

# OREGON COAST BIKE ROUTE PLAN



FEBRUARY 2020

## Let us know what you think of the draft solutions and concept designs for critical needs along the OCBR.

Over the past two years, the Oregon Department of Transportation (ODOT) has been working on a major planning effort to identify improvements to the Oregon Coast Bike Route (OCBR), a popular bike route that runs the length of the Oregon coast. Every year more than 6,000 people ride the OCBR. The route – designated in the early 1980s – attracts tourists from all over the world and is a treasured resource for many visitors and coastal residents. While ODOT does not currently have funding identified for improvements, the plan will set the stage for future investments. It has identified “critical needs” (those locations most in need of improvements) that will increase safety, accessibility and enjoyment for all users of the route.

Public input during the first phase of outreach helped the team understand where the critical needs are along the route. We heard from the public about the need to add bike lanes or shoulders, where to explore the creation of separated paths, and where improved signage is most essential along the route. This feedback helped our team develop potential solutions and concept designs that address these critical needs.

We need to hear from you again to get feedback on draft solutions before developing the final plan. These solutions address critical needs identified during the earlier phase of the project. Please visit the online open house to review the draft concepts and provide your feedback.

### When Final, the Oregon Coast Bike Route Plan will:

- Define the route – both where it follows U.S. 101 and where it follows other roadways
- Identify ways that ODOT and other jurisdictions can improve the route and support people biking
- Identify high priority improvements and develop a plan for implementing those improvements

## WE NEED YOUR HELP!

Share your feedback on potential solutions for the Oregon Coast Bike Route by visiting the project's **Online Open House March 4 - April 6.**

[www.OregonCoastBikeRoute.org](http://www.OregonCoastBikeRoute.org)

Sign up on the website to get updates on the project!



**The Oregon Coast Bike Route covers 370 scenic miles primarily on Highway 101 from Astoria to Brookings, connecting state parks, coastal communities and panoramic viewpoints.**

## Why now?

It has been over a decade since the OCBR was evaluated and no comprehensive planning work has ever been completed. With the changes in bicycle and roadway standards, and the growth of bike tourism destinations and travel options both nationally and along U.S. 101, ODOT believes it's the right time to do this work.

## Planning partnerships and process

ODOT has been working closely with local jurisdictions and other partner agencies such as the Oregon Parks and Recreation Department (OPRD). This includes coordinating with the Oregon Coast Trail effort – a parallel planning effort, facilitated by OPRD, to improve the hiking experience along the coast. ODOT and OPRD will work together where the hiking and biking routes overlap.

WINTER 2018 —————> SUMMER 2020



## What we've learned so far

In spring 2018, ODOT sent out a survey about the OCBR and received over 900 responses, about half from people who had ridden a significant portion of the Oregon Coast Bike Route, the remainder were interested in similar cycling experiences but had chosen not to ride the OCBR.

### Highlights from the user survey:

- It is estimated that between 6-10,000 people ride the OCBR annually.
- Individual riders report spending about \$500 during their trips which contributes \$3-5 million in annual tourism spending on the coast related to cycling.
- In a nutshell, cyclists love riding on OCBR, but also find portions of the route “scary” and “dangerous.”
- Half of respondents who have not yet ridden the OCBR would consider riding it.
- The top concern for new and potential riders was safety.
- The additional draw to riding on the OCBR is its beauty and amenities.

The project team hosted an online open house from December 4, 2018 to February 10, 2019 geared at providing information about the effort and soliciting feedback from the public.

### Highlights from the online open house:

- The Youngs Bay Bridge/Astoria, North Lincoln City, and the Arch Cape Tunnel are critical needs areas.
- Safety improvements are needed along the route.
- Signage for both people biking and people driving the corridor could help solve issues at specific locations.
- The route would benefit from widening bike lanes wherever possible.
- Cyclists should be directed onto alternative routes when possible
- People expressed interest in creating protected or separated bike facilities

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