

ODOT and the Oregon Coast Trail

Update to Oregon Coast Trail Statewide Landowner Group

November 22nd, 2019

Overview - OCT & ODOT

- Partnerships
- Policy support
 - OBPP Goal 4: Community and Economic Vitality
- Planning efforts
 - OCBR and overlap with OCT
- Initial focus on co-benefits and heavy lifts
 - Bridges, tunnels and big ticket items that take lots of coordination



ODOT and the OCT

- Partners with OPRD and local communities
 - Recognize economic development
- Recognize existing and potential future OTC use
 - Value safety and comfort for all road users

Where is ODOT at the Table?

Coordination Team

- State Parks (OPRD)
- Association of Oregon Counties (AOC)
- Regional Solutions
- Oregon Coast Visitors Association (OCVA)
- *ODOT Leadership & staff*

Segment Teams

- South
- Mid
- North
- *ODOT Leaders – Area Managers & District Managers*

Gap Groups

- Involve our right-of-way (ROW)
- Involve Oregon Coast Bike Route
- *ODOT Leaders (Area Managers & District Managers) and staff liaisons (AT & Planning)*

Overview - OCT & ODOT

1. Oregon Coast Bike Route (OCBR) Plan & relationship to OCT effort
2. OCT & OCBR overlaps along ODOT system
3. Potential solutions



OCBR Background

- ~380 Miles, majority along Hwy 101
- Designated in 1980's by Oregon Transportation Commission
- 16,000' elevation change
- Worldwide ridership – popular Adventure Cycling Map
- Planning effort

OCBR Plan Outreach Efforts

- User survey: 939 responses
- Economic development stakeholders: 17 interviews
- Local agency survey: 11 jurisdictions
- Local agency work sessions: various locations
- Sounding Board (1 of 2): 58 attendees (1st of 2)
- Transit Roundtable via phone
- Online Open House (1 of 2): 909 responses from 330 people
- Tribal updates

