

Cascade Head Scenic Research Area

TRAIL & ACCESS PROPOSAL

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



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NPS-RTCA
Rivers, Trails and Conservation
Assistance Program



**Oregon
Department
of Transportation**



Introduction

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

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



ABOUT THIS DOCUMENT

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

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

PURPOSE & NEED

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

INCREASED DEMAND & VISITATION

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

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

Goals

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

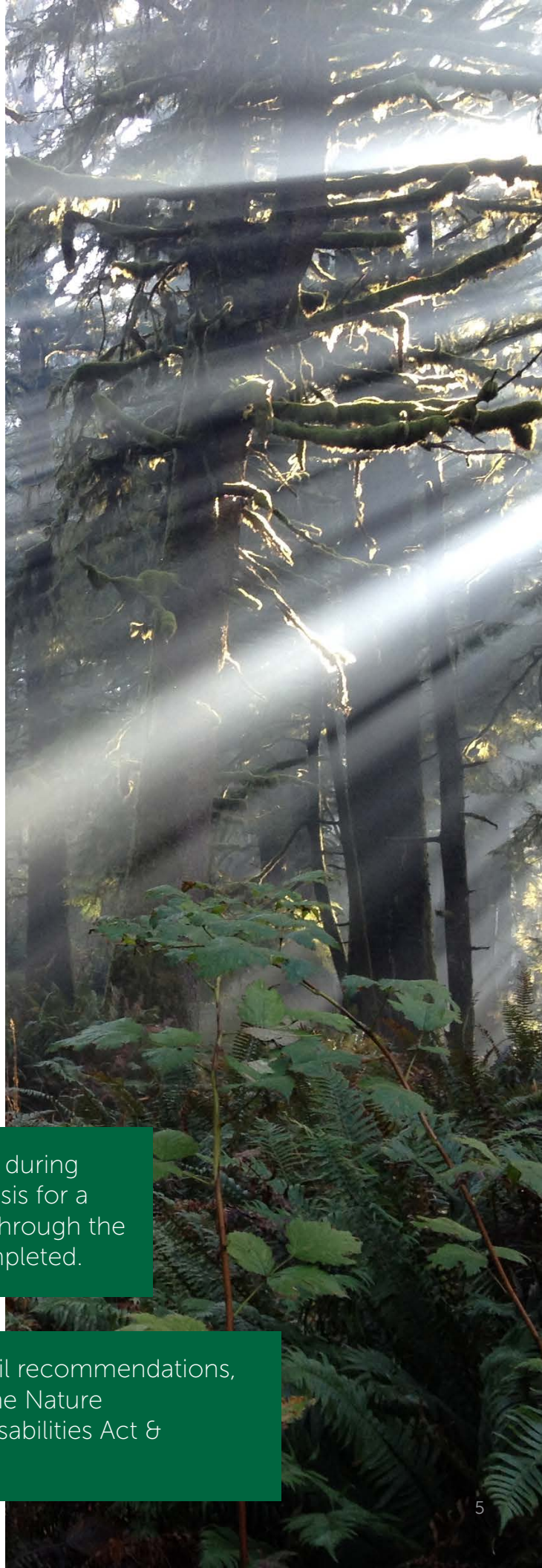
Our Vision is to provide suitable dispersed trail opportunities to maintain sustainable levels of visitor use in order to achieve one of the main objectives of the CHSRA Act: To provide present and future generations with the use and enjoyment of the area. This recreational use will be well supported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

