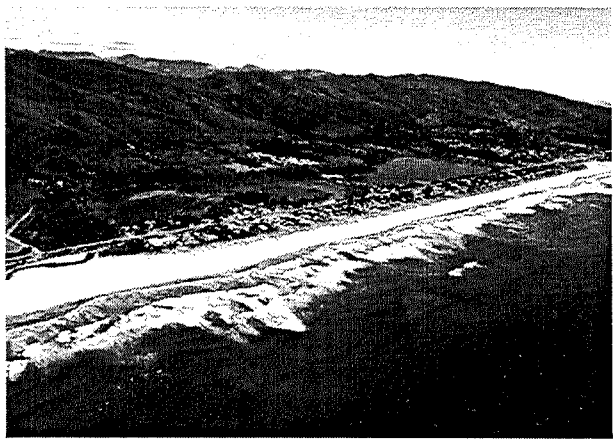


Byway—the first in Oregon—thereby establishing eligibility to participate in the federal program. The Oregon Scenic Byways Program, established by the legislature in 1985, is designed to be compatible with the National Scenic Byways Program. A tri-state (Washington, Oregon, California) grant application was submitted to the Federal Highway Administration to produce a scenic byway corridor management plan and to determine if Oregon should apply for a National Scenic Byway designation. FHWA awarded the grant, and the three states have moved ahead with their planning efforts.

The Oregon Transportation Commission made U.S. 101 a State Scenic Byway in 1991.

Oregon's efforts are in many ways unique, because much of the "tough work" has already been addressed and settled. The intrinsic qualities, evident throughout the corridor, receive protection from existing local comprehensive plans, state laws regulating forest practices and beach access, and management of parks and public lands.

Such measures enable achieving corridor management goals by focusing on specific features without, for example, having to enact new regulations to protect entire scenic viewsheds. Thus, Oregon has taken a feature-based approach in developing the corridor management plan. There will be no viewshed restrictions on private property and no regulation on any property outside of an identified feature and the U.S. 101 right-of-way as a consequence of the corridor management plan. The same feature-based management approach will also apply if U.S. 101 in Oregon ultimately becomes a National Scenic Byway.



Because of earlier actions and ongoing community involvement, Oregon has a planning advantage.

Oregon's efforts are unique in another way; that is, there already exists a strong base of coastal community involvement in resource management, economic development, and tourism, as well as coordination of transportation planning. The Coastal Policy Advisory Committee on Transportation (CPACT) is the main steering group for developing and updating Oregon's Scenic Byway Corridor Management Plan for U.S. 101. CPACT was formed in 1995 and includes elected or appointed representatives of nearly all cities, counties, ports, and other key agencies of the corridor. The broad purpose of CPACT is to develop consensus on transportation policy and funding, so as to provide a unified and strong voice for the coast in setting state priorities.

For the various regions of the coast, local planning groups, comprised of interested citizens and officials, have guided the development of regional plans for the scenic byway. Thus, broad spectrums of the various communities along the corridor have had

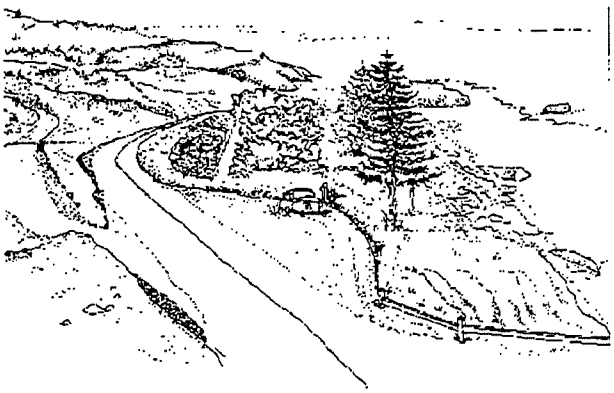
direct involvement in setting local goals and priorities for how the byway is managed.

ODOT is committed to working with communities to achieve their goals.

The Oregon Department of Transportation (ODOT) administers the federal grant from FHWA, and manages the consultant team that is assisting the regional planning groups to develop the regional components of the corridor management plan. ODOT and the consultant team are collectively referred to as the planning team in this document. ODOT is committed to continuing the partnership with CPACT to administer and maintain the corridor management plan over time. ODOT also is committed to using its authority over the U.S. 101 right-of-way to make traveling the highway a special and enjoyable experience.

Purpose of the Regional Plan

The results of the local planning efforts for the 11 regions of the coast are contained in 7 regional planning documents, this being one. The Regional Management Plans address segments of the U.S. 101 scenic byway corridor stretching across one or more regions.



The regional plans provide the detailed information for managing U.S. 101 as a scenic byway. They also form the basis for CPACT's decision to seek National Scenic Byway status, as designated by the U.S. Secretary of Transportation.

The Regional Management Plans are summarized and referenced in the companion document, *Pacific Coast Scenic Byway Corridor Management Plan for U.S. 101 in Oregon* (the "Corridor Management Plan").

2. PLANNING PROCESS

A scenic byway is more than just a road. It is also the features that make up the byway corridor, special highway services such as viewpoints, community resources that provide services for travelers, and corridor residents who rely on the highway both as a travel route and as an element that contributes to their quality of life.

The stakeholders for each of these pieces of the byway puzzle are each critical to the success of a byway planning effort. Local communities, government agencies, and corridor residents must all contribute to developing a positive direction for the future management of the highway. As described in this section, the planning process for the regions described in the plan benefited from dedicated communities, a reasoned approach, free discourse, and effective coordination.

The information that follows in this Regional Management Plan was developed by four separate community-based planning groups, and includes the area beginning north of the town of Langlois, and extending south to the Oregon-California border.

This section includes an overview of the planning process that was used for the entire coast. It also includes descriptions of the activities of each of the planning groups that developed this Regional Management Plan for the South Coos and Siskiyou Regions.

Planning for Places

As roads wind across the landscape they bring travelers into and out of towns, river valleys, agricultural areas, and other distinct places with their own character and "sense of place." Planning for a scenic byway is really planning for the places that make the road a scenic travel experience, not just the highway itself.

Understanding the landscape of the highway corridor, and the connections between the landscape and the highway, requires an understanding of the unique places that the highway passes through—their history, geology, natural systems and cultural heritage. There is an underlying structure of these places that organizes where one place ends and another begins. To plan for places, the planning process must respond to the landscape structure of the highway corridor.

Identifying the unique, individual places along the coast was the foundation that structured the public involvement in the planning effort. A stakeholder planning group took responsibility for each of the 11 major geographic regions of the coast. Within those regions, the planning groups organized their work around 50 landscape districts, smaller areas that have similar natural and cultural characteristics. These 11 regions, and the 50 districts within them, are a way to organize the places along the coast, and each one is given an individual name according to the major feature of the region, or the name familiar to coast residents.

Place-based corridor planning begins with the larger context, the geographic region, then identifies and characterizes smaller units along the corridor into a nested grouping of districts.

Community-Based Planning

Although the planning process was administered by the Oregon Department of Transportation, the plan was developed for, and by, corridor communities.

Creating a Planning Partnership

The management planning process for the segment of the U.S. 101 corridor in the South Coos and Siskiyou Regions has been a partnered effort between:

- Three regional planning groups: the Port Orford Community Resource Team (for the South Coos and North Siskiyou Regions), the Gold Beach 2010 Committee (for the Central Siskiyou Region), and a group of Brookings area citizens selected by the Brookings City Council (for the South Siskiyou Region).
- Coastal Policy Advisory Committee on Transportation (CPACT), representing city, county, and other governments on the coast
- Oregon Department of Transportation (ODOT)
- Local jurisdictions

CPACT has sponsored the planning effort and provided overall direction to the full corridor effort.

The Oregon Department of Transportation (ODOT) has administered the planning project with support from a grant by the Federal Highway Administration; the regional planning groups have provided the consensus-building forums for developing the management plan and have served as a conduit to the community and the jurisdictions in the area; the Cities of Port Orford, Gold Beach and Brookings, and Curry County have participated in one or more regional planning groups, reviewed the planning, and are responsible for final decisions on elements under their jurisdiction.

Developing a Community-Based Process

The emphasis on community-based planning developed as CPACT and ODOT began discussions about how the planning would be done. To ascertain how communities wanted to be involved, the planning team, working with CPACT representatives from each area, held scoping meetings with groups up and down the coast.

From the beginning, all parties intended that the process be community driven.

As a result of these scoping meetings the role of the regional planning groups increased. They would be relied on not only to advise CPACT on the study but to provide the primary forum for developing the plan in their regions. The scoping meetings also clearly directed that CPACT and ODOT rely on existing groups wherever possible and appropriate—in other words, they should not "reinvent the wheel."

The preference was for existing groups to develop regional plans.

Establishing Planning Groups for the South Coos and Siskiyou Regions

In Curry County, those initial scoping meetings included two gatherings, one in Brookings and one in Port Orford. County Commissioner Terry Hanscom, then Curry County representative to the CPACT Scenic Byway Subcommittee, hosted the meetings and invited a broad range of stakeholders, including the Cities and County, representatives of the Rural Development

Initiative (RDI) visioning processes, State Parks, and tourism, business and environmental advocates.

Both meetings recommended that the effort move forward and that the planning be incorporated in the respective RDI visioning processes of each of the three coastal cities in the county.

Based on these recommendations and following discussions with RDI representatives and the Cities, the planning in Curry County was divided into three efforts, centering on each city and including specific landscape districts (identified in Sections 3, 7, 11, and 15). The Port Orford Community Resource Team (CRT) addressed the area in the south portion of the Coos and north portion of the Siskiyou Regions. A group made up of members of the Gold Beach 2010 Committee and other invited representatives addressed the central areas of the Siskiyou Region. The City of Brookings took on the south area of the Siskiyou Region. But, rather than incorporating the Scenic Byway planning effort into the Brookings RDI effort, as the other two cities did, Brookings chose to form a separate planning effort in that area.

The activities of each of these three planning groups are described later in this section. Subsections include separate descriptions of regional planning meetings; features identification, prioritization, and project selection; public outreach; and local jurisdiction coordination.

Orientation to the Planning Framework

Although each regional planning group took a unique approach to developing their plan, they were guided by a general framework that was common to all of the planning regions on the coast. They took different routes to get there, but each group developed its plan around three basic tasks:

- Identification of byway features and their intrinsic qualities
- Development of management strategies to conserve or enhance byway features
- Identification of potential projects to support the selected management approaches and implementation opportunities.

The purpose of each of these tasks is explained below. This general introduction to the planning process will provide the context for the specific recommendations that follow in the later sections of this plan.

Identifying Features and Intrinsic Qualities

Features are the places, resources, or events that enrich the travel experience of U.S. 101. Features can be very specific, such as a particular historic property, or less defined, such as the coho salmon. Most features are limited by general boundaries, and are either places that travelers can visit in the U.S. 101 corridor, or that provide opportunities for enjoyment while driving the highway, such as views to the ocean from your car.

Taken as a whole, the features identified in the region plan represent the important resources that make U.S. 101 a rewarding destination for recreational travel and exploration. Each region planning group identified the byway features in their region, described their "intrinsic qualities" (see below), and decided which features were the most important to the overall travel experience of U.S. 101 in their region.

Intrinsic Qualities

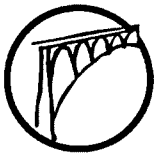
The National Scenic Byways Program has developed an approach to describing the

aspects of scenic byway features that contribute to their value as travel resources—in essence, describing what makes these features interesting and enjoyable places to experience. Using this approach, features are described as having one or more of the following six *Intrinsic Qualities*:

- **Scenic qualities** come from views of natural or humanmade features that are memorable or unique. They can be almost anything viewed from the road that provides pleasure or inspires awe. Along U.S. 101, they may include, for example, panoramic seascapes, pastoral rural settings, picturesque structures, and bay views.



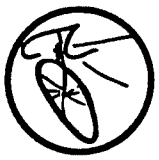
- **Historic qualities** come from features that record and create an appreciation of past human activities. They represent a legacy, and can be structures, objects, or any human modification to the natural environment in history. Examples may include old dairy barns, concrete arch bridges, cemeteries, and lighthouses.



- **Cultural qualities** come from unique and distinctive expressions of community life. They can be customs of a distinct group of people. Cultural qualities often overlap historic qualities. Traditional cultural resources, such as an art museum or university, are easily identified. Others are less obvious, such as a particular industry responsible for the growth and identity of a place. Some examples may include local festivals, tribal centers, lumber mills, wharves, and special foods.



- **Recreational qualities** often support outdoor activities linked to the landscape. The highway corridor may include access to a lake used for canoeing or a beach used for kite flying, for example.



- **Natural qualities** represent opportunities to experience landscapes and ecosystems. They are relatively pristine. Examples may include geologic formations, offshore rocks, rivers, elk feeding grounds, estuaries, nesting sites, and old growth forests.



- **Archaeological qualities** come from sites, artifacts, or structures representing past human life. They include the location of past communities and cultures. Along the coast, some examples may include shell middens, shipwrecks, and ancient campsites.



The "intrinsic quality" framework is a useful approach to understanding why features are important, and for identifying ways that features can be conserved or enhanced to better support the experience of the scenic byway.

Each regional planning group identified the important intrinsic qualities for each feature in their region, and also selected the intrinsic qualities that they felt were most important to their region as a whole.

Regional Features

Region planning groups selected the features that contributed to making the byway distinct and unique in their region, and identified the intrinsic qualities that distinguished each feature.

Many of the groups chose to use a "Viewer-Employed Photography" (VEP) process as a starting point for feature selection. Members of the group took photos of the features in their region, and completed a workbook describing the feature's intrinsic qualities and their goals for the long-term maintenance or development to support the feature.

Each group discussed their preliminary selections of features, and developed a final list of the features that they felt represented their region.

In addition to identifying features, each group was asked to prioritize features by selecting the ones that they felt were most important to their region. Each feature was evaluated and categorized as either defining, contributing, or recognized, as described below:

- **Defining features** are the very best; they may draw people from far away to see them; they are what people value most and think of when traveling the corridor.
- **Contributing** features significantly add to the experience in the region; they may draw people to them if nearby.
- **Recognized features** enhance the overall experience of traveling the corridor.

Prioritization provided a clearer picture of the region's resources, and helped to guide the planning groups as they continued the development of the management plan.

Developing Feature Management Strategies

As a group, the features identified by the planning groups are the elements that most significantly contribute to the driving experience of the highway. To maintain or enhance the quality of the highway experience, a management approach needed to be considered for each of the important features. In many cases, the existing management already in place for features was sufficient to maintain their intrinsic qualities, and their contribution to the travel experience. Where new management strategies were considered, each group developed approaches that were consistent with the values and existing processes in place for their community.

For each defining and contributing feature in their region, groups developed a series of management goals, objectives, and strategies for future management and enhancement. In addition, opportunities to implement management strategies were identified to allow groups to meet the management goals they had developed.

Management strategies were developed starting with a framework of five basic goals that might apply to a feature. Selected goals were supported by more detailed objectives, strategies, and implementation steps.

Five basic management goals were used to organize the development of objectives and strategies: stewardship, enhancement, access, awareness, and interpretation.

Two of the goals, enhancement and stewardship, are caretaking goals: Should the feature be managed to maintain its current qualities, or are there opportunities to improve the feature?

- **Enhancement** is restoration, rehabilitation, or improvement of a feature to protect or enhance its intrinsic qualities.



- **Stewardship** is management of a feature to conserve its intrinsic qualities and maintain current visitor facilities



The last three goals, awareness, interpretation, and access, are byway goals that are related to the way that the feature works in the byway corridor.

- **Awareness** is making travelers and corridor residents more aware of the feature through improved signage, or inclusion in corridor guides and marketing materials.



- **Interpretation** is developing interpretive materials that tell the story of the feature to visitors.



- **Access** is improving or managing access to the feature from the byway, including auto access, parking, pedestrian and bicycle access.



As a resource for developing management goals, objectives, and strategies, groups were provided with a Management Strategies Toolbox (see Appendix F) that described different voluntary, incentive-based, and regulatory approaches to feature management.

Groups either selected objectives and strategies from the options described in the toolbox or developed other objectives and strategies that they felt were appropriate for the feature, and consistent with the approach to resource management used in their community.

Developing and Selecting Projects

The final step in completing the management plan was to develop descriptions of potential projects for implementing the feature management strategies. Starting from the actions described for managing features, each group selected actions that made sense as a project, and had the potential for implementation. Each group also developed a set of regional criteria that expressed their priorities for selecting projects that met specific goals.

Using the project selection criteria as a starting point, groups selected projects that they believed could be implemented in the near future, and that would best contribute to the future conservation or enhancement of byway features.

Regional Planning Group Activities

The various activities of the regional planning group, assisted by the planning team, included meetings and workshops, features identification, prioritization decisions, strategies development, project selection, public outreach, and local jurisdiction coordination.

As discussed earlier, community-based groups completed the work that led to this plan. Each of these groups took responsibility

for a region of the coast that extended beyond the jurisdiction of the city in which they were based, and the groups are discussed in the plan as the regional planning group for their area.

During June, concurrent with the regional planning groups' activities, a study of the ODOT right-of-way was conducted by a senior transportation engineer on the consultant planning team. A field investigation and analysis of existing policies was conducted for signage, vegetation management, bicycle and pedestrian facilities, safety and bridges. A complete discussion of this analysis is provided in the *Pacific Coast Scenic Byway Corridor Management Plan for U.S. 101 in Oregon.* Included in Appendixes D and E are specific observations and possible solutions for the Coos and Siskiyou Regions, respectively.

Regional planning group meetings were facilitated by a consultant Regional Planning Group Coordinator, who also had responsibility for compiling the recommendations developed by the regional planning groups into this Regional Management Plan.

This section of the plan describes the activities of the three regional planning groups responsible for three planning regions: the South Coos and North Siskiyou Planning Region, the Central Siskiyou Planning Region, and the South Siskiyou Planning Region.

As discussed in the Orientation to the Planning Framework, each of the groups completed the same basic planning tasks, but in somewhat different ways. The following three sections describe how each of the groups approached the planning effort, and accomplished the general planning tasks.

Parts II through V of this document describe the South Coos and Siskiyou Regions' features, feature management strategies developed by the regional planning groups, and potential projects for the regions. Detailed information on the regions' features and feature management strategies are also included on individual feature sheets.

South Coos and North Siskiyou Regions

The planning process for the South Coos and North Siskiyou Regions was hosted by the Port Orford Community Resource Team (CRT), a group of citizens brought together for community planning under the Rural Development Initiative. As the Scenic Byway Corridor Management Plan process was beginning, the CRT had recently finished their community plan, and was implementing the action steps they had identified in that planning process.

The Pacific Coast Scenic Byway planning process was introduced to the group at their October 1996 meeting. Following the meeting, in December 1996, the Community Response Team delegated responsibility for the byway planning process to their Quality of Life Subcommittee. This subcommittee had identified safety and character improvements to U.S. 101 through Port Orford as one of their priorities for implementation, and saw a good fit with the broader goals of the byway plan.

Between October of 1996 and January of 1997, the planning group worked with the community to develop the feature list for the regions, using a combination of hand-distributed response sheets, questionnaires published in the local newspaper, and drop boxes in popular local stores and restaurants. A draft feature list was finalized in February 1997.

Beginning in March 1997, a regular planning group made up of members of the CRT Quality of Life Subcommittee, CPACT member and City Councilor Bob Warring, and city parks planner Jason Sievers met monthly to develop the elements of the Corridor Management Plan for the regions. The meetings are summarized in Table 2-1. Interested members of the community, and Carry Sutter with Oregon State Parks and Recreation also participated in a few of the meetings.

Table 2-1
Summary of Meetings by the South Coos and North Siskiyou Regional Planning Group

Meeting Dates	Number of Attendees	Topics	Results
Oct. 9, 1996	Approx. 30	Introduction to the planning process, distribution of feature identification worksheets, questions.	Regional Planning Group introduced to process, returned feature sheets & questionnaire responses lead to draft feature list.
March 7, 1997	7	Feature list review and modification, feature prioritization.	Draft prioritized feature list including 18 defining, 13 contributing, and 2 recognized features.
April 11, 1997	6	Feature management goals, objectives, and strategies.	Draft management strategies for a selection of the region's defining and contributing features
May 7, 1997	7	Feature management goals, objectives, and strategies, preliminary project identification.	Draft management strategies for regions defining and contributing features, draft project possibilities.
June 25, 1997	5	Project identification and selection.	Draft project list, project prioritization criteria, selection of projects for consideration by CPACT.

Planning group participants frequently completed elements of the plan as "homework" outside of the regular meetings, including consulting with other interested members of the community as the plan developed. These materials were brought back to the following meeting for group discussion and decision-making.

South Coos and North Siskiyou Regions Feature Identification, Prioritization, and Project Selection

The South Coos and North Siskiyou Regional Planning Group worked through the process of feature identification, feature prioritization, development of management strategies, and project development in a series of short workshop meetings, combined with completion of tasks as "homework" between meetings. The group used a consensus-based decision making framework during meetings, discussing issues informally, then forming a group recommendation. Issues were frequently revisited as the process developed, and the group's goals and understanding of the project became more clearly defined.

The work of the South Coos and North Siskiyou regional planning group overlapped somewhat with the work done by the planning group to the north. Both groups developed recommendations for features in the Langlois, and Cape Blanco/Sixes landscape districts. For clarity, all of the recommendations for these two landscape districts have been included in the South Coos and North Siskiyou Region Plan. For a complete description of the process followed by the Coos County U.S. 101 Scenic Byway Committee to the north, please see the North Coos Regional Management Plan.

Workshop 1—Feature Identification

Feature identification was introduced to the planning group during the first meeting outlining the planning process.

- Each participant was asked to fill out a sheet describing the feature, its intrinsic qualities, any unique issues, and a description of what they would like to see at these locations in the future.
- In addition to filling out sheets within the group, the planning group developed a questionnaire that was printed in the community newspaper and distributed at local gathering places. Drop boxes were set up for returns. The group received several responses from the community at large, and these were combined with their own responses to develop a draft features list.

The group chose not to use the viewer employed photography process as a tool for features identification, feeling that the questionnaire would provide better outreach to the community.

Workshop 2—Features Prioritization

The draft feature list was discussed at the first workshop in March, and modified to be consistent throughout the region. Examples of typical changes that were made include specific businesses being grouped as contributing to their community setting, and different beaches, which often run into one another and are casually identified, being grouped together as one feature.

- At the same meeting, features were prioritized as either defining, contributing, or recognized as preparation for developing management strategies for the most important

features. The prioritization process was informal, starting with a preliminary vote for each feature, followed by discussion until a group consensus was developed. The list of features and their prioritization was modified slightly from the original version as the group continued to work through the planning process.

- In preparation for discussing management strategies for the defining and contributing features, the consultant team prepared summary sheets of each feature's intrinsic qualities, ownership and planning status, and any comments from earlier discussion that were relevant to management planning. The group was also provided with a version of the management strategies toolbox (Appendix E) used by most of the groups in their planning process.

Workshop 3—Management Strategies

The April workshop focused on the development of management strategies for important features. Again, the group worked through a consensus-based process of discussion and decision making.

- Following the meeting, notes on recommendations were compiled by the consultant team into summary sheets for each feature, and returned to the group for their comment.
- The group met to discuss their comments without consultant facilitation, and the comments were incorporated into a working draft for early public comment.

Workshops 4 and 5—Project Selection

Following the presentation of the working draft materials to the Port Orford City Council, Curry County Commissioners, and the steering committee of the Port Orford Chamber of Commerce, the group met twice more in May and June to finalize the management recommendations, develop implementation ideas, and identify potential projects.

- The consultant team prepared a worksheet matrix including features, management actions, and likely implementation strategies as a starting point for the group discussion. Implementation options were discussed and developed in workshop, and the group developed the beginnings of a project list.
- A summary of the projects developed by the group, and other potential projects consistent with the strategies was compiled, then was sent to the group for their review along with a preliminary list of project prioritization considerations. During a meeting in June, prioritization criteria were ranked, and the group selected two projects to forward for early consideration.

South Coos and North Siskiyou Regions Public Outreach Efforts

The City of Port Orford is the main community in the North Siskiyou Region, with the smaller communities of Langlois and Sixes to the north. Early in the process, during the feature identification phase, questionnaire distribution and response boxes were set up in the Post Offices at Langlois and Sixes, and at the Langlois Market. As the project developed, Regional Planning Group members made casual contacts with members of the community whom they considered stakeholders in some of the individual issues that came up. Also, members of the Regional Planning Group made monthly reports to the whole CRT group to keep them informed of project progress.

Following the development of working draft feature management strategies, the consultant Regional Planning Group coordinator made a progress report to the City Council and the general public in attendance, as well as the steering committee of the Port Orford Chamber of Commerce. Comment on the draft plan to that date were solicited from all of these groups. The Regional Planning Group coordinator also made a formal presentation of the working draft recommendations to the full CRT group at their May meeting.

Very few comments were received in response to the public outreach efforts. The comments that were received were taken back to the regional planning group for consideration.

South Coos and North Siskiyou Regions Local Jurisdiction Coordination

The project has included both formal and informal coordination with local jurisdictions, the city of Port Orford and Curry County, and affected agencies, primarily Oregon State Parks and Recreation. The City of Port Orford was represented at the majority of the planning group meetings by Councilor Bob Warring. The consultant team Region Planning Coordinator also presented a summary of the process to date and the working draft management recommendations to the Port Orford City Council at their regular May meeting.

An information sheet was distributed at this meeting that described the planning process to that point, and there was a brief discussion of the Council's future role in the approval of the Corridor Management Plan recommendations for their jurisdiction, and in making a recommendation on participation in the National Scenic Byway program.

A summary of the planning work from the North, Central and South Siskiyou Regions was presented to the Curry County Board of Commissioners at their May workshop meeting, covering the working draft recommendations, and the progress of each of the Curry County planning groups to that point. Comments on the draft report were solicited from the Board of Commissioners at that point, and also in a later follow-up letter and phone contacts.

Planning recommendations for the South Coos and North Siskiyou Regions are included in Parts II and III of this plan, respectively.

Central Siskiyou Region

The management plan for the Central Siskiyou Region was developed in a series of three workshops held in Gold Beach between December 1996 and June 1997. The planning group for the region included members of the Gold Beach 2010 Committee, originally brought together for planning under the Rural Development Initiative, and other members of the community invited to round out the geographic and interest areas important to the byway planning effort. The group was chaired by City of Gold Beach Mayor Marlyn Schafer.

In a series of two full-day workshops and one evening meeting, the group completed the process of 1) selecting the features and intrinsic qualities that characterized the region, 2) prioritizing features, and 3)developing management strategies and projects to maintain and enhance the travel experience for this segment of the U.S. 101 corridor. These meetings are summarized in Table 2-2.

The planning group had the responsibility of proposing, reviewing, and finalizing the inventory and management

Table 2-2
Summary of Meetings by the Central Siskiyou Regional Planning Group

Meeting Dates	Number of Attendees	Topics	Results
January 11, 1997	12	VEP results reported, feature list brainstorm, prioritization of features.	Draft prioritized feature list.
February 1, 1997	6	Feature list review and modification, development of feature management goals, objectives, and strategies.	Draft management strategies for defining and contributing features.
June 10, 1997	6	Implementation strategies, project identification & selection	Draft project list, project prioritization criteria, selection of projects for consideration by CPACT.

recommendations in the draft Regional Management Plan. Although various methods for voting were used as starting points for discussions on each of the major selection and prioritization issues, final decisions were based on group discussion and consensus.

Early in the process, the group had concerns about federal involvement in the project, and the responsibilities of ODOT, cities, and counties in the implementation and administration of the plan. These concerns were gradually reduced as the group worked through the planning process, and became more familiar with the intent and specific elements of the plan.

The group was also interested in the opportunities and limitations of the plan for including projects that were currently planned but not yet completely designed or funded. For the most part, these projects were incorporated in the project list for the region.

Central Siskiyou Region Features Identification, Prioritization, and Project Selection

Prior to the first workshop, viewer employed photography (VEP) packets were distributed to the planning group, who, despite a stretch of particularly bad weather, completed them and returned them for processing and documentation. The consultant team mapped the responses from the VEP exercise, and developed a preliminary feature list including the location, intrinsic qualities, and preferred futures for each feature.

Workshop 1—Introduction and Feature Identification

The first workshop was held in December of 1996. At this workshop, the Regional Planning Group was introduced to the project, and developed a draft feature list.

- The consultant team Regional Planning Coordinator introduced the project, and responded to questions from the planning group.
- VEP results were then presented, and the group discussed and refined the preliminary feature list. The group discussed the features and intrinsic qualities which were the most characteristic of the region.

Workshop 2—Feature Prioritization and Management Strategy Development

The second workshop was held in February 1997. The Regional Planning Group prioritized features as either "Defining," "Contributing," or "Recognized," and developed preliminary management strategies for the defining and contributing features.

- The group reviewed the feature list prepared from the first workshop, and completed and prioritized the features as preparation for developing management strategies.
- Each workshop participant was asked to vote for defining and contributing features using a total of ten adhesive "dots" each, five of one color to indicate a vote for a feature as defining, and five of another color to indicate contributing.
- Following the initial vote, the group discussed each of the features to either validate the vote total, or reach a consensus on changing the category of a feature.
- Following the feature prioritization, the Region Coordinator introduced the process for developing management strategies for the defining and contributing features in the region.
- Using the Management Strategies Toolbox (Appendix E) as a resource, the group completed a facilitated discussion to develop management goals, objectives, and strategies for the selected features.
- Following the workshop, the consultant team prepared a prioritized feature list, and management strategy summary sheets for each of the features discussed by the group. These materials were circulated to the group for their comment and validation.

Workshop 3—Implementation and Projects

At this workshop the Regional Planning Group developed implementation approaches to accomplish the feature management strategies, and selected projects for enhancing the byway in the Central Siskiyou Region.

- The planning group discussed suggestions for modifying the draft management strategies from Workshop 2. Comments on the draft strategies had been collected from the review of early drafts by the Regional Planning Group, Gold Beach City Council, and the Curry County Commissioners.
- Implementation approaches were selected using a summary spreadsheet and implementation workbook developed by the consulting team.
- Using a preliminary list of draft projects for the region developed by the consultant team, the planning group

discussed possible projects and modified the project list.

- The planning group reviewed a preliminary list of project selection criteria and developed a prioritized list of criteria for the region.
- Using the criteria as a guide to selection, the group selected two projects to forward to CPACT. The selection process was by an informal vote, followed by discussion the group reached consensus.

Central Siskiyou Region Public Outreach Efforts

Following the development of draft management strategies for features, the feature list and management strategies were presented to the Gold Beach City Council in a televised meeting.

A summary sheet was developed, and made available to interested members of the public at City Hall. Questions or comments were solicited for Mayor Schafer as chair of the Regional Planning Group or for the consultant Regional Planning Coordinator.

Few comments from the public were received following the public outreach for this region. Comments were brought back to the regional planning group for their consideration and inclusion in the plan.

Central Siskiyou Region Local Jurisdiction Coordination

The local jurisdictions in the planning area include the City of Gold Beach and Curry County. The City of Gold Beach was represented on the Regional Planning Group by both Mayor Schafer and Councilor Tammie Kaufman. Curry County Roadmaster and CPACT representative Dan Crumley also was a member of the planning group.

The consultant team Regional Planning Coordinator also presented a summary of the process to date and the working draft management recommendations to the Gold Beach City Council at their April 14th meeting. An information sheet was distributed at this meeting that described the planning process to that point, and there was a brief discussion of the Council's future role in the approval of the Corridor Management Plan recommendations for their jurisdiction, and in making a recommendation on participation in the National Scenic Byways Program.

A summary of the planning work from the South Coos and Siskiyou Regions was presented to the Curry County Board of Commissioners at their May 12th workshop meeting, covering the working draft recommendations, and the progress of each of the Curry County planning groups to that point. Comments on the draft report were solicited from the Board of Commissioners at that point, and also in a later follow-up letter and phone contacts.

The Central Siskiyou Region planning recommendations are included in Part IV of this plan.

South Siskiyou Region

The South Siskiyou Regional Planning Group experienced deep disagreements among the participants over the purpose of the plan, and its potential benefits and impacts. The group met five times in workshop settings between February and June 1997.

Throughout the planning process, the group appeared to approach consensus several times, only to break back apart due to fundamental disagreements.

Members of the group fundamentally disagreed over the appropriate role of government in the development of a corridor management plan. Ultimately, these larger concerns overshadowed the limited purpose of the planning process, and reduced the effectiveness of the group in developing a set of recommendations for the South Siskiyou Region.

During the initial stakeholder interviews in Brookings, the Chetco Vision Action Team was identified as an appropriate group to develop the Regional Management Plan. However, this group was not acceptable to the Brookings City Council, who felt the Chetco Vision Action Team did not represent an appropriate group of interests. In October 1996, the planning team (representing ODOT and consultants) sent a letter clarifying the intent and responsibilities of the planning group to the Brookings City Council, requesting that they select a working group to participate in the planning process. A list of participants was finalized in late January 1997.

The South Siskiyou Regional Planning Group was a new group, specifically impaneled by the Brookings City Council to complete the planning process for the region.

The group was chosen to reflect diverse interests from within the South Siskiyou area, and to include representatives from several regional organizations active in the community, including the Chetco Vision Action Team, the Chetco Watershed Council, and the Brookings-Harbor Chamber of Commerce. Several participants initially selected for the group chose not to participate, and a few members were also added to the group during the course of the planning process. The Regional Planning Group meetings (summarized in Table 2-3) were open to the general public, and several people outside of the planning group attended one or more meetings.

Feature identification was completed in the first workshop with the South Siskiyou Regional Planning Group. There was disagreement in the group over whether it was appropriate to include privately-owned properties in the features list, and questions about the possible long-term impacts of a feature being included in the plan. A draft list of features were developed first without prioritization, then the list was reviewed and prioritized.

Features in private ownership were often either removed from the list, or downgraded in priority, reflecting the group's disagreement over the approach to private resources.

Features were prioritized as either defining, contributing, or recognized as preparation for developing management strategies for the most important features. Feature prioritization was done in general discussion, beginning with an informal vote for each feature, followed by discussion until the group reached consensus.

The feature list continued to be refined in each workshop, and was ultimately modified to meet the group's recommendation for which sections of the region to be included in the management plan.

The process for developing management strategies was introduced at the end of the first workshop, and the Management Strategies Toolbox (Appendix E) was distributed to the group. The discussion of management strategies was taken up at the third workshop, and management strategies were developed for defining and contributing

features in discussion with the group. Summaries of the current planning status for each feature, as well as documentation of group suggestions collected through the VEP and feature selection process were prepared for the group and used as a resource during the management strategy discussion.

The consultant team prepared a worksheet matrix including features, management actions, and likely implementation strategies as a starting point for the group discussion. A limited discussion of implementation options and projects led to some preliminary recommendations for a limited set of

Table 2-3
Summary of Meetings by the South Siskiyou Regional Planning Group

Meeting Dates	Number of Attendees	Topics	Results
February 22, 1997	12	Introduction to the planning process, review of VEP results, feature identification, questions about the plan.	Regional Planning Group introduced to process, identification of 11 defining, 16 contribution, and 7 recognized features for the region.
March 19, 1997	10	Discussion of potential benefits and problems with byway designation. Review of feature list.	Clarification of the planning process, and the National Scenic Byway program.
April 9, 1997	16	Preliminary development of feature management goals, objectives, and strategies.	Draft management strategies for a selection of the region's defining and contributing features
June 9, 1997	13	Completion of feature management goals, objectives and strategies. Development of implementation strategies.	Draft management strategies for region defining and contributing features, implementation strategies.
June 23, 1997	10	Review of potential byway benefits and issues. Coordination for public open house.	Discussion of byway benefits and issues, agreement to hold open house.

management actions. The final discussion of projects was not completed prior to the first CPACT project prioritization meeting.

