

RESOLUTION NO. 2025-13

**A RESOLUTION APPROVING SALMONBERRY TRAIL PREFERRED ALIGNMENT
IN ROCKAWAY BEACH**

WHEREAS, the City of Rockaway Beach is currently working with partner organizations and the Oregon Department of Transportation (ODOT) to further previous efforts to develop a 30% design for the proposed Rockaway Beach segment of the Salmonberry Trail pathway; and

WHEREAS, in March of 2024, ODOT, along with City staff, selected Alta Planning + Design, Inc. (“Alta”) to lead this effort; and

WHEREAS, on February 24, 2025, Alta’s public engagement campaign and technical analysis culminated in the trail alignment recommendations detailed in Exhibit A, Task 4.1 Alternatives Analysis Technical Memo # 2, and Exhibit B, Salmonberry Trail, Rockaway Beach Segment Engagement Summary; and

WHEREAS, remaining work to finalize the 30% design for the Rockaway Beach segment of the Salmonberry Trail pathway necessitates that efforts are focused on a narrowed, defined, and approved project area.

**NOW, THEREFORE, THE CITY OF ROCKAWAY BEACH RESOLVES AS
FOLLOWS:**

- Section 1.** The City of Rockaway Beach City Council hereby approves the preferred alignment for the Salmonberry Trail Rockaway Beach segment, as specified in attached Exhibit A.

- Section 2.** This Resolution shall be effective immediately upon adoption.

- Section 3.** The City Council generally approves of the preferred alignment detailed in Exhibit A; however, the City Council hereby directs staff to explore an alternative to the split path design around the caboose adjacent to South First Street.

**APPROVED AND ADOPTED BY THE CITY COUNCIL THE 12th DAY OF
MARCH 2025.**

APPROVED



Charles McNeilly, Mayor

ATTEST



Melissa Thompson, City Recorder

MEMORANDUM

To: Luke Shepard and Mary Johnson, City of Rockaway Beach, and Caroline Crisp, ODOT Region 2

From: Mike Rose and Sam Alig, Alta Planning + Design

Date: February 24, 2025

Re: Task 4.1 Alternatives Analysis Technical Memo #2

Introduction

There are two alternative alignments that were considered after conducting an analysis of the existing conditions and from feedback garnered through public engagement activities. It is also important that the proposed alignment be within the Port of Tillamook Bay ROW or on public property. The first is the east side of the Oregon Scenic Railroad tracks and the second is the west side of the tracks. Different areas along the proposed alignments pose unique challenges and opportunities and will ultimately help determine which side of the tracks is preferred for the Salmonberry Trail in Rockaway Beach. It does not have to be exclusively on one side or the other, but keeping track crossings to a minimum is a goal for safety. Trail alignment drawings and sections can be found in the Appendix of this memo to help illustrate the preferred alignment.

Alternatives Analysis

West Side vs East Side

The west side of the tracks has been expressed as the preferred alignment by the Salmonberry Trail Foundation, largely because it creates a buffer (the tracks) between pedestrians and cyclists and Highway 101 and minimizes conflicts between automobiles turning on and off Highway 101. There is also a grade change between the tracks and Highway 101 along much of the study location, which would require complex engineering and possibly expensive solutions to reach ADA standards.

The main argument against having the path on the west side of the tracks, particularly in the southern portion, is the perception that the trail is in the backyards of residents of Rockaway Beach. The Port of Tillamook Bay owns land 30' on each side of the tracks and construction can legally take place. However, some residents currently use this space as their own. This perceived taking of land from residents may trigger a public backlash of that alignment. Constructing the path on the west side of tracks could cause political difficulties for the city and could delay construction.

Alternatively, construction on the east side of the tracks could avoid public disapproval and help expedite the construction of the trail. In some locations, the path would have to be constructed between the railroad and highway which some may see as less scenic and less safe as you would lose the buffer of the tracks in between trail users and highway 101. Designs that account for sight distance, warning signs and overall best practices for safer trails could help to mitigate risk and improve safety. It also may make sense to have the trail on one side of the tracks or the other in various locations because of the existing conditions or access to specific amenities.

On February 19, 2025 ODOT, Alta and the City held an additional open house, both virtually and in person. This event was specifically intended to reach the residents adjacent to the proposed trail South of South 3rd street. At this meeting we outlined the scope of the project, the work to date, what is next, and opened discussion about a west vs east alignment of the trail South of South 3rd Street. We had 48 attendees at both the virtual meeting and in person meeting combined. The general consensus at both meetings was that the westside provides a safer and better trail experience.

Washington St to S 3rd Ave

(See C101-C105 in Appendix)

This section of the trail has residential homes on the west side of Highway 101 and the railroad and has a long section east of the highway that is forested. The main argument, like outlined above, for having the trail on the west side would be that it is perceived as being safer to have the path buffered from highway 101 with the rail line. In this location this would require building the trail within about 12 feet of people's backyards. Alternatively having the trail on the east side would avoid this conflict. It would also make accessing the Rockaway Big Tree Trailhead much easier. Having access to this trailhead has been expressed by members of the public as being important and the Big Tree Trailhead is a draw to visitors of Rockaway Beach. After the open house on February 19, 2025 it was clear that the residents prefer the west side alignment for the additional safety of the buffer from Highway 101. For these reasons having the trail alignment on the west side of the tracks between Washington St and S 3rd Ave is preferred.

S 3rd Ave to S 1st Ave

(See C105-C106 in Appendix)

The conditions of both sides of the trail change considerably between S 3rd Ave to the S 1st Ave (see Section C). Instead of residential homes running near the west side of the tracks, Miller Street begins and accommodates local business. Routing the path on the west side would not require construction on land that may be perceived as private. However, there is informal parking in places along Miller St for local businesses that may be impacted.

On the east side we have an expanded shoulder between Highway 101 between S 3rd and S 2nd and public parking between S 2nd Ave and S 1st Ave (see C105), of which the city and members of the public have expressed a strong desire to keep. If the path is to be located along Miller St it may be possible to use the expanded shoulder between S 1st and S 2nd Ave for additional formal parking spaces (See C105) increasing the number of parking spots in and near Downtown Rockaway Beach. This would help mitigate the loss of informal parking that may be required to construct the path on the west side along Miller and help please local business owners and visitors alike. With any option parking will need to be altered but having the alignment on the west side would open the possibility to create even more parking. For these reasons, the preferred alignment is on the west side of the tracks.

1st Ave to N 3rd Ave

(See C106-C107 in Appendix)

After S 1st Ave the path reaches the Wayside and the Chamber of Commerce building, a retrofitted railroad caboos. On the east side of the tracks there is parking similar to the block between S 2nd Ave and S 1st Ave (see C106). On the

west side there is the Caboose and then the wayside which serves as a public gathering space for events, parking, and a central, prominent beach access point. As mentioned, removing parking on the east side of the tracks is not ideal, especially in the heart of downtown. It has been suggested that the Caboose could be moved further into the wayside, but this is not supported by the City of Rockaway Beach. It was also suggested to relocate the caboose to another location, but this approach is not supported by the Chamber of Commerce.

Altering the wayside to accommodate a path or relocating the caboose would require gaining access from Oregon Parks and Recreation, who own the land and lease the space to the City of Rockaway Beach. Relocating the caboose to another location within the railroad right of way would require permission from the Port of Tillamook Bay and would require moving utilities, greatly increasing overall project costs. Alternatively, the path could be split into two sections (see C106 and Section D). One section would be between the caboose and the railroad, which could be used by pedestrians and cyclists and could help increase access for riders of the scenic railroad. Another section could go along the west side of the caboose while maintaining existing parking. This west segment will require Oregon Parks and Recreation approval.

The split path is the preferred alignment in this section as it less costly to construct and could improve access to the scenic railroad and the Wayside. It also maintains existing parking and does not require moving the caboose. The downtown Rockaway Beach location of the trail could be a good area to add a trailhead with wayfinding signage and overall Salmonberry Trail information, something expressed from the public as being desirable, although an exact location has yet to be determined. At the northern end of the wayside is a creek which would require construction of a bridge. This would need to happen on the west side of the railroad which would connect the path to Miller St, which begins again at this location on the west side of the railroad and with informal parking on east side.

N 3rd Ave to NE 19th Ave

(See C107-C113 in Appendix)

From N 3rd Ave to NE 19th Ave, the conditions do not change dramatically. Miller St is on the west side of the railroad and highway 101 on the east side. For many of the reasons already outlined above, having the path on the west side of the railroad is the most viable option. It is also the easiest to construct and most cost-effective option.

NE 19th to NE 23rd Ave

(See C113-C114 in Appendix)

The west side of the railroad in this location is a mix of informal roads connecting to residences and vegetation offset from residences (see Section J). The east side of the railroad in the location looks very similar to the last section. Routing the trail to the east side would avoid any conflict with residents, but would require the trail to cross the railroad, which has safety implications. It would also mean losing the railroad as a buffer and putting pedestrians and cyclists closer to the highway. The homes in this section are sparser and appear to be further back from the railroad than in the Washington to S 3rd Ave section and may not require any perceived impact on private residences. The informal roads may also be improved if a trail was to be combined with them and paved, improving access for residents. For these reasons, the preferred alignment would be to have trail stay on the west side.

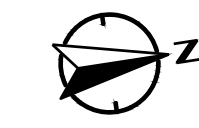
NE 23rd Ave to Beach St

(See C113-C117 in Appendix)

After 23rd Ave, the west side of the railroad is mostly vegetation and sand all the way to the Pacific Ocean, the highway on the east through this section is farther from the tracks than other areas. It could be feasible to build the trail on the east side, however it would require crossing the railroad tracks which may be best to avoid. Shortly after 23rd Ave there is a train bridge that crosses Crescent Creek (see Section K) where a pedestrian bridge would have to be built/retrofitted to the existing trestle bridge. The ground is mostly sand in this location and would require infill to make it structurally sound (see Section L). There is interest further down from the bridge to create access to Lake Blvd which would provide access to the trail for Neah-Kah-Nie High School on the east side of Highway 101 (see C115). The far end of the trail is near Manhattan Beach Recreation Site, an important access point that could be developed into a trailhead (see C117 and Section M). The west side alignment is preferred, however, the costs associated with stabilizing the soil to accommodate the trail may be high. If so, an eastside option may be considered. The next phase of design work will include survey and geotechnical investigation that will provide more information to make the decision.

Appendix

See drawings and sections below.



MATCH LINE - STA 14+88 - SEE C102



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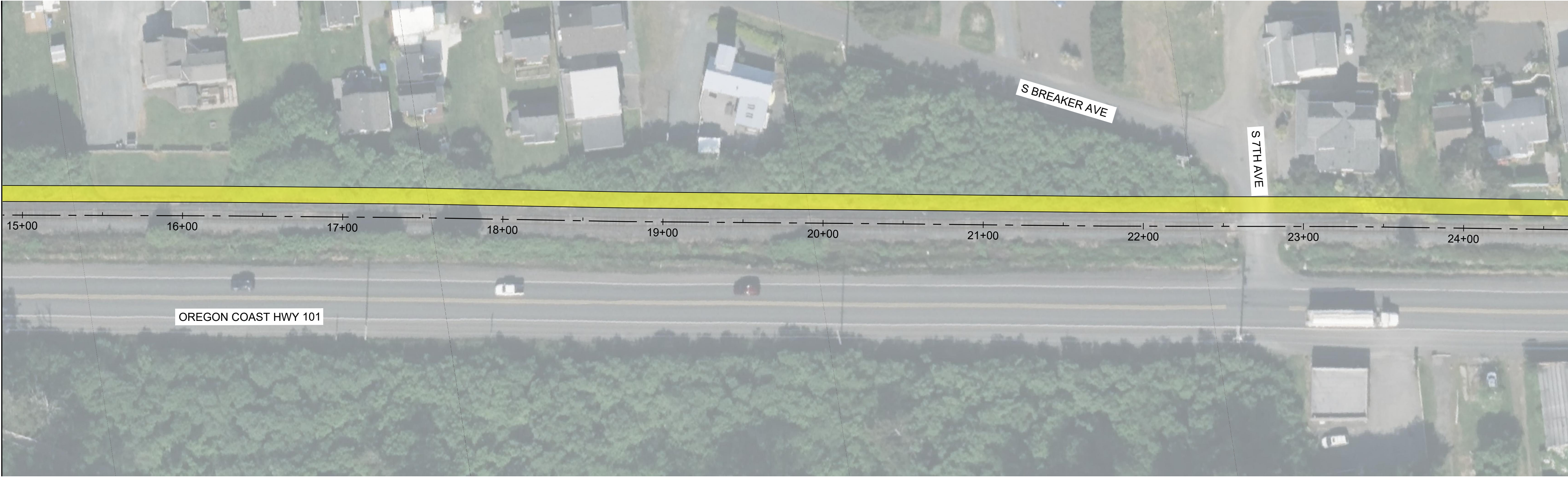
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**ROCKAWAY BEACH
 SALMONBERRY PATHWAY
 PLAN & PROFILE**

SHEET NO.
C101
 SHEET 01 OF 19



MATCH LINE - STA 14+88 - SEE C101

MATCH LINE - STA 24+65 - SEE SHEET C103



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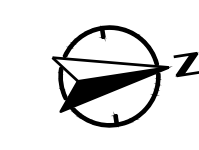
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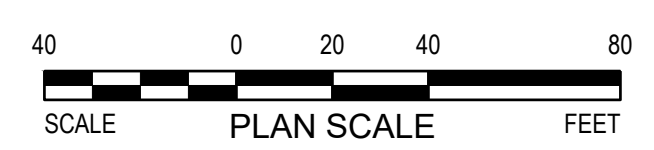
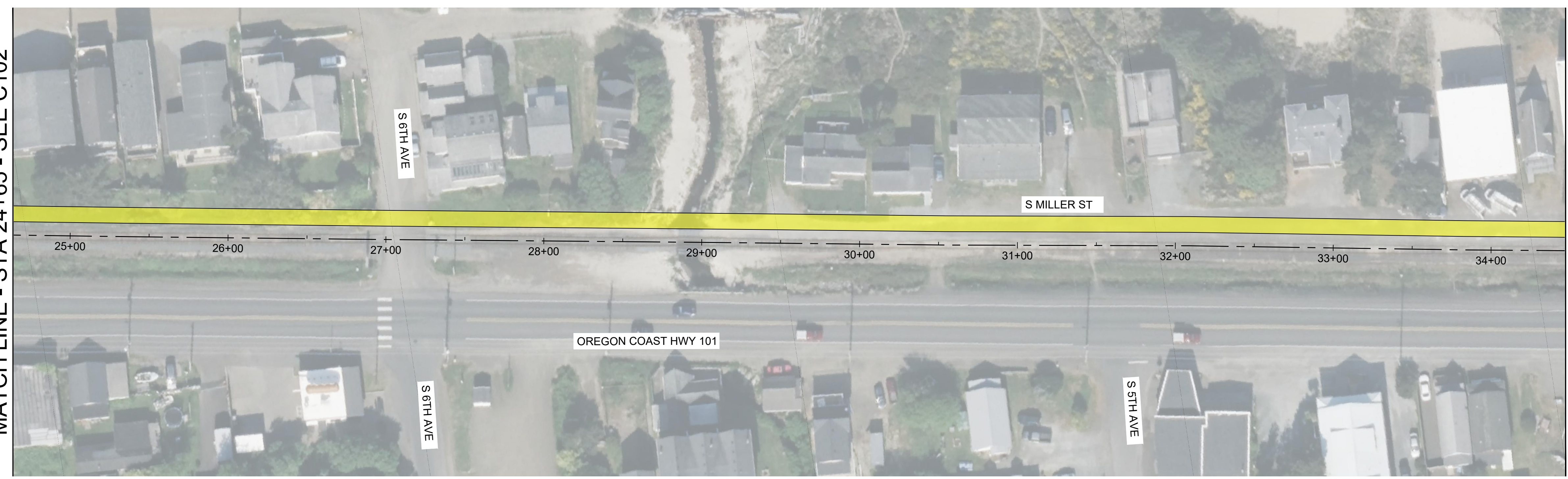
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**ROCKAWAY BEACH
 SALMONBERRY PATHWAY
 PLAN & PROFILE**