SPECIFIC OBJECTIVES & OUTCOMES

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

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

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



History & Background

LOCATION

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

CHSRA GOALS

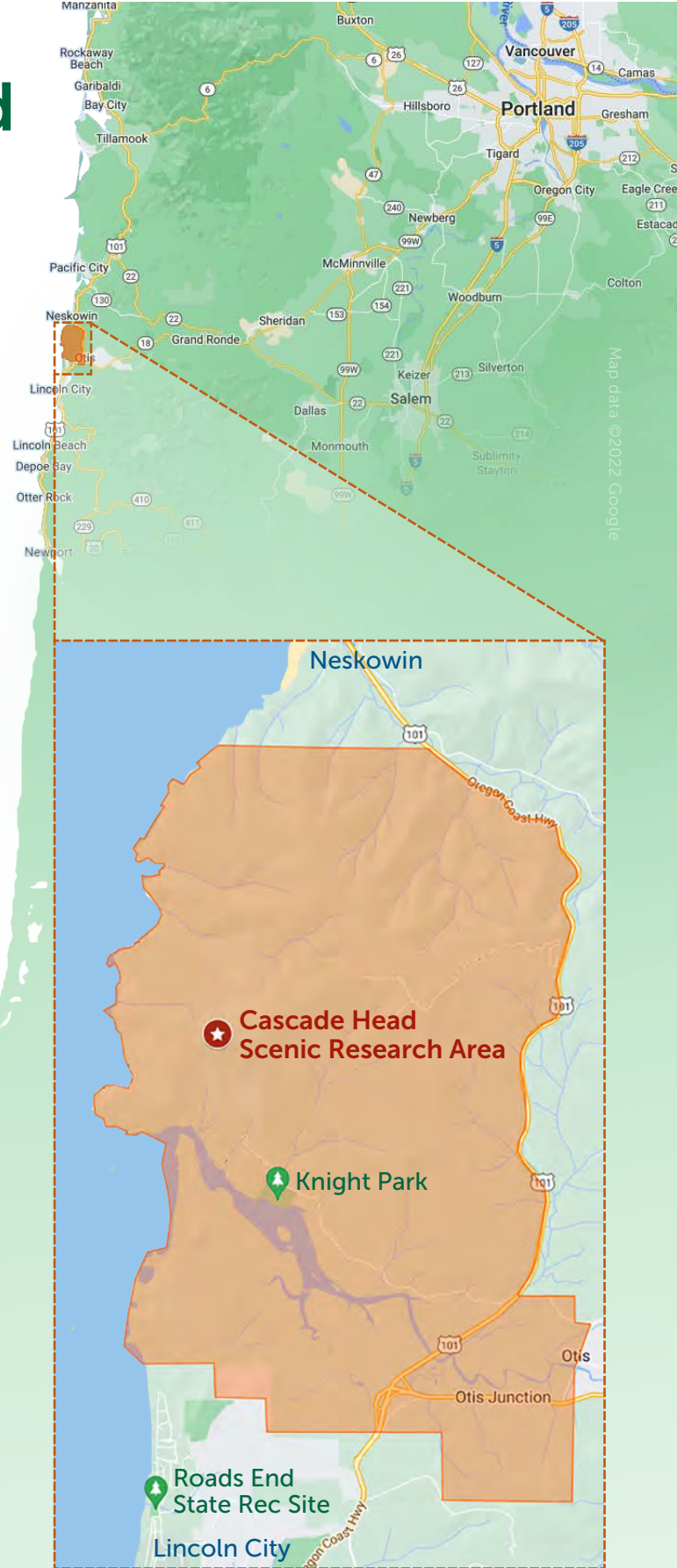
The three overall goals for CHSRA are:

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

OWNERSHIP

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

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



Map data ©2022 Google

DESIGNATIONS

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

1

Cascade Head Experimental Forest

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

2

Neskowin Crest Research Natural Area

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

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

3

Cascade Head Biosphere Reserve (CHBR)

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

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

4

Cascade Head Marine Reserve and Marine Protected Areas

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

MANAGEMENT

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

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

Estuary and Associated Wetlands Subarea

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

Headlands and Upper Timbered Slope and Subareas

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

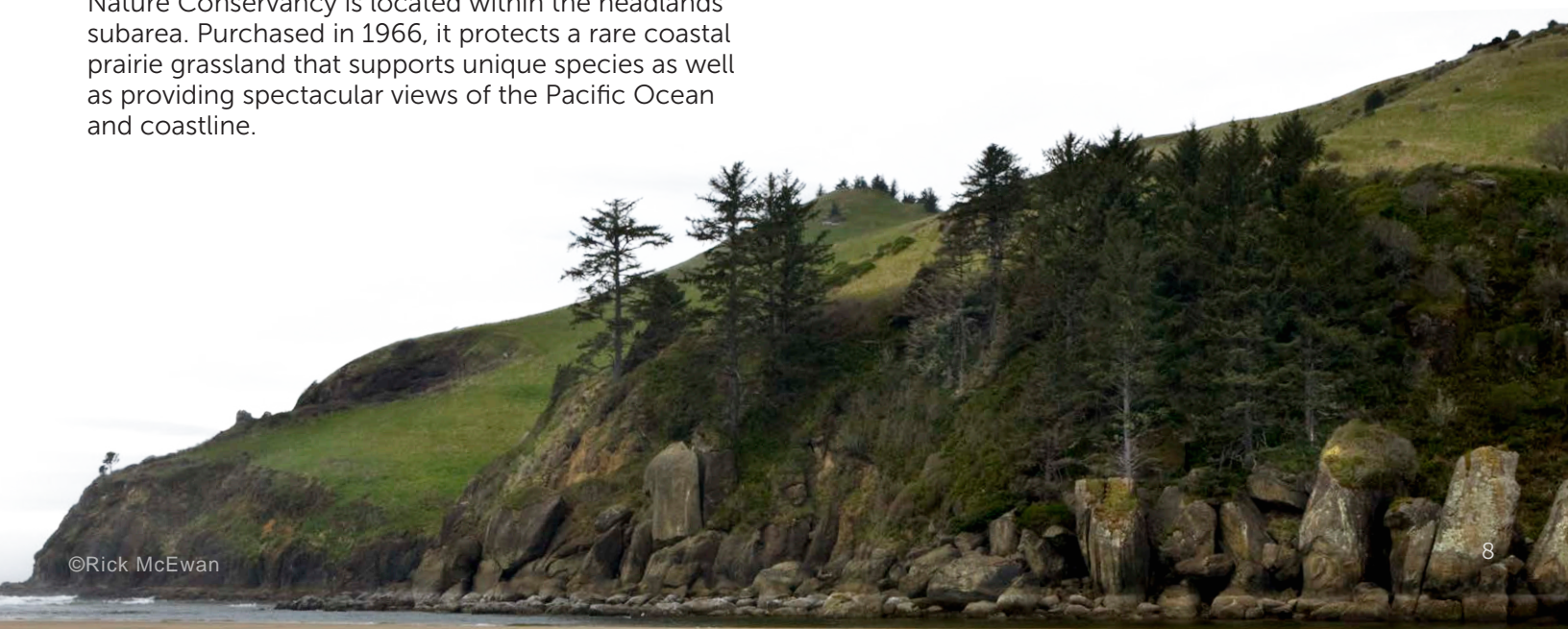
The 270-acre Cascade Head Preserve owned by The Nature Conservancy is located within the headlands subarea. Purchased in 1966, it protects a rare coastal prairie grassland that supports unique species as well as providing spectacular views of the Pacific Ocean and coastline.

