



Tire Trail Oceanside Community Survey

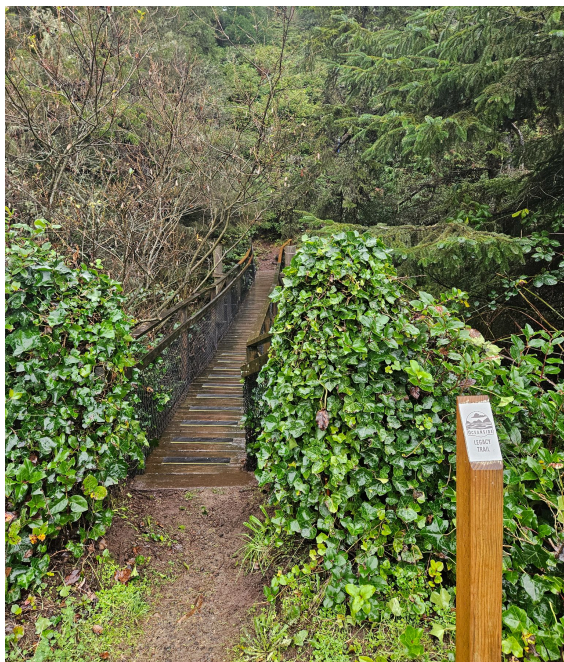
Final Community Findings, Survey Results & Project Planning Report |
Oceanside Action Partnership | October 15, 2026

Tire Trail Oceanside Community Survey Date Range 09-11-2026 to 10-15-2026

Report date: October 15, 2026 | Prepared for the Oceanside Oregon
community, project partners, and prospective grantors.

Our Mission of Oceanside Action Partnership is to collectively prioritize community projects, educate, pursue project funding, and oversee the management of these projects. Through a series of County hosted workshops our community created the Oceanside Community Investment Plan. This plan is maintained by Oceanside Action Partnership. In this plan rebuilding and maintaining the Tire Trail was identified as a top priority.

In 2026 the estimated population of full-time residents was 437. An estimated 540 people are second home owners. It is estimated that 4 million people visit the Tillamook Coast every year and over 400,000 visit Oceanside.





About the Tire Trail

Established in June 1968 as part of the Camelot Estates subdivision, the Tire Trail has served the Oceanside community for nearly 60 years. Originally designated as a **“walkway to the beach,”** this historic pedestrian pathway connects the upper seven Oceanside neighborhoods with Cape Meares Loop Road, the village, and the beach, providing an alternative to walking along shoulderless Highway 131.

The Tire Trail traverses through a beautiful wooded coastal setting, descending approximately 100 tire steps and crossing Baughman Creek on a timber pedestrian bridge. Over the years, it has become an important community connection for recreation, exercise, neighborhood access, and enjoying Oceanside's natural surroundings.

The **Oceanside Action Partnership (OAP)** is planning a two-part rehabilitation project: first, by rebuilding the trail's steps and handrails, followed by replacing the aging pedestrian bridge. These improvements are intended to preserve this historic community asset, improve safety and usability, and ensure the Tire Trail continues serving residents and visitors for generations to come.

Executive Summary

The Oceanside Action Partnership (OAP) invited community members to describe their use of the Tire Trail, its benefits, existing barriers, and the potential impact of improvements. Up to 152 people answered the individual survey questions. The results provide community input supporting the preservation of the pedestrian connection between the various neighborhoods south of the Oceanside village and beach, while identifying safety and accessibility concerns. This was a voluntary survey, not a statistically representative sample of Oceanside Community residents.



Key Findings

Measure	Final result
Use trail regularly or occasionally	96 of 152 (63.2%)
Would use trail more often if improved	98 of 149 (65.8%)
Know of no alternative route avoiding Highway 131	130 of 152 (85.5%)
Would drive and park if trail unavailable	100 of 148 (67.6%)
More likely to use trail after improvements	118 of 150 (78.7%)
Believe improvements would make walking easier or safer	140 of 152 (92.1%)

Detailed Survey Results

1. Familiarity and Prospective Use

Of 152 respondents, 31 (20.4%) use the trail regularly, 65 (42.8%) occasionally, 43 (28.3%) know its location but do not use it, and 13 (8.6%) were unfamiliar with it before the survey. Of 149 respondents, 98 (65.8%) said they would use the trail more often if improved; 51 (34.2%) said the same amount.

2. Benefits of the Tire Trail

Participants could select multiple benefits of the tire trail (144 answered). Percentages below use 144 as the denominator; the survey platform's supplied percentages instead appear to use all 152 respondents.

