

Cascade Head Scenic Research Area

TRAIL & ACCESS PROPOSAL

Recommendations for trails, parking & management
within and adjacent to the scenic research area.



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NPS-RTCA
Rivers, Trails and Conservation
Assistance Program



**Oregon
Department
of Transportation**



Introduction

The recommendations in this proposal are the culmination of four years of collaborative work by the Cascade Head Scenic Research Area (CHSRA) Trails and Access Coordination Team, a diverse group of stakeholders, residents, nonprofits, and federal, state, and local agencies. Together with information gathered through stakeholder input, this Coordination Team developed recommendations that both improve the recreational experience and protect the resources of the CHSRA.

Since any solutions designed to address concerns in one part of the CHSRA could have consequences for other areas, the Coordination Team recognized the need to take a holistic look at trails across the entire area of interest. The Coordination Team included the U.S. Forest Service (USFS), The Nature Conservancy (TNC), Westwind Stewardship Group, Cascade Head Ranch and the Sitka Center, among others, with technical assistance from the National Park Service – Rivers, Trails, and Conservation Assistance program (NPS-RTCA), which supports locally-led conservation and outdoor recreation projects across the United States. NPS-RTCA assists communities and public land managers in developing or restoring parks, conservation areas, rivers, and wildlife habitats, as well as creating outdoor recreation opportunities and programs that engage future generations in the outdoors.



ABOUT THIS DOCUMENT

The intent of this work is to provide suitable dispersed trail opportunities to maintain sustainable levels of visitor use in order to achieve one of the main objectives of the CHSRA Act—To provide present and future generations with the use and enjoyment of the area. This recreational use will be well supported by functional, connected trails, signage, and associated facilities while minimizing negative impacts on the natural resources and neighboring landowners to the extent feasible.

This document details the Coordination Team’s collective vision for the future of trails and access in and near CHSRA and provides a roadmap for the various entities involved in its management. It is not a formal USFS plan and is not meant to be an environmental compliance (NEPA) document. The proposed actions in this proposal are the basis for a preferred alternative that the USFS will take through the NEPA process.

PURPOSE & NEED

The Coordination Team hopes that the process of developing these trail recommendations will help to resolve some of the conflicts resulting from a recent increase in visitation and accommodate anticipated future increases in use. This effort will help to meet the objectives of the CHSRA Act by updating relevant sections of the management plan, which dates to 1977. We also hope to find a better option for the Oregon Coast Trail through this area than on Highway 101. Once the projects identified through this process are implemented, the many hikers visiting this area will have a safer and more enjoyable experience.

INCREASED DEMAND & VISITATION

Like many beautiful destinations in the region, visitation is increasing to the trails within and nearby the Cascade Head Scenic Research Area. The Knoll, The Thumb and Cascade Head have all seen large increases in visitation. For example, the Nature Conservancy Trail (Cascade Head Upper & Lower) is a very popular hiking destination for both locals and people from all over the world. When trail use was first tracked in 1986, the annual use estimate was 6,000 to 10,000 people. In 2017, TNC installed new infrared trail counters on both the upper and lower trails leading to their Cascade Head Preserve. Data from the new counters for 2017-2019 indicate on average there were over 23,500 hikers on the lower trail and almost 7,700 hikers on the upper trail for a total of about 31,200 annual visitors to The Nature Conservancy Preserve.

This increase in use has led to concerns about overcrowding, ecological impacts, lack of adequate parking, insufficient signage, trespassing, poor trail conditions, safety issues and the rise in social media leading to increased use and spreading of misinformation.

Goals

The overall goal of the CHSRA Coordination Team was to develop trail and access recommendations for the Cascade Head Scenic Research Area (CHSRA) for needed maintenance, trail reconstruction, reroutes, public information approaches, parking and new developments that both improve the recreational experience and protect the resources of this special natural area, within the intent of the CHSRA Act.

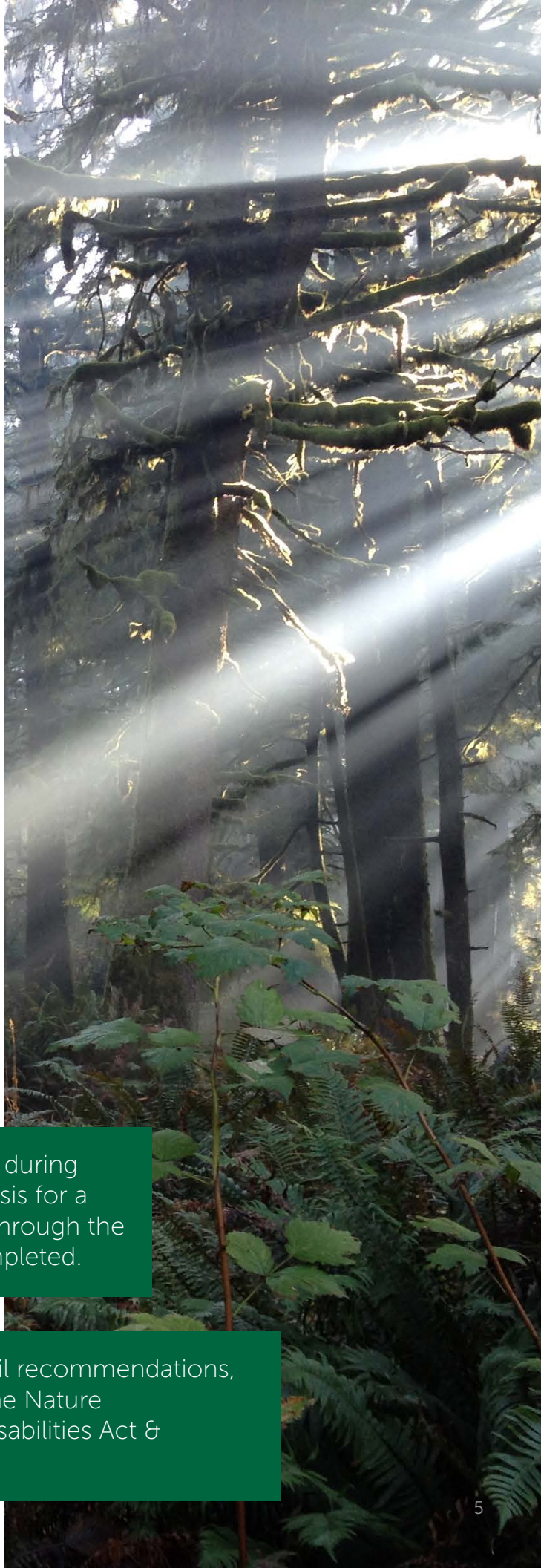
Our Vision is to provide suitable dispersed trail opportunities to maintain sustainable levels of visitor use in order to achieve one of the main objectives of the CHSRA Act: To provide present and future generations with the use and enjoyment of the area. This recreational use will be well supported by functional, connected trails, signage, and associated facilities while minimizing negative impacts on the natural resources and neighboring landowners to the extent feasible.

SPECIFIC OBJECTIVES & OUTCOMES

1 Creation of an integrated trails proposal for the 9,670-acre Cascade Head Scenic Research Area.

2 Information gathered with stakeholder input during the trails planning process to serve as the basis for a preferred alternative that the USFS will take through the NEPA process after the report has been completed.

3 Public support for implementation of the trail recommendations, including improvements needed to make The Nature Conservancy's upper trail Americans with Disabilities Act & Architectural Barriers accessible.



History & Background

LOCATION

The Cascade Head Scenic Research Area (CHSRA) is located along the central Oregon Coast between the cities of Lincoln City and Neskowin (see map to the right) and was designated by Congress and signed into law in 1974. This was the first time Congress authorized the creation of a Scenic Research Area, and these types of federal designations remain extremely rare. The enabling legislation (Public Law 93-535) recognized the scenic, ecologic, and scientific importance of the area's coastal prairie headlands, spruce-hemlock forest, and Salmon River estuary.

CHSRA GOALS

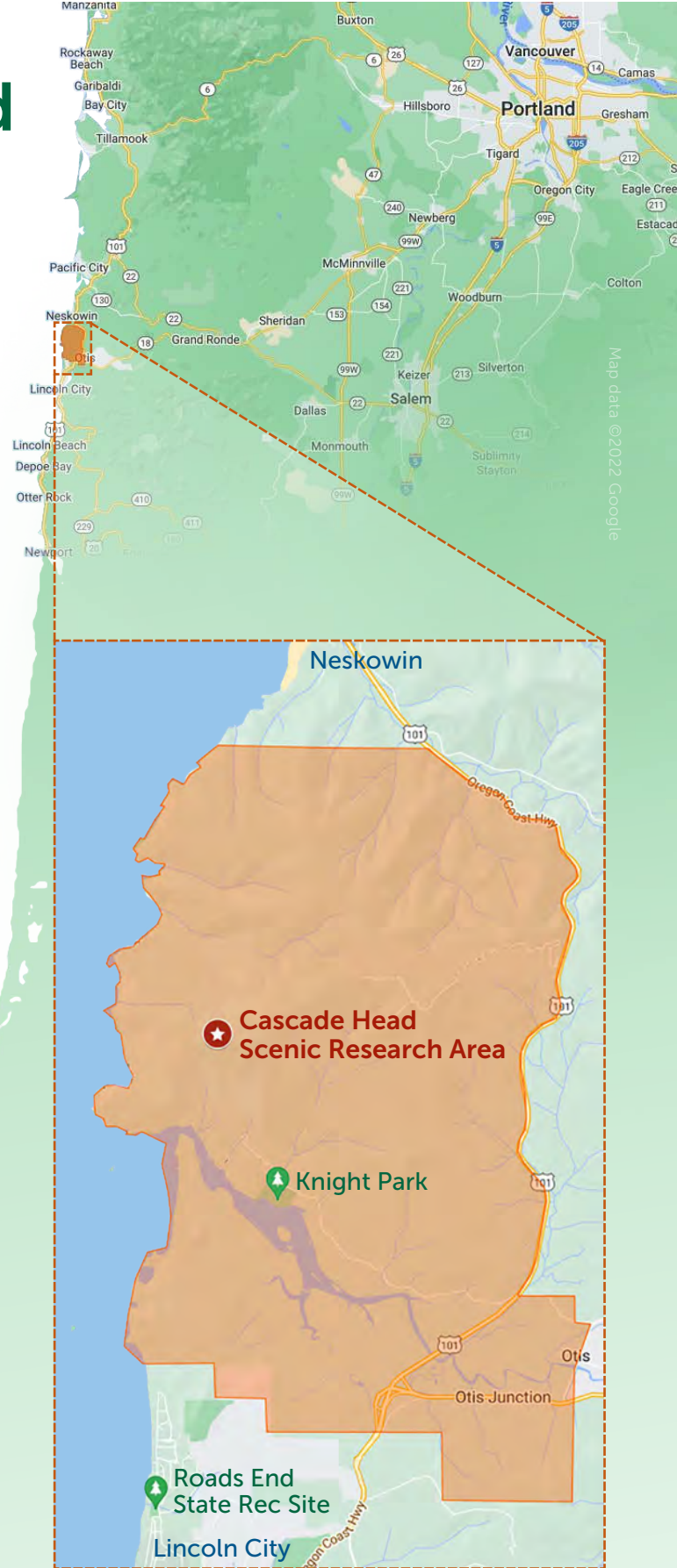
The three overall goals for CHSRA are:

1. To provide present and future generations with the use and enjoyment of certain ocean headlands, rivers, streams, estuaries, and forested areas.
2. To insure the protection and encourage the study of significant areas for research and scientific purposes.
3. To promote a more sensitive relationship between man and his adjacent environment.

OWNERSHIP

CHSRA encompasses 9,670 acres across two counties and a variety of land ownerships, with 5,764 acres in Tillamook County and 3,906 acres are in Lincoln County.

The Siuslaw National Forest manages just over 4,000 acres, while 5,125 acres are under private ownership. This private ownership includes the 270-acre Cascade Head Preserve owned by The Nature Conservancy, 529-acre Camp Westwind, and the Sitka Center for Art and Ecology. Many of the area's residential homes lie within the Cascade Head Ranch and Sea River communities. The State of Oregon owns approximately 520 acres, and the counties own approximately 20 acres, including Knight County Park along the Salmon River. Public recreation and interpretive opportunities are available on Forest Service, Nature Conservancy, and County lands, while Westwind and the Sitka Center provide environmental education opportunities for a variety of audiences.



Map data ©2022 Google

DESIGNATIONS

In addition to its Scenic Research Area designation, some or all of the CHSRA has various other formal designations.

1

Cascade Head Experimental Forest

Established in 1934, the Cascade Head Experimental Forest contains 11,890 acres of land managed by the Forest Service. The western third of the Experimental Forest, approximately 4,000 acres, is within CHSRA. Oversight of research and management activities within the Experimental Forest involves both the Forest Service's Pacific Northwest Research Station and Hebo Ranger District. Research is conducted by Station scientists, as well as researchers from multiple universities, several Oregon State agencies, the Environmental Protection Agency (EPA), and the National Marine Fisheries Service (NMFS). Research data collected at the Experimental Forest has been published in dozens of scientific journals and used to inform forest management throughout the Pacific Northwest.

2

Neskowin Crest Research Natural Area

The Neskowin Crest Research Natural Area was established in 1941 as an example of Sitka spruce-western hemlock forest growing adjacent to the ocean. The original 686-acre tract was enlarged to 1,190-acres in 1980 and is located in the northwest corner of CHSRA. The Neskowin Crest Research Natural Area is managed for the following main purposes:

1. Baseline areas against which effects of human activities can be measured;
2. Sites for study of natural processes in undisturbed ecosystems; and
3. Gene pool preserves for all types of organisms, especially rare and endangered types.

3

Cascade Head Biosphere Reserve (CHBR)

In 1976, Cascade Head was designated a biosphere reserve by UNESCO (United Nations Educational Scientific and Cultural Organisation) and reauthorized and expanded to its current footprint of 102,110 acres in 2017. Currently, it is the only biosphere reserve in Oregon, and is one of just 29 in the United States, and 701 in the world.

The biosphere reserve designation encompasses all of CHSRA, and the adjacent Marine Protected Areas, along with most of Lincoln City, Otis, and other unincorporated rural areas to the east. The CHBR is paired with the Olympic National Park in Washington State; together, the two areas showcase coastal coniferous forest under different management regimes. On the international level, it is connected to the World Network of Island and Coastal Biosphere Reserves, which focuses specifically on climate change impacts and sustainability.

4

Cascade Head Marine Reserve and Marine Protected Areas

Cascade Head Marine Reserve was designated in 2014 and is administered by the Oregon Department of Fish and Wildlife. It is one of five marine reserves and affiliated marine protected areas on the Oregon Coast. The Cascade Head Marine Reserve has an area of 9.7 square miles, with an additional 23.1 square miles designated as Marine Protected Areas. These locations were chosen in recognition of the offshore area's complex rocky reef habitats. The reserve is located immediately offshore from Roads End and the southern part of CHSRA.

MANAGEMENT

The Forest Service is charged with implementing the management plan and fulfilling the objectives of the enabling legislation, but all non-federal landowners retain control over their property. However, Public Law 93-535 allows the Forest Service to acquire private property, under specific conditions, to protect the resources and values for which CHSRA was established. In practice, CHSRA's patchwork pattern of land ownership requires a high degree of cooperation between the agencies, organizations, and individuals with interests in the area. These landowners work together to protect CHSRA's scenic, ecological, and scientific values, while respecting individual property rights and providing opportunities for the public to interact with the landscape.

CHSRA is divided into management subareas, each with its own prescriptions for land use and management.

Estuary and Associated Wetlands Subarea

This subarea consists of the land in and around the Salmon River and its estuary and the lower portions of Salmon Creek and Rowdy Creek drainages. It extends from the community of Otis to the Pacific Ocean. The land is covered with marsh land, salt marsh, and floodplain vegetation and subject to tidal influences and seasonal flooding. It is managed to protect and perpetuate the fish, wildlife, scenic, and research-education values, while allowing dispersed recreation use. The heaviest public use is the fishing and recreational use of the Salmon River estuary.

Headlands and Upper Timbered Slope and Subareas

These two subareas have similar management direction and are managed to protect the scenic, soil, watershed, fish, and wildlife values while allowing selective recreation and extensive research/education activities. The topography of both subareas is moderate to very steep and dissected by small drainages, most of which drain to the ocean or north to Neskowin Creek.

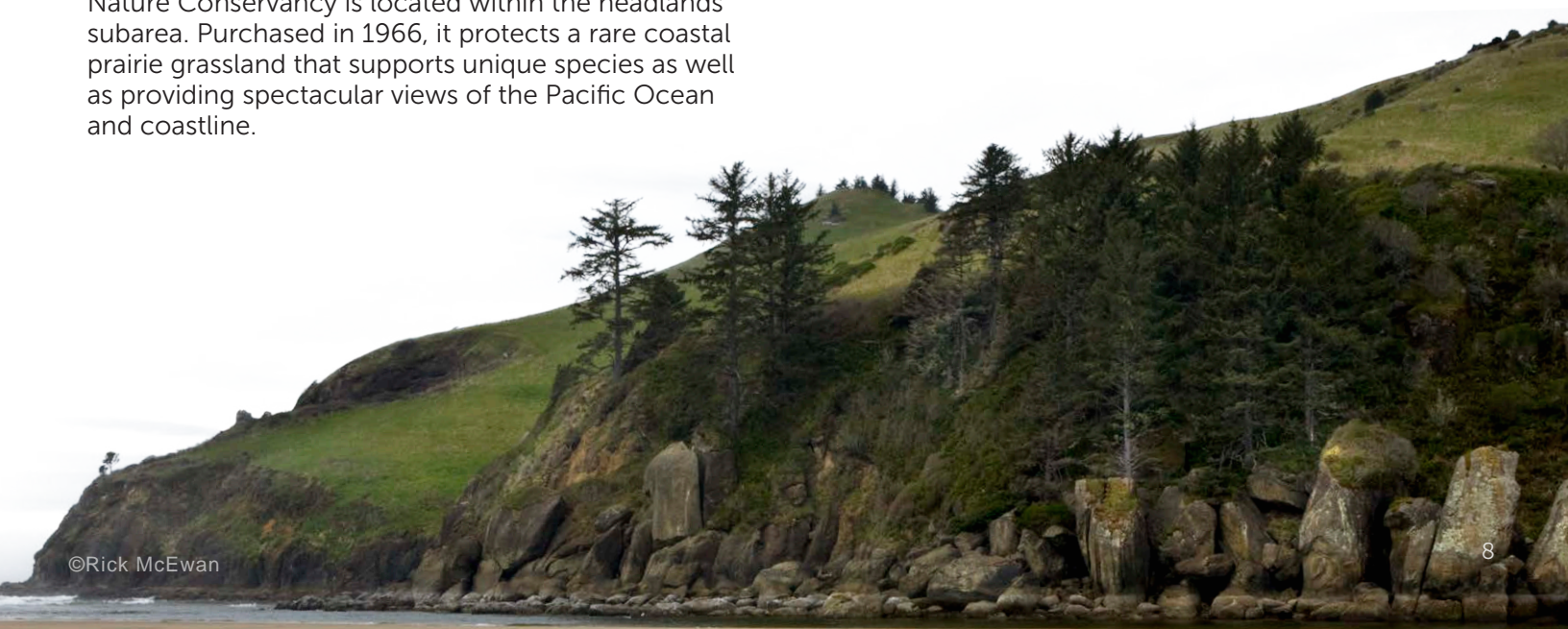
The 270-acre Cascade Head Preserve owned by The Nature Conservancy is located within the headlands subarea. Purchased in 1966, it protects a rare coastal prairie grassland that supports unique species as well as providing spectacular views of the Pacific Ocean and coastline.

Coastline and Sand Dune-Spit Subareas

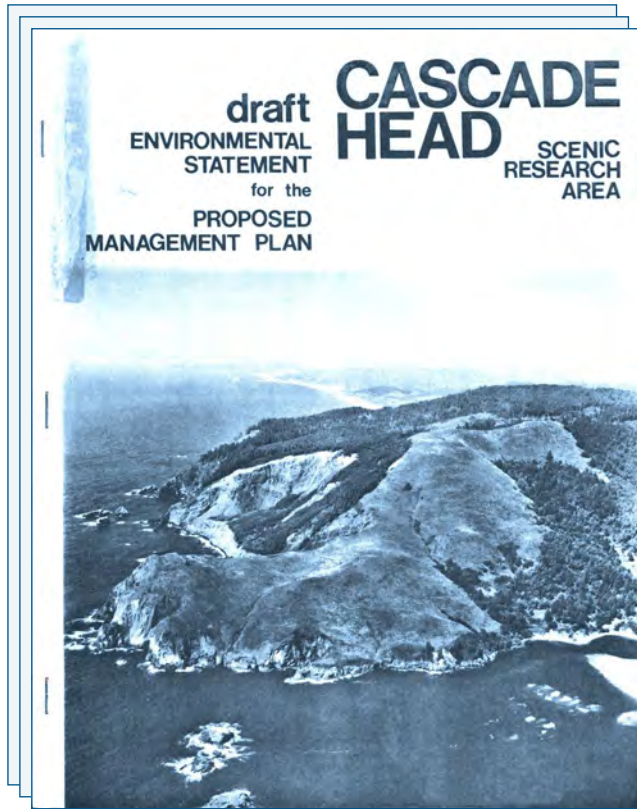
These two subareas have similar management direction and are managed to protect and maintain the scenic and wildlife values, while allowing selective recreation and extensive research/education activities. The Coastline Subarea consists of a relatively narrow strip of shoreline along about 5 miles of the Pacific Ocean. The Sand Dune-Spit Subarea is vegetated with beach grass and scattered trees.

Lower Slope-Dispersed Residential Subarea

An area managed to maintain the scenic, soil, watershed, fish, and wildlife values, while allowing dispersed residential occupancy, selective recreation use, and agricultural use. The landownership pattern restricts public use to the public roads and trails.



PREVIOUS & EXISTING PLANS FOR CHSRA

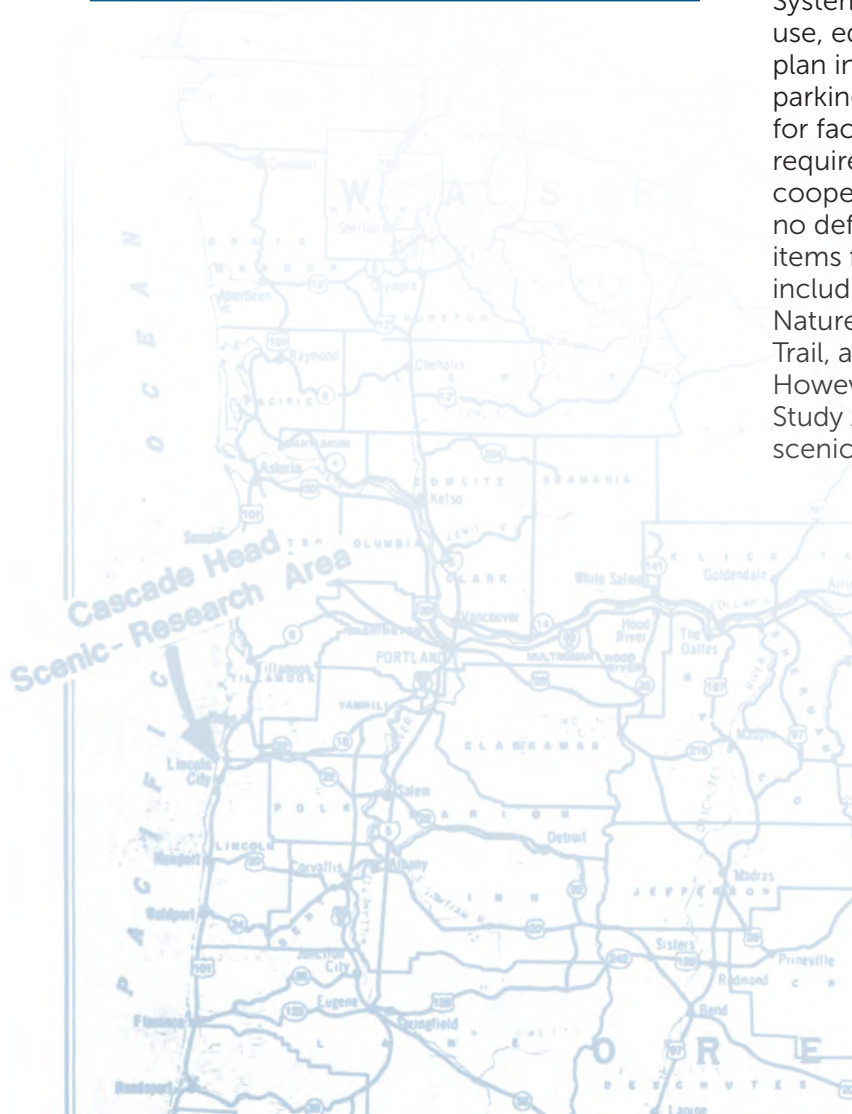


Cascade Head Scenic Research Area Management Plan (1976)

The Forest Service released a management plan for CHSRA in November 1976, as required by the enabling legislation. This plan established management objectives and controls necessary for the protection, management, and development of the CHSRA and each of its subareas. It also included guidance on recreation, public access, interpretation, visitor information, coordination, and land acquisition. Input from agencies, organizations, and individual members of the public was also considered in the development of the plan, as required by the National Environmental Policy Act (NEPA). Public input was also to be sought on any specific implementation actions on federal land, as these would also fall within the jurisdiction of NEPA.

Although this plan was initially intended to last for ten years, no subsequent CHSRA plans have been created to take its place, so this plan is still in effect today.

While the management direction and objectives apply to all lands within CHSRA, the plan acknowledges that the Forest Service only had direct control over National Forest System lands, which is still the case. To support its public use, education, and resource protection objectives, the plan included a 5-year development program for facilities, parking areas, and trails in CHSRA. Almost all items call for facility construction on federal land, and some items require initial land acquisition. The plan also called for cooperation with the State of Oregon on the OCT, with no defined implementation or completion dates. Several items from this program were ultimately completed, including the north and south parking areas for The Nature Conservancy Trail, the parking area for Hart's Cove Trail, and the Interpretive Site south of the Salmon River. However, acquisition and development of the Nature Study Area was never completed, nor were two planned scenic viewpoints on existing Forest Service lands.





Ownership & Land Acquisition

In recognition of the multiple land ownerships and multiple agency jurisdictions within CHSRA, the plan emphasized cooperation and coordination across organizational boundaries. Each landowner and agency retains full control over its land or agency jurisdiction, although the Forest Service is empowered to acquire land to support the plan's management goals.

The plan also elaborates on the enabling legislation's land acquisition authority. In general, acquisition of private property will be considered when necessary to implement the direction of this plan or to control a proposed use or activity that is outside the objectives of intent of the law. Recognizing the tensions and complexities surrounding federal land acquisition in general, the plan also stresses that:

"The Act and management plan do not specify how a landowner may use his land, but do provide for acquisition as a means to meet the purposes for which the Area was established. Cooperation with the landowner regarding management of land in a manner compatible with the intent of the Act is a viable alternative to acquisition."

Private lands within the estuary and associated wetlands subarea are flagged as high priorities for acquisition due to their unique resource values. For private lands in the other subareas, acquisition priorities are to be based on the impacts of the substantial change in use of maintenance proposed for the individual property. Several potential exchanges or acquisitions were already under consideration in the mid-1970s, and these proposals are highlighted in the land acquisition section. The plan also highlights that money from the Land and Water Conservation Fund can be used to acquire property within CHSRA. Lastly, the plan anticipates minimal use of condemnation by the Forest Service.

Recreation

Among other things, the management direction for each subarea describes the types of recreational activities and research that are compatible with the area's goals. For example, the direction for the upper timbered slope and headland subareas indicates that a variety of recreation activities are acceptable, including hiking, horseback riding, picnicking, viewing scenery, meditating, observing birds and wildlife, and operating motorized vehicles on established public roads. It also identified a need for parking and developed facilities at the subarea's trailheads.

However, the Plan's overall management direction for recreation states that recreation use was to be a low-key activity within the CHSRA. Recreational activities that would concentrate users or attract the public do not meet the legislative intent. Specifically, the plan states that low-density day use activities such as hiking, nature study, and wildlife observation are to be encouraged, while roadside dispersed camping and backpacking are not, but will be allowed to continue at their current levels.

Hiking

The Oregon Coast Trail (OCT) is featured prominently in the plan's recreation management section. At the time, proposed and alternate routes through CHSRA were tentatively identified, although the plan highlights several challenges with the proposed routes.

Overall, the plan finds that the OCT is compatible with the general objectives of the CHSRA, calling specific attention to the public access benefits of the proposed route north of the Salmon River. The plan further states that the Forest Service will work closely with the State to finalize the trail location through the CHSRA. The Oregon Coast Bike route was also in development at this time, and the plan contains similar language regarding interagency cooperation and compatibility with CHSRA.

Hunting, Trapping, and Fishing

The plan acknowledges state jurisdiction over hunting, trapping, and fishing, and provides for these activities to continue within CHSRA. In keeping with the emphasis on low density and dispersed uses, the plan states that no public campgrounds or picnic grounds will be built. The plan also includes guidance for signs, indicating that displays should be low key in design and should inform and educate rather than attract the casual recreational visitor.

Visitor Information & Environmental Education

Visitor information and environmental education are also highlighted in the plan. The Environmental Statement accompanying the plan acknowledges the key contributions of the Sitka Center and Westwind in providing environmental education programming to a wide array of audiences. Additionally, the plan calls for the development of new environmental education and visitor information publications that "should present the scientific and educational values of the area and not be designed to attract recreationists." To help accomplish these education and visitor information goals, the plan describes two new facilities on Forest Service land: The Visitor Information Facility, now known as the Interpretive Site, and a Nature Study Area along the Salmon River at the mouth of Crowley Creek.

CHSRA Advisory Council

The plan's cooperative approach is perhaps best exemplified by the CHSRA Advisory Council, which was also mandated in the enabling legislation. The council was convened soon after the enabling legislation was passed, and its members were actively involved in the finalization of the guidelines and in the preparation of the proposed management plan. Subsequent to the release of the plan, the council was intended to meet at least annually, to review implementation progress and give input on management decisions. The council was disbanded in 1986.



Looking south across the estuary - Devil's Lake and Lincoln City are in the background.



Looking northwest down the Salmon River estuary.

Siuslaw National Forest Land & Resource Management Plan (1990)

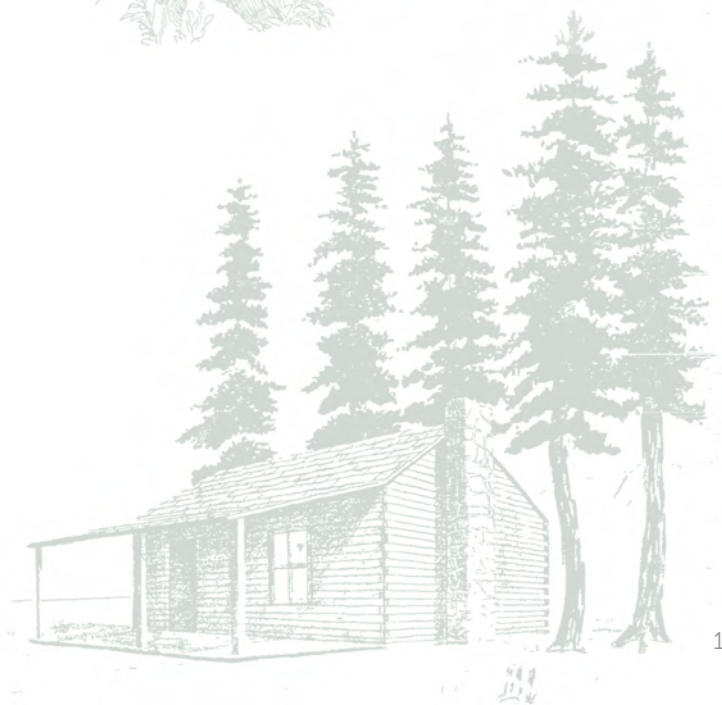
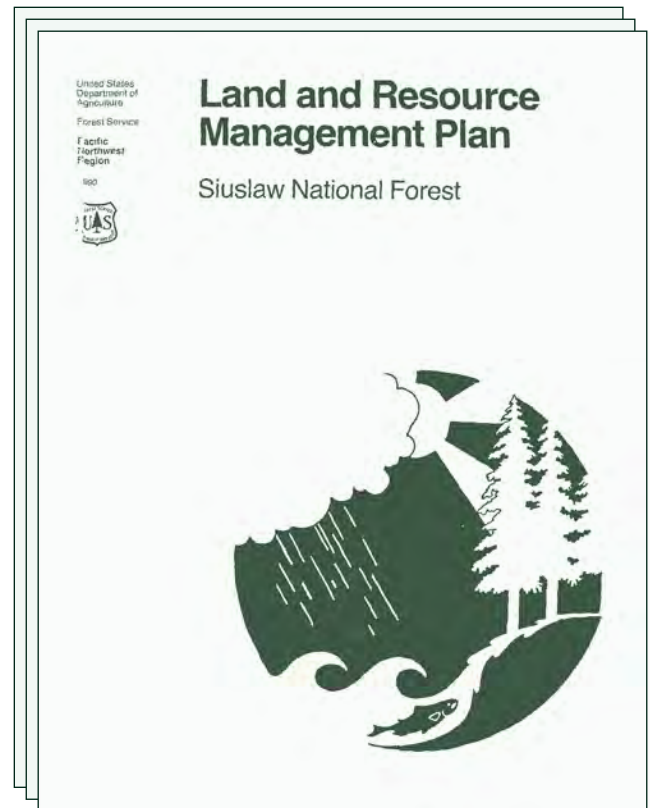
The Siuslaw National Forest's Land and Resource Management Plan (also known as the Forest Plan) sets forth desired conditions, objectives, standards, and guidelines for the entire Siuslaw National Forest. This includes lands within CHSRA that are managed by the Forest Service. The Forest Plan divides the Siuslaw into multiple management areas, and each area has its own direction and objectives. Project-specific plans and management actions on the National Forest are supposed to conform to the Forest Plan; this plan-conformance analysis occurs at the early stages of every new project.

CHSRA is given its own management area (Management Area 6, or MA 6). Overall, the content for MA 6 closely follows the CHSRA management plan. For example, the Forest Plan quotes the enabling legislation when describing the primary goal for MA 6:

"To provide present and future generations with the use and enjoyment of certain ocean headlands, rivers, streams, estuaries, and forested areas, to insure the protection and encourage the study of significant areas for research and scientific purposes; and to promote a more sensitive relationship between humans and their adjacent environment."

The Forest Plan also lists an additional goal of maintaining wildlife habitat for species that prefer old-growth environments, including the northern spotted owl and other threatened or endangered species. The desired conditions for MA 6 include natural-appearing scenery, dispersed recreation use, new structures that are compatible with the CHSRA designation, and pastureland in the estuary that is gradually reverting back to a natural state.

In addition to these goals and desired conditions, the direction for MA 6 includes standards and guidelines for recreation, visual quality, wildlife, research, watershed, timber, fire protection, and land acquisition. Many of these standards and guidelines closely mirror the management plan. Recreation standards include encouraging low-density, day-use recreation activities, avoiding the development of new campgrounds or picnic grounds, and cooperating with the State of Oregon to locate and construct a portion of the Oregon Coast Trail. These standards and guidelines are intended to guide the agency's decisions with regard to facility construction, landscape management, or activities to allow and encourage in MA 6.



1996 LANDSLIDE

In 1996, a landslide took out a section of Savage Road and The Nature Conservancy's lower trailhead. After a lengthy process to engage the local community in designing an alternative parking area and trail route and finding funding to implement it, a connector trail was installed from the new trailhead at Knight Park to the original trailhead in 2002. Because part of the trail runs parallel to Savage Road and crosses it a couple of times, it causes confusion about the trail location, which detracts from hiker enjoyment of the trail and leads to conflicts with neighboring landowners. Unfortunately, this route has also resulted in frequent instances of people hiking on Savage Road itself rather than using the connector trail, which causes serious safety concerns for hikers and residents alike.



Hikers on Savage Road.