Coastline and Sand Dune-Spit Subareas

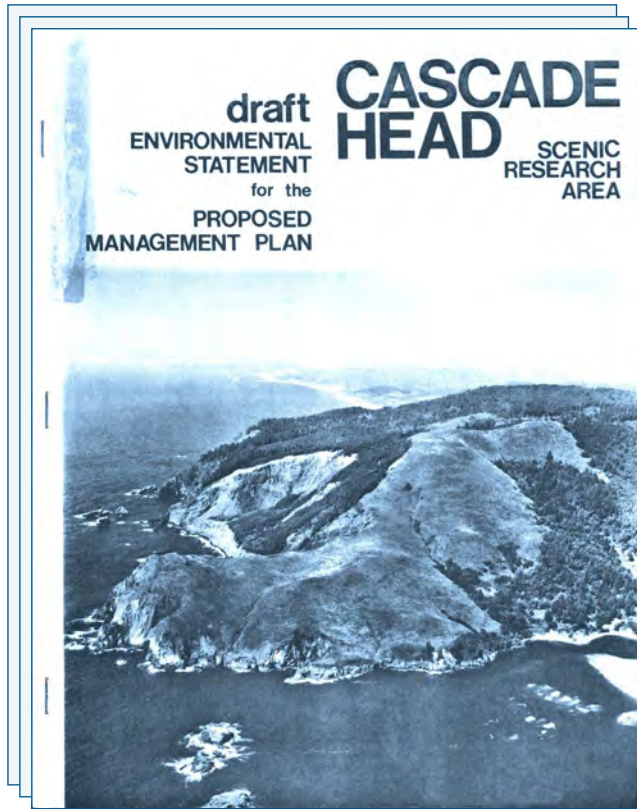
These two subareas have similar management direction and are managed to protect and maintain the scenic and wildlife values, while allowing selective recreation and extensive research/education activities. The Coastline Subarea consists of a relatively narrow strip of shoreline along about 5 miles of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

