

CASCADE HEAD SCENIC RESEARCH AREA
TRAIL & ACCESS PROPOSAL

Appendices





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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
<p>Access to Knoll at Sal-la-sea</p> <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
“Triangle” location owned by the city – already a lack of parking for the beach and lots of competition for access to the beach	<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"> Send visitors from 101 by DMV to trailheads at villages and to Knoll, High Meadow, and God's Thumb. Discourage and educate about human impacts and interaction with terrain and wildlife <ol style="list-style-type: none"> Period of rest, stick to singular routes Look for trail locations that are less impactful to environment.
Cut through trails (circular trail on knoll)	<ol style="list-style-type: none"> Direct hikers to geological/hydrological sound areas/routes 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"> Look at Yachats trail system as a guide, supporting the community and FS working together. Contact: Joanne Kittel: jnkittel@peak.org 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, partiers 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
3 Rocks road has very limited parking areas so the back up along the county road goes a long way. <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	Permit paid <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.

Knight 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>

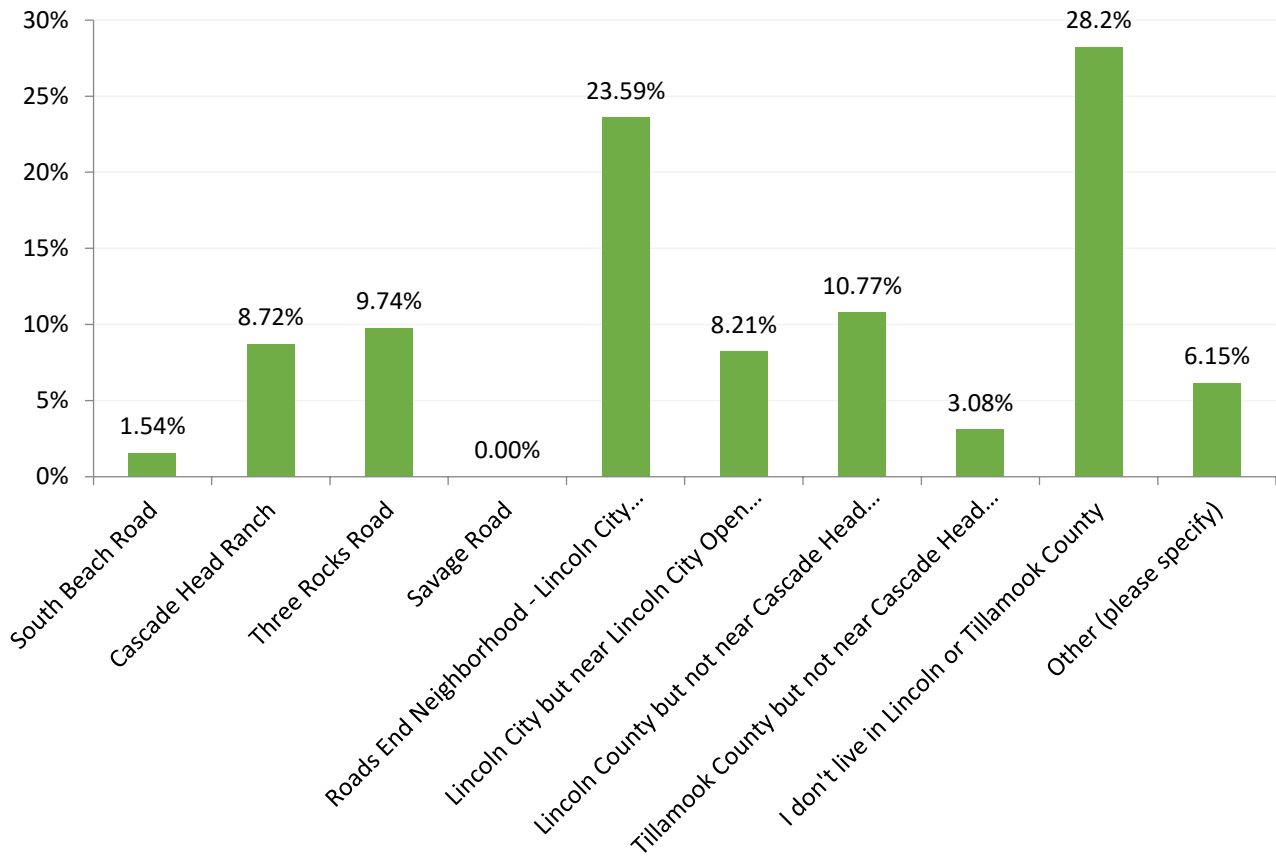
Q1- Do you live or own property in or near Cascade Head Scenic Research Area and/or the Knoll Open Space? If, so please tell us where.

- 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.

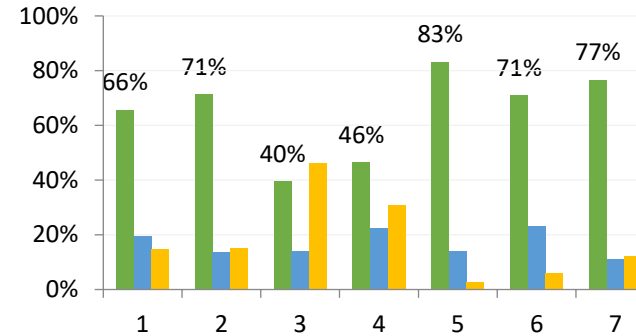
4- Having public transit (buses) stop at one or more trailheads. This is intended to help alleviate parking and traffic at these trailheads.

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.

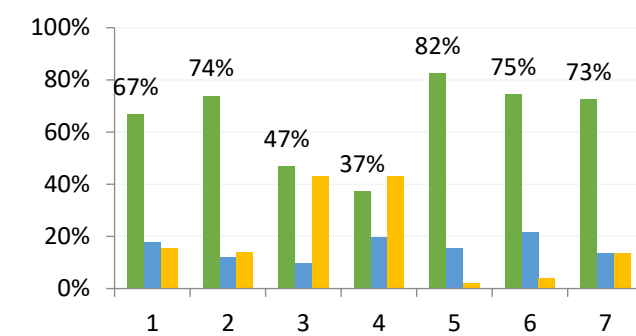
6- The CHSRA Coordination Team should be transitioned into a permanent coalition that meets regularly to discuss CHSRA related trail and access issues and help the USFS, TNC, Lincoln City and other landowners in managing the trails and visitation to the Area.

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.

