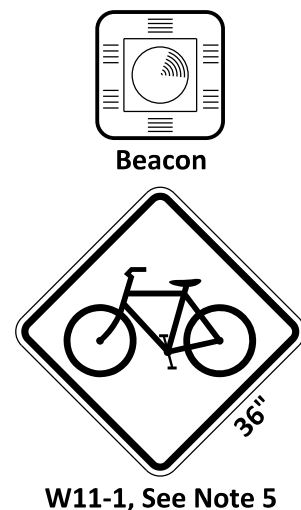


A decorative header section featuring a light gray background with a repeating pattern of small, overlapping, wavy lines.

# **APPENDIX D**

# **CONCEPT DESIGNS**



W11-1, See Note 5



Special



Beacon

R10-25  
9"x12"



OBR10-13  
9"x12"  
See Note 6



R4-11  
30"x30"

See Note 11

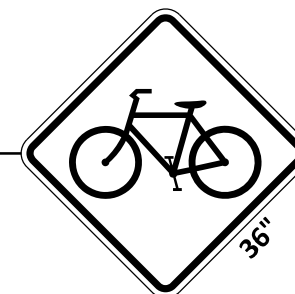
R4-11  
30"x30"



OBR10-13  
9"x12"  
See Note 6



Beacon



W11-1, See Note 5



Special



Beacon

See Note 7



R10-25  
9"x12"

NOT TO SCALE

#### NOTES:

1. Pushbutton locations will vary between sites. Position pushbuttons so they:
  - are conspicuous during low-light and low-visibility conditions
  - are surrounded by as much space as reasonable to allow users to congregate
  - provide an unobstructed view of the flashing beacons so users can see whether the lights are activated
2. See DET4432 for more information on flashing beacon assemblies.
3. On very long bridges, consider constructing pullouts on the bridge to:
  - provide space for bicylists to stop
  - allow installation of additional beacons, pushbuttons, and signs
4. A design exception will be necessary if the pushbuttons are required to meet ADA. Clear space and reach range may be insufficient, depending on site conditions.
5. If pedestrians are expected to activate the flashing beacons, consider:
  - a combined bicycle/pedestrian warning sign (W11-15) instead of a W11-1
  - two pushbuttons with independent flashing intervals
6. Use of OBR10-13 is site-specific. Consider using a stencil in lieu of sign panel to limit visibility to motorists. Mount the sign near the beginning of the bridge sidewalk where it is most visible to sidewalk users.
7. If shoulder width is sufficient, consider using passive detection to activate the flashing beacons in lieu of buttons.

8. Consider advisory speed signs when the flashing beacons are activated. Consider MUTCD standard signs W11-1 & W13-1P.
9. This detail applies to the following structures: (critical need # in parentheses)

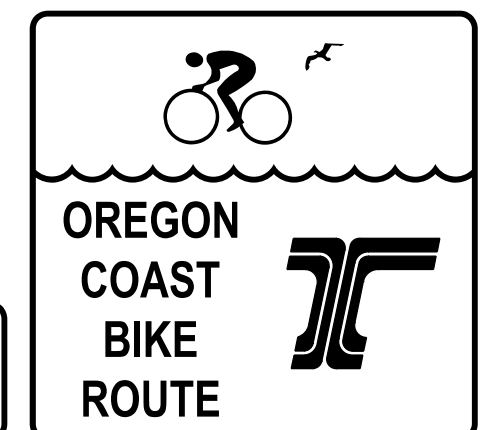
- Astoria-Megler (1)
- New Youngs Bay Bridge (2)
- Schooner Creek (14)
- Yaquina Bay Bridge (16)
- Tenmile Creek (19)
- Cape Creek (20)
- Siuslaw River (22)
- Umpqua River (23)
- Conde McCullough Bridge (24)
- Bullards Bridge (28)
- Rogue River (31)
- Thomas Creek (33)
- Winchuck River (35)

#### NOTES (Continued):

10. Considerations when determining whether flashing beacons are necessary include:
  - whether the full length of the bridge is visible to motorists and cyclists
  - ease of electrical hookup (non-solar)
  - shoulder width
11. Install shared lane (sharrow) pavement markings at regular intervals when bicycles are expected to use the full travel lane, as approved by road authority.
12. Set the flashing interval to account for slower travel times on bridges with inclines.
13. Additional amenities should be considered for every  $\frac{1}{4}$  mile of bridge length and spaced evenly adjacent to the traveled path, i.e. a bridge  $< \frac{1}{4}$  mile would have amenities at the beginning and end, bridges  $> \frac{1}{4}$  but  $< \frac{1}{2}$  mile would have additional amenities at the bridges midspan. At maximum, a bridge would have 3 supplemental locations for additional beacons, pushbuttons and signs. One at the beginning and end of the bridge and one at  $\frac{1}{4}$ ,  $\frac{1}{2}$ , and  $\frac{3}{4}$  lengths of the bridge.

## Enhanced Signing / Beacon / Button Installations at Critical Need Bridges

Critical Need ID #:  
See Note 9

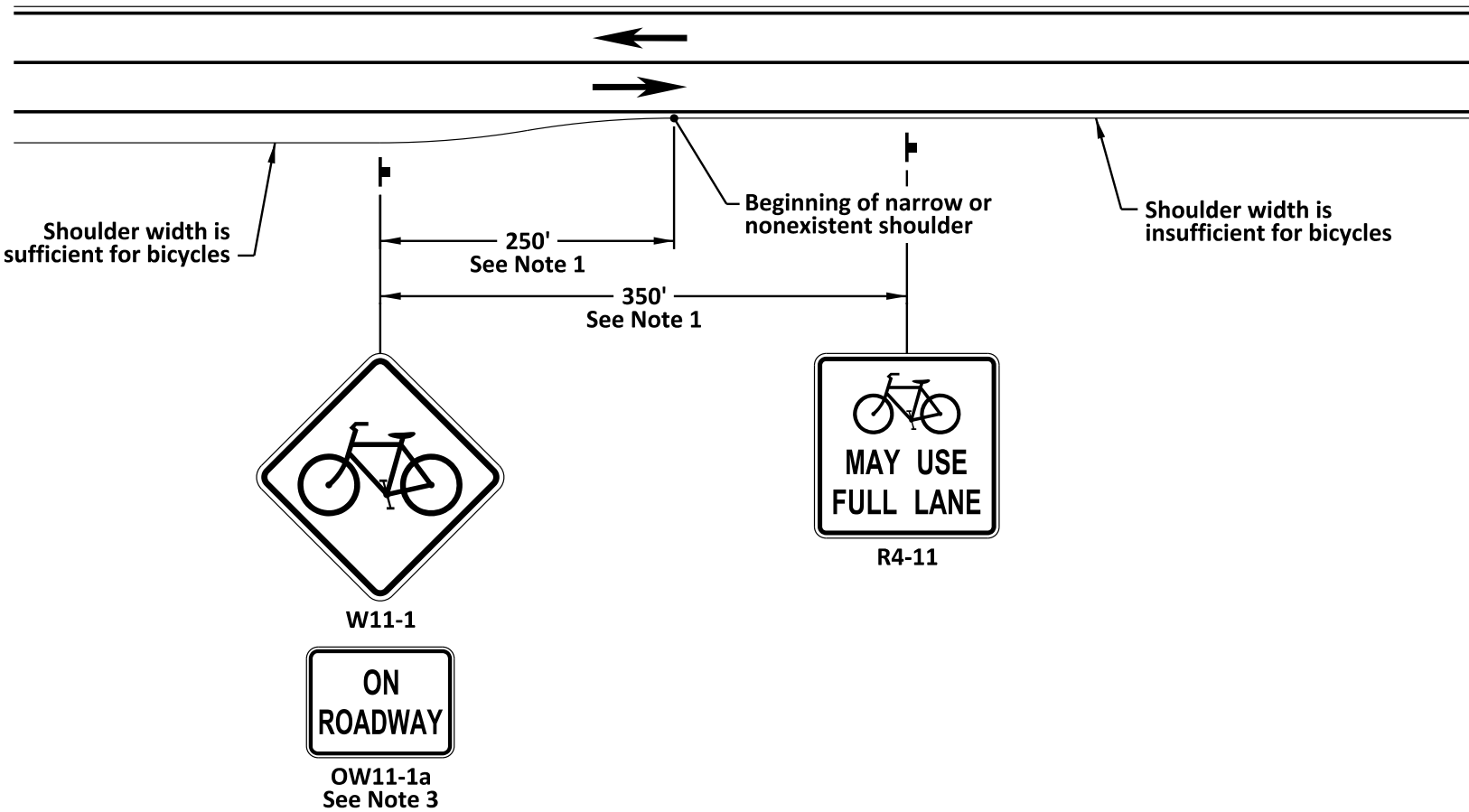


1



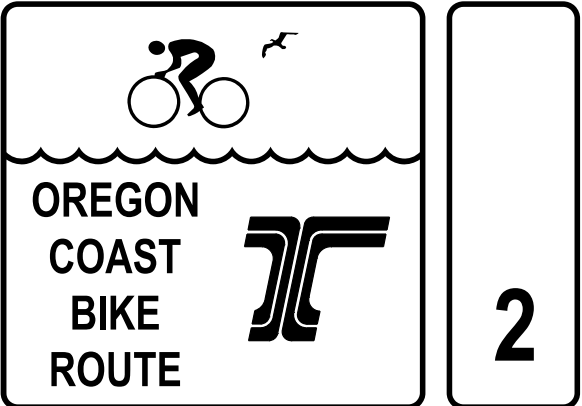
NOTES:

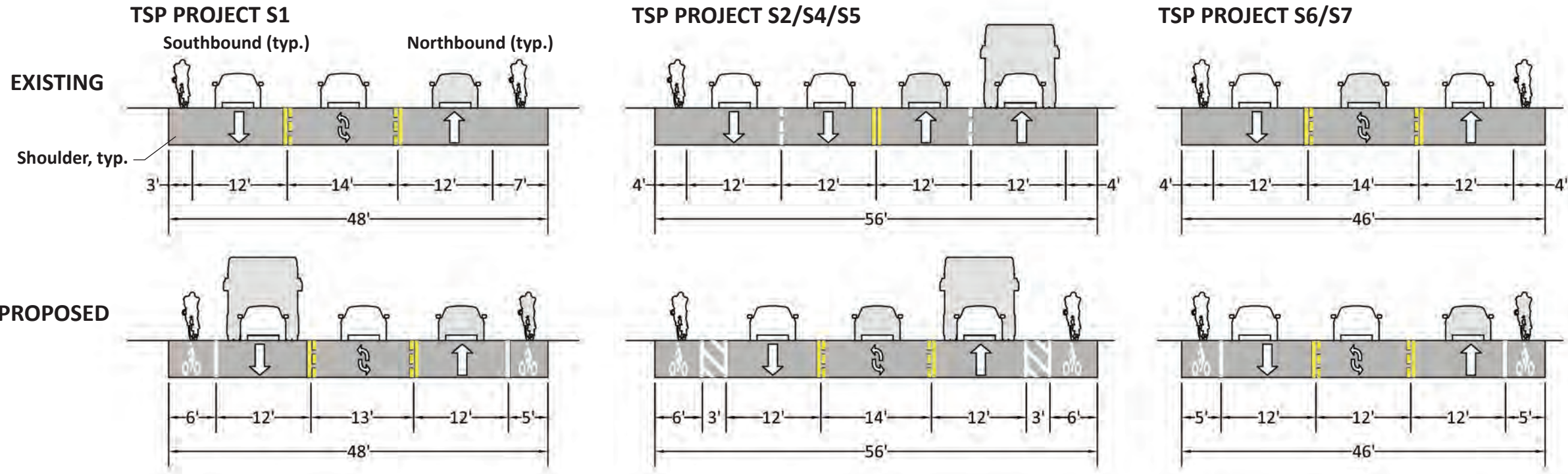
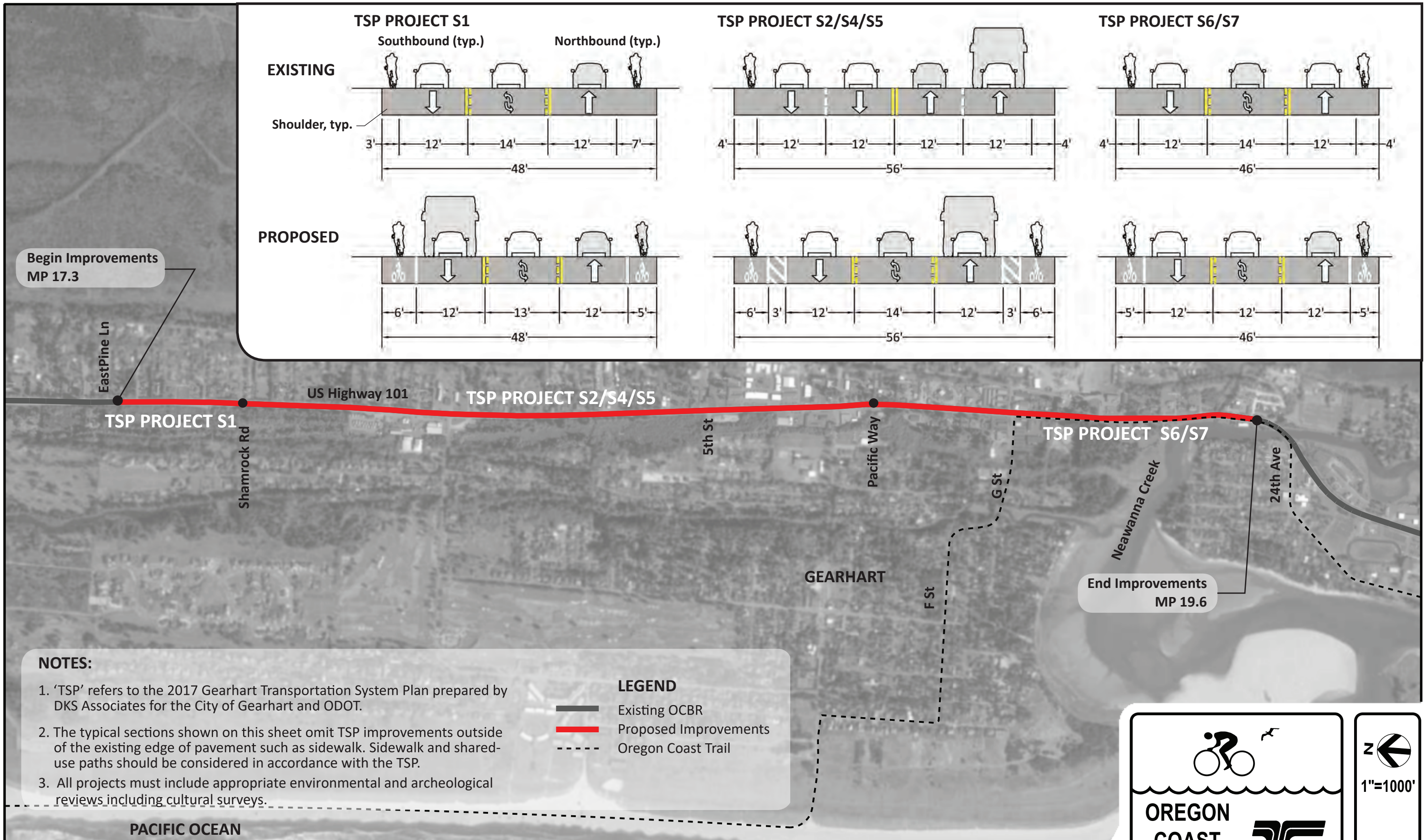
- 1. Dimensions shown are generic and should be adjusted to fit site conditions and design speed.
- 2. Consider repeating signage on long stretches of highway and beyond major intersections if the shoulder width continues to be insufficient for bicycles.
- 3. A W7-3a (Next # Miles) supplemental plaque may be added if the length of the insufficient shoulder is definite and unambiguous to bicyclists.
- 4. Consider button-activated flashing beacons if electricity is available and sight distance is limited.



