

BOARDWALK RECOMMENDATIONS By YACHATS TRAILS COMMITTEE

Revision - January 26, 2021

DESCRIPTION:

Often referred to as the “Boardwalk”, the subject is that section of the Oregon Coast Trail along south side of Ocean View Drive, between the pavement’s edge and the Yachats River, a short distance west of Ocean View Drive’s intersection with Highway 101. There is no appreciable shoulder on the south side of the roadway, and the existing grades fall-off steeply to the River’s edge below. Ocean View Drive in that location is a narrow road, one lane in each direction, that experiences relatively heavy traffic as it serves as the entrance to Oregon State Parks’ “Yachats State Recreation Area” a short distance to the west, the Post Office, some businesses, and some residential areas. That section of the roadway is often utilized by parked trucks servicing nearby restaurants and businesses. The location offers great views of the Yachats River and beyond. See attached “Exhibit A – Aerial”.

PURPOSE:

In addition to providing a pedestrian way for walkers and hikers, that section provides a connection for the Oregon Coast Trail between the State Park to the west and Highway 101 to the east. The Oregon State Legislature has prioritized the completion of the Oregon Coast Trail.

CONCERNS:

The primary concern in that section is **safety**. Because there is no shoulder, pedestrians and hikers are forced to walk within the street. Often, there are groups of pedestrians, walking side-by-side, parents with strollers, people walking their dogs, and the elderly. The mixing of vehicles and pedestrians presents a very dangerous condition. A secondary concern is that, due to these conditions, the safety and continuity of the Oregon Coast Trail is broken in this location.

DESIRED CHARACTERISTICS:

General: Separation of pedestrians and vehicles is of primary concern. If possible with respect to drainage requirements, a curb or other barrier between the improvements and the road's edge would be imperative. More substantial barriers may be necessary, and would be at the discretion of the City. Such barrier would be needed to separate pedestrians from vehicles, and to prevent vehicles from driving onto the walkway / decking structure. Also at the discretion of the designer, it may be determined that the walkway / deck may be elevated slightly above the roadway, with appropriate means to protect it from vehicular traffic.

Surface: The surface of the walkway / decking should be non-slip, especially considering the rainy environment at the Coast. Options would include metal grating, composite decking boards, non-slip treated planking, or similar material. The structure's walking surface should be as level as possible, without cross-slope, and free from steps or other changes in level. Examples of these options are included in the following photos.

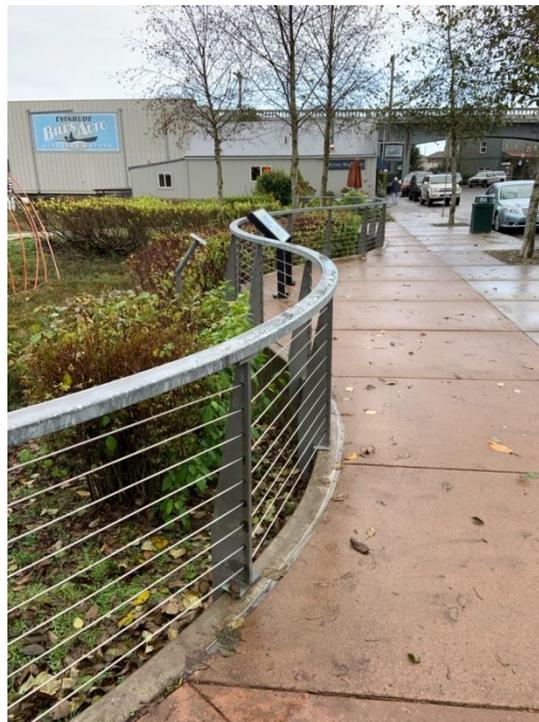


Beaver Creek, Oregon



Newport Docks, Oregon

Width and Layout: The walkway / decking should be not less than four and one-half (4.5) feet wide and preferably 5 ft., clear dimension, to allow pedestrians and parents with children or strollers to comfortably walk side-by-side. The length of the walkway / decking should be provided with surfaces and interim widened areas to act as easy pedestrian passing locations. If of an appropriate size, these widened areas could also serve as stopping places for users to overlook the Yachats River and the mountains beyond, perhaps with seating and interpretive signage.



