

City Council Action Item Cover Sheet

DATE: for 6/6/2018 work session

Agenda Item:

804 S Trail - Development and Rehabilitation

Question Before Council:

Should the City Council support the proposal as outlined in the attached letter and Recommendations for Action?

We have presented this plan and recommendations to the Parks & Commons Commission which has voted to support it.

Person/Group Initiating Request:

Yachats Trails Committee

(Jan Brown, Loren Dickinson, Joanne Kittel, Bob Langley, Wally Orchard)

Item Summary/Background:

At the request of City Councilor Frye, Trail Leaders have prepared a document presenting our vision and general plans for the 804 S Trail -- from the former Landmark north to the oceanfront west of Aqua Vista Loop. It calls for 53 meters of new trail construction S of the road from the Landmark towards the Underground Pub and rehabilitation of the rest of the trail N from there. In some areas, decisions about rehabilitation cannot be made until the ultimate direction of flow on parts of Ocean View Drive is determined. Our report includes possible funding sources and relevant statutory legislation.

May 16, 2018

To the City of Yachats

cc Yachats Parks and Commons Commission

cc Shannon Beaucaire, City Manager

cc Dennis Comfort and Doug Sestrich, OPRD

In response to a request from Yachats City Councilor Barbara Frye, we, the Yachats Trails Committee, submit along with this letter our vision for much-needed improvements to the 804 trail along Ocean View and Marine Drives, from highway 101 at the Landmark to the Aqua Vista Loop. Councilor Frye also asked that we speak at the June 6th Council work session. Mayor Stanley favors this and has put us on the agenda. We are copying this to OPRD officers at their request and out of consideration for their safety concerns regarding this section of the Oregon Coast Trail.

The Yachats Trails Committee has for some time had the 804 South at the top of our list of priorities. At our most recent meeting, on May 9th, we discussed Councilor Frye's request and formulated our response, which is embodied in the attached documents.

In 2017 the Oregon State Legislature enacted House Bill 3149 (now 2017 ORS 390.308, see Appendix I), directing the State Parks and Recreation Department, in cooperation with other agencies and organizations, to develop an action plan to complete the Oregon Coast Trail. The statute further suggests giving high priority to improvements in the safety of the trail. The Oregon Coast Trail through Yachats includes the segment referred to in the first paragraph. From highway 101 at the Landmark to the intersection of Beach Avenue, pedestrians take their lives into their hands by being forced to walk on the road itself. Much of the remainder of the trail is not at all user-friendly and is quite unsuitable for persons with physical limitations. For the safety and comfort of pedestrians, we need to complete this section and upgrade the remainder of 804 trail.

We recognize the uncertainties as to the future usage pattern of Ocean View Drive. This precludes finalizing all aspects of the exact placement and structure of a trail alongside this road. Nevertheless, we believe that an immediate start

should be made on improving the most critical section of the trail (Phase 1) and on planning for the remainder (Phase 2).

We respectfully submit the attached recommendations for ameliorating the current major deficiencies in the Oregon Coast Trail through Yachats.

Joanne Kittel, Loren Dickinson, Jan Brown, Bob Langley, Wally Orchard
(Yachats Trails Committee)

Recommendations for action on the 804 Trail South in Yachats

Phase 1 is the improvement of the section from highway 101 to Beach Avenue. Foot traffic is obliged to share the road with motor vehicles, owing to the lack of a usable verge. We suggest a pedestrian trail immediately adjacent to the south margin of the road. One possibility is to build a boardwalk immediately adjacent to the road; we envision a boardwalk approximately 5' wide with wider sections to allow viewing and passing. For maximum safety, the road should have a curb on the south margin to protect boardwalk users. An artist's representation of the boardwalk is attached. This design would be both attractive and practical. Disturbance of the steep, fragile river bank would be minimal, and the boardwalk surface would be excellent for walkers, strollers and wheelchairs. Also, we believe that the cost will not prove prohibitive. We recognize that various alternative designs are possible, some of which may be less costly.

Before construction can begin, archaeological site evaluations are required. The committee sought guidance from Dennis Griffith, Director of the State Historical Preservation Office who recommended that the city have an archaeologist make four excavations along the proposed trail segment, one at the Landmark end, followed by ones at 20, 40 and 60 yards. All dirt should be screened through a 1/8" screen. If this trail is on public land, a state archaeology permit will be needed. If significant archaeological materials are found, the boardwalk plan may have to be revised or abandoned. Assuming that our suggestions are approved, we propose that the city hires an archaeological firm to do this work as soon as reasonably possible.

