



The City of Newport Bicycle and Pedestrian Advisory Committee will hold a meeting on Tuesday, May 12, 2015, at 5:30 P.M., in Conference Room A, in the Newport City Hall, 169 SW Coast Highway, Newport, Oregon 97365. A copy of the meeting agenda follows.

The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired, or for other accommodations for persons with disabilities, should be made at least 48 hours in advance of the meeting to Peggy Hawker, City Recorder 541.574.0613.

The Bicycle and Pedestrian Advisory Committee reserves the right to add or delete items as needed, change the order of the agenda, and discuss any other business deemed necessary at the time of the meeting.

CITY OF NEWPORT
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE MEETING
AGENDA

Tuesday, May 12, 2015
5:30 P.M. - Conference Room A - City Hall

- I. Call to Order
- II. Roll Call/Introductions
- III. Additions to Agenda (if any)
- IV. Public Comment
- V. Approval of Minutes - April 14, 2015
- VI. Review Table 3-3 of the Pedestrian and Bicycle Plan to Identify Completed Projects - Begin with Page 3-32 (15 Minutes)
- VII. Update on Priority Projects 2014/2015 Fiscal Year

- A. Fund the Following Three Priority Projects
 - 1. Trail - NW Nye Street to Oceanview Drive
 - 2. Trail Connecting Agate Beach Wayside Trail to Sidewalk on Highway 101 West Side
 - 3. Sidewalks from the Bayfront to the Hospital
 - B. Continue to Fund the Annual Installation of Sharrows
- VIII. Update on Priority Projects 2015/2016 Fiscal Year
- A. Update the Pedestrian and Bicycle Plan to Support the Long-Term Transportation Master Plan with the Goal of Making Newport a Bike/Pedestrian-Friendly City of Newport
 - B. Work with the City's Grant Consultant to Obtain Grants through Oregon Connect, Oregon Bicycle/Pedestrian Advisory Committee, and Other Sources
 - C. Procedural Review to Allow the City's Bicycle/Pedestrian Advisory Committee to Participate in 30% Review of Projects
 - D. Continue to Fund the Annual Installation of Sharrows
- IX. Review Current Staff Reports from the Community Development and Public Works Departments
- X. City Council Decision Regarding Sharrows on the Bridge - Discussion
- XI. Scenic Bike Routes - Discussion
- XII. Discuss Setting a Joint Meeting with the Wayfinding Committee by Identifying Topics of Mutual Interest
- XIII. Report on Bicycle and/or Pedestrian Accidents during April
- XIV. Committee Comments
- XV. Develop Next Agenda
- XVI. Confirm Next Meeting Date - June 9, 2015
- XVII. Adjournment

April 14, 2015
5:30 P.M.
Newport, Oregon

The City of Newport Bicycle/Pedestrian Committee met on the above date in Conference Room A of the Newport City Hall. In attendance were Susan Hogg, Marsha Eckelman, Chuck Forinash, and Geri Kern. Also in attendance was Council Liaison Mark Saelens, and Peggy Hawker, City Recorder/Special Projects Director.

ADDITIONS TO THE AGENDA

Saelens suggested adding a discussion of scenic bike routes and tie this into a discussion of the designation of historic trees.

APPROVAL OF MINUTES - MARCH 10, 2015

MOTION was made by Eckelman, seconded by Forinash, to approve the minutes of March 10, 2015 meeting, as presented. The motion carried unanimously in a voice vote.

A discussion ensued regarding the location of the recommended Big Creek Trail dog waste container. Saelens agreed to inquire at the upcoming Parks and Recreation Committee meeting.

REVIEW TABLE 3-3 OF THE PEDESTRIAN AND BICYCLE PLAN TO IDENTIFY COMPLETED PROJECTS

The Committee began its review of Table 3-3 of the Pedestrian and Bicycle Plan as follows:

1. NW 68th Street Undercrossing - *Not going to happen*,
2. Mid-Block, between 16th and 17th Streets - Add median, raised stop bars, appropriate signage, and striped continental crosswalk - *Completed*,
3. 13th Street - Add median, raised stop bars, appropriate signage, and striped continental crosswalk - *Not going to happen*,
4. 10th Street - Add median, raised stop bars, appropriate signage, and striped continental crosswalk - *Completed*,
5. 8th Street - Add median, raised stop bars, appropriate signage, and striped continental crosswalk - *Incomplete*,
6. 3rd Street/4th Street - Add median, raised stop bars, appropriate signage, and striped continental crosswalk - *Completed*,
7. 2nd Street (outside City Hall) - Add median, raised stop bars, appropriate signage, and striped continental crosswalk - *Not going to happen*,
8. SW Angle Street - Add curb extensions - *Completed*,
9. SW Lee Street - Add curb extensions - *Completed*,

10. SW Hurbert Street - Add curb extensions - *This is already a signalized intersection;*
11. SW Alder Street - Add curb extensions - *Completed;*
12. SW Neff Way - Add median, raised stop bars, appropriate signage, and striped continental crosswalk - *Incomplete;*
13. SW Abbey Street - Tighten the turning radius for vehicles, add marked crosswalks - *Completed;*
14. SW Bay Street - Tighten the turning radius for vehicles, add marked crosswalks - *Incomplete;*
15. Mid-block between S Bayley Street and SW Minnie Street - Add median, raised stop bars, appropriate signage, striped continental crosswalk, and curb extensions - *Completed.*

It was the consensus of the Committee to bypass the sidewalk projects at this time and begin the reviewing of bike lanes, beginning on 3-32, at the next meeting.

A discussion ensued regarding whether bike lanes were being discouraged in favor of sharrows. Kern noted that bike lanes aggravate motorists. Forinash suggested the possibility of removing parking on one side of a street to allow for bike lanes. Kern suggested encouraging the use of Nye Street rather than Highway 101. MOTION was made by Forinash, seconded by Hogg, to request the city's Public Works staff to develop a conceptual layout of a bike lane on Nye Street. The motion carried unanimously in a voice vote.

UPDATE ON PRIORITY PROJECTS 2014/2015 FISCAL YEAR

Hawker distributed copies of the preliminary design and cost estimates for the Agate Beach State Park to Highway 101 trail connector; NW Oceanview Drive to NW Nye Street multiuse path; and sidewalk and improvements on SW Harbor Way between Nye Street and the hospital on Abbey Street.

Forinash reported that the Bayfront Parking District had tentatively agreed to participate, at the \$40,000 level, in the construction of the sidewalk on SW Harbor Way. MOTION was made by Forinash, seconded by Hogg, to request city staff to engage in discussions with state parks staff regarding collaborative financing for the Agate Beach State Park to Highway 101 trail connector project. The motion carried unanimously in a voice vote.

It was noted that the City Council, at its next meeting, will be considering an intergovernmental agreement with ODOT to place sharrows on the Yaquina Bay Bridge.

It was noted that the MindMixer opportunity regarding the Ferry Slip Road and Coho/Brant projects is not on the city's website.

SCENIC BIKE ROUTES - DISCUSSION

A brief discussion ensued regarding the possibility of having a state scenic bike route designation in Newport. It was noted that this is an involved process and if the Committee wishes to proceed with this issue, planning must begin well in advance of the deadline. A

further, but brief, discussion ensued regarding the possibility of having a local scenic bike route designation. Information regarding the process of state designation of scenic bike routes will be provided to the Committee at an upcoming meeting.

HISTORIC/UNIQUE TREE DESIGNATION

It was noted that there is a Monterey Cypress tree at the Aquarium, and that there are possibly other historic/unique trees in the community. A brief discussion ensued designating the trees for viewing by tourists and locals. Forinash reported that Steve Wyatt, Executive Director of the Lincoln County Historical Society, had written an article about the history of the Monterey Cypress. It was reported that Tina, at the Oregon Coast Aquarium, would have time, in June, to work on interpretative signage for the tree.

DISCUSSION REGARDING SETTING A JOINT MEETING WITH THE WAYFINDING COMMITTEE

A discussion ensued regarding the possibility of setting a joint meeting with the Wayfinding Committee to discuss topics of mutual interest. Forinash suggested that one topic could be the installation of sharrows on the jetty road, and Kern suggested including walking routes on the wayfinding map. It was agreed to add this item to the next agenda to develop a list of discussion items on which to talk with the Wayfinding Committee.

COMMITTEE COMMENTS

Saelens noted that there is an ever-increasing population of citizens over the age of 65, and suggested that the plan of the future might incorporate motorized electric bikes, Segways, and motorized skateboards (for example).

ADJOURNMENT

Having no further business, the meeting adjourned at 7:10 P.M.



Agenda Item # VI.

Meeting Date May 12, 2015

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE AGENDA ITEM SUMMARY
City Of Newport, Oregon

Issue/Agenda Title Continued Review of Table 3-3 of the Pedestrian and Bicycle Plan to Identify Completed Projects

Issue Before the Committee: The issue before the Committee is the continued review of Table 3-3 of the Pedestrian and Bicycle Plan to identify completed projects.

Staff Recommendation: Spend 15 minutes at each meeting reviewing the table until this task is complete.

Proposed Motion: None.

Key Facts and Information Summary: The Committee suggested review Table 3-3 of the Pedestrian and Bicycle Plan to identify projects that had been completed; those that were no longer necessary or viable; and those that had been partially completed. The thought behind the task was that this could be completed prior to any update of the plan. The minutes from the meeting of April 14, 2015 identify the projects that were reviewed at that meeting. It was the consensus of the group to start the review on page 3-32.

Other Alternatives Considered: None.

Committee Goals: One of the priority projects, identified by the Committee, for the 2015/2016 fiscal year, was to update the Pedestrian and Bicycle Plan to support the long-term Transportation Master Plan with the goal of making Newport a bike/pedestrian friendly city. While funding may not be available to update the plan in the next fiscal year, completion of this component may simplify the update when it is ultimately completed.

Attachment List: Table 3-3 of the Pedestrian and Bicycle Plan.

Fiscal Notes: None.

