

A decorative header section featuring a repeating pattern of light gray, wavy, scalloped lines that resemble water ripples or a textured surface. This pattern covers the top portion of the page, extending across its entire width.

**APPENDIX C**  
**CRITICAL NEEDS**  
**SPREADSHEET**

### 3. BUILDING BETTER OCBR INFRASTRUCTURE

**Table 4. Critical Needs and Recommendations**

#	Critical Need	Critical Need Description	Short Term Solutions	Long Term Solutions	Pg # *
1	Astoria-Megler Bridge	The Astoria-Megler Bridge is a key barrier for people biking south from Washington State. The bridge has narrow 2 foot shoulders, is 3.7 miles long, and has 170 feet of elevation gain. It takes people on bikes nearly 20 minutes to ride across at 12 mph. There is no alternate route. People are allowed to bike on the bridge but people are not allowed to walk and there are no sidewalks.	<ul style="list-style-type: none"> <li>• Provide signs leading to the bridge that remind people to share the road with people biking. Provide flashing beacon lights to indicate when people are biking on the bridge. Consider advisory speed signs when the flashing beacons are activated.</li> <li>• Explore transit shuttle with local bike shop.</li> </ul>	<ul style="list-style-type: none"> <li>• Install pullout rest area(s) along the bridge for people biking to rest.</li> </ul>	1
2	New Young's Bay Bridge (Astoria)	This long bridge with narrow shoulders is a key barrier for people biking — and many begin their trip in Astoria. This major bridge is unlikely to include space for biking unless it is completely reconstructed.	<ul style="list-style-type: none"> <li>• Provide flashing beacon lights to indicate when people are biking on the bridge. Consider advisory speed signs when the flashing beacons are activated.</li> <li>• Explore transit shuttle with local bike shop and improve bus stops on either side of bridge.</li> <li>• Explore bike pilot car programmatic option.</li> </ul>	<ul style="list-style-type: none"> <li>• Install pullout rest area(s) along the bridge for people biking to rest.</li> </ul>	1
3	Gearhart	Most of this corridor has 4 travel lanes, many access points, and a very narrow shoulder. Because it's an urban area, locals are likely to bike it as well.	<ul style="list-style-type: none"> <li>• Support existing ODOT planning efforts</li> </ul>	<ul style="list-style-type: none"> <li>• Reconfigure road for 6 foot buffered bike lanes as recommended by the 2017 Gearhart TSP.</li> </ul>	3
4	Seaside	This corridor has seen a high occurrence of bicycle involved crashes over the last 5 years relative to other parts of the OCBR. Most of this corridor has 4 foot to 8 foot wide shoulders. There are many access points along U.S. 101 through Seaside. Because it is an urban area, locals are likely to bike it as well.	<ul style="list-style-type: none"> <li>• Establish a route deviation to the Seaside Promenade with intersection treatments and improved wayfinding signs, coupled with local advertising and a potential for cycling etiquette signs.</li> </ul>	<ul style="list-style-type: none"> <li>• Support the Avenue A-K project on U.S. 101 to improve places for people to bicycle, walk, and roll. Move people biking on to promenade and widen.</li> </ul>	4