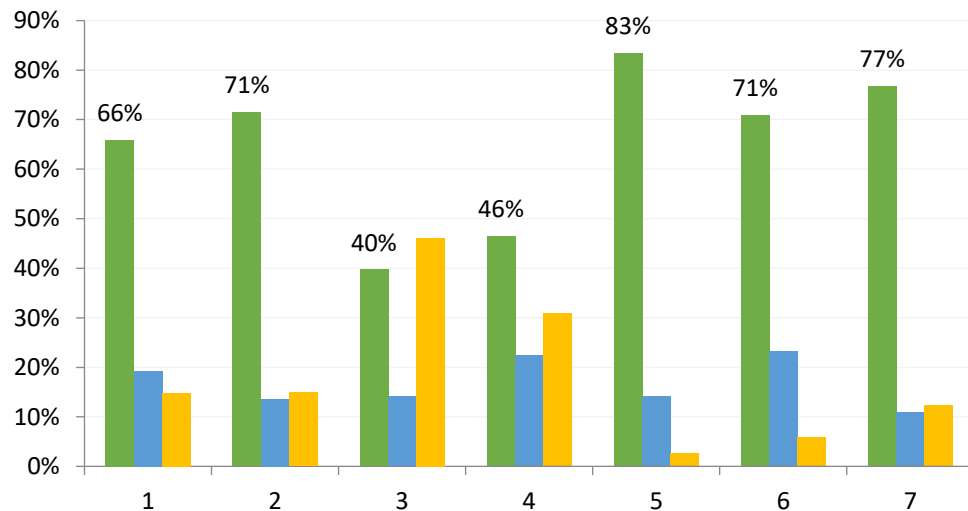
Northern area Responses (33 total)



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

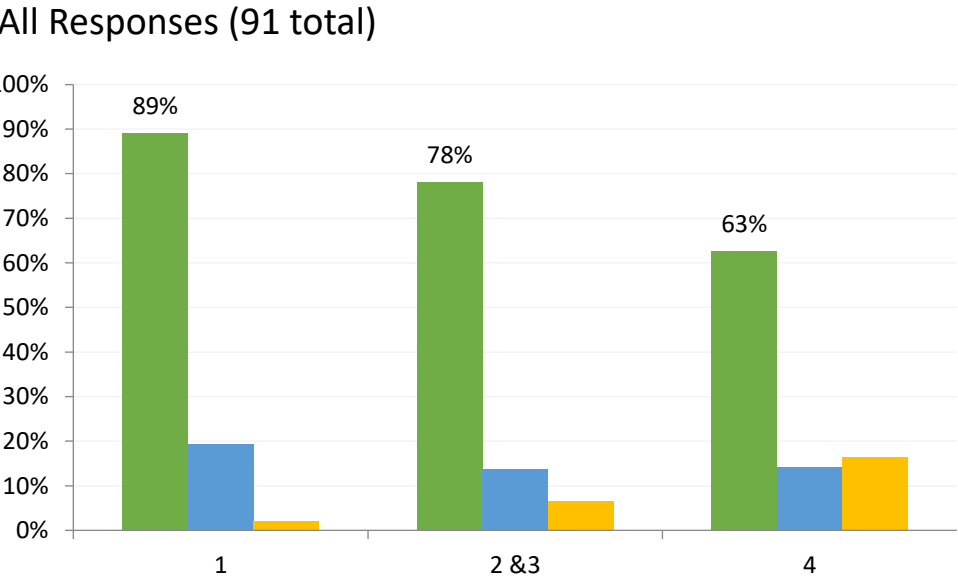
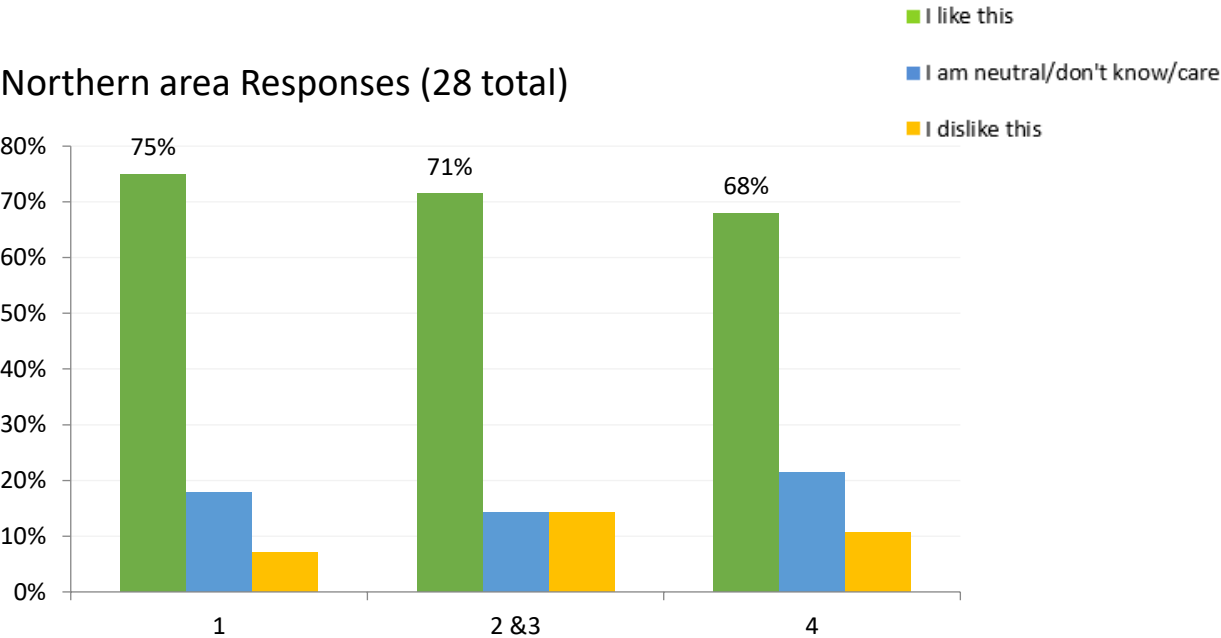
Northern area resident Responses

(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.



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.

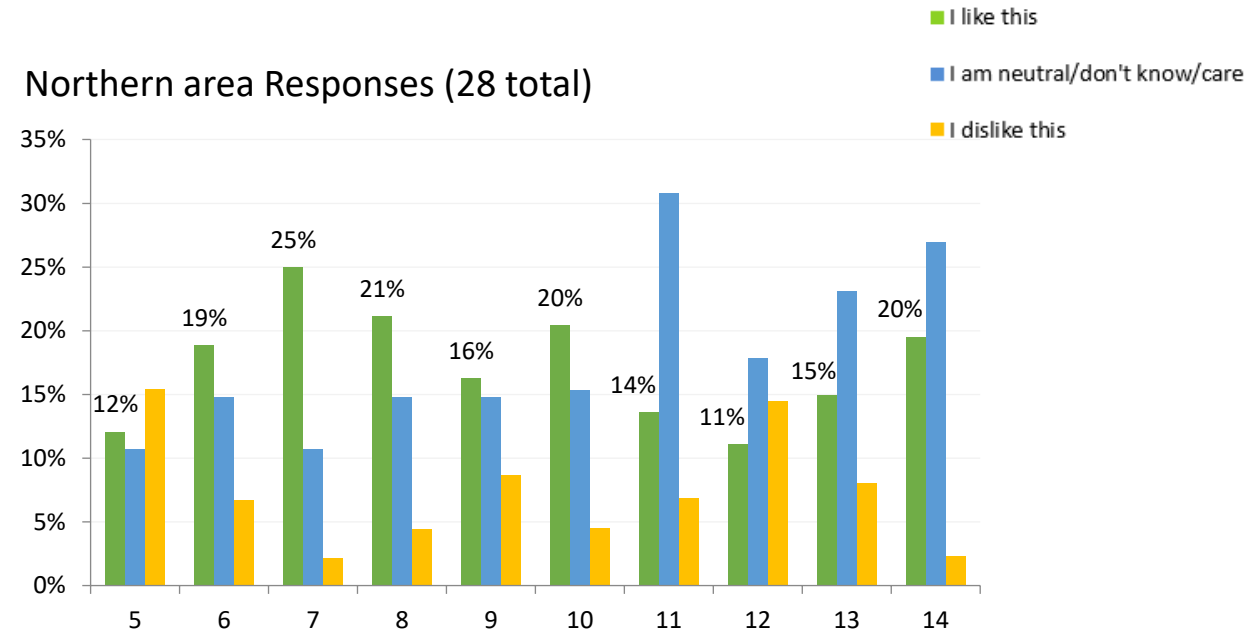
11- Convert old roads to create The Tie Trail. This would connect the Rainforest Trail (Tr1310) and Falls Ridge Trail.

