

Pathway to the Pacific

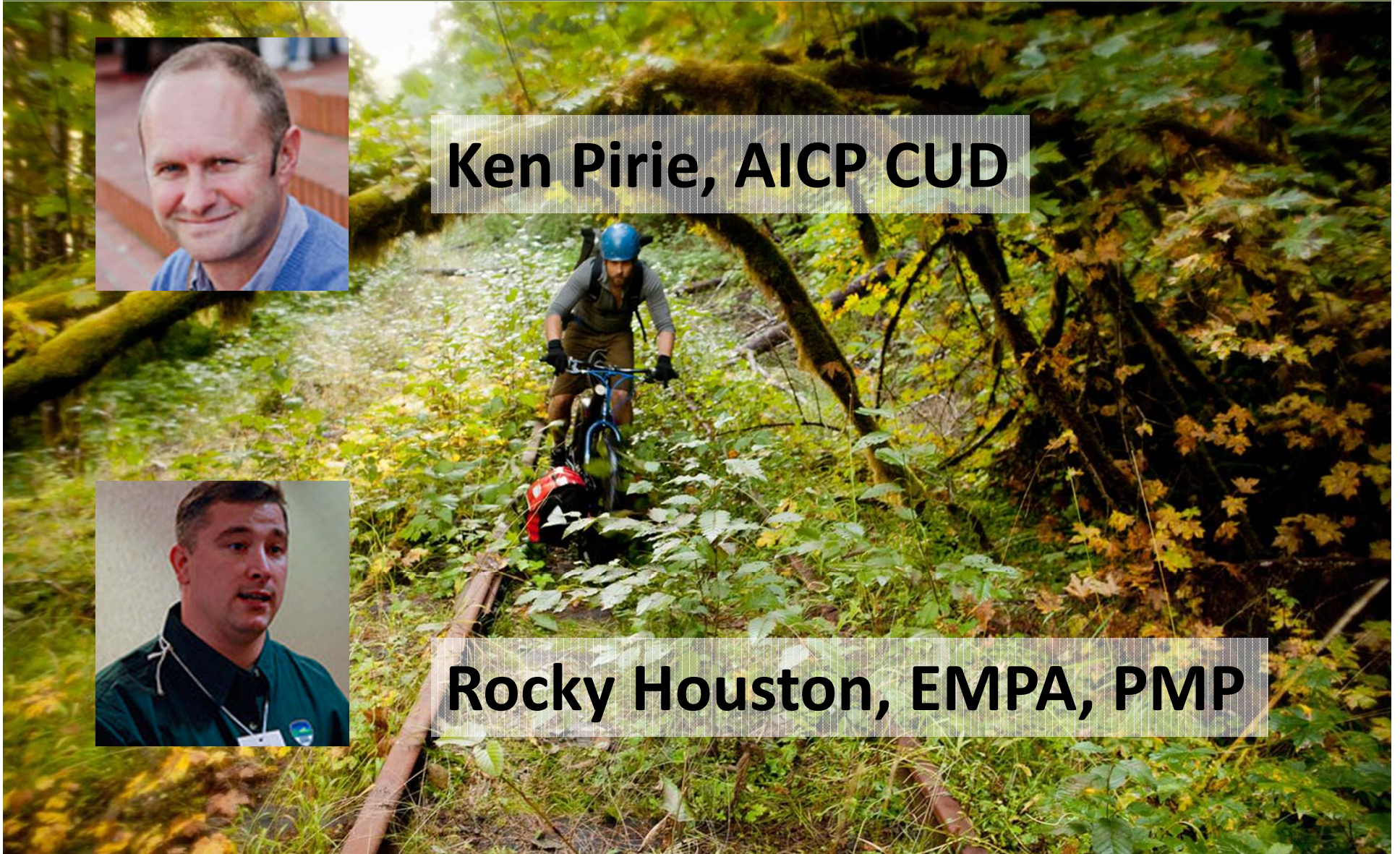
The Salmonberry Corridor Rail Trail Concept



Ken Pirie, AICP CUD



Rocky Houston, EMPA, PMP



Pathway to the Pacific

The Salmonberry Corridor Rail Trail Concept

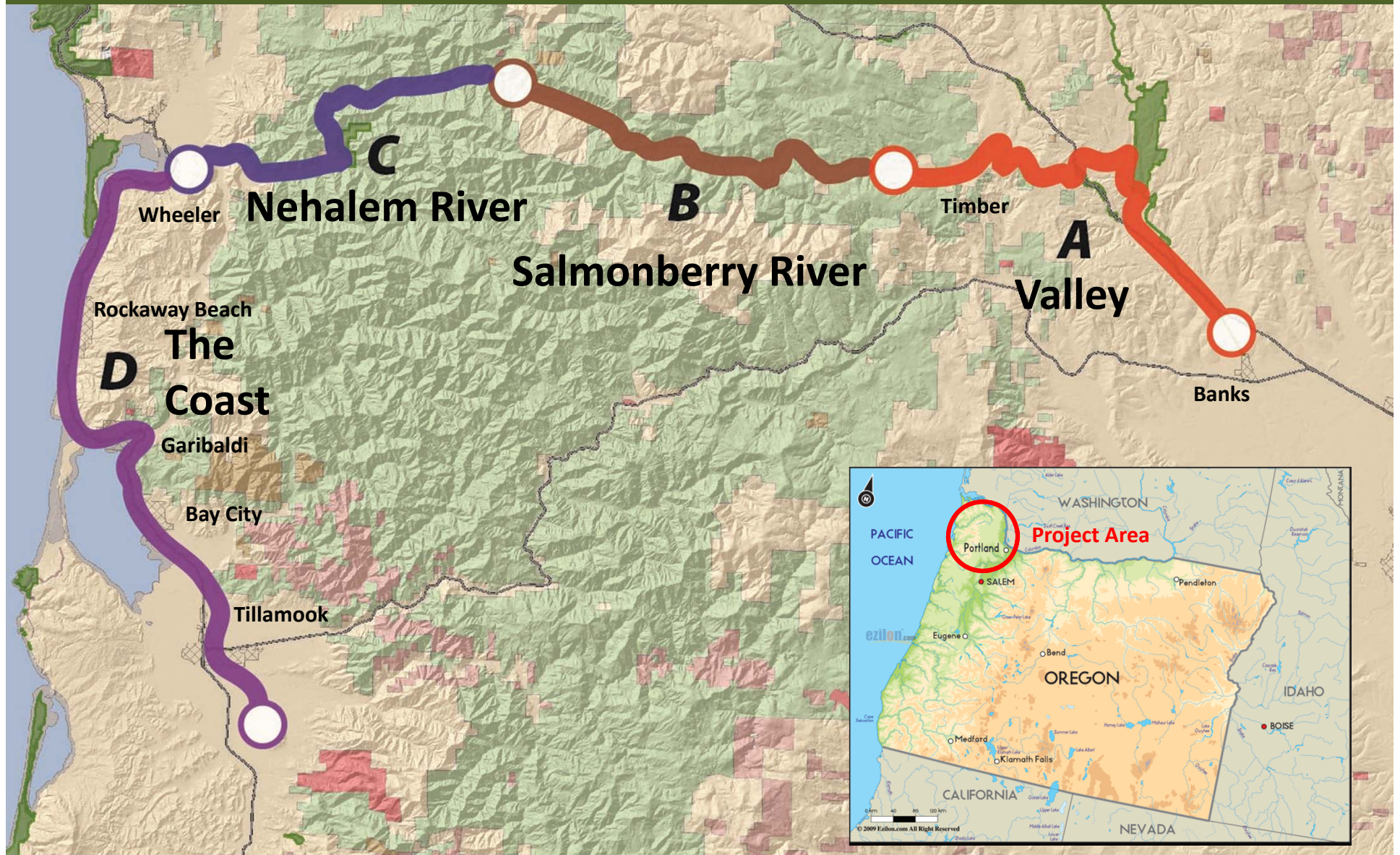
Agenda

- **Context**
- **Partners and Plans**
- **Onward to Implementation**



Pathway to the Pacific

The Salmonberry Corridor Rail Trail Concept



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Tualatin Valley

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Tualatin Valley

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Banks Vernonia State Trail

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Tillamook State Forest

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Salmonberry River

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Salmonberry River

Photo: Bobcat

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Nehalem River

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Nehalem River

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Nehalem River Valley

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Oregon Coast Scenic Railroad

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Barview

© Ilene Santolucito

Pathway to the Pacific

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Tillamook Bay

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Tillamook Bay

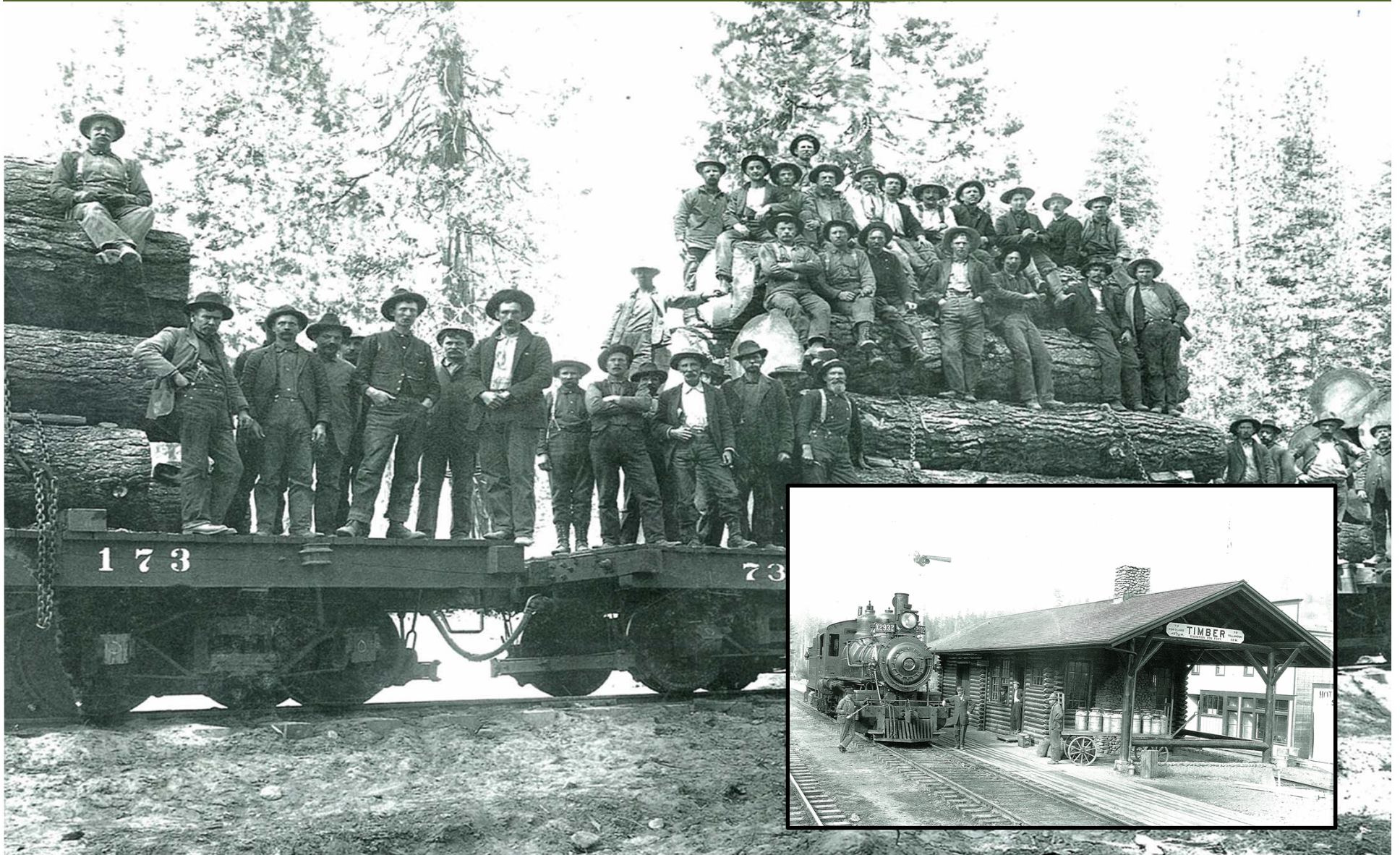
Pathway to the Pacific

The Salmonberry Corridor Rail Trail Concept



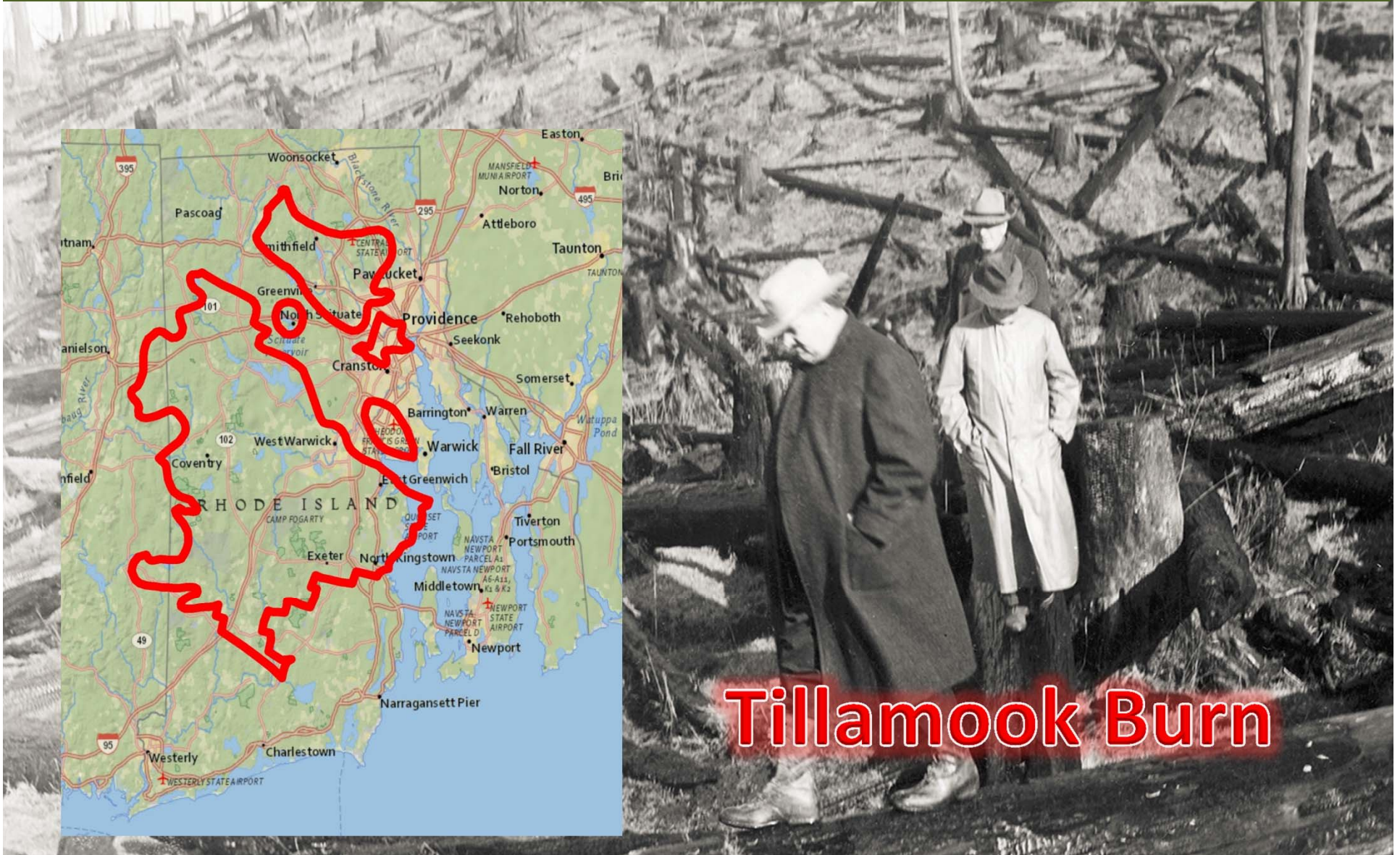
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The Salmonberry Corridor Rail Trail Concept

