



Salmonberry Trail: Rockaway Beach Segment

Key Number: 23591
Project Refinement Plan
February 10, 2026

alta

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Oregon Department of Transportation

Port of Tillamook Bay

Salmonberry Trail Foundation

The Governor's Office

Meals for Seniors

Neah-Kah-Nie School District

Title VI and Justice40 advocates

Oregon Coast Scenic Railroad

Rockaway Beach Business Association

Go! Rockaway

Tillamook Coast Visitors Association

Oregon Parks and Recreation Department

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Section 1

Project Description

INTRODUCTION

After a major storm in December 2007, sixteen miles of rail line were damaged in the Coast Range. Due to high cost of repairs and underutilization of the railroad when it was operational, the Port of Tillamook Bay (POTB) decided not to re-establish the freight rail line. The Salmonberry Trail Project was conceived with the goal of converting this railway into a regional shared-use trail. The roughly two-mile stretch that passes through Rockaway Beach is the focus of this planning and design effort and would run along the current Oregon Scenic Railway that operates tours along the coast. It would connect residents in Rockaway Beach to downtown and the local high and junior high schools. See the map to the right, which shows the extents of the project area, which extends from Beach Street in the north to Washington Street in the south.

Specifically, the purpose of this project is to plan and provide 30% design for a shared-use (cycling and pedestrian) path for the Rockaway Beach segment of the planned Salmonberry Trail. The Rockaway Beach trail segment stretches for two miles alongside Highway 101 connecting East Washington Street to Beach Street just north of Neah-Kah-Nie High School.

This work expands on and refines prior studies, while incorporating feedback from local stakeholders and community members heard throughout the public engagement process.

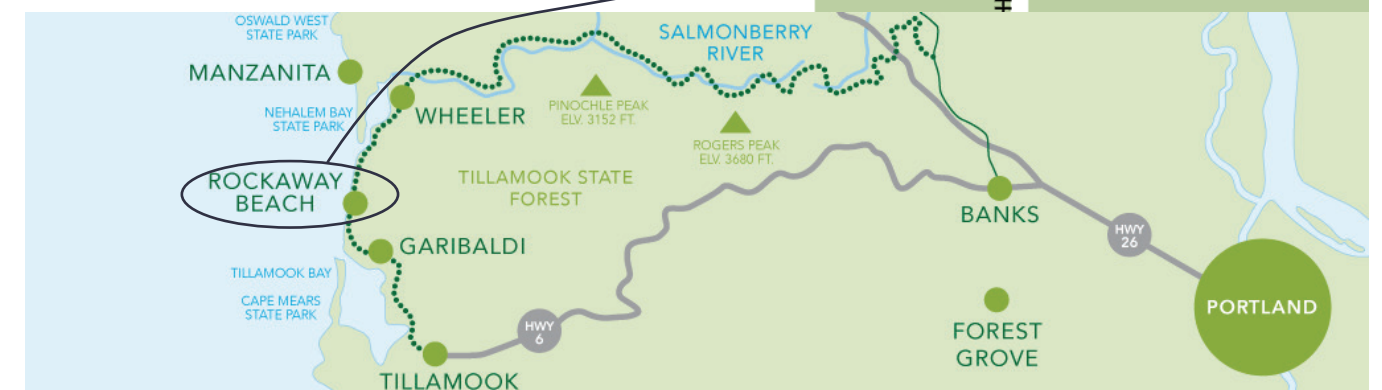
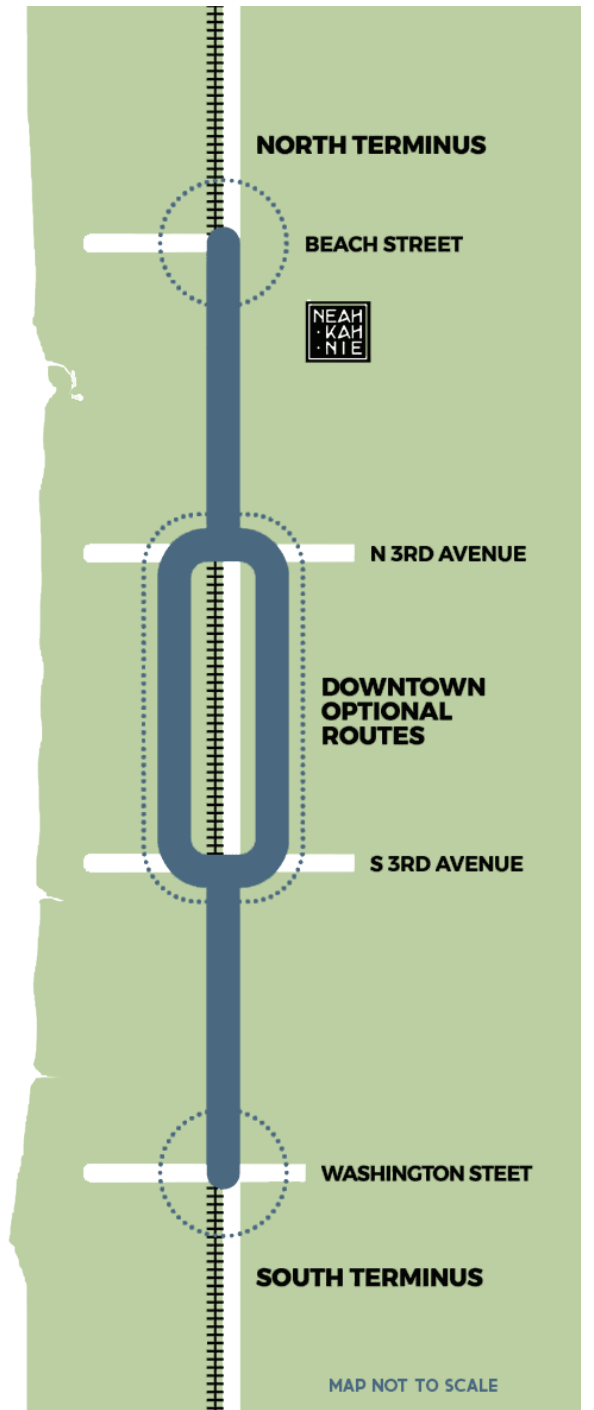


Figure 1 - Project Area Map. The Salmonberry Trail is an 82-mile rail-to-trail project, connecting Banks, Oregon to the Oregon Coast. This project includes the 2-mile stretch in Rockaway Beach (Photo source: SalmonberryTrail.org, 2025).

Section 2

Vision and Goals

VISION AND GOALS

This chapter includes the overall vision for the project as well as specific actions that the City can take to support the project. It also includes an overview of the public input process that shaped this Plan.

Community Vision for the Rockaway Beach Path

The Rockaway Beach community envisions a future where residents, visitors and their families safely, comfortably, and conveniently walk and bike along the future path through town and provide students with a safe route to school.

Goals, Objectives, and Actions

The Rockaway Beach community developed goals to support the path development in the areas of health, safety, equity, and the environment. Project goals, objectives and actions were developed after a series of meetings and public engagement activities which included a community survey, tabling events, site visits and meetings with interested parties. For more information on public outreach, please see Appendix B. Public Involvement and Survey Memo. A summary of community engagement activities is included in the following section.

This section lists specific recommended objectives and actions based on the community-identified goals, as well as input from the public engagement process. Actions may relate to achieving more than one goal, but each action is only listed once.

GOALS FOR PUBLIC INVOLVEMENT

The project team's goals for public involvement are as follows:

Allow space for public perspectives:

- Center public input as a key element to the decision-making process in creation of the final product.
- Ensure that the public's input will be considered by decision-makers in a meaningful way where possible.

Set clear expectations:

- Be transparent with community members about the project scope, goals, and limitations.
- Clearly communicate what kind of input we are seeking and how it will inform or influence the process (as well as what will likely not change as a result of their input).

Be transparent:

- Provide early on accurate, easily accessible, and widely available project information for the public to provide well-informed feedback.
- Make the decision-making process easily understandable and accessible with essential project materials available on the project website.
- Respond to public feedback promptly, circling back with community members and stakeholders in a timely manner to provide updates on how their feedback was reflected in the planning and design process.

Strive to reach all community members:

- Encourage a diversity of participants to provide their feedback by utilizing a wide array of outreach methods (e.g. different formats, a variety of dates/times to meet people's schedules, providing feedback options for those who don't use computers).
- Identify groups that may need targeted outreach opportunities to participate. Consider barriers to engagement for these groups and implement strategies that help break down those barriers.
- Work closely with the business community in Rockaway Beach to understand their perspectives and concerns.
- Avoid jargon or excessively technical concepts, and provide context, examples, and graphic aids wherever possible.
- Center equity considerations in the planning and facilitation of outreach and engagement activities wherever possible.
- Seek to engage all members of the community, including those who will be impacted (both positively and negatively) by the project. Engage with residents who voice opposition to the project in order to understand concerns and address them where possible.
- Engage Civil Rights Act of 1964 Title VI/Environmental Justice groups, including disabled, low-income, limited English proficiency, minority or other under-served populations.

GOALS FOR SAFETY, EQUITY, HEALTH, PRIVATE PROPERTY, ECONOMIC DEVELOPMENT AND ENVIRONMENT

Safety

Goal: Increase safety for students walking or rolling to Neah-Kah-Nie High School

- Objective: Students are able to walk and roll to and from campus without having to be on the Shoulder of Highway 101.
- Action: The trail will be separated from Highway 101.
- Action: The project will add a Rectangular Rapid Flashing Beacon (RRFB) at the high school to cross Highway 101.

Goal: Increase safety for residents and visitors walking or rolling north and south along the Highway 101 corridor.

- Objective: Plan and design a trail that minimizes conflict with automobiles.
- Action: The trail will be separated from Highway 101.
- Action: The trail will have clearly marked crosswalks and proper signage at all road and driveway crossings.
- Action: The trail will keep a minimum of 8.5' away from the rail centerline.

Equity

Goal: Make a trail that is accessible for all ages and abilities

- Objective: Eliminate barriers that can prevent potential users from accessing the trail.
- Action: Trail surface shall be paved and meet all ADA requirements.

Health

Goal: Increase access to safer facilities for physical activity in the City of Rockaway Beach

- Objective: Residents have greater access to outdoor recreation in Rockaway Beach.
- Action: Plan, design and implement a trail that parallels Highway 101 through the City of Rockaway Beach.

Private Property

Goal: Minimize or eliminate private property impacts for property owners

- Objective: A trail that does not require the acquisition of private property to complete.
- Action: Plan and design the trail within public right of way or Port of Tillamook controlled property.

Economic Development

Goal: Increase the economic activity in the City

- Objective: Create an amenity that makes Rockaway Beach a more desirable destination for visitors to the Oregon Coast.
- Action: Plan, design and build a trail that is a desirable amenity for visitors to use and will bring them to the downtown area to shop, eat and play.

Environmental Health

Goal: Increase environmental health in Rockaway Beach

- Objective: Reduce congestion and air pollution in the downtown area.
- Action: Plan, design and build a trail that will allow residents and visitors to more easily access the City without needing to drive to get there.

Section 3

Existing Conditions

EXISTING CONDITIONS OVERVIEW

The existing conditions analysis provided existing information about the project area based on previous plans and data. This work provides background for project team members and stakeholders to:

- Recognize opportunities along the trail alignment that will contribute to an enjoyable and safe trail.
- Understand the existing conditions and challenges along the corridor such as locations of facilities, land use, and rail alignment.
- Consider limitations to the possible alignment and design including property ownership, geographic features, leases, encroachments, and agreements in place in rail ROW, and hazard areas.

- Be aware of what's already planned along and adjacent to the path corridor, such as crossing improvements.

With this information in mind, the project team will be better equipped to share design options with the public and stakeholder groups, as well as determine the most beneficial design to pursue.

The following pages detail the existing conditions maps, as well as opportunities and constraints maps that aided the project team in the development of the Rockaway Beach Path.

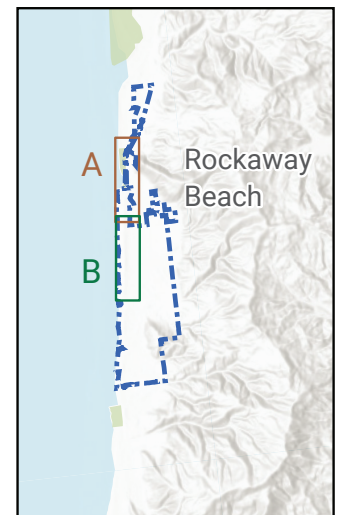
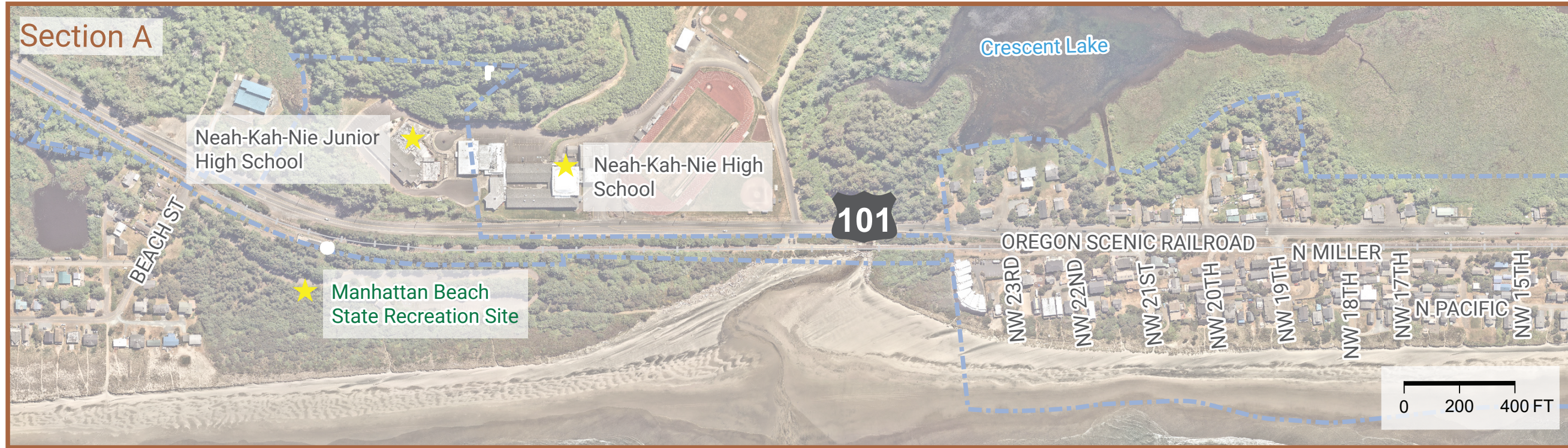
Important Local Destinations

The project corridor is adjacent to many local destinations, including:

- Manhattan Beach State Recreation Site, which can be accessed via Beach Street
- Neah-Kah-Nie High School and Neah-Kah-Nie Junior High School
- Crescent Lake, just south of the two schools
- Lake Lytle, which includes a boat launch and a public fishing dock
- Rockaway Beach access points, including two popular access points; one at South 1st Avenue and another at Nehalem Street
- Rockaway Beach City Center and Park, located west of Highway 101 at Nehalem Avenue
- The Oregon Coast Scenic Railroad stop for Rockaway Beach
- Rockaway Beach Public Library, located east of Highway 101 on Nehalem Avenue
- Diamond Beach access point on Miller Street
- Rockaway Beach Old Growth Nature Preserve and Big Tree Trailhead

Project Area Existing Conditions - North Area Maps

The two maps show the north side of the project area in more detail, extending from Beach Street to North Third Avenue. Important destinations and features in this area include Manhattan Beach State Recreation Site, Neah-Kah-Nie High School, Neah-Kah-Nie Junior High School, and Lake Lytle.

