

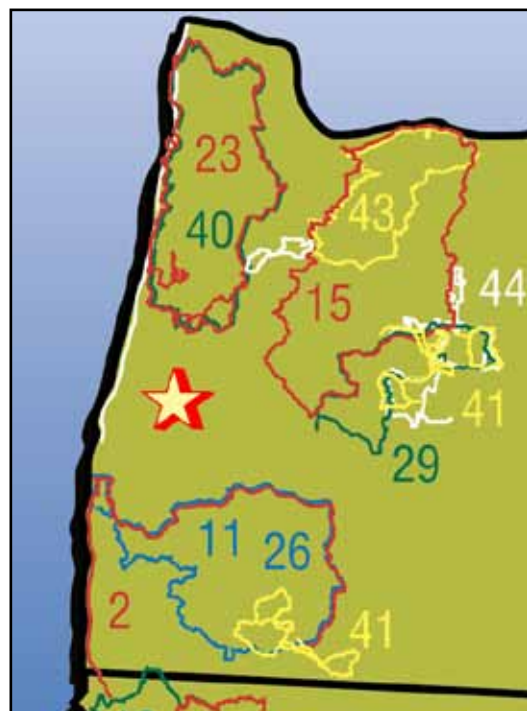


**August 3-11, 2024**

Last year, when I pulled together a history of all past Santa Rosa Cycling Club tours, I included a map showing all the tour routes, with their many intricate loops and wiggles. Looking at that map later, I noticed a vacant space in Western Oregon (where the star is on the map below).

This empty chunk of back country falls between our Northwest Oregon Tour (done in 2012 and 2019) and the Southern Oregon Tour (2005, 2014, and 1996 as the Crater to Coast Tour). Recalling all the nice biking roads on those prior tours, I knew there had to be some tasty back roads in this region as well. So in January of 2023, I put on my route-planning hat and got to work. A few days of messing around in Ride With GPS produced a possible, plausible seven-stage tour. Two scouting trips to the area in May and June confirmed my first impression: this could be a really, really nice tour! Being there in person caused me to rethink a few things and make some changes, but that was all good: the routes and overnights just got better. Almost everything was at least as nice as I had hoped it would be, and in a few cases, even better.

We're calling it the Coast Range Tour because it travels back and forth through that range of moderate mountains just inland from the ocean, usually within the Siuslaw National Forest: fir and broadleaf forest, rumples ridges, verdant meadows, and deep, creek-cut canyons. Small towns sometimes but also long stretches of nothing but wilderness. Also a fair sampling of nearly flat river valleys. The highest point in the Coast Range is 4097' Marys Peak, which we pass on Stage 2. The shape and scale of these hills is a lot like the coastal hills of Sonoma, Marin, and Mendocino Counties. The highest points on the tour are five summits scattered through the week, each of which is just above or below 1300'. But the mountains are only part of the story. Stages 1, 2, and 7 are mostly in the



foothills, woods, or farm fields of the Willamette Valley, on the inland flank of the mountains. In fact, parts of those stages are on the eastern side of the valley, bumping along through the foothills of the Cascades. A small part of Stage 3, all of Stage 4, and about half of Stage 5—adding up to 100 miles—head south along the coast, although fewer than 20 of those miles actually have the ocean in sight. More frequently, we'll be seeking out little side roads up into the remote valleys of the many little rivers that flow out of the mountains and down to the sea: the Alsea, Yachats, Siuslaw, Siltcoos, and Smith.

Doing all the longer options would yield an average of 64 miles and 3400' of gain each day: a fairly challenging tour but not a monster. Doing the shorter routes—averaging a little less than 56 miles a day—should put the tour within reach of many moderate riders. There are longer and shorter options every day except for Stages 2 and 3.

We'll spend one night in a resort hotel at the beach (after Stage 3). Seven nights of camping: one primitive camp, five full-service campgrounds (with showers), and one night on a small-town high school campus.

The tour begins and ends at Schwarz Park on Dorena Lake, a few miles SE of the town of Cottage Grove on I-5, eight hours from Santa Rosa. The attractive park, managed by the BLM, has six beautiful group sites. Next door to the park is the USDA Dorena Genetic Resource Center, where they have kindly agreed to let us store our car pool fleet for the week in their fenced and locked parking lot.

How's the weather? Just as is the case in our West County hills and valleys, this could be a tale of varied microclimates. The average high for July and August in the Willamette Valley is around 82° but out at the coast it's just over 60°. This stretch of coast can see rain any month of the year but July and August are the best bets for no rain. Even then, it's still a possibility, so be sure to pack your rain gear. At the risk of jinxing us, our record for stages on the coast on both the Southern Oregon Tour and Northwest Oregon Tour—five tours total—is spotless...raindropless.

This tour employs our traditional format of using campgrounds for our overnights, except for the one resort at the beach. The tour moves to a new overnight site every day.

We'll be following the “cooperative touring” template from most past club tours: all participants sharing in the chores associated with keeping our little village moving from camp to camp. Veterans know the drill on this and we will assist any new participants in getting up to speed. Two small trucks will haul our luggage each day, as well as all the food, supplies, and cooking equipment. We have two paid support staff known as our food wranglers. They oversee all the food shopping and meal prep work and also shuttle the two trucks from one overnight site to the next.

In addition to our luggage and food/equipment trucks, we will be accompanied each day by one sag wagon. This will mean one rest stop around the mid-point of each relatively short stage. On the longer stages, we will do our best to set up two stops.

We provide (and cooperatively prepare) all the dinners and breakfasts on our camp days, as well as providing pocket food for the rides every day and snacks and drinks for after-ride relaxing. Our tours are always BYOB. Your personal supply of beer and wine and other tipples will travel in the luggage truck. If you run dry at some point during the long, thirsty week, the food wranglers can freshen up your supplies (if you give them the money to do so).

Once our roster is set, participants will receive further e-mail updates about tour logistics, including sorting out the car pools and cook crews. We will provide additional information and more detailed maps for each of our overnight sites.

We will provide maps, including detail insets, that make the routes clear and unambiguous. Whether or not you print out this entire preview book for the tour, please print those maps and have them with you on the tour! Or load all the data into your Garmin thingies. You will need it out on the roads.

### *Stage 5: Lower Smith River Road*





view Drive, where you can indeed view the shore of the lake through the trees. Right at the south end of the lake, we pass Dorena covered bridge, one of five vintage covered bridges we'll see today. This area—Lane and Linn Counties—has the highest concentration of classic covered bridges of any region in the United States.

Past the bridge, we turn back north on Row River Road but soon bear left onto the Row River Trail, which runs all the way up the east side of the lake (left) for five miles and then adds two more miles in the woods north of the lake before finally teeing back into Row River Road.

## Stage 1: Dorena Lake to Marcola

No long options: 58 miles, 2000' up, 2200' down

<https://ridewithgps.com/routes/43959283>

With long option #2: 60 miles, 2200' up, 2400' down

<https://ridewithgps.com/routes/43068124>

With long option #1: 71 miles, 2500' up, 2700' down

<https://ridewithgps.com/routes/43068087>

Both long options: 73 miles, 2700' up, 2900' down

<https://ridewithgps.com/routes/43067328>

Dorena Lake is the southernmost point on the whole tour loop, which means the shortest possible travel time for us, coming up from the south. Schwarz Park is beautiful.

Although the longest route today offers up the most miles of any stage on the tour, it is unlikely to feel like the hardest day. The elevation gain is minimal and there is even a bit more descending than climbing.

If you look at a satellite view of the route, especially the full, 7-stage loop as a whole, you can see that this lake and locale fall just beyond the southern end of the broad, mostly flat floor of the Willamette River valley, just nudging into the first little foothills surrounding the plain. Although the overall elevation gain is moderate today, we do hump up and down over an assortment of small rollers and ridges.

Long option #1, which accounts for the bulk of the bonus miles, comes right at the start with a nearly level 13-mile loop around the lake. It begins with a run south through the forest on Shor-

While the long route was circumnavigating the lake, the short route went north and west onto Row River Road. The two routes rejoin where the Row River Trail tees back into Row River Road.

With the two routes back together, we do two more miles along Row River Road and then turn right—north—on Sears Road (below) a quiet, flat-to-rolling road meandering along near Interstate-5 for about ten miles. Here and there the road feels like a freeway frontage road, with the busy highway close by. But more often it wanders away from the interstate, out across meadows and in and out of woods. The photo is typical of this section.

Those ten miles heading north bring us almost all the way to our next bonus miles option and also to our first rest stop, which is situated right where the two routes diverge. It's not even 14 miles at this point on the shorter route, so obviously a little early for a break. But it's over 26 miles for those doing the loop-the-lake route. They will be ready for a pit stop.





mile of easier uphill. Off the far side of this summit is a downhill of almost two miles at a bit less than 5%. Compared to some of the other hills we'll have to grapple with over the course of this tour, this little bump is not much. It just happens to be the biggest challenge on today's stage.

The other item of note is what you see in the bottom photo: Parvin Covered Bridge. It's right down at the bottom of the loop and also right after the descent off that little summit. It was built in 1921 to replace a bridge built in the 1880s. Renovated in the 1980s and touched up again in 2021. Lane County takes good care of its old bridges.

This second long option is different from the first one. For one thing, it only produces a net gain of about two miles over the shorter choice. It's also a wee bit hilly. Nothing too arduous... just a couple of hundred feet of modest ups and downs. The little climb-and-descent takes riders up into the woods on Bear Creek Road and Rodgers Road (above). Meanwhile, the shorter route tootles along on flat or rolling roads in the open fields just below the little ridge on Rodgers. The routes meet up again when they both turn onto Enterprise Road, approaching the junction from opposite directions. Note to those on the longer course: the 90° right turn onto Enterprise pops up right at the bottom of a fast little downhill. It could take you by surprise.



Enterprise (second photo) twists and turns and bumps up and down over a few small hills for five miles before teeing into Hwy 58 (right).



Our route runs on or near this busy highway for a few miles. As you can see in the photo, there is a decent shoulder on this stretch and it can be ridden comfortably. It's as close to flat as any real-world road can be. We'll be on this stretch for a bit over three miles, then can bail onto some side roads to escape the traffic for a few miles, and finally have to return to the highway for another couple of miles. It's not great back road riding but is okay and over quickly.



We do get that break from Hwy 58 after the first section. We turn right on Rattlesnake Road for a loop south through farm fields, woods, and scattered homes. There are a couple of things to mention about this 5.4-mile diversion. Number one is the biggest climb of the day: exactly one mile at 5%. That mile is preceded by another

There is another little climb after the covered bridge, about a third the size of the one before the bridge. This is on Parvin Road, heading back north, past the town of Dexter and back to one more section of Hwy 58.

For about two and a half miles, we have to ride along the highway. It still has a decent shoulder—good enough for single-file riding anyway—and it has the redeeming value at least of being scenic, as it runs alongside Dexter Lake (right). You'll know you're coming to the end of the Hwy 58 section when you see the white bulk of the Lowell Covered Bridge floating on the lake on your left. That's our turn, over the lake and into the little town of Lowell.

We turn left in Lowell on North Shore Drive, which, true to its name, runs briefly along the north shore of Dexter Lake. Without making any turns, the road becomes Pengra Road. We're on North Shore/Pengra for almost four miles and then jog R-L onto Old Pengra Road (middle photo). Old Pengra runs parallel to Pengra before we turn onto it, but the earlier section is unpaved. Once we're on it, it soon becomes Place Road and leads to Pengra Covered Bridge (bottom photo). We hope to have our second rest stop here, around mile 52 on the long route and 36 on the short route.

Having the rest stop here makes it easy to set the bikes aside for a few minutes to explore the bridge. This is one of the larger of all the vintage covered bridges in the region. The lower chords (beams) supporting the roadbed are among the largest timbers ever installed in an Oregon bridge: 16" x 18" x 126' long. Imagine moving those to the site and then into place, back when most transport was horse-drawn. I know of only one sawmill in the region that handles timbers that large: Hull-Oakes, south of Corvallis and just off our Stage 2 route. They're still in business and still milling oversize timbers, always out of Douglas fir.

Once we're done with Pengra Bridge and our rest stop, we're headed for the city of Springfield, Eugene's smaller sister city. Most of the way there—around seven miles—will be along Jasper-Lowell Road, often rolling along right next to the Willamette River. The river is flowing





downstream in our direction of travel and that means this run is all gently downhill (above). Expect more traffic on this road, increasing as we approach the city, but still okay for comfortable biking.

While we manage to dodge around the bigger sprawl of Eugene—Oregon’s second largest city—we cannot avoid a transit of Springfield. The road stays quite rural and uncluttered right up to the edge of town, and then we have to make our way along the urban streets for about three miles, mostly along 42nd Street. It’s marked out with bike lanes and even has a separate bike path along one section. Not too bad as city riding goes.

When we head out the north side of town, we’re onto the final leg of the stage: ten miles to go and all of them delightful back road miles. After that ever-so-slightly downhill run alongside the Willamette, we’re now heading upstream along the valley of the little Mohawk River, which means the profile tilts up again in a series of lumpy little rollers.

We’re heading for the little town of Marcola and Marcola Road runs from Springfield right to the town and is a decent road to ride. But for the first seven-plus miles of that run, we have even better alternatives: three quiet side roads...Old Mohawk, Hill, and Donna Roads. The middle photo is along Old Mohawk and the bottom one is of Hill Road. Both are typical of the scenery all along this stretch.

Time for a little back story. I originally planned to start and end the tour at a motel in downtown Eugene, right across the road from the University campus, much as we did with the motel nights in Corvallis for the Northwest Oregon Tour. The challenge was finding a place to stow the cars for the week. I thought the parking lots at the U of O football stadium might work, just a short bike ride from the motel. But when I talked with the folks at the stadium they told me any cars left overnight in those lots would almost certainly be broken into by the legion of homeless people living in the woods along the river. I found this out the day before I was set to begin my scouting around the tour loop. Not good...