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

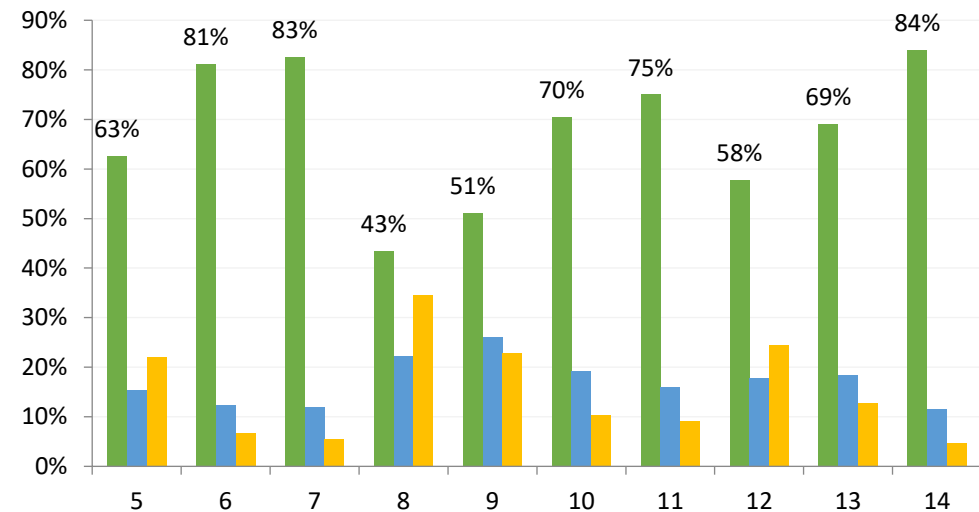
13- Create a small (4-10 vehicles) parking area for Falls Ridge Trail.

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:

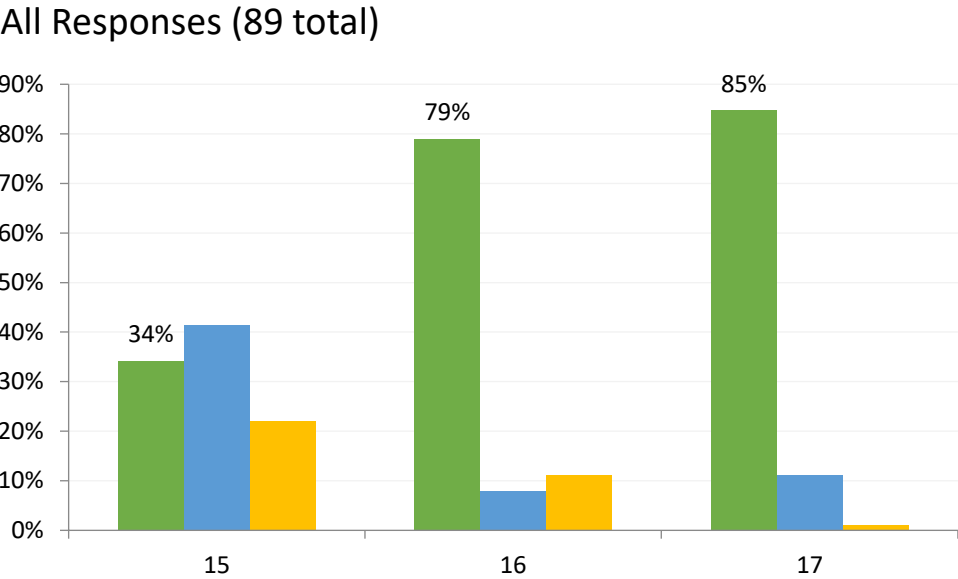
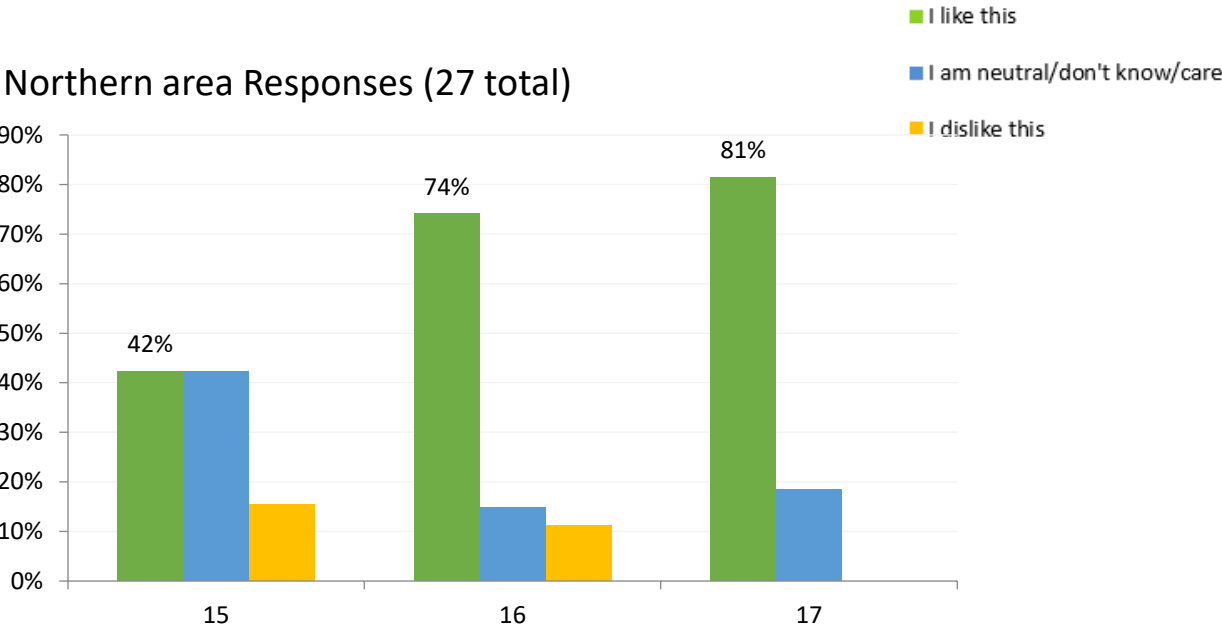
"I support more trail connections. I do t care for remote camping due to safety concerns/litter/serviceability/management. I don't understand signage....there are lots of "areas" and seems like they could be better coordinated and less territoriality with managing entities....this is a rich area with 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.



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)

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.”

# 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

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.