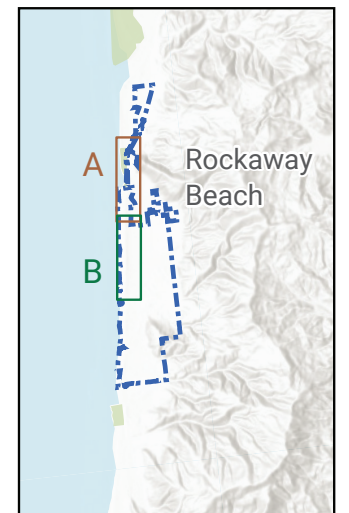
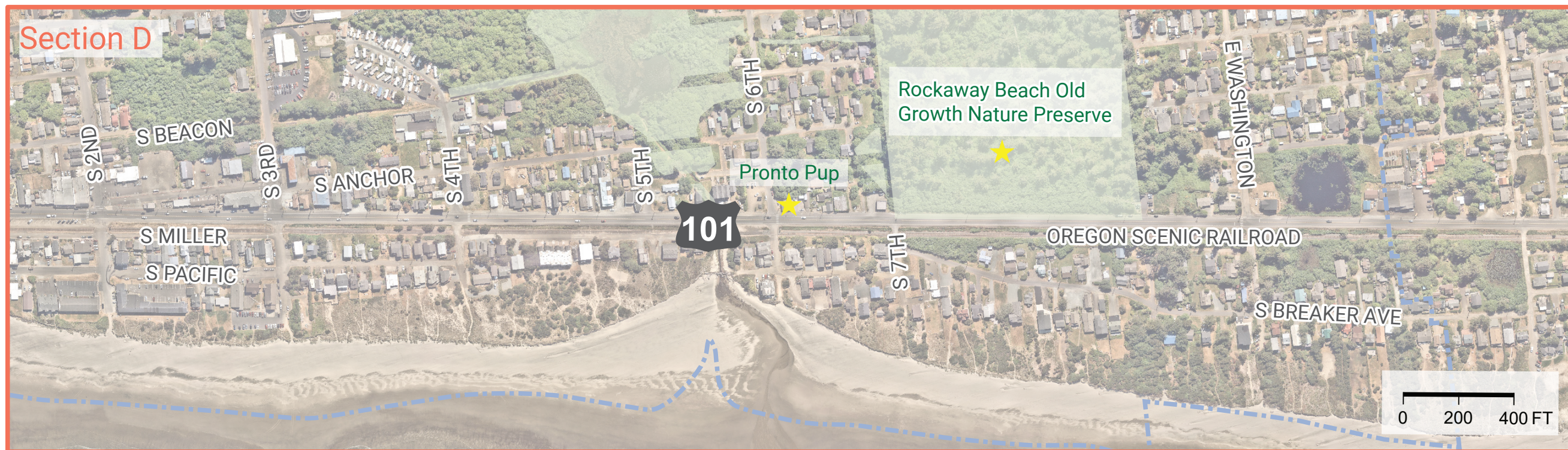
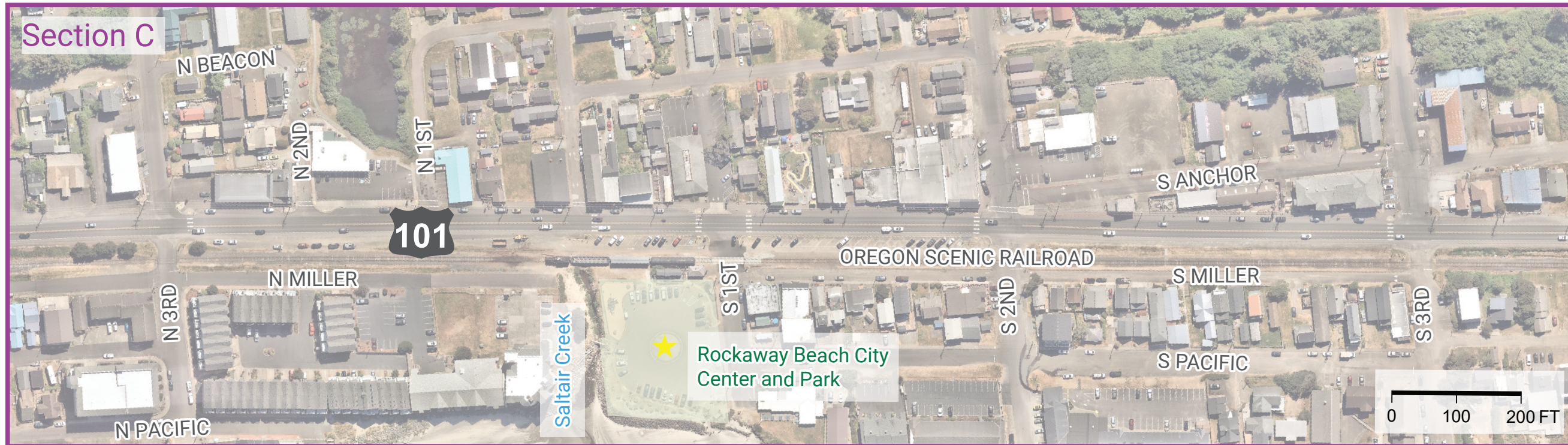


BACKGROUND
City Limits

Figure 2 - Existing Conditions Map. The north end of the corridor.

Project Area Existing Conditions - South Area Maps

These next two maps show the south side of the project area in more detail, extending from North Third Avenue to East Washington Street. Important destinations and features in this area include Rockaway Beach City Center and Park, Saltair Creek, and Rockaway Beach's Old Growth Nature Preserve.



BACKGROUND
City Limits

Figure 3 - Existing Conditions Map. The south end of the corridor.

Existing Land Use

The following list shows insights into various land uses along the corridor, including:

- Public and civic uses at the northern reach, including the State Recreation Site and schools.
- A large area of single-family dwellings exists along the west side of Highway 101 north of North 3rd Avenue, with some commercial businesses and multi-family buildings also present.
- A prevalence of commercial businesses between North 3rd Avenue and South 3rd Avenue (as well as both single-family and multi-family dwellings).
- A mixture of single family, multi-family, and commercial land use south of S 3rd Avenue, as well as some vacant parcels.



Figure 4 - Highway 101 in Rockaway Beach, looking south towards Lake Lytle and downtown (Photo source: Realtor, 2025).

Existing Transportation Facilities and Challenges

Rockaway Beach is a popular tourist destination, including for walkers and cyclists, both residents and visitors. However, there are still many challenges and deficiencies when it comes to active transportation infrastructure. Notably:

- **Highway 101:** Highway 101 runs through Rockaway Beach north to south, dividing the west and east sides of the city.
- **Sidewalks:** Much of the city lacks sidewalks. Missing sidewalks and curb ramps can make traveling with a mobility device particularly challenging. There is a lack of sidewalks and curb ramps connecting the east and west sides of Hwy 101 with Miller Street making it particularly difficult for people using wheelchairs or motorized mobility devices.
- **Pedestrian Crossings:** While there are pedestrian crossings located in the downtown core, crossings are much more infrequent north and south of this area.
- **Bicycle Facilities:** There is a lack of treatments designed to encourage and facilitate bicycle travel, such as signage, wayfinding, pavement markings, and traffic calming interventions. Additionally, there is no bike parking, lockers, storage, or repair stations.
- **Shoulder Widths:** Shoulder widths throughout the City are narrower than state standards, especially outside of the downtown core.
- **Railroad:** According to the Rockaway Beach Transportation Plan, there are no sidewalks or crossing safety devices on roads that cross the railroad tracks. This can be especially challenging for people using mobility devices.
- **Transit Service:** There is only one bus route through Rockaway Beach. Buses coming to and from Portland must transfer in Tillamook.

Highway 101

Like many coastal communities in Oregon, Highway 101 travels north-south through the city of Rockaway Beach. While this highway provides convenient access to and from other areas of the state, it also creates potential inconveniences and even hazards for residents. For example, pedestrians often must cross this major road when traversing the city east-west, which creates opportunities for conflict with vehicles traveling at high speed. Most homes and businesses are located to the east of the highway, while tourist accommodations and beach access is to the west.

The following details offer a description of the highway as it travels through Rockaway Beach:

- Through the city, Hwy 101 has only two travel lanes.
- The posted speed limit south of the Rockaway Beach city limits is 45 mph, while it drops to 35 mph (between Washington Street and S 7th Avenue), then 30 mph (between S 7th Avenue and N 7th Avenue), as drivers enter the city. North of N 7th Avenue to the northern city limits, the speed limit is 45 mph. However, there is a school speed limit zone (20 mph) with flashing signage that ends just north of the Crescent Lake Bridge crossing.
- The Annual Average Daily Traffic (AADT) for Hwy 101 is between 5,500 and 7,500 vehicles, with higher counts at the southern end of the city, where there are more commercial businesses.
- Shoulders on either side of the highway are narrow and often used for parking cars, as well as for pedestrian and bicycle travel. In some areas, shoulders are slightly wider, allowing more distance between vehicle travel lanes and pedestrians/cyclists using the shoulders.

- The lack of a northbound shoulder through downtown means that bicyclists must either share the roadway or travel on the sidewalks, which is not legal at this location.
- The high number of vehicle access points and parking locations means that both bicyclists and motorists must be attentive to other users frequently entering and existing the roadway. Additionally, many cars park immediately off the paved shoulder, meaning that conditions for cyclists and pedestrians can be unpredictable (gravel and debris in the bikeway, unpredictable vehicle movements).



Figure 5 - Highway 101 in Rockaway Beach, looking north towards Crescent Lake and the north end of the project corridor (Photo source: Realtor, 2025).

Tsunami Evacuation Risk

The following map details the Tsunami Evacuation Map for Rockaway Beach, showing the majority of the project area sits within the 'Local Tsunami Evacuation Zone', with a small area around Lake Boulevard and Highway 101 within the 'Distant Tsunami Evacuation Zone'. This fact influenced the design of the trail to ensure the trail presents no hazard or barrier to tsunami evacuation.

MAP SYMBOLS / SÍMBOLOS DEL MAPA

- Evacuation route / Ruta de evacuación
 - A Assembly area / Área reunión
 - School / Escuela
 - City Hall / Municipalidad
 - Law enforcement / Policía
 - Fire department / Bomberos
 - Bridge / Puente
 - Tsunami warning siren / Sirena de aviso de tsunami
- SCALE / ESCALA
 0.25 mile
 0.25 km

NOTICE
 This tsunami evacuation zone map was developed by DOGAMI for the purpose of evaluating the most effective means to guide the public in the event of a tsunami evacuation. The map is based on preliminary data and should not be used for site-specific planning. This map adopts recommendations from the Oregon Tsunami Advisory Council. The evacuation routes were developed by local emergency officials and reviewed by the Oregon Department of Emergency Management.

MAP REVISED 03-30-12

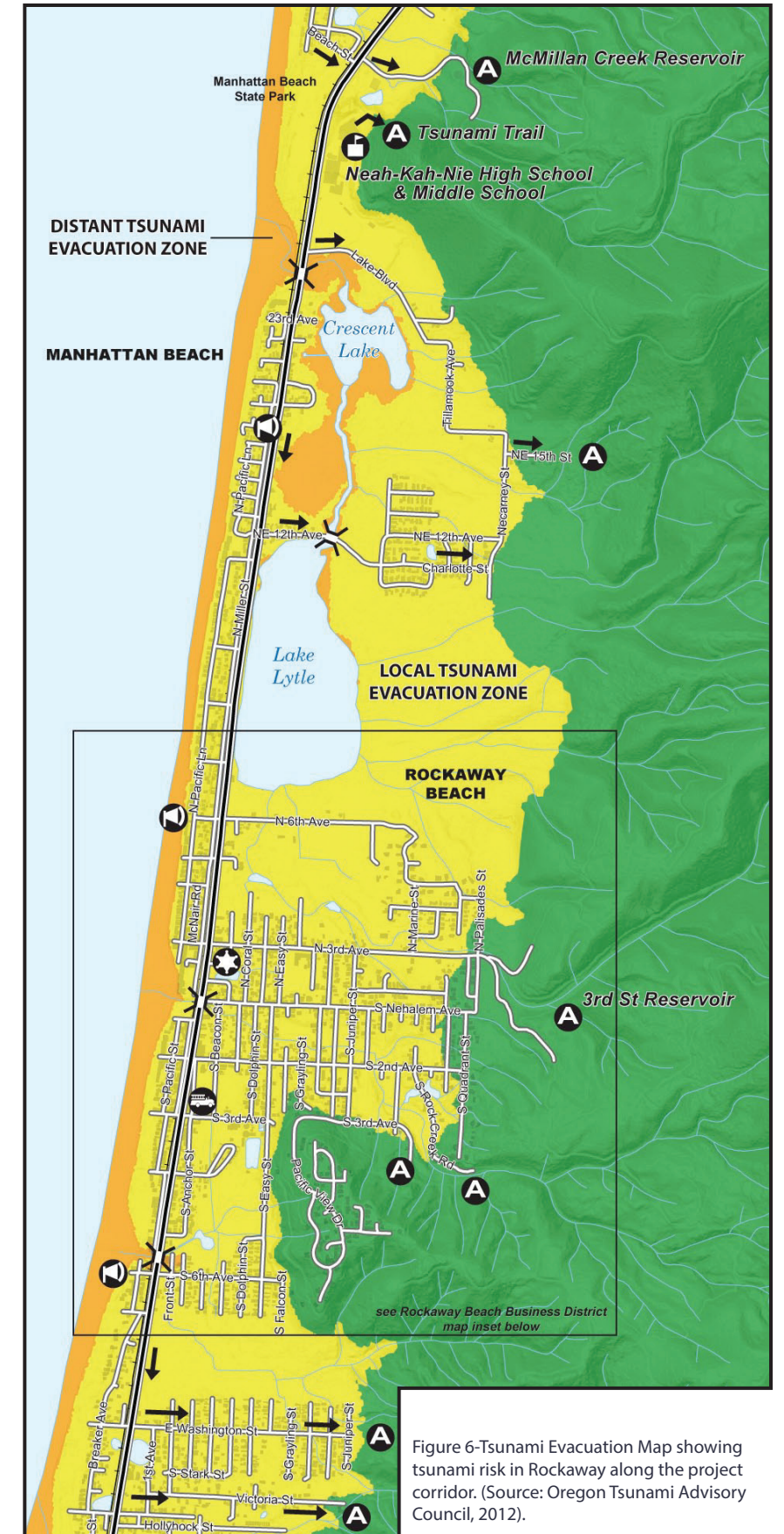


Figure 6-Tsunami Evacuation Map showing tsunami risk in Rockaway along the project corridor. (Source: Oregon Tsunami Advisory Council, 2012).