So...Plan B! I moved the start-finish to Dorena Lake, which,

in my initial plan, had been the overnight camp after Stage 6 and before the final stage into Eugene. As noted earlier, that has worked out well, with the semi-secure parking at the USDA office and the better travel time to the park, etc.

Once I gave up on the start-finish in downtown Eugene, I asked myself why we needed to visit the city at all. It does have an amazing network of bike trails and bridges and is always being honored as a bike-friendly city. But it is still a city. Why bother?

I quickly plotted out a new Stage 1 (what had begun life as Stage 7): everything the same up to Springfield but with a new ending that bypasses Eugene and curls out into the

countryside east of the metroplex. I didn’t know a thing about the town of Marcola. Never been there. All I could see on the ’net was a small high school with a large lawn next to the baseball diamond. And what looked like nice bike roads into and out of town. I drove in there on a weekday afternoon and presented myself at the front desk with the request to have 40 or 50 bikers camping on their back lawn for a night in August, 2024. They were super friendly and helpful and not the least bit fazed by my out-of-the-blue arrival on their doorstep. Of course we could stay there! Not a problem! Use the showers? Certainly!

So that’s how we ended up on the lawn at the high school in the little town of Marcola. Plan B to the rescue!





hill at about 4% and then, after one itty bitty roller, another four-plus miles of lazy roll-out. Once down out of the hills, the landscape starts to mix some sprawling farm fields in with the scattered woods. And the topography levels out...flats and rollers.

At mile 16, Brush Creek tees into Hwy 228, where we turn left, heading west along northern edge of the valley of the Calapooia River and through the little town of Crawfordsville, where we pass yet another old covered bridge. The highway will probably be a little busier than our back roads but we're only on it for a mile and a half before peeling off onto Northern Drive (bottom photo), another sleepy little side road that will deliver us, in a bit over five miles, to our next town: Brownsville.

## Stage 2: Marcola to Alsea Falls

66 miles, 2900' up, 2600' down

<https://ridewithgps.com/routes/43009805>

Perhaps the most worn-out, dog-eared cliché in the genre of travel writing is this old chestnut: "This is a land of contrast." And yet, dang it, that is exactly the description of this stage. I again refer you to the satellite view of the route: the first 30 miles meandering through the wooded, rolling hills on the east side of the big valley; the next 20 miles crossing the pan-flat farm fields of the valley; and, finally, a return to woods and hills for the final 15 miles to camp.

Cliché or not, it's a nice stage and better than the original stage I had laid out before Plan B redrew the map. All the time I had been pushing the puzzle pieces around with the start in Eugene, I had my eye on these roads around Marcola: winding and wooded and simply more interesting and fun than the flat valley roads. I just couldn't figure out how to make use of them, not with the start in the city. But once that part of the plan changed, they were in play, available. There is no way to complete this tour loop without some flat farm roads but this route at least offers up fewer of them than my original route.

We head out of Marcola on a couple of smaller side roads—Wendling and Paschelke—on our way back to Marcola Road. Along the way we ride over Earnest Bridge (above).

We're on Marcola Road for seven miles and they're all uphill. Six miles of false flat at about 1% and then a final mile of real climb: an average of about 6% with a max of 9%. At the summit we cross over from Lane County to Linn County and the road name changes to Brush Creek (middle photo). Now some nice payback: three-plus miles of down-

Brownsville has an attractive, historic downtown and we're going a few blocks out of our way to explore it. This detour adds a quarter-mile over the shortest route through town. We travel along Main Street and some quiet neighborhood streets before crossing Hwy 228 to Washburn Street, now heading due south out of town. Look sharp for the right turn from Main Street onto Vroman Avenue in town: it looks more like a driveway than a real street. It keeps us off busy, cluttered Hwy 228.





Harrisburg is the biggest town we'll see today...or tomorrow or for the next few days. It looks like a hard-working farm town, with lots of agribusiness and not much in the way of quaint or charming aspirations. Not a tourist destination. It will take us about two miles to cross the town, mostly through residential or business neighborhoods that might best be described as ordinary. On the far side of town we cross the river on a highway bridge that doesn't look too bike-friendly but is probably okay. It has a sidewalk out of the traffic lane.

Once all that is behind us, we start heading in a north-westerly direction along a succession of farm roads that have a little more variety and visual interest than the miles before Harrisburg. One of those roads is Norton Road (bottom photo). I don't know much about what the farmers grow here but I did read somewhere that at least some of those orchards are hazelnut trees. Or, as Oregonians call them, filberts. All those mildly meandering roads will bring us to Monroe at mile 51.

Washburn Street becomes Gap Road as it leaves town. For whatever it's worth, all of this section—through Brownsville and then on south—is listed as the Willamette Valley Scenic Bikeway. It's nice, but I'm not sure it warrants such an exalted designation. Gap Road is kind of funny. It seems at first as if we're now down out of the wooded hills and into the flat farm fields. But then one last wooded ridge muscles out into the valley and the road has to hump up over that last rampart (above). Ride With GPS calls it a 1.7-mile climb at 5.5%, but the second half of that pitch averages 7%, with a max of almost 12%...a rude little spike. We do get a nice downhill out of the deal: a mile and a half at up to 8%. The hilly stuff ends with two more stiff bumps before we bottom out on the broad valley floor.

If all goes according to plan, we'll have our one and only rest stop at about mile 32, where Gap Road bends from due south to due west, just before it rolls out across the valley. If the sag driver can manage it, we might set up a second stop on the last and hardest climb, near the end...but no promises on that.

In simplest terms, crossing the valley on our route divides into two equal halves: ten miles from the rest stop to the town of Harrisburg on the Willamette River and ten miles from Harrisburg to the town of Monroe, where the woods and hills of the Coast Range begin. Those first ten miles—approximately 32 to 42—are along Diamond Hill Road (middle photo) and why that road has "Hill" in its name is a mystery. The biggest hill on that entire stretch is the overpass crossing Interstate-5. It's all flat, flat, flat...all sorts of farm fields. Alfalfa? Wheat?







Northwest Oregon Tours. We absolutely loved it as a downhill. One of the best descents ever, with great pavement, lots of snaky corners, etc. But it's going to be a different dance as an uphill. The whole climb is three miles at a bit over 6% but the final two miles average over 8%, with a few steeper pitches. On the plus side, it's very scenic and, as the middle photo shows, much of the climb is in the shade.

The hard work will eventually end and we'll get to have a little fun after all that toil: two-plus miles of slinky, kinked up downhill on that excellent pavement and another two-plus miles of fast roll-out... which brings us to the end of the stage, to the campground at Alsea Falls.

The reason the campground is here is Alsea Falls (below), a short hike from the campsites. (Pronounced ALL-see.) We call this a primitive camp because it does not have showers. But aside from that significant demerit, it's actually a pretty and nicely maintained camp. There aren't any group sites so we've reserved eight individual sites. We're not rigging a portable shower (for various logistical reasons) so be prepared for a washcloth bath at a faucet or perhaps a splash in the creek (the headwaters of the Alsea River). We'll be in a nice resort hotel at the beach tomorrow so maybe we can live with roughing it a bit for this one night.



We're into and through Monroe in just a few blocks. Not to tempt you to go off-course and have fun or anything, but there is a nice brew pub just a few blocks up the main drag in town: Long Timber Brewing. Perhaps a late lunch?

Back to business. Monroe is our gateway to the Coast Range. We're already climbing before we're even out of town. This is a first little hill, just enough challenge to remind you why you have a small chain ring. There is a matching descent off the other side, over a mile. Then five miles of increasingly lumpy uphill bumps lead us to the big challenge on this stage: the climb on Alpine Road (both photos above).

We've been here before: we did this going the other direction on both





the hillsides have been logged and look a little raw. But not all of it: the photo at the bottom was taken somewhere along that road...not sure where.

Over the summit, it's three miles to Lobster Valley. But that's not all descending. First a mile and a half down, then a half-mile up, and finally another mile down. Some of that is quite steep, both down and up.

One could make the case that Lobster Valley Road is very nearly as awesome as South Fork Road (the Back Country Byway). The scenery is every bit as nice, rolling along, gently downhill, often alongside the pretty river. Woods and meadows and some deeper fir forest.

### Stage 3: Alsea Falls to Yachats

62 miles, 3000' up, 3800' down  
<https://ridewithgps.com/routes/43049128>

Today we're heading to the coast, but if ever there were a day where getting there is half the fun or maybe almost all the fun, this would be it. It's almost impossible to overstate how nice this stage is...a sort of cycling nirvana that might induce a state of rapture in a few folks.

The first miles are more of what we finished up with yesterday: more of what the sign above proclaims: the South Fork Alsea River National Back Country Byway. That section is about nine miles and it really is a treasure worthy of its fancy-pants name (middle photo as well).

Those nine miles tilt gently downhill, with maybe half a dozen little ups and downs along the way to keep it interesting. The pavement is not quite as perfect as it was when we first rode here almost a dozen years ago. It has weathered a bit. But it's still better than most roads you'll do anywhere else. Such a sweet run...

But wait...there's more! We tee into the Alsea-Deadwood Highway at mile 8.8 and turn left, south, heading for the big climb of the day: after four miles of mild uphill, a mile and a half at an average of 6%, but with one very short pitch much steeper. For some reason, I never get any good pictures here, perhaps because it's not as lovely as the roads before and after it. Some of





our sag wagon here for the only rest stop of the day.

The Alsea Highway is almost certainly going to carry more traffic than the remote backroads we've been on thus far. It is one of the main connectors between Corvallis and the coast. But it's the secondary, too-twisty, too-slow road for most tourists and commercial traffic. Most folks will take Hwy 20 to Newport. Bottom line, it's okay for cycling. More than okay.

We're going to be on it, heading west, for 20 miles. The road is often snuggled up along the river, as it grows from a little stream to a substantial river on its way to the ocean. In addition to there being more traffic, there will also be more houses, including a lot of what I would call fishing shacks, right down on the water (bottom photo). It's a highly regarded fishing river. Also the occasional business. Even a little post office at a no-place called Tidewater.

The elevation profile for these 20 miles is usually tilting downhill, although at a very gentle gradient, with any number of lumpy rollers mixing things up. There is one small climb and a matching descent along this stretch, right near Tidewater. One mile up at about 3%. After that little bump, from around mile 43 to 52, the road is about as level as a road can be.

Mile 52 means the town of Waldport at the junction with the coast road, Hwy 101. I'll make my little Hwy 101 disclaimer here. It's the main road along the Oregon coast and



Very remote. The pavement is excellent. There's no traffic. And this idyllic run is almost 16 miles long. Died and gone to heaven could pretty accurately describe it. It's tempting to blather on endlessly about how nice these roads are, but in the interest of not burning through too many pages, I'll just stick a couple of Lobster Valley photos in here and move on.

When the dreamy run along Lobster Valley ends, at mile 33, it tees into Hwy 34, more commonly known as the Alsea Highway. We plan to have





wall, with an average grade of 9% and the steepest pitch at 18% (left). Yikes! It looks daunting from the bottom and it is a little beast. But the steep section is only a quarter-mile long. It continues uphill, more or less, for another mile, but only at 3% or less.

We're on the road for about four miles, until it tees into 101 south of town. The road first passes through residential neighborhoods but then opens up. Wild woods all along the inland side of the road and an assortment of stuff on the ocean side: a golf course, three schools, and a few commercial properties. Midway along its run, the road begins to tilt downhill and most of the development fades away, so the last couple of miles are quietly rural (middle photo). The road name changes to Wakonda Beach Road at the south end, although it's all the same road. I think it's worth it—worth that first, fierce climb—but if you quail at the prospect, you can ride into town and down the busier, messier highway.

We'll get onto 101 with five miles to go, south on the highway. This stretch is almost straight and almost flat, with decent shoulders. The ocean side of the road is lined pretty much continuously with a mix of vacation homes, motels, and parks (both day use and overnight). I considered those campgrounds but they are so exposed, so wind-blown and sandy...I couldn't do it. Instead I opted for the Adobe Resort (below), a large beachfront hotel just on the northern edge of the community of Yachats (YAH-hots). \$200 for an ocean view (double occupancy); \$175 without. I've

met with their group sales rep and they are happy to have us. There is a nice restaurant at the resort with what looks like a decent menu. Or you can ride a short distance into the center of town for other dinner options.

as such, carries a lot of traffic...locals, tourists, commercial deliveries and services...and bikes. There are places where the scenery along the coast road is spectacular. But there are other places that are tacky and junky and congested. Sometimes the road has ample shoulders and sometimes not so much. All the cycling guide books for the Oregon coast make at least some effort to get the riders off this too-busy highway and onto whatever alternate roads run nearby. I throw in more of these side road detours than any of the other tour guides out there. I'm not interested in getting from A to B by the quickest route. I want to explore and I want to do so on any and all dinky, kinky, out-of-the-way lanes I can find. We'll be on the "the coast" for about 100 miles but only 43 of those miles will be on 101.

That little speech will stand for all the miles along the coast, but it's also immediately relevant as we roll into the town of Waldport. It's an okay town but nothing too wonderful. There is a fair amount of clutter and traffic along the main drag (101). So the first order of business here is our first Hwy 101 avoidance maneuver. Just before we drill into the congested heart of town, we turn left, south on Crestline Drive. Right away, our resolve—okay, my resolve—to always take the road less traveled will be put to the test. After one level block, the road tilts up into a nasty little





## Stage 4: Yachats to Honeyman State Park

53 miles, 3400' up, 3400' down

<https://ridewithgps.com/routes/43068440>

61 miles, 4100' up, 4100' down

<https://ridewithgps.com/routes/43049239>

Today is our day to be near the ocean. That said, we'll only have the sea in sight for about 20 miles. All the other miles will be on little back roads away from the main highway. But we begin with a nice bit of seacoast on Marine Drive, along the cliff in the pretty town of Yachats (top photo).

