



MINUTES

Oregon Scenic Bikeways
Committee Meeting
February 8, 2023
1:00 p.m. – 4:00 p.m.

Zoom meeting link: https://us02web.zoom.us/webinar/register/WN_nGTZQTTcQpGcci8e5p97BA

Or join by phone: dial 346-248-7799, enter webinar ID 886 5341 6710

Attending:

Richard Meyers (City Manager Cottage Grove – Coverage Bridges Scenic Bikeway), Richard Hughes (Willamette Valley Scenic Bikeway), Jodi Bellefeuille (OPRD), Clint Culpepper (Cycle Oregon), Liz Rickles (At large- Bureau of Transportation), Armando (AJ) Zelada, Dan Davis (Bureau of Land Management), Alan Thompson (ODOT), Alison Kyser (OPRD), Natalie Inouye (Travel Lane County- Oregon Destination Marketing), Del Scharffenberg (ORTAC Clackamas County Advisory Committee)

Other: Hersch Sangsteer, Ben Weber, Dennis and Mary Davis, Greg Cermak, Marie Tucker, Michael Schuller, Phil Lingelbach, Serenity Ebert, Steve Schulz, Taylor Griggs, Doug Parrow, Jonathan Maus, Alexandra Phillips, Alex Gay

1:00 PM Welcome and introductions

- Introductions, member updates and announcements
 - Currently have two open at large seats. The applications closed the end of January. There are 31 well qualified applicants.
 - Looking into ideas to keep folks engaged & involved:
 - Clint would like to create an informal sounding board, a monthly correspondence, as a way to stay connected with folks that have expressed interest in volunteering their time and serving on the committee. This would allow folks to stay in touch and allow us to take feedback and thoughts to the committee to talk about it. Would like to hear some feedback from committee members on how they see that potentially working or any drawbacks/complications that they might see, because it does add a little bit of a layer of work.
 - Liz – Thinks that sounds great!
 - Clint will work the committee members on how they would like to do this.
- Overview of meeting agenda

1:15 PM Membership Update

- New membership
 - Welcome Dan Davis, Federal Agency Representative.
- ORTAC/OBPAC representatives
 - Our current OAR we have a requirement to have rep from both ORTAC and OBSAC.
 - ORTAC – Del Scharffenberg
 - OBPAC - Our feedback from OBPAC is they have expressed concern about the level of commitment it would take to be on two state level committees. So, we took that feedback and will talk a little more about that when we talk OAR updates because we did approach a change to designate a representative and not a requirement they are a member of OBPAC as well. This representative position is currently unfilled. Elliot was the previous representative of OBSAC, he has left that committee and is no longer representing OBPAC.

1:45 PM OAR Updates [Proposed OAR Revisions](#)

- Committee members were given copies of what these changes would be and Clint welcomes feedback.
- Proposed edits:
 - As mentioned prior with OBPAC, would like to change wording “A ~~member of the~~ representative appointed by the Bicycle and Pedestrian Advisory Committee established pursuant to ORS 366.112”
 - “A ~~liaison from~~ representative appointed by the Oregon Recreation Trails Advisory Council (ORTAC) established pursuant to ORS 390.977”
 - “~~Three~~ Up to five at-large members”
 - ~~(5) A majority of the members of the committee constitutes a quorum for the transaction of business.~~ (5) A majority of council members appointed under subsections (1)(a) and (b) constitutes a quorum for the transaction of business.
 - The committee will forward recommendations for designation to ORTAC for consultation ~~during an ORTAC public meeting.~~
 - “Bicycle Path” means a ~~paved trail~~ public way along a road or an independent right-of-way used by ~~bicyclists~~ individuals operating a bicycle or electric assisted bicycle, pedestrians (including, joggers, skaters, and users of manual and motorized wheelchairs) and other non-motorized travelers. ~~(18) “Paved” means a hard surface such as concrete, asphalt cement concrete (A/C) or other stable bituminous surface.~~
- Comments/Feedback:
 - Alan – When we talk about allowing electric assist wheelchairs at ODOT we do not specifically require to be paved. We ask for a hard surface or packed surface, because otherwise we end of with ADA individuals not being able to use it due to the first rain you have things wash away and it makes it unpassable for those using the electric assist wheelchairs.

Oregon Legislator is considering a bill right now regarding electric assist bicycles on paths.