Stakeholder Meetings

Some of the key stakeholders interested in managing public use began meeting in 2014 to discuss ways to reduce conflicts resulting from increased public use in the area in recent years. These were ad hoc meetings designed to look for any easy solutions that could be implemented. Not all interested parties were engaged during this period. While these meetings were generally informative and some short-term options were implemented, mutually acceptable permanent solutions were hard to come by and the last meeting of this group was held in Aug. 2016.

In December 2017, The Nature Conservancy contacted the Hebo Ranger District of the Siuslaw National Forest to explore the feasibility of having them engage in a more inclusive process, with support from TNC, to address some of the CHSRA trail issues through an amendment to the Scenic Research Act Management Plan. The Forest Service started sketching out potential steps and timing of the process and drafted a list of stakeholders to engage. They also agreed to work on a current conditions map, look into potential facilitators for the process, and potential funding sources.

At a meeting in January 2018, the Forest Service engaged three other partners who were active in the initial group to start planning how to implement a multi-stakeholder process. The Forest Service brought in representatives of the National Park Service's Rivers, Trails and Conservation Assistance Program at that meeting and decided to apply for a Technical Assistance grant through that program to provide facilitation assistance.



Planning Process

CHSRA Coordination Team Forms

Adjacent Landowner Workshops

Public Open House

Initial Online Survey

Synthesis & Analysis of Landowner & Public Input

Development of Preliminary Recommendations

2nd Online Survey

Public Open House & Landowner Discussions (Online)

Finalization of Proposals

COORDINATION TEAM

In January of 2018, the USFS, Westwind Stewardship Group, The Nature Conservancy, and Cascade Head Ranch came together to discuss the need to develop a collective approach to planning and managing the trail use at CHSRA. Eventually, other entities including Lincoln City Parks and Recreation and the Sitka Center, among others, also joined the effort. This group became known as the CHSRA Coordination Team, and their goal was to reach out to area landowners, other stakeholders, and the public to identify trail-related issues and then collaborate to develop recommendations to address them.

Because there are many jurisdictions and ownerships included in CHSRA, as well as different stakeholders and users, this planning effort strove to engage all interested parties in meaningful ways that allowed the work to move forward while also incorporating a variety of perspectives. Representatives from local and state government entities, emergency services, area landowners, nearby communities, tourism associations, trail organizations and other regional stakeholders were consulted and provided input towards these recommendations. Although driven by a core group of entities who were responsible for designing and implementing the process, this document includes input from over 750 individuals and groups.

NPS ASSISTANCE

The Coordination Team's first step was to apply for technical support from the National Park Service – Rivers, Trails, and Conservation Assistance program (NPS-RTCA). As a collaborative partner, NPS-RTCA staff helped guide the planning process, engage stakeholders and communities in the visioning and planning, and facilitate decision-making discussions.

LANDOWNER WORKSHOPS

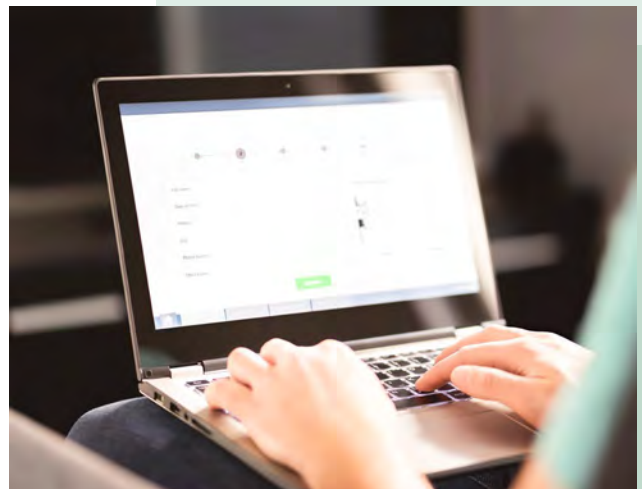
The next big step in the planning process was for the Coordination Team to meet with nearby landowners through a series of four workshops in Neskowin, Otis, Lincoln City, and the Three Rocks Road area in early August 2018. The workshops used a small group format designed to allow landowners to share issues, opportunities, and potential solutions regarding trails in CHSRA. For a synopsis of the landowner workshops, see *Appendix 1*.

PUBLIC OPEN HOUSE

An open house was hosted on September 27, 2018, in Lincoln City. The open house was staffed by the Coordination Team and was designed to provide public input. This forum gave attendees a similar format as the landowner workshops. For more details see *Appendix 2*.

ONLINE SURVEYS

A community-based survey was conducted online to allow for additional feedback and provide those who could not attend the workshops or open house a means of providing input. Invitations to take the online survey were posted on social media, trailheads, businesses, and community gathering areas within Lincoln City. Over 640 people took the first online survey. To see a synopsis of the first survey results, see *Appendix 3*.



DEVELOPMENT OF RECOMMENDATIONS

After all the public and landowner input was gathered and synthesized, the Coordination Team spent many months analyzing the data and formulating preliminary recommendations. All the recommendations in this document were achieved through consensus. In this planning process, consensus has been defined as all the members of the Coordination Team agree with the recommendation. If preliminary agreement was not achieved, the recommendation was altered to achieve consensus or dropped (see *Appendix 10* for a list of options analyzed but dropped). Although all recommendations were discussed as a group, landowners had the ultimate right to approve or reject recommendations located on the land they manage.

INPUT ON PRELIMINARY RECOMMENDATIONS

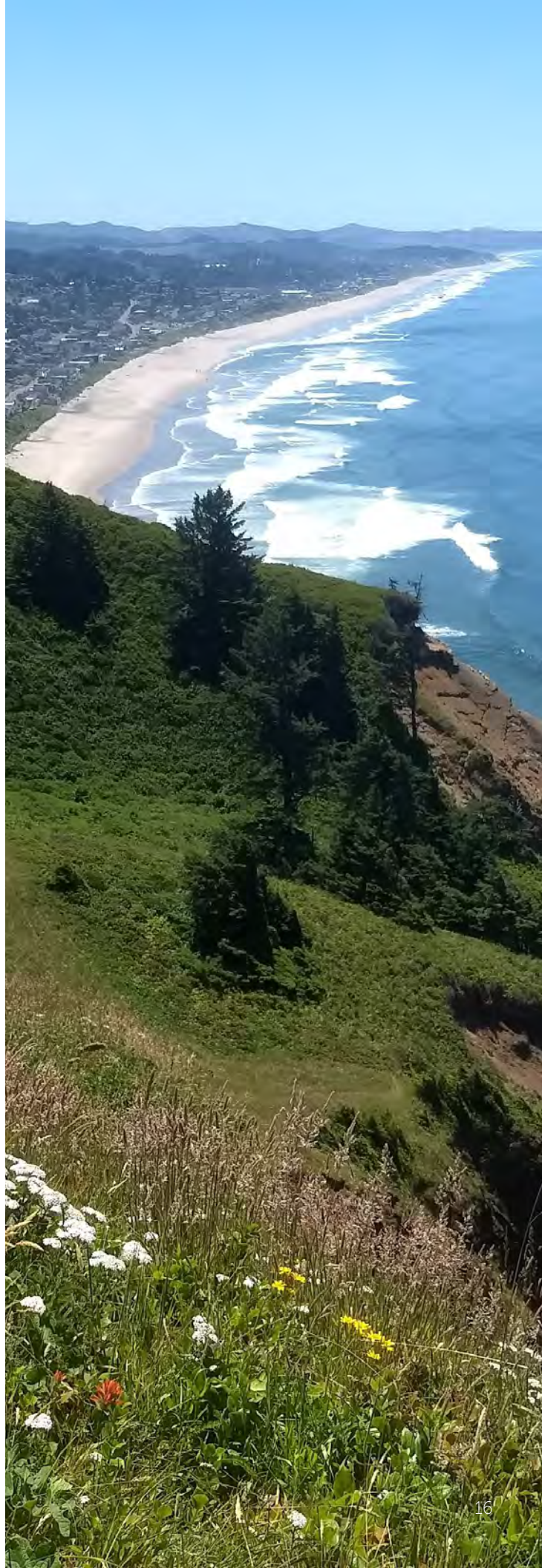
The Coordination Team developed their preliminary recommendations in the Spring of 2020. Once the draft proposals were developed, the Coordination Team developed a website (CascadeHeadTrails.org) to provide information on the effort and share the preliminary recommendations.

A second online survey was developed to allow landowners, stakeholders, and the public to provide feedback on the preliminary recommendations. In all, 199 people provided feedback on the second online survey. The Coordination Team also hosted online dialogue sessions with landowners as well as a second open house to allow for more engagement of interested parties.

For a synopsis of the second survey results, see *Appendix 4*. For notes from these online workshops, see *Appendices 5* and *6*. These were conducted online because of the Covid-19 pandemic.

FINALIZATION OF RECOMMENDATIONS

After the second online survey, dialogue sessions and open house were held, the Coordination Team evaluated the feedback and adjusted the preliminary recommendations. The Coordination Team then drafted the final recommendations within this document.



Existing Conditions

TRAILS

There are several trails that are formally maintained and recognized on signs and maps as official trails within CHSRA. There are also a number of unofficial and unmaintained trails. The following is a brief description of these trails.



Official Trails

Rainforest Trail

The Rainforest Trail (USFS #1310), formerly known as Cascade Head Trail, was renamed because trail users were expecting to get to the meadows of Cascade Head. Instead, this trail runs north to south within the Cascade Head Scenic Research Area. This trail is less crowded than the other two popular trails in the area and is entirely inland with no real viewpoints. The Rainforest Trail has a forested backdrop with large Sitka spruce, western hemlock, Douglas-fir and red alder. It includes a grove of 6-foot diameter Sitka spruce about midway on the trail near the headwaters of Calkins Creek. The Sitka Spruce-Western Hemlock rainforest here has been studied by foresters since 1934.

The Hebo Ranger District recently performed heavy maintenance and reconstruction on this approximately 6-mile, one-way trail. The Rainforest Trail is divided in two segments by USFS Road 1861. The northern half of the trail is roughly 2.5 miles in length. The southern half, which terminates at Three Rocks Road, is approximately 3.4 miles in length.

Hart's Cove Trail

Hart's Cove Trail starts at the end of USFS Road 1861 and officially ends at Hart's Cove. This scenic trail descends about 900 feet in elevation through a Sitka spruce-western hemlock rainforest, crosses two seasonal creeks, and ends at a prairie headland overlooking the Pacific Ocean. Chitwood Falls cascades off the backside cliff at Hart's Cove. An unseen cove to the south resounds with the barking of sea lions. The strenuous trail traverses steep forested hillsides to a grassy meadow on the ocean's edge. Hart's Cove Trail (USFS Trail #1303) is a one-way trail approximately 2.6 miles long.

Upper & Lower Cascade Head Trail (USFS & TNC)

This trail connects Knight Park to USFS Road 1861. It passes through private lands on easements generously provided by adjacent landowners. The trail leads to the meadow on The Nature Conservancy's Cascade Head Preserve and is the most popular trail in the northern half of CHSRA (north of Salmon River). There are several areas that have steep steps in the lower forested portion of the trail and areas of incised erosion in the meadow. For planning purposes this roughly 3.4-mile trail is discussed as the Upper Cascade Head and Lower Cascade Head Trails. The Upper Cascade Head Trail starts at USFS Road 1861 and runs approximately 0.9 miles to the upper overlook of the meadow. The Lower Cascade Head Trail starts at Knight Park climbing and traversing to the upper overlook which is approximately 2.5 miles in length.

Lincoln City Open Space Trails (The Knoll Area)

The Knoll Trails on Lincoln City Open Space total over 3.1 miles in length via a loop trail. Some sections of the trails are on old roadbeds and others are more traditional trail treads. These scenic trails provide the quickest and easiest access to The Knoll. Some sections of the trails at The Knoll are located on private land, which Lincoln City has secured easements for.



Unmaintained or Unofficial Trails

Hart's Cove to Neskowin Trail

This roughly 1.2-mile trail travels from Hart's Cove to South Beach Road, a private road which is not accessible to the public. It has several sections that are in need of maintenance including small seeps and stream crossings. This trail runs through the Neskowin Crest Research Natural Area, a part of CHSRA. Researchers often use this trail to access their study plots.

Falls Ridge Trail

This 1.25-mile trail starts on an old roadbed off of USFS Road 1861 and heads north skirting the eastern boundary of the Neskowin Crest Research Natural Area and terminates at US Highway 101. This existing trail has not received maintenance since the 1980s. There are numerous logs across the trail and sections that are in need of reconstruction.

Upper Thumb Trail

This 0.9-mile trail starts at the top of The Knoll Trail and heads north and west to High Meadow and on to The Thumb. It is almost entirely on USFS property with a small piece on private land. This trail is mostly in good shape but has never been formally designated as a trail by the USFS.

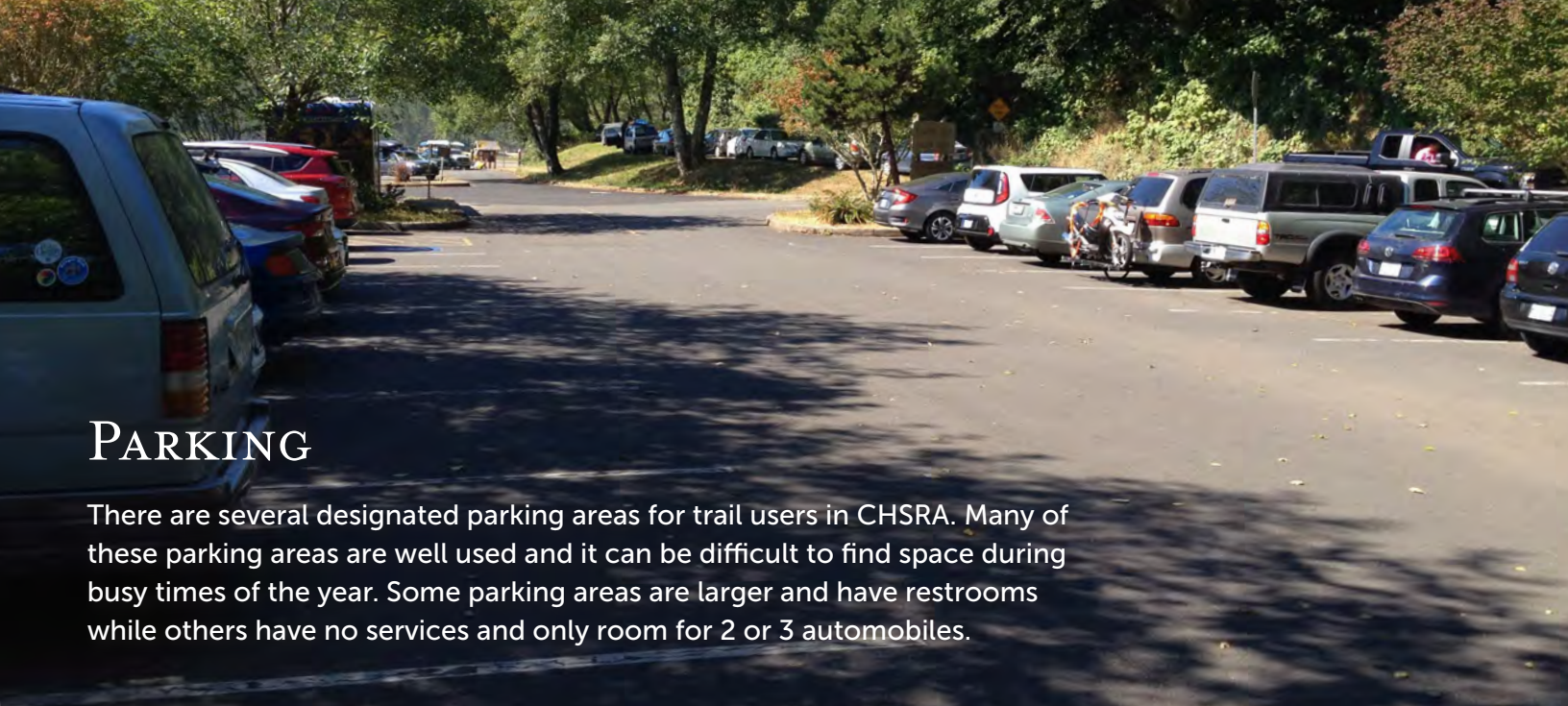
Lower Thumb Trail

This trail starts at Logan Road and travels roughly 0.75 miles to The Thumb. This is a popular hike because it is the fastest means of getting to The Thumb. It starts on private property running on an easement owned by the USFS and then travels onto USFS lands. There are several muddy sections of this trail and when it gets to the base of The Thumb it becomes braided, steep and loose. Although this trail is quite popular and is written up in guidebooks and on the internet, it has never been officially designated as a trail by the USFS.

Lower to Upper Thumb Connector

This short connector trail links the Upper Thumb and Lower Thumb trails. It is entirely on USFS lands located to the north of The Knoll.





PARKING

There are several designated parking areas for trail users in CHSRA. Many of these parking areas are well used and it can be difficult to find space during busy times of the year. Some parking areas are larger and have restrooms while others have no services and only room for 2 or 3 automobiles.

Hart's Cove

The end of USFS Road 1861 serves as the parking area for Hart's Cove Trail. There is roughly room for 4 to 6 vehicles here. There are no services or amenities at this USFS parking area.

Upper Cascade Head

There is an existing parking area for the Upper Cascade Head Trail on USFS Road 1861. There is room for about 3 to 4 vehicles, but parking often overflows onto the very narrow and soft shoulders of the gravel forest road. There are no restrooms or other amenities at the Upper Cascade Head parking area.

Knight Park

Knight Park is managed by Lincoln County. It serves as the trailhead for the Lower Cascade Head Trail and includes a paved parking area with about 25 single-car parking spaces, a boat ramp, and pit vault toilets. Knight Park is also used by Westwind campers. It is a popular boat launch during steelhead and salmon fishing seasons, during which all the parking spots are usually taken. When parking is scarce, visitors will often park on the road shoulders near Knight Park. While much of this parking is legal, some illegally parked vehicles have caused issues with adjacent private landowners.

Rainforest Trail

The USFS has a small, 2-vehicle parking area at the southern end of The Rainforest Trail (USFS Trail #1310). There are no services. This parking area is located at the intersection of Three Rocks Road and Highway 101.

Lincoln City Open Space

The Knoll and The Thumb are popular destinations and are becoming even more so due to social media and online marketing. Logan Road had been the main access trail to The Thumb. The lack of parking created increasing conflicts with neighbors. In 2018, Lincoln City directed the Lincoln City Parks and Recreation Department (LCPRD) and Explore Lincoln City, a local tourism association, to remove any marketing or promotion of The Thumb. In addition, LCPRD designated local parking areas for people to access the trails to The Knoll and The Thumb. During this planning process, Devils Lake Boulevard trailhead was designated as the main trailhead and access point to reduce visitors at Logan Road. This has eased the parking issues at Logan Road, but it has also created more impacts and maintenance issues at the Devils Lake Boulevard trailhead.

NE Devils Lake Boulevard

At the end of NE Devils Lake Boulevard is a cul-de-sac that is within the future development of The Villages at Sitka Woods. This area has ample parking for the Lincoln City open space trails leading to the Knoll. There is room for 30 parking spaces here and there are no facilities.

Sal La Sea

There is a small parking area with room for 2 to 3 vehicles for Lincoln City's open space trails on Sal La Sea Drive. No amenities are present here.

Port Drive

There is an additional small parking area with room for 3 to 4 vehicles for the Lincoln City's Knoll trails on Port Drive. No amenities are present here.

Issues Identified

The following issues were identified in the initial phase of outreach which included discussions with stakeholders, workshops with landowners, a public open house, a public online survey and meetings with the Coordination Team.

1 TRAILS

Certain trails are getting increasingly crowded during peak times, which creates problems for parking, neighboring residents, and user experience. Wrong placement and lack of maintenance causes muddy or eroding tread in some locations that hikers venture off trail to avoid. Hikers create unsafe and unsanctioned social trails. These can lead to trespass on private property or negatively impact ecologically sensitive areas, especially in meadows. Some trails are dangerous and lead to steep cliffs where rescues are necessary, especially at The Thumb. More trails with varying levels of difficulty and options for loops are desired by some members of the public.

2 COMMUNICATION AND SIGNAGE

Information on the internet has exacerbated crowding at certain popular trails. Inaccurate information from various online sources and on Google Maps has led people to the wrong places, and there is not enough signage on the highway to direct people to the trailheads. Maps at different trailheads provide inconsistent information and often do not provide information on other trails within the CHSRA. Some signs lack information on mileage, difficulty, fire prevention, and Leave No Trace principles. More interpretative signage about the Cascade Head Scenic Research Area, Marine Reserve, UN Biosphere Reserve, native flora and fauna, history of human use, research, and local restoration projects is needed.

3 SAFETY AND ENFORCEMENT

Many posted rules need more enforcement, particularly speed and parking violations, group size limits, and dog bans on The Nature Conservancy property. There needs to be closer coordination with Emergency Services to ensure that roads, communications systems, and helicopter landing zones are ready for emergencies.

4 ACCESS & PARKING

Parking is insufficient to meet current demand at popular trailheads, particularly for the Thumb and The Nature Conservancy's Cascade Head trail. Visitors to the area are forced to look for additional parking locations, creating disturbances with local residents. When many visitors park in alternative locations, safety concerns arise from people walking in roadways to access trailheads or getting lost in surrounding neighborhoods. Specific issues at the access points include:



Knight County Park Lower Cascade Head Trailhead

Use of Knight County Park during peak seasons of summer and fall is so heavy that there are major safety concerns for the public because cars are parked in No Parking areas that must remain clear for emergency services vehicles. Some hikers find wayfinding to the trail confusing and trespass on private property. Hikers regularly walk on a public county road west of Knight Park instead of the designated trail, creating hazardous situations with drivers on the roads.

Forest Service Road 1861 Trailheads

The road closure to protect wildlife from January 1 to July 15 each year limits access to Hart's Cove (USFS) & Upper Cascade Head (TNC) trails, which adds some pressure on the lower Cascade Head trail (TNC). The trailheads have very limited parking for only a handful of cars, so visitors park on unsuitable and unsafe shoulders. The parking areas do not have restrooms. USFS Road 1861 is a narrow gravel road with blind corners that suffers from frequent wash outs. Visitors often drive rapidly, putting other vehicles and some pedestrians at risk. In November of 2021, a major landslide took out three sections of Road 1861, resulting in that road, along with access to these trailheads, being closed indefinitely. In 2023, the US Forest Service will be evaluating various options to identify what the best course of action for this landslide prone road is. Depending on the outcome(s) for the 1861 road, some of the recommended actions in this proposal may warrant a future revision.

Rainforest Trail and Oregon Coast Trail

USFS Trail #1310 was also called Cascade Head trail, causing confusion for visitors, especially those using Google Maps. This trail acts as the Oregon Coast Trail (Oregon State Parks), but the northern half has been closed due to storm damage for more than a decade. As a result, thru-hikers were forced to walk on Highway 101 and USFS Road 1861 to complete this segment of the hike. The southern trailhead only has capacity for two to four cars and often overflows. The northern terminus has a dangerous entrance and exit onto Highway 101 and only has room for 2 vehicles.

Neskowin

An unofficial trail leads from Hart's Cove to Neskowin, but there is no legal public access.

The Thumb and The Knoll Areas

Most visitors accessing this trail system park at Roads End State Park and walk down a busy county road (Logan Road) to access a short unofficial trail to The Thumb. Though Roads End State Park has a large parking lot, it is also used by beachgoers and is often full. Visitors usually then drive down Logan Road looking for the very limited street parking and have trouble turning around at the end of the road. This situation causes conflicts with drivers and hikers using the same narrow roadway without ample shoulder space or a sidewalk to separate them. This also disturbs neighbors who frequently deal with large numbers of visitors trespassing on their property to find the poorly marked trail or a bathroom.

Lincoln City has established 3 small parking lots with capacity for 2 to 3 cars, each leading to The Knoll on the same trail system. The largest parking area for this trail system, located at the end of NW Devils Lake Boulevard, does not currently create conflicts with local residents, but it falls within an area slated for a development called Sitka Woods Villages. These access issues also present challenges for emergency response agencies on these trails where rescues occur most frequently in the Cascade Head Scenic Research Area. From the trail system, there is some trespass onto property owned by Westwind Stewardship Group, which remains closed to the public to protect children camping on the site.



Overflow parking along Three Rocks Rd. near the entrance to Knight Park.

Recommendations

This proposal seeks a balance between short- and long-range planning. Many of the recommendations contained within this document can be implemented relatively quickly, if not right away. We hope these actions will help alleviate some of the issues such as crowding at parking areas, safety issues, and protection of natural resources. Other actions require land-use and environmental compliance, such as an environmental assessment, which will take time to complete. Some actions are contingent upon other actions being implemented in advance. Together, all these recommendations are aimed at providing a better experience for the visitor while protecting resources and reducing impacts from visitation.

Our general approach to addressing many of the issues related to overused trails and negative neighbor interactions were threefold:

1. Look for suitable places to create more trails and access points to provide more recreational opportunities that are intended to disperse use across the area and relieve pressure on popular locations.
2. Improve signage across the area for better wayfinding.
3. Improve marketing so the public has up-to-date information on access, visitation rules, and options for dispersed hiking.



PROGRAMMATIC RECOMMENDATIONS

Many issues identified in our assessment and public outreach efforts are programmatic, meaning they cannot be solved just by physically building trails, parking areas, bathrooms, viewing platforms, or signs. These include:

1. Maintenance & Management
2. Restoration & Resource Protection (Mitigation)
3. CHSRA Collaborative Group
4. Public Transportation
5. Emergency Services
6. Media & Marketing

Maintenance & Management

Land managers in this area have limited capacity to maintain the existing trails, yet additional trails are recommended to alleviate some of the issues identified. Volunteers will be engaged to help build and maintain the existing and newly recommended trails. The Portland-based Trailkeepers of Oregon is a volunteer organization with trail building and maintenance expertise that started working with land managers in CHSRA in 2019. This group has already rerouted a dangerous and eroding section of the Cascade Head upper trail and repaired the northern section of the Rainforest Trail (Forest Service Trail 1310, Oregon Coast Trail).

Land managers are also limited in their capacity to interact with visitors and enforce rule violations. The Nature Conservancy trains and schedules volunteer naturalists to maintain a presence on their property every weekend and holiday from mid-April to mid-October. A new trail ambassador program is forming on the north coast to train volunteers to interact with visitors at busy north coast trailheads to provide information on rules and alternative hikes. We recommend that trail ambassadors be stationed within the CHSRA to augment the volunteer naturalist program. Additionally, new major trailheads built on Forest Service lands will be designed to accommodate a volunteer host to clean and maintain facilities at the trailheads. Their presence will help deter rule violations and parking lot break-ins. A parking fee may be implemented to fund regular maintenance of the trails and trailheads.



Restoration & Resource Protection (Mitigation)

Before implementation, all recommendations will be evaluated by a team of resource specialists to ensure they do not cause harm to ecological values through the National Environmental Policy Act (NEPA) process. Recommendations to increase the number of available trails are intended to provide opportunities for hikers to disperse and spread out the impact. Recommendations to create viewing platforms at Cascade Head, Hart's Cove, and The Thumb should keep visitors contained to sanctioned areas and limit natural resource damage on sensitive meadows. Unsanctioned trails will be eliminated and restored to prevent future use. This is particularly critical at The Thumb and Hart's Cove where several user trails impact the meadows. Volunteer naturalists at the Cascade Head Preserve enforce rules to keep visitors from bringing dogs and straying off trail. Volunteer hosts at Forest Service trailheads can provide information on rules and alternative trails that are less crowded. Use will be monitored and a permit system may be established to control the number of hikers in the future if necessary.



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Dogs

Dogs are allowed on leash or under voice command on most of the trails in CHSRA. Dog owners are expected to bag and remove all waste from their pet. The exception is the Upper and Lower Cascade Head Trails. These trails are closed to dogs to protect the natural resources and wildlife that frequent the meadow managed by The Nature Conservancy at Cascade Head. The Nature Conservancy has requested that websites managed by other entities that feature the hike to Cascade Head inform visitors that dogs are not allowed. However, many people still travel to the area with their dogs without checking websites and do not want to leave pets in a car at the trailhead. New trailhead signage will include information on alternative hikes that are dog-friendly so visitors feel less compelled to violate the dog restriction.

CHSRA Collaborative Group

The legislation that established the Cascade Head Scenic Research Area in 1974 provided for an advisory council for the area. That original group of 11 volunteers did a commendable job of reviewing the proposed USFS Management Plan for implementing this Act of Congress. They also collected and reviewed the wide variety of public comments and recommendations to the Management Guidelines proposed by the USFS. The resulting final Guidelines of October 1, 1975 are those under which the volunteers comprising the CHSRA Coordination Team have operated in our efforts to resolve the various issues presented in this document.

The original Advisory Council that facilitated the environmental review process was only in operation during the period of environmental review through 1977. Although the Council provided valuable guidance in the formulation of the final aspects of the CHSRA, it was of limited duration with no apparent provision for its continuation following acceptance of the environmental review of the USFS Management Plan.

Throughout the period of the Coordination Team's research and deliberations, it became evident that many of the issues needing attention were those that had been increasing in severity and difficulty over several years. As the popularity of the Oregon Coast has witnessed tremendous growth, it has become apparent that a wide diversity of individuals, groups, and organizations have seemingly ever-expanding interests as well as subsequent concerns regarding the CHSRA. In forming the current Coordination Team to study, review, and propose remedial recommendations, the USFS has reached out to a wide variety of CHSRA users, stakeholders, landowners, government agencies, local governments, and other interested organizations and parties. For over four years the Coordination Team's efforts have now collectively produced these recommendations. We sincerely trust that they will become viable projects and provide solutions to the many issues in the CHSRA.

To see the recommendations through implementation and continue coordination amongst the parties interested in management of CHSRA, we recommend:

1. A volunteer Cascade Head Scenic Research Area Collaborative Group be formed.
2. This collaborative group should consist of members that represent a broad range of interests.
3. This collaborative group would meet on a time frame as determined by the members, which could be varied depending upon what issues or projects are currently being addressed.
4. This group would be charged with monitoring and advising on implementation of the final recommendations of any CHSRA plan that would be adopted by the USFS as a result of this study or other critical issue.

Emergency Services

The CHSRA Trails and Access Coordination Team recognizes the important issue of emergency services within CHSRA. Through meetings and discussions with various responding agencies, the Team has consolidated requested infrastructure improvements and makes the following recommendations:

Within the CHSRA there are two basic human emergency scenarios, one on land and the other on adjacent ocean waters. Both have been experienced in CHSRA in the past. In large measure, water emergencies have been responded to and handled by the U.S. Coast Guard (USCG) and the North Lincoln Fire & Rescue (NLF&R) water team. Some land emergencies on the cliffs along the western edge of the CHSRA have also been responded to by the USCG Depoe Bay Station and the USCG Helicopter Detachment based at the Newport Airport.

In addition, other situations on steep slopes and cliff areas around north Lincoln City have been responded to by NLF&R units. Although the north portion of the CHSRA north of USFS Road 1861 to Neskowin is within the Neskowin Fire District, they have not as yet been required to respond to any emergencies in CHSRA.





Sieria Dawn McClain/EO Media Group

Public Transportation

Visits to CHSRA have historically been by private vehicle, be it automobile, bicycle, or watercraft. While these modes continue to dominate, the Coordination Team devoted considerable effort in researching public transit as a possible viable option. This was due, in large part, in an effort to lessen the increasing overflow of existing parking facilities during peak visiting times in the summer and early fall. This will not only alleviate parking issues but provide access to nature for different demographics, reduce localized air pollution, and improve the possibility of a culture shift to lower carbon footprint recreation.

Meetings and discussions with Tillamook County Transportation District and Lincoln County Transit resulted in several recommendations listed below. Some of these recommendations could be pursued in the near future to serve current demand at trailheads. Some recommendations are longer-term projects that require the creation of new bus service lines or involve planning for bus infrastructure at new trailheads.

While the team researched several potential recommendations for additional vehicle parking, they were aware that additional efforts in transportation were also needed.

General Recommendations

1. Bike racks are recommended at bus stops to promote multi-modal transportation.
2. Bus shelter design should be flexible and is best if it incorporates elements from existing infrastructure.
3. On-call stops are a good option to provide public transit to locations with low or unpredictable use. New smartphone apps can help users access these flexible transit services.
4. Tourism and marketing groups should be engaged to help disseminate information on public transportation options for reaching trails in the CHSRA.



Specific Recommendations

1. **FS 1861 intersection at Highway 101.** Existing bus routes along Highway 101 between Tillamook and Lincoln City already have a flag stop at USFS Road 1861 at the crest of Cascade Head. Passengers loading and unloading from the northbound bus must cross the highway where vehicles have limited visibility. Further development of highway infrastructure to facilitate a bus turnaround at the USFS 1861 intersection, would provide a pull-off bus stop, with bus shelter, that would greatly improve safety for passengers arriving or departing the Cascade Head trail system and is highly recommended.
2. **Three Rocks Road at Highway 101.** This location is also currently served by a flag stop with limited space for a bus to pull off the highway. We recommend that any Oregon Department of Transportation projects to redesign this intersection should incorporate improvements to transit infrastructure.
3. **Fraser Creek Interpretive Wayside.** Facilities already exist at this location along Highway 101 at Highway 18 intersection including a paved bus turnaround, restrooms, and space for a bus shelter. This stop could be added to the existing routes with little difficulty with the installation of appropriate signage. We recommended it be added to the existing routes.
4. **Villages at Cascade Head.** This proposed stop would be at the north end of West Devil's Lake Road in the Urban Renewal area of north Lincoln City. It is presently a paved cul-de-sac with sufficient radius for a bus turnaround and space for a bus shelter. It could easily be added to the existing Lincoln City Loop route and would provide a service to any future city development while maintaining public access to an important trail network to The Thumb and The Knoll. We highly recommend that this be given consideration by the City in its urban renewal planning.
5. **Roads End State Park.** A bus shelter should be added here as part of inclusion in a city bus route and help to greatly alleviate parking pressure on this facility. We recommended that Oregon State Parks be encouraged to assist with development of this stop.
6. **Knight Park.** This location is similar to Fraser Road Wayside in that facilities already include restrooms, sufficient paved area for a bus turnaround, and space for installation of a bus shelter. It is not currently on an existing bus route, but a new service could be developed on a trial basis. We recognize that independent funding would be required to establish permanent bus service to Knight Park, even on an on-call basis. Because service along Three Rocks Road would also apply to any other potential relocation options for trailheads, we recommend that funding be found to provide a thorough testing of this service and find the right balance between traffic reduction solutions and limited access. We recognize local concerns about the limited current capacity of Three Rocks Road to accommodate buses.

Media & Marketing

These recommendations seek to change the current patterns of use by the public, particularly those of visitors from outside the region. Currently, Knight Park is the most used trailhead for the northern portion of CHSRA. The Coordination Team seeks to change this and have the majority of users going to the trailheads on USFS road 1861; however, that desire will need to be reassessed or postponed until the Forest Service has completed their evaluation of options to fix the landslide-damaged road sections. Also, based on the work of the Coordination Team, the 1310 Trail has been renamed the Rainforest Trail.

In the southern portion of CHSRA, currently the main access point is the northern end of Logan Road. Because of the lack of parking and conflicts with adjacent landowners, these recommendations seek to move the predominant usage away from Logan Road to the NE Devils Lake Blvd. We also recommend that, God's Thumb, the alternate name for The Thumb, no longer be used in order to reduce confusion over having two names for one spot. It should only be referred to as The Thumb in all instances.

To make the changes listed above, websites, tourism materials, and guidebooks will need to be changed. This will require a significant amount of time contacting and coordinating with the authors, tourism entities, and businesses that distribute the information for the trails in CHSRA. The Coordination Team is recommending that a part-time position be funded for someone to oversee this work. Potential funding could come from local and state tourism entities.



Trail & Access Recommendations

GENERAL RECOMMENDATIONS

Trailheads & Parking Areas

All trailheads and parking areas within CHSRA will display signage to inform users that the trail is only open to hikers, no camping (except in designated hiker-only campsites, if developed), no fires, Leave No Trace principles, emergency contact information, and a map for people to use to locate where they are in relation to the other trails in CHSRA, if possible. The Coordination Team classified trail access areas with parking as either trailheads or parking areas. Parking areas have no amenities such as restrooms or bear- and bird-proof garbage cans. Trailheads have these amenities and might even have volunteer hosts on site.