SHEET NO.
C102
 SHEET 02 OF 19



MATCH LINE - STA 24+65 - SEE C102

MATCH LINE - STA 34+44 - SEE C104



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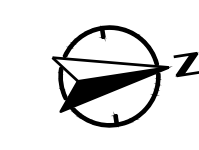
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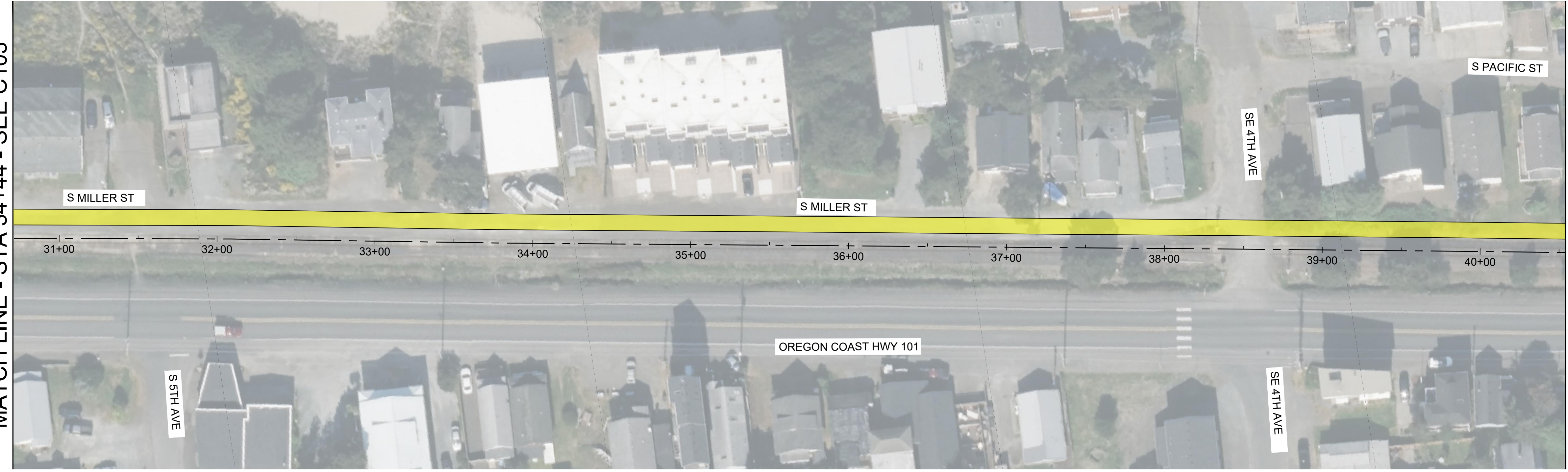


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 SALMONBERRY PATHWAY
 PLAN & PROFILE**

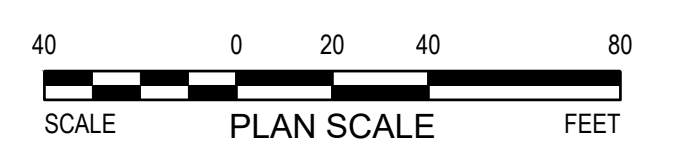
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C103
 SHEET 03 OF 19



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MATCH LINE - STA 44+23 - SEE C105



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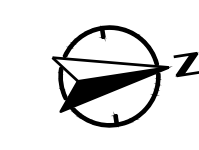
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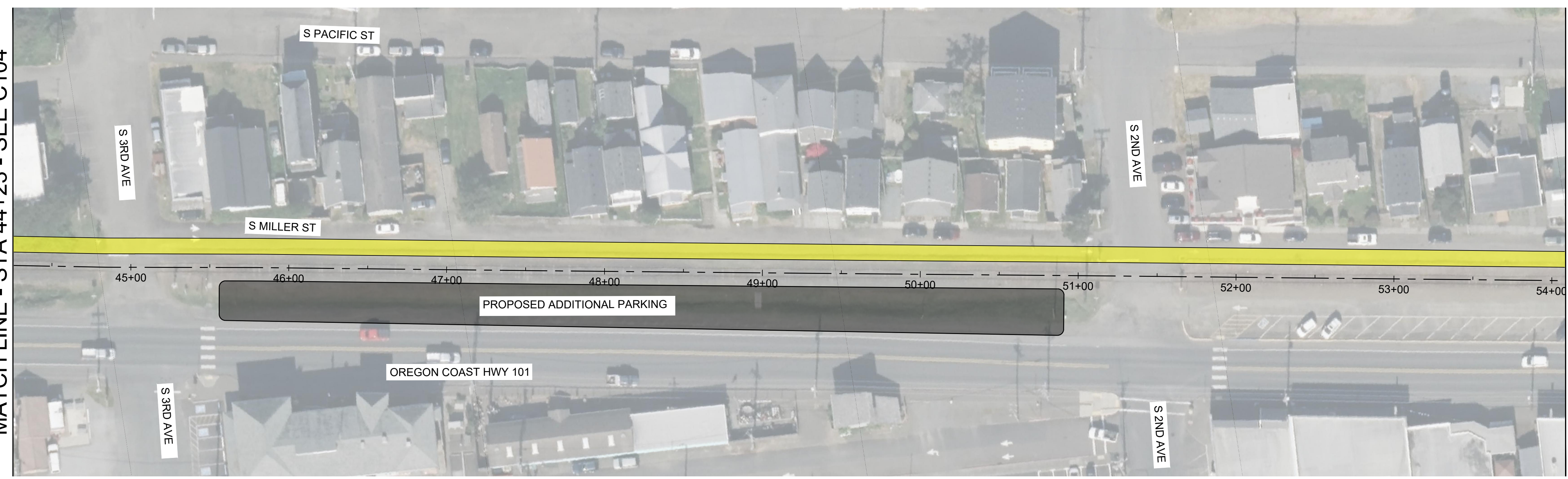
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**ROCKAWAY BEACH
 SALMONBERRY PATHWAY
 PLAN & PROFILE**

SHEET NO.
C104
 SHEET 04 OF 19



MATCH LINE - STA 44+23 - SEE C104

MATCH LINE - STA 54+01 - SEE C106



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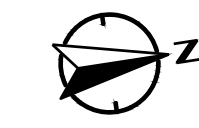
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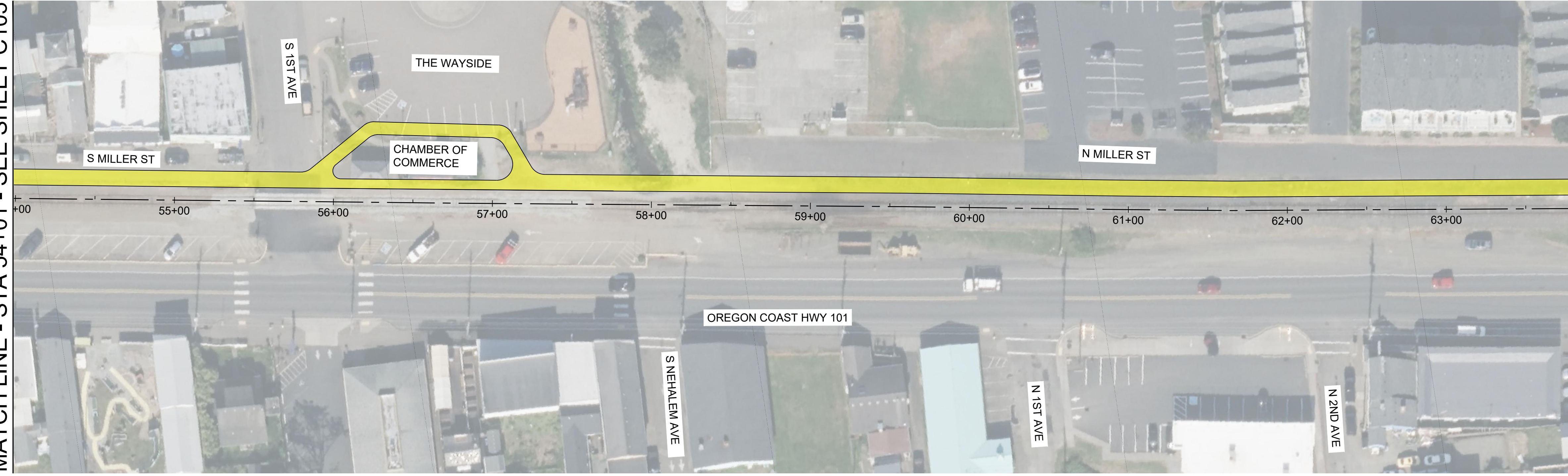
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 SALMONBERRY PATHWAY
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SHEET NO.
C105
 SHEET 05 OF 19



MATCH LINE - STA 54+01 - SEE SHEET C105

MATCH LINE - STA 63+79 - SEE C107



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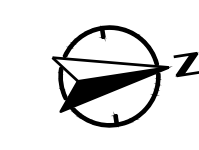
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**ROCKAWAY BEACH
SALMONBERRY PATHWAY
PLAN & PROFILE**

SHEET NO.
C106
SHEET 06 OF 19



MATCH LINE - STA 63+79- SEE C106

MATCH LINE - STA 73+58 - SEE C108



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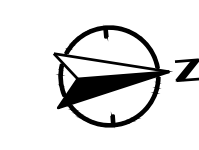
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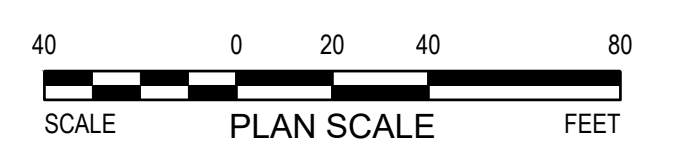
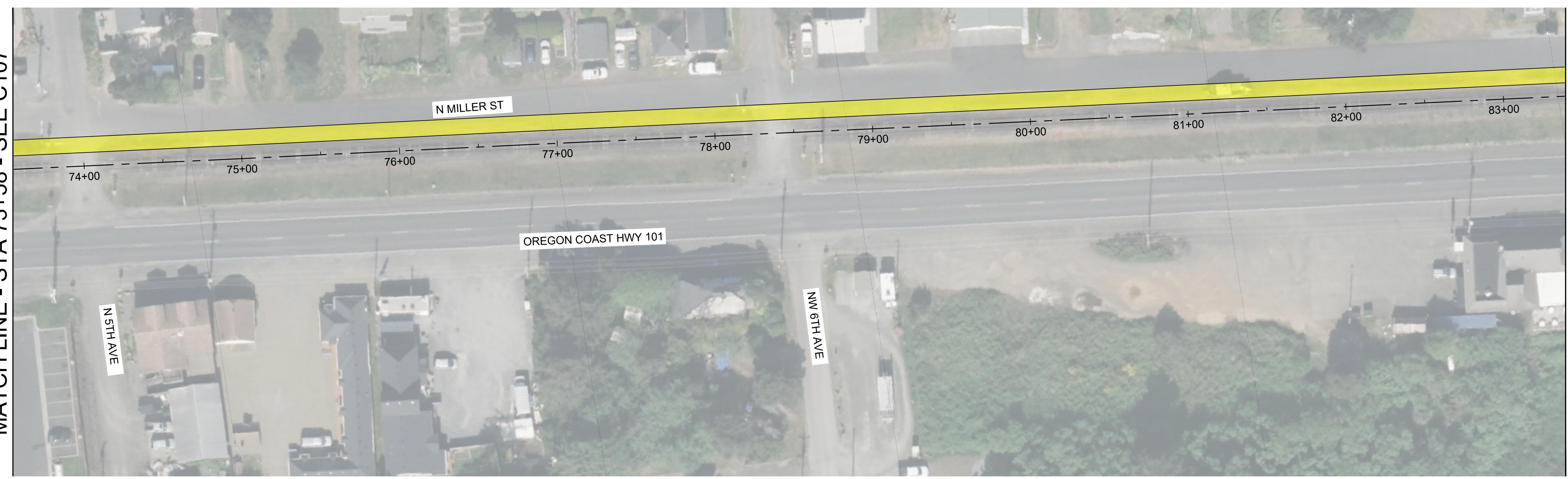
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SALMONBERRY PATHWAY
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SHEET NO.
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SHEET 07 OF 19



MATCH LINE - STA 73+58 - SEE C107

MATCH LINE - STA 83+38 - SEE C109



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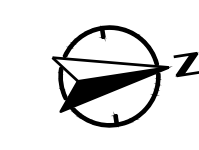
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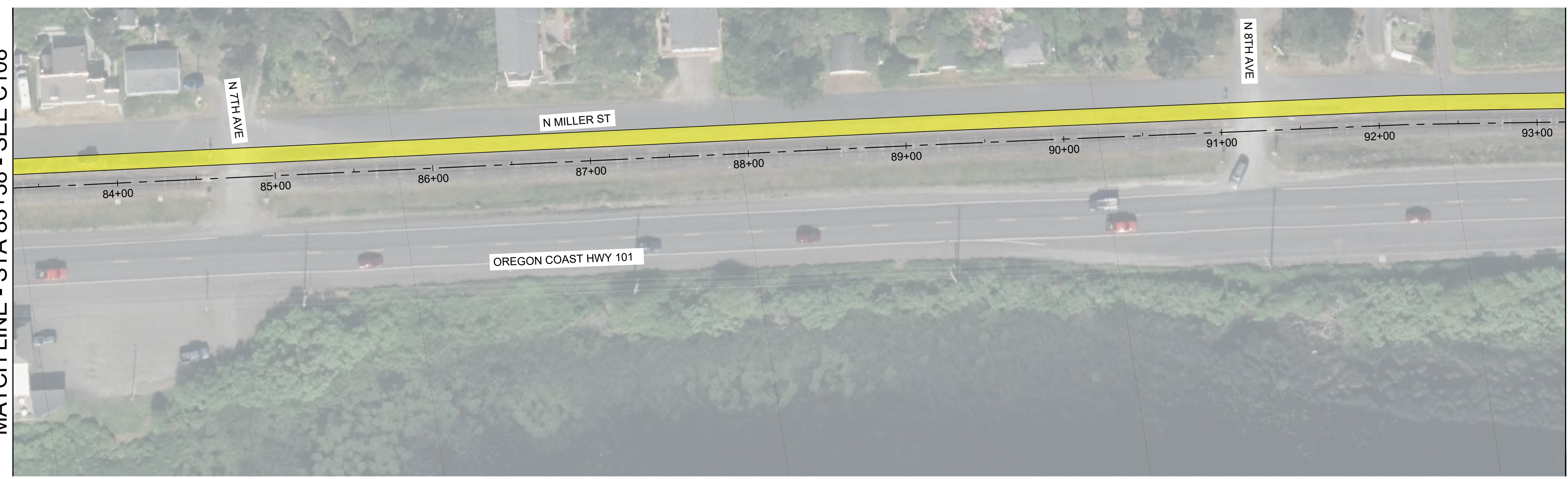
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**ROCKAWAY BEACH
SALMONBERRY PATHWAY
PLAN & PROFILE**

