Designation Handbook for

Oregon Recreation Trails:

Oregon Scenic Bikeways

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A. The Oregon Scenic Bikeways Program

Introduction

The Oregon Scenic Bikeways Program is designed to provide a high quality system of cycling routes that inspires people to experience Oregon's natural beauty and cultural heritage by bicycle and offers economic and social benefits to the state's communities, residents, and visitors.

We invite you to join in transforming that vision into a reality.

What is an Oregon Scenic Bikeway?

An Oregon Scenic Bikeway is a signed bike route on existing roads and paths that provide access to national, state, or regional resources of superlative quality and scenic splendor. The route is on public lands, rights-of-way, or on existing easements on private property. The route is open to the public.

Benefits of Scenic Bikeway Designation

The designated routes:

- Provide a cycling experience that creates lasting memories by offering a rich taste of Oregon's grandeur.
- Be identified as the best bike rides in Oregon;
- Attract domestic and international tourism dollars;
- Provide additional recreational and promotional value to the communities they pass through.

Program Goals

- Showcase the state's outstanding natural and built environments;
- Feature a variety of pleasant sensory experiences;
- Present varying recreational challenges for cyclists;
- Promote cycling as healthy outdoor recreation;
- Follow routes that combine low traffic, slower vehicular speeds, and good cycling facilities (lanes, shoulders, signage, etc);
- Foster strong grassroots support for Scenic Bikeways through active local Proponent groups that develop, sustain, and actively promote them;
- Meet or exceed Scenic Bikeway travelers' expectations by providing and maintaining consistent, high-quality cycling-specific information;
- Offer a broad range of benefits to the regions and communities through which the bikeways pass; and

- Complement and coordinate with other cycling programs and initiatives developed under private, local, state, regional and federal auspices.

Program Background

The State Parks and Recreation Department's Scenic Bikeways Program is a result of a partnership between Oregon Parks and Recreation Department (OPRD), Travel Oregon, Oregon Department of Transportation (ODOT) and Cycle Oregon. This partnership piloted the process in developing the first Scenic Bikeway, the Willamette Valley Scenic Bikeway, in 2005. To establish other Scenic Bikeways proposed by local groups, OPRD revised the recreation trails administrative rule to include Scenic Bikeways

The administrative rules, OAR 736-009-0015 through 736-009-0030, lay out procedures and criteria for the designation of Scenic Bikeways, set basic goals and objectives, and establish the Scenic Bikeways Advisory Committee to evaluate potential routes and make recommendations to the OPRD Director and the Oregon Recreational Trails Advisory Council. The Scenic Bikeways Advisory Committee developed this handbook to help Proponents reach the goal of designating the outstanding cycling routes in their communities.

The Committee has 11 appointed volunteer members as per Administrative Rule:

- Citizen at large
- Cycling advocacy organization
- Oregon Tourism Commission (known as Travel Oregon)
- Oregon Department of Transportation (ODOT)
- Federal land manager
- Oregon Association of Convention and Visitors Bureaus
- Association of Oregon Counties
- League of Oregon Cities
- Oregon Bicycle and Pedestrian Advisory Committee (OBPAC)
- Oregon Parks and Recreation Department (OPRD)
- Oregon Recreation Trails Advisory Council (ORTAC)

Roles in the Designation Process

There are four main parties in the process of proposing and designating a scenic bikeway:

Proponent: The Proponent is the lead local promoter of the bikeway and is responsible for developing and implementing much of the Bikeway Plan. The Proponent prepares and submits the initial application, and consults with other parties through the evaluation process. When a proposal is advanced, the Proponent then has the responsibility for preparing and submitting a Scenic Bikeway Plan and signing contracts with OPRD and road jurisdictions. While the initial idea for a Scenic Bikeway may start with an individual, that individual will need to expand the group to include the destination marketing organization, county and city

liaisons, cyclists or bicycle club with one of the organizations holding non-profit status.

Oregon Parks and Recreation Department (OPRD): Within the agency, the Bicycle Recreation Coordinator (Coordinator) oversees day-to-day management of the program, serves as the liaison among all the other parties, and staffs the Scenic Bikeways Advisory Committee. The OPRD Director, acting as the overall program administrator, brings designation requests before the Oregon Parks and Recreation Commission for consideration.

Scenic Bikeways Advisory Committee (Committee): Appointed by the OPRD Director, this 11 member group evaluates and recommends routes for designation, and advises the agency on the development and implementation of the Scenic Bikeways Program.

Oregon Recreation Trails Advisory Council (ORTAC): The Council, appointed by the Oregon Parks and Recreation Commission advises OPRD on matters related to all non-motorized trails, including Oregon Scenic Bikeways. Its role in the designation process is to accept public comment on proposed routes, and make formal recommendations to OPRD.

Existing Bikeways and Coast Route

All designated bikeways are listed at www.oregonscenicbikeways.org

The Willamette Valley Scenic Bikeway is the only existing bicycle route to be immediately incorporated into the Scenic Bikeways System.

The Oregon Coast Bike Route is managed by ODOT and the full route is anticipated to be designated a US bicycle route. The full route will not be considered as a bikeway.

Changing conditions on designated Scenic Bikeways may require either a revision of the bikeway's management plan and/or a rerouting of the bikeway. Rerouting requests of a significant nature must be granted by the advisory committee. The committee may decide the change is significant enough to warrant bringing it to the Parks Commission for a vote.

B. The Designation Process

Scenic Bikeway Designation Process Flow Chart

Step 1: Proponent submits **application** including:
- Proposed route
- Letters of general support from governing bodies of road management agencies

Step 2: OPRD **reviews the application** for completeness. The Coordinator sends completed applications to the committee, or sends written feedback to Proponent explaining why it was not advanced.

Step 3: Committee reviews completed application, **evaluates the route** and reports back to Proponent within six months of the committee receiving the completed application.

If route has negative evaluation

Step 4: If route has a positive evaluation; the Proponent continues building coalition and local support, holds public meetings and **develops a Scenic Bikeway Plan.**

Step 5: Committee reviews and **approves the Scenic Bikeway Plan**

Step 6: Committee **submits recommendation to ORTAC** and forwards ORTAC's recommendation to the OPRD Director.

Step 7: OPRD receives **public comment, holds public hearings** & forwards recommendation to OPRD Director. Recommendations and summary of public comment forwarded to the State Parks Commission **for vote on designation**

Step 8: **Implementation and Review**
- Proponent implements bikeway plan.
- Bikeway committee holds five-year review.

Step 1: Application

The Proponent submits a completed application form (see Appendix A) to the Coordinator. Proposals are accepted approximately every two years. Submittal times are announced by media releases. The Committee prioritizes the applications and reserves the ability to defer any routes.

Note: Even at this early stage, the Proponent should bear in mind that a route cannot be designated as an Oregon Scenic Bikeway without the consent of ***all*** *parties having legal jurisdiction over the roads and trails comprising the route. It is recommended that Proponents consult with these jurisdictions early and often.*

Step 2: Review/Consultation

The Coordinator reviews the proposal for completeness and consults with the Proponent to address any deficiencies. Based on this review, the Coordinator may either move an application forward to the Committee, or determine that it is not ready to advance. In the latter instance the Coordinator provides the Proponent with a written summary of the deficiencies that need to be addressed prior to re-submittal.

Step 3: Route Evaluation

After the OPRD Coordinator advances a proposal to the Committee, a subcommittee will evaluate the route by riding it on bicycles, using a prescribed methodology (see Section C - Route Evaluation) and presents its findings to the full Committee at the next opportunity. The evaluation methodology assesses the scenic, human-made, and sensory qualities as well as the physical and traffic characteristics of the proposed route. *Note: While the evaluation process uses a numerical system, its purpose is to inform Committee discussion, not to provide a "score".*

One of the less obvious factors in the evaluation of scenic bikeway applications is the length of the proposed route. No strict minimums or maximums are prescribed because other route characteristics can interact so dramatically with the length of a ride in creating an overall experience. Proposals will not be brought forward when the coordinator deems that the length is problematic as weighed against other factors.

Based on the application document and the route evaluation, the full Committee decides whether or not to advance a proposed bikeway to the next step. Should the Committee determine the proposed route does not yet meet the requirements for designation, a written summary, explaining the decision, is provided to the Proponent. The Proponent is able to resubmit an application after addressing the Committee's concerns.

Step 4: Scenic Bikeway Plan Preparation

After the Committee has rated the route and determined that the proposal should advance, the Proponent prepares and submits a draft Scenic Bikeway Plan and hold public planning meetings. Public meetings are an opportunity to inform the community, garner new ideas,

address challenges and bring together stakeholders.

The Committee may withdraw an application from active consideration if the Proponent fails to make timely progress toward completion of its plan, in which case the Proponent will be informed in writing.

Step 5: Scenic Bikeway Plan Review

When the Proponent submits a Scenic Bikeway Plan and the Coordinator determines that all required elements are addressed, the Coordinator forwards the plan to the Committee for review. Within 6 months of receiving the plan the Committee will accept it as submitted or recommend changes. When the Committee approves a plan, the bikeway proposal is advanced to the next step. If the plan is not approved, the Committee provides the Proponent with specific written feedback for improvement. A revised plan may be resubmitted to the Committee for review.

Step 6: Public Comment and ORTAC Recommendation

Upon advancement by the Committee, the Coordinator submits the proposed Scenic Bikeway Plan to the Director and ORTAC. OPRD will hold a public meeting and comment period on the recommendation to designate. ORTAC will forward its recommendation to the OPRD Director. As with previous steps, written feedback is provided in the event an application is not recommended for advancement. The Proponent will have an opportunity to resubmit the proposal after deficiencies are addressed.