Old Town Park, Florence, Oregon

Length: Starting at the east end, the beginning point of the walkway / decking should occur at the first level area of sufficient width to accommodate the east edge of the structure and its transition to the existing pavement surface. This may occur approximately twenty-four (24) feet east of the existing power pole that serviced the old Landmark. There may be some advantage, at the City's discretion, to place the beginning point even farther to the east. From that easternmost beginning point, a 57 meter (approximately 187 feet) walkway / deck would place the westernmost end of the structure at approximately four and one-half (4.5) feet west of the existing "No Parking" sign. There would be some advantages in design and construction for extending the westernmost end of the structure even farther west. All stated dimensions are approximate and should be verified by the designer.

Protective Railings: The southern edge of the walkway / decking should be provided with a safety railing conforming to all applicable codes, laws and ordinances. It would be preferable if the railings could be “open”, utilizing tensioned stainless steel cable or similar materials, to preserve views. Cables could be supported by either wood or weather-resistant metal posts. Alternatives could be appropriately spaced horizontal weather resistant metal strips or channels. Examples of these options are included in the following photos.



Old Town Park – Florence, Oregon



Newport Docks, Oregon

Obstacles: There are existing obstacles in the proposed walkway / decking location: a power pole, some traffic control signs, a communications pedestal, and related items that may need to be removed or relocated. Furthermore, further to the west there is an existing power pole serving the Underground Restaurant (with lines continuing to the aforementioned Landmark pole), that might be in the way of trail improvements and may need to be relocated.

Drainage:

Drainage would have to be controlled so as not to flow across the walkway / decking, and to prevent wash-out of the riverbank below the structure. There is surface flow across the street toward the south that will need to be dealt with. Care should be taken to prevent trail surface washout of the trails at each end of the walkway / deck.

It should also be noted that there is already an erosion problem that is threatening to undermine the integrity of the road sub surface and shoulder. The boardwalk – deck will need to be put in place attending to this existing problem, with a means to access that surface in future if repairs are needed,

Measure-Up Drawing: Attached is a measure up indicating approximate locations for the existing conditions. These dimensions are intended to be used for purposes of this narrative only, and must be confirmed by the designer. See attached “Exhibit B – Measure-Up”.

ANTICIPATED COST:

Discussion of funding methods will be addressed in other correspondence.

For purposes of preliminary cost estimates, not having preliminary designs to utilize, construction costs can only relate what would be found to be costs for other similar projects in other communities. There are many influences on final cost of such walkway / decking; final configuration, structural requirements that are unknown at this time, design and engineering fees and costs, site determinants and conditions, etc.

DESIGN PROCESS:

Subject to the City's legal procurement requirements, it is expected that an engineer / designer would be hired to first provide preliminary designs and layouts, describe proposed materials, and provide preliminary cost estimates. The Yachats Trails Committee should be consulted, particularly during the design phases, as the Committee will be tasked with its maintenance upon completion. The preliminary designs would eventually be completed as formal construction documents outlining all construction requirements. Construction would then be procured in a manner as required by City procurement requirements and processes.

SUMMARY:

Whereas the Boardwalk project has sometimes been referred to as the “57 meter” project, this length reference may, and should, be extended as noted above to improve safety access and maintenance aspects.

This document and the recommendations herein are intended to provide information to the City of Yachats, and to provide input to the designer. It should not be used in conjunction with soliciting services and fee quotations from designers or contractors, as it does not contain a complete or detailed scope of work. No efforts have been made to determine the applicability and effect of applicable governmental laws, codes, ordinances, rules, or regulations, to this project – which shall be the responsibility of the City’s designer.

Respectfully Submitted,

Yachats Trails Committee leaders:

Joanne Kittel
Walter Orchard
Loren Dickinson
Bob Langley
Jan Brown