SHEET NO.
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SHEET 08 OF 19

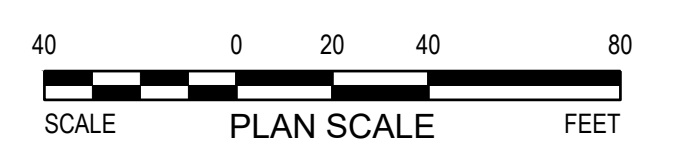


MATCH LINE - STA 83+38 - SEE C108

MATCH LINE - STA 93+16- SEE C110



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 SALMONBERRY PATHWAY
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C109

SHEET 09 OF 19

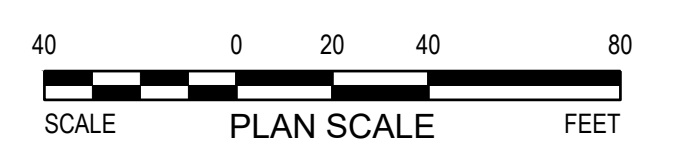


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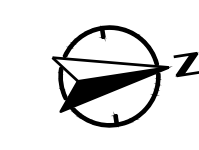
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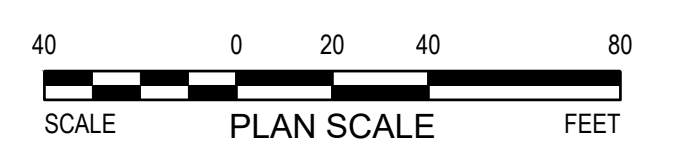
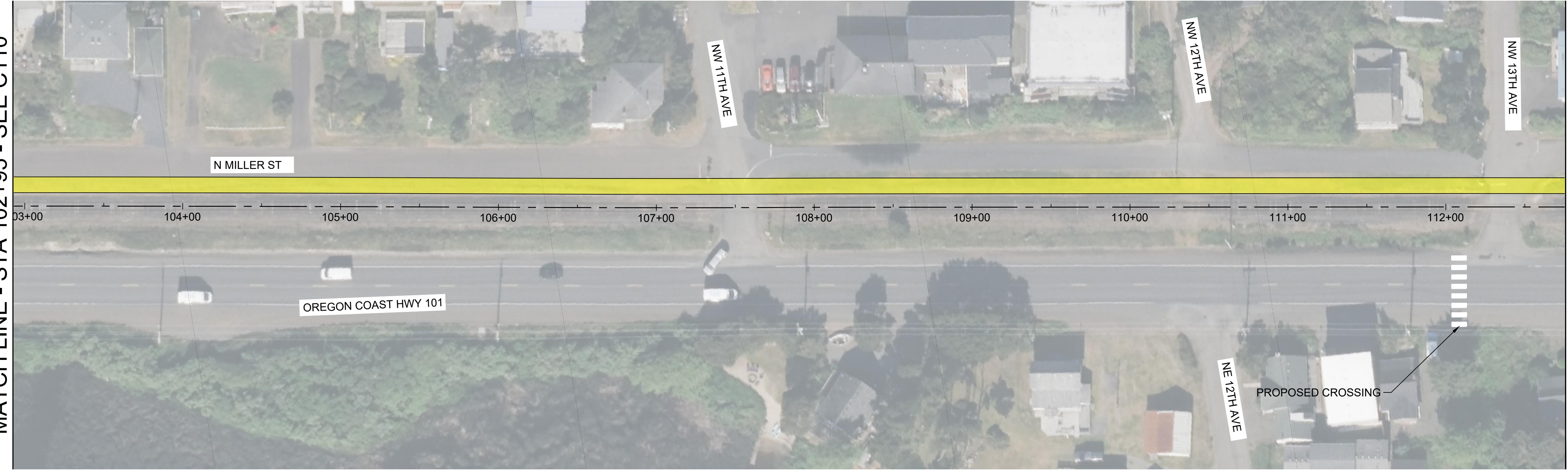
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 SALMONBERRY PATHWAY
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SHEET NO.
C110
 SHEET 10 OF 19



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MATCH LINE - STA 112+72 - SEE C112



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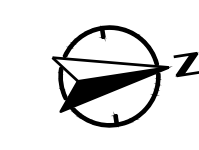
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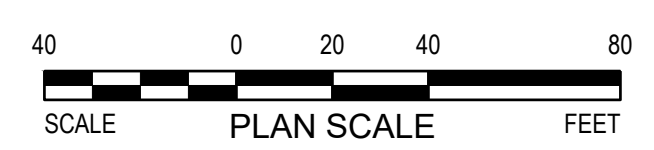
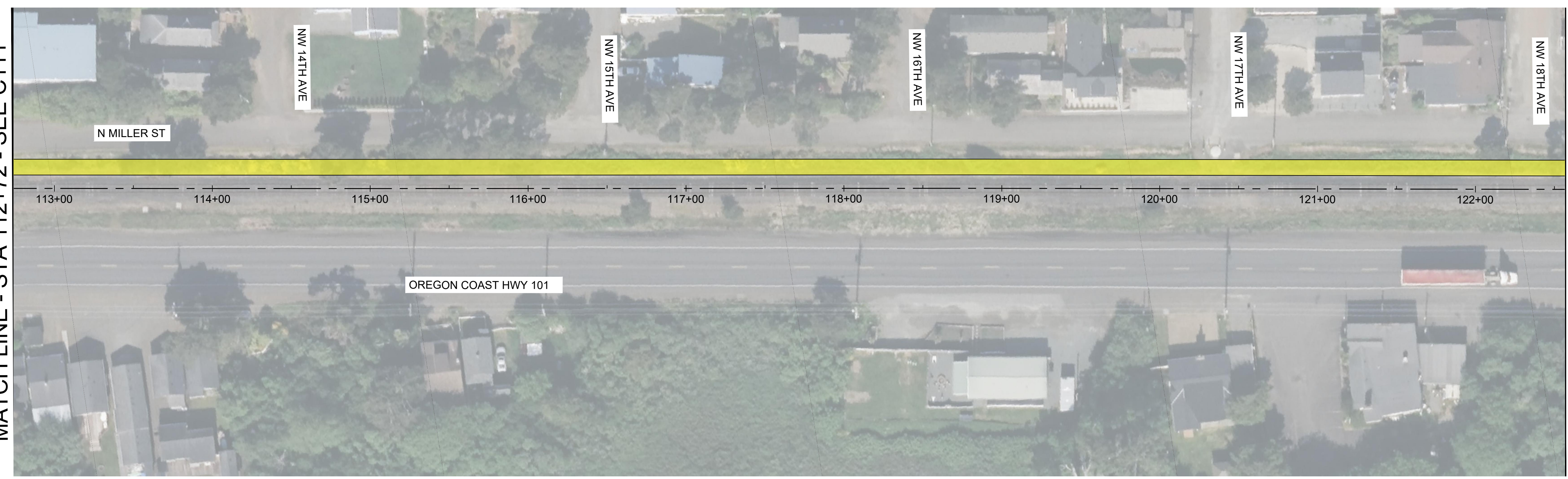
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SALMONBERRY PATHWAY
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SHEET NO.
C111
SHEET 11 OF 19



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MATCH LINE - STA 122+51 - SEE C113



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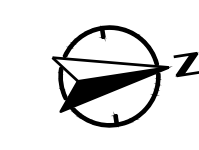
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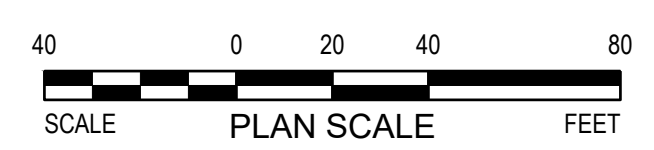
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 STA 112+72 TO STA 122+51
**ROCKAWAY BEACH
 SALMONBERRY PATHWAY
 PLAN & PROFILE**

SHEET NO.
C112
 SHEET 12 OF 19



MATCH LINE - STA 122+51 - SEE C112

MATCH LINE - STA 132+27 - SEE C114



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 REVIEWED BY: AE
 DATE: 2.24.2025
 SCALE: AS SHOWN

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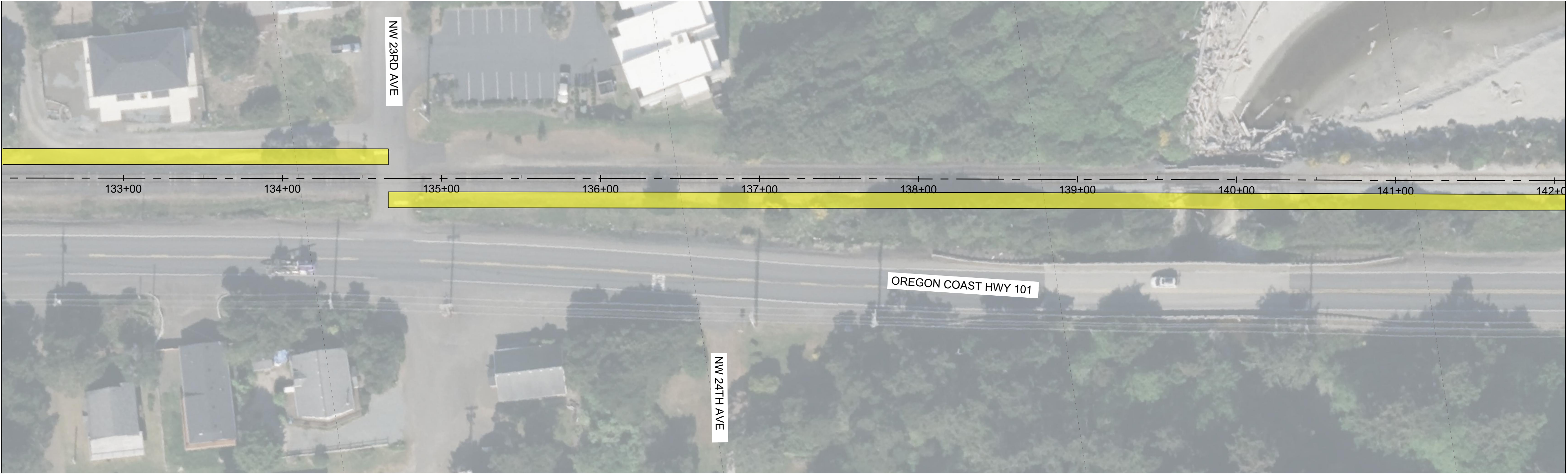
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 STA 122+51 TO STA 132+27
**ROCKAWAY BEACH
 SALMONBERRY PATHWAY
 PLAN & PROFILE**

SHEET NO.
C113
 SHEET 13 OF 19



MATCH LINE - STA 132+27 - SEE C113

MATCH LINE - STA 142+05 - SEE C115



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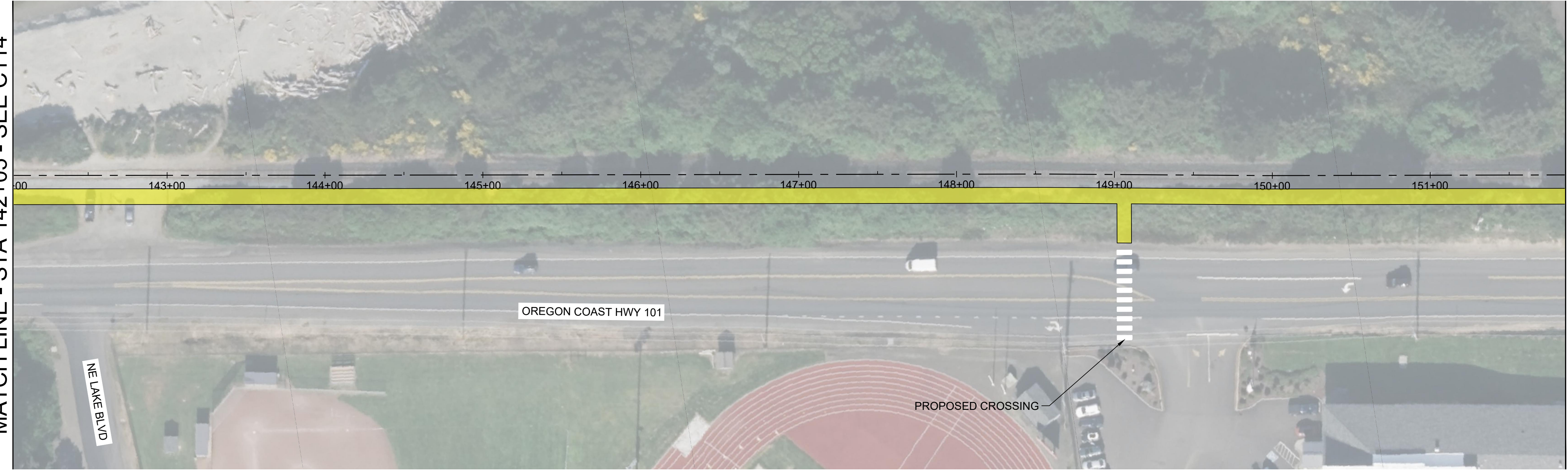
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**ROCKAWAY BEACH
 SALMONBERRY PATHWAY
 PLAN & PROFILE**

SHEET NO.
C114
 SHEET 14 OF 19



MATCH LINE - STA 142+05 - SEE C114

MATCH LINE - STA 151+84- SEE C116



OREGON COAST HWY 101

PROPOSED CROSSING

NE LAKE BLVD



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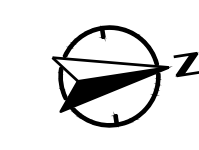
SHEET TITLE

STA 142+05 TO STA 151+84
**ROCKAWAY BEACH
SALMONBERRY PATHWAY
PLAN & PROFILE**

SHEET NO.