Section 4

Public Involvement

Engagement Summary

Overview and Methods

Public engagement for the Rockaway Beach section of the Salmonberry Trail: Rockaway Beach Segment was conducted between June 3rd, 2024 and February 19th, 2025. This included two tabling events, one survey which garnered over 150 responses from visitors and residents, and two public meetings targeting interested parties (one virtual and one occurring in-person). The intent of these public engagement events is to inform residents and visitors about the project and to gather their input into the design of the shared-use trail.

The following table summarizes engagement activities cultivated through this engagement process and results are summarized for each event and survey below. Individual survey responses can be found in the Appendix B.



Figure 7 - Project team members at the Rockaway Beach 4th of July Celebration tabling event (Photo source: Alta 2024).

Table 1 - Public Engagement Methods

METHOD	WHO WAS ENGAGED?	DATE
First Tabling Event	Rockaway Beach Summer Picnic attendees	June 27, 2024
Second Tabling Event	Rockaway Beach 4th of July Celebration attendees	July 4, 2024
Survey	General public including residents and visiting non-residents	June 3, 2024 – August 15, 2024
Virtual and In-Person Interested Parties Meetings	General public including residents and other non-resident stakeholders	February 19, 2025

Tabling Event Feedback

SUMMER PICNIC

The project team gathered feedback through two separate tabling events. The tabling events were centered around getting input from the public on the proposed Salmonberry Trail alignment in Rockaway Beach, how and why residents and visitors might use the trail, and what factors might be a cause for concern.

For the Summer Picnic event, people were encouraged to participate by adding stickers to a sticker board under certain themes or writing in concerns or opinions on how they might use the trail. Participants were also able to write on a map and leave comments as they see fit. Most comments left by individuals, both residents and non-residents, expressed an interest in using the trail for recreational purposes or commuting. There were concerns over ensuring the trail would improve accessibility and improving access to destinations. Additionally, there were locations on the map where folks described parking conditions and areas with greater demand for parking. The following themes and responses were recorded:

See Appendix B for summer picnic tabling materials.



Accessibility Improvements

Many respondents expressed the need for the trail to improve accessibility through ADA accessibility, safe crossings of roads and the railroad, and improving access to various places within the city.



Accessible Path Surface

Some respondents expressed the need for a paved trail over gravel as gravel is more difficult for specific users to use, such as runners or people using mobility devices.



Commuting

1 respondent (resident) stated they would use the trail for commuting generally and another respondent stated they would use it to commute to church.



Errands

2 respondents (1 resident and 1 visitor) stated they would use the trail for running errands.



Exercise

5 respondents (3 visitors, 2 residents) stated they would use the trail for exercise or relaxation.



Recreation

Many comments left in the “other” category stated they would use the trail for recreation or exercise including dog walking, jogging, using the trail with out-of-town guests and one comment proposing the trail could be used by the local high school cross country team for training.



Connectivity

3 respondents (2 visitors, 1 resident) stated they would use the trail to access the beach or other locations.

4TH OF JULY CELEBRATION

The same methods used for gathering feedback from the public were used for the 4th of July celebration as for the Summer Picnic, however, less participation overall was observed. The following themes and responses were recorded:

See Appendix B for tabling materials.



Car Free

1 respondent expressed not wanting to use their cars as being encouragement to use the trail.



Exercise

1 respondent stated wanting to use the trail for exercise and relaxation.



Safety

1 respondent expressed concern over safety for pedestrians using the trail from bikes and scooters, both electric and non-electric.



Weather

1 respondent stated that weather would be a limiting factor for them using the trail.



Commute

1 respondent stated they would use the trail to commute to and from school. 1 respondent stated they would use the trail for commuting to and from work.



Errands

1 respondent stated they would use the trail for running errands.



Access

3 respondents stated they would use the trail to access the beach and other locations in town.



Access

1 local resident verbally expressed concern that the trail would impact or reduce parking at his home along Miller Street.

Survey Results

The project team created a survey that launched on June 3, 2024 and ended on Aug. 15, 2024. There were 158 responses to the public survey. The survey was advertised during tabling events and was published in a local newspaper. Many of the responses came from visitors to Rockaway Beach, but a moderate number of Rockaway Beach residents and business owners also responded. Below are themes that came from responses to the survey:

Table 2 - Survey Results Themes

THEMES
About a third of respondents were visitors, a third were residents of the surrounding area and a third were either residents or business owners in Rockaway Beach.
A common theme from residents was that they would use the trail to run errands, as well as for accessing beaches and other destinations in area.
Many respondents would use the trail for relaxation and exercise.
Many respondents would use trail by bicycle and for walking.
Many respondents stated they used a mobility device.
Some, but few instances of people claiming to use the trail for commuting to and from work.
A major consideration expressed is having the trail be paved with many respondents stated they would not use the trail at all if not paved.
A large number of people with safety concerns in relation to proximity of trail to road and the need for a buffer if trail is to be in between road and railroad tracks.
Other safety concerns mentioned we the importance of having safe road and railroad crossings and having clear signage and wayfinding.
Some mention of the need for seating along trail, especially by older respondents and those using mobility devices.
Some mention of concern of trail being used by houseless community and drug use on or adjacent to trail.
Some mention of respondents wanting water fountains along the trail.
Some respondents said they would like to have bike racks available and that they be visible.

KEY TAKEAWAYS

Some key takeaways from the survey are that the trail would be split somewhat evenly by bicyclists and walkers alike and with many people using mobility devices on the trail. Concerns largely focused on safety, particularly for the need to have safe crossings and for the trail to have a substantial buffer between the trail and Highway 101. Additionally, many people commented that having access to beaches and popular destinations in town was important, as well as for having signage and wayfinding along the path. See Appendix B for all survey responses.

Virtual & In-Person Interested Parties Meetings

The project team held a virtual meeting, immediately followed by an in-person meeting at Rockaway City Hall on February 19, 2025. The purpose of these meetings was to hear from the community whether the path should be on the East or West side of the rail tracks for the section of trail between Washington Street and S 3rd Avenue. Residents near this trail section were sent a mailer invitation to this meeting. The project team was concerned that many residents might oppose the West-side of the rail alignment because of its proximity to private property. However, during these meetings, many residents and other stakeholders responded that they preferred the West-side alignment due to the better user experience it would provide, and because it is safer than the East-side alignment. Meeting transcripts are listed in Appendix B.

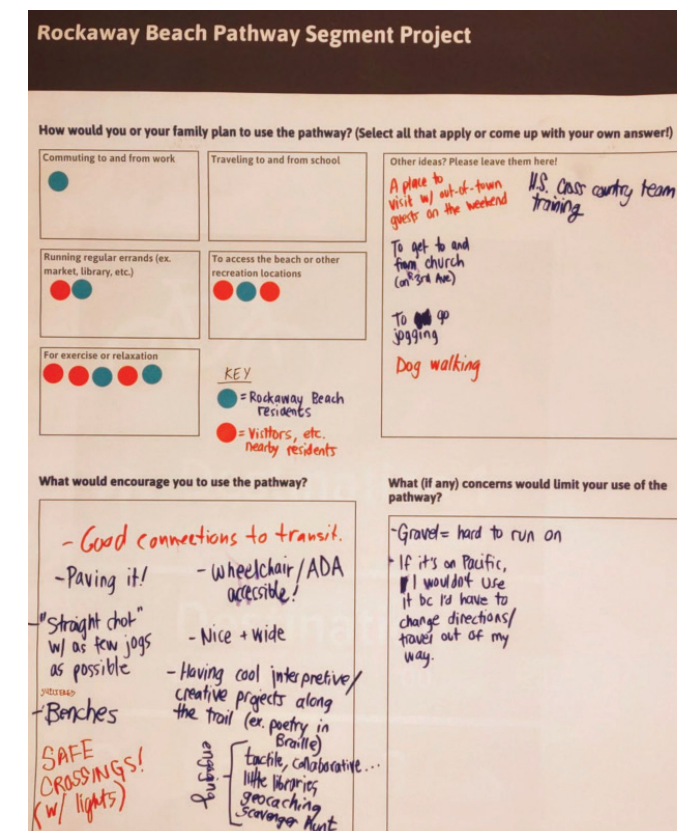


Figure 8 - Results from the first tabling event.

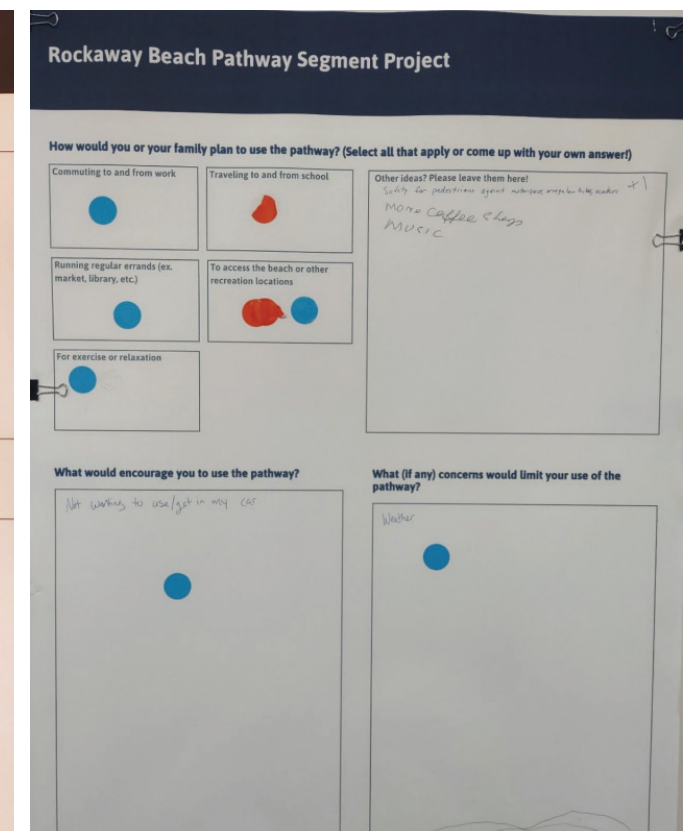


Figure 9 - Results from the second tabling event.

Demographics

Findings

Population (2020 / 2023):

1,441 / 1,577

Median age:

51 years

Racial makeup:

91–95% White; 1.6–2% Asian; 0.6% Black;
2.6–8.7% multiracial

Hispanic/Latino:

3–4%

Median household income:

\$55,188

Summary

This profile reflects a small coastal community with a predominantly older, white population, moderate income levels, and significant seasonal housing. Household income and property values are rising, while poverty remains relatively low by state standards.

Aging Population and Accessibility

With a median age of 51 and 26.5% of residents aged 65+, the community has a significant senior population. Shared-use paths provide safe, accessible spaces for walking, biking, and use of mobility devices, supporting active lifestyles and reducing isolation for older adults.

Per capita income:

\$39,178

Poverty rate:

7.4% overall; ~15% seniors

Housing occupancy: ~62.8% units vacant; ~78% homeownership

Commute time: 23.8 minutes

Commute modes: 67% drive; 29% work from home

Health and Wellness Needs

Rural coastal communities often face limited recreational infrastructure. A shared-use path encourages low-impact exercise like walking and cycling, which is crucial for seniors and adults in the 45–64 age group (32.3% of population). This can help reduce chronic health issues and improve quality of life.

Tourism and Seasonal Housing

With 62.8% of housing units vacant seasonally, Rockaway Beach attracts visitors and part-time residents. A shared-use path enhances the town's appeal as a safe, scenic destination, boosting local businesses and tourism revenue.

Transportation Alternatives

29% of residents work from home, and the average commute is 23.8 minutes. A shared-use path offers an alternative for short trips, reducing car dependency and improving safety for pedestrians and cyclists on narrow coastal roads.

Economic and Equity Considerations

Median household income is \$55,188, and 7.4% live in poverty. Free, public recreational infrastructure like a shared-use path provides greater access to healthy activities and local amenities without cost barriers.

Source:

- <https://censusreporter.org/profiles/16000US4162900-rockaway-beach-or/>
- <https://www.point2homes.com/US/Neighborhood/OR/Rockaway-Beach-Demographics.html>

Environmental and Community Benefits

Encouraging walking and biking reduces vehicle emissions and traffic congestion, preserving the natural beauty that defines Rockaway Beach. It also fosters community interaction and a sense of place.

Bottom line:

A shared-use path aligns with Rockaway Beach's demographic realities—older residents, health needs, a tourism based economy, and environmental priorities—while promoting safety, accessibility, and economic vitality.

Section 5

Alternatives Analysis

Alternatives Analysis

There are two alternative alignments that were considered after conducting an analysis of the existing conditions and feedback from public engagement activities. It is important that the proposed alignment remain within the Port of Tillamook Bay right-of-way (ROW) or other public property. There are two potential alignments: one on the east side of the Oregon Scenic Railroad tracks and one on the west side. Different areas along the proposed alignments pose unique challenges and opportunities and will ultimately help determine which side of the tracks is preferred for the Salmonberry Trail in Rockaway Beach. It does not have to be exclusively on one side or the other but keeping track crossings to a minimum is a goal for safety.

West Side vs East Side

The west side of the tracks has been expressed as the preferred alignment by the Salmonberry Trail Foundation, largely because it creates a buffer (the tracks) between pedestrians and cyclists and Highway 101 and minimizes conflicts between automobiles turning on and off Highway 101. There is also a grade change between the tracks and Highway 101 along much of the study location, which would require complex engineering and possibly expensive solutions to reach ADA standards. Additionally, construction of the path on the west side of railroad tracks will likely reduce maintenance costs and improve safety by avoiding highway debris accumulation.

The main argument against having the path on the west side of the tracks, particularly in the southern portion, is the perception that the trail is in the backyards of residents of Rockaway Beach. The Port of Tillamook Bay owns land 30' on each side of the tracks and construction can legally take place. However, some residents currently use this space as their own. This perceived taking of land from residents may trigger a public backlash of that alignment. Constructing

the path on the west side of tracks could cause political difficulties for the city and could delay construction.

Alternatively, construction on the east side of the tracks could minimize public disapproval and help expedite the construction of the trail. In some locations, the path would have to be constructed between the railroad and highway which some may see as less scenic and less safe as you would lose the buffer of the tracks between trail users and highway 101. Designs that account for sight distance, warning signs and overall best practices for safer trails could help to mitigate risk and improve safety. It also may make sense to have the trail on one side of the tracks or the other in various locations because of the existing conditions or access to specific amenities.

On February 19, 2025 ODOT, Alta and the City held an additional open house, both virtually and in person. This event was specifically intended to reach the residents adjacent to the proposed trail South of South 3rd street. At this meeting, Alta

Alternatives Analysis - North Area Maps



Figure 10 - Alternative Analysis Maps. These maps show two alternatives (options) along the northern section of the project corridor.

Alternatives Analysis - South Area Maps



Figure 11 - Alternative Analysis Maps. These maps show two alternatives (options) along the southern section of the project corridor.

outlined the scope of the project, the work to date, what is next, and opened discussion about a west vs east alignment of the trail South of South 3rd Street. There were 48 attendees at both the virtual meeting

and in person meeting combined. The general consensus at both meetings was that the west side provides a safer and better trail experience.