Lower Slope-Dispersed Residential Subarea

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



PREVIOUS & EXISTING PLANS FOR CHSRA

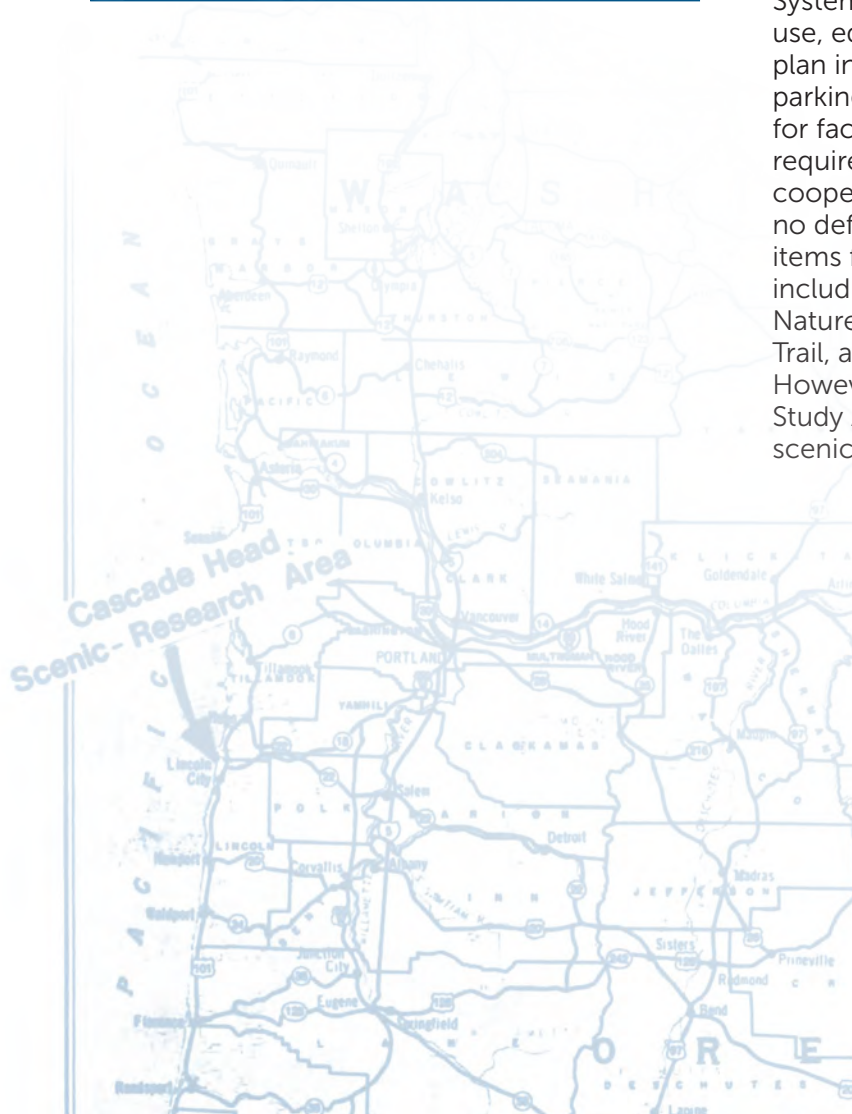


Cascade Head Scenic Research Area Management Plan (1976)

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

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

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





Ownership & Land Acquisition

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

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

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

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

Recreation

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

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

Hiking

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

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

Hunting, Trapping, and Fishing

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

Visitor Information & Environmental Education

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

CHSRA Advisory Council

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



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



Looking northwest down the Salmon River estuary.

Siuslaw National Forest Land & Resource Management Plan (1990)

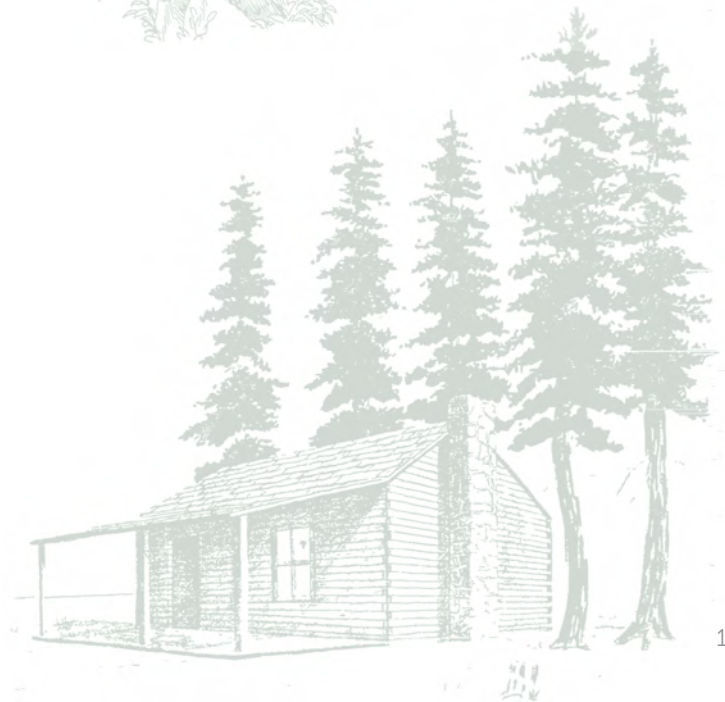
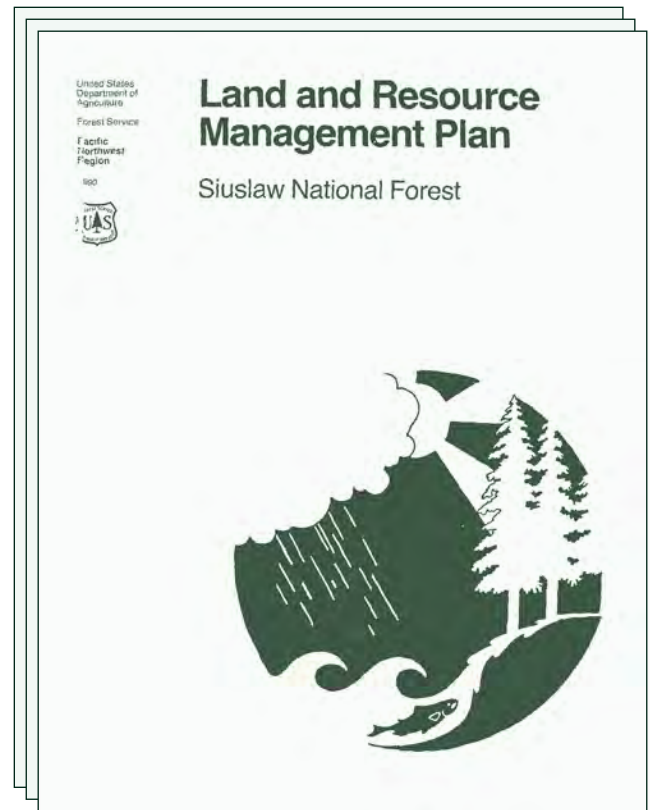
The Siuslaw National Forest's Land and Resource Management Plan (also known as the Forest Plan) sets forth desired conditions, objectives, standards, and guidelines for the entire Siuslaw National Forest. This includes lands within CHSRA that are managed by the Forest Service. The Forest Plan divides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

