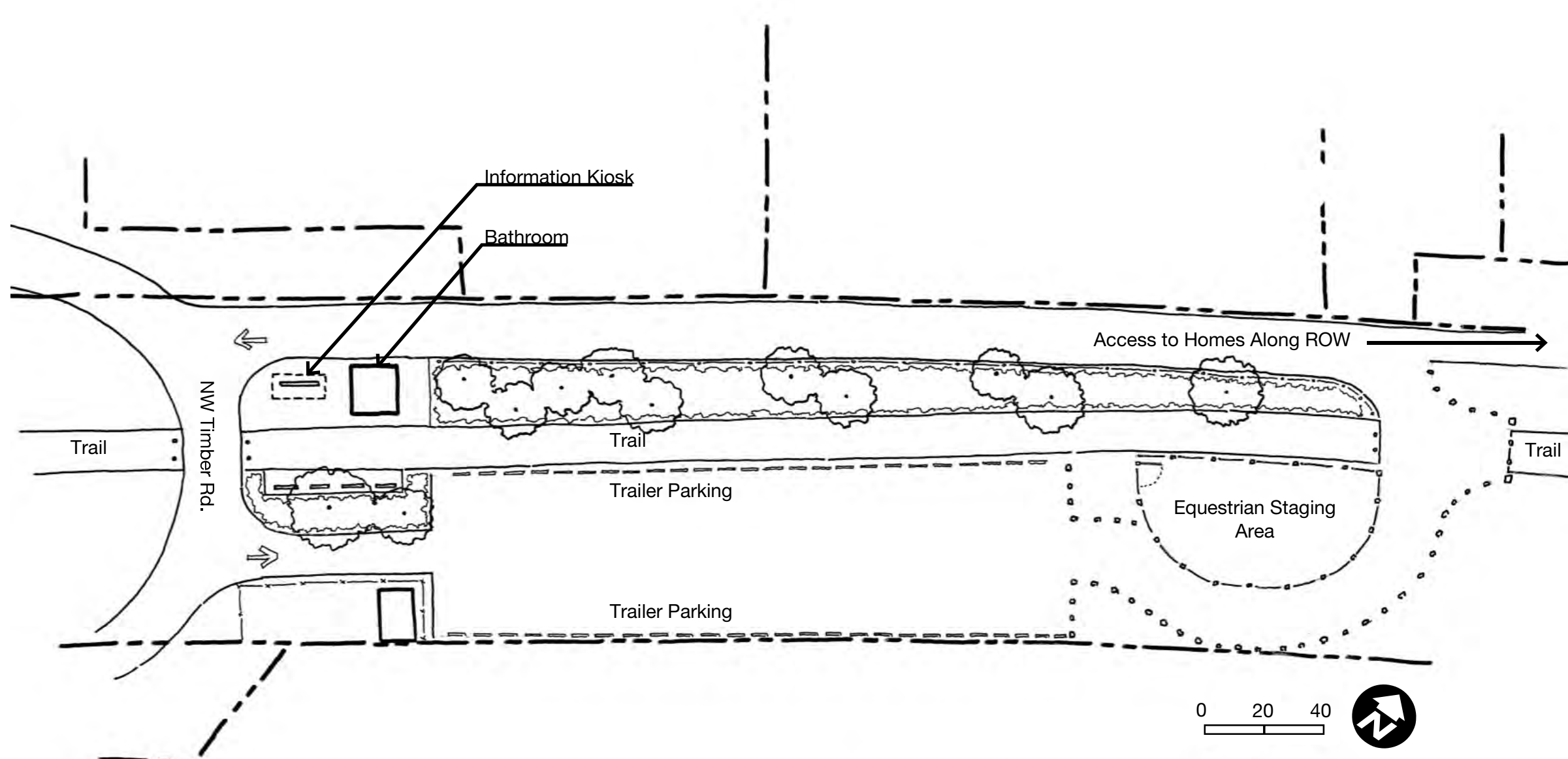


Salmonberry Corridor

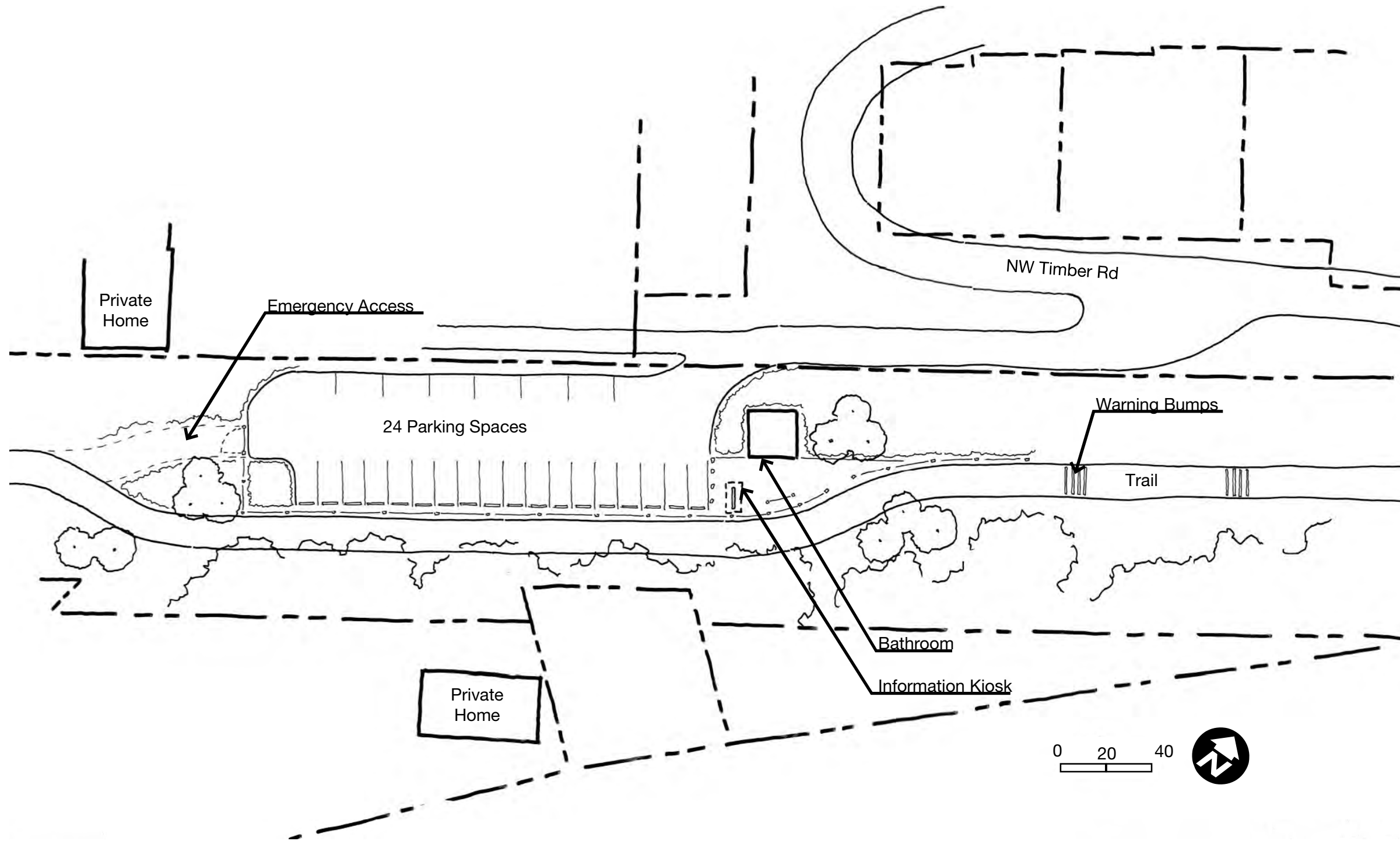
Tile 10A: Equestrian TH



Notes

Salmonberry Corridor










Tile 10B: Bike/Ped TH



Notes

Salmonberry Corridor

