

Designation Handbook for
Oregon Recreation Trails:
Oregon Scenic Bikeways



Last updated: February 3, 2011

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A. The Oregon Scenic Bikeways Program

Introduction

Welcome!

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 roads and bicycle 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.

Bikeway Length

Routes submitted are to be at least 40 miles long for linear routes and 5 miles long for loop routes. The committee will consider a route that does not meet the minimum mileage criteria if the route provides all the components of a scenic bikeway such as scenic, cultural and historic values if the proponent includes with the proposal an explanation of why the route cannot be made longer without unduly detracting from the values provided by the proposed route.

Benefits of Scenic Bikeway Designation

The Designated routes will:

- Be a cycling experience that provides lasting memories by offering a rich taste of all the grandeur Oregon.
- 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;
 - 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 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 eleven appointed volunteer members, intentionally representing a broad spectrum of interests:

- 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: A proponent may be an individual, a loosely organized group, or a formal organization. The proponent is the lead local promoter of the bikeway and is responsible for developing and implementing much of the management 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 Management Plan.

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 Director, acting as the overall program administrator, brings designation requests before the Oregon Parks and Recreation Commission for designation.

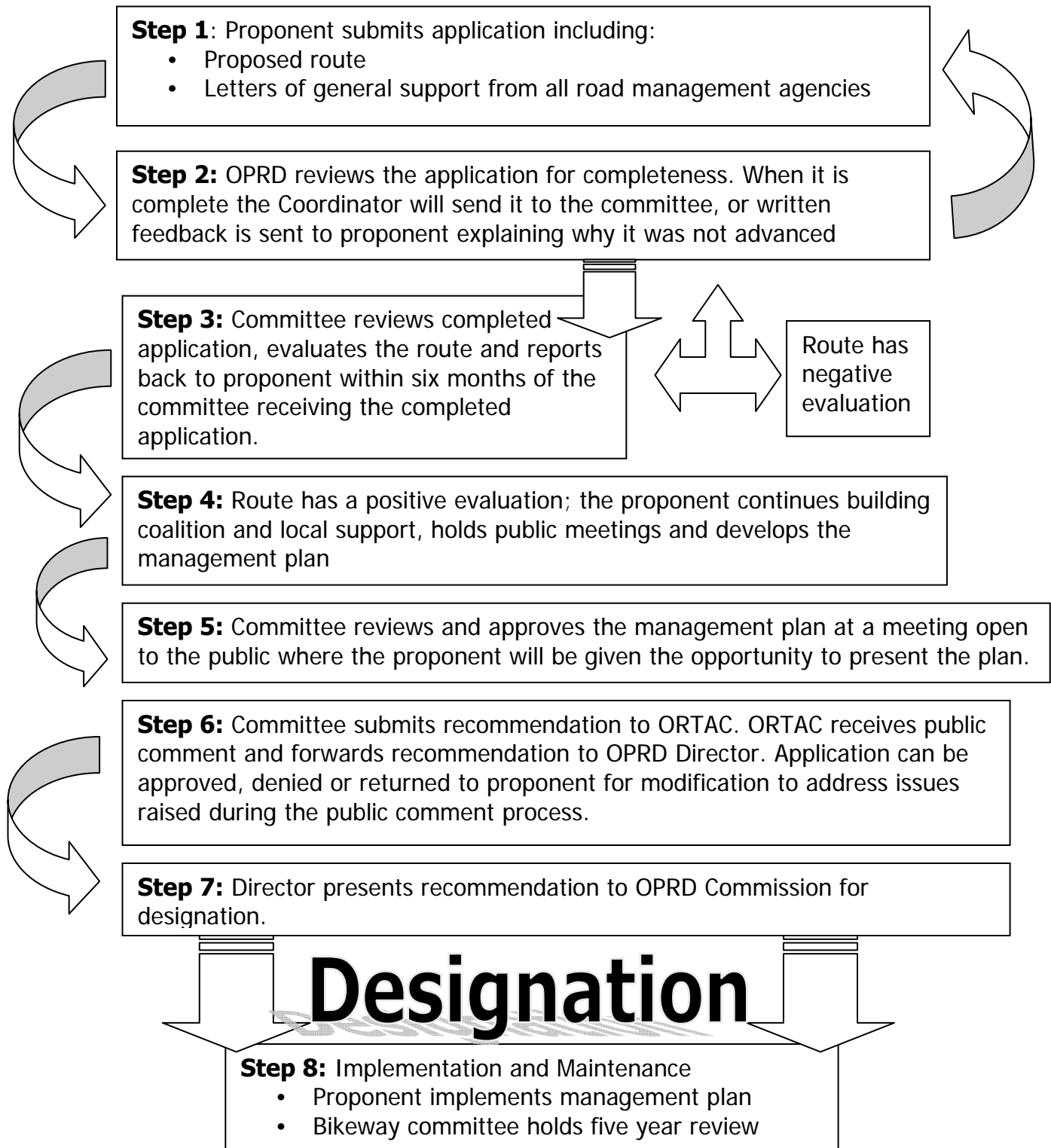
Scenic Bikeways Advisory Committee (Committee): Appointed by the OPRD Director, this eleven member group evaluates and recommends routes for designation, and advises the agency on the development and implementation of the Scenic Bikeways Program.

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.



B. The Designation Process

Scenic Bikeway Designation Process Flow Chart



Step 1: Application

The proponent submits a completed application form (see Section D - Required Documents) to the Coordinator. Proposals are accepted between January 1st and March 1st of 2010. The committee will prioritize the applications and reserve the ability to defer or prioritize 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 will provide the proponent with a written summary of the deficiencies that need to be addressed prior to re-submittal.