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

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

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

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



1996 LANDSLIDE

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



Hikers on Savage Road.

Stakeholder Meetings

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

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

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



Planning Process

CHSRA Coordination Team Forms

Adjacent Landowner Workshops

Public Open House

Initial Online Survey

Synthesis & Analysis of Landowner & Public Input

Development of Preliminary Recommendations

2nd Online Survey

Public Open House & Landowner Discussions (Online)

Finalization of Proposals

COORDINATION TEAM

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

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

NPS ASSISTANCE

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

LANDOWNER WORKSHOPS

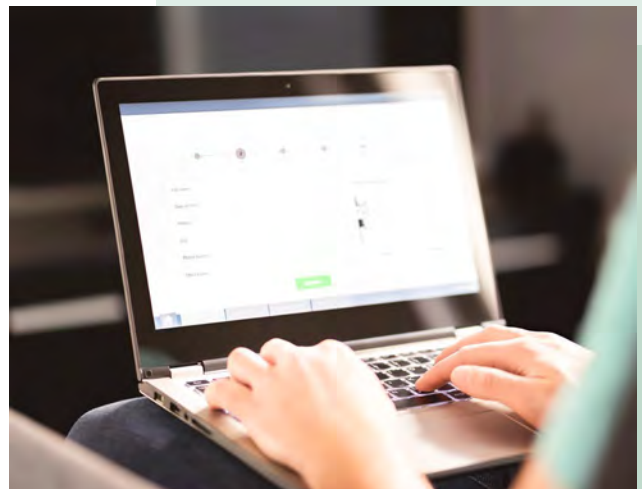
The next big step in the planning process was for the Coordination Team to meet with nearby landowners through a series of four workshops in Neskowin, Otis, Lincoln City, and the Three Rocks Road area in early August 2018. The workshops used a small group format designed to allow landowners to share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