South Siskiyou Region Features Identification, Prioritization, and Project Selection

Meetings of the South Siskiyou Regional Planning Group were workshops structured to develop a draft Regional Management Plan. Due to the late start of the group, viewer employed photography materials were distributed to members of the planning group prior to the first workshop. Members of the planning group who had the opportunity to complete the VEP exercise brought their results to the first workshop, and these were incorporated into the discussion as the group chose features. The events of the workshops are described below.

Workshop 1

The development of a Regional Planning Group in this area took more time than in most of the planning regions, and the introductory meeting of the group was not held until February 1997. Although the group went through the process of developing a preliminary feature list and feature prioritization at this meeting, there was significant disagreement over the purposes and benefits of the scenic byway planning process, and whether or not the group was interested in continuing with the project.

The group also discussed some options for limiting the location of byway planning and designation to leave portions of the region out of the plan. The group requested supplementary information regarding several issues, including:

- Economic impacts of scenic byways
- Possible regulatory impacts of designation
- Sources of funding for the planning project and future matching funds for any grant awarded
- Clarification from ODOT regarding what, if any, operational impacts that the byway designation might have on U.S. 101

A second meeting was scheduled for March 1997, three weeks following the first meeting, to discuss whether or not the group was interested in completing the Regional Management Plan.

Workshop 2

Supplementary information was provided for the group's review, and a second meeting was held in March.

- There continued to be significant disagreement in the group over the benefits of either completing the plan or participating in the National Scenic Byways Program.
- Although there was no consensus at this meeting concerning the benefits of the planning process, the group made a decision to provisionally proceed with the planning and "wait and see" how the process went prior to making a final decision.

Workshop 3

At the third workshop in April 1997, the project list was reviewed and draft management strategies were developed. Although objections to the planning process and the approach to making management recommendations for corridor features were raised, the majority of the group expressed interest in continuing with the process, and completing the development of the draft Regional Management Plan.

During the period between the third and fourth workshops, the Brookings City

Council unanimously passed a motion regarding Scenic Byway designation to "approve CPACT to include only the area specifically from Pistol River to Rainbow Rock Viewpoint on the west side in the scenic byway."

Workshops 4 and 5

The planning group met for a fourth workshop in June 1997 to comment on the management strategies, develop implementation recommendations, and select projects for further development. The group in general did not have clear agreement on the meaning or effect of the City Council action, and how it should affect their continued development of the plan. Questions included:

- After requesting that this group participate in the planning process, why had the City Council taken action prior to the group completing its recommendations?
- Since the planning region included areas outside of the City Council's jurisdiction, how did the City Council's action affect the group's recommendations for those areas?

Although a few members of the group had been present at the meeting, including City Councilman Larry Curry, the chair of the planning group, there was no clear consensus on the intent of the City Council's action or the direction the group should take from it. The group came to a decision to complete a draft Regional Management Plan following the general direction it had developed during its working sessions, and to hold a public meeting where the general direction of the plan would be presented, and the group could get a sense of the general public's opinion on the project. The Chetco Vision Action Team would sponsor and moderate the meeting.

The consultant team was directed to prepare draft feature sheets for the South Siskiyou Region and return them to the group for review. A final review meeting was scheduled to make comments on the draft feature sheets prior to the public meeting, and make final plans for the meeting format. This meeting was held on June 23, 1997.

- Immediately prior to the meeting Larry Curry, the chairperson of the Regional Planning Group, resigned from the group.
- Mayor Nancy Brendlinger replaced Mr. Curry as the city's representative. Mayor Brendlinger expressed concerns about the possible effects of the byway plan on the city's options for land use control and future growth. The group discussed these concerns without resolution.
- The group reached a consensus to ask that the Chetco Vision Action Team (CVAT) host a public meeting.

South Siskiyou Region Public Outreach Efforts

Due to the lack of consensus within the Regional Planning Group, and unresolved questions over participation in the planning process, there was limited public outreach in this region prior to the completion of a plan to the working draft stage. Members of the planning group informally consulted with their constituent groups during the planning process, and several interested members of the public attended planning group meetings.

As described above, the regional planning group felt that it was important to provide an opportunity for the general public to learn more about the planning process, and the

group's progress and recommendations. The regional planning group requested that the Chetco Vision Action Team (CVAT) host a public forum, and that group arranged a date and meeting place. The meeting was announced to the public in an article in the Brookings-based Curry Coastal Pilot. The article also provided a thorough overview of the planning process to that point. An informational exhibit was developed and placed in the Brookings Library prior to the meeting to allow anyone interested to review the working draft planning documents and map.

The meeting was held at the conference room of the Brookings Inn. Keith Pepper, co-chair of the Chetco Vision Action Team, welcomed the members of the public in attendance and introduced the format of the meeting. The consultant Region Planning Coordinator presented a short overview of the planning framework and the work completed by the South Siskiyou regional planning group.

Following that introduction, each of the members of the regional planning group in attendance were invited to make a short statement describing their position on the plan and possible participation in the National Scenic Byway Program. The regional planning group statements followed the split described earlier, with majority support for participating in the program, and a strong minority dissent expressing concerns about loss of local control over land use decisions.

Comments from the audience were limited, and showed a mix of concern about, and support for the project. Two members of the audience expressed concern for improving or maintaining U.S. 101's safety and mobility: the first concerned that the plan would promote the development of medians as ODOT had proposed and ultimately rejected in the late 1980's and early 1990's, and the second stating that any transportation resources should be used for safety improvements, rather than byway amenities.

A few members of the audience also expressed concern over the perceived possibility that participation in the National Scenic Byway program would impose federal control over private property rights. A few other audience members supported the opportunity for increased tourism promotion and support for projects that would come with designation.

Although the meeting provided a valuable opportunity for the wider public to participate in the planning process, it did not result in a clear demonstration of either widespread support or opposition to the results of the planning process. The positions of the members of the regional planning group also remained substantially as they had been throughout the process.

South Siskiyou Region Local Jurisdiction Coordination

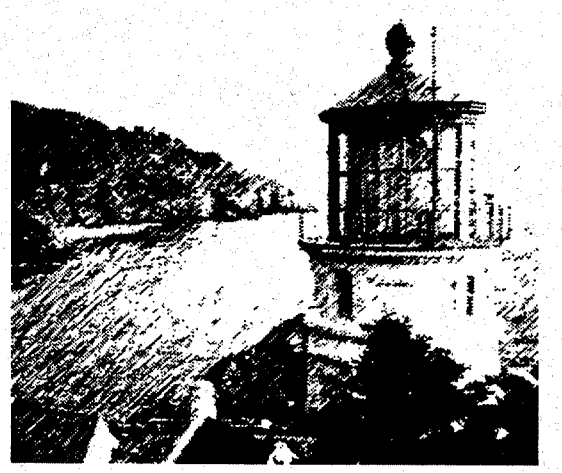
In addition to the introductory letters sent to City Council members and County Commissions in the region, a second introductory letter was sent to the Brookings City Council clarifying the planning process and the responsibilities of Regional Planning Group members, and requesting the city's participation in the planning process. Following the City Council's approval of participation in the process, and selection of committee members for the Regional Planning Group, the Regional Planning Coordinator met with City Manager Tom Weldon and City Planner John Bischoff to introduce the planning process, and answer any initial questions about the project.

Through the first four workshops, the Regional Planning Group was chaired by Brookings City Councilor and CPACT

representative Larry Curry. Councilor Curry provided City of Brookings City Councilors and the City Mayor with informal progress updates as the planning process developed. At Councilor Curry's request the consultant Regional Planning Coordinator also provided Mayor Brendlinger with background information on the National Scenic Byways Program, the economic impact of scenic byways, and the planning approach to the current project.

As described earlier, the City Council unanimously passed a motion to include only the area north of Rainbow Rock Viewpoint, and to the west of the highway in any scenic byway designation. Prior to the fifth meeting of the Regional Planning Group, Councilor Curry resigned from the group, and Mayor Brendlinger assumed his place as the City of Brookings representative.

The South Siskiyou Region planning recommendations are included in Part V of this plan.



Part II
South Coos Region

3. SOUTH COOS REGIONAL SETTING

The previous section (Section 2) of this Regional Management Plan described the planning process and the activities of the Regional Planning Groups for the South Coos and Siskiyou Planning Regions.

This section and Sections 4-6 describe the results of the planning work for the South Coos Region, which extends from Fourmile Creek to Port Orford (see Orientation Map.)

This section contains an introductory description of the South Coos Region; the subsequent three sections describe the South Coos Region's features, feature management strategies developed by the Region Planning Group, and potential projects for the region.

The South Coos Region starts approximately 4 miles north of Laurel Grove near Fourmile Creek and terminates south of Cape Blanco about a mile north of Garrison Lake (see Orientation Map). This most southern end of the Coos Region includes a broad marine terrace located between Cape Arago in the north (in the vicinity of Coos Bay) and Port Orford in the south.

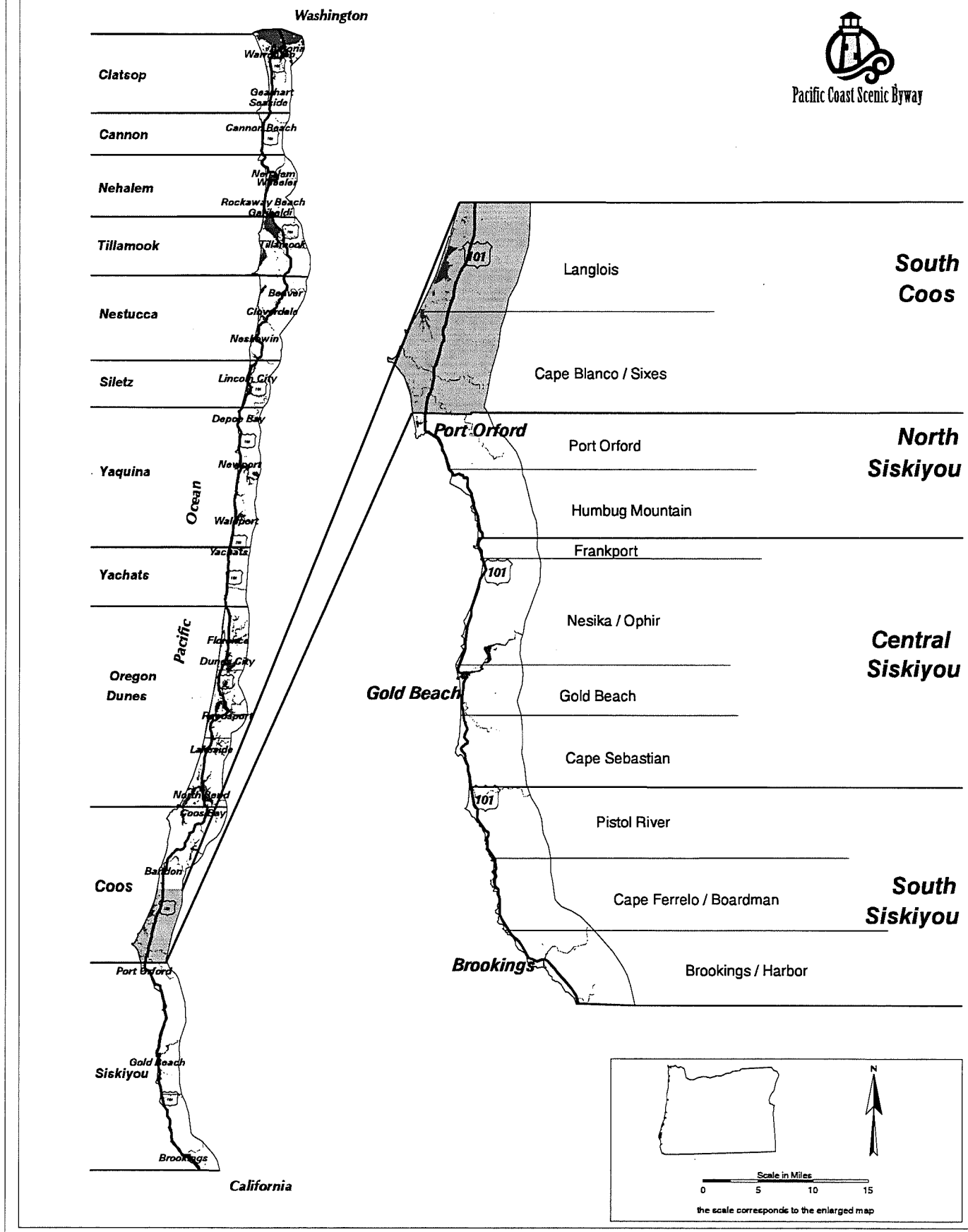
Cape Blanco, the most western point in Oregon, is a major geographic feature of the South Coos Region.

Throughout the region, cranberry farming is an important agricultural activity, and new bogs are being constructed in several areas. Sheep farming is common on the hillsides to the east of the highway, especially in the vicinity of Langlois, the major community in the area.

The highway in this area also passes the Oregon Wildlife Safari, one of the south coast's few large-scale roadside attractions. Between Fourmile Creek and Port Orford the highway setting includes low density residential areas, small scale commercial and industrial activities, and occasional highway-related commercial developments.

The historic community of Langlois is a pleasant small town set against a beautiful backdrop of grassy, rolling hills.

The South Coos Region is comprised of two landscape districts: Langlois and Cape Blanco/Sixes. The Langlois district is a rolling marine terrace dissected by east-west running streams (Fourmile, Floras). Stream valleys are in agricultural use while adjacent uplands are in mixed forest. The ocean is a presence, but only glimpsed occasionally from the highway. The Cape Blanco/Sixes district is a continuation of the rolling terrace. Rivers dissecting the terrace (Sixes and Elk) are larger in size and have wider associated valleys. These valleys are in agricultural use, generally pasture. Both the ocean and the mountains seem distant. Access to Cape Blanco, a scenic and historic feature, is in this district.



Pacific Coast Scenic Byway

South Coos Region

Orientation Map

Oregon Department of Transportation

December 1997

4. INTRINSIC QUALITIES AND FEATURES

Intrinsic qualities are one way of describing the types of resources in the byway corridor that contribute to the traveler experience. Scenic, historic, natural, archaeological, recreational, and cultural intrinsic qualities make the region's features rewarding places to visit, explore, and learn about.

Simply put, "intrinsic qualities" are the aspects of the byway corridor that make U.S. 101 more than just a utilitarian route from one place to another.

Intrinsic Qualities

The South Coos Region offers significant examples of five of the six intrinsic qualities:

- Scenic—pastoral landscapes, dramatic ocean views, and wild and scenic rivers
- Historic—important points in the European exploration of the Pacific Northwest, a historic lighthouse, and several other historic sites and buildings
- Natural—whale watching, ocean beaches, snowy plover nesting sites, old growth forest, wildflowers, and windswept headlands
- Archaeological—Native American habitation sites
- Recreational—world-class windsurfing, fishing, wilderness and beachwalking.

In addition, cranberry fields contribute to an important cultural event, the annual Cranberry Festival celebrated in nearby Bandon. This cultural feature is discussed in the regional plan for the North Coos Region.

The most important qualities for the South Coos Region are natural, scenic, and recreational.

The South Coos Region includes some of the most diverse natural landscapes on Oregon's south coast. Cape Blanco, Boyce Cope County Park, and Floras Lake State Natural Area each offer a variety of ocean shore resources, from windswept headlands to sandy beaches and dunes. Inland, the region provides access to forested mountain wilderness areas and free-flowing river systems.

Natural qualities are important to the region. Scenic qualities are also important and, in this region, are mostly of cultural landscapes.

Rolling hillside pasturelands and farmed riparian valleys are some of the best views from the road.

The Cape Blanco lighthouse (as well as the Cape itself, which has been an important navigational feature for sailors since the 1600s), the Hughes house on the Sixes River in Cape Blanco State Park, and the historic buildings in the Langlois town center provide a connection to the Euro-American settlement history of the region.

Beach walking, hiking, and fishing are all popular recreational activities available in the region. Also, Floras Lake is emerging as a popular windsurfing destination.

Regional Features

Except for the historic buildings of Langlois and the region's agricultural landscapes, most of the region's identified features are in public ownership, either as state parks, or under federal management by the BLM and

Forest Service. Cape Blanco and Floras Lake have parks with developed campgrounds, beach access, and opportunities for recreation.

Many of the defining features in the region reflect the outstanding natural landscapes of the South Coos Region generally, ranging from rugged wilderness areas to rocky coastal capes, and free-flowing rivers.

Many of the defining features in the region are not directly adjacent to the highway. The two wilderness areas are both east of the highway, in the heart of the Siskiyou Range. The most scenic sections of the two large rivers in the region are also east of the highway, heading towards the hills. Many coastal features are a short drive to the west of the highway, and occasionally require some hiking beyond that.

Cape Blanco State Park and Floras Lake State Natural areas are both west of the highway. At their access points from U.S. 101, neither of these features can be seen from the road. However, they are both important backdrop features in long views of the coast from other sections of the highway.

Langlois, the major town in the region, is included as a defining feature because of its pleasant, small-scale historic character and especially scenic surroundings.

The contributing features identified in this region include some of the agricultural landscapes to the north, and smaller scale natural features that characterize the region.

The defining, contributing, and recognized features for the South Coos Region are listed below:

Defining Features in the South Coos Region

Langlois Town Center
Cape Blanco State Park and Lighthouse
Floras Lake State Natural Area
Sixes River
Elk River

Contributing Features in the South Coos Region

Offshore Rocks and Oregon Islands National Wildlife Refuge
Cranberry Bogs
South of Langlois Rural Character
New River ACEC
Floras Creek Valley
Floras Lake (Boyce Cope County Park)
Sixes River Recreation Areas/Grassy Knob Wilderness

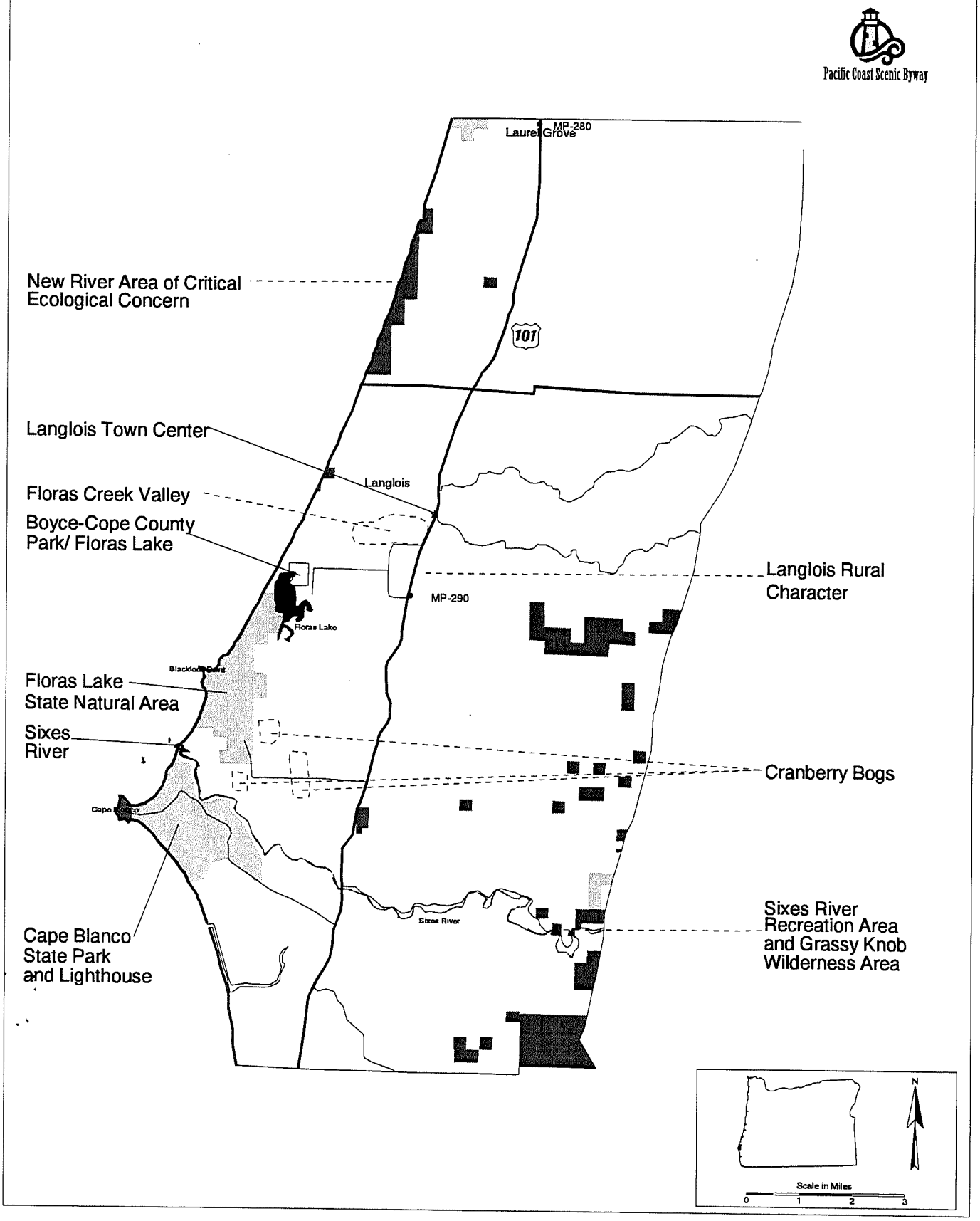
Recognized Features in the South Coos Region

Elk River Fish Hatchery

The following map shows the locations of the defining and contributing features.

Pacific Coast Scenic Byway

South Coos Region



Oregon Department of Transportation

December 1997

5. MANAGEMENT STRATEGIES, PROJECTS, AND IMPLEMENTATION

With identification of the region's features accomplished, the next step in the planning process was to select management goals (enhancement, stewardship, awareness, interpretation, and access) and specific objectives and applicable strategies for each feature. Potential projects were identified. Appropriate management goals were determined by the members of the regional planning group based on their knowledge of existing local plans, conditions, and influences. The results of this strategizing are described in this section along with implementation steps, responsible parties, and funding sources. The region's feature sheets are included.

Strategy Identification and Types

The majority of the significant features in the South Coos Region are in public ownership, and managed by public agencies. The remaining features are generally protected from significant change by existing land use policies and economic conditions.

Most features in the region have already been developed to provide public access or services for travelers.

As a result, the management strategies proposed for these features are generally enhancements to their existing functions, rather than major changes in their current management.

Management strategies identified by the group focused on enhancement opportunities that would help stabilize features against heavy use, provide improved visitor services and information, and improve the visitor experience of region communities. Improved signage and interpretation were recommended for most features in the region to provide visitors with more information about the region and its unique attributes.

The strategies suggested for region features would result in a more coordinated and coherent travel experience for visitors to the region, and increase the opportunities for travelers to spend time in the region.

Strategy Implementation

Participants in the planning process identified several opportunities to enhance the byway corridor and improve the traveler experience. Implementation of these opportunities can take many forms, ranging from a minor change in existing management policy, to the development of a major capital project.

Strategies generally apply to features that are currently managed by one or more public agencies. In these cases the primary responsibility for implementation lies with the agency. Often, the strategies identify the opportunity to develop partnerships for implementation.

In many cases, the strategies developed in the plan are minor extensions of the accepted mission for region features. Several of these opportunities were previously identified in existing plans, or were in the process of

planning and implementation prior to beginning work for the Regional Management Plan. Implementation of the strategies is currently limited by available resources, both for initial capital development and ongoing maintenance. In these cases the possibility of developing funding and operations partnerships provides an important opportunity for achieving the goals of the plan.

Cooperation between corridor stakeholders, and committed advocacy for region projects will be necessary to implement many of the strategies and projects identified in the plan.

Sources of Funding

There are a variety of potential sources of funding available for the implementation of projects. Some examples are as follows, categorized by intrinsic qualities.

Historic, Cultural, and Archaeological

The Historic Preservation League of Oregon, National Trust for Historic Preservation, and Oregon State Historic Preservation Office offer a variety of funds that were established for archaeological, cultural and historic preservation.

Recreational and Scenic

Marketing is a common goal for recreational and scenic features along the coast corridor. The Oregon Tourism Commission offers three funding sources to increase overall marketing opportunities, i.e., marketing sites or events, and developing site-specific brochures. These include the Small Grant Program, Regional Strategies Fund and Old-Growth Diversification Fund.

Natural

There are a variety of potential funding opportunities for the interpretation and/or protection of natural features such as wetlands and other water related features. Some examples include the Environmental Protection Agency, and several private organizations such as Coors Pure Water 2000, Bullitt Foundation, FishAmerica Foundation, Harder Foundation, and the River Network.

In General

Several state and federal agencies also provide grants for specific projects. This includes, but is not limited to: ODOT, USFS, OPRD, DLCD, and the State Marine Board.

A more complete listing of funding sources can be found under Topic Papers, in Appendix A of the Corridor Management Plan.

Scenic Byways Process for Funding

National Scenic Byway Funds are available through a grant application process to undertake eligible projects. These funds provide 80 percent of the total cost of project implementation, requiring a 20 percent match. This means another funding source or an "in kind" donation will need to be secured to cover the remaining cost. ODOT is responsible for the submission of grant requests to the FHWA. These funds are available for planning, designing, and developing state scenic byways programs, including the development of corridor management plans such as this; developing state and federal agencies' designated scenic byways to make them eligible for designation as National Scenic Byways; and enhancing or improving designated National Scenic Byways.

Technical Assistance

In addition to local city and county planning offices, the following organizations and agencies can provide information and technical services to assist in interpreting and protecting scenic, natural, archaeological, historic, cultural, and recreational resources related to this project:

Organizations

- Land Trust Alliance
- Scenic America
- The Trust for Public Land
- The Nature Conservancy
- National Scenic Byways Clearinghouse
- Coast to Crest Interpreters League
- Oregon Coast Education Awareness Network

Agencies

- Oregon Department of Transportation
- Oregon Department of Land Conservation and Development
- Oregon Parks and Recreation Department
- National Parks Service
- U.S. Forest Service
- U.S. Fish and Wildlife Service
- Bureau of Land Management
- Travel Information Council

For more information about available technical services refer to Topic Papers in Appendix A of the Corridor Management Plan.

Feature Sheets

With the information obtained from the workshop participants, the consultant team prepared a summary of each defining and contributing feature. The following feature sheets include goals, objectives, strategies, implementation steps, and contacts for each feature. A description of the unique attributes of each feature, and a photograph for defining features, are included.

FEATURES IN SOUTH COOS REGION

Defining Features

Page

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Floras Lake State Natural Area 37
Cape Blanco State Park and Lighthouse 39
Sixes River 41
Elk River 43

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Floras Lake 50
Floras Creek Valley 52
Langlois Rural Character 53
Sixes River Recreation Areas and Grassy Knob Wilderness Area 54

LANGLOIS TOWN CENTER



Langlois is a picturesque small town set at the base of traditional sheep farming country in the foothills of the Coast Range. Langlois' town center, with U.S. 101 as its main street, includes several well-preserved and carefully detailed historic buildings currently in use as shops, galleries, and antique stores.

Intrinsic Qualities: Historical
Type: Defining
Region: Coos
District: Langlois
Location: On U.S. 101
Managing Authority: Private home and business owners
Existing Management Status: Rural zoning?

Management Goals

Stewardship

Objectives:

- Conserve historic character of town center

Strategies:

- Reinforce awareness and interest in town center as a local asset
- Find technical and financial assistance for voluntary restoration or historic designation of buildings

Implementation Steps:

- Establish historical society
- Foster partnerships with Historic Preservation agencies
- Investigate state or national listing

Enhancement

Objectives:

- Improve pedestrian experience of town center

Strategies:

- Install sidewalks consistent with the character of town center to facilitate experiencing historic features

Implementation Steps:

- Contact ODOT District Office for information on how to make this a "small-scale urban highway" project (Langlois too small for STIP)

- Contact local or County officials to suggest pursuing improvements through local grant programs or ISTEA enhancements

Awareness

Objectives:

- Alert travelers to the scenic Langlois Mountain Road

Strategies:

- Sign road as a scenic side drive. Indicate length of road to viewpoint, and discourage RVs and oversize vehicles
- Pave informal viewpoint and turnaround near the top of the road
- If viewpoint area is currently not in the right-of-way, investigate purchase

Implementation Steps:

- Implement signing through ODOT signing plan
- Contact Curry County Road Department for paving and right-of-way information

Interpretation

Objectives:

- Develop on-site interpretation

Strategies:

- Interpret town history at one convenient location

Implementation Steps:

- Create a Langlois Historical Committee, then seek funding for roadside information, perhaps through Travel Information Council

Contact:
Langlois Historic House
Walt Schroeder, Chair
Phone (541) 257-7660

Curry County Historical Society & Museum
29410 Ellensburg Avenue
Gold Beach, OR 97444
Vern Wimmer, Curator
Phone (541) 247-6113

Mark Usselman, District Manager
ODOT District 7
307 Hwy 42 East
Coquille, OR 97423
Phone (541) 396-3707

Historic Preservation League of Oregon
Provides technical assistance and advocacy
Box 40053
Portland, OR, 97240
Phone (503) 243-1923
Lisa Burcham, Executive Director

Oregon State Historic Preservation Office
Dave Skilton, outreach and preservation planner
1115 Commercial St. NE
Salem, OR 97310-1001
Phone (503) 378-5001 ext. 260

Travel Information Council
Historic Marker Committee
Julie Porter, Coordinator
Phone (503) 375-2821
Cheryl Gribskov, Council Director
Phone (503) 378-4508

FLORAS LAKE STATE NATURAL AREA



Floras Lake State Natural Area includes one of the wildest stretches of coastline in southern Oregon. Accessible only from Boyce-Cope county park to the north, or via an overland walk from an undeveloped trailhead, the park offers visitors solitude, and an unmatched natural environment of open beach and the rocky headlands of Blacklock Point.

Intrinsic Qualities: Scenic, Natural, Recreational
Type: Defining
Region: Coos
District: Cape Blanco/Sixes
Location: 5 miles W. of U.S. 101, S. of Langlois
Managing Authority: OPRD
Existing Management Status: State Natural Area

Management Goals

Stewardship

Objectives:

- Maintain public ownership
- Protect from development

Strategies & Implementation Steps:

- Designate area for protection under State Parks Master Plan

Enhancement

Objectives:

- Develop minor visitor improvements

Strategies:

- Improve trailheads and visitor access point
- Provide restrooms at trailheads

Implementation Steps:

- Include in State Parks Master Plan

Access

Objectives:

- Improve access

Strategies:

- Improve parking area and trailhead signing at airport
- Develop parking and trail access from north bank Sixes River if feasible

Implementation Steps:

- Include in State Parks Master Plan

Awareness

Objectives:

- Improve awareness with highway signing
- Improve visitor awareness of park resources

Strategies:

- Develop signing on U.S. 101
- Install "trailblazer" signing along access roads
- Include in Coast guidelines and tourist information
- Develop trailhead signing at visitor access points

Implementation Steps:

- Include in State Parks Master Plan

Interpretation

Objectives:

- Develop on-site interpretation

Strategies:

- Develop interpretation in parking and trailhead area
- Interpret natural and cultural heritage of site; shore and estuarine ecosystems; settlement, mining, and Native American history

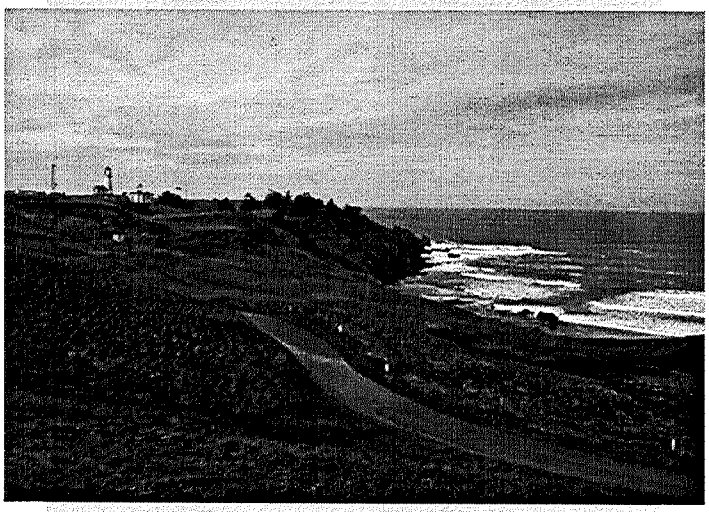
Implementation Steps:

- State Parks Master Plan should include interpretive element; contact SP interpretive coordinator

Contact:
Andy LaTomme, Area Manager
Oregon State Parks and Recreation Department
10965 Cape Arago Highway
Coos Bay, OR 97420
Phone (541) 888-9268

Floras Creek Watershed Council
Joe Brown
Phone (541) 348-2378
Also, South Coast Watershed Council
Coordinating umbrella organization for watershed groups:
Harry Hoogesteger
P.O. Box 666
Gold Beach, OR 97444
Phone (541) 247-2755

CAPE BLANCO STATE PARK AND LIGHTHOUSE



Cape Blanco is one of the landmarks of the Oregon Coast, originally named by Spanish navigators. Cape Blanco includes both a State Park with campground and day use facilities, and a historic lighthouse station managed by the BLM. Visitors to the park can enjoy tours of the lighthouse, whale watching, beach access, and wildflower exploring on the windswept cape. Tucked below the headland, a side road leads to the mouth of the Sixes River with fishing access, and an ornate Victorian historic farmhouse.

Intrinsic Qualities: Scenic, Natural, Recreational, Historical
Type: Defining
Region: Coos
District: Cape Blanco/Sixes
Location: 5.6 miles west of U.S. 101, between Langlois and Port Orford
Managing Authority: OPRD and BLM
Existing Management Status: OPRD State Park and BLM historic site

Management Goals

Stewardship

Objectives:

- Maintain in public ownership
- Maintain visitor facilities
- Inventory site features for management

Strategies:

- Stabilize and maintain historic lighthouse
- Protect archaeological and other resources
- Define visitor circulation and use areas to protect sensitive locations

Implementation Steps:

- State Parks and BLM work in partnership to manage the State Park and Lighthouse areas of Cape Blanco. Stewardship actions for the Cape Blanco Lighthouse are described in the *Cape Blanco Lighthouse Site Interim Management Plan*

Enhancement

Objectives:

- Improve visitor services
- Improve trail to lighthouse

Strategies:

- Improve visitor services at day-use parking area

- Develop lighthouse interpretive and visitor welcoming center

Implementation Steps:

- Incorporate improvements into State Parks Master Plan
- Coordinate visitor center, parking, and path improvements between OPRD and BLM

Access

Objectives:

- Improve access

Strategies:

- Define and resurface parking area
- Maintain opportunities for viewing from inside cars

Implementation Steps:

- Incorporate improvements into State Parks Master Plan

Interpretation

Objectives:

- Interpret natural and cultural resources

Strategies:

- Increase focus on whale-watching opportunities
- Interpret lighthouse

Implementation Steps:

- Incorporate improvements into State Parks Master Plan
- Prepare site interpretive plan

Contact:
Andy LaTomme, Area Manager
Oregon State Parks and Recreation Department
10965 Cape Arago Highway
Coos Bay, OR 97420
Phone (541) 888-9268

Tom Sill
Outdoor Recreation Planner
Bureau of Land Management
Coos Bay District Office, OR120
1300 Airport Lane
North Bend, OR 97459
Phone (541) 756-0100

Friends of Cape Blanco
Viola Cuatt
Phone (541) 332-2352

OCEAN (Oregon Coastal Environments Awareness Network)
Chris Mcalear, Secretary
Phone (541) 756-0100
(Bureau of Land Management North Bend)

SIXES RIVER



The river offers opportunities for fishing and river recreation, as well as the general experience of its scenic settings as it winds from headwaters in the Siskiyous to its mouth at the Pacific.