\* Page # in Appendix D

#	Critical Need	Critical Need Description	Short Term Solutions	Long Term Solutions	Pg # *
5	U.S. Route 26 (U.S. 26) Interchange	There are two primary conflict points at this interchange: where the southbound off-ramp for U.S. 26 merges onto U.S. 101 and where U.S. 26 has an on-ramp for drivers heading west and then north along the coast. Both merging areas can result in conflicts between people driving and people biking.	<ul style="list-style-type: none"> <li>Paint skip striping to indicate bike crossings at the ramps in both directions.</li> </ul>	<ul style="list-style-type: none"> <li>Build off road shared use path around the west side of the interchange.</li> </ul>	5
6	Arch Cape Tunnel	The Arch Cape Tunnel is a barrier for people biking the OCBR. It has narrow lanes and a very narrow shoulder. ODOT completed a lighting upgrade with new pedestrian and bicycle signals in May 2020.	<ul style="list-style-type: none"> <li>Remove southbound curb in tunnel.</li> </ul>	<ul style="list-style-type: none"> <li>Build a shared use path "up and over" the tunnel through State Parks land.</li> </ul>	6
7	North of Manzanita	This segment has a very narrow shoulder, and lacks a shoulder in some places. Parts of this segment are shared with the OCT (though the OCT will be moved off of U.S. 101 in the future).	<ul style="list-style-type: none"> <li>Provide signs leading to the section that remind people to share the road with people biking. Install flashing beacon lights and provide signs indicating "Bikes May Use Full Lane" or equivalent.</li> </ul>	<ul style="list-style-type: none"> <li>Explore shared use path with the OCT.</li> </ul>	2
8	Wheeler	This corridor has a very narrow shoulder and the speed jumps from 25 mph to 45 mph. It has a high level of traffic stress for people biking.	<ul style="list-style-type: none"> <li>Provide traffic calming measures in town.</li> <li>Explore possibility to widen shoulders.</li> </ul>	<ul style="list-style-type: none"> <li>Route the OCBR along the future Salmonberry Trail.</li> </ul>	7
9	Garibaldi	Shoulders vary from nonexistent to 6 feet wide, and this segment is shared with OCT hikers.	<ul style="list-style-type: none"> <li>Widen shoulders of existing road rebuild project to cover the extent of this critical need (includes part of U.S. 101 outside of town).</li> </ul>	<ul style="list-style-type: none"> <li>Route the OCBR along the future Salmonberry Trail.</li> </ul>	7
10	Tillamook	There is no shoulder on U.S. 101 from Hoquarten Slough to Dougherty Slough. This portion of the route has a high level of traffic stress for people biking.	<ul style="list-style-type: none"> <li>Evaluate lane reconfiguration or widening the east side sidewalk.</li> </ul>	<ul style="list-style-type: none"> <li>Route the OCBR along the future Salmonberry Trail.</li> </ul>	7, 8

\* Page # in Appendix D

### 3. BUILDING BETTER OCBR INFRASTRUCTURE

#	Critical Need	Critical Need Description	Short Term Solutions	Long Term Solutions	Pg # *
11	Oregon Route 131 (OR 131)	The Cape Meares Loop (a "scenic option" off the primary route that continues south of Tillamook on U.S. 101) has a road closure alert due to safety concerns from an active slide area. Instead of staying on U.S. 101, some choose to bypass it, riding OR 131 to access the Three Capes area. OR 131 has very narrow shoulders and several narrow bridges. When Cape Meares Loop Road is reopened by Tillamook County, people can return to riding the full loop. Until then, OR 131 remains a challenging section that people are choosing to ride even though it is not the official route. While ODOT recommends using the designated route (staying on U.S. 101), improvements could be made on OR 131.	<ul style="list-style-type: none"> <li>• Install flashing beacon lights and provide signs indicating "Bikes May Use Full Lane" or equivalent.</li> <li>• Trim vegetation to allow more room and improve sight distance.</li> <li>• Explore a speed study.</li> </ul>	<ul style="list-style-type: none"> <li>• Widen road to allow more space for people biking.</li> <li>• Move official route to Cape Meares loop route after rebuild is complete.</li> </ul>	2
12	OR 18 Interchange	There are two primary conflict points at this interchange: where the southbound off-ramp of OR 18 merges onto U.S. 101 and where OR 18 has an on-ramp for drivers heading west and then north along the coast. Both merging areas can result in conflicts between people driving and people biking.	<ul style="list-style-type: none"> <li>• Stripe bike lane transitions at interchanges and skip striping to indicate bike crossings at the ramps.</li> </ul>	<ul style="list-style-type: none"> <li>• Provide a paved path along/ near Fraser Road on the west side of the interchange.</li> </ul>	9
13	North Lincoln City	There have been a high number of bicycle involved crashes over the last 5 years relative to other parts of the OCBR. This section has narrow shoulders or, in some places, no shoulders. U.S. 101 changes from 2 lanes to 4 or 5 lanes in this segment and has many access points. It is shared by people biking and people hiking the OCT.	<ul style="list-style-type: none"> <li>• Establish alternate routes to avoid this section of U.S. 101. An east alternate follows East Devils Lake Road and a west alternate uses Jetty Avenue/Harbor Avenue/Inlet Avenue between NW 40th Street and NW 2nd Drive.</li> </ul>	<ul style="list-style-type: none"> <li>• Consider road reconfiguration to increase space for people biking.</li> <li>• Consider reconfiguration of crosswalk to prevent need to dismount.</li> </ul>	10A