Step 7: Designation

After positive recommendations from ORTAC and the Director, the Director carries the recommendation to the Oregon Parks and Recreation Commission for final consideration. However, the Director, ORTAC or the Commission may request that issues raised at the public hearing be addressed or clarified by the Proponent. The final step is The Oregon Parks and Recreation Commission vote on designation.

Step 8: Implementation and Review

Once a Scenic Bikeway is designated, the Proponent's focus shifts to implementing the Bikeway Plan. This includes steps such as implementing goals, initiating marketing efforts, and pursuing efforts to enhance cyclists' experience when using the Scenic Bikeway. The Coordinator is an ongoing resource during the implementation phase.

While the approved Bikeway Plan guides the implementation of the route, changing conditions may require either a revision of the plan and/or a rerouting of the bikeway. The Committee addresses substantial rerouting proposals using the evaluation methodology described below.

The administrative rule establishing the Scenic Bikeways Program calls for a five-year review of each designated route. The Coordinator initiates this review process with each Proponent as required.

In addition to the Bikeway committee's five year review, there is also an annual review that requires the proponent to complete a questionnaire supplied by the Bicycle Coordinator.

C. Route Evaluation

The Committee evaluates a proposed route by riding it on bicycles to assess scenic qualities and road conditions. The Committee developed a five point rating methodology (5 = best). The numerical rating of a proposed route is for purposes of Committee discussion, and should not be construed as a score.

Route Qualities

Three categories of route quality are considered in the evaluation:

- **Natural:** These qualities are normally identified as scenery, and they include landforms, vegetation, wildlife, water bodies, etc. Natural qualities are often intensified by color, variation, strong contrast, unique shape, dramatic settings, unusual combinations, and domination of the landscape.
- **Human-made:** These qualities are associated with places made by people and are traditionally described as points of interest. They can be buildings, structures, objects, sites, heritage sites, whole districts or expansive agricultural landscapes and they are sometimes interpreted with signs, brochures, or markers. Human-made places can create interest due to their history, events that occur there, or simply through their appearance.
- **Sensory:** These qualities include the smells, sounds, and tactile experiences a rider encounters along the route. Positive examples might include the scent of conifers on a warm day, the sound of bird song or the feel of cool air at the crossing of a mountain stream.

Route Conditions

Route Conditions are divided into four sections, they interact in creating the rider's perception of the route: for example when high traffic speed is mitigated by a wide shoulder with smooth, clean pavement. They are:

- **Surface:** These conditions include the type and finish of pavement, the level of maintenance, the design of curbs, gratings, cattle guards, etc., and the amount of debris typically encountered.
- **Traffic Volume:** This condition is measured by a standardized volume count available from ODOT and the county. The volume of trucks versus passenger vehicles is assessed as well.
- **Traffic Speed:** This condition is assessed by a combination of the posted speed limit and the actual speed of traffic.
- **Separation:** A bike lane, wide shoulder or off road path.

Route Evaluation Form

Route Characteristics				
Best: 5 Points	**4 points**	**Moderate: 3 Points**	**2 Points**	**Minimal: 1 Point**
Natural Qualities				
The route offers multiple opportunities for viewing natural qualities with a high degree of variation, strong contrast, unique shapes, dramatic settings and unusual combinations of interesting landforms, color, vegetation, wildlife, bodies of water, etc.		The route offers moderate opportunities for viewing natural qualities with some degree of variation, strong contrast, unique shapes, dramatic settings and unusual combinations of interesting landforms, color, vegetation, wildlife, bodies of water, etc.		The route offers minimal opportunities for viewing natural qualities with little degree of variation, strong contrast, unique shapes, dramatic settings and unusual combinations of interesting landforms, color, vegetation, wildlife, bodies of water, etc.
Human-made Qualities				
The route offers multiple opportunities to view, visit and/or experience a variety of points of interest such as buildings, structures, objects, sites, heritage sites, whole districts or expansive agricultural landscapes.		The route offers moderate opportunities to view, visit and/or experience human-made qualities of interest. The route may intersect sub-divisions or other forms of block and strip development for distances of less than 2 miles.		The route offers minimal opportunities to view, visit and/or experience human-made qualities of interest. The route travels through subdivisions or other forms of block and strip development for distances of 2 miles or greater.
Sensory Qualities				
Most of the route offers an engaging variety of sensory experiences including a mix of pleasant sounds, odors and tactile opportunities.		Some of the route offers a moderate variety of sensory experiences. Some portions of the route may travel through areas that are drab, noisy and smelly.		Large portions of the route travel through areas that are drab, noisy and smelly.

Route Conditions				
Best: 5 Points	**4 points**	**Moderate: 3 Points**	**2 Points**	**Minimal: 1 Point**
Route Surface				
Smooth surface. Surface regularly maintained clear of debris.		Smooth surface, with some cracking. Surface generally clear of debris.		Rough surface or surface in need of serious repair. Debris frequently encountered.
Traffic Volume				
(Include subjective rating and actual traffic counts where available.) Motor vehicle traffic volume is low with few or no large trucks.		Motor vehicle traffic volume is moderate with some large trucks.		Motor vehicle traffic volume is high consisting of large trucks and cars.
Traffic Speeds (posted & actual)				
The posted and actual speed limit are low; less than 30 mph.		The posted and actual speed limit are moderate; 40- 45 mph		The posted and actual speed limit are above 55- 65 mph.
Route Separation				
Bicycle traffic is separated from vehicle traffic by a separate path, bike lane, or wide shoulder.		Bicycle traffic is separated from vehicle traffic by a moderate shoulder.		There is little separation between bicycle and vehicle traffic.

D. Oregon Scenic Bikeway Application Form

Application form can be found at

or by contacting Alex Phillips at (503)986-0631 alex.phillips@oregon.gov

E. Scenic Bikeway Program Partnership

The Scenic Bikeway Program is supported by a partnership of Oregon Parks and Recreation Department, Travel Oregon, Cycle Oregon and ODOT.

Oregon Parks and Recreation Department Role

The Oregon Parks and Recreation Department is the lead agency for the Scenic Bikeways Program. OPRD staff work directly with the Proponent group and designate the routes. In order to assist the Proponent with the development of each Scenic Bikeway Plan, OPRD will:

- Work directly with the Proponent throughout the process, starting with the development of the application and bikeway plan and continuing with support for implementation of the Bikeway Plan.
- Develop, with input from the Proponent group, a detailed map of the designated Scenic Bikeway. The maps will be posted on the OPRD website, www.oregonscenicbikeways.org.
- OPRD will share map information with Travel Oregon to post on Oregon's cycling tourism website, Ride Oregon, at www.Rideoregonride.com.
- Post turn-by-turn cue sheets on OPRD's website.
- Use print and online media to attract attention for each Bikeway.
- Communicate with travel writers to pitch stories on Bikeways.
- Work with Proponent and road jurisdictions on sign installation.

Travel Oregon Role

As one of the Oregon Scenic Bikeway Program partners, Travel Oregon is committed to assisting the Scenic Bikeway proponents with:

- Marketing the Scenic Bikeway as part of overall efforts to market Oregon as North America's premier cycling destination.
- Providing a community-based planning workshop to help focus the community's energy on the development of complementary cycling infrastructure, business services and marketing activities.

Oregon Department of Transportation Role

- Provide information, support and facilitate agreement between ODOT and OPRD to sign all bikeways on ODOT roads.
- Support the Pedestrian and Bicycle Program Manager's membership on the OPRD Scenic Bikeway Committee.

- Support the Scenic Byway Program Manager's membership on the OPRD Scenic Bikeway Committee.
- Act as liaison with ODOT field managers for the bikeway program.

F. Scenic Bikeway Plan

As part of the designation process, the local Proponent group is responsible for writing a Scenic Bikeway Plan once the Committee has recommended the Scenic Bikeway for designation. The plan must contain each section detailed below. The Proponent has up to one year to submit a Scenic Bikeway Plan.

The Scenic Bikeway Plan is not about roadway management, it is about how the Proponent will manage the Scenic Bikeway concept.

Submit the Bikeway Plan saved as Word document(s). Do not send as PDF since changes cannot be made to PDFs. Photos can be sent separately in jpg or other photo format. Letters of support can be in PDF format, a jpg or hard copy.

Proponent contact information: Include the roles and responsibilities each of the named Proponents will have in plan implementation. The ideal proponent group is made up of: interested volunteers, a cyclist, a destination marketing organization contact person and governmental representatives.

Sign location table: This table (or map) shows the location of each directional sign, the appropriate arrow, the jurisdiction the sign is located in, and phone contact information for each associated road jurisdiction, usually a staff member within the public works department.