This short but sweet loop curls us right around to the center of town, back to the highway. But no highway for us, at least not yet. Just across 101 is the beginning of Yachats River Road, an out-&-back heading up into the valley of its namesake river (above). This is an essential part of today's stage and furthermore, one of the nicest bike roads you could ever dream up. It's nine miles each way, so 18 round trip. It's just a little bit uphill on the way out: an average of less than 1%. However, that moderate number hides a few steeper lumps and bumps along the way. Overall though, it's not going to be hard work. And the return trip, mildly downhill, is going to be serious fun. Excellent pavement. No traffic. Gorgeous scenery. You'll love it.

No real pay-off at the end. No mystic temple or dramatic waterfall or dancing maidens. The road simply peters out, with smaller, primitive roads dribbling away into the hinterlands. One road does loop back to the coast and I considered making this a loop instead of an out-&-back, but it turns to coarse gravel after a while and has some grades that are as steep as 34%. Uh...no thanks!

Instead, we sweep back down to the coast and do one more detour off the highway; one more cute little lane out along the cliff, south of town. When that excursion ends at around mile 20, we're finally ready to tackle the main highway, heading south along the coast. This is by no means a level cruise along the beaches. Occasionally we ride right down near the surf and sand but more frequently we're chugging up over headlands or traversing rocky cliff faces, with the ocean far below. The highest summit on today's stage is less than 500' above sea level, but the 20 miles where we're actually near the ocean are packed with ups and downs. Depending on how you define a climb or a summit, there are as many as nine of them along this stretch. The profile between miles 19 and 39 looks like a jagged old saw blade. Those 20 miles, plus the little bit on Marine Drive at the start...those are all the seacoast

miles we'll have on this tour.

We plan to have a sag stop up at one of the vista points above the ocean. You can see it on the map: Lighthouse and Sea Lion Beach Vantage Point. That's around mile 32 and about halfway up the longest climb today: 1.7 miles at 4%, but with some steeper pitches. The descent off the other side is a ripper: two miles at 5%. It will be fun if we can get it done without being tangled up with some lumbering RVs.

After that big descent, we have one more climb to do before leaving the coast: less than a mile and not too steep. Near the top we have to watch for this sign...

It shows Hwy 101 curving to the right and Sutton Lake Road spurring off to the left. We're turning inland on that little road, looping around Sutton Lake. It climbs a bit





at the start and then descends to the lake and doodles along in the best sort of back road way, with views now and then of the pretty little lake (above). It's a quiet, narrow, meandering road. No place to hammer. A nice escape from the busier main highway.

If you like that peaceful interlude off the busy highway, you will love our next small-road offering. Almost immediately after completing the Sutton Lake loop and returning to Hwy 101 S, we come up on Mercer Lake Road. This is another out-&-back and its eight-mile round trip represents the difference between the long and short routes. That makes it optional. But I really hate to think of it as optional because it is such a perfect biking back road.

So okay, it's optional. I'm hoping you will pick up on that option and do it. It only pads the stage out to 61 miles. C'mon, try it! You'll be glad you did. It starts out with two lanes and stripes but soon necks down to the one lane you see in the middle photo, running along the south shore of beautiful Mercer Lake. (More photos in the gallery at the back.) All the turns and little ups and downs are scaled to the speed of a bike. The road is rarely level and all those little dips and bumps add up: 700' in eight miles. Still...not too hard. And the best part is, you get to do it twice, once in each direction. In spite of being such a dinky little road, it has good pavement. I don't know how far back into the hills it goes. I turned around where a sign says "No Outlet" and the road name changes to Mercer View Road and it all of a sudden goes steeply uphill. Note: back on the Sutton Lake loop, we passed a junction with a street sign pointing to Mercer Lake Road. Ignore it. That is another little road over on the north side of the lake...not our out-&-back.

Back on 101 south, we are soon into the outskirts of the town of Florence. If your only experience of Florence has been zipping through on the highway, you probably have a dim view of the place.

The congestion and clutter along the main drag are among the worst for any towns of this size along the coast. It's really scruffy. Fortunately, there are better parts of Florence. First of all, there are two delightful side roads that allow us to bypass that whole main drag mess. Two miles south of Mercer Lake Road, we turn right on Hecata Beach Road and in another two miles, left on Rhododendron Drive. Between them, these two nice roads take us on a seven-mile ramble, mostly gently downhill, to the heart of town, avoiding almost all of the clutter on the highway. There are resorts and beach houses along the way but also many sections of open country, including a run alongside the Siuslaw River (bottom photo). It really redeems the transit of the town.



But that's only one part of the better parts of Florence. There is also a quite nice old town, snuggled down along the bank of the Siuslaw River. It's pretty much a tourist trap at this point, with all the shops along the quaint main street given over to selling souvenirs and local crafts. There is a small harbor as well, serving recreational craft and fishing boats, with a broad boardwalk overlooking the docks. It's like a smaller, less gaudy version of the Fisherman's





Wharf in Newport. Just for fun, I've run the route through this historic neighborhood...a time to slow down and do a little rubbernecking, I've even run the route out along the boardwalk (above).

Once we've had our fill of Florence, we continue south on the highway, over the river on the old art deco bridge. It's up to you whether you brave the traffic and stay in the lane or get up on the sidewalk instead. You might think the sidewalk would be safer but it's not all that wide and has no barrier between it and the road.

Beyond the bridge, we have one last climb to do—half a mile at 5%—and then around two miles of moderate downhill to Honeyman State Park. All the signs for the park will be directing us to turn right off the highway into the main campground. But we have reserved two group sites over on the east side of the highway, off Canary Road. That part of the park is not often visited...very quiet and well away from the bustle of the main camp. There are six very nice group sites, set off all by themselves (below). There is a bike-ped bridge over the highway that connects the group sites to the main camp, and that's where we'll need to go to find the showers. My only disappointment here is that the sites don't front right on lovely Woahink Lake. It's nearby but you'll have to hike a little to find it.



## Stage 5: Honeyman SP to Smith River

47 miles, 2500' up, 2400' down

<https://ridewithgps.com/routes/43055901>

62 miles, 3300' up, 3300' down

<https://ridewithgps.com/routes/43049181>



Once again we're resorting to an out-&-back to provide the more ambitious riders with their extra miles. I'm mentioning it right at the start because that's where the bonus miles happen to be. Everyone leaves camp together, heading east on Canary Road. But while the short-course folks soon turn south onto Clear Lake Road, riding around Woahink Lake (above), the long-haul truckers continue east on Canary, way out into some remote back country.

Ride With GPS says this 15-mile out-&-back adds about 800' of elevation gain to the day's total. That doesn't seem like much but the "real feel" may be more substantial: there are only four climbs and descents, and while the climbs (and descents) are not long, they can be steep, each one having spots over 10%. In between the hill work is a tranquil, nearly level run through a lovely valley (below). I had originally thought this could be a loop but out there on the far side of Siltcoos Lake, the pavement ended. I asked the local mailman how long it continued with the rough gravel and he said several miles.



That was too much and it scuttled my loop idea. So it's another out-&-back. But it's all nice, all beautiful, all quiet. When we run out of pavement, we're on Siltcoos Station Road (photo in the gallery at the back), which clammers up a steep, wooded bluff to a summit with views over Siltcoos Lake, the biggest of the several lakes in this area. I put the turn-around right about where we come up on the sign for Nightingale's Fishing Camp.

Eventually we return on Canary Road to that turn south onto Clear Lake Drive, playing catch-up behind the short-course folks. This road around Woahink Lake is a mix of rural-residential and open space, all of it identified as Dunes City. There are massive sand dunes in the area. Visiting them and horsing around among them, often in off-road toys, is one of the main attractions of the region. Somehow, our routes manage to pretty much miss all of them. We only catch a glimpse of them here or there.



That climb has twin summits a little over half a mile apart. We drop into a saddle between them and have a little climb to get back up to the second summit at almost exactly the same height as the first one. We hope to have a sag stop somewhere near these summits. It will be a little early for the short course—16 or 17 miles—but not a moment too soon for the long course at 32 or 33 miles. We'll let the sag driver figure out where the best, safest spot will be for setting up the stop.

The descent should be good if the traffic leaves us alone: three miles at 4%. When we hit the bottom, we have two flat miles to go to our turn off the highway. On our right we can see the broad sweep of the Umpqua River, just completing its journey from the Cascades. We cross the Smith River just as it flows

into the Umpqua, then turn off 101, recross the Smith, ending up on its north bank. It's easy to miss the Smith: I've driven up and down Hwy 101 many dozens of times over the years and I never noticed it, nor realized it had a wonderful road running next to it for many delightful miles.

Lower Smith River Road starts out with stripes and wide lanes (above) but it soon loses all those fancy frills (below) as it meanders back into the canyon, keeping company with



When we're done with the loop around the lake, we return to Hwy 101 and will be on that busy road for the next 15 miles. I wish there were some side road detours available to us along this stretch but there aren't. At least most of this stretch has decent shoulders to give us a little elbow room away from the big river of metal to our left. Every so often things pinch a little but most of the time it's not too bad.

I said in the Stage 4 write-up that those 20 or so miles of seaside riding were the only such miles on the tour. That is true. We never see the ocean today, even though we're on the "coast" highway. What we see the most of is trees: the same mix of firs and pines and broadleaves we've seen all through the region. We pass Carter Lake, Tahkenitch Lake, and Elbow Lake. There are a few jumbo rollers and one substantial climb-and-descent. That one is a mile and a half up at an average of 4% but, as usual, with some steeper spots. Almost any time the highway goes up, the engineers have squeezed in a passing lane. That often means they stole a little width from the shoulder to make it fit, but it also means most cars and trucks will shade over into the fast lane to give cyclists a wide berth. Not always but usually.







the pretty river. Although it looks quite primitive, the paving is actually pretty good. Not as satin-smooth as South Fork and Lobster Valley but better than most roads we ride in Sonoma County.

For all the other really great roads on this tour, and there are many of them, I have to say discovering this road and figuring out how to build it into the routes was the key to pulling the whole tour together. If it didn't exist or if it were some rough gravel track, we wouldn't have a way to loop back through the Coast Range to where we began. Maybe the best part of it all is that it goes on for so long, doing what it does...being so scenic and bike-friendly. We have 27 miles of it today and more of the same tomorrow.

Most of those 27 miles are close to level. The usual rollers now and then and a very slight uphill trend as we head upstream. There is one climb in the midst of all that nearly level terrain: a bit over half a mile at over 7% with a corresponding descent off the other side. That high spot happens to be right where the only town is along this road, although "town" is a bit of a stretch in this case...three or four houses and a little store.

Our destination today—Smith River Campground—is a private camp along the river. The owners are very friendly and are excited about our visit. There is plenty of room for our group (below). They have new, clean, free showers. The river is right next to camp, if you want to wander down and wade in the shallows.



## Stage 6: Smith River to Richardson Park

57 miles, 3600' up, 3300' down

<https://ridewithgps.com/routes/41600806>

66 miles, 4300' up, 4000' down

<https://ridewithgps.com/routes/41565425>

On paper at least, this looks like the hardest day of the tour. The long route has the most elevation gain of any stage and it accumulates those numbers over two big summits, Oxbow and Wolf Creek, then adds two more, not quite as big but still substantial. The short route doesn't get a pass either. It does the first three of the summits and while it dodges the final one, it has two smaller climbs on its short-cut that are more than rollers.



The day starts out the way yesterday ended, with more mellow miles along Smith River Road, all of them nearly level and still rolling along next to the river, still basking in gorgeous scenery. At about mile 14, the river wanders off to the south, the road name changes to South Sister Road (above), and we pick up South Sister Creek as our riparian pal (for a while). We also begin climbing: six miles of mostly false flat at a bit over 1% but with those little steeper pitches now and then. Just so you know: Ride With GPS shows this section of South Sister as unpaved. Not so...as you can see in the photo, it's nicely paved.

That brings us to the biggest challenge of the day, the main Oxbow ascent: two and a half miles at an average of 5% but with some spots over 10%. I had studied this carefully in Google StreetView before scouting the course. The views of the road showed pretty, shady woods all the way to the summit. As I started up the climb on my scouting trip, I was thinking, "At least it will all be shady." But when I rounded the first hairpin on the way up, I was stunned to find the entire mountain has been brutally clear-cut...the entire forest wiped out, all the way to the summit and some way down the other side. It's horrible, heartbreaking. I understand that logging and timber are still a big industry in the state. But there are right ways to log and wrong ways. This is about as bad as it gets.



What it means to us as cycle-tourists is that, besides just looking ugly, we will have to do the hard climb not in that shady forest but out in the sun amidst all those stumps and slash. Somehow it seems even worse for popping up in the middle of this dreamlike run of beautiful roads. The contrast is shocking.

I was going to suggest a sag stop at the summit at about mile 23, but it's so bleak up there now, we might want to send the sag down into the next shady canyon around mile 26 or 27 (above).



We will get back to shady woods soon. The clear-cut is bad but it's localized, maybe four miles of our route. Over the summit, we get a nice descent: over three miles at over 5%, all twisty and wiggly, with the first two miles considerably steeper. That drops us into a new canyon, now with the Siuslaw River near the road. (Remember the Siuslaw River in Florence? Now we're up near its headwaters.) The road name changes to Siuslaw River Road, but only for a couple of miles. That road soon peels off to the southeast while we bear left to the northeast on Wolf Creek Road.

Wolf Creek is a bit more engineered than the remote little roads we've been on lately. The photo above is a fair example of what it's like, with the two lanes and stripes but still deep in the country. By the time we turn onto Wolf Creek, we are already into the second big climb. Ride With GPS

says this ascent is 4.4 miles at 3.6% but that's a little misleading. There is a mini-summit at the bottom, followed by a short downhill. At the top, there is a nearly level terrace before one more little pitch to the ultimate summit. Both of those sections are relatively painless. In between them is the main climb: a little over two miles at a little under 6%, with one section over 10%.