Table 3-3. Recommended Pedestrian and Bicycle Projects

Newport Project Matrix					
Project	From - to	Description	Lead Responsibility	Priority (Tier 1, 2, 3)	Planning Level Cost Estimate (excluding property acquisitions and easements) ¹
US 101 Crossings					
NW 68 th Undercrossing	n/a	An undercrossing of US 101 at NW 68 th	ODOT / Newport	3	\$2,000,000
Mid-block between 16 th Street & 17 th Street	n/a	Add median, raised stop bars, appropriate signage, and striped continental crosswalk	ODOT / Newport	3	\$225,000
13 th Street	n/a	Add median, raised stop bars, appropriate signage, and striped continental crosswalk	ODOT / Newport	3	\$225,000
10 th Street	n/a	Add median, raised stop bars, appropriate signage, and striped continental crosswalk	ODOT / Newport	2	\$225,000
8 th Street	n/a	Add median, raised stop bars, appropriate signage, and striped continental crosswalk	ODOT / Newport	2	\$225,000
3 rd Street / 4 th Street	n/a	Add median, raised stop bars, appropriate signage, and striped continental crosswalk	ODOT / Newport	1	\$225,000
2 nd Street (outside City Hall)	n/a	Add median, raised stop bars, appropriate signage, and striped continental crosswalk	ODOT / Newport	1	\$225,000
SW Angle Street	n/a	Add curb extensions	ODOT / Newport	1	\$32,000
SW Lee Street	n/a	Add curb extensions	ODOT / Newport	1	\$32,000
SW Hurbert Street	n/a	Add curb extensions	ODOT / Newport	1	\$32,000
SW Alder Street	n/a	Add curb extensions	ODOT / Newport	1	\$32,000
SW Neff Way	n/a	Add median, raised stop bars, appropriate signage, and striped continental crosswalk	ODOT / Newport	2	\$225,000
SW Abbey Street	n/a	Tighten the turning radius for vehicles, add marked crosswalks.	ODOT / Newport	3	\$175,000
SW Bay Street	n/a	Tighten the turning radius for vehicles, add marked crosswalks.	ODOT / Newport	3	\$175,000
Mid-block between SW Bayley Street & SW Minnie Street	n/a	Add median, raised stop bars, appropriate signage, striped continental crosswalk, and curb extensions	ODOT / Newport	2	\$225,000



Newport Pedestrian and Bicycle Plan

Newport Project Matrix					
Project	From - to	Description	Lead Responsibility	Priority (Tier 1, 2, 3)	Planning Level Cost Estimate (excluding property acquisitions and easements) ⁴
Sidewalks					
NE Avery Street	US 101 to end of street	Construct sidewalk on west side of street	Newport	2	\$187,000
NE 71 st Street	NE Avery Street to NE Echo Ct	Construct sidewalk on south side of street	Newport	3	\$98,000
NE 70 th Street	NE Avery Street to fire access easement road	Construct sidewalk on north side of street	Newport	3	\$66,700
Fire Access Easement	NE 70 th Street to NE 71 st Street	Construct pedestrian accessway	Newport	3	\$15,000
US 101	NE Avery Street to Agate Beach Access Road	Construct sidewalk on west side of street	ODOT / Newport	3	\$595,000
NE 57 th Street	US 101 to NE Evergreen Lane	Construct sidewalk on south side of street	Newport	2	\$107,000
NE Evergreen Lane	End of street to NE 54 th Street	Construct sidewalk on west side of street	Newport	3	\$207,000
NE 54 th Street	NE Evergreen Lane to NE 56 th Street	Construct sidewalk north side of street	Newport	3	\$51,000
NE 56 th Street	NE 54 th Street to NE Lucky Gap Street	Construct sidewalk on east/south of street	Newport	3	\$72,000
NE Lucky Gap Street	NE 56 th Street to NE 57 th Street	Construct sidewalk on east side of street	Newport	3	\$46,000
NW 60 th Street	US 101 to end of street	Construct sidewalks on both sides of street	Newport	2	\$132,000
NW 58 th Street	US 101 to end of street	Construct sidewalks on both sides of street	Newport	2	\$190,000
NW 57 th Street	NW Gladys Street to end of street / NW Biggs Street to end of street	Construct sidewalk on south side of street	Newport	3	\$94,500
NW 56 th Street	US 101 Access Road to end of street	Construct sidewalk on south side of street	Newport	2	\$120,000
NW 55 th Street	US 101 to end of street	Construct sidewalk on north side of street	Newport	2	\$135,000
NW Rhododendron Street	NW 55 th Street to NW 60 th Street	Construct sidewalk on east side of street	Newport	2	\$87,000



3. Recommended Pedestrian and Bicycle Network

Newport Project Matrix					
Project	From - to	Description	Lead Responsibility	Priority (Tier 1, 2, 3)	Planning Level Cost Estimate (excluding property acquisitions and easements) ¹
NW Biggs Street	NW 56 th Street to NW 60 th Street	Construct sidewalks on both side of street	Newport	2	\$131,000
NW Gladys Street	NW 56 th Street to NW 60 th Street	Construct sidewalks on west side of street	Newport	3	\$76,000
NW Lighthouse Drive	US 101 to end of street	Construct sidewalks on north side of street	Newport	3	\$285,000
NE Hamey Street	US 101 to NE Big Creek Road	Construct sidewalks on south side of street	Newport	2	\$178,000
NE Lakewood Drive	NE Hamey Street to end of street	Construct sidewalk on one side of street	Newport	2	\$160,000
NE Crestview Drive	NE 20 th Street to end of street	Complete sidewalk gaps on west side of street	Newport	3	\$29,000
NE Crestview Place	NE 20 th Street to end of street	Construct sidewalks on west side of street	Newport	3	\$53,000
NE 20 th Place	NE 20 th Street to end of street	Construct sidewalks on south side of street	Newport	3	\$52,000
NE Douglas Street	NE 20 th Place to end of street	Construct sidewalks on west side of street	Newport	3	\$50,000
NW Oceanview Drive	US 101 to NW Spring Street	Construct sidewalks on west side of street	Newport	3	\$420,000
NW Spring Street	NW Oceanview Drive to NW 8 th Street	Construct sidewalks on west side of street	Newport	2	\$88,000
NW 8 th Street	NW Spring Street to NW Coast Street	Construct sidewalks on north side of street	Newport	2	\$27,000
NW 15 th Street	NW Oceanview Drive to NW Grove Street	Construct sidewalks on south side of street	Newport	3	\$58,000
NW 12 th Street	NW Spring Street to just east of NW Nye Street	Construct sidewalks on south side of street	Newport	2	\$74,000
NW 11 th Street	NW Spring Street to US 101	Complete sidewalk gaps on both sides of the street	Newport	1	\$111,000
NW 10 th Street	NW Spring Street to NW Nye Street	Construct sidewalk on south side of street	Newport	2	\$67,000
NW 6 th Street	NW Coast Street to NW Nye Street	Construct sidewalks on both sides of street	Newport	1	\$184,000
NW 3 rd Street	NW Herbert Street to US 101	Complete sidewalk gaps on north side of street	Newport	1	\$81,000
NE 12 th Street	US 101 to NE Benton Street	Complete sidewalk gaps on south side of street	Newport	1	\$51,000
NE 8 th Street	US 101 to NE Eads Street	Construct sidewalks on one side of the street	Newport	2	\$107,000



Newport Pedestrian and Bicycle Plan

Newport Project Matrix					
Project	From to	Description	Lead Responsibility	Priority (Tier 1, 2, 3)	Planning Level Cost Estimate (excluding property acquisitions and easements) ¹
NE 7 th Street	US 101 to NE Eads Street	Construct sidewalks on one side of the street	Newport	1	\$107,000
NE Jeffries Place	NE 7 th Street to end of street	Construct sidewalks on west side of street	Newport	3	\$33,000
NE 7 th Drive	NE 7 th Street to end of street	Construct sidewalks on west side of street	Newport	3	\$80,000
NE 6 th Street	NE 7 th Drive to end of street	Construct sidewalks on south side of street	Newport	3	\$84,000
NE 4 th Street	US 101 to NE Douglas Street	Construct sidewalks on both sides of the street	Newport	1	\$145,000
NE 3 rd Street	NE Eads Street to NE Harney Street	Complete sidewalk gaps on both sides of street	Newport	1	\$117,000
NE 2 nd Street	US 101 to NE Eads Street	Complete sidewalk gaps on both sides of street	Newport	2	\$106,500
SE 1 st Street	US 101 to SE Douglas Street	Construct sidewalks on south side of street	Newport	1	\$89,000
SE 2 nd Street	SE Benton Street to SE Douglas Street	Construct sidewalks on south side of street	Newport	1	\$39,000
SE Benton Street	SE 1 st Street to US 20	Construct sidewalks on west side of street	Newport	1	\$15,000
SE Coos Street	SE 2 nd Street to US 20	Construct sidewalk on west side of street	Newport	2	\$33,000
SE Douglas Street	SE 2 nd Street to US 20	Construct sidewalk on west side of street	Newport	2	\$33,000
SE 2 nd Street	SE Fogarty Street to SE Harney Street	Construct sidewalks on south side of street	Newport	1	\$38,000
SE 4 th Street	SE Fogarty Street to SE Harney Street	Construct sidewalks on south side of street	Newport	1	\$38,000
SE Harney Street	SE 4 th Street to SE 2 nd Street	Construct sidewalks on east side of street	Newport	1	\$33,000
Bay Blvd	Length of street	Complete sidewalk gaps on both side of street	Newport	2	\$157,500
SW Hatfield Drive	SW Bay Blvd to SW 10 th Street	Construct sidewalks on west side of street	Newport	3	\$57,000
SW Harbor Drive	SW Bay Street to SW 11 th Street	Construct sidewalks on west side of street	Newport	1	\$43,500
SW Neff Way / SW Alder Street	US 101 to SW 2 nd Street	Construct sidewalks on both sides of street	Newport	1	\$143,000
SW 7 th Street	SW Alder Street to SW Elizabeth Street	Construct sidewalks on north side of street	Newport	2	\$152,000
SW Elizabeth Street	SW Government Street to SW Abbey Street	Construct sidewalk on west side of street	Newport	1	\$121,000