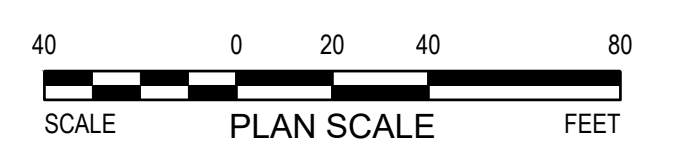
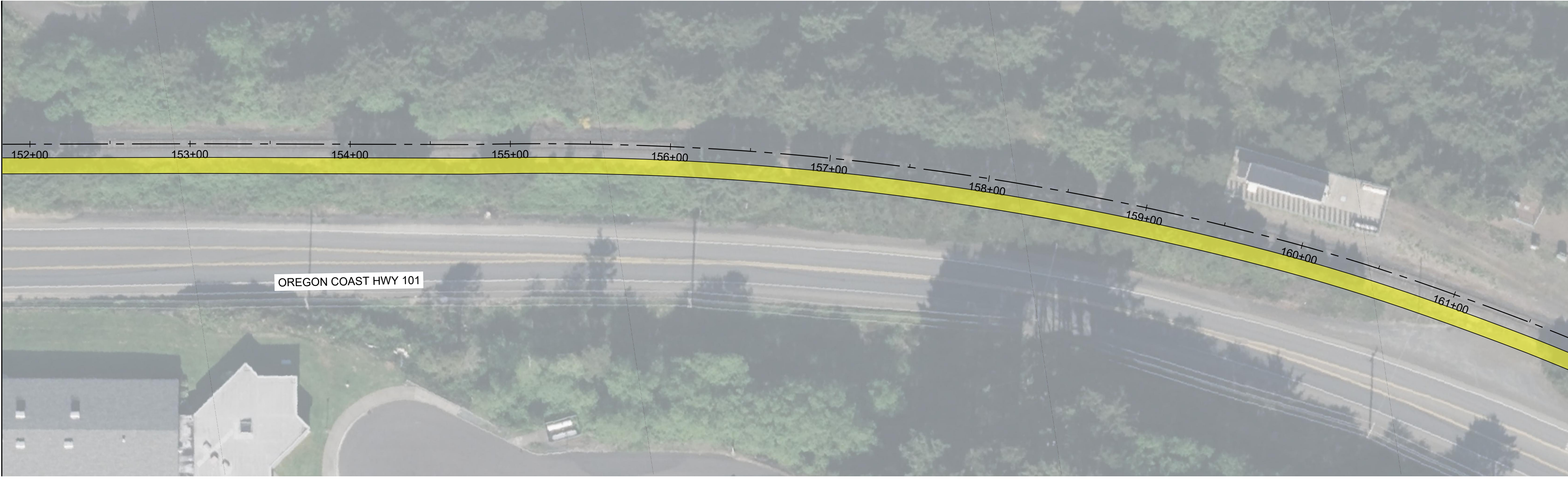
C115

SHEET 15 OF 19



MATCH LINE - STA 151+84 - SEE C115

MATCH LINE - STA 161+78 - SEE C117



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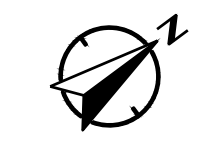
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SHEET TITLE
 STA 151+84 TO STA 161+78
**ROCKAWAY BEACH
 SALMONBERRY PATHWAY
 PLAN & PROFILE**

SHEET NO.
C116
 SHEET 15 OF 19



MATCH LINE - STA 161+78 - SEE C116



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DRAWN BY: JPB
REVIEWED BY: AE
DATE: 2.24.2025
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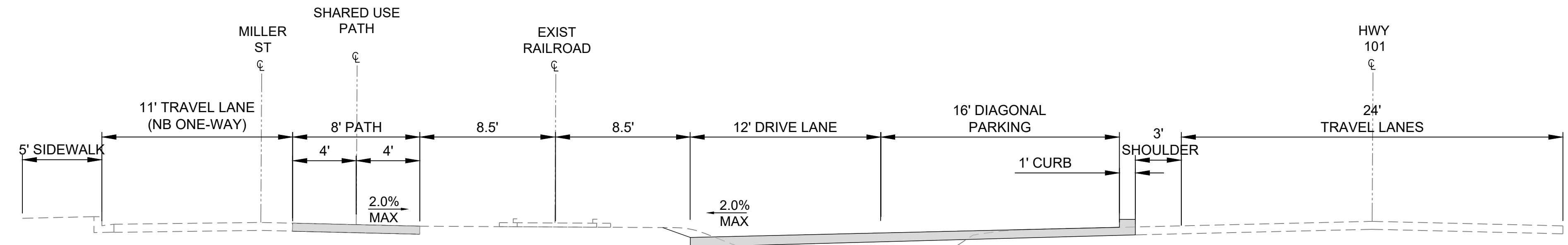
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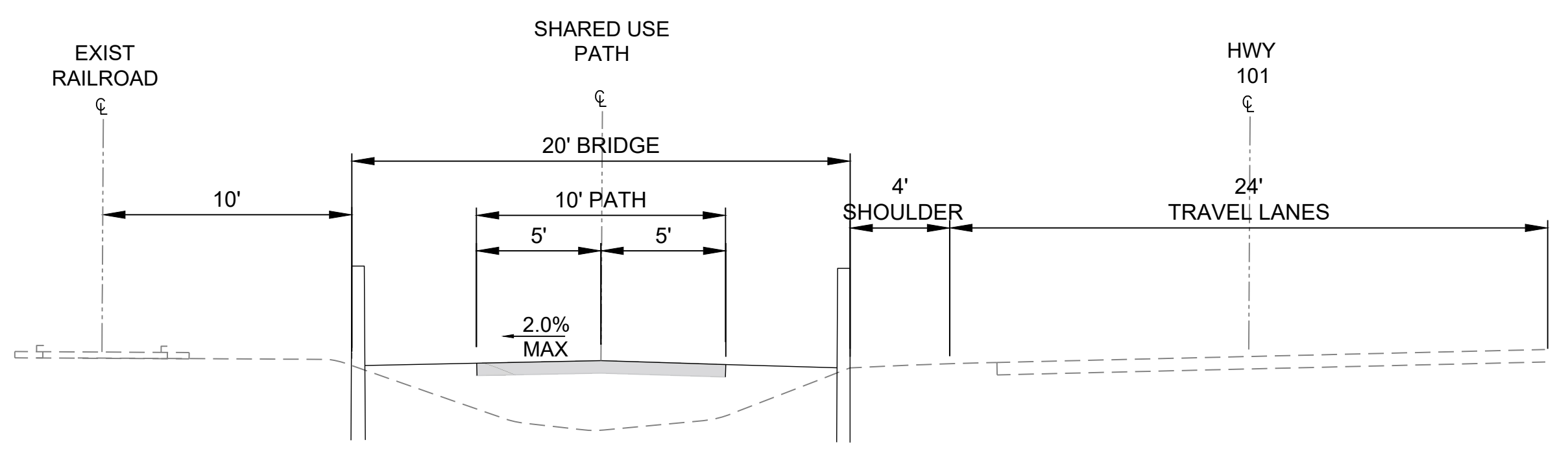
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STA 161+78 TO STA 164+62
ROCKAWAY BEACH
SALMONBERRY PATHWAY
PLAN & PROFILE

SHEET NO.
C117
SHEET 16 OF 19

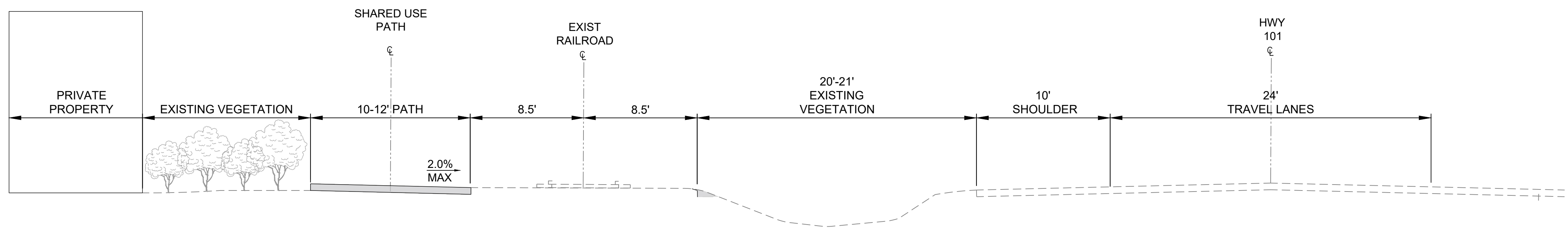
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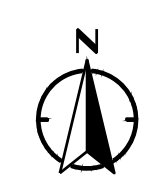
C. S 3RD AVE to S 1ST AVE
 STA. 45+00.00 TO 55+50.00



B. S MILLER ST BRIDGE
 STA. 28+70.00 TO 29+10.00



A. WASHINGTON ST to S 3RD AVE
 STA. 10+00.00 TO 45+00.00



PROJECT NO:	MARK	DESCRIPTION	ISSUE	DATE	INITIAL
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DRAWN BY: JPB					
REVIEWED BY: AE					
DATE: 2.24.2025					
SCALE: AS SHOWN					

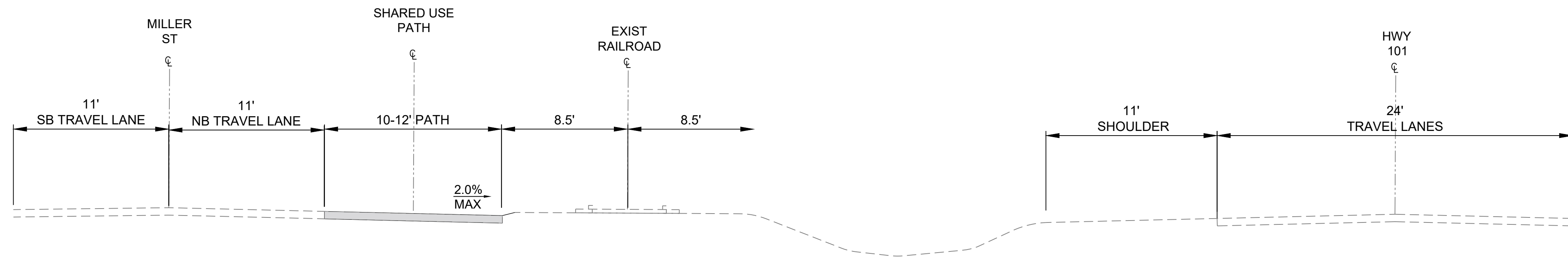
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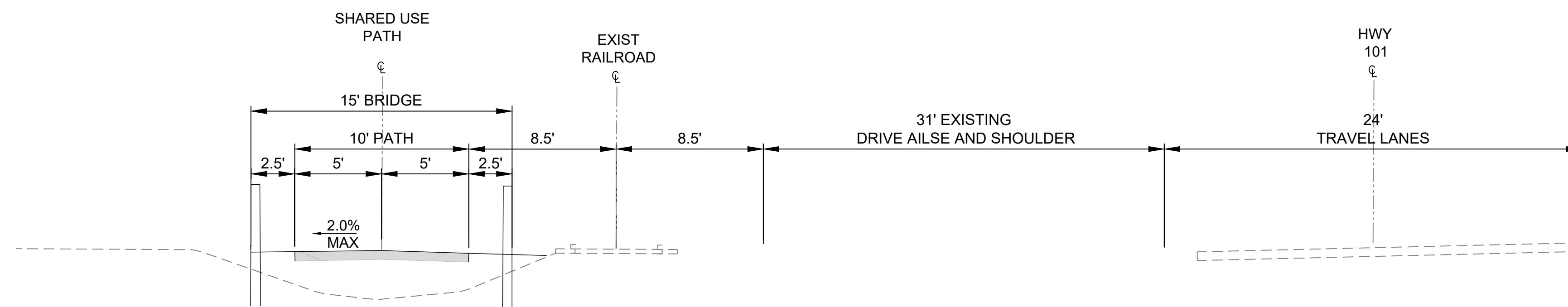
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**ROCKAWAY BEACH
 SALMONBERRY PATHWAY
 TYPICAL SECTIONS**

SHEET NO.
CD201
 SHEET 17 OF 19

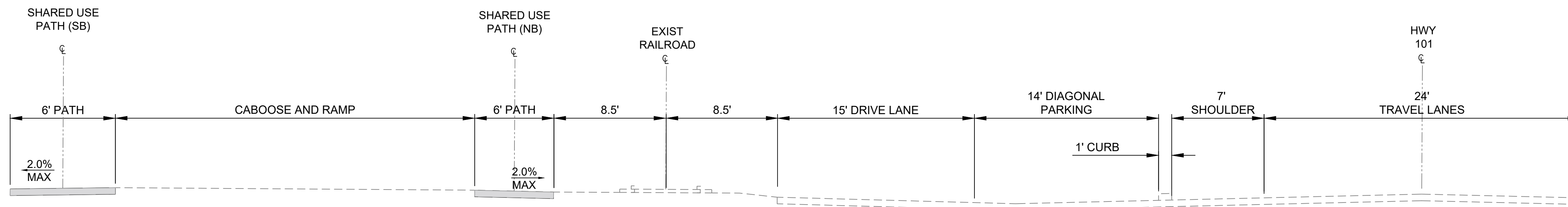
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F. N 1ST AVE to N 5TH AVE
STA. 58+10.00 TO 74+00.00