PUBLIC OPEN HOUSE

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

ONLINE SURVEYS

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



DEVELOPMENT OF RECOMMENDATIONS

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

INPUT ON PRELIMINARY RECOMMENDATIONS

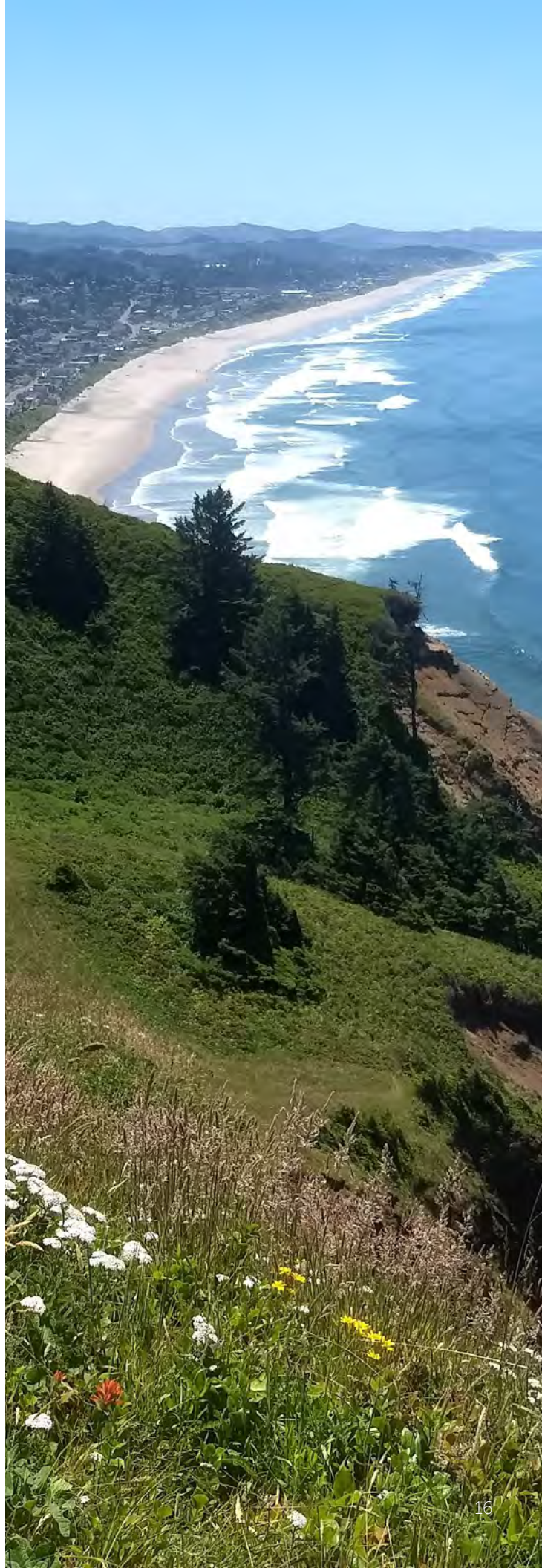
The Coordination Team developed their preliminary recommendations in the Spring of 2020. Once the draft proposals were developed, the Coordination Team developed a website (CascadeHeadTrails.org) to provide information on the effort and share the preliminary recommendations.

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

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

FINALIZATION OF RECOMMENDATIONS

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



Existing Conditions

TRAILS

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



Official Trails

Rainforest Trail

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

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

Hart's Cove Trail

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

Upper & Lower Cascade Head Trail (USFS & TNC)

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

Lincoln City Open Space Trails (The Knoll Area)