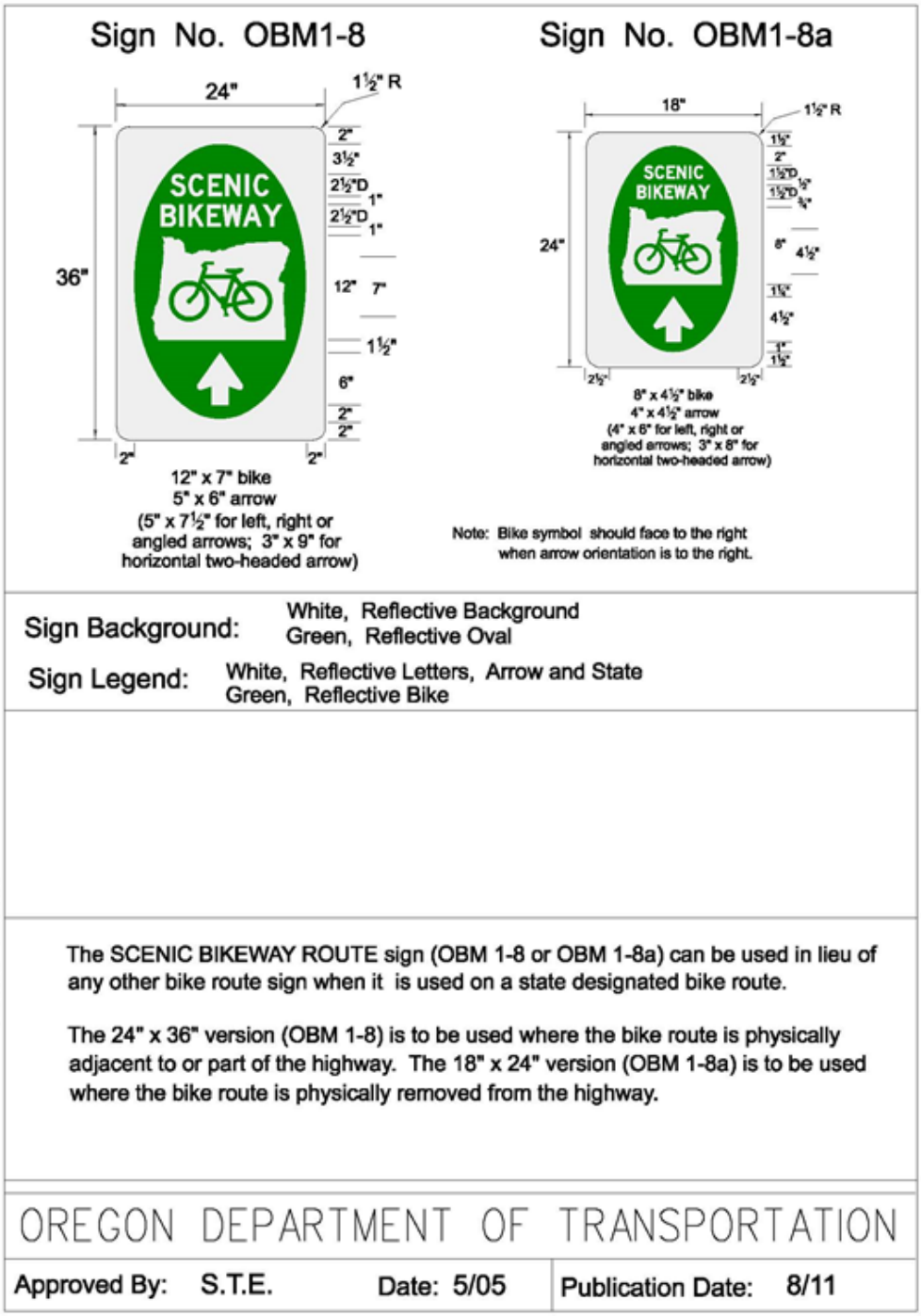
For routes marked in both directions it is often easier to create two tables. Use a label such as: clockwise and counterclockwise or north and southbound. If there are suggestions for the exact location, such as 30 feet previous to the turn, please include the suggestion in the table. Before the final sign location table is finalized the proponent will show it to each road jurisdiction contact person listed to verify jurisdiction.

Signs are installed by the road jurisdictions, with costs paid by OPRD and other funding sources. Road jurisdictions incur no costs. The proponent will be the contact for any placement questions the road jurisdiction may have.

The Proponent will perform a yearly inventory of missing or damaged signs of any signs that need to be replaced.

The bikeway signs are included in the Oregon Supplement of the Manual of Uniform Traffic Code Devices. There are two sizes. The 18” by 24” sign is for towns and off road paths. The 24” by 36” sign is for county and state roads.

Bikeway Sign Specifications



Map and Cue sheet review: The Bicycle Coordinator will send draft cue sheets and maps out for review to the proponents. The final map and cue sheets will be posted to the web.

Records of Meetings: The Proponent group must hold at least one publically announced meeting with additional public meetings strongly encouraged. The announcement can be in the calendar of events section of the local paper.

Public meetings held by the Proponent can be a regular meeting of the Proponent group that is announced and open to the public for the purposes of informing the community of the proposed Scenic Bikeway. These announced meetings are also opportunities to recruit volunteers and build community awareness. OPRD will hold a public meeting on each Bikeway after the Bikeway Plan has been accepted.

Include all records of building community awareness, including addressing city and county commissioners or submitting letters to the editor.

Preservation and enhancement goals: List potential projects the Proponent encourages and supports that will help maintain and improve the experience of riding the Scenic Bikeway. Include some items that are easily achievable or in progress, plus some longer-term goals. Completion of the goals may not be in the Proponent's control, but proponent support for the proposed project takes it one step closer to reality. Goals might fall into several sections, such as:

- Infrastructure (expanded bike lanes, bike racks)
- Interpretive Information (interpretive panels, online or hardcopy brochures)
- Business Services (developing a shuttle service, working with businesses on becoming more cycle tourist friendly)

Outreach/Education to Local Businesses: Develop a list of businesses most likely to have cyclists as a part of their customer base, and start talking with them. This is an ongoing process. In the first year, Proponents may want to have several meetings and one-on-one visits with business owners, managers and staff as to identify the most interested businesses.

The Proponent meets with businesses on the list, explains the economic benefits of the bikeway and how the business owner can take better advantage of the bikeway by including the bikeway in their promotions, becoming more cyclist friendly and serve as information sources as they interact with visitors looking for things to do.

In following years, identify new businesses and refresh the business community's memory about the Scenic Bikeway through emails, calls or face-to-face meetings.

Communicating to businesses through a "Main Street" program is a great way to speak with many businesses at once. Not all communities have this program in place.

Marketing the Route

Web Action Items: Rideoregonride.com is the interactive cycling website hosted by Travel Oregon. Designated Scenic Bikeways are posted in a special section of the site. Proponents are to assign at least one person to post timely comments to the rideoreognride.com site.

Post comments that potential visitors can use to help plan their trip on the rideoregonride.com, such as "Snow has been cleared on McKenzie Pass and is now open for bicycles all the way Windy Point" or "Store at Austin Junction now open for season".

Post comments on road closure or conditions that making cycling difficult. Inform OPRD of these for posting on the state website. Send corrections and additions to content editor at: info@rideoregonride.com

Oregonscenicbikeways.org is the direct address for the State Parks and Recreation Department's Scenic Bikeway web page. Ride descriptions, maps and cue sheets are posted on this site. For updates and/or corrections to this site, contact Alex Phillips at alex.phillips@state.or.us or call 503-986-0631.

Working with Local Tourism Organizations: Travel Oregon and OPRD are working to promote the bikeways nationally and internationally. The proponent's role is to work with the local Destination Marketing Organization and work with them to supply the information needed. To find the destination marketing organization for your area: http://industry.traveloregon.com.

Proponents will need to work closely with their local and regional Destination Marketing Organizations (DMOs and RDMOs) as they develop and implement marketing activities. For a complete list of Destination Marketing Organizations in Oregon, visit the resource library on Travel Oregon's industry website at http://industry.traveloregon.com.

Ride description: Create a ride description of 300 words or less to inspire potential visitors by describing what a cyclist will experience on the ride. Is the ride challenging and remote, or are there lots of services along a family-friendly route? Are there historical sites on the route? The goal of the description is to inspire riders to visit your Bikeway, not give all the details. Once they've decided to visit, they can get more specific information.

The ride description will be used on Rideoregonride.com, oregonscenicbikeways.org and in media releases.

Measuring Bikeway Effects: A major goal of marketing efforts is to increase ridership of the Scenic Bikeway and tourism revenue to the community. Ideally, these increases will be measured to determine which efforts give the best results and demonstrate the benefits of bicycle tourism to the community.

Proponents can consider organizing a bicycle count before designation and after designation to measure the effect.

A great way to tell the story of a successful bikeway is via quotes from business owners and residents. While visiting businesses, ask if there is an increase in business because of the bikeway and/or an increase in cyclists using their business. Collecting these quotes can be invaluable when gaining additional or stronger support for a bikeway.

Cyclist category(ies): Identify the types of cyclists who will ride the Scenic Bikeway. Local businesses, OPRD and Travel Oregon will use this information in their marketing plans**.**

A few cyclist categories to consider are:

- **Touring Cyclists:** Individuals and small groups interested in multi-day trips. They carry gear on their bikes, camp or stay in hotels and occasionally use support vehicles.
- **Adventure Cyclists:** Individuals and small groups interested in challenging rides longer than 50 miles per day, maybe using a base or touring.
- **Family Travelers:** Adults traveling with kids wanting a "family-friendly" cycling experience with off road paths or roads with very little traffic, wider shoulders and more frequent services.

The above categories can be further defined by the types of destinations and experiences a Scenic Bikeway offers. For example, wineries can attract cyclists interested in local wines and produce. Historical sites can attract cyclists interested in history and preservation.

Electronic photos: Provide three to four high quality photos in jpg or other photo format sent via email or CD, meant to inspire potential visitors to ride the route. The photos will be used on the two websites. It is recommended that photos show cyclists following the rules of the road and wearing helmets.

