

Oregon Parks and Recreation Commission

January 25, 2012

Agenda Item: 10a

Action

Topic: Scenic Bikeway Approvals

Presented by: Alex Phillips

Background:

The two bikeways being considered for designation as state scenic bikeways are the Covered Bridges Scenic Bikeway near Cottage Grove and the Twin Bridges Scenic Bikeway near Bend. Applications for these two bikeways were submitted by local proponent groups in January 2010. During the spring and summer of 2010 the rating subcommittee of the scenic bikeway committee visited the proponents and rode the routes to rate them. The subcommittee found the two routes included in Attachment A to meet the criteria for designation. The full committee voted to recommend the routes for designation and instructed the proponents to prepare bikeway plans for the routes. Those plans consist of the records of the local public meetings, notification and minutes, a local marketing plan, sign location tables and other items.

The OPRD Bicycle and Water Recreation Coordinator worked closely with each proponent group during the development of the bikeway plans. Once the bikeway plans were finalized they were submitted to the full scenic bikeway committee for approval, which was given on October 19, 2011. The plans are available at: <http://www.oregon.gov/OPRD/PARKS/BIKE/>.

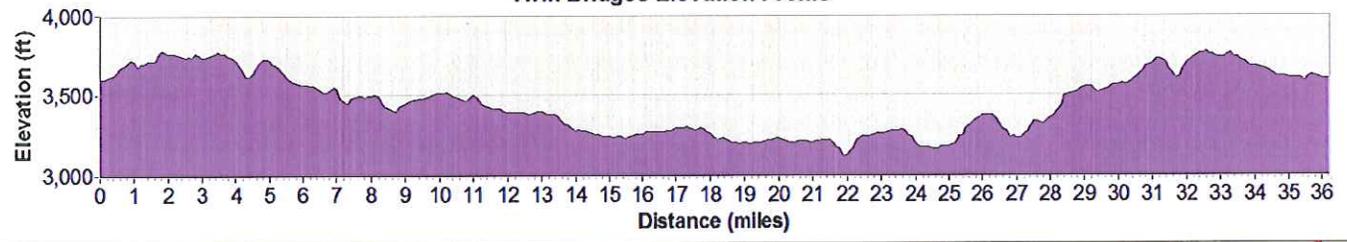
Next the Oregon Recreation Trails Advisory Council (ORTAC) recommended their designation pending favorable public comment. OPRD held public hearings in Bend and Cottage Grove, a summary of the comments are attached.

Prior Action by Commission: No prior action on this item. The commission received information on route proposals and the application process at the July 20th, 2011 business meeting.

Action Requested: Staff requests Commission approval of the two state scenic bikeway routes described in Attachment.