Intrinsic Qualities: Scenic, Natural, Recreational
Type: Defining
Region: Coos
District: Cape Blanco/Sixes
Location: Flowing to Pacific from Siskiyou Mountains, 3 miles north of Port Orford
Managing Authority: USFS
Existing Management Status: The Sixes River is a designated Outstanding Western River

Management Goals

Access

Objectives:

- Improve access to rivers near highway

Strategies:

- Investigate opportunities to develop waysides and river access near highway crossings

Implementation Steps:

- If river access is within 101 ROW, identify locations, contact ODOT District Manager. Secure funding through STIP, coordinate with USFS
- If river access is not in ROW, contact regional STIP coordinator, join with non-profit to secure grant funding and proposal for STIP

Awareness

Objectives:

- Improve traveler awareness of the identity and value of river systems
- Improve awareness of up and downstream river access points

Strategies:

- Develop characteristic signing on U.S. 101

- Include in travel guides and tourist publications

Implementation Steps:

- Include in Scenic Byway Signing Plan
- Contact Oregon Tourism Commission

Interpretation

Objectives:

- Interpret rivers

Strategies:

- Interpret salmon and steelhead runs
- Interpret historic and contemporary cultural importance of river systems

Implementation Steps:

- Coordinate interpretive program with a non-profit such as The River Network, or with USFS

Contact:
Siskiyou National Forest
Powers Ranger District
Powers, OR 97466
Phone (541) 439-3011

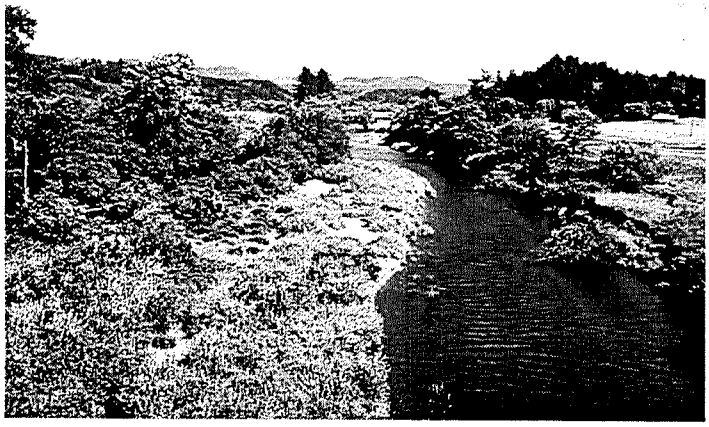
The River Network
PO Box 8787
Portland, OR 97207-8787
Phone (503) 241-3506

Mark Usselman, District Manager
ODOT District 7
307 Hwy 42 East
Coquille, OR 97423
Phone (541) 396-3707

Elk/Sixes River Watershed Council
Carolyn Rogers
Phone (541) 332-2555
Also, South Coast Watershed Council
Coordinating umbrella organization for watershed groups:
Harry Hoogesteger
P.O. Box 666
Gold Beach, OR 97444
Phone (541) 247-2755

Oregon Tourism Commission
775 Summer Street NE
Salem, OR 97310
Janet Porter, Tourism Development
Phone (503) 986-0000
1(800) 547-7842

ELK RIVER



The river offers opportunities for fishing and river recreation, as well as the general experience of its scenic settings as it winds from headwaters in the Siskiyous to its mouth at the Pacific.

Intrinsic Qualities: Scenic, Natural, Recreational
Type: Defining
Region: Coos
District: Cape Blanco/Sixes
Location: Flowing to Pacific from Siskiyou Mountains, 3 miles north of Port Orford
Managing Authority: USFS
Existing Management Status: A portion of the Elk River is a Federal Wild & Scenic River (designated 1988); development not damaging to the outstanding resources of a designated river, or curtailing its free flow, is usually allowed

Management Goals

Access

Objectives:

- Improve access to rivers near highway

Strategies:

- Investigate opportunities to develop waysides and river access near highway crossings

Implementation Steps:

- If river access is within 101 ROW, identify locations, contact ODOT District Manager. Secure funding through STIP, coordinate with USFS
- If river access is not in ROW, contact regional STIP coordinator, join with non-profit to secure grant funding and proposal for STIP

Awareness

Objectives:

- Improve traveler awareness of the identity and value of river systems
- Improve awareness of up and downstream river access points

Strategies:

- Develop characteristic signing on U.S. 101

- Include in travel guides and tourist publications

Implementation Steps:

- Include in Scenic Byway Signing Plan
- Contact Oregon Tourism Commission

Interpretation

Objectives:

- Interpret rivers

Strategies:

- Interpret salmon and steelhead runs
- Interpret historic and contemporary cultural importance of river systems

Implementation Steps:

- Coordinate interpretive program with a non-profit such as The River Network, or with USFS

Contact:
Elk/Sixes River Watershed Council
Carolyn Rogers
Phone (541) 332-2555
Also, South Coast Watershed Council
Coordinating umbrella organization for watershed groups:
Harry Hoogesteger
Box 666
Gold Beach, OR 97444
Phone (541) 247-2755

Siskiyou National Forest
Powers Ranger District
Powers, OR 97466
Phone (541) 439-3011

The River Network
PO Box 8787
Portland, OR 97207-8787
Phone (503) 241-3506

Mark Usselman, District Manager
ODOT District 7
307 Hwy. 42 East
Coquille, OR 97423
Phone (541) 396-3707

Oregon Tourism Commission
775 Summer Street NE
Salem, OR 97310
Janet Porter, Tourism Development
Phone (503) 986-0000
1(800) 547-7842

OFFSHORE ROCKS AND NWR

Intrinsic Qualities: Scenic, Natural,
Types: Contributing
Region: Coos & Siskiyou
District: All
Location: Offshore, along the coast
Managing Authority: U.S. Fish & Wildlife Service
Existing Management Status: All islands and rocks protected as National Wildlife Refuge; no development or trespassing

All of the dark, dramatic offshore rocks are part of a coastal wildlife refuge and protected from development and trespassing. From large stacks enduring the pounding surf to small outcroppings swarming with seabirds and seals, offshore rocks are an intrinsic scenic element of the Oregon Coast experience.

Management Goals

Awareness

Objectives:

- Increase awareness of NWR at viewpoints

Strategies & Implementation:

- Include in interpretive element of State Parks Master Plan; or Rocky Shores Interpretive program

Interpretation

Objectives:

- Improve interpretation of feature

Strategies:

- Install interpretation at pullouts, either State Parks or waysides. Could be sign panels or simple directional or identifier signs to explain protected status of wildlife refuge
- Install viewfinders at pullouts

Implementation Steps:

- Contact State Parks interpretive coordinators
- Contact Wayfinder planners for Battle Rock and other sites to include such interpretation in their plans

Contacts:
U.S. Fish & Wildlife Service
Oregon Islands NWR
c/o Western Oregon NWR Complex
26208 Finley Refuge Road
Corvallis, OR 97333
Phone (541) 757-7236

Andy LaTomme, Area Manager
Oregon State Parks and Recreation Department
10965 Cape Arago Highway
Coos Bay, OR 97420
Phone (541) 888-9268

Mark Usselman, District Manager
ODOT District 7
307 Hwy 42 East
Coquille, OR 97423
Phone (541) 396-03707

OCEAN (Oregon Coastal Environments
Awareness Network)
Chris Mcalear, Secretary
Phone (541) 756-0100
(Bureau of Land Management North Bend)

Kalmiopsis Audubon Society
Jim Britell
Phone (541) 332-9775

CRANBERRY BOGS

Intrinsic Qualities: Scenic, Cultural
Types: Contributing
Region: Coos
District: Various
Location: Beside U.S. 101
Managing Authority: Private
Existing Management Status: Private land

Arranged on the fertile terrace between Port Orford and Bandon, the sunken reddish fields of cranberries are considered locally to be an important cultural and economic resource. All of the bogs are privately owned, and several line the highway corridor, presenting an interesting working agricultural landscape to passersby.

Management Goals

Awareness

Objectives:

- Recognize importance to local economy

Strategies:

- Install informational signs along U.S. 101

Implementation Steps:

- Contact ODOT District Manager to discuss sign installation possibilities

Contacts:
Carol Russell
Oregon Cranberry Farmers Alliance
P.O. Box 1737
Bandon, OR 97411
Phone (541) 347-4423

Mark Usselman, District Manager
ODOT District 7
307 Hwy 42 East
Coquille, OR 97423
Phone (541) 396-03707

NEW RIVER AREA OF CRITICAL ECOLOGICAL CONCERN (ACEC)

Intrinsic Qualities: Natural, Cultural, Archaeological
Type: Contributing
Region: Coos
District: Langlois
Location: 2½ miles north of the Curry County Line
Managing Authority: Bureau of Land Management
Existing Management Status: The New River ACEC has been designated an area of critical environmental concern (ACEC) in the New River ACEC Management Plan

The New River ACEC contains estuary, forest, meadow, wetland and environmentally sensitive lands. The facility is day-use only and is developing interpretive signage.

Management Goals

Stewardship

Objectives:

- Maintain biodiversity and quality habitat
- Protect cultural sites
- Provide interpretive and low-impact recreation opportunities

Strategy:

- Management strategies are detailed in the BLM's 1995 Management Plan for the area

Access

Objective:

- Develop access to feature from Highway

Strategy:

- Identify potential access routes

Implementation:

- ODOT will determine possible access development
- ODOT will include access development projects in the State Transportation Improvement Plan Interpretation
- BLM's 1995 Management Plan for the area identifies and targets passive recreational use to protect resource values. To minimize resource impacts, the management direction is to not develop the site for RV and 5th wheel access, parking, or turnarounds

Interpretation

Objective:

- Provide on-site interpretation

Strategy:

- Install interpretive signage describing the New River ACEC

Implementation:

- The Bureau of Land Management can explore funding opportunities, in-kind service, materials, and labor to develop and install interpretive signs

Awareness

Objective:

- Develop passive signage to attract target users

Strategies:

- Improve/Install highway signage
- Include feature in corridor information material

Implementation:

- Signage for the passive recreationist and tourist will be a watchable wildlife sign (both directions) and a New River sign with arrow on Hwy. 101
- Bureau of Land Management can contact the Oregon Tourism Commission to request inclusion of the New River ACEC in Commission publications

Contact:
Tom Sill
Outdoor Recreation Planner
Bureau of Land Management
Coos Bay District Office, OR 120
1300 Airport Lane
North Bend, OR 97459
Phone (541) 756-0100

Mark Usselman, District 7 Manager
ODOT
307 Highway 42 East
Coquille, OR 97423
Phone (541) 396-3707

FLORAS LAKE

Intrinsic Qualities: Scenic, Natural, Recreational
Type: Contributing
Region: Coos
District: Cape Blanco/Sixes
Location: 5 miles W. of U.S. 101, S. of Langlois
Managing Authority: OPRD
Existing Management Status: State Natural Area

Floras Lake is a large back-dune lake fed by Floras Creek. Besides providing habitat for birds and wildlife, and opportunities for recreational boating, the lake is a popular windsurfing destination. Boyce-Cope County Park includes a campground, and provides access to the lake, dunes, and ocean beyond. The dunes in this area provide nesting areas for the Snowy Plover.

Management Goals

Stewardship

Objectives:

- Coordinate management of County, State, and BLM ownerships in this area
- Permanently protect Snowy Plover nesting habitat

Strategies:

- Develop coordinated master plan for the adjacent jurisdictions
- Continue active management of visitors to Snowy Plover habitat area. Maintain clear signing for alternate areas during habitat closures

Implementation:

- Coordinate with County, OPRD, and BLM
- Investigate development of citizen's group as a resource, possibly led by Kalmiopsis Audubon

Awareness

Objectives:

- Improve traveler awareness of the resource

Strategies:

- Improve signing on U.S. 101
- Add additional "trailblazer" signing along access roads from U.S. 101 to Floras Lake
- Include in travel guides and tourist information

Implementation:

- Signing by ODOT and Curry County Road Department
- Coordinate with Chamber of Commerce marketing materials, Byway marketing program

Interpretation

Objectives:

- Consolidate and update interpretation

Strategies:

- Coordinate interpretation between County Parks, BLM, and OPRD
- Use interpretation to communicate Snowy Plover habitat protection needs

Contacts:

Chuck Nordstrom
Curry County Planning Department
P.O. Box 746
Gold Beach, OR 97444
Phone (541) 247-7011

Andy LaTomme, Area Manager
Oregon State Parks and Recreation Department
10965 Cape Arago Highway
Coos Bay, OR 97420
Phone (541) 888-9268

Mark Usselman, District Manager
ODOT District 7
307 Hwy. 42 East
Coquille, OR 97423
Phone (541) 396-3707

FLORAS CREEK VALLEY

Intrinsic Qualities: Scenic, Natural
Type: Contributing
Region: Coos
District: Langlois
Location: MP287.5, 2 miles south of the Curry County Line
Managing Authority: ODOT and private
Existing Management Status: ODOT owns and manages the U.S. 101 right-of-way corridor. Adjacent lands are privately owned

Floras Creek Valley offers excellent valley and river views to travelers on U.S. 101.

Management Goals

Interpretation

Objective:

- Provide on-site interpretation

Strategy

- Erect interpretive markers at pullout

Implementation:

- ODOT will coordinate the development and installation of interpretive markers

Access

Objectives:

- Provide improved on-site circulation
- Provide parking facilities and turnouts

Strategies:

- Add passing lanes on terraces between creek valleys
- Select a pullout location

Implementation:

- ODOT will install passing lanes where appropriate
- In conjunction with local agencies, ODOT will select locations for and will install parking facilities or turnouts where appropriate

Contact:
Mark Usselman, District 7 Manager
ODOT
307 Highway 42 East
Coquille, OR 97423
Phone (541) 396-3707

LANGLOIS RURAL CHARACTER

Intrinsic Qualities: Scenic, Natural, Cultural
Type: Contributing
Region: Coos
District: Langlois
Location: South of Langlois
Managing Authority: Private
Existing Management Status: Private

Between Langlois and Port Orford, the highway passes below open rolling hillsides traditionally used for sheep farming. These private roadside farms are a reminder of the rural character of the southern stretch of the Oregon Coast.

Management Goals

Awareness

Objective:

- Maintain rural character

Strategy:

- No new strategies. Currently designated in county comprehensive plan

Contacts:
Chuck Nordstrom
Curry County Planner
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Gold Beach, OR 97444
Phone (541) 247-7011

Mark Usselman, District Manager
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307 Hwy 42 East
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Phone (541) 396-03707

Oregon Dept. of Land and Conservation
1175 Court St. NE
Salem, OR 97310
Phone (503) 373-0050

SIXES RIVER RECREATION AREA AND GRASSY KNOB WILDERNESS AREA

Intrinsic Qualities: Scenic, Natural, Recreational, Cultural
Type: Contributing
Region: Coos
District: Langlois
Location: 2 miles south of the Coos County Line
Managing Authority: Bureau of Land Management and U.S. Forest Service
Existing Management Status: BLM manages two recreation sites on the Sixes River

The components of this feature are used frequently for their recreational and wilderness opportunities.

Management Goals

Awareness

Objective:

- Alert tourists to the feature's existence

Strategy:

- Install/Improve highway signage

Implementation:

- See Signage

Contact:
Tom Sill, Outdoor Recreation Planner
Bureau of Land Management
Coos Bay District Office, OR120
1300 Airport Lane
North Bend, OR 97459
Phone (541) 756-0100

Ruth Esperance, Wilderness Manager
U.S. Forest Service
Powers Ranger District
Highway 242
Powers, OR 97466
Phone (541) 439-3011

6. PROJECT SELECTION

Project selection resulted from the planning group first developing criteria, and then identifying projects the group desired to receive priority for implementation.

Project Selection Criteria

Project selection criteria were developed both as a guide for the prioritization of projects included in the plan, and as a statement of the considerations for future project development in the region.

First in importance:

- Protects intrinsic qualities to preserve, enhance, or maintain them for future public enjoyment
- Project is already identified as an action priority in local plans
- Project is a "good fit" with National Scenic Byway grant criteria

Second in importance:

- Opportunity to leverage other funding
- The project is family friendly

Third in importance:

- Provides beach access
- Improves an existing unsafe situation

Priorities Identification

A selection of projects developed during the management plan process were forwarded to the CPACT Scenic Byway Subcommittee as candidates for submittal to the National Scenic Byways Program. Other projects were also identified as immediate opportunities for seeking funding for implementation. Using the criteria above as a starting point for their decisions, the group reviewed the projects and selected which would be forwarded to CPACT for further development, and which would be included in the plan for future implementation.

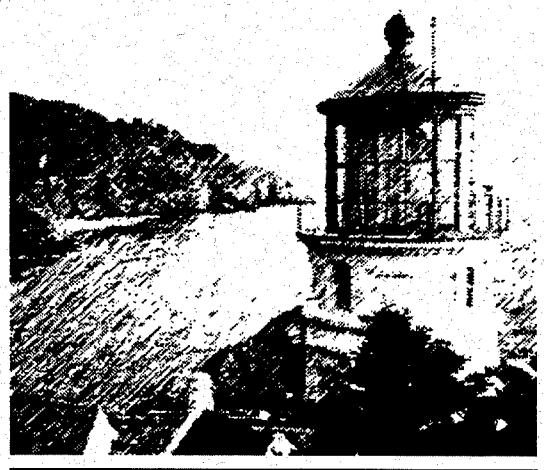
Eligible Projects Forwarded to the CPACT Subcommittee

No projects identified for the South Coos region were forwarded to the CPACT Subcommittee for consideration.

Other Selected Projects

- *Langlois Historic Town Center Vision Plan*—Develop a long-term plan for pedestrian and visitor facilities in downtown Langlois. Elements of the plan could include sidewalk development, a visitor parking area with historic and business information, signage for historic buildings, and other similar actions.
- *Langlois Pedestrian Improvements*—Design and install sidewalks with room for street trees and other amenities to improve the pedestrian environment in the Langlois town center area.
- *Cape Blanco Interpretive Center*—Develop an interpretive center for the lighthouse, and other natural and cultural features at Cape Blanco. Improve visitor access and parking to support the center.
- *Cape Blanco Day Use Improvements*—General improvements for day visitors including parking improvements, interpretive locations, and improved internal parking. Elements of the project could include:
  - Improved surfacing and layout of the day use parking area, maintaining the opportunity to watch the ocean from parked cars.

  - Signage indicating the locations of restrooms and beach access for day users.
  - Interpretive signs for whale watching and the other natural and cultural features of Cape Blanco.
- *Cape Blanco Traveler Information Point*—Development of a pullout near the intersection of U.S. 101 and the Cape Blanco access road with a kiosk describing the scenic, recreational and interpretive opportunities at Cape Blanco, as well as hours of operation and services. There is also an opportunity to identify the access routes to the Grassy Knob Wilderness at this location.
- *Floras Lake/Boice Cope County Park/Floras Lake State Natural Area Master Plan*—Development of a joint master plan for the cooperative management of the public areas accessed from Boice Cope County Park.
- *Snowy Plover Nesting Area Interpretation*—Improve interpretation of the Snowy Plover nesting areas for visitors as part of the program for visitor impact management.
- *Floras Lake "Trailblazer" Signage*—Update directional signage on the access routes to and from Boice Cope County Park.
- *Blacklock Point Trailhead Improvements*—Develop improved parking and trail head signage at the trailhead to Blacklock Point; install "trailblazer" signage on the access roads from U.S. 101. Trailhead signage would include information on the distance and difficulty of the access trail, and interpretation of the natural and cultural history of the Blacklock Point area.



Part III
North Siskiyou Region

7. NORTH SISKIYOU REGIONAL SETTING

The Siskiyou Region

The Siskiyou geographic region, which makes up the southern end of the U.S. 101 corridor in Oregon, is one large area defined by the Klamath/Siskiyou Mountains and the Pacific Ocean. The Klamath/Siskiyou Mountains are an ancient range that formed from tectonic activity as the ocean floor converged with the ancient coast range. The resulting upthrust hills and mountains are deformed and very irregular. Steep walled valleys are associated with streams tumbling to the ocean. Narrow marine terraces and short beaches occur between sea cliffs and rock headlands. Many sea stacks and offshore rocks dot the coastline. In many areas, serpentine rock underlies the thin veneer of soil and acts as a catalyst for mass movement of material, particularly during heavy rains.

Vegetation communities on serpentine soils in the region are unique in both their species composition and growth habits. Vegetation on serpentine soils contrast with those on other soils: Jeffrey pine stands contrast with Douglas fir and incense cedar.

The Siskiyou Region is also the home range for a unique conifer, the Port Orford cedar, which grows between Coos Bay and the Klamath River.

The Rogue River is the major freshwater feature in the Siskiyou region. Medium sized rivers include the Sixes, Elk, Pistol, Chetco and Winchuck. Many steep gradient streams enter the ocean through deeply-cut canyons.

For planning and community involvement purposes, the Siskiyou Region was divided into three segments around the region's three main communities: North (Port Orford), Central (Gold Beach) and South (Brookings). Each of these subregions has a set of characteristics which distinguish it from the others.

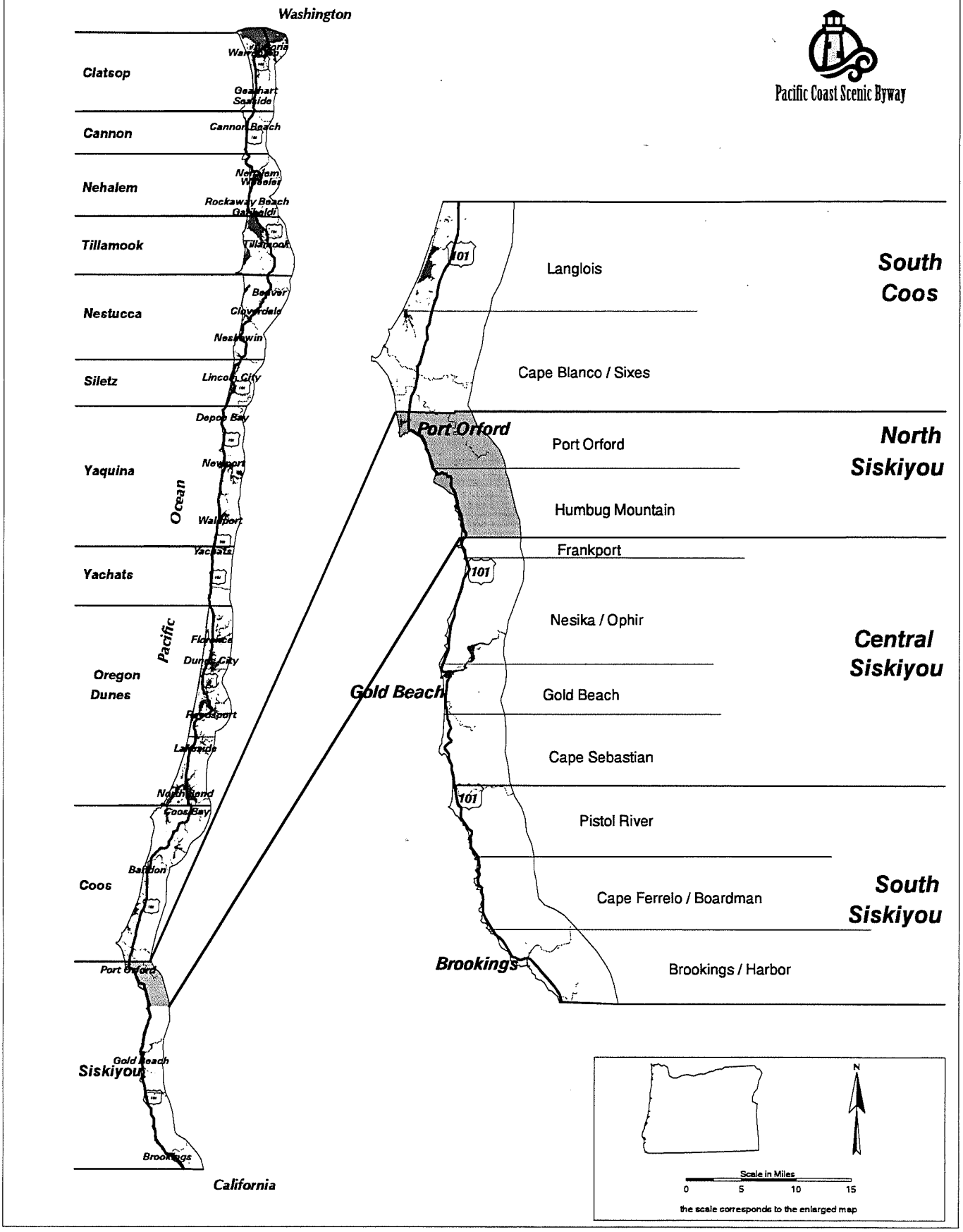
The North Siskiyou Region

The North Siskiyou Region starts just north of Garrison Lake and terminates at Humbug Mountain. This most northern portion of the Siskiyou Region is where precipitous mountains meet the ocean shore. Port Orford, the major community in the area, is located in the transition zone between these two distinct areas. To the south, between Port Orford and Humbug Mountain, residential development is generally set well back from the highway on a few major spur roads.

Only one landscape district comprises the North Siskiyou Region. The Port Orford District takes on the true form and character of the Siskiyou Region.

Steep hillsides drop into the ocean, and small sand beaches mark the entrance of steep gradient streams at the shore.

Many rocky points, rocks and sea stacks occur on the beach or offshore. The highway hugs the shoreline, generally elevated above the water, affording many views to shoreline features. Humbug Mountain, a huge mass of consolidated conglomerate material, is a dominant feature at the south end of the district and is the terminus for the North Siskiyou Region.



Pacific Coast Scenic Byway

North Siskiyou Region

Orientation Map

Oregon Department of Transportation

December 1997

8. INTRINSIC QUALITIES AND FEATURES

Intrinsic qualities are one way of describing the types of resources in the byway corridor that contribute to the traveler experience. Scenic, historic, natural, archaeological, recreational, and cultural intrinsic qualities make the region's features rewarding places to visit, explore, and learn about.

Intrinsic Qualities

Simply put, "intrinsic qualities" are the aspects of the byway corridor that make U.S. 101 more than just a utilitarian route from one place to another.

The North Siskiyou Region offers significant examples of five of the six intrinsic qualities:

- Scenic—pastoral landscapes, dramatic ocean views, scenic rivers, and the largest mountain on the coast meeting the sea
- Historic—important points in the European exploration of the Pacific Northwest, one of the oldest settled cities in Oregon, a historic lighthouse, and several other historic sites and buildings
- Natural—whale watching, ocean beaches, snowy plover nesting sites, old growth forest, wildflowers, and windswept headlands
- Archeological—Native American habitation sites
- Recreational—world-class windsurfing, fishing, wilderness, and beachwalking

The predominant intrinsic qualities of the North Siskiyou Region are natural, scenic, and historic.

For travelers heading south along the coast, Port Orford marks the location where U.S. 101 returns to the shoreline. Between Port Orford and Brookings the road follows the ocean shore closely for most of the route, creating perhaps the most scenic driving leg of the Pacific Coast Scenic Byway.

The area in and around Port Orford also includes the sites of some of the most significant historic activity on the Oregon coast. Port Orford was an early settlement, and many historic buildings remain in the town. Battle Rock, now included in a city park, was heavily used by the Qua-to-mah band of coast native Americans. It was also the first landfall of the founders of Port Orford. Battle Rock was the site of an early battle between settlers and native American residents, an infamous hanging during the Rogue river Indian Wars, and the final deportation of local native American bands, who were loaded onto ships here for forced relocation.

Beach walking, hiking, and fishing are all popular recreational activities available in the region.

Regional Features

The features in the North Siskiyou Region are fairly evenly distributed between the natural landscapes surrounding the City of Port Orford, and a mix of natural and built features in the city itself.

Except for the Port Orford town center, most of the region's defining features are in public ownership, either as state parks or under

federal management by the BLM and Forest Service.

Humbug Mountain, the dominant coastal feature in the region, is an important state park with developed campgrounds, beach access, and opportunities for recreation.

The city is tucked into the rocky coastline, and there are several unique features where the ocean and the townscape meet, such as the Port of Port Orford, Tichenor's Cove, and Port Orford Heads.

The defining, contributing, and recognized features for the North Siskiyou Region are listed below:

Defining Features in the North Siskiyou Region

Grassy Knob Wilderness
Wild Rogue Wilderness
Ocean Beaches
Paradise Point State Recreation Site
Port Orford Town Center
Battle Rock Park
Port of Port Orford and Tichenor's Cove
Port Orford Heads State Park
Humbug Mountain State Park

Contributing Features in the North Siskiyou Region

The Port Orford Cedar *(Chamaecyparis lawsoniana)*

Recognized Features in the North Siskiyou Region

Port of Port Orford Viewpoint
Pacific Coast Trail
Garrison Lake and Wetlands

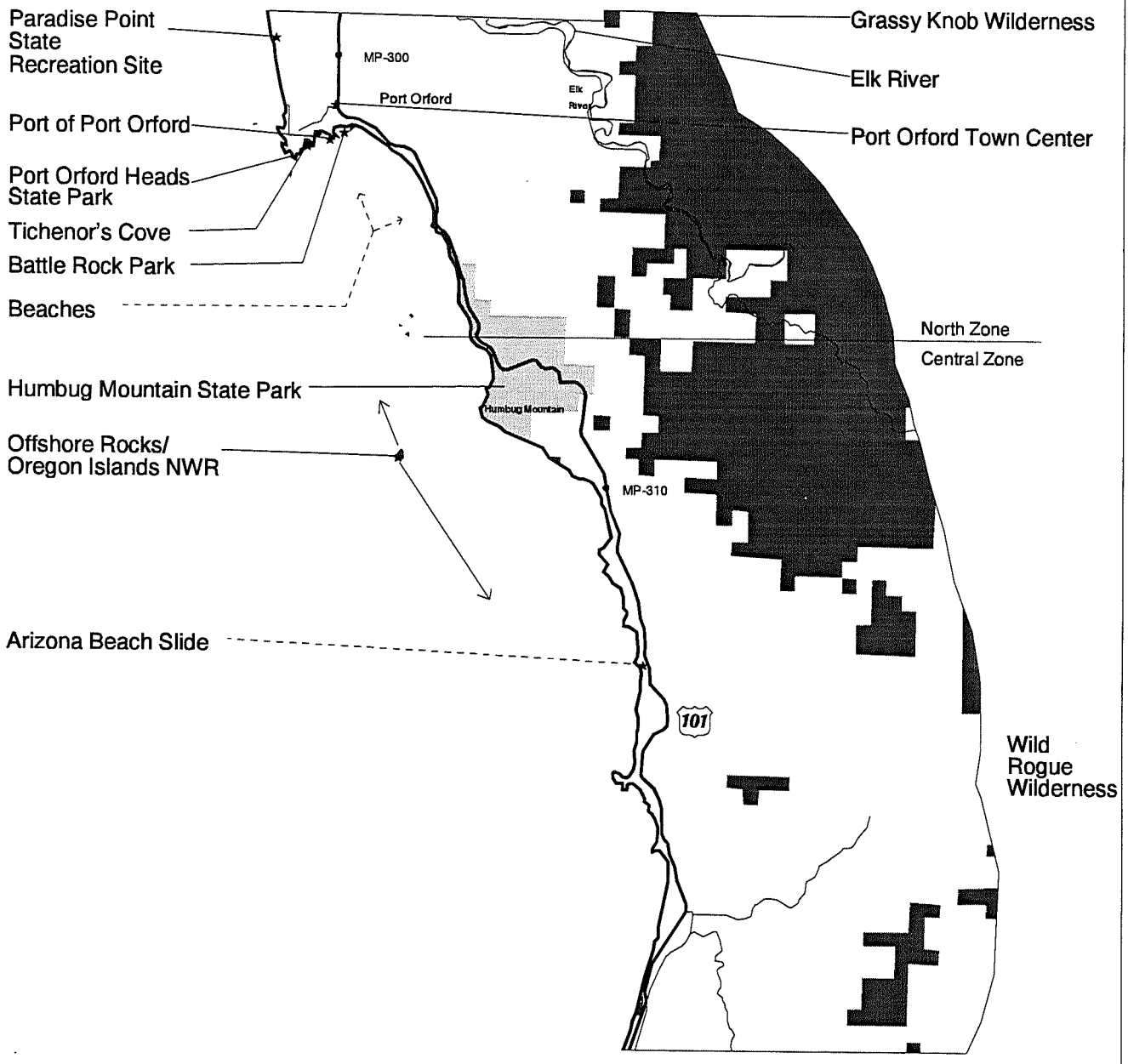
The following map shows the locations of the defining and contributing features.

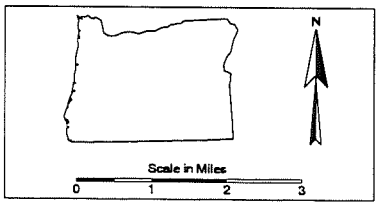
Pacific Coast Scenic Byway

North Siskiyou Region

Pacific Coast Scenic Byway

Note: Port Orford Cedars are a contributing feature found throughout the region.





County Boundaries
Roads
Rivers and Streams
Water Bodies
Islands
State Lands
Other Public Lands
Defining Features
Contributing Features

Oregon Department of Transportation

December 1997

9. Management Strategies, Projects, and Implementation

With identification of the region's features accomplished, the next step in the planning process was to select management goals (enhancement, stewardship, awareness, interpretation, and access) and specific objectives and applicable strategies for each feature. Potential projects were identified. Appropriate management goals were determined by the members of the Regional Planning Group based on their knowledge (assisted by planning team research) of existing local plans, conditions, and influences. The results of this strategizing are described in this section along with implementation steps, responsible parties, and funding sources. The region's feature sheets are included.

Strategy Identification and Types

Most of the strategies for North Siskiyou Region features are closely related to the feature's existing purpose. They are generally strategies to enhance features, rather than significantly change their current use.

The majority of the significant features in the North Siskiyou region are in public ownership, and managed by public agencies.

Management strategies identified by the group focused on enhancement opportunities that would help stabilize features against heavy use, provide improved visitor services and information, and improve the visitor experience of region communities.

Improved signage and interpretation were recommended for most features in the region to provide visitors with more information about the region and its unique attributes.

Strategy Implementation

Participants in the planning process identified several opportunities to enhance the byway corridor and improve the traveler experience. Several of these opportunities were previously identified in existing plans, or were in the process of planning and implementation prior to beginning work for the Corridor Management Plan.

Strategies generally apply to features that are currently managed by one or more public agencies. In these cases the primary responsibility for implementation lies with the agency. Often, the strategies identify the opportunity to develop partnerships for implementation.

In many cases there is existing support for the strategies described, but they have not been pursued because of resource limitations. In these cases corridor stakeholders and project advocates may need to actively seek partnerships and outside funding sources.

Sources of Funding

There are a variety of potential sources of funding available for the implementation of projects. Some examples are as follows, categorized by intrinsic qualities.

Historic, Cultural, and Archaeological

The Historic Preservation League of Oregon, National Trust for Historic Preservation, and Oregon State Historic Preservation Office

offer a variety of funds that were established for archaeological, cultural and historic preservation.

Recreational and Scenic

Marketing is a common goal for recreational and scenic features along the coast corridor. The Oregon Tourism Commission offers three funding sources to increase overall marketing opportunities, i.e., marketing sites or events, and developing site-specific brochures. These include the Small Grant Program, Regional Strategies Fund and Old-Growth Diversification Fund.

Natural

There are a variety of potential funding opportunities for the interpretation and/or protection of natural features such as wetlands and other water related features. Some examples include the Environmental Protection Agency, and several private organizations such as Coors Pure Water 2000, Bullitt Foundation, FishAmerica Foundation, Harder Foundation, and the River Network.

In General

Several state and federal agencies also provide grants for specific projects. This includes, but is not limited to: ODOT, USFS, OPRD, DLCD, and the State Marine Board.

A more complete listing of funding sources can be found under Topic Papers in Appendix A of the Corridor Management Plan.