Washington Street to S 3rd Avenue

This section of the trail has residential homes on the west side of Highway 101 and the railroad and has a long section east of the highway that is forested. The main argument, like outlined above, for having the trail on the west side would be that it is safer to have the path buffered from highway 101 with the rail line. In this location this would require building the trail within about 12 feet of some residential lots. Alternatively, having the trail on the east side would avoid this conflict. It would also make accessing the Rockaway Big Tree Trailhead much easier. Having access to this trailhead has been expressed by members of the public as being important and the

Big Tree Trailhead is a draw to visitors of Rockaway Beach. After the open house on February 19, 2025 it was clear that the residents prefer the west side alignment for the additional safety of the buffer from Highway 101. For these reasons having the trail alignment on the west side of the tracks between Washington Street and S 3rd Avenue is the preferred option and is reflected in the plan drawings. See Section 6 for further details on the preferred alignment, and See C101-C105 in Appendix K for the 30% design drawings throughout this area.



Figure 12 - Start of Path Alignment Near Washington Avenue (Source: Alta, 2025).

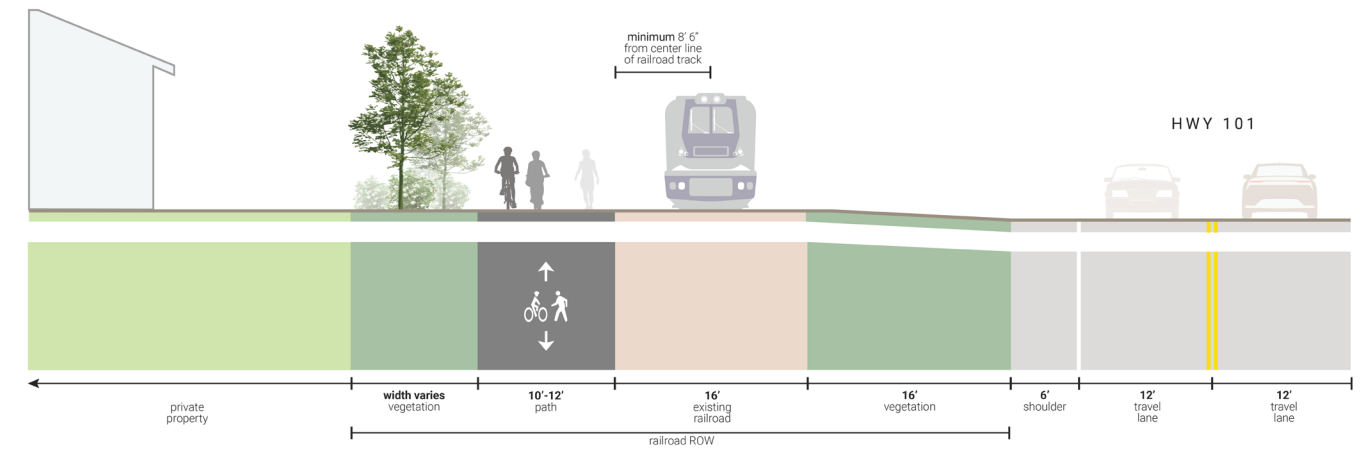


Figure 13 - Option 1 from South 3rd Avenue to Washington Street showing the path located on the west side of the tracks.

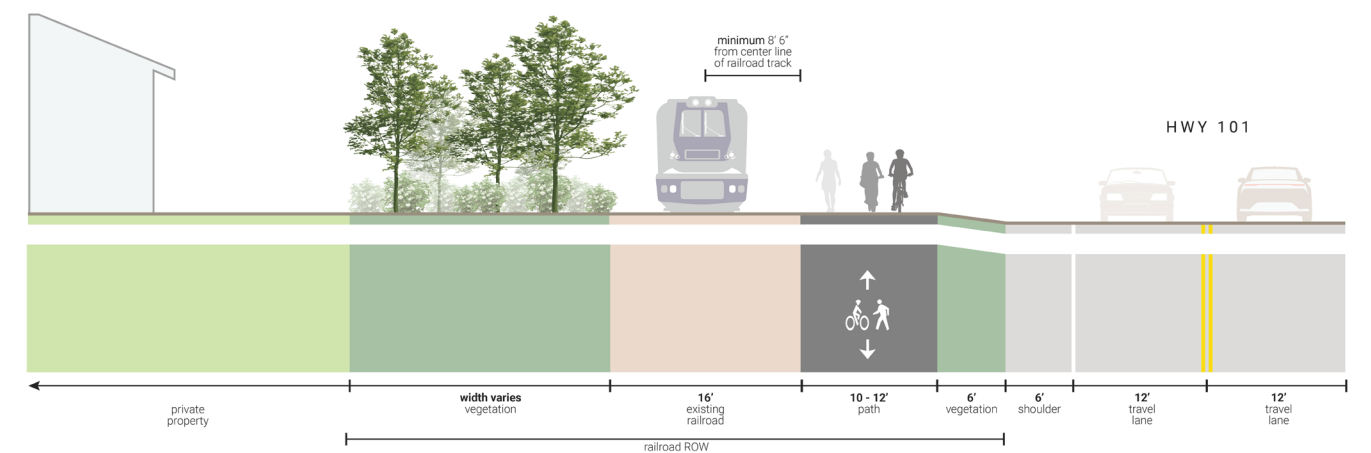


Figure 14 - Option 2 from South 3rd Avenue to Washington Street showing the path on the east side of the tracks.



Figure 15 - Existing rail bridge over creek at the northern end of the Wayside. A pedestrian bridge is required in this location.

S 3rd Avenue to S 1st Avenue

The existing conditions of both sides of the trail change considerably between S 3rd Avenue to S 1st Avenue. Instead of residential homes running near the west side of the tracks, Miller Street begins and accommodates local businesses. Routing the path on the west side would not require construction on land that may be perceived as private. However, there is informal parking in places along Miller Street for local businesses that may be impacted.

On the east side the design includes a large shoulder on the west side of Highway 101 between S 3rd and S 2nd and public parking between S 2nd Avenue and S 1st Avenue (see C105-C106), of which the city and members of the public have expressed a strong desire to keep. If the path is to be located along Miller Street it may be possible to use the area between the railroad and highway between S

2nd Avenue and S 3rd Avenue for additional formal parking spaces, pending further study and ODOT approval at a future design phase. This would help mitigate the loss of informal parking that may be required to construct the path on the west side along Miller and help please local business owners and visitors alike. With any option, parking will need to be altered but having the alignment on the west side would open the possibility of creating even more parking. For these reasons, the preferred alignment is on the west side of the tracks along Miller Street. See Section 6 for further details on the preferred alignment and See C105-C106 in Appendix K for the 30% design drawings throughout this area.

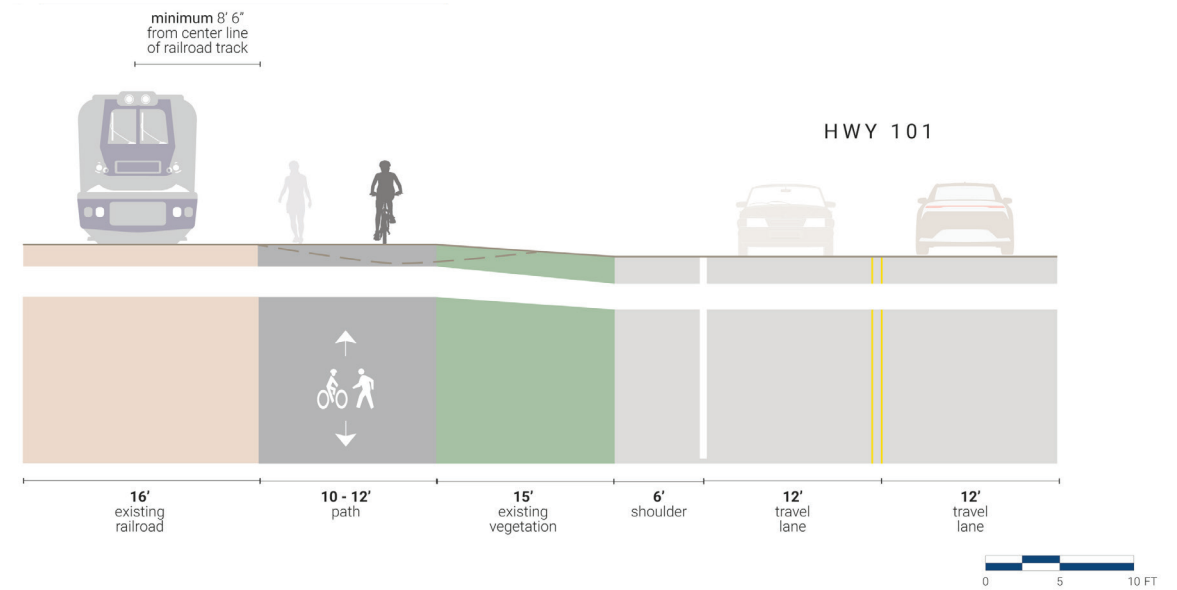


Figure 16 - Option 1 near Miller Street showing the path located on the east side of the tracks.

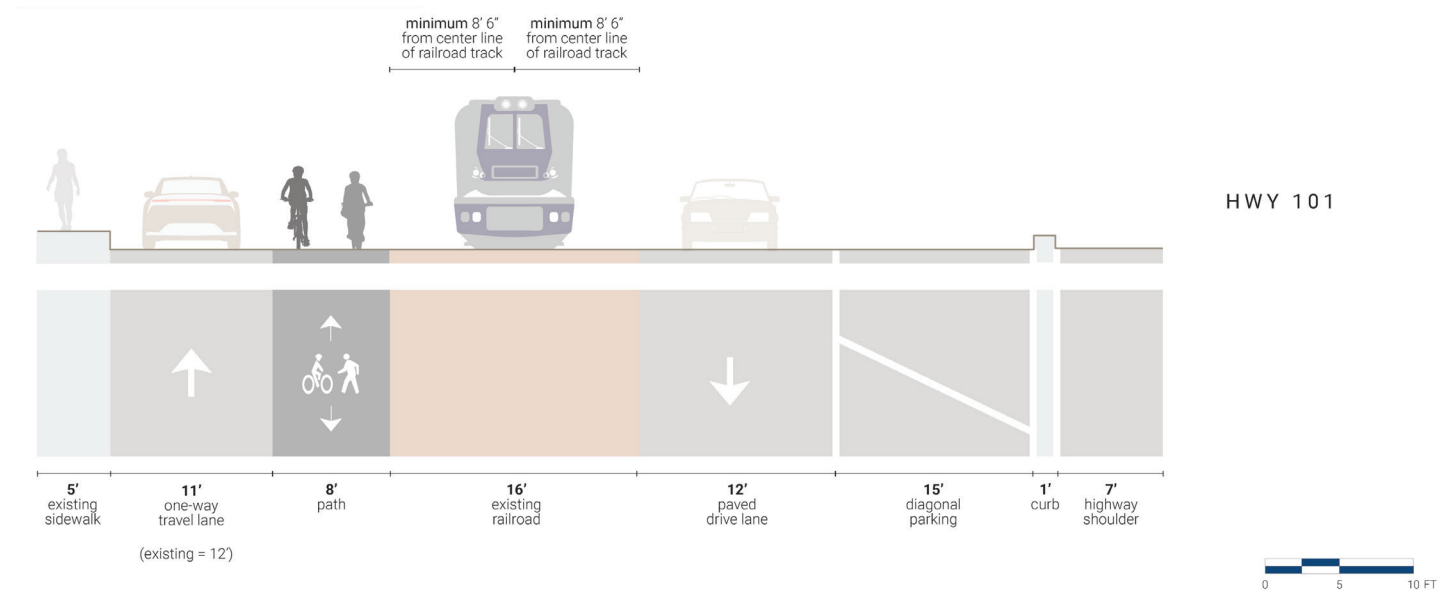


Figure 17 - Option 2 near Miller Street showing the path located on the west side of the tracks.



Figure 18 - Informal parking along Miller Street, currently used to access businesses.

1st Avenue to N 3rd Avenue

After S 1st Avenue the path reaches the Wayside and the Chamber of Commerce building, a retrofitted railroad caboose. On the east side of the tracks there is parking similar to between S 2nd Avenue and S 1st Avenue (see C106). On the west side there is the Caboose and then the wayside which serves as a public gathering space for events, parking, and a central, prominent beach access point. As mentioned, removing parking on the east side of the tracks is not ideal, especially in the heart of downtown. It has been suggested that the Caboose could be moved further into the wayside, but this is not supported by the City of Rockaway Beach. The City of Rockaway Beach tentatively supports relocating the caboose to another location, but

this approach is not supported by the Chamber of Commerce.

Altering the wayside to accommodate a path or relocating the caboose would require gaining access from Oregon Parks and Recreation, who own the land and lease the space to the City of Rockaway Beach. Relocating the caboose to another location within the railroad right-of-way would require permission from the Port of Tillamook Bay and would require moving utilities, increasing overall project costs.

Alternatively, the path could be split into two sections. One section would be between the

caboose and the railroad, which could be used by pedestrians and cyclists and could help increase access for riders of the scenic railroad. Another section could go along the west side of the caboose while maintaining existing parking. This west segment will require Oregon Parks and Recreation approval. The split path is less costly to construct and could improve access to the scenic railroad and the Wayside. It also maintains existing parking and does not require moving the caboose. However, this approach is also not supported by the Chamber of Commerce or the City of Rockaway Beach. Additionally, a split path is less desirable in terms of user comfort and may cause conflict between cyclists and pedestrians due to the path being narrow and the caboose obstructing sight lines.

Significant challenges are associated with each option. While the final solution should be explored further in the 60% design phase, the preferred option for 30% design is to keep the path along the west side and to relocate the caboose to another

location. This option provides the best experience for path users and presents an opportunity to add trailhead amenities to this location (see C106 and Section E in the 30% drawings). This central location in downtown Rockaway Beach would be a good area to add a trailhead with wayfinding signage and overall Salmonberry Trail information, something expressed from the public as being desirable. At the northern end of the wayside is a creek which would require construction of a bridge. This would need to happen on the west side of the railroad which would connect the path to Miller Street, which begins again at this location on the west side of the railroad and with informal parking on east side. See Section 6 for further details on the preferred alignment and C106-C107 in Appendix K for the 30% design drawings throughout this area.



Figure 19 - Existing train boarding shelter for the Oregon Coast Scenic Rail.