Once USFS Road 1861 is repaired and reopened, we recommend the Upper Cascade Head Trailhead and Devils Lake Boulevard serve as the main trailheads for CHSRA. As such, they will be signed from Highway 101 and all tourism materials should direct people to these main trailheads. These trailheads were selected to be the main trailheads because of their large parking areas, relatively easy access, and less likelihood to cause issues with adjacent landowners.

Signs & Directions

Members of the Coordination Team are working together to develop a coordinated design plan for wayfinding signs across jurisdictional boundaries. Using a consistent design can bring the different trails in the area into a holistic system. Consistent signage and information can also help hikers realize they are in the Scenic Research Area, connect the trails, and learn about alternative trails to disperse use across the area. See some of the draft work done to date in *Appendices 7 - 10*.

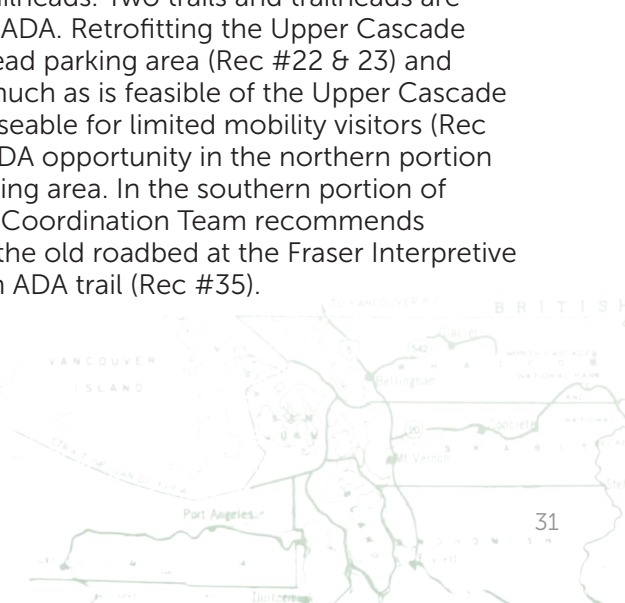
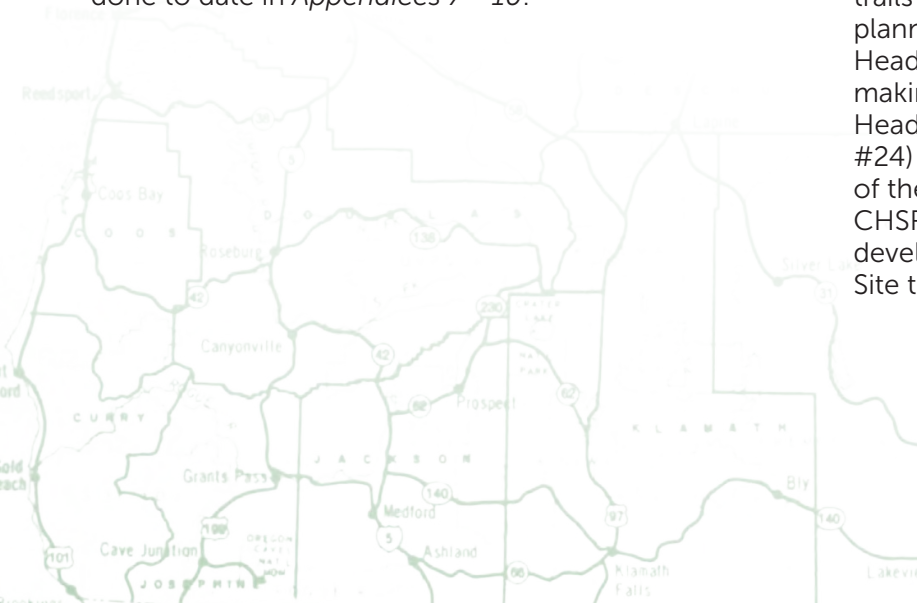
Oregon Coast Trail (OCT)

The Oregon Coast Trail spans the distance of Oregon's 362-mile coastline. Much of the route is along beaches. About 10% of the trail is within the Highway 101 road corridor. Oregon State Parks is currently working to close gaps along the OCT and asked the Coordination Team to make recommendations for routing the OCT within and close to CHSRA. From the north, the route the OCT will take to get to CHSRA still needs more assessment. A likely routing is along Slab Creek Road and Old Slab Creek Road. It would need to cross Highway 101 to get to CHSRA. In the project area, the OCT is planned to utilize the Rainforest Trail to head south to Three Rocks Road. Here the OCT route will need to go along Highway 101 to span the Salmon River and head south to the Fraser Interpretive Site. The OCT route would then utilize the proposed new trail (recommendation #36 below) that would connect the interpretive site with Lincoln City's open space trails. It would continue southwest to NE Devils Lake Blvd and then to Sal La Sea Drive where it would be routed along the road corridor to Roads End State Recreation Site.

Americans with Disabilities Act (ADA) Opportunities

Currently, there are no trails within CHSRA that meet ADA requirements. The steep slopes and older trails of CHSRA were not built with limited mobility people in mind. Many of the trails have steep and narrow treads that pose challenges for many people.

The Coordination Team spent several meetings discussing potential opportunities to provide ADA trails and trailheads. Two trails and trailheads are planned for ADA. Retrofitting the Upper Cascade Head Trailhead parking area (Rec #22 & 23) and making as much as is feasible of the Upper Cascade Head Trail useable for limited mobility visitors (Rec #24) is an ADA opportunity in the northern portion of the planning area. In the southern portion of CHSRA, the Coordination Team recommends developing the old roadbed at the Fraser Interpretive Site to be an ADA trail (Rec #35).



RECOMMENDATIONS BY AREA

Area recommendations are divided into **Northern** and **Southern** areas, which roughly correspond to Tillamook County and Lincoln County.

The proposed actions described below include lead entity and partners.



Northern Area: Neskowin to Three Rocks Road

Recommendations 1 – 32 are located in the northern half of the planning area, from approximately Neskowin south to Three Rocks Road.



Legend

- Existing official trail
- Unsanctioned or not maintained trail
- Proposed new trail
- Proposed action discussed in report

40 - 49

33

#1 Connect Neskowin to Proposal Rock & The Ghost Forest

Although not within the boundaries of CHSRA, Proposal Rock and The Ghost Forest are popular destinations for locals and visitors. The initial public online survey and landowner workshops yielded numerous comments asking for walking connections to these unique features. A lead entity for this effort will need to be determined.

Lead Entity: TBD
Partners: TBD

#2 Determine best routing of the Oregon Coast Trail to connect to Neskowin

Work with Oregon Parks and Recreation Department (OPRD), Oregon Department of Transportation (ODOT), United States Forest Service (USFS), the sewer district and private landowners to determine the best way to connect the Rainforest Trail (Oregon Coast Trail) to Neskowin. This will allow for OPRD to continue the Oregon Coast Trail (OCT) northward, create a contiguous route for through hikers and give Neskowin residents a direct connection to Cascade Head Scenic Research Area (CHSRA).

Lead Entity: OPRD
Partners: USFS, ODOT, Neskowin Regional Sanitary District & private landowners

#3 Develop a new parking area for the Rainforest Trail

Create a parking area on the Neskowin side of the Rainforest Trail (Trail #1310) and the Falls Ridge Trail (currently unmaintained). The current parking area is small and has poor vehicular access from Highway 101. A new parking area on USFS lands immediately adjacent to the sewer district site would allow for a safer and larger parking area to serve the needs of locals and visitors as well. This parking area could accommodate up to 15 vehicles.

Lead Entity: USFS
Partners: ODOT, OPRD & Neskowin Regional Sanitary District

#4 Decommission the existing parking area for The Rainforest Trail

This parking area has dangerous access/egress to Highway 101 and does not allow for adequate vehicular parking. Once a new trailhead and reroute (#2 and 3) are constructed, this parking area should be closed and the section of trail leading to this existing parking area obliterated to prevent unwanted parking here.

Lead Entity: USFS
Partners: OPRD & Trailkeepers of Oregon or similar volunteer non-profit

#5 Feasibility Study for Hiker-only Camp on The Rainforest Trail

Currently, there are no camping sites within CHSRA and there are regulations against overnight camping. This poses a problem for through hikers on the Oregon Coast Trail (OCT). This location along the northern half of The Rainforest Trail is well suited for hiker-only camping including access to water. One to three hike-in only campsites could be developed here. More study will be needed to find the most suitable location and the ban on overnight camping will need to be modified. The USFS and OPRD could partner to site and fund the camp.

Lead Entity: USFS
Partner: OPRD

#6 Re-open the Falls Ridge Trail. The Falls Ridge Trail runs parallel to The Rainforest Trail (#1310)

Currently, this trail is 1.25 miles long, is not maintained and is mostly impassable. Much of the alignment is on an old logging road descending along the top of Falls Ridge. This trail should be re-opened. If re-opened, a loop could be created with Falls Ridge Trail and The Rainforest Trail.

Lead Entity: USFS
Partner: Trailkeepers of Oregon or similar non-profit trail organization

#7 Assess Falls Ridge Trail for steep section

Towards the northern side (Neskowin) of the unmaintained Falls Ridge Trail, the old roadbed has steep portions that exceed recommended grades. These sections should be studied for potential reroutes to keep the slopes reasonable and to reduce future maintenance costs.

Lead Entity: USFS
Partner: Trailkeepers of Oregon or similar non-profit trail organization

#8 Reroute Falls Ridge Trail to connect to the Rainforest Trail (#1310)

A reroute of the section of the Falls Ridge Trail closest to Highway 101 would allow for a more pleasant hike and reduce trail maintenance issues. This proposed reroute trail could connect to the Rainforest Trail in close proximity to the proposed hiker-only camping area (#5 above).

Lead Entity: USFS
Partner: Trailkeepers of Oregon or similar non-profit trail organization

#9 Close the northern terminus of Falls Ridge Trail

This section is far too steep for most trail users to enjoy and will eventually require significant maintenance due to erosion. Once the reroute (#8 above) is constructed, this section of trail should be closed.

Lead Entity: USFS

Partner: Trailkeepers of Oregon or similar non-profit trail organization

#10 Utilize the Rainforest Trail as the Oregon Coast Trail route

USFS Trail #1310, the Rainforest Trail, is well suited to become the route for the Oregon Coast Trail (OCT) to go through in the northern portion of CHSRA. The Hebo Ranger District (USFS) and Oregon Parks (OPRD) should consider working together to sign and maintain this key section of the OCT.

Lead Entity: USFS

Partners: OPRD & Trailkeepers of Oregon or similar volunteer non-profit

#11 Improve intersection of USFS Road 1861 & Highway 101

Signage leading drivers to CHSRA and The Nature Conservancy's Preserve at Cascade Head should be installed on Highway 101. This signage could also serve to warn motorists there is an intersection ahead. The intersection of Highway 101 and USFS Road 1861 should be improved to allow for safer egress. An easier and less expensive improvement to this intersection would include installing a "Pork Chop", which would force traffic to only turn right when exiting Road 1861. A longer term but more expensive fix would be to include a dedicated turn lane for both directions of traffic on Highway 101. This would require widening the roadway. Speeds could also be reduced on Highway 101 through CHSRA starting at Three Rocks Road and ending past the proposed new trailhead for the northern terminus of the Rainforest Trail.

Lead Entity: ODOT & USFS

Partners: Tillamook County & TNC (for signage content)

#12 Open USFS Road 1861 year-round

USFS road 1861 has needed a seasonal road closure to protect sensitive avian species. This particular species has been delisted and it is believed that opening the road for traffic year-round will not negatively impact this particular bird. The USFS will consult with the US Department of Fish and Wildlife and Oregon Department of Fish & Wildlife to analyze the opening of this road to year-round traffic. This recommendation would allow the USFS Road 1861 to become the primary access point for vehicles to the Cascade Head Preserve and the other trails located along this road.

Lead Entity: USFS

Partners: ODFW and USFWS

#13 Expand parking area at Intersection of USFS Rd 1861 & Rainforest Trail

This recommendation is to expand the existing pullout at the intersection of USFS Road 1861 and the Rainforest Trail to create six to ten additional spaces. This parking area could serve hikers walking the Rainforest Trail, Falls Ridge Trail (#6) and the proposed Chitwood Ridge Trail (#16).

Lead Entity: USFS

#14 Convert old roads to create the Tie Trail

Utilize about 1.3 miles of an old logging road, starting at the existing pullout (#13) at the intersection of Rainforest Trail and USFS Road 1861, to create the Tie Trail, which would allow hikers to avoid walking USFS 1861 road and tie the Oregon Coast Trail route (Trail #1310), Falls Ridge Trail (#6), and the proposed Chitwood Ridge Trail (#16).

Lead Entity: USFS

#15 Designate & Enhance the old gravel pit to serve as a helipad landing

This old gravel pit could serve as a helipad landing spot for emergency and fire-fighting purposes. It should be assessed by the USFS and other emergency services to determine its feasibility and what could be done to make it more functional.

Lead Entity: USFS

#16 Utilize an old logging road to create the Chitwood Ridge Trail

This trail would branch off of Falls Ridge Trail (#6) and utilize an existing old logging road along a ridge paralleling Chitwood Creek. This 1.25-mile old logging road is mostly at grade and can be utilized as a trail relatively easily.

Lead Entity: USFS

Partner: Trailkeepers of Oregon or similar non-profit trail organization

#17 Construct a tie trail that connects the Chitwood Ridge Trail to the Hart's Cove Trail

In order for the Chitwood Ridge Trail to connect to the Hart's Cove Trail, a new section of trail approximately 0.5 to 1 mile in length, would need to be constructed. This area is steep, so full bench construction and switchbacks will be required to negotiate the slope.

Lead Entity: USFS

Partner: Trailkeepers of Oregon or similar non-profit trail organization

#18 Enhance the bench & viewpoint above Hart's Cove

The bench and viewpoint above the south end of Hart's Cove has become overgrown. Brushing the view, reconstructing the bench, and installing fencing will protect the resources, enhance the aesthetics, and protect visitors.

Lead Entity: USFS

#19 Delineate a trail through the Hart's Cove Meadow

Visitors attempting to get a view of Hart's Cove and the ocean are creating a web of trails through the meadow at Hart's Cove. A formalized trail leading to a viewing platform area would discourage the majority of this activity and reduce impacts from these user-made trails. The viewing area would act as the destination for hikers, which would dissuade them from getting close to the cliff edge and further reduce impacts to natural resources. Interpretative panels here could focus on the marine life of Hart's Cove, Cascade Head Marine Reserve, Neskowin Crest Research Natural Area, and the history of this area.

Lead Entity: USFS

Partners: Cascade Head Biosphere Reserve & Oregon Department of Fish & Wildlife

#20 Leave the Hart's Cove to Neskowin Trail unmaintained

This trail does not have legal access to South Beach Road and the town of Neskowin for the public. Until this changes, this trail will be left unmaintained. However, it should not be obliterated because researchers from the Neskowin Crest Research Natural Area (RNA) utilize this trail. If legal through-passage to Neskowin or Highway 101 can be obtained, this trail could be formalized and receive maintenance.

Lead Entity: USFS

#21 Maximize parking at the Hart's Cove Trailhead

Currently, the end of USFS Road 1861 serves as a turn-around and trailhead for Hart's Cove Trail with room for about 4-5 vehicles. The parking should be redesigned to maximize the number of vehicles that can be parked here. In addition, a gate should be installed between the proposed Upper Cascade Head trailhead (#23) and the parking area for Hart's Cove. This would allow the proposed trailhead for the Upper Cascade Head Trail to serve both trails when visitation is low. It would require hikers to walk an additional one-third of a mile from parking to the proposed trailhead.

Lead Entity: USFS

#22 Make one of the Upper Cascade Head parking areas ADA accessible

One of the small existing parking areas should be retrofitted to make it ADA-friendly or add ADA standards to the proposed trailhead (#23). Whichever parking area is chosen to be fitted for ADA should also receive an ADA bathroom as well.

Lead Entity: USFS

Partner: TNC

#23 Create a large trailhead and parking area for the Upper Cascade Head Trail

If USFS Road 1861 is opened year-round (#12), this proposed trailhead and parking area will likely become the most popular trailhead in the northern half of CHSRA because it is the shortest and easiest way to get to the Cascade Head meadow. It would also greatly reduce congestion at Knight Park-Three Rocks-Savage Road area. This proposed trailhead should have 20 - 40 parking spots, a toilet, and a volunteer host. This parking area would serve as the main trailhead for TNC Preserve and should be signed and marketed as such. It could also serve as an alternate parking area for the Hart's Cove Trail. It would require construction of a new section of trail to connect this parking area to the current Upper Cascade Head Trail.

Lead Entity: USFS

Partner: TNC

#24 Make as much of Upper Cascade Head Trail ADA accessible as possible

The existing trail to Upper Cascade Head should be modified to be ADA accessible and lead visitors of limited mobility from whichever parking area becomes ADA accessible (#22/23). The trail will likely need a crushed compact gravel surface and turnpikes to elevate certain areas. As long as the conversion to ADA compliance does not negatively impact the meadow and the species that frequent it, and the topography is suitable, the ADA portion of the Upper Cascade Head Trail should take visitors to key overlooks or viewing platforms (#26). If that is not feasible, an ADA turnaround will be installed where the trail enters the meadow.

Lead Entities: TNC & USFS

Partners: Trailkeepers of Oregon or similar non-profit

#25 Create an Upper Cascade Head Loop

A new section of trail should be constructed on the east side of the existing Upper Cascade Head Trail to create a loop for the current out and back. This will encourage more people to utilize the upper trailheads on USFS Road 1861. The approximate distance of new trail construction for this loop is about 1 mile, but the loop created would be about 3 miles in length.

Lead Entities: TNC & USFS

Partners: Trailkeepers of Oregon or similar non-profit

#26 Reduce erosion in the meadow

The portion of the trail that climbs the meadow on the TNC Preserve has degraded and become incised and should be assessed to see what trail reroutes or repairs are feasible while protecting natural resources. Potential solutions for erosion include installing steps and check dams. A formalized overlook would help deter wandering and unsanctioned trail creation in sensitive meadow habitat. An overlook platform could provide an attractive location for interpretation to educate the public about meadow restoration, the marine protected area, and estuary restoration.

Lead Entity: TNC

Partners: USFS & Trailkeepers of Oregon or similar non-profit

#27 Feasibility study to close or improve lower section of TNC Trail to/from Knight Park

This lower portion of the TNC Trail has maintenance issues and easements that go through private property. Private residences often experience parking problems and issues with people walking on public and private roadways to and from Knight Park. To reduce safety issues, trespass, and resource damage from the steep and eroded sections of this portion of the trail, a study should be conducted to determine if another route and trailhead can be sited in a feasible location, or if other solutions to these issues can be found.

Lead Entity: TNC

Partners: USFS, Cascade Head Ranch & Three Rocks Road area landowners

#28 Feasibility study to connect Lower Cascade Head Trail to Rainforest Trail (#1310)

If feasible, a connection that ties the Rainforest Trail (#1310) with the existing Lower Cascade Head Trail (TNC trail) would allow for a much longer hike and could serve to reduce the amount of vehicular traffic on Three Rocks Road and parking congestion at Knight Park.

Lead Entity: USFS

Partners: Sitka Center, TNC, Three Rocks Road area landowners & Trailkeepers of Oregon or similar non-profit

#29 Bicycle and pedestrian improvements to Three Rocks Road

It is recommended that partners work with Lincoln County to create a striped bike/pedestrian lane or road-separated path within the Three Rocks Road right-of-way. This will allow/encourage biking and walking and hopefully reduce motorized traffic on Three Rocks Road.

Lead Entity: Lincoln County

Partners: USFS, ODOT & Three Rocks Road area landowners

#30 Potential Trailhead for Rainforest Trail

The small parking lot at the south end of the Rainforest Trail (USFS Trail #1310) only has room for two vehicles and has a problematic entrance at the intersection of Three Rocks Road and Highway 101. A new trailhead on the private lands above the current parking area could allow for 35+ vehicles and a bathroom. This could only be accomplished if the landowner is willing to sell this land.

Lead Entity: USFS

Partners: ODOT & Three Rocks Road area landowners

#31 Improve intersection at Highway 101 and Three Rocks Road

This intersection should be realigned to make it safer and easier for vehicles to enter and exit Three Rocks Road. This would involve rerouting the alignment of Three Rocks Road to make it cross Highway 101 in a straight line instead of its current alignment. A turn lane and a deceleration lane on Highway 101 could also make this intersection safer. When this road work is done, the existing culvert and ditch should be improved for fish passage.

Lead Entity: ODOT

Partners: Lincoln County, USFS & OPRD

#32 Potential parking area for Rainforest Trail

Another option for increasing parking for the Rainforest Trail is on the southeast side of Highway 101 and Three Rocks Road. This USFS land does have potential for a large parking area but would need to be studied to determine its viability. Issues for the development of this spot include potential wetlands, cultural resources and crossing Highway 101.

Lead Entity: USFS

Partners: ODOT, Lincoln County, OPRD, Three Rocks Road area landowners, & Salmon Drift Creek Watershed Council

Southern Area: Salmon River to Lincoln City

Recommendations 33 – 49 are located in the southern half of the planning area, from approximately Salmon River to Lincoln City.



#33 Improve bicycle & pedestrian access on Highway 101 at Salmon River crossing

The Oregon Coast Trail (OCT) route will go from the southern terminus of USFS Trail 1310 (Rainforest Trail) to the Cascade Head Interpretive Site (Fraser Creek). To make this portion of the (OCT) and Oregon Coast Bike Route safer and enhance the visitor-use experience, this section of Highway 101 could use bike and pedestrian oriented improvements. These improvements could include improving bicycle and pedestrian facilities across the Salmon River bridge.

Lead Entity: ODOT

Partners: USFS & Salmon Drift Creek Watershed Council

#34 Develop an appropriate non-motorized access to Salmon River

A paddle trail on Salmon River was mentioned numerous times in the community survey, the open house and adjacent landowner workshops. The best access point for a water trail will need to be located. While not a terrestrial trail, one potential access point could be on USFS land to the east of Highway 101 and north of Highway 18.

Partners: MidCoast Watersheds Council, USFS, Westwind, landowners of the area & The Cascade Head Biosphere Reserve

#35 Convert old roadbed to ADA trail at Cascade Head Interpretive Site

An old roadbed just to the southwest of the Cascade Head Interpretive Site (Fraser Creek) could become a road-to-trail conversion allowing for an ADA trail. The focus of this trail should be to provide views of the Salmon River slough and provide interpretation of the value of these wetlands and the restoration efforts taking place in this area. A viewing platform or area could be developed to add to the experience and focus visitors to the interpretive displays. Careful design will be needed to make sure that the interpretive trail works with Westwind's entrance. This area likely has cultural significance that could alter the proposed action and should be considered in environmental review.

Lead Entity: USFS
Partners: Westwind, Salmon Drift Creek Watershed Council, Cascade Head Biosphere Reserve & Tribes

#36 Construct a trail connecting the interpretive site to Lincoln City Open Space

Create a new trail to connect the Cascade Head Interpretive Site and trails to Lincoln City open space. This approximately 1-mile-long trail will connect the Oregon Coast Trail (OCT) to Lincoln City. The USFS will need to work with Rowdy Creek Estates and Westwind to site the location of this section of the OCT. USFS should also approach Oregon Parks and Recreation Department as a possible partner to help work with landowners to make this segment a reality.

Lead Entity: USFS
Partners: Oregon Parks & Recreation, Westwind, Rowdy Creek Estates & Lincoln City Parks & Recreation

#37 Decommission spur logging road

Unless this spur road is utilized for the new trail construction (#36), this old roadbed should be considered for closure as it leads to nowhere and could confuse people.

Lead Entities: Lincoln City & USFS

#38 Expand the Devils Lake Boulevard Trailhead

Expand parking at the northern end of NE Devils Lake Boulevard, which serves as a trailhead for the Lincoln City trails that lead to The Knoll and The Thumb. With only a limited number of parking spots, it does not adequately serve the number of visitors seen here. Expanding this parking area to accommodate 25+ cars will be critical to reducing trespass and illegal parking elsewhere in Lincoln City. This trailhead should also have a bathroom and perhaps an on-site volunteer. If expanded, this trailhead should be signed and marketed to lead people here when hiking The Knoll and The Thumb trails.

Lead Entity: Lincoln City Parks & Recreation
Partner: USFS

#39 Create a loop at the southern end of The Knoll Trail

Some landowners along NE Port Drive and NE Sal la Sea Drive reported issues of visitors parking cars in and along the roadway and trespassing on private property. Some of this could be alleviated by constructing a new segment of trail that loops back before The Knoll Trail terminates at the intersection of NE Sal la Sea and NE Port Drive. This new trail would likely be less than 0.5 miles in length and would form a new loop that connects people closer to the NE Devils Lake Boulevard trailhead.

Lead Entity: Lincoln City Parks & Recreation
Partner: Trailkeepers of Oregon or similar non-profit

#40 Close the southern terminus of the unmaintained trail to The Thumb

The trail leading from Logan Road to The Thumb has no parking or trailhead. Visitors are parking on the side of the road and sometimes blocking driveways, frustrating landowners and leading to potential safety concerns. The southern terminus of The Thumb Trail should be closed and hikers should be rerouted on the existing unofficial trail leading back up to The Knoll. This existing unofficial trail should be formalized and rerouted as needed to ensure it is an appropriate grade and does not cause future impacts to resources or cause maintenance concerns. To allow for emergency and managerial access, the current alignment of the southern end of The Thumb Trail should not be decommissioned, but signs should be installed directing people to the proposed reroute or to NE Devils Lake Boulevard to start their hike.

Lead Entity: USFS
Partner: Lincoln City Parks & Recreation

#41 Formalize the trail leading from The Knoll to The Thumb (Upper Thumb Trail)

The existing trail that leads hikers from The Knoll to The Thumb via the high meadow (Upper Thumb Trail) should be formalized and assessed for maintenance needs. Some short reroutes may be needed to avoid wet areas or resource damage.

Lead Entity: USFS
Partners: Lincoln City Parks and Recreation & Trailkeepers of Oregon or similar non-profit

#42 Formalize the Lower Thumb Trail & permanently close unsustainable user-made trails

Formalize the remaining section (see recommendation #40) of The Lower Thumb Trail and assess maintenance needs. Create a sustainably designed reroute of the portion of the Lower Thumb Trail that goes through the lower meadow to The Thumb. This reroute will allow for a better designed trail that will be more enjoyable and easier to maintain. It should lead to the viewing platform (#43). Obliterate all of the user-made trails that are impacting the meadow and install signage to deter people from cutting across the meadow.

Lead Entity: USFS

Partner: Trailkeepers of Oregon or similar non-profit

#43 Construct a viewing platform of The Thumb

An attractive viewing platform overlooking The Thumb and coastline will enhance the user experience and reduce the temptation to walk along the dangerous knife-edge trail. Interpretive signs about marine life, Cascade Head Marine Reserve, CHSRA, and the Biosphere Reserve could be installed here. The user-made trail along the knife-edge ridge leading to The Thumb should be signed as a dangerous cliff hazard.

Lead Entity: USFS

Partner: Lincoln City Parks & Recreation, ODFW and the Cascade Head Biosphere Reserve

#44 Install warning signs on the cliff edge and create a belay anchor

Install warning signs about the falling hazard at the dangerous knife-edge ridge that leads to The Thumb near the viewing platform (#43). Low-key fencing may also help to deter people from walking out to The Thumb. Additionally, Lincoln County Search & Rescue and the US Coast Guard should be consulted with to determine the best location for a belay anchor to assist in rescuing those people who continue to fall or get stranded in the cove below The Thumb.

Lead Entity: USFS

Partners: Lincoln County Search & Rescue and US Coast Guard

#45 Formally name The Thumb as The Thumb

Some people have started referring to The Thumb as God's Thumb, which has led to confusion. Partners should work with media and tourism to encourage the use of The Thumb as its proper name and ask to have all other names removed from travel brochures, maps, guidebooks, and websites.

Lead Entity: Explore Lincoln City

Partners: Lincoln City, USFS, Travel Oregon, Oregon Coast Visitors Association

#46 Permanently close unofficial trail leading to Westwind property (west side)

This user-made trail leading to the Westwind property encourages trespass on private lands. It should be decommissioned and obliterated to prevent confusion and future trespass.

Lead Entity: USFS

Partners: Westwind (private property owner)

#47 Install a Leaving Public Land sign

Where the unofficial trail recommended for permanent closure (#46) enters the Westwind property, install a Leaving Public Land sign. If Westwind would like to install a no trespassing sign, that would also help discourage people from continuing on this trail.

Lead Entity: USFS

Partners: Westwind (private property owner)

#48 Do not maintain unofficial trail leading to Westwind property (east side)

This user-made trail leading to the Westwind property should be left as unofficial and not maintained. However, since Camp Westwind uses this trail for activities with its campers, it should not be obliterated. The trail should be signed as leading to private property. If desired, Camp Westwind can install a gate to help reduce trespass.

Lead Entity: USFS

Partners: Westwind (private property owner)

#49 Install a Leaving Public Land sign

Where the unofficial trail enters the Westwind property (#48), install a Leaving Public Land sign. If the private property owner would like to install a no trespassing sign, that would help discourage people from using this trail.

Lead Entity: USFS

Partners: Westwind (private property owner)

CASCADE HEAD SCENIC RESEARCH AREA
TRAIL & ACCESS PROPOSAL

Appendices





APPENDIX 1 INITIAL LANDOWNER WORKSHOPS SYNOPSIS

APPENDIX 2 PUBLIC OPEN HOUSE SYNOPSIS

APPENDIX 3 PUBLIC ONLINE SURVEY SYNOPSIS

APPENDIX 4 SECOND ROUND PUBLIC ONLINE SURVEY SYNOPSIS

APPENDIX 5 SECOND ROUND LANDOWNER WORKSHOPS

APPENDIX 6 SECOND ROUND ONLINE PUBLIC OPEN HOUSE

APPENDIX 7 EXISTING SIGN INVENTORY

APPENDIX 8 DRAFT SIGN FAMILY

APPENDIX 9 DRAFT SIGN SUMMARY & RECOMMENDATIONS

APPENDIX 10 CENTRAL AREA EXISTING & POTENTIAL PARKING OPTIONS ANALYZED

APPENDIX 1

Initial Landowner Workshops Synopsis



Cascade Head Scenic Research Area Trails & Access

Landowner Workshops Summary

Initial workshops with landowners

OTIS PUBLIC MEETING ISSUES AND SOLUTIONS 6-29-2018

Private Landowner Impacts

Issues	Solutions
Parking at Knight Park <ul style="list-style-type: none"> • Limited number of spaces • Crowding • Overflow parking along roadway 	Ticketing/ fines/towing for unauthorized parking of vehicles with coordination from law enforcement.
There is no longer parking at TNC trail head because parking restricts fire and EMS coming in, as well as egress in emergency.	Post information on why there is no parking here
People are parking at the end of Savage road to hike to TNC trail head.	Ticketing/ fines/towing for unauthorized parking of vehicles with coordination from law enforcement.
Reports of lost people who don't know where to go.	Flashing Neon trail head sign
People walking on Savage road	<ul style="list-style-type: none"> • Caution signs for drivers notifying of pedestrians on roadway, speed limit, and shared road signs. • Relocate trailhead and/or trail to take savage road out of the mix.
Limited law enforcement	
Disregard for signs, people are still overwhelming Savage road	Post towing area notification signs, "your car will be towed".
Litter on roads, Knight Park, and rec points	Periodic high season education.
Trespassing by folks having parties in high meadow area and by interpretive site.	
Vandalism at gates (interpretive site)	

Traffic and Access

Issues	Solutions
The view is the attractive part of the trail, but parking is horrible at roads end.	More dispersed parking options around CHSRA

If we add trails can we make them loop trails that also allow for better parking	Create loop trails that include different parking areas for alternative views such as estuaries, interpretive trail, and different ocean views
Only one view- What about the estuary?	See above
Interpretive site doesn't have a trail coming from there.	See above
No presence at the trail heads <ul style="list-style-type: none"> No hosts, no contacts Nobody to get people on the right path 	Presence at parking areas or a campground host
Roads end parking is horrible, can't find trail head, very confusing and frustrating	Enforce parking rules
Visitor bureau and convention center <ul style="list-style-type: none"> Is the city in the loop for the publications that visitors see? 	Lincoln City needs to work in coordination with VBC on publications.
Clearly not enough designated parking for whole CHSRA	More dispersed parking options around CHSRA
Parking along the road is "legal" so we are pushing people out into the unsafe portion of the road.	Convince Lincoln County to put pedestrian lanes on 3-Rocks Road and Gravel for parking on shoulders. Shuttle bus options?
If you don't have a fog line on the road then the legal parking over is difficult to determine	
How many people are appropriate on the trails? What and who determines how many people are appropriate? No clear limit for the system.	Determine the appropriate number of people
No bike parking designated	Bike parking at Knight Park
Nearby FS "parking lot" available	Forest Service property as backup parking
Data on how much parking is needed	Document number of vehicles parked
The county does not appear to be providing enough solutions	Work with County on Joint Grants
All the parking is concentrated in a FEW places	More dispersed parking options around CHSRA
No mountain bike trails in the area	Encourage other forms of outdoor recreation (bike trails/more trails)
If you invite biking to the area you will increase the use even more	
Overloading on the main attractive TNC trail	
All trails leading to "the thumb" and Lincoln City open	
South Cascade head (jxn 3 rocks) is too tiny	

Overflow parking & the seasonal nature of the issues	
More legal trailheads	

Communications/Publicity

Issues	Solutions
TNC us of CH image in publicity	Change the picture to a different image
Image of CH use in advertising	
Internet and social media spreads mis-information	Internet information needs to be changed to share the limitation of cascade head
Over promotion of hiking on CH	Could share the suite of hikes that are available at cascade head
Publicity (Travel Oregon) is hard to control and is increasing use	Negative publicity campaign
Lack of knowledge at CHSRA	Change the message about shoulder seasons to disperse use and promote a diversity of interaction
Competing Interests	
ODFW and Marine Board don't message at dispersed use	
Effort to control publicity could impact the ability to fundraise	

Trails and Public Land Visitation

Issues	Solutions
Unknown why FSR 1861 is closed ½ the year. This closes off the alternative trail to Hart's Cove.	Open FSR 1861 for more time to reduce impact on lower trail heads
Not enough trails in general	Look into old historic routes down in God's Thumb area

People get lost on TNC trail at night because they start too late.	Greater Volunteer presence (TNC, FS, Etc.)
There are not enough signs/blazes	Better trail route trends that easily identify route (trail blazing, signs, etc.)
Hard to find the trail to God's Thumb	Greater Volunteer presence (TNC, FS, Etc.)
Neskowin trail closed	
Information is not good (old website, FS website)	
No restriction on number of hikers	Look at County traffic counts for additional use info.
Oregon Coast Trail is broken	
No loops, out and back trails create weird hiker traffic and is unsatisfying	Create loops in trail system for better experience
Only 2 bathrooms in CHSRA	Put in more bathrooms
Camping at God's Thumb and Hart's Cove	
Funding for maintenance of trails	Permit/Fee system to regulate use
Permit system would have a large expense on infrastructure	

TNC Naturalist program doesn't have to be so in depth. I can be more casual to get more help!

NESKOWIN PUBLIC MEETING ISSUES AND SOLUTIONS 6-30-2018

Private Landowner Impacts

Issues	Solutions
Not enough designated camping and overnight areas for Oregon Coast Trail hikers. Some hikers are allowed camping in community area	Neskowin Creek RV resort allows OCT campers
Hitch hikers staying at lodge unannounced (Neskowin creek RV resort)	Neskowin Creek RV resort allows OCT campers
Bikes on Hwy 101 need to be redirected to slab creek, Old Hwy 101	

Traffic and Access

Issues	Solutions
Parking at trail heads on FS 1861 is not adequate	Improve 1861 road
Engines have a difficult time to get us FS 1861 <ul style="list-style-type: none"> Smaller brush rigs are capable Verify access requirements and needs 503-392-3313 Direct HQ Hebo office (Jim Oeder – Stakeholder) 	Coordinate with Rural Fire Department to assess Fire and Rescue access and improvements
Roads have not been assessed for fire/EMS entry and egress	
No life flight landing zone site on top of CHSRA	Explore feasibility of helipad on Cascade Head
No public parking and access to the Neskowin Crest trail	<ul style="list-style-type: none"> Discuss option of allowing parking outside South Beach road gate with pedestrian access through neighborhood. Explore options for access on old logging roads behind Neskowin Creek Rv resort
No good access points along Hwy 101, Neskowin area	
No good route for OCT hikers, they're pushed out to Hwy 101	

Communication/Publicity

Issues	Solutions
Google sends people the wrong way	Contact Garmin, Google, Magellan Etc. to correct Hwy 101 routing issues for GPS
Scenic highway routes on GPS to RV park (Neskowin)	
Google results for Cascade Head trail sends people to trail head at 101 and 3 rocks road	
Not a lot of publicity, No Facebook	<ul style="list-style-type: none"> New trail naming convention for CHSRA and get out to digital sources (internet).