Storm Damage

2007

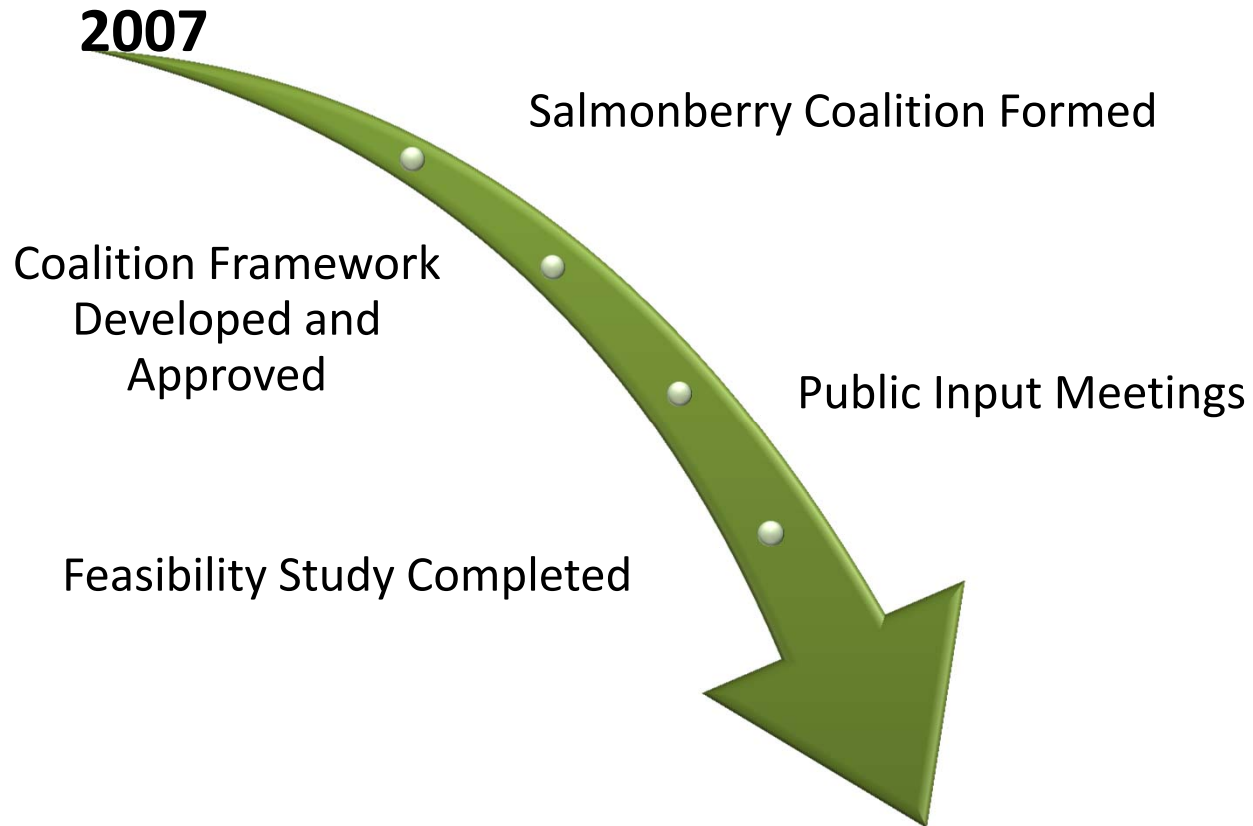
Salmonberry Coalition Formed

Coalition Framework
Developed and
Approved

Public Input Meetings

Feasibility Study Completed

Concept Plan Started



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The Salmonberry Corridor Rail Trail Concept



Goals

- Formed from Input from the Community
- Frame Context of Concept Plan

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Support Local Economies



Encourage new economic opportunities for Corridor communities

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The Salmonberry Corridor Rail Trail Concept

Preserve the Investment

- Stabilize existing right of way and limit future damage
- Ensure a financially-viable and sustainable future for the project



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Provide Access for Multiple Users



Improve and increase access to public lands for a wide range of uses (and ages) including walking, biking, hunting, fishing and equestrian

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The Salmonberry Corridor Rail Trail Concept

Maintain and Improve the Environment

Maintain and improve sensitive river and coastal environments

A photograph of a river flowing through a forest. The trees are covered in moss, and the water is turbulent. A person is kayaking in the river. The scene is lush and green, with many trees and ferns visible.

Pathway to the Pacific

The Salmonberry Corridor Rail Trail Concept

Concept Plan





SALMONBERRY CORRIDOR CONCEPT PLAN

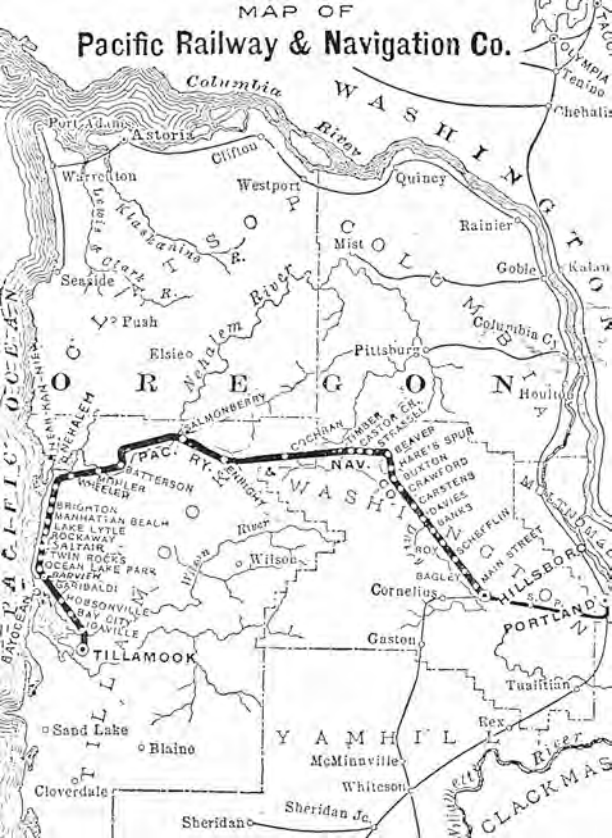
International Trails
Symposium 2015

Right now I can't ride my bike safely from Portland to the lovely Oregon Coast. I can't breathe the fresh mountain air or see the wonderful sights of the Coast Range, unless I get in my car. How much is providing a healthful, safe alternative worth? I'd say it's "priceless."

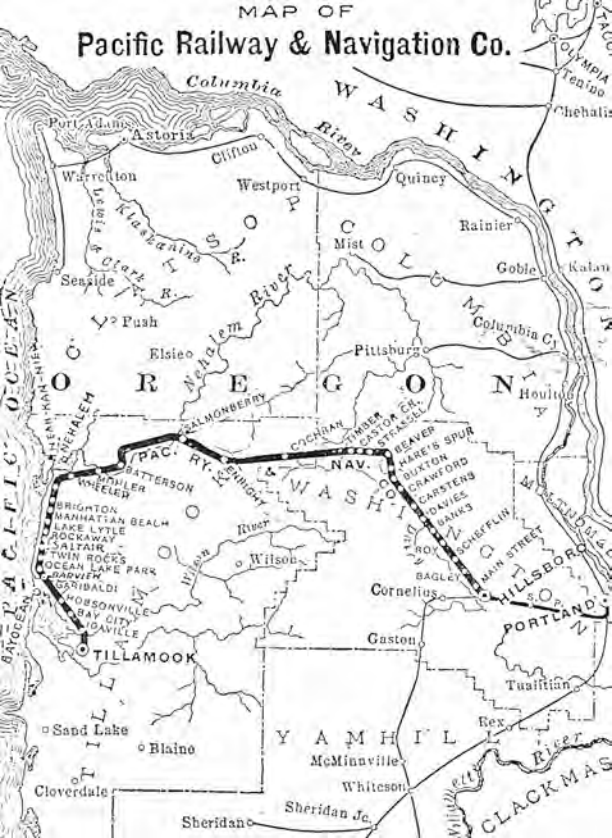
Peter S.

MAP OF

Pacific Railway & Navigation Co.



Pacific Railway & Navigation Co.





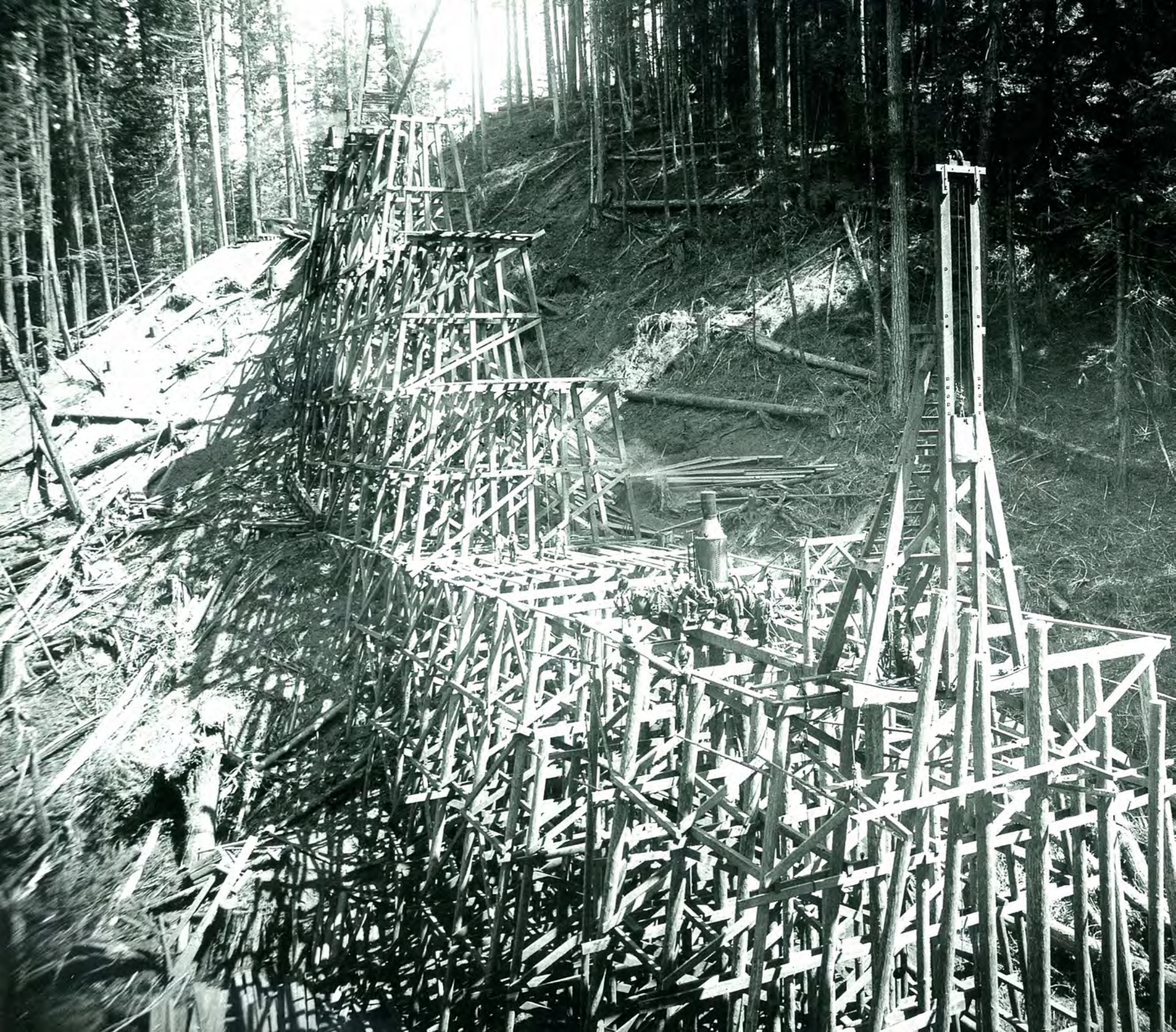
COCHRAN

2949

800
A

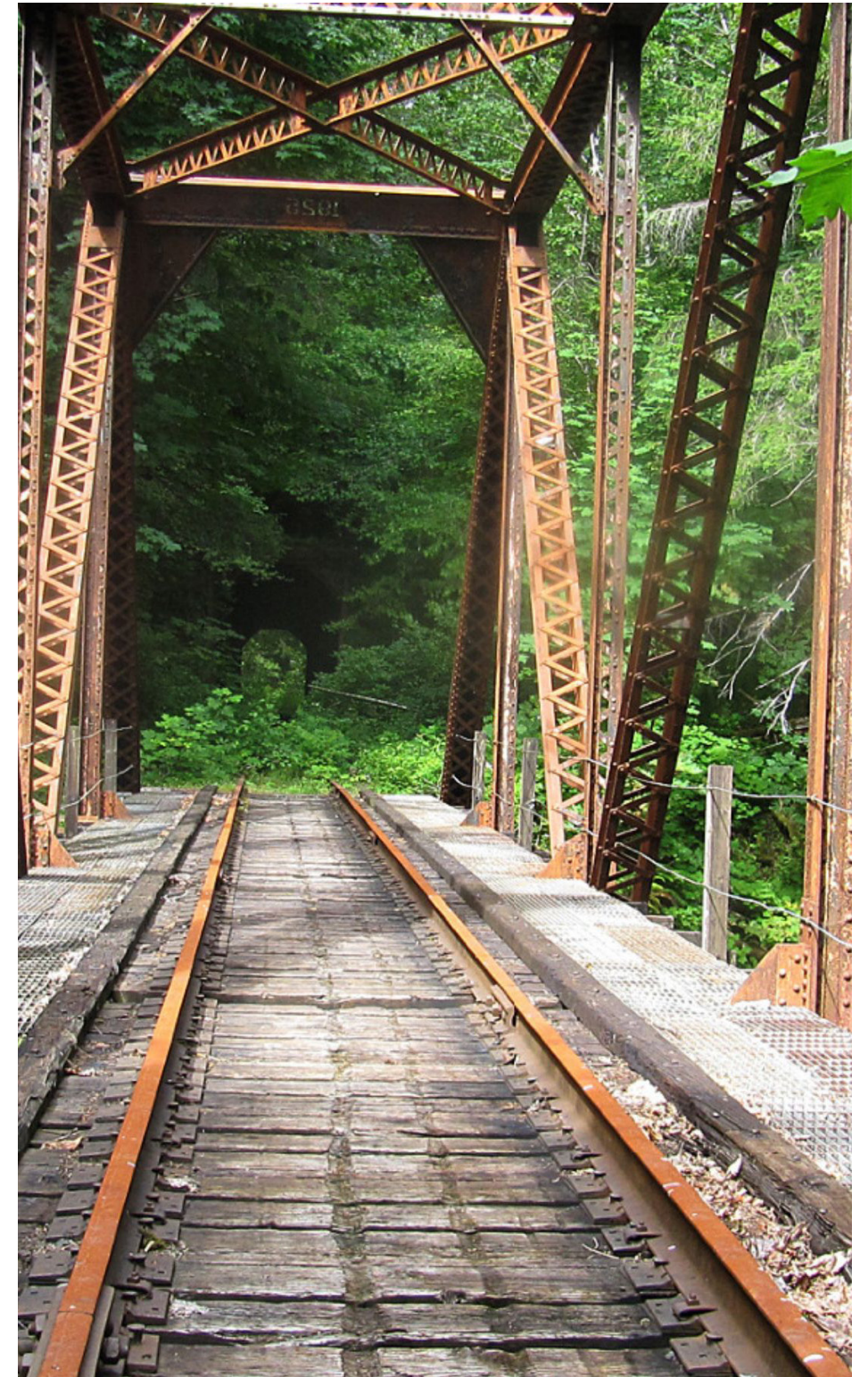








Disused railroad water tank, Milepost 811.25

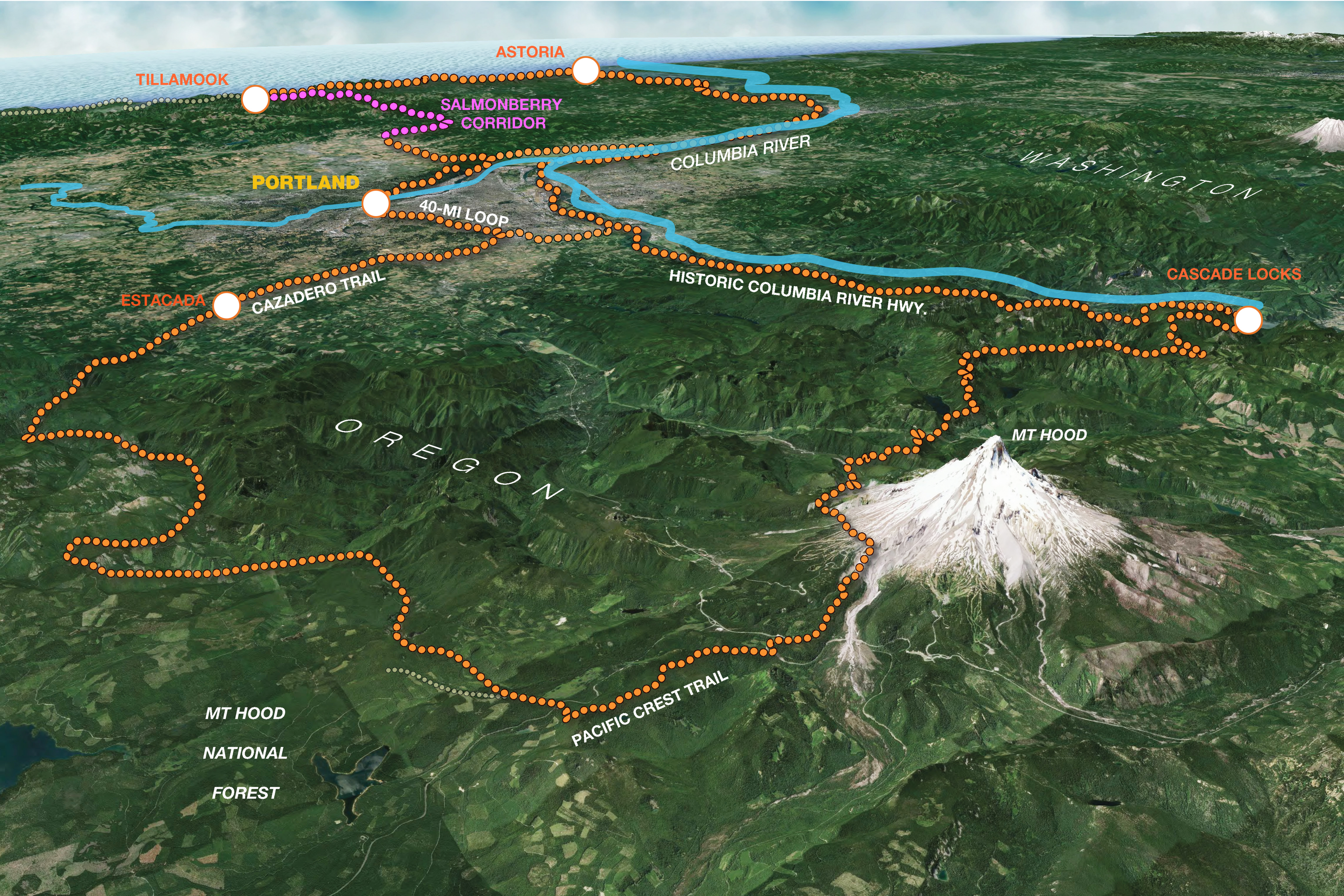


One of many bridges on the Corridor









TILLAMOOK

ASTORIA

SALMONBERRY
CORRIDOR

COLUMBIA RIVER

PORTLAND

40-MI LOOP

HISTORIC COLUMBIA RIVER HWY.