Scenic Byways Process for Funding

National Scenic Byway Funds are available through a grant application process to undertake eligible projects. These funds provide 80 percent of the total cost of project implementation, requiring a 20 percent match. This means another funding source or an "in kind" donation will need to be secured to cover the remaining cost. ODOT is responsible for the submission of grant requests to the FHWA. These funds are available for planning, designing, and developing state scenic byways programs, including the development of corridor management plans such as this; developing state and federal agencies' designated scenic byways to make them eligible for designation as National Scenic Byways; and enhancing or improving designated National Scenic Byways.

Technical Assistance

In addition to local city and county planning offices, the following organizations and agencies can provide information and technical services to assist in interpreting and protecting scenic, natural, archaeological, historic, cultural, and recreational resources related to this project:

Organizations

- Land Trust Alliance
- Scenic America
- The Trust for Public Land
- The Nature Conservancy
- National Scenic Byways Clearinghouse
- Coast to Crest Interpreters League
- Oregon Coast Education Awareness Network

Agencies

- Oregon Department of Transportation
- Oregon Department of Land Conservation and Development
- Oregon Parks and Recreation Department
- National Parks Service
- U.S. Forest Service
- Bureau of Land Management

- Travel Information Council

For more information about available technical services refer to Topic Papers in Appendix A of the Corridor Management Plan.

Feature Sheets

With the information obtained from the workshop participants, the consultant team prepared a summary of each defining and contributing feature. As previously mentioned, the following feature sheets include goals, objectives, strategies, implementation steps, and contacts for each feature. A description of the unique attributes of each feature, and a photograph for defining features, are included.

FEATURES IN NORTH SISKIYOU REGION

Defining Features

Page

Paradise Point State Recreation Site 67
Port Orford Town Center 69
Battle Rock Park 72
Port of Port Orford and Tichenor's Cove 74
Port Orford Heads State Park 76
Beaches 79
Wild Rogue and Grassy Knob Wilderness 82
Humbug Mountain State Park (see Central Siskiyou Region)

Contributing Feature

The Port Orford Cedar 84

PARADISE POINT STATE RECREATION SITE



Paradise Point offers beach access and ocean viewing just north of Port Orford. Visitors here can roam miles of beaches, collect agates from the shore, and watch whales, storms, and sunsets from the parking area.

Intrinsic Qualities: Scenic, Natural, Recreational
Type: Defining
Region: Siskiyou
District: Cape Blanco-Port Orford
Location: 2 mi. W of U.S. 101
Managing Authority: OPRD
Existing Management Status: Primitive State Park facility

Management Goals

Stewardship

Objectives:

- Maintain public ownership
- Stabilize and maintain facilities

Strategies:

- Develop group of local interested residents as an "Adopt-a-Park" group to assist with maintenance of Paradise Point
- Prevent continuing erosion and deterioration of facilities

Implementation Steps:

- Include in State Parks Master Plan

Enhancement

Objectives:

- Stabilize feature to prevent continuing damage

Strategies:

- Revegetate and restrict visitor access to eroding areas
- Relocate parking areas that contribute to erosion
- Maintain opportunities for ocean viewing from cars

Implementation Steps:

- Include in State Parks Master Plan

Access

Objectives:

- Maintain beach access

Strategies:

- Direct beach access away from unstable bluff area

Implementation Steps:

- Include in State Parks Master Plan

Awareness

Objectives:

- Improve traveler awareness from U.S. 101
- Provide wayfinding information for visitors

Strategies:

- Install sign for beach access
- Install "trailblazer" signing along access roads
- Develop trailhead signing indicating where beach access leads, warning of 'sneaker' waves in this area

Implementation Steps:

- Include in Scenic Byway Signing Plan
- Include in State Parks Master Plan

Interpretation

Objectives:

- Improve visitor interpretation

Strategies:

- Interpret lighthouse
- Interpret beach natural history
- Use interpretation as a management tool to educate visitors about bluff erosion

Implementation Steps:

- Include in State Parks Master Plan; contact State Parks Interpretive Coordinator

Contact:
Andy LaTomme, Area Manager
Oregon State Parks and Recreation Department
10965 Cape Arago Highway
Coos Bay, OR 97420
Phone (541) 888-9268

Mark Usselman, District Manager
ODOT District 7
307 Hwy. 42 East
Coquille, OR 97423
Phone (541) 396-3707

OCEAN (Oregon Coastal Environments Awareness Network)
Chris Mcalear, Secretary
Phone (541) 756-0100
(Bureau of Land Management North Bend)

PORT ORFORD TOWN CENTER



Port Orford is a small fishing town set against the rocky shoreline of the south Oregon coast, one of the oldest cities in Oregon..

Intrinsic Qualities: Scenic, Natural, Recreational, Historical, Cultural
Type: Defining
Region: Siskiyou
District: Port Orford
Location: Along U.S. 101
Managing Authority: City of Port Orford
Existing Management Status: City and County Zoning, Comprehensive Planning

Management Goals

Enhancement

Objectives:

- Make improvements compatible with regional character and intrinsic qualities
- Develop pedestrian and bicycle safety improvements along U.S. 101 through Port Orford

Strategies:

- Pursue streetscape improvements and Gateway projects
- Develop U.S. 101 as a pedestrian and bicycle-friendly "main street"
- Mitigate sprawling, uncentered town character with infill development
- Enhance Garrison Lake and 'Wetlands/Millpond Greenbelt'
- Link improvements thematically to orchestrate visitors' experiences
- Develop design guidelines
- Implement urban forestry plan
- Develop master plan, secure funding, design and develop recreational access points

Implementation Steps:

- Continue Community Response Team (CRT) work in visioning, urban design and urban ecology; find further funding

Access

Objectives:

- Improve parking facilities in town

- Try to attract greenbelt 'drive-by' visits with parking and signs

Strategies:

- Tie Scenic Byway improvements to transportation study
- Develop signing and interpretation

Implementation Steps:

- Include in Scenic Byway Signing Plan
- CRT work to continue, planning for signs, more awareness
- New Port Orford Parks Commission should address greenbelt visitation

Awareness

Objectives:

- Increase awareness of Port Orford visitor attractions and facilities

Strategies:

- Increase awareness of ecologically-unique wetlands greenbelt
- Maintain viewpoint sign painted on roadway to Port Orford Harbor Overlook. Add centerline stripe to remind visitors this is a two-way street
- Increase awareness of Port Orford attractions, especially historic buildings

Implementation Steps:

- Include in Scenic Byway Signing Plan, and Scenic Byway marketing materials
- Contact School District's Environmental Educator for greenbelt cooperation
- Continue work of CRT on awareness issues

Interpretation

Objectives:

- Improve interpretation in Port Orford

Strategies:

- Interpret historic resources of town
- Interpret greenbelt natural history

Implementation Steps:

- Develop walking tour of historic buildings, perhaps starting at Wayfinder, with assistance of Point Orford Heritage Society and Curry County Historical Society
- Ask Parks Commission to consider interpretation in their planning for program of greenbelt park.

Contact:
City of Port Orford
P.O. Box 310
Port Orford, OR 97465
Phone (541) 332-3681

Port Orford Community Resource Team
c/o City of Port Orford
P.O. Box 310
Port Orford, OR 97465
Phone (541) 332-3681

Port Orford Chamber of Commerce
P.O. Box 637
Port Orford, OR 97465
Phone (541) 332-8055

Mark Usselman, District Manager
ODOT District 7
307 Hwy 42 East
Coquille, OR 97423
Phone (541) 396-3707

Port Orford and Langlois School District
Dan Leighton, Environmental Coordinator
Phone (541) 348-2326 (Blanco School)

Port Orford Arts Council
Rick Cook, Chair
Phone (541) 332-0045

Port Orford Watershed Council
David Wilken
Box 82
Port Orford, OR 97465
Phone (541) 332-5023

Curry County Historical Society & Museum
29410 Ellensburg Avenue
Gold Beach, OR 97444
Vern Wimmer, Curator
Phone (541) 247-6113

Port Orford Parks Commission
Port Orford City Hall
Box 310
Port Orford, OR 97465
Phone (541) 332-4715

Point Orford Heritage Society
Viola Cuatt
Phone (541) 332-2352

South Coast Watershed Council
Coordinating umbrella organization for
watershed groups:
Harry Hoogesteger
Box 666
Gold Beach, OR 97444
Phone (541) 247-2755

BATTLE ROCK PARK



Battle Rock is one of the most significant historic sites on the Oregon coast. Heavily used by the Qua-to-mah band of coast native Americans, it was also the first landfall of the founders of Port Orford. Battle Rock was the site of an early battle between settlers and native American residents, and an infamous hanging during the Rogue River Indian Wars. Currently, the site is a popular viewpoint, picnic area, and beach access location for travelers and local residents. Traveling south on U.S. 101, Battle Rock is the first location where the highway returns to the coast after a long inland stretch.

Intrinsic Qualities: Scenic, Natural, Recreational, Historical, Cultural
Type: Defining
Region: Siskiyou
District: Port Orford
Location: On beach, in town of Port Orford
Managing Authority: City of Port Orford
Existing Management Status: City Park

Management Goals

Stewardship

Objectives:

- Protect heritage values of site

Strategies:

- Define visitor use areas
- Include message of "walking softly on the site" in interpretation; form a stewardship group

Implementation Steps:

- Work with newly established "Friends of Port Orford Parks"

Enhancement

Objectives:

- Mitigate and stabilize erosion of Battle Rock and park uplands
- Provide enhanced visitor facilities to support increased use

Strategies:

- Stabilize and restore eroded areas
- Limit access to rock
- Develop low profile signs to discourage climbing
- Define visitor use areas. Restrict visitor use of areas susceptible to erosion
- Restore soil profile and stabilize eroding areas with native plantings

- Develop grassed seating/viewing amphitheater above old parking area
- Develop stable path system to beach and visitor use areas. Improve drainage

Implementation Steps:

- Work with Friends of Port Orford Parks and CRT to complete planning for Wayfinder Point; these improvements could meet some of the above needs

Access

Objectives:

- Improve access to site

Strategies:

- Redevelop parking area as Traveler's Wayfinding point
- Improve turnoff safety for users, especially since new Wayfinder point will increase traffic

Implementation Steps:

- Many improvements scheduled as part of Wayfinder, which is progressing in design

Awareness

Objectives:

- Improve, consolidate signing

Strategies:

- Consolidate signs on single posts, or panels; consider special designs to reflect unique character of Wayfinder

Implementation Steps:

- Include in Scenic Byway Signing Plan

Interpretation

Objectives:

- Improve/update interpretation

Strategies:

- Develop balanced interpretation of native/settler interaction
- Use interpretation as tool for managing visitor impacts to site

Implementation Steps:

- Include in Wayfinder planning

Contact:
City of Port Orford
P.O. Box 310
Port Orford, OR 97465
Phone (541) 332-3681

Port Orford Parks Commission
Ernie Gordon, Chair
Port Orford City Hall
Box 310
Port Orford, OR 97465
Phone (541) 332-4715

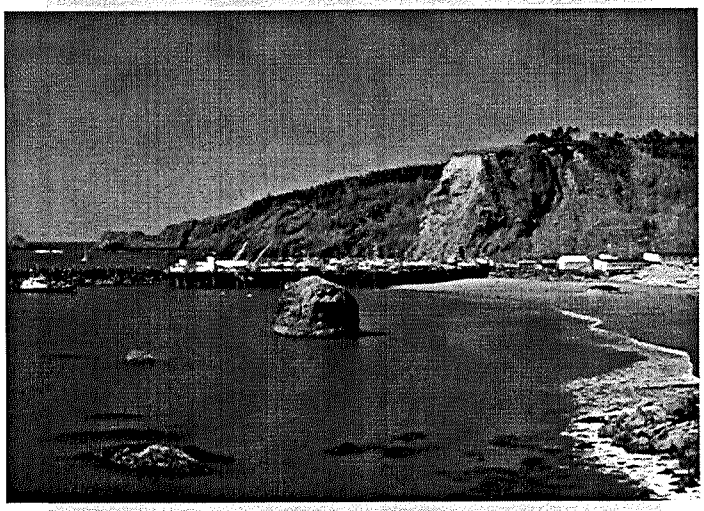
Port Orford Community Resources Team
c/o City of Port Orford
P.O. Box 310
Port Orford, OR 97465
Phone (541) 332-3681

Point Orford Heritage Society
Viola Cuatt
Phone (541) 332-2352

Curry County Historical Society & Museum
29410 Ellensburg Avenue
Gold Beach, OR 97444
Vern Wimmer, Curator
Phone (541) 247-6113

OCEAN (Oregon Coastal Environments Awareness Network)
Chris Mcalear, Secretary
Phone (541) 756-0100
(Bureau of Land Management North Bend)

Port of Port Orford and Tichenor's Cove



The Port of Port Orford is a unique docking facility where boats, mostly commercial fishing craft, are stored out of the water, and lowered by crane from storage to the sea. Tichenor's Cove, adjacent to the Port, is one of the best locations for whale watching on the south coast.

Intrinsic Qualities: Scenic, Natural, Recreational, Historical, Cultural
Type: Defining
Region: Siskiyou
District: Port Orford
Location: City of Port Orford
Managing Authority: Port Authority; City of Port Orford
Existing Management Status: Port managed for public economic development

Management Goals

Enhancement

Objectives:

- Maintain unique heritage and visitor resources at Port as facilities expand

Strategies:

- Port Authority is currently expanding facilities
- Develop defined areas for visitor use
- Provide visitor facilities at safe distance from working Port

Implementation Steps:

- Not an ODOT-related issue, but CRT and City of Port Orford should address

Access

Objectives:

- Improve access

Strategies:

- Provide access to Port without interfering with fishing activity

Implementation Steps:

- Communicate to Port Authority the desire for more public access

Awareness

Objectives:

- Improve awareness

Strategies:

- Improve signing on U.S. 101 indicating direction and visitor resources at Port
- Clearly sign visitor parking, trails, and viewing areas

Implementation Steps:

- Include in Scenic Byway Signing Plan

Interpretation

Objectives:

- Install interpretation at Port

Strategies:

- Interpret natural and cultural resources of Port; unique facilities; fishing activities, boat storage, whale watching in Tichenor's Cove

Implementation Steps:

- Find funding, suggest partnership with Port Authority and CRT

Contact:
City of Port Orford
P.O. Box 310
Port Orford, OR 97465
Phone (541) 332-3681

Port of Port Orford
Gayle Paige
Port Manager
Box 490
Port Orford, OR 97450
Phone (541) 332-7121

Port Orford Community Resources Team
c/o City of Port Orford
P.O. Box 310
Port Orford, OR 97465
Phone (541) 332-3681

Point Orford Heritage Society
Viola Cuatt
Phone (541) 332-2352

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29410 Ellensburg Avenue
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(Bureau of Land Management North Bend)

PORT ORFORD HEADS STATE PARK



Port Orford Heads is the location of a historic coast Guard station, currently being renovated as an interpretive center, and pedestrian trails along the ridges of the rocky headlands on the west side of Port Orford. The heads offer wonderful views to rocky coves, the coastline and Humbug Mountain to the south, and sunbathing sea lions on the rocks below.

Intrinsic Qualities: Scenic, Natural, Recreational, Historical, Cultural
Type: Defining
Region: Siskiyou
District: Port Orford
Location: W Port Orford, on Coast
Managing Authority: OPRD; Curry Co.
Existing Management Status: State day use Wayside and County beach access near Garrison Lake

Management Goals

Stewardship

Objectives:

- Protect natural qualities of the Heads

Strategies:

- Acknowledge and protect unique natural features of heads including wildflowers, dark sky for stargazing, whale watching opportunities, and use by seals and sea lions
- Coordinate improvements to protect natural qualities from impacts by increased visitor use

Implementation Steps:

- Work with Curry County and OPRD

Enhancement

Objectives:

- Improve visitor facilities

Strategies:

- Improve visitor facilities in coordination with development of interpretive center at historic Coast Guard facilities
- Improve restroom, parking, and site features

Implementation Steps:

- Contact State Parks manager

Access

Objectives:

- Improve access

Strategies:

- Improve access to feature from highway
- Improve parking lot to allow RV turnaround
- Investigate possibility of providing access to Agate Beach

Implementation Steps:

- Work with Curry County and OPRD

Awareness

Objectives:

- Improve awareness of park and interpretive center for visitors and residents
- Make visitors aware of park resources

Strategies:

- Improve signing on U.S. 101
- Improve "trailblazer" signing on connecting streets
- Include in travel guides and promotional materials
- Improve internal directional signing indicating trails and resources

Implementation Steps:

- Include in Scenic Byway Signing Plan
- Contact Oregon Tourism Commission; work with Port Orford Chamber of Commerce

Interpretation

Objectives:

- Develop interpretation

Strategies:

- Produce indoor and site interpretive materials in coordination with development of interpretive center

Implementation Steps:

- Coordinate with State Parks

Contacts:

Andy LaTomme, Area Manager
Oregon State Parks and Recreation Department
10965 Cape Arago Highway
Coos Bay, OR 97420
Phone (541) 888-9268

City of Port Orford
P.O. Box 310
Port Orford, OR 97465
Phone (541) 332-3681

Port Orford Community Resources Team
c/o City of Port Orford
P.O. Box 310
Port Orford, OR 97465
Phone (541) 332-3681

Port Orford Chamber of Commerce
Nancy Phillips, President
P.O. Box 637
Port Orford, OR 97465
Phone (541) 332-8055

Point Orford Heritage Society
Viola Cuatt
Phone (541) 332-2352

Port Orford Parks Commission
Ernie Gordon, Chair
Port Orford City Hall
Box 310
Port Orford, OR 97465
Phone (541) 332-4715

Curry County Historical Society & Museum
29410 Ellensburg Avenue
Gold Beach, OR 97444
Vern Wimmer, Curator
Phone (541) 247-6113

OCEAN (Oregon Coastal Environments Awareness Network)
Chris Mcalear, Secretary
Phone (541) 756-0100
(Bureau of Land Management North Bend)

Curry County Road Department
Port Orford Satellite Office
Milt Smith
Phone (541) 348-2456
All mail to:
Box 746
Gold Beach, OR 97444

BEACHES



The beaches in the North Siskiyou and South Coos regions are typically wild and natural, bordered by forest on one side and the ocean on the other. Beach access is infrequent, and often requires at least a short hike along a trail.

Intrinsic Qualities: Scenic, Natural, Recreational
Type: Defining
Region: Coos & Siskiyou
District: Various
Location: Along Coast
Managing Authority: OPRD; OLCD; Curry Co.
Existing Management Status: Ocean Shores State Recreation Area Act (Beach Bill) mandates public access to beaches below highest water line. Curry County also has a beach overlay zone

Management Goals

Stewardship

Objectives:

- Maintain the wild, natural quality of Southern Oregon Coast beaches

Strategies:

- Balance needs for visitor improvements with the goal of maintaining natural character

Implementation Steps:

- OPRD/State Parks manages most beach lands in Curry County; preservation of beaches is major element of any Parks planning

Enhancement

Objectives:

- Improve major beach access points to accommodate current and anticipated future use

Strategies:

- See recommendations for access, awareness, and interpretation improvements below

Implementation Steps:

- Include in Coastal Shores Interpretive Program: contact applicable local State Parks manager, or state office

Access

Objectives:

- Improve access to beach trailheads from U.S. 101
- Improve parking at beach trailheads
- Maintain and improve beach access trails

Strategies:

- Many beach access locations need additional deceleration lanes, channelized left turn lanes, and/or improved line and grade connections with U.S. 101
- Provide improved surface, layout, and turnarounds where possible for small beach access parking locations
- Provide free day-use parking for beach access at Humbug Mountain

Implementation Steps:

- Identify locations, contact ODOT District Manager; if outside regional budget, may be covered within STIP. If within OPRD property, contact OPRD at address below

Awareness

Objectives:

- Improve beach access awareness to distribute beach use

Strategies:

- Improve signing on U.S. 101, coordinate with coast-wide scenic byway signing standards

Implementation Steps:

- Include in Scenic Byway Signing Plan

Interpretation

Objectives:

- Improve on-site interpretation

Strategies:

- Coordinate with coast-wide Rocky Shores Interpretive Program; locate specific sites
- Interpret unique features such as plover nesting areas and natural history

Implementation Steps:

- Contact State Parks Interpretive Coordinator to suggest specific interpretive needs
- Contact other organizations to strategize for interpretive improvements

Contact:
Andy LaTomme, Area Manager
Oregon State Parks and Recreation Department
10965 Cape Arago Highway
Coos Bay, OR 97420
Phone (541) 888-9268

Curry County Planning Department
Box 310
Gold Beach, OR 97465
Chuck Nordstrom
Phone (541) 247-7011

Mark Usselman, District Manager
ODOT District 7
307 Hwy 42 East
Coquille, OR 97423
Phone (541) 396-3707

OCEAN (Oregon Coastal Environments Awareness Network)
Chris Mcalear, Secretary
Phone (541) 756-0100
(Bureau of Land Management North Bend)

Kalmiopsis Audubon Society
Jim Britell
Phone (541) 332-9775

Port Orford Watershed Council
David Wilken
Box 82
Port Orford, OR 97465
Phone (541) 332-5023

WILD ROGUE AND GRASSY KNOB WILDERNESSES



Two U.S. Forest Service wilderness areas in the heart of the rugged Siskiyou Mountains. These areas are open to non-motorized recreation for visits to mountain peaks, alpine lakes, forests and meadows.

Intrinsic Qualities: Scenic, Natural, Recreational, Historical
Type: Defining
Region: Coos & Siskiyou
District: N/A
Location: Mountainous area inland from Coast
Managing Authority: US Forest Service
Existing Management Status: Wilderness Area; minimized access and development

Management Goals

Access

Objectives:

- Maintain access to Wilderness areas

Strategies:

- Work with USFS to ensure long-term road maintenance to Wilderness gateways

Implementation Steps:

- Contact District Ranger
- Comment to National Forest Supervisor whenever maintenance needs arise

Awareness

Objectives:

- Improve traveler awareness

Strategies:

- Improve traveler awareness with distinctive U.S. Forest Service signs
- Develop trailhead signing at Cape Blanco for New Oregon Trail

Implementation Steps:

- Contact New Oregon Trail Coordinator

Interpretation

Objectives:

- Improve interpretation of wilderness

Strategies:

- Improve interpretation of wilderness areas at waysides with views to wildernesses or near access points;
- Find sites for such interpretation

Implementation Steps:

- Propose interpretive additions to National Forest programs

Contact:
Siskiyou National Forest
Powers Ranger District
Powers, OR, 97466
Phone (541) 439-3011

Gold Beach Ranger District
29279 Ellensburg Avenue
Gold Beach, OR 97444
Phone (541) 247-3600

Kalmiopsis Audubon Society
Jim Britell
Phone (541) 332-9775

THE PORT ORFORD CEDAR

Intrinsic Qualities: Scenic, Natural
Type: Contributing
Region: Coos & Siskiyou
District: Various
Location: Along Coast
Managing Authority: OPRD; ODF; Curry County
Existing Management Status: Preserve from root fungus

The Port Orford cedar (Chamaecyparis lawsoniana) *has a limited native range centered on Oregon's south coast. Port Orford cedar is an important component of the forests in the region, and there are several specialized uses for its light, rot-resistant wood.*

Contact:

Andy LaTomme, Area Manager
Oregon State Parks and Recreation Department
10965 Cape Arago Highway
Coos Bay, OR 97420
Phone (541) 888-9268

Management Goals

Stewardship

Objectives:

- Continue efforts to preserve Port Orford cedar stands from root fungus

Interpretation

Objectives:

- Support the conservation of Port Orford cedar stands through interpretation
- Interpret the unique ecological, wood products, and historical aspects of Port Orford cedar

Strategies:

- Identify interpretative locations for on-site interpretation of Port Orford cedar
- Clearly interpret the effects and mechanisms of spreading root fungus spores

10. PROJECT SELECTION

Many of the management strategies identified for region features can be organized as projects for implementation. The following projects are specific opportunities to implement the management plan, and improve the function of the U.S. 101 corridor as a scenic byway.

Project Selection Criteria

Project selection criteria were developed both as a guide for the prioritization of projects included in the plan, and as a statement of the considerations for future project development in the region. The region project selection criteria are described below:

First in importance:

- Protects intrinsic qualities to preserve, enhance, or maintain them for future public enjoyment
- Project is already identified as an action priority in local plans
- Project is a "good fit" with National Scenic Byway grant criteria

Second in importance:

- Opportunity to leverage other funding
- The project is family friendly

Third in importance:

- Provides beach access
- Improves an existing unsafe situation

Priorities Identification

A selection of projects developed during the management plan process were forwarded to the CPACT Scenic Byway Subcommittee as candidates for submittal to the National Scenic Byway grant program. Other projects were also identified as immediate opportunities for seeking funding for implementation. Using the criteria above as a starting point for their decisions, the group reviewed the projects and selected which would be forwarded to CPACT for further development, and which would be included in the plan for future implementation.

Eligible Projects Forwarded to the CPACT Subcommittee

Port Orford Town Center Pedestrian Improvements

Port Orford is a picturesque fishing town set against the rocky shoreline of the south Oregon coast. Although the town itself is a significant historic community, and has a pleasant scale and character, U.S. 101 currently doesn't support the town as a working "main street." Traffic consistently moves through town at unsafe speeds, making pedestrian crossings difficult, and conflicting with local goals of creating a comfortable, pedestrian-friendly downtown business district.

Project improvements include the development of pedestrian facilities to provide locations for safe crossings of U.S. 101, slow traffic through town to the adopted speed limit, and provide an improved pedestrian environment in the Port Orford Town Center. Project elements could include:

- Pedestrian bulbs and mid-street refuges
- Pedestrian-scale street furnishings and pedestrian amenities
- Locations for street-side planting

Battle Rock Park Stabilization and Visitor Improvements

Battle Rock is one of the most significant historic sites on the Oregon coast. Heavily used by the Qua-to-mah band of coast native Americans, it was also the first landfall of the founders of Port Orford. Battle Rock was the site of an early battle between settlers and native American residents, an infamous hanging during the Rogue River Indian Wars, and the final deportation of local native American bands, who were loaded onto ships here for forced relocation. Currently the site is a popular viewpoint, picnic area, and beach access location for travelers and local residents. Traveling south on U.S. 101, Battle Rock is the first location where the highway returns to the coast after a long inland stretch.

During the summer of 1997 the ODOT is reconstructing the parking area above the park as a wayfinding point for the south coast. However, even at current use levels, the park below the wayfinding point area is eroding badly from the combination of high visitor use and exposure to severe weather. Visitor improvements to the park area, including the construction of beach access paths, picnic areas, and a small grassed seating area for ocean viewing and whale watching away from the archeologically sensitive areas of the site, will provide needed visitor services and protect the fragile archeological and historical resources of the site.

Port Orford Wetland Greenbelt Walk

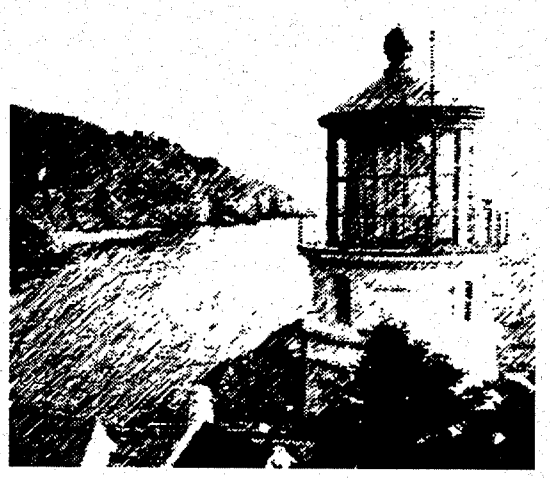
Develop visitor improvements to provide access and interpretation to a diverse coastal wetland habitat. Project elements could include:

- Parking area, trailhead, and viewing deck adjacent to U.S. 101
- Pedestrian crossing improvements to provide a safe connection across U.S. 101 along the trail route
- Development of a boardwalk/surfaced pedestrian path adjacent to the wetlands
- Interpretative signs or brochures describing the natural and cultural histories of the wetlands area.

Other Selected Projects

- *Paradise Point State Recreation Site Adopt-a-Park Maintenance*—Develop a volunteer "adopt-a-park" group to assist State Parks in the maintenance of this viewpoint and beach access location.
- *Port Orford Town Center Pedestrian Improvements*—Development of pedestrian facilities to provide locations for safe crossings of U.S. 101, slow traffic through town to the adopted speed limit, and provide an improved pedestrian environment in the Port Orford Town Center. Project elements could include:
  - Pedestrian bulbs and mid-street refuges
  - Pedestrian-scale street furnishings and pedestrian amenities
  - Locations for street-side planting
- *Port of Port Orford Recreational Access and Visitor Facilities*—Incorporate facilities for recreational boaters and day use visitors into the port redevelopment project. Project elements could include:
  - Reconstruction of a recreational boat ramp and parking
  - Pedestrian facilities to provide views of Port operations and Tichenor's Cove without conflict with Port operations
  - Interpretation of the Port's history, whale watching, and port operations

- *Overlook to Port Pedestrian Walk*—Development of a pedestrian path system on the hillside between the Port overlook and the port. The walkway could include locations for view benches, and improvements to the overlook location.
- *Port Orford Heads Visitor Center and Visitor Improvements*—Development of a visitor's center in the historic Coast Guard building at Port Orford heads. Complementary development including parking improvements, internal signage for pedestrians, interpretive signage and updated "trailblazer" signage between U.S. 101 and the Heads.
- *Port Orford to Humbug Mountain Beach Access Improvements*—Improve beach access points at Rocky Point, Hubbard Creek, and Humbug Mountain to provide safe vehicle access to and from U.S. 101, internal parking and circulation, good pedestrian access from parking areas to the beach, and interpretation.
- *South Coast Natural History Interpretation*—Develop interpretive pamphlets describing the unique natural history of the south coast. Pamphlets could include natural history interpretation and small guide maps to good locations. Topics could include the Port Orford Cedar, Wildflower botanizing, whale watching, star gazing, and others.



Part IV
Central Siskiyou Region

11. CENTRAL SISKIYOU REGIONAL SETTING

The northern end of the Central Siskiyou Region starts at Humbug Mountain and terminates just south of Pistol River near Crook Point. The major form of this region is made up of precipitous mountain slopes abruptly meeting the ocean. This character is modified at creek mouths and where the Rogue River enters the ocean. At these locations, sandy material has been deposited to form beaches and in the case of the Rogue at Gold Beach, major beach and dune formation has taken place.

The City of Gold Beach, which is also the Curry County seat, is the major community in the region, spreading south from the mouth of the Rogue River. The smaller community of Wedderburn sits on the north bank of the Rogue, connected to Gold Beach by the historic Patterson Bridge. North of Gold Beach the residential and vacation home community of Nesika Beach hugs the coastline along the old U.S. 101 route. Agricultural and forest lands surround scattered homes. The Prehistoric Gardens, a venerable roadside attraction featuring life-sized dinosaur replicas along paths through the rainforest, attracts travelers with a welcoming *Tyrannosaurus rex*. South of Gold Beach, the highway winds past forest and park lands until reaching the town of Pistol River.

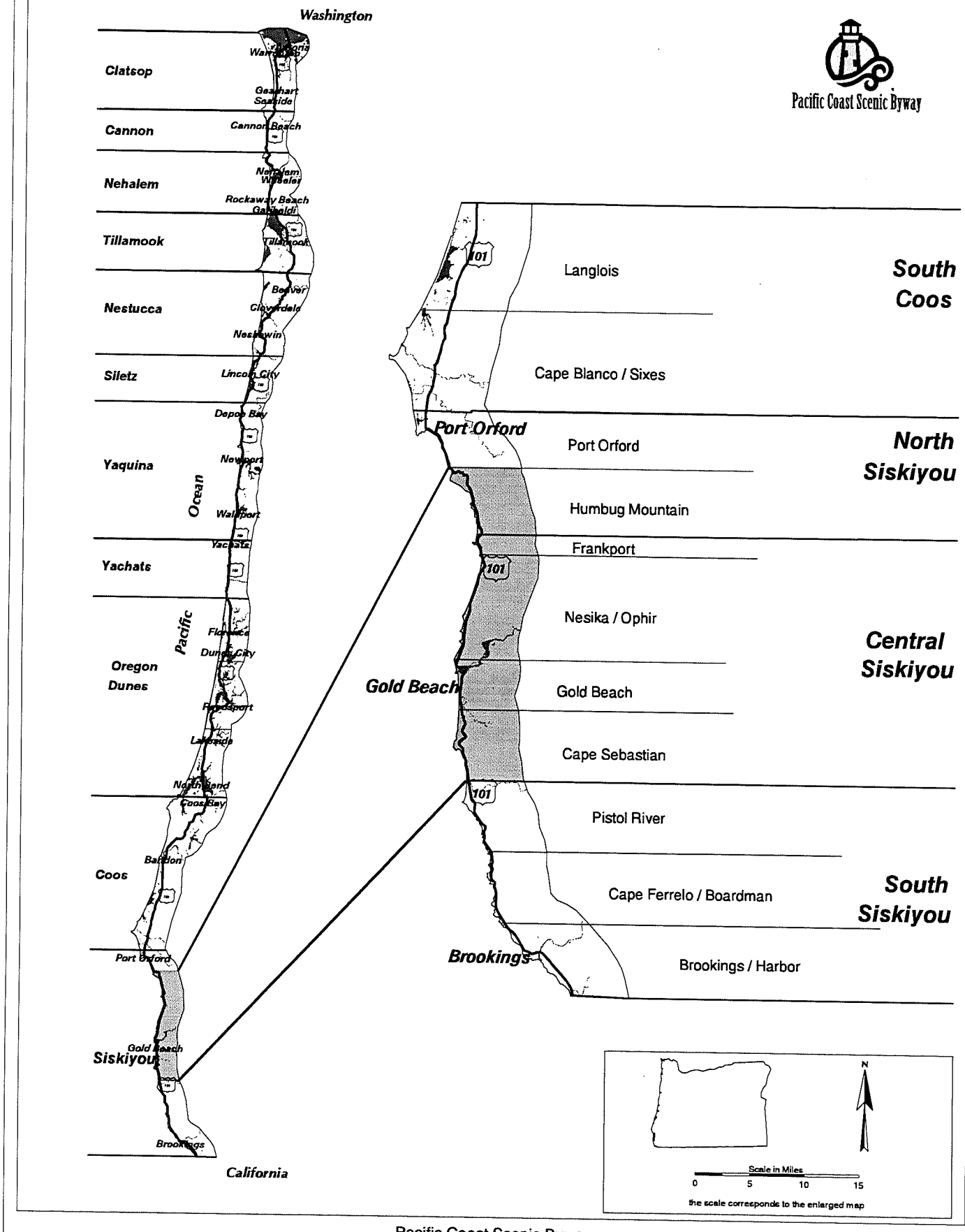
Five districts comprise the Central Siskiyou region: Humbug Mountain, Frankport, Nesika/Ophir, Gold Beach and Cape Sebastian.

The Humbug Mountain district is dominated by the large monolith squatting on the shore with waves crashing at its flank. The highway moves inland around the mountain following Brush Creek valley which is enclosed by riparian vegetation and rock walls. Near the south end of the district, the highway again parallels the coast providing views to the rugged shoreline and Humbug Mountain. The Frankport district is similar in character to the previous district: rugged shoreline punctuated by rocky points and headlands, dominated by the prominent features, in this case the Sisters Rocks and Devils Backbone.

In this area the highway is elevated above the shore, clinging to the rock face allowing dramatic views to headlands, sea stacks and other features.