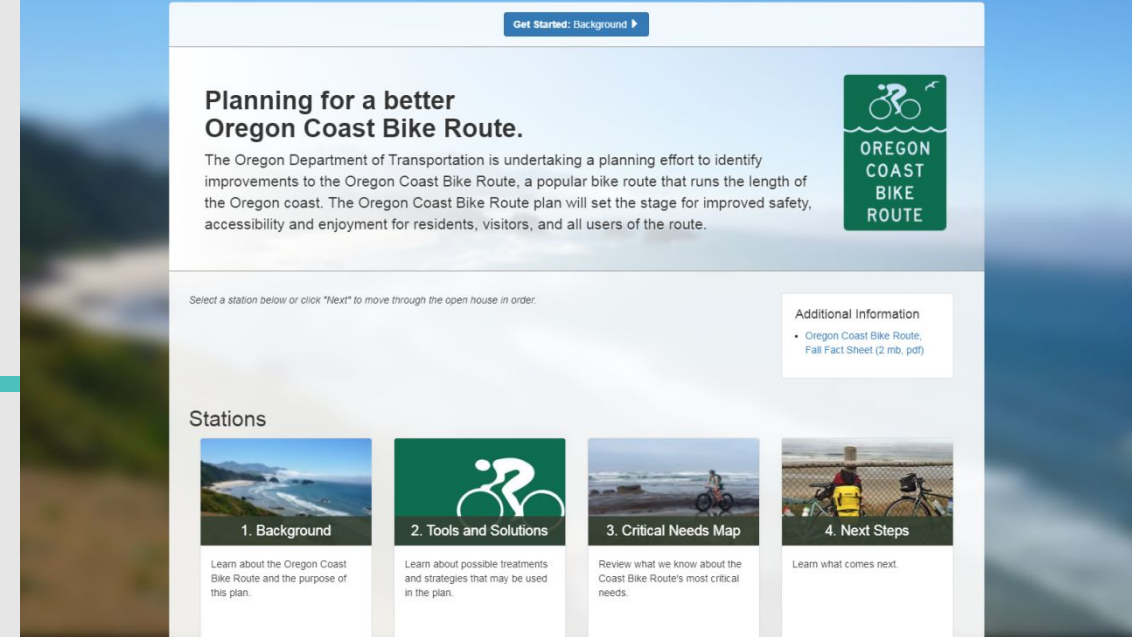
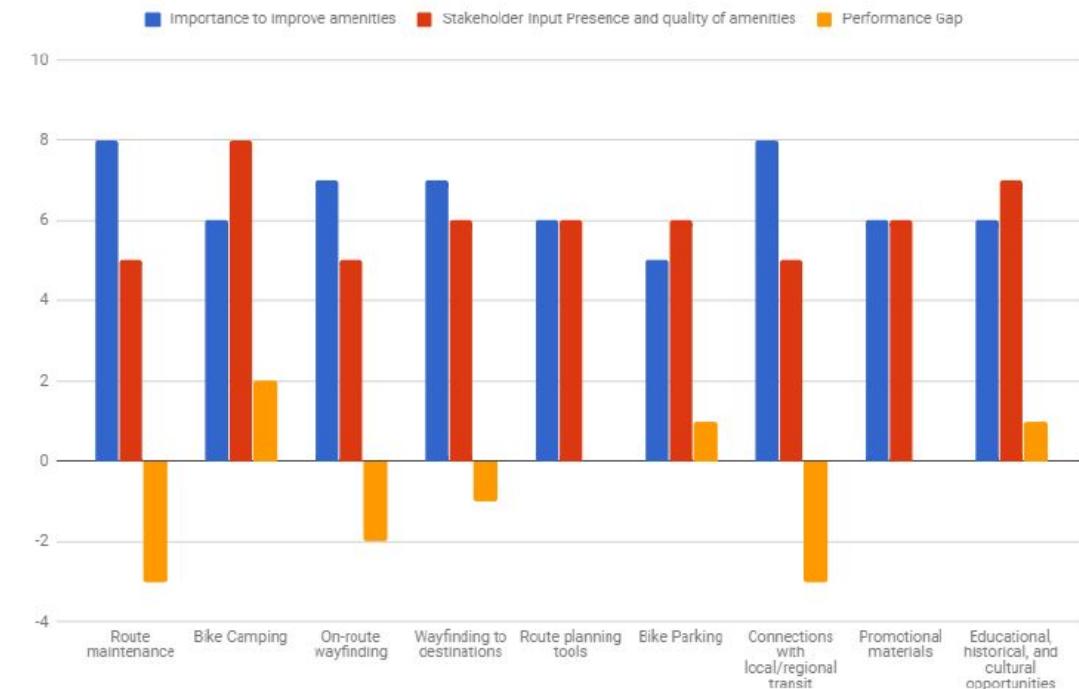


Figure 3: Stakeholder Interviews - Performance Gap of OCBR supportive services



OCBR Plan Evaluation Process

- Evaluate existing conditions for cyclists
- Establish minimum standards
- Below standard = critical needs
- 32 critical needs identified, including:
 - Rural shoulders less than 4'
 - Urban areas with no bike facility
 - Tunnels
 - Bridges