WASHINGTON

ESTACADA

CAZADERO TRAIL

CASCADE LOCKS

OREGON

MT HOOD

MT HOOD

NATIONAL

FOREST

PACIFIC CREST TRAIL



Barview Jetty County Park, near Garibaldi



Project team meeting at Reehers Camp



Kilchis Point Reserve



Nehalem Falls



Cabins at Stub Stewart SP

Existing Segment Recreation

The segment's existing recreational users are more adventurous to access the rugged territory of the area.



- There are no official campsites or hiking trails in the segment but hikers venture into the Corridor from the Beaverslide, or from the east or west portals to the river canyon.



- Hunting is popular on ODF forest lands. Steelhead fishing on the Salmonberry is also very popular.



- Some intrepid kayakers float the Salmonberry and Nehalem.



Kayaker on the Salmonberry

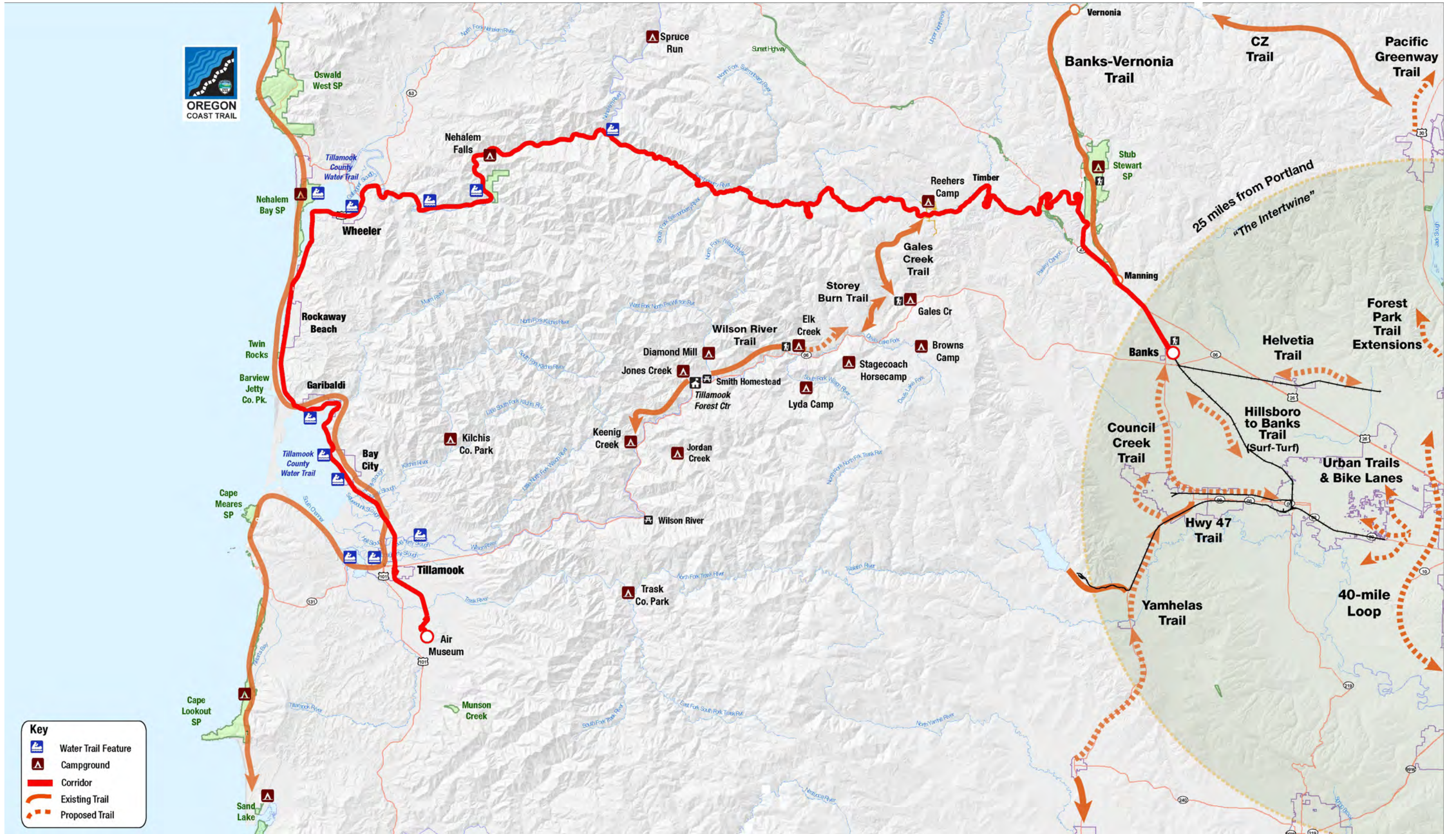
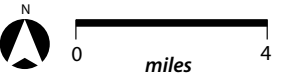
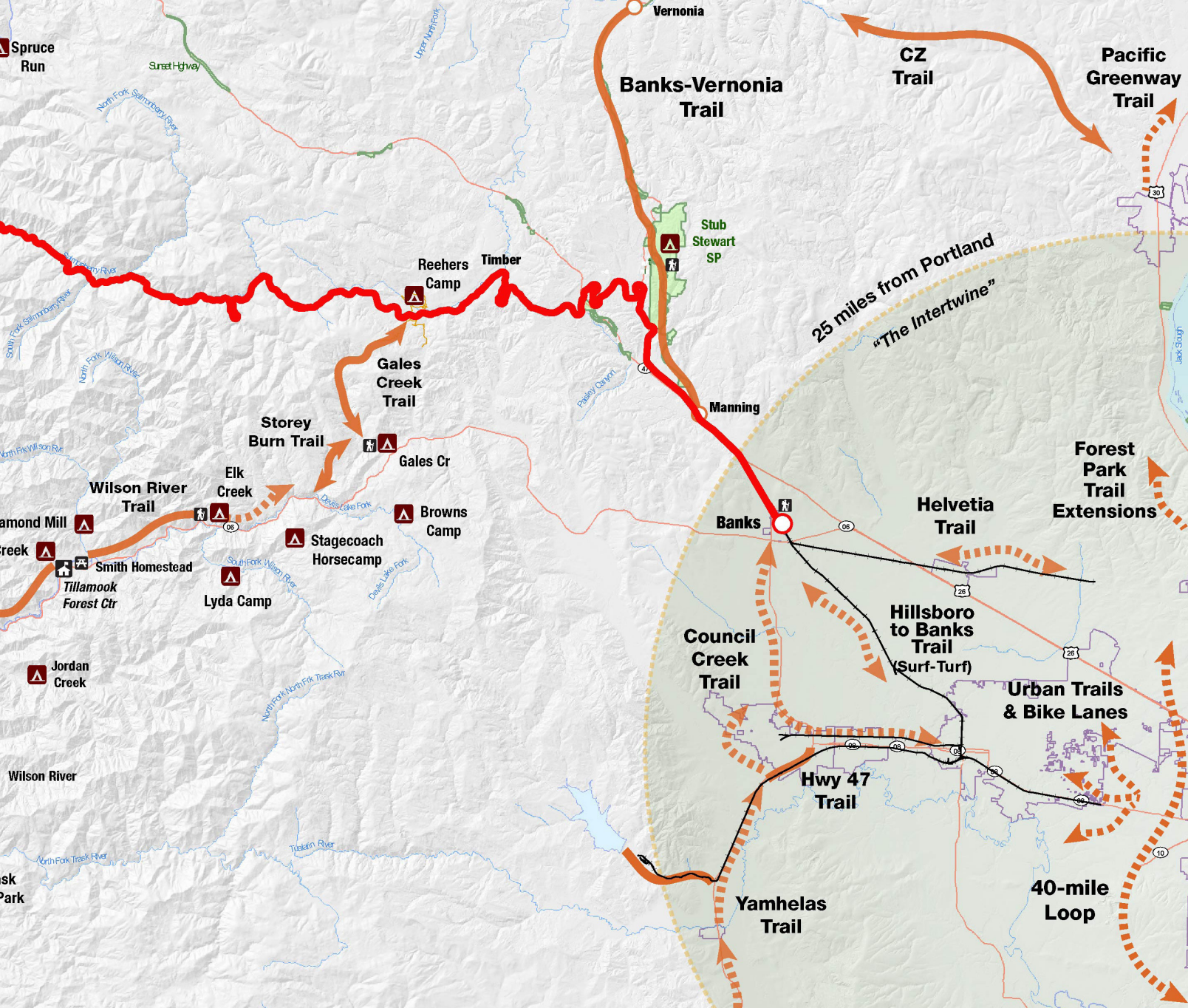


Figure 3: Regional Recreational Resources





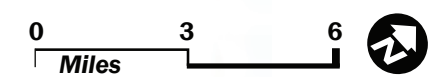
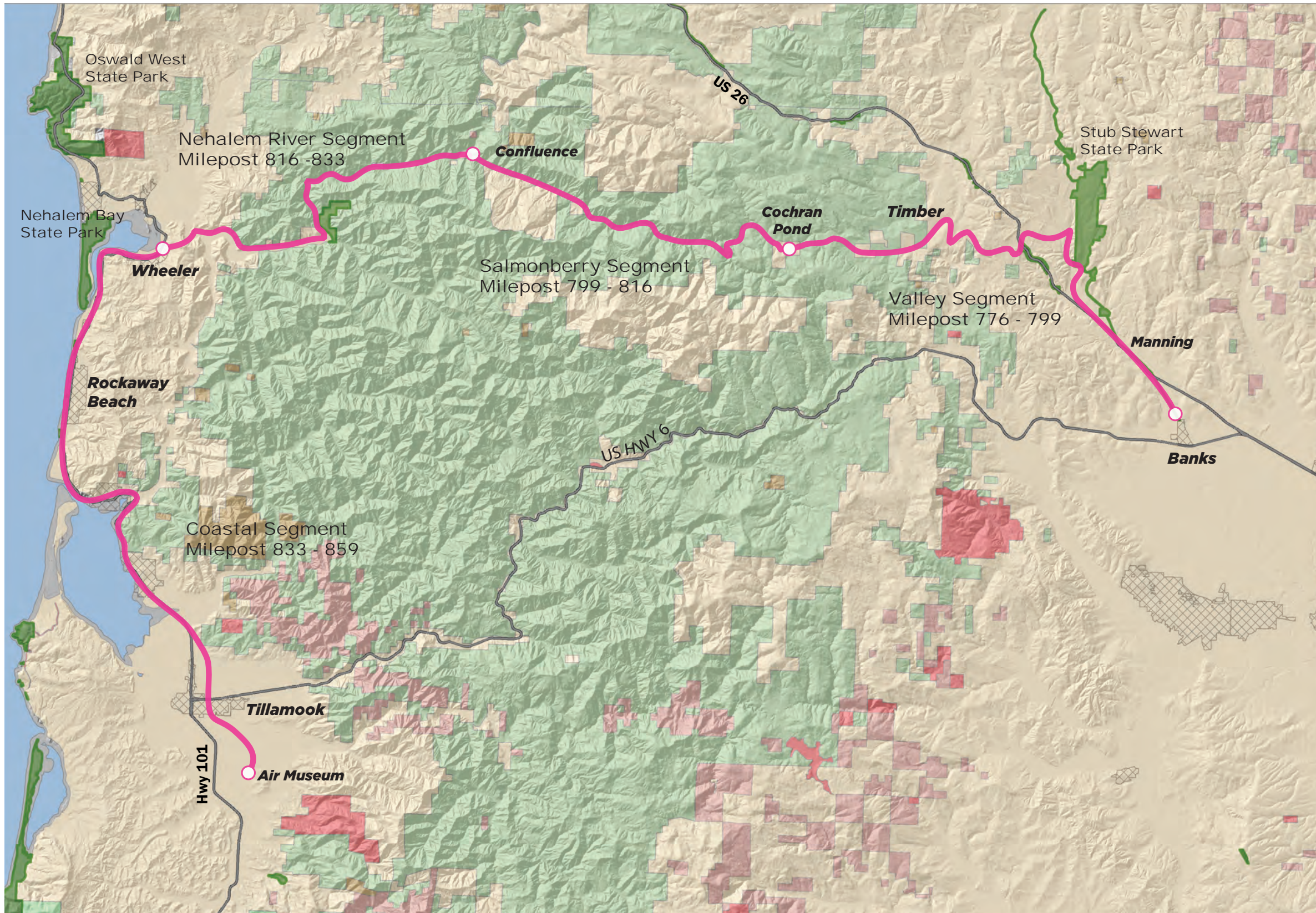


Figure 2: Salmonberry Corridor Overview Map



PLACE 10' CLEARANCE MARK OVER
LOADING AND UNLOADING
INSTRUCTION
WARNING
AVOID LIFTING ACCIDENT
BY KEEPING LOAD AT ABOUT
SAME LEVEL ON EACH SIDE OF THE
TRACK. COLLISIONS ARE PROHIBITED.
72'-0"
BETWEEN
BULKHEADS

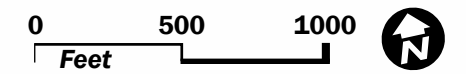
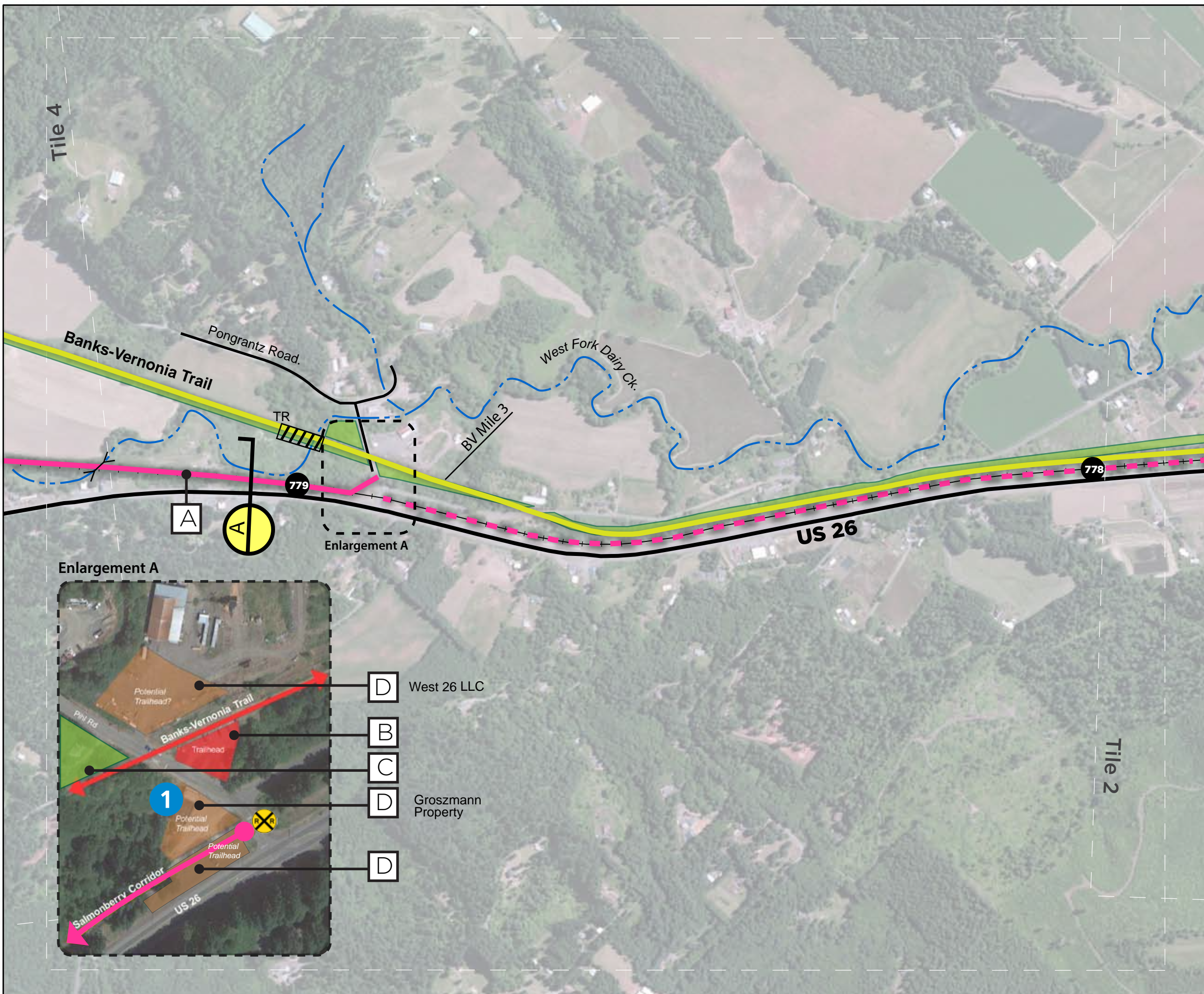
Salmonberry Corridor