In the Nesika/Ophir district, the corridor changes. The coastline generally straightens and begins a low beach terrace with rolling hills to the east. Drainages are less incised and few rocks are prominent except off-shore at Hubbard Mound, Otter Point State Recreation Site and the Rogue River Reef. Wind is a dominant force as evidenced by the sculptured shapes of trees and shrubs along the shore. Views to shoreline features and the ocean are mostly continuous from the highway. The Gold Beach district is similar, only the marine terrace is wider, beaches are larger and dune building activity is evident. The district is dominated by the Rogue River and all of the natural and cultural activities associated with this feature. Narrower sand beaches continue through the Cape Sebastian district. Cape Sebastian is the dominant feature in the district. The highway is located up on the slope and affords few views to the ocean as it winds through drainages and around hills and points of land. South of

Cape Sebastian, the highway rejoins the shoreline as it enters the Pistol River drainage.



Pacific Coast Scenic Byway

Central Siskiyou Region

Orientation Map

Oregon Department of Transportation

December 1997

12. INTRINSIC QUALITIES AND FEATURES

Intrinsic Qualities

Intrinsic qualities are the unique and distinctive characteristics of corridor features that enrich the travel experience.

Simply put, "intrinsic qualities" are the aspects of the byway corridor that make U.S. 101 more than just a utilitarian route from one place to another.

Scenic, historic, natural, archaeological, recreational, and cultural intrinsic qualities make the region's features rewarding places to visit, explore, and learn about.

The intrinsic qualities of the Central Siskiyou Region closely match the outstanding qualities of the region's natural landscape, and the history of human settlement along it.

Throughout the region the highway follows the coastline closely, winding along the edge of forested hillsides or on flat beach terraces.

Scenic views of ocean surf and sea stacks alternate with enclosed forested corridors. Diverse natural landscapes of unique flora on serpentine soils, gray whales spouting on the horizon, and seals swimming at the surf break are a short walk from a highway turnout. One of the most significant natural resources of the south coast, the Rogue River, is also crowned by one of the most significant historic resources—the Patterson Bridge. Fishing and jet boat trips are important recreational resources on the Rogue. At the southern end of the region, near the historic town of Pistol River, the Myers Creek area is both one of the most scenic spots on the entire Oregon Coast, and is emerging as a windsurfing location of national significance.

The Central Siskiyou Region offers significant examples of four of the six intrinsic qualities:

- Scenic—wonderful ocean views, rocky headlands and sea stacks, and long rolling beaches
- Historic—a beautifully composed and carefully detailed example of 101's historic bridges
- Natural—whale watching, ocean beaches and rocky shores, old-growth Port Orford Cedar forest
- Recreational—world-class windsurfing, jet boat tours of the Wild and Scenic Rogue River, fishing, wilderness hiking, and beachwalking

The intrinsic quality focus for the Central Siskiyou Region was developed by the Regional Planning Group in informal discussion , and focuses on the Scenic, Natural, and Recreational qualities described above.

Regional Features

The defining features selected in the Central Siskiyou Region were primarily the outstanding natural features on the region's coastline: headlands such as Sisters Rocks , Cape Sebastian and Humbug Mountain (a feature this region shares with the North Siskiyou Region), and the views from the highway to the ocean. An exception was the Patterson Bridge, one of the most distinguished man-made structures on the south coast.

Contributing features were more diverse, ranging from the City of Gold Beach to

smaller natural features such as Otter Point State Recreation Site and the shifting ground of the Arizona Beach slide.

The defining, contributing, and recognized features are listed below.

Defining Features of the Central Siskiyou Region

Sisters Rocks—Frankport
Rogue River (Patterson) Bridge
Myer's Creek Beach and Sea Stacks
Humbug Mountain State Park
Cape Sebastian
Ocean Views from U.S. 101
Pistol River State Park

Contributing Features of the Central Siskiyou Region

Gold Beach Town Center
Rogue River Mouth and Jetboats
Arizona Beach/Hooskenaden Slide/ Regional Geology
Kissing Rock/Hunter's Creek
Otter Point State Recreation Site
South Beach Park
Frances Shrader Old Growth Trail
Rogue-Coquille Scenic Byway
Geisel Monument State Heritage Site
Ophir Rest Area
Nesika Beach
Gold Beach Ranger Station
Euchre Creek Estuary

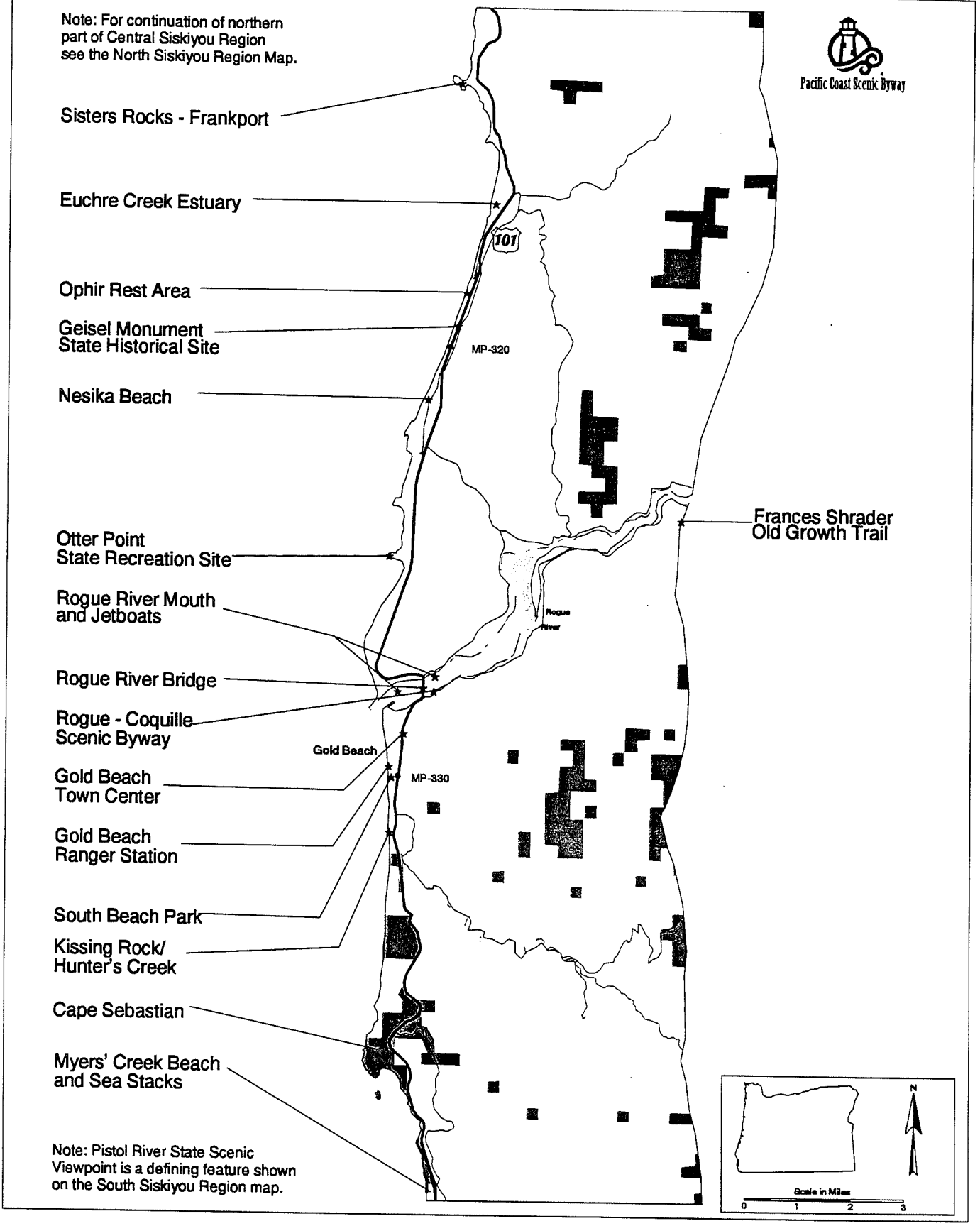
Recognized Features of the Central Siskiyou Region

Rogue River Museum
Old Piers
Mary D. Hume
Old Boats
Coast Route Bicycling
North Jetty
Port of Gold Beach
South Jetty
Ocean Side Drive
Heritage Murals
Historical Society Museum
Mining Tunnels Under City
Wine Festival
Boat Races
Windsurfing
Curry County Fair
Bailey Beach
Miners' Fort Historical Marker
Reef and Needle Rock
Buena Vista State Ocean Wayside
Turtle Rock/Hunter Creek Estuary
Hunter's Island National Wildlife Refuge
Indian Creek Fish Hatchery
Lookout Rock and Baby Eagle Rock
Koblanzer Point
Hubbard Mound
Dicken Memorial

The following map shows the locations of the defining and contributing features.

Pacific Coast Scenic Byway

Central Siskiyou Region



Oregon Department of Transportation

December 1997

13. MANAGEMENT STRATEGIES, PROJECTS, AND IMPLEMENTATION

Strategy Identification and Types

Management strategies were discussed for 19 defining and contributing features in the Central Siskiyou Region.

Many of the features in the region are currently in public ownership, and managed by public agencies. Recommendations for these features focused on maintaining the integrity of the features' intrinsic qualities, and enhancing the features for visitor use.

A significant opportunity in the region is the acquisition of Sisters Rocks, a large ocean headland, for public use as beach access.

The exposed headland of Sisters Rocks offers easy public access, ocean views and recreation, and the opportunity to interpret the history of both Sisters' Rocks and the adjacent site of Frankport, once a small town but now abandoned.

Strategies that were identified as opportunities throughout the region included vegetation management to improve views from the highway to the ocean, improvements to informal viewpoints along the highway, and improved signage to features. Several locations were identified where beach access could be developed or improved.

Several strategies were developed for improving the pedestrian environment and public visitor amenities in the city of Gold Beach, including the development of a more pedestrian-friendly downtown environment, the addition of bicycle racks and services, and the development of an interpretive pedestrian walk with adjacent park at the historic Patterson Bridge.

Strategy Implementation

Participants in the planning process identified several opportunities to enhance the byway corridor and improve the traveler experience. Implementation of these opportunities can take many forms, ranging from a minor change in existing management policy, to the development of a major capital project.

Strategies generally apply to features that are currently managed by one or more public agencies. In these cases the primary responsibility for implementation lies with the agency. Often, the strategies identify the opportunity to develop partnerships for implementation.

In many cases, the strategies developed in the plan are minor extensions of the accepted mission for region features. Several of these opportunities were previously identified in existing plans, or were in the process of planning and implementation prior to beginning work for the Region Management Plan. Implementation of the strategies is

Cooperation between corridor stakeholders, and committed advocacy for region projects will be necessary to implement many of the strategies and projects identified in the plan.

limited by available resources, both for initial capital development and ongoing

maintenance. In these cases the possibility of developing funding and operations partnerships provides an important opportunity for achieving the goals of the plan.

Sources of Funding

There are a variety of potential sources of funding available for the implementation of projects. Some examples are as follows, categorized by intrinsic qualities.

Historic, Cultural, and Archaeological

The Historic Preservation League of Oregon, National Trust for Historic Preservation, and Oregon State Historic Preservation Office offer a variety of funds that were established for archaeological, cultural and historic preservation.

Recreational and Scenic

Marketing is a common goal for recreational and scenic features along the coast corridor. The Oregon Tourism Commission offers three funding sources to increase overall marketing opportunities, i.e., marketing sites or events, and developing site-specific brochures. These include the Small Grant Program, Regional Strategies Fund and Old-Growth Diversification Fund.

Natural

There are a variety of potential funding opportunities for the interpretation and/or protection of natural features such as wetlands and other water related features. Some examples include the Environmental Protection Agency, and several private organizations such as Coors Pure Water 2000, Bullitt Foundation, FishAmerica Foundation, Harder Foundation, and the River Network.

In General

Several state and federal agencies also provide grants for specific projects. This includes, but is not limited to: ODOT, USFS, OPRD, DLCD, and the State Marine Board.

A more complete listing of funding sources can be found under Topic Papers, in Appendix A of the Corridor Management Plan.

Scenic Byways Process for Funding

National Scenic Byway Funds are available through a grant application process to undertake eligible projects. These funds provide 80 percent of the total cost of project implementation, requiring a 20 percent match. This means another funding source or an "in kind" donation will need to be secured to cover the remaining cost. ODOT is responsible for the submission of grant requests to the FHWA. These funds are available for planning, designing, and developing state scenic byways programs, including the development of corridor management plans such as this; developing state and federal agencies' designated scenic byways to make them eligible for designation as National Scenic Byways; and enhancing or improving designated National Scenic Byways.

Technical Assistance

In addition to local city and county planning offices, the following organizations and agencies can provide information and technical services to assist in interpreting and protecting scenic, natural, archaeological, historic, cultural, and recreational resources related to this project:

Organizations

- Land Trust Alliance
- Scenic America
- The Trust for Public Land
- The Nature Conservancy
- National Scenic Byways Clearinghouse

- Coast to Crest Interpreters League
- Oregon Coast Education Awareness Network

Agencies

- Oregon Department of Transportation
- Oregon Department of Land Conservation and Development
- Oregon Parks and Recreation Department
- National Parks Service
- U.S. Forest Service
- U.S. Fish and Wildlife Service
- Bureau of Land Management
- Travel Information Council

For more information about available technical services refer to Topic Papers in Appendix A of the Corridor Management Plan.

Feature Sheets

With the information obtained from the workshop participants, the consultant team prepared a summary of each defining and contributing feature. As previously mentioned, the following feature sheets include goals, objectives, strategies, implementation steps, and contacts for each feature. A description of the unique attributes of each feature, and a photograph for defining features, are included.

FEATURES IN CENTRAL SISKIYOU REGION

Defining Features

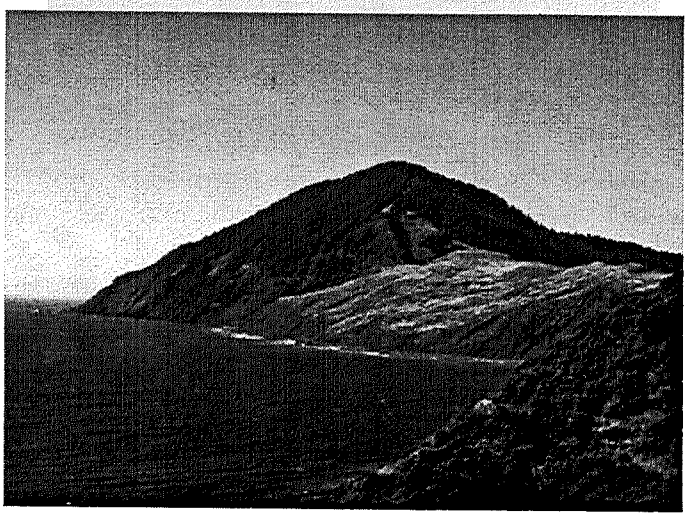
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HUMBUG MOUNTAIN STATE PARK



Humbug Mountain is the largest mountain directly on the coast, its western slopes falling away steeply into the sea. The mountain itself and some of the flat land surrounding it make up Humbug Mountain State Park, which includes a campground, day use area, and trails for beach access and hiking. The section of U.S. 101 through Humbug Mountain State Park is one of the most scenic segments of the highway, but the narrow, winding road is also an area with high accident rates.

Intrinsic Qualities: Scenic, Natural, Recreational
Type: Defining
Region: Siskiyou
District: Humbug Mountain
Location: Off U.S. 101, 6 miles S of Port Orford
Managing Authority: OPRD
Existing Management Status: State Park

Management Goals

Stewardship

Objectives:

- Maintain natural qualities
- Maintain visitor facilities for overnight and day users

Strategies:

- Involve local communities in future park and highway planning
- If future needs require them, select U.S. 101 mobility and safety options that create the least impact to the feature
- Improve and maintain trail between day use area and camping

Implementation Steps:

- Encourage State Parks partnership with communities of Gold Beach and Port Orford in future planning for improvements
- Include improvement needs in State Parks Master Plan

Enhancement

Objectives:

- Enhance Humbug Mtn. with improvements compatible with area's intrinsic qualities

Strategies:

- Add or improve viewpoints to the north and south of the mountain if feasible
- Combine future safety/mobility improvements (if any) with opportunities to enhance the recreational amenities in the park
- Use selective vegetation management to open views

Implementation Steps:

- Include in State Parks Master Plan
- Possible cooperative funding for improvements near U.S. 101 between ODOT and State Parks
- Address needs for Vegetation Management along U.S. 101 to ODOT District Manager (consult Integrated Veg. Mgmt Plan). Also contact state Visual Resource Coordinator
- For actual State Park, contact OPRD Forestry Team Leader

Awareness

Objectives:

- Reinforce awareness of Humbug Mountain as a slow, scenic section of the highway
- Improve awareness of Humbug trailhead

Strategies:

- Reduce speed limit through the area
- Install advance signing that includes the length of the reduced speed area
- Add trailhead signing describing trail, length, difficulty, and estimated time to summit

Implementation Steps:

- Include in Scenic Byway Signing Plan
- Include in State Parks Master Plan

Interpretation

Objectives:

- Provide interpretation at viewpoints/ pullouts

Strategies:

- Interpret botany along trail and at summit; also, unique geology-largest mountain on the coast; and story of the name "Humbug"

Implementation Steps:

- Include in State Parks Master Plan

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Coos Bay, OR 97402
Phone (541) 888-9268

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307 Hwy. 42 East
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SISTERS ROCKS—FRANKPORT

Sisters Rocks are a prominent headland, and the adjacent Frankport is the site of a historic town, now gone. Most recently used as a gravel mine, Sisters Rocks are currently in private ownership. They provide a unique opportunity to acquire new beach and water access in a natural and historic location.



Intrinsic Qualities: Scenic, Natural, Recreational, Historical
Type: Defining
Region: Siskiyou
District: Frankport
Location: On Coast W of U.S. 101 6 mi. south of Humbug Mtn.
Managing Authority: Private
Existing Management Status: Curry Co. zoning prevents commercial development, as does DLCD regulations; awaiting public purchase

Management Goals

Enhancement

Objectives:

- Acquire for public ownership-ultimately state park ownership preferred
- Develop plan for site improvements
- Develop traveler/recreation facilities

Strategies:

- Investigate purchase/trade by State Parks or BLM
- Plan for site improvements if purchased should include restrooms, campground, fishing facilities and maybe a small boat-launch

Implementation Steps:

- Contact District State Parks and BLM Managers to discuss status of potential purchase

Access

Objectives:

- Improve access to feature if purchased

Strategies:

- Develop safe entry from highway
- Improve existing road
- Add parking
- Provide accessible beach access

Implementation Steps:

- These actions to be considered in a master plan if a public agency purchases Sisters Rocks

Awareness

Objectives:

- Improve awareness

Strategies:

- Advance highway signing
- Gateway/entry development
- Travel guides/regional wayfinding sites

Implementation Steps:

- These actions to be considered in a master plan if a public agency purchases Sisters Rocks

Interpretation

Objectives:

- Provide on-site interpretation

Strategies:

- Interpret Frankport-deep water port history shipwrecks, natural history

Implementation Steps:

- Coordinate with coast-wide Rocky Shores interpretive program if public agency purchases Sisters Rocks

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Neal Middlebrook
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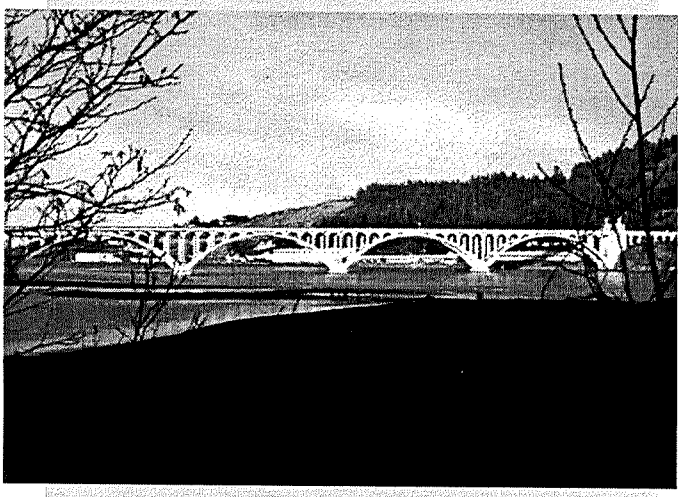
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Curry County Historical Society & Museum
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Vern Wimmer, Curator
Phone (541) 247-6113

ROGUE RIVER (PATTERSON) BRIDGE



This grand bridge spans the Rogue River in a series of graceful concrete arches. Carefully proportioned block houses at either end of the bridge mark its entries, and provide a gateway to neighboring Gold Beach.

Intrinsic Qualities: Scenic, Historical, Cultural
Type: Defining
Region: Siskiyou
District: Gold Beach
Location: Mouth of Rogue River
Managing Authority: ODOT
Existing Management Status: Historic Bridge

Management Goals

Stewardship

Objectives:

- Protect bridge from deterioration

Strategies:

- Perform maintenance and repairs (cathodic rebar) to prevent continuing deterioration

Implementation Steps:

- This action is part of ODOT's program for all historic bridges; Rogue River Bridge is considered significant and a priority

Enhancement

Objectives:

- Strengthen the feature's intrinsic qualities

Strategies:

- Minimize improvements at the bridge itself to avoid adding detracting visual elements
- Install decorative lighting
- Study opportunities to remove regulatory signs from bridge; remove where possible

- Develop/improve pull-outs for viewing bridge and river mouth
- Develop park with picnic tables and other amenities on Port property near the site of the 'Mary D. Hume' (derelict tugboat)

Implementation Steps:

- Fiber-optic system for night-lighting has been researched and project is going ahead
- If site for proposed pullout is on ODOT ROW, contact District Manager to describe and assess project; determine if fundable by ODOT or STIP
- If outside ROW, contact OPRD Business Services Manager with suggestions for acquisition

Access

Objectives:

- Improve pedestrian access to bridge
- Install handicap access to sidewalks on north end of bridge

Strategies:

- Develop pedestrian connection between proposed park (see above) and south end of bridge

Implementation Steps:

- Whenever major road improvements are made (which arguably could include a bridge renovation/overhaul) ODOT requires that appropriate pedestrian facilities be provided. Contact local District office to discuss ways to include such improvements in future projects, or to consider such improvements as separate STIP or small-scale urban highway projects

Awareness

Objectives:

- Increase awareness

Strategies:

- Develop gateway signing for Gold Beach at median before bridge

Implementation Steps:

- Work with Gold Beach Chamber of Commerce and City Council to arrange for community gateway to be funded and built; then contact ODOT District Manager to discuss placement of a sign on ROW as part of bridge renovation or as special project

Interpretation

Objectives:

- Develop interpretation

Strategies:

- Develop interpretation at viewpoints and on bridge (e.g., in blocktowers)
- Include bridge interpretation on Jet Boat rides and interpret bridge history and construction

Implementation Steps:

- Contact Bridge Lighting group to discuss possible funding of an interpretive sign
- Possible City funding, or as variation on Historic Markers. Discuss with Gold Beach 2010 Committee, and call Travel Information Council, which coordinates Historic Markers

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Historic Marker Committee
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Phone (503) 375-2821
Cheryl Gribskov, Council Director
Phone (503) 378-4508

CAPE SEBASTIAN STATE SCENIC CORRIDOR



Named for a Spanish explorer, this headland has been a prominent navigation landmark for centuries. The top of this State Park yields impressive views, and acts as a landscape boundary between the long beaches for north Curry County and the rocky headlands and sea stacks to the south.

Intrinsic Qualities: Scenic, Natural, Recreational, Historical
Type: Defining
Region: Central Siskiyou
District: Cape Sebastian
Location: Headland south of Gold Beach
Managing Authority: OPRD
Existing Management Status: State Park

Management Goals

Enhancement

Objectives:

- Improve road and visual access
- Improve visitor amenities

Strategies:

- Repave and widen entry road
- Add left turn lane
- Manage vegetation growth around lookouts
- Redesign upper parking lot

Implementation Steps:

- Contact State Parks District Manager to discuss these potential improvements under State Park Master Plan
- Study alternatives for safety improvements at access. If feasible, implement with grant funding or through the STIP process

Awareness

Objectives:

- Improve awareness

Strategies:

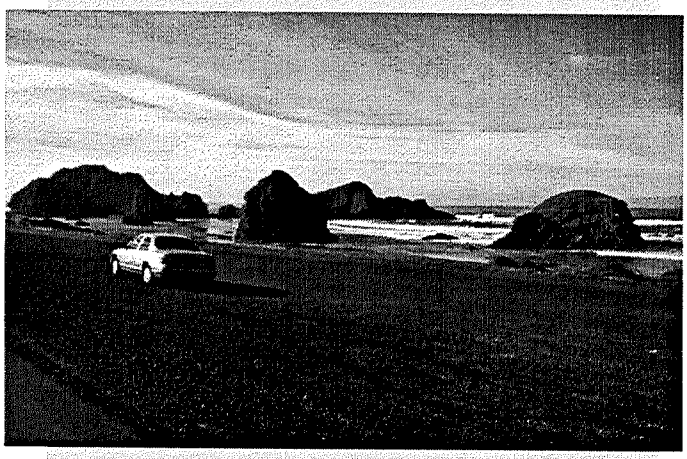
- Improve signs to beach trail and camping area

Implementation Steps:

- Contact State Parks District Manager to discuss these potential improvements under State Park Master Plan

Contact:
Andy LaTomme, Area Manager
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10965 Cape Arago Highway
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MYERS CREEK BEACH AND SEA STACKS



Just offshore from Myers Creek mouth is a jumble of sea stacks that make up one of the most scenic views in Oregon. Familiar backdrops for print and television commercials, the view to the Myers Creek sea stacks heading south from Cape Sebastian is breathtaking. The area also has a pleasant beach with easy access for beachcombing or to get to the water. In the last few years the Myers Creek area has emerged as a world-class windsurfing area, drawing participants from around the country for an annual professional competition and avid participants throughout the summer.

Intrinsic Qualities: Scenic, Natural, Recreational, Historical
Type: Defining
Region: Siskiyou
District: Cape Sebastian
Location: Stretch of beach west of U.S. 101, south of Cape Sebastian
Managing Authority: OPRD
Existing Management Status: State Wayside

Management Goals

Enhancement

Objectives: North

- Maintain as relatively undeveloped
- Enhance northern pullout

Strategies:

- Channelize left turn lane
- Resurface pullouts
- Improve visitor services for active recreation; add restrooms and showers for windsurfers
- Enhance northern pullout as a classic 'photo site'-tie in with Curry County Nature-Based Tourism Project

Implementation Steps:

- Contact State Parks District Manager to discuss these potential improvements under State Park Master Plan
- Contact ODOT District Manager

Access

Objectives:

- Improve access

Strategies:

- Provide safe access from 101
- Improve beach access north and south
- Improve handicap beach access

Implementation Steps:

- Contact State Parks District Manager to discuss these potential improvements under State Park Master Plan

Awareness

Objectives:

- Increase awareness

Strategies:

- Market to windsurfers
- Add signs on U.S. 101
- Market to windsurfers; magazine publicity

Implementation Steps:

- Contact Oregon Tourism Commission
- Contact windsurfing groups and magazines to discuss ways to increase visibility.

Interpretation

Objectives:

- Interpret unique natural and cultural heritage of the Myers Creek and Pistol River area
- Provide traveler information for areas to the north and south of the Myers Creek area
- Install on-site interpretation that does not interfere with the outstanding scenic views in this area

Strategies:

- There are a variety of unique features in the Myers Creek area—Face Rock, rock caves, cormorant rookeries, as well as conditions that support unique activities, especially windsurfing. These features should be interpreted on-site
- Include local communities in the development of interpretive materials
- Develop traveler information similar to that provided in other Wayfinding Points—describing traveler resources ranging from Gold Beach to Brookings

Implementation:

- Implementation should be closely coordinated between ODOT, OPRD, local communities, and important stakeholder groups (e.g., windsurfers)

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Windtracks Magazine
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Gold Beach, OR 97444
Phone (541) 247-4153
www.windtracks.com

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Oregon Tourism Commission
Janet Porter, Tourism Development
775 Summer Street NE
Salem, OR 97310
Phone (503) 986-0000
1-800-547-7842

PISTOL RIVER STATE PARK



Pistol River State Park includes the mouth of the river itself, and surrounding beaches and dunes. Currently undeveloped except for a few small parking areas, the park provides beach access to outstanding shorelines both north and south of the river.

Intrinsic Qualities: Scenic, Natural, Recreational, Historic, Cultural, Archaeological
Type: Defining
Region: Siskiyou
District: Pistol River
Location: Mouth of the Pistol River, 11 miles south of Gold Beach
Managing Authority: OPRD
Existing Management Status: State Park

Management Goals

Enhancement

Objectives:

- Improve visitor facilities

Strategies:

- Continue improving equestrian facilities; consider development of horse campground
- If eco-tourism center locates at Crook Point, State Parks may install a campground at Pistol River to meet expected demand, tying into Coast Trail
- Facilities for windsurfers at Silhouette Rock need improvement

Implementation Steps:

- Coordinate with BLM, Curry County Nature-Based Tourism Project for campground timing
- Contact and work with horse stables
- Survey windsurfers for desired improvements; include in master plan
- Include private windsurfing outfitters in visitor service development

Interpretation

Objectives:

- Increase and improve interpretation

Strategies:

- Interpret meandering mouth of Pistol River; interpret ecosystem of dunes and spruce
- Interpret Native American perspective of battle site

Implementation Steps:

- Include in Rocky Shores Communication Strategy
- Contact Historic Marker Committee, Travel Information Council

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Travel Information Council
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OCEAN VIEWS FROM U.S. 101



Between Port Orford and the California Border, drivers on U.S. 101 are treated to a series of ocean views as spectacular as any in the world. Surf crashes against offshore seastacks, long beaches curve into the distance, fog wafts up from ocean coves, and the sunlight (and even moonlight) sparkles on the water. Long-time residents remember when the views were even better, before brush grew up to block some of them from the highway.

Intrinsic Qualities: Scenic, Natural,
Type: Defining
Region: Siskiyou
District: Humbug Mtn., Frankport, Nesika/Ophir, Gold Beach, Cape Sebastian
Location: Various
Managing Authority: ODOT or OPRD
Existing Management Status: Both agencies have policies for visual access and vegetation management

Management Goals

Enhancement

Objectives:

- Strengthen intrinsic scenic qualities of U.S. 101 driving experience

Strategies:

- Manage vegetation to maintain views Typical areas, not identified as distinct features, include:
  - O'Brien MP 315.3
  - Arizona Beach/Mussel Creek
  - Hunter Creek Valley
- Improve paving quality of pull-outs
- Add new waysides at view opportunities. Survey area from Humbug to Myers Creek-locate areas that would provide more than just a sky view
- Re-open views at Cape Sebastian north parking lot up shoreline to Gold Beach
- Pave high use pullouts with asphalt rather than gravel

Implementation Steps:

- Coordinate with ODOT to restore and convert maintenance areas
- Coordinate with ODOT District Manager, referring to Integrated Vegetation Management Plans and to volunteer viewpoint inventories (Oregon Roadside Council)

- Coordinate with State Parks staff and OPRD Forestry Team Leader

Access

Objectives:

- Improve connection between viewpoints and highway
- Improve/maintain interior access

Strategies:

- Provide deceleration lane or widened shoulder where appropriate
- Provide more scenic view possibilities with safe and universal access

Awareness

Objectives:

- Improve awareness of ocean views

Strategies:

- Provide improved advance signing for pullouts

Interpretation

Objectives:

- Provide interpretation where resources warrant

Strategies:

- Work with OPRD to install interpretation at state pullouts, perhaps in conjunction with Rocky Shores program
- Work with ODOT to improve some pullouts and install interpretation

Implementation Steps:

- Contact District State Parks manager, and State Parks Interpretive Coordinator
- Contact ODOT District Manager with suggestions

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ARIZONA BEACH SLIDE

Intrinsic Qualities: Cultural
Type: Contributing
Region: North Siskiyou
District: Humbug Mountain
Location: Just south of Humbug Mountain
Managing Authority: ODOT
Existing Management Status: Staging areas for ODOT repair work along ROW

This is the site of one of several severe landslides along Highway 101, which have required major repair projects to reconnect the coastal corridor. Some of the borrow pits or staging areas for the repairs could serve as scenic viewpoints, and sites for educating the traveler of the continuing efforts to stabilize the coastal highway.

Management Goals

Awareness & Interpretation

Objectives:

- Increase traveler awareness of significance of this feature and others along coast

Strategies:

- Develop pullout with interpretive signing
- Clean up and maintain staging areas for slide repair

Implementation Steps:

- Describe possible pullout to ODOT District Manager; they might already have intentions for improving staging areas, but can also suggest funding possibilities

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EUCHRE CREEK ESTUARY

Intrinsic Qualities: Scenic, Natural, Recreational
Type: Contributing
Region: Siskiyou
District: Nesika/Ophir
Location: Estuary crossed by U.S. 101, 15 mi. N of Gold Beach
Managing Authority: Private; ODOT ROW
Existing Management Status: DLCD estuarine regulations; Curry Co. Coastal regulations

Euchre Creek spreads into a broad estuarine wetland before it reaches the Pacific. Habitat to migratory and resident birds, as well as resident cattle, the wetland at the creek's mouth is a scenic and natural foreground to the adjacent dunes and shore.

Management Goals

Enhancement

Objectives:

- Maintain environmental qualities
- Protect and enhance wetlands
- Improve highway safety
- Maintain rural character

Strategies:

- Develop improvements only on publicly owned properties
- Avoid regulatory approach to project development
- Add guardrails

Implementation Steps:

- Contact landowners
- Develop partnerships with organizations such as Ducks Unlimited or the Audubon Society for project implementation

Access

Objectives:

- Improve access to site

Strategies:

- Provide pullouts; boardwalk or viewing deck for bird-watching

Implementation Steps:

- Possible partners include OPRD, Ducks Unlimited, and the Audubon Society

Awareness

Objectives:

- Improve awareness of site

Strategies:

- Notify travelers on U.S. 101
- Include area in marketing
- Coordinate with Curry County Nature-Based Tourism Project

Implementation Steps:

- Contact Oregon Tourism Commission
- Include in Curry County Nature-Based Tourism Project

Interpretation

Objectives:

- Interpret Euchre Creek area

Strategies:

- Interpret natural history of wetlands and estuary
- Explore tie-ins to Curry County Nature-Based Tourism Project strategy

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Euchre Creek Watershed Council
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Also, South Coast Watershed Council
Coordinating umbrella organization for watershed groups:
Harry Hoogesteger
Box 666
Gold Beach, OR 97444
Phone (541) 247-2755

Kalmiopsis Audubon Society
Jim Britell
Phone (541) 332-9775

OPHIR REST AREA

Intrinsic Qualities: Scenic, Natural, Recreational
Type: Contributing
Region: Central Siskiyou
District: Nesika/Ophir
Location: North of Gold Beach
Managing Authority: ODOT
Existing Management Status: Rest area maintained by ODOT

Situated on a long stretch of beach north of Highway 101, this rest area offers a respite to travelers on the winding coastal highway, and opportunities to access the spectacular beach.

Management Goals

Enhancement

Objectives:

- Make enhancements to feature that consider intrinsic qualities

Strategies & Implementation:

- Redesign rest area when building needs replacement, move building away from beach. Contact ODOT when necessary (10-20 years)
- Improve other nearby beach access pullouts; contact ODOT District Manager

Contact:
Mark Usselman, District Manager
ODOT District 7
307 Hwy. 42 East
Coquille, OR 97423
Phone (541) 396-3707

Andy LaTomme, Area Manager
Oregon State Parks and Recreation Department
10965 Cape Arago Highway
Coos Bay, OR 97420
Phone (541) 888-9268

GEISEL MONUMENT STATE HERITAGE SITE

Intrinsic Qualities: Scenic, Natural, Recreational, Historical
Type: Contributing
Region: Central Siskiyou
District: Nesika/Ophir
Location: North of Gold Beach
Managing Authority: OPRD
Existing Management Status: State Heritage Site

This monument commemorates a family of early settlers killed in conflict with local Native Americans, and includes their graves, set into the woods beside Highway 101.