	<ul style="list-style-type: none"> • Utilize newspapers both physical and digital (Pacific city sun, Tillamook Pioneer) to get information out about all trail info and changes. • Citizen’s advisory committee, Neskowin community association to be utilized for getting info out to Neskowin • Increase appropriate and accurate publicity
Lack of information on where dogs are allowed	Provide solid/clear info on where dogs are allowed
No good maps of CHSRA area in tourist locations	Provide clear and correct maps to public both physical and online
No information at Knight Park about tsunami escape zones	<ul style="list-style-type: none"> • Trail signs provide elevation and safety information for tsunami • Provide info to visitors about Cascadia subduction event and provide map routes to safe areas (known location markers with elevations)
Everyone thinks 1861 is closed for the Oregon Silverspot Butterfly	
Unsure where cell service gaps are, no service on NW side heading to Hart’s cove	

Trails and Public Land Visitation

Issues	Solutions
Almost impossible to access trails in a timely manner when FS 1861 is closed (fire/EMS)	Explore opening FS 1861 year round
Poorly signed trails, trail heads, and roads to include Hwy 101	Improve signs on 101, 3 rocks road, and Savage road and test with people who are new to the area
Poor visibility and marking of N. 3 Rocks road when traveling South bound	
Not enough parking at Hwy 101 and 3 Rocks Road	

Fall creek trail #1310 trail head on Hwy 101 is not open and there is no parking	More parking spots at Hwy 101 and 3 Rocks road and for Falls Creek trail if it's re-opened.
Not enough trails or dispersed areas across the CHSRA	Provide more hiking opportunities on North side of CHSRA, especially with ocean views. Direct bicyclists to Old Scenic Hwy
Not enough trails with ocean views and no trail to get to the ghost forest	Explore access to ghost forest
Access to TNC trail head from Knight Park area	
Community may not be agreeable to having access or people coming in to hike the Neskowin Crest Trail (currently closed and not maintained)	

ROADS END PUBLIC MEETING ISSUES AND SOLUTIONS 6-30-2018

Private Landowner Impacts

Issues	Impacts
No well designated parking areas and lack of appropriate parking period	<ul style="list-style-type: none"> • Signs to identify parking • Education and communication regarding parking • Find land to purchase for more parking (potential triangular lot owned city/slanted for apartments) • James Drayton's quarry
SIGNS (No Parking, No trespassing, Private Property, Parking area, Facilities, Etc.)	Dead End sign on Kim's road (no access)
Remove current city signs for parking because they're causing confusion and encouraging more parking where it cannot fit	City information on 2 parking spots should be removed ASAP because it's not sufficient. Need to enforce parking rules
Driving people all the way through the neighborhoods. Parking and access is not in appropriate areas	Protect neighborhoods (gravel) avoid road's end
Not enough appropriate access points to reduce or remove tourist and homeowner interaction	<ul style="list-style-type: none"> • Use villages, Identify more parking areas and access in development plan

	<ul style="list-style-type: none"> • Pathways in villages to improve resident access/impacts there and diffuse hikers going to the rest of CHSRA • Coordinate with casino because many lost people on Logan road are looking for it
Visitors using private trash cans, littering, and leaving dog waste	Provide trash cans
Access to Knoll at Sal-la-sea <ul style="list-style-type: none"> • Obstruction of access to private driveway when large groups unload and load passengers • Trespassing, littering, Destruction of property • No signs, or mis-leading info • Overnight camping • Indecent exposure and restroom use • Access to city services such a fire and EMS • Difficulty accessing trash service • Undefined or misleading parking areas, and cars encroaching on private yards • 5-10 and up to 30 vehicles turning around in private driveways 	

Traffic and Access

Issues	Solutions
<p>“Triangle” location owned by the city – already a lack of parking for the beach and lots of competition for access to the beach</p>	<ol style="list-style-type: none"> 1. Things that cost money, such as shuttles, could be a solution. (this is a seasonal issue from some peoples’ perspectives) 2. Comprehensive parking solution (Lincoln City, County, State) to mitigate Roads End neighborhood impacts 3. Purchase property South of Road’s end State Park 4. Parking fees

Turn around at Logan road was addressed by the city with “no parking.” It has pushed traffic further up Logan road, now causing issues.	Use W.D. Lake Rd by DMV (villages) access for hikers rather than along the beach (parking and trails needed)
Sal la Sea is very narrow and not a good place for people to be walking	Create a trail along Sal-a-sea to get people off the road.
“Legal” parking spots are not clear to people. What is public right of way –vs- what is the home owners’ legally owned parking.	<ol style="list-style-type: none"> 1. Clearly define street right of way parking (what is legal/allowed; balanced with land owner rights; easements) 2. Explore other solutions that worked elsewhere.
Maps are not updated/current/accurate, very poor resolution so people can’t find the right location, zoom-ins aren’t calculable.	Update maps with option to drill down to resolution of neighborhoods (detail insets)
End of Logan Road <ul style="list-style-type: none"> • Human waste • Garbage • Conflict • Trespass 	If end of Logan Rd stays – agencies should pay to put up fence to protect private properties beyond green gate.
Need trail system	
State park doesn’t seem to be part of solution	
Culvert at bottom of Sal-la-Sea and under Logan road has to go away because of flooding.	
Trail system as it is now is not conducive to people wanting to get to where they want to go.	
Easements are case – by – case and have to be investigated.	
Transition period when the situation for parking changes - > it takes time to change peoples’ behaviors	
Pump house parking ?? (is this a problem or a solution?)	

Communication/Publicity

Issues	Solutions
Folks who are new don't know where they are or shouldn't be	Figure out a ways to clarify information for new people and visitors
Many different groups (LC and VBC, etc.) put out different and inaccurate information (Oregon live, and statesman's journal)	<ul style="list-style-type: none"> • Get the groups that are distributing information to distribute consistent and accurate information • Specific articles that are really inaccurate need to be corrected with Oregon live and statesman's journal • FS website needs to explain what is going on with the trails
Don't have a definitive "right way" to talk about trails/parking in the area	<p>Communication for correct information "leader"</p> <ul style="list-style-type: none"> • Chamber of commerce • Parks and rec • Visitor information bureau <p>When a plan is completed make an effort to communicate the plan</p>
Acronyms don't communicate how special and unique the area is	More information and education on CHSRA and its importance and uniqueness, where to place trash, what to do when you get there, restroom locations etc.
Hunter in residential and crowded areas	Hunter information-where is legal hunting, and where is it non legal? (knoll is illegal). Let people know that they're hiking in a hunting area.
Bicycles and motor bikes on trails	

Trails and Public Land Visitation

Issues	Solutions
Online information from uninformed people	Friends of The Knoll/God's Thumb group <ul style="list-style-type: none"> • Facebook/social media
Fragility of God's Thumb under increased use	Volunteers, Interpreters, and community assistance in trails work – all aspects (design, maintenance, and location)
Large group impacts are worse <ul style="list-style-type: none"> • Westwind to high meadow • Wildlife populations are impacted by mowing for public safety 	<ol style="list-style-type: none"> 1. Send visitors from 101 by DMV to trailheads at villages and to Knoll, High Meadow, and God's Thumb. 2. Discourage and educate about human impacts and interaction with terrain and wildlife <ol style="list-style-type: none"> a. Period of rest, stick to singular routes b. Look for trail locations that are less impactful to environment.
Cut through trails (circular trail on knoll)	<ol style="list-style-type: none"> 1. Direct hikers to geological/hydrological sound areas/routes 2. Trail from Fraser Rd Intern site up to High Meadow and God's Thumb area, access across other ownership (Westwind, etc)
Not enough trails available that don't impact fragile natural environment	Consider multi-user level trail routes <ul style="list-style-type: none"> • Easy – Difficult • Utilize existing terrain routes/roads, trails
Homeless camps	
People walking in the middle of the road to access	Provide wide shoulders/walking path along road in Road End -> county
Lincoln City has no jurisdiction over Logan road (county could improve beach access)	Define POCs and who to contact for issues -> Lincoln City Fire/EMS/Hebo RD/LC/Lincoln County
Incorrect or lack of needed signs and information about trails system compared to the rest of Oregon (Knoll, God's Thumb), causes confusion	<ol style="list-style-type: none"> 1. Look at Yachats trail system as a guide, supporting the community and FS working together. Contact: Joanne Kittel: jnkittel@peak.org 2. Increase appropriate signage (location, content, correct information)
Trail maintenance- God's Thumb is dangerous, muddy, missing culvert, brushy, and has downed trees	Perform trail maintenance even though it is not an official trail (FS section), improve tread, wet areas, brush/tree maintenance.

Not integrated – city, FS, landowners	Integrate trail networks and communication between all partners and collaborators.
Trail at the end of Logan road is important and we need to work with landowner at the end	
Camping and associated fires on knoll, grassy vegetation dangerous when not mowed, parties and fireworks are also dangerous	
Vehicles parked overnight and unloading camping gear	
Pile of trash at Sal-la-Sea	
Identifying enforcement for problems	

Non issue: End of Logan road trail is great, the way it is, for the adventure

CASCADE HEAD RANCH PUBLIC MEETING ISSUES AND SOLUTIONS

6-28-2018

Private landowner impacts

Issues	Solutions
1 st house by Knight Park- people are turning around in their private driveway. The public doesn't utilize the appropriate area.	<ul style="list-style-type: none"> • More FS presence • County Sheriff and OSP increasing patrols
County "NO Parking" signs may not be ideally located (posted too high, need to put lower on post).	<ul style="list-style-type: none"> • Contact Lincoln County about no parking areas, signs placement, content and visual aesthetics
People are trying to part at trail heads. There is a possible misunderstanding about parking, or mis-information.	Creation of trails in another location to draw public in with CHSRA and adjacent (Roads End, Neskowin, Other?).
Hikers walking down the road from crest of hill down to the intersection- not using trail, safety hazard.	<ul style="list-style-type: none"> • More FS presence • County Sheriff and OSP increasing patrols
County needs to post speed limit signs on N 3. Rocks road.	Contact County
Large vehicles and buses speeding and using fill road.	County Sheriff and OSP increasing patrols
Dogs get loose and chase wildlife, landowners, livestock, and pets (drop offs, or lost)	County Sheriff and OSP increasing patrols

People fishing and trespassing up onto landowner property from river	County Sheriff and OSP increasing patrols
Trespass across private property	County Sheriff and OSP increasing patrols
Speed limit sign on Savage Road- Tillamook County	Contact County
Websites and maps have very poor information	
Litter	
	Biosphere collaborative

Traffic and Access

Issues	Solutions
More people out hiking and getting kids exposure to the outside.	<ul style="list-style-type: none"> • More shuttling from the top parking lot so that people can get from the bottom to the top- groups and buses • Loop trail choices of parking • Outfitter and guiding from groups with a bus
Sign at Knight park is located in the wrong place. Not close enough to the trail.	<ul style="list-style-type: none"> • Find a new trail head to replace Knight Park • Better placement of signs and more consistent look • Put signs on 3 Rocks road to get people to the right place
People don't realize how hard TNC trail is	<ul style="list-style-type: none"> • Emphasize the challenges and rigors of the hike • More trails along HWY 101-more easy trails
<p>3 Rocks road has very limited parking areas so the back up along the county road goes a long way.</p> <ul style="list-style-type: none"> • It's dangerous • Speeding people (Sitka, fisherman, and Westwind people) • Speed limit signs 	<ul style="list-style-type: none"> • Take advantage of the parking we do have • Change the limitation on parking along roads • Impose fees at parking lots or trails • Parking permits issued online, pay by phone to park • Permits with certain amount of people allowed each day • Annual park pass

	<ul style="list-style-type: none"> • Encourage County to put up speed limit signs on 3 Rocks and Savage Roads • Crosswalk by County across 3 Rocks road, Savage road, Ridge road, and old trailhead • Encourage people to slow down and enjoy this special area
Need to reduce the traffic on 3 Rocks	<ul style="list-style-type: none"> • Regular maintenance of the 1861 road making it easier to use • Develop additional parking at FS location on upper road on 1861 • Trail from Frazer road somehow for people going through • Shuttle service from somewhere else in Otis like McD's. • Safe parking on the road along 3 Rocks road by grading the road • Bigger parking lot at 3 Rocks road and HWY 101- there would be more use there if there were more parking • Eliminate parking on County road
People don't respect the area	<ul style="list-style-type: none"> • The interpretive area could educate people on what a special place CHSRA is • Encourage articles in press/videos about loving Cascade Head to death (focus on behaviors we want to see)
People don't walk on designated trails, they end up on the road. When they are on the road and there are deep shadows, they is fear of hitting them.	Annual trail closures on July 16 th to Jan 1 st -Close the lower section to access from Knight Park, hikers will be off 3 Rocks road access. May present challenge to train people to go to the right place seasonally.
People walking their dogs, they don't respect the integrity	
More signs	
2006, Lower Salmon River project said to put in bike trails and 3 Rocks was in blueprint for 15 year (2021)	

More parking won't be a solution because more people would exceed a limit	
Interpretive center about the area would only be advertising the area further	
Boom boxes in the area	
Tires in the estuary and other detritus that rolls down river	
Hiking the loop- more pedestrians and bike traffic on 3 Rocks road (loop trail)	
	Interpretations deals with (tea????)

Communications/Publicity

Issues	Solutions
Guidebooks lead people to wrong locations	<ul style="list-style-type: none"> • Review all current materials, correct them, and distribute • Check and correct GPS directions • County website for Knight Park and trail information (Tillamook and Lincoln Counties) • Information available on other trail options
Lack of signs at the 3 Rocks Road gravel section and Savage Road junction	Sign at Knight Park and gravel 3 Rocks road
Lack of understanding what an SRA is	<ul style="list-style-type: none"> • QR codes on signs-more information on animals and specialness of the area (see SRA sign at Knight park) • Communicate the implications of overuse/bad behavior (regulations) • Sign at Knight park about SRA uniqueness • More interpretive signs on trail
Brochures and maps from City (visitor's center and guidebooks) have bad information and wrong names in them	<ul style="list-style-type: none"> • Review all current materials, correct them, and distribute

People do not know there are no dogs allowed until they arrive	Make TNC website easier to see rules and directions
Cascade head shows up in ads (doesn't mention scenic area-Toyota ad)	Discourage ads and articles
Emergency response is not well informed	Training with EMT's on rescues in this area

Trails and Public Lands Visitation

Issues	Solutions
TNC website doesn't have information about dogs on trails, there is dog poop on the trails, especially the TNC trail. Dogs are sometimes camping there, and also off leash.	<ul style="list-style-type: none"> • Advertising for dog restriction-TNC website • Website –Do's and Don'ts- upfront
Old timers vs. Newcomers- changing use and rules	<ul style="list-style-type: none"> • Engaging with visitors and thanking/reminding them of good behavior • Education about trail markers for new hikers on website or trailhead
Trails loved to death	<ul style="list-style-type: none"> • Fee or permit system for trails (or only for large groups)(2 weeks for hiking) • Educate people about not harassing wildlife to get photos
Trash on trails including food waste	<ul style="list-style-type: none"> • More monitoring and cleanup crews for trash • We can all pick up trash when we hike • Dumpster at Knight Park
Large groups hiking causing noise and claustrophobia	<p>Permit paid</p> <ul style="list-style-type: none"> • Only large groups • Advance reservations online and print • Parking permit only • Hikers permit only • Special permit for locals only

	All of the above
Move trail	<ul style="list-style-type: none"> • Alternative hikes advertised at trailhead, at Knight Park, and on website including information about dog friendly or not. • Loop trail at 101 and 3 Rocks toad, and at Neskowin to Salmon River
People parking in driveways	No more trails. It would just increase traffic
Knight park trash can full- crows get in	Dumpster at Knight Park
Dangerous alternative trails	<ul style="list-style-type: none"> • Another trail with a view (Easy-Fraser) • Reopen Falls trail
Trail cutting and hiking off trail (especially upper meadows)	
Deal with Neskowin unofficial trail	
Shrinking meadows	
Information lacking about the difficulty of the trail	
Trespassing on private land (McKee easement)	
Poor trail maintenance	
	Don't develop more trails or Fraser- Dangerous for traffic

APPENDIX 2

Public Open House Synopsis



Initial Outreach

Lincoln City Open House Summary

9-27-18

- The Thumb needs a fence
- Keep CHSRA scenic and wilderness aspects intact
- Would like to have a trail from the Knoll to the mouth of the Salmon River
- Would like a trail from Harts cove to Neskowin
- Connect interpretive site via trails to the Thumb area
- Better wayfinding to the Knoll/Thumb, also via online resources
- Is easement to the Thumb open to the public or just based on maintenance?
- Change name back to THE THUMB
- Direct visitors away from roads end to new parking near knoll
- Work with vacation rentals, hotels, tourism operators to redirect to new trailhead
- Need good TH facilities at L.C. open space
- Would like trail from Corvallis to CHSRA, possible loop with Newport to Corvallis
- Trail needs maintenance- to Thumb
- Needs to be advertised as challenging and with steep cliffs
- Big sign saying, "NOT Thumb trail head, go to Sal a Sea trail head"
- Campaign to change web media to legal trail head
- High speeds on Logan road
- Create more parking to access Cascade Head meadow trail
- More trails anywhere, recreation in general
- It would be nice to have public access to Westwind beach
- Make Logan road trail and meadow trail official, facilitate wayfinding and redirection to other trail heads
- Road improvements to 1861
- Boat access near Salmon River on 101
- Connect Fraser road to LC open space via old road bed system
- Brush 1310 trail south and rehab 1310 north. Excited about 1310 north
- Open 1310 to bikes and have bike volunteers to help maintain
- Rename 1310 from Cascade Head to maybe 1310
- Fraser to coast, make it Oregon Coast Trail redirect
- Post a sign with the incidents as well as death tally for the Thumb
- Previous surface paths leading to USFS/LC trailheads on South side
- Buy quarry and put in a parking lot
- No parking on Logan road. Put in walking path instead
- More parking in Knight park area
- Maintenance of trails, especially FS CH trail, down cutting on grassland
- Reopen FS CH 1310 N. section

- Concerned about more trails because people break the rules such as bringing dogs and going off trail
- Make sure trails maintain a wilderness experience
- Sign at the end of Savage road saying pinnacle protected
- Clarify internet that end of Savage road is not trailhead parking
- Bigger sign at the end of paved 3 Rocks road pointing to Knight park that says parking and trailhead
- Keep 1861 open all year and more trails
- No fence on Thumb
- Keep Hart's cove open year round and maintain road
- Mountain bike trails
- Camping close to trails
- C2C2 Corvallis to cascade head coast
- Love loop trails, for example one from the Knoll over to the beach by the Salmon River mouth and back. Extend Hart's cove trail to Neskowin. Find ways to discourage public from going up the Thumb
- Like to see some mountain bike trail access on the trailhead at 3 Rocks Road and Hwy 101.
Please consider

APPENDIX 3

Public Online Survey Synopsis



CHSRA Trails & Access Plan

Summary of Public Online Survey Comments by Section

This is a summary of the initial online public survey. To see the full results go to <https://drive.google.com/file/d/1HHzD8ii-4n5hATT5CXR5GNkiPI2lenGQ/view?usp=sharing>

Overall/General

Traffic & Access

- Increase/disperse parking throughout CHSRA
- Better signage to parking areas
- Presence (staff/volunteers) at trailheads
- Fee for parking?
- Improve parking incl. RV spots

Safety & Enforcement

- No parking, no camping & speed limit signs needed
- Enforce speed and parking violations
- Work with emergency services (fire, EMS, police)

Communication & Signage

- Better trail marking signage & Maps
- Need for Interpretation and informational signs
- Work with tourism/visitor associations to craft message(s) about CHSRA and where/how to go within CHSRA
- Have a person/group that works with social media and web page information/mis-

information Trails & Access

- Sign to trails/trailheads
- Better trail maintenance particularly muddy sections
- Limitations/permits for people on trails?
- Add more trails to CHSRA to disperse people?
- Create loops
- Get people to views safely
- More trails in the interior

Natural Resources

- Trail markers and signs to keep people on the trail/from impacting sensitive areas
- Close un-sustainable/impactive trails or trail sections.
- Maintain/re-route trails to prevent resource damage.
- Dogs?!

General/Other

- Permit System?
- More trash cans/reduce litter
- Salmon River Water Trail (paddling)
- More information & coordination of Experimental Forest, Scenic Research Area, Marine Reserve & Biosphere Reserve.

Neskowin Area

- Neskowin to Harts Cove Trail ends (north terminus) in a gated community
- Provide legal access for Neskowin residents and visitors
- Re-open Neskowin to Harts Cove Trail if legal access can be obtained
- Better maintenance on unofficial Neskowin to Harts Cove Trail
- Find best route options for Oregon Coast Trail from Neskowin to Lincoln City
- Pursue a potential trail(s) connecting Neskowin to Ghost Forest & Proposal Rock
- Re-open Fall Creek Trail (north section of Cascade Head Trail 1310)

Hwy101/Cascade Head Trail (1310)/Harts Cove

- Need signs on Hwy 101 letting people know you are entering CHSRA
- Need a sign directing people to upper TNC trailhead on Hwy 101
- Rename 1310 trail from Cascade Head Trail to ?????? Neskowin Crest?
- Connect 1310 (Cascade Head) trail to Upper TNC trail and Harts Cove Trail
- Create a safe route for Oregon Coast Trail connecting Neskowin to Lincoln City
- Connect Hwy101 Interp Site to Lincoln City and to the Knoll & The Thumb
- Re-open Falls Creek Trail (north section of 1310)
- Open Road 1861 year round
- Create trailhead and signage for Falls Creek Trail (northern 1310)
- Brushing of Trail 1310

Road 1861, Harts Cove & Upper TNC Trailhead

- Open Road 1861 year round
- Connect 1310 (Cascade Head) trail to Upper TNC trail and Harts Cove Trail
- Create a bigger trailhead/parking at Upper TNC trail
- Create a loop trail(s) in the interior
- Improve FS Road 1861
- Increase patrols of this area
- Better maintenance on upper TNC trail

- Develop more trails to take pressure off of the meadow and meadow trails of Cascade Head (upper & lower TNC trail)
- Restroom at Upper TNC trailhead
- Consider camping somewhere in CHSRA including Harts Cove & OCT/1310.

Knights Park & Lower TNC Trail

- Trespass on private property
- Wayfinding to trail from Knight Park is confusing?
- Parking at end of Savage Road to access trail
- Walking on Savage Road instead of trail
- Caution signs needed to alert motorists of pedestrians
- Overcrowding at Knight Park
- No parking & speed limit signs needed and enforced along 3 Rocks Road
- Reduce traffic on 3 Rocks Road – send people elsewhere/disperse people
- Explore nearby FS land for overflow parking
- Consider closing lower trail during heavy fishing season directing people to the upper trailhead (Rd1861)
- Promote the upper trail (Rd1861) as the main trailhead for CHSRA
- Signage at the junction of Knight Park/Savage Road /Three Rocks Road indicating that the trail head is on Savage Road and that there is no parking along Three Rocks Road
- Better information about how to access trail, how difficult the trail is, other trails in the area, etc.
- Meadow portion of trail is eroding/rutted
- Consider creating a loop trail out of the TNC trail
- Dogs?!
- Better maintenance of Knight Park (trash, restroom cleaning, etc)
- Could lower trail be re-routed off of Cascade Head Ranch land?

Roads End/The Thumb/The Knoll Area

- Work with City to take speed reduction/non-local traffic reduction measures on Roads End past OPRD site.
- Better signage and communication on where it is legal to park or not – reduce people parking in driveways
- Maintenance concerns of trail from Roads End to Knoll
- Safety concerns around The Thumb and steep cliffs
- Make official trailhead for The Thumb and The Knoll in new LC Open Space (on legal access in the Villages)
- Sign and direct people to this new trailhead including from Hwy101 Work with Lincoln City, vacation renters/lodging and Visitor Associations to direct people to this new trailhead
- Study best connection for OCT - from Interp. Site to The Knoll &/or Lincoln City Open Space

- Work with EMS & Fire for response plan in Thumb/Knoll area
- More signage of what you can and can't do in these lands?
- Better signage of on trails to and from Thumb/Knoll
- Address access to Westwind
- Ensure The Thumb is listed as such and not God's Thumb?
- Camping spot on OCT portion of Interp Site to LC?
- Address Hogweed at The Knoll
- Consider forming a Friends of Cascade Head or Lincoln City Trails Group for The Thumb & The Knoll?
- Litter is an issue on the way to and from The Thumb.

APPENDIX 4

Second Round Public Online Survey Synopsis



Summary

CHSRA Survey results

1/12/22

Multiple Choice questions with total and local responses

For complete survey results go to <https://drive.google.com/file/d/1qgUfe05QO59mcHO6ldhTzeN4dTEmoUgr/view?usp=sharing>

Q1- Do you live or own property in or near Cascade Head Scenic Research Area and/or the Knoll Open Space? If, so please tell us where.

South Beach Road

Cascade Head Ranch

Three Rocks Road

Savage Road

Roads End Neighborhood - Lincoln City (includes Sal La Sea and Port Drive)

Lincoln City but near Lincoln City Open Space/The Knoll

Lincoln County but not near Cascade Head Scenic Research Area or the Knoll Open Space

Tillamook County but not near Cascade Head Scenic Research Area

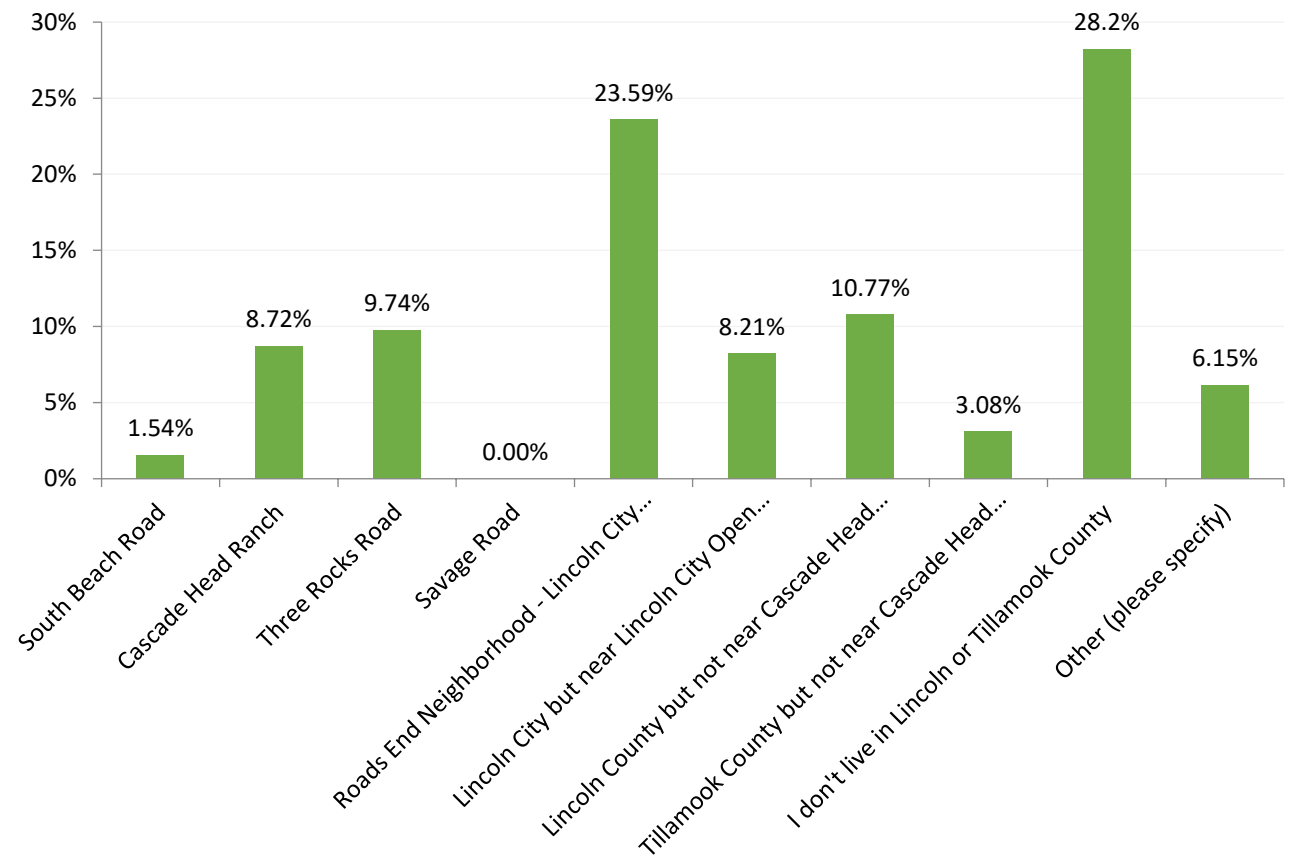
I don't live in Lincoln or Tillamook County

Other (please specify)

*Northern area resident

*Southern area resident

All Responses (195 total)



Q2- Please tell us how you feel about the following preliminary programmatic recommendations.

1- Placing volunteer hosts at the major trailheads to help ensure that rules and regulations are followed and reduce the likelihood of unwanted activities.

2- The USFS may require a Northwest Forest Pass for all developed trailheads. Anyone parking at these trailheads would need to have either a day or annual pass. Some of the monies would go back to CHSRA for trail and access projects and maintenance.

3- Considering a permit system if future visitation increases dramatically. Anyone wanting to use the trails would need to get a permit in advance of going to the trails.

4- Having public transit (buses) stop at one or more trailheads. This is intended to help alleviate parking and traffic at these trailheads.

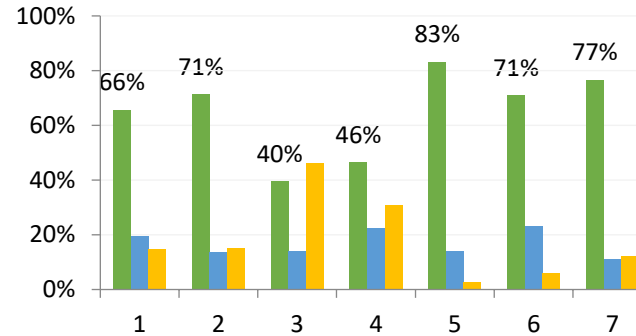
5- Working with Explore Lincoln City, Travel Oregon, and other relevant tourist related entities to change all marketing and web-based trail descriptions to reflect the desired change in parking and trail use. This is intended to reduce illegal parking, trespass and direct visitors to appropriate trailheads.

6- The CHSRA Coordination Team should be transitioned into a permanent coalition that meets regularly to discuss CHSRA related trail and access issues and help the USFS, TNC, Lincoln City and other landowners in managing the trails and visitation to the Area.

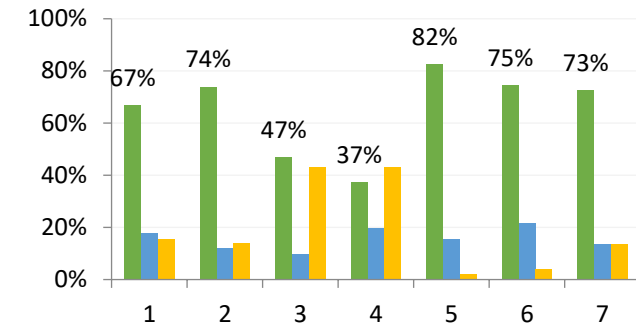
7- Installing viewpoints in key locations at overlooks. These viewpoints will serve to reduce trampling of meadow habitat and serve to provide a better user experience.

■ I like this
 ■ I am neutral/don't know/care
 ■ I dislike this

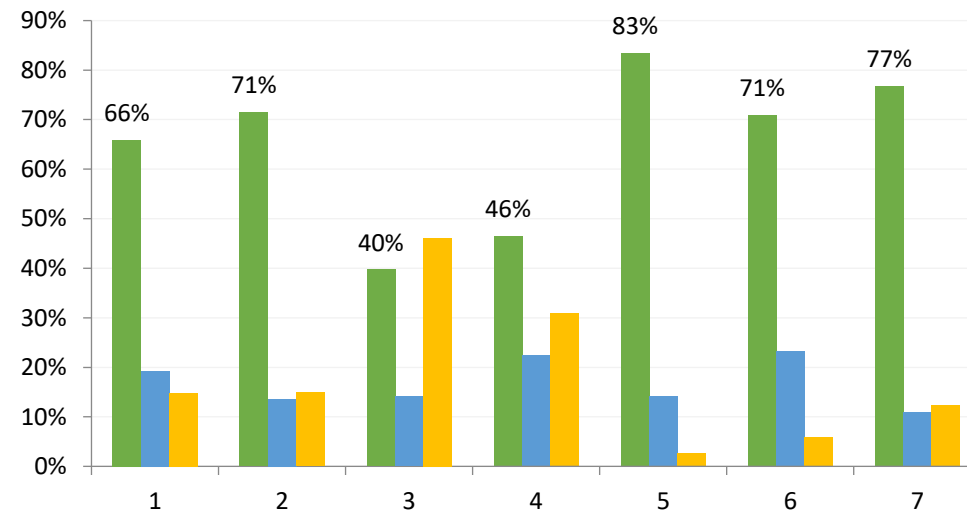
Northern area Responses (33 total)



Southern area Responses (51 total)



All Responses (157 total)



Q3- Use the box below to tell us anything you would like regarding the above preliminary programmatic recommendations.

Southern & Northern area Responses: (40 comments)

# Mentioned	Topic
12	Concerns about crowds, traffic, littering, and/or trespassing
9	Concerns that rules will not be enforced and/or areas will not be maintained
6	Add and improve signage
6	Pro visitor permits
5	Anti visitor permits
4	Concern about disrupting the natural aesthetic with built structures
4	Concerns about conserving the environment
3	Generally positive/uncritical comments
3	Generally negative comments
2	Concerns about costs and equitable access in permitting/fee systems
7	Other

Thoughtful Comment:

“Re getting a permit - I agree some type of limitation may be necessary in the future, and also recognize that spontaneity is sometime a fun aspect of hiking. I would need to know more about how a permit system would work. Re public transit to trailheads - totally agree with the need to get away from illegal parking, but would recommend that a shuttle bus service rather than public transit would be more popular and appealing. Re changing marketing - this is essential and when the content is written, it needs to clearly state that parking in residential neighborhoods will not be tolerated and cars ticketed; working with Lincoln City on the aspect of enforcement is crucial. It also needs to state how many parking places are in each parking area. Some will only have room for a few cars - people need to know this in advance or they will continue to hope there is room and end up parking illegally.”

Critical Comment:

“This plan is inadequate in addressing the needs for parking. On a regular day at P43 we can have 14 cars + parked here not even counting the cars at Roads End State Park. The plan does not include restrooms except for one spot in the north end. It places an unfair burden on neighborhoods to deal with vehicle and pedestrian traffic in a neighborhood with a one lane road and no sidewalks. The plan makes no mention of impact to wildlife. It also makes no comment if the area can be accessed in time for wildlife troopers to respond to harvest violations that will increase with all of these additional trails.”

Q3- Use the box below to tell us anything you would like regarding the above preliminary programmatic recommendations.

Non-Southern/Northern area Responses: (24 comments)

# Mentioned	Topic
4	Concerns about costs and equitable access in permitting/fee systems
5	Anti permit systems
4	Concern about disrupting the natural/rustic aesthetic with built structures
4	Supporting reasonable fees to limit capacity and fund maintenance
2	Generally positive/ uncritical
1	Concerns about conserving the environment
1	Add and improve signage
4	Other

Thoughtful Comment:

“If permits are implemented, they should be free. Paid permits are starting to become widespread at many outdoor spaces, and will slowly eliminate low-cost or free outdoor activities as an option for poor folks. This has already started, and is the case across various land agencies. Please, let's not add to this barrier, however small it may seem to those who enjoy the privilege of financial security.”