Prepared by: Alex Phillips

Twin Bridges Elevation Profile



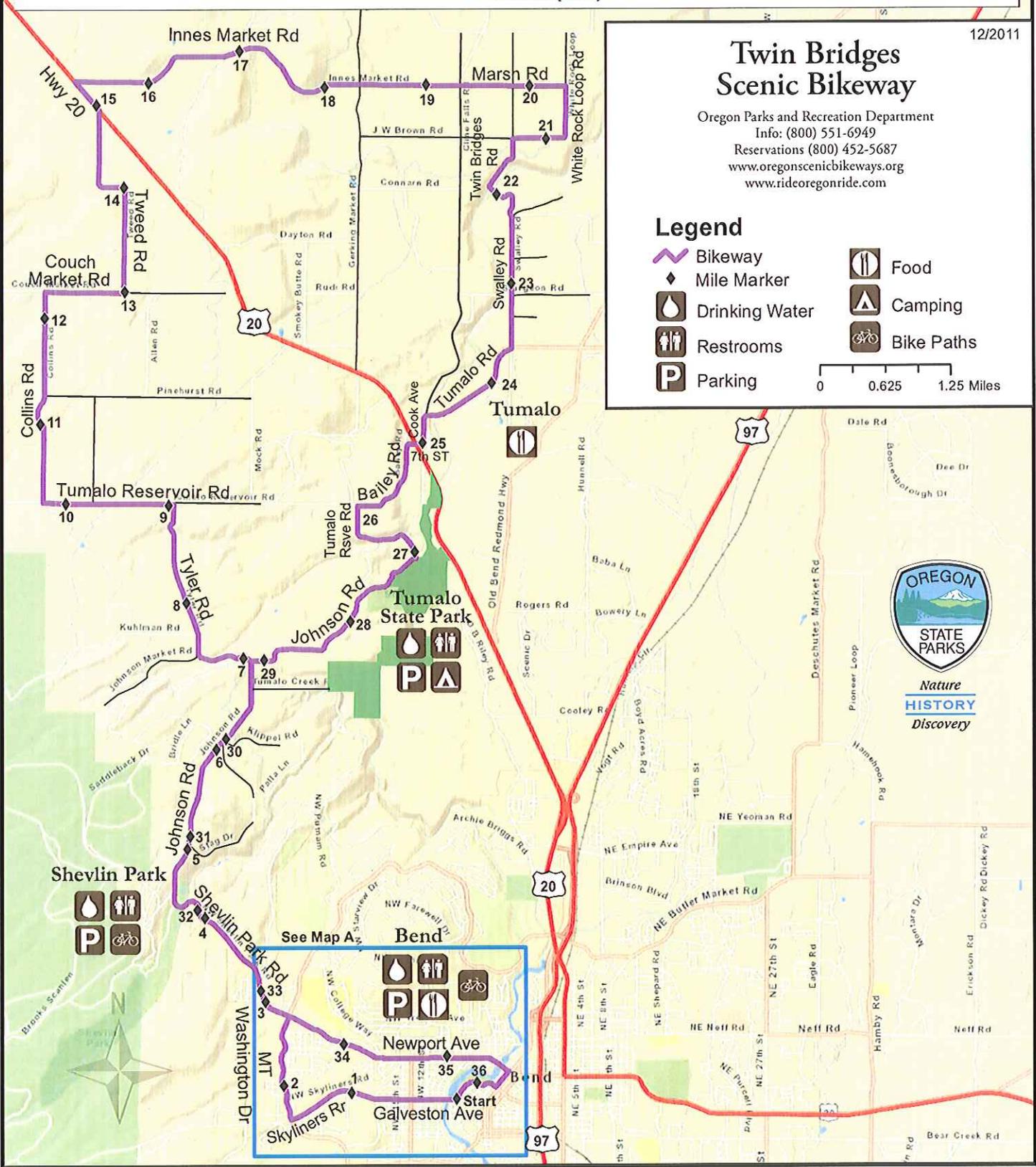
12/2011

Twin Bridges Scenic Bikeway

Oregon Parks and Recreation Department
 Info: (800) 551-6949
 Reservations (800) 452-5687
www.oregonscenicbikeways.org
www.rideoregonride.com

Legend

- Bikeway
 - Mile Marker
 - Drinking Water
 - Restrooms
 - Parking
 - Food
 - Camping
 - Bike Paths
- 0 0.625 1.25 Miles



Twin Bridges Route Description:

The Twin Bridges Loop starts and ends at Drake Park and Mirror Pond, iconic features of Bend on the edge of downtown. From Drake Park, cyclists will ride over the Deschutes River/Mirror Pond on Galveston Avenue and follow the route west. Four miles into the route, cyclists will cross Tumalo Creek at Shevlin Park. Full of old growth Ponderosa pines, the 652 acre mostly undeveloped park is a natural haven and perfect location for hiking, jogging, fishing, cross country skiing and picnicking. The explorer John C. Fremont and his party camped in Shevlin Park in 1843.

Be ready for the corresponding climb and enjoy the rest at the top of the hill as you head north and west to Tyler Road for huge breathtaking views of the Cascades. You'll pass by horse pastures and climb a short hill just before stopping and turning directly west on Tumalo Reservoir Road and through the rural county landscape. Your right turn onto Collins Road will bring you more mountain views. Look for the llama farm and chickens in the hayfields before turning right, or east onto Couch Market Road.

After turning right on Couch Market, cyclists will ride approximately one quarter mile then turn left on Tweed Road. At the end of Tweed Road, cyclists will turn left on Highway 20 for .3 miles, before turning right on Innes Market Road.

After you stop at Cline Falls Highway, as you continue straight, the road name changes to Marsh Road. As you swing around to the right onto White Rock Loop you'll be heading south and then west before taking the left onto Twin Bridges Road and head down the hill to cross the Deschutes River (CAUTION: REDUCE YOUR SPEED ON TWIN BRIDGES ROAD AND BEWARE OF HEAVY MULT-USE TRAFFIC). At the top of the road, head right on Swalley Road. Turn right down the hill onto Tumalo Road, across the flats and you'll cross the Deschutes River just before the stop at Cline Falls Highway/Cook Avenue. Turn left into the charming town of Tumalo.