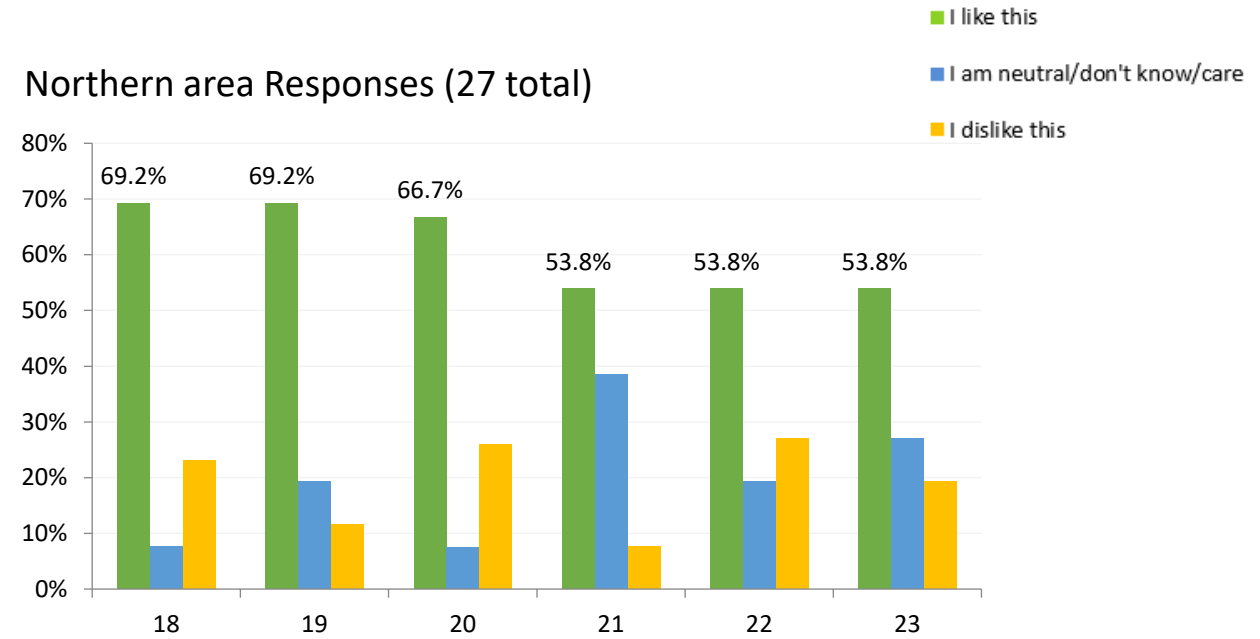
20- Create a large trailhead/parking for the Upper Cascade Head Trail. This proposed trailhead would have 20+ parking spots, a toilet and a volunteer host. It would serve as the main trailhead for the Cascade Head Meadow and should be signed and marketed as such.

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

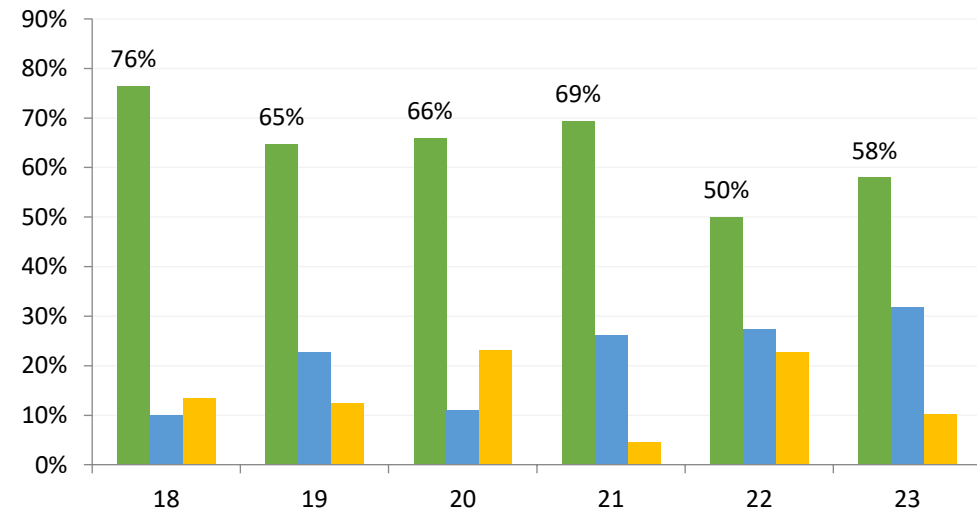
22- Convert the existing parking area into an ADA-only parking area. And ADA bathroom will be available at the new larger trailhead (#20).

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)

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!”

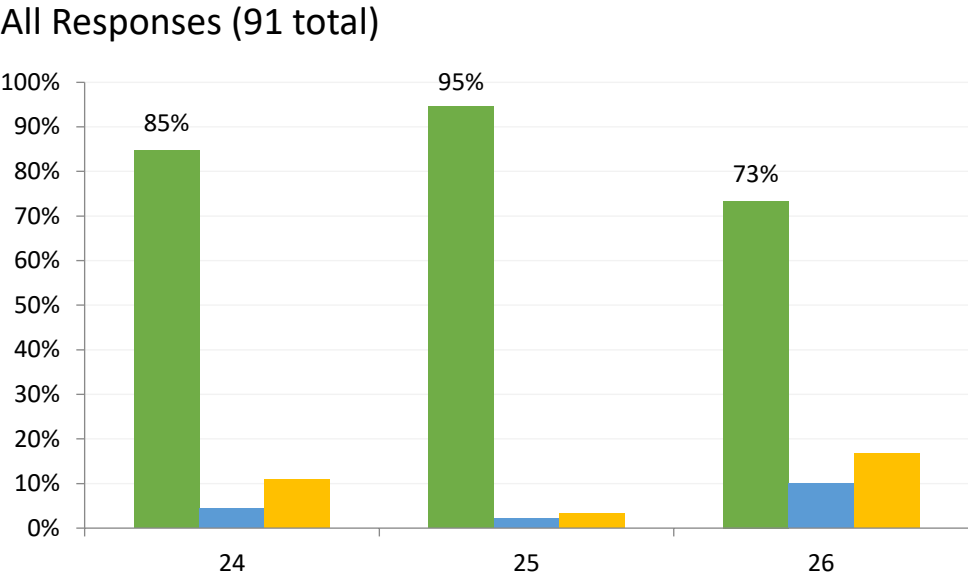
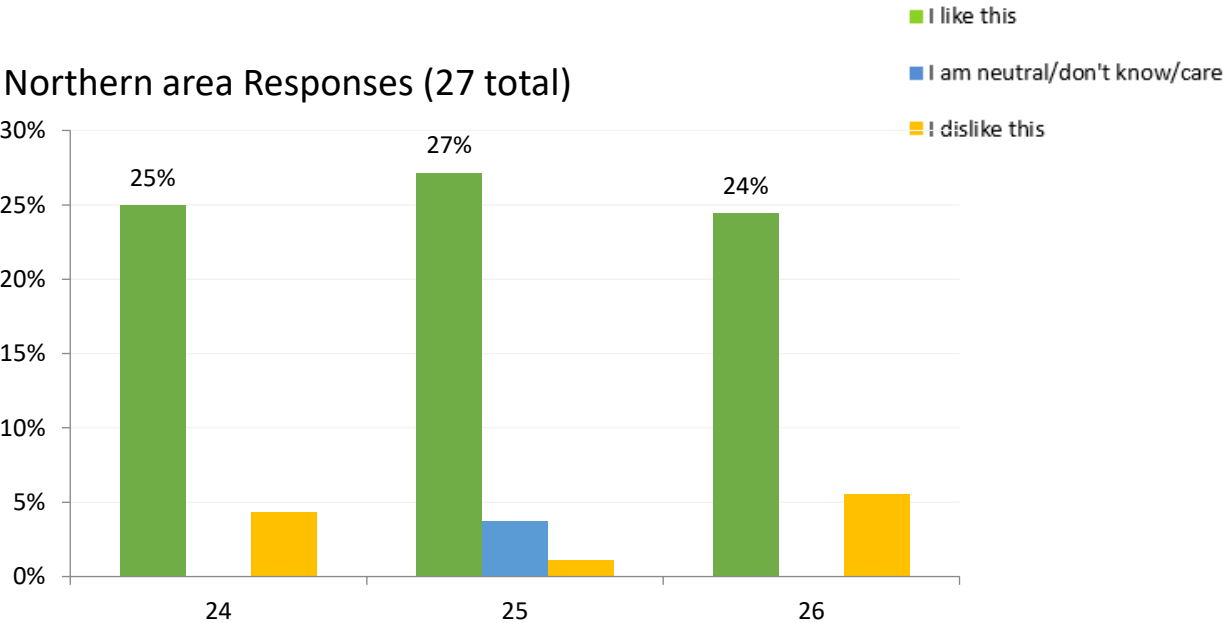
Thoughtful Comment:

“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.”