**E. CABOOSE STATION TO
N MILLER ST BRIDGE**
STA. 57+80.00 TO 58+10.00



D. CABOOSE STATION
STA. 55+50.00 to 57+80.00



PROJECT NO:	MARK	DESCRIPTION	ISSUE	DATE	INITIAL
DESIGNED BY: JPB					
DRAWN BY: JPB					
REVIEWED BY: AE					
DATE: 2.24.2025					
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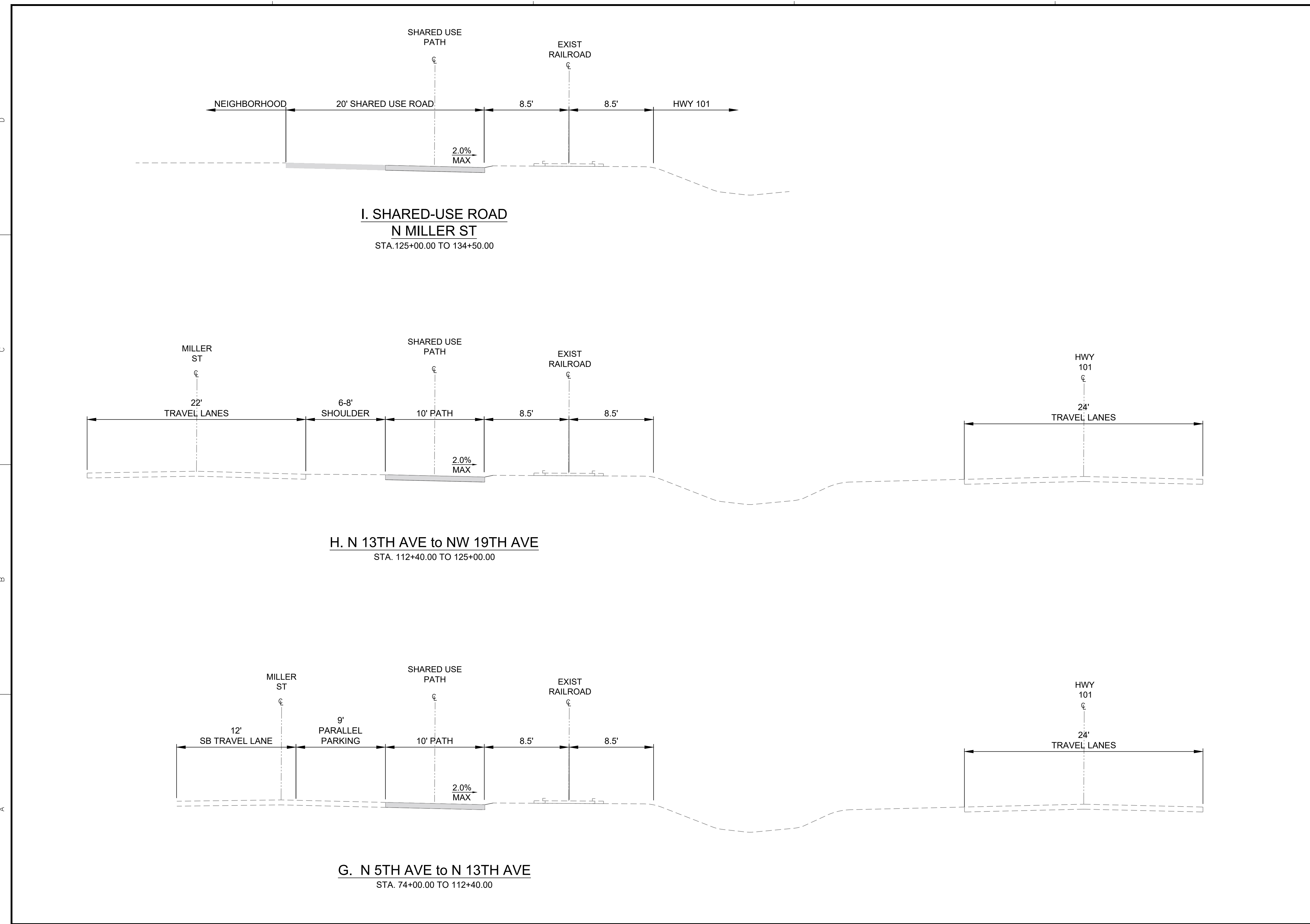


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SHEET TITLE
**ROCKAWAY BEACH
SALMONBERRY PATHWAY
TYPICAL SECTIONS**

SHEET NO.
CD202
SHEET 18 OF 19

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PROJECT NO:	MARK	DESCRIPTION	ISSUE	DATE	INITIAL
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DRAWN BY: MWS					
REVIEWED BY: AE					
DATE: 2.24.2025					
SCALE: AS SHOWN					

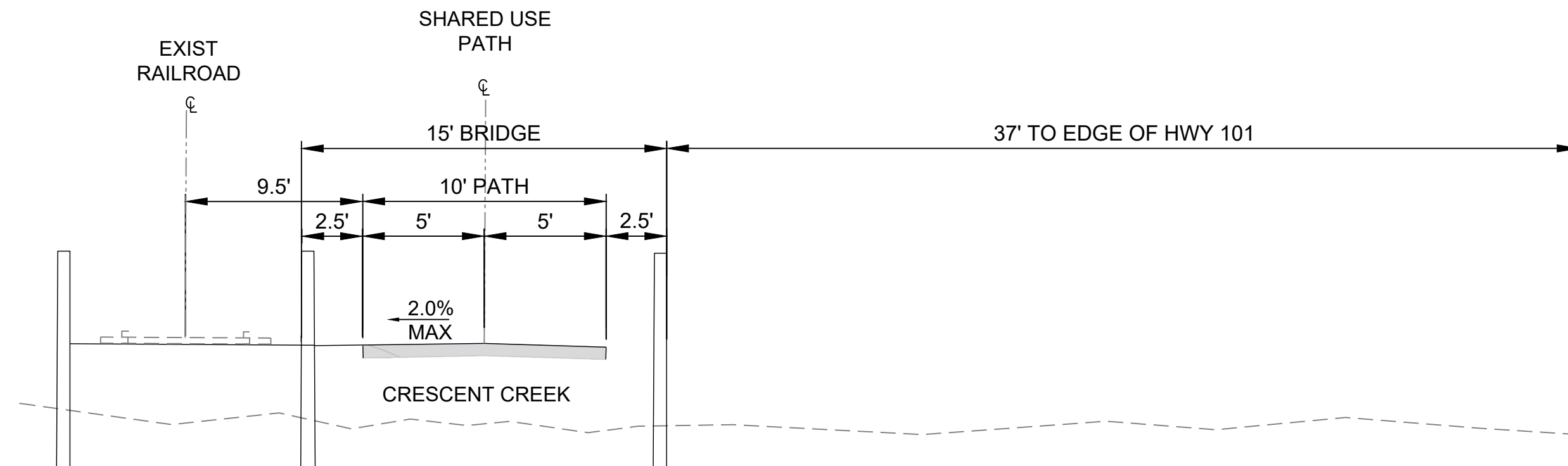
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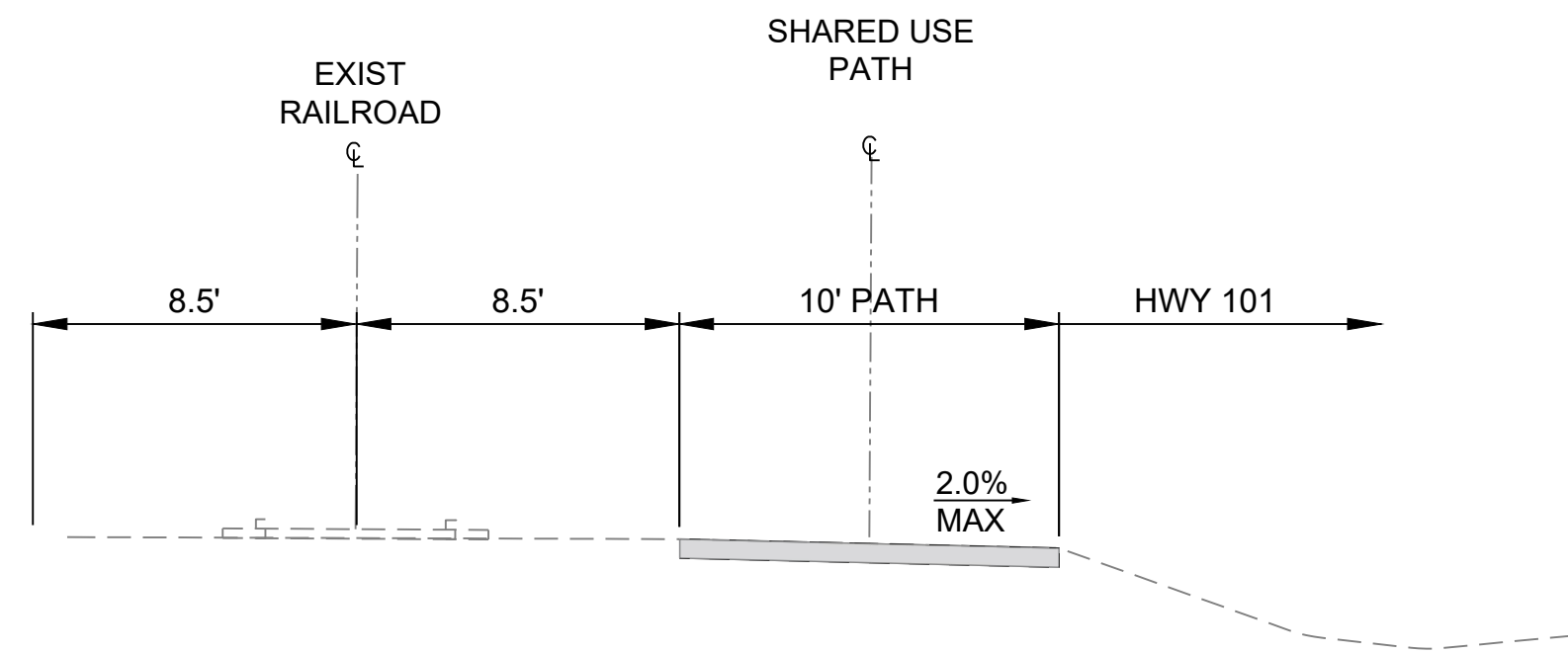
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**ROCKAWAY BEACH
 SALMONBERRY PATHWAY
 TYPICAL SECTIONS**

SHEET NO.
CD203
 SHEET 19 OF 19

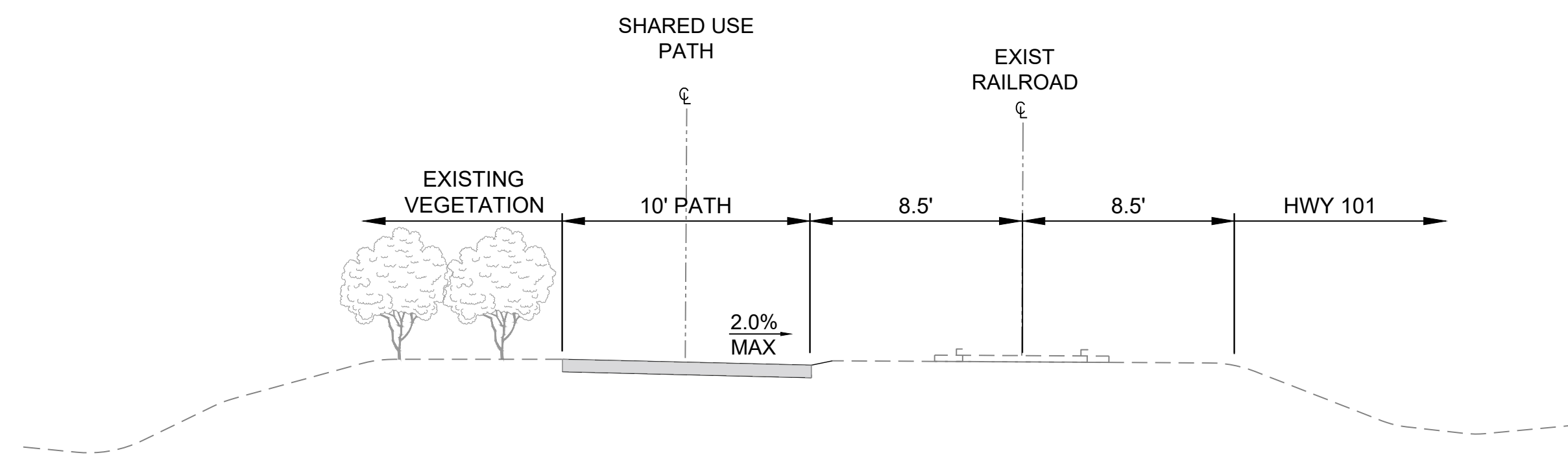
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K. CRESCENT LAKE BRIDGE
STA. 139+60.00 TO 140+40.00



K. NW 23RD AVE TO BEACH ST
STA. 127+50.00 TO 134+65.00



J. NW 20TH AVE TO NW 23RD AVE
STA. 127+50.00 TO 134+65.00



PROJECT NO:	MARK	DESCRIPTION	ISSUE	DATE	INITIAL
DESIGNED BY: MWS					
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SHEET TITLE
**ROCKAWAY BEACH
SALMONBERRY PATHWAY
TYPICAL SECTIONS**

SHEET NO.
CD204
SHEET 19 OF 19



To: ODOT, City of Rockaway Beach

From: Alta Planning + Design

Date: February 24, 2025

Re: Salmonberry Trail, Rockaway Beach Segment Engagement Summary

Introduction

Public engagement for the Rockaway Beach section of the Salmonberry Trail was conducted between June 3, 2024 and February 19, 2025. This included two tabling events, one survey which garnered over 150 responses from visitors and residents, and two public meetings targeting interested parties (one virtual, one in-person). The intent of these public engagement events is to inform residents and visitors about the project and to gather their input into the design of the multi-use trail. The following table summarizes engagement activities cultivated through this engagement process and results are summarized for each event and survey below. Individual survey responses will be included at the end of this document.

Table 1: Public Engagement Methods

Method	Who	Date
Tabling Event	Rockaway Beach Summer Picnic attendees	June 27, 2024
Tabling Event	Rockaway Beach 4 th of July Celebration attendees	July 4, 2024
Survey	General public including residents and visiting non-residents	June 3, 2024 – Aug. 15, 2024
Virtual & In-Person Interested Parties Meetings	General public including residents and other non-resident stakeholders	February 19, 2025

Tabling Event Feedback

The project team gathered feedback through two separate tabling events. The tabling events were centered around getting input from the public on the proposed Salmonberry Trail alignment in Rockaway Beach and how and why residents and visitors might use the trail and what factors might be a cause for concern.