In Tumalo take a rest stop at one of the several cafes, coffee shops, fruit stand or convenience store/gas station. You'll feel refreshed as you turn right on 7th Street in downtown Tumalo and cross Highway 20 using the bike/pedestrian crossing median. After you cross Highway 20, continue straight on Bailey Road and climb gradually for .9 miles to Tumalo Reservoir Road where you will turn left. After you turn left on Tumalo Reservoir Road, you will enjoy a fast descent to the intersection with Johnson Road. Turn right on Johnson Road and climb up the long hill on Johnson Road. At the 2 mile mark of the gradual climb, you'll recognize the "Y" at Tyler Road where the route rejoins. Stay left on Johnson Road and cycle back to Downtown Bend (continuing straight as Johnson Road becomes Shevlin Road, then changes names again to Newport Street). As you approach downtown Bend, turn right onto Brooks Street at mile 35.7 then continue .2 miles into Drake Park where you started.

Hearing Summary for Twin Bridges Bikeway
Hearing held November 14th 2011 in Bend, Oregon
Compiled by Alex Phillips

Notification: A media release was sent to all media outlets and to individual reporters who have shown an interest in the bikeway. Two days before the hearing, The Bend Bulletin ran an article on the bikeway including an announcement of the hearing, the OPRD email address for comments and a map of the proposed route. The paper also printed a long letter to the editor against the bikeway that also included information on the hearing. The article and editorial represented much more coverage than most OPRD hearings receive.

In the past two years, the Bulletin has run three long articles on the proposed bikeways in the area and published an editorial in support of bikeways and other economic development related to cycling.

Hearing Synopsis: Approximately 40 people attended the hearing, with 20 people testifying during the hearing. Additional comments were received via email, totaling 25 comments in support of designation, 10 against and one comment in favor if parking congestion on Twin Bridges Road was addressed by the county.

Comment Content

In support of Designation

Comments in support of the designation could be grouped in three categories

1) Economic Development: Senator Wyden's staff person, Wayne Kinney, read a letter of support from the Senator stating that designation will add value to the region's cache as one of the nation's best places for outdoor recreation and would create jobs and grow the economy. Many mentioned the economy of Bend is based on quality of life and recreation. Comments were from a realtor, a land development business, people who moved to or stay in Bend for the recreation and five businesses in Tumalo. Bend Park and Recreation District Director of Planning and Development, Bruce Ronning, spoke in favor of the designation citing outdoor recreation goals and economic development.

2) The route is great for cycling: Several spoke in favor of the route because of its scenic beauty and low traffic roads. One commenter said he wanted to share the route with visiting cyclists to show the beauty of the area.

3) Safety: Designation would help address any concerns by allowing the proponent group to present priorities for road improvements for cycling. A resident of Tumalo said that the locally supported new, lower speed limit on highway 20 through Tumalo is due to the large number of cyclists that already use the route. Several mentioned appreciation of the recent 1/8 mile shoulder widening on the east side on highway 20 cyclists ride on connecting to the second part of the route.

Against Designation

Comments against the designation could be grouped in six categories

1) Congestion from parked cars and pedestrians where Twin Bridges Road crosses the Deschutes River: This was probably the most commented on concern. Anglers and others park near the bridge during the summer months to access the river. The crossing is at the bottom of a steep hill. Some, both in favor and opposed commented that installing a "congestion ahead" sign would be enough to alleviate the problem. Other comments from regular riders of the route said they have never encountered a problem.

Staff Response: Deschutes County Planning staff attended the hearing. County planning staff have looked at the area and decided that it is not an issue. The average daily traffic counts for that road was an extremely count of 344 in 2008 and almost all county roads have had decreased traffic counts in recent years.

2) Crossing highway 20: The crossings on Highway 20 are unsafe.

Staff Response: Curb cuts have been installed at the crossing in Tumalo (so a cyclist or pedestrian need only cross one lane at a time), and the speed limit through that area was decreased. A wider shoulder on the east side of the road has recently been installed on the 1/8 mile section of Highway 20 between Tweed Road and Innes Market.

3) No passing zone: Several miles of the route is a no passing zone, indicated by a double yellow line on both sides of road. One commenter said that if a car could not pass at any of the no passing zones on the route a motorist could be delayed by 4 minutes, which was unacceptable to the commenter.