3. Recommended Pedestrian and Bicycle Network

Newport Project Matrix					
Project	From - to	Description	Lead Responsibility	Priority (Tier 1, 2, 3)	Planning Level Cost Estimate (excluding property acquisitions and easements) ¹
SW Government Street / Yaquina State Park	Yaquina State Park	Construct sidewalk adjacent to road through park	State Parks / Newport	3	\$116,000
SE OSU Drive	SE 26 th Street to end of street	Construct sidewalks on both sides of street	Newport	2	\$210,000
SE OSU Drive	SW Abalone Street to SE Ferry Slip Road	Construct sidewalks on north side of street	Newport	2	\$67,500
SE Ferry Slip Road	SE 29 th Street to SE OSU Drive	Construct sidewalks on west side of street	Newport	1	\$91,000
SW Abalone Street	SE OSU Drive to US 101	Construct sidewalks on west side of street	Newport	1	\$100,000
SW Brant Street	SW Abalone Street to end of street	Construct sidewalks on west side of street	Newport	1	\$91,000
SE 35 th Street	SE Ferry Slip Road to end of street	Construct sidewalk on one side of street	Newport	1	\$337,500
US 101	SE Ash Street to South Beach State Park	Construct sidewalk on west side of road	ODOT / Newport	3	\$250,000
US 101	SW Abalone Street to SE 32 nd Street	Construct sidewalk on west side of road	ODOT / Newport	2	\$32,000
SE Fogarty Street	US 20 to SE Bay Blvd	Construct sidewalk on east side of street	Newport	2	\$93,000
NE 36 th Street	US 101 to NE Hamey Street	Construct sidewalk on one side of street	Newport	2	\$114,000
NE 10 th Court	NE Eads to NE Benton Street	Construct sidewalks on both sides of street	Newport	2	\$100,000
NE 10 th Street	NE Benton Street to US 101	Construct sidewalks on both sides of street	Newport	2	\$105,000
NE 5 th Street	NE Benton Street to NE Eads Street	Construct sidewalks on both sides of street	Newport	2	\$106,000
NE Fogarty Street	US 20 to NE 3 rd Street	Construct sidewalks on both sides of street	Newport	2	\$95,000
SE Moore Drive	Bay Boulevard to SE 2 nd Street	Construct sidewalk on west side of road	Newport	2	\$106,000
SE 2 nd Street	SE Moore Drive west	Construct sidewalks on both sides of street	Newport	2	\$19,000
SE 5 th	SE Moore Dr to SE Fogarty St	Construct sidewalks on both sides of the street	Newport	2	\$150,000
San Bay-O Circle	Proposed connection to Crestview to proposed connection to Chambers Ct	Construct sidewalk along one side of street from proposed connection to Crestview and to Chambers Court	Newport	2	\$41,000



Newport Pedestrian and Bicycle Plan

Newport Project Matrix					
Project	From - to	Description	Lead Responsibility	Priority (Tier 1, 2, 3)	Planning Level Cost Estimate (excluding property acquisitions and easements) ¹
Sidewalks and Bike Lanes					
NW Nye Street	NW 15 th Street to SW 2 nd Street	Construct bicycle lanes on both sides of street and complete sidewalk gaps on east side of street	Newport	1	\$166,000
NE Benton Street / NE Coos Street	NE 12 th Street to US 20	Construct bicycle lanes and sidewalks on both sides of street	Newport	2	\$439,000
NE 7 th Street	NE Eads Street to NE 6 th Street	Construct bicycle lanes and sidewalks on both sides of street and sidewalks on south side of street	Newport	1	\$180,000
NE Harney Street	US 20 to NE 3 rd Street	Construct bicycle lanes and sidewalks on both sides of street and sidewalks on south side of street	Newport	2	\$77,000
US 20	NE Harney Street / SE Moore Drive to US 101 intersection	Construct bicycle lanes and fill in sidewalk gaps on both sides of street	ODOT / Newport	2	\$47,000
SE Bay Blvd	SE Moore Drive to SE Vista Drive	Construct bicycle lanes and sidewalks as described in ODOT grant application	Newport	1	The city has received grant monies
SW 10 th Street	SW Hatfield Drive to SE 2 nd Street	Stripe bicycle lanes on south side of street and fill in sidewalk gaps on both sides of street	Newport	2	\$38,000
SW 2 nd Street	SW Nye Street to SW Coast Street	Stripe bicycle lanes on both sides of the street and complete sidewalk gaps on north side of the street	Newport	3	\$61,000
SW Naterlin Drive	SW Bay Street to US 101	Construct bicycle lanes and sidewalks on south side of street	Newport	2	\$94,000
Bicycle Lanes					
SW Canyon Way	SW Fall Street to SW 9 th Street	Construct bicycle lane on east side of street	Newport	3	\$9,000
US 101	Yaquina Bay Bridge to South Beach State Park Access	Stripe bicycle lanes on both sides of street	ODOT	3	\$54,000
West Olive	US 101 to SW Elizabeth St	Stripe bicycle lanes on both sides of street	Newport	2	\$20,000



3. Recommended Pedestrian and Bicycle Network

Newport Project Matrix					
Project	From - to	Description	Lead Responsibility	Priority (Tier 1, 2, 3)	Planning Level Cost Estimate (excluding property acquisitions and easements) ¹
New Boat Launch Pathway	OSU Drive to New Boat Launch	Designate bike and pedestrian lane on access road on Northern edge of parking lot	Port	3	\$9,000
Shared Roadways / Bicycle Boulevards					
Oregon Coast Bicycle Route	US 101 to Yaquina Bay Bridge	Implement Level 1 and 2 bicycle boulevard applications (signage, pavement markings)	Newport	2	\$7,000
NE Harney Street	US 101 to NE Big Creek Road	Implement Level 1 and 2 bicycle boulevard applications (signage, pavement markings)	Newport	3	\$1,500
11 th Street	NW Spring Street to NE Eads Street	Implement Level 1 and 2 bicycle boulevard applications (signage, pavement markings)	Newport	1	\$1,500
6 th Street	NW Coast Street to NE Eads Street	Implement Level 1, 2, and 3 bicycle boulevard applications (signage, pavement markings, intersection treatments)	Newport	1	\$1,700
NW 3 rd Street / NE 4 th Street	NW Coast Street to NE Eads Street	Implement Level 1, 2, and 3 bicycle boulevard applications (signage, pavement markings, intersection treatments)	Newport	2	\$2,300
SW 7 th Street	SW 2 nd Street to SW Elizabeth Street	Implement Level 1 and 2 bicycle boulevard applications (signage, pavement markings)	Newport	2	\$1,500
SW 10 th / 9 th Street	SE 2 nd Street to SW Bay Street	Implement Level 1, 2, and 3 bicycle boulevard applications (signage, pavement markings, intersection treatments)	Newport	1	\$2,200
SW Canyon Way / SW Hubert Street	SW Bay Blvd to NW 8 th Street	Implement Level 1, 2, and 3 bicycle boulevard applications (signage, pavement markings, intersection treatments)	Newport	1	\$1,900
SW Bay Street	SW 9 th Street to SW 12 th Street	Implement Level 1 and 2 bicycle boulevard applications (signage, pavement markings)	Newport	1	\$400
SW 10 th Street / SW 12 th Street	SW Bay Street to US 101	Implement Level 1 and 2 bicycle boulevard applications (signage, pavement markings)	Newport	1	\$700
Bay Blvd	SW Naterin Drive to SE Moore Drive	Implement Level 1 and 2 bicycle boulevard applications (signage, pavement markings)	Newport	2	\$2,500
South Beach State Park	US 101	Implement Level 1 and 2 bicycle boulevard applications (signage, pavement markings)	Newport	3	\$2,300
NE Eads Street	US 20 to NE 12 th Street	Implement Level 1, 2, and 3 bicycle boulevard applications (signage, pavement markings, intersection treatments)	Newport	1	\$15,000



Newport Pedestrian and Bicycle Plan

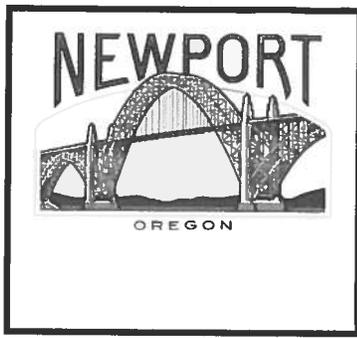
Newport Project Matrix					
Project	From - to	Description	Lead Responsibility	Priority (Tier 1, 2, 3)	Planning Level Cost Estimate (excluding property acquisitions and easements) ¹
SE Moore Drive	Bay Blvd to US 20	Implement Level 1 and 2 bicycle boulevard applications (signage, pavement markings)	Newport	1	\$1,000
OSU Drive	US 101 to end	Implement Level 1 and 2 bicycle boulevard applications (signage, pavement markings)	Newport	1	\$2,000
SW 26 th Street	US101 to west of town	Implement Level 1 and 2 bicycle boulevard applications (signage, pavement markings)	Newport	2	\$500
Old Boat Launch access	US 101 to old boat launch	Implement Level 1 and 2 bicycle boulevard applications (signage, pavement markings)	Newport	3	\$14,000
Shared-use Paths					
NE Big Creek Road	NE Harney Street to NE 12 th Street	Construct a shared-use path along the NE Big Creek right-of-way	Newport	2	\$440,000
SE 2 nd Street Bridge	Se Douglas Street to SE Fogarty Street	Construct a non-motorized shared-use bridge over the existing ravine to provide a more direct connection to Yaquina View Elementary School from the nearby residential areas	Newport	3	\$1,500,000 - \$3,000,000
Yaquina Bay Bridge	Bridge	Provide a dedicated travel space for bicyclists and pedestrians	Newport	3	\$15,000,000-\$20,000,000
North Jetty Trail	SW Naterlin Drive to north jetty	Construct a shared-use path out the north jetty	Newport	1	\$780,000
South Jetty Trail	SW 26 th Street to south jetty	Construct a shared-use path out along the south jetty	Newport / Oregon State Parks	2	\$450,000
San-Bay-O Connection	San-Bay-O Circle to NE Crestview	Construct a shared-use path connection, requires an easement over private property. Exact location uncertain.	Newport	2	\$35,000
Route to Main Shopping Area	NE Chambers Ct to Frank Wade Park and Park to San-Bay-O Circle	Construct a shared-use path connecting to main shopping area	Newport	1	\$82,000
Path across old RV park	SE Pacific Way to OSU Drive	Improve pathway through RV park, route pedestrians off blind corner at SE Pacific Drive and OSU Drive	Newport	1	\$500
Estuary Trail Access	SE 35 th Street to Chestnut Street	Provide a dedicated travel space for bicyclists and pedestrians as an alternative to Idaho Point Road	Newport	2	\$175,000



3. Recommended Pedestrian and Bicycle Network

Newport Project Matrix					
Project	From - to	Description	Lead Responsibility	Priority (Tier 1, 2, 3)	Planning Level Cost Estimate (excluding property acquisitions and easements) ⁴
Connector to OCCC	SE 35 th to OCCC	Provide a dedicated travel space for bicyclists and pedestrians	Newport	2	\$450,000
Ash Extension	Ash Street end to SE 35 th	Provide a dedicated travel space for bicyclists and pedestrians along railway right-of-way		2	\$191,000
Connector to US 101 Stairways	US 101 to SW 26 th and SW 27 th Avenues	Provide access to US 101 stairways	Newport	1	\$79,000
Connector to US 101 Bridge	SW 26 th (South Jetty Road) to US 101 Bridge	Continues to the improvements on the east side of the US 101 bridge to OSU Drive	Newport	2	\$60,000
Development of SW Coho Street	South Jetty Road to SW 30 th Street	Provides pedestrian access on unimproved road	Newport	2	\$99,000
Connector - SW 29 th Street or SW 30 th Street	State Park and South Beach neighborhood	Links into State Park trail system	Newport	1	\$35,000
Connector	SW 26 th to State Park	Links into State Park trail system	Newport	1	\$83,000
Connector	State Park to South Shore	Links into State Park trail system	Newport	2	\$156,000
Connector	South Shore to Airport	Links State Park trail system to airport	Newport	3	\$869,000
Yaquina Bay Estuary Trail Extension	Yaquina Bay Trail to SE 35 th Street	Extends existing trail	Newport	1	\$321,000
NW Coast Street	NW 8 th to NW 11 th	Provide bicycle and pedestrian improvements over existing gravel road	Newport	2	\$113,000
Nye Street	NW 15 th and Nye St to NW 18 th and Oceanview	Construct shared use path connecting Nye to Oceanview	Newport	2	\$110,000





Agenda Item # VII.