Final letters of support from all road jurisdictions: These final letters are in addition to the initial letters of support in the application. Letters of support are needed from all road jurisdictions as well as each county and city the Bikeway passes through, even if the jurisdictions are not responsible for any of the roads. Letters from Forest Service and BLM are needed if the Bikeway parallels or enters into lands managed by those agencies.

G. Scenic Bikeway Plan Templates

The following provides specific templates for each section that can be tailored to meet the needs of your Scenic Bikeway.

Proponent contact information

Contact	Role
Sheryll Bates, Executive Director Heppner Chamber of Commerce PO Box 1232 Heppner OR 97836 Phone: 541-676-5536 Email: heppnerchamber@centurytel.net	**Primary contact** Contacts target businesses Liaison to volunteers in Proponent group Contact to local media Destination marketing organization contact
Alice Trindle Eastern Oregon Visitors Assn. eova@eoni.com	Regional Marketing Organization contact
Jay Gibbs Phone: 541-555-2222 Email: george@yahoo.com	Cyclist Performs Web actions listed in plan Checks maps for accuracy Contact to area bicycle clubs
Todd Buchholz Forest Service Phone: 541-548-2222 Email: sooner@yahoo.com	Contact for Forest Service roads on route Cyclist Input on Bikeway Plan
Deb Gutierrez 541-548-3333 deb@yahoo.com	Cyclist Input on Bikeway Plan Writer/editor for needed items including sign location table

Sign location table- clockwise

Madras Mountain Views Scenic Bikeway - Sign Location Table					
Sahalee Park start/end	Clockwise Direction Starting in Madras	Sign Direction arrow	Jurisdiction	Contact	Size
7th street	D Street	Right	Madras	Sarah Puddy 541 475 2622	18” by 24”
D street	Highway 26/97 -	Straight	Madras		18” by 24”
D street/ Old Culver Hwy	2nd street	Left	Madras		18” by 24”
2d street	J street	Right	Madras		18” by 24”
J street	Belmont lane	Straight	Madras		18” by 24”
Belmont lane	Bear drive	Left	Jefferson Co.	Mike McHaney 541 475 4459	24” by 36”
Bear Drive	Hwy 361	straight	Jefferson Co.		24” by 36”
Bear drive	Dover lane	right	Jefferson Co.		24” by 36”
Dover lane	Butte Ave	left	Jefferson Co.		24” by 36”
Butte Ave	9th St	right	Metolius	Rhonda Stewart 541 546 5533	18” by 24”
9th street	Hwy 361/ Old Culver Highway	left	Jefferson Co.		18” by 24”
Hwy 361/Old Culver Highway	Eureka lane	right	ODOT	Pat Creedican 541 388 6169	24” by 36”
Eureka Lane	Elbe Dr	left	Jefferson Co.		24” by 36”
Elbe Dr.	Gem Lane	left	Jefferson Co.		24” by 36”
Gem Lane	Hwy 361/ Old Culver Highway	right	ODOT		24” by 36”
1st Ave	C street	right	ODOT		18” by 24”
C st/Huber Ln	Feather Dr	right	Jefferson Co.		24” by 36”
Feather Dr	Fisch Ln	left	Jefferson Co.		24” by 36”
Fisch Ln	Jordan Road	left	Jefferson Co.		24” by 36”
Jordan Road	Mountain View Dr	right	Jefferson Co.		24” by 36”
Mountain View	SW Round Butte Rd	left	Jefferson Co.		24” by 36”
Mountain View	Belmont lane	right	Jefferson Co.		24” by 36”
Belmont lane	J street	straight	Madras		18” by 24”
J street	2nd street	left	Madras		18” by 24”
2nd street	Hwy 361/Old Culver highway	right	Madras		18” by 24”
D street	Highway 26/97	straight	Madras		18” by 24”

	southbound				
D street	7th	left	Madras		18” by 24”

Preservation and enhancement

- Work with the Historical Society to seek funding for the installation of an interpretive kiosk at Lena, and install access to potable water.
- Advocate and support inclusion of the Bikeway roadways on the priority list for paving, improving the surface from chip-seal.
- Expand the core group of Proponents working on the Bikeway by recruiting one person from the county planning office to act as liaison with the county. Recruit other organizations, such as historical societies and pedestrian and neighborhood groups that may share in some of the goals.
- Formally request that the county install bike lanes or larger shoulder on a section of the Bikeway.
- Work with the land manager to install potable water in a remote area on the Bikeway.
- Work with the county to ensure that the bikeway is included in the Transportation System Plan.

Outreach to Businesses

Businesses to be contacted the first year

Business	Who will contact
The Mountain Works bike shop	Anita Metlen
Independence Bed and Breakfast	Roger Yeates
The Grand Hotel	Anita Metlen
Mount Vernon Hostel	Mike Cosgrove

Anita and John will visit with the owner/manager of each business listed, with the purpose of informing the business of the Bikeway’s tourism draw, and will supply the description and talking points to the business and encourage it to use the bikeway to attract people to the business.

Each year before the cycling season, Anita and Joe will revisit each of the businesses to refresh their memory of the Bikeway. Revisits to those most interested or most actively marketing the Bikeway will be done in person. Other revisits will be done by phone or email.

Web action items

Proponent group member, Joe Webman, working with other volunteers, will:

- Post comments to Rideoregonride.com several times through the winter and every other week during the riding season.

- Inform Bicycle Coordinator of information for posting on www.oregonscenicbikeways.org

Marketing action items

- Supply DMOs, RMOs and the Bicycle Coordinator with high quality photos for use in promotional material.
- Plan a kickoff event the first year of the Bikeway or at the beginning of the riding season.
- Provide DMOs ideas for seasonal and timely stories of interest to cyclists.
- Have regular meetings/calls with DMO to find out what they need to promote the bikeway.

Ride description

The Grande Tour Scenic Bikeway in northeastern Oregon offers cycling opportunities for every rider. If you are an adventure cyclist seeking a challenging destination ride, try the entire 136-mile "figure-8" route, where you'll find plenty of rolling, winding country roads with low traffic volume. Other cyclists wanting a more leisurely trip can ride segments of the route near quaint village communities with the amenities you will need to make your ride fun, comfortable and memorable.

All riders will thrill to Oregon's Outback: stunning mountain vistas, clear streams and serene farmlands. The route will take you under the scented canopy of Ponderosa pine forests, beneath towering windmills and across sweeping sagebrush rangelands.
The Bikeway covers some of the same route traveled by pioneers on the Oregon Trail. Be a pioneer yourself as you discover beautiful Eastern Oregon. Watch for elk, bald eagles and pronghorn antelope. Enjoy pastoral views of cows and horses grazing. Explore a pioneer cemetery. Visit a world-famous bronze foundry. Reconnect with your soul.
Your ride begins at Riverside Park in La Grande, a community of 13,000 with convenient access to restaurants, motels, grocery stores and unique shops. The halfway point is historic Baker City, where you can refresh and spend a relaxing night enjoying excellent dining and accommodations, and treat yourself to an award-winning microbrew.

A different route brings you back to La Grande. Your wheels will sing under the big sky as miles of remote open road beckon and your cares melt away. Relax, inhale the fragrant sage and crank on! Bring water, though! It's a long way between towns out here.

Go home energized, renewed and ready to face your "other" life until your next cycling adventure!

Measuring bikeway effects

During visits to businesses we will ask if the business has seen an increase in bicyclists as customers. Any anecdotal stories will be recorded and forwarded to OPRD.

Cyclist categories

- Heritage traveler; those interested in covered bridges, historic buildings, pioneer history.
- Soft Adventurer, such as RV market, car campers, families, people who like riding bicycles.
- Adventure Cyclist, individuals and small groups that want the remote experience and physical challenges.

Electronic photos

Photos in jpg format will be sent to the Bicycle Coordinator

Final letters of support from <u>all</u> road jurisdictions

Oregon
John A. Kitzhaber, MD, Governor

Department of Transportation
Region 2
455 Airport Rd SE, Bldg B
Salem, OR 97301-5395
503-986-2600
FAX 503-986-2630

May 5, 2011

Alexandra Phillips, Bicycle Recreation Coordinator
Oregon Parks and Recreation Department
725 Summer Street, N.E.
Salem, OR 97301

Re: Three Sisters Scenic Bikeway Application – ODOT Letter of Support

Dear Ms. Phillips,

The Oregon Department of Transportation (ODOT) Region 2 is pleased to provide our support for the Three Sisters Scenic Bikeway Application and designation. In addition to the economic benefits of bicycle tourism, ODOT believes that promoting bicycling has positive health and transportation benefits as well. Tourism in Central Oregon encourages healthy lifestyles, and encouraging bicycling has the potential to reduce vehicular trips on the highway system.

We look forward to this action improving the regional, multi-modal connectivity between the Willamette Valley and Central Oregon. Please let us know if there is any way we can be of further assistance.

Sincerely,

Eryca McCartin
Region 2 Manager

Cc: via email: alexphillips@state.or.us
David_Blair@wyden.senate.gov
glenbates@bendcable.com

County Court of Grant County
Judge Mark R. Webb
Commissioner Scott W. Myers
Commissioner Boyd Britton

January 25, 2011

Alexandra Phillips
Bicycle Recreation Coordinator
725 Summer Street NE, Ste. C
Salem, OR 97301-0792

RE: Wild West Scenic Bikeway

Dear Oregon State Scenic Bikeway Committee,

The Grant County Court continues to support The Wild West Scenic Bikeway that loops in and about Grant County. It will pass Prairie City, Austin Junction, Galena, Long Creek, Monument, Kimberly, Dayville, Mount Vernon and John Day. It will include Grant County Road 20 that runs along the Middle Fork of the John Day River, from the new Bates State Park to State Highway 395.