Wolf Creek Road is home to the third big summit as well, although the climb to this one is much easier. First there's the descent off the last summit: over two miles at around 5%, all on nice pavement. Then a long, lazy uphill grade: four miles at about 1%. And finally less than a mile at maybe 4%. And over the top of that ridge, another descent almost like the last one: over two miles at 5% again.

While doing research for this stage, I found a fun little video on YouTube titled *Old Guys Going Downhill Fast...*  
<https://www.youtube.com/watch?v=hmXPGCjOTjM>

It features five Eugene cyclists doing these two descents. They fast forward through the miles in between—the climb—so the total is about five miles, mostly downhill. It does a better job of showing us what this terrain and landscape look like than any number of photos could do. The video runs 9:35. Enjoy!

When the last descent on Wolf Creek ends, we turn left on Territorial Highway and, in a mile, left again on Vaughn Road. But before that second left, we hope to have a second sag stop at the grange hall in the little village of Crow at mile 43.6. Two rest stops with only one sag can be challenging, especially when big climbs spread the riders out. We'll do our best.

Turning left onto Vaughn Road at mile 43.7 means 16 miles of more-or-less level riding through a blend of farm fields and forest, meadows and woods. Ten miles on Vaughn (below) and six more divided up between Noti Loop, Knight (photo next page), and Sheffler. Rural homes, a country schoolhouse, a huge lumber mill in the village of Noti. Always a pleasant landscape but never anything eye-poppingly spectacular.





The more-or-less level riding is going to end when we turn onto Butler Road at mile 59.6. This is the last of our four climbs. It's not all brutally steep, although it does have some pitches up around 10%. Most of it is much less than that. It's four miles long. The "climb" covers the first three miles. Over that distance there are four distinct climbs, each one quite short. In between each climb is a flat or almost flat or downhill stairstep, all three of them around a half-mile each. The last of the four climbs is tiny; the others are longer and steeper. What makes it interesting and challenging is how all the changes are packed so tightly together. Never a dull moment, even at uphill bike speed. (It would be a wild ride as a downhill.) I don't think it's going to be a really grisly leg-breaker, even near the end of a fairly hard stage, but it will make folks work.

The road is not in StreetView and I stupidly neglected to take any photos when I was scouting it. So no pictures. What I remember is a hilly, rather twisty road, almost always in deep fir forest, but forest opened up with many residential plots for usually rather upscale homes. (This is well within a comfortable commute distance to Eugene.)

When the last summit has been crossed, we begin one final, mostly moderate descent toward the conclusion of the stage: almost a mile on the tail end of Butler and then more miles after we turn right onto Lawrence Road...altogether a bit less than three miles at something over 3%, and then one more mile of fast roll-out almost to the finish.



What about the shorter route? Bolton Hill Road takes off from Vaughn Road at mile 47.6 and heads toward the small city of Veneta. The entire 2.7-mile road is taken up with two back-to-back climbs and the descents that follow them. Each climb is around 3/4ers of a mile at 3% or 4% but with steeper spots here and there. Each descent is a bit over half a mile and both are in the 5% range. Those numbers don't sound too bad.

I thought the climbs looked a little tougher when I scouted them (in my car). Presumably the numbers are more reliable than my subjective impression.

The photo below left is from the second summit, just before the road spills downhill into the town of Veneta. Our route uses a quiet neighborhood street to head north along the western edge of town and then another quiet lane to dodge over to a busier road, the Territorial Highway, for the last run north to the campground at Fern Ridge Lake. All of these final six miles are approximately level, excepting the occasional rollers and other little lumps. We begin tomorrow's stage with a run south along this same stretch of Territorial Highway, although with a minor detour along the way. That makes this short-course finish something of an out-&-back: north on the road to end one stage and south on the same road to begin the next stage. Obviously we're not opposed to out-&-backs on this tour. But this is not the best road we've ever done, which is why we're taking a side road detour off it tomorrow. So...do it twice? Just something to consider. Even with the two climbs on Bolton Hill, it's still going to be easier than the long route and the final climb on Butler.



Richardson Park on Fern Ridge Lake (above) is a large, popular campground administered by Lane County. It's a nice park, well run and attractive and clean. They do not have group sites but do have showers. Incidentally, all of the campground showers on this tour are free.



a very busy main road. There is no signal; we have to wait for a break in the traffic. You might get lucky and hop right across, or you might have to be patient and wait a good while before things open up.

By mile 10, we've left Veneta's outlying neighborhoods behind and are out into real countryside: farms and forests. Two of the nicer roads in the early going today are two and a half-mile Petzold Road (middle photo) and three-mile Doane Road (bottom photo). Petzold starts out with a little climb and then gently slopes off downhill all the way to its end. After jogging south on Crow Road, we turn left on Doane. It begins with a level section and then tilts up into a stout little wall:

## Stage 7: Richardson Park to Dorena Lake

50 miles, 2400' up, 2000' down

<https://ridewithgps.com/routes/41565534>

66 miles, 3700' up, 3300' down

<https://ridewithgps.com/routes/41581019>

This is a stage where the difference between the long and short routes is significant. 16 extra miles and 1300' of additional gain are considerable, especially for legs that might feel a little heavy on the final day of the tour. That said, the bonus miles are very much worth doing if you have the energy. They are all best-quality bike miles.

The early miles today probably do not qualify as best-quality biking. They're not awful... just sort of okay. The road we mentioned yesterday—Territorial Highway—starts us off today, heading south from the park to the town of Veneta. It's straight and flat and maybe a bit busy. To vary the fare, we're doing a two-mile loop off the highway onto two quiet lanes nearby, including Lamb Road (above). Stay alert for the 90° right onto Lamb. It snuck up on me in my car.

Back on Territorial, we fetch up just at the edge of Veneta and turn left, barely dodging around the suburban clutter and congestion. Five miles on mostly straight, flat roads carry us around the outer edge of town. These are not tract neighborhoods; more like country lanes with lots of modest homes along the way. Sort of like Willowside and Hall Roads, for instance, only woodsier. Huston Road, the lane running south along the eastern edge of town, crosses Hwy 126,

first a short ramp and then a half-mile at over 7%, with a matching descent off the far side.

When Doane ends, we're back on another section of Territorial Highway (that road is everywhere). At around mile 20, we arrive at a junction with Briggs Hill Road. This is the





forward to eight miles of downhill, all the way back to Territorial Highway, where the two routes rejoin. It starts off with two fast, twisty miles through the woods at about 6% or more, then gradually tapers off...two more miles at 4% or less, and four miles at 2% or less, almost level. The bottom photo is from that last section, the not-so-steep part. Midway along this run, Fox Hollow tees into Lorane Highway. We turn left on the newer, bigger, wider road to continue to Territorial Highway.

While the long course was up in the hills, bulking up its miles and elevation, the short course was sticking to more of Territorial Highway...three and a half rolling miles to the Lorane Highway junction,

beginning of the bonus miles loop and that makes it the obvious spot—the essential spot—for our first sag stop. Once the routes diverge, it will be difficult for the sag to service both routes, so we need to do it now, while we’re all still together.

where the routes rejoin, and onward toward the little village of Lorane.

Most of this run along Territorial Highway—almost ten

First the bonus miles loop. Briggs Hill (above) starts us off around the loop with a mile and a half of gently uphill rollers, as seen in this photo... all very pretty. Then it hits that wooded ridge in the distance and tilts uphill more seriously: a mile at 6% but with a first pitch that’s up into double digits. Over the top, we have a tasty descent of a mile and a half, most of it around 6%, and then a long, fast roll-out to the stop sign at the end of the road.



Next we have four miles along Spencer Creek Road and Lorane Highway, all of them almost level but with a very slight uphill feel. We’re mostly down out of the woods now: the by now familiar mix of meadows and trees. The almost-level feeling continues for the first mile after turning south on McBeth Road but that is going to change soon. We have a big climb ahead: 2.5 miles at 6% with, as usual, some steeper spots. Most of this is back in the forest again and is beautiful (middle photo, midway up the climb).



The climb continues right to the end of McBeth, to where it tees into Fox Hollow Road. From the top of the hill on Fox Hollow, we can look



miles—is generally uneventful, often cruising along through the rolling farm fields but every so often slicing through a copse of trees (above). There is one climb of note over that stretch: about 2/3rds of a mile up at about 5%. Google shows this as a construction zone but that's all finished now...a smooth run up the hill.

Just north of Lorane, we veer off onto Old Lorane Road—a quiet byway—which carries us into the center of the village. We may have a second sag stop here, in front of an old church.

We head east out of Lorane, toward Cottage Grove on Cottage Grove Lorane Road. This presents us with another climbing challenge: two-plus miles at around 5%. We're not quite done with the work when we reach the top of that climb. There are four tiny summits packed into the next mile up on the forested ridge. You may not even notice them if you're feeling strong but they could be mosquito-sized irritants if you're tired. When those little bumps are behind us, we have a nice two-mile downhill at around 5%. After that, four more miles of rolling downhill (middle photo) to Cottage Grove.

This is a nice little city (right), the biggest burg we've seen since Springfield on Stage 1. We ride into town from the west, cruising along Main Street. The first few blocks





for three-plus quiet, car-free, clutter-free miles, west and south, until the town is behind us.

When we get back onto rural roads, we have a little over four miles to go to the finish...of the stage and of the tour. The bulk of that last section is taken up by Garoutte Road (below), and most of Garoutte is taken up with our last climb-and-descent: a mile and a half up and a mile and a half down, most of both at about 4% and all of it in pretty, shady woods, as you see in the photo.

When we roll out at the bottom of that little descent, we turn left on Shoreview Drive/Government Road, the first and also the last road of our tour. Before reaching Schwarz Park on Dorena Lake, we pass the USDA offices where our cars have been waiting patiently for us all week. If things go according to plan, they will have one of the gates open for us to retrieve the cars. You can stop now and grab your car or ride into camp and come back for it later. But don't wait too long to do so. Our understanding is that they'll have the gate open only until around 5:00 PM.

So there you have it: another tasty tour done and dusted. If all the little unknowns give us a fair shake—weather, forest fires, accidents, whatever—it should end up being one of the best tours we've ever put together. Here's hoping you'll be along with us to enjoy it.



are residential. Then, after the bridge in the last photo, a few blocks of old town downtown, showing some pleasant, historic charm. That won't last though, as we close in on the freeway and other motorized activity...motel, gas stations, big stores, etc. Fortunately, we can avoid most of that commercial clutter because they've built a nice bike trail from the center of town all the way out the far side, out into country (another bit of the Row River Trail). The trailhead is in a park just after we cross the railroad tracks in the middle of town (top photo), a left turn for us.

The trail (middle photo) runs





*Row River Trail along Dorena Lake*

*Stage 1*

*Sears Road*







*Pengra Road along Dexter Lake*

*Stage 1*

*Donna Road, approaching Marcola*





*Paschelke Road*

*Stage 2*

*Crossing the Willamette Valley, with the Coast Range ridges ahead*





*Glenbrook Road, aka South Fork Road*

*Stage 2*

*South Fork Road, near the finish*





*Stage 3: South Fork Alsea River National Back Country Byway*





*Lobster Valley*

*Stage 3*

*Alsea Highway*

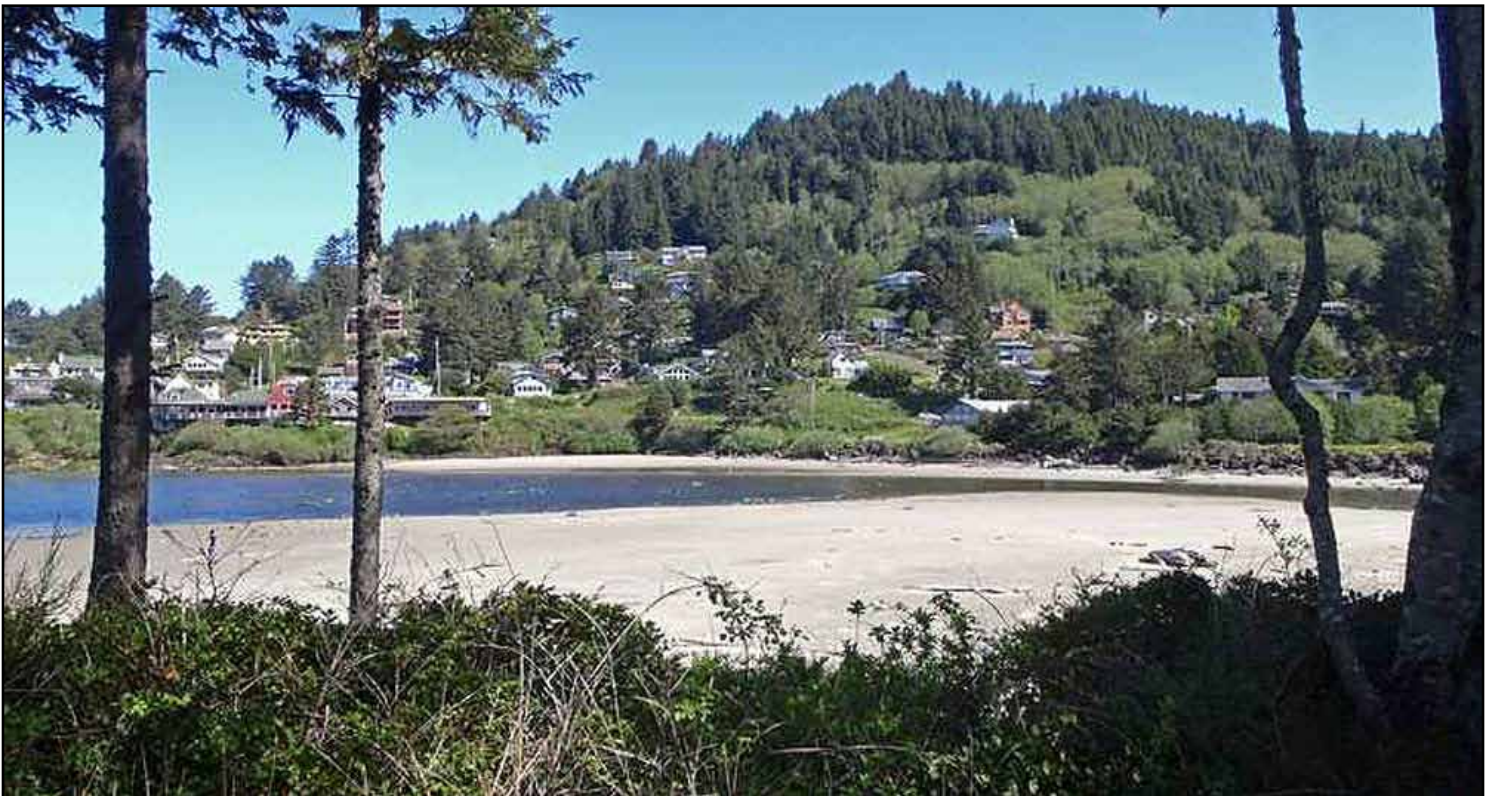




*Yachats River Road*

*Stage 4*

*Yachats*





*Cape Creek Tunnel*

*Stage 4*

*Near Sea Lion Caves*





*Stage 4: Mercer Lake out-&-back*







*Siltcoos Station Road; long option out-&-back*

*Stage 5*

*Clear Lake Drive*





*Lower Smith River Road*

*Stage 5*

*Smith River Falls*





*Stage 6: South Sister Road*





*Descending Wolf Creek Road*

*Stage 6*

*Vaughn Road*





*Petzold Road*

*Stage 7*

*Spencer Greek Road*





*Territorial Highway*

*Stage 7*

*Cottage Grove Lorane Road*



# The Coast Range Tour

Nine days • Seven stages

390-457 miles

18,000'-24,000'