Meeting Date May 12, 2015

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE AGENDA ITEM SUMMARY
City Of Newport, Oregon

Issue/Agenda Title Update on Priority Projects - 2014/2015 Fiscal Year

Issue Before the Committee: The issue before the Committee is a status review of the priority projects identified by the Committee for the 2014/2015 fiscal year.

Staff Recommendation: None.

Proposed Motion: None.

Key Facts and Information Summary: For the 2014/2015 fiscal year, the Committee identified the following priority projects:

1. Trail from NW Nye Street to Oceanview Drive;
2. Trail connecting the Agate Beach Wayside Trail to the sidewalk on the west side of Highway 101 at the Agate Beach Best Western;
3. Sidewalks from the Bayfront to the hospital;
4. Continuation of funding for sharrow installation.

At the last Committee meeting, the Committee received copies of the preliminary concepts and costs associated with priority projects 1 - 3 above. The proposed budget includes funding, from the transient room tax fund, for the trail connecting the Agate Beach Wayside Trail to the sidewalk on the west side of Highway 101 at the Agate Beach Best Western. It also includes funding for the sidewalk from the Bayfront to the hospital, with \$40,000 allocated from the Bayfront Parking District, and \$41,675 allocated from the transient room tax fund. However, funding is contingent upon budget approval, and the budget process will be underway by the time of this meeting.

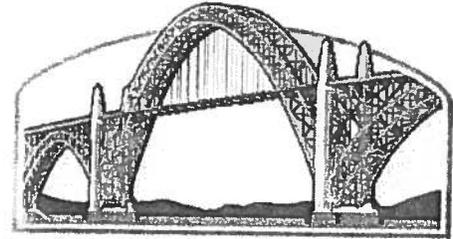
Other Alternatives Considered: None at this time.

Committee Goals: These are all Committee goals for the 2014/2015 fiscal year.

Attachment List: Capital construction project information on projects 1 - 3 identified above.

Fiscal Notes: If approved, the fiscal impact for project 2 (above) would be \$29,120; and project 3 (above) would be \$81,575.

MEMO



Date: February 3, 2015
To: Tim Gross, Public Works Director/City Engineer
From: Olaf Sweetman, Assistant City Engineer
Re: **Concept cost estimate for SW Harbor Way Sidewalk and Improvements**

A Pedestrian/Bicycle Committee priority project is to construct sidewalk along SW Harbor Way, which would connect existing sidewalks at SW 11th St and SW 13th St. This memo presents a potential project concept and associated cost estimate.

First, please refer to the included concept plan. The concept places new sidewalk on the west side of SW Harbor Way, due to property line encroachment on the east side. It also includes sidewalk at SW 11th St and SW 13th St, with ADA ramps and marked crosswalks at both crossings.

The concept would also realign the intersection at SW 13th St. Existing pavement, curb, and sidewalk would be removed for the new alignment. New curb and two catch basins would be constructed, and concrete driveways extended to match the new alignment.

Next, please refer to the included cost estimate. For purposes of this cost estimate, I've made the following assumptions:

- The project cost would exceed \$50,000, which would trigger BOLI Prevailing Wage Rates.
- Two fire hydrants would be relocated by the City at no cost to the project.
- There would be no other utility conflicts or they would be resolved at no cost to the project.
- No retaining wall would be needed.
- Engineering services (survey, design, bidding, construction management) would be provided by the City at no cost to the project.
- Soil fill and landscaping behind the new curb at SW 13th St would be provided by the City at no cost to the project.

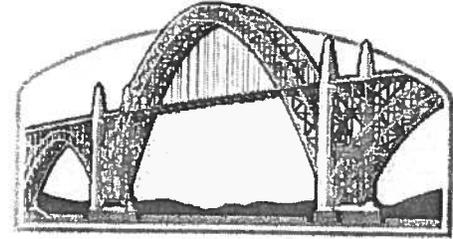
Concept Cost Estimate

SW Harbor Way Sidewalk and Improvements

<u>Item</u>	<u>Unit</u>	<u>Est. Quantity</u>	<u>Est. Unit Price</u>	<u>Total Price</u>	<u>Notes</u>
Mobilization, Traffic Control, and Erosion Control	LS	1	\$6,000.00	\$6,000	
Remove Existing Pavement/Curb/Sidewalk	SY	400	\$10.00	\$4,000	
Grading - remove and dispose material	CY	200	\$30.00	\$6,000	Slope behind sidewalk to be cut back
Base Aggregate	TN	100	\$40.00	\$4,000	
6' wide Concrete Sidewalk	SY	500	\$40.00	\$20,000	
ADA Ramp	EA	4	\$1,200.00	\$4,800	
Concrete Curb	LF	350	\$25.00	\$8,750	
Post-type Curb for back of sidewalk	LF	200	\$20.00	\$4,000	Helps retain slope behind sidewalk
Concrete Driveway	SY	40	\$50.00	\$2,000	
Asphalt Patch	SY	50	\$40.00	\$2,000	
Striping - new crosswalk	EA	2	\$600.00	\$1,200	
Catch Basin	EA	2	\$1,500.00	\$3,000	
Storm Main	LF	60	\$60.00	\$3,600	
Connect to existing manhole	EA	2	\$500.00	\$1,000	

Total Est. Cost: \$62,750
 + 10% Contingency: \$6,275
 Round to nearest \$1,000: \$69,025
Official Est. Cost: \$69,000

MEMO



Date: February 3, 2015
To: Tim Gross, Public Works Director/City Engineer
From: Olaf Sweetman, Assistant City Engineer
Re: **Concept cost estimate for Agate Beach State Park to US-101 Trail Connector**

A Pedestrian/Bicycle Committee priority project is to connect the paved trail in Agate Beach State Park with the sidewalk located between US-101 and Walmart, which currently terminates at the Best Western Plus Agate Beach Inn. This memo presents a proposed project concept and associated cost estimate.

First, please refer to the included concept plan. The concept places a 6-foot-wide stairway for the trail connector. Stairs are needed due to steep terrain in this area. The average grade of the trail connector would be 20-25%. The stairway could either be surfaced in concrete or gravel. Concrete is expected to be cost-competitive due to the labor needed to place gravel. The project concept also includes a concrete landing, marked crosswalk, new curb for directing runoff away from the slope, and modification of the existing guardrail.

This project would require the permission of ODOT and possibly Oregon State Parks, as it would be located within ODOT right-of-way.

Next, please refer to the included cost estimate. For purposes of this cost estimate, I've made the following assumptions:

- No retaining wall would be needed.
- Engineering services (survey, design, bidding, construction management) would be provided by the City at no cost to the project.
- Existing boundary fencing for the State Park would be modified at negligible cost to the project.
- No other cost items would be required by ODOT or Oregon State Parks.

Concept Cost Estimate

Agate Beach State Park to US-101 Trail Connector

<u>Item</u>	<u>Unit</u>	<u>Est. Quantity</u>	<u>Est. Unit Price</u>	<u>Total Price</u>	<u>Notes</u>
Modify Guardrail	LF	25	\$60.00	\$1,500	
Striping - new crosswalk	EA	1	\$800.00	\$800	

Alternative 1 (Concrete Stairway)

Mobilization, Traffic Control, and Erosion Control	LS	1	\$3,000.00	\$3,000	
Base Aggregate	TN	10	\$400.00	\$4,000	
6-foot wide Concrete Stairway	SF	900	\$10.00	\$9,000	Price is high due to labor
Concrete Landing	EA	1	\$800.00	\$800	
Concrete Curb	LF	35	\$30.00	\$1,050	

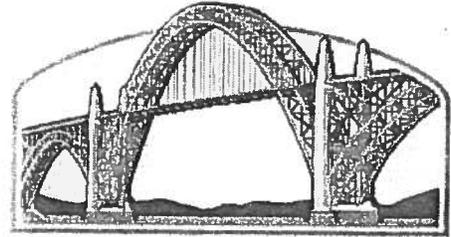
Total Est. Cost: \$20,150
 + 20% Contingency: \$4,030
 Round to nearest \$1,000: \$24,180
Official Est. Cost (Concrete): \$24,000

Alternative 2 (Gravel Stairway)

Mobilization, Traffic Control, and Erosion Control	LS	1	\$4,000.00	\$4,000	
6-foot wide Gravel Stairway	SF	900	\$15.00	\$13,500	
Concrete Landing	EA	1	\$1,200.00	\$1,200	
Concrete Curb	LF	35	\$40.00	\$1,400	

Total Est. Cost: \$22,400
 + 20% Contingency: \$4,480
 Round to nearest \$1,000: \$26,880
Official Est. Cost (Gravel): \$27,000

MEMO



Date: February 3, 2015
To: Tim Gross, Public Works Director/City Engineer
From: Olaf Sweetman, Assistant City Engineer
Re: **Concept cost estimate for NW Oceanview Dr to NW Nye St Multi-use Path**

A Pedestrian/Bicycle Committee priority project is to connect NW Oceanview Dr to the northern terminus of NW Nye St (a.k.a. NW Pine St), with a multi-use path suitable for bicyclists. This memo presents a proposed project concept and associated cost estimate.