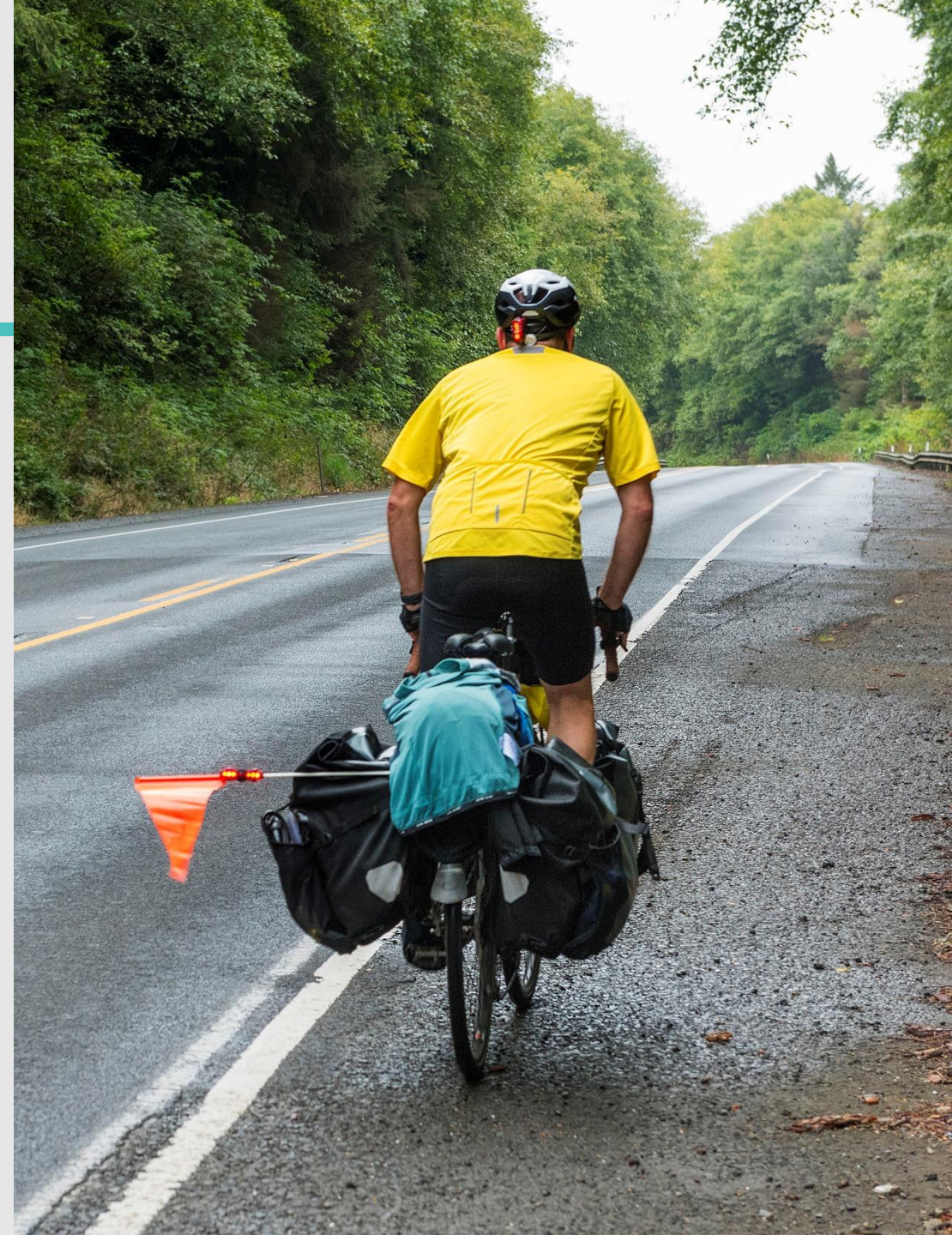
OCBR Plan Recommendations

- Infrastructure
 - Near-term and Long-term
- Non-infrastructure
 - Education & Outreach
 - Transit
 - Supportive Services



OCBR Plan Next Steps

- Plan completion - Summer 2020
- Implementation



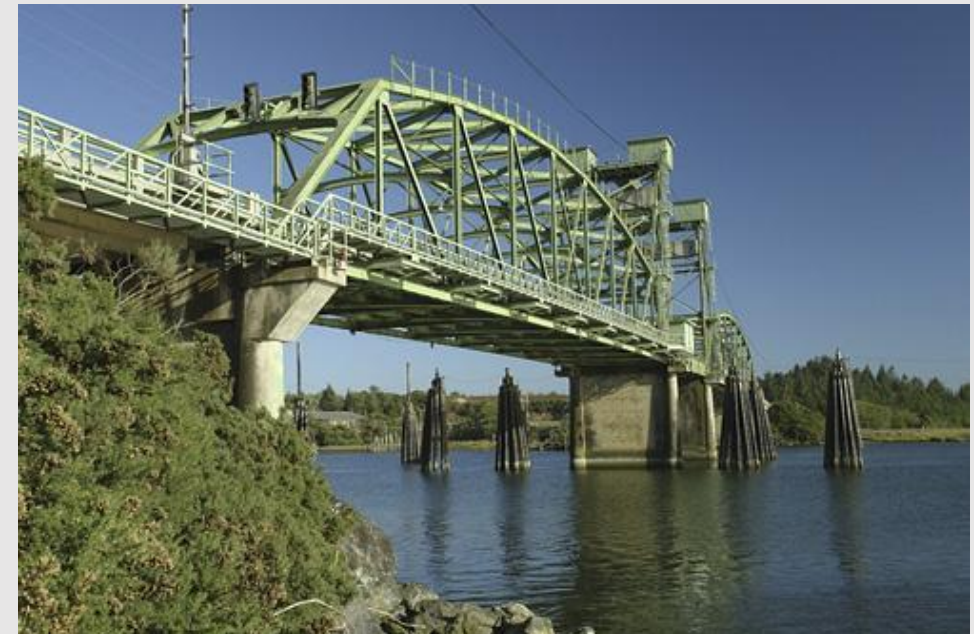
OCT Gaps Along ODOT Facilities

- Total OCT route is ~400 miles
- About ~60 miles total
- ~15% of total OCT route (still subtracting “walkways”)