Tile 3: Manning

-  Salmonberry Corridor
-  Portion of trail adjacent to Banks/Vernonia Trail
-  Existing Trail
-  City Limits
-  Milepost
-  Railroad Crossing
-  Culvert
-  Trestle (See Section D)
-  Public Property
-  Section Callout

Notes

- A** Rail-to-Trail Alternative: Utilize RR tracks for rail-to-trail conversion.
- B** Manning trailhead at capacity. Trails separate at this point.
- C** Potential trailhead expansion area, on 0.5-ac donated by WA Co.
- D** Additional potential TH expansion areas (See Tile 3A)
- 1** Potential catalyst project: Develop new trailhead for additional vehicles, restrooms to serve both B-V Trail and Salmonberry Corridor



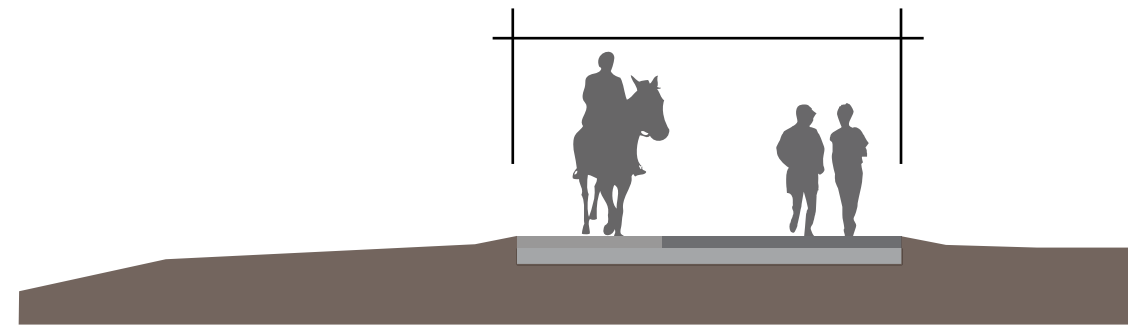
Salmonberry Corridor

Typical Sections

Sections do not relate to specific locations within the Corridor

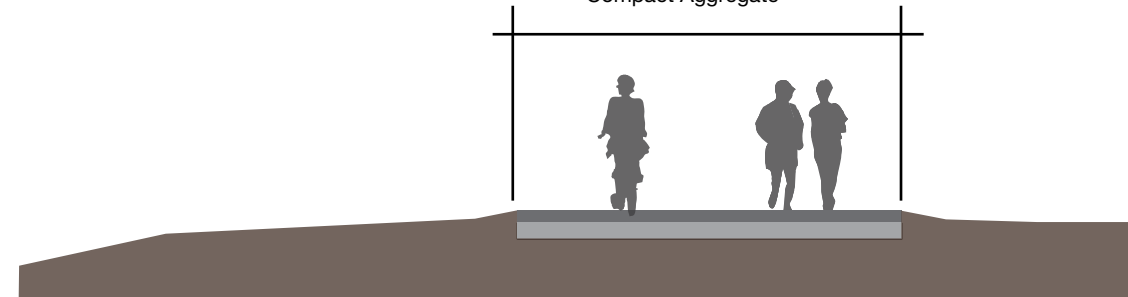
10' - 14' Trail
Remove & salvage rail hardware and excavate ballast
Surfacing:

- Asphalt
- Compact Aggregate
- Wood Chips
- Combination of above for equestrian use

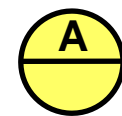


10' - 14' Trail
Remove & salvage rail hardware and excavate ballast
Surfacing:

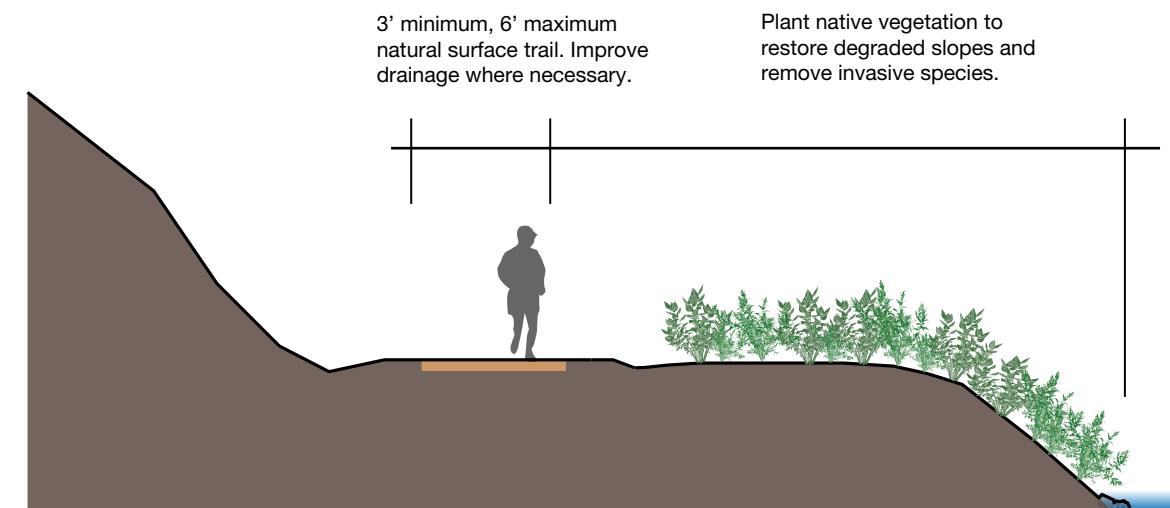
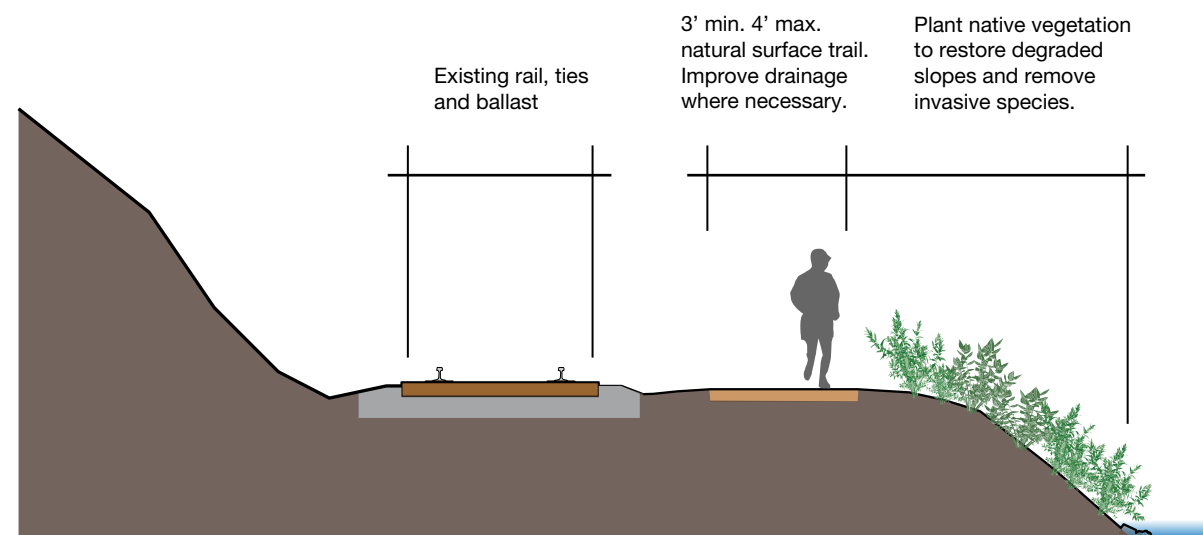
- Asphalt
- Compact Aggregate



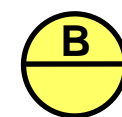
Note:
* In areas with little equestrian use, or where heavy service vehicles need to access the Corridor frequently, or where the trail serves as vehicular access to homes or businesses (primarily in the Coastal segment) it is recommended that the trail surface be limited to asphalt.



Rail-to-Trail Alternative - At Grade



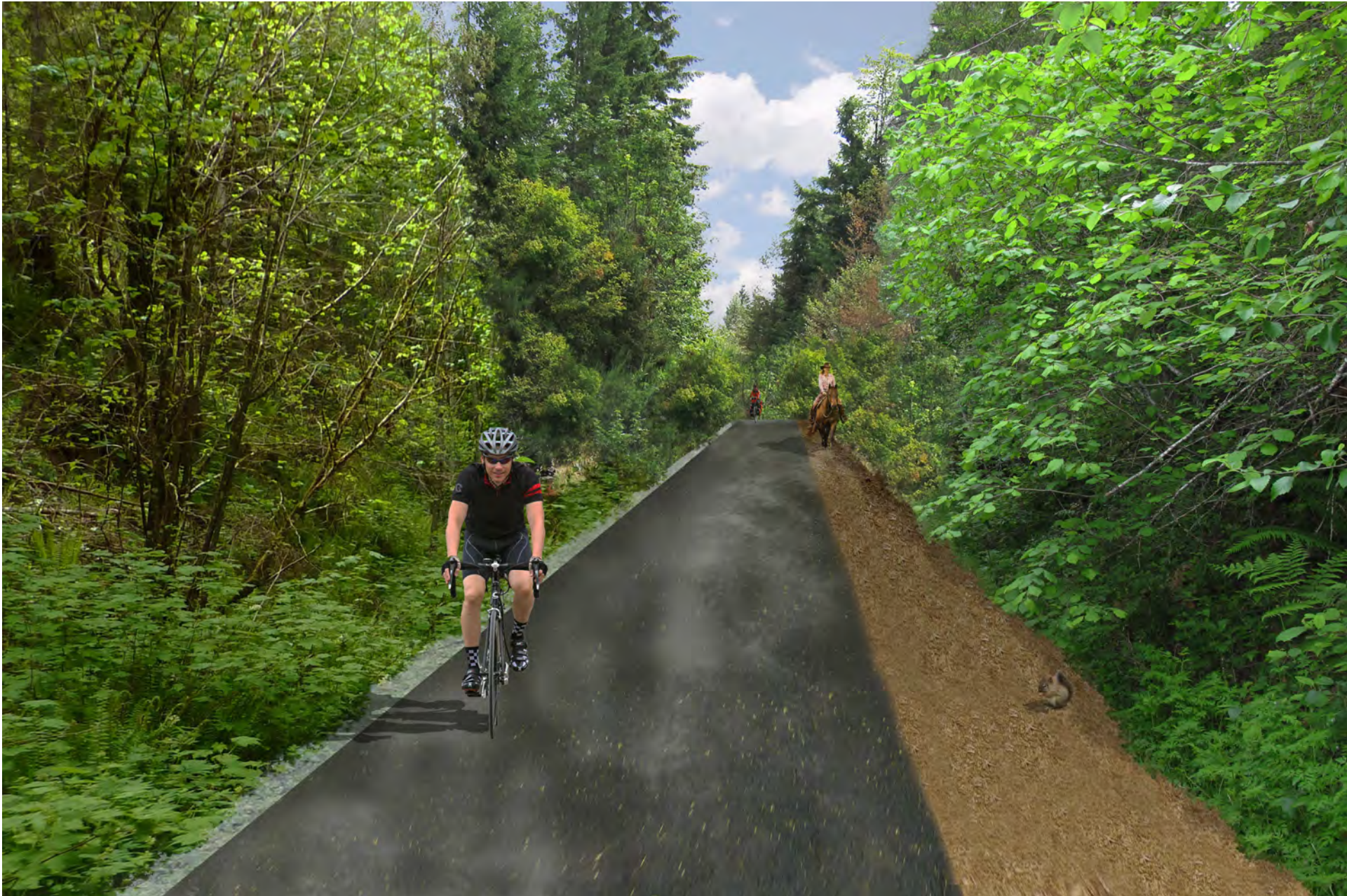
*Additional study required to determine if removal of existing rail, ties and ballast is appropriate



Natural Surface Trail Alternatives



Before and After illustration of a typical rail-to-trail portion of the corridor



Salmonberry Corridor

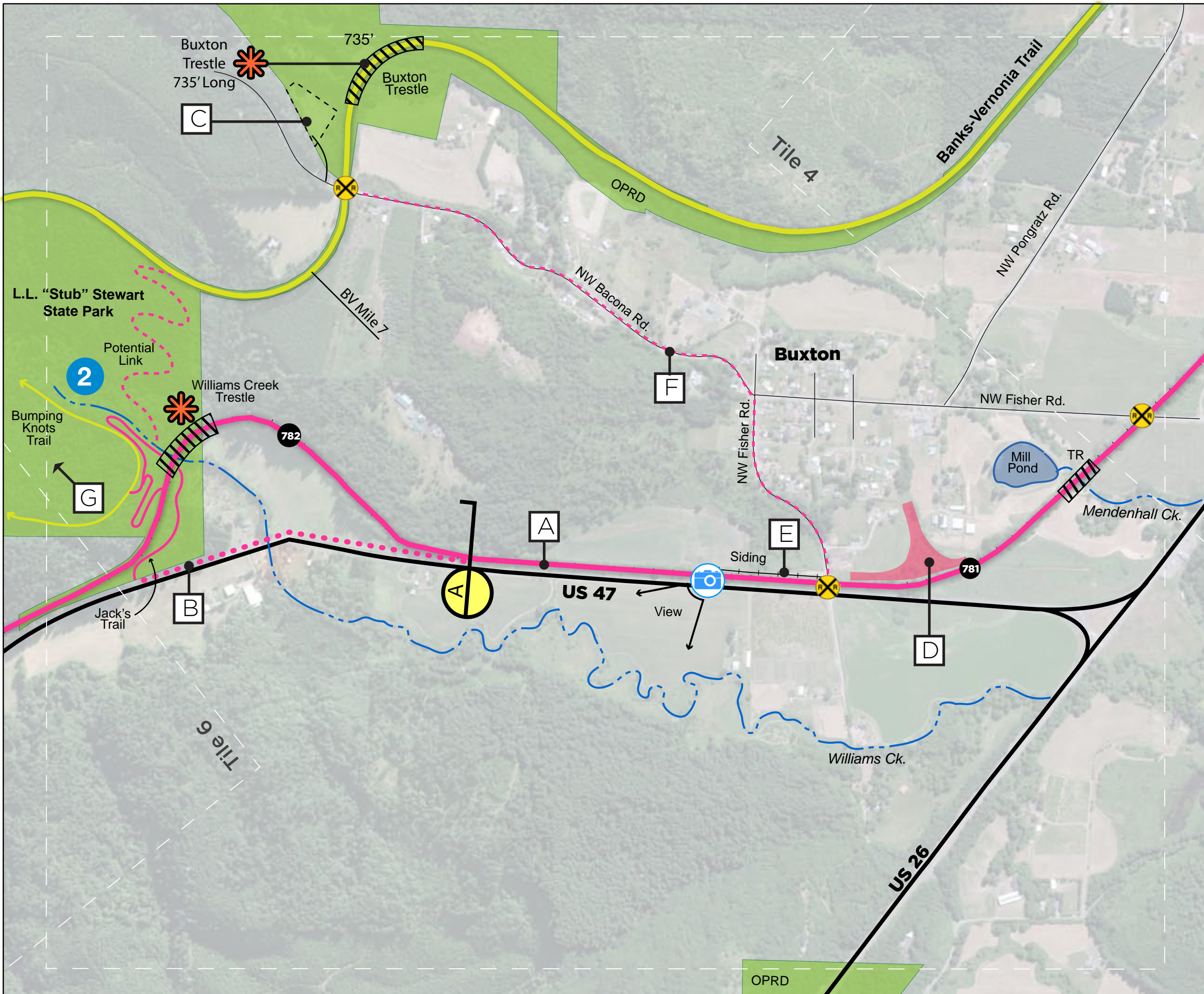
Tile 3A: Manning Trailhead



View from US 26 looking west across site of proposed trailhead. (Google Street View)

Salmonberry Corridor

Tile 5: Buxton



- Salmonberry Corridor
- Potential Regional Connection
- Bypass Alternative
- Existing Trail
- Road
- Milepost
- Viewpoint
- Railroad Crossing
- Trestle (See Section D)
- Public Property
- Section Callout