Typical Signing for Narrow Shoulders

Critical Need ID #:  
Typical for any location with insufficient shoulder width





**NOTES:**

1. 'TSP' refers to the 2017 Gearhart Transportation System Plan prepared by DKS Associates for the City of Gearhart and ODOT.
2. The typical sections shown on this sheet omit TSP improvements outside of the existing edge of pavement such as sidewalk. Sidewalk and shared-use paths should be considered in accordance with the TSP.
3. All projects must include appropriate environmental and archeological reviews including cultural surveys.

**LEGEND**

- Existing OCBR
- Proposed Improvements
- Oregon Coast Trail

# GEARHART: Road Reconfiguration

Critical Need ID #: 3

**OREGON  
COAST  
BIKE  
ROUTE**

z

1"=1000'

3

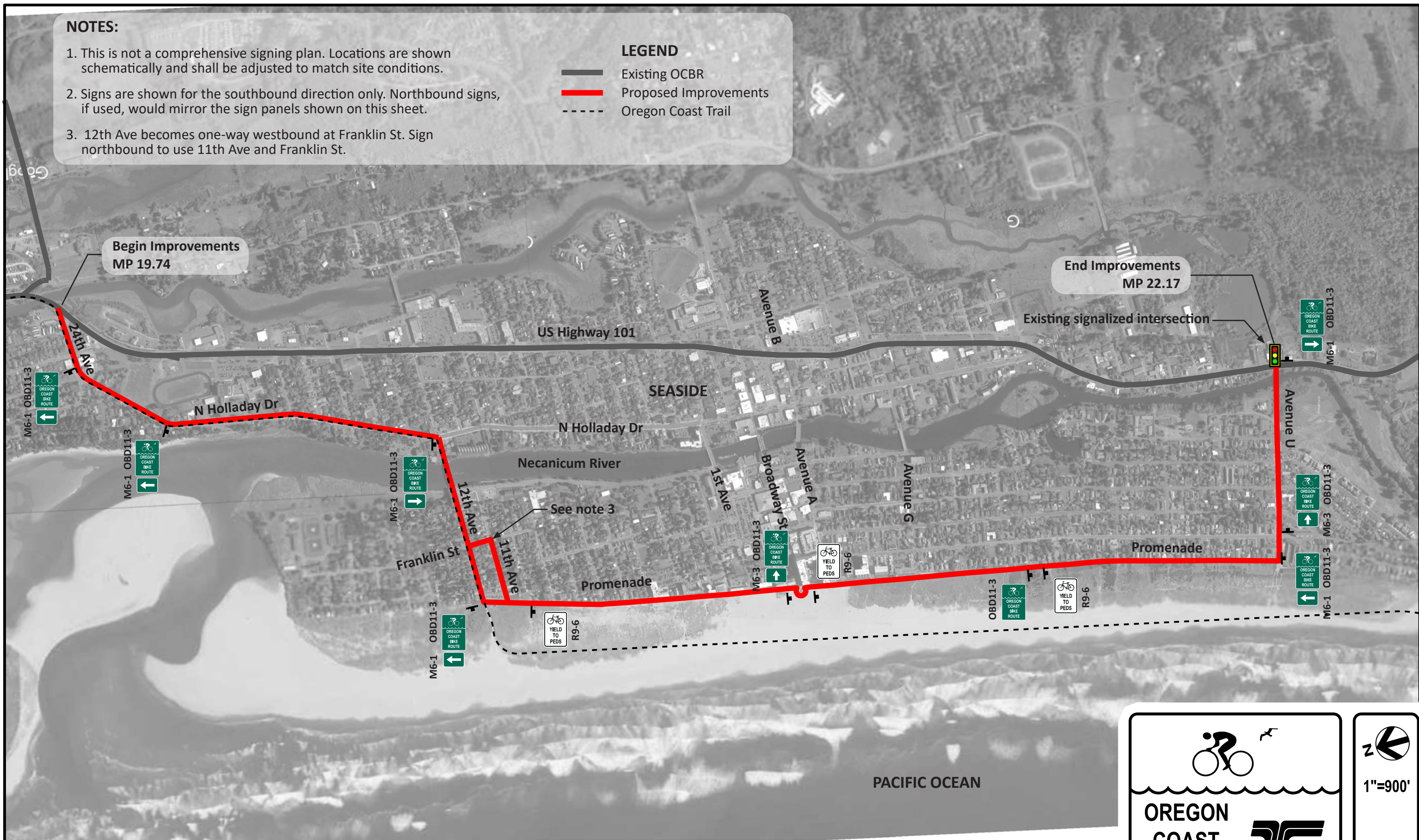


NOTES:

1. This is not a comprehensive signing plan. Locations are shown schematically and shall be adjusted to match site conditions.
2. Signs are shown for the southbound direction only. Northbound signs, if used, would mirror the sign panels shown on this sheet.
3. 12th Ave becomes one-way westbound at Franklin St. Sign northbound to use 11th Ave and Franklin St.

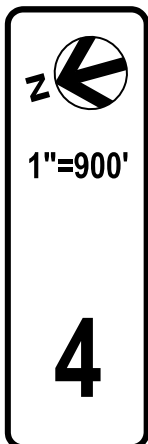
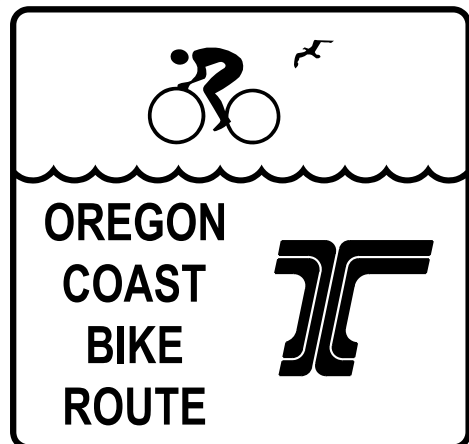
LEGEND