Tile 15: Baldwin

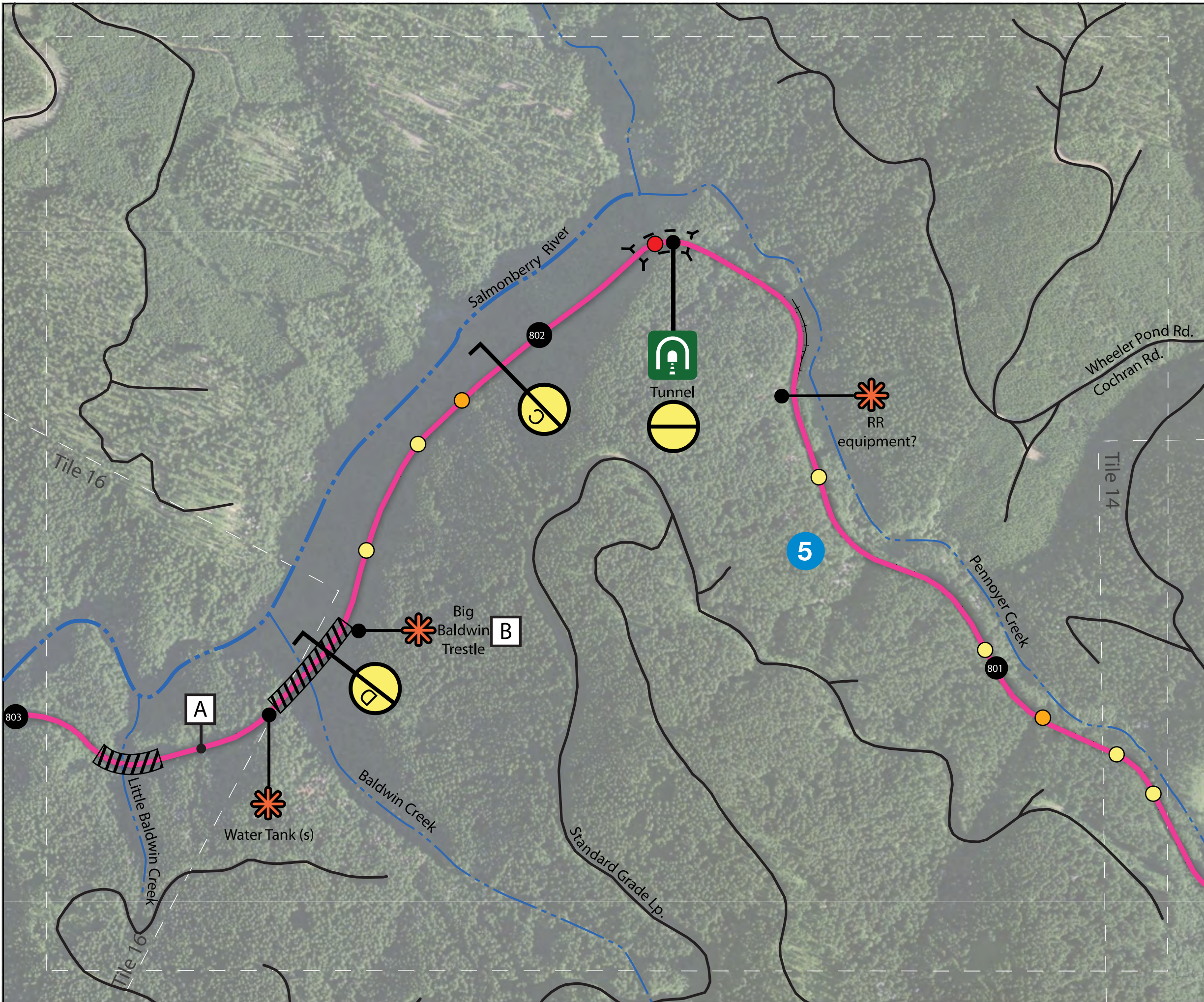
-  Salmonberry Corridor
-  Road
-  Milepost
-  Damage Points: Severe/Moderate/Mild
-  Railroad Crossing
-  Point of Interest
-  Tunnel
-  Trestle
-  Section Callout