Notes

- A** Rail-to-Trail Alternative: Utilize RR tracks for rail-to-trail conversion.
- B** Bypass Alternative: Potential bypass utilizing expanded shoulder of US 47 until Williams Creek Trestle is improved.
- C** Buxton trailhead, 75 car spaces, 4 horse trailer spaces. Could be optional TH if Manning cannot be expanded.
- D** Potential trailhead opportunity on 'Y' near former mill site--potential interpretive story
- E** Potential trailhead on siding along Hwy 47
- F** Potential short-term connection to Banks Vernonia trail via Fisher Rd/ Bacona Rd. On-road bike use.
- G** Potential alternative trailhead at Stub Stewart SP. Further study needed.
- 2** Potential catalyst project: Enhance existing trails to provide access from Williams Creek trestle into Stub Stewart SP and create loop on B-V Trail



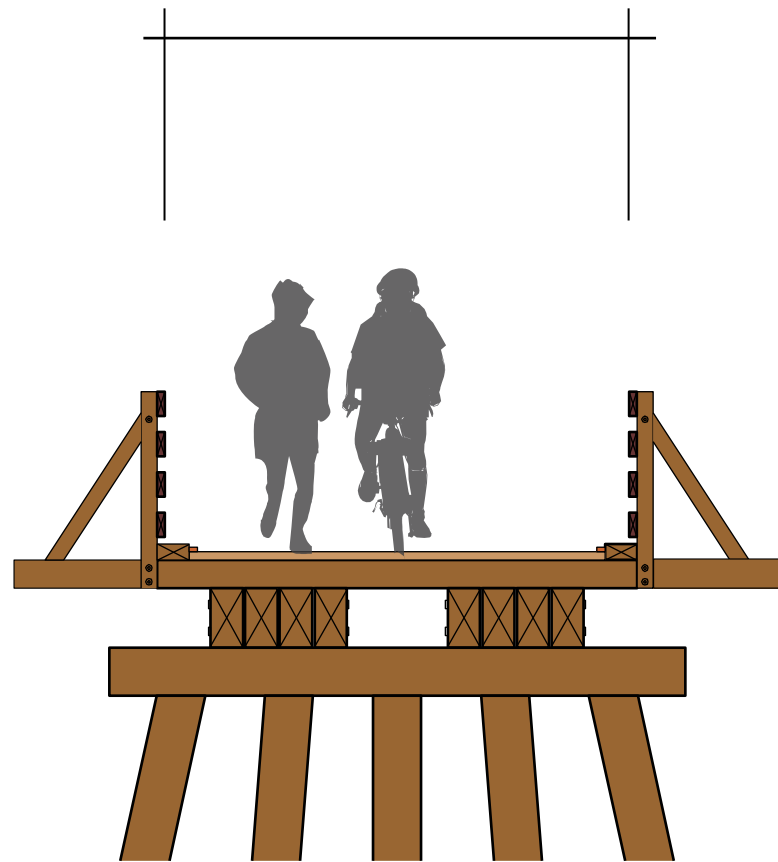


Salmonberry Corridor

Typical Sections

Sections do not relate to specific locations within the Corridor

8'-10' Trail
Provide guardrails
Surfacing: Wood or composite decking over existing rail ties.

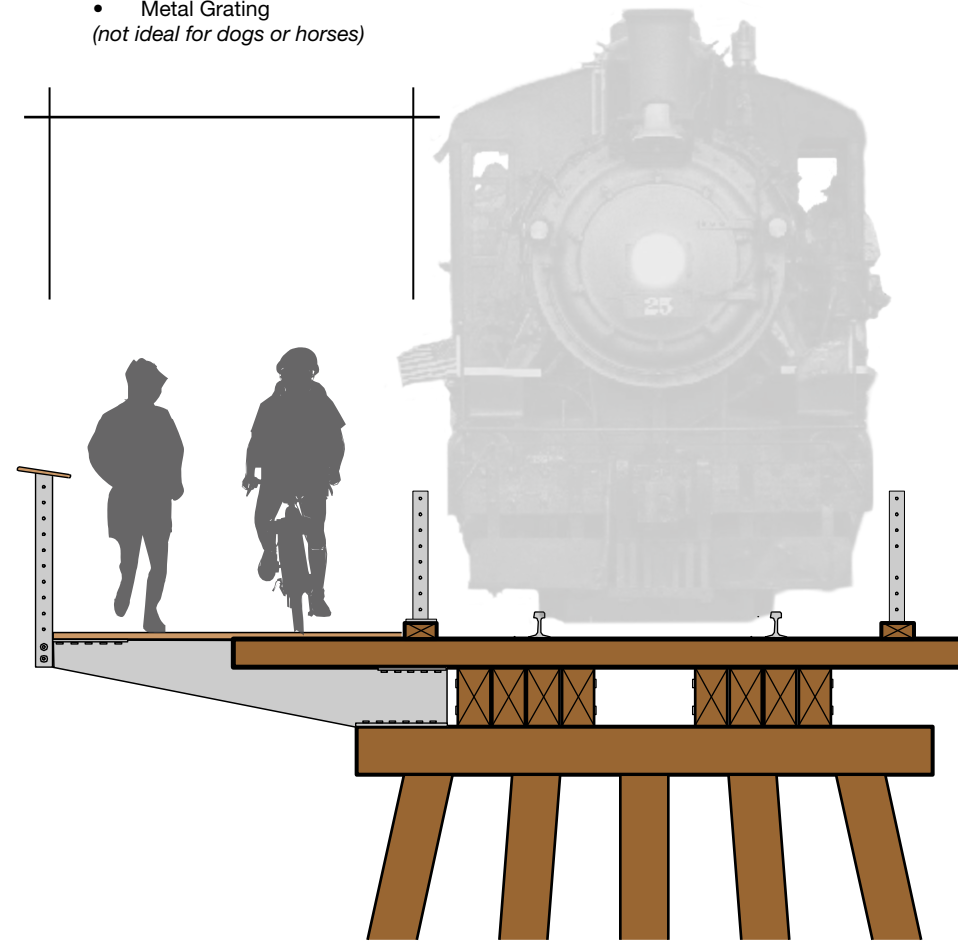


Trestle - Rail-to-Trail Alternative

Option A:
6'-8' cantilevered trail
Provide guardrails and safety barrier
Surfacing Options:

- Wood or composite decking
- Metal Grating

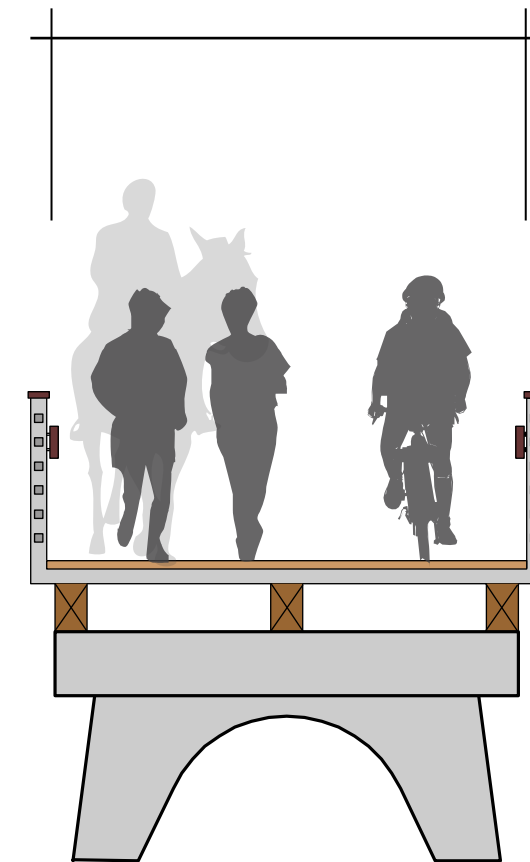
(not ideal for dogs or horses)



Trestle - Rail with Trail Alternative (Prototypical)

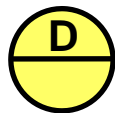
Option B:
6'-8' new, separate bridge with guardrails and accessible surfacing
Surfacing Options:

- Wood or composite decking
- Metal Grating



Note:

Rail with trail alternatives that share an active trestle will require coordination between rail operator and trail users to ensure safety of all parties. Signage at each shared trestle will be required and railroad operations will be required to post timetables, reduce speed, and provide ample warning of approaching trains within the corridor.

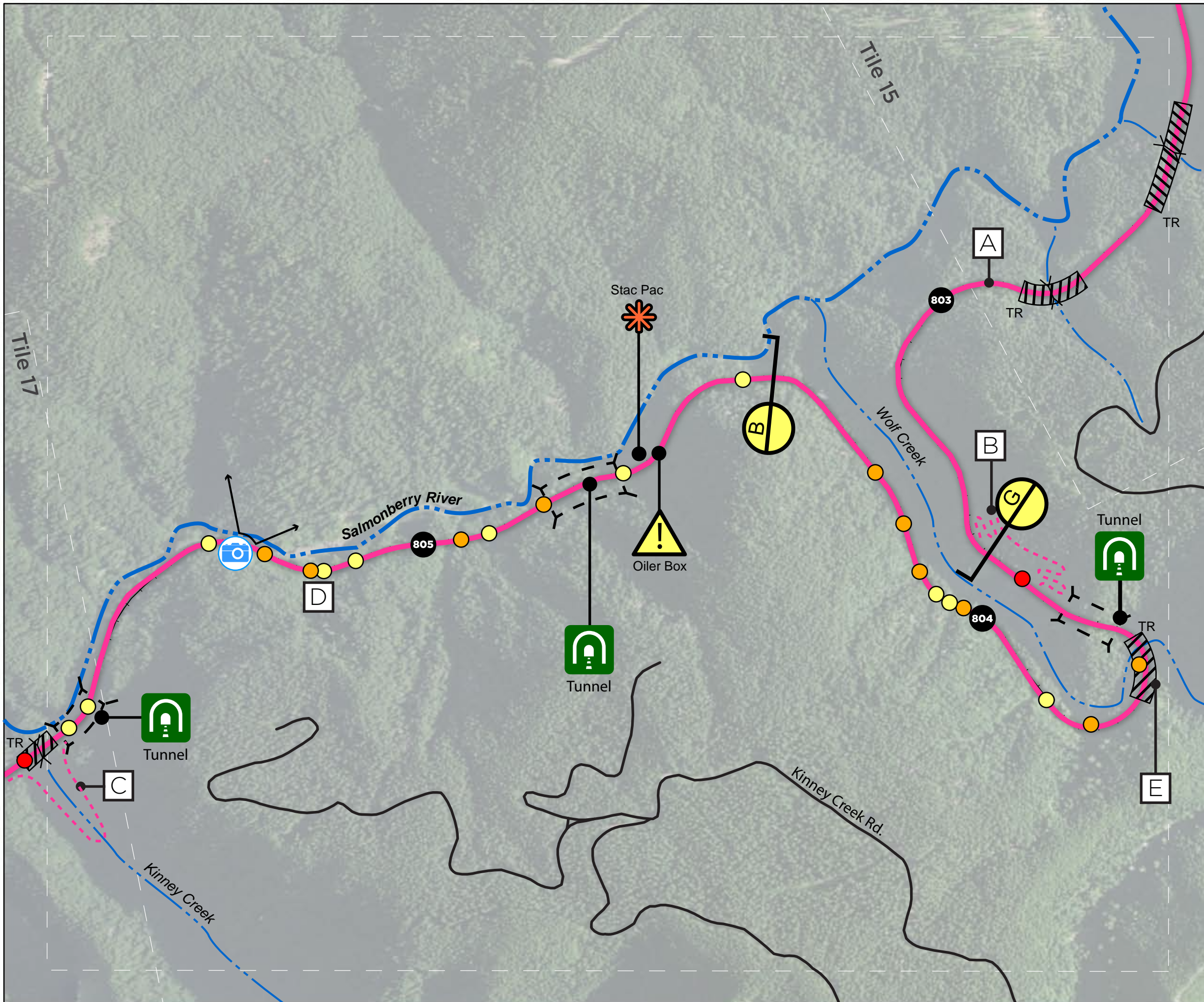




The vision for a connected recreational Corridor across the Coast Range

Salmonberry Corridor

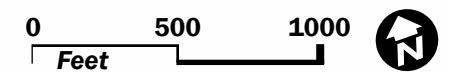
Tile 16: Wolf Creek



- Salmonberry Corridor
- Bypass Alternative
- Road
- Milepost
- Damage Points: Severe/Moderate/Mild
- Viewpoint
- Point of Interest
- Tunnel (See Section F)
- Culvert
- Hazard
- Trestle (See Section D)
- Section Callout

Notes

- A** Rail-to-Trail Alternative: Utilize RR tracks for rail-to-trail conversion.
- B** Bypass Alternative 1: Major washout will likely require "adventure trail" bypass. Many damage points within this stretch will also require detours.
- C** Bypass Alternative 2: Kinney Creek trestle blown out, requires major repair. Detour would need to cross Creek.
- D** Former logging railroad and logging camp site; potential interpretive opportunity.
- E** Wolf Creek trestle and tunnel represent potential scenic destination.





MILD



MODERATE



SEVERE



Before and After illustration of a typical rail-to-trail portion of the corridor





Salmonberry Corridor

Typical Sections

Sections do not relate to specific locations within the Corridor

Option 1

Retain bench and fill to accommodate 6'-8' trail

Surfacing Options:

- Compacted Aggregate
- Compacted Soil

Option 2

3-6' wide 'adventure trail**

- Slope reinforcement where required
- Compact soil surface

8'-10' Trail

Salvage RR ties and rails

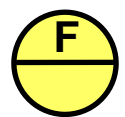
Surfacing Options:

- Compacted Aggregate
- Compacted Soil

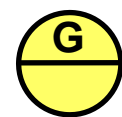
Existing timber tunnel reinforcement requires structural study. Shotcrete facing requires patching or replacement in places.