Concerned Comment:

“Torn a bit between preserving habitats and beings able to view from that natural area. Are there options that don't involve structural viewpoints?”

CHSRA Survey results

Northern area resident Responses

(South Beach Road, Cascade Head Ranch

Three Rocks Road, Savage Road * no responses)

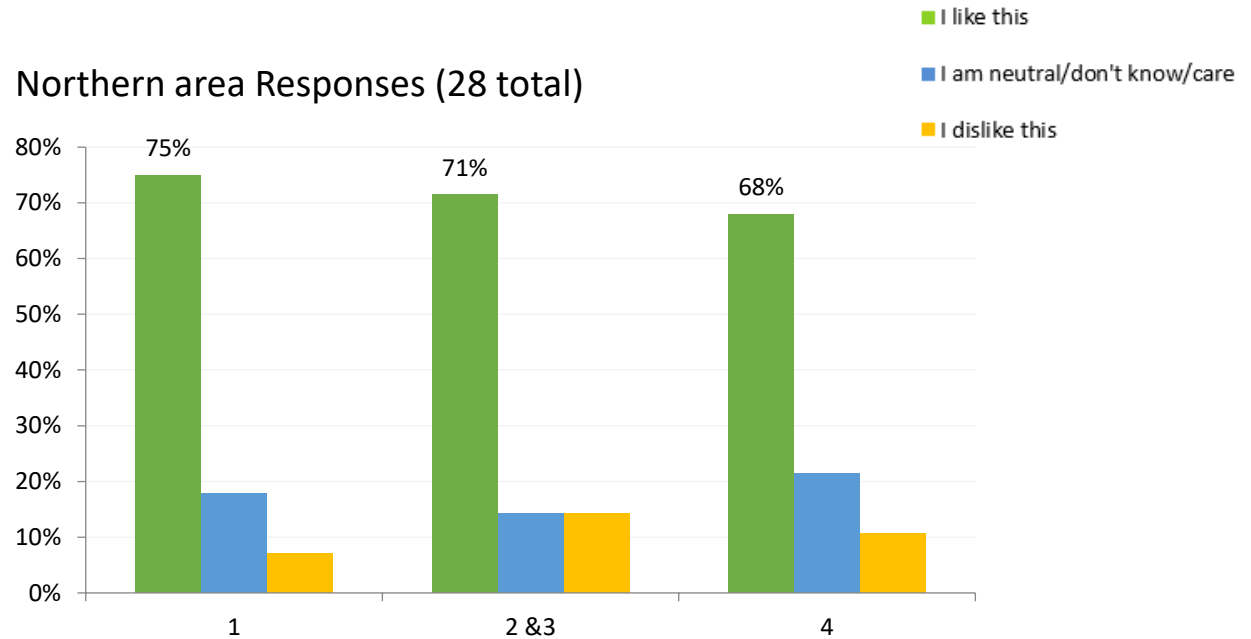
Q5- Looking at the map above, please tell us what you think about the following recommendations in the Neskowin Area.

1- Connect the Rainforest Trail (Tr1310) and CHSRA to Neskowin. This would be the route for the Oregon Coast Trail.

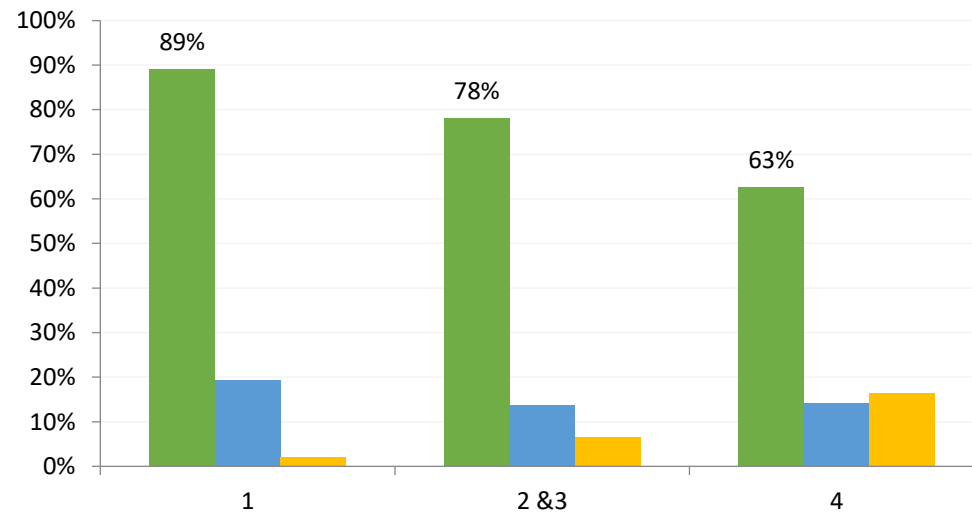
2 & 3- Develop a new (larger and safer) parking area for the north end of Rainforest Trail (Tr1310) and trail to connect to it.

4- Close the existing 2-car parking area for the north end of the Rainforest Trail once the new parking area has been developed.

Northern area Responses (28 total)



All Responses (91 total)



Q6- Is there anything you want to tell us about the recommendations above (Neskowin Area)?

Northern area Responses: (4 comments)

- “This is generally an open and mostly uninhabited location that would pose little risk to neighboring properties. “
- “My concerns would be the route (1) that runs just southeast of Neskown. Would hikers park along here? **No Parking Signs should be posted to prevent any illegal parking**”
- “Keep the Rainforest parking lot as is, maybe slightly enlarging it. Staff the lot and trail with a seasonal naturalist to monitor **permits. JUNE TO OCT**. Lessen the access not increase it. **This is an area to protect habitat not for the increase of tourism and TNC donors**. Nature has rights. “
- “Appreciate the bypass of the **south beach road** as a discussion. It is private and intends to remain that way. **Current issues with unauthorized vehicles entering the gates** as is.”

Q6- Is there anything you want to tell us about the recommendations above (Neskowin Area)?

All Responses (Excluding Northern area) (11 comments)

# Mentioned	Topic
4	Generally positive/uncritical
3	Increase trail access
2	Develop or improve parking lot 4
1	Pro protecting hiker from th HWY
3	Other

Thoughtful Comment:

“What is going to happen to the trail access at the top of South Beach behind the water tower? This should either be opened fully for access or closed down completely. Right now it's causing either illegal trespassing or only access for South Beach residents and it's getting torn up.”

Concerned Comment:

“I have hiked the OCT through here and strongly support any and all efforts to move OCT hikers off and/or away from the highway. You are probably already aware of the long road-walks of the OCT north of here (from Sand Lake to Sitka Sedge and from Pacific City to Neskowin), so this will be an especially welcome improvement for any OCT hiker.”

Q7- Looking at the map above, please tell us what you think about the following recommendations in the USFS Road 1861 & Entrance Area.

5- Study the potential to develop a 2-3 hiker-only camping site to meet the needs of Oregon Coast Trail through hikers.

6- Re-open the Falls Ridge Trail. It is currently impassable due to lack of maintenance and could connect to the northern terminus of the Rainforest Trail.

7- Add entrance signage and improve safety of entrance/exit to NF 1861 road at Highway 101.

8- Potential future CHSRA entrance booth. This would be installed if a permit system was enacted.

9- Open USFS 1861 road for year-round vehicle access.

10- Develop a small (4-6 vehicles) parking area at the intersection of USFS road 1861 & The Rainforest Trail.

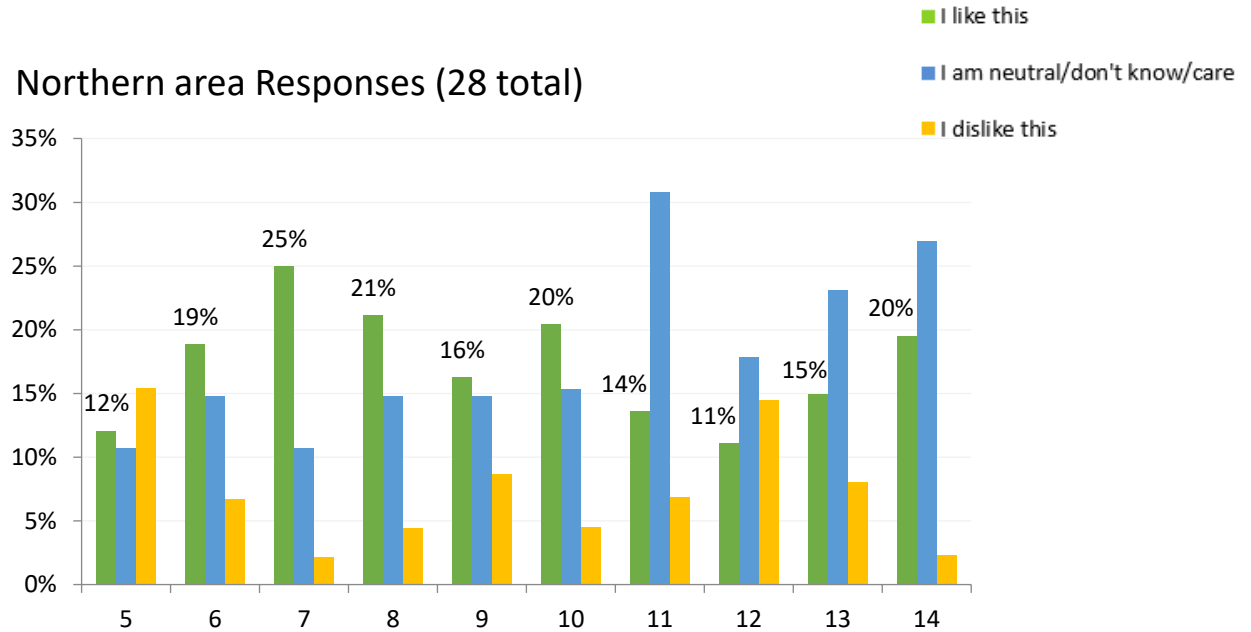
11- Convert old roads to create The Tie Trail. This would connect the Rainforest Trail (Tr1310) and Falls Ridge Trail.

12- Study the potential for creating a hike-in only campsite at the old gravel pit.

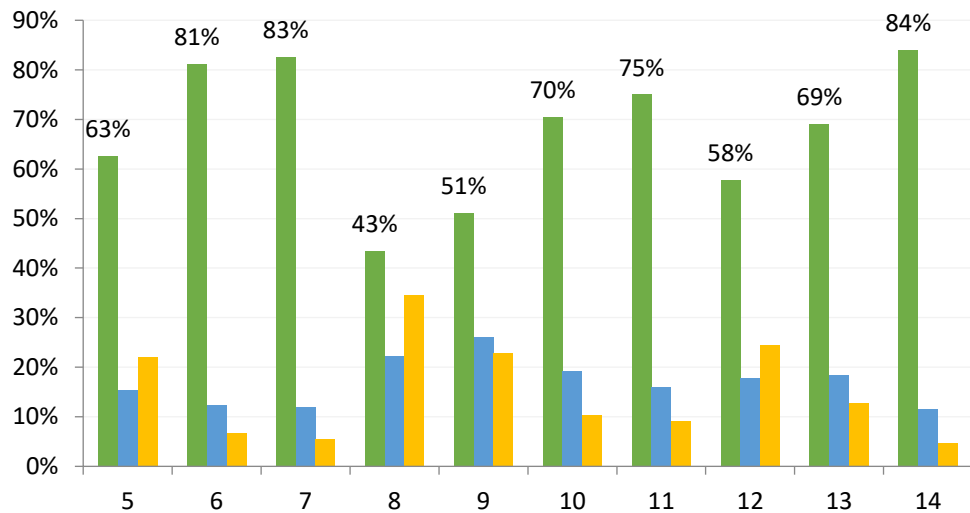
13- Create a small (4-10 vehicles) parking area for Falls Ridge Trail.

14- Construct the Chitwood Ridge Trail - mostly on an old road bed. This trail would connect to the Harts Cove Trail near Harts Cove.

Northern area Responses (28 total)



All Responses (93 total)



Q8- Is there anything you want to tell us about the above recommendations in the NF 1861 road area?

Northern area Responses: (10 comments)

# Mentioned	Topic
3	Anti-camping due to fire concerns
2	Confused by map
2	Invest in and maintain existing trails
1	Conserve land for habitat, not humans
1	Pro permits
1	Anti Permit
2	Other

General Comment:

"I do not like the idea of creating a campsite area. In early Sept of this year, and unattended campsite fire was reported and mitigated by our local fire department and the forest service. Unfortunately, it just takes one careless, irresponsible hiker/camper to start a fire. We were lucky that a hiker along the Hart's Cove Trail, adjacent to South Beach Road, spotted and reported the fire. It burned about 1000 sq feet."

General Comment:

"Why not make the old gravel pit a parking area? It's a huge flat open area and would require very few resources to construct. It could be a hub for the falls ridge/chitwood and even the upper meadow trail."

Q8- Is there anything you want to tell us about the above recommendations in the NF 1861 road area?

All Responses (Excluding Northern area) (10 comments)

# Mentioned	Topic
4	Supportive of more trail connections
4	Convert SUFS 1861 to hiking only, permanently or seasonally
3	Add more legal campsites
2	Generally positive/uncritical
2	Concern that overcrowding will impact habitat and wildlife
1	Need additional/ improved signage
3	Other

General Comment:

"I support more trail connections. I do t care for remote camping due to safety concerns/litter/serviceability/management. I don't understand signage....there are lots of "areas" and seems like they could be better coordinated and less territoriality with managing entities....this is a rich area with lots of potential and easy to confuse visitors because of the various jurisdictions. What is the overarching concept or order? Maps showing biosphere reserve, national parks, state, local, non-profit. Could be better conveyed as true partnerships."

General Comment:

"I have to use a wheelchair or scooter now and would appreciate a way to use the old roads to at least go through the forested areas. An accessible trail is too problematic/costly but would be wonderful to see an overlook somewhere. I miss being on the trails."

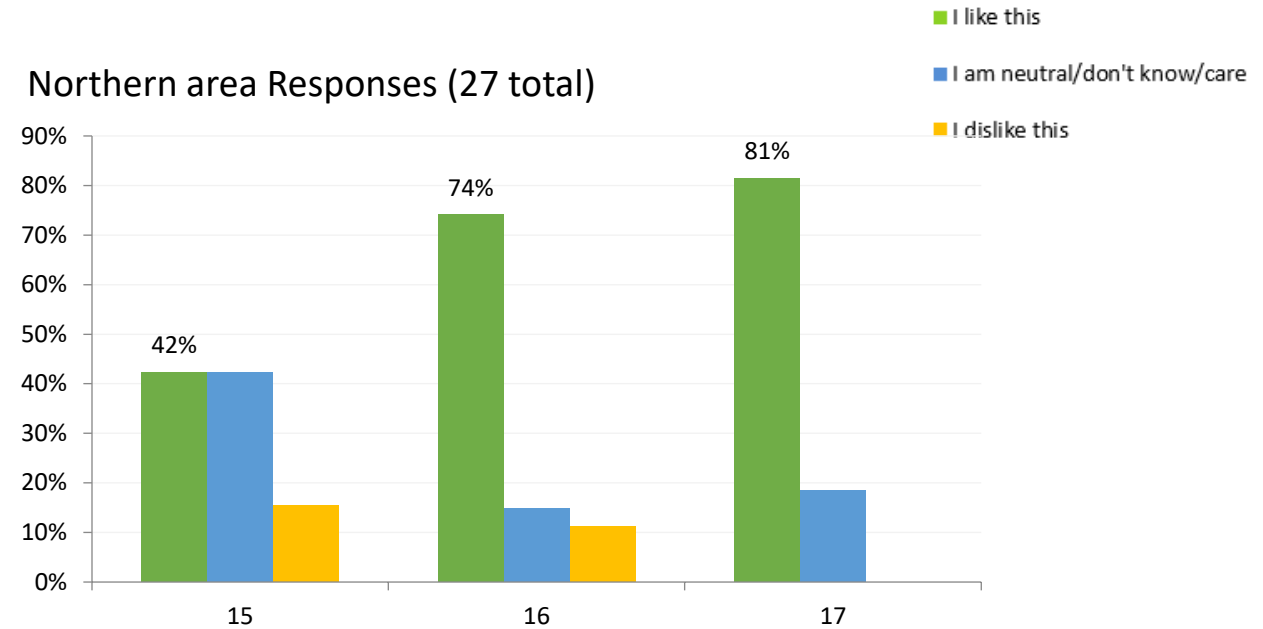
Q9- Looking at the map above, please tell us what you think about the following recommendations in the Harts Cove area

15- Leave the Harts Cove to Neskowin Trail unmaintained. We explored the idea of formalizing this trail but could not secure legal public access on the north end.

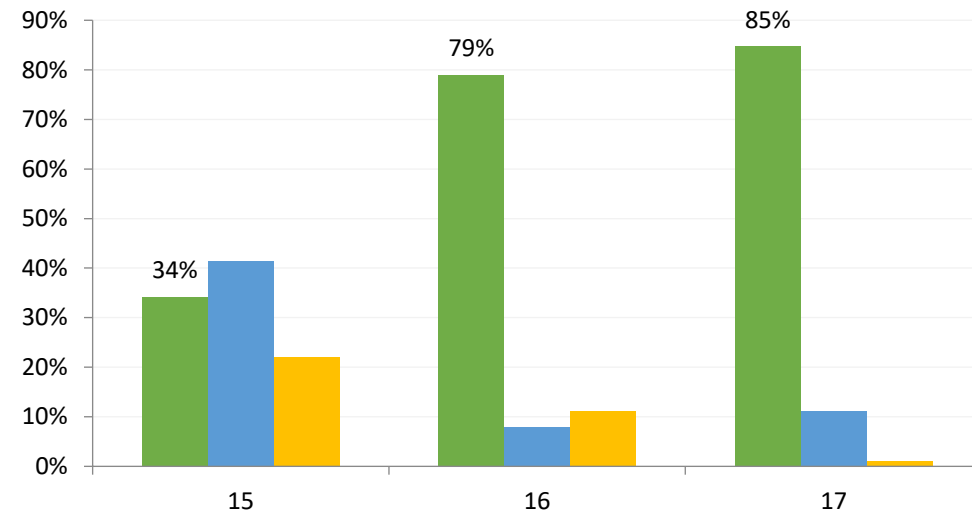
16- Formalize a trail w/ viewing platform through the Harts Cove Meadow. This will prevent further resource damage to the meadow and enhance views.

17- Enhance the viewpoint above Harts Cove. Replace the old rotting bench and trim vegetation obstructing the view.

Northern area Responses (27 total)



All Responses (89 total)



Q10- Is there anything you would like to tell us about the recommendations above in the Harts Cove area?

Northern area Responses: (7 comments)

# Mentioned	Topic
3	Concern for trail management/improve existing trails
1	Concern about disrupting the natural/rustic aesthetic with built structures
1	Needs no camping signs
1	Reduce human impacts in favor of wildlife
1	Add access to ocean views

General Comment:

“If the Harts Cove to Neskowin Trail is to remain unmaintained, the trail should be officially de-commissioned and inaccessible to the public. I would hope this would be made public on all websites regarding this trail.”

General Comment:

“Again, I’m concerned about disturbing natural area with viewing platforms. If you can do this unobtrusively, I’d be fine with that.”

Q10- Is there anything you would like to tell us about the recommendations above in the Harts Cove area?

All Responses (Excluding Northern area) (12 comments)

# Mentioned	Topic
5	Increase public access to trails and trail connections
3	Concern that overcrowding will impact habitat and wildlife at harts Cove
2	Improve trail and views through maintenance
2	Concern built structures will interrupt the area's natural beauty
2	Desire for developed ADA viewpoints
1	Other

General Comment:

"Building a viewpoint takes away from the "wild and scenic" feel of the cove. You hike a long way to get there through really wild-looking country, and I wouldn't want the experience at the end to feel developed, as if you're just a few feet from the parking lot."

General Comment:

"It would be wonderful to make the viewing platform accessible to wheelchairs."

"Having more developed trails/view points will keep people in one area and protect meadows which is important."

Q11- Looking at the map above, please tell us what you think about the following recommendations in the Upper Meadow area.

18- Redesign parking area to maximize the number of vehicles that can be parked here.

19- Install a gate to allow for road closure to Harts Cove Trail. . This would allow the proposed trailhead for the Upper Meadow Trail (#20) to serve both trails when visitation is low. It would also help the volunteer host at the new trailhead (#20) to better monitor the parking here.

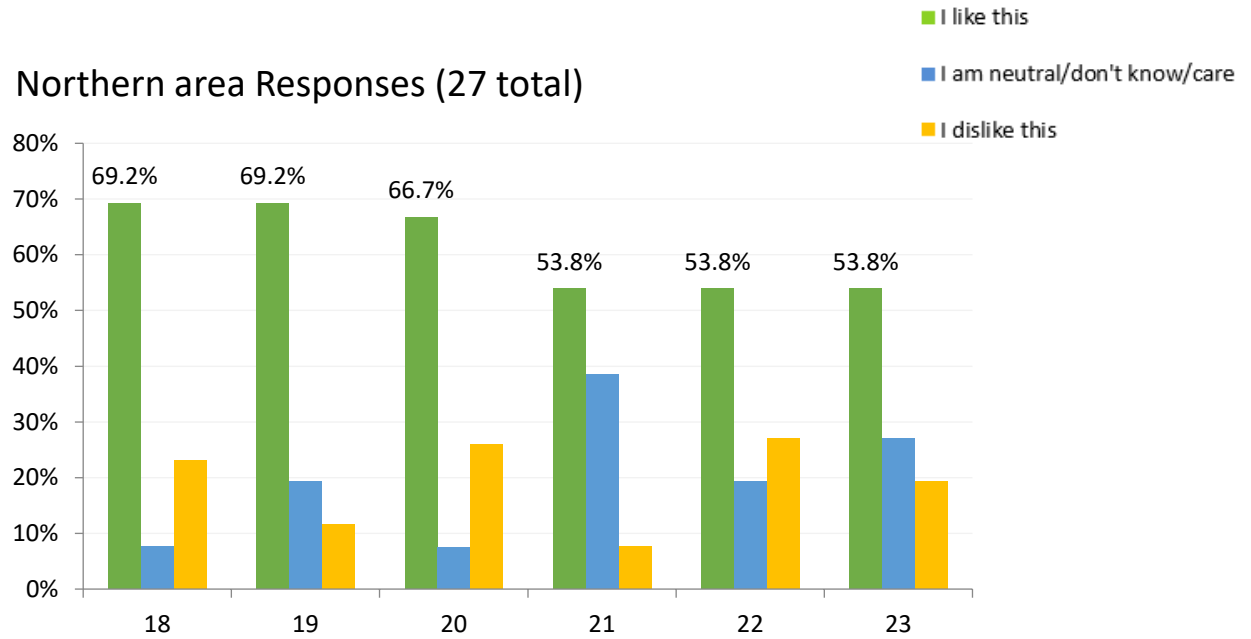
20- Create a large trailhead/parking for the Upper Cascade Head Trail. This proposed trailhead would have 20+ parking spots, a toilet and a volunteer host. It would serve as the main trailhead for the Cascade Head Meadow and should be signed and marketed as such.

21- Create a short tie trail connecting the proposed trailhead in #20 and the existing Upper Meadow Trail.

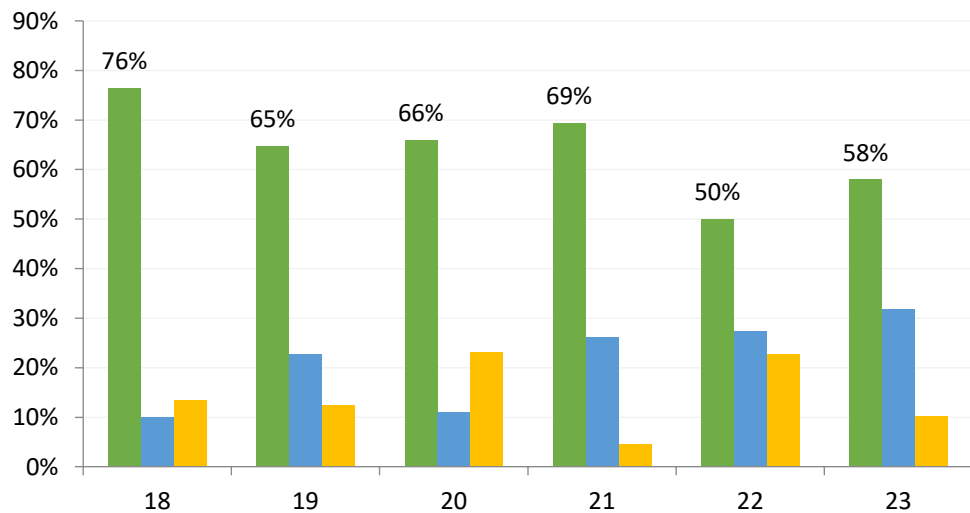
22- Convert the existing parking area into an ADA-only parking area. And ADA bathroom will be available at the new larger trailhead (#20).

23- Improve the Cascade Head Upper Trail to ADA standards.

Northern area Responses (27 total)



All Responses (91 total)



Q12- Do you have anything you want to tell us about the above recommendations in the Upper Meadow area?

Northern area Responses: (6 comments)

# Mentioned	Topic
2	Concern about overcrowding ruining the natural area
2	Alternate suggestions for parking areas
1	Reduce human impacts in favor of wildlife
1	ADA trail unrealistic
1	Other

General Comment:

“Twenty parking spaces is too large for the upper area. This will encourage too many people looking for the shortest and easiest route to the meadow. Perhaps a ten car parking area should be the upper limit. The ADA bathroom should be adjacent to the ADA parking at site 22, and not separated as proposed.”

Thoughtful Comment:

“If you put the volunteer host at a spot beyond the ADA parking, they will not be able to easily monitor that. One idea is to make the current parking area the main one, with host etc, and make the #20 site an overflow parking area. For one thing, to connect to the existing trail from the #20 site, the new segment will cut across and up a rather steep slope. If this is the main trail for most of the hiking traffic, there will soon be erosion and overuse problems there. The existing trail on the level road grade seems a better option, and is plenty wide enough to be shared by hikers of all abilities. Another idea would be to continue the trail at #20 in the other direction and connect to the Hart's Cove trail, creating another loop option up the Chitwood trail to a possible parking lot at #12. This would offer widely dispersed parking and hiking options, and more miles for the intrepid.”

Q12- Do you have anything you want to tell us about the above recommendations in the Upper Meadow area?

All Responses (Excluding Northern area): (6 comments)

# Mentioned	Topic
6	Pro ADA Access
3	Concern that overcrowding will impact habitat and wildlife at harts Cove
3	Against encouraging increased use
2	Increased signage/ volunteers needed
1	Generally Positive/ uncritical
4	Other

General Comment:

“When I was young, it was a short hike from 1861 to Upper Meadow. Something was done to lengthen it during my 40 years out of state. Please do not make access to the meadows any harder for us older folks!”

Thoughtful Comment:

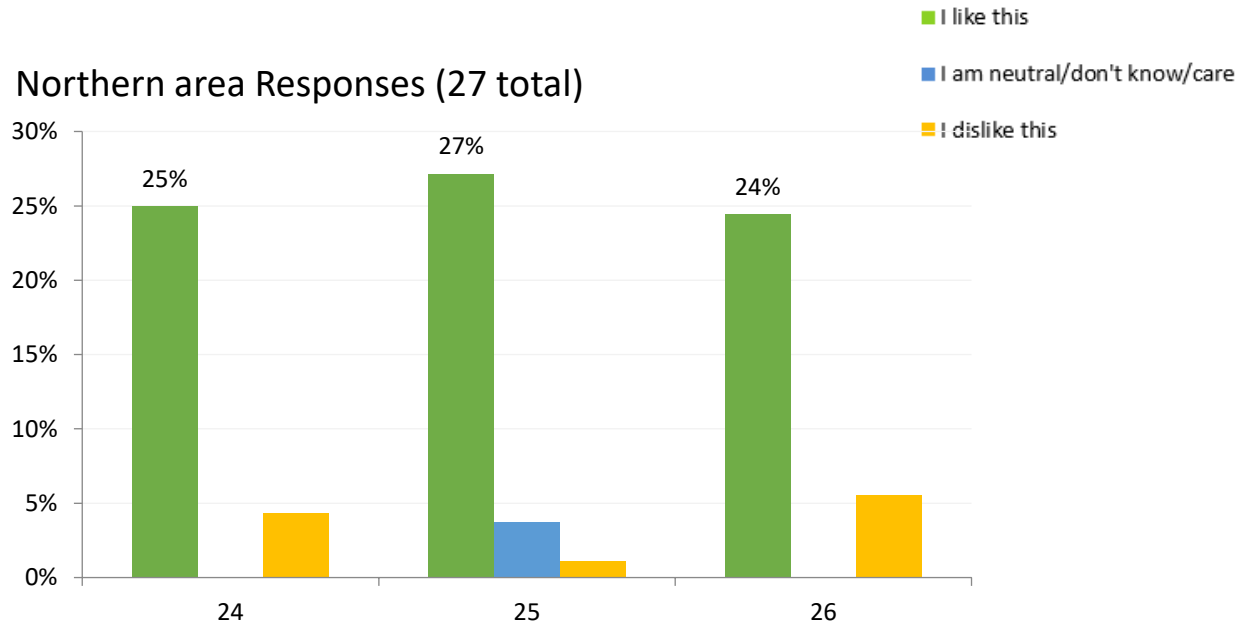
“The road to Harts Cove should be permanently closed at the current upper meadow trailhead #22, and no new parking or trail for the upper meadow installed (20+21). Harts cove is a fragile gem and the existing trail too short for a meaningful hiking experience before getting there. Rather than building 2 parking areas (20+22), just keep it to one. Also, ALL parking areas should have bike racks! And no bikes allowed on any of the trails.”

Q13-Looking at the map above, please tell us what you think about the following recommendations in the Lower Meadow area.

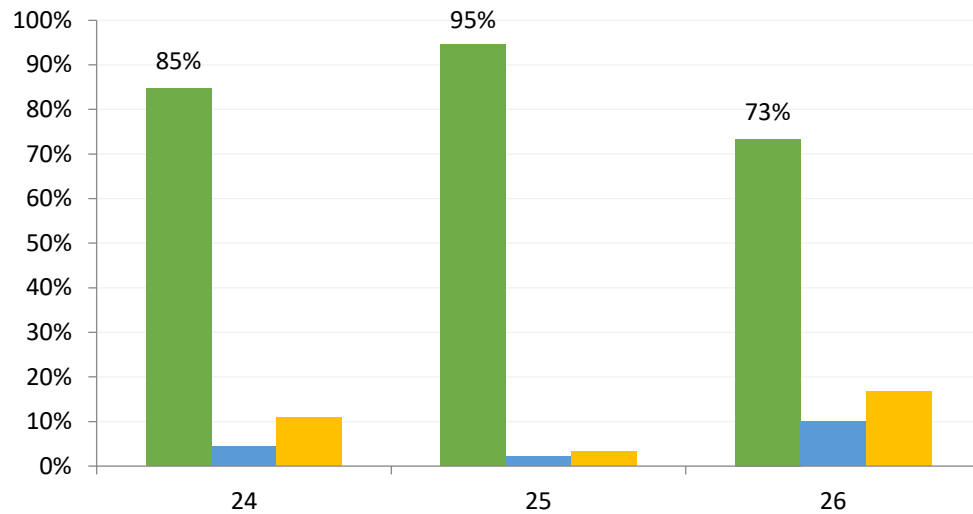
24- Study best spot for formalized overlook(s) at Cascade Head Upper Meadow to deter wandering and unsanctioned trail creation while enhancing the view.

25- Reroute or repair eroded sections of the trail in the Meadow.

26- Create a viewing platform at the lower meadow at Cove Overlook.



All Responses (91 total)



Q14- Is there anything you want to tell us about the recommendations above in the Lower Meadow area?

Northern area Responses: (6 comments)

# Mentioned	Topic
2	Limit visitor use in favor of habitat and wildlife
2	Other
1	Create a viewing platform for the pinnacle
1	Generally positive comment
1	Improve and repair existing trails

Environmental Comment:

“This is a critical habitat for Oregon silverspot butterfly. Improvements should be focused on limiting resource damage, and not facilitating increased visitor use.”

Creative Comment:

“It would not be too hard to make a loop trail here, connecting the lower and upper trails along the ridge that runs out from just before the kiosk area and down through several gorgeous Sitka groves to meet the lower trail near the water tanks for the Ranch. Just sayin' :-)”

Q14- Is there anything you want to tell us about the recommendations above in the Lower Meadow area?

All Responses (Excluding Northern area): (7 comments)

# Mentioned	Topic
3	Concern built structures will interrupt the area's natural beauty
2	Generally positive/uncritical
2	Other

General Comment:

"I don't want there to be a developed viewpoint on the lower meadow, as it will affect the "wild and scenic" view from the upper meadow and negatively change the natural feel of the meadow."

General Comment:

"I used to own property at Cascade Head Ranch so I understand the property owners concerns here. I think The Nature Conservancy does not have the resources to adequately monitor this system. I don't quite understand who will be monitoring the usual. As it is now it falls on the landowners to be the monitor which really isn't fair."

Q15- Looking at the map above, please tell us what you think about the following recommendations in the Three Rocks Road area.

27- After a suitable alternative is built (#28 and #33 or 35), Close the section of the TNC Cascade Head Lower Trail to/from Knight Park. This trail utilizes an unsafe road, is constrained to utilizing an unsafe road and challenging slope, causing safety and maintenance issues.

28- Connect the TNC Cascade Head Lower Trail to the Rainforest Trail (#1310). When a new parking area and trailhead is developed (#33 or #35), this trail will allow the existing lower portion of the Lower Trail (#27) to be closed and replace it.

29- Study non-motorized access points to the Salmon River to determine the best location(s) for paddling access.

30- Create a striped bike/pedestrian lane or road-separated trail within the Three Rocks Road right-of-way.

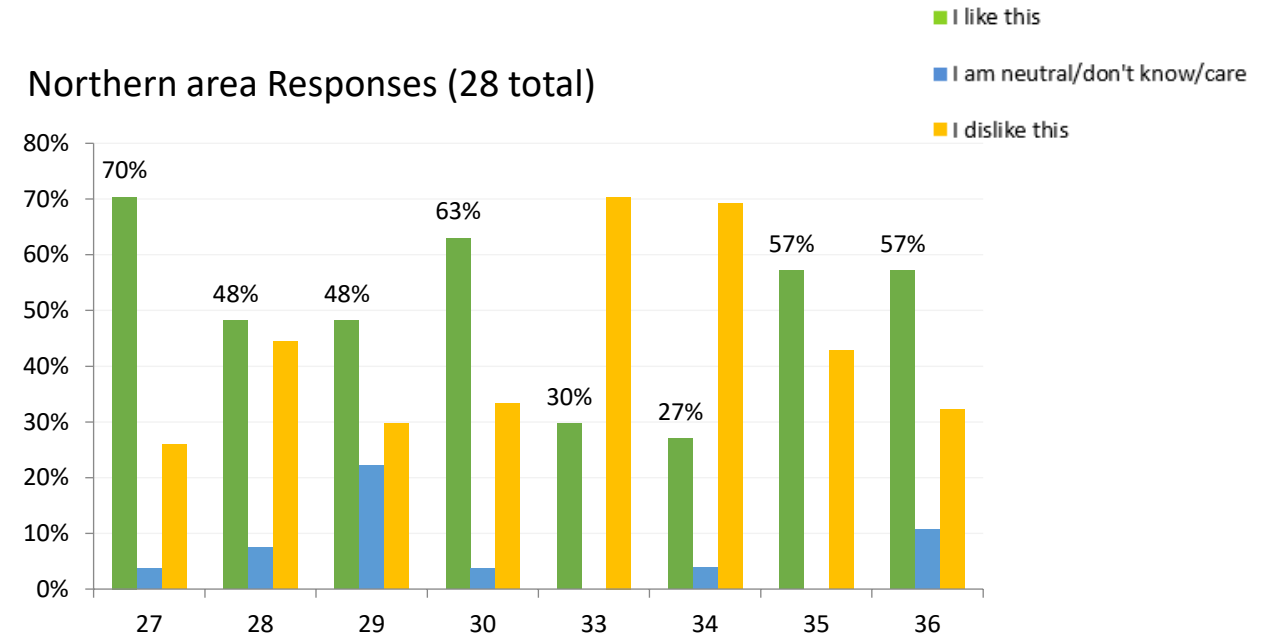
33- Potential Trailhead on Three Rocks Road. This USFS parcel could be developed with 35+ cars and serve to replace the trailhead at Knight Park.