The Scenic Bikeway will help increase tourism and recreation in the area and have a positive economic impact on area businesses. It will also expose people from outside the county to other new and exciting recreational opportunities as well as provide bikers with some of the best scenery and biking experiences to be found anywhere.

Sincerely,

Mark R Webb

Mark R. Webb
Grant County Judge

201 S. Humbolt St, Ste 280 Canyon City OR 97820 Phone 541-575-0059 Fax 541-575-0065

Records of Meetings

Saturday, July 9, 2011 REGION

East Oregonian Page 3A

Heppner hosts scenic bikeway meeting

HEPPNER — An upcoming public meeting will focus on designating a Blue Mountain Century Scenic Bikeway. The meeting is Monday from 5:30-6:30 p.m. at Heppner City Hall, 111 N. Main St.

The recommended bikeway consists of a 108-mile loop connecting Heppner, Ukiah and Vinson, and is one of nine routes that has been recommended for designation as the Oregon State Designated Scenic Bikeway. The bikeway program is a partnership between Cycle Oregon, Travel Oregon, the Oregon Department of Transportation and Oregon Parks and Recreation Department.

People are encouraged to attend the meeting to make comments and ask questions.

—*Tammy Malgesini*

H. After Designation

Once the bikeway is officially designated by the State Parks Commission the proponent group will begin to implement the goals in the bikeway plan. The proponent and OPRD will work with road jurisdictions to have signs installed and OPRD will post maps and other information to oregnoscenicbikweys.org in conjunction with postings on rideoregonride.com.

Annual review: Each fall the proponent group will complete an annual review using a form supplied by OPRD. The review is the opportunity to adjust goals and renew contact with governing bodies of the road jurisdictions.

I. Oregon Revised Statutes

RECREATION TRAILS

390.950 Short title. ORS 390.950 to 390.989 and 390.995 (2) may be cited as the Oregon Recreation Trails System Act. [1971 c.614 §1]

390.953 [1971 c.614 §2; 1989 c.904 §27; repealed by 2001 c.104 §134]

390.956 Policy. (1) In order to provide for the ever-increasing outdoor recreation needs of an expanding resident and tourist population and in order to promote public access to, travel within and enjoyment and appreciation of, the open-air, outdoor areas of Oregon, trails should be established both near the urban areas of this state and within, adjacent to or connecting highly scenic areas more remotely located.

(2) The purpose of ORS 390.950 to 390.989 and 390.995 (2) is to provide the means for attaining these objectives by instituting a system of recreation trails in this state, by designating certain trails as the initial components of that system, and by prescribing the methods of which, and standards according to which, additional components may be added to the system. [1971 c.614 §3]

390.959 Composition of trails system; establishment of markers. The system of Oregon recreation trails shall be composed of trails established as provided in ORS 390.962 and 390.965. The State Parks and Recreation Department, in consultation with appropriate federal, state and local governmental agencies and public and private organizations, shall establish a uniform marker for the system of Oregon recreation trails. [1971 c.614 §4]

390.962 Criteria for establishing trails; location; statutes authorizing trails for motorized vehicles unaffected. (1) Upon finding that such trails will meet the criteria established in ORS 390.950 to 390.989 and 390.995 (2) and such supplementary criteria as the State Parks and Recreation Department may prescribe, the department is encouraged and empowered to establish and designate Oregon recreation trails:

(a) Over lands owned by the State of Oregon, by the federal government or by any county, municipality or other local governmental body, with the consent of the state agency, federal agency, county, municipality or other local governmental body having jurisdiction over the lands involved; or

(b) Over lands owned by private persons, in the manner and subject to the limitations provided in ORS 390.950 to 390.989 and 390.995 (2).

(2) In establishing such trails, the department shall give special recognition to the need for the establishment of recreation trails in or near, or reasonably accessible to, urban areas. Upon the establishment of any such trail, the department shall designate the primary kind of trail it is to be, based upon the mode or modes of travel to be permitted on such trail, including one or more of the following:

(a) Footpath.

(b) Horseback riding trail.

(c) Bicycle path.

(3) Nothing in ORS 390.950 to 390.989 and 390.995 (2) affects any other statute authorizing trails for motorized vehicles which is not inconsistent with ORS 390.950 to 390.989 and 390.995 (2). [1971 c.614 §5]

390.965 Hearing required; information to be considered. (1) The State Parks and Recreation Department may establish trails after public meetings in the areas of the state where trails are planned and only in accordance with the following criteria:

(a) Emphasis shall be given to the development of trails across public lands.

(b) No trails shall cross private land occupied by a residential dwelling, or upon which a residential dwelling is under construction, within 300 feet of such residential dwelling, without the consent of the owner.

(c) Trails shall be selected to minimize the adverse effects on adjacent landowners or users and their operations.

(d) Development and management of trails shall be designed to harmonize with and complement any established forest, agricultural, or other use plan that is compatible with the purposes of ORS 390.950 to 390.989 and 390.995 (2).

(2) Before establishing a trail the department shall consider at a public meeting the following information:

(a) The proposed route of such trail (including maps and illustrations) and the recommended mode or modes of travel to be permitted thereon;

(b) The areas adjacent to such trails, to be utilized for scenic, historic, natural, cultural or developmental purposes;

(c) The characteristics that, in the judgment of the department, make the proposed trail suitable as an Oregon recreation trail;

(d) The current status of land ownership and current and potential use along the designated route;

(e) The estimated cost of acquisition of lands or interest in lands, if any;

(f) The plans for developing and maintaining the trail and the cost thereof;

(g) Any anticipated problems of policing the use of such trail and any anticipated hazards to the use of any privately owned lands adjacent to such trail; and

(h) The extent to which the state or its political subdivisions and public and private organizations might reasonably be expected to participate in acquiring the necessary lands and in the administration thereof. [1971 c.614 §6]

390.968 Selection of rights of way for trails. (1) The State Parks and Recreation Department shall select the rights of way for trails designated as Oregon Recreation Trails by ORS 390.962 (1)(a) and (b). Such rights of way shall be:

(a) Of sufficient width and so located as to protect natural conditions, scenic and historic features, and any primitive character of the trail area; to provide campsites, shelters, and related public-use facilities along trails in more remote areas; and to provide reasonable public access.

(b) Located to avoid, in so far as reasonably practicable, established highways, motor roads, mining areas, power transmission lines, existing commercial and industrial developments, range fences and improvements, private logging operations, and any other activities that would be incompatible with the protection of the trailside environment in its natural condition and the use of the trail for outdoor recreation.

(2) Notwithstanding subsection (1) of this section, it is recognized that in many instances (especially in urban areas and for some types of trails across or near private land) it may be advisable to locate segments of trails in or near existing rights of way for roads, highways, public utilities or telecommunications utilities, excluding power transmission lines; and it is recognized that trail rights of way on occasion may be located, or from time to time relocated, through, or adjacent to, lands used for private timber (including logging), agriculture, commercial or industrial operations and that such location or relocation of a trail right of way, of itself, shall not impose any limitation upon an otherwise lawful use of the adjacent private land except to the extent of the terms of any agreement with the private

landowner as provided in ORS 390.971 (1) and except as may be provided by any zoning ordinance, law or regulation.

(3) The location and width of an Oregon recreation trail right of way across federal lands under the jurisdiction of a federal agency shall be by agreement between that agency and the department.

(4) In selecting a right of way, the department shall endeavor to obtain the advice and assistance of the local governments, private organizations, landowners, the land users concerned, and the advisory council established under ORS 390.977.

(5) The department shall hold a public hearing in the area of the state where the selection of such right of way is to be made. Subject to ORS 390.971, after public hearing, the department may revise the location and width of a right of way from time to time as required by circumstances, with the consent of the head of any federal agency involved, and with such advice and assistance of the local governments, private organizations, landowners, land users, and the advisory council, as the department considers necessary or advisable. [1971 c.614 §7; 1987 c.447 §124]

390.971 Department duties and powers; rules. (1) Within the exterior boundaries of areas under its administration that are included in the right of way selected for an Oregon recreation trail as provided in ORS 390.950 to 390.989 and 390.995 (2), the State Parks and Recreation Department may do any of the following:

(a) Enter into written cooperative agreements with landowners, federal agencies, other state agencies, local governments, private organizations and individuals in order to provide for the development, operation, maintenance, location and relocation of the trail. Where the trail crosses commercial forestland, such agreement shall make reasonable provision for temporary relocation reasonably required for commercial forest management.

(b) Subject to limitations set forth in ORS 390.950 to 390.989 and 390.995 (2), acquire lands or interests in lands by donation, purchase with donated or appropriated funds or exchange, or with funds obtained under ORS 390.980.

(2) The department, in the exercise of its exchange authority, may accept title to any nonstate-owned property within a trail right of way, and, in exchange therefor, the department may convey to the grantor of such property any state-owned property under its jurisdiction or the jurisdiction of any state agency consenting to such exchange that the department or the applicable consenting state agency classifies as suitable for exchange or other disposal. The values of the properties so exchanged either shall be approximately equal or, if they are not approximately equal, the values shall be equalized by the payment of cash to the grantor or to the department or applicable consenting state agency as the circumstances require.