- Existing OCBR
- Proposed Improvements
- Oregon Coast Trail

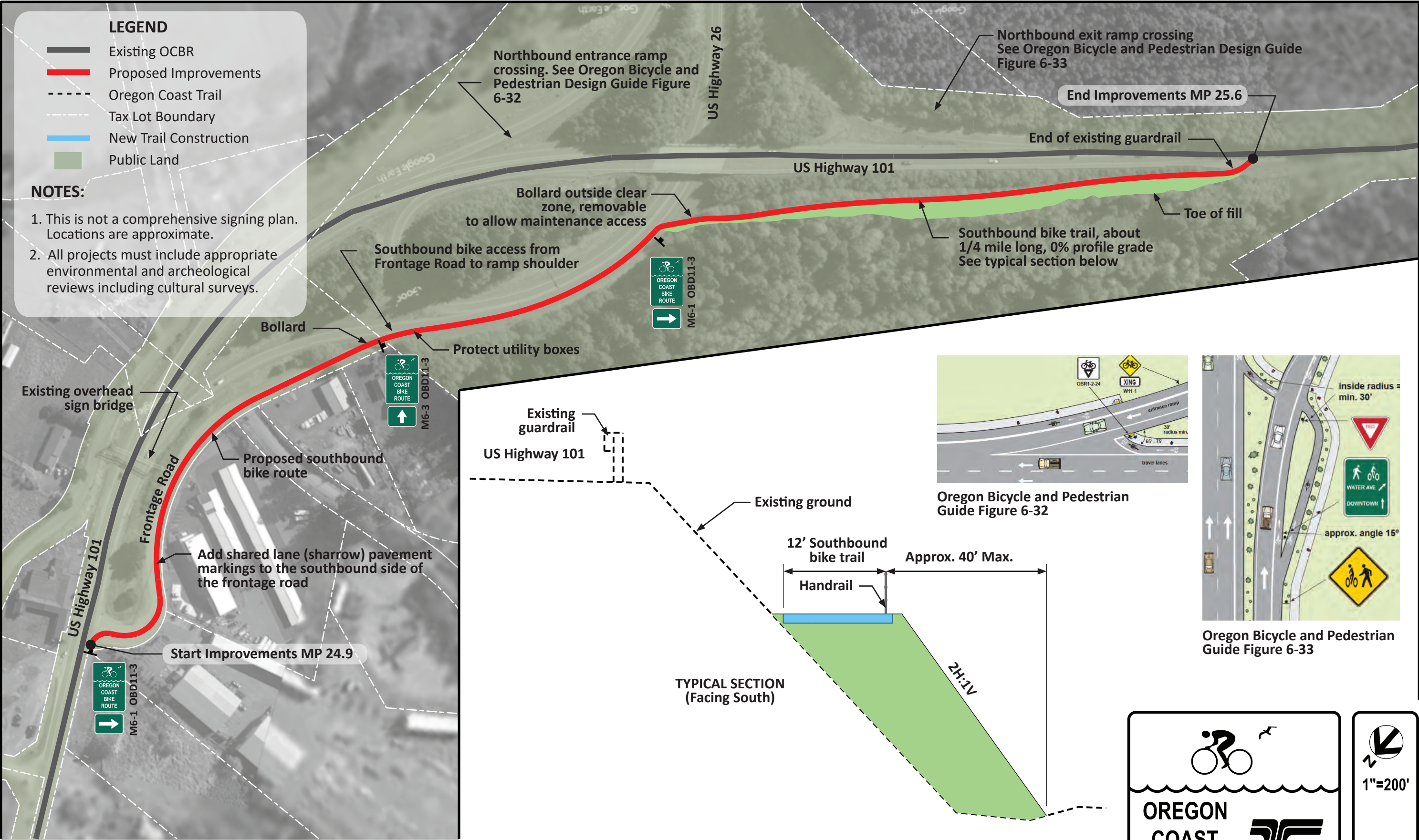


SEASIDE: Promenade Route

Critical Need ID #: 4



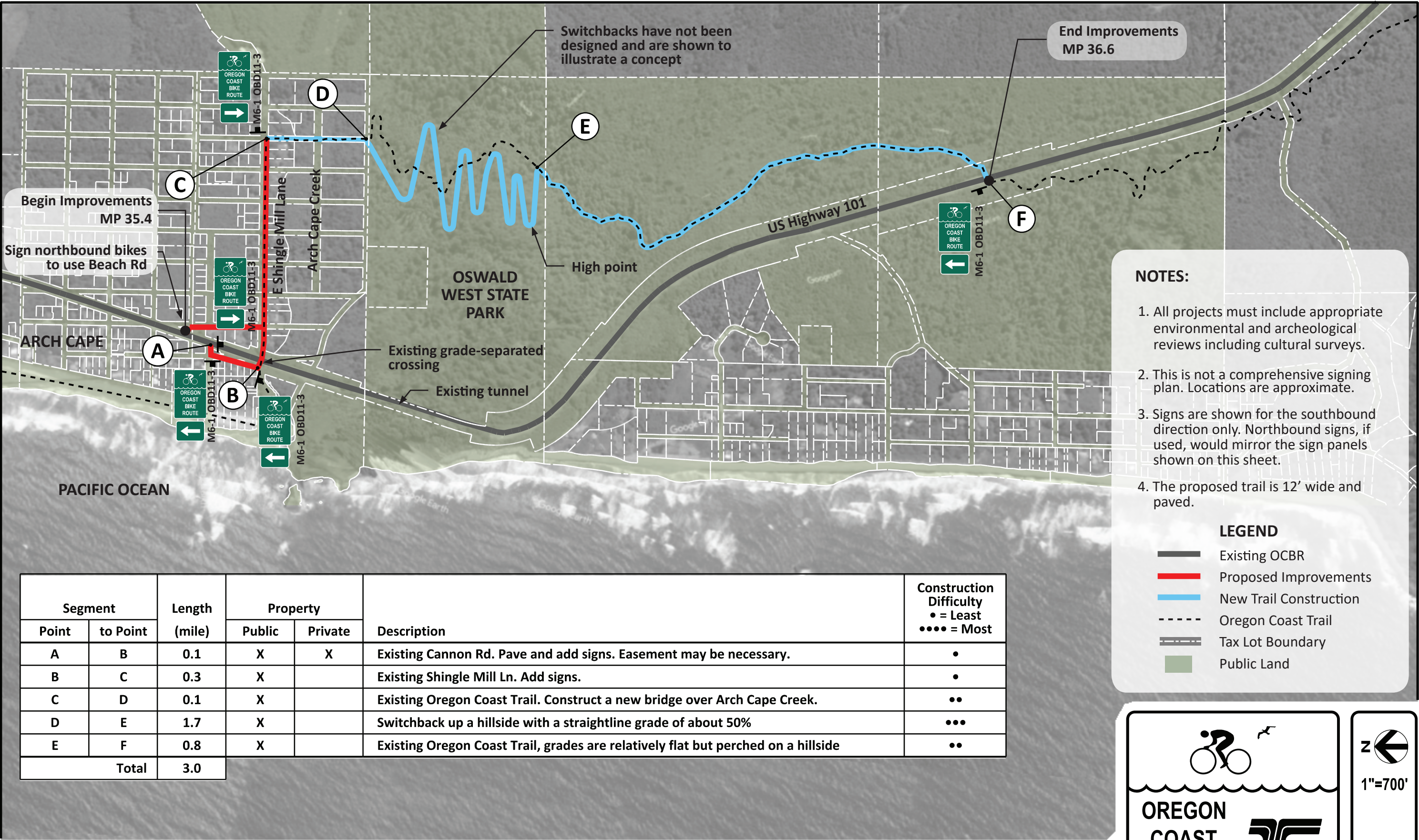




# US HIGHWAY 26: Bike Bypass

Critical Need ID #: 5



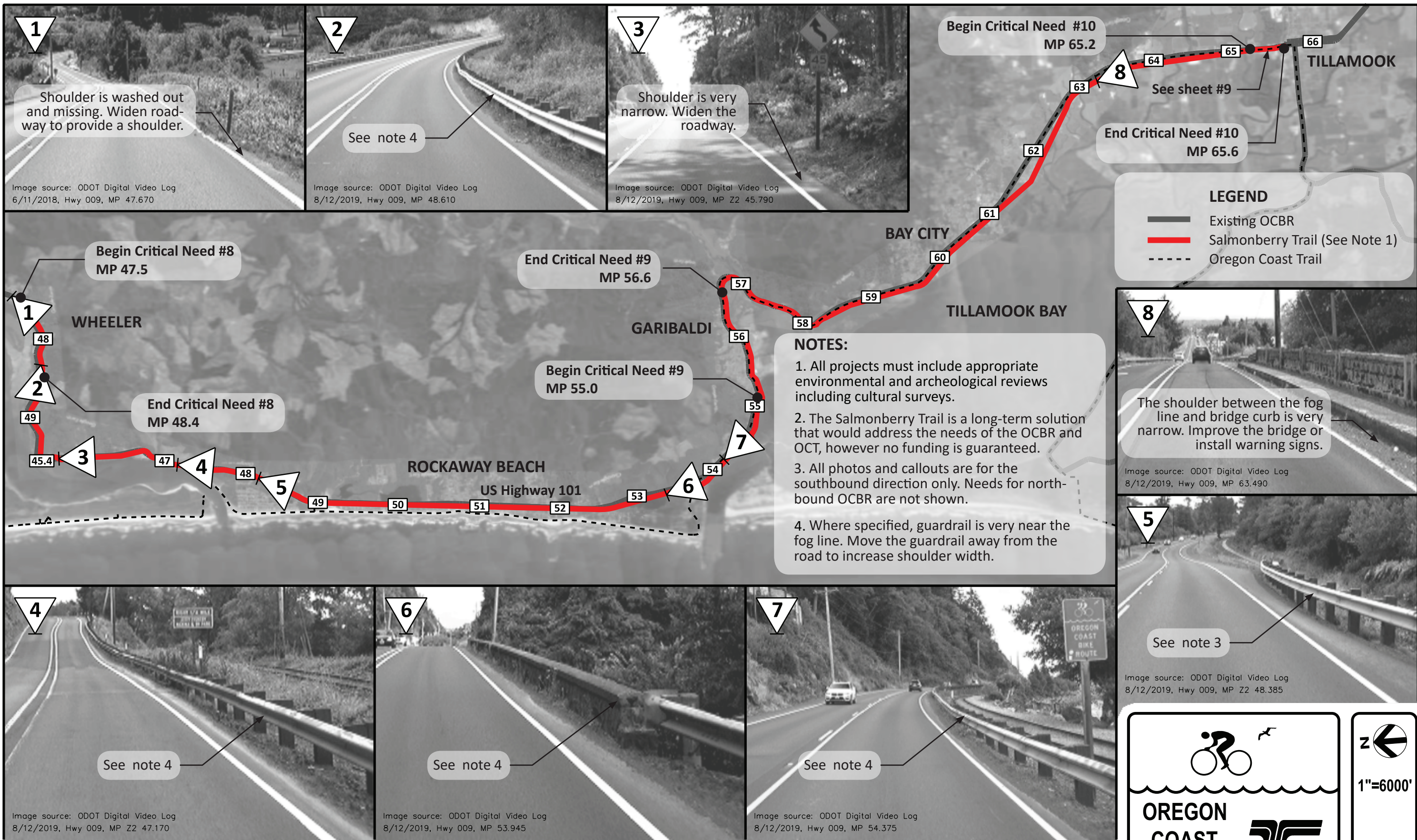


ARCH CAPE TUNNEL: Off-Highway Route

Critical Need ID #: 6

6

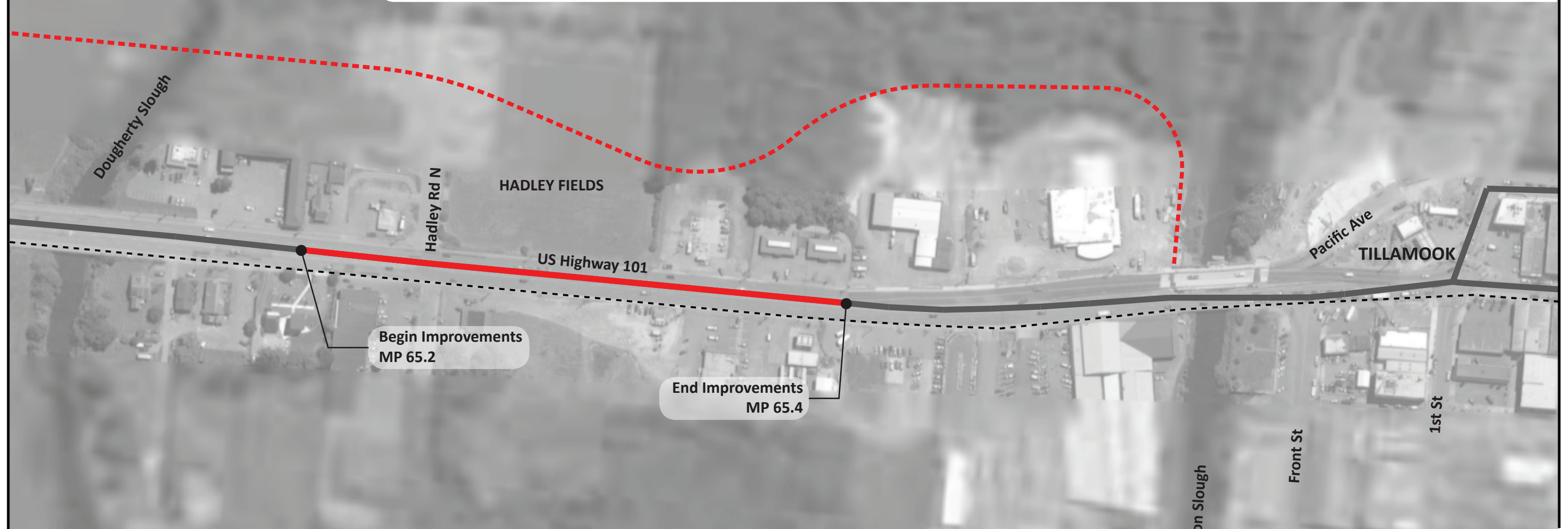
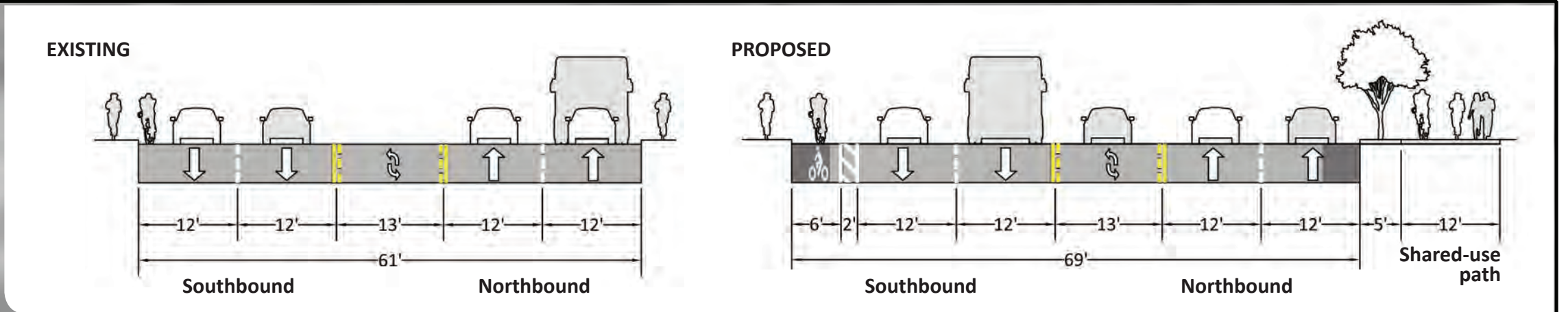




# WHEELER to TILLAMOOK: Spot Improvements and Salmonberry Trail

Critical Need ID #: 8, 9, 10





**NOTES:**

- The Hadley Fields Crossing is a proposed shared-use path that is included in the Draft Tillamook Transportation System Plan (TSP) Update, dated October, 2018. The TSP notes that the trail “can also enhance the City’s portion of the Oregon Coastal Bike Route”.
- All projects must include appropriate environmental and archeological reviews including cultural surveys.