Notes

- A** Rail-to-Trail Alternative: Utilize RR tracks for rail-to-trail conversion.
- B** Big Baldwin Trestle will be a popular destination for day trips from Cochran. (Memorial plaque commemorates 5 RR workers killed in trestle collapse, 1935)
- 5** Potential catalyst project: Improve rail to trail conversion westward from Cochran to Big Baldwin trestle

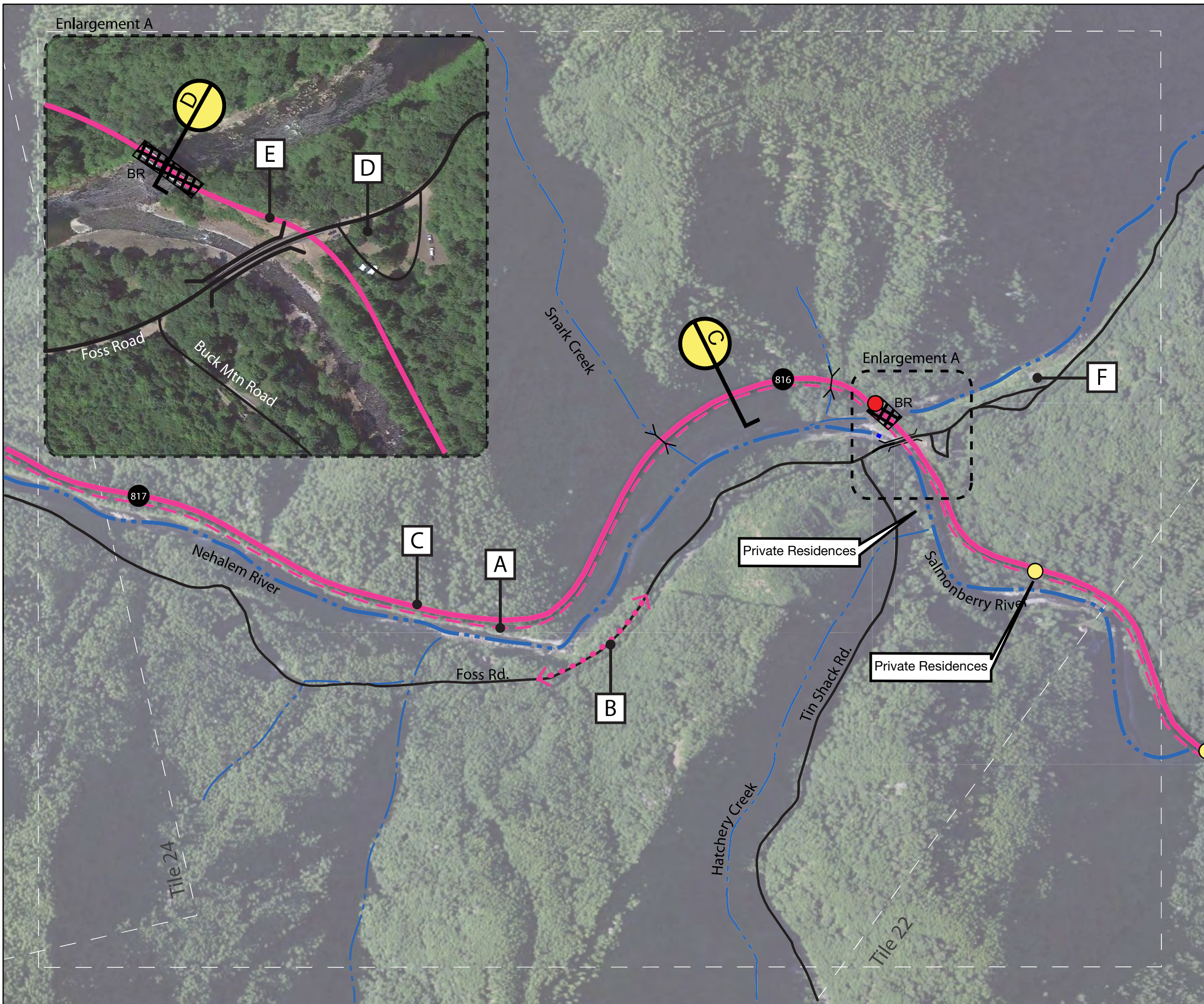


0 500 1,000 Feet



Salmonberry Corridor

Tile 23: Con uence



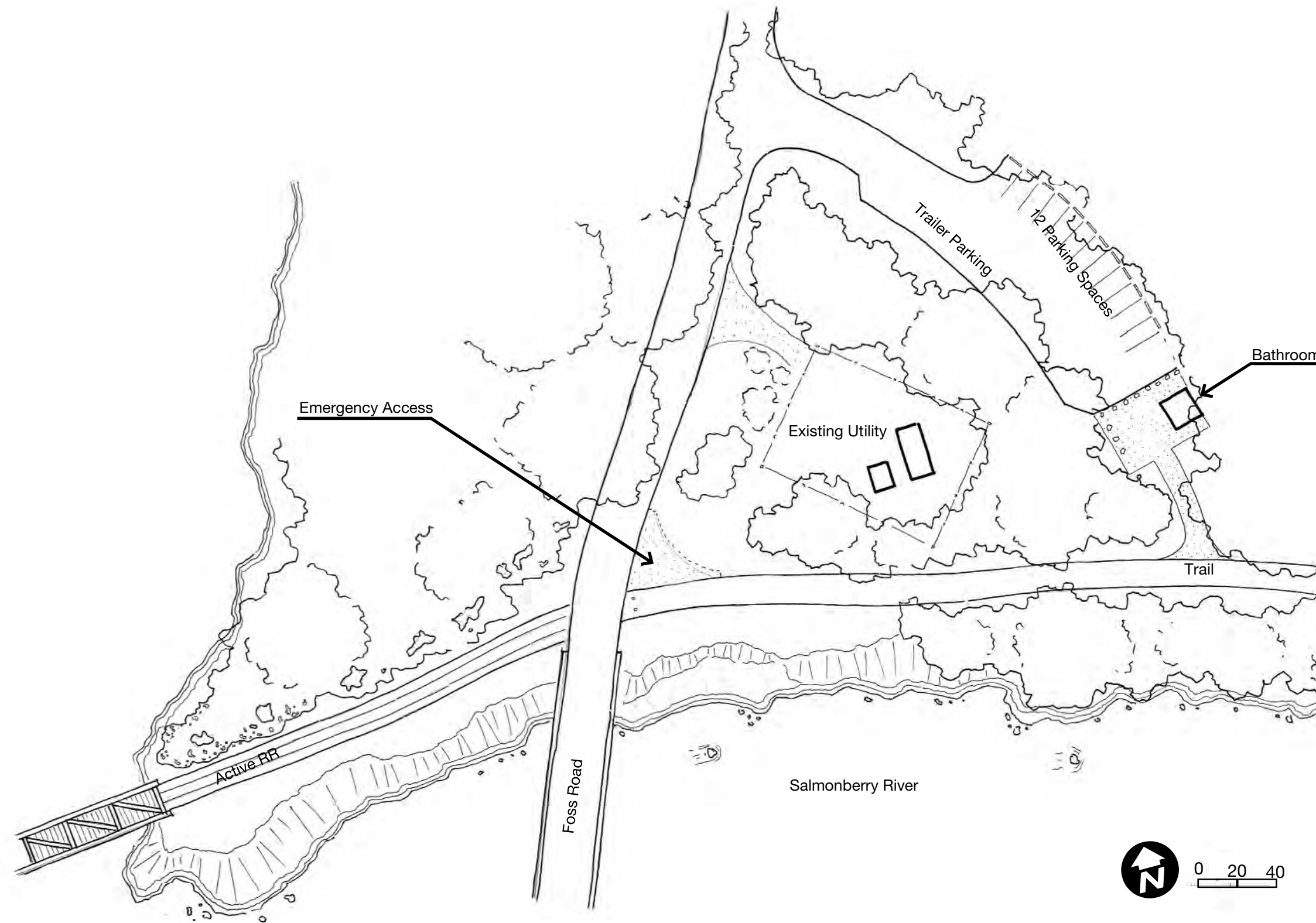
- Salmonberry Corridor
- Road
- 786 Milepost
- ● ● Damage Points: Severe/Moderate/Mild
- 📷 Viewpoint
- X Culvert
- X Section Callout

Notes

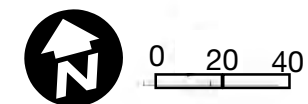
- A** Rail with trail Alternative: Trail to be situated on river side of RR. Potential II required to achieve desired trail width.
- B** Bypass Alternative: Designate Foss Rd. from Miam Foley Rd. to con uence with Salmonberry River as an alternate bike route. Improve signage alerting drivers to cyclists on roadway.
- C** Rail-to-Trail Alternative: Utilize RR tracks for rail-to-trail conversion.
- D** Potential TH, for eastward access into Salmonberry Segment and travel on Foss Road (which will require safety enhancements). Trail wash station recommended to deter knotweed in Salmonberry (See Tile 23B)
- E** OCSRR washout repair will cross Foss Road
- F** Dispersed camping site could be enhanced for trail users or converted to additional TH parking, including equestrian.