34- If a trailhead (#33) is built on Three Rocks Road, this trail would be built to connect to the Rainforest and new Cascade Head Lower Trail (#28).

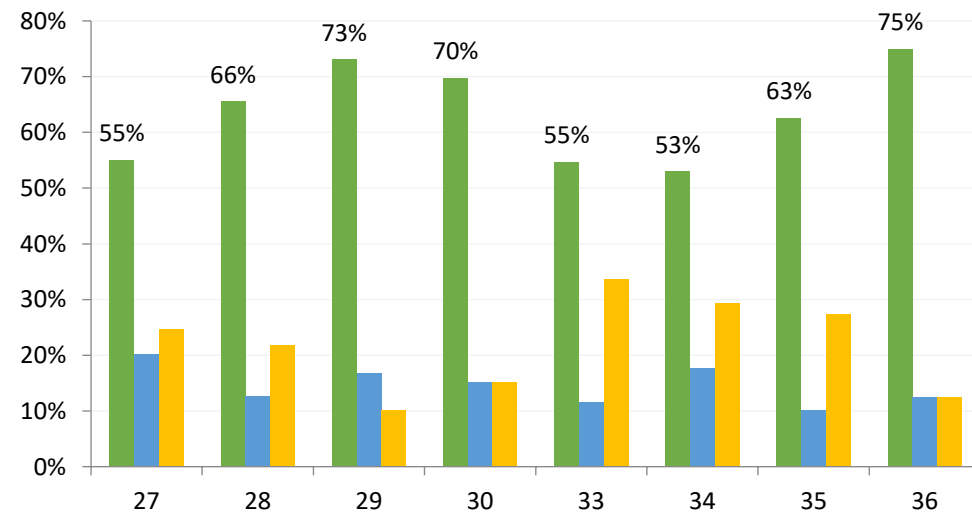
35- Potential new trailhead with space for 35+ vehicles, a bathroom, and on-site volunteer host. This could serve the Rainforest Trail (#1310), replacing the existing 3-car lot . It could also serve the Cascade Head lower trail, replacing the trailhead at Knight Park.

36- Improve intersection of Highway 101 & Three Rocks Road. It is recommended to "T" up this intersection to make it safer and easier for vehicles to safely enter and exit Three Rocks Road.

Northern area Responses (28 total)



All Responses (91 total)



Q16- Is there anything you want to tell us about the above recommendations at the Three Rocks Road area?

Northern area Responses: (18 comments)

# Mentioned	Topic
10	Limit traffic/ trail access on Three Rocks Rd. due to safety concerns
4	Reduce trails
2	Pro permits/fees and limited use
2	#29 is unclear
2	Alternative suggestions for trail access and parking areas
5	Other

Critical Comment:

“Any proposals need to limit traffic on Three Rocks Road for safety reasons and environmental reasons. For safety concerns, any proposals need to consider the impact on local residents who live remotely. On Lamonti Drive, we have problems with hikers getting lost from trails and trespassing on private land and private roads. In addition, we have had problems with hunters who also use those trails; the problems include trespassing as well as safety concerns about guns, especially when hunters cannot see people, pets, or homes because of dense forest. In past years, at least two residents have had bullets shot into their homes; while the problem was mostly solved by eliminating rifles, safety and fear of being shot is still a concern. Additional vehicle traffic also presents significant environmental and safety concerns. At least one major study reports that car exhaust run-off from the pavement kills coho salmon and other studies report that the major source of microplastics in water comes from car tires, something that endangers a wide range of fish and wildlife in this otherwise protected area. Additional car traffic also creates safety concerns on Three Rocks as residents, especially those living by blind curves in the first mile or so of Three Rocks, have difficulty in safely exiting their property. The proposals that best accommodate all of these concerns are those that would enlarge and improve the access area at the intersection of Hwy 101 and Three Rocks.”

Critical Comment:

I feel strongly that the #33 option is not a good plan. It will increase traffic along Three Rocks Rd and create noise and trespassing problems for the very close nearby private residences. The #35 option is definitely better, reducing the traffic, litter and road damage to Three Rocks Rd, however the fact that it crosses Grass Mtn Rd will invite trespassing by hikers who see on the map that they can just cut down to Three Rocks Rd from there to get back to their cars and skip the arduous hike through the woods, impacting local residences and bringing more people walking along an even more dangerous stretch of the road than Savage is now. It really would be better to find a route that entirely skirts around the back of the Grass Mtn property so people are not tempted to trespass, or forget about this connector (#28) route entirely and have them park above exclusively.

Q16- Is there anything you want to tell us about the above recommendations at the Three Rocks Road area?

All Responses (Excluding Northern area) (9 comments)

# Mentioned	Topic
4	Do not want to lose the Lower trail
2	Increase safety at HWY 101
2	Unsure with survey's parking options
2	Ped/ Bike lanes at Three Rocks Rd. unrealistic
1	Concern for OCT connections
2	Other

Knowledgeable Comment:

“Knight Park is too small to deal with the current Lower Trail demand on certain days during the summer, resulting in overflow parking. If the trail is moved too far east it will not deflect hikers to the new parking area and encourage knowledgeable hikers to continue using Knight Park and the current trail. Knight Park is not closing and will continue to attract visitors. #33 is the option that will best serve hikers. #35 is too far east. People love the lower trail and many have been hiking the current route for generations. Changing the trailhead from Knight Park to a new location needs to keep the increase in hiking distance to a minimum. It is disappointing that the recommendations do not include mileage. East Three Rocks Rd. will be widened for bicycle and pedestrian use by Lincoln County. People living near Knight Park need to understand that they cannot stop people from visiting this area. Any attempts to close Knight Park or access to the end of Savage Rd. will be met with opposition. Just because they are lucky enough to live there doesn't give them the right to deny access to others, and if they continue to try to close off access without a viable alternative, they will be met with strong opposition from locals who love and value this area as much as they do. the access area at the intersection of Hwy 101 and Three Rocks.”

General Comment:

“I don't know that a 35-car parking area is necessary for Rainforest Trail; it won't be that popular. I worry that lengthening the trail to the TNC meadow this much will just drive people to bushwhack the old route. Adding 1 mile to the route to the meadow seems reasonable, but much more than that might backfire. We'll see. If the hike isn't TOO far to the meadow, this large proposed parking area (also serving the Rainforest Trail) is a good idea.”

CHSRA Survey results

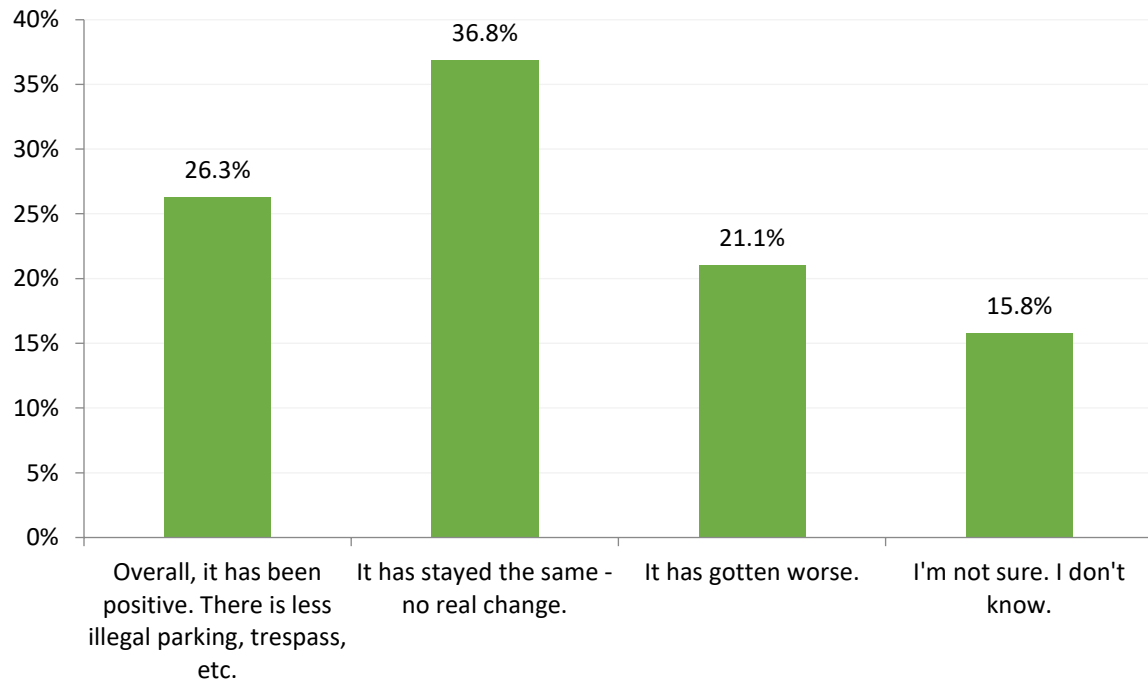
Southern Responses

(Roads End Neighborhood - Lincoln City (includes Sal La Sea and Port Drive)

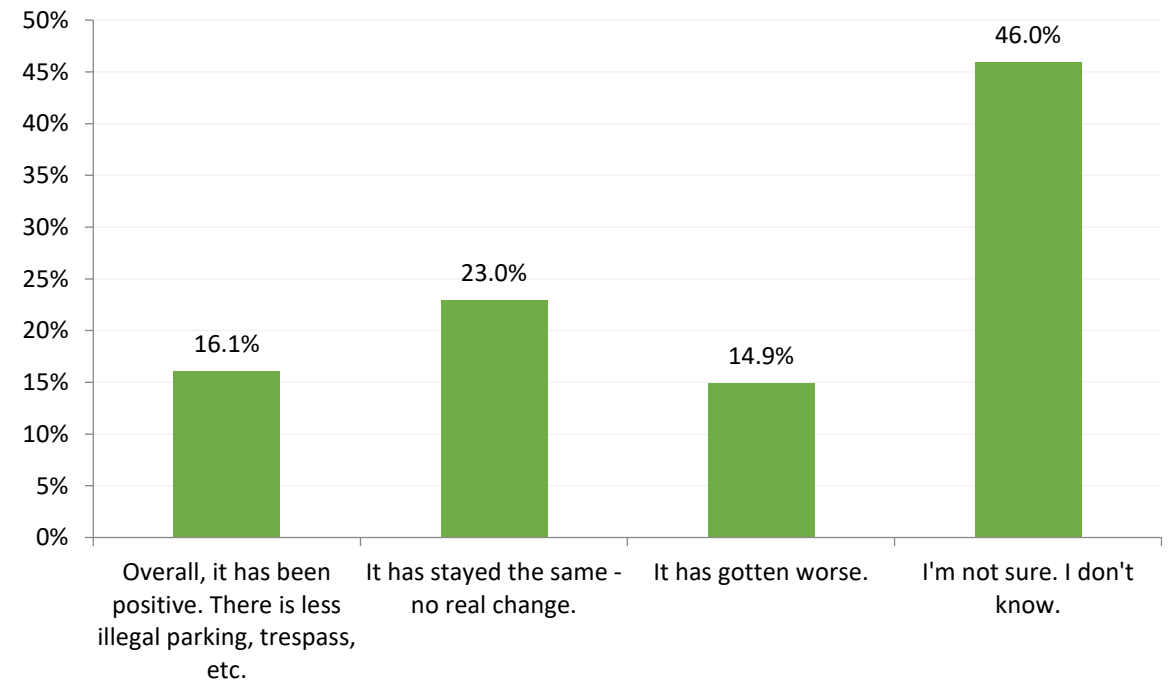
Lincoln City but near Lincoln City Open Space/The Knoll)

Q18- Lincoln City Parks Department has been trying to move parking and traffic flow away from problem areas and to appropriate parking spots for the Knoll Open Space trails. In the past year, how would you say these actions have affected you?

Southern area Responses (38 total)



All Responses (87 total)



Q19- Looking at the map above, please tell us what you think about the following recommendations in the Knoll & Fraser Creek area.

37- Improvements to Hwy 101 at Salmon River crossing for bike & pedestrians. These improvements could include widening highway 101 and providing a striped bike/ped lane and making a bike/ped walkway on the Salmon River bridge.

38- Convert old road bed to ADA trail at Fraser Interpretive Site.

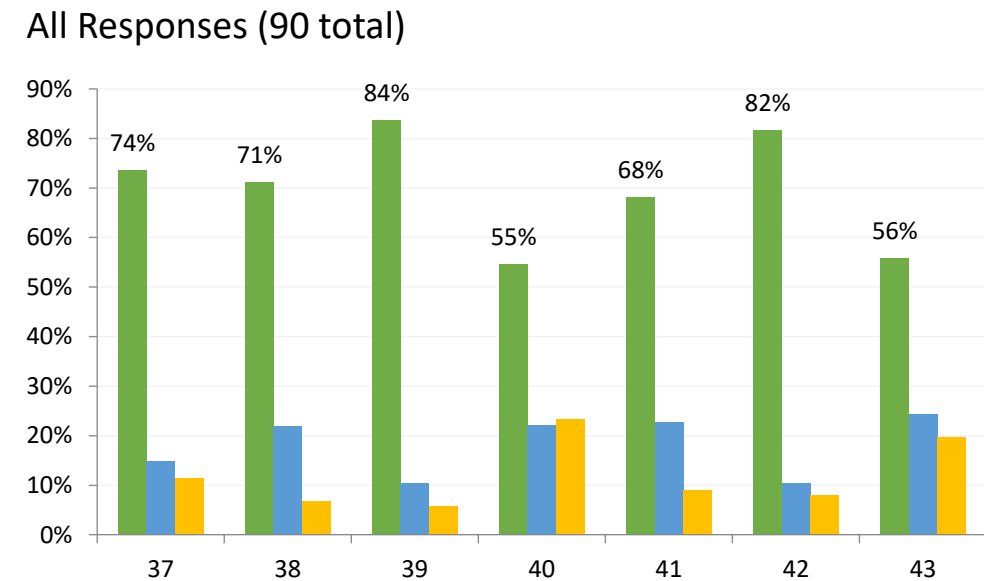
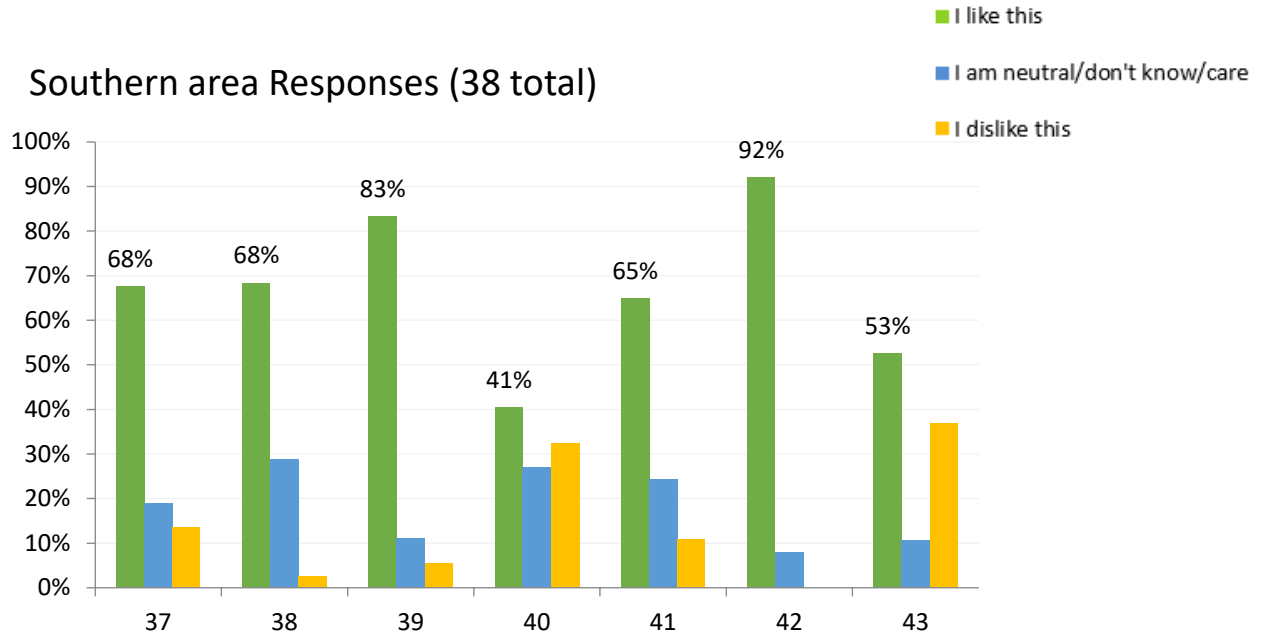
39- Construct a trail connecting the interp. site to Lincoln City Open Space. This will be the Oregon Coast Trail connection to Lincoln City.

40- Explore the potential to develop a hike-in camp for 1-3 sites to serve the Oregon Coast Trail in the southern portion of Cascade Head Scenic Research Area.

41- Decommission spur logging roads not used in the trail system to prevent confusion.

42- Develop the trailhead at the northern end of NE Devils Lake Boulevard and promote it as the primary access point to the Knoll and Thumb. This trailhead could have a bathroom, an on-site volunteer and public transit stop.

43- The small parking area at Port Drive could be moved to the gravel pit if there is a need to develop more parking for 6+ vehicles.



Q20- Is there anything you want to tell us about the recommendations above in the Knoll Open Space/Fraser Creek Interpretive Site area?

Southern area Responses: (15 comments)

# Mentioned	Topic
6	Concern for trespassing, traffic, or trash at Port Dr./Sal La Sea
5	Close parking at Port Dr.
3	Suggestions for trail connections and access
3	Trails need more/clearer signage
2	Pro bathrooms (if well maintained)
1	Concern for erosion and ecology
1	Pro camping along trail
1	Anti camping along trail

Creative Comment:

“43 - All parking should be eliminated from the Port Drive/Sal La Sea intersection - this is too close to private homes that have to deal with congestion, trespassing, noise, garbage and unappealing behavior starting very early in the morning. Adding parking to the old quarry area would only exacerbate this. All parking should be at the end of West Devil's Lake Blvd. The parking here has not improved over the last year - it was supposed to be only 2-3 cars, but there are always more than that and it's not fair to those property owners. This is a wild idea, but could there be a suspension bridge across the ravine just east of where Port and Sal La Sea intersect over to the base of the trail to the Knoll? Hikers accessing the trail from Sal La Sea would cross the bridge before they got to the intersection of Port and Sal La Sea; hikers accessing from the neighborhood via Port would walk down Sal La Sea from Port a short distance to access the bridge. In both cases they would bypass the houses at the very end of Port that are essentially at the base of the Knoll trailhead.”

Critical Comment:

“Making the unofficial trail at the north end of Logan an officially maintained trail will only create more traffic on the already overburdened Logan Road area. I appreciate the marketing attempt to redirect tourists to other access trails to the Thumb, but that will have little impact on what happens in the Roads End neighborhood. It's the same as expecting people to stop bringing in illegal fireworks by posting a sign that says it's illegal. All of the VRD's around here advertise the Logan Road access across the Bell property. The proposed plan does NOTHING to improve the foot and vehicle traffic caused by people going to the Thumb. It only makes it worse by making it a better trail. It seems counterproductive to improve a trail that you say you are trying to direct people away from.”

Q20- Is there anything you want to tell us about the recommendations above in the Knoll Open Space/Fraser Creek Interpretive Site area?

All Responses (Excluding Southern area) (15 comments)

# Mentioned	Topic
3	Concern about tourism and environment conflicts
3	Add and improve signage (including online maps)
3	Eager for safe and well-maintained OCT campsites.
2	Desire for more or improved trail access
1	Concern for pedestrian/biker safety leading to trailheads
1	Desire for service animal permissions

Creative Comment:

"I tried to reach 'The Thumb' via the trail from abandon Cul-de-sac this August. Starting from NE Devils Lake Boulevard entry. It is so poorly marked I could not find access to 'The Thumb's' pasture area. I ran into 2 groups there with the same problem."

Concerned Comment:

"I was horrified in June 2021 when I hiked to The Thumb and found hundreds of clueless tourists wandering through the meadows, picking bouquets of pink checkermallow flowers. This highly endangered species feeds a highly endangered butterfly. If you are going to send crowds of clueless tourists to The Thumb (and for God's sake don't ever call it God's Thumb), then you must corral them onto a safe single trail and forbid them from damaging the fragile oceanfront meadow. Tourism dollars are no excuse for destroying the beauty they came to see. "

Q21- Looking at the map above, please tell us what you think about the following recommendations in the Thumb area.

44- Currently, the Lower Thumb Trail is not an official USFS trail. It is recommended that a formal trail be designed and maintained to direct hikers to safe viewpoints.

45- Formalize the Lower Thumb to the Knoll Connector Trail. Much like recommendation #44, the route that connects the Lower Thumb Trail and the Knoll Trail should be made an official USFS trail. Perform trail maintenance in areas where mud, erosion and steep slopes are an issue.

46- Create a sustainably-designed reroute of the portion of the Lower Thumb Trail that goes through the meadow to the Thumb. It should lead to the viewing platform (#49).

47- There are several user made trails that are dangerous and causing erosion below The Thumb. These trails should be eliminated.

48- Formally name the Thumb as the Thumb. Some people recently started referring to the Thumb as God's Thumb. It has led to confusion. Work with media and tourism entities to continue to name it as The Thumb. Remove all names other than the Thumb from travel brochures, maps, guidebooks and websites.

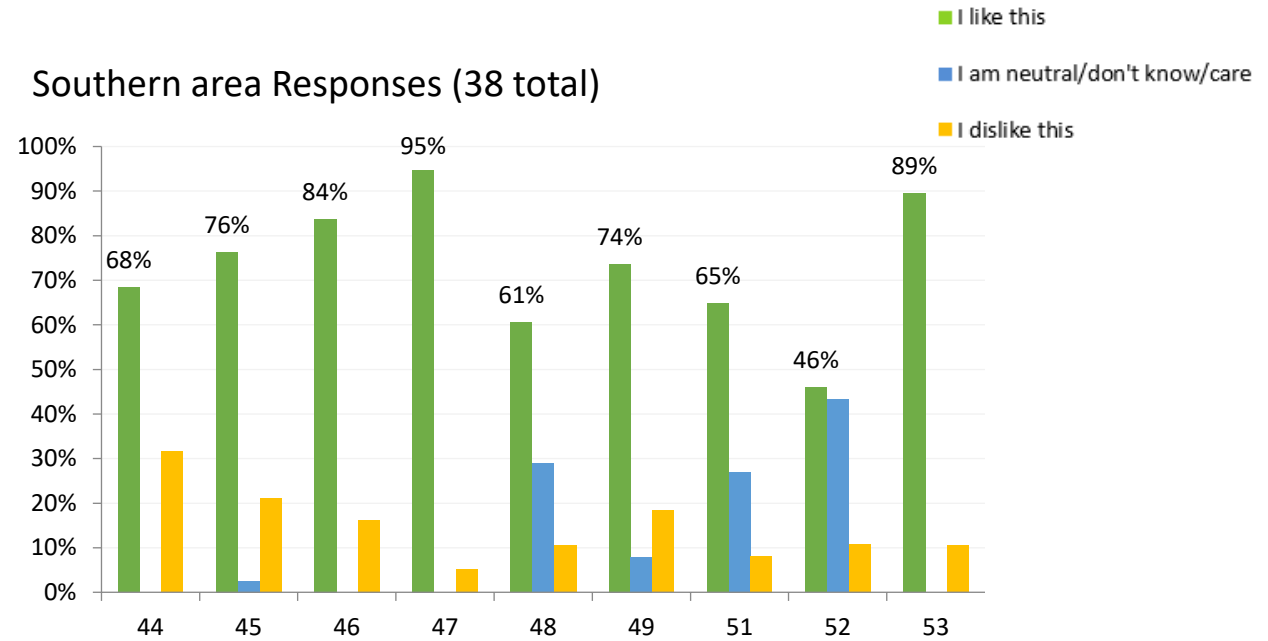
49- Construct a viewing platform east of The Thumb. An attractive viewing platform overlooking the Thumb and coastline to the north could create a safe destination for hikers and reduce the desire to walk along the dangerous knife edge trail to the Thumb itself.

51- Close this user-made trail leading to Westwind property. This trail is unofficial and encourages trespass on private lands (Westwind).

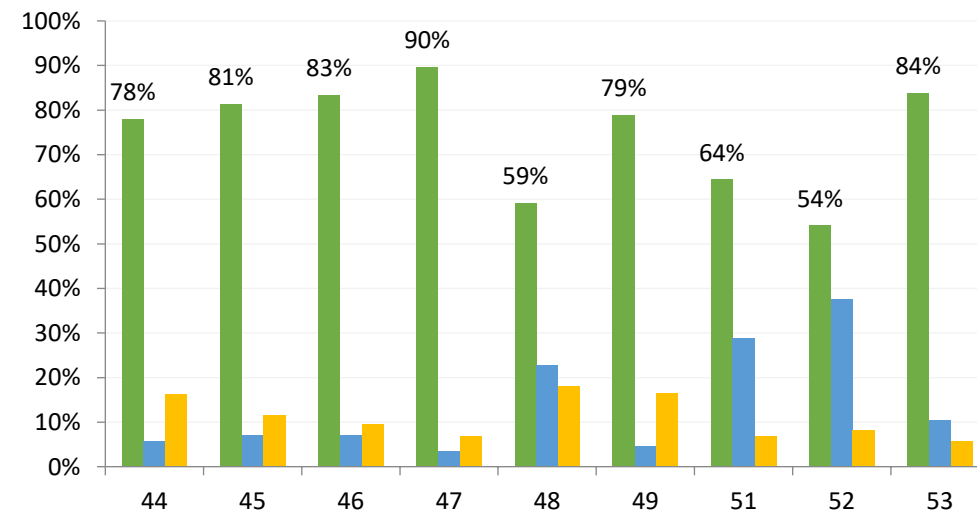
52- This user-made trail leading to Coon Lake should be left as unofficial and not maintained. Camp Westwind utilizes this trail for activities with its campers. The trail should be signed as leading to private property and no trespassing.

53- Formalize the Upper Thumb Trail. This informal trail leading from Lincoln City Open Space to the High Meadow and Thumb should be formalized and maintained according to USFS standards. This trail should be signed as the main route to the Thumb and marketing and informational materials should lead people to the parking area at the end of NE Devils Lake Boulevard (#42) and eventually onto this trail.

Southern area Responses (38 total)



All Responses (88 total)



Q22- Is there anything you want to tell us about the recommendations above in the Thumb area?

Southern area Responses: (21 comments)

# Mentioned	Topic
7	Close the Lower Thumb Trail
5	Concern for erosion and ecological impact at the Thumb
3	Keep Camp Westwind access
3	Clarify signage
3	Pro Closing thumb access and adding a Viewpoint
2	Keep the Name "God's Thumb"
1	Keep Lower Thumb Trail open
2	Other

Positive Comment:

“It is clear people want access to the Thumb-- so I appreciate making this an official trail and re-routing so it is safer and easier to maintain. I think lots of people will continue to walk along the knife edge to the top of the thumb - if you really want to decrease that, it might be helpful to put up a fence with signs saying no access. I know some people will still cross that barrier, but I think it would do more to reduce traffic. The view is just as good-- if not better-- from the area you have the lookout planned.”

Critical Comment:

“There is no mention of nor consideration of the fact that Roads End is a trap in an emergency as demonstrated by the recent functionally disastrous evacuation due to the Echo Mountain Wildfire Complex. Encouraging hordes of hikers to access the Thumb at the end of North Logan Road compounds an already dangerous situation.”

Q22- Is there anything you want to tell us about the recommendations above in the Thumb area?

All Responses (Excluding Southern area : (12 Comments)

# Mentioned	Topic
2	Concern for ecological and tourism conflicts
2	Desire for Camp Westwind trail access
2	Desire for more trail access in general
1	Remove 'God' from God's Thumb
1	Keep the name 'God's Thumb'
1	Dislike of built structures (viewpoints) in natural areas
5	Other

General Comment:

Would be nice to create a relationship with Camp Westwind that allows for the occasional alternate for an OCT hiker wanting to cross the Salmon River and hike to The Thumb via Camp Westwind. They could charge for this.

Insightful Comment:

“Please don't call it The Thumb or God's Thumb. Let's leave God out of this. For 60 years, everyone I know has called the point "Road's End." Let's keep calling it that. They say that the trail from the end of Logan Road to the Road's End point is part of an historic trail originally used by the First Nations people. #44 The trail has been in use for generations, and is protected under the historic trails regulations. Private landowners at the end of Logan Road have tried to block this trail through the Siuslaw National Forest. Many years ago, the Forest Service helped me get the trail unblocked around the Logan Road gate. Arrange with Camp West Wind to allow hikers to come through on the trail, as we has been done for years. Again, this is an historic trail that should not be off limits.”

Q23- Is there anything else you would like to tell us about the recommendations or anything on your mind regarding CHSRA and the open space around the Knoll and Thumb?

Southern area Responses: (19 comments)

# Mentioned	Topic
8	Concern for foot/road traffic and parking in private residential areas
5	Concern for local ecology's health and conservation
3	Add and improve signage
3	Generally positive about the survey suggestions
2	Improve trash and trail maintenance
1	Pro limiting access for trail health(seasonal or not)
3	Other

Positive Comment:

"I'm excited about most of these trail recommendations. With the huge increase in visitation that's been happening, it will be good to have the trails better protected and maintained."

Critical Comment:

"I don't like this plan for the Knoll and the Thumb at all. Our neighborhood does not have the infrastructure to deal with the number of visitors here. The city does not have the funds to adequately provide restrooms and parking areas. There isn't adequate planning for emergency services. It seems like tourism is the driving force behind this and not the livability of permanent residents."

Q23- Is there anything else you would like to tell us about the recommendations or anything on your mind regarding CHSRA and the open space around the Knoll and Thumb?

All Responses (Excluding Southern area : (12 Comments)

# Mentioned	Topic
7	Generally positive/ noncritical comments
4	Concern about promoting the hike and overcrowding
2	Concern for ecological and tourism conflicts
1	Limit access with permits
1	Increase Parking
1	De-emphasize parking
2	Other

Critical Comment:

“CHSRA is a unique area that was created to minimize development and impacts on critical habitat and scenic beauty. Any new development should be focused on reducing visitor impacts and NOT increasing access and numbers of visitors.

Insightful Comment:

“I recognize there is a delicate balance between access and overuse. But as an older person who has been increasingly cut off from old hiking areas (like wilderness areas in the Cascades) by age and harsh restrictions, I would still like to be able to do an easy walk to get to the upper meadows at Cascade Head.”

Q27- Is there anything you want to tell us regarding CHSRA and trails and access? If so, please tell us by typing it in the box below.

Non-Southern/Northern area responses (14 Comments)

# Mentioned	Topic
8	Thank you!
3	Excited about OCT improvements
1	Pro local priority for trail permits
1	Concern about ruining natural aesthetic with built structures
1	Concern about litter and bad visitor behavior

Local Comment:

“I think if passes/permits etc are going to be required locals to the county should be able to get priority over tourists. We are here all year long hiking and protecting these trails and hopefully something will be put in place to make sure we can still access during busy times.”

Positive Comment:

“I have followed these developments for several years. I am thrilled at what you have come up with; it's not perfect but it's super close and will make a vast difference for OCT hikers. OCT planning has been overly focused on day visitors; this plan also takes seriously the needs of thru-hikers, whose numbers are growing every year. Thank you.”

Q27- Is there anything you want to tell us regarding CHSRA and trails and access? If so, please tell us by typing it in the box below.

Southern & Northern area responses (14 Comments)

# Mentioned	Topic
10	Thank you!
8	Concern about overuse and trail maintenance
7	Concern for balancing ecological conservation and human impacts
6	Generally negative comment
6	Concern for traffic, parking, and/or trespassers on private property
5	Concern about equitable access of the outdoors
1	Pro local priority for trail permits
1	Pro permit or fee limitations to address crowds

Thoughtful Comment:

“I understand the difficulty this group has in finding the right balance between ecological preservation, user recreational access, and neighbor/safety/traffic concerns. It's a hard balance. The combination of improving the upper trail head, along with new trail options and discouraging users from accessing the lower trailhead through a parking fee would be effective at spreading out the human impact.”

Positive Comment:

“Thank you to everyone working on this project! I am very excited about having a network of trails and having them be thought out and well managed. I think it will be wonderful to allow greater access to a diversity of hikers while at the same time preserving this place, and allowing all visitors (both regulars and once in a life time visitors) to feel a sense of personal discovery and an awareness that they are hiking in a very unique and cared for natural environment.”

APPENDIX 5

Second Round Landowner Workshops



Appendix 5 Second Round Landowner Workshops

This document summarizes the second round of landowner workshops (dialogue sessions) for the northern and southern areas. Landowner comments are attributed to “participant”.

CHSRA North Area Landowner Dialogue Session – 3/11/21

Attendees:

Core team: Dan Miller, Alison Dennis, Debbie Pickering, Alan Holzapfel, Bill Conroy, Traci Merritt, Paul Katen

Community members:

- Riley Schroder (left during introduction due to technical difficulties)
- Thomas and Vivian Gory (live at intersection of Lamonti and Three Rocks Rd.) - Dan Twitchell (Cascade Head Ranch for 12 years)
- Tim and Cindy Beatty (On Lamonti since the '90s)
- Jane Boyden (Grass Mountain Road)
- Amy O'Connor (Alder Park Dr.)
- Philip Derney (sp?) and Uta Nandy (sp?) (Cascade Head Ranch)

Round Robin Notes:

Dan Twitchell:

- Has not been following this process much but has been involved in the marine reserve and biosphere reserve
- Asked how many parking spaces there would be at #33 and #35
- Would there be more parking off top of headland from 101
- Loves the area but doesn't want it to be loved to death

Tim Beatty:

- #34 would be next to his backyard and he's concerned about trash and traffic
- People are already coming over into his yard from the rainforest trail and this would put people even closer
- No neighbors on Lamonti got notifications of this process in 2018
- He thinks we should just improve the rainforest trailhead. Moving it to another spot will cause more problems
- Three Rocks Road is bad with traffic

Amy O'Connor:

- Upset that none of her neighbors on Alder Park were invited to the meeting
- She's concerned mainly about the rerouting of the trail

Jane Boyden:

- The location of trail #28 should go above grass mountain property because if it crosses grass mountain road, there would be trespassers on their property

Tom and Vivian Gory:

- #33 parking lot is located on a blind corner – this would cause accidents with the bikes and pedestrians - There's a bald eagle's nest at #33
- Gnos property would make less traffic on Three Rocks Road

Philip Derney:

- Wanted to know why people think it would increase traffic on Three Rocks Road if there's a proposal to open up 1861 year-round.

Items attendees wanted to discuss

1. Putting parking on 1861
2. Parking areas on 3 Rocks Road
3. Lamoti Dr. concerns about trail coming close to their properties
4. Trail 28 should go north of Grass Mt. Road
5. Concern about more parking on 3 Rocks Road
6. Bikes and pedestrians on 3 Rocks dangerous
7. Parking on Gnos property preferred
8. Rainforest Trail parking

Group discussion notes:

- Right now, on rainforest trail, people already come down Lamonti and drop trash - Parking at #35 would make Three Rocks Road more hiker/biker friendly.
- There is a straight-away that would make a better location for the road up to the Gnos property than the current road
- Park use fee can eliminate some parking issues
- Would just adding more parking on 1861 be less expensive?
 - o Core team wants to disperse people for fewer impacts to sensitive meadow
 - o Improving FSR 1861 for additional traffic might be the most expensive proposition - What would provide the best hiker experience?

Parking @ #33 & Trail#34

Pros/Benefits:

- ▣ A trail from #33 - would be shorter than from #35 and thus would allow for better compliance of using the trail and not attempting to hike on the old trail from Knight Park.
- ▣ Parking on USFS lands will be easier to control.
- ▣ USFS already owns the land where the parking lot would go.

Cons/Trade-offs:

- ▣ Private landowners would have to grant a trail easement to make it feasible on the corner of the property.