(3) If lands included in an Oregon recreation trail right of way are outside the exterior boundaries of state or federally administered areas, the department shall attempt, and any local governments involved shall be encouraged, to enter into written cooperative agreements with landowners, local government, private organizations and individuals in order to develop, administer and maintain the trails and to acquire, develop and administer such lands or interests therein. However, if the department or local governments fail or are unable to enter into such agreements or to acquire such lands or interests therein within one year after the selection of the right of way, the department may acquire private lands or interests therein by donation, exchange or purchase with donated or appropriated funds and may develop and administer such lands or interests therein. Exchanges shall be governed by the provisions of subsection (2) of this section.

(4) Oregon recreation trails shall be administered, protected, developed and maintained by the department, or as provided under subsection (1)(a) of this section, to retain their natural, scenic and historic features. Along trails in more remote areas, provision may be made for campsites, shelters and related public-use facilities. Other uses, including reasonable crossings for motor vehicles, public utilities and water pipes and ditches, that will not substantially interfere with the nature and purposes of the trails may be permitted or authorized, as appropriate. The use of motorized vehicles by the general public

along any such Oregon recreation trail is prohibited. However, the department shall authorize the use of motorized vehicles when, in its judgment, such vehicles are necessary to meet emergencies, trail construction and maintenance needs or to enable adjacent landowners or land users to have reasonable access to their lands or timber rights. The fact that private lands are included in an Oregon recreation trail by cooperative agreement of a landowner does not preclude the owner of such lands or agents of the owner from using motorized vehicles on or across such trails or adjacent lands from time to time in accordance with such agreement. Except to the extent otherwise provided by law, the state laws, rules and regulations applicable to lands or areas included in any Oregon recreation trail shall continue to apply. Nothing in ORS 390.950 to 390.989 and 390.995 (2) prohibits the use of roads existing on private lands on September 9, 1971, which may cross or traverse portions of the trail right of way, nor shall ORS 390.950 to 390.989 and 390.995 (2) prevent trails from crossing such roads.

(5) The department shall endeavor to induce agreements with appropriate state and federal agencies to provide for youth work projects to assist in the construction and maintenance of trails that are part of the Oregon recreation trails system.

(6) The department shall endeavor, when it considers such to be appropriate, to develop and enhance the educational values and opportunities of Oregon recreation trails. In this connection the department shall cooperate with schools, educators and other interested persons or groups in developing and utilizing techniques and materials to demonstrate to and inform the trail-using public of various scenic and natural features visible along or from such trails, including geological, botanical, historical, zoological and similar features.

(7) The department shall place and endeavor to maintain signs at such places as it considers appropriate along Oregon recreation trails advising users of the Oregon laws of criminal trespass and encouraging users to protect the trails and the rights and property of adjacent landowners.

(8) The department, with the concurrence of any federal agency administering lands through which an Oregon recreation trail passes, and after consultation with the local governments, private organizations and landowners that the department knows or believes to be concerned, and the advisory council established under ORS 390.977, may adopt rules that may be revised from time to time governing protection, management, use, development and administration of an Oregon recreation trail.

(9) The department, on lands not within a forest protection district, upon recommendation of the State Forester, shall have the authority to close trails during periods of high fire danger. The department shall also have the authority to close trails if it deems it necessary to protect the safety of the public.

(10) Notwithstanding the provisions of ORS chapter 477, forestland on which a fire exists that was caused by a person using, for recreational purposes, a trail established pursuant to ORS 390.950 to 390.989, shall not be considered an operation area as defined by ORS 477.001, if the fire did not start within an operation. [1971 c.614 §9; 1973 c.46 §7; 1983 c.740 §123; 1997 c.274 §37; 2003 c.14 §169]

390.974 Intergovernmental cooperation to obtain property for use in trail system. The State Parks and Recreation Department is authorized and encouraged to consult and to cooperate with any state, federal or local governmental agency or body and with any privately owned utility having jurisdiction or control over or information concerning the use, abandonment or disposition of roadways, utility rights of way or other properties suitable for the purpose of improving or expanding the Oregon recreation trails system in order to assure, to the extent practicable, that any such properties having value for Oregon recreation trail purposes may be made available for such use. [1971 c.614 §11]

390.977 Oregon Recreation Trails Advisory Council; members; appointment; terms; duties; expenses; officers; quorum; meetings. (1) There is established an Oregon Recreation Trails Advisory Council consisting of seven members, at least one from each congressional district in the state. However, not less than two of such members shall be from separate counties bordering upon the ocean shore. Members of the council shall be appointed by the State Parks and Recreation Commission and shall serve at the pleasure of the commission for terms of four years. Before the expiration of the term of a member, the commission shall appoint a successor. A member shall be eligible for reappointment. If

there is a vacancy for any cause, the commission shall make an appointment to become immediately effective for the unexpired term.

(2) The commission and the State Parks and Recreation Department shall consult with the council from time to time with respect to matters relating to Oregon recreation trails, including the designation and establishment of Oregon recreation trails, the selection of rights of way, the selection, erection and maintenance of markers along the trail routes and the administration of the trails.

(3) Members of the council shall serve without compensation, but the department may pay expenses as provided in ORS 292.495.

(4) The council shall select one of its members as chairperson.

(5) A majority of the members of the council constitutes a quorum for the transaction of business.

(6) The council shall meet at times and places specified by the call of the chairperson or a majority of the members of the council. [1971 c.614 §8; 1981 c.545 §7; 1991 c.257 §1]

390.980 Funds for purposes of ORS 390.950 to 390.989; acceptance and use of donated funds; indemnity to owners of land damaged by trail users. In addition to State of Oregon funds available for the purposes of ORS 390.950 to 390.989 and 390.995 (2), the State Parks and Recreation Department may use such portion of moneys made available to it by any federal agency which may be used for such purposes, including matching funds, as the department determines are necessary or desirable to carry out the purposes of ORS 390.950 to 390.989 and 390.995 (2). In addition to the foregoing, the department may receive and may encourage the receipt of donated funds or property from individuals, groups or organizations (including trail users) for specified or nonspecified uses in connection with the acquisition, development, maintenance and administration of Oregon recreation trails. The department if it considers it advisable, may provide under its rules and regulations, for the use of a portion of any such donated funds received for nonspecified purposes to grant to an owner of private land adjacent to an Oregon recreation trail, funds indemnifying such owner for damage clearly caused to the land of the owner, and property therein, by users of such trail and which such landowner has not been able to recover from the user causing such damage. [1971 c.614 §12]

390.983 Trail property tax assessment. For ad valorem tax purposes, real property that is subject to an easement, or a written cooperative agreement, for purposes of ORS 390.950 to 390.989 and 390.995 (2) shall be valued at its real market value, less any reduction in value caused by the easement or the written cooperative agreement, and assessed in accordance with ORS 308.232. The easement shall be exempt from assessment and taxation the same as any other property owned by the state. [1971 c.614 §13; 1981 c.804 §100; 1991 c.459 §395]

390.986 Injunctive relief for violation of ORS 390.950 to 390.989. The State Parks and Recreation Department has power to obtain injunctions against violations of any provisions of ORS 390.950 to 390.989 and any rules and regulations adopted under ORS 390.950 to 390.989 and agreements made under ORS 390.950 to 390.989. [1971 c.614 §14]

390.989 Eminent domain does not apply to department powers or duties under ORS 390.950 to 390.989. Any power of eminent domain otherwise vested in the State Parks and Recreation Department does not apply to any power or duty vested in the department by ORS 390.950 to 390.989. [1971 c.614 §16]

I. Administrative Rules
Division 9 Oregon Recreation Trails

736-009-0005 – Repeal

Stat. Auth.: ORS 390.971(8)
Stats. Implemented: ORS 390.950 - 390.962
Hist.: HC 1286, f. 12-19-72, ef. 1-1-73; 1 OTC 30, f. 7-5-74, ef. 7-25-74; PRD 7-2008, f. & cert. ef. 9-15-08

736-009-0006 – Oregon Recreation Trails

(1) The purpose of OAR 735-009-0005 to OAR 735-009-0030 is to establish the procedures and criteria that the Oregon Recreation Trails Advisory Council will use in recommending to the department the establishment and designation of Oregon Recreation Trails. Pursuant to the Oregon Recreation Trails System Act, ORS 390.950 to 390.989 and 390.995, the following categories are established:

(a) "Oregon Scenic Trails" may be comprised of routes that provide access to national, state, or regional resources of superlative quality and scenic splendor.

(b) "Oregon Regional Trails" may be comprised of routes that provide connections to communities, recreation sites or trail systems, and close-to-home recreational opportunities.

(c) "Oregon Scenic Bikeways" may be comprised of bicycle paths, designated transportation corridors, or a combination thereof. Oregon Scenic Bikeways may include route sections that are located in or near existing rights of way for roads or highways.

(2) The goals and objectives of the Oregon Recreation Trails Program are to:

(a) Provide recreation trails of superlative quality for the enjoyment and health of Oregonians and visitors;

(b) Showcase a standard for excellence in the routing, construction, maintenance, and marking consistent with each trail's character and purpose;

(c) Preserve and enhance Oregon Recreation Trails;

(d) Provide links to recreation sites and scenic, historic, natural, cultural resources along Oregon Recreation Trails; and

(e) Preserve and protect the natural landscape, scenic features, historic character, and recreation opportunities within the trail corridor.