Salmonberry Corridor

Tile 23A: Con uence TH












Notes



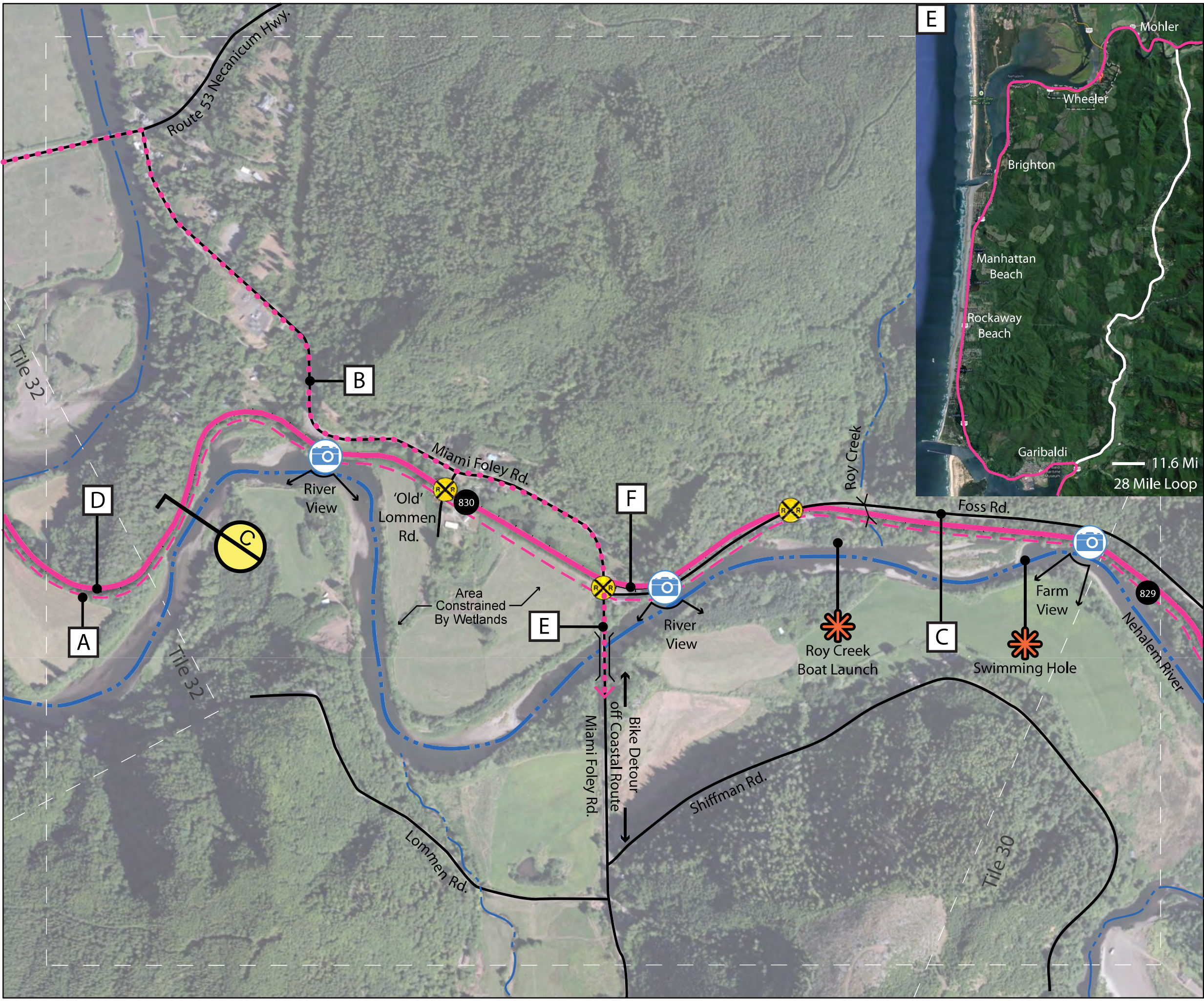
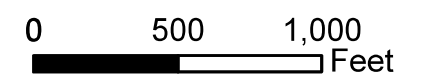
Salmonberry Corridor

Tile 31: Roy Creek

-  Salmonberry Corridor
-  Road
-  Milepost
-  Viewpoint
-  Railroad Crossing
-  Point of Interest
-  Culvert
-  Public Property
-  Section Callout










Notes

- A** Rail with Trail Alternative: Trail to be situated on river side of RR. Potential II in wetland environment required to achieve desired trail width.
- B** Bypass Alternative 1: Potential detour from RR alignment utilizing Miami Foley Rd to Route 53 to bypass RR bridge over the Nehalem River. Rejoin RR ROW at Mohler (Tile 32).
- C** Bypass Alternative 2: Designate Foss Rd. from Miami Foley Rd. to con uence with Salmonberry River as an alternate bike route. Improve signage and provide sharrows on roadway.
- D** Rail-to-Trail Alternative: Utilize RR tracks for rail-to-trail conversion.
- E** Potential bicycle circuit to Garibaldi via Miami Foley Rd. and coastal segment of RR corridor.
- F** Potential trailhead