\* Page # in Appendix D

# Critical Need	Critical Need Description	Short Term Solutions	Long Term Solutions	Pg # *
14 Lincoln City (Taft)	This segment of U.S. 101 has 5 lanes, no shoulder, and many commercial driveway access points. The 5 lanes narrow to 2 at the Schooner Bridge (going over the Siletz River).	<ul style="list-style-type: none"> <li>• Provide signs leading to the bridge that remind people to share the road with people biking.</li> <li>• Provide flashing beacon lights to indicate when people are biking on the bridge.</li> <li>• Consider advisory speed signs when the flashing beacons are activated.</li> </ul>	<ul style="list-style-type: none"> <li>• Provide buffered bike lanes consistent with the 2015 Lincoln City TSP.</li> <li>• Construct a pedestrian and bicycle bridge over Schooner Creek, consistent with the 2008 Cutler District Community Vision and Corridor Plan.</li> </ul>	10B
15 Nye Beach	The OCBR uses NW Oceanview Dr. through Nye Beach, which is scenic, but narrow in spots.	<ul style="list-style-type: none"> <li>• Add signs in advance of narrow segments, primarily at the north end.</li> <li>• Provide signs leading to the section that remind people to share the road with people biking, indicating "Bikes May Use Full Lane" or equivalent.</li> <li>• Provide traffic calming improvements to make the route more comfortable.</li> </ul>	[None recommended.]	2
16 Yaquina Bridge	With 2 lanes and no shoulder or bike lane for more than 0.5 mile, the Yaquina Bridge is a barrier for people biking. It has triggered warning lights for people biking along with signs indicating that people can ride in the travel lane or can walk their bikes on the narrow sidewalk. This major bridge is unlikely to include space for biking unless it is completely reconstructed.	<ul style="list-style-type: none"> <li>• Provide flashing beacon lights consistent with other bridges along the OCBR.</li> <li>• Consider advisory speed signs when the flashing beacons are activated.</li> <li>• Explore transit and ferry shuttle options with stops on either side of the bridge.</li> </ul>	<ul style="list-style-type: none"> <li>• Install pullout rest area(s) along the bridge for people biking to congregate.</li> </ul>	1
17 Waldport	U.S. 101 in downtown Waldport has 4 lanes and no bike lanes. It has a very narrow shoulder south of downtown next to the seawall, and this space is shared with the OCT during high tide.	<ul style="list-style-type: none"> <li>• Pave full roadway width to seawall barrier to eliminate existing longitudinal pavement joint.</li> <li>• Reconfigure U.S. 101 to provide bike lanes, consistent with the 2020 Waldport TSP.</li> </ul>	<ul style="list-style-type: none"> <li>• Create a shared use promenade along the west side of U.S. 101 at the existing seawall in coordination with the OCT.</li> </ul>	11A, 11B