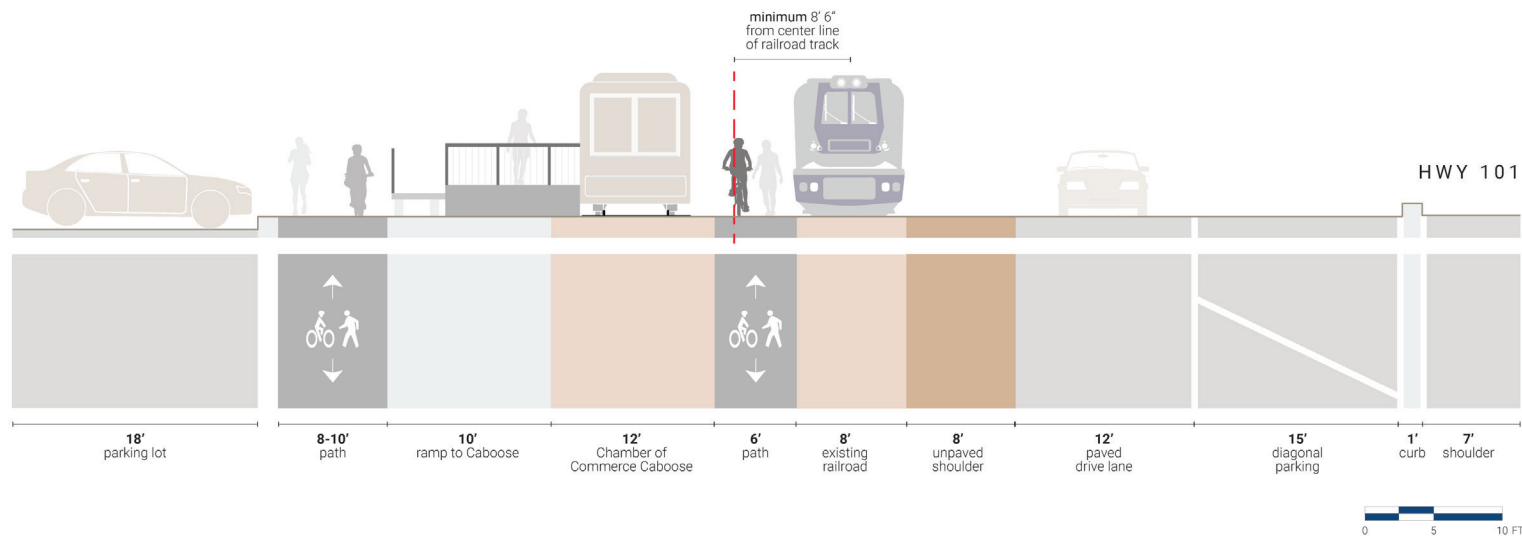


Figure 20 - Section near the Chamber of Commerce caboose showing the path located on the west side of the tracks.



Figure 22 - Existing public parking east of the Oregon Coast Scenic Rail.

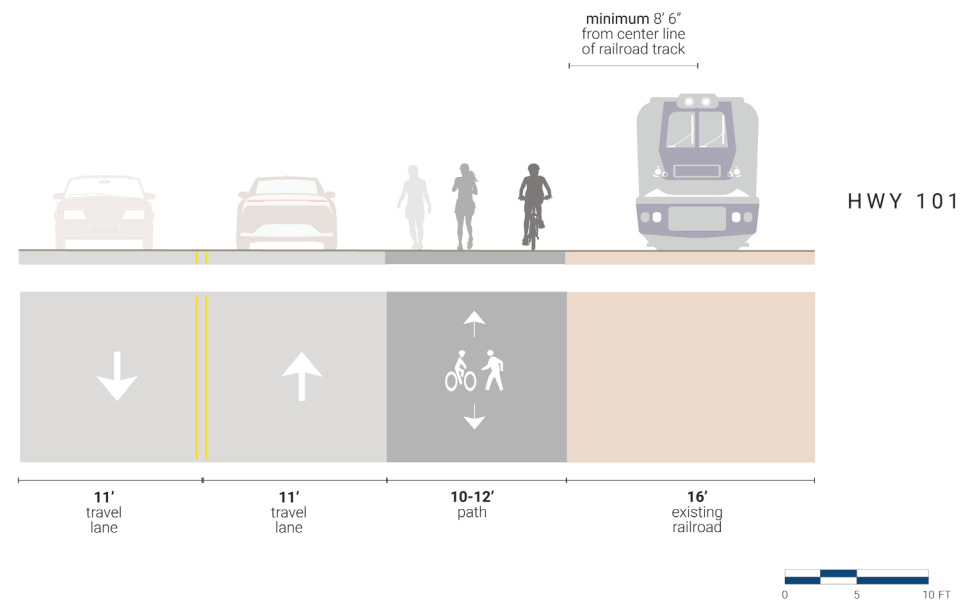


Figure 21 - Section near the Center Market on North Miller Street showing the path located on the west side of the tracks.

N 3rd Avenue to NE 19th Avenue

From N 3rd Avenue to NE 19th Avenue, the conditions do not change significantly. Miller Street is on the west side of the railroad tracks and highway 101 on the east side. For many of the reasons already outlined above, having the path on the west side of the railroad is the most viable option (See section H in the 30% drawings). It is also the easiest to construct and most cost-effective option. See Section 6 for further details on the preferred alignment and C107-C113 in Appendix K for the 30% design drawings throughout this area.

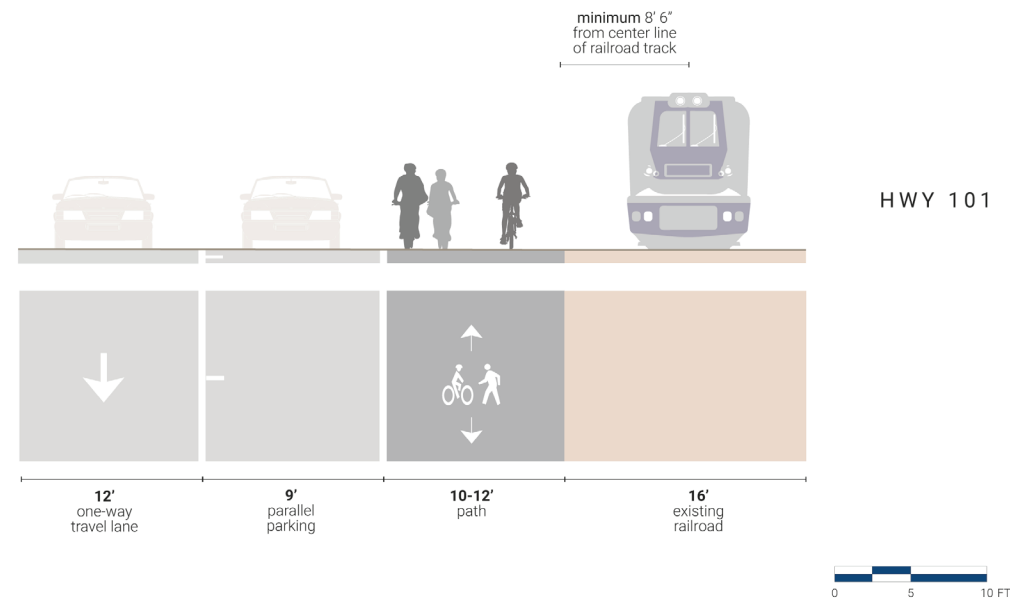


Figure 23 - Option 1 near North Miller Street and the public fishing dock showing the path located on the west side of the tracks.

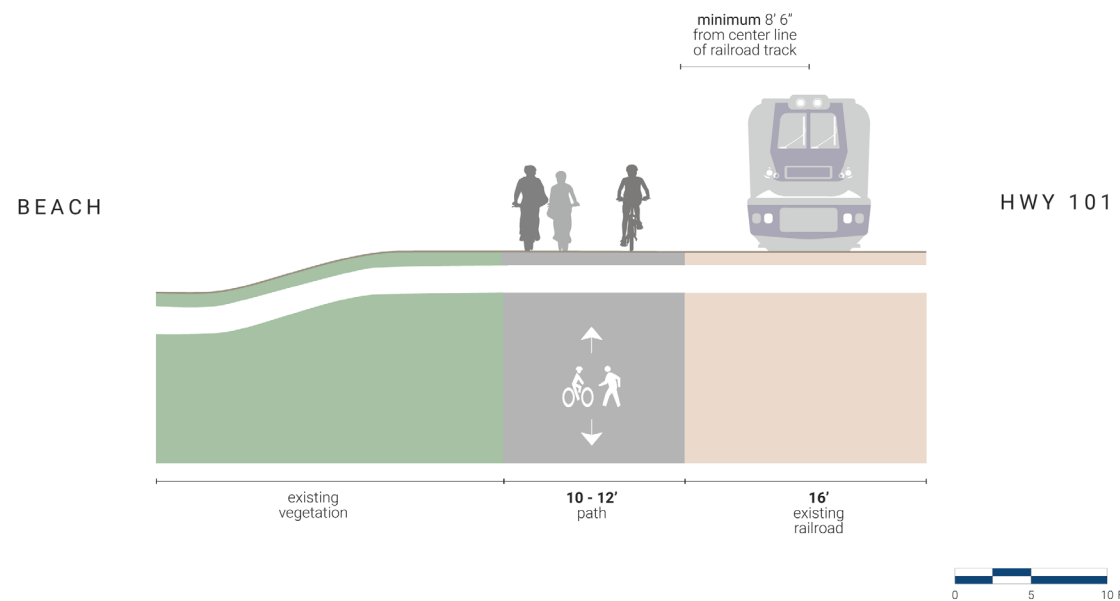


Figure 24 - Option 2 near North Miller Street and the Manhattan Beach State Recreation Site, showing the path located on the west side of the tracks.

NE 19th to NE 23rd Avenue

The west side of the railroad in this location is a mix of informal roads connecting to residences and vegetation offset from residences (see Sections I and J in the 30% drawings). The east side of the railroad in this location looks very similar to the previous section. Routing the trail to the east side would avoid any conflict with residents, but would require the trail to cross the railroad, which has safety implications. It would also mean losing the railroad as a buffer and putting pedestrians and cyclists closer to the highway. The homes in this section are sparser and appear to be further back from the

railroad than in the Washington to S 3rd Avenue section and may not require any perceived impact on private residences. The informal roads may also be improved if a trail was to be combined with them and paved, improving access for residents. For these reasons, the preferred alignment would be to have the trail stay on the west side. See Section 6 for further details on the preferred alignment and C107-C113 in Appendix K for the 30% design drawings throughout this area.

NE 23rd Avenue to Beach Street

After 23rd Avenue, the west side of the railroad is mostly vegetation and sand stretching to the Pacific Ocean. Highway 101 is farther from the tracks than other areas and the buffer between the highway and tracks is mostly vegetated. Shortly after 23rd Avenue there is a train bridge that crosses Crescent Creek (see Section L in the 30% drawings) where a pedestrian bridge would have to be built adjacent to the existing trestle bridge. On the west side the bank slope of the railroad is composed of large rip-rap and sand. It may need additional infill to support the path in this location. There is a debris catchment gate just west of the rail bridge that prevents logs from drifting upstream. A west side alignment would not benefit from the existing debris gate. The east side alignment would also require a bridge over Crescent Creek but constructing a bridge on the east side is more feasible. See the Crescent Creek Hydraulic Conceptual Design Memo prepared by OTAK in for a detailed study of hydrological

impacts of a pedestrian bridge constructed on the east side of the rail bridge. There is interest north of the bridge to provide access to Neah-Kah-Nie High School on the east side of Highway 101 (see C115). This would require a Rectangular Rapid Flashing Beacon (RRFB) crossing from the trail to the high school property. The far end of the trail is near Manhattan Beach Recreation Site, an important access point that could be developed into a trailhead (see C117). The east side alignment is preferred in this stretch to avoid some challenges associated with bridge construction and to provide a safe route to the Neah-Kah-Nie High School. See Section 6 for further details on the preferred alignment and C113-C117 in Appendix K for the 30% design drawings throughout this area.



Figure 25 - East side of Oregon Coast Scenic Rail bridge at Crescent Creek.

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Figure 26 - Oregon Coast Scenic Rail bridge crossing at Crescent Creek.

Section 6

Preferred Alignment

Summary of Findings

The alternatives analysis discussed in Section 5 ultimately guided the final placement of the preferred alignment along the west side of the Oregon Scenic Railway for the following reasons:

- Providing additional safety by creating a buffer (the railroad tracks) between pedestrians and cyclists and Highway 101.
- Minimizing conflicts between automobiles turning on and off Highway 101.
- Routing the path on the west side would not require construction on land that may be perceived as private near the downtown area.
- Creating an opportunity to add trailhead amenities to the area by the Chamber of Commerce caboose building could include wayfinding signage and overall Salmonberry Trail information for path users.
- Easiest to construct and most cost-effective option overall.
- Providing an overall safer, better trail experience for users.

The preferred alignment would transition to the east side of the rail line at NW 23rd Avenue to allow the local high school and middle school to access the path without needing to cross the rail line. Transitioning at NW 23rd Avenue utilizes the existing road crossing to prevent the need to add a new crossing, which is not recommended.

Wetlands

Approximately 13,378 SF total of delineated wetlands could be impacted by the preferred alignment. The path section north of W 23rd Avenue impacts isolated wetlands that will not require mitigation because they are smaller than 1/10th of an acre. The path section south of W 23rd Avenue impacts a larger wetland, requiring DSL (Department of State Lands) coordination for recommended mitigation and construction of a boardwalk over the impacted wetland.

Alternative design options to avoid impacting wetlands are less feasible. These options include changing the alignment to a rail to trail design, or deviating substantially from the project footprint. See appendix F for more information regarding surveyed wetlands across the project site.

Refer to the final 30% construction drawings in Appendix K to see detailed path recommendations. The following pages show typical cross sections along this preferred alignment.

Preferred Alignment - North Area Maps

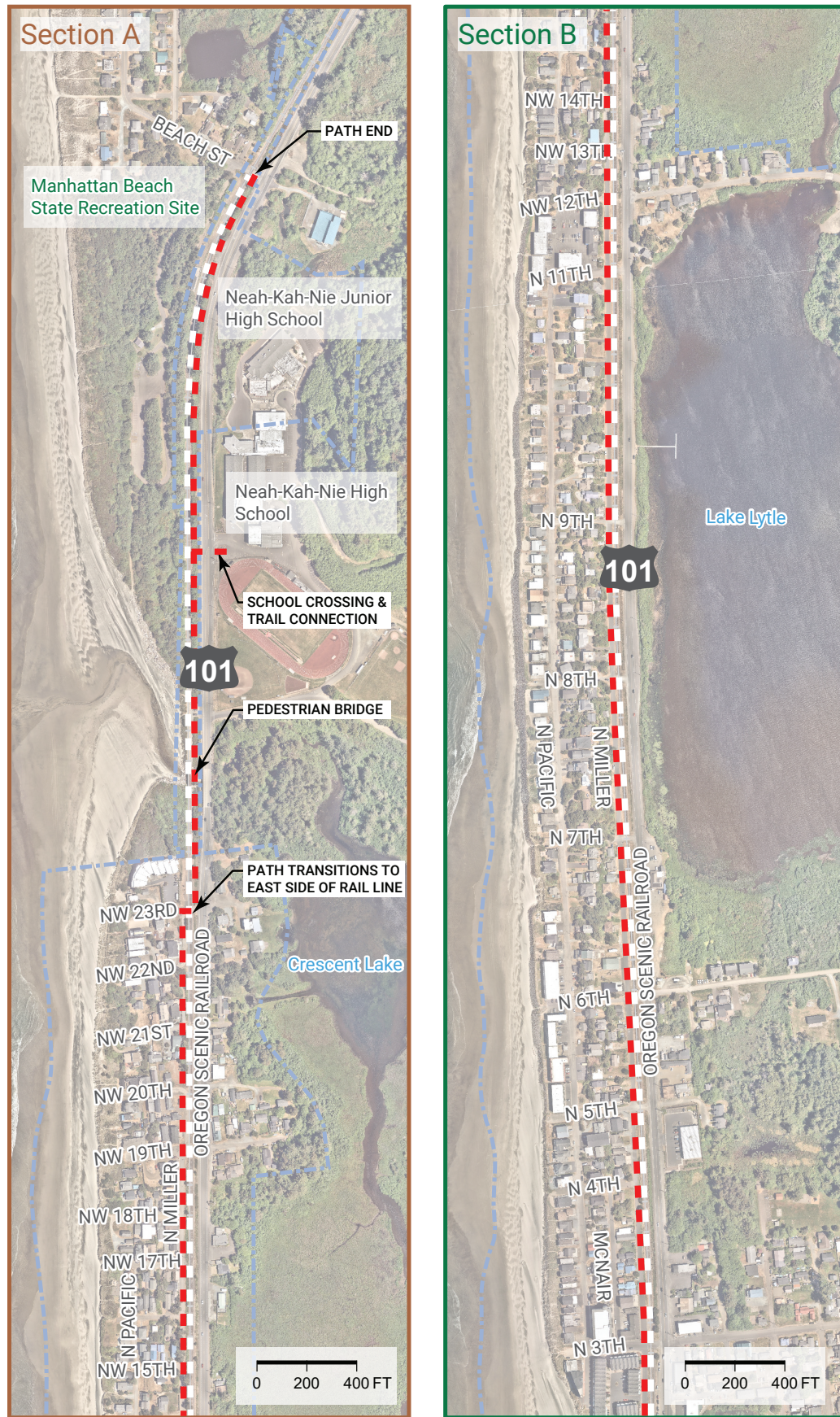


Figure 27 - Preferred Alignment Maps - North. This map shows the preferred alignment along the northern section of the project corridor.