OCT & OCBR Overlap Needs

- OCT gaps overlap with OCBR critical needs (~6 locations)
- Places where we have more information right now...
- BUT - some the challenging spots!
 - Ex: Heceta Head (North Coast)
 - Ex: Bullards Bridge (South Coast)



Potential Solutions for OCT Along ODOT Facilities



Rural/Urban Highways

- Remove hikers from roadway
- Widen shoulders if possible when project
- Sidewalk infill
- Vertical separation on shared biker/hiker segments

Tunnels

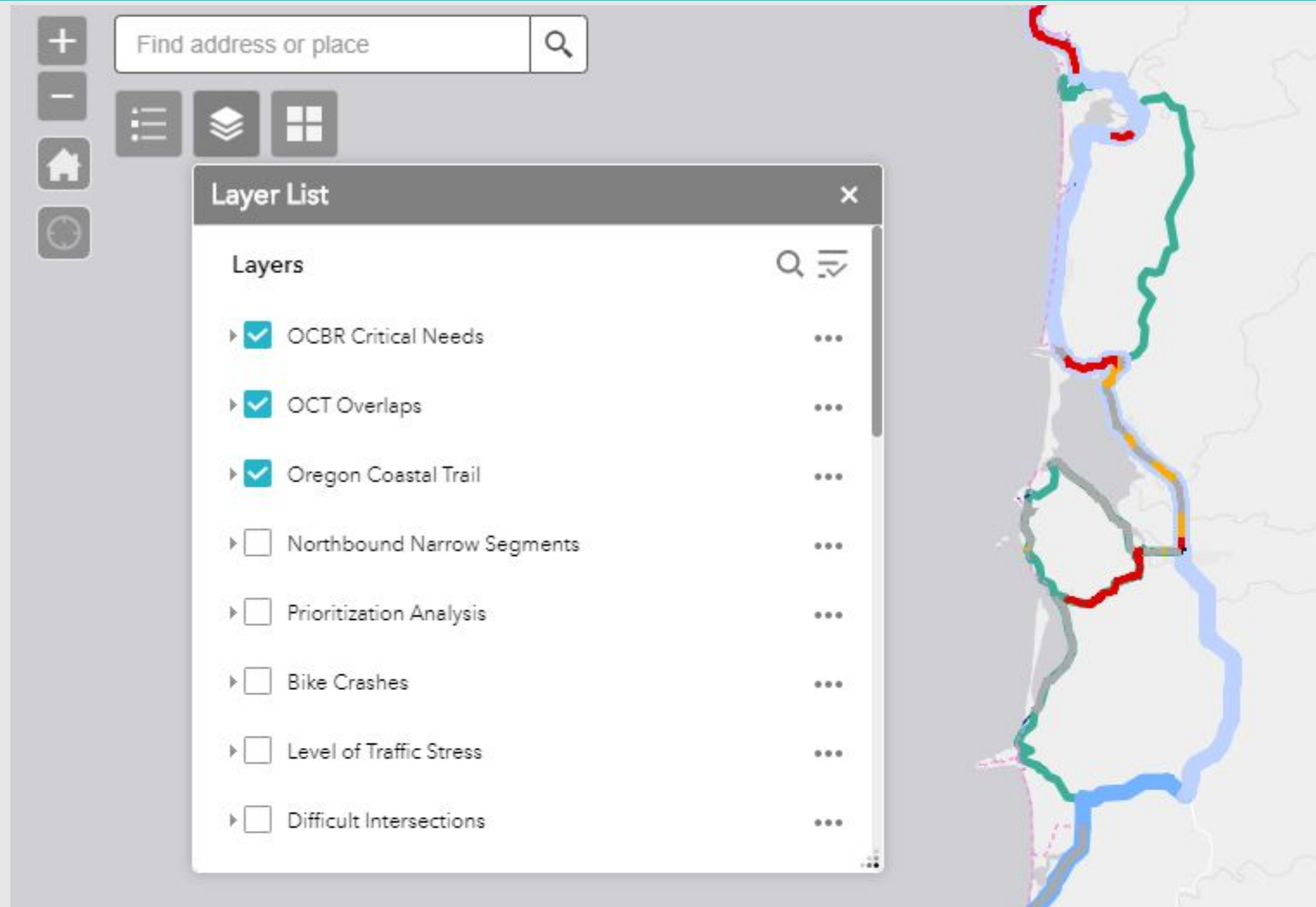
- Alternate route
- Improve lighting inside
- Update flashing warning light systems