Rockaway Beach Summer Picnic



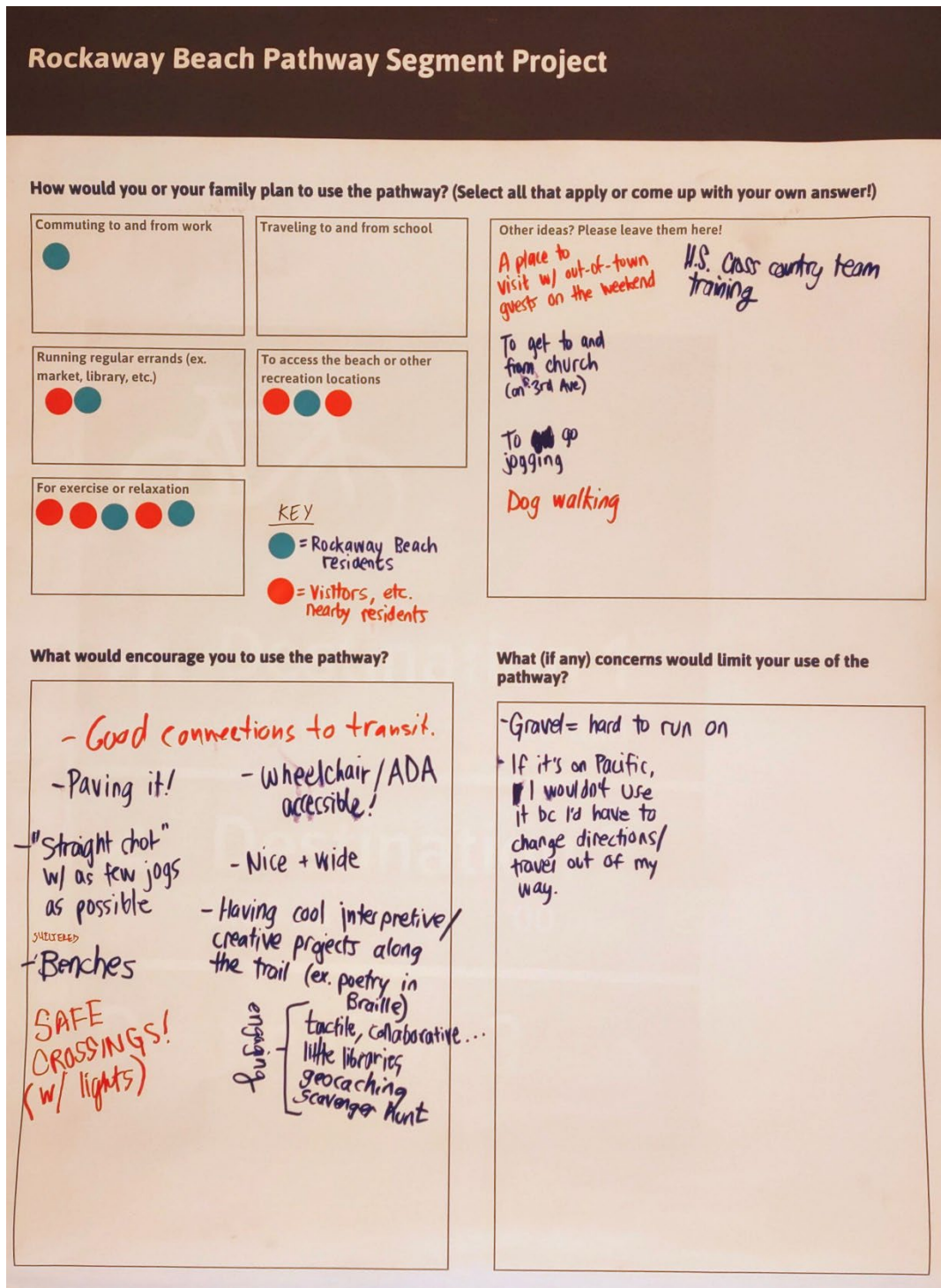
For the Summer Picnic event people were encouraged to participate by adding stickers to a sticker board under certain themes or writing in concerns or opinions on how they might use the trail. Participants were also able to write on a map and leave comments as they see fit. Most comments left by individuals, both residents and non-residents, expressed an interest in using the trail for recreational purposes or commuting. There were concerns over ensuring the trail would improve accessibility and improving access to destinations. Additionally, there were locations on the map where folks described parking conditions and areas with greater demand for parking. The following themes and responses were recorded:

- Accessibility – Many respondents expressed the need for the trail to improve accessibility through ADA accessibility, safe crossings of roads and the railroad, and improving access to various places within the city.
- Trail material – Some respondents expressed the need for a paved trail over gravel as gravel is more difficult for specific users to use, such as runners or people using mobility devices.
- 1 respondent (resident) stated they would use the trail for commuting.
- 2 respondents (1 resident and 1 visitor) stated they would use the trail for running errands.
- 5 respondents (3 visitors, 2 residents) stated they would use the trail for exercise or relaxation.
 - o Many comments left in the “other” category stated they would use the trail for recreation or exercise including dog walking, jogging, using the trail with out-of-town guests and one comment proposing the trail could be used by the local high school cross country team for training.
- 3 respondents (2 visitors, 1 resident) stated they would use the trail to access the beach or other locations.
- Another comment in the “other” category stated an interest in commuting to church on the trail.

See below for tabling materials.



Figure 1: Tabling Event 1 Results





4th of July Celebration

The same methods used for gathering feedback from the public were used for the 4th of July celebration as for the Summer Picnic, however, less participation overall was observed. The following themes and responses were recorded:

- 1 respondent expressed not wanting to use their cars as being encouragement to use the trail.
- 1 respondent stated wanting to use the trail for exercise and relaxation.
- 1 respondent expressed concern over safety for pedestrians using the trail from bikes and scooters, both electric and non-electric.
- 1 respondent stated that weather would be a limiting factor for them using the trail.
- 1 respondent stated they would use the trail to commute to and from school.
- 1 respondent stated they would use the trail for running errands.
- 1 respondent stated they would use the trail for commuting to and from work.
- 3 respondents stated they would use the trail to access the beach and other locations in town.
- 1 local resident verbally expressed concern that the trail would impact or reduce parking at his home along Miller Street.







See below for tabling materials.



Figure 3: Tabling Event 2 Results


Rockaway Beach Pathway Segment Project

How would you or your family plan to use the pathway? (Select all that apply or come up with your own answer!)

Commuting to and from work 	Traveling to and from school 	Other ideas? Please leave them here! <i>Safety for pedestrians against motorized vehicles like scooters +1</i> <i>MORE Coffee & Eggs</i> <i>MUSIC</i>
Running regular errands (ex. market, library, etc.) 	To access the beach or other recreation locations  	
For exercise or relaxation 		


What would encourage you to use the pathway?


Not wanting to use/get in my car



What (if any) concerns would limit your use of the pathway?

Weather







Survey Results

The project team created a survey that launched on June 3, 2024 and ended on Aug. 15, 2024. There were 158 responses to the public survey. The survey was advertised during tabling events and was published in a local newspaper. Many of the responses came from visitors to Rockaway Beach, but a moderate number of Rockaway Beach residents and business owners also responded. Below are themes that came from responses to the survey:

- About a third of respondents were visitors, a third were residents of the surrounding area and a third were either residents or business owners in Rockaway Beach.
- A common theme from residents was that they would use the trail to run errands, as well as for accessing beaches and other destinations in area.
- Many respondents would use the trail for relaxation and exercise.
- Some, but few instances of people claiming to use the trail for commuting to and from work.
- Many respondents would use trail by bicycle and for walking.
- Many respondents stated they used a mobility device.
- A major consideration expressed is having the trail be paved with many respondents stated they would not use the trail at all if not paved.
- A large number of people with safety concerns in relation to proximity of trail to road and the need for a buffer if trail is to be in between road and railroad tracks.
- Other safety concerns mentioned were the importance of having safe road and railroad crossings and having clear signage and wayfinding.
- Some mention of the need for seating along trail, especially by older respondents and those using mobility devices.
- Some mention of concern of trail being used by houseless community and drug use on or adjacent to trail.
- Some mention of respondents wanting water fountains along the trail.
- Some respondents said they would like to have bike racks available and that they be visible.

Some key takeaways from the survey are that the trail would be split somewhat evenly by bicyclists and walkers alike and with many people using mobility devices on the trail. Concerns largely focused on safety, particularly for the need to have safe crossings and for the trail to have a substantial buffer between the trail and Highway 101. Additionally, many people commented that having access to beaches and popular destinations in town was important, as well as for having signage and wayfinding along the path.

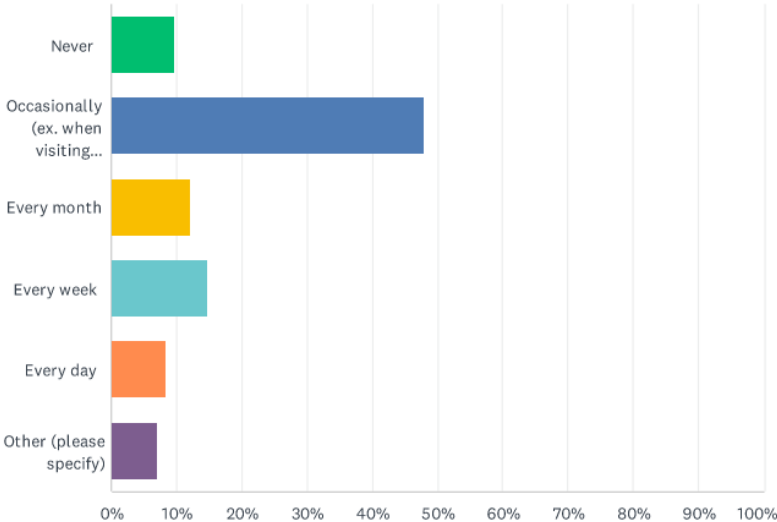
See Appendix A for all survey responses



Appendix A

Q1 How much do you think you or your family would use this pathway once it was built?

Answered: 156 Skipped: 2

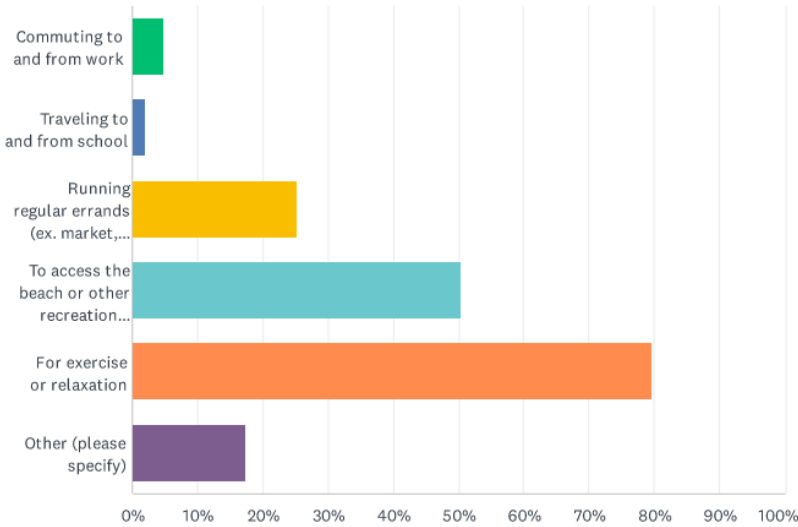


ANSWER CHOICES	RESPONSES	
Never	9.62%	15
Occasionally (ex. when visiting Rockaway Beach, on vacation, on occasional weekends, etc.)	48.08%	75
Every month	12.18%	19
Every week	14.74%	23
Every day	8.33%	13
Other (please specify)	7.05%	11
TOTAL		156



Q2 How would you or your family plan to use the pathway? (Select all that apply)

Answered: 151 Skipped: 7

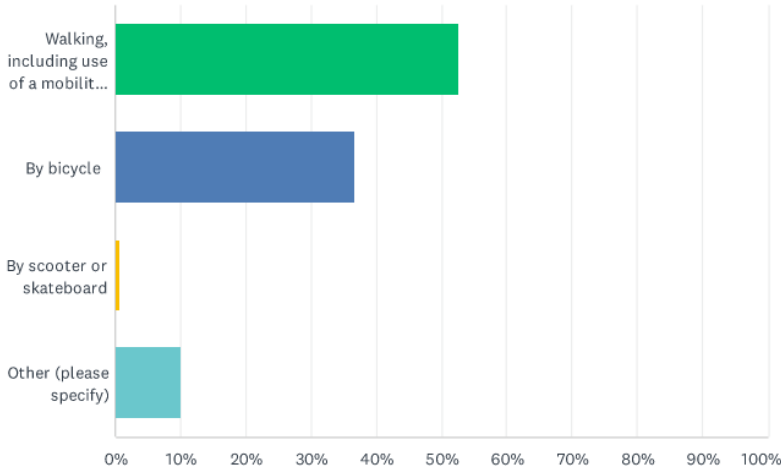


ANSWER CHOICES	RESPONSES	
Commuting to and from work	4.64%	7
Traveling to and from school	1.99%	3
Running regular errands (ex. market, library, etc.)	25.17%	38
To access the beach or other recreation locations	50.33%	76
For exercise or relaxation	79.47%	120
Other (please specify)	17.22%	26
Total Respondents: 151		



Q3 What travel methods would you and your family be likely to use on this pathway?

Answered: 150 Skipped: 8



ANSWER CHOICES	RESPONSES	
Walking, including use of a mobility device	52.67%	79
By bicycle	36.67%	55
By scooter or skateboard	0.67%	1
Other (please specify)	10.00%	15
TOTAL		150



Q4 What would encourage you to use the pathway? (For example, if the path were paved, fewer railroad crossings, navigational signage, amenities such as water fountains or bike racks, etc.)

Answered: 140 Skipped: 18

- Separation from Highway 101, bike racks when in commerce areas, navigational signage with info on connector trails
- bike racks
- Less people using it
- this is a rail trail . It requires minimal signage, maintenance, traffic controls. or surfacing...just removal of ties and obstructions and covering with finer gravel, possibly pavement, like the Banks Vernonia Trail
- Paved, safe, restroom would be great
- Going for a walk
- Nothing. It's a waste of money
- I typically use more unmaintained trails. If the trail is heavily advertised, frequented by tourists or feels like a dog park, I'm highly unlikely to use it at all.
- Paved
- All of the above would be great!
- Beautiful rocks!!
- No more train
- Make sure it is level, flat, handicapped accessible and well maintained.
- ?
- Paved, bike racks, fewer crossings
- I would use the trail the most if it is: smoothly paved, wide enough for bikers and walkers to pass each other, has many bike racks stationed at various locations, water fountains, clean restrooms, a bike repair station, easy crossing across Highway 101, ample parking at trail head, the chamber caboose is moved from obstructing the trail in any way, it eventually links to other cities.
- Paved pathway Portapotty
- Paved, signs to mark mileage from X to Y so not to get beyond my abilities to return back safely, bathroom facilities at reasonable intervals.
- Paved, water fountains would be nice. Dog poop bag stations and trash cans.
- Navigational signage water
- Dirt trail next to paved trail
- Water fountains, benches, bike racks at beach access points, paved paths
- Paved, wild flowers up and down the path. Benches for the elderly.
- All of the above



- I don't think I would need encouragement, but I think clear signage is important.
- If it was dog friendly.
- smooth paving (not brick), goes to/from the high school
- Bike racks and TRASH CANS!!!!Please Please Please consider trash cans.
- Bench on occasion to rest my old body and back
- Paved, bike racks, signage
- Dog bags and disposal bin
- Water fountains for humans and dogs , sheltered walking space (guardrail?), dog leash holders
- Knowing about it.
- Nice clear, lever walkway
- Safety. Scenery. Solitude.
- Paved pathway
- Wayfinding, Signage and water
- If it's there we will use it.
- paved is # 1! fewer railroad crossings, navigational signage, amenities such as water fountains or bike racks are secondary but nice
- If it connects to a longer trail north of Rockaway
- Easy access and regular maintenance.
- DOG FRIENDLY
- I don't see this pathway being done in my lifetime. It's just a way for certain few to make lots of money.
- Paving
- No bicycles
- Fewer RR crossings
- The area is fine as it is. No pathway needed.
- Paved pathway for bikes, frequent crossings to access beach, bike racks, vehicle parking area somewhere along the trail. We travel from Manzanita to many coastal recreation spots and need somewhere safe to leave the vehicle.
- Paved, ample width where more traffic, minimal RR crossings with helpful signage/cautions, "next water, bathroom in xx miles" signs, yes have bike racks at appropriate spots. historic/scenic etc stop points.
- Trash cans at regular intervals to keep the trail clean; accessible from Big Tree to NKN high school; lanes for slow and fast traffic
- Pavement
- Paved
- connect with other segments to allow a long walk or ride, to ride needs to be paved, free from the tourist crush stepping into your path, bike racks to stop along the route
- Easy walking or biking surface. Limited traffic and noise. Access to nature.