\* Page # in Appendix D

### 3. BUILDING BETTER OCBR INFRASTRUCTURE

#	Critical Need	Critical Need Description	Short Term Solutions	Long Term Solutions	Pg # *
18	Yachats to Cape Perpetua	The shoulder south of Yachats is narrow in this particularly hilly and scenic section of the OCBR.	<ul style="list-style-type: none"> <li>• Improve signs through the section. Provide signs leading to the section that remind people to share the road with people biking.</li> <li>• Install flashing beacon lights at existing pullout rest areas and provide signs indicating "Bikes May Use Full Lane" or equivalent.</li> <li>• Explore a transit shuttle service.</li> </ul>	[None recommended.]	12
19	South of Cape Perpetua	The shoulder is narrow in this particularly hilly and scenic section of the OCBR. The OCT also uses U.S. 101 in this section.	<ul style="list-style-type: none"> <li>• Provide signs leading to the section that remind people to share the road with people biking.</li> <li>• Provide flashing beacon lights to indicate when people are biking or walking on this section.</li> <li>• Consider advisory speed signs when the flashing beacons are activated.</li> </ul>	<ul style="list-style-type: none"> <li>• Widen shoulder and coordinate with OCT overlap to explore separation for people biking and people walking.</li> <li>• Consider removing guardrail on bridge to improve sidewalk access.</li> </ul>	2
20	Heceta Head South	The shoulder is narrow in this scenic and windy section of the OCBR. Many areas have a guardrail close to the edge of the road, and there is a tunnel with no shoulder. The OCT also uses U.S. 101 in parts of this section.	<ul style="list-style-type: none"> <li>• Provide signs leading to the section that remind people to share the road with people biking.</li> <li>• Install flashing beacon lights and provide signs indicating "Bikes May Use Full Lane" or equivalent.</li> <li>• Enhance lighting to improve visibility at the Cape Creek Tunnel and Cape Creek Bridge.</li> <li>• Explore reconfiguration of guardrail on Cape Creek Bridge.</li> </ul>	<ul style="list-style-type: none"> <li>• Construct a shared use path serving both the OCT and the OCBR. The path includes a new bridge over Cape Creek and a viaduct to bypass existing bridge and tunnel.</li> </ul>	13
21	Florence	The bike lane ends when it reaches downtown Florence, causing a higher level of stress for people biking. At this location, the highway is 4 to 5 lanes wide with on street parking and many access points.	<ul style="list-style-type: none"> <li>• Provide signs leading into Florence that remind people to share the road with people biking.</li> <li>• Reconfigure road to provide bike lanes consistent with the 2019 ReVision Florence Improvements.</li> </ul>	<ul style="list-style-type: none"> <li>• Evaluate opportunities to calm traffic and improve comfort for people biking in Florence.</li> </ul>	14

\* Page # in Appendix D

#	Critical Need	Critical Need Description	Short Term Solutions	Long Term Solutions	Pg # *
22	Florence (Siuslaw River Bridge)	With 2 lanes and no shoulder or bike lane, this bridge and its approach is a barrier for people biking. It is approximately 1,800 feet long, which takes about 1 minute and 40 seconds to cross at 12 mph. This major bridge is unlikely to include space for biking unless it is completely reconstructed.	<ul style="list-style-type: none"> <li>• Provide signs leading to the bridge that remind people to share the road with people biking.</li> <li>• Provide flashing beacon lights to indicate when people are biking on the bridge.</li> <li>• Consider advisory speed signs when the flashing beacons are activated.</li> <li>• Improve the approach on north end of the bridge with new pavement.</li> </ul>	<ul style="list-style-type: none"> <li>• Coordinate with the OCT to potentially build a separate bike and pedestrian bridge.</li> </ul>	1
23	Umpqua River Bridge	With 2 lanes and a very limited shoulder, the Umpqua River Bridge is a barrier for people on bikes to cross comfortably. It is 2,200 feet long, which takes about 2 minutes to cross at 12 mph.	<ul style="list-style-type: none"> <li>• Provide signs leading to the bridge that remind people to share the road with people biking.</li> <li>• Provide flashing beacon lights to indicate when people are biking on the bridge.</li> <li>• Consider advisory speed signs when the flashing beacons are activated.</li> </ul>	[None recommended.]	1
24	Reedsport	U.S. 101 through Reedsport has 4 to 5 travel lanes with many access points and pinch points. Its bike lanes have inconsistent width and presence. This creates a high level of stress for people biking. Because it is an urban area, locals are likely to bike it as well. A recent project reconfigured the road south of 16th Street to 3 lanes with improved places for people to bike, walk, and roll.	<ul style="list-style-type: none"> <li>• Reconfigure road to provide consistent bike lanes through the 5 lane section.</li> <li>• On the Schofield Creek Bridge, explore restriping options to provide more space for people biking.</li> <li>• For this concept to advance, it must have further analysis and public input, and be coordinated with the city.</li> </ul>	<ul style="list-style-type: none"> <li>• Evaluate performance of the road reconfiguration and consider extending the 3 lane cross section through the segment. A 3 lane configuration here is inconsistent with the Reedsport TSP and will require an amendment.</li> <li>• Coordinate with the implementation of the 2018 Dean to Dunes Trail Plan to find opportunities for collaboration on projects that will also improve the OCBR.</li> </ul>	15