- Clint – Where are we at in that legislative process?
- Alan – The bill was just introduced.
- Clint – If you hear anything more on that process, please let me know and I will share it with the committee.
- Natalie – Just had some nitpicky word choice things. It currently says “representative of Oregon Destination Marketing Organizations...” and that organization has changed names. I have sent you a couple of these, so you’ll find them in your inbox. The one that I am a little more interested in would be around the “Establishing Oregon Scenic Bikeways” and just want to make sure we’re talking about the evolution of the program and expanding it and that the parameters are set for establishing a bikeway hold true. One of the areas that we have trouble in with a really family friendly bikeway was that it didn’t meet the superior scenic quality. It was scenic and accessible, but did not hit on a lot of fronts that superior scenic quality was not met and just want to make sure that as we’re trying to move this program forward we’re setting ourselves up for success.
- Clint – Thank you Natalie, I have your name as one of the folks that I would love to have involved on this rule making committee. Do you think you would be able to serve on that? I think that the process will be fairly short, that potentially only require one meeting of the RAC. We could see this at the approval stage by April, if we get things sorted fairly quickly. Would be very minimal involvement at the one meeting and then we open it up for public comment.
 - Natalie – I would be happy to.

- RAC formation

2:05 PM Proponent conference

- There has not been a Proponent Conference held in quite a few years, was previously held annually.
- Our next quarterly meeting is scheduled in May and Travel Oregon has a conference already planned May 10-12 and proposing to just tack on May 13-14 in La Grande at Eastern Oregon University, take advantage since folks will already be out there. This would be a hybrid option meeting, so in person would not be required.
- Travel Oregon’s conference ends Friday, May 12th in the morning. We would have the opportunity to have a committee member meeting that afternoon, then we would follow-up on Saturday, May 13th with the Proponent Conference with the hopes that we would get quite a few Proponents in person.
- Would like some feedback on timing and location. Then would like to hear who would like to be on a subcommittee to sort out an agenda and get things organized.
 - Natalie (via chat)– What is the Travel Oregon meeting?

- Clint – I believe it is a Destination, DDO conference. I do not have all the details about that. There was a conversation about how we could bring some of the stuff that Travel Oregon is doing together with stuff we are doing and this seemed like a really good opportunity. As we get more info on that conference, I will certainly share it with the committee.
- Natalie – I am a huge fan of that idea. We’re going to have a lot of destination organizations in the room that we want to connect to the scenic bikeways, which is, I’m guessing the reason you did that. So just two thumbs up on that strategy.
- Richard M. – I don’t know if this would be something to be concerned about, but it is Mother’s Day weekend that weekend.
- Clint – That is something to be concerned about, thank you Richard. It is that second week of the month, we do normally have a meeting that Wednesday, so that is why I chose that weekend because it fits in there pretty well. Also, Cycle Oregon has our big gravel event the following weekend. So, I don’t think our organization wants to take on two events the same weekend at two different parts in the state. We can definitely discuss the potential conflict with it being Mother’s Day weekend and looking for potentially a date on the other side of that conference. Let me know.
- Topics?
 - Possible agenda topics from past Proponent Conference, Travel Oregon has done a small presentation previously and Jodi, might be possible to have a quick talk about what Parks see as the future of the program.
 - Richard M. – One of the things as a proponent that I thought was always good was the opportunity for proponents to talk about what they’re doing. And what they haven’t had the opportunity to talk about, how they survived the pandemic and what it did and what are some of the challenges getting started back up and everything. Just good networking opportunity for proposal to talk and maybe get some current concerns or challenges back to the committee. Also, an update on the OAR and what’s going on with the committee.
 - Jodi – We can definitely see if someone is available to go give an update, sorry if you already said this, but do you plan to get a save the date out anytime soon?
 - Clint – Absolutely, wanted to discuss in the meeting before a save the date was sent out. But I will follow-up with that after the meeting.
- Sub-committee
 - Richard Meyers
 - Natalie Inouye

- We have created a draft that essentially will showcase the possibility of Cycle Oregon managing Scenic Bikeways website. Benefits of this is being able to be flexible with the design and able to quickly edit things, like road closure updates etc. can be done immediately. Also, the ability to integrate the ride with GPS mapping.
- Cycle Oregon - <https://cycleoregon.com/rides/scenic-bikeways/>
 - There will be individual links to each Scenic Bikeway to get specific information on that bikeway.
 - Interactive map that shows the Scenic Bikeways from Ride with GPS.
 - Have the ability to filter points of interest.
 - Ability to hover over the bikeway and the information about that bikeway will pop up.
 - Site is very similar to the Parks and Rec one, just with more flexibility.
- Ride with GPS - <https://ridewithgps.com/>
 - Tourism account, within that we have all of our scenic routes.
 - We were able to embed all of our routes, which the map that was seen on the Cycle Oregon Page.
- Richard M. – if Proponents have stuff that they’ve got on the bikeway, fix it stations or some other amenities, get them to you or?
- Clint – Yes, absolutely. I will check in with proponents in the next several months.