Staff response: The no passing law as it relates to cyclists is unclear and contains some potential loopholes creating some tension between cyclists and motorists. Delaying the designation will not speed up clarification of the law. The ODOT Driver Manual text avoids the confusion by stating that it is illegal to pass in a no passing zone. This will be posted the scenic bikeways webpage and staff will seek additional ways to educate cyclists and motorists on sharing the road safely and legally.

4) Rude cyclists: Cyclists do not obey the rules of the road by riding several abreast and not stopping at stop signs.

Staff response: This can be an issue with rude and illegal behavior from motorists and cyclists. Most people in both groups usually obey rules and share the road in a courteous manner. The bikeway webpage and locally-distributed maps and other materials can encourage cyclists to be courteous and follow rules.

5) Erosion: One commenter was quite concerned that erosion from a hillside adjacent to the commenter's driveway was causing unsafe conditions for cyclists due to rocks rolling into the road. The commenter was also quite concerned that the designation may result in a bike lane or shoulder-widening project that would cause more erosion.

Staff Response: Deschutes County has no plans to expand the shoulder and, according to county staff, rocks in the roadway only appear on occasion, a common situation on many county roads.

6) Address all issues before designation, not after: Designation should occur after a traffic study was conducted, addressing congestion at the bridge, the highway crossings, rude cyclists and no passing law concerns.

Staff Response: Improvements such as the Highway 20 crossings, have happened because of the large number of cyclists already using the route. Some in favor of designation commented that the designation will help bring attention to some of these long standing issues and open a path to future solutions, with the proponent group organizing and strengthening the message. The letter to the editor and several comments requested a traffic study to determine the route's safety; the bikeway committee considered road conditions during the field rating portion of the review. The ODOT Bicycle and Pedestrian Design Guide recommends 8 feet shoulders for the traffic load, the 1/8 mile section on highway 20 now have 6 foot shoulders, while this may be slightly less than the guidelines, the highway 20 section of the bikeway is only an 1/8 of a mile. The county roads are very low traffic count roads.

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Hearing Summary for Covered Bridges Bikeway
Hearing held November 9th, 2011 in Cottage Grove
Compiled by Alex Phillips

Notification: A media release was sent to all media outlets and to individual reporters who have shown an interest in the bikeway. KNND radio in Cottage Grove aired an interview and announcement of the hearing, Notice of the hearing was printed in the Salem Statesman Journal. The local proponent held an open house in April 2011 to discuss the proposed bikeway with the community. To announce the open house The Register Guard and the Cottage Grove Sentinel printed articles, and several radio announcements were aired.

Hearing Synopsis: Eight people attended. All spoke in favor of designation. Attendees included the Community Development Director & Emergency Program Manager for the City of Cottage Grove and the BLM Outdoor Recreation Planner.

Comment Content

City of Cottage Grove: The Community Development Director & Emergency Program Manager for the City of Cottage Grove spoke in support designation and informed us that the city will be installing information panels at the trailhead.

Support of Designation: The BLM representative said the BLM is interested in success of the bikeway program, the Rowe River Trail is a National Recreation Trail, a special designation and the bikeway designation will increase the assets. All attendees spoke in support of designation.

Safety: One attendee said the Bikeway Plan goals would improve safety. One person, who fully supports the route, informed us that he is involved a community group addressing safety issues on the route in order to improve the route.

The safety concerns are: Improving safety where the path crosses the road and cyclists hitting bollards on the path, which were installed to keep motorized vehicles out. Cyclists have reported needing to watch for bollards when eyes should be on the road crossings. There was a request for a discussion on their benefit vs. the safety risk. The bollards are on the BLM managed Rowe River trail.

Staff Response to Safety Comments: The BLM and Lane County have had several recent meetings to discuss installation of safety features at the road crossings. The BLM does not think removal of the bollards is necessary since the bollards prevent motorized vehicles from entering the path.

Road Section for Experienced Riders: Shoreview Drive is for experienced riders only because of the steep grade.

Staff Response to Comment: the map, ride description will show the Rowe River trail as the best route for the family friendly ride section.

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Covered Bridges Route Description:

The Covered Bridges Bikeway, which follows the Cottage Grove Covered Bridge Tour Route, features an all-ages and all-abilities cycling experience of bridges, Dorena Lake, and Cottage Grove's historic downtown. Of particular interest for families, the Bikeway offers a safe, low speed, no-traffic cycling experience along the Row River Trail, an off-street, paved path through diverse landscapes and over moderate terrain. From parking areas in downtown Cottage Grove at the Community Center or Bohemia Park, visitors can travel 17 miles of smoothly paved off-street path along the Lake's north side passing three of the six covered bridges on the route. All three of these bridges are listed on the National Register of Historic Places, and one of them, Dorena Bridge, is a popular wedding site for those visitors after a bit of romance in addition to scenery. Four bathroom stops, seven parking areas, and three picnic areas along this part of the route provide many rest opportunities and a chance to get off the bike and enjoy the scenery.