\* Page # in Appendix D

### 3. BUILDING BETTER OCBR INFRASTRUCTURE

#	Critical Need	Critical Need Description	Short Term Solutions	Long Term Solutions	Pg # *
25	Conde McCullough Bridge	The bridge is a barrier for people biking. It has 2 lanes and a very limited shoulder. It is approximately 1 mile long and has a steep incline. This major bridge is unlikely to include space for people biking unless it is completely reconstructed.	<ul style="list-style-type: none"> <li>• Provide signs leading to the bridge that remind people to share the road with people biking.</li> <li>• Explore coordination with the OCT for a transit/ferry shuttle.</li> <li>• Install ramp at high point of bridge that allows people to transition from walking up the sidewalk to riding in the lane.</li> </ul>	[None recommended.]	1, 16
26	Coos Bay / North Bend	There are several choices for routing the OCBR through Coos Bay and North Bend that could include using U.S. 101 or local routes.	<ul style="list-style-type: none"> <li>• Reroute the OCBR off of U.S. 101 through Coos Bay and North Bend to create a more comfortable route that connects with Cape Arago Highway and Seven Devils Road to the south.</li> <li>• Provide wayfinding and other improvements to reinforce the route.</li> </ul>	<ul style="list-style-type: none"> <li>• Support Virginia Road Reconfiguration project planning effort.</li> </ul>	—
27	Charleston/ Seven Devils Road	This is a hilly and winding rural corridor with no shoulder for about 10 miles. Some of this stretch is also shared with the OCT. Seven Devil's Road is locally owned, and ODOT will need to partner with local agencies to consider solutions.	<ul style="list-style-type: none"> <li>• Provide signs indicating "Bikes May Use Full Lane" or equivalent.</li> <li>• Install pullout rest area(s) for people biking to rest and congregate.</li> </ul>	<ul style="list-style-type: none"> <li>• Reconfigure roadway space on Seven Devils Road, Beaver Hill Road, and Whiskey Run Road to provide more space for people biking, consistent with the 2011 Coos County TSP. The priority for improvements is the first mile of Seven Devils Road.</li> </ul>	17
28	Bullards Bridge	This is a narrow bridge with no shoulder. There are currently advisory speed signs and warning lights that can be activated by people walking or biking. This is a popular route for locals and tourists, connecting Bandon and Bullards Beach State Park.	<ul style="list-style-type: none"> <li>• Provide signs leading to the bridge that remind people to share the road with people biking.</li> <li>• Provide flashing beacon lights to indicate when people are biking on the bridge.</li> <li>• Consider advisory speed signs when the flashing beacons are activated.</li> </ul>	<ul style="list-style-type: none"> <li>• Provide a separate bridge, replacement bridge, or leading interval stoplight to allow people to cross comfortably on bikes.</li> </ul>	1