First, please refer to the included concept plan. The concept places a 10-foot-wide raised boardwalk as the multi-use path. Raised boardwalk is proposed due to concerns about steep terrain and wetlands. The proposed boardwalk would have a consistent grade of about 10%. This is fairly steep. For comparison, here are approximate grades of selected streets in the SW Bay Blvd area:

SW Bay St: 9%
SW Naterlin Dr (upper portion): 10%
SW Harbor Way (upper portion): 11%
SW Hatfield Dr (lower portion): 15%
SE Fogarty St (2nd St to 3rd St): 20%

It appears that the boardwalk could be constructed without removing any large trees, while some smaller trees would be removed. The project would require coordination and permitting with Oregon Dept. of State Lands due to wetlands.

Next, please refer to the included cost estimate. For purposes of this cost estimate, I've made the following assumptions:

- Due to International Building Code requirements, the railing is engineered to withstand a 300 lb side load.
- Foundation piers are placed every 10', three across.
- No cost items would be required by Oregon Dept. of State Lands.

Concept Cost Estimate

NW Oceanview Dr to NW Nye St Multi-use Path

<u>Item</u>	<u>Unit</u>	<u>Est. Quantity</u>	<u>Est. Unit Price</u>	<u>Total Price</u>	<u>Notes</u>
			<u>Engineering</u>		
Surveying	LS	1	\$3,000.00	\$3,000	
Design & Bidding	LS	1	\$25,000.00	\$25,000	
Construction Services	LS	1	\$5,000.00	\$5,000	Includes Oregon DSL coordination and permitting
			<u>Construction</u>		
Mobilization, Traffic Control, and Erosion Control	LS	1	\$10,000.00	\$10,000	
10-foot wide Boardwalk - Decking & Substructure	SF	1500	\$60.00	\$90,000	
10-foot wide Boardwalk - Railing	LF	300	\$100.00	\$30,000	
Foundation (per pier)	EA	48	\$500.00	\$24,000	
Concrete Landing	EA	2	\$2,000.00	\$4,000	
			Total Est. Cost:	\$191,000	
			+ 30% Contingency:	\$57,300	
			Round to nearest \$1,000:	\$248,300	
			Official Est. Cost:	\$248,000	



Agenda Item #: VIII.

Meeting Date: May 12, 2015

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE AGENDA ITEM SUMMARY
City Of Newport, Oregon

Issue/Agenda Title: Update on Priority Projects 2015/2016 Fiscal Year

Issue Before the Committee: The Committee has asked that this item appear on every meeting agenda for a status report.

Staff Recommendation: This is informational only.

Proposed Motion: None.

Key Facts and Information Summary: The identified priority projects for the 2015/2016 fiscal year are:

- A. Update the Pedestrian and Bicycle Plan to support the long-term Transportation Master Plan with the goal of making Newport a bicycle/pedestrian-friendly city.
- B. Work with the city's grant consultant to obtain grants through Oregon Connect, Oregon Bicycle/Pedestrian Advisory Committee, and other sources.
- C. Procedural review to allow the Bicycle/Pedestrian Advisory.
- D. Continue to fund the annual installation of sharrows.

The Committee priorities were included in the City Council goal setting materials. While these projects were not singled out by Council on adoption of the Council goals on March 16, Mark Saelens, this Committee's Council liaison asked what happens to the committee recommended goals if they were not identified as priority Council goals. The City Manager reported that the committees may work toward their goals throughout the next year, and that he would follow-up with the advisory committees. Sharrows will be installed on Elizabeth this summer, and when Sixth Street is repaired, thermoplastic sharrows will be installed.

Other Alternatives Considered: None.

City Council Goals: None.

Attachment List: None.

Fiscal Notes: Other than the cost for the installation of sharrows, there are no fiscal notes at this time.



Memo

To: Spencer Nebel, City Manager and City Council
From: Derrick Tokos, Community Development Director
Date: April 8, 2015
Re: Department Update

MONTHLY PERMIT FIGURES

The following is a summary of building and land use activity for March of 2015.

	Building Permits	Electrical Permits	Plumbing Permits	Construction Value	Land Use Actions
Mar	15 (\$6,505.54)	25 (\$5,226.90)	8 (\$2,784.24)	\$647,040	6 (\$13,876.00)
YTD	38 (\$22,485.96)	76 (\$12,469.85)	19 (\$4,627.42)	\$2,364,619	20 (\$18,582.00)

Building permit activity for the month of March included two new single family dwellings, tenant improvements at the city owned building leased by Bornstein Seafood's, a bank remodel, a pump station for the Seal Rock Water District, a new cellular wireless antenna array, a replacement storage building at Southshore, and five demolition permits including one for the Park Motel that closed on 3/20/15. Permits for wall and temporary signs were also issued. Land use actions include an estuarine review, a parking demand analysis, parking code amendments, amendments to the Wilder Planned Development (new phases), and land use compatibility reviews.

STATUS OF SIGNIFICANT CONSTRUCTION PROJECTS

Big 5 Sporting Goods: Temporary occupancy issued 3/17/15. ADA access to building is the outstanding issue. Contractor to correct by mid-April.

Curry Marine Building Remodel: Scheduled for final inspection 4/10/15.

Lincoln County School District: Construction of a new storage building is ongoing. Upgrading electrical at Yaquina View Elementary.

Samaritan Health Education Center: Cover inspections are being performed and interior work is underway.

Nazarene Church Outreach/Community Center: Construction continues to progress slowly. Plans for interior improvements submitted and corrections have been requested. Plans for retaining wall rebuild have been reviewed and permit is ready to issue.

Newport Candy Shoppe / Rebuild into a Restaurant: Building plans have been reviewed and corrections requested 2/23/15.

Newport Coffee Shop (Harborton and College Way): Plan review for compliance with building codes completed. Corrections to utility connections requested by Public Works. Utility sheets have been modified. To be reviewed by Public Works.

OMSI Coastal Discovery Center: Site grading is underway. Permits issued 4/8/15 for dining hall/administration building, and three cabins. Additional permits required for modular classroom, staff housing, and maintenance building.

Rite-Aide: Tenant improvements. Plans have been reviewed and are ready to issue.

Starbucks: Tenant improvements. Permit issued 4/1/15 and work is underway.

Teevin Bros. Log Yard: Permit review is complete and ready to issue. Teevin Bros. has put the project on hold due to market conditions and until the Port completes the supplemental dredging at the terminal facility.

SIGNIFICANT PLANNING PROJECTS

Pacific Marine Energy Center – South Energy Test Site (PMEC – SETS): Future grid connected wave energy test facility off the coast of Newport. NNMREC-OSU is working through the FERC regulatory process and is addressing issues related to environmental impacts associated with the project.

Safe Haven Hill Tsunami Evacuation Improvements: Phase 2 funding awarded by FEMA on 9/29/14. City Council approved funding agreement with OEM on 12/1/14, along with a task order with Civil West to design the improvements. Project is at 50% design. Approximately \$600,000 is available for construction. Deadline for expending FEMA funds is March of 2016. Staff to schedule a final public open house prior to bidding project.

Creation of Land Bank for Work Force Housing: Lincoln Community Land Trust (LCLT) has entered into an agreement with Proud Ground, a community land trust in the Portland Metro Area to serve as its Executive Director and to work with LCLT to develop a plan for leveraging CDBG funds with a target of rolling out at least 10 work force housing units by the end of the three year period that Newport, Lincoln City, and Lincoln County have agreed to provide supplemental funding to the Trust. Habitat for Humanity presented a proposal to the Planning Commission on 3/9/15 related to their securing city lots for construction of affordable housing units. Habitat is amending the proposal based upon the feedback they received for presentation at a future Commission meeting.

Vacation Rental Code Update: At this time 170 applications for VRD or B&B endorsements have been submitted. The City has conducted 166 inspections, 156 of which have passed. Fire egress out of bedroom windows, safety glazing on windows close to doors, lack of GFCI outlets, inadequate hand railing or guard rails on staircases, and strapping on water heaters have been the primary issues identified through the inspection process.

Agate Beach Street and Recreation Enhancements: On 8/2/12 FHWA announced that the project will be funded in the amount of \$557,696. City received a final grant agreement from ODOT on 7/30/13. The State issued an RFP for design services on 2/6/14 and City/State selected the firm OTAK as the consultant. ODOT issued notice to proceed on 9/16/14 and kickoff meeting was held 9/24/14. Staff conducted public outreach meetings on 11/18/14 and 12/18/14 to inform the design and a public "open house" on the final design was held on 3/11/15. Funds must be obligated for construction by September 2015.

Reservoir UGB Amendment and Annexation: The expansion proposal was approved by the City Council on 5/6/13 and County on 4/16/14. An intergovernmental agreement addressing the future transfer of Big Creek Road has also been put in place. DLCDC acknowledged the UGB amendment on 7/10/14 and the UGB expansion is official as of that date. City Council initiated annexation process for city owned properties within the expansion area on 7/7/14. A hearing before the Planning Commission will be scheduled once a legal description has been prepared for the annexation area. This is contingent upon a boundary being established for a "legalized" Big Creek Road. The County finished the legalization survey and has initiated the public process to legalize the road. A hearing date before the Board of Commissioners has not yet been set. Staff is preparing a maintenance agreement for Big Creek Road and a legal description for the area to be annexed.

Planning for Replacement of the Yaquina Bay Bridge: City and County staff and elected officials met with ODOT on 5/16/13 to discuss a scope of services for the data and base line modeling that the consultants will develop. Counters were placed to collect traffic data in August. Staff met with ODOT consultants on 10/23/13 and 2/18/14 to discuss how the modeling will be performed and provided them with land use data they will need to perform growth projections. Existing development assumptions provided by consultant in May. Staff has reviewed and edited the data. Staff met with the consultant on 6/11/14 and 8/15/14 to review and finalize 20-year growth assumptions for the traffic model. This modeling effort will extend into the fall and is funded by ODOT Region 2 (approx. \$150,000).

Development of GIS Addressing Layer: City is responsible for assigning addresses within its corporate limits. The paper maps used for this purpose are frail, and the process for updating the maps is inefficient. The State of

Oregon is preparing a new GIS based addressing layers for all jurisdictions in the County. The project is funded by OEM and the information will be used to support 911 services. No date has been set for when the work will be finished.

2007 Seal Rock Water District IGA: An amended ordinance and agreement was approved by the Council on 3/16/15. The Seal Rock Water District followed suit and the Oregon Department of Revenue has signed off on the changes. Staff is awaiting a bond payment schedule from the Seal Rock Water District. Properties within the affected area that are inside the city limits will be withdrawn from the District effective 7/1/15.