**LEGEND**

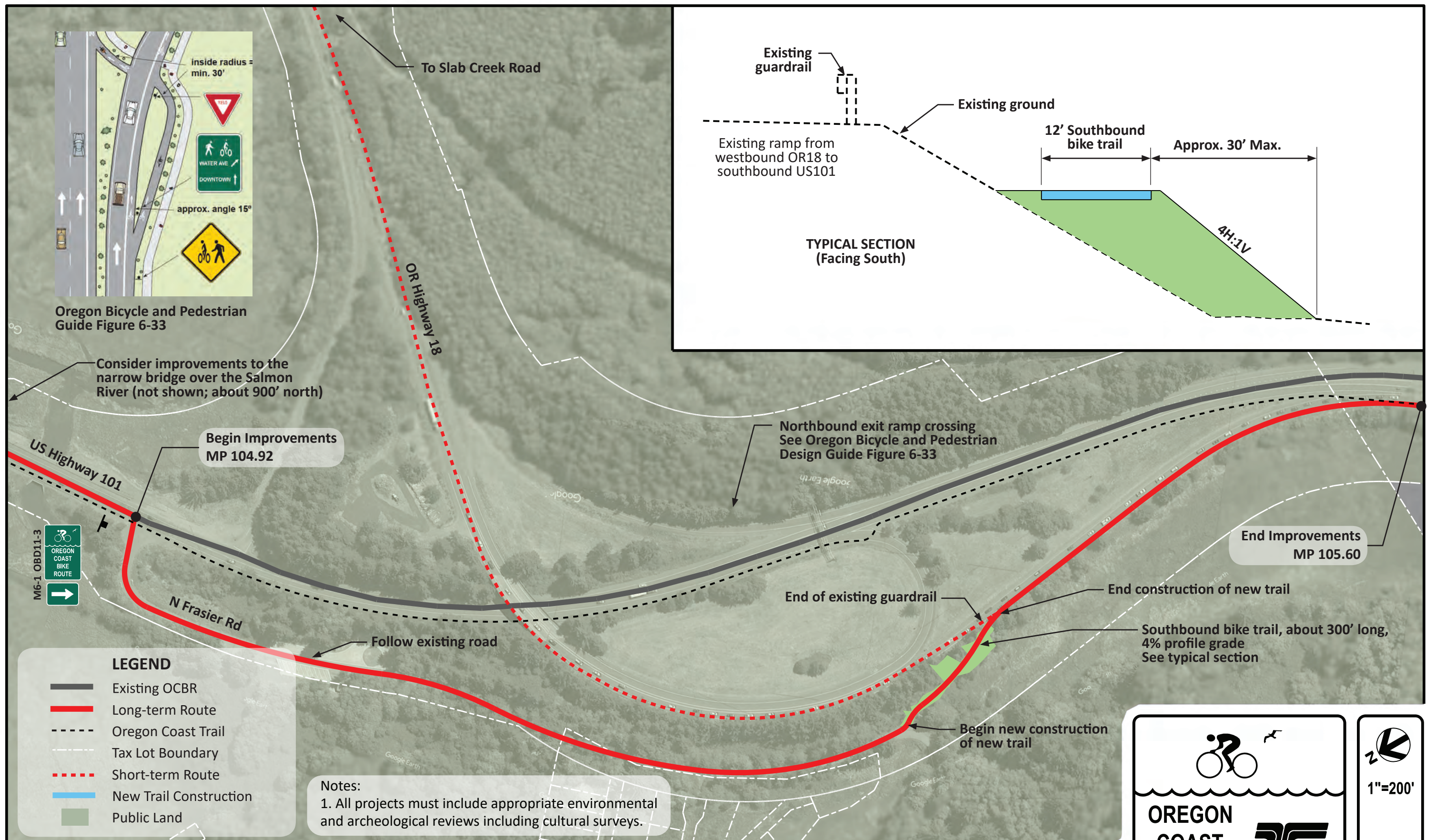
- Existing OCBR
- Proposed Improvements
- Oregon Coast Trail
- Hadley Fields Crossing (See Note 1)

North Arrow

1"=200'

8





# OR HIGHWAY 18: Bike Bypass

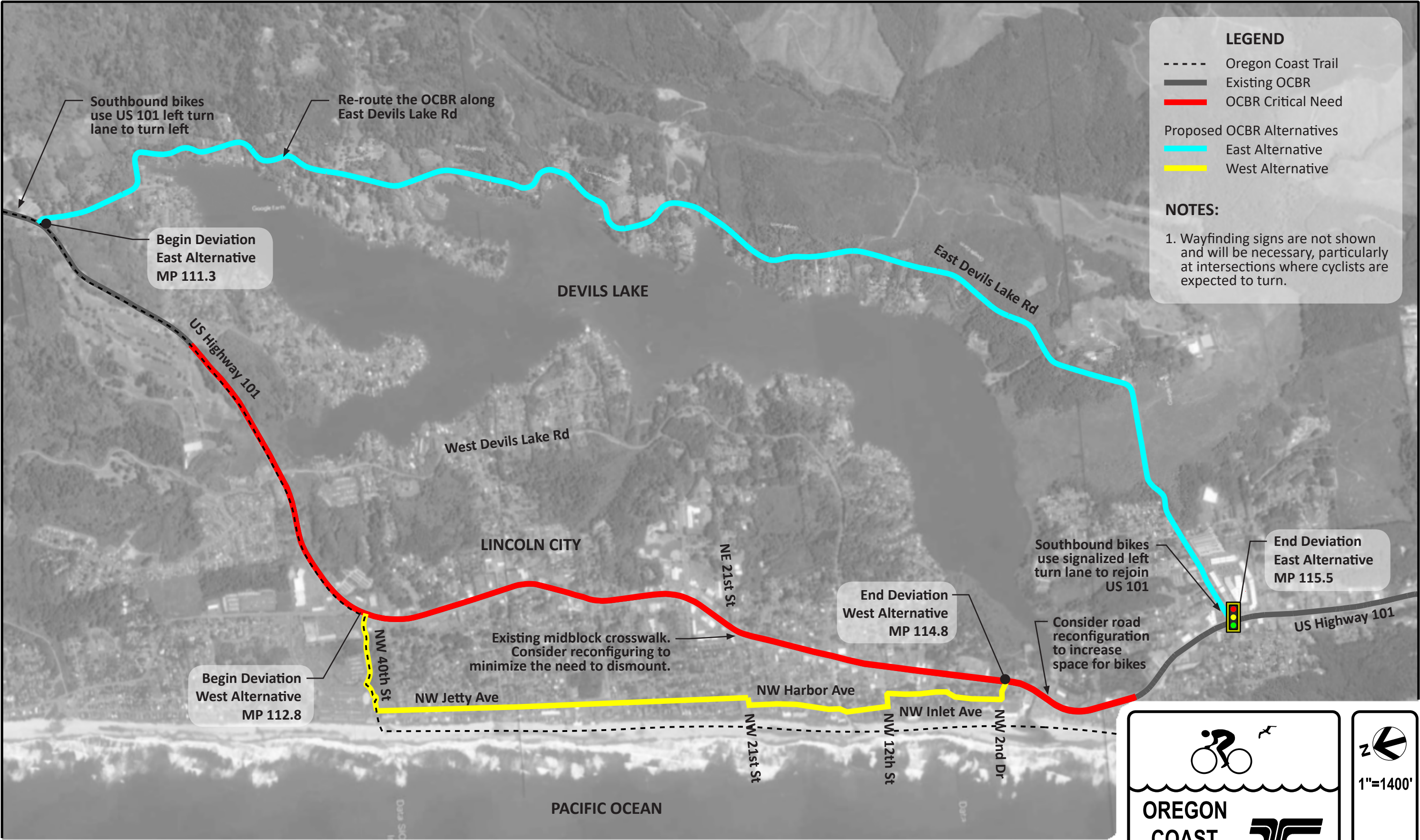
Critical Need ID #: 12

OREGON COAST BIKE ROUTE

1"=200'


9






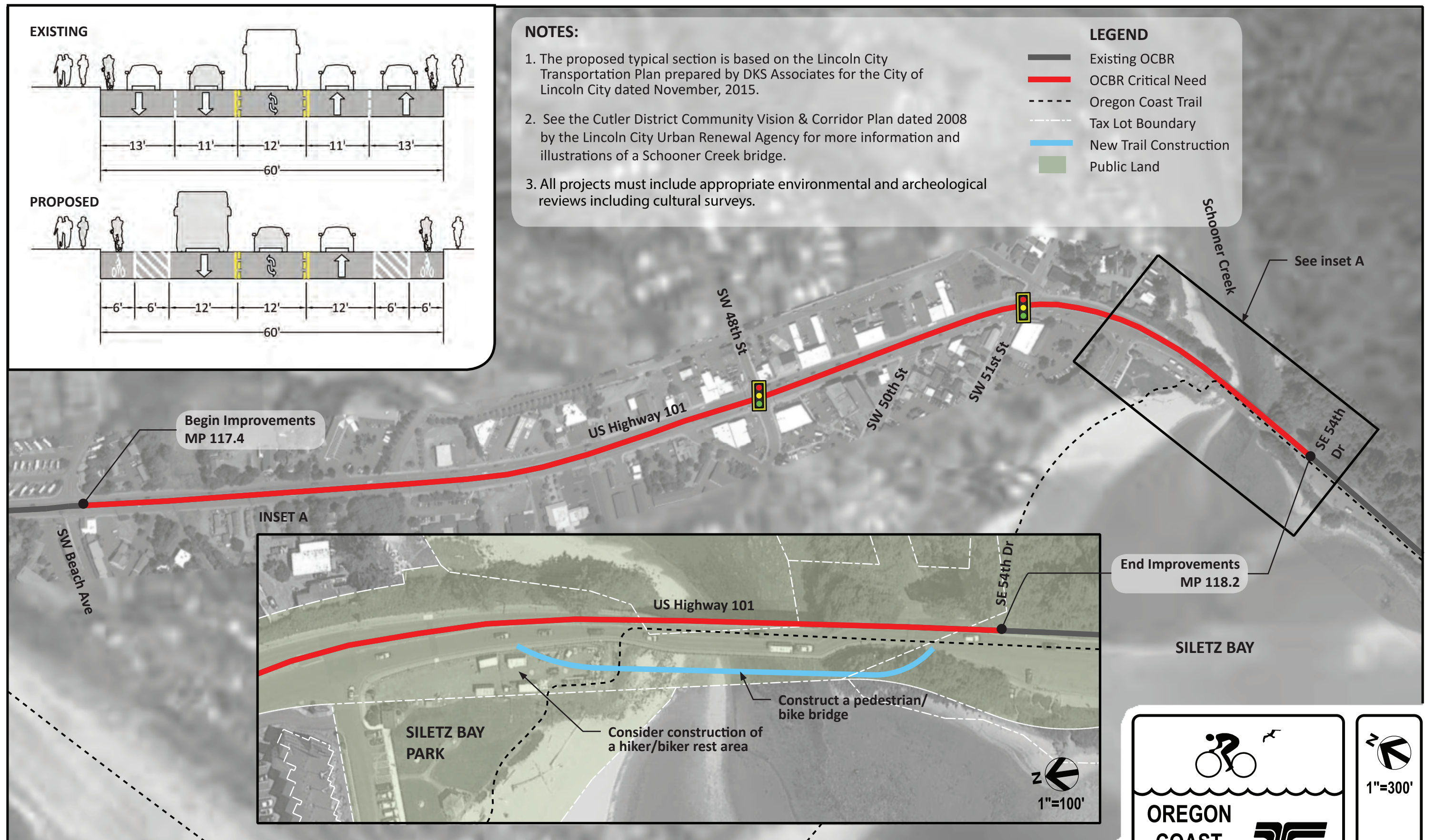
**LEGEND**  
----- Oregon Coast Trail  
— Existing OCBR  
— OCBR Critical Need  
  
Proposed OCBR Alternatives  
— East Alternative  
— West Alternative

**NOTES:**  
1. Wayfinding signs are not shown and will be necessary, particularly at intersections where cyclists are expected to turn.

  
OREGON  
COAST  
BIKE  
ROUTE

  
1"=1400'  
  
10A

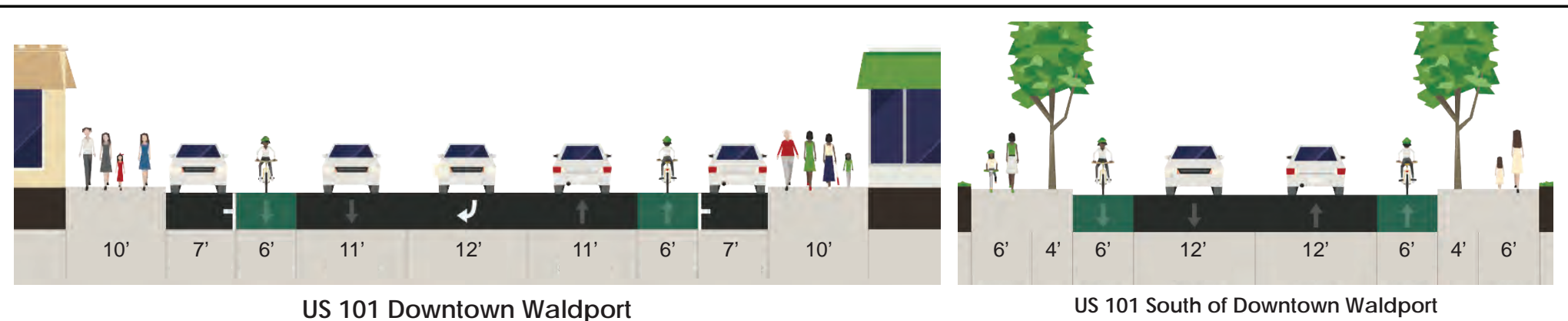
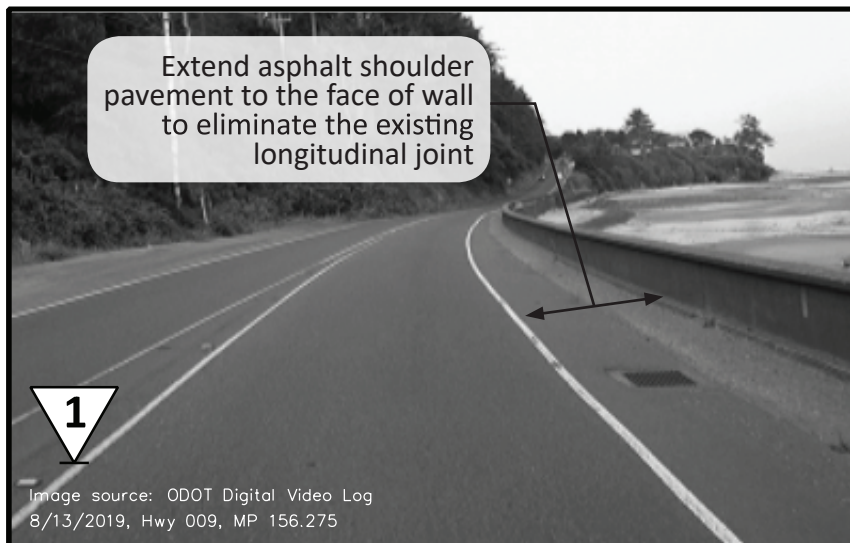