(3) In furtherance of the goals and objectives established in section (2) of this rule, the department will:

(a) Follow the process and criteria established in this division for evaluating, designating, updating and maintaining Oregon Recreation Trails;

(b) Develop management strategies to preserve and enhance Oregon Recreation Trails;

(c) Create and provide public information resource materials on Oregon Recreation Trails, and

(d) Promote interest and support from local communities for creation, enhancement, and publicizing of local trails and recreation opportunities adjacent to or in close proximity to any Oregon Recreation Trails.

Stat. Auth.: ORS 390.971(8)
Stats. Implemented: ORS 390.956, 390.959, 0 - 390.962, 390.968, 390.971
Hist.:

736-009-0010 – Repeal

Stat. Auth.: ORS 184 & ORS 390.962
Stats. Implemented: ORS 390.950 - 390.962
Hist.: PR 6-1987, f. & ef. 7-8-87; PR 1-1989, f. & cert. ef. 3-1-89; PRD 7-2008, f. & cert. ef. 9-15-08

736-009-0015 – Repeal

Stat. Auth.: ORS 390.971(8)
Stats. Implemented: ORS 390.956, 390.959, 390.962, 390.968 & 390.971
Hist.: PRD 7-2008, f. & cert. ef. 9-15-08

736-009-0020 – Definitions

For purposes of this division, unless the context requires otherwise:

(1) "Agriculture/Forestry" means crops, wineries, vineyards, ranches, fisheries, orchards, nurseries, old-growth and reforested lands.

(2) "Amenities" may include potable water, lodging, camping, restrooms, bike shops, equipment storage, restaurants and grocery stores.

(3) "Commission" means the Oregon Parks and Recreation Commission.

(4) "Committee" means the eleven-member Scenic Bikeway Committee appointed by the director to recommend the establishment and designation of Oregon Scenic Bikeways to the department.

(5) "Council" means the Oregon Recreation Trails Advisory Council.

(6) "Department" means the Oregon Parks and Recreation Department.

(7) "Director" means the Oregon Parks and Recreation Director appointed under ORS 390.127.

(8) "Landform" means topography that becomes more interesting as it gets steeper or more massive, or more severely sculptured. Outstanding landforms may be monumental or artistic and subtle.

(9) "Landscape" means a combination of outdoor, manmade, natural, and agricultural features within a view shed.

(10) "Linear Route" means a route that progresses from a starting to an ending point. The beginning and end of a linear route do not meet, but may connect to another route or a destination point.

(11) "Loop Route" means a route that starts and ends at the same location or connects to another cycling route that returns to the starting point.

(12) "Natural Features" means non-manmade attractions including geologic formations, wildlife sites, waterfalls, lake basins, old-growth stands, and mountain meadows.

(13) "Oregon Recreation Trail" means any trail established and designated by the department pursuant to the Oregon Recreation Trails System Act.

(14) "Oregon Regional Trail" means any trail that connects communities, recreation sites or other trail systems and provides close-to-home recreational opportunities.

(15) "Oregon Scenic Bikeway" means a route designated for bicyclists under ORS 390.962.

(16) "Oregon Scenic Trail" means trails that provide access to and enjoyment of significant scenic natural views and features.

(17) "Bicycle Path" means a paved trail along a road or an independent right-of-way used by bicyclists, pedestrians, joggers, skaters, and other non-motorized travelers.

(18) "Paved" means a hard surface such as concrete, asphalt cement concrete (A/C) or other stable bituminous surface.

(19) “Proponent” means a group, organization, or individual who proposes the designation of an Oregon Recreation Trail.

(20) “Public Land” means any lands owned or leased by the federal government, this state or any political subdivision thereof.

(21) “Route” means a combination of streets and paths used to travel to destinations or in corridors for transportation or recreation.

(22) “Scenic” means an abundance and variety of aesthetically-pleasing manmade or natural elements along the route.

(23) “Trail Corridor” means the land associated with the use agreement, easement or right-of-way upon which the trail lies.

(24) “Unique” means relatively rare or unusual as applied to a resource or combination of features within a geographic region.

(25) “Vegetation” means forest, prairies, orchards, active farm cropland and tree farms with a variety of patterns, form and textures created by plant life, and small scale vegetation features that add striking and intriguing detail elements to the landscape.

(26) “Water” means ocean, rivers, lakes, streams, waterfalls, rapids, marshes, estuaries, bays, canals and harbors that add movement or serenity to a scene, or the degree to which water dominates the scene.

Stat. Auth.: ORS 390.124
Stats. Implemented: ORS 390.950 – 390.989
Hist.: PRD 7-2008, f. & cert. ef. 9-15-08

736-009-0021 – Establishing Oregon Scenic Trails

Pursuant to ORS 390.962(1), the department prescribes the criteria for the designation of Oregon Scenic Trails in this rule in addition to those provided in the Oregon Recreation Trails System Act, ORS 390.950 to 390.989 and 390.995(2).

(1) Oregon Scenic Trails will be comprised of routes that provide access to national, state, or regional resources of superlative quality and scenic splendor.

(2) Oregon Scenic Trails may be linear, loop, or a combination of linear and loop routes and shall generally meet these criteria:

(a) Scenic Trails will connect to other trails to the extent possible.

(b) Scenic Trails should be a minimum of one (1) mile in length.

(3) Pursuant to ORS 390.962(1), an Oregon Scenic Trail may be located:

(a) Over public land with the consent of each governmental entity having jurisdiction over the lands designated; or

(b) Over privately-owned lands in the manner of and subject to the limitations provided in ORS 390.950 to 390.989 and 390.995(2).

(4) Evaluation of Applications

(a) To be considered as an Oregon Scenic Trail, a Proponent must submit to the department a complete Oregon Scenic Trail Application form in the format specified by the department, including a detailed Trail Management Plan.

(b) The department will review each Oregon Scenic Trail application for completeness and eligibility, including whether the application adequately addresses the considerations provided in ORS 390.965(2). The department will provide all complete, eligible applications to the council. Incomplete or ineligible applications will be returned to the Proponents with an explanation of the deficiencies.

(c) The council will consider trails for designation based on the criteria provided in sections (1) to (3) of this rule and the Oregon Recreation Trails System Act, ORS 390.950 to 390.989 and 390.995(2).

(d) The council or designee shall conduct a field review of the proposed trail.

(e) The council shall score the trail against criteria established in the Oregon Recreation Trails System Act, ORS 390.950 through 390.989 and 390.995, and in this rule, including but not limited to:

(A) Emphasis on use of public lands,

(B) Minimizing adverse effects on adjacent landowners,

(C) Harmony with and complement to established forest, agricultural, or other use plans, and

(D) Any natural features, agriculture, forest, unusual or unique landforms, vegetation, water components, scenic beauty and interest, as well as amenities available to the route.

(f) Based on the application, field review, and scoring, the council shall determine if the trail qualifies to be recommended for designation as an Oregon Scenic Trail.

(g) If the council does not recommend designating the route as an Oregon Scenic Trail, it shall provide comments and recommendations to the Proponent. The Proponent may reapply to the council only after fully addressing the recommendations of the council.

(5) Designation Process:

(a) The council shall provide each recommendation for designation as an Oregon Scenic Trail to the director.

(b) The department shall hold public meetings on the recommended designation as provided in ORS 390.965(1).

(c) After the public meetings required in subsection (b), the director shall either:

(A) Submit the council's recommendation to the commission for approval or denial of the proposed Oregon Scenic Trail; or

(B) Request that the council provide further consideration of issues presented in the public meeting.

(6) Trail Management:

(a) The department will enter into written cooperative agreements with landowners, federal agencies, other state agencies, local governments, private organizations and individuals as necessary to ensure that the development, signing, operation, maintenance, location or relocation of the trail meet the Oregon Scenic Trail standards.

(b) The department shall evaluate each Oregon Scenic Trail at least once every five years. The department will provide the council an evaluation and inventory of the trail features. Upon review, the council may recommend:

(A) The trail be improved to meet the standards of state designation; or

(B) Removal of Oregon Scenic Trails designation when or if the trail no longer meets the criteria.

(c) Signing and Publication of Oregon Scenic Trails.

(A) Consistent with the requirements of ORS 390.959, the department will establish sign standards and coordinate sign placement for each trail the commission designates as an Oregon Scenic Trail.

(B) The department will publish on its web page and make available standardized route maps for all Oregon Scenic Trails.

Stat. Auth.: ORS 390.971(8)
Stat. Implemented: ORS 390.956, 390.959, 390.962, 390.968, 390.971
Hist.:

736-009-0022 – Establishing Oregon Regional Trails

Pursuant to ORS 390.962(1), the department prescribes the criteria in this rule in addition to those provided in the Oregon Recreation Trails System Act, ORS 390.950 to 390.989 and 390.995(2), for the designation of Oregon Regional Trails.

(1) Oregon Regional Trails may be comprised of recreational trails that provide connections to communities, recreation sites or trail systems, and close-to-home recreational opportunities.

(2) Oregon Regional Trails may be linear, loop, or a combination of linear and loop routes that connect communities or recreation sites and shall generally meet these criteria:

(a) Regional Trails connect communities or recreation resources to the extent possible.

(b) Regional Trails should be a minimum of five (5) miles in length.

(3) Pursuant to ORS 390.962(1), an Oregon Regional Trail may be located:

(a) Over public land with the consent of each governmental entity having jurisdiction over the lands designated; or

(b) Over privately-owned lands in the manner of and subject to the limitations provided in ORS 390.950 to 390.989 and 390.995(2).