Retaining structure

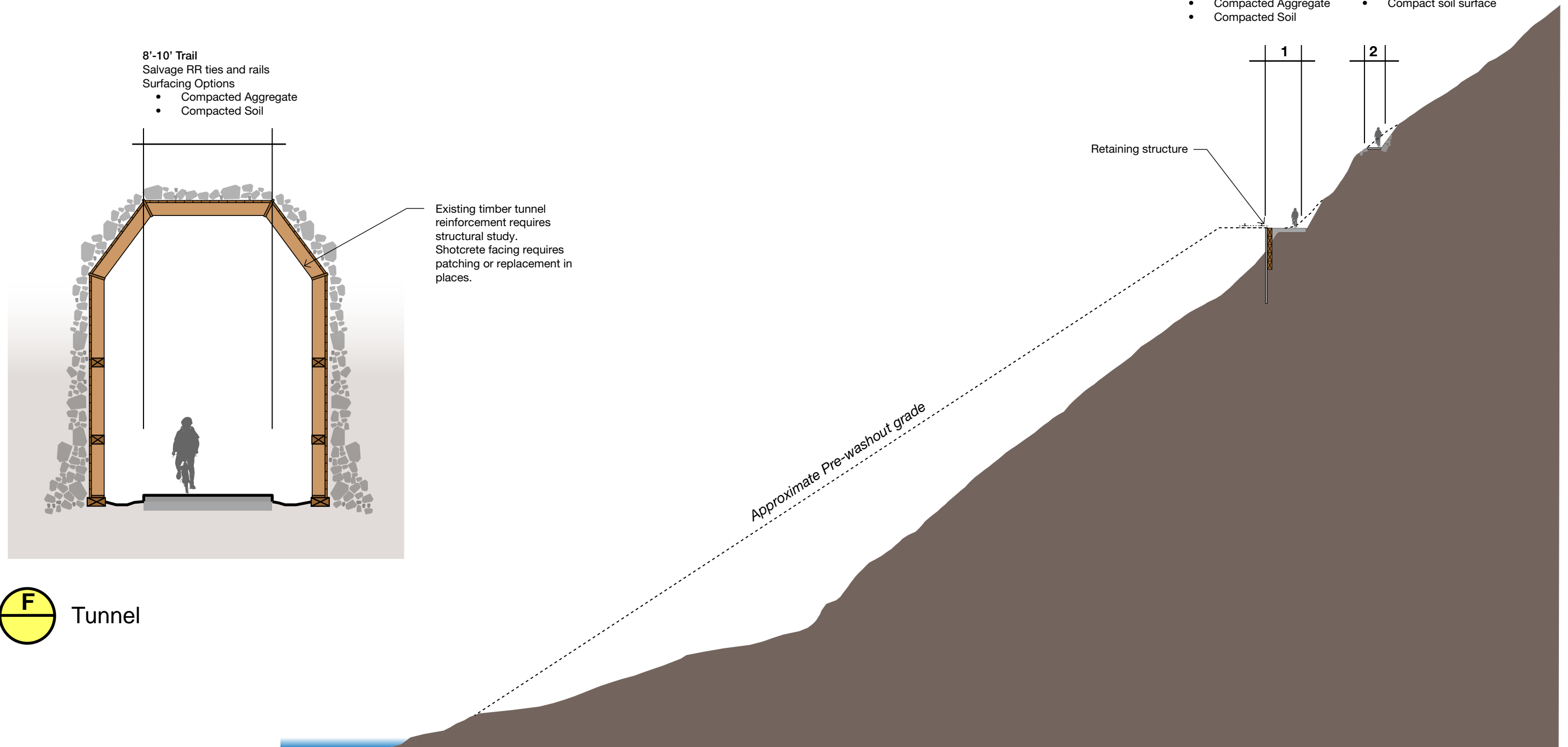
Approximate Pre-washout grade



Tunnel

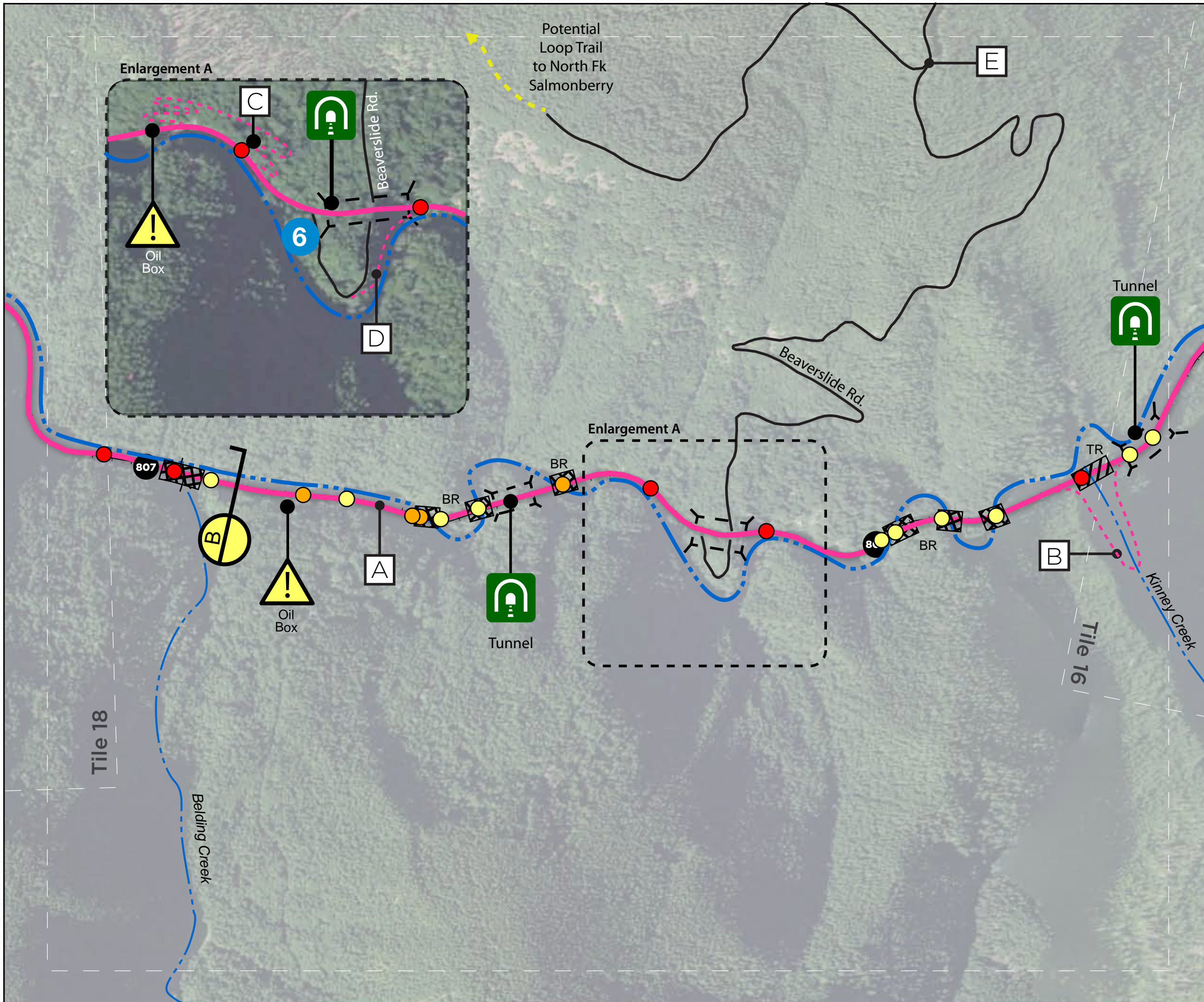


Washout



Salmonberry Corridor

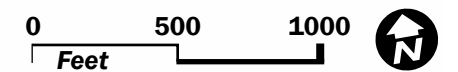
Tile 17: Beaverslide



- Salmonberry Corridor
- Bypass Alternative
- Road
- Milepost
- Damage Points: Severe/Moderate/Mild
- Viewpoint
- Tunnel (See Section F)
- Culvert
- Hazard
- Trestle (See Section D)
- Bridge (See Section E)
- Section Callout

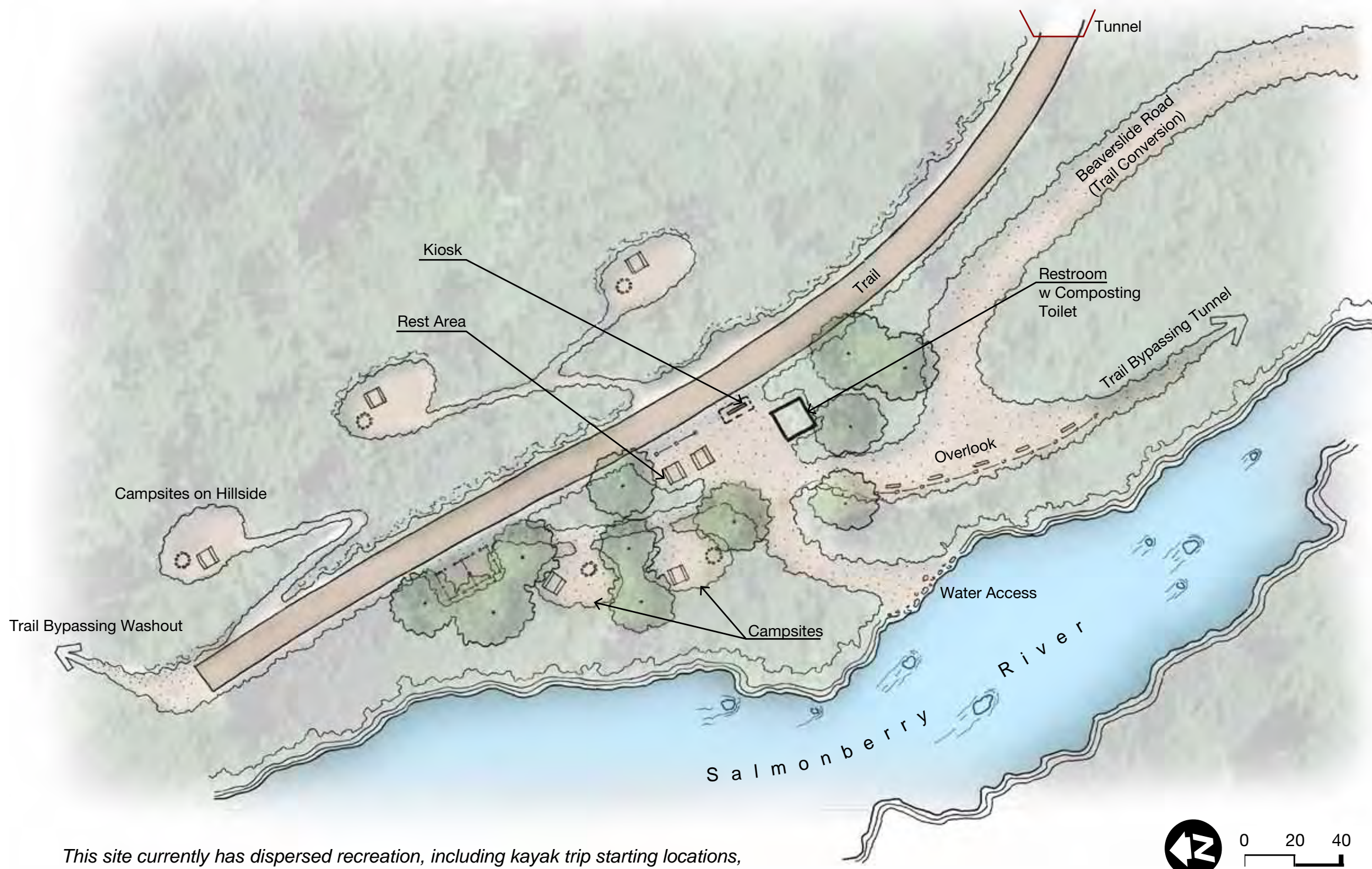
Notes

- A** Rail-to-Trail Alternative: Utilize RR tracks for rail-to-trail conversion.
- B** Bypass Alternative 1: Kinney Creek trestle wash out requires major repair. Detour would need to cross Creek in interim.
- C** Bypass Alternative 2: Major washout will likely require "adventure trail" bypass.
- D** Bypass Alternative 3: If tunnel improvements are necessary, a temporary detour may be required.
- E** Top of the Beaverslide Road. Potential for parking/TH area. Beaverslide Road descends steeply for 1360' over 2.5 miles. It is not designed for recreational use and will likely be closed during some or all of the year to manage access consistent with corridor goals and land management objectives. The road provides emergency access to the corridor between Cochran Pond and Clay Creek Rd.
- 6** Potential catalyst project: Improve existing dispersed camping site next to the river consistent with goals for environmental protection and user experience. Requires further study on governance and operations.



Salmonberry Corridor

Tile 17A: Beaverslide



This site currently has dispersed recreation, including kayak trip starting locations, dispersed camping, recreational shooting, and river access. Salmonberry Corridor goals can guide site development to be consistent with the overall Corridor project and with adjacent landowner goals.



Top of Beaverslide Road



Notes

View east on corridor to Tunnel at Beaverslide

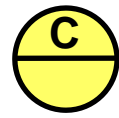


General location of proposed campsites

Salmonberry Corridor

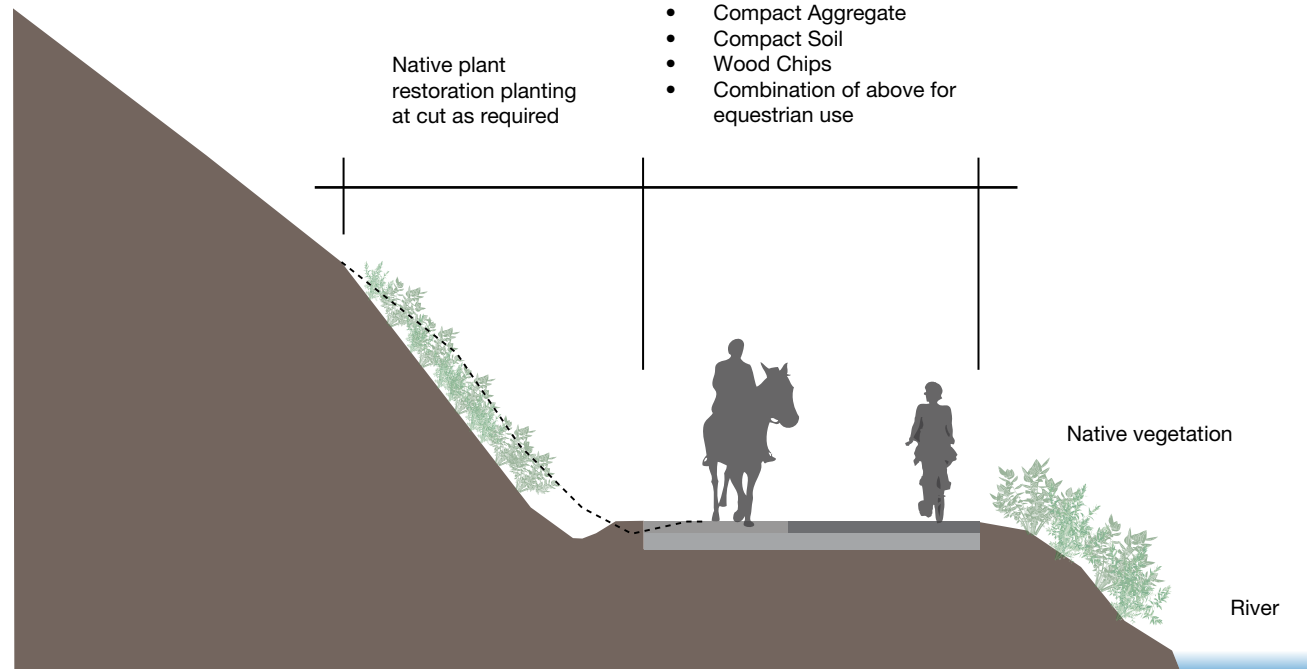
Typical Sections

Sections do not relate to specific locations within the Corridor



10' - 14' Trail
 Remove rail hardware and excavate ballast
 Surfacing Options:

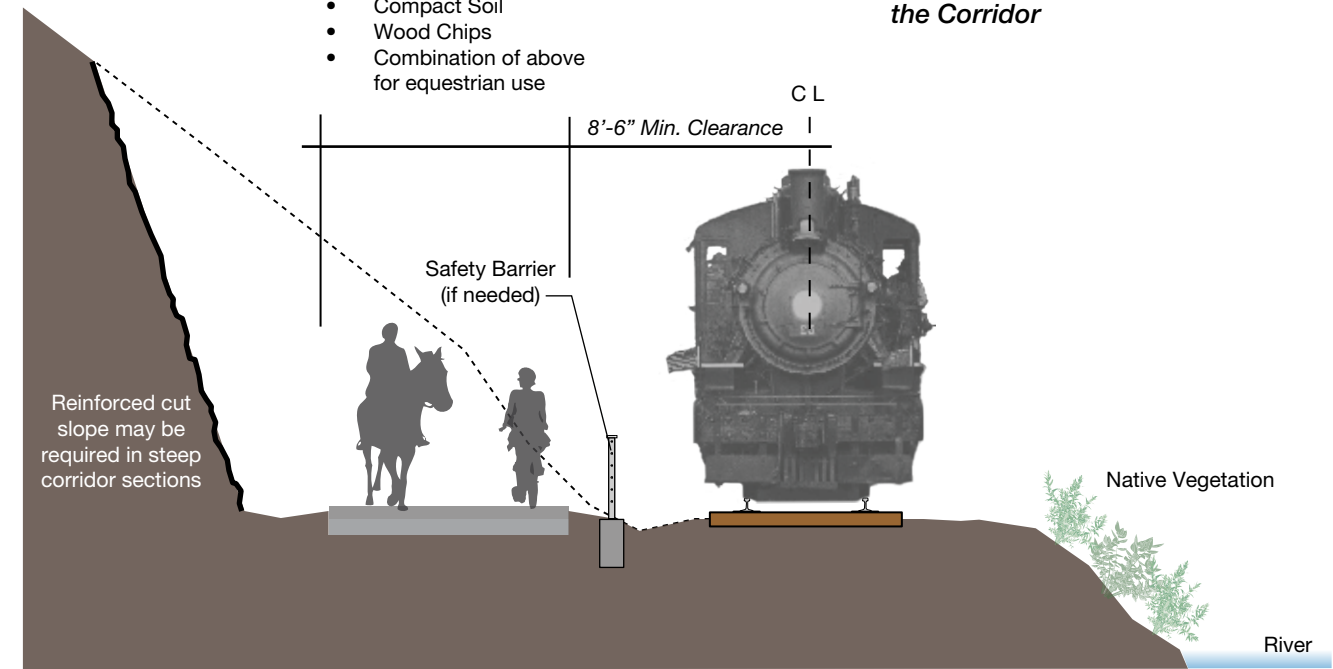
- Asphalt
- Compact Aggregate
- Compact Soil
- Wood Chips
- Combination of above for equestrian use



River Bank - Rail-to-Trail Alternative

10' - 14' Trail*
 Surfacing Options:

- Asphalt
- Compact Aggregate
- Compact Soil
- Wood Chips
- Combination of above for equestrian use

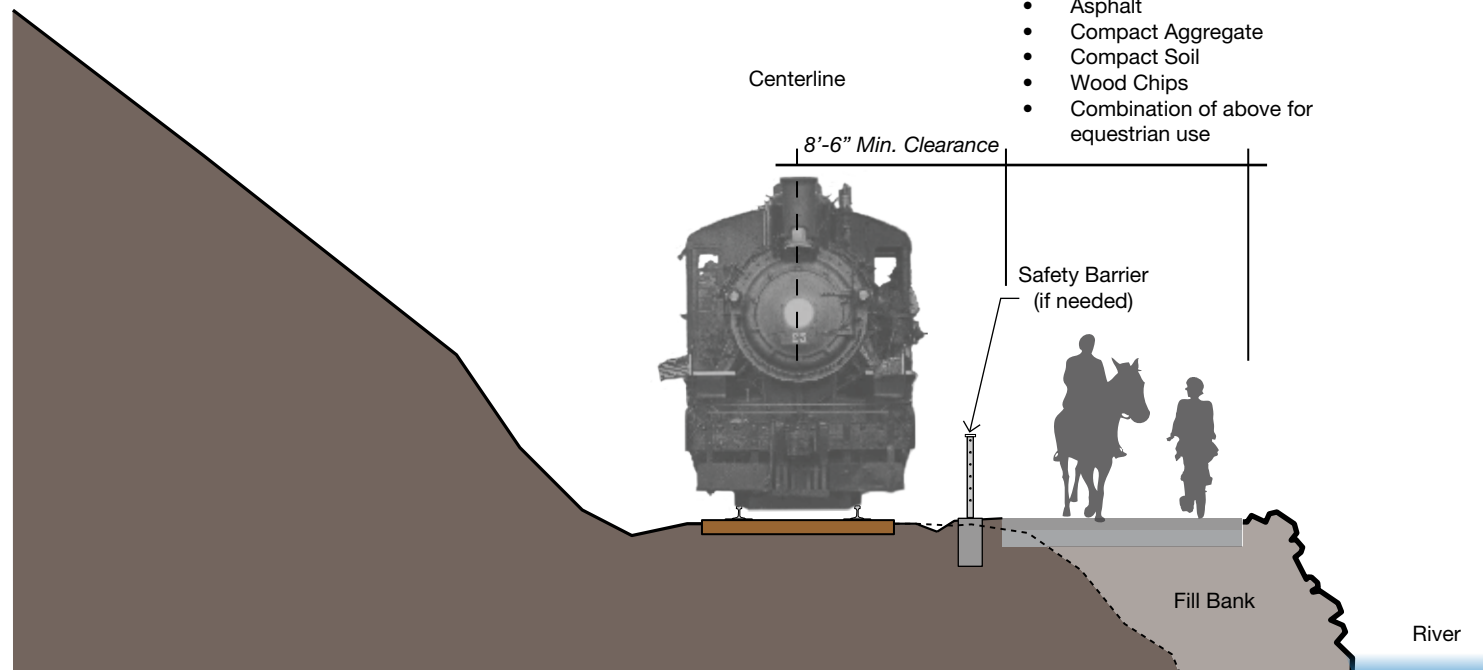


River Bank - Rail with Trail Alternative - Cut on Upland Side

Note:
 * Increased trail width in this condition may increase the amount of cut required and subsequently add to the cost of construction.