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

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.



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.

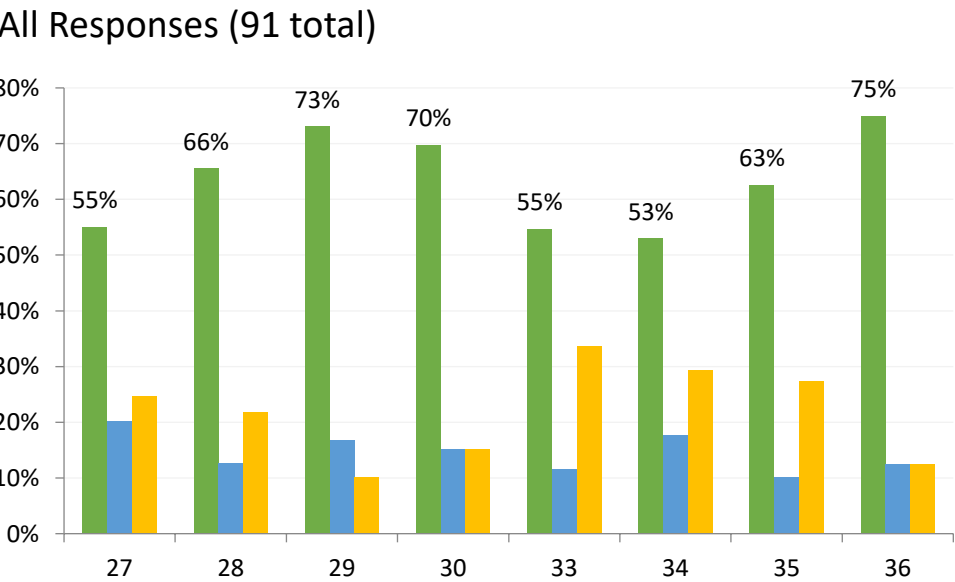
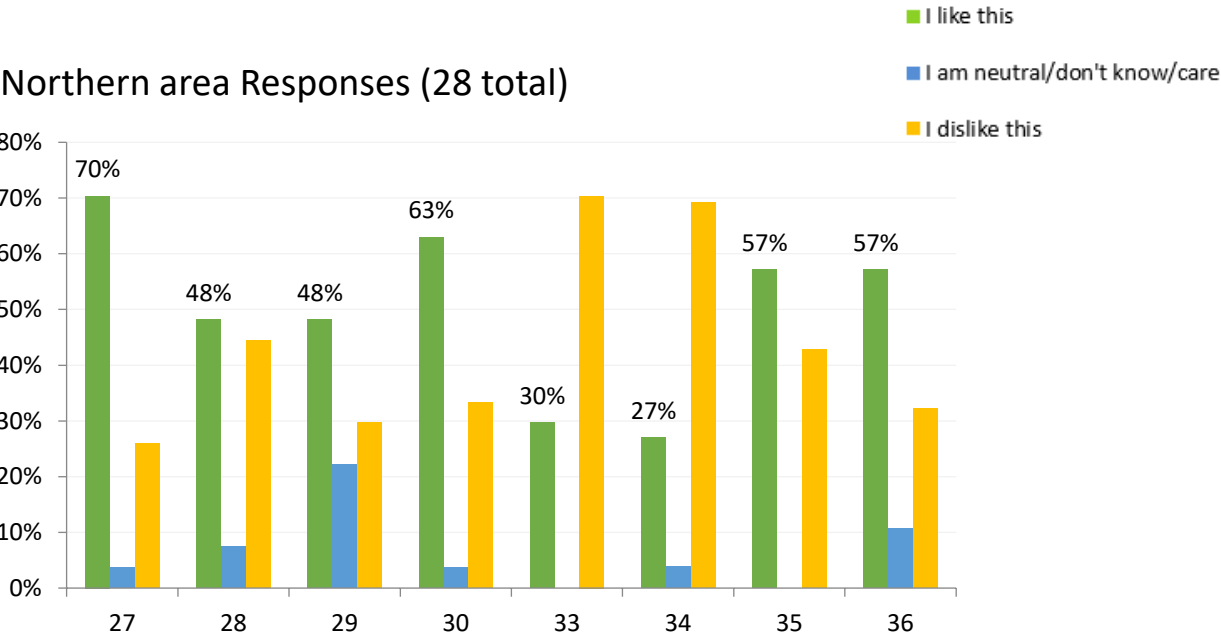
30- Create a striped bike/pedestrian lane or road-separated trail within the Three Rocks Road right-of-way.

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.