Preferred Alignment - South Area Maps

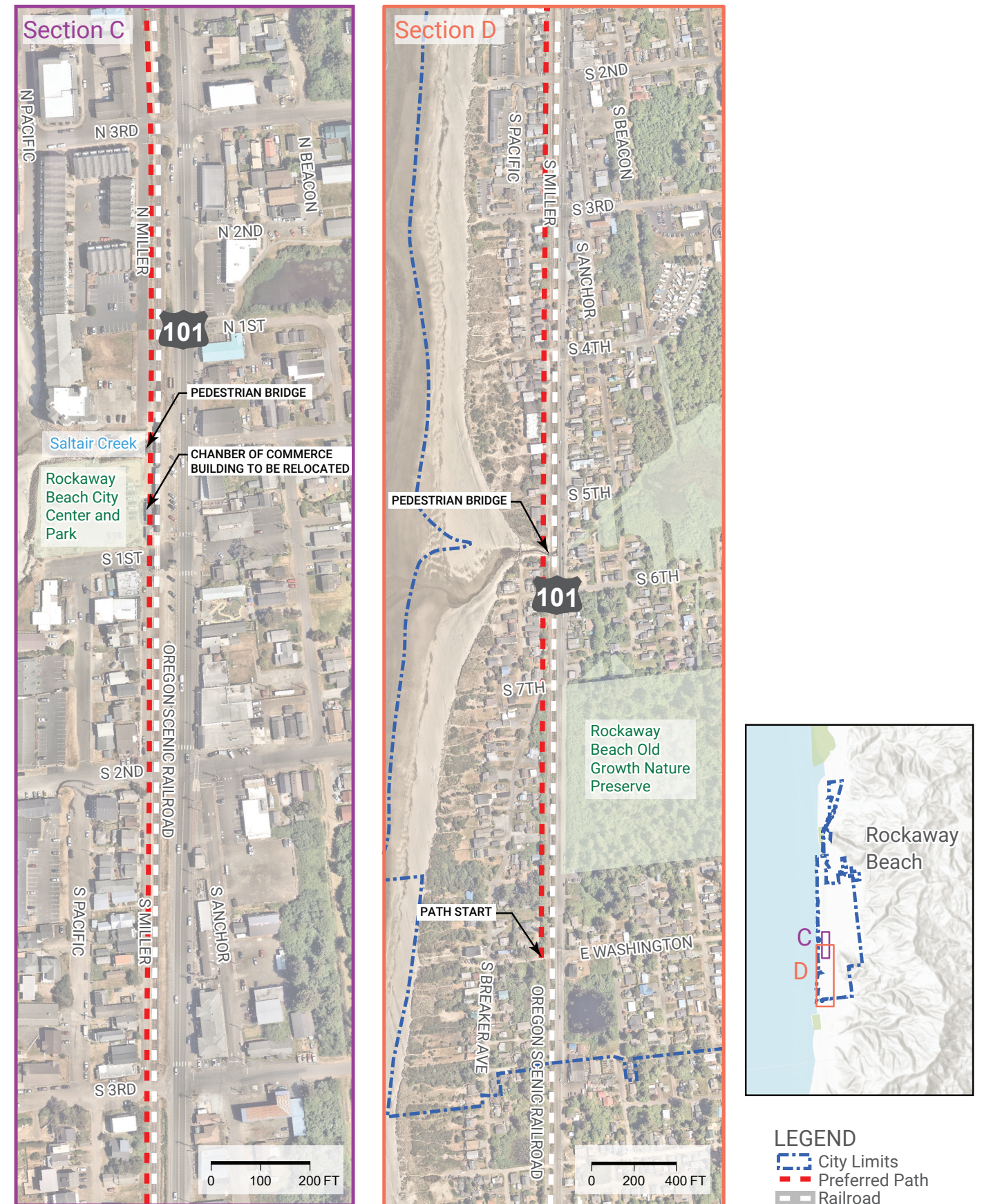


Figure 28 - Preferred Alignment Maps - South. This map shows the preferred alignment along the southern section of the project corridor.

Typical Cross Sections

Washington Street to Alder & 7th Avenue to Saltair Creek Bridge & S 4th Avenue to S 3rd Avenue

A vegetated buffer and the rail tracks separates the trail from Highway 101, creating a great user experience.

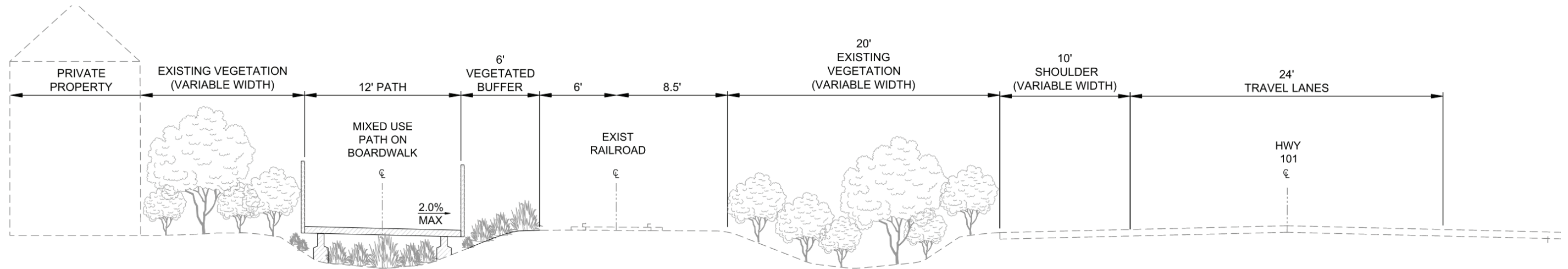


Figure 29 - Washington Street to Alder & 7th Avenue to S 3rd Avenue

Alder Street to 7th Avenue

A boardwalk traverses a wetland area west of the rail tracks to minimize impact, see Pacific Habitat's Wetland Inventory Report, Appendix F.

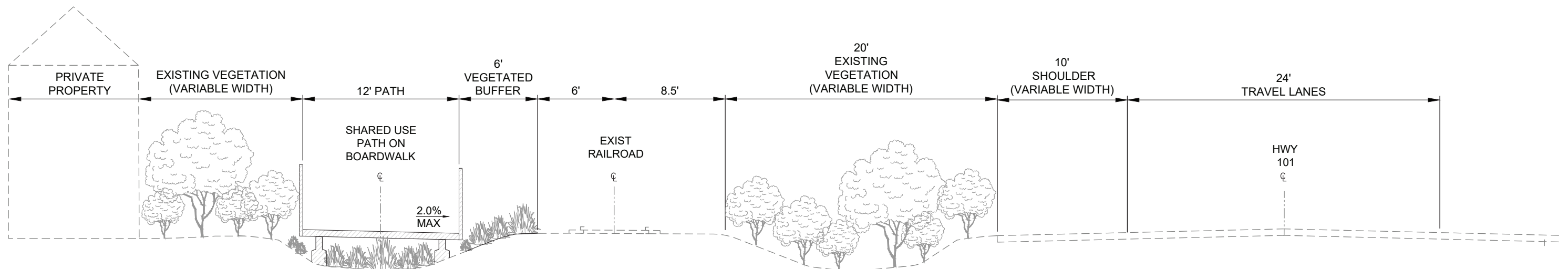


Figure 30 - Alder Street to 7th Avenue

Saltair Creek Bridge

A pedestrian bridge is needed west of the existing rail bridge over Saltair Creek.

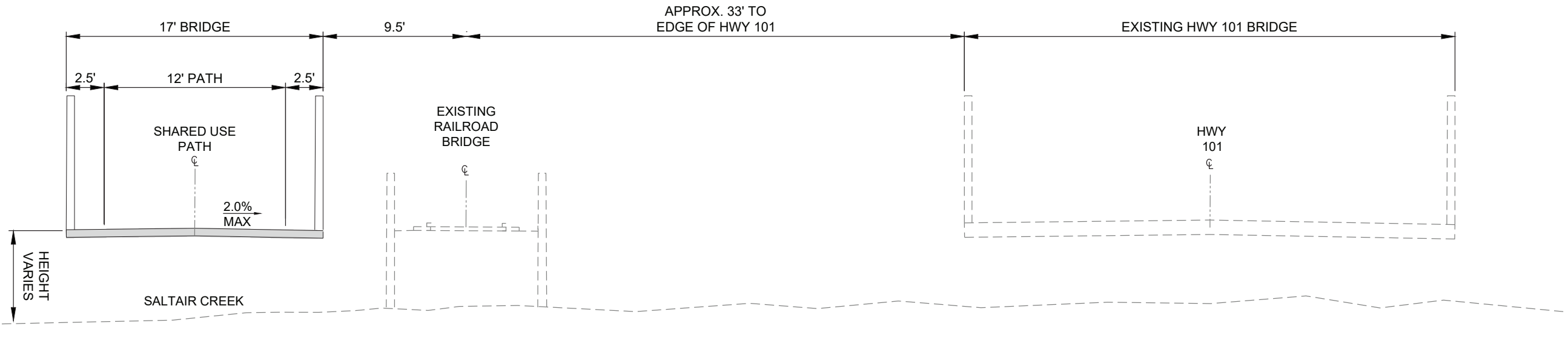


Figure 31 - Saltair Creek Bridge

Saltair Creek Bridge to S 4th Avenue

A short unpaved section of Miller Street exists between the Saltair Creek Bridge and S 4th Avenue providing access to residential homes. Access is to be retained through this section.

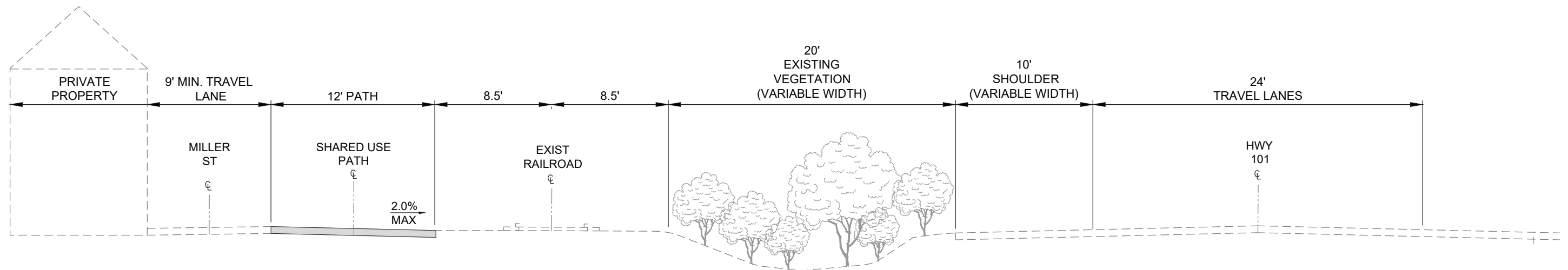


Figure 32 - Saltair Creek Bridge to S 4th Avenue

S 3rd Avenue to S 1st Street

The shared use path runs adjacent to Miller Street through this section, on the west side of the rail tracks.

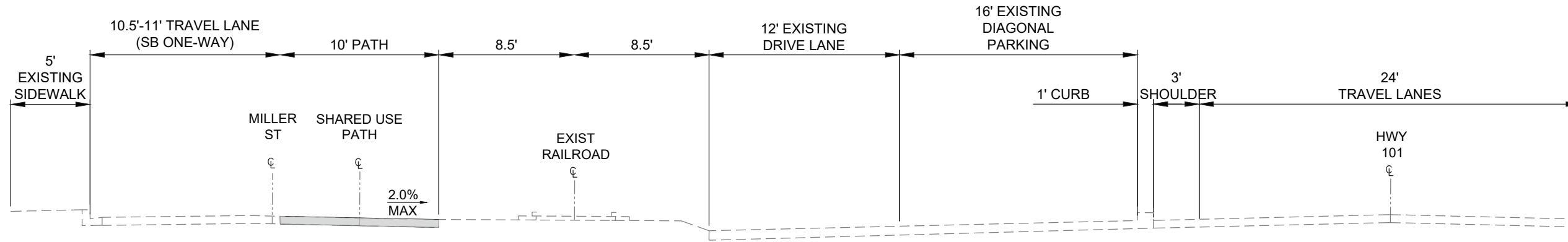


Figure 33 - S 3rd Avenue to S 1st Street

Caboose Station

The shared use path continues on the west side of the rail tracks.

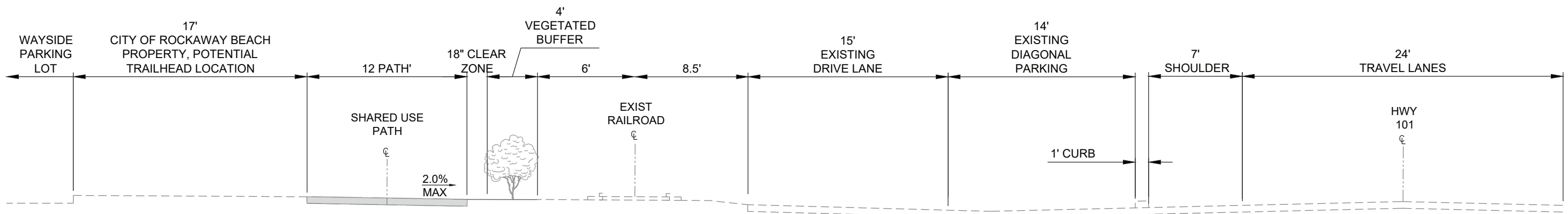


Figure 34 - Caboose Station

Rock Creek Bridge

The path must cross over Rock Creek drainage outfall in this location.