10' - 14' Trail**
 Surfacing Options:

- Asphalt
- Compact Aggregate
- Compact Soil
- Wood Chips
- Combination of above for equestrian use

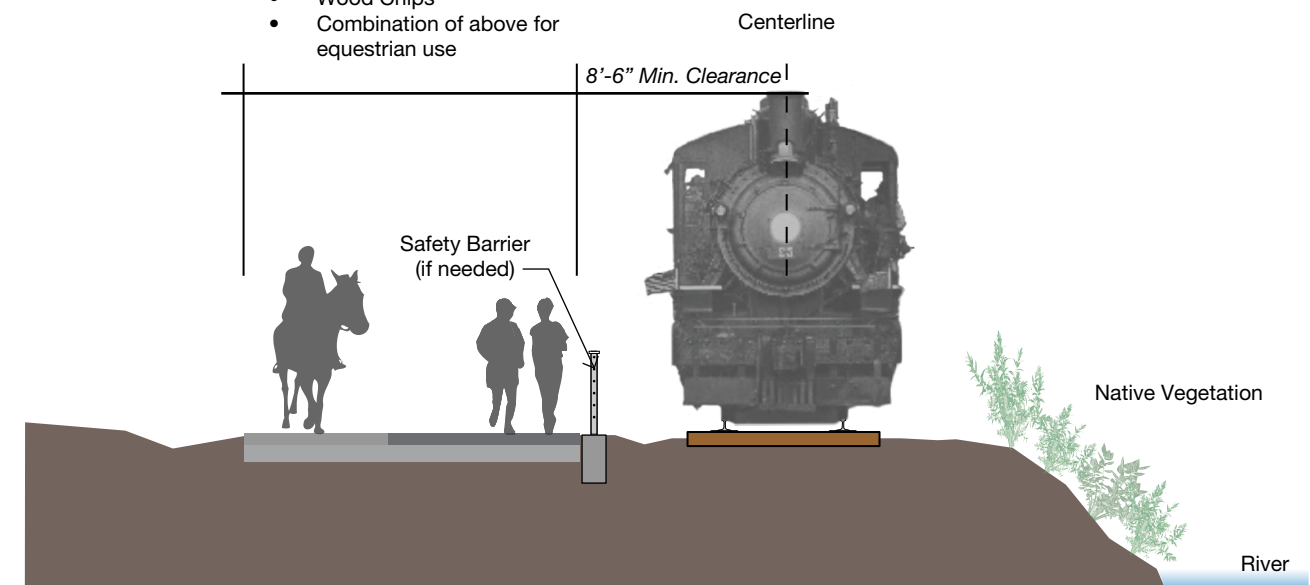


River Bank - Rail with Trail Alternative - Fill on River Side

Note:
 ** Increased trail width in this condition may increase the amount of fill required, require in-water work and associated permitting and subsequently will add to the cost of construction.

10' - 14' Trail**
 Surfacing Options:

- Asphalt
- Compact Aggregate
- Compact Soil
- Wood Chips
- Combination of above for equestrian use



River Bank - Rail with Trail Alternative - Condition At Grade



Before and After illustration of a typical rail-with-trail portion of the corridor





Allegheny Passage Rail With Trail



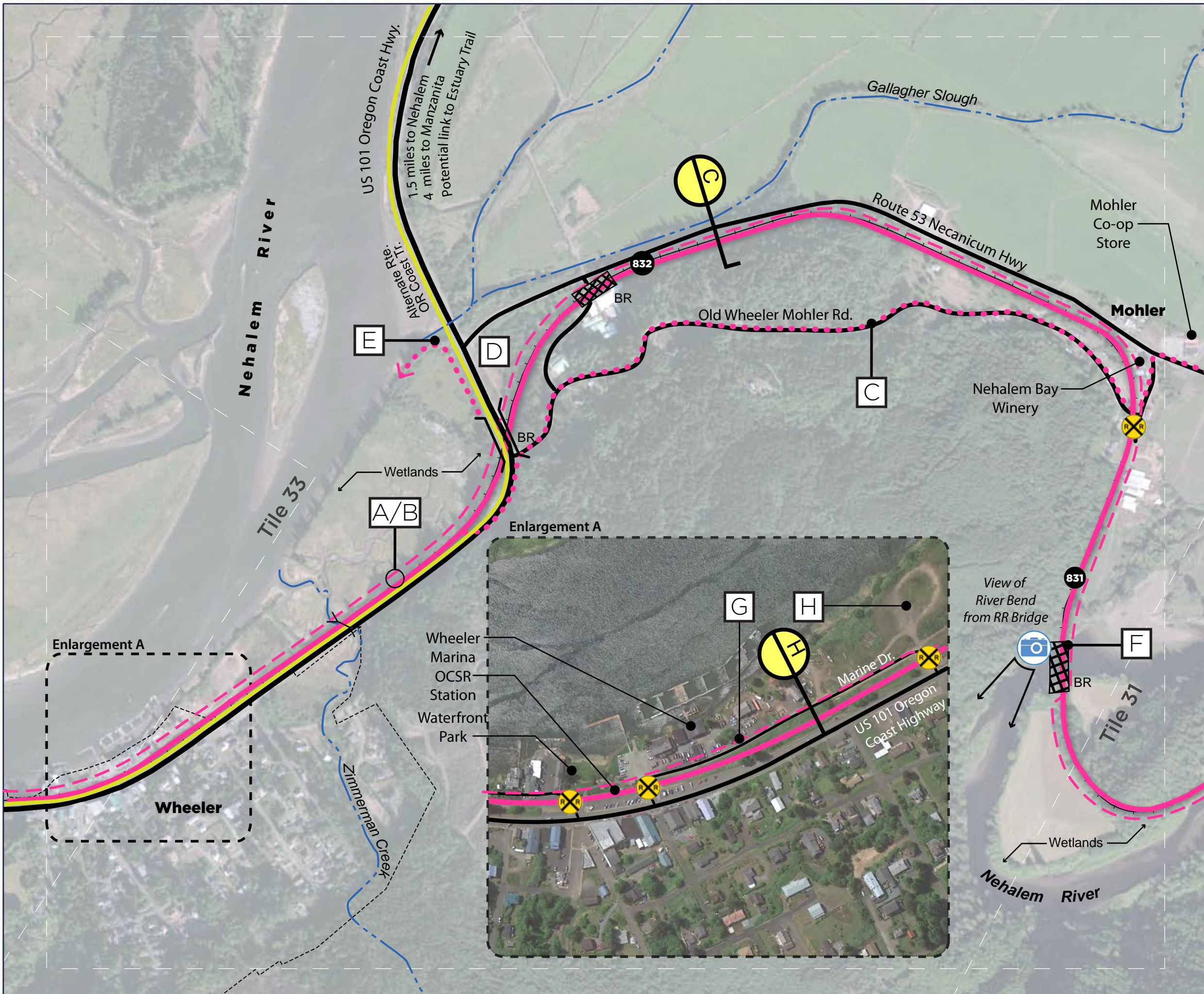
Rail With Trail using compacted aggregate for accessibility



Springwater Corridor Rail With Trail, with safety fencing

Salmonberry Corridor

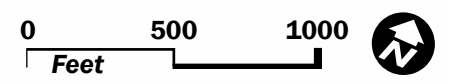
Tile 32: Wheeler



- Salmonberry Corridor
- - - Conceptual Rail w Trail Alignment
- Bypass Alternative
- Existing Trails
- City Limits
- Road
- 786 Milepost
- Viewpoint
- Railroad Crossing
- Culvert
- Bridge (See Section E)
- Section Callout

Notes

- A** Rail with Trail Alternative: Trail to be situated on Bay side of RR. Potential fill required to achieve desired trail width.
- B** Rail-to-Trail Alternative: Utilize RR tracks for rail-to-trail conversion.
- C** Bypass Alternative: Potential detour from RR alignment utilizing Route 53 to Miami Foss Rd. to bypass RR bridge over the Nehalem River. Rejoin RR ROW at Foss Rd. (Tile 31)
- D** Potential trailhead at intersection of US101 and Route 53.
- E** Potential trail detour on Botts Marsh Dike, Further study required.
- F** Bridge and elevated RR constricted by adjacent wetlands. Further study required to achieve rail with trail option.
- G** RWT Trail to utilize Marine Drive through Wheeler
- H** Planned city park and trailhead (Currently seeking acquisition funds)

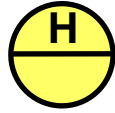




1894
100 YEARS OF
2013

25

STOP



Salmonberry Corridor

Sections - Wheeler

Asphalt shared vehicular/
pedestrian frontage road
with safety signage and
street trees.

Street Lighting Improvements

Street Trees +
Site Enhancements

Parking

US 101

Marine Drive

Wheeler Waterfront - Rail with Trail (looking North)

10'-14' multi-use trail
Salvage RR hardware and ties
Surfacing Options:
• Asphalt
• Concrete
• Compacted Aggregate

Site Enhancements

Marine Drive

US 101

Wheeler Waterfront - Rail-to-Trail (looking North)



Before and After illustration of a typical rail-with-trail portion of the corridor







GIFTS

OPEN

SEAQUEST MALL

RAILROAD

DRUG STORE & BEER

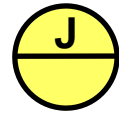
OPEN
O
P
E

KETTLE
CORN

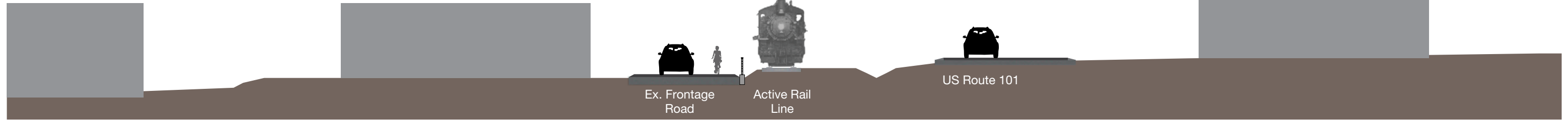
HONDA

Salmonberry Corridor

Sections - Rockaway



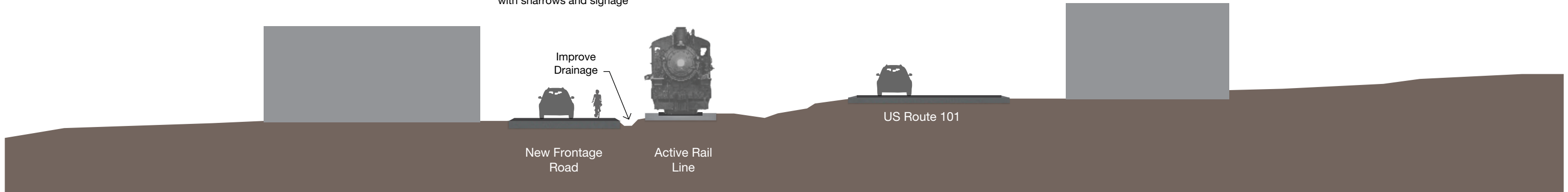
18' Asphalt Roadway
(with sharrows and signage)



Rockaway Beach - Rail with Trail
Existing Frontage Road (*looking North*)

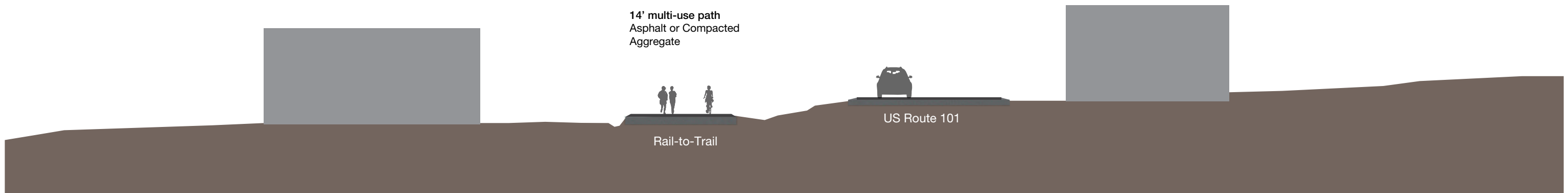
RR ROW

18' Asphalt Roadway
(Alternate: 14' multi-use path)
with sharrows and signage



Rockaway Beach - Rail with Trail
New Frontage Road (*looking North*)

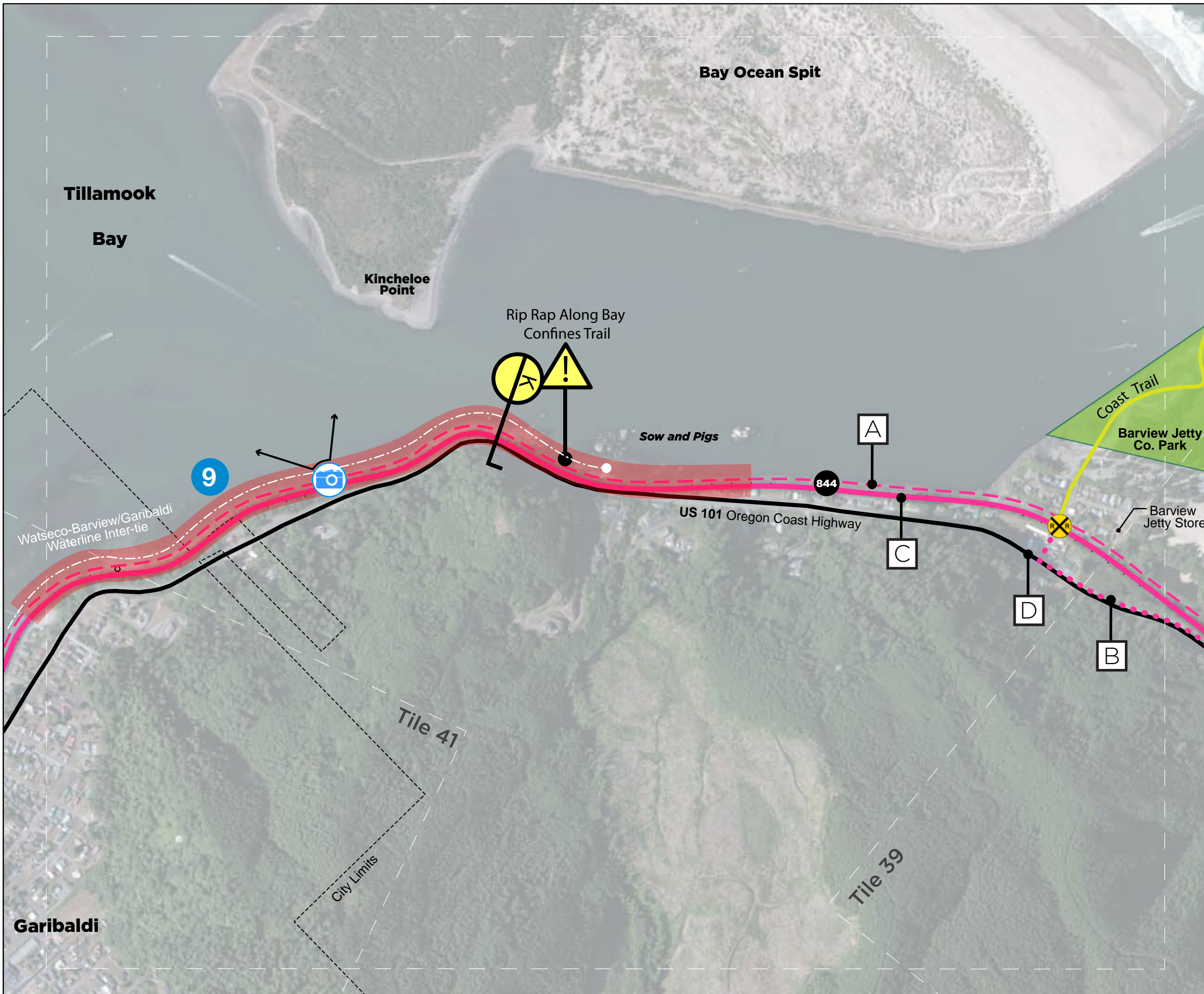
14' multi-use path
Asphalt or Compacted
Aggregate