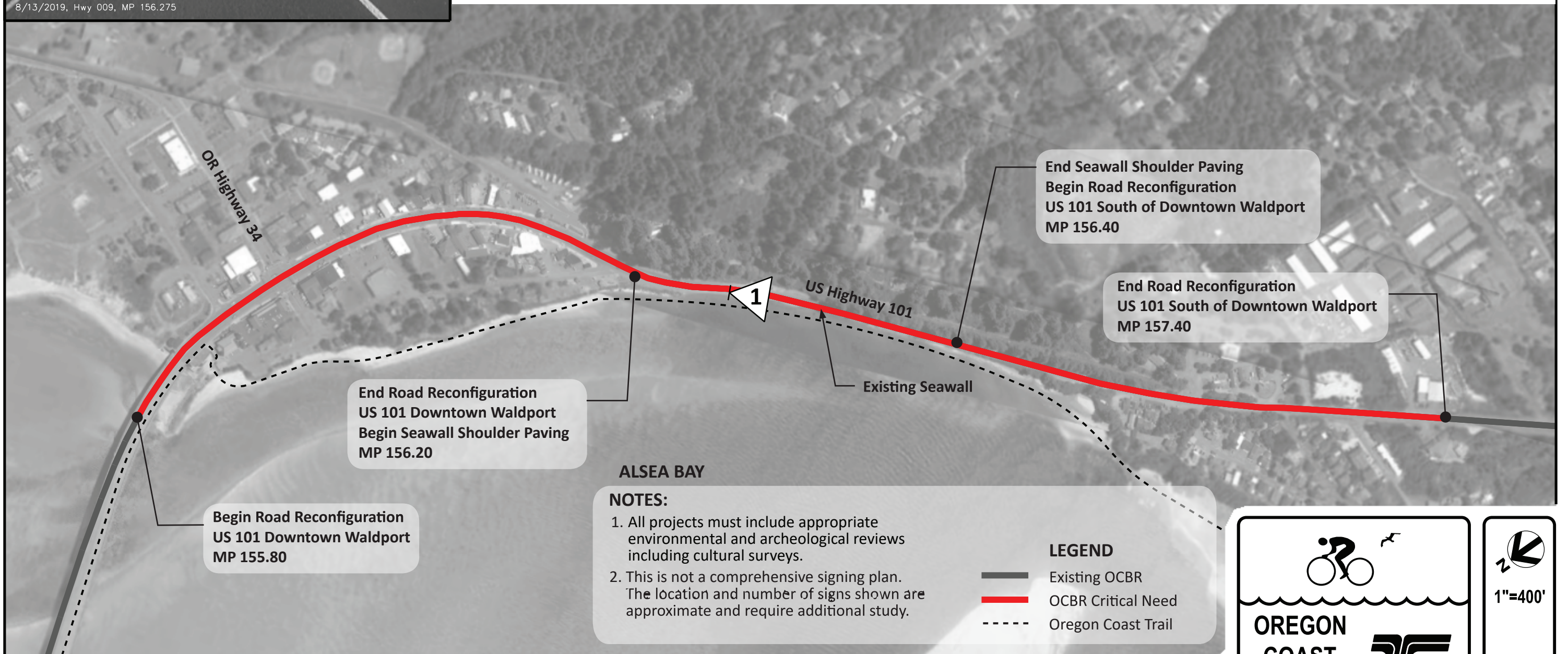
# LINCOLN CITY (TAFT): Road Reconfiguration and Bridge Improvements

Critical Need ID #: 14



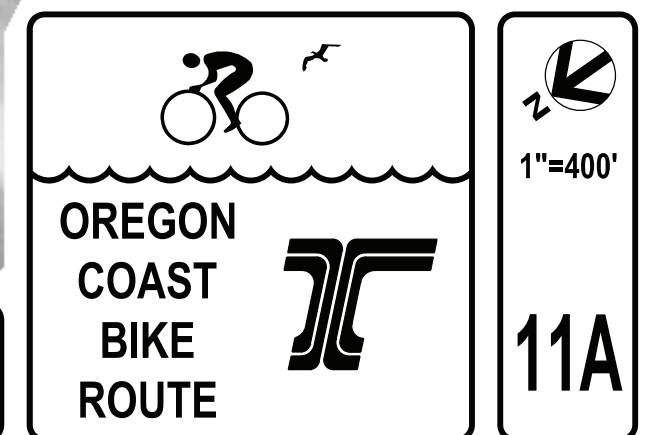


Sections from Waldport Transportation System Plan, adopted March 2020. Sections made with Streetmix.

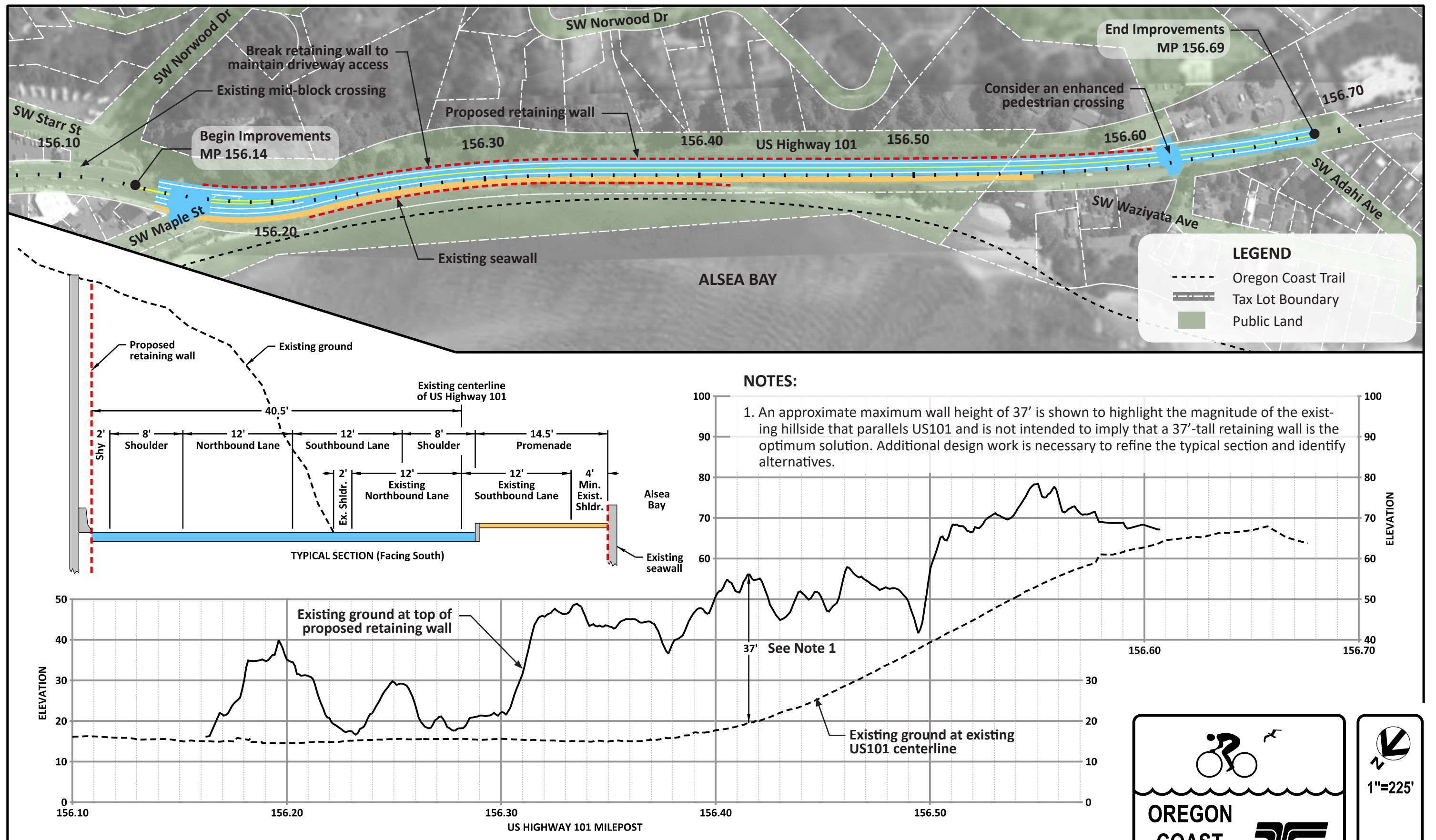


# WALDPORT: Road Reconfiguration and Seawall Shoulder Paving

Critical Need ID #: 17 (Short-term)

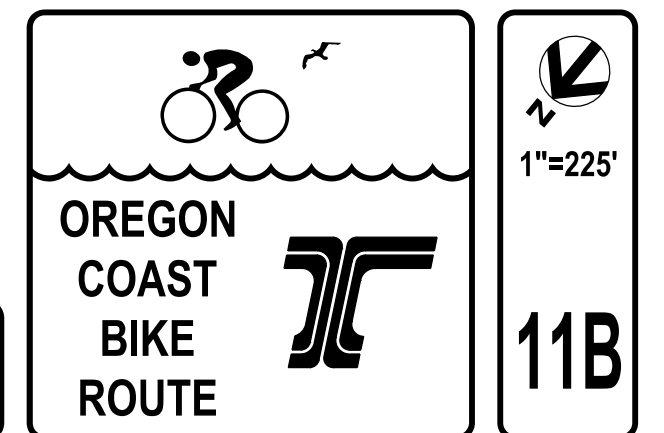






# WALDPORT: Bayside Promenade

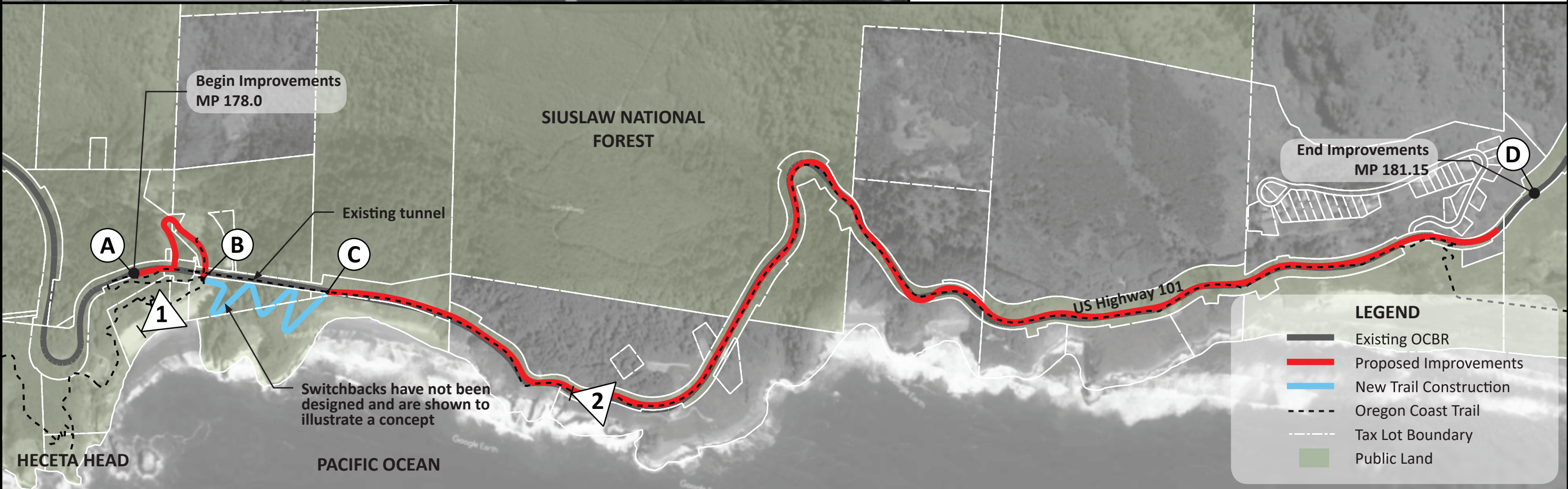
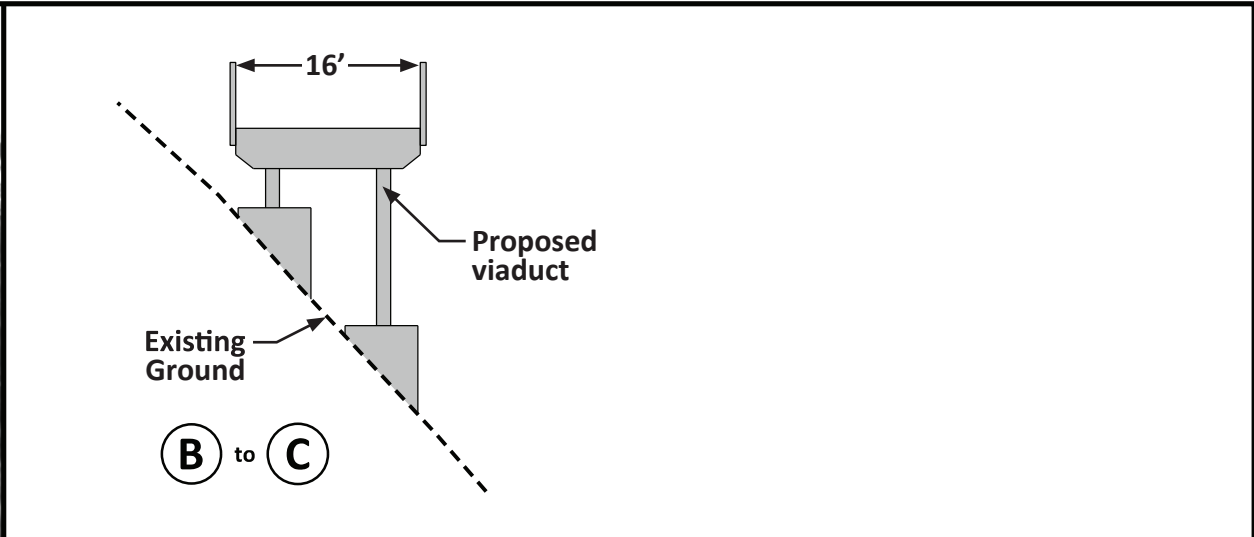
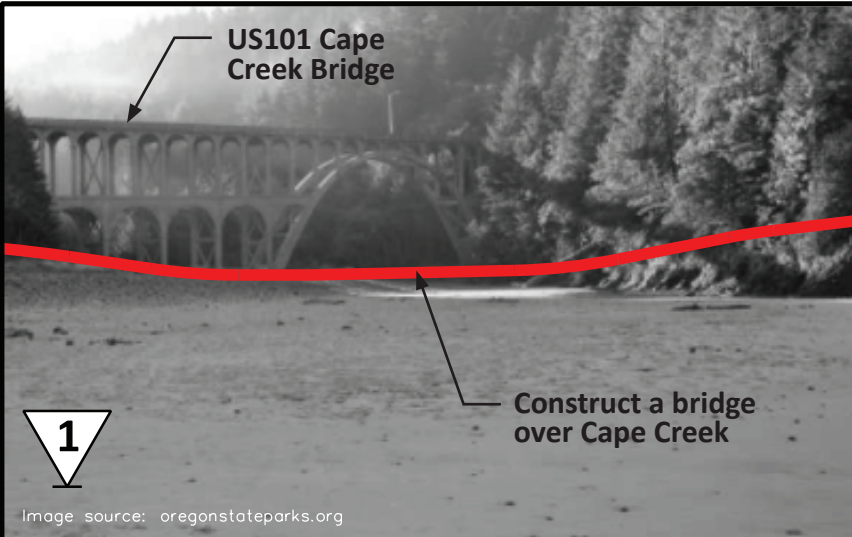
Critical Need ID #: 17 (Long-term)