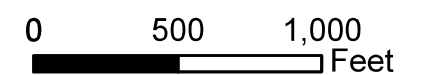
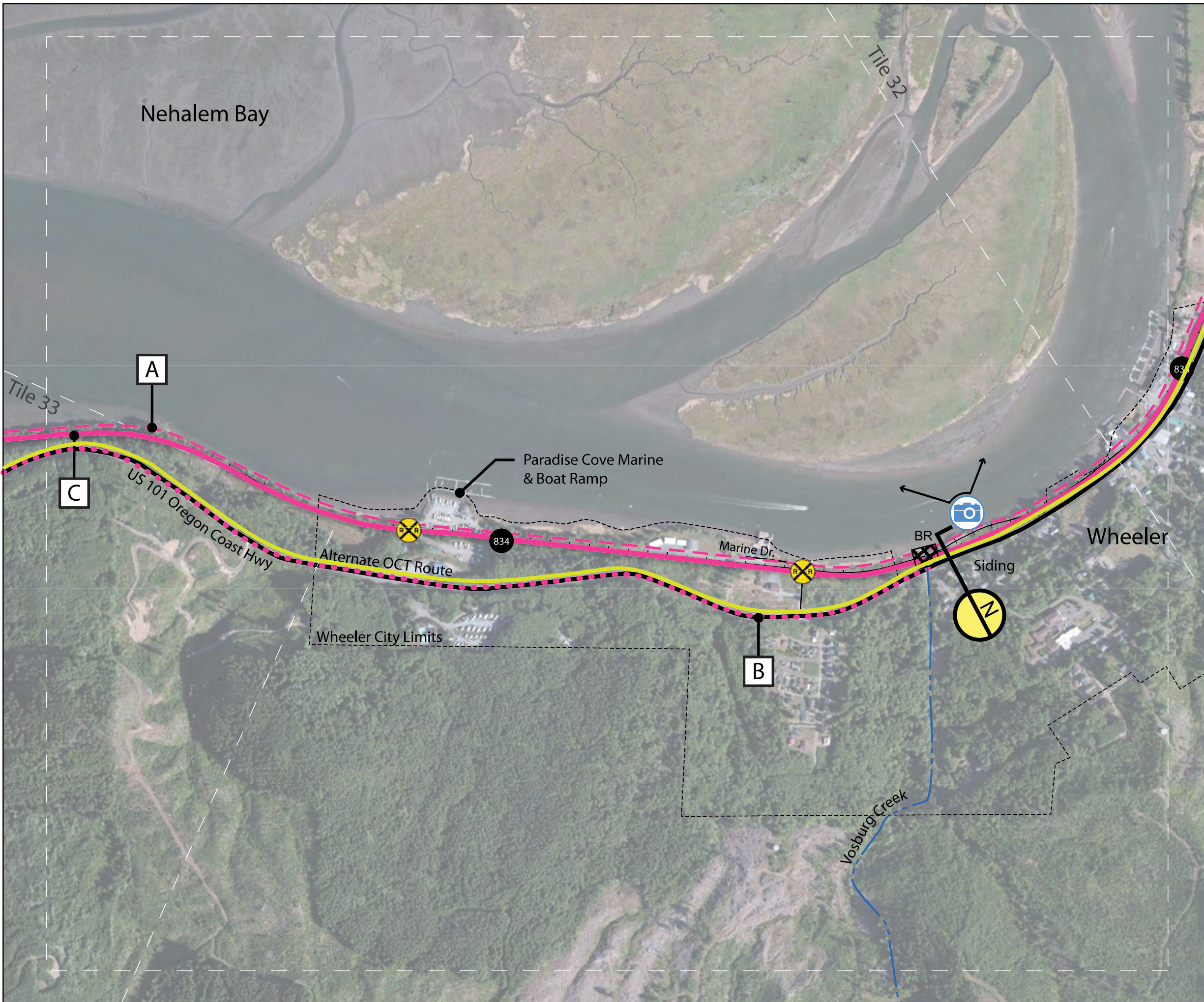
Salmonberry Corridor

Tile 33: Vosburg Creek

-  Salmonberry Corridor
-  City Limits
-  Road
-  Milepost
-  Viewpoint
-  Railroad Crossing
-  Culvert
-  Bridge
-  Section Callout