Rockaway Beach - Rail to Trail Conversion (*looking North*)

Salmonberry Corridor

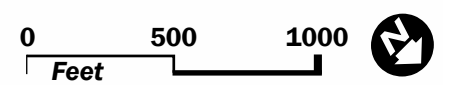
Tile 40: Bay Ocean



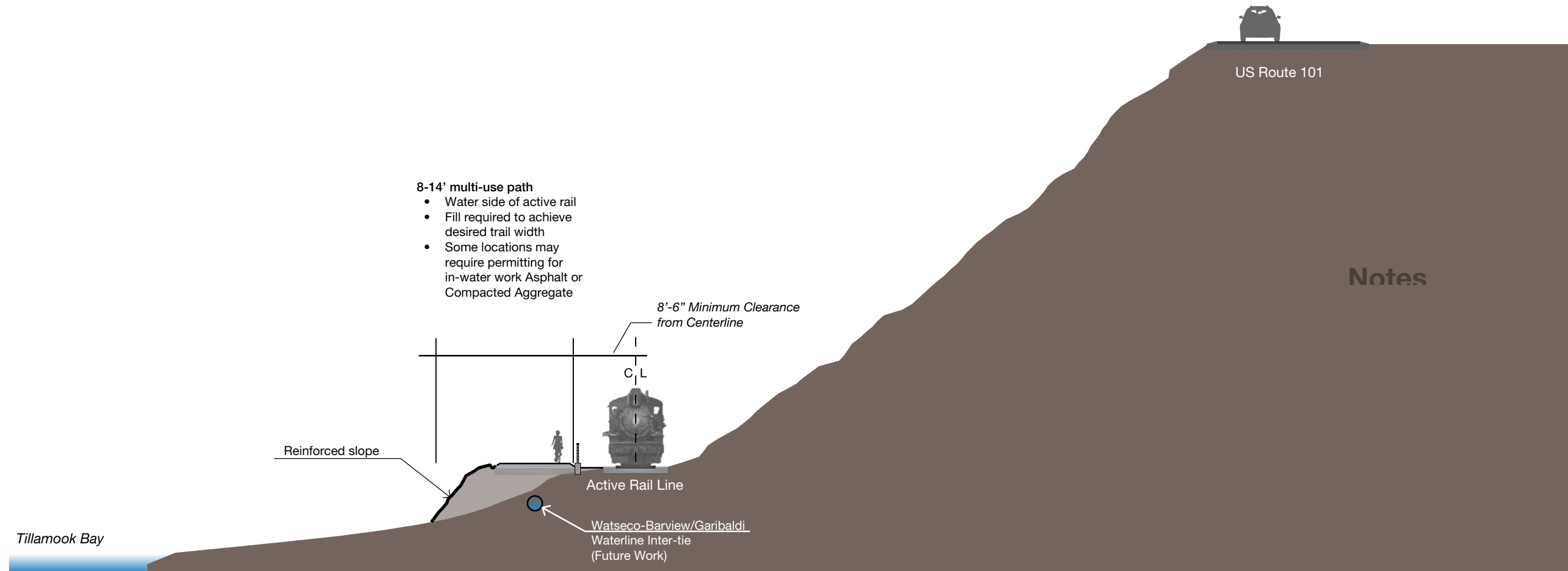
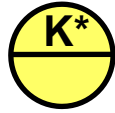
- Salmonberry Corridor
- - - Conceptual Rail w Trail Alignment
- Bypass Alternative
- Existing Trail
- City Limits
- Road
- 786 Milepost
- 📷 Viewpoint
- X Railroad Crossing
- ! Hazard
- Hazardous Roadway/Narrow Shoulder
- Public Property
- X Section Callout

Notes

- A Rail with Trail Alternative: Potential fill required adjacent to RR to allow for rail with trail.
- B Bypass Alternative: Alternate trail alignment to occupy expanded shoulder on US 101 to avoid private property at Smith Lake (Tile 39)
- C Rail-to-Trail Alternative: Utilize RR tracks for rail-to-trail conversion.
- D From this point southward, the OR Coast Trail (OCT) shares the US Route 101 alignment. Salmonberry Corridor would become OCT.
- 9 Potential catalyst project: Improve rail with trail from Garibaldi to Barview coordinated with new waterline project. Provides alternative to narrow section of US 101







Watsesco Barview - Rail with Trail (looking North)

See following page for Rail-to-Trail Option

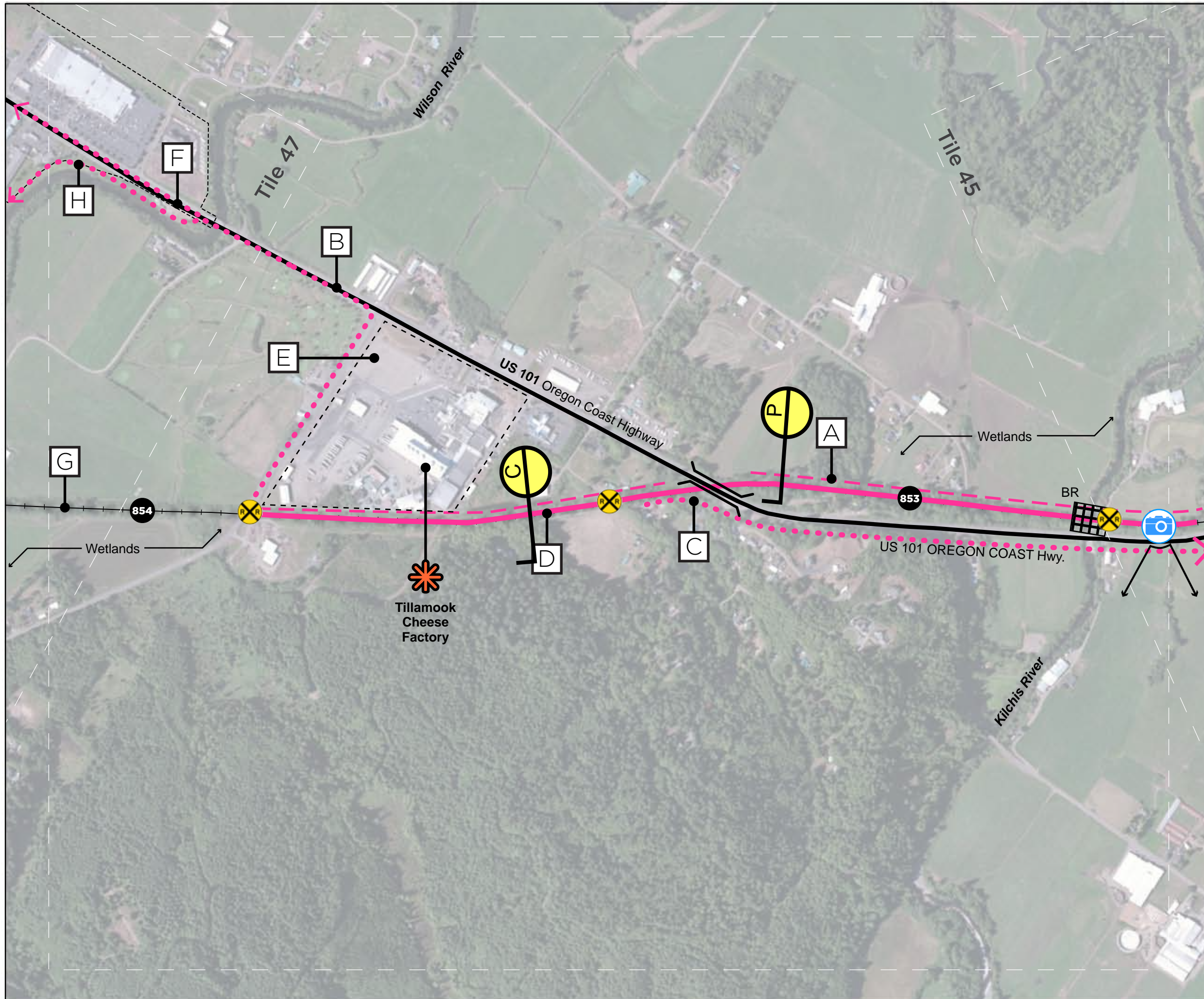
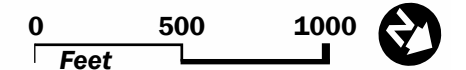
Salmonberry Corridor

Tile 46: Cheese Factory

- Salmonberry Corridor
- Conceptual Rail w Trail Alignment
- Bypass Alternative
- Rail Alignment Requiring Further Study
- Road
- Milepost
- Viewpoint
- Railroad Crossing
- Point of Interest
- Bridge (See Section E)
- Section Callout

Notes

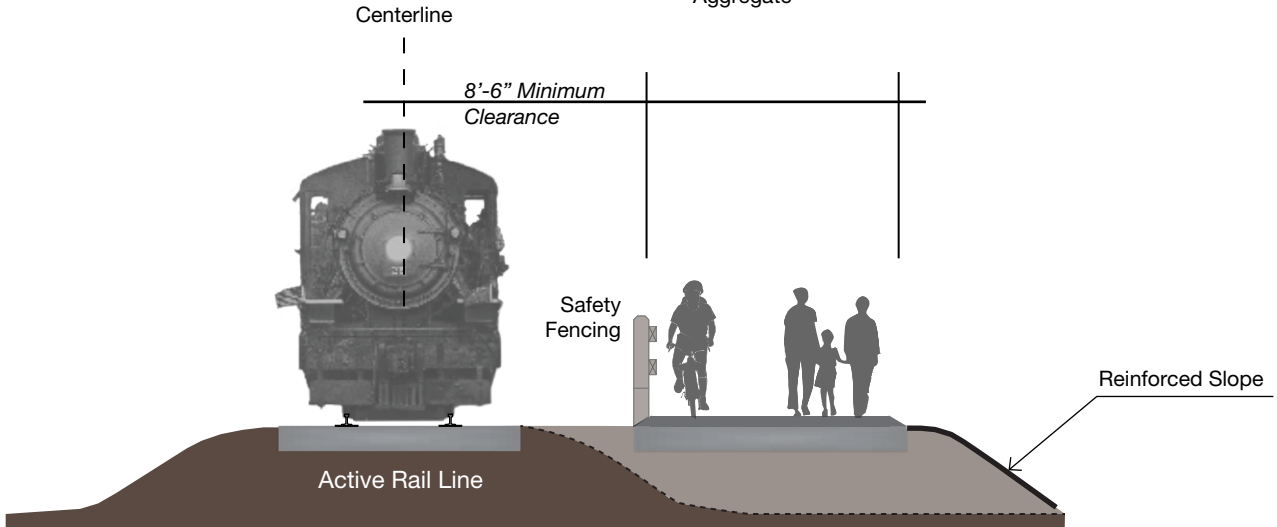
- A** Rail with Trail Alternative: Fill adjacent to RR to allow for rail with trail. Highly constrained by adjacent floodplain.
- B** Bypass Alternative 1: Re-route on US 101 avoids numerous constrained bridge crossings in the floodplain.
- C** Bypass Alternative 2: Utilize US 101 to detour constrained portions of RR ROW. Further study needed.
- D** Rail-to-Trail Alternative: Utilize RR tracks for rail-to-trail conversion.
- E** Tillamook Cheese Factory is key regional destination and there is a clear potential connection from the Corridor. Good trailhead location.
- F** The Oregon Coast Trail (OCT) shares the US Route 101 alignment.
- G** A Rail with Trail Alternative is not feasible for this stretch of RR ROW. If in the future a Rail-to-Trail Alternative is possible, further study will be required.
- H** Bypass Alternative 3: Acquire easements to achieve trail alignment off of US 101. Further study needed.





14' multi-use path

- Fill required to achieve desired trail width adjacent to active rail line
- Some locations will require permitting for fill and construction work in floodplains and wetlands.
- Asphalt or Compacted Aggregate





People on the Corridor, 2035



Rex is an avid hiker and member of the Mazamas. He leads trips down to the Salmonberry every summer, arranging car shuttles so that they can hike a good chunk of the Canyon and see some of the remote scenery.



Beth and Andrea are training for a triathlon in 2036, so they love to take MAX out to Hillsboro then ride the Council Creek Trail to the Banks-Vernonia, then jump on the Corridor, riding as far as the Walcott Tunnel before looping back on remote roads to Stub Stewart State Park to complete the workout.



Jeff and his son Tyler have come to love the Corridor as it provides quick access on foot to a network of trails in the Tillamook State Forest where they can hunt for one elusive elk in October each year. They also hike in next to the rail line from the Confluence to fish for steelies in February.



Jack and Betty have loved riding the Oregon Coast Scenic Railroad for years. They enjoy taking an autumn trip to see the leaves turning in the Canyon and along the Nehalem River.



Suzanne and her horse, Diamond, love to drive to Timber, then ride the Corridor west into the Salmonberry Canyon, stopping for lunch at the Reliance Trestle. Some day she'd like to ride with her daughter all the way through to the Coast.

Tourists cycling, hiking, fishing or horse travel from Tillamook would spend on lodging, meals and other needs and bring a boost to the coast economy. In addition they would enjoy some of the most beautiful forests and mountain scenery in the world. The buzz among cyclist and travelers would provide a multiplier effect bringing more and more visitors as the word spreads of this wonderful travel resource. This is a huge win for Tillamook and the coast community.

Jerry W.

Onward to Implementation



Pathway to the Pacific

The Salmonberry Trail

Storm Damage

2007

Salmonberry
Coalition Formed

Feasibility Study

Capital Campaign

Governance Structure

Concept Plan

2014



Pathway to the Pacific

The Salmonberry Trail

Governance Planning



Pathway to the Pacific

The Salmonberry Trail

Formation Phase



Keys to this phase will be:

- Coalition model selection
- Coalition membership requirements
- Decision making responsibilities

Pathway to the Pacific

The Salmonberry Trail

Governance Charter:

- Oregon Solutions model to develop
- Parties
 - Existing MOU parties
 - Units of Government
- Transitional Charter
 - To manage current phase of project, flexibility to change



Pathway to the Pacific

The Salmonberry Trail

Planning Phase

Keys to this phase will be:

- Development project prioritization
- Future Heavy maintenance prioritization
- Signage, branding and programming directions for corridor
- Communication conduit for TFH Trust and other funders



Pathway to the Pacific

The Salmonberry Trail

Development Phase

Keys to this phase will be:

- Tracking development projects
- Phasing projects
- Matching funding with projects



Pathway to the Pacific

The Salmonberry Trail

Operation Phase



Keys to this phase will be:

- Developing Maintenance Standards
- Identifying who will be operator(s)
- Prioritization of maintenance
- Identifying funding sources for operation and maintenance

Pathway to the Pacific

The Salmonberry Trail



Capital Campaign



Pathway to the Pacific

The Salmonberry Trail



**Tillamook Forest
Heritage Trust**

Pathway to the Pacific

The Salmonberry Trail



Metropolitan Group
the power of voice

Readiness

Planning
Study

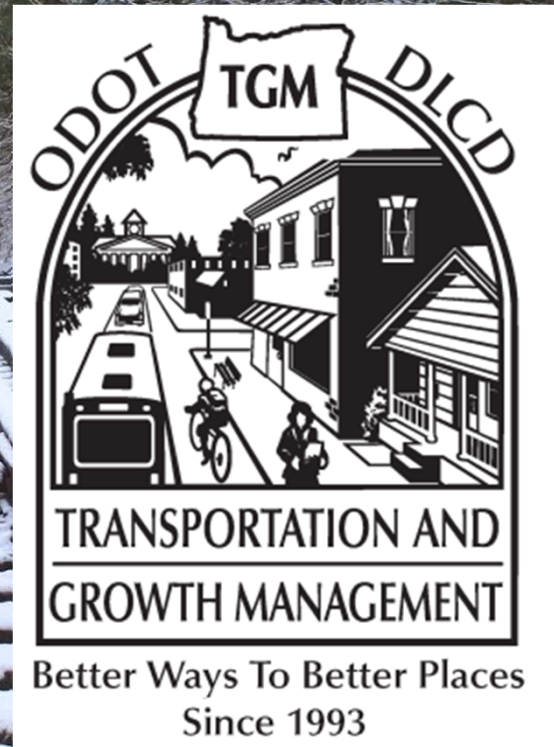
Quiet
Phase

Public
Phase

Celebration
Phase

Pathway to the Pacific

The Salmonberry Trail



Pathway to the Pacific

The Salmonberry Trail

- **Project Manager**
- **Partnership to Fund Position:**
 - **Tillamook County**
 - **Washington County** (via WA County Visitors Association)
 - **Cycle Oregon**
 - **Oregon Department of Forestry**
 - **Oregon Parks and Recreation Department**

Pathway to the Pacific

The Salmonberry Trail

Project Manager

Duration: 2 years (currently)

Location: OPRD will house staff

Role: Take over for current PM to:

- **Coordinate with local partners**
- **Coordinate Governance**
- **Engage with Planning, Funding and Project Development**
- **Move Salmonberry forward...**