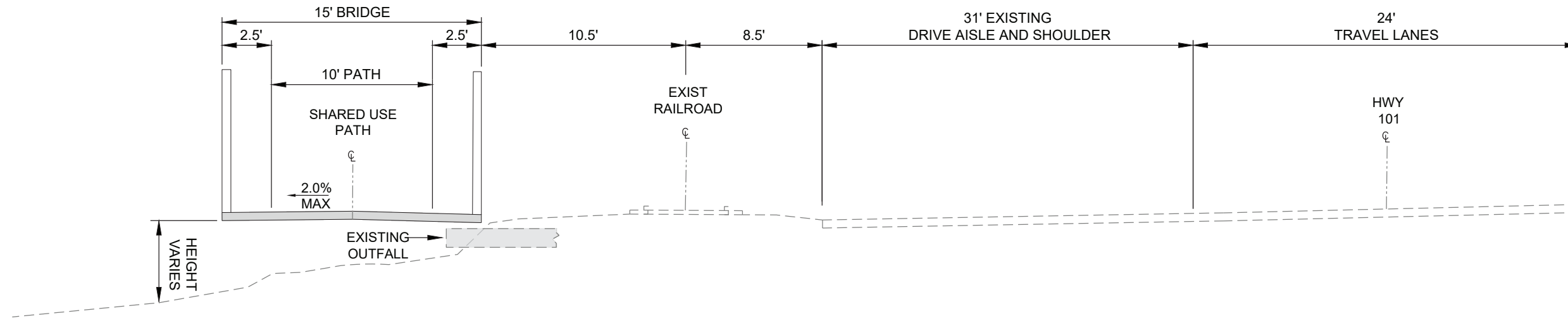


Figure 35 - Rock Creek Bridge

N 1st Avenue to N 3rd Avenue

The path runs adjacent to Miller Street, on the west side of the rail tracks.

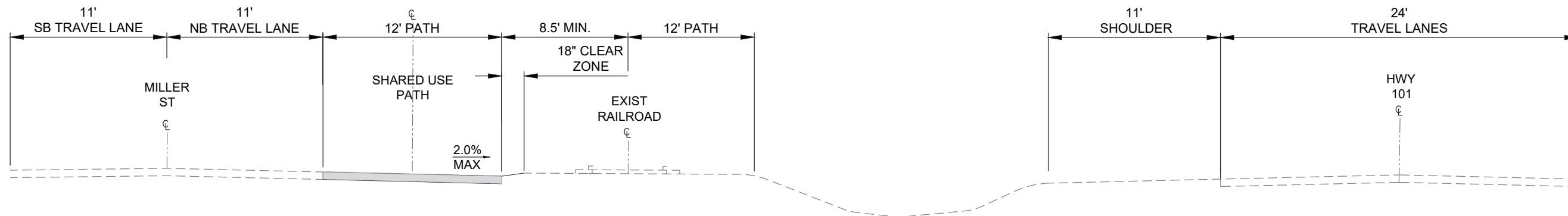


Figure 36 - N 1st Avenue to N 3rd

N 3rd Avenue to N 19th Avenue

The path runs adjacent to Miller Street, on the west side of the rail tracks. A planted buffer is proposed to separate the path from the rail tracks.

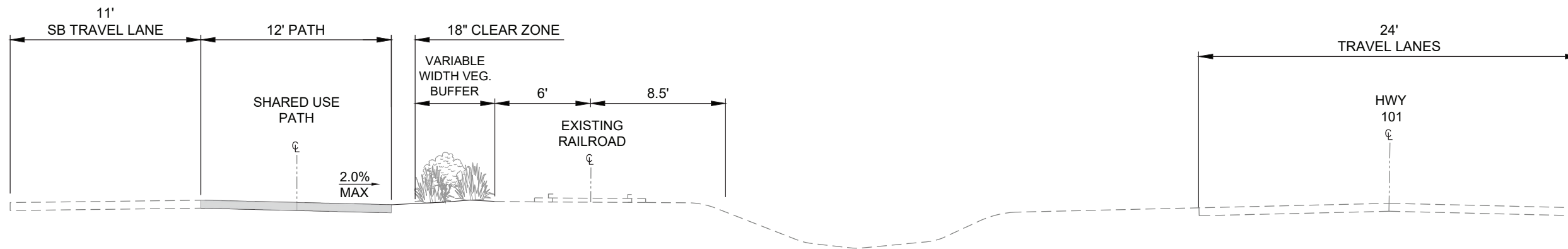


Figure 37 - N 3rd Avenue to N 19th Avenue

Shared Lane Condition N Miller Street

This section of Miller Street is a smooth asphalt surface, and wide enough to support a shared lane condition separated by striping from one lane of slow vehicle traffic. A planted buffer separates the path from the rail tracks.

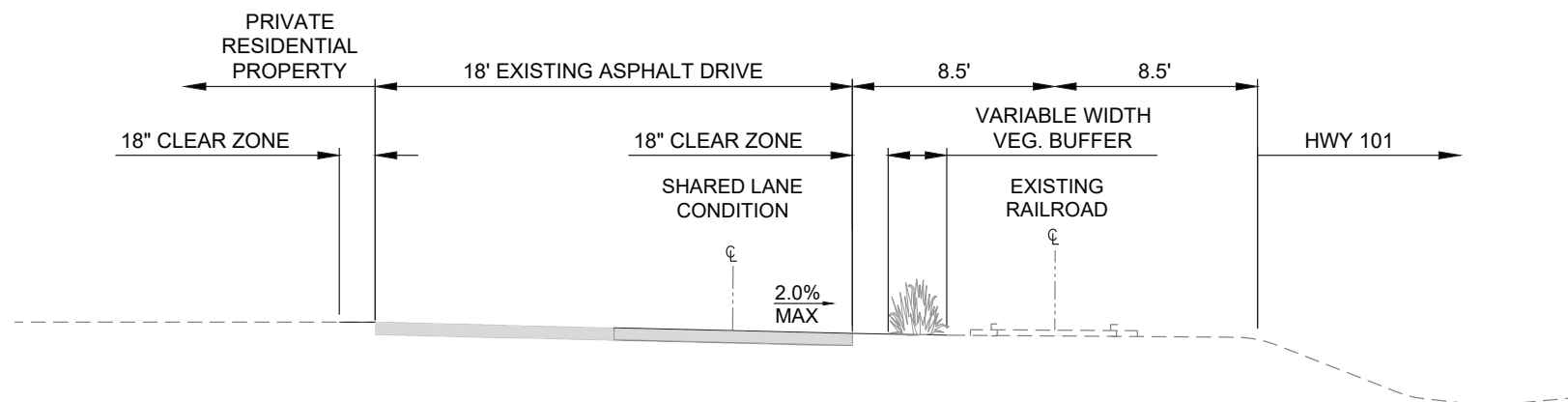


Figure 38 - Shared Lane Condition N Miller Street

NW 20th Avenue to NW 23rd Avenue

The path continues on the west site of the rail tracks with existing vegetation to the west and planted buffer to the east.

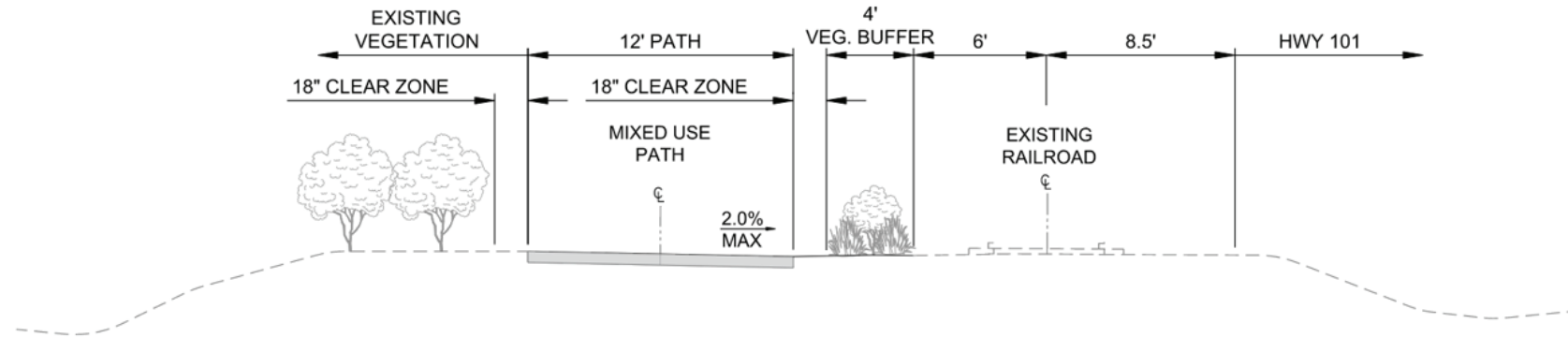


Figure 39 - NW 20th Avenue to NW 23rd Avenue

NW 23rd Avenue to Beach Street

At NW 23rd Avenue, the path transitions to the east side of the rail tracks. This area has more space flexibility and can maintain a comfortable separation from Highway 101.

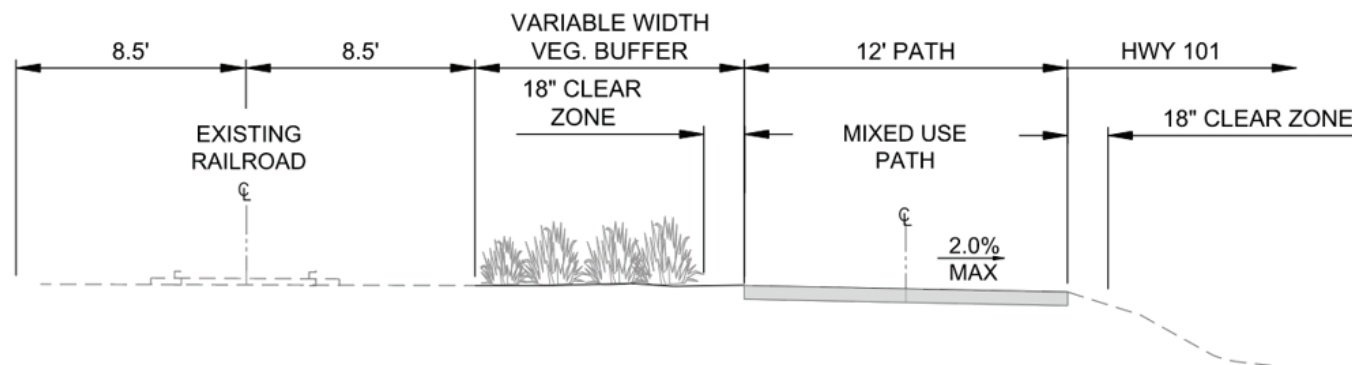


Figure 40 - NW 23rd Avenue to Beach Street

Crescent Lake Bridge

At Crescent Lake Bridge, a new pedestrian bridge is required to cross the creek. It will be located between the existing rail bridge and the existing Highway 101 bridge.

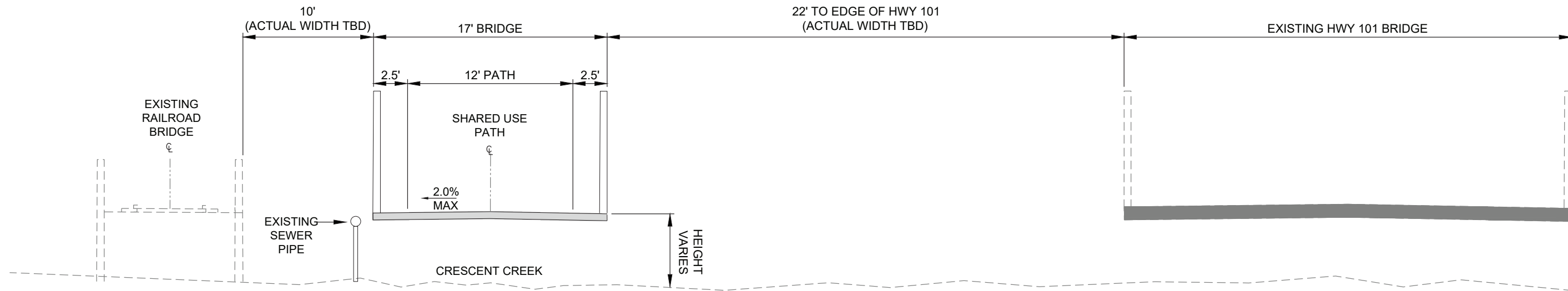


Figure 41- Crescent Lake Bridge

Section 7

Next Steps

Overview

This plan includes outreach, planning and design to 30%. It also includes survey, environmental, hydrological, geotechnical and archaeological reports (found in their respective appendices). The project has been broken into two recommended phases if funding for the entire trail is not available. The City Council has prioritized the northern portion of the trail to improve safety for students walking and biking to the High School. Also included in this section are some funding options for the City to consider.

Next Steps

Secure additional funding for design services

Complete 30% - 100% Construction Documents

- » Identify the Type, Size & Location (TS&L) of all proposed bridges
- » Perform hydraulic modeling analysis after identifying TS&L
- » Perform historic, biological, archaeological and additional construction surveys
- » Apply for appropriate permits

Secure additional funding for project construction

Phasing

The following table shows locations of project phasing. See the following tables for cost estimates associated with the first and second phase if constructed separately. A cost estimate of the whole path constructed according to the 30% design drawings is also included.

Table 3 - Project Phasing

PHASE	LOCATION
Phase 1	North Section: Beach Street to NW 20th Avenue
Phase 2	South Section: N 20th Avenue to W Washington Street

Costs

Phased Cost Estimate

PHASE 1 - NORTH SECTION - BEACH STREET TO NW 20TH AVENUE

Table 4 - Phase 1 Construction Estimate

CONSTRUCTION ITEM	30% DESIGN COST ESTIMATE
MOBILIZATION	\$159,600
TRAFFIC CONTROL	\$159,600
CLEARING AND GRUBBING	\$16,000
EROSION CONTROL	\$32,000
TRUNCATED DOMES	\$1,400
EMBANKMENT FILL	\$80,355
INSTALL AGGREGATE BASE	\$26,880
INSTALL ASPHALT PAVEMENT	\$60,400
CUSTOM BRANDED PATH WAYFINDING SYMBOL	\$2,000
CRESCENT LAKE BRIDGE	\$1,280,000
INSTALL RIP RAP	\$5,200
INSTALL SET OF THREE (3) RRFB ASSEMBLIES - OVERHEAD MOUNTED, ONE MAST ARM	\$70,000
INSTALL STREET LIGHT	\$20,000
INSTALL ADA CURB RAMP	\$20,000
INSTALL PEDESTRIAN REFUGE ISLAND	\$23,580
INSTALL CROSSWALK MARKINGS	\$2,880
INSTALL 1' WIDE STOP LINE	\$480
INSTALL 'STOP HERE FOR PEDESTRIANS' SIGN	\$1,000
INSTALL ADVANCE CROSSWALK SIGN	\$1,000
SUBTOTAL	\$1,962,400
ADDITIONAL COSTS	
CONSTRUCTION MANAGEMENT	\$294,400
INFLATION	\$98,200
30 % CONTINGENCY	\$677,100
TOTAL CONSTRUCTION COST	\$3,032,100
ADDITIONAL ARCHEOLOGY, GEOTECHNICAL, HISTORICAL, CONSTRUCTION SURVEY	\$294,400
ENGINEERING DESIGN	\$235,500
TOTAL PROJECT COST	\$3,562,000