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



Unmaintained or Unofficial Trails

Hart's Cove to Neskowin Trail

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

Falls Ridge Trail

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

Upper Thumb Trail

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

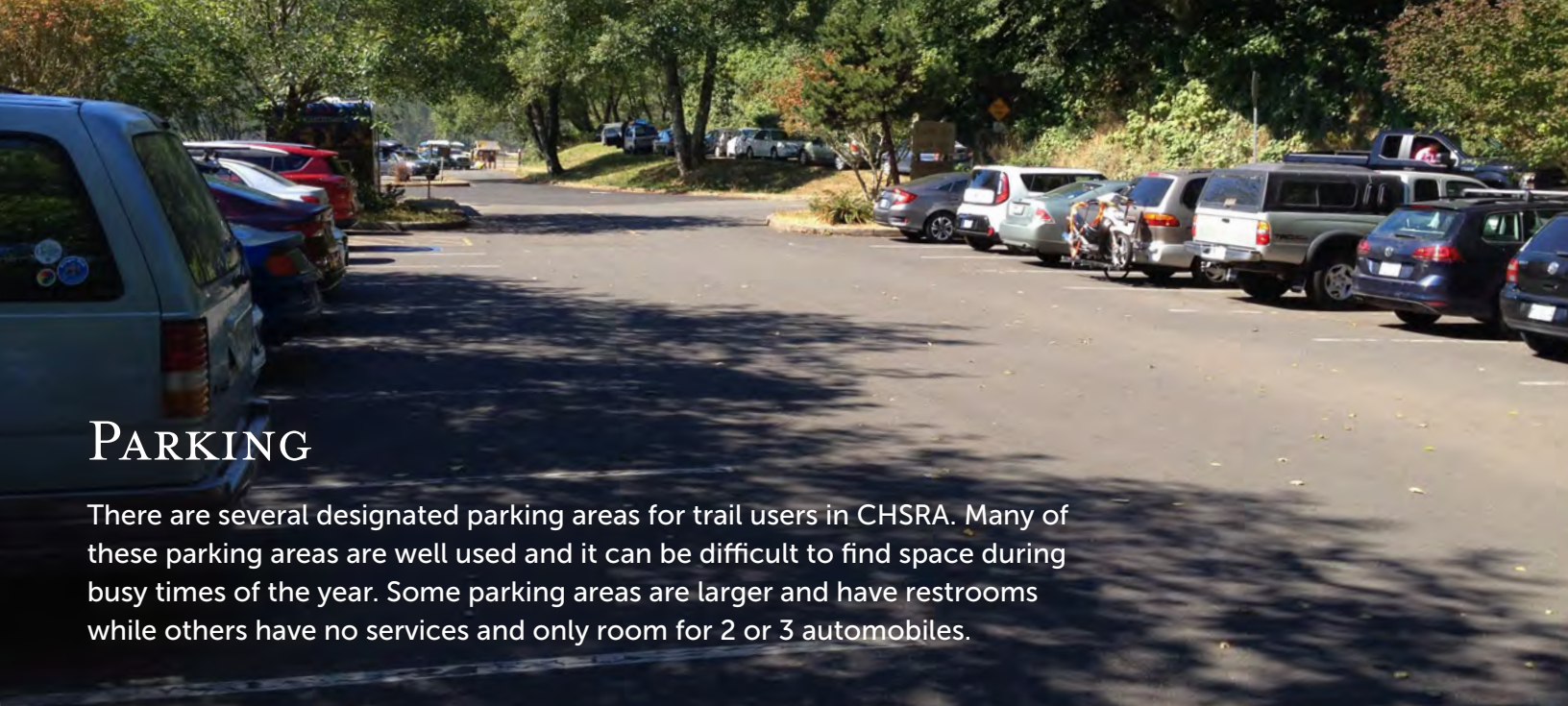
Lower Thumb Trail

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

Lower to Upper Thumb Connector

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





PARKING

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

Hart's Cove

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

Upper Cascade Head

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

Knight Park

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

Rainforest Trail

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

Lincoln City Open Space

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

NE Devils Lake Boulevard

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

Sal La Sea

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

Port Drive

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

Issues Identified

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

1 TRAILS

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

2 COMMUNICATION AND SIGNAGE

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

3 SAFETY AND ENFORCEMENT

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

4 ACCESS & PARKING

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



Knight County Park Lower Cascade Head Trailhead

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

Forest Service Road 1861 Trailheads

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

Rainforest Trail and Oregon Coast Trail

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

Neskowin

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

The Thumb and The Knoll Areas

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

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



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

Recommendations

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

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

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



PROGRAMMATIC RECOMMENDATIONS

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

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

Maintenance & Management

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

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



Restoration & Resource Protection (Mitigation)

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





Dogs

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

CHSRA Collaborative Group

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

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

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

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

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

Emergency Services

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

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

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





Sieria Dawn McClain/EO Media Group

Public Transportation

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

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

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

General Recommendations

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



Specific Recommendations

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

Media & Marketing

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

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

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



Trail & Access Recommendations

GENERAL RECOMMENDATIONS

Trailheads & Parking Areas

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

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

Signs & Directions

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

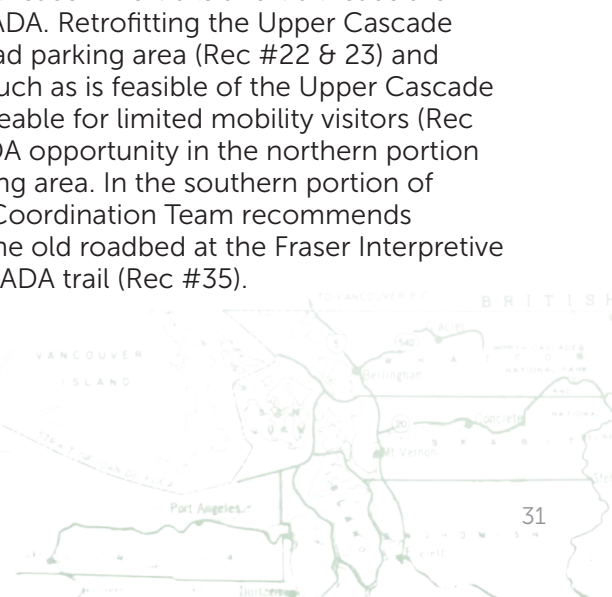
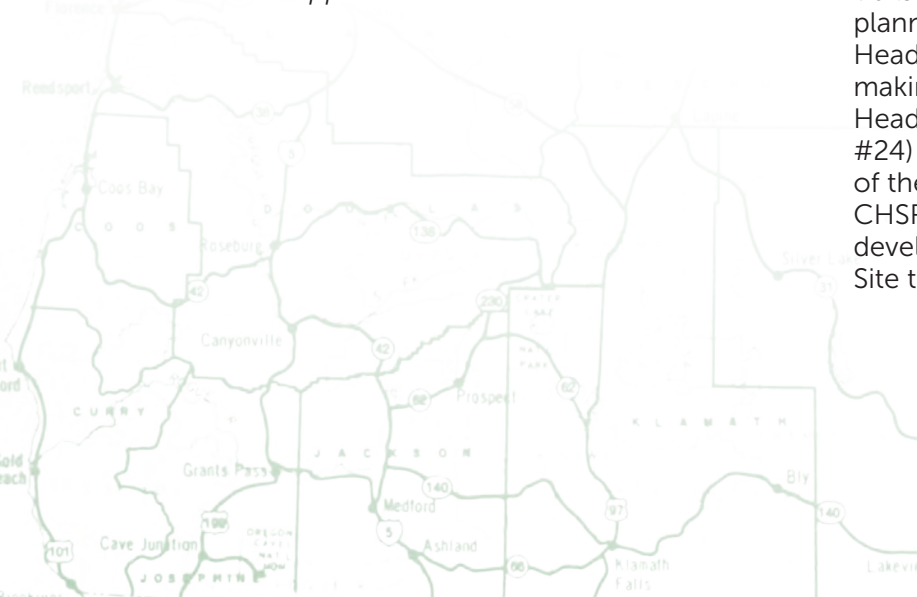
Oregon Coast Trail (OCT)