Management Goals

Enhancement

Objectives:

- Maintain visitor facilities

Implementation:

- Include these recommendations in State Parks Master Plan; lobby for wayside's continued inclusion in State Parks system

Awareness

Objectives:

- Improve traveler awareness

Strategies:

- Add signing

Implementation Steps:

- Contact ODOT District Manager

Interpretation

Objectives:

- Improve interpretation

Strategies:

- Update interpretation of early settler conflict with Native American inhabitants

Implementation Steps:

- Include these recommendations in State Parks Master Plan

Contact:
Andy LaTomme, Area Manager
Oregon State Parks and Recreation Department
10965 Cape Arago Highway
Coos Bay, OR 97420
Phone (541) 888-9268

Mark Usselman, District Manager
ODOT District 7
307 Hwy. 42 East
Coquille, OR 97423
Phone (541) 396-3707

NESIKA BEACH

Intrinsic Qualities: Scenic, Natural, Recreational
Type: Contributing
Region: Central Siskiyou
District: Nesika/Ophir
Location: 7 miles north of Rogue River
Managing Authority: Private property upland; OPRD, Curry County Roads Dept.
Existing Management Status: Unimproved beach access, old highway portions now managed by County Roads Dept., and private property

About 7 miles north of the mouth of the Rogue River, this stretch of beach is reached via an old portion of the coastal highway.

Management Goals

Access

Objectives:

- Improve access to beach at area where old Highway 101 meets the new

Strategies & Implementation:

- Opportunity to develop viewpoint within ROW at old 101 road connection; discuss with ODOT District Manager
- Reopen direct connection to bikes, not cars

Contact:
Andy LaTomme, Area Manager
Oregon State Parks and Recreation Department
10965 Cape Arago Highway
Coos Bay, OR 97420
Phone (541) 888-9268

Mark Usselman, District Manager
ODOT District 7
307 Hwy. 42 East
Coquille, OR 97423
Phone (541) 396-3707

ROGUE-COQUILLE SCENIC BYWAY

Intrinsic Qualities: Scenic, Natural, Recreational
Type: Contributing
Region: Siskiyou
District: Gold Beach
Location: Connects to U.S. 101 at the Rogue River Bridge
Managing Authority: U.S. Forest Service
Existing Management Status: Operated and maintained by USFS

The Rogue-Coquille Scenic Byway follows the south bank of the Rogue River, eventually crossing into the Coquille River Valley. Travelers on the byway pass through the diverse environments of the Rogue Wild and Scenic River Corridor, the interior of the Siskiyou National Forest, and the gentle, pastoral Coquille River Valley. Along the way there are numerous opportunities for river and wildland recreation, and the opportunity to learn about the natural and historic heritage of the region.

Management Goals

Stewardship

Objectives:

- Reconstruct and maintain the scenic byway for travelers

Strategies:

- Fund and implement necessary road repairs and improvements as needed to maintain the byway

Implementation Steps:

- Implemented by USFS, ODOT, Curry and Coos County

Enhancement

Objectives:

- Improve roadside traveler facilities
- Provide interpretive information along the scenic byway

Strategies:

- Develop interpretive and view sites as described in the Rogue-Coquille Scenic Byway Interpretive and Management plans
- Implement the development of the Lobster Creek Bridge interpretive loop

Implementation Steps:

- Implementation by USFS along with partners and other cooperators
- Coordinate with local jurisdictions and ODOT for tie-ins with Pacific Coast Scenic Byway opportunities

Awareness

Objectives:

- Improve traveler awareness of the Rogue-Coquille Scenic Byway and shorter loop trips both as alternate routes and as day-trip opportunities from Gold Beach
- Provide clear directional information at intersections between the byways

Strategies:

- Include in local marketing and traveler information materials
- Include in ODOT scenic byway signing

- Coordinate with redevelopment of intersection at north end of the Rogue River Bridge

Implementation Steps:

- Coordinate with Chamber of Commerce and tourism promotion organizations
- Include in ODOT transportation and sign planning
- Coordinate with the Curry County Nature-based Tourism Program

Interpretation

Objectives:

- Interpret natural and cultural resources

Strategies:

- Implement Rogue-Coquille Scenic Byway Interpretive Plan

Implementation Steps:

- Coordinate with local and state jurisdictions where there is no overlap
- Interpretive plan implemented by USFS along with partners and other cooperators

Contact:
Siskiyou National Forest
Gold Beach Ranger District
29279 Ellensburg Avenue
Gold Beach, OR 97444
Phone (541) 247-3600

FRANCES SHRADER OLD GROWTH TRAIL

Intrinsic Qualities: Scenic, Natural, Recreational
Type: Contributing
Region: Central Siskiyou
District: Nesika/Ophir
Location: 12 miles east along Rogue River from Gold Beach
Managing Authority: Siskiyou National Forest
Existing Management Status: Protected natural area within National Forest

This lush pocket of ancient forest is a valuable reminder of the biological magnificence of the original coastal forests. An interpretive trail winds through the trees, providing a unique natural heritage activity for coastal tourists within a short drive of Highway 101.

Management Goals

Awareness

Objectives:

- Improve awareness of feature

Strategies:

- Add signing on 101

Implementation Steps:

- Contact Forest Service, Siskiyou National Forest to discuss funding for such signs, with coordination with ODOT for installation and maintenance

Contact:
Siskiyou National Forest
Gold Beach Ranger District
29279 Ellensburg Avenue
Gold Beach, OR 97444
Phone (541) 247-3600

Mark Usselman, District Manager
ODOT District 7
307 Hwy. 42 East
Coquille, OR 97423
Phone (541) 396-3707

Kalmiopsis Audubon Society
Jim Britell
Phone (541) 332-9775

ROGUE RIVER MOUTH AND JETBOATS

Intrinsic Qualities: Scenic, Recreational,
Type: Contributing
Region: Siskiyou
District: Gold Beach
Location: Mouth of Rogue River; upriver into National Forest land.
Managing Authority: Private, with National Forest licenses.
Existing Management Status: Licenses currently under review by USFS

Descended from the historic mail boat service that carried parcels, people, and supplies up river, today's jetboats take over 60,000 visitors per year for an exciting ride through the Rogue's rapids. The jetboats are a living connection to the cultural history of the Rogue, and provide visitors a close-up view of the ecosystems of both the river and its surrounding forest.

Management Goals

Awareness

Objectives:

- Improve awareness

Strategies:

- Include in byway informational materials

Implementation Steps:

- Contact private business owners to discuss inclusion in byway materials; they probably have existing strong marketing programs

Interpretation

Objectives:

- Maintain interpretive aspects of rides

Strategies:

- Interpret jetboat history at future park near bridge
- Develop oral history project for jetboat drivers

Implementation Steps:

- Contact jetboat operators to suggest improvements.

Contact:
Bill McNair, Owner/Manager
Jerry's Rogue Jets
Phone 1-800-451-3645

Rogue River Mailboats
PO Box 1165-C
Gold Beach, OR 97444
Phone 1-800-458-3511

Siskiyou National Forest
Gold Beach Ranger District
29279 Ellensburg Avenue
Gold Beach, OR 97444
Phone (541) 247-3600

Lower Rogue River Watershed Council
Jennifer Dwyer
Phone (541) 247-2755
Also, South Coast Watershed Council
Coordinating umbrella organization for watershed groups:
Harry Hoogesteger
Box 666
Gold Beach, OR 97444
Phone (541) 247-2755

Oregon Tourism Commission
775 Summer Street NE
Salem, OR 97310
Janet Porter, Tourism Development
Phone (503) 986-0000

Kalmiopsis Audubon Society
Jim Britell
Phone (541) 332-9775

GOLD BEACH TOWN CENTER

Intrinsic Qualities: Scenic, Recreational, Historical, Cultural
Type: Contributing
Region: Siskiyou
District: Gold Beach
Location: Mouth of the Rogue River
Managing Authority: City of Gold Beach; Curry County; ODOT; private landowners;
Existing Management Status: Private land; municipal land; ODOT ROW

U.S. 101 is Gold Beach's main street, passing by the port, businesses, county fairgrounds, city and county offices, and a string of beachfront hotels and restaurants. The overall feeling is a pleasant balance of small city and vacation destination. Recently the city has begun painting some blank walls with murals illustrating the city's natural and cultural heritage.

Management Goals

Enhancement

Objectives:

- Enhance City of Gold Beach, while considering its intrinsic qualities

Strategies:

- Improve visual character of streets
- Make town more pedestrian and visitor-friendly
- Continue development of heritage murals
- 'Green' Gold Beach streets
- Build boardwalk at oceanside near airport

Implementation Steps:

- Work with Gold Beach 2010 Committee; consider potential for rural economic development grants.

Access

Objectives:

- Improve general pedestrian access across U.S. 101 in town

Strategies:

- Improve pedestrian crossings of U.S. 101
- Add restrooms and public parking
- Build intersection bulbs with planting to narrow street crossings

Implementation Steps:

- Work with Gold Beach 2010 Committee
- Work with ODOT District to make general improvements; could qualify for small-scale urban highway funding, or even STIP funding (if on ODOT ROW)

Awareness

Objectives:

- Increase awareness of local resources

Strategies:

- Add signs to local parks

- Gateway sign; 'Welcome to Gold Beach' at both north end of Patterson Bridge and at Hunters' Creek
- Add bicycling racks and facilities for this growing contingent of tourists

Implementation Steps:

- Work with Gold Beach 2010 and City Council
- Include in Scenic Byway signing plan

Interpretation

Objectives:

- Develop interpretation in town

Strategies:

- Complete murals of local history
- Interpret marine biology at boardwalk or jetties at mouth of the Rogue River

Implementation Steps:

- Contact Port Authority and jetboat owners to discuss possible public Port Museum

Contact:
City of Gold Beach
29592 Ellensburg Ave.
Gold Beach, OR 97444
Phone (541) 247-7029

Gold Beach 2010 Committee
29592 Ellensburg Avenue
Gold Beach, OR 97444
Phone (541) 247-7029

Mark Usselman, District Manager
ODOT District 7
307 Hwy. 42 East
Coquille, OR 97423
Phone (541) 396-3707

Siskiyou National Forest
Gold Beach Ranger District
29279 Ellensburg Avenue
Gold Beach, OR 97444
Phone (541) 247-3600

Curry County Planning Department
Box 310
Gold Beach, OR 97465
Chuck Nordstrom
Phone (541) 247-7011

Curry County Historical Society & Museum
29410 Ellensburg Avenue
Gold Beach, OR 97444
Vern Wimmer, Curator
Phone (541) 247-6113

GOLD BEACH RANGER STATION

Intrinsic Qualities: Historical
Type: Contributing
Region: Siskiyou
District: Gold Beach
Location: On U.S. 101 in the City of Gold Beach
Managing Authority: U.S. Forest Service
Existing Management Status: Federally owned, designated historic landmark

The Gold Beach Ranger Station is a well-preserved example of CCC construction of public buildings. The compound's use of local materials, skilled craftsmanship, and distinctive architectural style combine to make it an important example of its era, and a reminder of the historic development of the region.

Management Goals

Stewardship

Objectives:

- Maintain and restore the historic character and detailing of this CCC-era facility

Strategies:

- Use appropriate materials and styles for facility improvements and maintenance

Implementation Steps:

- Currently Forest Service policy for the maintenance of the facility, and incorporated into management and interpretive plans

Enhancement

Objectives:

- Improve opportunities to provide interpretation and traveler information

Strategies:

- Strategies described in the interpretive plan for the Ranger Station include enlarging the existing foyer and providing interpretive displays to complement existing displays of visitor information and recreational opportunities in the Gold Beach area and on the Gold Beach Ranger District

Implementation Steps:

- Funded and administered by USFS

Awareness

Objectives:

- Improve traveler awareness of station as an information resource

Strategies:

- Include in byway information for travelers
- Coordinate with Scenic Byway Sign Plan

Implementation Steps:

- Coordinate with ODOT for signing

Interpretation

Objectives:

- Improve on-site interpretation

- Promote the existing Gold Beach Ranger District Guided Tour

Strategies:

- Current interpretation includes a self-guided walking tour of the Ranger Station
- Complete proposed interpretive panels in the entry to the station
- Include orientation to the self-guided tour in on-site information materials

Implementation Steps:

- Funded and administered by USFS

Contact:
Siskiyou National Forest
Gold Beach Ranger District
29279 Ellensburg Avenue
Gold Beach, OR 97444
Phone (541) 247-3600

Historic Preservation League of Oregon
Phone (503) 243-1923

Oregon State Historic Preservation Office
1115 Commercial St. NE
Salem, OR 97310-1001

SOUTH BEACH PARK

Intrinsic Qualities: Scenic, Natural, Recreational
Type: Contributing
Region: Siskiyou
District: Gold Beach
Location: South end of City of Gold Beach
Managing Authority: City of Gold Beach
Existing Management Status: City Park

South Beach Park is a major public beach access point at the south end of the city of Gold Beach. A boardwalk to be constructed in the summer of 1997 will provide one of the few fully accessible beach access locations on the coast.

Management Goals

Enhancement

Objectives:

- Enhance this new feature where possible

Strategies:

- Add tourist information
- Add parking for summer peak visits at upper portion of park by entry
- Add view deck on upper level
- Consider potential visitor's center
- Build restrooms

Implementation Steps:

- City of Gold Beach is completing park design in phases; discuss other improvements with planners

Access

Objectives:

- Improve access to feature

Strategies:

- Channelize from south

Implementation Steps:

- ODOT is planning to install a left turn lane; contact District Manager for timing

Contact:
City of Gold Beach
29592 Ellensburg Ave.
Gold Beach, OR 97444
Phone (541) 247-7029

Gold Beach 2010 Committee
29592 Ellensburg Avenue
Gold Beach, OR 97444

Mark Usselman, District Manager
ODOT District 7
307 Hwy. 42 East
Coquille, OR 97423
Phone (541) 396-3707

OCEAN (Oregon Coastal Environments Awareness Network)
Chris Mcalear, Secretary
Phone (541) 756-0100
(Bureau of Land Management North Bend)

OTTER POINT STATE RECREATION SITE

Intrinsic Qualities: Scenic, Natural, Recreational
Type: Contributing
Region: Central Siskiyou
District: Nesika/Ophir
Location: North of Nesika Beach
Managing Authority: OPRD
Existing Management Status: State Wayside

This headland north of the Rogue River mouth, offers beach access and coastal views, particularly north to Humbug Mountain. The point is reached on a stretch of the coastal highway.

Management Goals

Enhancement

Objectives:

- Enhance feature

Strategies:

- Manage vegetation for views from feature
- Improve visitor facilities at parking lot

Implementation Steps:

- Contact State Parks District Manager to discuss these potential improvements under State Park Master Plan

Access

Objectives:

- Improve access to Otter Point

Strategies:

- Install turning lane
- Reestablish/maintain beach access trail; develop trail to end of point

Implementation Steps:

- Contact State Parks District Manager to discuss potential improvements under State Park Master Plan

Awareness

Objectives:

- Improve awareness of feature

Strategies:

- Install Highway 101 signing

Implementation Steps:

- Contact ODOT District Manager

Interpretation

Objectives:

- Improve interpretation

Strategies:

- Interpret old highway

Implementation Steps:

- Contact State Parks District Manager to discuss potential improvements under State Park Master Plan

Contact:
Andy LaTomme, Area Manager
Oregon State Parks and Recreation Department
10965 Cape Arago Highway
Coos Bay, OR 97420
Phone (541) 888-9268

Mark Usselman, District Manager
ODOT District 7
307 Hwy. 42 East
Coquille, OR 97423
Phone (541) 396-3707

KISSING ROCK/HUNTER'S CREEK

Intrinsic Qualities: Scenic, Natural, Recreational
Type: Contributing
Region: Central Siskiyou
District: Gold Beach
Location: Immediately south of Gold Beach, at mouth of Hunter's Creek
Managing Authority: OPRD
Existing Management Status: Protected beach, undeveloped pullout

Kissing Rock is part of a jumble of geologic oddities sitting at the mouth of Hunter's Creek, just south of Gold Beach city limits. Beachcombers, fishers, and rock scramblers use a small pullout at the base of Kissing Rock to begin their exploring.

Management Goals

Enhancement

Objectives:

- Improve feature

Strategies:

- Install restrooms

Implementation Steps:

- Contact State Parks District Manager to discuss these potential improvements under State Park Master Plan

Access

Objectives:

- Improve beach access, and develop fully accessible beach route
- Improve connection to 101

Strategies & Implementation

- Contact State Parks District Manager to discuss these potential improvements under State Park Master Plan

Awareness

Objectives:

- Improve awareness of feature

Strategies:

- Improve signing on 101

Implementation Steps:

- Contact State Parks District Manager to discuss these potential improvements under State Park Master Plan

Contact:
Mark Usselman, District Manager
District 7
307 Hwy. 42 East
Coquille, OR 97423
Phone (541) 396-3707

14. PROJECT SELECTION

Many of the management strategies identified for region features can be organized as projects for implementation. The following projects are specific opportunities to implement the management plan, and improve the function of the U.S. 101 corridor as a scenic byway.

Project Selection Criteria

Project selection criteria were developed both as a guide for the prioritization of projects included in the plan, and as a statement of the considerations for future project development in the region. The region project selection criteria are described below:

First in importance

- Improves views to the ocean
- Provides measurable gains early

Second in importance

- Protects intrinsic qualities to preserve, enhance or maintain them for future public enjoyment
- Improves an existing unsafe condition
- A good fit with National Scenic Byway grant criteria
- Improves facilities for visitor use
- Project is identified as an action priority in local plans
- Opportunity to leverage other funding
- Feature is in public ownership
- Project is family friendly
- Provides beach access

Priorities Identification

A selection of projects developed during the management plan process were forwarded to the CPACT Scenic Byway Subcommittee as candidates for submittal to the National Scenic Byway grant program. Other projects were also identified as immediate opportunities for seeking funding for implementation. Using the criteria above as a starting point for their decisions, the group reviewed the projects and selected which would be forwarded to CPACT for further development, and which would be included in the plan for future implementation.

Eligible Projects Forwarded to the CPACT Subcommittee

Myers Creek/Pistol River State Park

The Myers Creek area and nearby Pistol River State Park are outstanding examples of the Oregon Coast experience. The view to the Myers Creek sea stacks heading south from Cape Sebastian is breathtaking, and both the Myers Creek area and Pistol River State Park offer beach recreation and miles of room for walking and beachcombing. In the last few years the Myers Creek area has emerged as a world-class windsurfing area, drawing participants from around the country for an annual professional competition and avid participants throughout the summer.

Current visitor services include a series of pullout and parking areas along U.S. 101. Most of these pullouts are informal, and are not well-suited to the high level of use these outstanding resources draw. Project improvements for this area include:

- Development of a wayfinder point at the northernmost pullout location.

- Paving and barrier improvements at Myers Creek pullouts and Pistol River parking areas.
- Permanent Restroom/outdoor shower facility at South Myers Creek pullout.
- Interpretation of natural and cultural history, including an update to the existing Pistol River Historical Marker.
- Beach access improvements at all locations.

Arizona Beach and Hooskenaden Slide Interpretive/View Pullouts

The Arizona Beach and Hooskenaden slide areas are two of the best-known highway features to regular travelers of U.S. 101 through Curry County. They are often well-marked by orange hazard and "one-lane road ahead" signs. Tourists often wonder why guardrails in these areas are covered by two feet of asphalt. Recently, the Arizona Beach slide was (hopefully) stabilized using a complex and dramatic dewatering system. The Hooskenaden Slide will never be stabilized.

There are opportunities near both of these slides for the development of pullouts offering good ocean views, and a chance to interpret the stories of the south coast's unstable geology, and the engineering used to "fix" the Arizona Beach slide.

Other Selected Projects

- *Sisters Rocks Acquisition and Visitor Improvements*—This project would include all of the actions necessary for public acquisition and development of Sister's Rocks as a public access area. Specific actions could include access improvements from 101, internal road, parking, and trail improvements, beach access, day use areas, and interpretation of the site's natural and cultural history.
- *Humbug Mountain State Park Visitor Improvements*—This project would include several minor improvements to trails and day use areas in the park:
  - Vegetation management to improve views from the summit and summit trails
  - Trailhead signage at parking area
  - Maintenance of trail between campground and day use area
  - Improve parking and access to beach
  - Coordinate interpretation with improvement of viewpoints
  - Installation of non-regulatory signage to inform travelers that the road through Humbug Mountain is a scenic, slow section of the highway; tongue-in-cheek example:

    Please slow down
    the curves are tight
    enjoy the drive
    and save a life

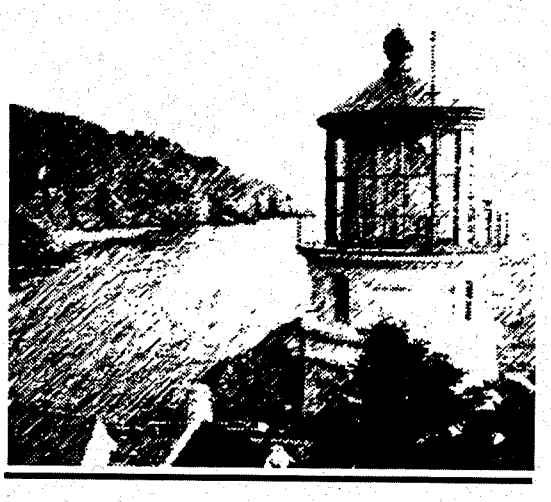
- *Euchre Creek Wetland Viewpoint*—The development of safe parking area and viewing facilities for this estuarine wetland environment. Project elements could include a viewing deck, interpretation of wetland natural history, and a wetland/ (beach?) access boardwalk. The project would be developed on public property near the south end of the road causeway.
- *South Coast Viewpoints Improvements*—Improvements to existing designated viewpoints, and development of informal or potential viewpoints within the highway R.O.W. Project elements could include access improvements, paving, barrier/guardrails, and interpretation.
- *Rogue River Bridge Lighting*—Installation of fiber-optic light cables to delineate

the architectural form of the scenic and historic bridge.

- *Rogue River Bridge Park and Bridge Walk*—Development of parking and day use facilities in the port area nearest the bridge and development of a pedestrian pathway connecting to the Rogue River Bridge. Project could include parking, picnic area, and interpretation along the walkway, in blocktowers on the bridge, and in the park. Trail links to the Port.
- *Gold Beach Gateways*—Select gateway north of Rogue River Bridge locations and at Hunter Creek for improvement with landscaping and signs welcoming visitors to Gold Beach.
- *Jet Boat Heritage Project*—Interpretation of jet boat history. The project could include the development of an oral history project for jet boat drivers, interpretive signs and/or brochures, and low-power radio transmission for visitors parked at Port Viewpoints.
- *Gold Beach Streetscape Improvements*—Redevelopment of the Gold Beach public streetscape along U.S. 101. The project could include:
  - Utility undergrounding (maybe not a realistic budget item)
  - Pedestrian pop-outs, warning signals, and mid-street refuges
  - Planted medians and sidewalk bulbs in selected locations
  - Public restrooms and parking
  - Bicycle racks
  - Interpretive signage tied in to the Gold Beach heritage murals
- *Oceanside Boardwalk*—Development of an accessible boardwalk between the jetties and the airport.
- *South Beach Park Visitor Information Center*—The development of parking, a viewing deck, and visitor information kiosk on the upper terrace of South Beach park. The project could include the development of public restrooms.
- *South Beach Park Entrance Improvements*—Coordinated speed reduction prior to the park entrance, and development of a channelized left turn lane.
- *South Beach Park Theme Gardens*—The installation of regional theme gardens on the lower terrace of South Beach Park.
- *South Coast Vegetation Management*—Inventory of vegetation management opportunities, and selection of project areas. Selective clearing of vegetation to open views from the highway to the ocean, and long-term maintenance of cleared areas.
- *Kissing Rock Beach Access Improvements*—Improved beach access for parking, and pedestrian trail to the beach. Opportunity to develop a fully accessible parking spot and beach access path.
- *Cape Sebastian State Scenic Corridor Improvements*—Project would include vegetation management to reopen views, improvements to day use facilities including restrooms and benches, maintenance of internal roads and parking areas. Interpretive opportunities include relocating History Marker from highway pullout to overlook, installing a pipe viewfinder to locate Mack Arch, and signage describing the site's natural and cultural history.
- *Otter Point State Recreation Site Wayside Visitor and Safety Improvements*—Access and interpretation improvements at the State Wayside. Improve beach access,

improve access from the highway, and interpret old highway.

- *Geisel Monument State Heritage Site Visitor Improvements*—Improvements to day use facilities at Geisel Monument State Heritage Site. Project could include restroom development, and redesign of interpretation to update message on settler/native conflict. Possible need for channelized left turn if traffic warrants.



Part V
South Siskiyou Region

15. SOUTH SISKIYOU REGIONAL SETTING

A previous section (Section 2) of this Regional Management Plan described the planning process and the activities of the Regional Planning Groups for the South Coos and Siskiyou Planning Regions.

This section and Sections 16-18 describe the results of the planning work for the South Siskiyou Region, which extends from Pistol River to the Oregon-California border (see Orientation Map.)

This section contains an introductory description of the South Siskiyou Region; the subsequent three sections describe the South Siskiyou Region's features, feature management strategies developed by the Region Planning Group, and potential projects for the region.

The South Siskiyou Region extends from Pistol River in the north to the Oregon-California state line on the south.

From Crook Point south to Brookings, the character of the region is dominated by steep mountains meeting the ocean.

From the south side of the City of Brookings to the state line the highway follows a perched marine terrace overlooking narrow gravel beaches.

Between the small town of Pistol River and the City of Brookings, the region is only lightly developed, in part because of long stretches of publicly owned land between the highway and the ocean, and in part because of large tracts of private ownership that have been held out of development to this time. Brookings is the largest community on the South Coast, and besides residential and commercial development features one of the last working lumber/plywood mills on the coast.

To the south of Brookings the unincorporated community of Harbor slowly gives way to mixed agricultural, residential, and commercial land uses that stretch to the Oregon-California border.

Three districts make up the South Siskiyou region: Pistol River, Cape Ferrelo/Boardman and Brookings/Harbor.

The character of the Pistol River district is modulated by the river valley and the sediment that has been brought down stream and deposited near the river mouth. The estuary, a few seastacks, sand beaches and rolling hills and Cape Sebastian are all visible from the highway, which hugs the shoreline. Grasslands dominate the valley and upland hillsides. The Cape Ferrelo/Boardman district is a rugged shoreline made up of steeply sloping hillsides to the ocean, many seastacks and rocks, and reefs offshore. Small coves are separated by distinct headlands. Streams cascade steeply into the surf. The highway parallels the shore, but vegetation has grown up to obscure many of the potential views. The final district in the region and the state is Brookings/Harbor. A wide marine terrace characterizes this district. Many rocks are located off-shore from gravel beaches.

Orientation Map

16. INTRINSIC QUALITIES AND FEATURES

Intrinsic Qualities

Intrinsic qualities are the unique and distinctive characteristics of corridor features that enrich the travel experience.

Simply put, "intrinsic qualities" are the aspects of the byway corridor that make U.S. 101 more than just a utilitarian route from one place to another.

Scenic, historic, natural, archaeological, recreational, and cultural intrinsic qualities make the region's features rewarding places to visit, explore, and learn about.

The South Siskiyou Region offers significant examples of three of the six intrinsic qualities:

Scenic—the ocean views along U.S. 101 in this region are some of the best on the Oregon Coast; Samuel H. Boardman State Scenic Corridor is the longest stretch of publicly-owned, roadside coastline on the coast.

Natural—the coastal forest, open headlands, beaches and rocky shores of the region provide a wide range of oceanside environments; in the uplands to the east of the highway, old-growth coast redwoods intermingle with Oregon Myrtles and Port Orford Cedar; adjacent to the highway, Oregon's largest Monterey cypress is one of the most accessible champion trees in the state.

Recreational—fishing, wilderness travel and beachwalking are all important recreational opportunities in the region.

Regional Features

The highway hugs the coastline throughout the South Siskiyou region, and many of the significant features in the region are the State Parks and waysides, roadside viewpoints, and coastal features that provide visitors with beach access and diverse ocean views. Samuel H. Boardman State Scenic Corridor includes wild, undeveloped beaches and developed oceanside picnic areas, as well as viewpoints and access to the Coast Trail. At the southern end of the region Crissey Field is an undeveloped opportunity for beach access and nature trails through a fragile coastal dune environment, and either this site or one near it also provides an opportunity to develop a gateway visitor's center for the corridor.

Although it is currently in private ownership, Crook Point is a possible location for a south coast interpretive center. It is a spectacular setting where surf crashes against a rugged shoreline, and visitors can get a close-up view of Mack Arch, the largest natural arch on the coast.

The City of Brookings' Azalea Park is a popular travel destination featuring a large collection of native azaleas, some over 200 years old.

Azalea Park has recently been improved with new parking, entry landscaping, and an outdoor performance facility. Further inland, Alfred A. Loeb State Park and the Siskiyou National Forest offer visitors nature trails following a creek through old-growth redwood forest.

The defining, contributing and recognized features are listed below.

Defining Features in the South Siskiyou Region

Samuel H. Boardman State Scenic Corridor and Visitor Areas:
- Arch Rock Viewpoint
- Whaleshead Cove
- House Rock Viewpoint
- Lone Ranch

Harris Beach State Recreation Area
Azalea Park & Brookings Botanic Garden
Oregon's Largest Monterey Cypress

Contributing Features in the South Siskiyou Region

Crook Point, Mack Arch
Samuel H. Boardman State Scenic Corridor and Visitor Areas:
- Spruce Island Viewpoint
- Thunder Rock Cove
- North Island Trail
- Natural Bridges Cove
- Thomas Creek Bridge
- Cape Ferrello

Rainbow Rock Viewpoint
Chetco Point
Mouth of the Chetco River and Port of Brookings
Alfred A. Loeb State Park
McVay Rock State Recreation Site
Kalmiopsis Wilderness
Crissey Field and the Mouth of the Winchuck River

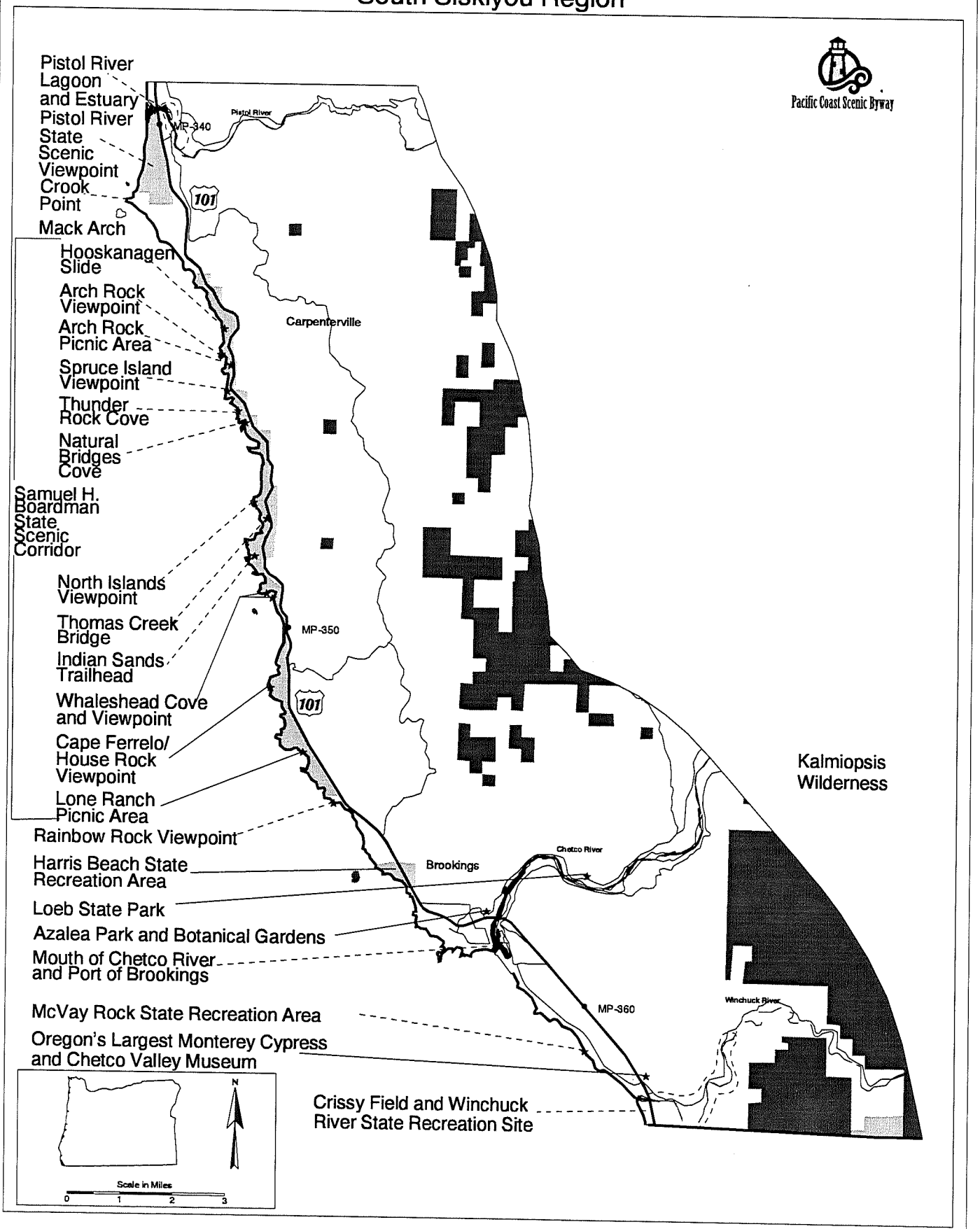
Recognized Features in the South Siskiyou Region

Town of Pistol River
Mount Emily Bomb Site

The following map shows the locations of the defining and contributing features.

Pacific Coast Scenic Byway

South Siskiyou Region



Oregon Department of Transportation

December 1997

17. MANAGEMENT STRATEGIES, PROJECTS, AND IMPLEMENTATION

Strategies Identification and Types

Management strategies were discussed for the 15 defining and contributing features in the South Siskiyou Region.

The majority of the management strategies identified for the features focused on improving visitor experience to the sites. Priorities included improved signage for highway travelers, and on-site improvements to circulation and services.

The planning group also emphasized the opportunities available to open views from the highway by selective vegetation clearing and maintenance.

Two significant project opportunities in the region included the development of a visitor gateway center at or near Crissey Field near the Oregon-California border, and coordination with an interpretation center proposed by the Curry County Nature-Based Tourism Project. The development of a visitors gateway center at Crissey Field also provides flexibility for the redevelopment of a section of Harris Beach State Recreation Area for educational use, which the Planning Group supports.

Strategy Implementation

Sources of Funding

There are a variety of potential sources of funding available for the implementation of projects. Some examples are as follows, categorized by intrinsic qualities.

Historic, Cultural, and Archaeological

The Historic Preservation League of Oregon, National Trust for Historic Preservation, and Oregon State Historic Preservation Office offer a variety of funds that were established for archaeological, cultural and historic preservation.

Recreational and Scenic

Marketing is a common goal for recreational and scenic features along the coast corridor. The Oregon Tourism Commission offers three funding sources to increase overall marketing opportunities, i.e., marketing sites or events, and developing site-specific brochures. These include the Small Grant Program, Regional Strategies Fund and Old-Growth Diversification Fund.

Natural

There are a variety of potential funding opportunities for the interpretation and/or protection of natural features such as wetlands and other water related features. Some examples include the Environmental Protection Agency, and several private organizations such as Coors Pure Water 2000, Bullitt Foundation, FishAmerica Foundation, Harder Foundation, and the River Network.

In General

Several state and federal agencies also provide grants for specific projects. This includes, but is not limited to: ODOT, USFS, OPRD, DLCD, and the State Marine Board.