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

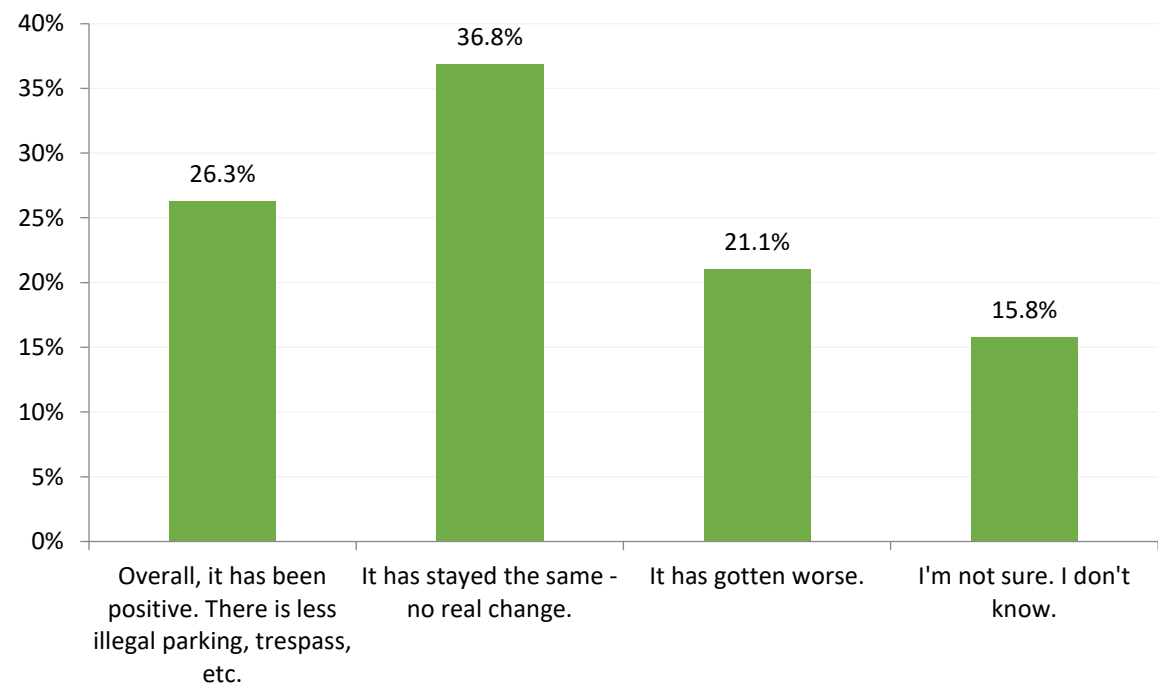
Southern Responses

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

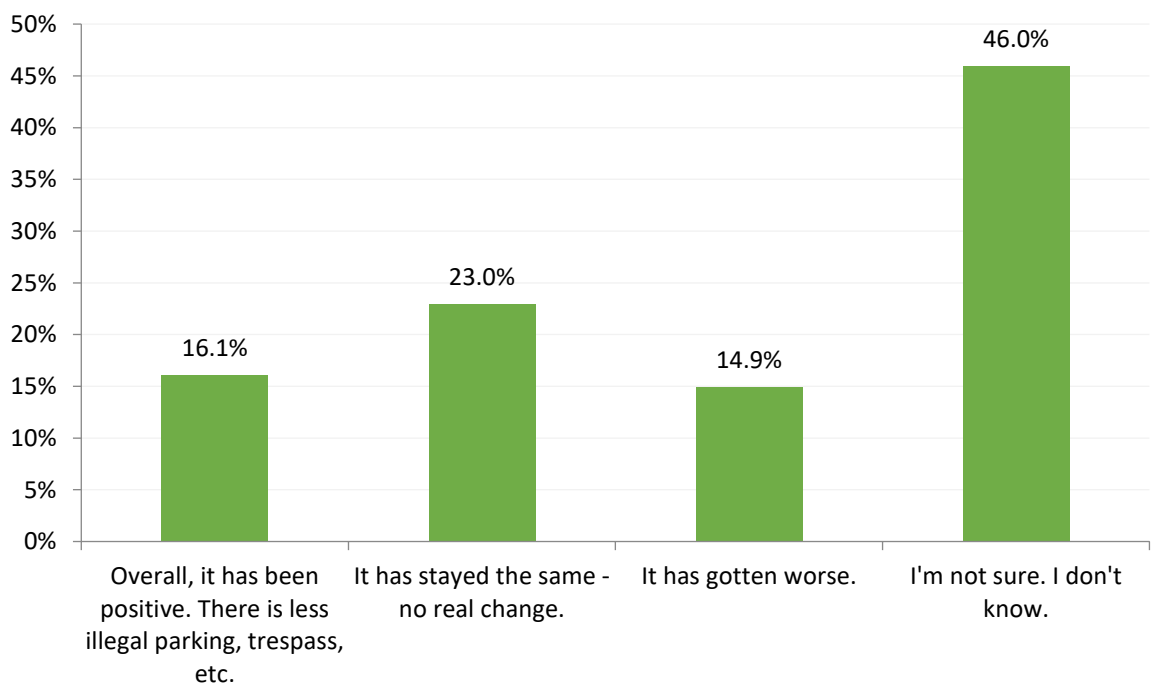
Lincoln City but near Lincoln City Open Space/The Knoll)

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.

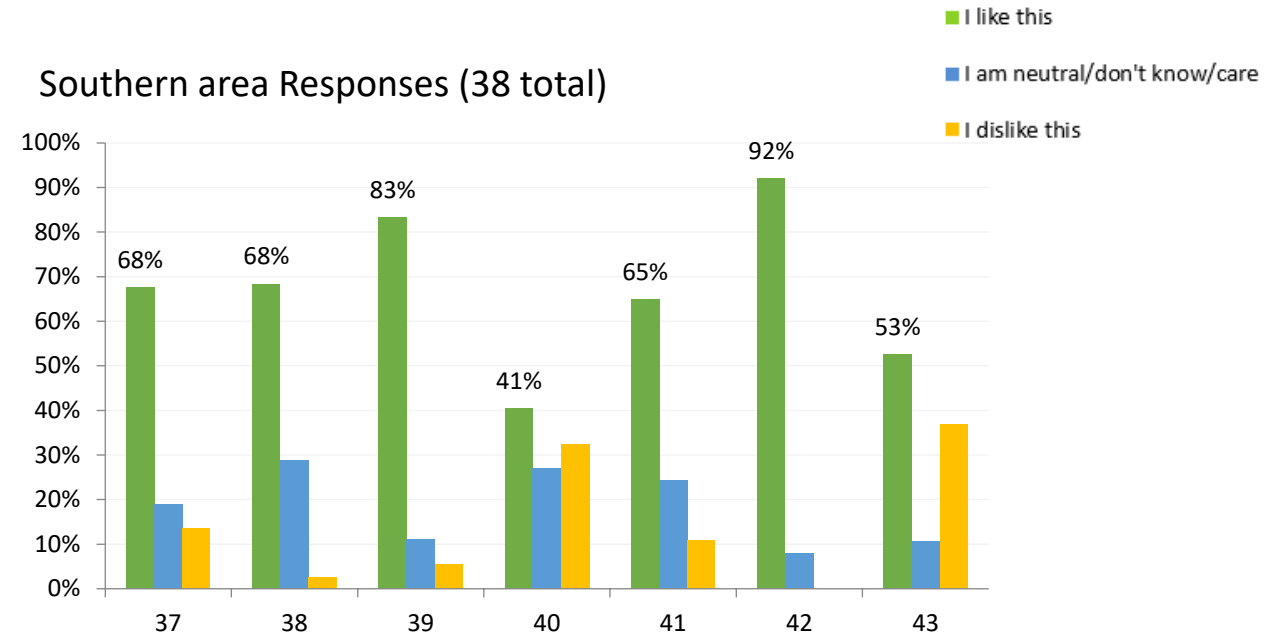
40- Explore the potential to develop a hike-in camp for 1-3 sites to serve the Oregon Coast Trail in the southern portion of Cascade Head Scenic Research Area.

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

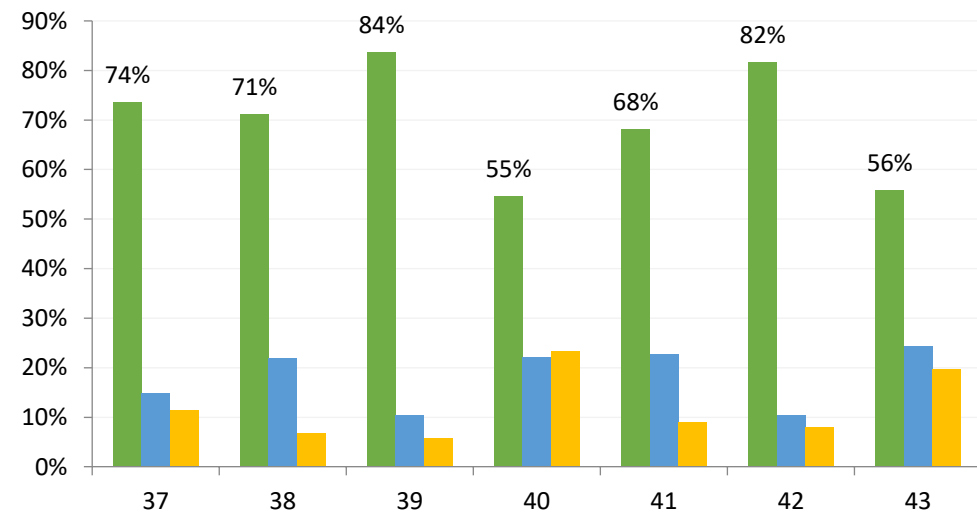
42- Develop the trailhead at the northern end of NE Devils Lake Boulevard and promote it as the primary access point to the Knoll and Thumb. This trailhead could have a bathroom, an on-site volunteer and public transit stop.

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.

Southern area Responses (38 total)



All Responses (90 total)



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)

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. “

# 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

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.