A store in the modest community of Dorena provides snacks and refreshments. For visitors comfortable riding on the shouldered roadway, Shore View Drive, south of the Lake, provides cyclists with a 17-mile return ride to Cottage Grove with a short elevation gain and a view of another covered bridge. Cyclists wishing to bypass the hill can return to the bike path at the western end of the lake. Two campgrounds and one bathroom stop provide recreational and rest opportunities.

Within Cottage Grove, visitors share low-speed Main Street with cars through the National Register-listed Cottage Grove Downtown Commercial Historic District. A number of coffee and ice-cream spots, restaurants, pubs, shops, and a bike shop face Main Street and offer refreshment or services.

At the western end of the downtown, the Bikeway includes views of two more covered bridges and a footbridge. Of note is the National Register-listed Chambers Bridge, the only covered railroad bridge west of the Mississippi.

Oregon Parks and Recreation Commission

January 25, 2012

Agenda Item: 10b

Information

Topic: Heritage Programs Report

Presented by: Roger Roper

Follow-up on Combining Heritage, Recreation Grants, and Bicycle and Water Recreation Programs

The November 2010 formation of the Heritage and Community Programs directorate brought together a variety of programs that had never had obvious reasons to work together very closely. But over the course of the past several weeks, we have discovered a number of areas of potential coordination:

- **Veteran and War Memorial Grant Program:** Heritage staff will now be assisting with the administration of this grant program, given both the historical nature of the program and the fact that Heritage staff already have strong working relationships with many of the veterans and military history groups that have an interest in these memorials.
- **Archaeology and Recreation Grants:** Given that many of grant-funded projects are on lands that have high potential for archaeological resources (ATV grants in particular), there is an opportunity to better assist grant applicants in dealing with archaeological issues at the planning and grant-request phase, rather than have them be surprised further down the line.
- **GIS for Grant-funded Projects:** Many of the parks and trails projects funded by our grants could benefit from being recorded in a GIS (computerized map) that could be shared with local governments, land-use planners, recreationists, and others. We're looking at ways to take advantage of Heritage staff expertise with GIS (primarily archaeologists) to help create a system that might serve recreational and grant purposes.
- **Organizational Training for Bikeway Partners:** Heritage staff have considerable experience and expertise in helping local partners form and perpetuate local organizations (historical societies, landmark commissions, museum boards, etc.). Scenic Bikeway proponent groups could benefit from some of that same training. Topics include public education, event planning and execution, succession planning, marketing and promotion, developing public/private partnerships, and basic organizational development.
- **Coordination between Scenic Bikeways and Local Historic Districts:** Most of the designated Scenic Bikeways begin, end, or pass through communities, many of which have strong historic character. By coordinating the efforts of our historic district partners with those of the bikeway proponents, we can magnify the impact of both programs.

Prior Action by Commission: None

Action Requested: None

Prepared by: Roger Roper, Assistant Director—Heritage Programs

Oregon Parks and Recreation Commission

January 25, 2012

Agenda Item: 10c

Information

Topic: Heritage and Museum Grants

Presented by: Roger Roper

Heritage and Community Programs has recently awarded grants under two of its five “heritage” grant programs: Heritage Commission and Museum grants. The Heritage Commission Grant Program typically provides a total of about \$200,000 per biennium with an average of 20 grants. The Museum Grant Program provides \$100,000 per biennium with an average of about 18 grants. Both are funded with lottery dollars, and both are divided into annual grant rounds in order to be more responsive to local needs.

Recently awarded grants:

- Heritage Commission Grants
 - 14 grants
 - \$133,700
 - For a broad range of activities, including public education, conservation, curation, etc.

- Museum Grants
 - 9 grants
 - \$55,675
 - For museum-related activities, including exhibit preparation, artifact conservation and curation, etc.

Further details about the specific grants are provided on the attached reports.

Prior Action by Commission: Sept. 19, 2007, approval of Heritage Programs’ overall grant program, in lieu of individual grant approvals.