A more complete listing of funding sources can be found under Topic Papers, in Appendix A of the Corridor Management Plan.

Scenic Byways Process for Funding

National Scenic Byway Funds are available through a grant application process to undertake eligible projects. These funds provide 80 percent of the total cost of project implementation, requiring a 20 percent match. This means another funding source or an "in kind" donation will need to be secured to cover the remaining cost. ODOT is responsible for the submission of grant requests to the FHWA. These funds are available for planning, designing, and developing state scenic byways programs, including the development of corridor management plans such as this; developing state and federal agencies' designated scenic byways to make them eligible for designation as National Scenic Byways; and enhancing or improving designated National Scenic Byways.

Technical Assistance

In addition to local city and county planning offices, the following organizations and agencies can provide information and technical services to assist in interpreting and protecting scenic, natural, archaeological, historic, cultural, and recreational resources related to this project:

Organizations

- Land Trust Alliance
- Scenic America
- The Trust for Public Land
- The Nature Conservancy
- National Scenic Byways Clearinghouse
- Coast to Crest Interpreters League
- Oregon Coast Education Awareness Network

Agencies

- Oregon Department of Transportation
- Oregon Department of Land Conservation and Development
- Oregon Parks and Recreation Department
- National Parks Service
- U.S. Forest Service
- U.S. Fish and Wildlife Service
- Bureau of Land Management
- Travel Information Council

For more information about available technical services refer to Topic Papers in Appendix A of the Corridor Management Plan.

Feature Sheets

With the information obtained from the workshop participants, the consultant team prepared a summary of each defining and contributing feature. As previously mentioned, the following feature sheets include goals, objectives, strategies, implementation steps, and contacts for each feature. A description of the unique attributes of each feature, and a photograph for defining features, are included.

FEATURES IN SOUTH SISKIYOU REGION

Defining Features

Page

Samuel H. Boardman State Scenic Corridor 148
Harris Beach State Recreation Area 150
Azalea Park and Botanical Gardens 152
Oregon's Largest Monterey Cypress 154

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SAMUEL H. BOARDMAN STATE SCENIC CORRIDOR



Samuel H. Boardman State Scenic Corridor is the longest continuous stretch of public ocean-front land on the Oregon coast. The park provides ocean views, turnouts, viewpoints, trails and beach access in a series of traveler pullouts in the park. Defining features include Arch Rock, House Rock, Lone Ranch, and Whaleshead Cove.

Intrinsic Qualities: Scenic, Natural, Recreational, Historic, Archaeological
Type: Defining
Region: Siskiyou
District: Cape Ferrelo/Boardman
Location: 25-mile stretch of west side of U.S. 101, north of Brookings
Managing Authority: OPRD
Existing Management Status: State Park

Management Goals

Stewardship

Objectives:

- Maintain visitor facilities and preserve as much as possible the natural state of the various State Park

Strategies:

- State Parks will develop a Master Plan for future use, maintenance, interpretation, and enhancements

Implementation Steps:

- State Parks can work with ODOT to secure Scenic Byway funds for some State Park improvements, and can get technical assistance from ODOT for roadway-related enhancements

Enhancement

Objectives:

- Improve visitor facilities
- Vegetation management is important issue

Strategies:

- Investigate creative maintenance funding alternatives

Implementation Steps:

- Investigate use of displaced timber worker program or prison work crews or a permanent summer camp for vegetation management
- Details of management issues will be worked out in a Master Plan, to which the Corridor Management Plan will refer
- Priorities are: access, roads at safety standard level; standardized and striped parking areas; then signing

Access

Objectives:

- Improve access to Boardman SP facilities

Strategies

- Include in master planning for park

Implementation

- In developing left-turn lanes, priority will go to formal picnic areas first (Whaleshead, Lone Ranch, Arch Rock); then informal areas like Natural Bridges, Cape Ferrello, Indian Sands; then unpaved areas. Miner Creek should be paved, and Spruce Island
- Close informal pulloffs, improve remaining pulloffs at Arch Rock Viewpoint

Interpretation

Objectives:

- Interpret significance of name 'Whaleshead'
- Interpret WWII defense facilities at House Rock Viewpoint

Contacts:

Andy LaTomme, Area Manager
Oregon State Parks and Recreation Department
10965 Cape Arago Highway
Coos Bay, OR 97420
Phone (541) 888-9268

Mark Usselman, District Manager
ODOT District 7
307 Hwy 42 East
Coquille, OR 97423
Phone (541) 396-3707

OCEAN (Oregon Coastal Environments Awareness Network)
Chris Mcalear, Secretary
Phone (541) 756-0100
(Bureau of Land Management North Bend)

HARRIS BEACH STATE RECREATION AREA

Harris Beach State Recreation Area includes a beach access area with picnicking and restrooms, and an uplands area to the east of the highway that currently serves as a travel-information center for highway users.



Intrinsic Qualities: Scenic, Natural, Recreational
Type: Defining
Region: Siskiyou
District: Brookings—Harbor
Location: North of Brookings
Managing Authority: OPRD
Existing Management Status: State Park; east portion, currently Oregon Welcome Center, may soon transfer to SW Oregon Community College

Management Goals

Stewardship

Objectives:

- Preserve existing natural qualities

Strategies:

- Maintain current stewardship activities

Implementation Steps:

- Has been designated as a Marine Garden by Oregon State Fish & Wildlife; no invertebrate collection

Enhancement

Objectives:

- Improve visitor facilities

Strategies:

- Coordinate with transfer of east side of Park to SWOCC

Implementation Steps:

- Work with OPRD and SWOCC contacts

Access

Objectives:

- Maintain, improve internal roads and parking
- Improve access from U.S. 101

Strategies:

- Include internal access improvements as part of master plan

- Develop longer deceleration lane for access
- Investigate ways to improve access from U.S. 101

Implementation Steps:

- Work with OPRD on master plan

Awareness

Objectives:

- Develop accurate signing on U.S. 101 following change of use

Strategies:

- Coordinate with State Parks

Implementation Steps:

- Include on master plan
- Include in scenic byway signing plan

Interpretation

Objectives:

- Improve interpretation

Strategies:

- Interpret marine biology
- Coordinate interpretation with possible southbound welcome center

Implementation Steps:

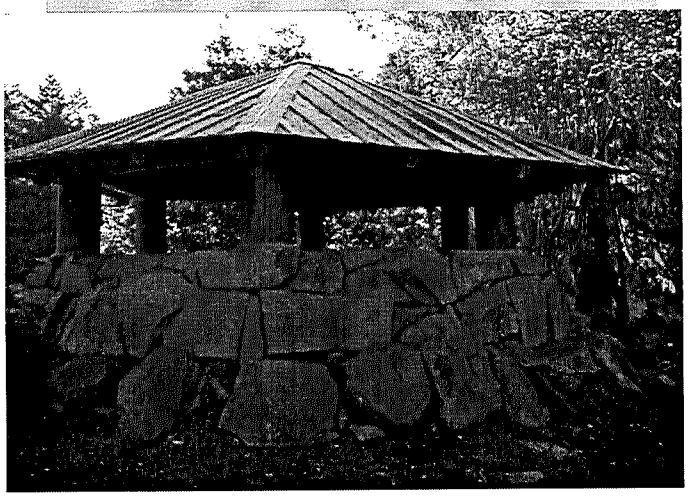
- Include in Rocky Shores Communication Strategy
- Work with OPRD on welcome center planning

Contact:
Andy LaTomme, Area Manager
Oregon State Parks and Recreation Department
10965 Cape Arago Highway
Coos Bay, OR 97420
Phone (541) 888-9268

Mark Usselman, District Manager
ODOT District 7
307 Hwy 42 East
Coquille, OR 97423
Phone (541) 396-3707

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(Bureau of Land Management North Bend)

AZALEA PARK AND BOTANICAL GARDENS



Azalea Park and the Brookings Botanical Gardens are a linked set of multi-use open spaces. Azalea Park features a forest of native azaleas, some over 200 years old; a charming CCC style shelter, and outdoor performance and recreation facilities. The Botanical Garden is a small display garden adjacent to U.S. 101 providing an entry into the city, and including an Oregon History Marker describing the WWII era bombing of the Brookings area.

Intrinsic Qualities: Scenic, Natural, Recreational, Historic, Cultural
Type: Defining
Region: Siskiyou
District: Brookings—Harbor
Location: East end of Brookings, one mile NW of U.S. 101.
Managing Authority: City of Brookings
Existing Management Status: City works with Garden Club to enhance and maintain

Management Goals

Enhancement

Objectives:

- Improve existing Park facilities
- Develop further recreational facilities

Strategies:

- Prepare development plan for Azalea Park; work with Garden Club to maintain and improve Botanical Garden

Implementation Steps:

- Coordinate enhancement efforts between City of Brookings and Garden Club
- Seek funding from various sources for enhancement

Awareness

Objectives:

- Increase awareness

Strategies:

- Improve signing on U.S. 101

Implementation Steps:

- Include in Scenic Byway signing plan

Interpretation

Objectives:

- Improve interpretation

Strategies:

- Interpret 200-year-old azaleas

Implementation Steps:

- Contact Travel Information Council, which manages Historical Marker Program, to discuss relocation
- Encourage development of interpretation for Azalea Park with Garden Club and City

Contact:
City of Brookings
898 Elk Drive
Brookings, OR 97415
Phone (541) 469-2163

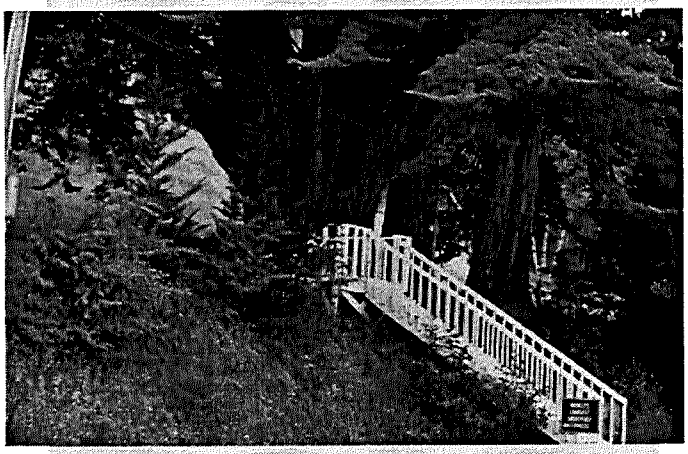
Brookings Parks & Recreation Commission
Lee Rogers
Phone (541) 469-0450

Mark Usselman, District Manager
ODOT District 7
307 Hwy 42 East
Coquille, OR 97423
Phone (541) 396-3707

Travel Information Council
Historic Marker Committee
Julie Porter, Coordinator
Phone (503) 375-2821
Cheryl Gribskov, Council Director
Phone (503) 378-4508

Brookings Garden Club
Olivia Abbott
Phone (541) 469-0157

OREGON'S LARGEST MONTEREY CYPRESS



This huge Monterey Cypress sits adjacent to U.S. 101, near the Chetco Historical Museum. This is one of the few state champion trees easily accessible by road.

Intrinsic Qualities: Scenic, Natural, Historic
Type: Defining
Region: Siskiyou
District: Brookings—Harbor
Location: Along east side of U.S. 101, near California border
Managing Authority: Private
Existing Management Status: Not managed

Management Goals

Stewardship

Objectives:

- Protect from removal
- Maintain tree health

Strategies:

- Work jointly with Chetco Museum

Enhancement

Objectives:

- Improve appearance of general area
- Improve museum facilities

Strategies:

- Investigate ownership and use of narrow strip adjacent to highway. Consider purchase and use of some or all of strip property
- Expand museum's operating hours
- Investigate possible partnerships for museum support

Implementation Steps:

- Discuss purchase with OPRD and ODOT
- Contact Chetco Valley Museum

Access

Objectives:

- Improve access from U.S. 101
- Provide parking

Strategies:

- Add channelized left-turn lane
- Develop dedicated parking area
- Opportunity to use some or all of strip area, for parking and access
- Coordinate ROW improvements with private improvements

Implementation Steps:

- Contact ODOT District Manager

Awareness

Objectives:

- Improve awareness of feature for travelers and residents

Strategies:

- Improve signing on U.S. 101
- Include in corridor publications and guides

Implementation Steps:

- Include in Scenic Byway Signing Plan
- Contact Oregon Tourism Commission

Interpretation

Objectives:

- Interpret botany of cypress tree

Strategies:

- Research natural history and heritage of cypress
- Develop interpretive signs

Implementation Steps:

- Coordinate with museum
- Distribute American Forests research;
- Find state or national sources for interpretation; does Arbor Day Foundation administer grants for large trees?

Contact:
Chetco Valley Historical Society
15461 Museum Road
Brookings, OR 97415
Phone (541) 469-6651

Mark Usselman, District Manager
ODOT District 7
307 Hwy 42 East
Coquille, OR 97423
Phone (541) 396-3707

Oregon Tourism Commission
775 Summer St. NE
Salem, OR 97310
Janet Porter, Tourism Development
Phone 1-800-547-7842

CROOK POINT, MACK ARCH

Intrinsic Qualities: Scenic, Natural, Recreational
Type: Contributing
Region: Siskiyou
District: Pistol River
Location: South of Pistol River State Park
Managing Authority: Private Landowner
Existing Management Status: Curry County

Crook Point is an open, windswept headland with a rocky shoreline extending into the Pacific. The elevated plateau on top of the headland provides stunning views up and down the coast. Crook Point is the best viewpoint for Mack Arch, the largest arch rock on the Oregon Coast.

Management Goals

Stewardship

Objectives:

- Maintain natural qualities and views
- Inventory site features for future management
- Plan any site improvements to avoid or minimize impacts on populations of *Gilia millifoliata,* a rare plant that grows in this area

Strategies:

- Investigate options for public acquisition and management
- Coordinate with Curry County Nature-Based Tourism Project

Implementation Steps:

- BLM has submitted request for 1998 budget funds to purchase Crook Pt.
- Feasibility studies could begin fall 1997

Enhancement

Objectives:

- Improve visitor facilities

Strategies:

- Pending public acquisition, develop master plan for visitor services

Implementation Steps:

- Work with BLM to develop such plan

Access

Objectives:

- Improve highway access
- Improve internal access

Strategies:

- Develop left-turn lane on U.S. 101
- Develop internal circulation and parking
- Develop pedestrian circulation

Implementation Steps:

- Work with ODOT to install lane
- Master plan for Curry County Nature-Based Tourism Project

Awareness

Objectives:

- Improve traveler awareness

Strategies:

- Develop signing on U.S. 101
- Include in regional guidebook materials

Implementation Steps:

- Include in Scenic Byway signing plan
- Contact Oregon Tourism Commission

Interpretation

Objectives:

- Develop major South Coast interpretive center for natural history and cultural heritage

Strategies:

- Coordinate with Curry County Nature-Based Tourism Project strategy

Implementation Steps:

- Include in feasibility studies, if land is purchased and designated for Curry County Nature-Based Tourism Project
- Include in OPRD Rocky Shores Communication Strategy

Contact:
Curry County Planning Dept.
Chuck Nordstrom
Box 746
Gold Beach, OR 97444
Phone (541) 247-7011

Neal Middlebrook
Area Manager
Myrtlewood Resource Area
Bureau of Land Management
Coos Bay Region
1300 Airport Lane
North Bend, OR 97459
Phone (541) 756-0100

Andy LaTomme, Area Manager
Oregon State Parks and Recreation Department
10965 Cape Arago Highway
Coos Bay, OR 97420
Phone (541) 888-9268

Siskiyou National Forest
Gold Beach Ranger District
29279 Ellensburg Ave.
Gold Beach, OR 97444
Phone (541) 247-3600

Mark Usselman, District Manager
ODOT District 7
307 Hwy 42 East
Coquille, OR 97423
Phone (541) 396-3707

OCEAN (Oregon Coastal Environments Awareness Network)
Chris Mcalear, Secretary
Phone (541) 756-0100
(Bureau of Land Management North Bend)

Kalmiopsis Audubon Society
Jim Britell
Phone (541) 332-9775

Oregon Tourism Commission
775 Summer Street NE
Salem, OR 97310
Janet Porter, Tourism Development
Phone (503) 986-0000
1-800-547-7842

SAMUEL H. BOARDMAN STATE SCENIC CORRIDOR CONTRIBUTING FEATURES

Intrinsic Qualities: Scenic, Natural, Recreational, Historic, Archaeological
Type: Contributing
Region: Siskiyou
District: Cape Ferrelo/Boardman
Location: 25-mile stretch of west side of U.S. 101, north of Brookings
Managing Authority: OPRD
Existing Management Status: State Park

The individual management recommendations for each of the Boardman State Park public access areas are described here. The general recommendations for the park as a whole also apply to these locations.

See "Samuel Boardman State Park" sheet for objectives and strategies. The following are specific needs for contributing features:

Spruce Island View

- Pave pulloff; add left-turn lane

North Island Trail

- Improve pullout

Thomas Creek Bridge (Oregon's tallest)

- Restore hogsback trail below bridge, and terraced path to view bridge
- Improve parking area

Indian Sands Viewpoint

- Add signs to warn of high winds and unstable footing at high cliff viewpoint

Thunder Rock Cove

- Improve pullout

Natural Bridges Cove

- Improve path to ADA standards

House Rock Viewpoint

- Maintain vegetation for open views
- Interpret Boardman State Scenic Corridor history

Cape Ferrello

- Interpret archaeology; industrial history
- If eco-tour center opened here, mine could be developed for tours

Rainbow Rock

- Interpret striations that give rock peculiar colors
- Close informal pulloffs

Contact:
Andy LaTomme, Area Manager
Oregon State Parks and Recreation Department
10965 Cape Arago Highway
Coos Bay, OR 97420
Phone (541) 888-9268

Mark Usselman, District Manager
ODOT District 7
307 Hwy 42 East
Coquille, OR 97423
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OCEAN (Oregon Coastal Environments
Awareness Network)
Chris Mcalear, Secretary
Phone (541) 756-0100
(Bureau of Land Management North Bend)

CHETCO POINT

Intrinsic Qualities: Scenic, Natural, Recreational
Type: Contributing
Region: Siskiyou
District: Brookings—Harbor
Location: In City of Brookings, on coast south of sewage treatment plant
Managing Authority: City of Brookings
Existing Management Status: Unimproved municipal park

Chetco Point is a rugged headland near downtown Brookings providing beach access and scenic views. This city park is relatively undeveloped, with limited parking and rough trail access. Chetco Point was a historic lumber shipping location, and artifacts from that time can still be seen on the beach and intertidal area.

Management Goals

Stewardship

Objectives:

- Maintain natural qualities

Strategies:

- User education
- Inventory site features and develop management plan

Implementation Steps:

- Implementation led by the City of Brookings, with the City Parks & Recreation Commission

Enhancement

Objectives:

- Protect sensitive areas of Point
- Make minor improvements to enhance use as a local park

Strategies:

- Develop internal circulation to protect sensitive areas from overuse; stabilize to prevent erosion on bluff
- Solicit community support and in-kind donations for restoration work

Implementation Steps:

- Work with City Parks & Recreation Commission to plan for enhancement work and investigate grant funding opportunities

Access

Objectives:

- Improve access

Strategies:

- Improve parking facilities and entry to park

Implementation Steps:

- Find funding to support City in making such improvements; ODOT administers STIP, ISTEA, Local Grant Programs

Awareness

Objectives:

- Improve awareness

Strategies:

- Improve directional signing to enhance use by local residents
- Provide entry signing at Park

Implementation Steps:

- See Access implementation

Interpretation

Objectives:

- Develop interpretive signing

Strategies:

- Interpret old bridge, wharf, rail system

Contact:
John Bischoff
Brookings City Planner
898 Elk Drive
Brookings, OR 97415
Phone (541) 469-2163

Brookings Parks & Recreation Commission
Lee Rogers
Phone (541) 469-0450

Curry County Historical Society & Museum
29410 Ellensburg Avenue
Gold Beach, OR 97444
Vern Wimmer, Curator
Phone (541) 247-6113

Chetco Valley Historical Society
15461 Museum Road
Brookings, OR 97415
Phone (541) 469-6651

Travel Information Council
Historic Marker Committee
Julie Porter, Coordinator
Phone (503) 375-2821
Cheryl Gribskov, Council Director
Phone (503) 378-4508

OCEAN (Oregon Coastal Environments Awareness Network)
Chris Mcalear, Secretary
Phone (541) 756-0100
(Bureau of Land Management North Bend)

MOUTH OF CHETCO RIVER AND PORT OF BROOKINGS

Intrinsic Qualities: Scenic, Natural, Recreational, Cultural
Type: Contributing
Region: Siskiyou
District: Brookings—Harbor
Location: City of Brookings
Managing Authority: ODOT/Curry Co./Port of Brookings
Existing Management Status: Curry County plans; City plans; Port Authority plans; ODOT access planning.

The mouth of the Chetco River provides access to one of Oregon's best fishing rivers. The Port of Brookings serves both commercial and recreational fishing boats, and provides visitors with a chance to see commercial fishing operations first-hand. The port also provides one of the few beach access points in the Brookings-Harbor area.

Management Goals

Awareness

Objectives:

- Make travelers aware of port facilities

Strategies:

- Install better signing on U.S. 101
- Install signing in well-defined visitor areas

Implementation Steps:

- Include in scenic byway signing plan

Interpretation

Objectives:

- Improve interpretation
- Safest small boat harbor on Oregon Coast

Strategies:

- Install kiosk at Port
- Interpret fishing boats without hindering operations

Implementation Steps:

- Contact Port Authority to determine whether they have an interpretation program
- Investigate state-wide programs, such as Oregon Coast Education Awareness Network

Contact:
Port of Brookings Harbor
Phone (541) 469-2218

City of Brookings
898 Elk Drive
Brookings, OR 97415
Phone (541) 469-2163

Curry County Planning Dept.
Chuck Nordstrom
Box 746
Gold Beach, OR 97444
Phone (541) 247-7011

Chetco Watershed Council
Steve Nicholson
Phone (707) 487-3516
Also, South Coast Watershed Council
Coordinating umbrella organization for
watershed groups:
Harry Hoogesteger
Box 666
Gold Beach, OR 97444
Phone (541) 247-2755

Mark Usselman, District Manager
ODOT District 7
307 Hwy 42 East
Coquille, OR 97423
Phone (541) 396-3707

OCEAN (Oregon Coastal Environments
Awareness Network)
Chris Mcalear, Secretary
Phone (541) 756-0100
(Bureau of Land Management North Bend)

ALFRED A. LOEB STATE PARK

Intrinsic Qualities: Scenic, Natural, Recreational, Cultural
Type: Contributing
Region: Siskiyou
District: Brookings—Harbor
Location: 12 miles NE along North Bank Chetco
Managing Authority: OPRD
Existing Management Status: Park is in two sections, separated by USFS Redwood Nature Trail

Alfred A. Loeb State Park includes a campground, a riverside interpretive trail, and an old-growth Redwood interpretive trail.
These trails provide easy access to unique ecosystems, and a good introduction to the forest ecology of the southern Siskiyous.

Management Goals

Access

Objectives:

- Improve road condition along North Bank Chetco River

Strategies:

- Facilitate ODOT and County maintenance efforts

Implementation Steps:

- Access may be improved by eco-tourism canopy project; any improvements by OPRD should wait to coordinate with this

Awareness

Objectives:

- Improve awareness

Strategies:

- Improve signing on U.S. 101
- Include feature in byway materials

Implementation Steps:

- Contact Oregon Tourism Commission
- Include in Scenic Byway Signing Plan

Interpretation

Objectives:

- Improve interpretation of west unit

Strategies:

- Interpret forest ecology

Implementation Steps:

- Work with State Parks and USFS
- Coordinate with Curry County Nature-Based Tourism Project

Contact:
Andy LaTomme, Area Manager
Oregon State Parks and Recreation Department
10965 Cape Arago Highway
Coos Bay, OR 97420
Phone (541) 888-9268

Siskiyou National Forest
Chetco Ranger District
555 5th St.
Brookings, OR 97415
Phone (541) 469-2196

Curry County Road Department
Brookings Satellite Office
John Dawson
Phone (541) 469-2814
All mail to:
Box 746
Gold Beach, OR 97444

Mark Usselman, District Manager
ODOT District 7
307 Hwy 42 East
Coquille, OR 97423
Phone (541) 396-3707

Oregon Tourism Commission
775 Summer St. NE
Salem, OR 97310
Janet Porter, Tourism Development
Phone 1-800-547-7842

KALMIOPSIS WILDERNESS

Intrinsic Qualities: Scenic, Natural, Recreational
Type: Contributing
Region: Siskiyou
District: Brookings—Harbor
Location: Large mountainous area east of coast
Managing Authority: US Forest Service
Existing Management Status: Wilderness Area—minimized access and development

The Kalmiopsis Wilderness is a major recreational resource in the rugged Siskiyou Mountains. The wilderness is known for its difficult terrain and unusual botanical resources.

Management Goals

Access

Objectives:

- Maintain access

Strategies:

- Maintain: Chetco River road

Implementation Steps:

- U.S. Forest Service Ranger District and County Roads Dept.

Awareness

Objectives:

- Improve awareness

Strategies:

- Improve traveler awareness of access routes
- Improve traveler awareness of U.S. Forest Service Ranger Station with signs on U.S. 101

Implementation Steps:

- Include in Scenic Byway Signing Plan

Contact:
Siskiyou National Forest
Chetco Ranger District
555 5th Street
Brookings, OR 97415
Phone (541) 469-2196

Curry County Road Department
Brookings Satellite Office
John Dawson
Phone (541) 469-2814
All mail to:
Box 746
Gold Beach, OR 97444

Kalmiopsis Audubon Society
Jim Britell
Phone (541) 332-9775

McVay Rock State Recreation Area

Intrinsic Qualities: Scenic, Natural, Recreational
Type: Contributing
Region: Siskiyou
District: Brookings—Harbor
Location: Off Oceanview Dr., south of Brookings
Managing Authority: OPRD
Existing Management Status: State Wayside

McVay Rock State Recreation Area is a modest public facility providing beach access and ocean views.

Management Goals

Stewardship

Objectives:

- Maintain natural character
- Maintain visitor facilities

Strategies:

- Identify stewardship strategies in Master Plan

Implementation Steps:

- OPRD should implement master plan;

Enhancement

Objectives:

- Stabilize feature
- Upgrade visitor facilities

Strategies:

- Install restrooms
- Restore degraded areas of wayside

Implementation Steps:

- Communicate these issues to State Parks manager for inclusion in master plan

Access

Objectives:

- Improve access

Strategies:

- Build stairs from parking lot to beach
- Improve road surface from Oceanview
- Maintain parking lot surface

Implementation Steps:

- Communicate these issues to State Parks manager for inclusion in master plan
- Communicate need for access road improvement to County Roads Supervisor

Awareness

Objectives:

- Improve signing on U.S. 101 and Oceanview Dr.

- Identify as beach access

Strategies:

- Install notification signing on U.S. 101

Implementation Steps:

- Include in Scenic Byway Signing Plan
- Install trailblazer signing on Oceanview Drive

Interpretation

Objectives:

- Improve interpretation

Strategies:

- Design and install interpretive signing to interpret panorama from Pelican Bay to St. George's Lighthouse. Interpret natural features

Implementation Steps:

- Communicate these issues to State Parks manager for inclusion in master plan
- Contact State Parks Interpretive Coordinator

Contact:
Andy LaTomme, Area Manager
Oregon State Parks and Recreation Department
10965 Cape Arago Highway
Coos Bay, OR 97420
Phone (541) 888-9268

Mark Usselman, District Manager
ODOT District 7
307 Hwy 42 East
Coquille, OR 97423
Phone (541) 396-3707

OCEAN (Oregon Coastal Environments Awareness Network)
Chris Mcalear, Secretary
Phone (541) 756-0100
(Bureau of Land Management North Bend)

Oregon Tourism Commission
775 Summer St. NE
Salem, OR 97310
Janet Porter, Tourism Development
Phone 1-800-547-7842

CRISSEY FIELD AND MOUTH OF WINCHUCK RIVER

Intrinsic Qualities: Scenic, Natural, Recreational
Type: Contributing
Region: Siskiyou
District: Brookings—Harbor
Location: California Border
Managing Authority: OPRD
Existing Management Status: unimproved state wayside

Crissey Field is a historic abandoned airstrip near the California border. This area provides access to low rolling dunes, ocean beaches, and the Winchuck River, which is a major fishing and recreational resource.
The Crissey Field area, including the existing state wayside on the Winchuck River, provides an important opportunity to develop a gateway welcome center for both Oregon and California.

Management Goals

Stewardship

Objectives:

- Maintain important natural and cultural features of the site
- Pursue opportunity for use as a gateway welcome center between Oregon and California if feasible
- Plan any site improvements to avoid or minimize impacts on populations of *Gilia millifoliata*, a rare plant that grows in this area

Strategies:

- Prepare a master plan for future public use of area
- Coordinate with California state agencies for development of Gateway center

Implementation Steps:

- OPRD already has money dedicated to such a project

Enhancement

Objectives:

- Limit erosion, site degradation
- Improve traveler facilities

Strategies:

- Restore vegetation, river banks
- Improve parking, fishing, and traveler information

Implementation Steps:

- Gateway center planning will address these issues

Access

Objectives:

- Improve access to feature
- Provide more parking

Strategies:

- Provide more parking away from North Bank Winchuck Road
- Improve beach access

Implementation Steps:

- Gateway center master planning will address these issues

Awareness

Objectives:

- Improve awareness

Strategies:

- Install/improve U.S. 101 signing
- Include in corridor information and marketing materials
- Develop interagency gateway

Implementation Steps:

- Include in Scenic Byway Signing Plan
- Gateway concept is currently in planning stages; funds set aside

Interpretation

Objectives:

- Interpret site features
- Interpret regional features as part of Gateway function

Strategies:

- Interpret natural history and rare botany
- Interpret history of old airfield
- Interpret mill history
- Distribute interpretive guides for Coast natural and cultural heritage sites

Implementation Steps:

- Contact Oregon Tourism Commission
- Interpretation will certainly be major component of proposed Gateway Center

Contact:
Andy LaTomme, Area Manager
Oregon State Parks and Recreation Department
10965 Cape Arago Highway
Coos Bay, OR 97420
Phone (541) 888-9268

Mark Usselman, District Manager
ODOT District 7
307 Hwy 42 East
Coquille, OR 97423
Phone (541) 396-3707

Chetco Valley Historical Society
15461 Museum Road
Brookings, OR 97415
Phone (541) 469-6651

OCEAN (Oregon Coastal Environments Awareness Network)
Chris Mcalear, Secretary
Phone (541) 756-0100
(Bureau of Land Management North Bend)

Winchuck River Watershed Council
Terry Hanscam
Phone (541) 487-5462
Also, South Coast Watershed Council
Coordinating umbrella organization for watershed groups:
Harry Hoogesteger
Box 666
Gold Beach, OR 97444
Phone (541) 247-2755

Oregon Tourism Commission
775 Summer St. NE
Salem, OR 97310
Janet Porter, Tourism Development
Phone 1-800-547-7842

OCEAN VIEWS FROM U.S. 101

Intrinsic Qualities: Scenic, Natural,
Type: Contributing
Region: South Siskiyou
District: Pistol River, Cape Ferrelo/ Boardman, Brookings/Harbor
Location: Various
Managing Authority: ODOT or OPRD
Existing Management Status: Both agencies have policies for visual access and vegetation management

Between Port Orford and the California Border, drivers on U.S. 101 are treated to a series of ocean views as spectacular as any in the world. Surf crashes against offshore seastacks, long beaches curve into the distance, fog wafts up from ocean coves, and the sunlight (and even moonlight) sparkles on the water. Long-time residents remember when the views were even better, before brush grew up to block some of them from the highway.

Management Goals

Enhancement

Objectives:

- Strengthen intrinsic scenic qualities of U.S. 101 driving experience

Strategies:

- Manage vegetation to maintain views
- Improve paving quality of pull-outs
- Add new waysides at view opportunities
- Pave high use pullouts with asphalt rather than gravel

Implementation Steps:

- Coordinate with ODOT to restore and convert maintenance areas
- Coordinate with ODOT District Manager, referring to Integrated Vegetation Management Plans and to volunteer viewpoint inventories (Oregon Roadside Council)
- Coordinate with State Parks staff and OPRD Forestry Team Leader

Access

Objectives:

- Improve connection between viewpoints and highway
- Improve/maintain interior access

Strategies:

- Provide deceleration lane or widened shoulder where appropriate
- Provide more scenic view possibilities with safe and universal access

Awareness

Objectives:

- Improve awareness of ocean views

Strategies:

- Provide improved advance signing for pullouts

Interpretation

Objectives:

- Provide interpretation where resources warrant

Strategies:

- Work with OPRD to install interpretation at state pullouts, perhaps in conjunction with Rocky Shores program
- Work with ODOT to improve some pullouts and install interpretation

Implementation Steps:

- Contact District State Parks manager, and State Parks Interpretive Coordinator
- Contact ODOT District Manager with suggestions

Contact:
Andy LaTomme, Area Manager
Oregon State Parks and Recreation Department
10965 Cape Arago Highway
Coos Bay, OR 97420
Phone (541) 888-9268

Mark Usselman, District Manager
ODOT District 7
307 Hwy 42 East
Coquille, OR 97423
Phone (541) 396-3707

OCEAN (Oregon Coastal Environments Awareness Network)
Chris Mcalear, Secretary
Phone (541) 756-0100
(Bureau of Land Management North Bend)

18. PROJECT SELECTION

During the planning process, the Regional Planning Group discussed many general project opportunities; however, the formal discussion of implementation and projects and the final recommendations for projects was ultimately diverted by the continuing disagreement in the group over the fundamental assumptions of the project. Based on discussions within the group during the development of the feature management strategies, the consultant Regional Planning Coordinator developed a draft implementation matrix for the group's use, and a set of possible projects as a starting point for recommendations.

Project selection was anticipated to result from the planning group's first developing criteria, and then identifying projects the group desired to receive priority for implementation.

Although the group completed the process of developing regional prioritization criteria, they were not able to complete a project selection process, and did not forward projects for consideration to the CPACT Subcommittee.

Project Selection Criteria

The South Siskiyou Regional Planning Group reviewed a preliminary list of project selection criteria, and developed a list of regional prioritization criteria. The original list was discussed and modified to meet the concerns of the group. A ranking by importance was completed by first taking a straw poll of the group, then discussing the results to ensure that they met the group consensus. The criteria selected were:

First in importance:

- Improves an existing unsafe situation
- Feature is in public ownership
- A good fit with National Scenic Byway grant criteria

Second in importance:

- Protects intrinsic qualities of features on public property to preserve, enhance, or maintain them for future public enjoyment.
- Improves facilities for visitor use
- Project is family friendly
- Opportunity to leverage other funding
- Project has educational value

Priorities Identification

The projects listed below were developed based on group discussion of features, but these projects were not specifically discussed and prioritized by the group.