Segment		Length (mile)	Property		Description	Construction Difficulty • = Least •••• = Most
Point	to Point		Public	Private		
A	B	0.3	X		Route along existing State Park road	•
B	C	0.5	X		New viaduct over the hill to bypass the bridge and tunnel	••••
C	D	2.6	X		Warning signs and shared lane markings (sharrows)	•
Total		3.4				

**NOTES:**

1. All projects must include appropriate environmental and archeological reviews including cultural surveys

Critical Need ID #: 20

z ←

1"=950'

13

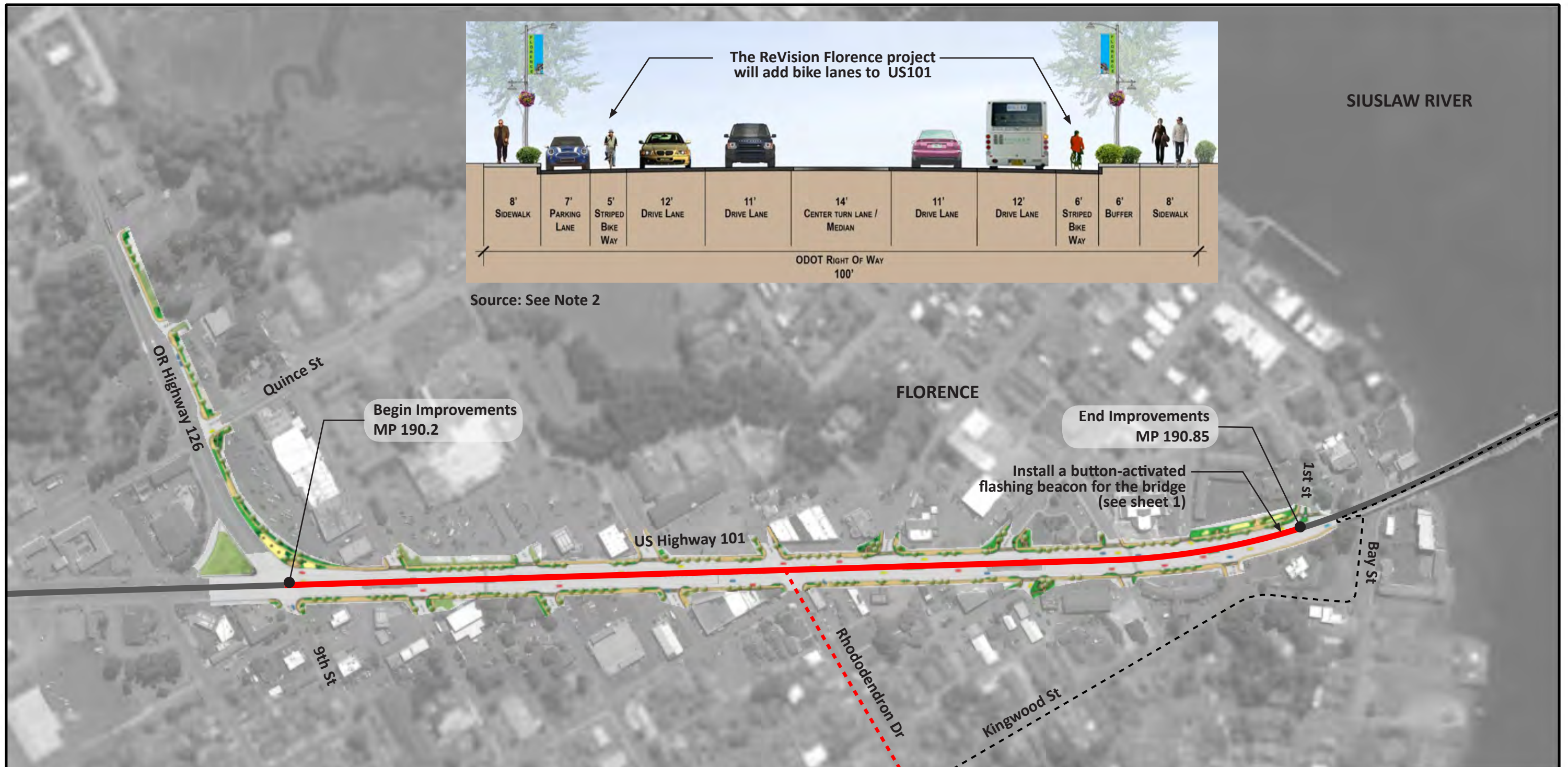
# HECETA HEAD: Off-Highway Route and Signing





Source: See Note 2

SIUSLAW RIVER



#### NOTES:

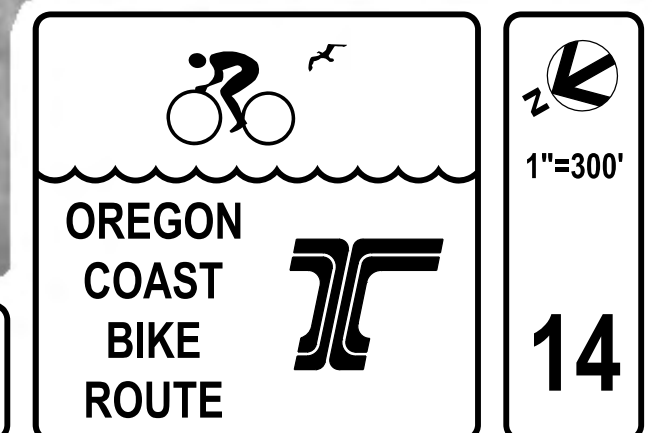
1. Source of the ReVision Florence Improvements graphics: ReVision Florence Construction Survival Guide by the Florence Urban Renewal Agency, February 2019 ([https://www.ci.florence.or.us/sites/default/files/fileattachments/urban\\_renewal\\_fura/project/316/revision\\_florence\\_survival\\_guide\\_feb\\_2019\\_update.pdf](https://www.ci.florence.or.us/sites/default/files/fileattachments/urban_renewal_fura/project/316/revision_florence_survival_guide_feb_2019_update.pdf))
2. Typical section is from the ReVision Florence Community Pre-Construction Meeting presentation, February 27, 2019.

#### LEGEND

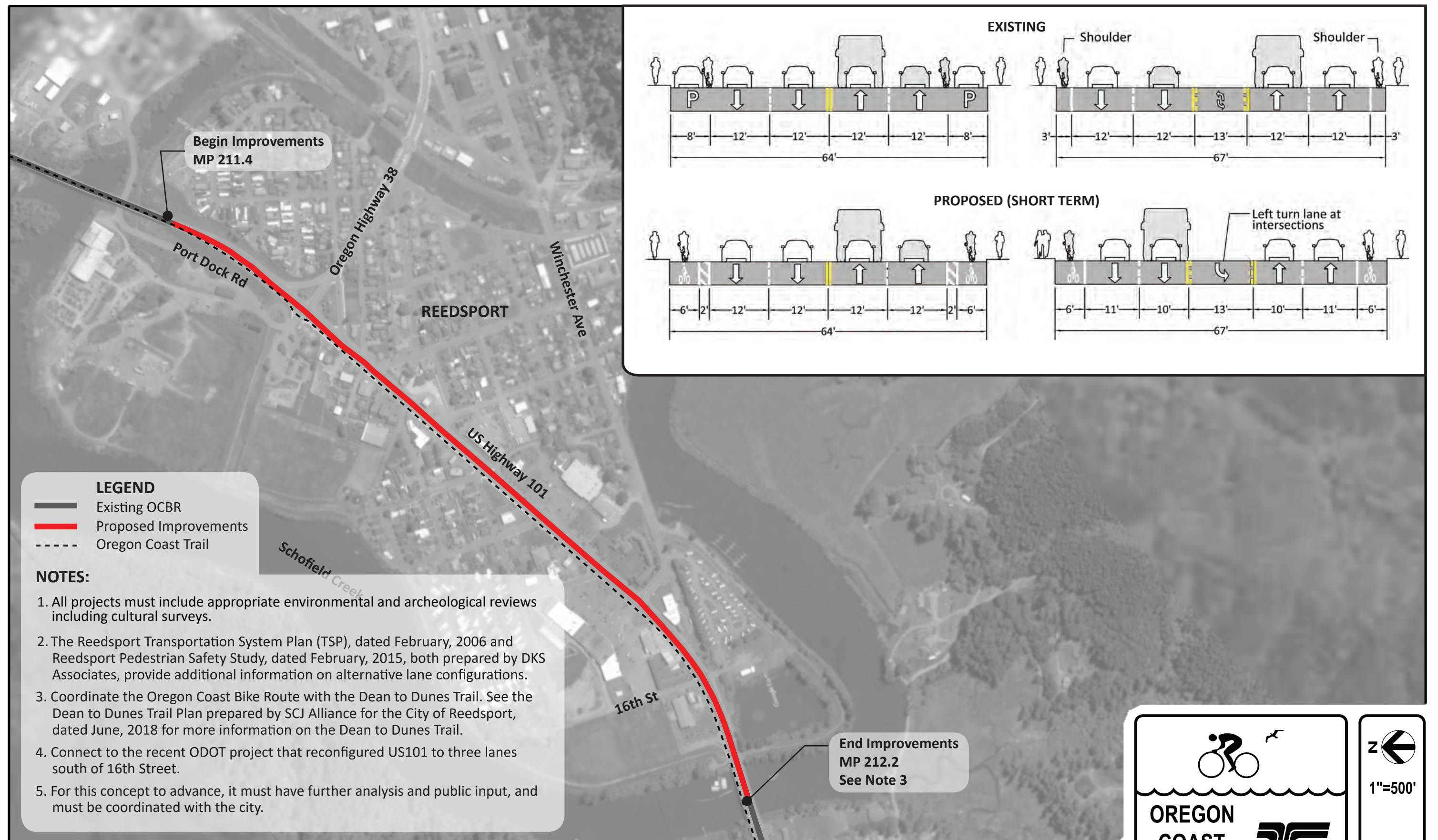
- Existing OCBR
- Proposed Improvements
- Oregon Coast Trail
- OCBR Scenic Alternate
- ReVision Florence Improvements See Note 1