(4) Evaluation of Applications

(a) To be considered as an Oregon Regional Trail, a Proponent must submit to the department a complete Oregon Regional Trail Application form in the format specified by the department, including a detailed Trail Management Plan.

(b) The department will review each Oregon Regional Trail proposal for completeness, including whether the application adequately addressees the considerations provided in ORS 390.965(2). The department will provide all complete, eligible applications to the council. Incomplete or ineligible applications will be returned to the Proponents with an explanation of the deficiencies.

(c) The council will consider trails for designation based on the criteria provided in sections (1) to (3) of this rule and the Oregon Recreation Trails System Act, ORS 390.950 to 390.989 and 390.995(2).

(d) The council or designee shall conduct a field review of the proposed route trail.

(e) The council shall score the trail against criteria established in the Oregon Recreation Trails System Act, ORS 390.950 through 390.989 and 390.995, and this rule, including but not limited to:

(A) Emphasis on use of public lands,

(B) Minimizing adverse effects on adjacent landowners,

(C) Harmony with and complement to established forest, agricultural, or other use plans, and

(D) Emphasis on connections to communities, recreation sites, or trail systems, and close-to-home recreational opportunities.

(f) Based on the application, field review, and scoring, the council shall determine if the trail qualifies to be recommended for designation as an Oregon Regional Trail.

(5) Designation Process:

(a) The council shall provide each recommendation for designation as an Oregon Regional Trail to the director.

(b) The department shall hold public meetings on the recommended designation as provided in ORS 390.965(1).

(c) After the public meetings required in subsection (b), the director shall either submit the council's recommendation to the commission for approval or denial of the proposed Oregon Regional Trail or request that the council provide further consideration of issues presented in the public meeting.

(6) Trail Management:

(a) The department will enter into written cooperative agreements with landowners, federal agencies, other state agencies, local governments, private organizations and individuals as necessary to ensure that the development, signing, operation, maintenance, location or relocation of the trail meet the Oregon Regional Trail standards.

(b) The department shall evaluate each Oregon Regional Trail at least once every five years. The department will provide the council an evaluation and inventory of the trail features. Upon review, the council may recommend:

(A) The trail be improved to meet the standards of state designation; or

(B) Removal of Oregon Regional Trail designation when or if the trail no longer meets the criteria.

(c) Signing and Publication of Oregon Regional Trails.

(A) Consistent with the requirements of ORS 390.959, the department will establish sign standards and coordinate sign placement for each trail the commission designates as an Oregon Regional Trail.

(B) The department will publish on its web page and make available standardized route maps for all Oregon Regional Trails.

Stat. Auth.: ORS 390.971(8)
Stats. Implemented: ORS 390.956, 390.959, 390.962, 390.968, 390.971
Hist.:

736-009-0025 – Oregon Scenic Bikeways Committee

(1) The director shall appoint a Scenic Bikeways Committee composed of 11 members. The committee shall include one representative each from:

(a) The department;

(b) Oregon Tourism Commission (dba Travel Oregon)

(c) Oregon Department of Transportation

(d) A Federal Lands Manager (U.S. Forest Service or Bureau of Land Management

(e) Oregon Association of Convention and Visitors Bureaus;

(f) Oregon Recreation Trails Advisory Council established pursuant to ORS 390.977;

(g) Oregon Bicycle and Pedestrian Advisory Committee established pursuant to ORS 366.112;

(h) Association of Oregon Counties;

(i) League of Oregon Cities;

(j) Representative of bicycle advocacy organization; and

(k) Citizen Representative.

(2) Members may serve two consecutive four-year terms on the committee. However, the director shall appoint the first committee members following the effective date of this rule to serve a two, three, or four-year term.

(3) The director shall appoint the chair from the committee membership, considering the recommendations of the committee.

(4) The committee shall meet at times and places specified by the call of the director.

(5) A majority of the members of the committee constitutes a quorum for the transaction of business.

(6) Function and Duties of Scenic Bikeways Committee:

(a) The committee shall evaluate proposed Oregon Scenic Bikeways against the criteria provided in OAR 736-009-0030 and the Oregon Recreation Trails System Act, ORS 390.950 to 390.989 and 390.995(2). The committee shall make a recommendation to the director on each application for a proposed Oregon Scenic Bikeway.

(b) The committee shall evaluate each Oregon Scenic Bikeway route at least once every five years. The department and Oregon Department of Transportation will provide the committee an inventory of the features of the route determined by riding a bike along the route. The committee may recommend that the department improve, remove, or reroute portions of a route no longer meeting the criteria for an Oregon Scenic Bikeway.

Stat. Auth.: ORS 390.971(8)
Stats. Implemented: ORS 390.956, 390.959, 390.962, 390.968 & 390.971
Hist.: PRD 7-2008, f. & cert. ef. 9-15-08

736-009-0030 – Establishing Oregon Scenic Bikeways

Pursuant to ORS 390.962(1), the department prescribes the criteria in this rule in addition to those provided in the Oregon Recreation Trails System Act, ORS 390.950 to 390.989 and 390.995(2), for the designation of Oregon Scenic Bikeways.

(1) Oregon Scenic Bikeways may be comprised of bicycle paths, designated transportation corridors or a combination thereof. Oregon Scenic Bikeways may include route sections located in or near existing rights-of-way for roads or highways.

(2) Oregon Scenic Bikeways may be linear, loop, or a combination of linear and loop routes that encompass national, state, or regional scenic resources and shall generally meet these criteria:

(a) Linear routes connect to each other and other designated routes to the extent possible.

(b) Linear routes should be a minimum of 40 miles in length.

(c) Loop routes encompass regional or local scenic, cultural or historic features.

(d) Scenic loop routes should be a minimum of five miles in length and should return the cyclist to the point of origin.

(e) Scenic loop routes may be established as connections to existing linear Oregon Scenic Bikeways or may be established as Oregon Scenic Bikeways in and of themselves.

(3) Pursuant to ORS 390.962(1), an Oregon Scenic Bikeway may be located:

(a) Over public land with the consent of each governmental entity having jurisdiction over the lands designated; or

(b) Over privately-owned lands in the manner and subject to the limitations provided in ORS 390.950 to 390.989 and 390.995(2).

(4) Evaluation of Applications

(a) To be considered as an Oregon Scenic Bikeway, a Proponent must submit to the department a completed Oregon Scenic Bikeway Application form in the format specified by the department, including a detailed Trail Management Plan.

(b) The department will review each Oregon Scenic Bikeway proposal for completeness, including whether the application adequately addressees the considerations provided in ORS 390.965(2). The

department will provide all complete, eligible applications to the committee. Incomplete or ineligible applications will be returned to the Proponents with an explanation of the deficiencies.

(c) The committee will consider routes for designation based on the criteria provided in sections (1) to (3) of this rule and the Oregon Recreation Trails System Act, ORS 390.950 to 390.989 and 390.995(2).

(d) The committee shall conduct a field review of the proposed route, to include a review conducted on bicycles by no less than three (3) members of the committee.

(e) The committee shall score the route against criteria established in the Oregon Recreation Trails System Act, ORS 390.950 through 390.989 and 390.995, and this rule, including but not limited to:

(A) Emphasis on use of public lands,

(B) Minimizing adverse effects on adjacent landowners,

(C) Harmony with and complement to established forest, agricultural, or other use plans, and

(D) Any natural features, agriculture, forest, unusual or unique landforms, vegetation, water components, scenic beauty and interest, as well as amenities available to the route.

(e) Based on the application, field review and scoring the committee shall determine if the route qualifies to be recommended for designation as an Oregon Scenic Bikeway.

(f) If the committee does not recommend designating the route as an Oregon Scenic Bikeway, it shall provide comments and recommendations to the Proponent. The Proponent may reapply to the committee only after fully addressing the recommendations of the committee.

(5) Designation Process:

(a) The committee shall provide each recommendation for designation as an Oregon Scenic Bikeway to the director.

(b) The department shall hold public meetings on the recommended designation as provided in ORS 390.965(1).

(c) The department will consult with the Oregon Recreational Trails Advisory Council as provided in ORS 390.977.

(d) After the public meetings required in subsection (b), and in consultation with the council, the director shall either:

(A) Submit the committee's recommendation to the commission for approval or denial of the proposed Oregon Scenic Bikeway; or

(B) Request that the committee provide further consideration of issues presented in the public meeting.

(6) Scenic Bikeway Management

(a) The department will enter into written cooperative agreements with landowners, federal agencies, other state agencies, local governments, private organizations and individuals as necessary to ensure that the development, signing, operation, maintenance, location or relocation of the trail meet the Oregon Scenic Bikeway Standards.

(b) The department shall evaluate each Oregon Scenic Bikeway at least once every five (5) years. The department will provide the committee an evaluation and inventory of the trail features. Upon review, the committee may recommend:

(A) The trail be improved to meet the standards of state designation; or

(B) Removal of Oregon Scenic Bikeway designation when or if the trail no longer meets the criteria.

(c) Signing and Publication of Oregon Scenic Bikeway.

(A) Consistent with the requirements of ORS 390.959, the department will establish sign standards and coordinate sign placement for all routes that the commission designates as an Oregon Scenic Bikeway.

(B) The department will publish on its web page and make available standardized route maps for all Oregon Scenic Bikeways.

Stat. Auth.: ORS 390.971(8)
Stats. Implemented: ORS 390.956, 390.959, 390.962, 390.968 & 390.971
Hist.: PRD 7-2008, f. & cert. ef. 9-15-08