Student Housing Study: City Council adopted ordinance incorporating recommendations into the Newport Comprehensive Plan on 2/17/15 meeting. Staff to schedule meeting with County to discuss framework for a multi-unit property tax exemption program for multi-family housing.

Local Improvement District TGM Grant — Secured approximately \$85,000 in funding from the Transportation Growth Management Program for the purpose of developing model policy, code, and informational materials to assist the City of Newport in making Local Improvement Districts an effective and publicly acceptable financing tool for needed transportation system improvements. Council has reviewed State consultant's scope of work. An IGA with the state will be presented 4/20/15. City has budgeted \$15,000 in match funds.

Creation of a Northside Urban Renewal District: City Council adopted Resolutions No. 3707 and 3708 on 3/16/15 initiating the process for creating a plan. A stakeholder group is being formed with Council appointment of the two at large citizen representatives likely to occur on 4/20/15. Staff is preparing a solicitation for consulting services to support the project. Process to be completed by October 2015. City has budgeted \$30,000 for this effort.

Implementation of ePermitting System: System will allow contractors to obtain permits and schedule inspections online. Intergovernmental agreement between the State of Oregon and City of Newport adopted 3/16/15. It will take approximately 4-months to get the data converted and system setup. Implementation is slated for late summer or early fall with the system going live on 1/1/16.

South Beach Urban Renewal Infrastructure Improvements: Subdivision plat and associated street vacation to facilitate extension of SW Abalone Street and SW 30th for the OMSI development have been approved and finalized. The plat was recorded 12/24/14. Design work on street improvements is proceeding such that the projects should be ready to bid in April. Construction will occur in the summer of 2015. SW Brant Street and SW 27th Street will be paved with sidewalks at the same time. SE Ferry Slip Road will be widened and a multi-use path installed on the west side from SE Marine Science Drive to SE Ash Street. A public outreach meeting was held 12/9/14 to solicit feedback on the design of these improvements. An additional outreach meeting will be held before the projects are bid. ODOT has selected a consultant to design the new SE 35th and US 101 intersection and is pulling together background information to inform the work. Construction of that project is planned for the spring of 2017.

COMMITTEE WORK

Planning Commission: The Commission held a work session and regular meeting on 3/9/15. At the work session, the Commission considered a proposal by Habitat for Humanity for construction of affordable housing on a city-owned lot, reviewed parameters for the formation of a new Urban Renewal District north of the Yaquina Bay Bridge and reviewed draft code amendments that will eliminate the possibility of "payment in lieu" of providing off-street parking from triggering again in the event the parking districts sunset. At the regular meeting, the Planning Commission approved a Design Review and Conditional Use Permit application by the Inn at Nye Beach to expand the existing hotel. The Commission held a regular meeting on 3/23/15 to appoint Rod Croteau to the advisory committee that is being formed to create the new Urban Renewal district and recommended the City Council approve an annexation and zone change application submitted by Newport Memory Care, LLC.

Parking District Meetings (Bayfront and Nye Beach): The Nye Beach Parking District held meetings on 3/4/15 and 3/19/15 to discuss the expiration or possible extension of the parking district, their budget for the upcoming fiscal year, and a scope of work for a comprehensive parking study. The Bay Front Parking District met on 3/31/15 to review the same issues.



Memo

To: Spencer Nebel, City Manager and City Council
From: Timothy Gross, PE, Director of Public Works/City Engineer
Date: April 16, 2015
Re: Capital Projects Status Update

Project: NE 71st Pump Station and Tank Improvements Phase 2
Project Number: 2011-018
Contractor: None yet
Status: Project has been awarded to Pacific Excavation for \$1,320,815.00. Construction is expected to begin April 20,2015. The contractor will be accessing the site via NE 73rd Street and the Iron Mountain Quarry access road to minimize traffic on NE 71st Street.
Next Task: Construction.
Budget: \$1,747,586
Description: Installing a new 1.5 MG water tank at the end of NE 71st Street and building a new pump station to replace the Salmon Run pump station.

Project: Lakewood Hills Pump Station
Project Number: 2012-013
Status: Project is complete.
Next Task: None.
Budget: \$622,378
Description: The Lakewood Hills Pump Station replaces an aging pump station that currently cannot provide fire flow and runs on only one pump. The new pump station will provide adequate fire flow, pump redundancy, and will have a backup generator that will keep the neighborhood in water in event of a power failure.

Project: Agate Beach Wastewater Improvements/ Big Creek Force Main
Project Number: 2012-024
Contractor: K&E Excavating.
Status: Project is complete.
Next Task: None.
Budget: \$1.3 MM
Description: Installing a new force main from the Big Creek pump Station to the Northside pump station along NW Oceanview Drive, up NW 17th Street to NE Nye Street and then south on NW Nye Street. The existing force main is undersized and in poor condition.

Project: **Big Creek Dam 1 and 2 Assessment**
Project Number: 2011-025
Engineer: HDR Engineering, Inc.
Status: Finalizing feasibility study.
Next Task: Final presentation to Council in May/June.
Budget: \$350,000
Description: This analysis will continue the previous geotechnical analysis that was conducted on the dam structures to eliminate some of the assumptions that had to be made on the last study because of the inability to access certain parts of the dam for drilling. When the soils analysis is complete, the consultant will develop a feasibility study identifying remediation options and costs.

The City in conjunction with assistance from Chase Park Grants and HDR Engineering Inc. have submitted a grant application to the Oregon Department of Water Resources to assist in funding the feasibility study for Big Creek Dams 1 and 2. The City was awarded \$250,000 through this grant.

Project: **Highway 101 Pedestrian Improvements**
Project Number: 2011-024
Engineer: HHPR Engineering
Status: Project is under construction. Completion of construction is scheduled for week of April 20th.
Next Task: Complete construction.
Budget: \$902,000
Description: This project will create safer pedestrian crossing locations on Hwy 101 at 8 locations. Improvements include pavement markings, pedestrian ramps, pedestrian refuge islands or curb bump outs, and a pedestrian activated signal at Angle Street. Cross locations are at NW15th, NE 10th, NW 3rd, SW Angle, SW Lee, SW Alder, SW Abbey, and SE Bayley Streets.

Project: **Bay Boulevard/SE Moore Drive Storm Sewer Improvements**
Project Number: 2012-015
Engineer: Civil West Engineering
Status: Environmental permit has been submitted. CWSRF DEQ Loan application for funding was submitted.
Next Task: Waiting for response from environmental agencies.
Budget: \$2,925,532
Description: This project corrects failing storm sewer at Bay Boulevard and SE Moore drive, Bay Boulevard and SE Fogarty Street, and along SE 4th and SE Fogarty. The intersection at SE Moore Drive and Bay Boulevard will be realigned to provide better intersection safety.

Project: **Nazarene Church Sewer Reconstruction**
Project Number: 2011-019
Engineer: Civil West Engineering
Status: Preliminary design process complete. Construction estimate is more that is currently appropriated in this fiscal year. Construction documents will be completed and the project will be bid at the end of FY14-15 so construction can begin right after the beginning of the new fiscal year. (July 1)
Next Task: Complete construction documents and bid documents.
Budget: \$120,000

Description: This project relocates and replaces a sanitary sewer line from underneath the City Fire Station on NW 10th Street.

Project: SW Abalone-Brant Street Improvements (OMSI Street Improvements)
Project Number: 2014-002
Contractor: Civil West Engineering
Status: Completing construction drawings and opinion of cost.
Next Task: Final Public engagement meeting to be scheduled when drawings are approaching completion and estimate is done.
Budget: \$3,020,000
Description: Street improvements including SW Abalone from Abalone to SW 35th Street, SW 30th from Abalone to Brant, SW Brant from 30th to the South Jetty Road, and SW 27th from Brant to Abalone.

Project: SE Ferry Slip Road Street Improvements
Project Number: 2014-003
Contractor: Civil West Engineering
Status: Completing construction drawings and opinion of cost.
Next Task: Final Public engagement meeting to be scheduled when drawings are approaching completion and estimate is done.
Budget: \$3,600,000
Description: Widening of SE Ferry Slip Road from SE Ash Street to SE 32nd Street. Includes installation of storm sewer and a multiuse path from SE Ash Street to SE Marine Science Drive on west side of SE Ferry Slip Road.

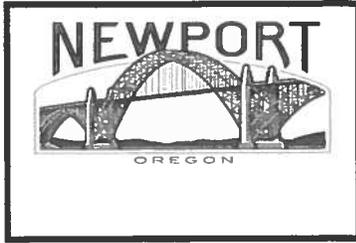
Project: Storm Water Master Plan
Project Number: 2013-012
Engineer: Civil West Engineering
Status: Developing public engagement portion of plan.
Next Task: Hold public meetings to discuss master plan recommendations. Permit Application.
Budget: \$147,452
Description: This project develops a storm water master plan which accurately models the hydraulic capacity of the City's system, proposes capacity related projects, proposes code revisions to address water quality and erosion and sediment control issues, and makes recommendations for SDC adjustments based upon project recommendations.

Project: Aquatic Center
Project Number: 2013-019
Architect: Robertson Sherwood Architects
Status: Developing construction documents. Preparing parking plan, civil design, and cost estimates.
Next Task: Schedule parking demand analysis review committee.
Budget: \$8,200,000
Description: This project is to construct a new aquatic facility south of the existing recreation center. Final aquatic center will include an 8 lane competitive pool, a recreational/therapy pool, and hot tub. Funding was provided through a General Obligation Bond approved in the Fall of 2013.

Project: Candletree Water Booster Station (NE 7th Street)
Project Number: 2014-016
Engineer: Civil West Engineering
Status: Preparing preliminary engineering and performing water system modeling.
Next Task: Water system modeling.
Budget: \$500,000

Description: This project is to replace the existing Candletree water booster station located on NE 7th Street by the intermediate school with a new station. The existing station is old and cannot supply sufficient water capacity without the assistance of the Yaquina Heights Tank. The tank need to be taken offline for repairs so the station needs to be upsized and completed first.

Project: 2014-15 Street Overlay Project
Project Number: 2014-006
Engineer: City of Newport Engineering
Status: Completing construction documents.
Next Task: Bid the project.
Budget: \$288,245
Description: This is the annual overlay project and includes providing bituminous overlay of poor condition asphalt streets and paving of some gravel streets. The project this year includes Case Street from Hwy 101 to Elizabeth Street, NW 58th Street, NW Olive Street west of Hwy 101, NW Nye Street between NW Olive Street and NW 3rd Street, and NE Avery Street from Hwy 101 to NE 71st Street.