## FLORENCE: Bike Lanes

Critical Need ID #: 21

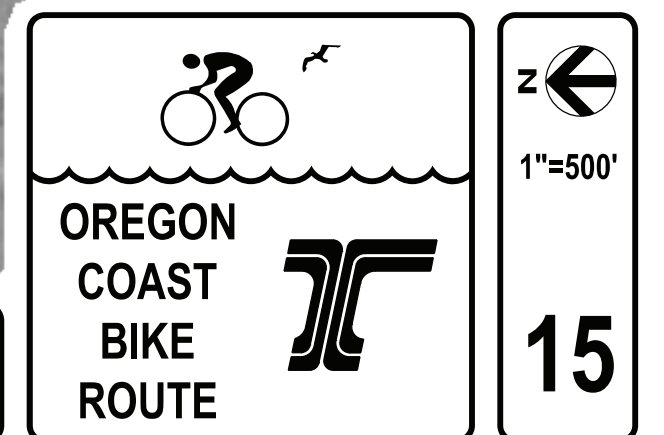






# REEDSPORT: Road Reconfiguration - DRAFT CONCEPT ONLY

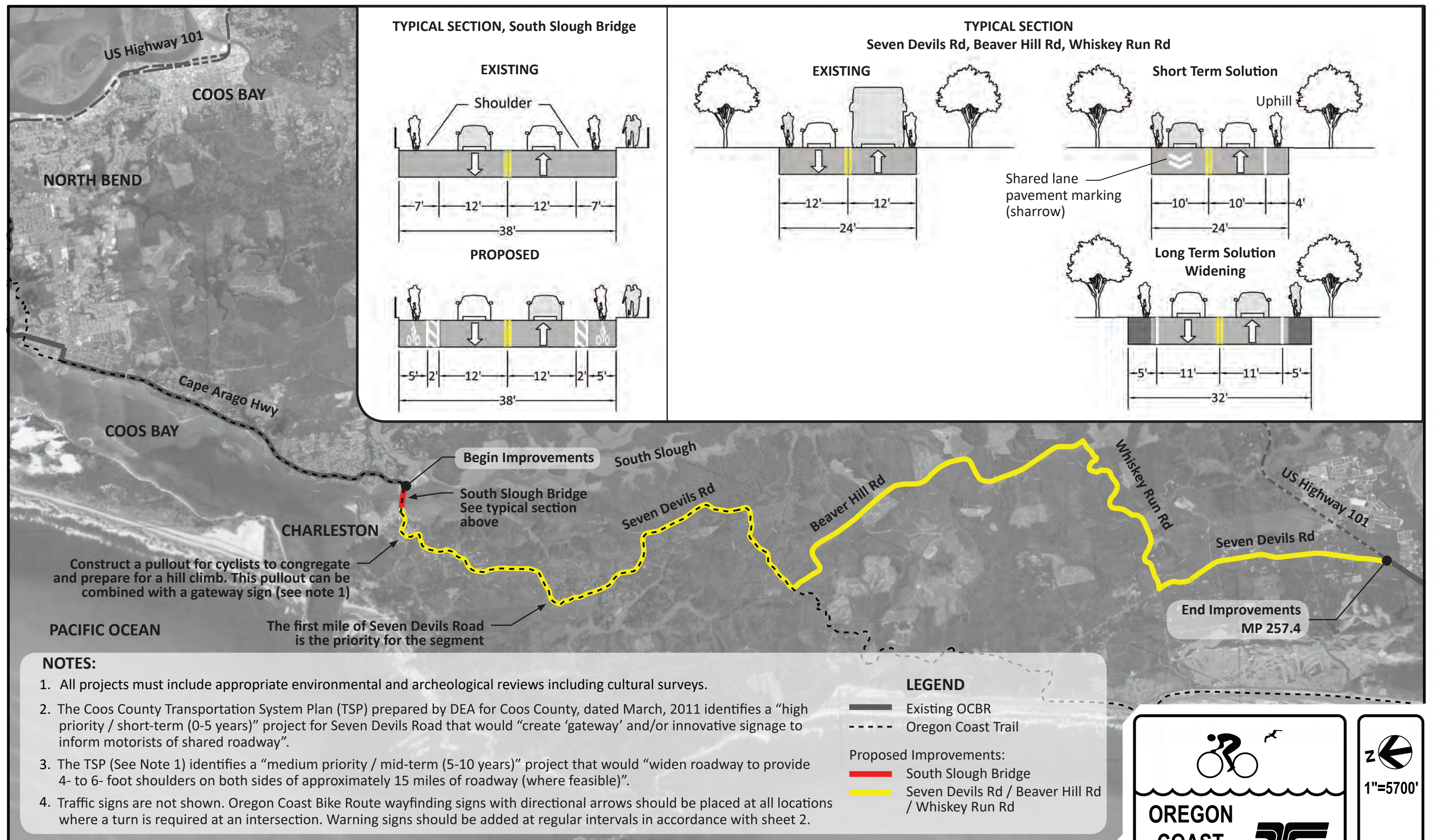
Critical Need ID #: 24







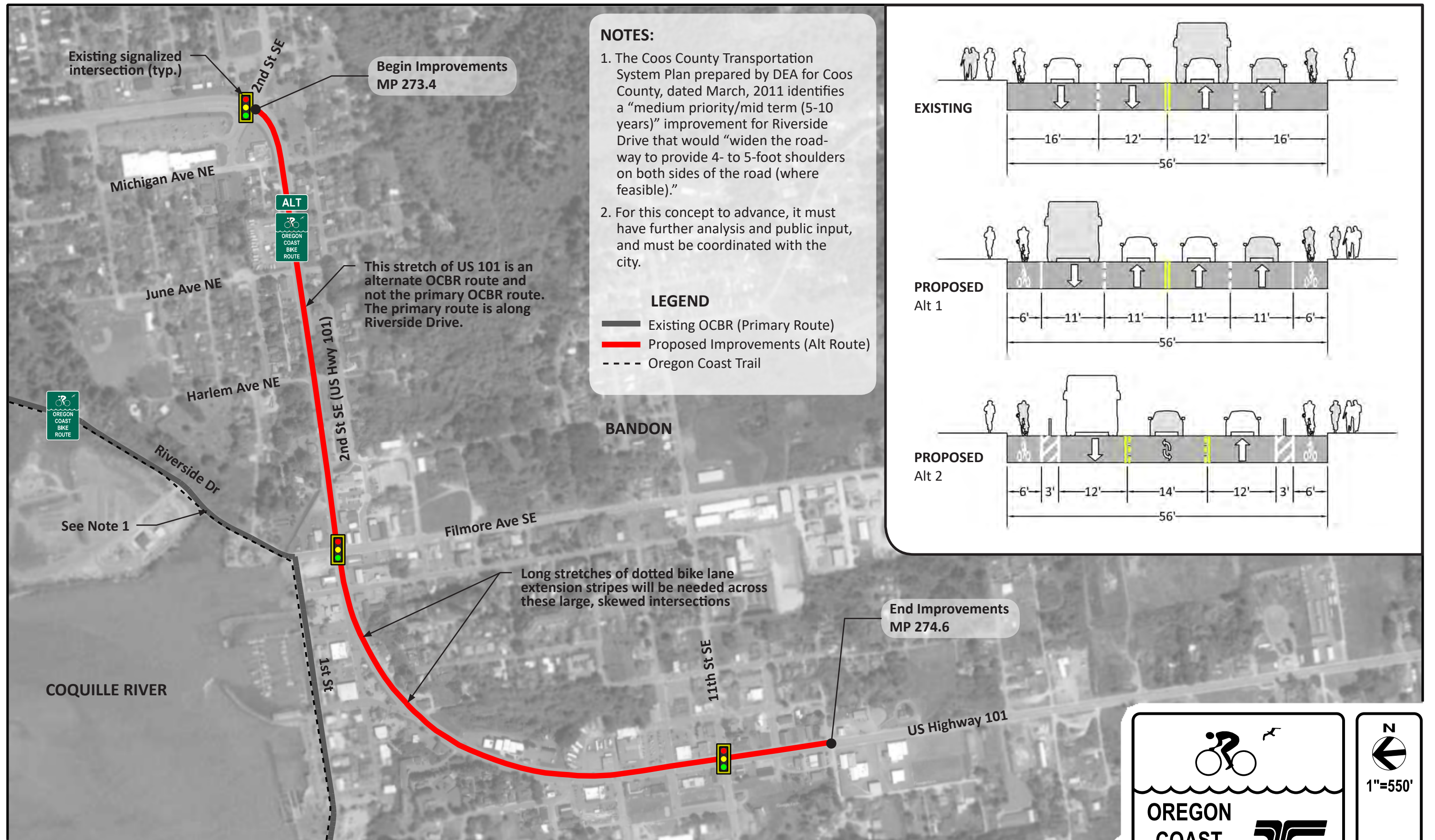




# COOS COUNTY: Seven Devils Road

Critical Need ID #: 27



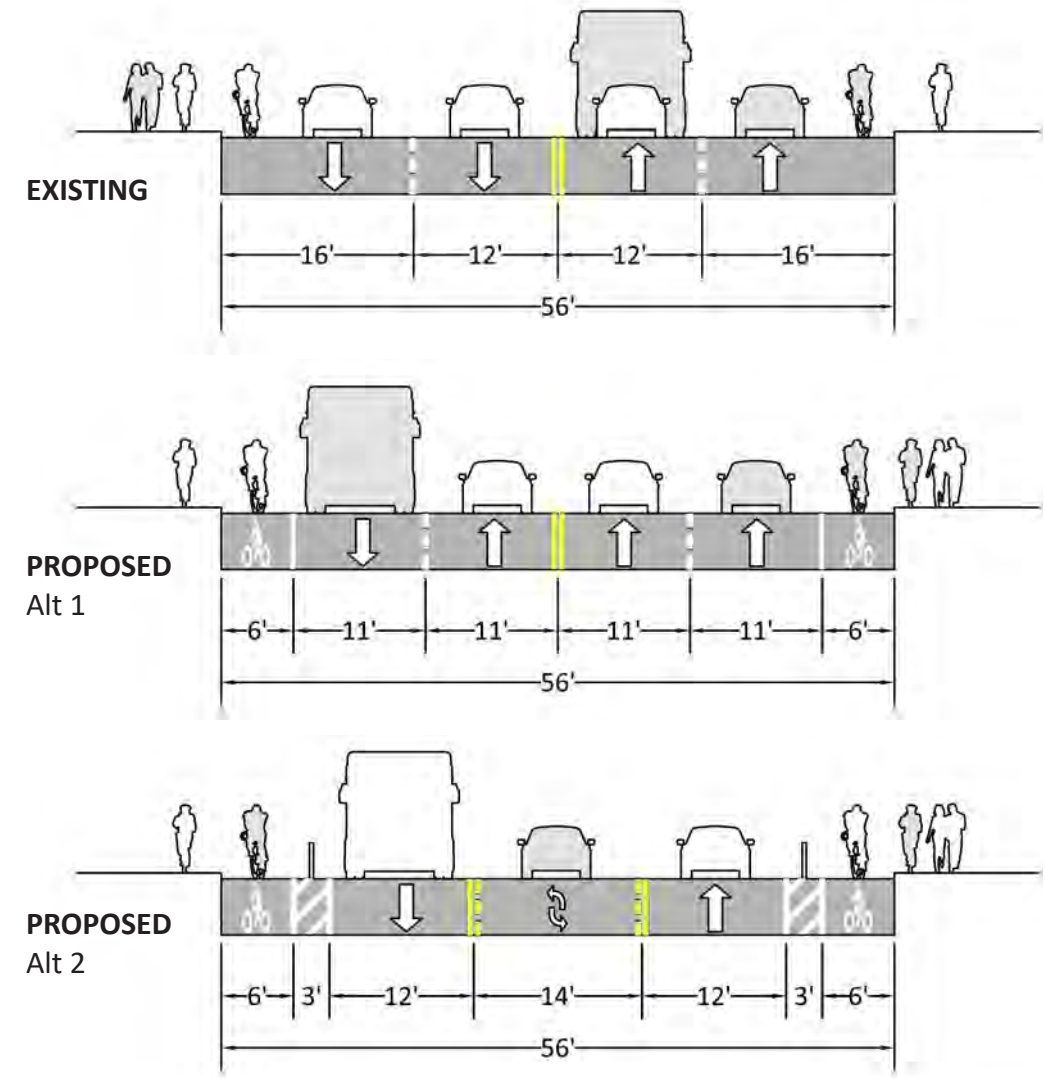


**NOTES:**

1. The Coos County Transportation System Plan prepared by DEA for Coos County, dated March, 2011 identifies a "medium priority/mid term (5-10 years)" improvement for Riverside Drive that would "widen the roadway to provide 4- to 5-foot shoulders on both sides of the road (where feasible)."
2. For this concept to advance, it must have further analysis and public input, and must be coordinated with the city.