Bridges

- Bridges widened when replaced
- Cantilevered or suspended bridge
- Update signs and flashing light systems
- Water taxis

Some Examples

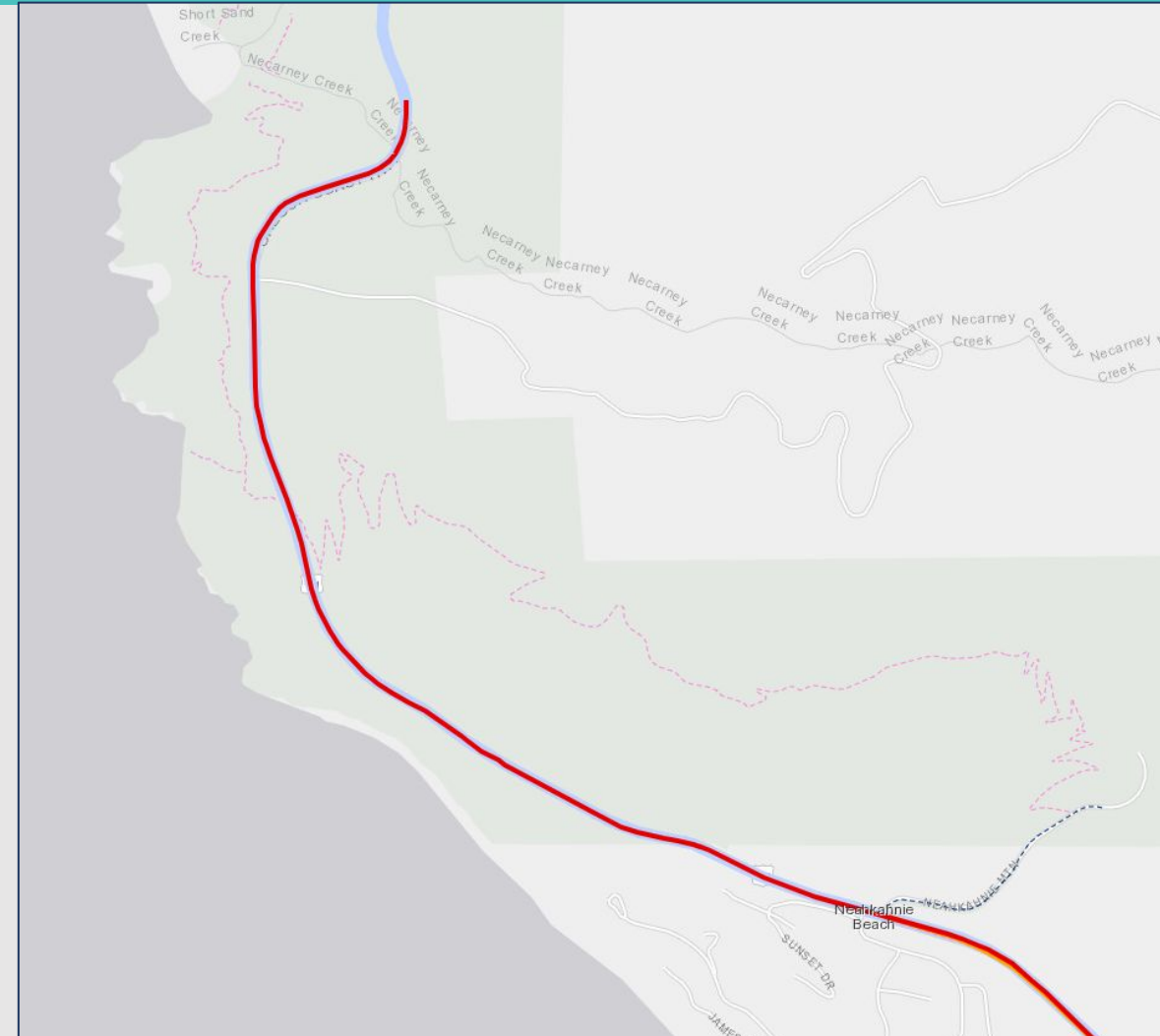
- OCBR data analysis mapping tool
- Data sharing across agencies