- Concerns about trespass from #34 to private landowners.
- People dumping garbage onto private lands

Parking @ 35

Pros/Benefits:

- Gets people off of 3 Rocks Road right away and shifts traffic towards 101
- The road could be redone to allow a safe entrance/egress
- A parking lot here makes 3 Rocks Road more biker/hiker friendly.

Cons/Trade-offs:

- Requires the farthest hike to the CH Meadow
- Existing road leading to the Gnos property is on a blind corner/safety considerations- would likely need improvements
- Road is extremely steep - speeding coming down could be an issue.
- This is a private property and it needs to be acquired.

Recommendation/Idea - Increasing Access at USFS RD 1861 (opening road year-round and building new parking lot)

Pros/Benefits:

- Bigger parking area and road open all year opens up possibilities; another way to get people out on the headland.
- Might not have to build parking on 3 Rocks Road.
- Better disperse the public/spread them out by having a parking area on 1861 and 3 Rocks Rd.
- Better balance.

Cons/Trade-offs:

- Cost to improve USFS RD 1861 is high.

The Rainforest Trail Parking Area

Unfortunately, there is not enough room to safely improve this parking area as it is right at the intersection of 3 Rocks Road and Hwy 101.

Rerouting of the lower Trail #28 to the north of the terminus of Grass Mountain Road.

Pros/Benefits:

- Reduces maintenance costs of the existing trail out of Knight Park
- Reduce trespass and parking issues at Savage Road
- Make it safer – eliminates the place where people have to walk along Savage Road ■ If trail was routed to the north of the Sitka Grass Mt. property, it would reduce the likelihood of trespass/using Grass Mtn Road as a short-cut.

- It would be beneficial to separate the boating and hiking traffic at Knight Park so having a trailhead somewhere else would be beneficial.

Cons/Trade-offs:

- The existing trail is the shortest route from below and disperses use.
- People might trespass on Grass Mtn Road instead of staying on the trail.

CHSRA Landowners Virtual Dialogue - Southern Session March 17, 2021

Attendees: Dan Miller, Bill Conroy, Lynn Thompson, Diana Hinton, Janet Knipe, Tory McOmie, Phil & Mary Krueger, Ron & Matty Thornhill, the Blackerbys, David Jamieson, Traci Merritt, Debbie Bergeron, Lannie Tierney, Jeanne Sprague, Patty Kroen, Elaine Starmer, Paul Robertson, Debbie Pickering; on phone: Stacy Baird

Introductions & Comments:

Participant – lives on #44; 1. decommission #44 and make it official use only, no public access (but would prefer to have the easement vacated); 2. Suggest Thumb be accessed only by permit, too dangerous, need safety training to go out there; 3. In support of creating E. Devils Lake Blvd. parking area

Participant – 1. Likes #37 & 39 (going through FS best to stay off of Westwind); 2. #44 is a terrible idea, no parking or bathroom, not really a FS trailhead; too many people on Logan Rd.; decommission that trail and create #45.

Participant – Likes #38 and D. Lake Blvd. She lives on Port Dr. people walk on road. Locals' dogs attacked by other dogs; don't allow dogs here either like on TNC. Parking #43 doesn't have a number. Thumb should not be a trail or at least a seasonal closure; not appropriate, people have to be rescued so it puts stress on limited emergency response. Concerned about impacts on wildlife and poaching; wildlife should be the priority for this area and not people; shouldn't be a tourist attraction; don't have sidewalks or other services. Westwind not open to the public.

Participant – live on Logan Rd. In favor of #44, it is a beautiful trail, not just a thoroughfare; would be tragic to close it; have been using it for decades. We (the public) paid for the easement and it is an important public property. 2. Thumb is overused, being loved to death, trail being degraded. A lot of the trails are hard to use since they are muddy. A lot more people over the past 3 years; concerned about what it will look like in 10 years

Participant – trail #44 original intent was for a maintenance easement, not public access. Gotten too much exposure over internet. Agrees with Stacy and David J.; can't get up and down Logan Rd. safely anytime of year. Busloads of people being dropped off at the end of Logan Rd. She appreciates locals wanting to use it but now that it is so over-used, that ship has sailed. Nothing should supersede safety.

Participant – resident on Logan Rd. Concur with others about #44 decommissioning; shouldn't be formalized regardless of advertising NE. Devil Lake Blvd. 2. Parking areas on Sal La Sea and Port get overcrowded and block emergency access; those should be

eliminated and need to be enforced and ticketed. Agree with Tory, too many people in neighborhood.

Participant– close #44, keep people off the Thumb because of danger; article in Salem Stateman's Journal started the overuse. Get dogs off the trail completely, husband attacked by pit bulls.

Lynn – lives on 68th street. For residents of Roads End who walk up Logan Rd. to access the thumb, would hate to lose it as access. Haven't seen parking issues in summer. People who live there should be able to access it, it is a joy; would not like to see it totally closed.

Participant – live in Roads End and a City Councilor. Her personal: it is a gorgeous but dangerous place. #44 should reflect #27, should be parallel in description and reflect comments prior to this meeting. There is no parking for #44. Other issues are trespassing. It is not safe and should be closed since there is the option for access from NE Devils Lake Blvd. City Council is saying there will just be street parking there, not a parking area for right now. But already too many cars. Parking on Port Dr. #43 is not real parking; it is in a residential area; cars block the road. Trespassing, no restrooms, camping in the area. Pedestrians walking on roads are going to get hurt.

Participant – have lived in Roads End for many years; bought here for the #44 trail. Wonder if residential parking only permit would work here. Fees/fines would be a revenue source to pay for improvements to make this more feasible.

Participant also echoes that idea so locals can still access those areas.

Discussion:

Dan asked if keeping #44 for admin (FS, emergency, contractors) would work

Participant – not sure, people might still try to access it unless you shut it down; he is willing to give up his access from there too. He has been charged with 5 criminal charges regarding his property boundary.

Participant – how do you enforce that?

Participant – enforcement probably not going to happen is an understatement. But recognize they need emergency access (need to have EMT representatives on these calls; Dan clarified that the Coordination Team has been in discussions with emergency response folks). Pretty much year-round, what about a seasonal closure? Don't think admin only will work.

Participant – would be a shame if not accessible; not in favor of admin. Middle ground: don't improve it but improve the others and expand the no-parking zone at the end of Logan. If admin could include local residents, that would be good.

Participant – admin only might be good as a pilot to see how it works and give time for focus to shift to D. Lake Blvd. access point.

Participant – put it back to original intent of admin use only

Participant - Has there ever been consideration given to a shuttle bus? To any particular location. I understand there are potential plans to expand parking in the state park? Shuttle buses are used extensively in many park areas across the country that have high traffic.

Participant – putting it back to admin use only will empower the LC police to

enforce it. #42 Devils L. Boulevard parking

Participant – LC built a new road for possible new high school location, is that a potential place for another parking area?

Participant – Lincoln City City Council is looking into options and costs. Look at parking that already exists.

Changing Parking at Port & Sal La Sea & end of Logan to Residential only?

Participant – in favor but concerned about cost

Participant – council not in favor of that

Participant – parking permits are not enforceable; police don't enforce now

Participant – put all of the parking to #42; no parking at Port or Sal La Sea

Next Steps

Participant – what is the timeline after Aug./Sept. for making a decision?

Dan – recommendations this fall; FS has to legally do NEPA for most of the recommendations.

Bill – maybe need to do NEPA for administrative change to #44; has to be done within 1 year now. If request is just to change use of #44, he might have authorities to do that, but it might be at a higher level. He would have to see a proposal for doing that.

Participant – original purpose of purchasing easement was for maintenance.

Bill – that will be one of the pieces of information that will be used in making the decision.

Participant – can FS change the Thumb proper to permit use only?

Bill – he can't change any access or mode of access or fee structures without doing NEPA and for fees, a recreational assessment. But he is willing to entertain and determine the merits of all recommendations.

Participant – easement was for maintenance when granted, when did it turn into public? Bill – don't have that info at hand.

Dan – will send out notes to folks

Participant – would like that info included

Dan – it may take longer to get that info

Jeanne – will look into the easement

Traci – they had the area surveyed to see exactly where the easement is.

Participant – he says the gravel road is partly on his property.

Participant – ecological damage, will be destroyed beyond repair if we don't do something within the next 5 years. In favor of #46 & 47.

CHSRA Trails Landowner Dialogue Session Three Rocks Rd Area - Jan 25, 2022

At the request of the participants, the meeting was recorded. Here is a link to the recording: <https://tnc.box.com/s/zuces62hn0lw8a12xkax4a9e3wdbceug>

Attendees: Mike Todd, Wayne Stewart, Andy Mingo, Lidia Yuknavitch, Weston Heringer, Marie Long, Amy O'Connor, Karen Haas, Paul Pratt, Gerry & Julie McDonald, Mary Catherine King, Sarah King, Borys Tkacz, Zenia Kuzma, Jack Brennan, Bill Hennings, Thomas & Vivian Gory, Kathleen Holt, Kathy Keller Jones, Wesley Shaw, Heather Brann, John Brann, Beth Littlewolf, Don Gnos, Maggie Gnos Phillips, Kirk Phillips, Dan Twitchell, Emily Harris, Daniel Fleischer, Sarah Angell, Tim Beatty, Jane Dempster, Maggie Pedersen, Dorcas Holzapfel, Elizabeth Smith, Alison Day, Alicia Cohen, Riley Schroeder, Lu Schroeder, Robert Schroeder, someone at an unidentified phone number.

Coordination Team members in attendance: Dan Miller, Alan Holzapfel, Paul Katen, Colin McKee, Alison Denis, Catherine Dunn, Debbie Pickering

Dan Miller, the meeting facilitator, started by describing the Cascade Head Trails and Access Planning Process. This meeting was the final part of the public outreach process to seek input on draft recommendations formed after a series of public outreach efforts beginning in 2018-2019.

Comments/Questions from meeting participants:

Participant: How were these meetings advertised? Where were these meetings advertised?

Dan Miller (meeting facilitator): For the initial adjacent landowner workshops in 2019, Cascade Head Ranch residents received notice in their annual letter, the meetings were publicized in newspapers, through online social media, and letters to mailing addresses. For this current round of meetings, we had a snafu with mailings to the Three Rocks Rd. area. It was pointed out to us, so I collected mailing addresses from the two counties' tax parcel records and Catherine sent out the mailing in early January.

Participant and Participant (in chat): We are land owners. We have not had any notice of

these meetings only for this meeting

Participant (in chat): The mailings were sent to street addresses, but many of use in this area do not get US Mail delivery, so we use PO Boxes in Otis and Neotsu, or we live out-of-area and our properties here are for vacation use.

Participant and Participant (in chat): Our property has been into the family since 1945

Catherine Dunn (TNC)(in chat): To RSVP for the previous meetings, you had to provide your email address at the end of our second survey. There was a link in a letter, which a few people did not receive. And it was a confusing process, so we decided to send another letter a date pre selected so you could all have the information.

Heather Brann: We've been landowners since Feb of 2019 and this is the first we've received a mailing, so I was wondering if you were going through taxlot records. Thanks to whoever added us, but that was a long time to be shut out of the process as owners. So, I encourage you to use the mailing addresses listed in the taxlot records.

Dan Miller (meeting facilitator): I cannot speak to the first round because an employee at the Forest Service handled that mailing. But this round, I requested mailing address records from the counties. This is why we held this meeting to make sure you could provide input and ask questions. If you know of someone who couldn't make it or did not receive the mailing, let them know they can reach out to me and provide input. I can also have a one-on-one dialogue with anyone. You can also type up an email and send it and I will share it with the entire Coordination Team.

Participant– This is in reference to the letter and the nomenclature “adjacent landowners”. We are equal stakeholders. TNC is a landowner, one of the largest in the country. Sitka Center is a landowner. I would like to be referred to as a “resident steward”. There have been about 10 people who have moved here in the last year and this grant was given in 2018 but nothing I can find was documented for 2018, so I would like to know what was going on for a year.

Dan Miller (meeting facilitator): In 2018, we were getting the Coordination Team together. We were making sure we had the right stakeholders at the table. We started in the fall of 2018 and then we went into the outreach phase.

Participant: I am a stakeholder, not an adjacent landowner unless TNC and Sitka Center refer to themselves as landowners. I take offense to this. We are all stakeholders in CHSRA. They are supposed to be on an equal level as us. I don't have a corporation backing me or my resident friends, so we would pay attention to the nomenclature. These people have been resident stewards for a very long time.

Participant: Have you posted all the public comments you receive through all your outreach?

Dan Miller (meeting facilitator): We have not posted them for the public, but we have shared them within the Coordination Team. We received public comment through landowner workshops, open houses, Zoom dialogue sessions, and two surveys.

Participant: Typically, in federal stakeholder engagement processes, you do post publicly all the public comments and results of surveys. We've taken surveys over the years, are they posted anywhere? How can we know our input is being considered if we don't see our specific comment someplace on a website. That is one of the hallmarks of federal public engagement.

Dan Miller (meeting facilitator): This is not a NEPA process

Participant: it is still a public stakeholder engagement process, and it needs to be transparent. It should be available to everyone. Post it on a public website. You can pull out personally identifiable information. But the comments should be provided unedited so the community can see what people said. Otherwise, how do we know this is a transparent process that engages and involves people.

Participant: I'm on the Oregon Public records advisory council, which has no jurisdiction over federal public comments, but it's obviously best practices to publish everything that comes in as public comment. If you want to make someone go through the hoops of making a records request, then posting it, you could. But Borys is right, you really should share. But it's also true that when you put your name, address, phone number on a sign-in sheet at a public meeting, that is a public record, so those don't need to be redacted. I would appreciate and ask that you commit today to posting all the comments you've gotten and the survey results. Why not? I'd be happy to talk to you more about that later on. A one-on-one thing is the worst approach.

Dan Miller (meeting facilitator): this is a collective effort, it's not a state effort and isn't a federal effort. So, we are not bound by state and federal guidelines. NEPA process will have to be done for all the actions on federal lands. I don't want to commit to making that information available

until the Coordination Team is OK with that. I cannot speak for the whole Coordination Team right now, but we will make comments available in an appendix to the plan. And if the coordination team does want to make it available on the website, I will do that.

Participant: That's a good point. Even if you're not bound by state and federal guidelines, it's still best practice to be transparent because this is a decision that affects a lot of people and the public.

Participant (in chat): Do you plan to post them.

Participant and Participant (in chat): All of which we had no notice of.

Participant (in chat): How can we be sure that by omitting us from the previous

planning meetings that the whole process isn't flawed? You obviously got information which you acted on - but that was not even close to comprehensive.

Participant (in chat): You are bound by CHSRA

Participant: I have been going to Cascade Head for 50 years, which is basically my whole life, so I remember when the cows were in the estuary and up the mountain. I've been sad to see dogs up there and the degradation. I don't mind that lots of people come out there because it's one of the most beautiful spots in the world, but I am not clear on what TNC's responsibility is there and how much resources they're putting into make sure that people understand what proper behavior is in that spot. I'd like to see something coming out of here that makes a clear commitment to that, and I'd like to have more information on that. I feel like there isn't anyone out there watching out for that land.

Debbie Pickering (TNC Cascade Head preserve manager): we try our best to keep our signs up. We have a volunteer naturalist program, but we have not had this during COVID to make sure our staff and volunteers and the whole local community can be as safe as possible. But typically, we have volunteer naturalists out on the preserve on summer weekends to help patrol the preserve, help people understand that it is a unique and sensitive area, why we don't allow dogs. A lot of people are very understanding, and some people are not, so it's an ongoing challenge. Oregon is a very dog friendly place and people want to take their pets everywhere. We are trying to strike a balance between allowing public use to allow people to go out to this special place and appreciate it and doing it in a way that minimizes impact to the natural area that we're trying to protect.

Participant: Do you feel like you're doing enough?

Debbie Pickering (TNC): The last couple years, no. We haven't been able to do that because of COVID.

Participant: the last couple years is immaterial, I think we all understand that was not normal at all. I'm not talking about the last couple years. I'm asking do you feel like you have done enough and how you can identify how you can do more. Because TNC is in charge of that land. That is your land.

Participant (in chat): TNC "Your best is not very good" I have not seen any group approached by anyone

Borys Tkacz, a resident at Cascade Head Ranch for about a year and retired from US Forest Service Pacific Northwest Research Station: I want to make clear that this is not a federal decision-making document according to federal regulations. I would like you to explain that distinction because this is not a NEPA process.

Dan Miller (meeting facilitator): After considering all the public input, the Coordination Team will form recommendations to create a vision for Cascade Head Scenic Research Area. It is up to the land managers to implement recommendations and

conduct environmental review. Lincoln City will have to go through state guidelines. For federal lands, the Forest Service will have to conduct NEPA. They will initiate the scoping phase, they will get public comment, analyze alternatives, create a record of decision, and you will all have opportunity to provide public comment. At the request of the Forest Service, they wanted us to work on the CHSRA trails recommendations outside of the bounds of NEPA because they could do outreach in a way that would allow them to be a participant in a larger group, the Coordination Team. Then they would conduct NEPA.

Participant: I understand that is pre-decisional and the Forest Service will have to go through NEPA. They will also have to consider a wide range of alternatives, which is part of NEPA. So, it will not just be your recommended proposals, but a suite of alternatives. My question – when you're talking about the Forest Service, you're really talking about the Hebo Ranger District, which is in charge of this area. The other arm, which is part of this area is the Pacific Northwest Research Station. I don't see any involvement of the research side of the Forest Service. I was the assistant director of the research station based in Portland. I just emailed my friend Paul Anderson, who is now the director and asked if he was aware of this and he was caught totally unawares, especially the recent letter from TNC. Many of these decisions would have a significant impact on the research natural area and parts of the Cascade Head experimental forest. Even in a pre-decisional document, the research is a key component.

Dan Miller (meeting facilitator): during the pre-scoping phase, the research station was a stakeholder. You'll see that none of the trail recommendations go through the research natural area and that was out of input from the research station. We haven't engaged with them recently.

Catherine Dunn (TNC)(in chat): Borys, I believe Todd Wilson with the experimental forest was contacted by the former Hebo district ranger

Participant: What I think you're hearing from the people is there is a frustration that this process has gone so far along without key people that it's going to affect. Our property has been in our family for a long time. It's our people that are in the Burton Family Cemetery on Cascade Head. It's our relatives. This has been our home. It has been our homestead. Part of the natural bird reserve was our homestead. And this is the first meeting we have heard of. That is a frustration, and it causes anger. And I'm sorry you're getting the end of it. But it feels like we have been left out. We don't know why we have been left out. And our family has a real distrust right now. With the Forest Service and Highway 101, there's a history there. And we want to build trust, but we can't right now.

Dan Miller (meeting facilitator): Nothing has been decided and that is why we're having this meeting tonight. I'm sorry if you did not get a first mailing.

Participant: We did not get a first mailing and our names have been on the rolls since

before the 40's. So, it's pretty blatant if we weren't contacted.

Dan Miller (meeting facilitator): All we can do now is move forward. There's still opportunity to get involved. Since there's been so many difficult issues in the Three Rocks Rd area and because many residents were missed in the beginning of the outreach for this process, we are not making decisions through this current planning process on the Three Rocks Rd. area. So that will get moved down the road and TNC will convene a meeting this summer, as long as COVID allows it, because they want to do it in person. They want to invite any interested stakeholder, and that includes you, to discuss trail access at Knight Park and all the potential access points along Three Rocks Rd. You all will have an opportunity to get in on that at ground level 1. You'll be able to meet with them and have discussions with them and collaboratively work together to come up with a resolution or at least some potential recommendations to move this forward. TNC understand what you're feeling that this is the resolution that will happen. In this plan (due in spring), we will not make recommendations for trails coming out of Knight Park or any potential other access points that have been talked about coming off Three Rocks Rd.

Debbie Pickering (TNC): I want to emphasize that doesn't mean we don't feel that something needs to happen there. We fully recognize that everyone's noticed how much the traffic has increased. It's become a very popular place. Through a process where we can all meet in person and schedule time to dig into the implications of different alternatives and the real problems we need to address. And get some brainstorming around different alternatives that might be considered and then the consequences of those alternatives.

Participant: I want to know how was that determined. How have you decided that the Three Rocks Rd area is off-limits for this meeting.

Dan Miller (meeting facilitator): It's not off limits for this meeting. In this plan that I'll be working on, we will not be deciding on recommendations for the Three Rocks Rd area.

Participant: How did you come up with the decision that this is not going to be part of your plan? Most people here are concerned about something being addressed in that area. How do you unilaterally decide that is not going to be part of the plan?

Dan Miller (meeting facilitator): Because the landowners responsible for that area are not ready to make a decision. Because they want to make sure you all are part of that decision. Everything that you all have been asking for is the reason why TNC is putting decisions here on hold. There

is no recommendation now. The plan will come out for the rest of the CHSRA and Lincoln City Open Space so they can move forward. But we recognize a mistake was made here and it's going to take longer to solve the issue. So, what you're asking about being involved more and being involved from the beginning is what TNC is trying to give you.

Participant: My concern is that while this process goes on so slowly, damage is being done. Although nobody wants to contemplate it, restrictions on access, particularly on the lower trailhead. I want to go on record saying that I support restrictions.

Debbie Pickering (TNC): That's great to hear. Part of our constraint is that TNC does not control Knight Park. We do not own that land, the county and ODFW do. One of our first attempts was to ask if we could implement a permit system there and the answer was no, no fees. I think maybe we can revisit that with the entities that manage Knight Park but that has been part of our interest in thinking about another place. When we started this process, the Hebo district ranger at the forest service said they would be willing to put in a parking permit system if there was a property on Forest Service land where we could put in a trailhead. We could have a trailhead host, like a campground host except with no campground, who could be around all the time and observe and control things. We haven't found that location through this process. We are looking for a good long-term solution. We want to try again. We anticipate this will not be a long, drawn-out process. But this is why we have put a hold on any decisions on this area. I apologize. I know folks are upset. We would love to have you more engaged as we launch this new process. We're hoping by the summer, we can do this in person over a weekend. One of the things we're wondering about is if folks would be willing to do this in person over a weekend. Are weekends better? Are there other days that are better? We'd like to get some feedback from folks on what this next process looks like.

Participant (In chat): Is it possible to close the trail while we are sorting this out? Participant (in chat): Expansion of more traffic and trails is not the answer.

Participant (in chat): You need to control the issues at present.

Participant (in chat): Your plan is not to reduce but to increase more trails.

Participant (in chat): Creating more trails will create more use not limit it

Participant (in chat): There is LOTS of public land.... let's use it for this use.... The problem is the traffic across private property.

Participant (in chat): I agree with Mr. Gory "dispersing" current use is likely to backfire, and the past poor trail stewardship does not recommend future efforts to provide adequate supervision and enforcement. People will respond to fines and be banned from use.

Participant (in chat): I too support Mr. Gory's comment. There has been 50 years of effort to preserve this special place, and any recommendations that do not include limiting and enforcing the limitations of the number of people puts all that effort in danger of being ruined in a very short amount of time.

Dorcas Holzapfel, president of Cascade Head Ranch and part of the HOA board since 2013 and president since 2020: Cascade Head Ranch granted an easement to the Nature Conservancy, most recently in 2015. There is a requirement in that easement for TNC to provide Volunteer Naturalists onsite from April 15 to Oct 15. COVID impacted us greatly and we have not had the naturalist program going. Although the trail was closed, people walked around the sign. There was nothing done to really close the trail. We know people love the trail and that's great but unfortunately, they're not always so respectful of other aspects that are important to people who do live in the area. Debbie and I talked about this, and we cannot have another year without the naturalists. I'm trying to be positive and hope they will have the volunteer naturalists. April 15 is coming right up so we have talked about working it out with TNC's volunteer coordinator, Molly Dougherty. From the HOA standpoint, this has been a problem. COVID put a barrier for some years but we're going into the third year now. We can't just ignore it and let people do what they've done to the trail.

Participant: I think some people would respect a sign that says: "Last month we had over 700 hikers on this trail, please consider another day hike today and not over-use this trail". I don't think you've been very creative on an overuse problem that doesn't solely require a naturalist or permit system. I think there are other sorts of things you can do to reduce traffic on this trail.

Debbie Pickering (TNC): We can get into those kinds of details in the phase 2 of this process. Some of what we've been considering in this plan and part of the reason we want the rest of the plan to move forward is that we have been working towards the idea of spreading out the use. Creating other opportunities and putting up signage that directs people up to the upper trail on the 1861 road, so we spread out the use. The Forest Service was looking into getting permission to opening that upper 1861 road year-round. Bill, I agree 100%. We need to be more creative, and we've tried to think through that this whole process. That's partly why we want to upgrade the upper trailhead parking area and put a restroom up there and provide some more hiking options off of that 1861 road. Hopefully we can get into more of this when we get to re-engage.

Dan Miller (meeting facilitator): The Nature Conservancy, The Forest Service, and all the folks on the Coordination Team heard from the first round of outreach these concerns of landowners in this area about how much use there is here. Recommendations like the one Debbie was talking about were made to try to disperse use. There is a recommendation for a new parking area on Forest Service Road 1861 between the Hart's Cove and TNC upper trailheads for over 25 cars. It has to clear NEPA, and the Forest Service is moving forward on consultation on it. The idea is that we'll be signing and working with marketing and visitor associations to steer people towards this parking area. So, when they get information about Cascade Head this is where they are going to be steered. That way people can choose to hike Harts Cove or the TNC trail. As well

as, the Forest Service has recently re-opened what used to be called the “Cascade Head Trail” and now is the Rainforest Trail. The southern end is right on Three Rocks Road where it crosses 101. But the section north of road 1861 was closed and has been opened up. That’s another option to steer people away. There are ideas for new loops and routes using old roads off of 1861. The Forest Service and TNC and all the members of the coordination team are working hard to disperse use. The same thing is happening on the southern end in the thumb area and the knoll area. We’re trying to recommend signing the parking area at the end of NE Devil’s Lake Blvd as the place for people to park and access. We can understand the frustration of the amount of use that is happening in the Three Rocks Rd area because everyone is sent to Knight Park. While we are having trouble finding a right place to steer use on the Three Rocks Rd Area, we are trying to steer use up to the 1861 road.

Participant: Can we start talking about the Three Rocks Rd area again? Hi, I’m a new resident in the area and I haven’t had the opportunity to weigh in at this point. We’re basically looking to have our property right against the parking lot in proposal #33. I’m trying to figure out – are you saying that 33 is not on the table anymore? Because everything is going through 1861? Is that the fact?

Dan Miller (meeting facilitator): No

Participant: So, you’re saying we could still be at risk of you putting a trailhead right there and this looks like, from your letter, that your intention is not to attract more visitors. Right? But you’re not going to shut down Knight Park and the parking lot there. So even if you shut down the trailhead there, the void is going to be filled by kayakers, anglers, people coming to fish. All that traffic’s still going to come. And then you’re going to open up a new parking lot with 35 more spots. So, you’re going to double or triple the traffic on Three Rocks Rd. That’s my main point. My second is this: you’re looking to shut down the trailhead at Knight Park and I get it. There’s trespassing, there’s crazy traffic, people parking on the sides of the road. It’s over congested. So, you’re looking to shut that down and looking to move that to our neighborhood in proposal #33. So, at that point, we’ll have a 35-car parking lot. When that fills, you’re going to have overflow parking. You’re going to have trespassers. You’re going to have people going on our property. You’re going to have increased crime. You’re going to have traffic accidents. All of this as a part of your proposal. It seems like you’re trying to move things from Knight Park over to the middle of Three Rocks Rd. And at the same time, you’re trying to say that is not going to increase traffic. This is a problem.

Participant (in chat): Andy is correct that the particular area of the proposed parking lot at 33 site is a dangerous place to have people pulling in and out, wandering around, etc. It’s a straightaway after a curve and people zoom through that area super fast. A total setup for accidents.

Alan Holzapfel: I appreciate where you’re coming from. But you certainly understand

from your observations that it's going to happen anyway. People are going to come. They're already coming. What we want to do is be able to manage it in a way that spreads out the impact. That's why we're looking at 1861 to get that opened back up again. And by the way, it is still not open and I've seen what's going on up there and it's going to be a while before the Forest Service even has that open. So, the idea is that we can't stop people from coming. You can't do that. And if you try, you're going to have them going every which way to make it anyway. We know that. And Bill, to your point, people do not read signs. I've lived here now for enough years to know that even a sign that I put on someone's windshield when they park in the wrong area doesn't have any effect. So, the idea is that we want to be able to manage the situation we know is coming. That's why this whole group was put together. And it is an ad hoc group. Every member of this coordination team responds to whatever their governmental entity is. And that's why Borys, it's not a NEPA thing for the whole group. It's NEPA for the Forest Service and state regulation for the city. That's why it's not a combined group and we all have to go our separate ways. I must express a deep disappointment with TNC to pull out now and basically sabotage this entire effort. Dan, I don't know that we can say that this is not going to be in the plan because that hasn't come before the trails committee. It's got to be decided by them whether or not we're going to have no recommendations because TNC is unilaterally pulling out. I think we have to have that conversation at our upcoming meeting.

Debbie Pickering (TNC): I wouldn't say we're pulling out

Catherine Dunn (TNC): We know there are parts of this process that didn't work for reaching everybody. The way people were invited to these previous meetings was through a letter with a link to a survey. At the end of the survey, you could share your email address and you got invited. That was too complicated. It didn't work out, so some neighbors sent invites to others who didn't figure it out and they told us that it didn't work out. So, Dan and I went through the taxlot records, and I sent that letter to every taxlot address and lots of people had moved or were new. I sent it to physical addresses in addition to mailing addresses just in case you happened to be there because you were on vacation. We heard loud and clear that people don't feel involved in this issue that everyone's so passionate about. Right now, it's wrapped up in a larger planning process that involved Forest Service and City land. It's one piece of a holistic plan. And the idea was that if we had a holistic plan, we could have a giant map with all the trail opportunities and tell people to go different places so maybe people would not overrun the same places all the time. But because of what you all have said about not being contacted for input, we don't feel good about making a decision in the next two months. Because we've just spent the last hour or so hearing that people don't think we're doing a good job reaching you. It's not that we're pulling out. We just understand that we need another way to engage with you all because we've heard really conflicting things. Many people have said Knight Park doesn't work. Many people say moving the trailhead would impact them. We all have to get into the same place at the same time and talk about it. We'll do it quickly and not take two years.

We're not pulling out. We just need to involve you better. If we make a decision now, nobody will be happy.

Participant: Is this the time yet for new people to chime in? I want to express appreciation for being added. I hope that one thing we can all agree on is that this place is at risk of being loved to death. I know I reached out to Dorcas, and I've met many of you, like Tom Gory. My only struggle is that I wish I could meet more of you. My husband John and I bought the property just west of Cascade Head Ranch clubhouse. So, we are the last riparian lot at the dead end of a road that is still public. So, I think we're in a position to observe some unique impacts. I would hope some of the riparian owners on the segment of Three Rocks on the way to the Ranch clubhouse are included here. My request for inclusion was a bit concerned because many of us are grandfathered in and predate the Cascade Head Ranch so if I was almost missed there may be other riverfront or estuary owners who were missed. But I would like to speak to the extreme impacts on the estuary and particularly during times of closure. Because of our location, I sometimes joke that we accidentally bought an unfunded state park. Because every time that closed sign goes up for The Nature Conservancy, a lot of people think "I'll respect that closed sign, I'm just going to wander on down here or go in the estuary". And they decide they're simply going to bushwhack along the estuary and then they start climbing the cliffs up to Old Ranch Rd. and Headland Circle. It is an extremely hazardous area. I've been extremely aggressive talking people out of it, especially during King Tides. There's nowhere for you to go, when the king tide comes in, our cabin is oceanfront. And people don't know they're at risk of being rolled over by a log. I'm a fisherman myself, I'm a paddler myself. I totally respect public use of the river. I'm happy to see people out using the river appropriately but in that particular location, there is no public access that doesn't involve trespassing at high tide. Particularly when the beaches were closed for COVID, one day I counted 100 trespassers using that area to either bypass the closure and cut through the Cascade Head neighborhood and try and bushwhack their way up the headland. They look at it on Google maps and think that's a good route. We've had two coast guard rescues that we personally observed, and we're not always there, of people who thought they were clever and were going to take that access point and had to have a helicopter come fetch them to get them off that headland. Because on Google Maps, that looks like a clever way to get to the meadow. If you're sensitive to the topography, it's actually a horrible way to the meadow and it's not quite as simple as it looks on a flat map. So, I really want to chime in and say that I think there's a lot of perception and messaging problems. A lot of visitors get this attitude that this is a nature reserve, I can just cut my own path. It's like whack-a-mole. I really hope for all of these solutions, we can think of sustainable openness and what it will take to make sure that the visitors don't simply love and trample places to death. But also, I would like to see in future work on this, considering the estuarine resources and the impacts of visitors who simply use estuary areas. It's sort of a ghost trail that no one's tracking because people get stomping down in the estuary and think of it as a substitute place to take their dog because they can't take their dog on the trail. This is going to be our dog park. We really ought to consider the messaging around whatever the trail solution is. There needs to be better messaging, like "If you're not on the trail, you're in the wrong place" and that's simply to protect those resources from the

extreme overuse. So, I'd like to cast a vote for the Forest Service and those that are considering the impacts to CHSRA as a whole to look at the estuary resources and the kind of impacts that are happening in addition to those that are happening to all of the stakeholders. I know what it's like at our house, I'm sure all of you have experienced similar impacts. Thank you very much.

Participant: My husband Barry and I own a condo in the villages at Cascade Head Ranch and I just wanted to comment. I certainly got this last mailing. I really appreciate you looking us up on the tax records. I did the survey earlier and unfortunately haven't gotten in on the other meetings, but I'm very interested in the topic. Barry was one of those Naturalists who was trained by The Nature Conservancy to be out on the trail. This could have been over a decade ago, but there were a lot of people in his class. So, there are people who wanted to do that and were part of the training. I think that was a really good idea that Dorcas had, especially as summer comes around that we have someone on the trail as we used to. We're unfortunately in this social situation that, on the one hand, we know this place is really special and always going to be overpopulated, probably for that reason, especially on weekends. However, remember that all those people in the city during COVID feeling like they were in lockdown. There were so many people who wanted to get out of the city and be in a beautiful place and this is one of the easy places to get to. Yes, they've really overdone it down at the end of Savage Rd there and there's no real instructions for how to behave when you're at the end of Savage Rd., which there should be. I just want to say that Dan, Debbie, TNC, I can see you're doing your best. They are trying circumstances. I do believe dispersement would be wonderful if we could figure out how to do it. But that is one of the possible solutions. I really hope #27 can remain open. It is personally very important to me and my family who love that trail. I would personally be willing to do some work on that trail when I'm there. But I don't live there all the time. I'm asking the Nature Conservancy to please find the people who have been trained for that area and do a retraining and let's get someone on the existing trail for this season coming up. I realize why you have to slow up on these other decisions because it's so complicated, but it is possible to train people and sign up people to be the Naturalists and representatives on that trail just like there used to be before COVID. We need it more than ever now. Retrain the people who used to do it. I'd really appreciate that.

Debbie Pickering (TNC): Thank you Kathy. I appreciate hearing that. I just started an email exchange with our director of volunteer programs, Molly Dougherty. We agreed that with the appropriate safety protocols in place, they're going to let us re-implement our naturalist program again this year assuming that we have volunteer naturalists willing to participate. We'll try to do a virtual training for some time in March so we can get some people trained before the April easement time kicks in. I believe Dorcas is going to send an email to the Ranch to say that if you're interested, you can contact Molly Dougherty (mdougherty@tnc.org) or you can contact me (dpickering@tnc.org) and we'll get you on the list of folks who are interested in that. Thank you.

Participant: Debbie and I chatted, and she quickly got back to me with the contact info for the volunteer coordinator and we'll get that out to all our membership probably this week. This would be giving them information and opportunity to sign up as a naturalist. Thank you

Debbie for that.

Participant (in chat): Lincoln City SHOULD NOT have an input to the parts of the plan that is outside of their jurisdiction!

Dan Miller (meeting facilitator): In response to this comment in chat, Lincoln City has really only been focused on lands that are on their lands or immediately touching their lands. So, Lincoln city is not actively involved in this area nor to the north of this area.