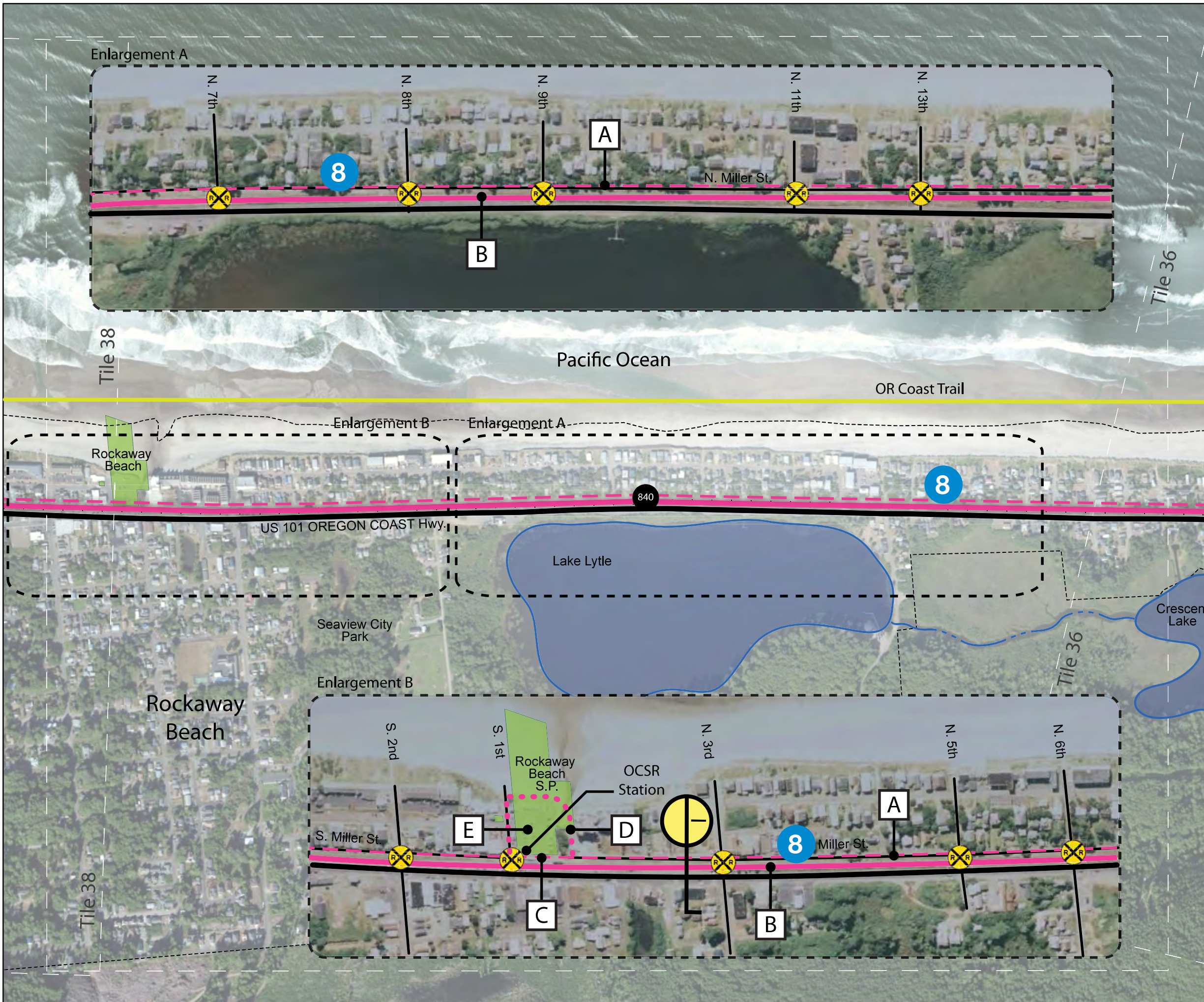
Notes








- A** Rail with Trail Alternative: Trail to be situated on ocean side of RR. Potential Il required to achieve desired trail width constrained between rail and Nehalem Bay.
- B** Bypass Alternative: Potential detour from RR alignment utilizing expanded shoulder of US101 to avoid Il requirement for rail with trail in constrained condition between Nehalem Bay and wetlands.
- C** Rail-to-Trail Alternative: Utilize RR tracks for rail-to-trail conversion.



Salmonberry Corridor

Tile 37: Rockaway



-  Salmonberry Corridor
-  City Limits
-  Road
-  Milepost
-  Railroad Crossing
-  Public Property
-  Section Callout

Notes








- A** Rail with Trail Alternative: Trail to occupy continuous frontage road within rail ROW (Miller St).
- B** Alternative 2: Utilize RR tracks for rail-to-trail conversion.
- C** Rail with Trail: Trail to navigate Rockaway Beach S.P. frontage with US101. Further study needed.
- D** Rail with Trail Option: Trail to circumnavigate Rockaway Beach S.P. Further study needed.
- E** Existing parking/trailhead
- 8** Potential catalyst project: Develop shared roadway (woonerf) to connect downtown Rockaway with Manhattan Beach SP and Neahkahnne HS/MS