Action Requested: None

Prepared by: Roger Roper, Assistant Director—Heritage and Community Programs

2011 Heritage Commission Grants Heritage Programs, Oregon Parks and Recreation Department

Grantee	Project Description	Grant Amount	Match Amount	Project Total
Bosco-Milligan Foundation	Document the work of five Oregon architects and create public education programs about them.	\$7,600	\$7,600	\$15,200
Columbia Gorge Discovery Center	Microfilm and appropriately store historic newspapers from The Dalles.	\$10,000	\$11,000	\$21,000
Confluence Project	Create an interactive website about Celilo Falls.	\$20,000	\$139,000	\$159,000
Crook County Historical Society	Fund a collections consultant and archival materials to move the Crook County Historical Society collections in the new storage area.	\$7,500	\$8,700	\$16,200
Hallie Ford Museum	Create safe and proper storage mounts for the Hallie Ford Museum of Art's Native American basket collection.	\$9,900	\$12,600	\$22,500
Historic Preservation League of Oregon	Research, perform site visits, offer workshops and publish a special report for the 2012 Preservation Roundtable "Charting a Future for Oregon's Historic Masonry Buildings: Resilience, Access, and Economic Viability."	\$8,400	\$15,800	\$24,200
J.O. Hanthorn Cannery Museum	Create a website about Astoria's Hanthorn Cannery Foundation and Museum and its collections.	\$1,800	\$1,900	\$3,700
Oregon Jewish Museum	Create the "Settling In" exhibit, develop four public programs and collect oral histories associated with the exhibit.	\$7,600	\$21,200	\$28,800
Oregon Nikkei Endowment	Design, fabricate and install the exhibit "Coming Home: Japanese Americans in Portland After World War II" and develop public programs associated with the exhibit.	\$10,000	\$18,600	\$28,600
Oregon Northwest Black Pioneers	Create and install an exhibit about African Americans in Portland from the 1930s to the 1960s at the Oregon Historical Society.	\$7,500	\$18,100	\$25,600
Oregon Rail Heritage Foundation	Complete the construction of the Rail Heritage & Interpretation Center and move the equipment into the building.	\$20,000	\$91,000	\$111,000
Oregon State Hospital Museum of Mental Health	Purchase a computer, digital camera and PastPerfect software to document artifacts and archival storage materials. Catalog the artifacts associated with the Oregon State Hospital.	\$2,700	\$4,600	\$7,300

Grantee	Project Description	Grant Amount	Match Amount	Project Total
Oregon Women's History Consortium	Develop an exhibit associated with the anniversary of women's suffrage in Oregon, make exhibit materials available online, and perform the "Town Hall Debate" around the state.	\$10,700	\$14,700	\$15,400
Willamette Heritage Center	Install an exhibit gallery that will provide a permanent space for the Confederated Tribes of Grand Ronde to share their interpretation of their history.	\$10,000	\$23,800	\$33,800
Number of Grants: 14		\$133,700	\$388,600	\$522,300

2011 Museum Grants Heritage Programs, Oregon Parks and Recreation Department

Grantee	Project Description	Grant Amount	Match Amount	Project Total
Bosco-Milligan Foundation	Undertake seismic and lighting improvements in the Architectural Heritage Center collections storage areas.	\$7,875	\$4,560	\$12,435
Cape Blanco Heritage Society	Complete a tabletop diorama of the Lifeboat Station museum and surrounding headlands.	\$5,000	\$0	\$5,000
High Desert Museum	Purchase 15 dataloggers and 55 firearm storage bags.	\$5,200	\$1,600	\$6,800
Jensen Arctic Museum	Digitize the museum's audio and visual collections currently on reel, VHS, 35 mm slides and cassettes.	\$5,750	\$5,250	\$11,000
Klamath County Museums	Digitize archival collections.	\$4,250	\$4,900	\$9,150
Lane County Historical Society and Museum	Digitize the Hunter collection.	\$8,000	\$3,700	\$11,700
Oregon Jewish Museum	Curate the papers of Congregation Beth Israel including arranging, preserving, describing, and making them accessible.	\$8,000	\$20,700	\$28,700
Sherman County Historical Society & Museum	Purchase archival storage supplies to enhance the space and preservation needs of the collection.	\$3,600	\$2,300	\$5,900
Southern Oregon Historical Society	Develop and improve the program "History: Made By You" through public forums, outreach, and creation of exhibits based on the outreach.	\$8,000	\$23,400	\$31,400
Number of Grants: 9	Grand Totals	\$55,675	\$66,410	\$122,085