Benefit	Selections	% of 144
Avoiding walking along Highway 131	106	73.6%
Recreation and exercise	100	69.4%
Walking between neighborhood and village/beach	98	68.1%
Avoiding driving	88	61.1%
Reducing parking in the village	77	53.5%
Emergency/evacuation connection	54	37.5%
Visiting neighbors and friends	43	29.9%
Walking my dog	27	18.8%

3. Alternative Pedestrian Routes and Travel Choices

Of 152 respondents, 130 (85.5%) were not aware of another route avoiding Highway 131; 10 (6.6%) were aware of one alternative route and 12 (7.9%) were unsure. Comments described alternatives involving longer routes, other roads, or tide-dependent beach access. These comments should not be interpreted as a formal assessment of available routes.

If the trail were unavailable (n=148)	Responses
Drive and park in village	100 (67.6%)
Unlikely to make the trip	25 (16.9%)
Walk along Highway 131	16 (10.8%)
Use another walking route	7 (4.7%)

4. Existing Conditions and Barriers to Access or Use the Tire Trail

Participants could select multiple concerns regarding access or use of (132 answered). Percentages below use 132 as the denominator; the supplied platform percentages appear to use 152 respondents.

Tire Trail Condition	Selections	% of 132
Excessive height between steps	96	72.7%
Uneven or irregular steps	93	70.5%
Steep sections	79	59.8%
Slippery or muddy surfaces	75	56.8%
Absence of handrails	62	47.0%
Unstable or slippery bridge decking	55	41.7%
Difficulty as mobility changes	38	28.8%
Vegetation or debris	33	25.0%

5. Expected Results of Improvements to the Tire Trail

Of 150 respondents, 86 (57.3%) said improvements would make them much more likely to use the trail, 32 (21.3%) somewhat more likely, and 32 (21.3%) said there would be no difference. Thus 118 of 150 (78.7%) anticipate increased use.

Of 152 respondents, 111 (73.0%) believed improvements would significantly make walking easier or safer for those who have difficulty with the existing trail, 29 (19.1%) said somewhat, 3 (2.0%) said no, and 9 (5.9%) were unsure. Combined positive responses were 140 of 152 (92.1%).

Interpretation of Survey Results for Project Planning

Phase I — Rebuild the Tire Trail

Survey respondents place high value on preserving a pedestrian connection that avoids Highway 131. The most common reported Tire Trail concerns were excessive step height, irregular steps, steep terrain, and slippery surfaces. These findings support evaluating more consistent steps, safer footing, and handrails in



a later trail reconstruction phase. Phase II (Baughman Creek Bridge Replacement) should remain distinct from Phase I (Trail Steps, Surfaces, and Handrails) in grant budgets, matching funds, and implementation plans.

Phase II — Baughman Creek Bridge Replacement

Fifty-five of 132 respondents who answered the conditions question identified unstable or slippery bridge decking. OAP ordered a full bridge inspection which was completed by McGee Engineering and recommends full replacement over the next 5-years.

Community Perspectives

Open-ended comments mention the trail's scenic character, recreational loops, difficult terrain, parking challenges, and the importance of including all Oceanside neighborhoods in planning improvements to the Tire Trail. A few comments described alternative routes as lengthy, difficult, or tide-dependent. Comments provide context but should not be treated as representative or as verified route evaluations. Personal names and email addresses have been omitted from this public report.

Recommendations for Grant Applications

- Use the 85.5% no-known-alternative and 67.6% would-drive results to document perceived connectivity and transportation benefits.
- Use the 92.1% easier-or-safer result and the physical-condition findings to document potential to reduce barriers.
- Distinguish the Phase I Trail Rebuild request from any later Phase II Bridge replacement request.
- Pair the survey with engineering findings, geotechnical work, land-manager approvals, environmental and cultural review, a credible funding plan, and long-term stewardship commitments.

Methodology and Limitations

The survey was voluntary and self-selected. Response counts varied by question (132–152 for the closed questions shown). The multiple-selection benefit and condition questions allowed more than one answer, so their percentages do not



total 100%. The platform percentages supplied for questions 2 and 4 used an apparent denominator of 152; this report instead uses the number answering each question (144 and 132). Results are descriptive of survey respondents only and do not establish community-wide prevalence, traffic volumes, actual parking reduction, or the legal status of alternative routes. The full set of open-text responses was not supplied here, so commentary is illustrative rather than exhaustive.

Conclusion

The final survey documents broad respondent recognition of the Tire Trail as a pedestrian and recreational connection, concern about existing trail conditions, and anticipated benefits from improvements. The findings provide useful community evidence for planning and fundraising when considered alongside technical evaluations and agency approvals.