- Paved path and water fountains, navigational signage
- Paved for ADA use.
- Shops along the way.
- Signs showing distance. No potholes
- navigational signage
- The route, it's all about the route connect I'mions for me. If the trail connects the high school/Nedonna to the wayside and downtown and all the way down to the big tree walk, I'll be using it all the time.
- Just having a walkable path off of Highway 101 along that corridor would encourage me to use the pathway, but having pavers or a permeable concrete would be an added incentive.
- Paved, smooth surface, water fountains, restrooms, bike racks, bike lockers, picnic tables, divided walking and biking markers, lightening.
- Must be accessible for mobility challenged; level and flat; way finding signage; bike racks; water fountains for humans and dogs.
- A paved path would make it more accessible and bike racks would be helpful.
- Universally accessible to all persons - including those with mobility issues. Trash cans and accessible bathroom
- Paved
- Safe crossings, reducing conflict with traffic
- Lighting, signage, safe crossings with vehicles (make vehicles yield to trail traffic)
- Navigational signage is a good one!
- Just being out in nature would be my encouraging factor.
- access to bathrooms
- there is TOO much gravel, and potholes on the bike lanes through Rockaway making riding dangerous with all the side traffic entering 101
- pavement is key, and water fountains would be an excellent bonus!
- railroad crossings are always a concern on a bicycle. vehicle incursions are my biggest concern. surface type is not as important (graded surface, paved, etc...).
- paved path
- A paved path would be the biggest factor. Bike racks and water fountains near public destinations would be nice. Signs to public beach access would be good.
- Paved and signage
- Paved roads safely away from auto traffic.
- Ease of access to the trail, scenery, and available parking at trailheads.
- Ease of entryway.
- Paved, restrooms at certain stages.
- Less contact with vehicles.



- Paved
- Surface type does not matter, as long as it is sustainable and does not require constant maintenance. Excessive maintenance would require closing or detouring users during this time. Good wayfinding would be important and would benefit locals and visitors.
- amenities, path width, doggie bag stations/dog areas
- A clean and homeless free path would be t
- Unsure
- access from public transportation - the ability to take a bus to various points on the trail. if not on both ends, at least on one. Additionally, amenities on either end. A grocery store, coffeeshop, camp site. Water fountains are really needed as well.
- Large trailhead parking connecting to the trail.
- Paved. Signage.
- Water Fountains and occasional restrooms
- Paved; wide enough for passing
- car free
- Paved; wide enough for both bikes and pedestrians; bike racks; clear wayfinding signage to destinations; strong and safe connections to destinations and local businesses
- Paved; wide enough for both bikes and pedestrians; bike racks; clear wayfinding signage to destinations; strong and safe connections to destinations and local businesses
- nothing
- Our family likes to bike and walk together in a group, so a path that allows for that would be great. Also trash cans and solar lighting.
- no cars, good crossings, lighting, secure convenient and visible bike parking, not bumpy
- Easy access for walkers and places to stop and enjoy the view. Places to eat packed meals.
- Separation from motor vehicles. If you build it, I will come
- If the path is wide enough for side-by-side bike riding and crossings are comfortable.
- Less rain
- Paving
- paved or smooth surface clear of debris. 1/2 for walkers, 1/2 for bikes. Research Amsterdam for safe separation for walkers, bikers and vehicles please.
- Pavement
- navigational railway signage & 40 coffees.
- Reasonable night lighting
- Water fountains, and gradual slopes
- Anything is better than riding on 101
- If it had permeable pavers, safe ways to cross 101, more community space instead of parking nearby



- Security
- I would use it all
- Move it off the highway
- Paved or compacted gravel surface, clear navigational signs
- Bike racks, paved. Signage is important for those who don't live here. We do. Directional signage is critical and interpretative signage would add tremendously to the experience.
- Linking to longer routes
- Rest room and water fountains
- Please pave this pathway. I want to use it to bike from Banks to the beach on this entire trail.
- Nothing
- Paved for strollers
- Mounted police every quarter mile
- If the path were paved, fewer railroad crossings, navigational signage, amenities such as water fountains or bike racks, etc.)
- Parking nearby
- If it was away from US101, the farther the better
- Paved. Wide enough for 2 way or passing.
- Pavement for people on bicycles, in wheelchairs, scooters, skates, and either pavement or compressed crushed granite for people walking.
- Two things: 1. Smooth path with minimal or no obstructions where a walker might trip. 2. Few interactions with vehicles or at least making it obvious how pedestrians and drivers are to behave with low confusion and low stress.
- bringing a picnic lunch
- No car traffic, crossings
- Paved with bike racks...
- All of the above.
- None needed. Simply getting off the HWY is enough
- comfortable and easy rolling. Good surface quality and separation between people walking and biking.
- line for walking and line for biking, both directions
- separation from highway, fewer street crossings
- Availability of benches to rest on. We are both seniors over 80.
- Paved, have good, protected bike connections at each end, free from car traffic. Bike racks, and maybe bike signals at any signalized intersections
- Signage, safe crossings
- Paved would be awesome, we love riding rail trails and good navigation and information signage is always a plus. Really enjoy the history of the area.



- Good connection to the transit system. Available bike racks.

Q5 What (if any) concerns or conditions would limit your use of the pathway? (For example, if the path were not paved, railroad crossings, proximity to the railroad tracks / highway, etc.)

Answered: 139 Skipped: 19

- My biggest concern is proximity to highway 101 and hazards that would be present if there was no barrier or spacing between the trail and the roadway. I am not concerned about whether the path is paved or not, so long as the path is flat without too many stumbling hazards. I am less concerned about the railroad because of how slowly the train moves.
- car crossings
- Too many people
- fees, barriers, threats by ignorant neighbors
- Unsafe (homeless camps, drug activity)
- If it is not paved I would not use it. As you get older you need a smooth surface for walking.
- It's going to ruin a nice place by adding a bunch of people and garbage. It's a fragile ecosystem that doesn't need all that traffic
- I typically use more unmaintained trails. If the trail is heavily advertised, frequented by tourists or feels like a dog park, I'm highly unlikely to use it at all.
- Homeless
- Just as long as I feel safe on it, that's the most important thing!
- None
- The train
- Paving is preferable to gravel etc.
- Train horn, train diesel or fuel oil exhaust. Tracks are just too close.
- Not paved would rule out cycling for us, but not walking
- I would limit my use of the trail if: it is gravel, if it has a brick path (too rough), restrooms are not convenient, the chamber caboose obstructs or divides the trail, the trail is not well maintained, it is a mix of difficult transitions such as gravel to paved, a split around the chamber caboose, difficult street crossings.
- None
- Lack of cell service for safety. Lack of restroom facilities when too far out of town.
- if it is too busy, we probably would avoid it.
- Not paved
- As far away from railroad and busy streets as possible



- Pathway not paved. No amenities, close proximity to the railroad tracks.
- Not paved.
- All of the above
- None
- If it was really muddy during the rainy season.
- if it was right on the highway without a guardrail
- Too many curbs or stairs for bike.
- Needs to be paved
- Needs to be relatively level and paved.
- Not at this time
- Not paved. No guardrails from Highway. No reduced speed on highway through rockaway (25mph from high school to Washington st)
- N/A
- Condition of pathway.
- Noise. Litter. Trip hazards.
- If not paved, or if not a level pathway.
- Nothing!
- If it is safe then it will be used.
- Nothing, I will definitely use it unless I feel unsafe by myself
- None
- If homeless or criminal elements were there.
- Trash and homeless people
- Getting hit by bicycle
- Proximity to highway
- personal safety and prevention of parking lot crime
- We don't need a path
- None. Just having the right-of-way to use is awesome!
- Pave or gravel - too wet here for dirt, I suggest raised paths on several points (to aid flats and width optimization), make wider at high traffic segments. I have walked/biked to evaluate!
- Not kept clean, too uneven for jogging, unsafe with crossing car traffic
- Travels on east of railroad
- crowded or interrupted with tourist making it hard for bikes to use. would not use as much or by bike if not paved.
- Difficult walking or biking surface. Excessive traffic or noise.
- Not paved paths, all the above
- None



- I would use it no matter what. Would prefer paved but if that holds up project then gravel.
- Homeless encampments, safety
- Any kind of vegetation spray
- I hope the path can be paved where it goes right through town, I think that will help with navigation and the most crowded area. The rest of it can be some kind of crushed granite or other pervious surface.
- Large rocks, such as those used under the railroad tracks, would limit my usage. They are too hard to walk on.
- Trail not paved, no close restrooms, no bike racks, trail paved with bricks instead of smooth pavement
- Must have a smooth surface; not gravel. Must not remove parking from core commercial district.
- Things that pose dangers for little kids would keep us from using it. Paving would make it easier with strollers and getting kids to and from places safer.
- Path not paved
- Too many bicycles are dangerous to walkers especially with dogs
- See above, just having a safe, accessible walkway
- Lack of paving, darkness, visibility, lack of awareness from 101 vehicle traffic, noise
- If the path were not paved.
- Homeless/Stranger Danger
- no limit
- vehicle incursions
- Not paved
- An unsaved path might limit use and create more frequent maintenance. If crossings were not well/marked or signed, that would be discouraging.
- None
- If too close to highway
- If the trail was unpaved and if it wasn't maintained (potholes and tree roots).
- Surface.
- None
- Vagrants, but that's the same everywhere.
- Not paved
- Nothing would concern me. Having an off-highway trail facility in this area would be a huge benefit not just for residents and visitors to Rockway Beach, but also others living in adjacent communities. My only concern is it not being built. This could be a catalyst for more of these types of projects in Tillamook County, which currently has virtually none.
- overcrowding, line of sight at crossings and on path
- None
- Unkept

MEMORANDUM



- If it felt dangerous in a crime way. If you had to cross a highway or get into heavy or close traffic.
- No concerns - we need to get people off of the tracks and US 101
- not paved.
- Not paved would be fine, excessive road crossings could be an issue.
- Not paved makes it dangerous for narrow tire bikes to traverse
- bad crossing with cars
- Unpaved; too narrow; poor connections to adjacent streets/destinations/businesses
- Unpaved; too narrow; poor connections to adjacent streets/destinations/businesses
- homeless druggies
- If it wasn't safe.
- mixing with cars.
- Hard to use with a walker. no stops available to rest.
- If not separated by physical barrier from traffic,
- Noise and poor air quality from nearby roads and other sources.
- none
- Lack of quality paving.
- if it's not paved, it will just end up being a muddy, rocky mess and be a waste of time and a lot of money. It would need constant maintenance if not paved.
- Not paved.
- None
- Slick roads and dense seasonal fog!
- Unwanted fast access to private property by undesirable activity
- Proximity to the highway
- Build it and I will use it.
- Too many parked cars moving in and out near the other. I have little kids.
- Homelessness, drug use, mentally ill folks pitching a tent on their way from the valley to the coast.
- All mentions
- This is going to cause more congestion and cause accidents.
- safety when trains are passing by
- All the above plus accidents by car and/or trains. No enforced clean up of potential littering, camping (like along many of Portland's bike paths). Currently RR tracks and crossings are poorly maintained
- Ppl camping along trail,
- Concerned about buckling pavement and road crossings (side roads or driveways that cross the trail)
- Pathway that is not paved, traffic noise
- I'm 66. Right now I could make it the entire way from Banks. Just finish it!
- None



- If it's not connected to regular pedestrian routes, eg if it does t span the whole way including across bridges
- Crime, druggie, and risking personal safety. Also does the cell phone work on it?
- As long as it's safe and reasonably easy, I don't feel we would be limited in using it.
- No parking
- I do not like crossing railroad tracks on my bicycle
- If it were not kept swept clean of gravel, broken glass, and broken branches. Those are common hazards on that stretch of road's shoulder.
- Proximity to the highway makes it unpleasant. It must be separated. Paint and plastic are not sufficient barriers to multi-ton metal death monsters.
- I would be concerned about people behaving badly. Skateboarders or bikers taking up too much space and going too fast. Walkers 3 or 4 abreast taking the whole path. Walkers staring at their phones, oblivious to everything until they run into someone. There has to be a way to sort the various types of users - walkers, runners, bikers, shoppers, children, elderly, etc so they can be in a lane that's safe for their speed.
- rain
- Car cross traffic
- Not paved would definitely limit the use of a walker or wheelchair by one or more family members.
- If the path wasn't paved.
- Not paved, bicycles going fast
- Safety
- Noisy cars and mixed users walking and biking.
- to close to train
- close to highway
- Non paved areas
- Heavy car traffic at crossings, people driving or riding motorcycles on the path, no buffer between car traffic and the path
- Traffic too close
- None.
- Nothing.



Q6 What, if any, preferences or concerns do you have about the future alignment/route of this pathway? (ex. That it travels along the west/east side of the railroad tracks in a particular area, etc.)

Answered: 111 Skipped: 47

- I am the director at Camp Magruder, and we are a summer camp, outdoor school site, and retreat center just west of Highway 101 near Barview. I am interested/concerned about where the trail will run adjacent to camp and the possibility of increased trespassing, but am also intrigued by how it may offer opportunities for us to offer hospitality under the right circumstances.
- it should follow the river as the rail bed now does...
- N/A
- Parking sounds like we may lose a lot of parking. We can not afford to lose our parking.
- The area that goes through the mountains should be left alone and not flooded with people. Just another tourist area that will ruin Tillamook county
- None
- None
- no concerns
- None
- The honking of train
- No preference
- West side please
- I am concerned that the Salmonberry Trail Foundation or Altra are planning a trail design that gives prominence to the chamber caboose. The chamber is a small temporary nonprofit renter/lessee along the trail and may not be in existence a few years down the road. The trail will be in existence for 100 years plus. It needs to have preeminence over everything along the trail, not just the chamber. I am concerned that homes and businesses along Miller Street continue to have as much parking as possible. I favor ending the lease with the Coast Railroad north of the Wayside, removing the tracks and making the section from the Wayside to Nedonna Beach a "rail to trails" and quickly grade and pave that section. I favor continuing the "rail with trails" section only from Garibaldi to Rockaway Wayside.
- None
- That walkers/bikers will be so close to the Hwy. Bikers/Walkers cutting across the Hwy unexpectedly in front of cars. I think the trains will be less of a concern than extra pedestrians popping in/out of traffic unexpectedly.
- Na
- Concerned that already limited parking availability will be compromised and/or eliminated.
- West side of the RR tracks for safety.