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

Americans with Disabilities Act (ADA) Opportunities

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

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



RECOMMENDATIONS BY AREA

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

The proposed actions described below include lead entity and partners.



Northern Area: Neskowin to Three Rocks Road

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



Legend

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

40 - 49

33

#1 Connect Neskowin to Proposal Rock & The Ghost Forest

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

Lead Entity: TBD
Partners: TBD

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

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

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

#3 Develop a new parking area for the Rainforest Trail

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

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

#4 Decommission the existing parking area for The Rainforest Trail

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

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

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

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

Lead Entity: USFS
Partner: OPRD

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

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

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

#7 Assess Falls Ridge Trail for steep section

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

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

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

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

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

#9 Close the northern terminus of Falls Ridge Trail

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

Lead Entity: USFS

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

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

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

Lead Entity: USFS

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

#11 Improve intersection of USFS Road 1861 & Highway 101

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

Lead Entity: ODOT & USFS

Partners: Tillamook County & TNC (for signage content)

#12 Open USFS Road 1861 year-round

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

Lead Entity: USFS

Partners: ODFW and USFWS

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

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

Lead Entity: USFS

#14 Convert old roads to create the Tie Trail

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

Lead Entity: USFS

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

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

Lead Entity: USFS

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

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

Lead Entity: USFS

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

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

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

Lead Entity: USFS

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

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

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

Lead Entity: USFS

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

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

Lead Entity: USFS

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

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

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

Lead Entity: USFS

#21 Maximize parking at the Hart's Cove Trailhead

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

Lead Entity: USFS

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

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

Lead Entity: USFS

Partner: TNC

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

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

Lead Entity: USFS

Partner: TNC

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

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

Lead Entities: TNC & USFS

Partners: Trailkeepers of Oregon or similar non-profit

#25 Create an Upper Cascade Head Loop

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

Lead Entities: TNC & USFS

Partners: Trailkeepers of Oregon or similar non-profit

#26 Reduce erosion in the meadow

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

Lead Entity: TNC

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

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

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

Lead Entity: TNC

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

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

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

Lead Entity: USFS

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

#29 Bicycle and pedestrian improvements to Three Rocks Road

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

Lead Entity: Lincoln County

Partners: USFS, ODOT & Three Rocks Road area landowners

#30 Potential Trailhead for Rainforest Trail

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

Lead Entity: USFS

Partners: ODOT & Three Rocks Road area landowners

#31 Improve intersection at Highway 101 and Three Rocks Road

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

Lead Entity: ODOT

Partners: Lincoln County, USFS & OPRD

#32 Potential parking area for Rainforest Trail

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

Lead Entity: USFS

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

Southern Area: Salmon River to Lincoln City

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



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

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

Lead Entity: ODOT

Partners: USFS & Salmon Drift Creek Watershed Council

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

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

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

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

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

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

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

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

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

#37 Decommission spur logging road

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

Lead Entities: Lincoln City & USFS

#38 Expand the Devils Lake Boulevard Trailhead

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

Lead Entity: Lincoln City Parks & Recreation
Partner: USFS

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

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

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

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

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

Lead Entity: USFS
Partner: Lincoln City Parks & Recreation

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

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

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

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

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

Lead Entity: USFS

Partner: Trailkeepers of Oregon or similar non-profit

#43 Construct a viewing platform of The Thumb

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

Lead Entity: USFS

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

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

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

Lead Entity: USFS

Partners: Lincoln County Search & Rescue and US Coast Guard

#45 Formally name The Thumb as The Thumb

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

Lead Entity: Explore Lincoln City

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

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

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

Lead Entity: USFS

Partners: Westwind (private property owner)

#47 Install a Leaving Public Land sign

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

Lead Entity: USFS

Partners: Westwind (private property owner)

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

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

Lead Entity: USFS

Partners: Westwind (private property owner)

#49 Install a Leaving Public Land sign

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

Lead Entity: USFS

Partners: Westwind (private property owner)