Alan Holzapfel: I would like to encourage everybody that's on the call tonight to go to the website www.cascadeheadtrails.org. I know there's a lot of frustration for people that haven't been involved for the last almost 4 years. But it has been going and people have been working very hard at it. Go to the website and read what's there now and that will give you some insight into what's gone on. It will show you where we have taken people's comments and made adjustments to what we are looking at. So please go to the website and read about the plan. That's your homework. So, you can come and talk intelligently from the standpoint of what's already been done and what we're working on and hopefully come up with some suggestions. I know everybody's got frustrations; I've got them too. But the idea is to come up with some recommendations for what is plausible and possible and might work. So that's what I would encourage everyone to do.

Dan Miller (meeting facilitator): If you go to the website www.cascadeheadtrails.org, you can click to see the draft recommendations and it will pull up a pdf of all of the proposals with maps.

Participant: Dan, you mentioned earlier that for some proposals, landowners on Three Rocks Road would have to grant an easement. I didn't get the impression that they have been contacted. Or have they been?

Dan Miller (meeting facilitator): I believe the Forest Service is working with folks on that. That will take the landowners to be willing. The Forest Service may not have contacted landowners to wait to see how this process went through. There will be no taking of land. That's why TNC wants to have more discussions. It's also why we need to move the rest of the planning process along - start dispersing people to other areas, creating better parking areas in better locations

Participant: Can I add, for a large group of voices not here, for a little levity: What about the animals? They should be stakeholders. According to public law 732, 1974, from the Act that created CHRSA, it says: "Manage to protect the scenic soil and watershed and fish and wildlife values while allow selective recreation." So, I'm going to make believe I'm an elk. I'll make believe I'm a marbled murrelet. They will get impacted hikers. That is very endangered, and you don't have a researcher here to tell you about that. You don't have a researcher here to tell you about the impact of humans on these animals. If you're looking for what you set it up for, it was for research, not recreation. I think anything you consider should be permitted and staffed with a naturalist. Every single hike

should be permitted with a naturalist. And I don't mean a naturalist from the naked hiking club that went up just recently on the lower trail. A real naturalist. We have to look at the voice for nature. If you're religious, that slide down the highway was Mother Nature telling you something. These animals are Endangered and rare, and this is their habitat, and we need to respect them and give them a voice and not just do this for recreation, tourism, donors, profit sharing. We really need to limit access by permits. Everything needs to have a permit and Naturalist. They do it in Maroon Bells, Colorado.

Participant: I had a related question that got buried in chat. Can you share with us who the official was at the county who said no to permitting at Knight Park?

Debbie Pickering (TNC): It was the county parks department. We certainly hope to engage those folks as well as other stakeholders and stewards of the area in a follow up process. Maybe that perspective has changed. I don't think the actual person who said that is still there.

Participant: Can you summarize where we are and what are the steps moving forward?

Dan Miller (meeting facilitator): For those who need to leave, please know you can call or email me, and I will make sure those comments get to the coordination team. Also, please check out the website.

Participant: Can you clarify, I think I understood you said this is definitely the last public input as far as this part of the process. Is that correct?

Dan Miller (meeting facilitator): This is the last Zoom dialogue session. It doesn't mean you can't provide input via email and call me. I will take notes and you can edit them, and I'll pass them along to the Coordination Team. TNC will lead the discussion moving forward about Three Rocks Rd. and Knight Park to try to find solutions, but we need to move the rest of the planning process along.

Participant: I have to hop off, but I want to give a shoutout. I know it's not easy. You can't please all the people or even some of the people some of the time. But I applaud your effort with outreach to us. Thank you.

Dan Miller (meeting facilitator): Right now, we are wrapping up the outreach phase. We're going into analyzing all of that input from February through April. Then we'll get into drafting recommendations. I encourage you to take a look at those draft recommendation proposals. If you have issues with any of them, let me know and I'll let the Coordination Team know. If you have recommendations for new actions, let me know as well and I'll get them in.

Catherine Dunn (TNC): I just want to clarify that the process Dan is talking about ending is the process for the entire Scenic Research Area from Neskowin to the north end of Lincoln City. The Nature Conservancy wants to recommend that our lower trail will be an area of

further study and we'll reach out to you some more to work on another recommendation. We'll work on getting the naturalist program going in the interim.

Participant: Sorry, I already spoke, I read all the proposals. I think directing visitors to the upper access is wise, but I think it's completely missing the impacts to the estuary and evaluating uses in the estuary. I did like the idea of some sort of formalized paddler/fisherperson access. What I see is that people in kayaks and shaking rods are the responsible ones and there's this other group of people who say literally they can see sand, so they camp overnight in the estuary. I think those impacts are off the radar and need to be addressed. In formally communicating and regulating that that should be off limits to protect the resource.

Participant: There was a petition that was passed around with Three Rocks Rd. residents earlier that most of the residents signed that was adamantly opposed to any trail development along Three Rocks Rd. With that, I want to make a recommendation of that being something we do – we have no trailheads on Three Rocks Road. Particularly we have no trailhead at the proposal at #33. And that it gets moved to the internal part of Cascade Head off Hwy 101. I'm suggesting removing all trailheads on Three Rocks Rd. No Knight Park.

Participant: Can we charge to park at Knight Park?

Dan Miller (meeting facilitator): that's up to Lincoln County

Participant: I think you should have US Fish and Wildlife as a stakeholder. I want those animals to have a voice and they should because that's what it was created for, for endangered species and research. And we're not hearing from Fish and Wildlife about impact.

Alan Holfpazel: I can appreciate that. Every organization has been contacted. And at some point, over the 4 years, they have sometimes sent representatives and sometimes not. But they've always been included in the information we send out. So, if Fish and Wildlife doesn't come to the table, it's not because they weren't invited and not because they weren't aware. They were.

Dan Miller (meeting facilitator): Any federal actions will need consultation with Fish and Wildlife, such as parking areas or closing things or opening things up. Some of the actions the Forest Service knows they want to move forward on, such as a bigger trailhead for the upper trail on road 186, they've begun consultation with USFWS. They also need consultation with USFWS to open up road 1861 year-round, because it currently has a seasonal closure.

Participant: The murrelets nest in early March and they leave in June. And you can see them, there's a lot of them. They will get disturbed by human traffic coming through.

Dan Miller (meeting facilitator): Since it's a T&E species (Threatened and Endangered), that is something the US Fish and Wildlife service will have to consult on. And it will be part of the NEPA process.

Participant: Can I ask a follow up on the exchange with Andy about closing up trail #27. When

you hear no trailheads off Three Rocks Road, does that mean to close off the lower trail entirely? And access would only be from the top? Or only Knight Park to the trailhead on the county road where it's washed out?

Dan Miller (meeting facilitator): I understood his comment to mean no trails on Three Rocks Rd, even Knight Park, option #33, #35.

Participant: So, to you, does closing this access from Knight Park also mean closing access at the hairpin turn on the county road?

Dan Miller (meeting facilitator): To have a trailhead you need a parking area, and this would be total chaos.

Participant: Is there a scenario in any of these options where the only access, even for people who are staying at Cascade Head Ranch, is to drive up the mountain to the upper trailhead?

Catherine Dunn (TNC): It is a potential scenario recommended by several people who live along Three Rocks Rd. in a petition that came to us after we put together this map with these ideas for alternatives to Knight Park. In the scenarios proposed in the draft recommendations, these alternatives would replace Knight Park if one could work to redirect access. Then we received the petition with this idea - Take all the trail access out and direct all traffic to the top. Andy didn't live here at the time but he's supporting that.

Participant: For example, if you had already driven there and you were parked at the place you were staying for the weekend, you couldn't walk up the lower trail. That's it in this scenario?

Catherine Dunn (TNC): Yes. In the letter, I shared a copy of our response to this petition. We have concerns that it would impact wildlife to direct all traffic to the top. And trespassing in ways that Heather shared – people trying to find their way whatever way they can because they already drove down there. It's a possibility we're willing to consider, but there would be lots of consequences that I think we should all talk about and be aware of and make an informed assessment together. It's on the table, it's a possibility we're willing to entertain. But we haven't made that decision yet.

Debbie Pickering (TNC): We do have concerns about it. So, Emily, to answer your question, in that scenario, I would say yes; people from Cascade Head Ranch would need to drive up to the upper trailhead. If we take away all of the access on Three Rocks Rd., that impacts all you folks. We're going to expect you to drive to the top. And we know that's not human nature. That's part of the concern with that scenario. So that's why we'd like to get together and talk about it some more and have everyone understand what the consequences are for various interests with any of these options.

Participant: I was wondering about when you're talking about widening 101. When they put

101 in, they took some creeks and things out of their beds and put them into ditches. And those ditches haven't been cleaned since 101 went in. When the water floods, you've got all your baby fish out over the fields. Are we talking about that finally getting cleaned out and putting the creeks back in their beds?

Dan Miller (meeting facilitator): I'm not sure which recommendation you're talking about that widens 101. What we talked about in recommendation #36 is to T up Three Rocks Road with 101 so it's a safer entrance and exit for everyone. The Coordination team thought it would be a good idea as well as ODOT. I'm not sure about a recommendation to widen 101. We did talk about creating better bicycle and pedestrian access on 101 from Three Rocks Rd to Fraser Creek Interpretive site. There are Oregon Coast Trail thru-hikers and the rainforest trail is the recommended route. So, they need to get across Salmon River and 101 is the only way to do it. We're not talking about widening 101.

Participant: I don't see how you're going to do that without making 101 wider.

Participant (in chat): So, can we surmise that no recommendations for expansion on Three Rocks Rd for trails will be in this proposal?

Dan Miller (meeting facilitator): What we will do is propose this as an area for further study. TNC will be coordinating that process. I gave them your contact information and they will reach out to start discussions, hopefully this summer, but that's COVID-dependent because they want to have this discussion in person. They want to roll out the maps and have you involved in discussing the issues and coming up with solutions.

Participant (in chat): And there wouldn't be any risk for having limited camping on Cascade Head? Or has that been removed from the proposals?

Debbie Pickering (TNC): I think he's talking about the thru hiker campground recommendations

Dan Miller (meeting facilitator): There have been areas proposed to be used for overnight hiking for thru hiking only. They are in the northern area on the Rainforest Trail.

Debbie Pickering (TNC): It's to try to accommodate people who are hiking the whole Oregon Coast Trail and provide some very small rustic camping options on the Oregon Coast Trail. On the north side of the ridge, between Neskowin and the 1861 road, there was a potential thru hiker camp spot. But it's not a developed campground and not on a road, so it would just be a place along the trail where people could camp for the night if they're hiking the whole Oregon Coast Trail.

Dan Miller (meeting facilitator): There's also one proposed on the southern end near the

Lincoln City open space land.

Participant: Out of curiosity, is camping allowed now in CHSRA? I've heard conflicting accounts of that, particularly with all the many campers that come and camp on the spit and have fires during the burn ban. Is there clear messaging about who enforces those things when you see it.

Alan Holzapfel: CHSRA doesn't allow camping. The other issues as far as enforcement, the state police have the jurisdiction to enforce. You have to call them for issues in the marine area off the coast or the estuary. You're stuck with calling the state police. And the coverage out here on the head is not good. We don't have that much of a problem, but it is not a well-covered area. Enforcement is really the big issue and how are you going to do it. I can tell you that signage does not work. People do what is inspected instead of what is expected.

Participant: The most spectacular places in the world, like the Napali coast for example, very hard to get to. I do believe those places have to be very hard to get to because it's part of the immersion process. So, it's a beautiful place, it should be hard to get to, we have to earn our turns. So, I think having things coveted and closed is the key, with a naturalist present. We need to worship where we're at and not overexpand.

Dan Miller wrapped up the session by sharing the next steps for this phase of the process, which will be for the Coordination Team to analyze all the input received in Feb.-April and then write up the plan April-June.

Other comments in the chat:

Participant: A photo from Cascade Head would have been a more sensitive and appropriate background photo than some generic Rockies photo...

Participant: Who decided to put significant, "trailhead" signage at the intersection of N 3 Rocks Rd and Hwy 101, by the little parking lot? Since then, it has become a traffic hazard during the day and a hotbed of drug activity at night. Why try to attract so much use at this location, to a trail of little merit?

Participant: I am a new resident who lives at the place you pointed to with your cursor, Dan (the 33 access place and the 34 land owners—though i prefer resident stewards—off of 3 rocks road). as a steward in collective community, i would like to express my objection to this access parking option as well as the trail option—I have already witnessed ALL of the problems mentioned in the communal letter sent about this area (I MEAN ALL OF THEM), which I profoundly support, and i've only lived here about a month. I understand collective collaboration, I understand working in community, and this particular area is already overstressed and everyone here knows it and has worked hard to articulate the facts. You said

you wanted to hear from new folk, so adding my voice, amplifying others.

Participant: Please include the recommendation to close the lower trail road for 2 years for this eco system to recover while this planning process proceeds.

Participant: Dispersing traffic should not mean increasing traffic.

Participant: We also can not assume that CHRSA area is not at risk for wildfire particularly with more and more traffic to the headland.

Participant: We should be preserving and not expanding tourism on the

estuary. Participant: I support that recommendation.

APPENDIX 6

Second Round Online Public Open House



CHSRA Trails Zoom Open House for General Public #2 on 10/21/2021

Public Attendees:

Thomas & Vivian Gory (Otis on 3 Rocks Rd)

Helen Leigh (Representing her father John who lives at Cascade Head Ranch ½ yr.)

Stacy Baird (Lincoln City on Logan Rd. near Roads End)

LuAnn & Riley Schroeder (Otis on 3 Rocks Rd; could only join for the 2nd part of the call)

Jane & Frank Boyden (Otis, Grass Mt. Rd.; unfortunately had technical difficulties so didn't get to share their input)

CHSRA Coordination Attendees: Dan Miller, Bill Conroy, Dani Pavoni, Debbie Pickering, Catherine Dunn

Comments:

At the start of the call Tom, Vivian, and Frank expressed frustration that local landowners had not been notified about the call. Dan explained the history of the process and how these current meetings were designed to give the general public an opportunity to provide input or ask questions as a follow-up to the survey, which is how folks signed up for the calls, through the survey. Similar calls were held back in March specifically for adjacent landowners, who were also asked through the survey if they wanted to sign up for the calls. But Dan acknowledged that we have been hearing from folks that communications have not been as comprehensive or clear as we intended and offered to host another call specifically for Three Rocks Rd./Cascade Head Ranch landowners if that would be helpful. People can also email or call Dan directly. Tom and Vivian offered to contact landowners in the area to find a time for another call in about a month and provide their contact information.

Participant:

- Shared information that 1300 vehicles were counted on Three Rocks Rd. on a weekend
 - o People living here full time suffer from the brunt of the traffic
- Opposed to having any more traffic/visitors on Three Rocks; use 1861 road instead
 - o Debbie shared concerns with moving all traffic up to 1861
 - Directing all hiker traffic to upper trail would damage sensitive grassland habitat in upper meadows where the last remaining Oregon Silverspot Butterflies are located
 - Concerned that hikers will trespass through private property to find historic lower trail if it is decommissioned and an alternative is not provided
 - We are trying to disperse hikers, not concentrate them
 - o Dan asked what they thought about a parking area and trailhead at #35 on the Gnos property.
 - Vivian responded that it is a dangerous road that would be intersecting Three Rocks on a blind curve and the entrance to Three Rocks would have to change.

- She also mentioned that folks on Lamonti have people coming from the Rainforest Trail and trespassing on their property.

Participant:

- Thanked the team for working on these issues.
- She is wondering about the plan for the current lower Cascade Head trail out of Knight Park. Supportive of something that keeps it from being overused.
- Asked about the issue of permitting and, if permits are required, would people who live there and can currently walk to the trailhead have to drive somewhere to hike the trail?
 - Catherine clarified that permits are not a current recommendation because we don't have that type of management control at Knight Park, which is owned by Lincoln County and Or. Dept. of Fish & Wildlife. We have been looking at options for new parking/trailhead areas on Forest Service land, in part, so that we might have the option to use a permit system in the future if that becomes necessary.
 - Debbie mentioned that closing the lower trail and moving all access to the upper trail on 1861 would create a similar problem for adjacent landowners since they would have to drive to the upper trailhead to access the preserve.
 - Dan asked what she would want to see if the lower trail was closed.
 - Helen thought that people would end up cutting through the woods to get there instead, which could result in trespassing.
- She mentioned that she is just looking for information but not advocating for any options. This place is very important to her family and they've been spending time at Cascade Head for three generations.

Participant:

- Thanks to everyone who has been working on this.
- Asked about the "Interpretive Center" on Fraser Rd.
 - Debbie responded that the intention for that area was more of an interpretive wayside (parking area, signage & restroom) rather than a staffed building for visitor interaction.
 - Stacy responded he was hoping for that to be a major access site to CHSRA and trailheads. He thinks it would be ideal to have the primary access point for CHSRA there at the Hwy 101 & 18 interchange instead of Devils Lake Blvd.
- Agrees that Lincoln City should use Devils Lake Blvd. for access to the Knoll & Thumb, but not for major public access to CHSRA.
- Does not support access/parking on Sal a Sea. This transfers his problem (on Logan Rd) to his neighbors.
- Mentioned that there has been a big reduction in traffic on Logan Rd. in the last 8 months because of Lincoln City's effort so he is really grateful for that.
- He supports backpacker camp at recommendation #40; concerns about garbage, control and fire risk are issues but they could be figured out (but that is above his pay grade)

- Later in the call he shared these comments on specific recommendations: #44 - no, #45 – yes, #46 – no, #47 -yes, #48 – yes, #49 – no, #51 – close it, #52 & 53 – yes, why not?.

Participant:

- Proposal #33 would go next to their property and they do cowboy shooting on their property so that could be a hazard for hikers.
- There's already a lot of traffic on Three Rocks Rd.
- They also make a living off of raising livestock on their property and they have had property damage from trespass in the past.
- Access should all be from 1861.
 - o Dan asked what they thought about a parking area and trailhead at #35 on the Gnos property.
 - Don't have a problem with that as long as it doesn't impact landowners over on Lamonti.
- Trying to appeal to both sides of the issue; they want to let people have access to this beautiful area, but not at the expense of landowners.
- Riley is a firefighter in Lincoln City and there have been lots of car wrecks at the intersection of Hwy 101 and Three Rocks
 - o Dan mentioned the recommendation that ODOT fix that intersection
- Three Rocks Road is not developed for tourist traffic, the boats are bad enough.

APPENDIX 7

Existing Sign Inventory



CASCADE HEAD EXISTING SIGNAGE INVENTORY

FOCUS

Sign Structure & Materials

GOALS

1. See what is out there now.

- what is new?
- what is on it's way out?

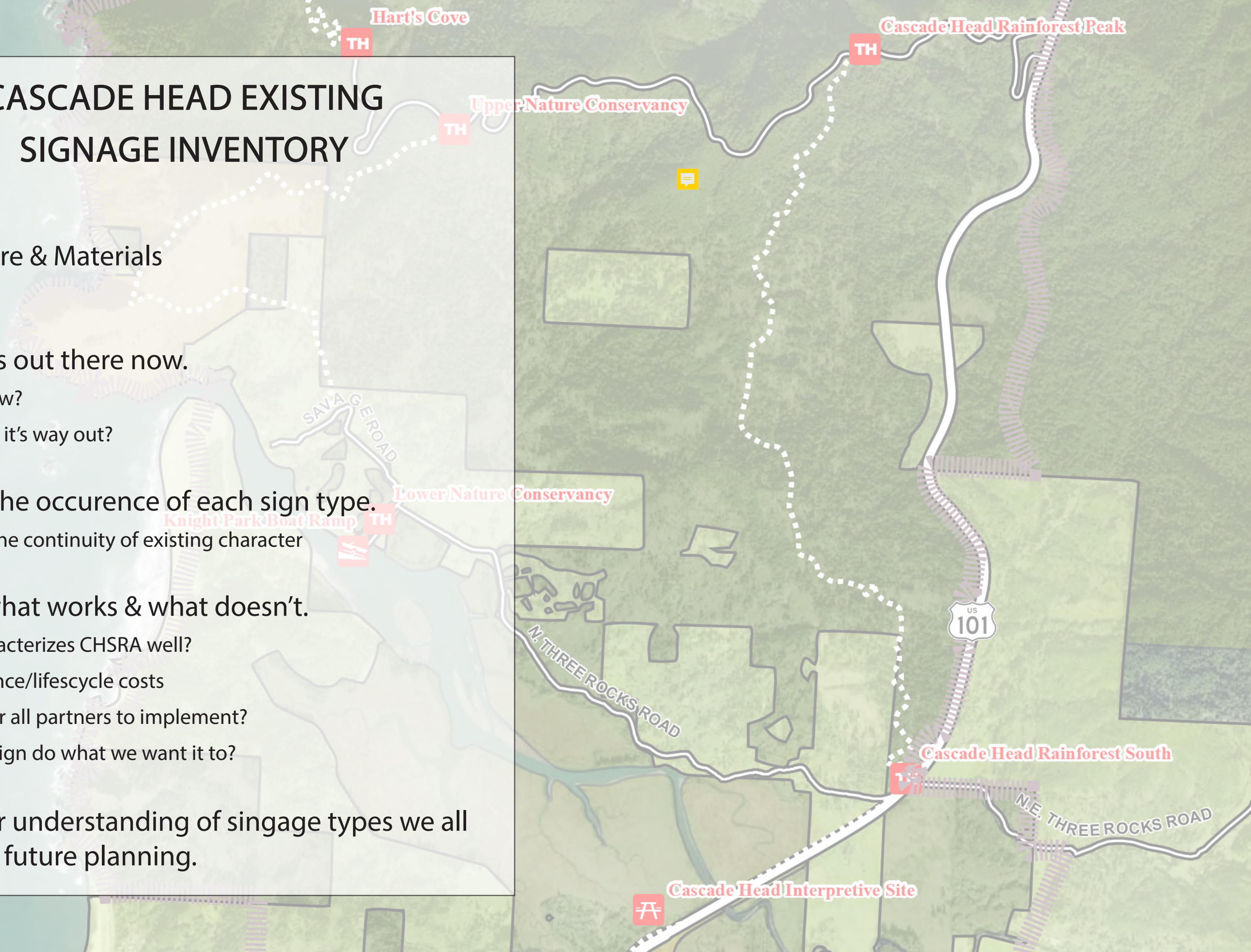
2. Quantify the occurrence of each sign type.

- consider the continuity of existing character

3. Analyze what works & what doesn't.

- what characterizes CHSRA well?
- maintenance/lifecycle costs
- feasible for all partners to implement?
- does the sign do what we want it to?

4. Get a clear understanding of singage types we all agree on for future planning.



SIGNS GROUPED BY LOCATION



SIGNS GROUPED BY MATERIALS

Fiberglass Reinforced Plastic (FRP) | Post-mounted



Sheet Metal | Rounded corners



Dimensional Wood | Gable Roof | Shingles



Coated plywood | Etched | Rounded corners | Logo | Post-mounted



Yellow & Brown | Painted wood | Rounded edges | Post-mounted



Metal Trail Indicators



Pole | Heavy Timber | Carving | Stylized Font



Outliers



COMMENTS

Dimensional Wood | Gable Roof | Shingles



COMMENTS

Pole | Heavy Timber | Carving | Stylized Font



COMMENTS

Fiberglass Reinforced Plastic (FRP) | Post-mounted



↖ future placements ↗

COMMENTS

Sheet Metal | Rounded corners

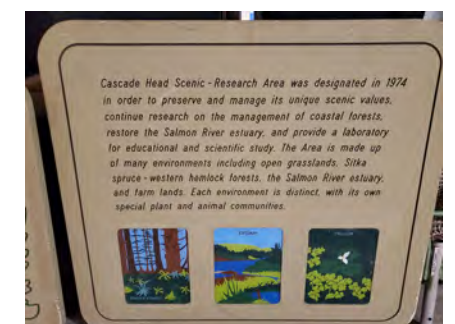
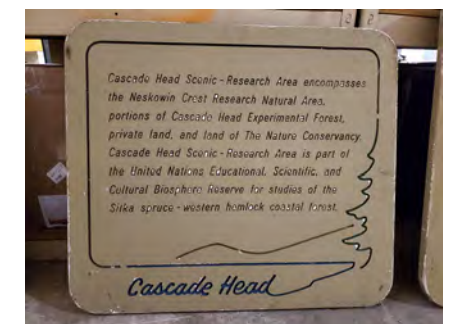
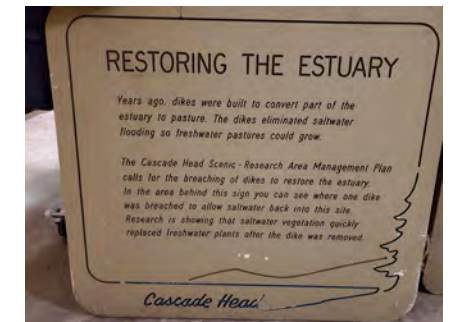
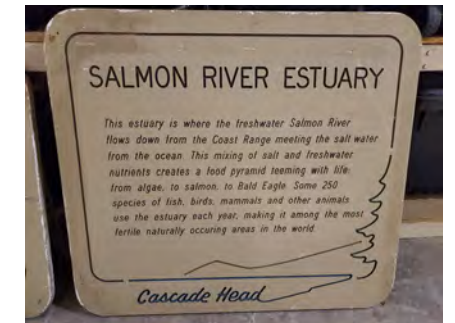


COMMENTS

Coated plywood | Etched | Rounded corners | Logo | Post-mounted



UNUSED SIGNS IN STORAGE



COMMENTS

Yellow & Brown | Painted wood | Rounded edges | Post-mounted



COMMENTS

Metal Trail Indicators



COMMENTS

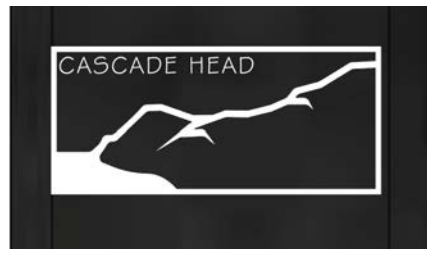
Outliers



APPENDIX 8

Draft Sign Family





BLACK & WHITE THEMED CARSONITE



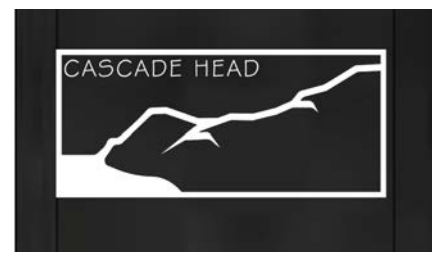
BROWN CARSONITE WITH COLORED GRAPHIC

ENTRY SIGN



SIGN FAMILY I

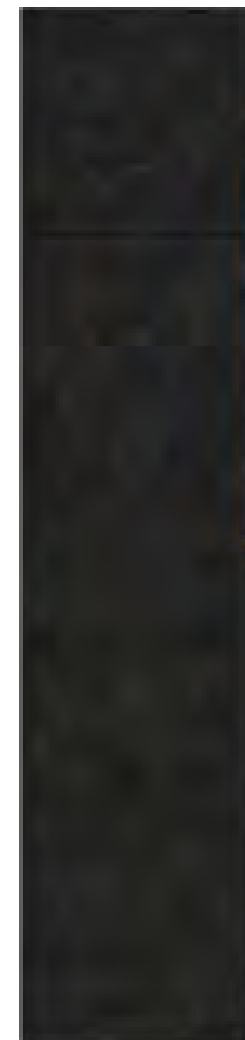
SIGN FAMILY II



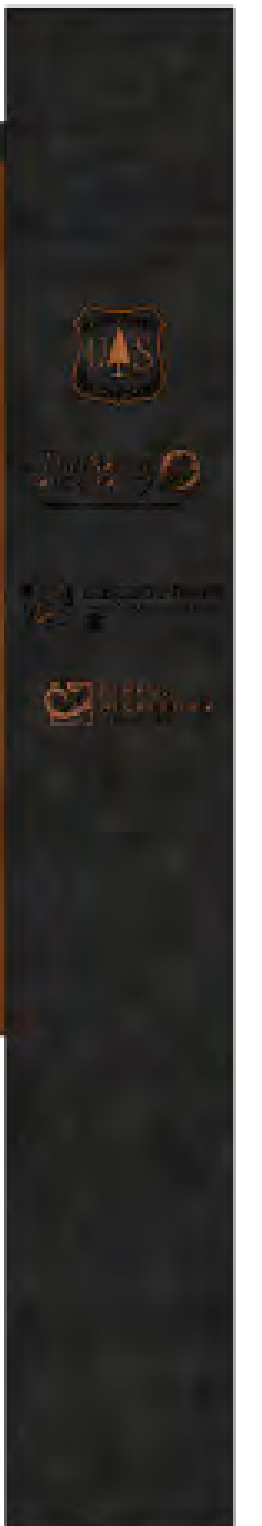
BLACK & WHITE
THEMED
CARSONITE



BROWN CARSONITE WITH
COLORED GRAPHIC



ENTRY SIGN



APPENDIX 9

Draft Sign Summary
& Recommendations



Cascade Head Scenic Research Area – Access and Trail Collaboration

Sign Plan Recommendations - Summary

November 2020

Design by Kailee Bell and Traci Merritt, Forest Service Landscape Architects
with collaboration with Lincoln City Parks, The Nature Conservancy, and Cascade Head Biosphere

This sub group of the Cascade Head Access and Trails Collaboration met to review what signage is currently on site, the issues around current issues and begin the process for recommending the design and signage locations.

In this email, are several of the presentations that Kailee created to help our process to make recommendations:

See the file, [existing_sign_plan.pdf](#) that shows the summary of what was reviewed of current signing and possible suggestions. We have not yet created a proposed siting of new entry posts based on recommendations developed by the Access and Trails Collaborations group.

We also explored a variety of signing styles, see [types_of_signs.pdf](#) and then a look at developing the sign family, see [Sign_plan_draft.pdf](#)

Since there are a variety of sign styles with each agency, we felt it was best to look at ways everyone could use a design style and graphic to identify CHSRA, without having to change kiosk styles. Interpretive signs that are already in production would not need to be updated, rather, a sign post would be next to the Kiosks and at key entry points and intersections as needed.

Biggest concerns/issues everyone wanted the signs to meet, include:

1. Design a cohesive way to let visitors know they are in the CHSRA area, even though on different agencies, through visual means. We explored color, graphics and sign styles.
2. Meets Sustainability and durability of materials, natural color/styles. Ease of use with consistent stickers on carsonites.
3. Offers unique and easily recognizable design elements for CHSRA.

For the design recommendations, we created a suite of two family of signs:

CHSRA SIGN FAMILY I

11.16.20



Black carsonite with black & white graphic



6x6, 45° angled top



8x8, peaked with 45° cuts



Brown carsonite with colored graphic



ENTRY SIGN



BLACK & WHITE THEMED CARSONITE



6x6, 45° angled top



8x8, peaked with 45° cuts



BROWN CARSONITE WITH COLORED GRAPHIC



ENTRY SIGN

APPENDIX 10

Central Area Existing & Potential Parking Options Analyzed



Central Area Existing & Potential Parking Options Analyzed

The following is a synopsis of the existing and potential parking options analyzed in the Central Area of CHSRA. Many of these options were deemed infeasible. Some have potential but need landowner support.

Potential Parking On USFS land in Cascade Head Ranch Near Water Tower– This parking spot would require an easement/sale from Cascade Head Ranch. 6-10 spots could be developed here.

PRO – Good location as far as physical assets

- More level area above cul-de-sac, possible 12 – 17 spaces plus host

- FLAP grant possible for Savage Road slide repair

- Mostly alder and snags

- Very convenient to current TNC trail and would avoid steps and section of trail with people walking along Savage Road

- County would maintain access road

- Forest Service could do a permit system with caretaker

CON – More traffic into Ranch so they will oppose it and might push for becoming a gated community

- Savage Road slump will be expensive to fix

- Ranch opposition and push-back

- Increased traffic

- Access an issue

Comments – Forest Service could get access by adverse possession/condemnation process (not realistic)

- Major construction would be required

Knight Park

– Existing parking. (Knight Park) Can become overcrowded and competes with anadromous fishing seasons.

PRO – Largest parking facility in the area, all-purpose lot, well used and maintained

- Possibility of a bus stop/rest area near or in the parking lot

- Supports multi-use

- Lots of varied uses

CON – Lot is already over capacity, very busy at peak times

- ODFW not in favor of expanding parking area here

- Lincoln County not willing to limit use through user fees

- Way too crowded with overflows extending along Three Rocks (both directions) and up Savage Rd.

- Biggest conflict during fishing season and Westwind use

Comments – Bus connection to Lincoln City during peak seasons could be helpful to cut parking.

- Bus may be possible through grant funds similar to Pacific City

- County could help with further gravel stabilization of shoulder areas along both Savage and Three Rocks Roads

Potential Parking next to Knight Park on USFS land – This could serve as an entirely new parking/trailhead or an overflow for Knight Park. It does have potential cultural resource issues but would allow for hiking parking during fishing seasons.

PRO – Flat, level, nice and open with trees established along the road
Would get Westwind traffic and parked cars out of Knight Park

CON – Native American middens are all over the area
Visual aspects would be hard to square with Scenic Research Area
Wouldn't fix walking on Savage Road or steps (on TNC trail)
Could impact wetland area on Klug property (?)
Visually difficult to hide – some screening needed with road visitors
Tribal issues?

Comments –

Either a trail or boardwalk would be needed across this area or a roadside path to get people to the boat launch. Could also shuttle people.
Loop trail with nature placards?

Alder Park Road – This has been added to the list as an optional access to USFS property.

Possible potential parking with unknown capacity.

PRO – Large, flat area with great visual screening and potential of 40+ parking spots
Central area with access to multiple trails including proposed new trail
Parking area would be less visible than CA3 (37) and secluded from houses
Could tie into County FLAP grant for road improvement
Power, water and telecommunications appear to be available for host site
Could be potential replacement for TNC trailhead thus solving lower trail issues
Flat federal land, need right-of-way research on area lots

CON – Owners would probably oppose more traffic on road
Need to improve Alder Road
May need to buy additional properties and/or access
Housing development in area
Need detailed property layer to do more work to locate and a LIDAR analysis

Comments – Need to determine ownership of road and lots

Grass Mt. Road would need to be crossed by new trail but shouldn't be an issue
Forest Service bought an interest (shareholder) in the road. Not full public access but F.S. has ability to approve trail crossing.
Ownership of Alder Park Road important issue
Has high potential to solve or mitigate the largest number of issues but needs buy-in from Alder Park residents.

Potential Parking on USFS lands east of Alder Park Road– This area could be developed with parking for 40+ cars and serve as an alternate trailhead to Knight Park. Sign this as the trailhead for the TNC and Rainforest/Ridgeline Trail (Old Cascade Head Trail) and greatly reduce hiking traffic to Knight Park. In a sense, this would become the de facto TNC trailhead.

PRO – Large, level, gently sloping area just off County road and large enough for 40+ parking sites
Could do plantings to screen lot
Gets many cars out of Knight Park
Could tie into County FLAP grant for development of the parking lot
Avoids current trail problems
Probably fewer people opposed to its development

CON – Unusually impactful, large visibility issue, much more so than Alder Park Road
Would have to do plantings to screen visually from County road

Comments – Like Alder Park Road site, this has great potential to solve many problems
Good FLAP potential. Could County build the lot?

Potential Parking on Gnos Property – This is on private land so it will need a willing seller to be acquired and developed. A large parking area could be developed here if other parking is not able to be developed. A trail would need to be developed to link into the existing Rainforest Trail.

PRO – Close to Rainforest trail
Large clearcut area
Nice view
Some small more level lot options lower down that could replace current Rainforest trail lot
Possible small lot on edge of clearcut

CON – Steep with few flat areas except at top (north end) which would require substantial work
Entry/exit from Three Rocks Road is a blind corner intersection
Long distance to top area that has been clearcut
Does not have the expected potential to provide a substantial amount of parking
Needs a willing seller

Comments – Determine land survey status to confirm Forest Service land has not been logged
Lower potential parking areas might be developed to provide Rainforest trail parking and allow existing inadequate lot (CA1) to be closed

Existing Parking – Rainforest Trail – Only 2-3 parking spots here. If possible, expand to add more parking. This is likely not feasible.

PRO – Not much positive to be said for this site other than it provides the only parking at this end of the trail

CON – Way too small
No options for expansion.

Comments – Possibly could be closed if other options become available
Forest Service would like to close
Closure might be possible if any parking at CA2 could be provided