Overlap – Rural Highway

Region 2: Oswald West to Manzanita

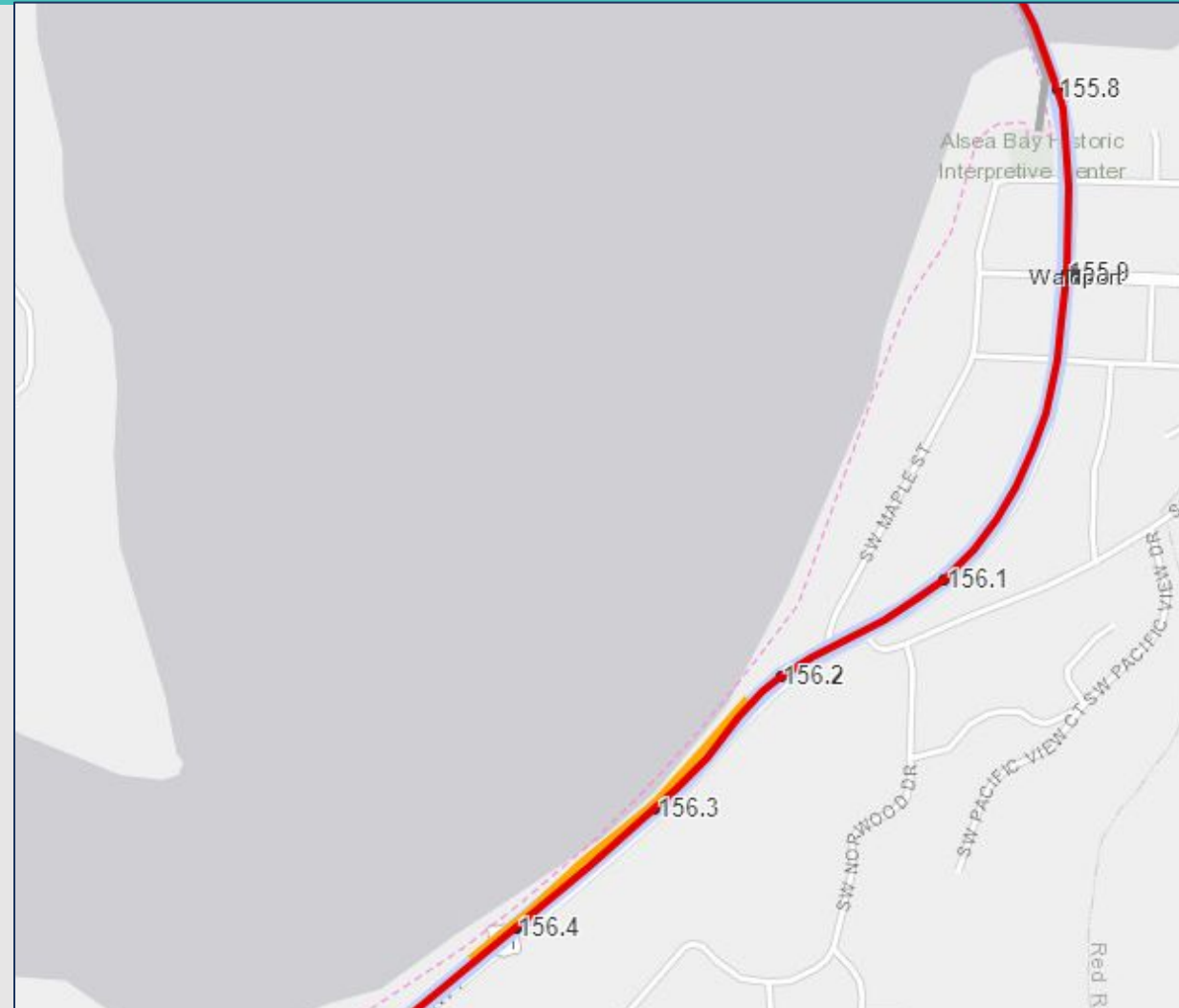
- OCBR critical need - Rural Highway
- OCT Gap – Highway Hiking (~1.5 miles).
- Trail recently constructed – opening soon!