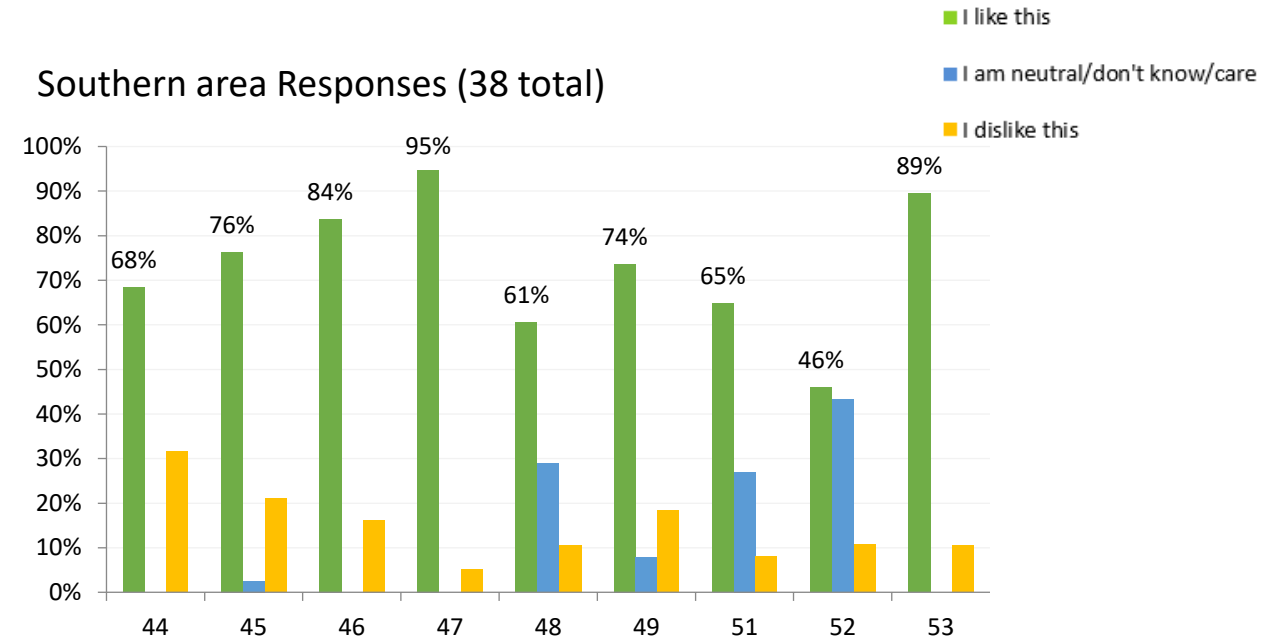
49- Construct a viewing platform east of The Thumb. An attractive viewing platform overlooking the Thumb and coastline to the north could create a safe destination for hikers and reduce the desire to walk along the dangerous knife edge trail to the Thumb itself.

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

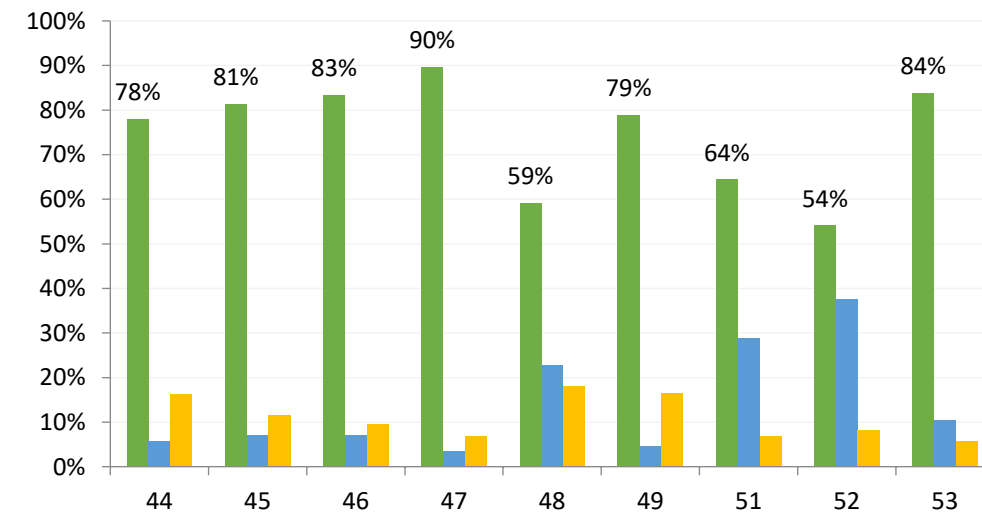
52- This user-made trail leading to Coon Lake should be left as unofficial and not maintained. Camp Westwind utilizes this trail for activities with its campers. The trail should be signed as leading to private property and no trespassing.

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."

A scenic coastal landscape viewed from an elevated position. In the foreground, there is a field of tall, dry grass. Below it, a sandy beach curves along the shoreline, bordered by a dense forest of green trees on the left. The ocean is a deep blue, with white waves breaking onto the beach. In the distance, a long, straight beach stretches towards the horizon under a clear blue sky.

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 186 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?

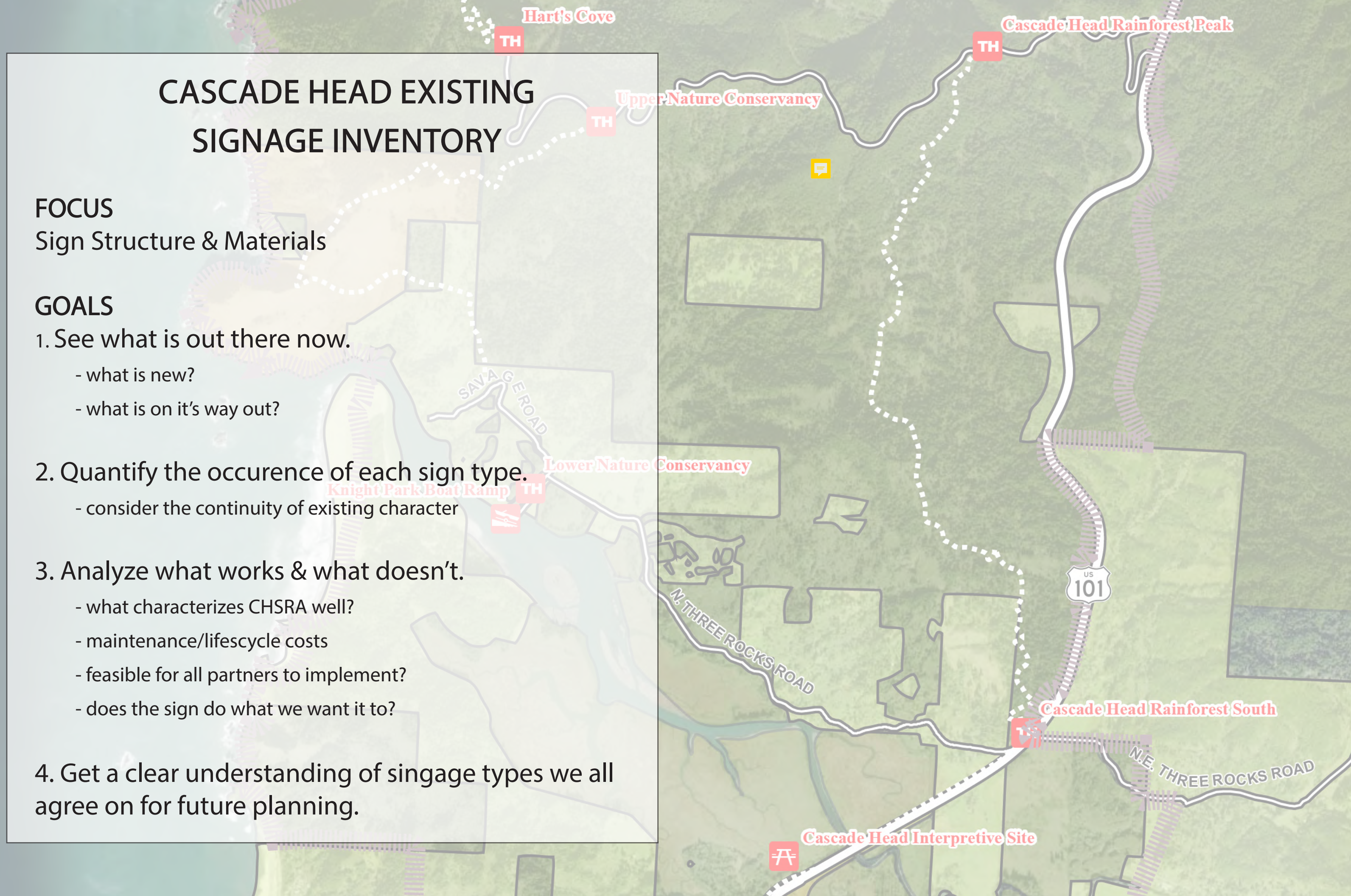
2. Quantify the occurrence of each sign type.