3:00 PM Willamette Valley Scenic Bikeway Reroute [Proposed Revisions](#)

- Route details
 - Some potential revisions to the Willamette Valley Scenic Bikeway:
 - Currently the route starts/ends at Armitage Park just north of Eugene, it is not necessarily close to anything. With individuals wanting flexibility with how they arrive, as in not wanting to drive a vehicle or leave it there for a week. The proposed change is extending this down to the Amtrak Station with the route going along the Willamette up and over the Armitage Park.
 - In Coburg there is a City park, the city park does have a bike repair stand and some tools. We wanted to highlight that on the route and allow folks to come into Coburg and ride along that park. Small 1 block re-reroute.
 - Natalie – I like the Eugene portion of that a lot, I think you have picked a really appropriate way to get people from the train station. I’m curious about the Coburg reroute. I am supportive of the concept to bypass the main road but it feels as if whenever possible we tried to keep people on the straightest route and this requires additional signage and I am interested in Richard Hughes’ comment with his history on it, how he feels to be doing the detour.

- Clint – I think there might be an opportunity here to explore some signage that would point to amenities rather than just the route. Could be signed in the same way it is in now, but potentially a different sign that indicates a bike repair stand or something like that.
 - Richard H. – I have been working with the city of Coburg, the Mayor who recently passed away, was involved in wanting to bring the bikeway along that access road after opening the Pavilion Park and I see no problem with that. It has the amenities and a place for bicyclist to rest.
- Next segment is a safety concern, this route continues on Coburg road to Diamond Hill road, there is a lot of traffic on Diamond Hill road. This new route goes over the bypass before and has significantly less traffic. This would be a safety improvement, doesn't really add any additional distance and it does not bypass any amenities.
 - This one is also safety concerns; the current route goes to White Oak and crosses HWY 34 without a signal. The new route brings the rider up Peoria road and around to HWY 34 to a signal and a path along the north side of HWY 34. This also brings you closer to Corvallis, so for those who have Corvallis as a stop they are closer to a multiuse path that can bring them to town.
 - This is a big change and will require quite a few conversations to make sure we are not degrading the quality of the ride and not missing anything that were wanting to highlight. Currently the route brings you through Albany then eat out of Albany with heavy traffic area that is high speed and then brings up to Jefferson to River Rd S outside of Independence. The new route will have you route from Albany to Independence. Independence has been making improvements to be more biker friendly, they have added a hiker/biker campground near the river. The campground is not directly on the route proposed, but there is a multiuse path that would be very easy to highlight via signage.
 - Alan – this is a proposed loop going into Independence and not going all the way up to 22 and then crossing into Salem?
 - Clint – this would reroute, the current segment that goes through Jefferson, so it would just be replacing that segment to the west side of the river.

- Natalie – I drive this route a lot and it is beautiful. Cars do drive a little fast on this route, but love the idea of going into independence. It definitely is a bike friendly community.
- Alex (attendee) – this was originally the route a long time ago, but due to push back from Polk County the route was changed. Recommend having the Buena Vista and Independence folks reach out to the farmers a long the route.
 - Clint – that will be a big part of the conversation. I think that Independence is definitely very supportive of having bikes near and in the region. They have been having ongoing conversations with the county commission and talking through things in a larger sense, not just the Scenic Bikeways, about how bikes fit into the county and the community. They are willing to go to bat for this. There is no way for us to have the conversation without introducing this. This is the beginning of that conversation with committee members and then our next conversation is with the road managers and communities.
- Next potential reroute is the section along River Rd S that is heavy/fast traffic and is a safety concern. Rerouting through Minto-Brown Island Park and using a multiuse bridge to bring us back into Salem. This will require quite a bit of work to coordinate with the park and to make sure it's something they support. There is a couple of potential options here, we want to explore what's underwater in the winter time and what is not. So, we need to ensure the multiuse paths are going to be accessible year-round.
 - Liz – I would love to have the route travel through the park. I just wanted to share that, like the city of Portland, parks do not let us route neighborhood greenways through parks because of “think of the children” type messaging. So, I hope there are creative ways to collaborate and see it as a positive. This might be a completely different context, I am not super familiar with this park.
 - Clint – it is a bit different, this park is compared to Blue Lake, a metro park. It is a heavily recreated area and Jodi put a

comment in the chat that it does get very busy on these trails. There are ways that we can communicate and highlight that in our route descriptions. We can call out these segments and make note in that way. I expect those concerns will come up as we start to have these conversations.