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Full tour loop in Ride With GPS: <https://ridewithgps.com/routes/43111643>

**Stage 1: Dorena Lake to Marcola**

**Shortest route: 56 miles, 1600' up, 1800' down**

**Longest route: 71 miles, 2400' up, 2600' down**

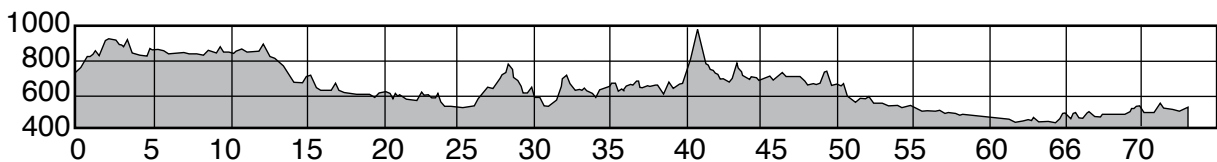
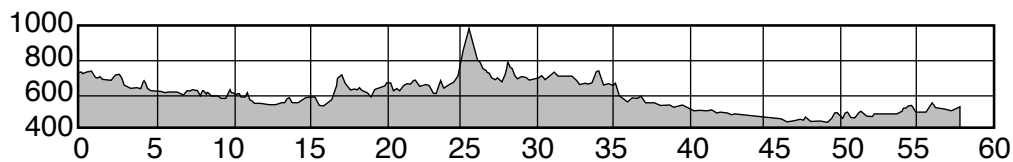
**Shortest route (no bonus miles):**

Leave campground .....	0.0
R on Shoreview Drive .....	0.2
Bear L on Row River Road .....	0.7
Long route rejoins from bike path .....	1.5
R on Sears Road .....	7.2
R on Cloverdale Road .....	13.1
2nd bonus-miles loop diverges .....	13.6
L on Bradford Road .....	13.7
Straight on Danstrom Road .....	14.3
R on Rogers Road .....	14.8
L on Enterprise Road (long loop rejoins) .....	15.4
R on Hwy 58 .....	20.3
R on Rattlesnake Road .....	23.6
R on Lost Valley Lane .....	27.4
L on Parvin Road (Parvin Covered Bridge) ...	27.6
L on Lost Creek Road .....	28.4
R on Hwy 58 .....	29.1
L on Pioneer Street; cross Dexter Lake .....	30.9
L on North Shore Dr (thru town of Lowell) ...	31.6
Straight on Pengra Road .....	32.9
Jog R/L onto Old Pengra Road .....	35.4
Straight on Place Road .....	35.8

Pengra covered bridge .....	36.7
L on Jasper Lowell Road .....	36.8
L on Jasper Road (into Springfield) .....	42.5
At traffic circle, R on 42nd Street .....	45.2
Bike path alongside 42nd Street .....	46.5
R on Marcola Road .....	47.5
L on Old Mohawk Road .....	48.2
Straight on Hill Road .....	49.6
L on Donna Road .....	54.1
L on Marcola Road .....	55.6
R on Wendling Road (town of Marcola) .....	58.2
R on Honeybee Lane (Marcola HS) .....	58.4
Finish behind high school .....	58.5

**Longest route (both bonus-miles options):**

Leave campground .....	0.0
L on Shoreview Drive .....	0.2
L on Row River Road .....	6.3
L on Row River Trail .....	7.3
R on Row River Road (end of trail) .....	14.4
Rejoin short route, plus approx 13 miles.	
—————	
From Cloverdale Rd, R on Bear Creek Road ..	26.5
L on Rodgers Road .....	28.7
R on Enterprise Road .....	30.4
Rejoin short route. Total bonus miles: 15.0.	





# Coast Range Tour

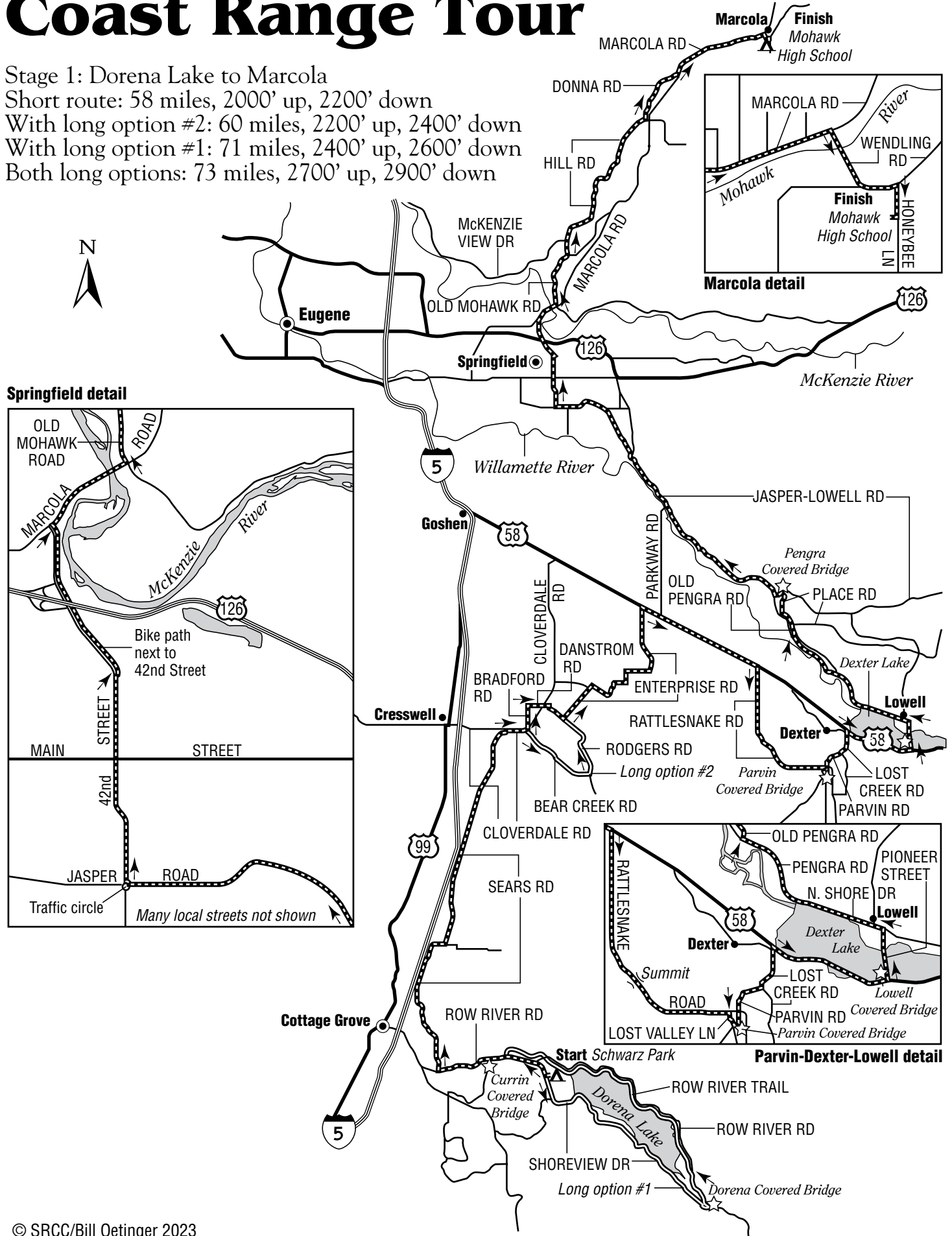
Stage 1: Dorena Lake to Marcola

Short route: 58 miles, 2000' up, 2200' down

With long option #2: 60 miles, 2200' up, 2400' down

With long option #1: 71 miles, 2400' up, 2600' down

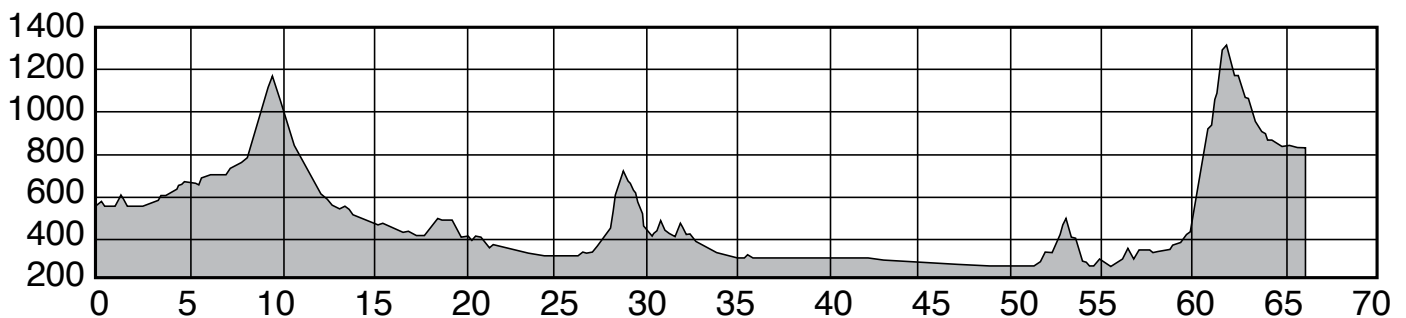
Both long options: 73 miles, 2700' up, 2900' down