**LEGEND**

- Existing OCBR (Primary Route)
- Proposed Improvements (Alt Route)
- - - Oregon Coast Trail



# BANDON: Road Reconfiguration - DRAFT CONCEPT ONLY

Critical Need ID #: 29

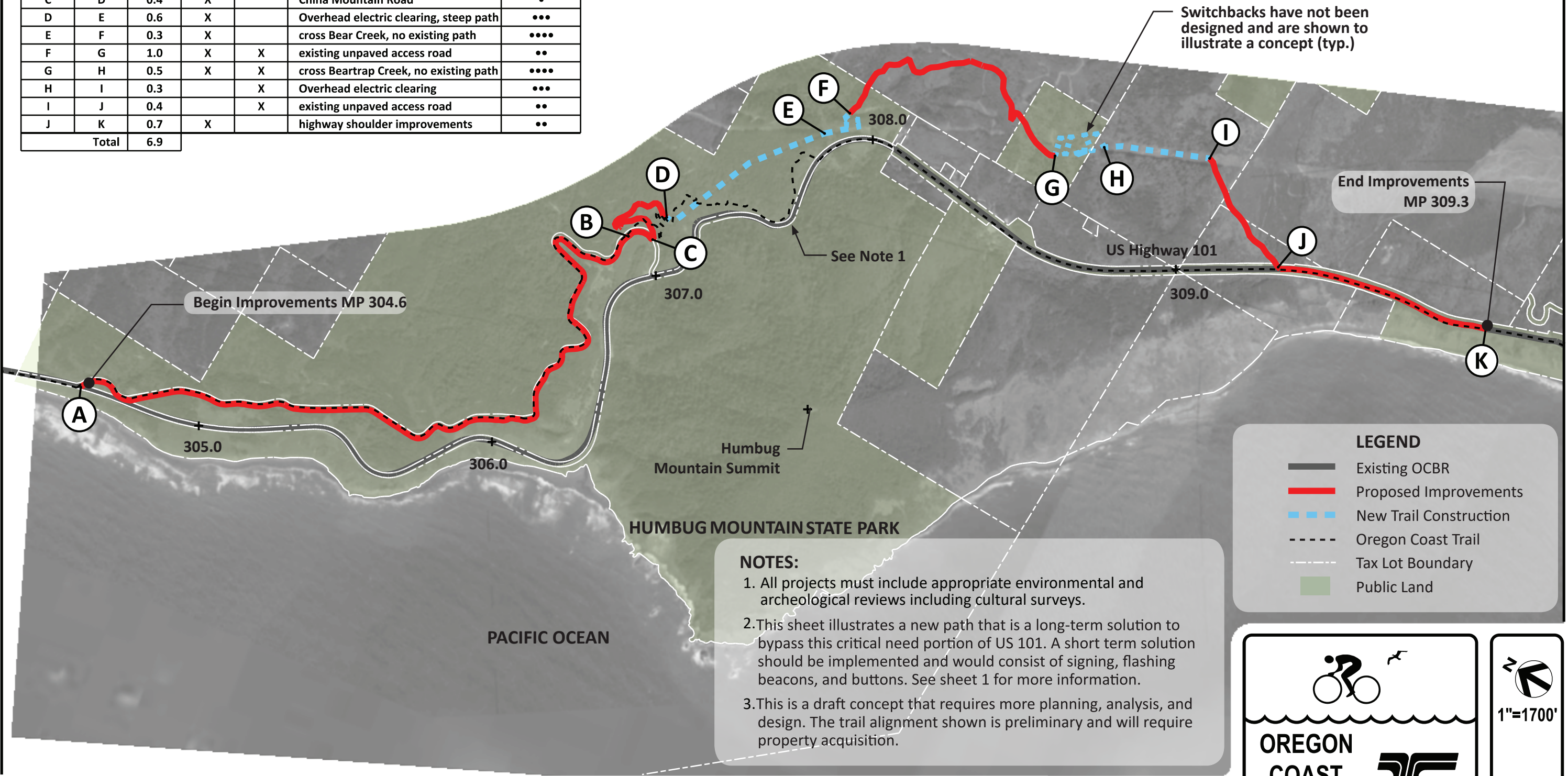
OREGON COAST BIKE ROUTE

1"=550'

18



Segment		Length (mile)	Property		Description	Construction Difficulty • = Least •••• = Most
Point	to Point		Public	Private		
A	B	2.6	X		Old US Highway 101	•
B	C	0.1	X		State Park access road	•
C	D	0.4	X		China Mountain Road	•
D	E	0.6	X		Overhead electric clearing, steep path	•••
E	F	0.3	X		cross Bear Creek, no existing path	••••
F	G	1.0	X	X	existing unpaved access road	••
G	H	0.5	X	X	cross Beartrap Creek, no existing path	••••
H	I	0.3		X	Overhead electric clearing	•••
I	J	0.4		X	existing unpaved access road	••
J	K	0.7	X		highway shoulder improvements	••
Total		6.9				



HUMBUG MOUNTAIN: Off-Highway Route - DRAFT CONCEPT ONLY

Critical Need ID #: 30

OREGON  
COAST  
BIKE  
ROUTE

1"=1700'

19

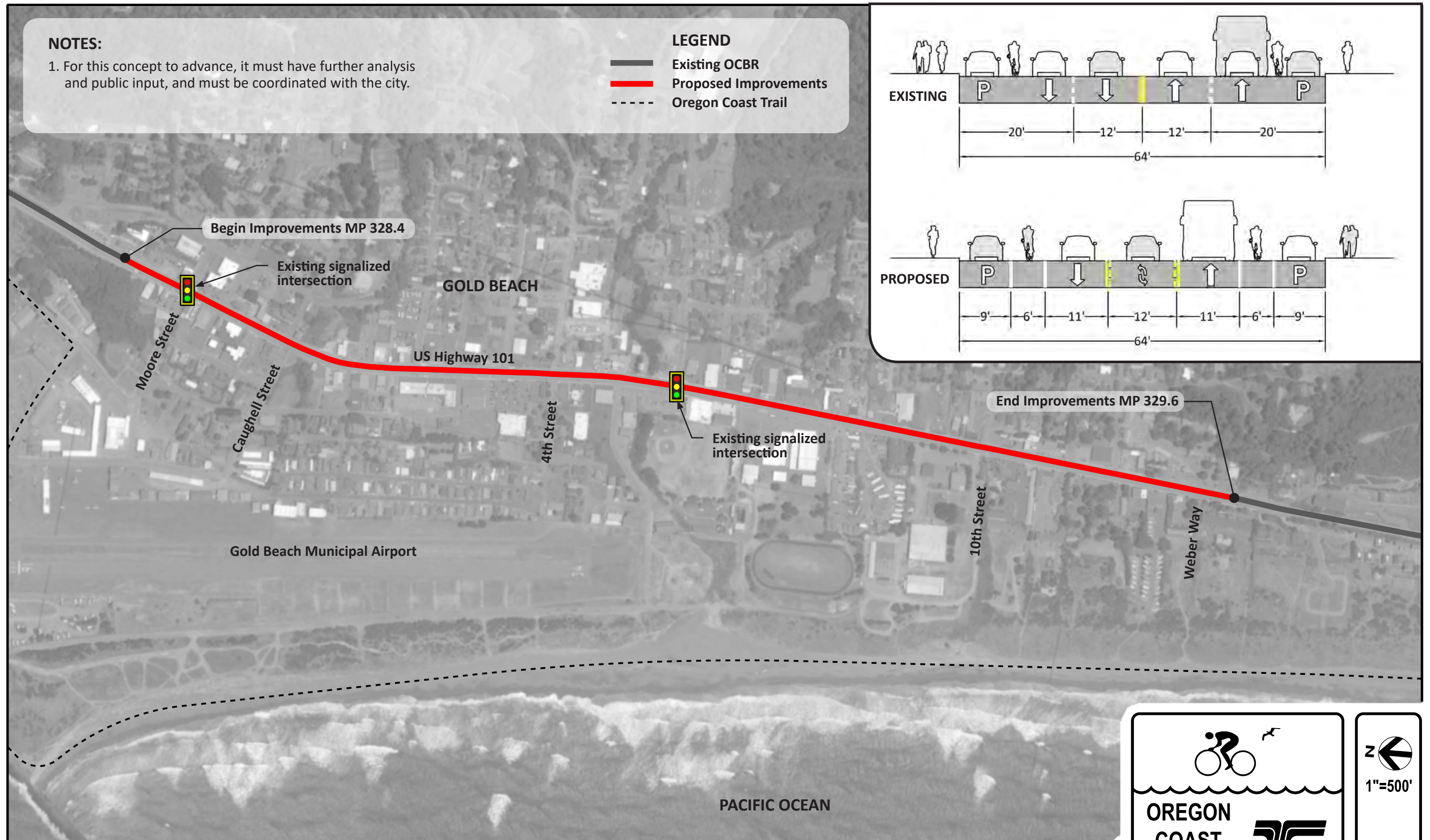
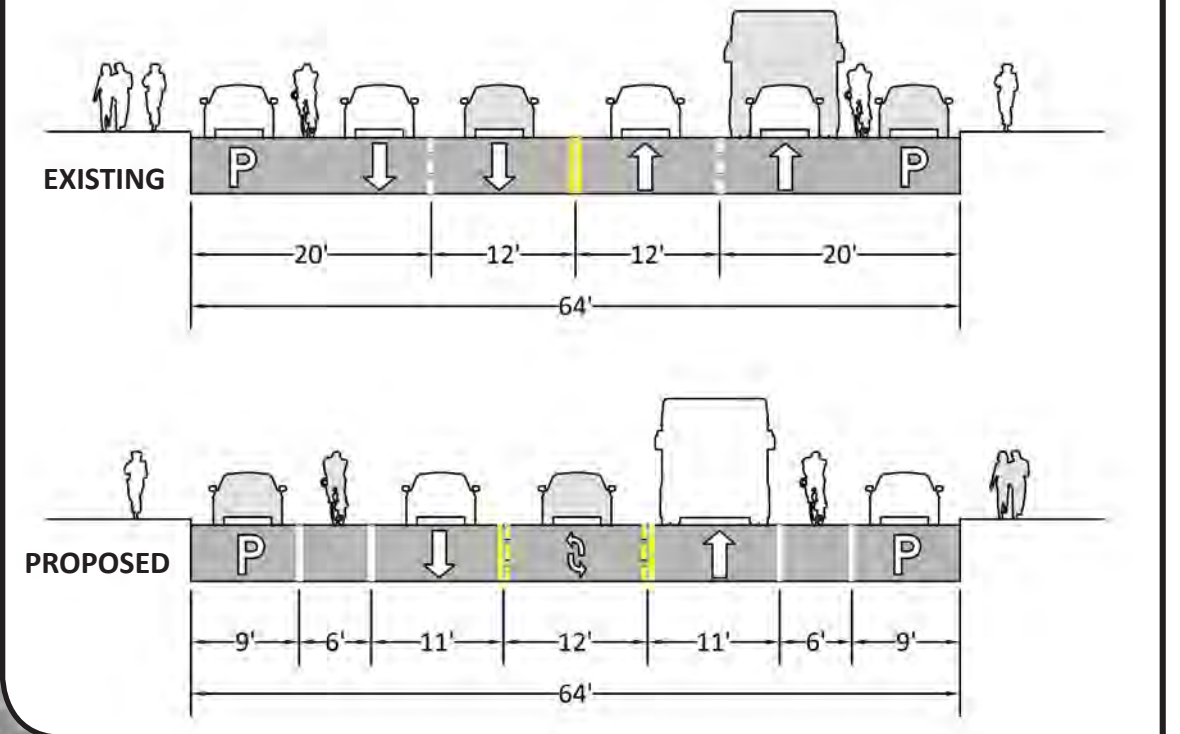


**NOTES:**

1. For this concept to advance, it must have further analysis and public input, and must be coordinated with the city.

**LEGEND**

- Existing OCBR
- Proposed Improvements
- Oregon Coast Trail



# GOLD BEACH: Road Reconfiguration - DRAFT CONCEPT ONLY

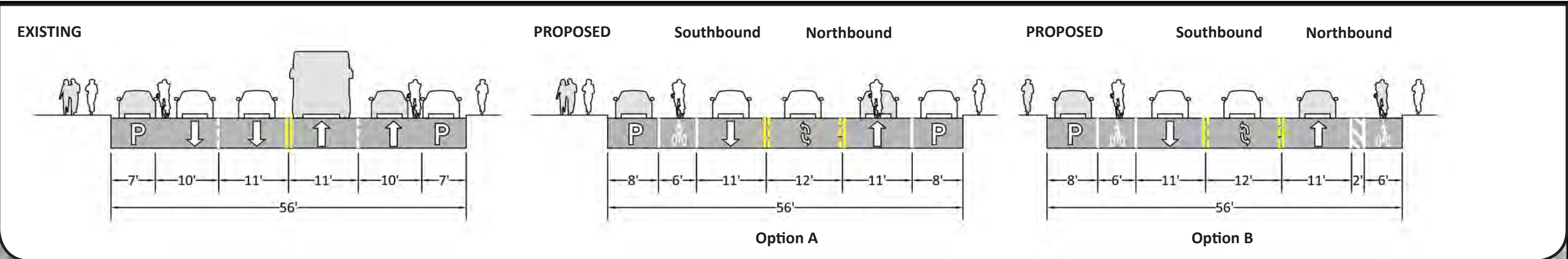
Critical Need ID #: 32

**OREGON  
COAST  
BIKE  
ROUTE**

z 1"=500'

**20**





**NOTES:**

1. The typical sections shown on this sheet differ from the Final Brookings Transportation System Plan (TSP) prepared by Parametrix for the City of Brookings, dated May, 2017. For this concept to advance, it must have further analysis and public input, and must be coordinated with the city.

**LEGEND**

- Existing OCBR
- Proposed Improvements
- Oregon Coast Trail
- OCBR Alternate Route