Agenda Item # X.

Meeting Date May 12, 2015

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE AGENDA ITEM SUMMARY
City Of Newport, Oregon

Issue/Agenda Title City Council Decision Regarding Sharrows on the Yaquina Bay Bridge - Discussion

Issue Before the Committee: Chair Bozza has requested that the Committee discuss City Council action regarding an intergovernmental agreement with ODOT to place sharrows on the Yaquina Bay Bridge.

Staff Recommendation: None.

Proposed Motion: *(If the Committee would like Council to reconsider the issue.)* I move to request City Council to reconsider the approval of an intergovernmental agreement with ODOT for shared lane markings (sharrows) on the Yaquina Bay Bridge.

Key Facts and Information Summary: At the April 20, 2015 City Council meeting, the Council considered the approval of an intergovernmental agreement with ODOT for the placement of sharrows on the Yaquina Bay Bridge. There was a lengthy discussion that resulted in a tie vote (which means the motion to approve failed). The City Council minutes from that discussion are attached for your review.

Other Alternatives Considered: Request Council reconsideration of the agreement.

City Council Goals: None.

Attachment List: A portion of the minutes of the April 20, 2015 City Council meeting.

Fiscal Notes: None.

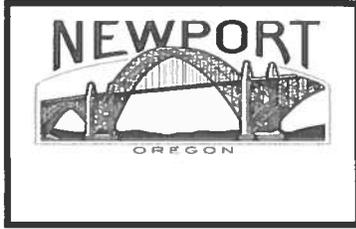
Approval of an Intergovernmental Agreement with ODOT for Shared Lane Markings (Sharrows) on the Yaquina Bay Bridge. Hawker introduced the agenda item. Smith reported that city staff, at the request of the Bicycle and Pedestrian Advisory Committee, has been working with ODOT to install shared lane markings, or sharrows, on the Yaquina Bay Bridge. He stated that there are currently flashing lights on either end of the bridge that, when activated by a button, flash to indicate that cyclists are on the bridge. He noted that often cyclists either do not press the button, or vehicles do not see the signs, causing hazards to cyclists crossing the bridge. He added that since the Yaquina Bay Bridge is the only viable means for cyclists to cross the bay, and the sidewalks across the bridge are too narrow to ride on, cyclists are forced to share the traffic lane. He stated that the purpose of sharrows is to indicate to cyclists where it is appropriate to ride and to indicate to motorists that cyclists are sharing the lane.

Smith reported that the state will be performing the initial installation of the sharrows. He stated that the city will perform maintenance on the lane markings thereafter for the life of the markings, estimated at 20 years. He noted that the markings will be thermoplastic which is highly wear resistant, and should be straddled by the vehicle tires, and maintenance should be fairly minimal.

Smith reported that the IGA has been reviewed by the City Attorney with no comments, and Nebel recommended approval of the intergovernmental agreement.

Busby stated that he is opposed to the installation of sharrows because the detriment to traffic could be noticeable. He added that there is no reason that the majority of bicyclists cannot use the sidewalk. He noted that the sharrows would encourage more bicyclists to use the roadway and less to use the sidewalk. Allen asked Gross for his perspective regarding safety. Gross agreed with Busby. Gross added that although the state has installed sharrows on bridges in the past, and this issue was a request from the Bicycle/Pedestrian Advisory Committee, it does not make it any safer for bicyclists to install sharrows on the bridge. He added that it might encourage bicyclists to ride on the roadway. Allen asked whether Gross has heard about the use of sharrows on bridges in other areas. Gross reported that there are at least one or two in Portland that stimulated this request. Allen asked how the request originated, and Saelens noted that the Bicycle/Pedestrian Advisory Committee has been interested in this issue for quite a while. He added that not all members of the Committee agree as to whether it is safer to use the sidewalk or the roadway, but it was the consensus of the Committee that the installation of sharrows is the best way moving forward. Miranda noted that riding on the roadway blocks traffic and creates congestion, but added that he could not recall any bicycle crashes on the bridge. Allen asked whether the "walk" sign and the sharrows would present a mixed message. It was noted that walking bicycles on the sidewalk is encouraged due to the narrowness of the sidewalk. Saelens stated that people have to make a personal choice now, and added that ODOT will be mandating sharrows on future projects. Allen stated that he was asking questions to gather enough information to make a decision. Roumagoux noted that the sharrows are confusing in Portland, and Saelens added that is because we are not exposed to them. Allen asked why the city would want to encourage additional riders on deck by having sharrows. Engler noted that she would like to have sharrows on a trial basis, and to apply them with regular paint. She added that if the use of sharrows is successful, thermoplastic sharrows could be applied at a later date.

MOTION was made by Saelens, seconded by Engler, to approve the intergovernmental agreement, number 30509, with the Oregon Department of Transportation to install shared lane markings (sharrows) on the Yaquina Bay Bridge, and authorize the City Manager to execute the agreement on behalf of the City of Newport. Gross stated that he did not presume to speak for ODOT, but that sharrows technically meet the criteria for installation in that location which is why the state did not reject the request. Voting aye in a voice vote were Saelens, Engler, and Sawyer. Voting no in a voice vote were Allen, Busby, and Roumagoux. The motion failed.



Agenda Item # XI.

Meeting Date May 12, 2015

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE AGENDA ITEM SUMMARY
City Of Newport, Oregon

Issue/Agenda Title: Scenic Bike Route Designation - Discussion

Issue Before the Committee: The issue before the Committee is a discussion regarding the possibility of the state designating an Oregon Scenic Bikeway route in Newport.

Staff Recommendation: None.

Proposed Motion: None. This is informational only.

Key Facts and Information Summary: The recent Committee agendas have contained a discussion item regarding Oregon Scenic Bikeway designation. The packet contains information regarding the process, and while this information is relative to this year, the next round will probably have similar requirements. Staff suggests that the Committee review the information and make a recommendation on whether to move forward with an application. Questions that need to be answered include: where would a scenic bikeway be located; does it meet the criteria for a scenic bikeway; cost to the city; etc. Designation is highly-competitive, so any application would have to be well developed.

Other Alternatives Considered: The Committee could opt to move forward; delay the discussion/application to a future date; abandon the idea; or other option.

City Council Goals: None.

Attachment List: Press Release - Oregon State Parks - Regarding Applications for the 2015 Round;
Designation Handbook for Oregon Recreation Trails: Oregon Scenic Bikeways;
Oregon Scenic Bikeways Application Form - 2015.

Fiscal Notes: None.



OREGON PARKS AND RECREATION DEPARTMENT

NEWS RELEASE

October 24, 2014

MEDIA CONTACT:

Alexandra Phillips
State Bicycle Recreation Specialist
503-986-0631
Alex.phillips@oregon.gov
www.oregonscenicbikeways.org

Oregon Scenic Bikeway Committee Accepting Applications for New Routes

The Oregon Parks and Recreation Department's Scenic Bikeway Program will accept applications in the spring of 2015 for new bikeway designations.

Designated Scenic Bikeways are selected from locally proposed routes and represent the "best of the best" road bicycle riding in Oregon. Currently, there are 12 designated bikeways totaling nearly 800 miles. Oregon is the only state with an official Scenic Bikeway program.

Completed applications consist of a proposed scenic route, a local proponent group, and letters of support from all governing bodies of road jurisdictions. The applications must be submitted from March 17-31, 2015 to the Oregon Parks and Recreation Department.

Bikeway proponent groups consist of local volunteers, cyclists and tourism professionals. If the proposed route submitted via that application is officially recommended for designation by the Oregon Bikeway Committee, the proponent group must then complete a comprehensive Bikeway Plan including a series of goals, sign locations, promotions and future engagement.

The Oregon Scenic Bikeway Committee evaluates proposed routes using criteria which examine human made, natural scenic and sensory values and road conditions on the route.

In the past, only half of the applications scored high enough on the criteria to be recommended for designation.

Applications, a list of important features for a bikeway and the criteria are available at <http://www.oregon.gov/oprd/BIKE/Pages/info.aspx>

For more information on the application process or the Bikeway Program contact Alex Phillips at 503-986-0631 or alex.phillips@oregon.gov .

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Designation Handbook for
Oregon Recreation Trails:

Oregon Scenic Bikeways



Nature
HISTORY
Discovery

Last updated: October 24, 2014

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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.

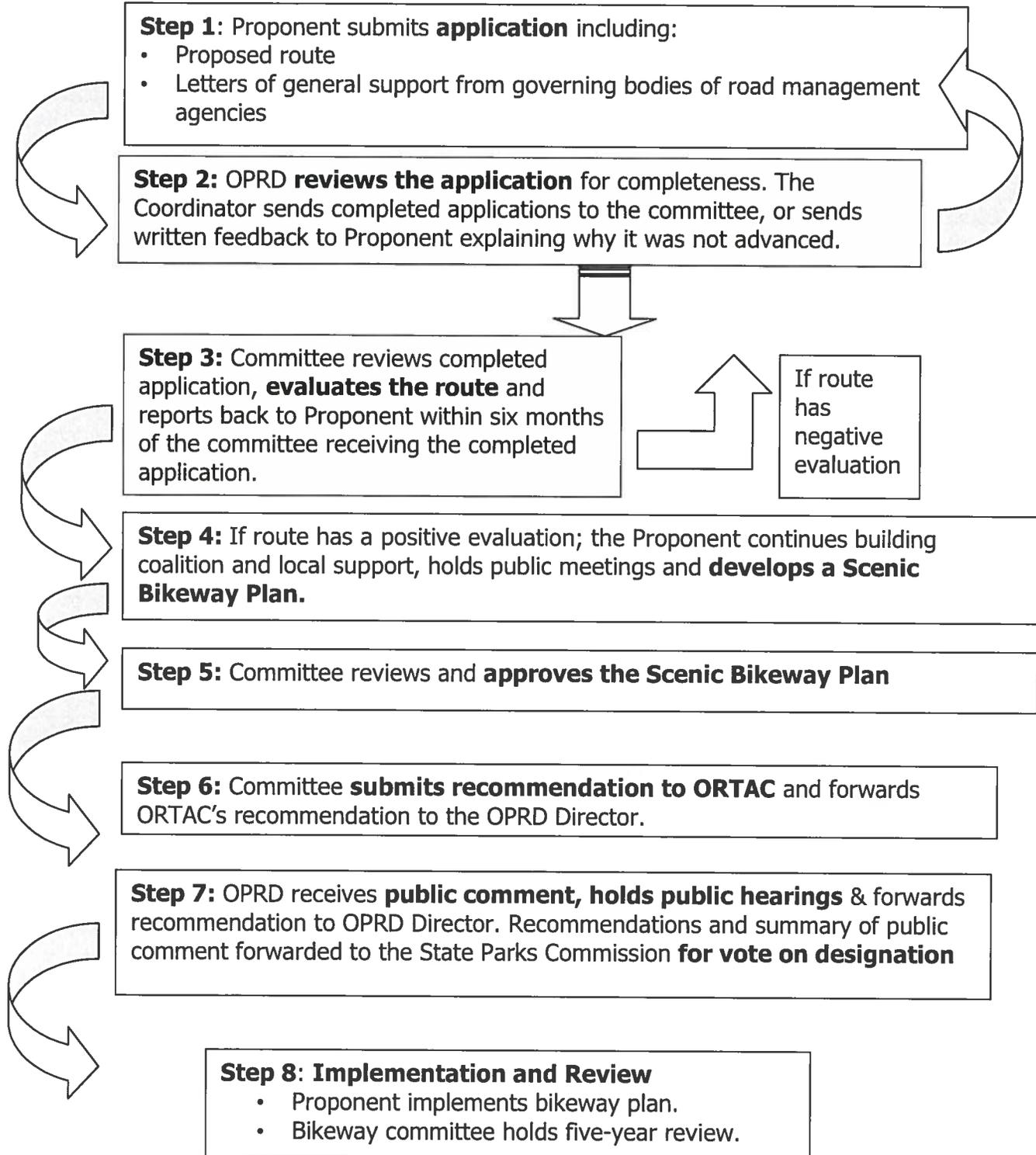
The Oregon Coast Bike Route is managed by ODOT and the full route is anticipated to be designated a US bicycle route. The full route will not be considered as a bikeway.