Phased Cost Estimate

PHASE 2 - SOUTH SECTION - N 20TH AVENUE TO W WASHINGTON STREET

Table 5 - Phase 2 Construction Estimate

CONSTRUCTION ITEM	PLANNING-LEVEL COST ESTIMATE
MOBILIZATION	\$260,800
TRAFFIC CONTROL	\$260,800
CLEARING AND GRUBBING	\$26,100
EROSION CONTROL	\$52,200
TRUNCATED DOMES	\$1,600
INSTALL ELEVATED BOARDWALK	\$800,000
EMBANKMENT FILL	\$220,815
INSTALL AGGREGATE BASE	\$100,980
INSTALL ASPHALT PAVEMENT	\$279,200
INSTALL PEDESTRIAN LANE SYMBOL AND BI-DIRECTIONAL ARROW MARKING	\$29,000
SAW CUT PAVEMENT	\$3,381
INSTALL CONCRETE CURB	\$21,400
INSTALL LANE LINE STRIPE	\$26,428
INSTALL SHARED LANE MARKING ("SHARROW")	\$2,100
SALTAIR CREEK BRIDGE	\$640,000
ROCK CREEK BRIDGE	480,000
REMOVE ASPHALT PAVEMENT	\$2,700
SUBTOTAL	\$3,207,600
ADDITIONAL COSTS	
CONSTRUCTION MANAGEMENT	\$481,200
INFLATION	\$160,400
30 % CONTINGENCY	\$1,106,700
TOTAL CONSTRUCTION COST	\$4,955,900
ADDITIONAL ARCHEOLOGY, GEOTECHNICAL, HISTORICAL, CONSTRUCTION SURVEY	\$481,200
ENGINEERING DESIGN	\$385,000
TOTAL PROJECT COST	\$5,823,000

Total Project Cost Estimate

Table 6 - Total Project Construction Estimate

CONSTRUCTION ITEM	30% DESIGN COST ESTIMATE
MOBILIZATION	\$420,300
TRAFFIC CONTROL	\$420,300
CLEARING AND GRUBBING	\$42,100
EROSION CONTROL	\$84,100
TRUNCATED DOMES	\$3,000
INSTALL ELEVATED BOARDWALK	\$800,000
EMBANKMENT FILL	\$301,170
INSTALL AGGREGATE BASE	\$127,860
INSTALL ASPHALT PAVEMENT	\$339,600
CUSTOM BRANDED PATH WAYFINDING SYMBOL	\$31,000
INSTALL 3 BIKE/PED CONCRETE BRIDGES	\$2,400,000
SAW CUT PAVEMENT	\$3,381
INSTALL CONCRETE CURB	\$21,400
INSTALL LANE LINE STRIPE	\$26,428
INSTALL SHARED LANE MARKING ("SHARROW")	\$2,100
INSTALL RIP RAP	\$5,200
REMOVE ASPHALT PAVEMENT	\$2,700
INSTALL SET OF THREE (3) RRFB ASSEMBLIES - OVERHEAD MOUNTED, ONE MAST ARM	\$70,000
INSTALL STREET LIGHT	\$20,000
INSTALL ADA CURB RAMP	\$20,000
INSTALL PEDESTRIAN REFUGE ISLAND	\$23,580
INSTALL CROSSWALK MARKINGS	\$2,880
INSTALL 1' WIDE STOP LINE	\$480
INSTALL 'STOP HERE FOR PEDESTRIANS' SIGN	\$1,000
INSTALL ADVANCE CROSSWALK SIGN	\$1,000
SUBTOTAL	\$5,169,600
ADDITIONAL COSTS	
CONSTRUCTION MANAGEMENT	\$775,500
5% INFLATION	\$258,500
30 % CONTINGENCY	\$1,783,600
TOTAL CONSTRUCTION COST	\$7,987,200
ADDITIONAL ARCHEOLOGY, GEOTECHNICAL, HISTORICAL, CONSTRUCTION SURVEY	\$775,500
ENGINEERING DESIGN	\$620,400
TOTAL PROJECT COST	\$9,385,000

*Refer to Appendix M for a full break down of cost/unit pricing and quantities.

Potential Permits Required

City of Rockaway Beach

Zoning Permit
 Site Plan Review
 Floodplain Permit
 Excavate/Fill Permit
 Conditional Use Permit (if not outright allowed)

State (ODOT, DSL, DEQ)

ODOT Rail Crossing Permit
 ODOT Highway Access Permit
 DSL Removal-Fill Permit
 DEQ 401 WQC + 1200-C permit

Federal

USACE Section 404 Permit
 NEPA documentation (EA or CE)

Rail & Trail Entities

License Agreements with OCSR & POTB
 OPRD trail leaseholder approval

Funding Opportunities

This section lists a variety of funding sources that can be used to implement the recommendations outlined in Section 6 and the 30% trail alignment drawings. These funding sources are accurate as of November 2025, but may change over time. Please refer to ODOT or other funding jurisdictions website for the most up to date information.

Statewide Funding Opportunities

ODOT SRTS GRANTS

ODOT currently offers Safe Routes to School specific funding pools for local jurisdictions interested in improving walking and biking conditions near schools, including a competitive construction grant, a rapid response infrastructure grant, construction technical assistance services, and education (non-infrastructure) grants.

COMPETITIVE CONSTRUCTION GRANT

ODOT's SRTS Competitive Construction Grant program funds roadway safety projects located within a two-mile radius of an educational facility that improves walking and biking conditions for students on their way to school. Funding requests may range between \$60,000 and \$2 million, with a 40% local match (special circumstances may allow a

20% reduction in match requirements). These funds are awarded on a competitive application basis to cities, counties, transit districts, ODOT, any other roadway authority, and tribes for projects that are in compliance with existing jurisdictional Plans and receive school or school district support. Learn more about the available ODOT funding at <https://www.oregonsaferoutes.org/find-funding/>.

RAPID RESPONSE INFRASTRUCTURE GRANT

Up to 10% of state SRTS funding will be reserved for projects that can demonstrate serious and immediate need for safety improvements within a two-mile radius of schools. This funding would be awarded outside of the Competitive Infrastructure Grant cycle as a Rapid Response Infrastructure Grant. Eligibility requirements for Rapid Response Infrastructure grants can be found at <https://www.oregonsaferoutes.org/rapid-response-grants/>.

CONSTRUCTION TECHNICAL ASSISTANCE

The Construction Technical Assistance program provides professional consultant technical support to communities in designing priority infrastructure that enables students to walk or roll to school. Services include the preparation of technical studies and engineering documents that allow communities to increase their readiness to apply for funding programs such as the ODOT SRTS Competitive Construction Grant.. For more information, visit <https://www.oregonsaferoutes.org/construction-technical-assistance/>.

EDUCATION GRANT

In addition to funding construction improvements for Safe Routes to School programs, ODOT reserves approximately \$300,000 annually for funding of SRTS Education programs and projects that encourage students in grades K-8 to walk and roll to school. This competitive grant program distributes funding to a project over the course of two to three years with a 12% match requirement. Grant funds are traditionally used for capacity building and innovation. For more information, visit <https://www.oregonsaferoutes.org/find-funding/>.

SMALL CITY ALLOTMENT PROGRAM (SCA)

The Small City Allotment Program is available to communities with less than 5,000 residents. One application may be submitted per city per year, and successful projects may receive up to \$100,000. Successful applicants may request an advance of up to 50% of their award and will receive the remainder of their award upon submission of project invoices. An awardee may not have more than two active SCA projects at any given time; if the awardee has two active projects, another application cannot be submitted until one is completed. SCA funds can be used as a match for SRTS grant funding, but the SRTS grant has to have already been awarded prior to the request for SCA funds as match. SCA projects must be completed within two years from the agreement execution date. For example, if a community receives a SRTS grant award and an SCA grant for matching funds, chances are they may need to extend the SCA grant to coordinate with the SRTS project work. This is permitted, but the SCA award would be considered an open project until the SRTS project was closed out. Also

important to note, the SCA program does not require any matching funds. The state cannot reimburse for any right of way or utility costs, and all work must be performed within the public road right of way. For more information, visit www.oregon.gov/odot/LocalGov/Pages/SCA_Program.aspx.

OREGON COMMUNITY PATHS PROGRAM

The Oregon Community Paths Program funds projects for pedestrian and bicycle transportation projects including the development, construction, reconstruction, resurfacing, or other capital improvement of shared-use paths, bicycle paths, and footpaths that improve access and safety for people walking and bicycling. The program is funded through FHWA Transportation Alternatives funds, and state Multimodal Active Transportation funds. For more information, visit <https://www.oregon.gov/ODOT/Programs/Pages/OCP.aspx>.

TRANSPORTATION AND GROWTH MANAGEMENT (TGM) FUNDS

TGM supports community efforts to expand transportation choices by linking land-use and transportation planning. TGM services include an annual competitive grant program for planning work leading to local policy decisions for transportation facilities and services or for land uses with supportive transportation changes. The grant application period opens in the Spring and closes in the Summer. In addition to grants, TGM provides several other non-competitive services to help resolve land-use and transportation planning issues: Quick Response to bridge the gap between long range Planning and development of specific properties, Code Assistance to identify and remove barriers to smart growth, Transportation System Plan (TSP) Assessments to

evaluate local TSPs, and Education and Outreach projects to move community conversations forward. For more information, visit <https://www.oregon.gov/lcd/TGM>.

Local Funding Opportunities

SRTS PROJECTS AND THE TSP

Cities and counties undergoing transportation system Plan updates should consider including a section on their Plans and priorities for pedestrian and bicycle infrastructure upgrades and programming to identify project expenses well in advance and allow ample time to gather project funding.

QUICK BUILDS

Quick builds can last for several hours to several months. They are temporary roadway improvement installments that use temporary barriers (such as traffic cones, planters, or hay barrels) to test and demonstrate how a street would operate with bicycle and/or pedestrian infrastructure improvements. These low-cost quick build projects can serve as an immediate term temporary solution to traffic issues while local jurisdictions build support and funding for permanent infrastructure improvements. Depending on specific site conditions and the nature of materials used,

A photograph of three cyclists riding on a paved path, overlaid with a teal color filter. The cyclists are in profile, moving from left to right. The first cyclist is a woman with long blonde hair, wearing a dark jacket and a backpack. The second cyclist is a man wearing a light-colored jacket and a backpack. The third cyclist is partially visible on the right, wearing a dark helmet and a dark jacket. The background is a blurred outdoor setting.


Appendix A

Phase 1 Meeting Notes



Appendix B

Public Involvement and Survey Memo

A photograph of three cyclists riding on a paved path, overlaid with a teal color filter. The cyclists are wearing jackets and backpacks. The text 'Appendix C' is underlined and 'Existing Conditions' is below it.

Appendix C Existing Conditions

A photograph of three cyclists riding on a paved path, overlaid with a teal color filter. The cyclists are in motion, and the background is slightly blurred. The text is centered over the image.

Appendix D

Alternatives Analysis and Preferred Alignment

A photograph of three cyclists riding on a paved path, overlaid with a teal color filter. The cyclists are in profile, moving from left to right. The lead cyclist is a woman with long blonde hair, wearing a dark jacket and a backpack. The middle cyclist is a man wearing a light-colored jacket and a backpack. The third cyclist is partially visible on the right, wearing a helmet and a dark jacket. The background is a blurred outdoor setting.

Appendix E

Phase 2 Meeting Notes

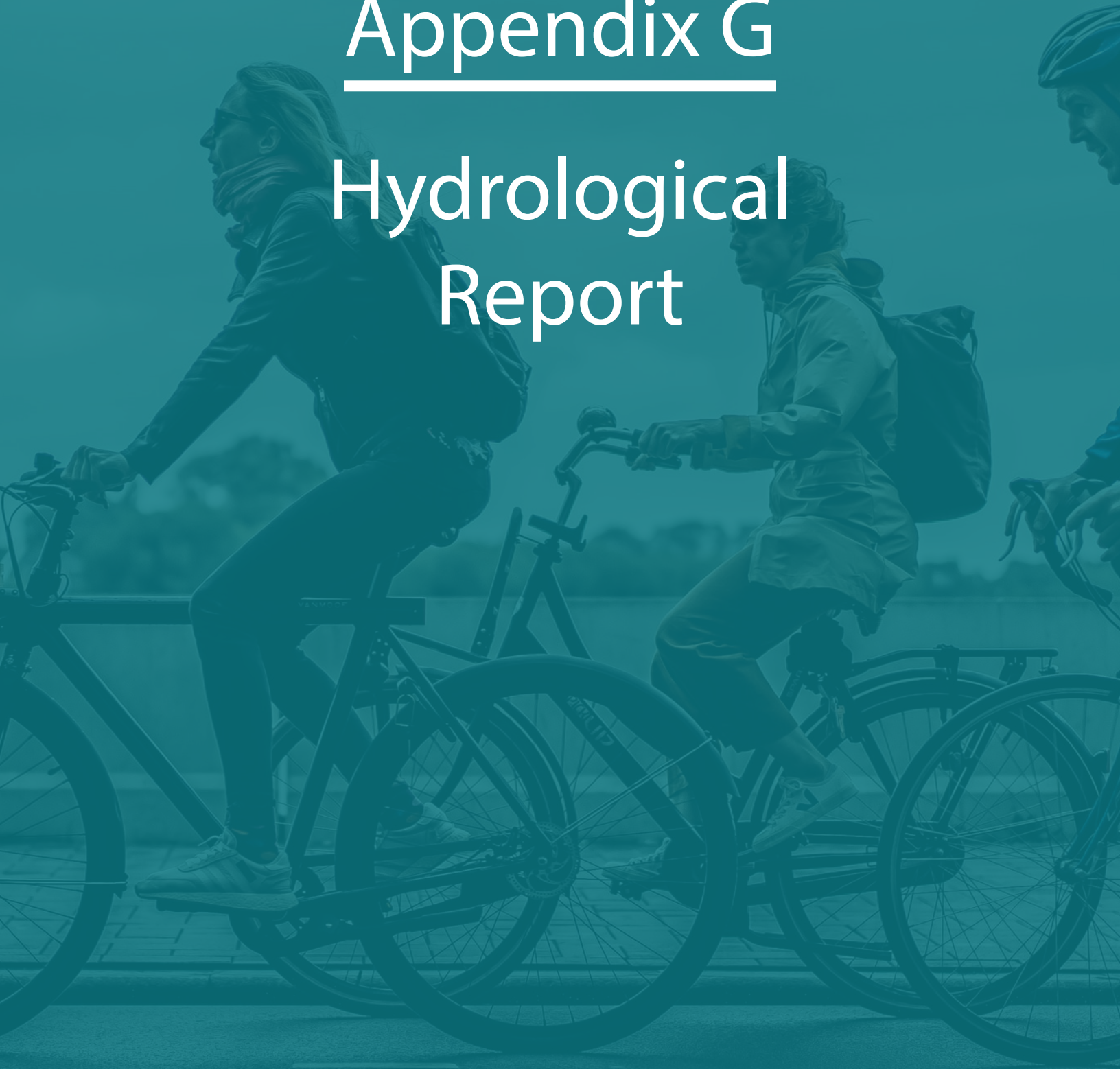
Appendix F

Wetland Delineation



Appendix G

Hydrological Report



Appendix H

Archaeological Report





Appendix I

Hazardous Materials Corridor Study

Appendix J

Geotechnical Report



A photograph of three cyclists riding on a paved path, overlaid with a teal tint. The cyclist on the left is a woman in a dark jacket and pants, riding a bicycle. The cyclist in the middle is a woman in a light-colored jacket and pants, also riding a bicycle. The cyclist on the right is a man in a dark jacket and shorts, wearing a helmet and carrying a large backpack, riding a bicycle. The background is a blurred outdoor setting.

Appendix K
Preliminary
Design 30% Design
Drawings



Appendix L

Technical Scope Sheet & Business Case

Appendix M

Project Cost Estimate