- none
- Not sure
- least amount of disruption to parking
- Both sides as needed. Less earth moving is more.
- Along the west side of tracks
- Concerns are where people will cross the highway if only on one side
- Very concerned about the parking you will take away from the area in the center of town on the west side of 101. We have little to no parking on summer days and to reduce it further will have huge impacts on the businesses on the West side of 101
- Accessibility. Maintenance.
- concerned about the high traffic area from South 2nd thru the wayside area. Concerns about congestion especially in the summertime and also loss of parking on Miller street for residences and businesses
- Limit, yet have appropriate access for crossing 101
- safety for stupid people
- As long as it's separated from 101 then it's good
- To make sure there are safe pedestrian crossings over the railroad tracks and Highway 101.
- No parking for Rockaway Beach
- Too close to railway
- Concern homeless camps would spring up along the trail.
- Encouraging congestion and foot traffic
- Having a safe buffer from the active railroad tracks. No fence needed, just an obvious buffer: ditch, heavy landscaping.
- Majority of route west side of tracks, however there are (city center) segments which must be on east side; believe raised-path (like the cedar boardwalk) should be in place. Sensors prompting traffic alerts would be good at downtown and RR crossings (like exist in tunnels for cyclists).
- More concerned about north/south reach. Ideally as contiguous as possible regarding east/west position.
- Travel on west of rsilroad
- Just the crowd of people in the area making it hard to pass through on bike.
- None
- Not sure, some areas, one way, other areas, the other way
- Access to town shopping and restaurants
- No concerns except the best would be the path away from highways, more secluded path.
- East side of tracks
- None
- I believe that the preferred pathway of the focus groups I participated in was the one where it crosses the road as it goes through town. The path splits, with the bike pass staying by the railroad track and the walking



path flipping to the east sidewalk along 101. I really like this idea because I think that automatically people will want to walk by the shops – better not to try to fight that. Build it into the pathway be sure to put some bike racks in the wayside area so that bikers can safely leave their bikes on the West side of 101 while they crossover to go to the shops. Of course they can also go to the shops on the west side of the railroad track from that location.

- It would make sense for the path to be on the east side of the railroad tracks to avoid having people unloading from the train onto the path. Also, most of the businesses and the Cedar Tree Trail are on the east side, so they would be easier to access without having to cross the tracks if the path was on the east side.
- That the trail be carefully designed in the downtown corridor to prevent loss of parking spaces.
- Must not remove any parking as each parking space represents money to our businesses. Removing parking would negatively impact tourism as tourists just drive on to the next town if they can't easily access parking. In fact, we need to extend parking spaces north of Nehalem St and south of S 2nd along 101.
- Not sure
- Path of least resistance - where it will provide the best, most accessible and safest route
- No concerns
- No preferences or concerns
- trail with rails
- none other than it gets done before I die
- None.
- None
- No concerns, others than switching from west to east side of tracks could prove dangerous for pedestrians and bicyclists, would like to have flashing crosswalks at busy intersections
- That the trail is between Hwy 101 and the railroad tracks.
- None.
- None
- None.
- None
- No strong preferences, only what makes sense from a design and function perspective. I feel it is more important to proceed with something that functions well, but not get delayed by trying to please everyone, because that will never happen.
- consistant side of the tracks
- None
- None
- I don't know enough about it to say.
- Loss of city parking
- maintenance



- NA
- This survey should have started with an introduction to the alignment of this section
- car free
- waste of money and resources
- The route should support local businesses (or at least not get in the way of their foot traffic.)
- that it will not prioritize safety
- No
- none
- I don't know enough to say.
- No concerns. Stop planning and just do it!
- Make it go as long down 101 as possible! It's just not safe to walk or bike on 101 with so many visitors (and locals) driving like idiots.
- None
- Blue Dodge +1971-427nine8three8
- Based on other areas that have added similar paths it is not good for the community
- West of tracks where possible
- Safe and separate from automobile and truck or trailer traffic
- I hope it's west of 101 so it connects the community to nature and the beach
- Nonw
- No comment?
- Move it off the highway
- Living full time on Breaker St. just south of Washington, we are concerned about parking and people being dumped into the neighborhood at the end of the trail looking for parking and beach access. Lots of ppl will want to walk the whole trail and start at one end or the other. Also, proximity to the Big Cedar Trail that is basically at the south end of the Salmonberry Trail is already experiencing parking issues. We support this project. However, this will impact our already chaotic rental dominated neighborhood. We hope you realize this and try to take steps to mitigate the impact. 🙏
- No preference
- None
- Private property rights. I think you are just giving criminals another access point. And giving homeless another camping spots to vilify.
- As far away of any railroad tracks or other impediments would be preferable.
- None
- Need to keep existing parking spots if possible
- Doesn't matter to me as long as there is access to 101 often enough for emergencies.
- Safety is the single most important factor.

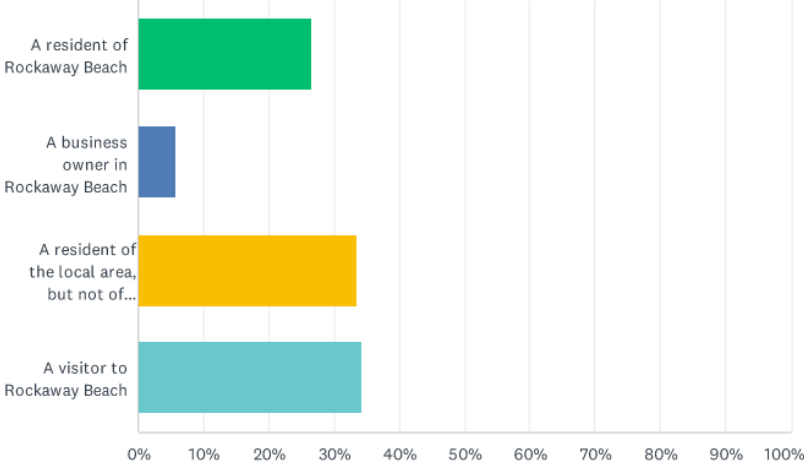


- I don't like the idea of a path between the tracks and the highway. I like the idea of a path on both the east and west sides of the highway, making a nice walkable loop for visitors.
- nothing
- Make sure, that the railroad, has its right of way, for future railroad commuter trains.
- I would love to see the path as far from 101 as possible. I am also anxious to see what the future holds for the area of 101 by the three Graces. I have ridden the entire Oregon coast bike route many times. The stretch of 101 between Bar View and Garibaldi definitely needs attention.
- No concerns.
- No preference
- the speed limit from and through town to Washington st should be only 25 miles per hour.
- Proximity to the roadway, and ease of bike riders to cross any streets near the path. People riding bikes need to feel safe and there shouldn't be much out of direction travel
- N/A
- None
- No preference. Just having will be amazing.



Q7 How would you describe yourself? (Select all that apply)

Answered: 155 Skipped: 3



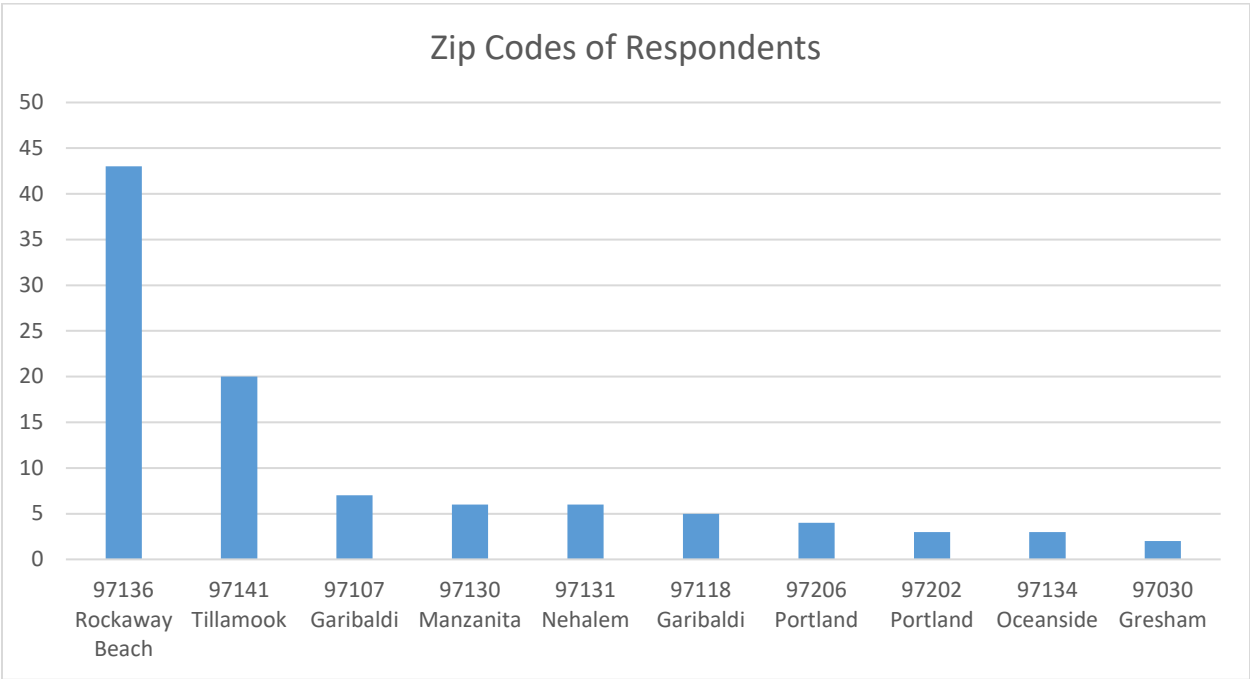
ANSWER CHOICES	RESPONSES	
A resident of Rockaway Beach	26.45%	41
A business owner in Rockaway Beach	5.81%	9
A resident of the local area, but not of Rockaway Beach	33.55%	52
A visitor to Rockaway Beach	34.19%	53
TOTAL		155



Q 8 Please include the zip code where you live.

Answered: 156 Skipped: 2

The chart below shows the top 9 locations of respondents. Zip Codes with 2 or fewer responses were not included in the chart and totaled 54 respondents.



***A note from Mayor Charles McNeilly:**

“I have been asked by a business owner what consideration was given to the proposed pedestrian path of the Salmonberry Trail down the east side of 101 along the sidewalk from S. 3rd to N. 3rd with the bike trail continuing on the west side of 101.

She is quite concerned about the loss of parking on Miller St. between S. 3rd and S. 1st.”



Virtual & In-Person Interested Parties Meetings Feedback

The project team held a virtual meeting, immediately followed by an in-person meeting at Rockaway City Hall on February 19, 2025. The purpose of these meetings was to hear from the community whether the path should be on the East or West side of the rail tracks for the section of trail between Washington St and S 3rd Ave. Residents near this trail section were sent a mailer invitation to this meeting. The project team was concerned that many residents might oppose the West-side of the rail alignment because of its proximity to private property. However, during these meetings, many residents and other stakeholders responded that they preferred the West-side alignment due to the better user experience it would provide, and because it is safer than the East-side alignment. Meeting transcripts are listed below:

Wed. Feb. 19, 2025

Virtual Meeting via Teams 4:30 pm – 5:30 pm

In-Person Meeting at Rockaway City Hall 5:30 pm – 6:30 pm

Agenda

Mike presents:

- Project overview & scope
- Alignment options for trail segment south of S 3rd Ave

Q & A from Public

Meeting Goals:

- Share project overview, scope, and alignment options to Public on project
- Discuss alignment options with public

Attendees

- Mike Rose, Alta
- Hannah Hefner, Alta
- Caroline Crisp, ODOT
- Luke Shefford, City Manager Rockaway Beach
- Charles, Mayor of Rockaway Beach
- Bill & Marilyn, City Council members of Rockaway Beach
- Michael, STIA
- Public

Key Takeaways

VIRTUAL MEETING – 20 attendees

Bill, Resident 624 se 101, own Octopus Inn & kids work at the Pronto Pup

- East side alignment seems dangerous



- Bill prefers west side for a safer path
- Concerned about Saltair creek survey staking (we're doing a hydraulic model)

Debbie, has property 461 S miller

- Is there parking going in? (No, not is this area we're considering parking)
- Wants entire width of Miller paved

Craig

- Concerned about Trees on west side, and on east side
- He wants to see those trees remain
- Later added he supports tree/ veg replacement and a vegetative privacy buffer between path and homes

Terry, 477 S Miller

- Concerned about trail on miller street, how does trail and street
- Wants the entire width of miller paved instead of just Miller
- Wants to be on the east side of the railroad tracks

Kate

- Wants east side, her property would be right next to trail

Chuck

- West side

Sandra, community member

- West side, she likes to walk in this area

Sheila, lives on highway on south end

- West side is better because it's safer- she's seen someone hit crossing an intersection
- In summer a lot of distracted driving

Caroline opened a poll in the chat about which alignment is preferred

Michelle chimed in with some support for the west side alignment, but not resident

IN PERSON MEETING – 28 attendees

Q's:

- How will kids cross to high school (Mike answered probably RRFB)
- Will there be consideration for lowering speed limit? Q for ODOT – Mike answered probably no but not sure – Jamie Smidt at ODOT gave some response to this resident, telling him he could get an answer at this meeting, he said he will reach out via email

Resident, between Washington and 7th-

- How is water going to be channeled



Two people want Cedar Tree to be connected to trail

Jerry Barrington – resident, board member of water district

- Prefers west side for safety
- Wants slower speed limit, limit is 30, should be 25 like Garibaldi
- Responded to Damien, comment in support of trail
- Can the train have a brighter light when it reverses? -we can mention when we talk to rail

Not resident – Damien from jetty fishery

- “Embattled” with trail and rail
- do we really have 60’ ROW – we will verify
- Do we have to follow same bylaws for policing law enforcement, how do you move squatters from trail
- What is 10% cost estimate, does it include maintenance? how are we going to maintain this?
- He is interested in if it’s on the west or east side – next section of salmonberry trail is North of our section (we are on east at that point)
-

Marylyn, city councilor

Mayor responded

- Rockaway understands the

Resident

- Likes idea of west side for the experience, wants to be further from traffic, closer to vegetation
- Only section in nature, argument for west side

Resident – curious about if water is considered- water troughs on both sides

Resident asked about diff between 10% & 30% design

Resident N of Washington St – harbor retreat center

- Loves the idea of the trail for the retreat users
- Thinks safety is most important
- Thinks it’s best if the trail doesn’t change sides too often

Bike rider for several years

- Linked his own path from pansy in twin rocks to beach street, only
- Makes no sense to have on east side unless property owners are unhappy

Resident

- Washington north, she’s not worried about residents, big setback
- Short portion close to homes
- Staying on west side will be very good

Will there be vegetation between trail and houses?



- Wants added veg, someone seconds that
- We should consider adding trees or veg buffer

1 property was concerned about drainage going from their property to the ditch on the west side

- 1 person there wants it on the east side because they like the trees and use the west side as a nice backyard, but sounds like they would tolerate west side
- 2 other workers at that retreat center wanted west side