Overlap – Urban Highway

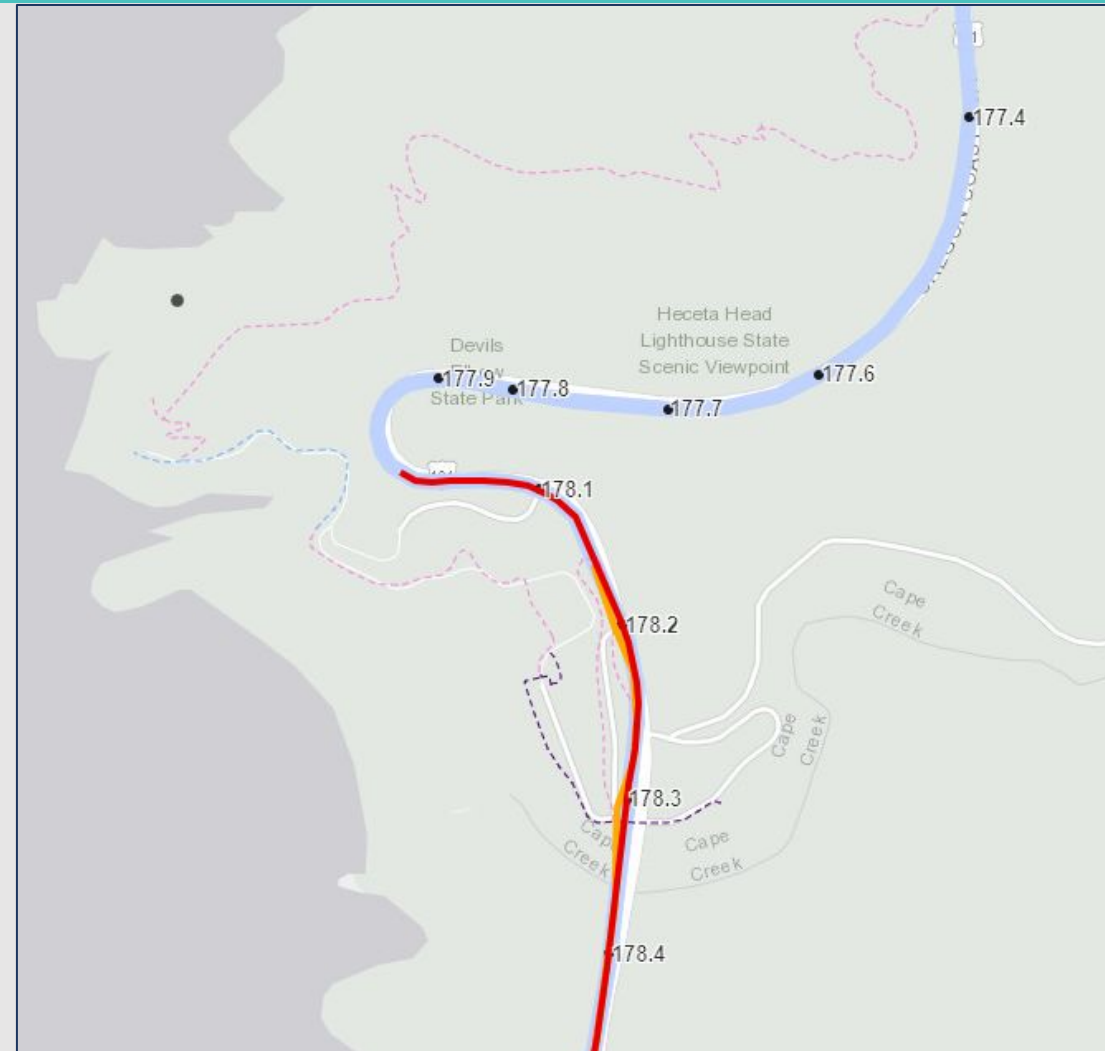
Region 2: Alsea Bay South (Waldport)