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: 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 subdivisions 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.

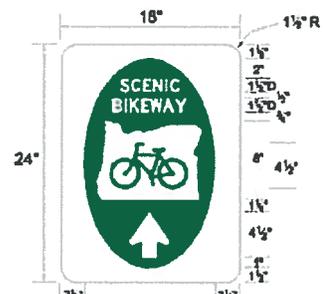
Signs are installed by the road jurisdictions, with costs paid by OPRD and other funding sources. Road jurisdictions incur no costs. The proponent will be the contact for any placement questions the road jurisdiction may have.

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

<p>Sign No. OBM1-8</p>  <p>24" 36" 1 1/2" R 2" 3 1/2" 2 1/2" D 1" 2 1/2" D 1" 12" 7" 1 1/2" 6" 2" 2" 12" x 7" bike 5" x 6" arrow (5" x 7 1/2" for left, right or angled arrows; 3" x 9" for horizontal two-headed arrow)</p>	<p>Sign No. OBM1-8a</p>  <p>18" 24" 1 1/2" R 1 1/2" 2" 1 1/2" D 1 1/2" 1 1/2" 8" 4 1/2" 1 1/2" 4 1/2" 1 1/2" 1 1/2" 8" x 4 1/2" bike 4" x 4 1/2" arrow (4" x 6" for left, right or angled arrows; 3" x 6" for horizontal two-headed arrow)</p> <p>Note: Bike symbol should face to the right when arrow orientation is to the right.</p>
<p>Sign Background: White, Reflective Background Green, Reflective Oval</p> <p>Sign Legend: White, Reflective Letters, Arrow and State Green, Reflective Bike</p>	
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">SIGNSTDPG.F15</p>	
<p>The SCENIC BIKEWAY ROUTE sign (OBM 1-8 or OBM 1-8a) can be used in lieu of any other bike route sign when it is used on a state designated bike route.</p> <p>The 24" x 36" version (OBM 1-8) is to be used where the bike route is physically adjacent to or part of the highway. The 18" x 24" version (OBM 1-8a) is to be used where the bike route is physically removed from the highway.</p>	
<p>OREGON DEPARTMENT OF TRANSPORTATION</p>	
<p>Approved By: S.T.E.</p>	<p>Date: 5/05 Publication Date: 8/11</p>

8-82



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 rideoregonride.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"
1 st 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 all road jurisdictions





Oregon

John A. Kitzhaber, 611, Governor

Department of Transportation

Region 2

455 Airport Rd SE, Bldg. II

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
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 100-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.

—Tommy 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 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 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 addresses 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





Nature
HISTORY
Discovery

Most Important Features for a State Designated Scenic Bikeway **Does your proposed route have ALL ten items?**

1. Natural scenery with dramatic and diverse views of mountains, forests or deserts, wildlife, lakes and rivers.
2. Human-made scenery with multiple opportunities to experience a variety of points of interest such as buildings, heritage sites, or expansive agricultural landscapes.
3. Pleasing sounds such as birds, the sound of quiet, moving water, or a vibrant downtown that adds to the experience of the ride.
4. Pleasing smells –such as fresh air, the scent of greenery or trees. Think of all the pleasing smells you notice on a bike but probably miss in a car.
5. Road conditions that are in good enough shape to qualify for one of the best rides in Oregon. (Gravel routes can be considered!)
6. Roads with light vehicle traffic and not many large trucks.
7. Riding space with a shoulder or bike lane, a paved path or traffic is so light that there is little need for separation.
8. Strong road jurisdiction support including support from City and County Commissions, ODOT, Forest Service, and BLM. The application must contain letters of support.
9. A dedicated local proponent group who is willing and available to put time and energy into designing the best route, which includes engaging local businesses, inventorying the signs, working with the tourism groups and sustaining the route over time.
10. A diverse proponent group, which ideally is made up of cyclists, tourism representatives, government representatives and business owners.

Oregon Scenic Bikeway Application Form



Submit proposal to:

Alex Phillips, Bicycle Recreation Specialist
Oregon Parks and Recreation Department
725 Summer St. NE Salem OR 97301
alex.phillips@oregon.gov
503-986-0631

Applications Accepted:

- **March 17- 31st 2015**
- **The application form must be filled out for each proposed route**

Instructions: Please complete this form in its entirety and submit it to the email address above. Contact Alex Phillips with any questions you have. **Application must be no more than 10 MB.** Letters of support and map can be attached by scanning the entire application OR letters and map can be sent in additional emails. **Each email must be no more than 10 MB.**

Most Important Features for a State Designated Scenic Bikeway

Does your proposed route have ALL ten items?

1. Natural scenery with dramatic and diverse views of mountains, forests or deserts, wildlife, lakes and rivers.
2. Human-made scenery with multiple opportunities to experience a variety of points of interest such as buildings, heritage sites, or expansive agricultural landscapes.
3. Pleasing sounds such as birds, the sound of quiet, moving water, or a vibrant downtown that adds to the experience of the ride.
4. Pleasing smells such as fresh air, the scent of greenery or trees. Think of all the pleasing smells you notice on a bike but probably miss in a car.
5. Road conditions that are in good enough shape to qualify for one of the best rides in Oregon. (Gravel routes can be considered!)
6. Roads with light vehicle traffic and minimal large trucks.
7. Adequate riding space such as a decent shoulder width, a bike lane or a paved path; or traffic is so light that there is little need for separation.
8. Strong road jurisdiction support including support from city and county commissions, ODOT, Forest Service, and BLM. The application must contain letters of support from all the road jurisdictions on the route.
9. A dedicated local proponent group who is willing and available to put time and energy into the route, which includes engaging local businesses, inventorying the signs, working with the tourism groups and sustaining the route over time.
10. A diverse proponent group, which ideally is made up of cyclists, tourism representatives, government representatives and business owners.

State Park Managers – Letters of Acknowledgement

Letters from all State Park managers adjacent to or in close proximity to the proposed route must be attached. The letter serves as a confirmation that the Proponent has made contact with the park manager.

State Park	Park Manager

Route Information

Route name:

Route length:

Beginning anchor point:

End anchor point:

Best time of year to ride or assess the route:

Route map: Please provide an accurate map of the route. Maps can be hand written or with highlighting roads on an existing map or on a mapping format such as RideWithGPS.com.

List any state parks adjacent to and/or in close proximity to the proposed route:

Route description: Highlight what makes this route the “best of the best” road riding in Oregon including major geographic places of interest (400 words or less. if not enough space please attach.)

Certification

I certify that I have reviewed and understand the proposal process and the responsibilities of a Proponent group.

Primary Proponent signature:

Print name:

Secondary Proponent signature:

Print name:



Agenda Item # XII.

Meeting Date: May 12, 2015

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE AGENDA ITEM SUMMARY
City Of Newport, Oregon

Issue/Agenda Title: Identification of Topics of Mutual Interest to Discuss during a Joint Meeting with the Wayfinding Committee

Issue Before the Committee: The issue before the Committee is the identification of topics of mutual interest to discuss with the Wayfinding Committee if a joint meeting is scheduled.

Staff Recommendation: None.

Proposed Motion: I move to set a joint meeting with the Wayfinding Committee on (either the first Friday of the month at 8:30 A.M. or the second Tuesday of the month at 5:30 P.M.) to discuss the following topics of mutual interest: (list the topics).

Key Facts and Information Summary: The Committee has been discussing the possibility of meeting jointly with the city's Wayfinding Committee to discuss topics of mutual interest. At the last meeting, it was agreed to develop a list of discussion items for the joint meeting. The Wayfinding Committee will be developing a similar list at its next meeting. The May Wayfinding Committee was cancelled, so that Wayfinding Committee will not meet until June 5. The earliest the joint meeting could be scheduled (assuming the meeting will be held on one of the Committee's regular meeting dates) is either July 3, at 8:30 A.M., or July 14, at 5:30 P.M.

Other Alternatives Considered: None.

City Council Goals: None.

Attachment List: None.

Fiscal Notes: None.



Agenda Item # XIII.

Meeting Date May 12, 2015

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE AGENDA ITEM SUMMARY
City Of Newport, Oregon

Issue/Agenda Title: Report on Bicycle and/or Pedestrian Accidents during April 2015

Issue Before the Committee: A report on the bicycle and/or pedestrian accidents, during the prior month, is a regular part of every Committee meeting.

Staff Recommendation: None.

Proposed Motion: None.

Key Facts and Information Summary: During the month of April 2015, there were no bicycle or pedestrian accidents in the city.

Other Alternatives Considered: None.

City Council Goals: None.

Attachment List: None.

Fiscal Notes: None.