\* Page # in Appendix D

#	Critical Need	Critical Need Description	Short Term Solutions	Long Term Solutions	Pg # *
29	Bandon	Most of this urban segment has between 2 and 4 travel lanes with a center turn lane, many driveway accesses, and minimal space for biking. While this stretch is on an alternate route and not on the primary route, it is a popular way to access supplies and businesses. Addressing this critical need will support local residents and OCBR users. A portion of this segment has been previously considered for a road reconfiguration safety pilot project.	<ul style="list-style-type: none"> <li>Support local transportation system plan update to study and consider possible reconfiguration of space on U.S. 101.</li> <li>For this concept to advance, it must have further analysis and public input, and be coordinated with the city.</li> </ul>	<ul style="list-style-type: none"> <li>Conduct a planning study to evaluate reconfiguration of roadway space on U.S. 101 to allow buffered or separated bike lanes and reduce the number of travel lanes. This is not included in the 2000 Bandon TSP and would require further study and a TSP amendment if advanced.</li> </ul>	18
20	Humbug Mountain Area	This is a hilly and winding corridor with little to no shoulder for about 3 miles. Much of this part of U.S. 101 is also shared with the OCT.	<ul style="list-style-type: none"> <li>Provide signs leading to the segment that remind people to share the road with people biking.</li> <li>Provide flashing beacon lights to indicate when people are biking or walking in the area.</li> <li>Provide signs indicating "Bikes May Use Full Lane" or equivalent. Prioritize the narrowest stretch first.</li> </ul>	<ul style="list-style-type: none"> <li>Construct a parallel shared use path to bypass the narrow, windy, and steep segment.</li> </ul>	19
31	Patterson Bridge over the Rogue River	With 2 lanes and no shoulder or bike lane, this bridge north of Gold Beach is a barrier for people on bikes. At approximately 1,800 feet long, crossing at 12 mph takes about 1 minute and 40 seconds. This major bridge is unlikely to include space for people on bikes unless it is completely reconstructed.	<ul style="list-style-type: none"> <li>Provide signs leading to the bridge that remind people to share the road with people biking.</li> <li>Provide flashing beacon lights to indicate when people are biking on the bridge.</li> <li>Consider advisory speed signs when the flashing beacons are activated.</li> </ul>	[None recommended.]	1
32	Gold Beach	Most of this corridor has 4 to 5 travel lanes, many access points, and no bike lanes. It has a high level of traffic stress for people on bikes. Because it's an urban area, locals are likely to bike it as well.	<ul style="list-style-type: none"> <li>Reconfigure roadway space on U.S. 101 through Gold Beach to allow 6 foot wide bike lanes.</li> <li>For this concept to advance, it must have further analysis and public input, and be coordinated with the city.</li> </ul>	[None recommended.]	20

\* Page # in Appendix D

### 3. BUILDING BETTER OCBR INFRASTRUCTURE

#	Critical Need	Critical Need Description	Short Term Solutions	Long Term Solutions	Pg # *
33	Thomas Creek Bridge	With 2 lanes and narrow shoulders, the Thomas Bridge is a barrier for people on bikes to cross comfortably. It is approximately 900 feet long, which takes about 1 minute to ride across at 12 mph.	<ul style="list-style-type: none"> <li>• Provide signs leading to the bridge that remind people to share the road with people biking.</li> <li>• Provide flashing beacon lights to indicate when people are biking on the bridge.</li> <li>• Consider advisory speed signs when the flashing beacons are activated.</li> </ul>	[None recommended.]	1
34	Brookings	This corridor has bike lanes except for a segment in downtown Brookings. There is a large level of traffic stress, and there have been a large number of bicycle involved crashes over the last 5 years relative to other parts of the OCBR.	<ul style="list-style-type: none"> <li>• Reconfigure roadway space to make space for people to bike.</li> <li>• Reroute the OCBR off of U.S. 101 to use Railroad Street between Pacific Avenue and Oak Street, avoiding the section without bike lanes.</li> <li>• For this concept to advance, it must have further analysis and public input, and be coordinated with the city.</li> </ul>	[None recommended.]	21
35	Winchuck River Bridge	With 2 lanes and narrow shoulders, the Winchuck Bridge is a barrier for people biking to cross comfortably. It is approximately 400 feet long, which takes about 30 seconds to ride across at 12 mph.	<ul style="list-style-type: none"> <li>• Provide signs leading to the bridge that remind people to share the road with people biking.</li> <li>• Provide flashing beacon lights to indicate when people are biking on the bridge.</li> <li>• Consider advisory speed signs when the flashing beacons are activated.</li> </ul>	<ul style="list-style-type: none"> <li>• Consider modifications to bridge rail to add width to bike facilities.</li> </ul>	1

\* Page # in Appendix D