- Potential Extension
 - Would like for the committee to explore the possibility of connecting this route from Champoeg up to the city of Portland. This would not be an easy lift due to passing through quite a few different communities and not all of them would necessarily be supportive, but quite a few would be extremely supportive.
 - Currently has routes in mind, but would love to work with the proponent group and also with the committee to identify what those routes could look like for those of you who have rode in Portland or lived in the region.
 - There is currently a relatively new project called “The Trolley Trail” that is a multiuse path that brings us up through Milwaukie into Portland. So, connecting the route up to Milwaukie would be mostly rural passing through Canby and Oregon City.
 - This would still be scenic, there is the Willamette Falls in Oregon City, there is some developments moving forward with the tribes and restoring those falls.
 - Once you get to Milwaukie, there is almost 100% multiuse paths all the way to the Amtrak Station.
 - Del – We had a Clackamas County Meeting last night and Scenic Bikeways came up. Apparently, many years ago they suggested one in Clackamas County that would have used the Canby Ferry. Could potentially do that and hop onto the route they were proposing many years ago.
 - Clint –The route from the Ferry to Willamette drive is pretty awesome and we can take the bridge back into Oregon City to Milwaukie. I have looked at that proposed route and ill share with you along with the feedback that was provided by the committee at that time.

3:30 PM **Historic Columbia River Highway [Presentation PDF](#)**

- 74 miles of multi segments available to cyclist of all abilities from Troutdale to The Dalles.
- This large Scenic Bikeway would provide a complex cycling experience spanning the geology, culture, and history of Oregon as no other bikeway. The spectacular scenery from every turn of the highway and trail introduces the rider to our Oregon ethos. This bikeway brings together short, medium, and full-length

distances as well as ‘flat-ish’ and challenging elevation gain segments. At its heart, this bikeway would be inclusive of cyclists of all abilities and generations.

- There are many jurisdictions of this river bikeway, they have been somewhat mediated with the assistance of ODOT and OPRD. ODOT owns the trail but OPRD does the routine maintenance of keeping the trail clean.
- Q & A
 - Del – I think that was a fantastic presentation and wondering if the document is available to view online.
 - AJ – yes, the link is now in the chat (linked above).
 - Natalie – I think it’s a beautiful area. I do recall when this was discussed before and there were some challenges about the freeway riding. So, it will be interesting to see the real differences, I am glad you addressed some of them, between the original proposal and where we’re at now. It’s a beautiful part of the state and definitely hits the scenic attributes.
 - Liz – sounds like an awesome place to ride, can’t wait to ride more of it. I am curious more about the nitty gritty about there being many jurisdictions and just making sure that all of that side of the project has their representation. I can imagine there’s more background on that that is fitting into this presentation, I would like to hear more on that.
 - AJ – My intention is to start with you folks and get some concrete feedback to see if there is interest. Then the next steps are to listen to you, hear some critical questions and then the second step is to really accrue support from those specific jurisdictions.
 - Natalie – So this corridor has been developed and moved forward in segments for the trail and for the road. So, my question to you Armando, the proponent and Clint to you as the representative of us from the Bikeway perspective is whether or not there could be any consideration for proposing this bike way to be built and done in segments as well, so that there are places that are ready to go right now that are probably pretty significant stretches that would be really impactful. Is there any consideration that we could give in to the idea of doing this in stages as well?
 - AJ – I think absolutely. Again, hinging it on the mountain, Mitchell Point, I would really love to be in concert with that.
 - Steve (attendee) – my question is, other than you, there is a lot of jurisdictions. I assume that you have a slew of folks that would kind of help proponents and support the whole project?
 - AJ – I have an email and if you want to sign up, you would be welcome. When I heard this committee was forming and had their first meeting, this needs to get done so I plowed ahead and put this together. So now the task is asking my cohorts to help out, being collecting a number of letters from respective cities and respective people.

4:00 PM Adjourn

- Meeting adjourned at 3:30 PM