- OCBR critical need – Urban Highway
- OCT gap - High Tide Gap
- Leverage opportunity: build bike/pedestrian promenade along wall



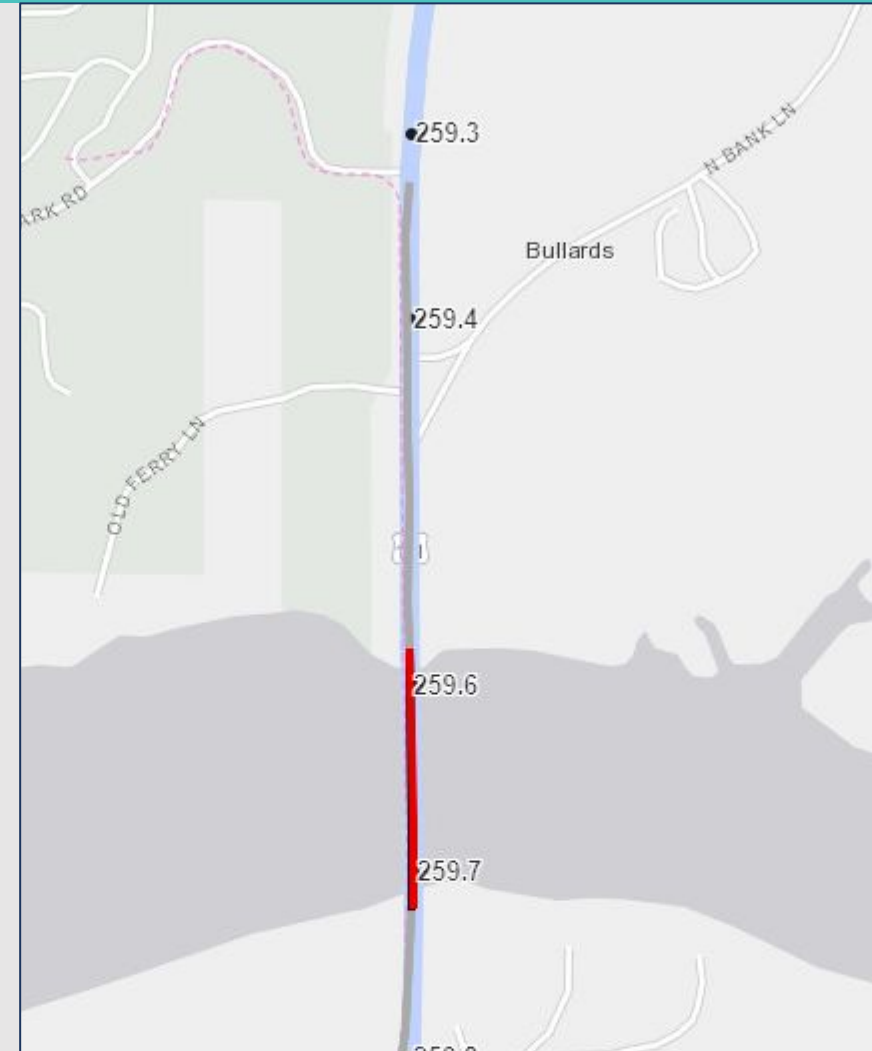
Region 2: Heceta Head Tunnel

- OCBR critical need – Tunnel
- OCT gap - Tunnel
- Leverage opportunity: take bus through, build pathway around



Region 3: Bullards Bridge

- OCBR critical need – Bridge
- OCT gap – Bridge
- Leverage opportunity: water taxi, sign/flashing light improvements.



Questions?

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HB 2592

Integrates HB 2083 language regarding \$4M of OPRD's lottery dollars for bicycle and pedestrian projects

- In cooperation with ODOT, OPRD shall allocate \$4m/biannually of lottery dollars allocated for recreation for bicycle and pedestrian transportation projects that meet recreation and transportation needs
- Half of the \$4m shall go to grants for bike/ped transportation projects through the local and regional grant programs
- Half of the \$4m shall go to funding bicycle/ped transportation projects on signature, scenic or recreation trails within the State of Oregon
- Sunsets January 2, 2025
- Repeals authority of ODOT to request reimbursement