0 500 1,000 Feet

Salmonberry Corridor

Tile 43: Bay

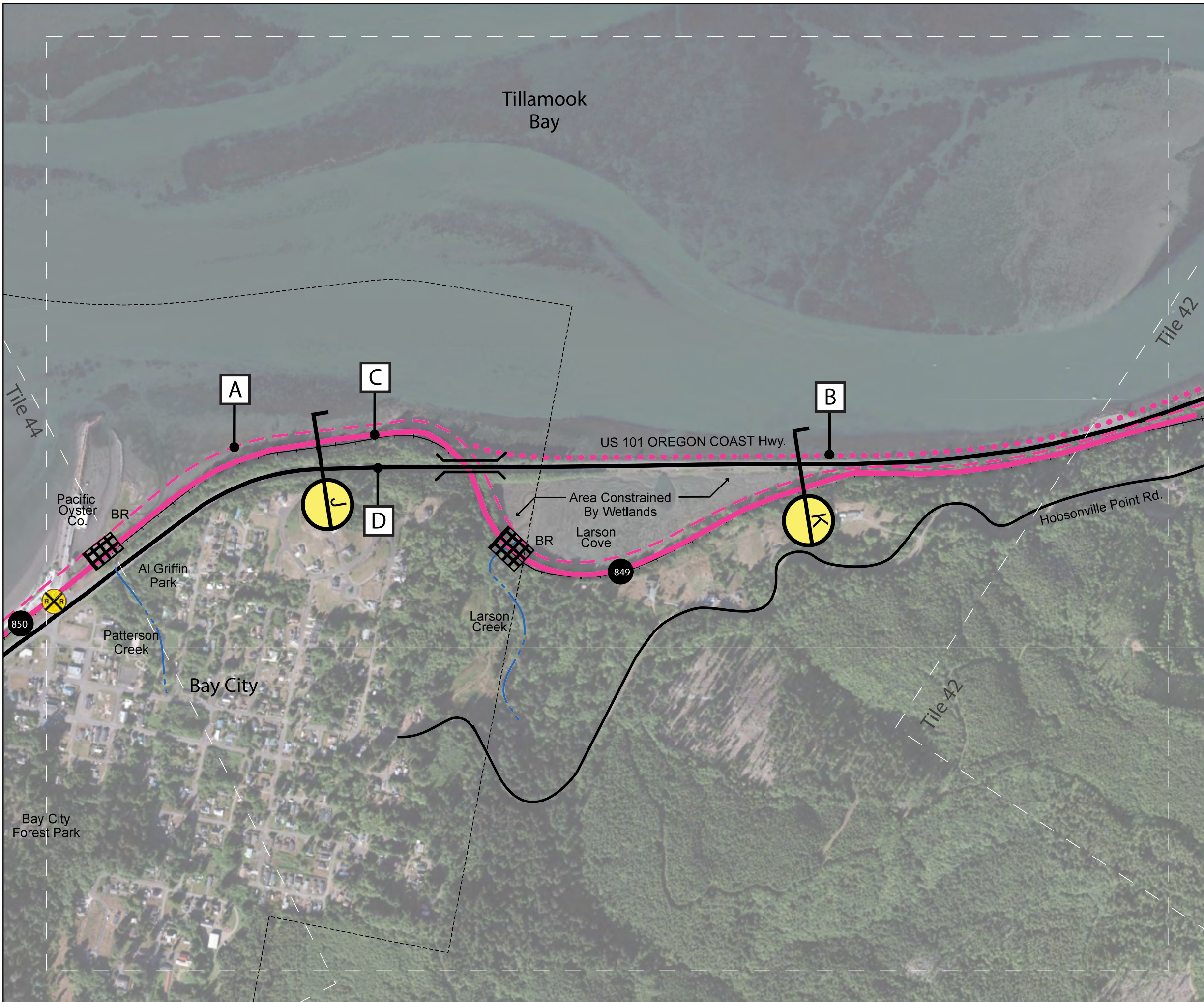
-  Salmonberry Corridor
-  City Limits
-  Road
-  Milepost
-  Railroad Crossing
-  Bridge
-  Section Callout

Notes

- A** Rail with Trail Alternative: Fill adjacent to RR to allow for rail with trail. Highly constrained by adjacent floodplain.
- B** Bypass Alternative: Preferred re-route on US 101 on this stretch avoids potential requirement to fill along side active RR in wetland environment. Trail may rejoin RR ROW beyond Hobsonville Point (Tile 42)
- C** Rail-to-Trail Alternative: Utilize RR tracks for rail-to-trail conversion.
- D** OR coastal trail shares US route 101 alignment.





0 500 1,000 Feet



Salmonberry Corridor

Tile 44: Bay City

-  Salmonberry Corridor
-  Existing Trail
-  City Limits
-  Road
-  Milepost
-  Viewpoint
-  Railroad Crossing
-  Bridge
-  Section Callout

Notes

- A** Rail with Trail Alternative: Fill adjacent to RR to allow for rail with trail. Highly constrained by adjacent floodplain.
- B** Rail: Utilize RR tracks for rail-to-trail conversion.
- C** Re-route on US 101 on this stretch avoids elevated RR and numerous constrained bridge crossings in the floodplain.
- D** Kilchis Point Reserve has expressed interest in integrating their trail system with the Salmonberry.
- E** OR coastal trail shares US route 101 alignment.











0 500 1,000 Feet



Salmonberry Corridor

Tile 48: Tillamook

-  Salmonberry Corridor
-  City Limits
-  Road
-  Milepost
-  Viewpoint
-  Railroad Crossing
-  Hazard - Operating Mill
-  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: Utilize US 101 to detour constrained portions of RR ROW. Further study needed.
- C** Bypass Alternative 2: Utilize neighborhood streets to bypass active mill site.
- D** Rail-to-Trail Alternative: Utilize RR tracks for rail-to-trail conversion.
- E** Potential trail terminus at Goodspeed Park
- F** Potential trail terminus at Tillamook Hoquarton City Park
- G** Trail from HS and downtown to Air Museum would be popular connection. New signage and on-street facilities would enhance trail use by improving connections from the larger urban area.
- 10** Potential catalyst project: Connect Hoquarton City Park to corridor as part of ODOT re-route project



0 500 1,000 Feet