- 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



future placements ↗ ↖

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



Fiberglass Reinforced Plastic (FRP) | Post-mounted



↖ future placements ↗

COMMENTS

Sheet Metal | Rounded corners

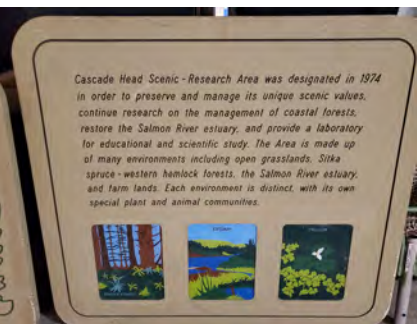
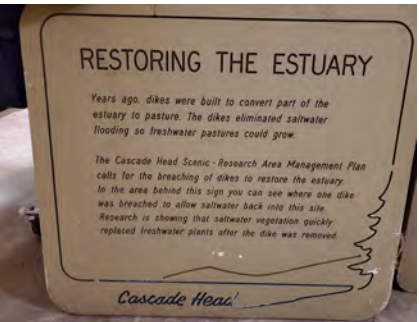
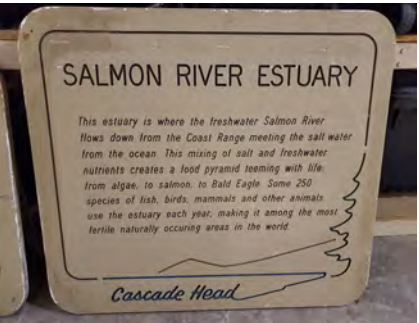


COMMENTS

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

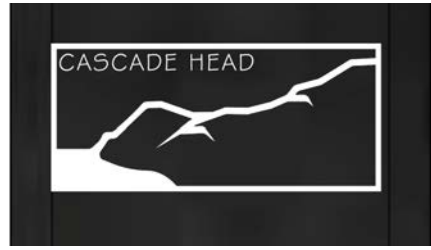
Outliers



APPENDIX 8

Draft Sign Family





BLACK & WHITE
THEMED
CARSONITE



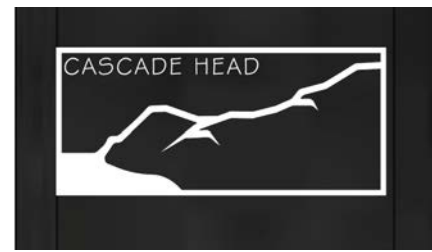
BROWN CARSONITE WITH
COLORED GRAPHIC

ENTRY SIGN



SIGN FAMILY I

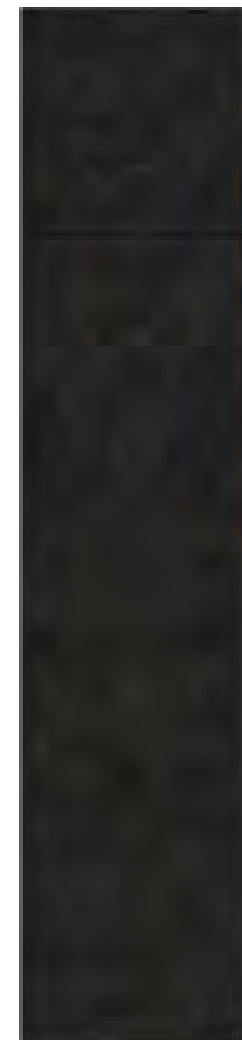
SIGN FAMILY II



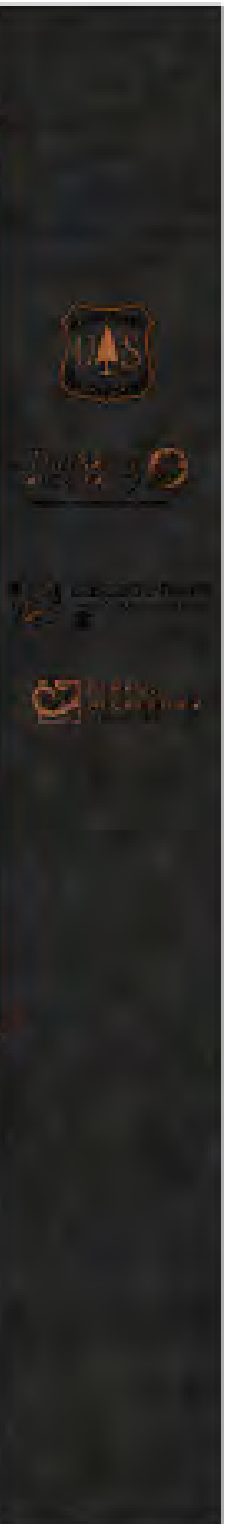
BLACK & WHITE
THEMED
CARSONITE



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



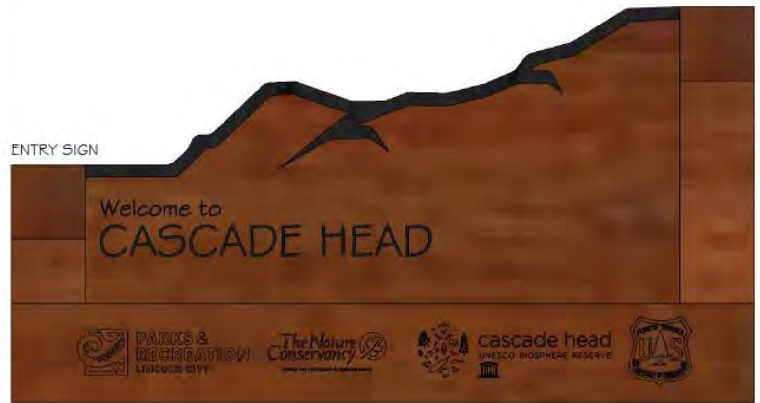
6x6, 45° angled top



8x8, peaked with 45° cuts



Brown carsonite with colored graphic



ENTRY SIGN



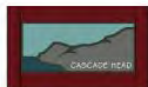
BLACK & WHITE THEMED CARSONITE



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