Assuming favorable findings from the survey, a detailed design needs to be created and the construction costs estimated prior to obtaining funding. Construction of the boardwalk is beyond the skill levels of our trails crew members, and should be done by a licensed contractor.

Phase 2 will be to improve the trail, from the Phase 1 boardwalk at Beach Avenue to the State Park at the river mouth, and from the State Park to the Aqua Vista Loop. Currently, at various points the trail is potholed, bumpy, and/or too narrow

for comfort. Even though there may be ample room for pedestrians to walk on the trail, due to the poor condition of the trail they tend to walk on the pavement. This creates a hazard to both pedestrians and vehicles. We envision a trail suitable for users with a wide range of physical abilities. Based on consultation with State Park officials at a conference last fall, we propose that any resurfacing of the trail in that section should have a 4-inch base of $\frac{3}{4}$ to $1\frac{1}{2}$ " rock over geotextile fabric. This base layer should be covered by 3 inches of $\frac{3}{8}$ " minus rock, packed down by a vibrating roller. Granite stone is preferred. This type of surface is excellent for wheelchair users.

(Putting down new paving would be prohibitive because of the need to conduct archaeological site evaluations every 20 meters.)

We believe that completion of these two phases will provide a trail that adds immensely to both the safety of the trail users and their enjoyment of the trail while, at the same time, encouraging people to spend time observing this particularly beautiful section of the river estuary.

Implementation. There are a number of potential sources of funding; some are listed in Appendix II. If we are called upon, the Yachats Trails Committee will provide reasonable assistance, including labor and research like that we have already done, at all stages of the project.

Yachats Trails Committee, May 16, 2018

Oregon Coast Trail

(1) The State Parks and Recreation Department shall, in cooperation with the Department of Transportation, other interested state agencies, local governments, nonprofit organizations and other stakeholders, develop an action plan to complete the Oregon Coast Trail. The plan shall identify and address:

(a) A preferred option for the development, maintenance and operation of each new trail segment intended to address a gap in the trail system, including the costs associated with the development, maintenance and operation, that:

(A) Takes into account the existing uses of the land where trail segments are to be constructed, including public highway right-of-way, private or public ownership and active rail use;

(B) Ensures that the designation of trail segments will not conflict with surrounding private property rights, including rights of way and easements; **and**

(C) Takes into account the concerns of the public and other interested parties;

(b) Prioritization of new trail segment construction based on resulting improved safety, immediacy of implementation, potential project sponsors and sources of funding;

(c) Potential sources of funding for implementation of the plan, including but not limited to federal, state and private sources; **and**

(d) Options for designation of final state agency or other responsible entities for the development, maintenance and operation of the trail and trail facilities as identified in the plan.

(2) The State Parks and Recreation Department may coordinate with nonprofit organizations to raise funds and to develop, maintain and operate the trail and trail facilities as necessary to implement the plan.

(3) The State Parks and Recreation Department shall submit an annual report to the Legislative Assembly on the progress made toward developing and implementing the plan required by this section. [2017 c.674 §1]

Note: **390.308 (Oregon Coast Trail)** was enacted into law by the Legislative Assembly but was not added to or made a part of ORS chapter 390 or any series therein by legislative action. See Preface to Oregon Revised Statutes for further explanation.

Appendix II: Possible sources of funding

Visitors Amenities Fund (Yachats)

Trails Committee budget for 2017-18

About \$13,000 remains to be spent, most of which could be immediately directed toward archaeological site evaluations.

804 Mitigation Fund

This is administered by Wayne Belmont, Lincoln County Council (wbelmont@co.lincoln.or.us) The Trails Committee has contacted Wayne Belmont and Janet Harrison, his administrative assistant, as to how much remains in this fund, and for what these restricted funds can be used for. Janet stated she will research this and get that information to us.

Travel Oregon Grants (Annual) (<http://industry.traveloregon.com/industry-resources/matching-grants-program/>)

Small Competitive Grants Program; opens July 30, 2018, closes August 29. Award announcement on October 17, 2018. Up to \$20,000 ask.

Medium Competitive Grants Program; closes June 6, 2018. \$20,000 to \$100,000 ask.

Large Competitive Grants Program; 50% match required. Greater than \$100,000 ask. This program is opened only under the direction of the Oregon Tourism Commission.

OPRD Recreational Trails Grant Program (Annual)

(<http://www.oregon.gov/OPRD/GRANTS/pages/trails.aspx>)

A minimum 20% match is required, which can be in cash, labor and/or materials.



Boardwalk from Landmark to Beach Avenue (Copyright L. Dickinson)