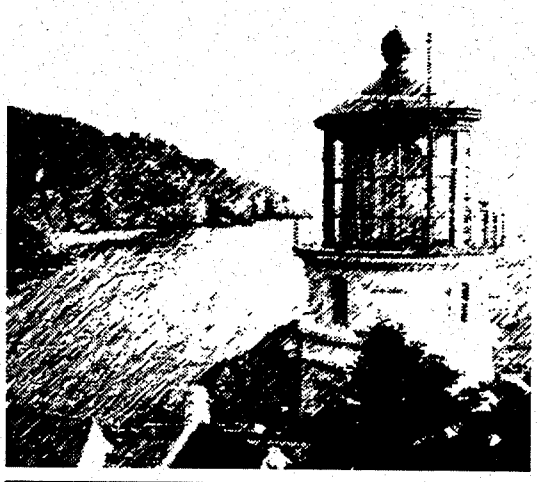
Projects Considered

- *Crook Point Acquisition and Interpretive Center Development*—Participation in the nature-based tourism project development for Crook Point. The project includes the acquisition of property for an interpretive/visitors center, development of the center and related site improvements, and improvements to U.S. 101 to support safe access to and from the center.
- *Samuel H. Boardman State Scenic Corridor*—There are several project opportunities at Samuel H. Boardman State Scenic Corridor. A few of these are park-wide, and the rest are site-specific. The packaging of different opportunities needs to be specific to the likely funding

source. Individual projects might include:

- *Samuel H. Boardman State Scenic Corridor Vegetation Management*—Cooperative project between ODOT and the State Park to improve views from the highway and viewpoint overlooks to the ocean. This project would include work in both the highway R.O.W. and park property to open and maintain specific views.
- *Samuel H. Boardman State Scenic Corridor Visitor Information and Interpretation*—Develop updated visitor information kiosks at the major picnic areas, trailheads, and viewpoints in the park. These boards would incorporate site maps and descriptions of the immediate area, regulatory information, and interpretation. The project could also include secondary signage, such as warnings at Indian Sands and site-specific interpretation.
- *Samuel H. Boardman State Scenic Corridor Access Improvements*—Develop site-specific access improvements from U.S. 101 for major visitor locations. High priority sites include Whaleshead, Lone Ranch, Natural Bridges, Cape Ferrello, and Indian Sands.
- *Thomas Creek Bridge Visitor Improvements*—Improve the visitor experience at Thomas Creek Bridge for visitors to get a sense of the dramatic canyon and height of the bridge. Project elements could include:
  - Relocation of the parking entry to provide improved sight distance and safety
  - Trail and viewpoint to view the canyon and bridge
  - Interpretation and visitor information
- *Samuel H. Boardman State Scenic Corridor Road and Parking Improvements*—Complete deferred maintenance on road and parking areas inside the picnic areas and major viewpoints.
- *Harris Beach State Recreation Area Entry Improvements*—Develop and implement strategy for safety improvements at the entry to Harris Beach State Recreation Area. Possible project elements include an improved turning/accel/decel lane combination, and signalization with either a full light or a blinking warning light.
- *Harris Beach Visitor Information Improvements*—Develop updated visitor information kiosk in the west side of the park. This board would incorporate site maps and descriptions of the immediate area, regulatory information, and interpretation. The project could also include secondary signage, such as site-specific interpretation.
- Chetco Point Visitor Improvements—Minor improvements to support low-intensity use of the park. The park would not be a signed feature from U.S. 101. Project elements might include:
  - Improved parking
  - Improved trail access
  - Visitor information
- *McVay Rock State Recreation Site Visitor Improvements*—Develop and implement improved beach access trail; develop visitor information and interpretive signage.
- *Oregon's Largest Cypress and Chetco Museum*—This project could include several actions to provide visitor access and information improvements for both the Cypress tree and the museum:
  - Acquisition of conservation easement for the cypress tree

  - Acquisition of property or easements on the area between U.S. 101 and old U.S. 101 to provide parking and visual access to the tree and museum
  - Interpretation of the Cypress tree, and updated signage listing it as Oregon's Largest Monterey Cypress
- *South Gateway Project*—This project would include the development of a visitor gateway facility at or near Crissey Field. This project needs more study to understand what the actual project would be, but elements could include:
  - Development of visitor access and parking
  - Development of a gateway building (first phase could be a kiosk) providing travel information and interpretation
  - Development of day-use areas for visitors
  - Development of beach access
  - On-site interpretation
- *Oregon Coast Trail*—Completion of trail to fill gaps in the South Siskiyou Region.
- *Pacific Coast Byway/Siskiyou Coast Nature-Based Tourism Marketing*—Development of marketing materials positioning the byway as an access route to nature-based tourism activities.



Appendixes

APPENDIX A

INFORMATION SOURCES

South Coos & North Siskiyou Planning Group

Al Geiser
Joan Geiser
Nancy Dowdy
Ed Dowdy
Bob Warring
Bonnie Allen
Ruth Bryant
Cary Sutter
Midge Hayes
Lucille Burrows
Millie North
Julie Hawthorne
Chris Hawthorne
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Central Siskiyou Planning Group

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Dan Crumley
Bob Van Leer
Tamie Kaufman
David Hoenie
Laren Woolley
Jon Younte
Geoff McCormack
Richard Purdy
Jim Marino
Gary Sizemore
Gib Cooper

South Siskiyou Planning Group

Larry Curry
Nancy Brendlinger
Roger Thompson
Dick Keusink
Dave Scott
Mary O'Holleran
Don Mitchell
Veva Stancel
Don Higginson

Documents and Contacts, South Coos & Siskiyou Planning Regions

Documents

Catalog of Cultural Resources for the Port Orford Area
(Cape Blanco to Humbug Mountain)
Coos-Curry Council of Governments
North Bend, Oregon 1984

Port Orford Strategic Plan
Summary of Goals and Strategies
Port Orford Community Response Team, July 1996

City of Port Orford Parks, Recreation and Open Space Plan
City of Port Orford
1997

Design and Information Requirements for Travel and Tourism Needs on Scenic Byways
Christiana M. Briganti
Lester A. Hoel
Virginia Transportation Research Council
Charlottesville, Virginia 1994

Economic Impacts of Scenic Highways
Real Estate & Land Use Institute
School of Business Administration
California State University, Sacramento
For
CALTRANS
1994

Economic Benefits of Scenic Highways in Rural Areas
CALTRANS, no date

Economic Impacts of Scenic Byways
The Urban Institute
For the Federal Highway Administration
1990

Colorado Scenic and Historic Byways
Economic Impact Study
Interim Report
Western Entrepreneurial Network
Colorado Center for Community Development
University of Colorado at Denver
For
Transportation Research Board &
Colorado Scenic & Historic Byways Commission

Enhancing the Views Along Coastal Highway 101
Community Planning Workshop (from the information list)

Personal Communications

Cary Sutter, Park Manager, OPRD

Chuck Nordstrom, Curry County Planner

Don Higginson, Park Manager, OPRD

Peggy Goergen, Southwestern Oregon Community College

Peter Spratt, Curry County Tourism

Vern Wimmer, Curator, Curry County Historical Society & Museum

Lisa Burcham, Executive Director Historic Preservation League of Oregon

Dave Skilton, outreach and preservation planner State Historic Preservation Office

Chris Mcalear, Secretary OCEAN (Oregon Coastal Environments Awareness Network)

Harry Hoogesteger, South Coast Watershed Council

Jim Brendy, Interpretive Specialist, Bureau of Land Management

Joe Paiva, Visual Resource Coordinator ODOT

Gayle Paige, Port Manager, Port of Port Orford

Nancy Phillips, President Port Orford Chamber of Commerce

Milt Smith, Port Orford Satellite Office Curry County Road Department

Neal Middlebrook Area Manager Myrtlewood Resource Area, Bureau of Land Management, Coos Bay Region

Janet Moreland, wetlands program leader Oregon Department of State Lands

Janice Collins, Communications Director Oregon Forest Resources Institute

Lee Rogers Brookings Parks & Recreation Commission

John Bischoff, Brookings City Planner

Tom Weldon, Brookings City Manager

APPENDIX B

PROJECTS IN THE SOUTH COOS AND SISKIYOU REGIONS

Features	Capital Projects	Preliminary NSB Grant Eligibility Assessment	Non-Capital Projects
Langlois Town Center	1) Langlois Historic Town Center Vision Plan	no	
	2) Langlois Pedestrian Improvements	yes	
Cape Blanco	1) Cape Blanco Interpretive Center	no	
	2) Cape Blanco Day Use Improvements	no	
	3) Cape Blanco Traveler Information Point	yes	
Floras Lake	1) Floras Lake/Boice Cope County Park/ Floras Lake State Park Master Plan	no	
	2) Snowy Plover Nesting Area Interpretation	no	
	3) Floras Lake "Trailblazer" Signage	no	
	4) Blacklock Point Trailhead Improvements	no	
Paradise Point Wayside			Paradise Point State Wayside Adopt-a-Park Maintenance
Port Orford Town Center	1) Port Orford Wetland Greenbelt Walk	yes	
	2) Port Orford Town Center Pedestrian Improvements	yes	
Battle Rock Park	Battle Rock Park Stabilization and Visitor Improvements	yes	
Port of Port Orford	1) Port of Port Orford Recreational Access and Visitor Facilities	no	
	2) Overlook to Port Pedestrian Walk	no	
Port Orford Heads	Port Orford Heads Visitor Center and Visitor Improvements	partial (signage)	
North Siskiyou Beaches	Port Orford to Humbug Mountain Beach Access Improvements	yes	
Natural History	South Coast Natural History Interpretation	yes	

NOTE: This list represents ODOT's initial assessment of which projects are most likely eligible for National Scenic Byways grants, however, the Federal Highway Administration makes the final decision on whether or not specific projects will receive these funds.

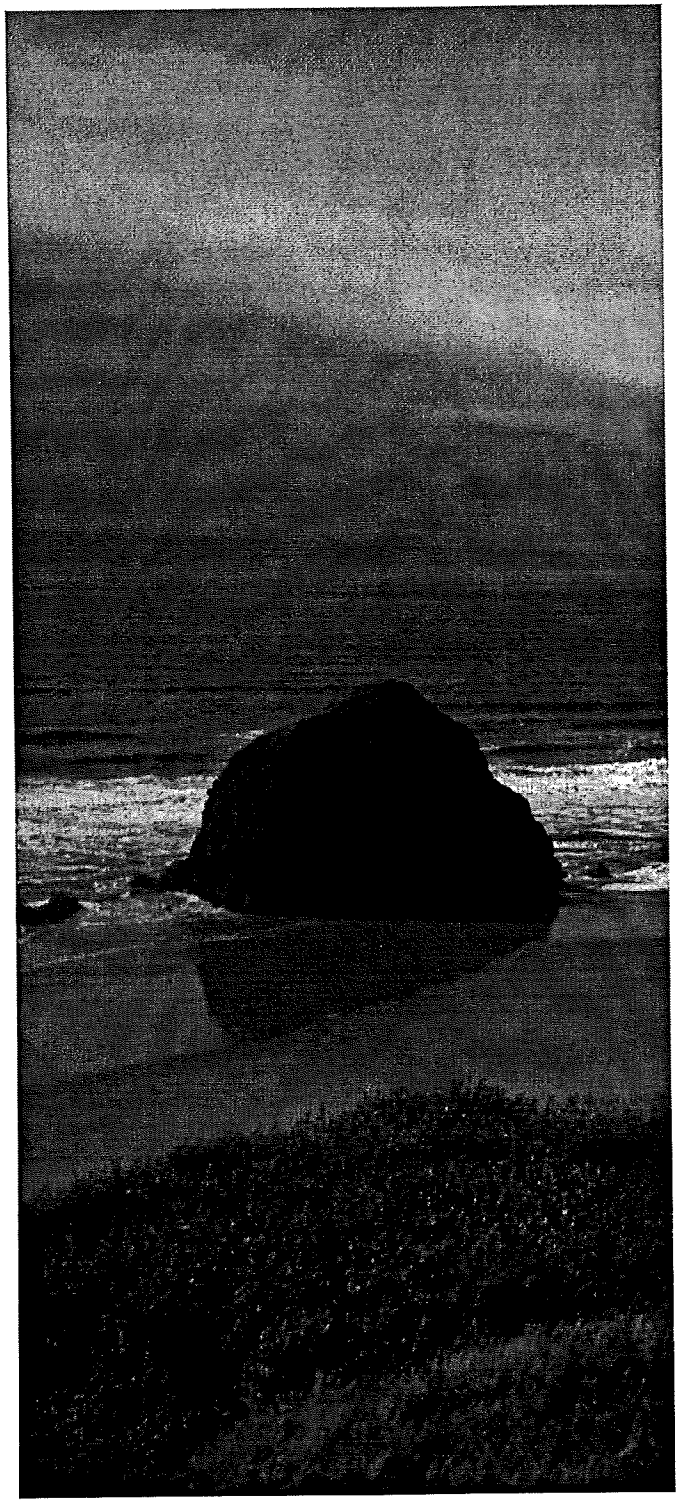
Features	Capital Projects	Preliminary NSB Grant Eligibility Assessment	Non-Capital Projects
Sisters Rocks	Sisters Rocks Acquisition & Visitor Improvements	yes (partial)	
Humbug Mountain State Park	Humbug Mountain State Park Visitor Improvements	yes (partial)	
Euchre Creek Estuary	Euchre Creek Wetland Viewpoint	yes	
Ocean Views	South Coast Viewpoints Improvements	yes (partial)	
Rogue River Bridge	1) Rogue River Bridge Lighting 2) Rogue River Bridge Park & Bridge Walk	no yes (partial)	
Gold Beach Town Center	Gold Beach Gateways	yes	
Rogue River Jetboats	Jet Boat Heritage Project	no	
Gold Beach Town Center	1) Gold Beach Streetscape Improvements 2) Oceanside Boardwalk	yes no	
South Beach Park	1) South Beach Park Visitor Information Center 2) South Beach Park Entrance Improvements 3) South Beach Park Theme Gardens	maybe yes maybe	
Myers Creek	Myers Creek Wayfinding Point	yes	
Pistol River State Park	Visitor Improvements	yes	
Ocean Views	South Coast Vegetation Management	maybe	
Kissing Rock	Kissing Rock Beach Access Improvements	yes	
Cape Sebastion	Cape Sebastian Wayside Improvements	maybe	
Arizona Beach Slide	Arizona Beach Viewpoint	yes	
Geisel Monument State Wayside	Geisel Monument Visitor Improvements	yes (partial)	
Crook Point	Crook Point Acquisition and Interpretive Center Development	yes (partial)	

NOTE: This list represents ODOT's initial assessment of which projects are most likely eligible for National Scenic Byways grants, however, the Federal Highway Administration makes the final decision on whether or not specific projects will receive these funds.

Features	Capital Projects	Preliminary NSB Grant Eligibility Assessment	Non-Capital Projects
Samuel Boardman State Park	1) Boardman State Park Vegetation Management	maybe	
	2) Boardman State Park Visitor Information & Interpretation	maybe	
	3) Boardman State Park Access Improvements	yes	
	4) Thomas Creek Bridge Visitor Improvements	yes (partial)	
	5) Boardman State Park Road and Parking Improvements	maybe (partial)	
Harris Beach State Park	1) Harris Beach State Park Entry Improvements	yes	
	2) Harris Beach Visitor Information Improvements	maybe	
Chetco Point	Chetco Point Visitor Improvements	no	
McVay State Wayside	McVay State Wayside Visitor Improvements	no	
Oregon's Largest Cypress	Oregon's Largest Cypress & Chetco Museum	maybe	
Crissey Field	South Gateway Project	yes	
Oregon Coast Trail	1) Oregon Coast Trail	maybe	
	2) Pacific Coast Byway/Siskiyou Coast Nature-Based Tourism Marketing	yes	
NOTE: This list represents ODOT's initial assessment of which projects are most likely eligible for National Scenic Byways grants, however, the Federal Highway Administration makes the final decision on whether or not specific projects will receive these funds.			

APPENDIX C

MANAGEMENT STRATEGIES TOOLBOX



Management Strategies Toolbox

A resource book for Pacific Coast Scenic Byway Region Planning Groups

Pacific Coast Scenic Byway

INTRINSIC QUALITIES:

Scenic-	*Views of natural or man-made features that are memorable or unique.*
Natural-	*Relatively pristine physical resources.*
Historic-	*Features that record and create an appreciation of past human activities.*
Cultural-	*Living expressions of the life-styles and customs of a distinct group of people.*
Archeological-	*Sites, artifacts, or structures representing past human life.*
Recreational-	*Landscape that supports outdoor activities.*

Prepared by Jones & Jones and
the CH2M Hill Pacific Coast Byway Planning Team

Developing Management Strategies

Each of the features we've identified as important to the corridor needs to be considered for future management. This doesn't necessarily mean that changes need to be made, since many corridor features are currently managed in ways that are consistent with maintaining their intrinsic qualities.

This toolbox describes Management Goals, Objectives, and Strategies that can be used as a starting point for your decisions on how to manage the features in your region. Use this booklet as a resource.

The booklet is organized around the five core byway management goals– Stewardship, Enhancement, Awareness, Access, and Interpretation. After each of these goals, the toolbox lists options for objectives to meet the goals, and strategies for implementing those objectives.

Remember, these examples are only a starting point– the point is to define management objectives that meet your vision for the features in your region, and strategies that are consistent with the way you get things done in your community.



Stewardship



Enhancement



Access



Awareness



Interpretation

Byway Feature Management Goals

There are five basic management goals that organize the resource tools for objectives and strategies: **Stewardship, Enhancement, Access, Awareness, and Interpretation.**

Two of the goals, Stewardship and Enhancement, are caretaking goals– Should the feature be managed to maintain its current qualities, or are there opportunities to improve the feature?

Stewardship– *Management of a feature to conserve its intrinsic qualities and maintain current visitor facilities*

Enhancement– *Restoration, rehabilitation, or improvement of a feature to protect or enhance its intrinsic qualities.*

The last three goals, Access, Awareness, and Interpretation, are byway goals, that are related to the way that the feature works in the byway corridor.

Access– *Improve or manage access to the feature from the byway, including auto access, parking, pedestrian and bicycle access.*

Awareness– *Make travelers and corridor residents more aware of the feature through improved signage, or inclusion in corridor guides and marketing materials.*

Interpretation– *Develop interpretive materials that tell the story of the feature to visitors.*



Stewardship— *Management of a feature to conserve its intrinsic qualities and maintain current visitor facilities*

MANAGEMENT OBJECTIVES	MANAGEMENT STRATEGIES
Protect from development or change in land use	*Voluntary Strategies* • User Education • Technical Assistance Programs • Develop public education materials for corridor landowners *Incentive-Based Strategies* • Tax Credits • Public Purchase of property or conservation easements • Community Fund-Raising Campaigns • Establish Land Trust organization • Secure right of first refusal *Regulatory Strategies* • Change zoning or planning status • Develop design guidelines to direct future change
Maintain visitor facilities	*Voluntary Strategies* • Perform deferred maintenance • Plan for future use • In-Kind Donations of Materials, Services, or Labor (for example a "friends of..." group) • Seek grant funding for specific projects • Foster partnerships with existing support organizations (e.g. National Trust for Historic Preservation)



Stewardship— *Management of a feature to conserve its intrinsic qualities and maintain current visitor facilities*

MANAGEMENT OBJECTIVES	MANAGEMENT STRATEGY EXAMPLES
Inventory site features for future management	*Voluntary Strategies* • Work with longtime residents, local tribes, and other knowledgeable sources to identify site features. • Sponsor the collection of oral histories • Partner with universities or other agencies / institutions
Develop a management plan	*Voluntary Strategies* • Technical assistance programs • Develop Public education materials for corridor landowners
Identify and maintain desired level of use	*Voluntary Strategies* • limit hours of operation, or areas open to visitors *Incentive-Based Strategies* • Develop volunteer caretaker program for maintenance & visitor services



Enhancement— *Restoration, rehabilitation, or improvement of a feature to protect or enhance its intrinsic qualities.*

MANAGEMENT OBJECTIVES

Stabilize feature to prevent continuing damage

MANAGEMENT STRATEGY EXAMPLES

Voluntary Strategies

- User Education
- Technical Assistance Programs
- Community Fund-Raising Campaigns
- Special Status Designation (e.g Historic, Natural Resource)
- Construct new facilities to (e.g. trails, parking areas) to reduce visitor impact
- Perform deferred maintenance

Regulatory Strategies

- Regulate or prohibit visitor use of the feature
- Enforce applicable existing regualtions to limit impacts from off site

Specfic Actions

- Stabilize historic bridges with cathodic rebar protection, surface treatments.

Enhancement— *Restoration, rehabilitation, or improvement of a feature to protect or enhance its intrinsic qualities.*

Restore the feature to a past (presumably better) condition

Voluntsary Strategies
- Technical Assistance Programs
- Community Fund-Raising Campaigns
- In-Kind Donations of Materials, Services, or Labor
- Seek grant funding for specific projects
- Foster partnerships with existing support organizations (e.g. National Trust for Historic Preservation)

Specfic Actions
- Remove vegetation to open scenic views
- Remove or renovate culverts to promote fish passage
- Restore vegetation, landforms, and water channels
- Fix highway runoff problems with bioswales and / or other water quality features.

Mitigate features that detract from the quality of the corridor

Voluntary Strategies
- Develop public education materials for corridor landowners
- Publicly recognize individuals and groups for their activities to conserve and enhance byway features
- Promote roadside planting and maintenance efforts by ODOT, garden clubs, and civic groups

Incentive-Based Strategies
- Coordinate right-of-way improvements with private improvements
- Purchase & remove billboards not conforming with current regulations

Regulatory Strategies
- Develop design guidelines
- Set up local design review committees



Enhancement— *Restoration, rehabilitation, or improvement of a feature to protect or enhance its intrinsic qualities.*

Strengthen or enhance the feature's intrinsic qualities

Voluntary Strategies
- Seek Historic Register Status for historic buildings or sites
- Develop volunteer support for restoration
- Provide support for local festivals and events

Improve the feature's traveler facilities

Incentive-Based Strategies
- Develop public-private or interagency partnerships for funding
- Provide grant seeking & preparation assistance

Specific Actions
- Provide restrooms
- Provide potable water

Make improvements compatible with regional character & intrinsic qualities

Voluntary Strategies
- Technical & design assistance programs
- Publicly recognize individuals and groups for their activities to conserve and enhance byway features

Regulatory Strategies
- Develop design guidelines for corridor construction
- Set up local design review committees



Access— *Improve or manage access to the feature from the byway, including auto access, parking, pedestrian and bicycle access.*

MANAGEMENT OBJECTIVES	MANAGEMENT STRATEGIES
Develop access to feature from highway	*Specific Actions* • Provide safe connection to site • Develop channelized turn lane • Promote roadside planting and maintenance efforts by ODOT, garden clubs, and civic groups • Coordinate right-of-way improvements with private improvements
Provide parking and improved on-site vehicle circulation	*Specific Actions* • Coordinate with highway access
Provide pedestrian trails, circulation improvements on-site	*Specific Actions* • Provide accessible access to features where feasible • Provide bicycle circulation / bike racks
Provide beach access	
Redevelop existing unsafe access to feature	*Specific Actions* • Relocate entrance / exit • eliminate unsafe left-turn access
Reduce, eliminate, or realign traffic flow within feature area	
Provide parking facilities & turnouts	*Specific Actions* • Develop / improve turnouts at viewpoints • Provide off-highway parking areas for peak crowds (e.g. during festivals or tourist high season)



Awareness— *Make travelers and corridor residents more aware of the feature through improved signage, or inclusion in corridor guides and marketing materials.*

MANAGEMENT OBJECTIVES	MANAGEMENT STRATEGIES
Install / improve highway signage	*Specific Actions* • Site awareness signs • Heads up signage • Implement actions from signage plan
Improve visual access to site	*Specific Actions* • Develop visible entry sign or other feature • Light entrance if appropriate • Manage vegetation for visual access • Improve trailheads
Include feature on wayfinding signage	*Specific Actions* • Coordinate with ODOT wayfinder's point program
Include feature in corridor information materials	*Specific Actions* • Develop marketing information for feature • Include in corridor guidebooks, marketing books
Develop gateway at entrance to corridor community	*Voluntary Strategies* • Investigate opportunities for local volunteer & service groups to sponsor or maintain gateways • Partner with ODOT to ensure compatibility of proposed entry improvements with highway function



Interpretation— *Develop interpretive materials that tell the story of the feature to visitors.*

Develop on-site interpretation

Specific Actions
- Prepare site interpretive plan
- Develop & install signs, kiosks, displays
- Develop staffed interpretive / naturalist /living history programs
- Develop interpretive trails

Develop / improve interpretive center

Voluntary Strategies
- Provide technical assistance to local groups

Specific Actions
- Investigate feasibility
- Develop funding / marketing strategies
- Partner with resource-management agencies

Install / improve roadside historic marker

Specific Actions
- Partner with local historical groups / ODOT
- Update dated or worn signs.
- Remove or replace signs with culturally inappropriate messages
- Improve pullout for safety & visibility
- Manage vegetation to open views to the resource

Include feature in corridor interpretive or themed interpretive programs

Specific Actions
- Coordinate with local interpretive

Appendix D
Inventory Evaluation for the Coos Region
U.S. 101 Right-of-Way

Existing Conditions	Solutions
Signage	
Milepoint/Location: 288.85/Floras Lake State Park	*Issue:* Provide adequate signing.
There are adequate brown signs at access point, no advance signs. Sight distance is slightly limited to S by curve.	No action.
Milepoint/Location: 295.56/Sixes River Recreation Area	*Issue:* Provide adequate signing.
There are green advance signs & fingerboards at intersection.	Replace w/ brown signs w/ "hook arrows" when replacement is due.
Vegetation	
Milepoint/Location: 239-245/Isthmus Slough	*Issue:* Maintain views.
US 101 parallels Isthmus Slough for 6 miles. There are many open views in this section.	No need to create more views. Vegetation should be managed to preserve the views that exist.
Milepoint/Location: 249.2-250.0/10 miles N/o Bandon	*Issue:* Open views.
Long mountain views to the east can be created by removing vegetation.	Open these views by removing appropriate vegetation.
Bicycle and Pedestrian Facilities	
Milepoint/Location: 239.89-241.50/Millington	*Issue:* Bikes in roadway.
239.89-240.71 Two lanes southbound, outside lane about 15'. Frontage road extends from 240.71 to 241.50, GM concrete barrier separates frontage road from US 101 mainline. Barrier is only 1' outside of fog line. 50 MPH.	No action from 239.89 to 240.71. From 240.71 to 241.50, sign bikes onto frontage road.
Milepoint/Location: 242.0-244.3/S/o Millington.	*Issue:* Bikes in roadway.
Section has paved shoulder widths <4'.	No action, section cannot be easily widened.
Milepoint/Location: 247.5-249.0/12 miles N/o Bandon.	*Issue:* Bikes in roadway.
Shoulders are limited to 2' by guardrail at edge of fill.	No action, section cannot be easily widened.

Appendix D
Inventory Evaluation for the Coos Region
U.S. 101 Right-of-Way

Existing Conditions	Solutions
Milepoint/Location: 254.5-256.4/5 miles N/o Bandon	*Issue:* Bikes in roadway.
Some of this section has only 2' shoulders, others have 4' shoulders. Some is restricted by guardrail, other is restricted by asphalt curb. There is underground drainage parallel to curb.	The drainage curb extends from 255.73-256.23. Move curb back to provide 4' of paved shoulder, depending on underground drainage.
Milepoint/Location: 259.58-259.72/Coquille River Bridge	*Issue:* Bikes in lanes on bridge.
26' c-c, 2' sidewalk.1,500' long bridge.	No action, not feasible to put bikes on sidewalks.
Milepoint/Location: 280.2-280.6/Laurel Grove	*Issue:* Bikes in roadway.
Section has 2' paved shoulders w/ gravel beyond.	Widen the shoulders to 4' (easily done).
Milepoint/Location: 280.9-282.1, 284.8-284.9, 285.4-285.7/N/o Langlois	*Issue:* Bikes in roadway.
Paved shoulders vary from 3-4' w/ some very short sections of 2'. Much of these areas could be widened fairly easily.	As future paving is done, the shoulders should be widened to 4' wherever possible.
Milepoint/Location: 287.65-288.22/Langlois	*Issue:* Improve pedestrian environment.
40 MPH. Has crosswalk warning signs at 287.77 (ground), 287.87 (overhead), 287.96 (ground), 288.09 (overhead), 288.19 (ground). Paved shoulders, open frontages, no sidewalks. Sight distance OK.	Provide sidewalks.
Milepoint/Location: 293.5-293.7/N/o Sixes	*Issue:* Bikes in roadway.
Paved shoulders are 2-3'.	Widen paved shoulders to 4'.
Milepoint/Location: 294.6-294.9/N/o Sixes	*Issue:* Bikes in roadway.
Paved shoulders are 3'.	As future paving is done, the shoulders should be widened to 4'.
Safety	
Milepoint/Location: 273.37-273.89/OR 42S-Fillmore, Bandon	*Issue:* High accident rate section.

Appendix D
Inventory Evaluation for the Coos Region
U.S. 101 Right-of-Way

Existing Conditions	Solutions
Only feature w/in this section is Bandon Cheese & there is not a significant accident problem at that location.	No action.
Other	
Milepoint/Location: 288.3-291.3/Floras Creek Valley	*Issue:* Add passing lanes.
There are passing lanes: southbound 289.20-289.75, northbound 291.77-291.35 & 290.12-289.48.	No action, this type of improvement is not consistent w/ funding strategies of scenic byway.

Appendix E
Inventory Evaluation for the Siskiyou Region
U.S. 101 Right-of-Way

Existing Conditions	Solutions
Signage	
Milepoint/Location: 299.82/Paradise Point State Wayside	*Issue:* Provide adequate signing.
There are Paradise Point Road green fingerboards, but no mention of wayside.	Replace w/ brown signs w/ "hook arrows".
Milepoint/Location: 324.07/Otter Point Wayside	*Issue:* Provide adequate signing.
Has only green fingerboard at access point.	Replace w/ brown signs w/ "hook arrows".
Milepoint/Location: 330.76/Kissing Rock Road	*Issue:* Provide adequate signing & improve access.
Turnout is on outside of curve, sight distance is OK. No LT refuge. No signs. Access is OK.	Install brown signs w/ "hook arrows".
Milepoint/Location: 355.70/Harris Beach State Park	*Issue:* Provide accurate signing.
Park is on W side of US 101. Visitors Center & rest area is on E side. Existing signing is adequate.	No action, except internal signing to the rest rooms would be helpful.
Vegetation	
Milepoint/Location: 302.3-303.5/Humbug Mountain State Park	*Issue:* Open views.
Views of rocks, ocean, beaches & cliffs encumbered by vegetation.	Selectively remove vegetation to open view to the west.
Milepoint/Location: 314.0-316.0/S/o Arizona Beach	*Issue:* Suggested vegetation management.
Section has several rock outcroppings, other areas have no vegetation.	No action.
Milepoint/Location: 333.2-334.0/N/o Cape Sebastian State Park	*Issue:* Open views.
US 101 is high above the ocean.	Select opportunities to open views to ocean.

Appendix E
Inventory Evaluation for the Siskiyou Region
U.S. 101 Right-of-Way

Existing Conditions	Solutions
Milepoint/Location: 341.10/N/o Boardman State Wayside	*Issue:* Vegetation management suggested.
This section already has an open feeling, especially to the hills above highway to the east.	No action.
Milepoint/Location: 343.1/Boardman State Wayside	*Issue:* Improve view at viewpoint.
Existing viewpoint w/ grass & brush outside of guardrail.	Remove grass & brush to improve view.
Milepoint/Location: 345.44/Miner Creek, Boardman State Wayside	*Issue:* Open view.
View to the ocean at this drainage area is encumbered by vegetation.	Remove vegetation to open & maintain view.
Milepoint/Location: 346.34/Horse Prairie Creek, Boardman State Wayside	*Issue:* Maintain view.
View is good now.	Manage vegetation to preserve open view.
Milepoint/Location: 350.3/S/o Boardman State Wayside	*Issue:* Open view & develop viewpoint.
Existing gravel area, bordered by trees. 2 lanes southbound. On outside of curve. Sight distance OK.	Remove trees to open view and develop paved turnout.
Milepoint/Location: 351.3-351.7/Houserook Creek	*Issue:* Open selective views.
US 101 is high above beach level. Fairly narrow band of trees between highway and view to ocean.	Select opportunities to open views to ocean.
Milepoint/Location: 352.00/Cape Ferrelo Viewpoint	*Issue:* Vegetation management suggested.
View is open.	No action.
Milepoint/Location: 352.6/Lone Ranch Viewpoint	*Issue:* Vegetation management suggested.
View is open.	No action.

Appendix E
Inventory Evaluation for the Siskiyou Region
U.S. 101 Right-of-Way

Existing Conditions	Solutions
Milepoint/Location: 360.7/S/o Brookings	*Issue:* Vegetation management.
View to homes & ocean is encumbered by brush, blackberries, etc.	Remove vegetation to open view.
Bicycle and Pedestrian Facilities	
Milepoint/Location: 301.3-301.9/Port Orford	*Issue:* Bikes in roadway.
2′ paved shoulders. Has bike warning signs. On fill area.	No action, section cannot be easily widened.
Milepoint/Location: 309.8-309.9/N/o Arizona Beach	*Issue:* Bikes in roadway.
2′ paved shoulders next to rock cut.	No action, section cannot be easily widened.
Milepoint/Location: 310.1-310.4/N/o Arizona Beach	*Issue:* Bikes in roadway.
2′ paved shoulders next to rock cut.	No action, section cannot be easily widened.
Milepoint/Location: 312.1-312.4/N/o Arizona Beach	*Issue:* Bikes in roadway.
Section has been rebuilt w/ adequate shoulders.	No action.
Milepoint/Location: 317.4-319.3/N/o of Nesika Beach	*Issue:* Bikes in roadway.
2′ paved shoulder has been repaired. Cannot be widened easily.	No action.
Milepoint/Location: 327.1-327.4/N/o Gold Beach	*Issue:* Bikes in roadway.
Paved shoulders are 2′.	No action, section cannot be easily widened.
Milepoint/Location: 327.48-327.88/Rogue River Bridge, Gold Beach	*Issue:* Bikes in lanes on bridge.
27′ c-c, 3′ sidewalks. Long bridge, near downtown. 45 MPH. Has bike warning signs. Structure at each end would make it difficult to put bikes on sidewalk. Community wants to make bridge more available for pedestrians.	No action.

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Inventory Evaluation for the Siskiyou Region
U.S. 101 Right-of-Way

Existing Conditions	Solutions
Milepoint/Location: 331.4-331.9/N/o Cape Sebastian State Park	*Issue:* Bikes in roadway.
2-3′ paved shoulder to guardrail at edge of fill.	No action, section cannot be easily widened.
Milepoint/Location: 340.9-341.2/N/o Boardman State Wayside	*Issue:* Bikes in roadway.
2-3′ paved shoulder to guardrail at edge of fill.	No action, section cannot be easily widened.
Milepoint/Location: 342.8-342.9/Boardman State Wayside	*Issue:* Bikes in roadway.
2-3′ paved shoulder to guardrail at edge of fill.	No action, section cannot be easily widened.
Milepoint/Location: 350.0-351.3/S/o Boardman State Wayside	*Issue:* Bikes in roadway.
2-3′ paved shoulder to guardrail at edge of fill.	No action, section cannot be easily widened.
Milepoint/Location: 357.76/Azalea Park & Botanical Gardens	*Issue:* Improve signing & pedestrian access.
Existing signing is good. Access is on 2 lane road w/ no shoulders.	Widen roadway to provide shoulders for bikes & pedestrians.
Milepoint/Location: 357.76/Loeb State Park	*Issue:* Improve signing on US 101.
Loeb State Park is 10 miles from US 101. There is an intersection on the county road a short distance off of US 101, Loab SP is signed at that intersection, but there is no signing on US 101.	Expand the signing to Azalea Park to include signing to Loeb State Park.
Safety	
Milepoint/Location: 329.81/South Beach Park, Gold Beach	*Issue:* Construct LT refuge.
No LT refuge. 45 MPH. Sight distance OK.	Construct LT refuge.
Milepoint/Location: 358.09-358.68/S end Chetco River Bridge-Delavan Creek	*Issue:* High accident rate section.
Only feature w/in this section is Port of Brookings access & there is not a significant accident problem at that location.	No action.

Appendix E
Inventory Evaluation for the Siskiyou Region
U.S. 101 Right-of-Way

Existing Conditions	Solutions
Other	
Milepoint/Location: 315/Sisters Rock-Frankport	*Issue:* Develop safe access.
US 101 is high above beach level. Could not find where access is or should be.	No action.