## Stage 2: Marcola to Alsea Falls

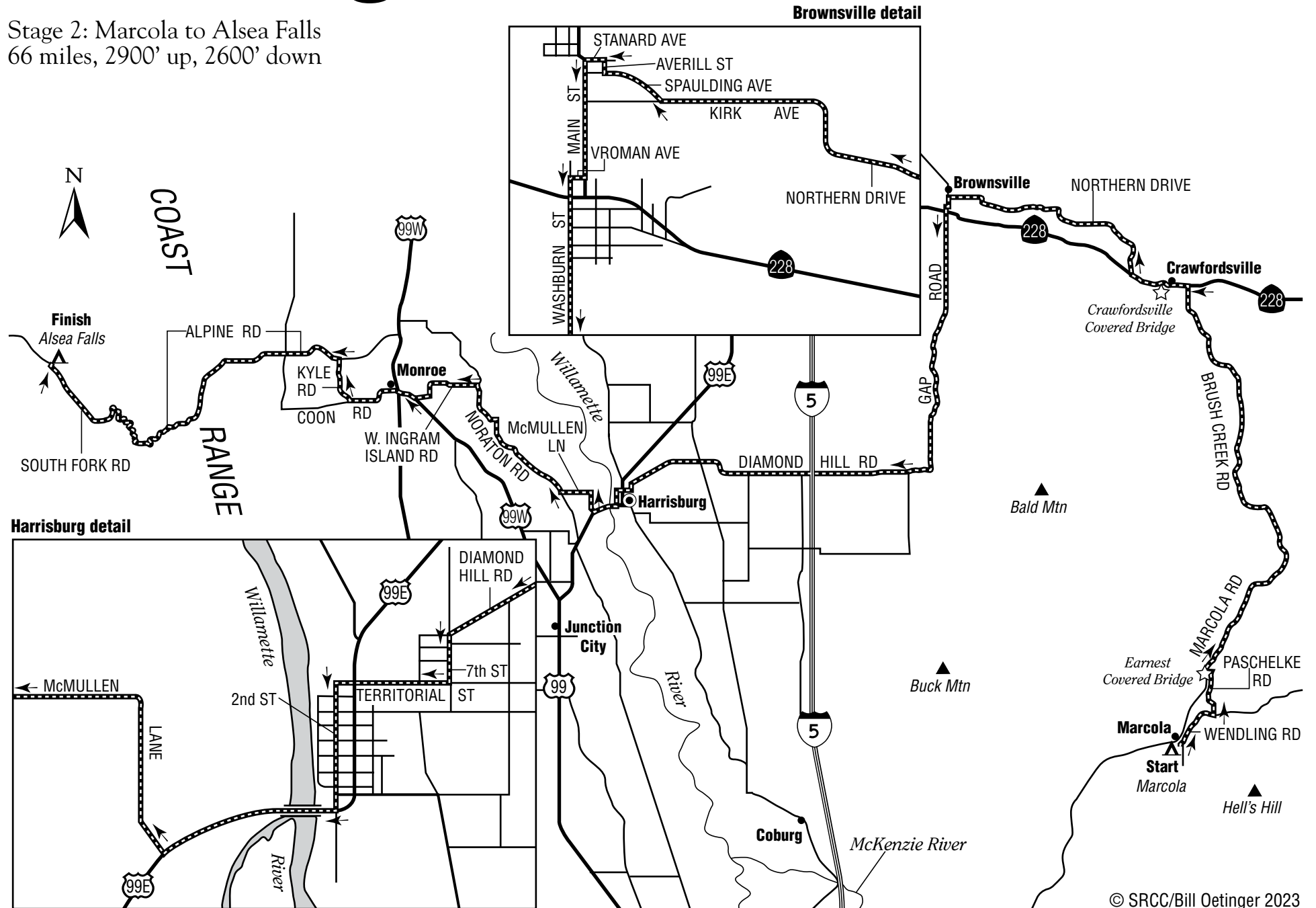
66 miles, 3100' up, 2800' down

L on Honeybee Lane (leave high school) .....	0.0	L on 7th Street (town of Harrisburg).....	41.3
R on Wendling Road .....	0.1	R on Territorial Street.....	41.5
L on Paschelke Road.....	1.5	L on 2nd Street .....	41.9
Earnest covered bridge .....	2.7	R on Hwy 99E (bridge over Willamette) .....	42.4
R on Marcola Road .....	2.8	R on McMullen Lane .....	43.0
Straight on Brush Creek Road (summit) .....	9.7	R on Noraton Road (aka Old River Road) .....	44.5
L on Hwy 228.....	16.0	L on West Ingram Island Road.....	48.7
Town of Crawfordsville.....	16.5	R on Hwy 99W.....	50.8
R on Northern Drive.....	17.7	L on Orchard Street (town of Monroe).....	51.4
L on Kirk Avenue (into Brownsville).....	23.4	Straight on Coon Road.....	51.9
R on Spaulding Avenue.....	24.1	R on Kyle Road .....	52.9
R on Averill Street .....	24.3	L on Alpine Road.....	54.2
L on Stanard Avenue.....	24.4	Straight on South Fork Road (summit) .....	61.6
L on Main Street .....	24.4	Also known as Glenbrook Road.	
R on Vroman Avenue (looks like driveway) ...	24.9	R into Alsea Falls campground.....	65.5
L on Washburn Street.....	25.0	Finish .....	65.7
Straight on Gap Road.....	25.5		
Straight on Diamond Hill Road.....	33.1		



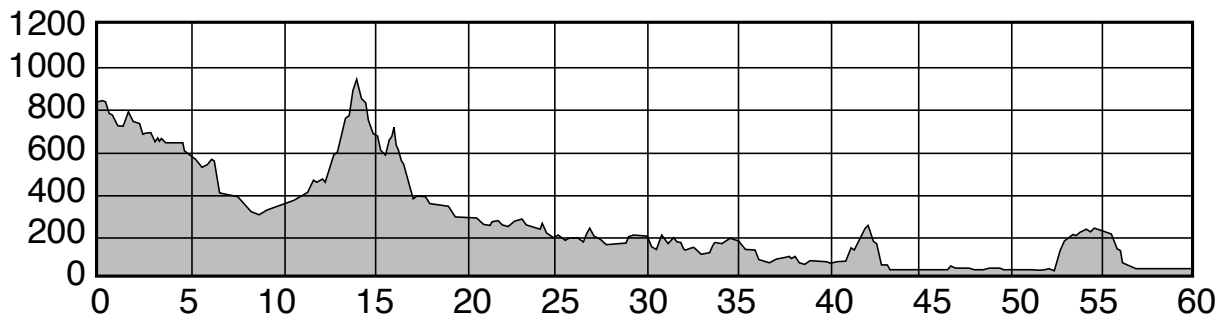
# Coast Range Tour

Stage 2: Marcola to Alsea Falls  
66 miles, 2900' up, 2600' down



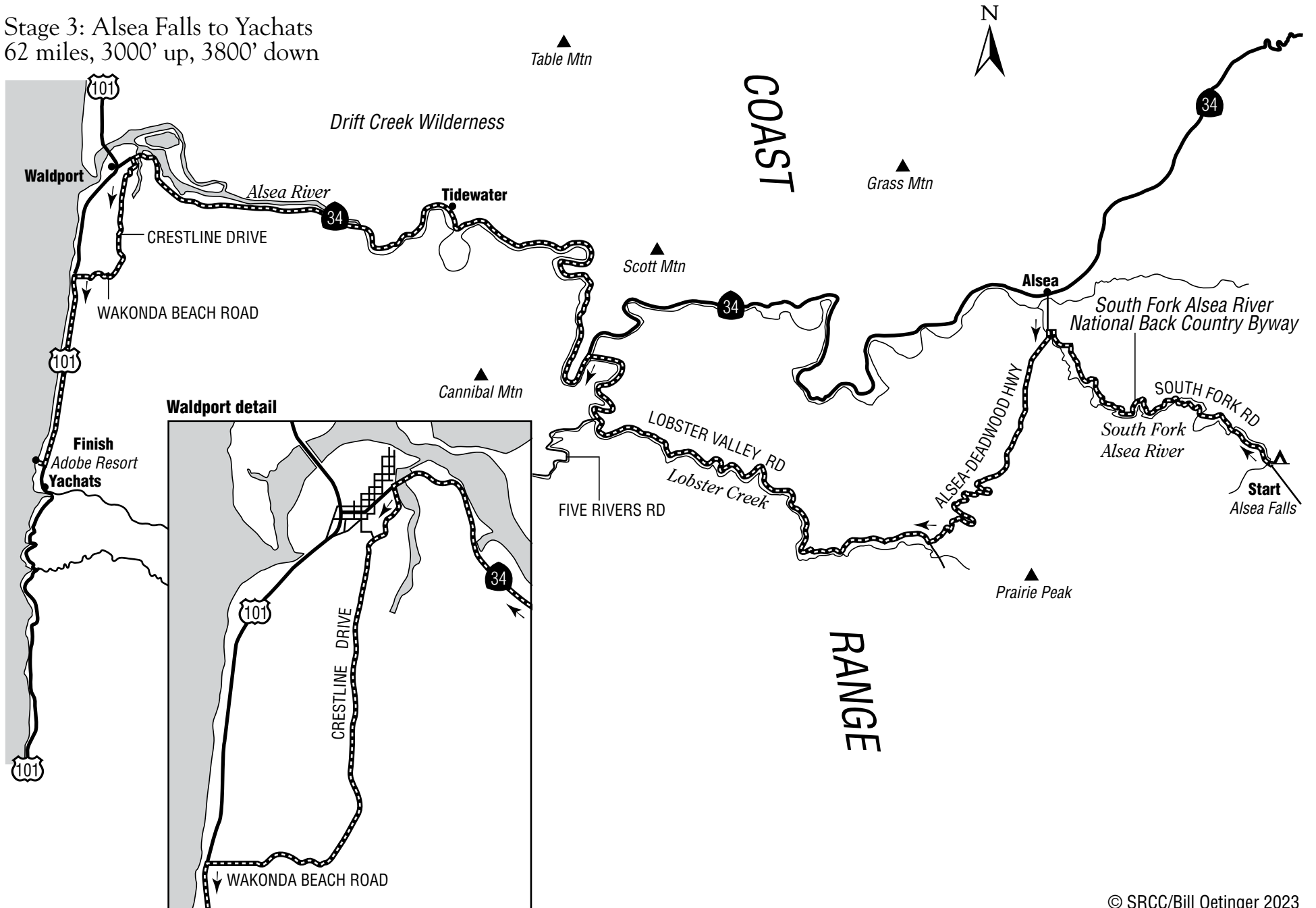
**Stage 3: Alsea Falls to Yachats**  
**62 miles, 2800' up, 3600' down**

Leave Alsea Falls Campground .....	0.0
R on South Fork Road.....	0.2
L on Alsea-Deadwood Hwy .....	9.0
R on Lobster Valley Road.....	17.5
R on Five Rivers Road.....	29.7
L on Alsea Hwy (Hwy 34W) .....	33.0
L on Crestline Drive (steep climb).....	52.6
L on Hwy 101S .....	56.7
R into Adobe Resort.....	61.5
Finish .....	61.7



# Coast Range Tour

Stage 3: Alsea Falls to Yachats  
62 miles, 3000' up, 3800' down



## Stage 4: Yachats to Honeyman State Park

53 miles, 3400' up, 3400' down

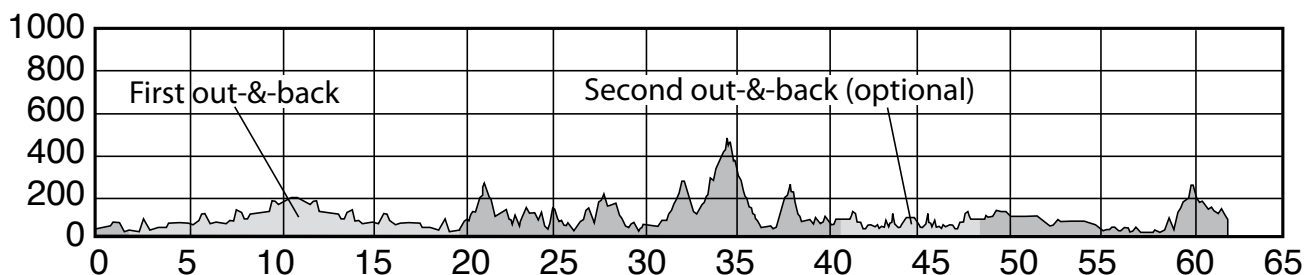
61 miles, 4100' up, 4100' down

### Short route:

Leave Adobe Resort .....	0.0
R on Hwy 101S .....	0.2
R on Marine Drive .....	0.3
R on Ocean View Drive.....	1.0
R on Hwy 101S .....	1.4
L on Yachats River Road (out-&-back) .....	1.4
End of road; turn around.....	10.2
L on Lori Lane.....	18.8
L on Hwy 101S .....	18.9
R on Yachats Ocean Road .....	19.1
R on Hwy 101S .....	19.8
Lighthouse and Sea Lion Beach Vantage Pt..	33.3
L on Sutton Lake Road.....	37.7
L on Hwy 101S .....	40.4
R on Hecata Beach Road.....	42.7
L on Rhododendron Drive.....	44.6
R on Greenwood Street.....	49.3
L on 1st Street .....	49.4
R on Juniper Street.....	49.6
L on Bay Street (under bridge into town).....	49.7
Bear R onto Boardwalk .....	50.0
L through parking lot to Oak Street.....	50.1
L on 2nd Street .....	50.2
L on Hwy 101S (cross bridge) .....	50.4
L on Canary Road .....	53.1
R into Honeyman State Park Group Sites.....	53.2
Finish .....	53.3

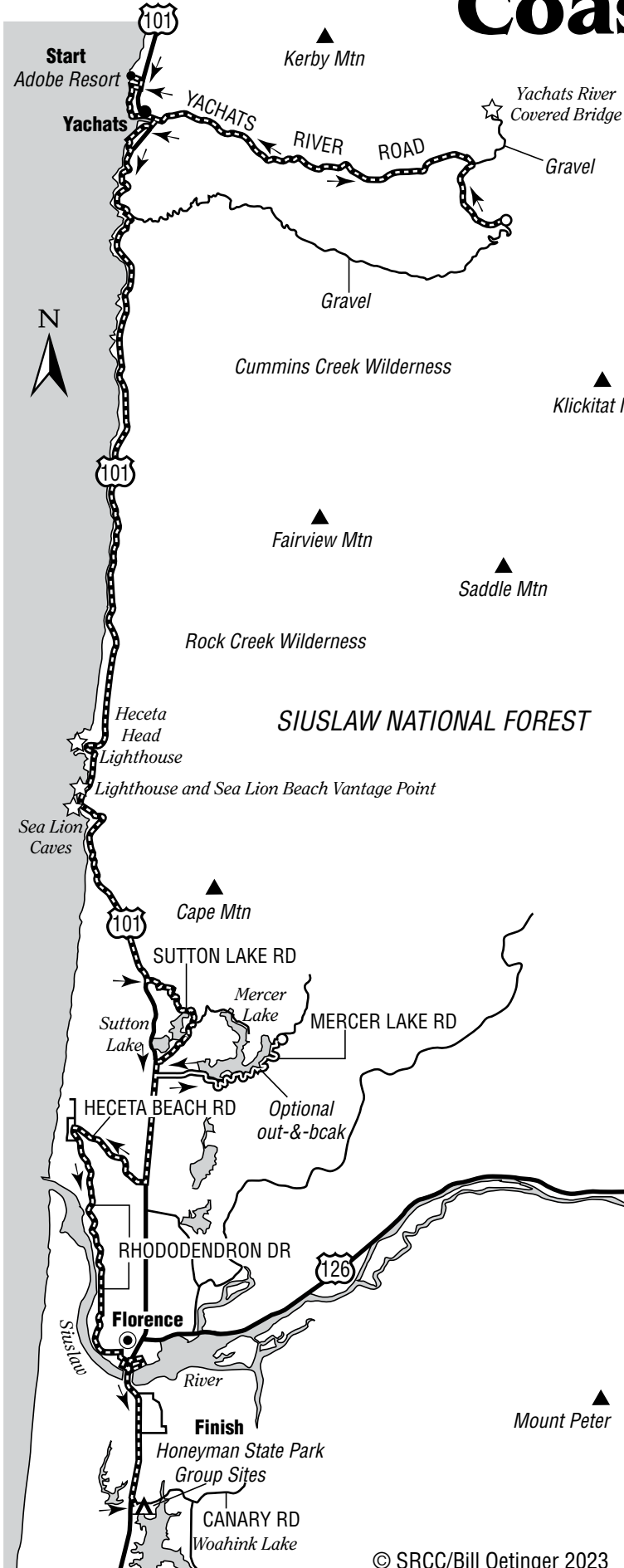
### Long route:

Leave Adobe Resort.....	0.0
R on Hwy 101S.....	0.2
R on Marine Drive .....	0.3
R on Ocean View Drive.....	1.0
R on Hwy 101S .....	1.4
L on Yachats River Road (out-&-back) .....	1.4
End of road; turn around.....	10.2
L on Lori Lane.....	18.8
L on Hwy 101S .....	18.9
R on Yachats Ocean Road .....	19.1
R on Hwy 101S .....	19.8
Lighthouse and Sea Lion Beach Vantage Pt..	33.3
L on Sutton Lake Road.....	37.7
L on Hwy 101S .....	40.4
L on Mercer Lake Road (out-&-back).....	40.6
Turn around at "NO OUTLET" sign .....	44.5
L on Hwy 101S .....	48.3
R on Hecata Beach Road.....	50.4
L on Rhododendron Drive.....	52.3
R on Greenwood Street.....	57.0
L on 1st Street .....	57.1
R on Juniper Street.....	57.3
L on Bay Street (under bridge into town).....	57.4
Bear R onto Boardwalk .....	57.7
L through parking lot to Oak Street.....	57.8
L on 2nd Street .....	57.9
L on Hwy 101S (cross bridge) .....	58.1
L on Canary Road .....	60.9
R into Honeyman State Park Group Sites.....	61.0
Finish .....	61.1

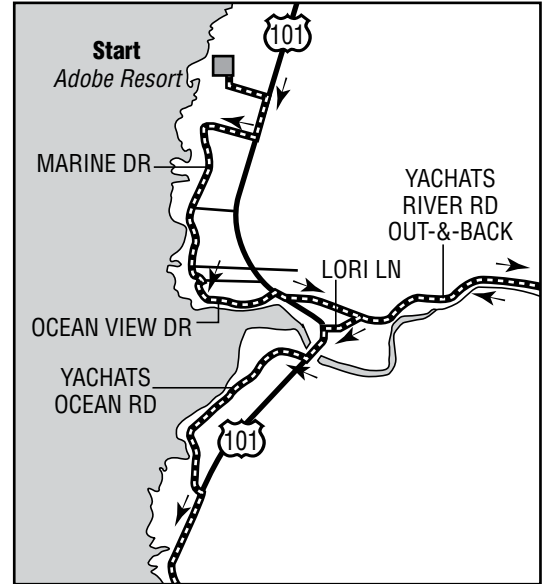


# Coast Range Tour

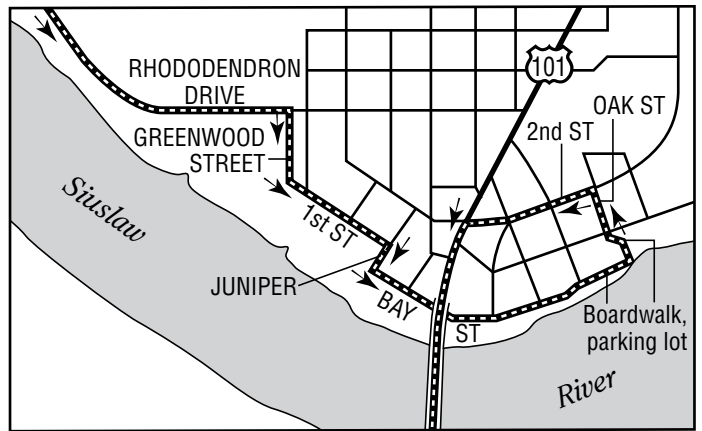
Stage 4: Yachats to Honeyman State Park  
 53 miles, 3400' up and down  
 61 miles, 4100' up and down



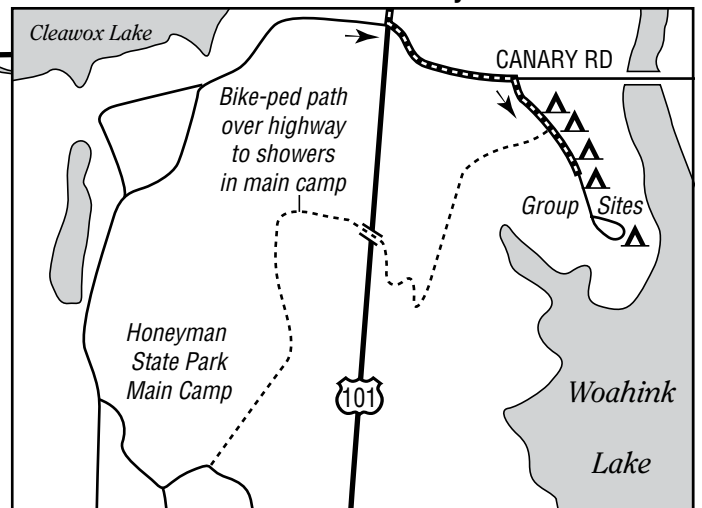
**Yachats detail**



**Florence detail**



**Honeyman State Park detail**



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## Stage 5: Honeyman SP to Smith River Camp

47 miles, 2500' up, 2400' down

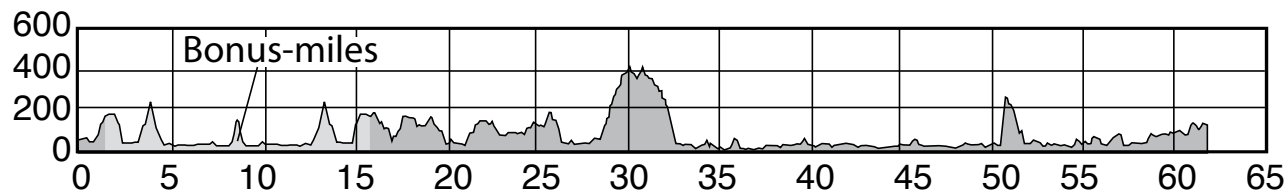
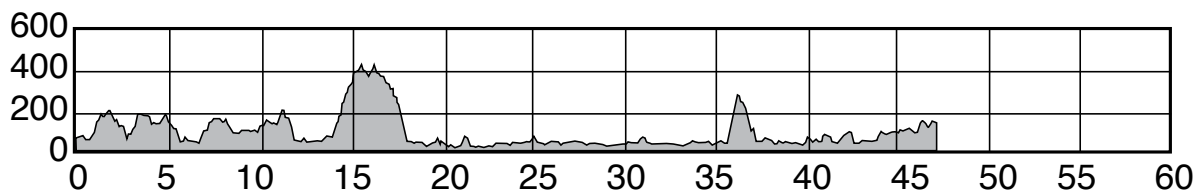
63 miles, 1500' up, 1800' down

### Short route:

Leave Honeyman State Park group sites .....	0.0
R on Canary Road .....	0.1
R on Clear Lake Road (Dunes City) .....	1.4
L on Hwy 101S .....	5.6
L on Lower Smith River Road .....	20.4
R into Smith River Campground .....	47.2
Finish .....	47.3

### Long route:

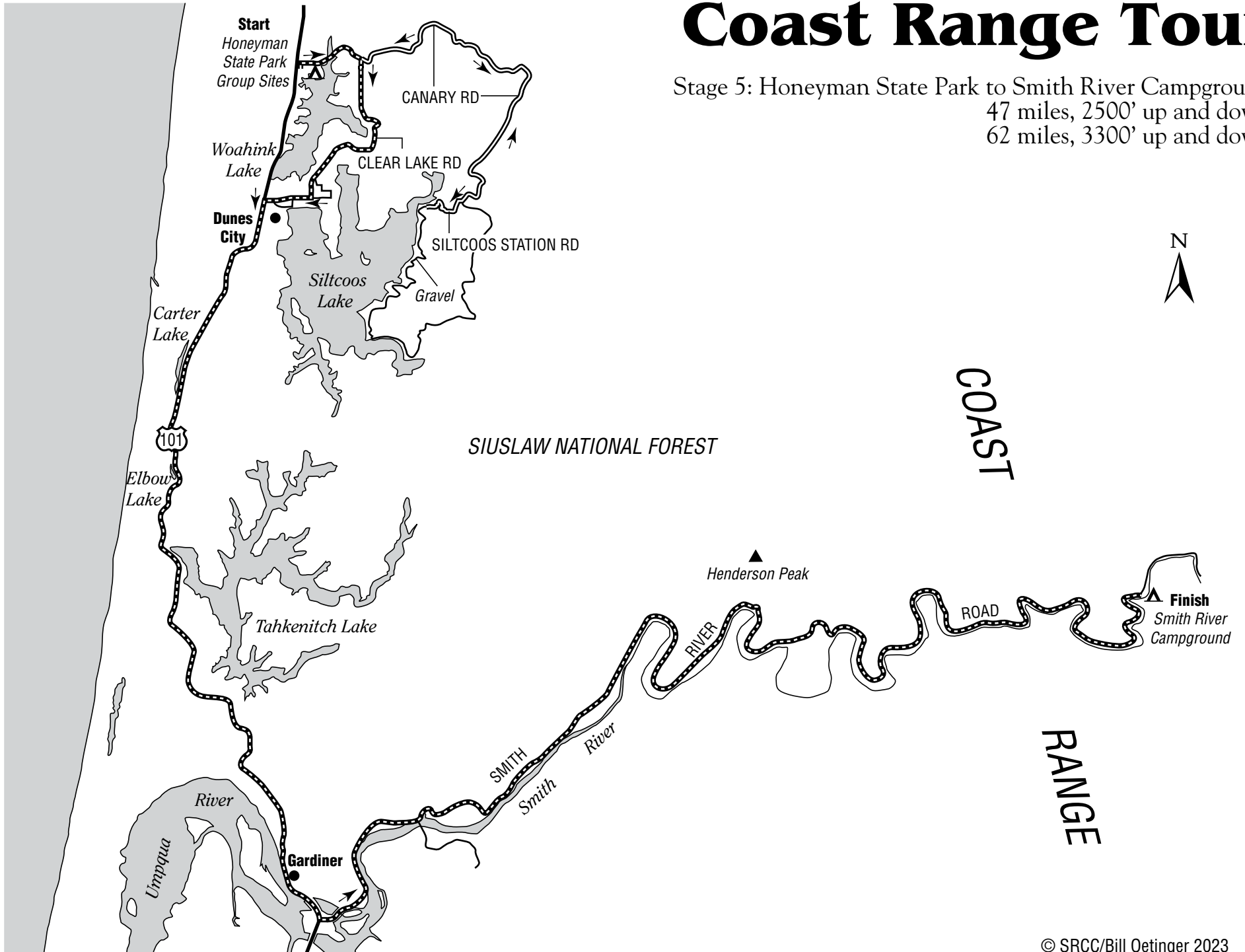
Leave Honeyman State Park group sites .....	0.0
R on Canary Road .....	0.1
Short route turns R; long route goes straight .	1.4
R on Siltcoos Station Road .....	7.7
Turn around at Nightingale's Fishing Camp sign .....	8.8
L on Canary Road .....	9.9
L on Clear Lake Road (Dunes City) .....	16.2
L on Hwy 101S .....	20.4
L on Lower Smith River Road .....	35.3
R into Smith River Campground .....	62.1
Finish .....	62.2





# Coast Range Tour

Stage 5: Honeyman State Park to Smith River Campground  
47 miles, 2500' up and down  
62 miles, 3300' up and down



## Stage 6: Smith River to Richardson Park

57 miles, 3600' up, 3300' down

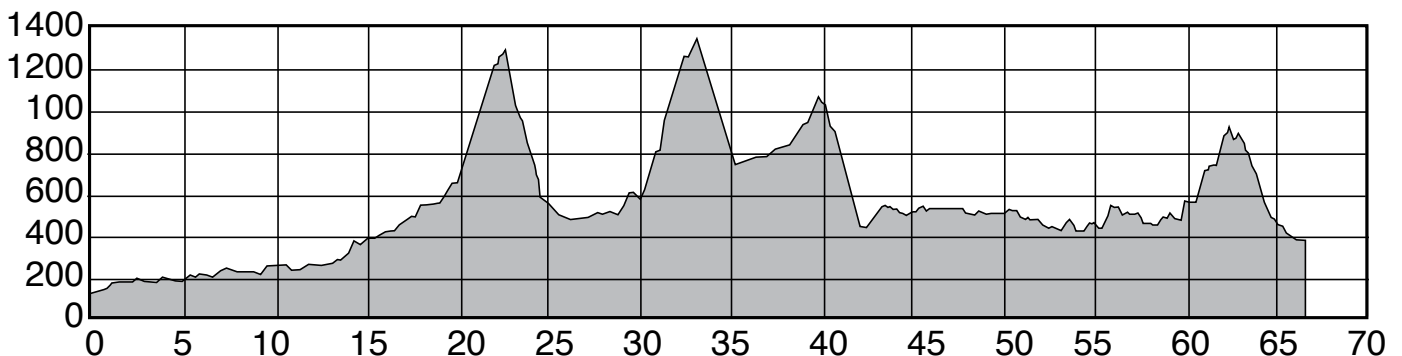
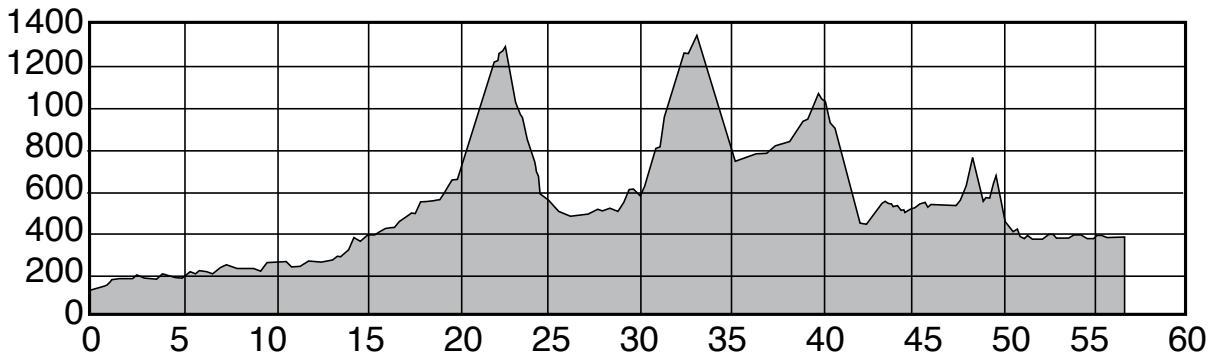
66 miles, 4300' up, 4000' down

### Short route:

Leave Smith River Campground .....	0.0
R on Smith River Road .....	0.1
Straight on South Sister Road .....	14.0
Oxbow summit.....	22.9
Bear R on Siuslaw River Road .....	29.2
Bear L on Wolf Creek Road .....	30.9
First Wolf Creek summit.....	33.4
Second Wolf Creek summit.....	40.1
L on Territorial Highway .....	42.5
L on Vaughn Road .....	43.8
R on Bolton Hill Road.....	47.7
L on 8th Street (town of Veneta) .....	50.4
R on Jack Kelly Drive .....	51.1
L on Territorial Highway .....	51.5
R on Clear Lake Road.....	56.4
R into Richardson Park .....	56.7
Finish .....	56.9

### Long route:

Leave Smith River Campground .....	0.0
R on Smith River Road .....	0.1
Straight on South Sister Road .....	14.0
Oxbow summit.....	22.9
Bear R on Siuslaw River Road .....	29.2
Bear L on Wolf Creek Road .....	30.9
First Wolf Creek summit.....	33.4
Second Wolf Creek summit.....	40.1
L on Territorial Highway .....	42.5
L on Vaughn Road .....	43.8
R on Noti Loop Road (village of Noti) .....	53.7
Straight on Knight Road.....	54.3
R on Sheffler Road.....	58.1
L on Butler Road .....	59.7
Final Butler summit.....	62.9
R on Lawrence Road.....	63.5
Straight on Clear Lake Road.....	66.0
R into Richardson Park .....	66.3
Finish .....	66.5



# Coast Range Tour

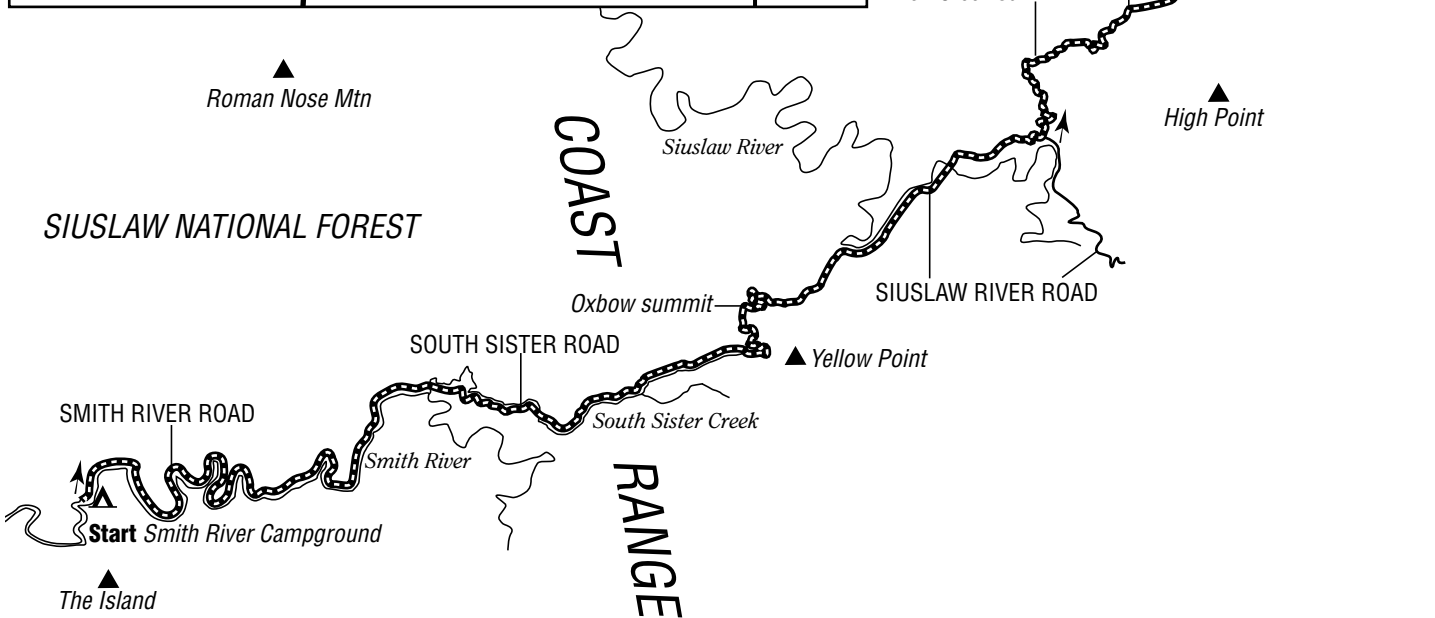
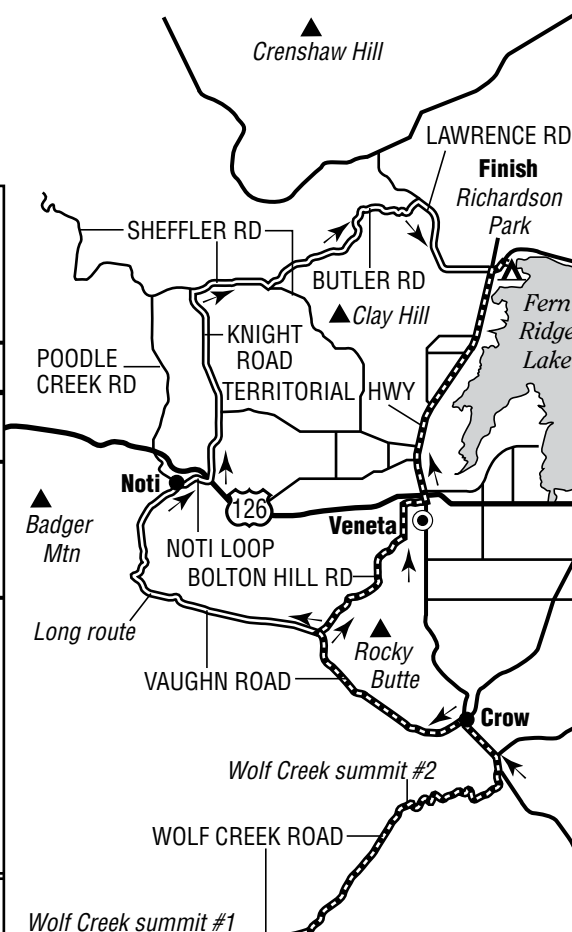
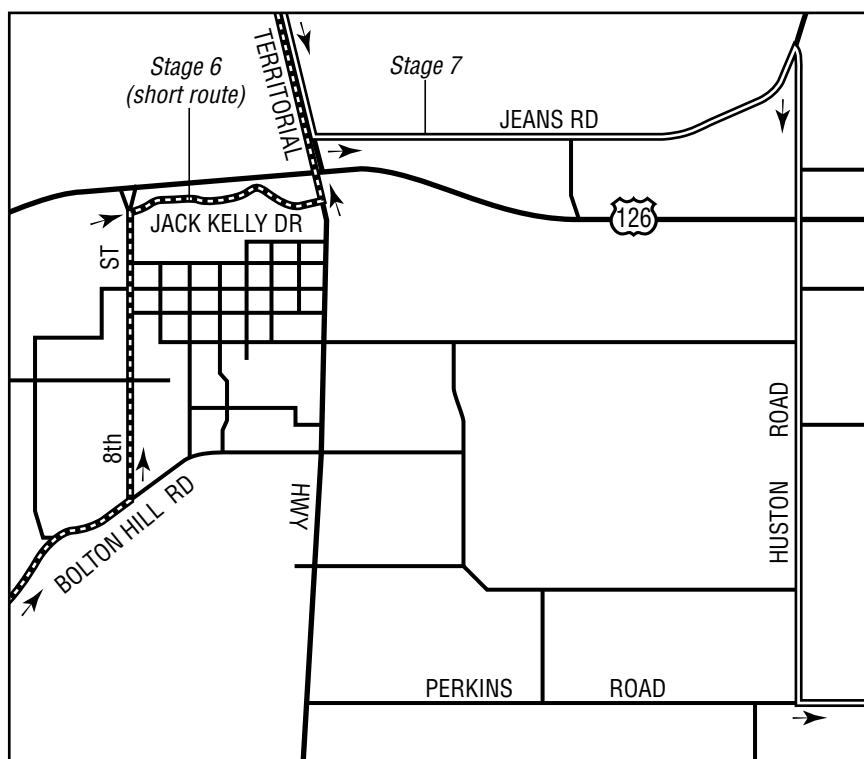
Stage 6: Smith River Campground to Richardson Park

57 miles, 3600' up, 3300' down

66 miles, 4300' up, 4000' down



## Veneta detail



## Stage 7: Richardson Park to Swartz Park

50 miles, 2400' up, 2000' down

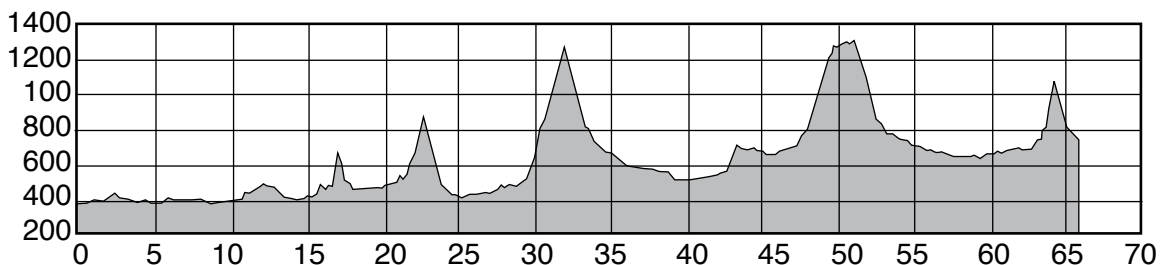
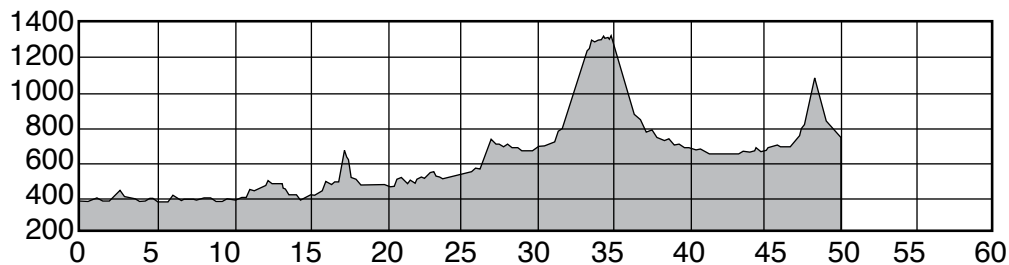
66 miles, 3700' up, 3300' down

### Short route:

Leave Richardson Park .....	0.0
L on Clear Lake Road .....	0.1
L on Territorial Highway .....	0.3
R on Lamb Road .....	1.7
Straight on Demming Road.....	2.8
R on Territorial Highway.....	3.9
L on Jeans Road (town of Veneta) .....	5.7
R on Huston Road.....	6.9
L on Perkins Road.....	8.4
R on Central Road.....	10.1
L on Petzold Road.....	12.1
R on Crow Road.....	14.6
L on Doane Road .....	15.7
L on Territorial Highway .....	18.8
Bear R on Old Lorane Road.....	28.5
L on Cottage Grove Lorane Road .....	29.1
Straight on Main Street (Cottage Grove) .....	40.8
L on Row River Trail.....	41.9
R on Jenkins Road .....	45.1
L on Mosby Creek Road.....	45.2
L on Garoutte Road.....	46.3
L on Shoreview Drive.....	48.8
R into Schwarz Park, Dorena Lake .....	49.4
Finish .....	49.5

### Long route:

Leave Richardson Park .....	0.0
L on Clear Lake Road .....	0.1
L on Territorial Highway .....	0.3
R on Lamb Road .....	1.7
Straight on Demming Road.....	2.8
R on Territorial Highway.....	3.9
L on Jeans Road (town of Veneta) .....	5.7
R on Huston Road.....	6.9
L on Perkins Road.....	8.4
R on Central Road.....	10.1
L on Petzold Road.....	12.1
R on Crow Road.....	14.6
L on Doane Road .....	15.7
L on Territorial Highway .....	18.8
L on Briggs Hill Road .....	20.1
R on Spencer Creek Road .....	24.5
Straight on Lorane Highway.....	27.2
R on McBeth Road .....	28.6
R on Fox Hollow Road .....	32.2
L on Lorane Highway .....	36.7
L on Territorial Highway .....	40.2
Bear R on Old Lorane Road.....	45.2
L on Cottage Grove Lorane Road .....	45.8
Straight on Main Street (Cottage Grove) .....	57.5
L on Row River Trail.....	58.5
R on Jenkins Road .....	61.8
L on Mosby Creek Road.....	61.9
L on Garoutte Road.....	63.0
L on Shoreview Drive/Government Road .....	65.5
R into Schwarz Park, Dorena Lake .....	66.1
Finish .....	66.2



# Coast Range Tour

Stage 7: Richardson Park to Dorena Lake  
 50 miles, 2400' up, 2000' down  
 66 miles, 3700' up, 3300' down