Step 3: Route Evaluation

After the Coordinator advances a proposal to the Committee, a subcommittee will evaluate the route by bicycle, using a prescribed methodology (see Section C - Route Evaluation) and present 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".*

Based on the application document and the route evaluation, the full Committee will decide 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, will be provided to the proponent. The proponent is free to resubmit an application after addressing the Committee's concerns.

Step 4: Management Plan Preparation

After the Committee has rated the route and determined that the proposal should advance, the proponent will prepare and submit a draft Scenic Bikeway Management Plan (Plan) and hold public meetings. Public meetings are an opportunity to bring together and recruit stakeholders. Acting through the Coordinator, the Committee will make itself available to provide advice and assistance to the proponent during the

plan's development. 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. *Note: There are specific content requirements for the Plan and requirements for holding public meetings. See Section D - Required Documents).*

Step 5: Management Plan Review

When the proponent submits a Plan and the Coordinator determines that all required elements are addressed, the Coordinator will forward the Plan to the Committee for review. The Committee may accept the Plan as submitted or recommend changes. When the Committee approves a plan, the bikeway proposal will advance to the next step. If the plan is not approved, the Committee will provide 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 will submit the proposed Plan to the Director and ORTAC. ORTAC will then accept public comment on the recommendation to designate. At the next scheduled ORATC meeting, after taking public comment, deliberating, and voting, ORTAC will forward its recommendation to the OPRD Director. As with previous steps, written feedback will be provided in the event an application is not recommended for advancement, and the proponent will have an opportunity to resubmit the proposal after deficiencies are addressed.

Step 7: Designation

When ORTAC recommends designation of a proposed route as an Oregon Scenic Bikeway, the Director will carry the recommendation to the Oregon Parks and Recreation Commission for final consideration. However, the Director may request that issues raised at the public hearing be addressed or clarified by the proponent. The Oregon Parks and Recreation Commission will vote on designation.

Step 8: Implementation and Review

Once a Scenic Bikeway is designated, the Proponent's focus shifts to implementing the Plan. This includes steps like installing route signs, initiating marketing efforts, and developing services along the route. The Coordinator is an ongoing resource during the implementation phase.

While the 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 will



address substantial rerouting proposals using the evaluation methodology described below.

The administrative rule establishing the Scenic Bikeways Program calls for a 5-year review of each designated route. The Coordinator will initiate this review process with each proponent as required.

C. Route Evaluation

When members of the Committee evaluate a proposed route by riding it on bicycle, they assess both qualitative and quantitative aspects. For purposes of evaluation, the qualitative aspects are called Route Qualities and the quantitative factors are called Route Conditions. Because assessments of Route Qualities can be somewhat subjective and Route Conditions are objective facts, the Committee developed a five point rating methodology (5 = best) so that the two categories could be meaningfully compared. 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, and they tend to interact in creating the rider's perception of the route, for example when very 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 vs. 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:** This condition is assessed by the distance of the bike facility from the vehicular traffic facility.

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 a 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 is low; less than 30 mph.		The actual speed limit is moderate; 40- 45 mph		Actual speed limit is 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 separate from vehicle traffic by a moderate shoulder.		There is little separation between bicycle and vehicle traffic.

D. Required Documents

- 1) Oregon Scenic Bikeway Application Form
- 2) Bikeway Management Plan

Oregon Scenic Bikeway Application Form



The application may be revised. Please check to see if you have the latest version.
The revision date is on the front cover.

Submit Proposal to:

Alex Phillips, Bicycle Recreation Coordinator
Oregon Parks and Recreation Department
725 Summer St. NE Salem OR 97301
alex.phillips@state.or.us
503-986-0631

Applications Accepted:

- January 1st 2011- March 1st 2011
- The application form must be filled out for each proposed route.

Instructions: Please complete this form in its entirety. This form must be filled out as part of a complete application. Additional attachments are encouraged. Attach all necessary documents and submit the proposal to address above. Please contact OPRD with any questions you may have with this proposal.

Name of Proposed Bikeway:		
Total Miles of Proposed Bikeway:		
Proponent:		
Primary Contact Name and Title:		
Telephone:	Fax:	Email:
Secondary Contact Name and Title:		
Telephone:	Fax:	Email:
Address:		
City:	State:	Zip:
U.S. Congressional District and current congressperson's name:	Oregon Legislative District numbers and current congressperson's names: House: Senate:	



Road/Land Manager - Letters of Consent

Land manager consent must be collected from each of the jurisdictional road agencies and attached to this proposal. The goal is to ensure the land manager is aware of and has general support of the proposal. The land manager may have additional forms and processes the proponent may have to be engaged in prior to formal adoption as a Scenic Bikeway. Examples of letters of support provided upon request.

Land Manager	Contact	Phone

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.

Park	Park Manager

Certification

I certify that I have reviewed and understand the proposal process, the route management plan development process and the responsibilities of a proponent group. I certify that I will comply with the Oregon Revised Statute(s) and Oregon Administrative Rule(s) governing Oregon Recreation Trails, Public Meetings and Public Hearings.

Proponent Signature:

Print Name:

Proponent Signature:

Print Name:



Scenic Bikeway Management and Marketing Plan

A route's success is not only dependent on physical attributes, but also on how it is managed following designation.

After the Committee has determined that a proposed route meets the requirements for designation as an Oregon Scenic Bikeway, the proponent must submit a draft management plan for the bikeway. While these plans will vary due to differing bikeway qualities and local goals, an effective management plan will identify the proponent's goals and vision for the scenic bikeway, list proposed actions to protect and enhance it, provide a detailed description of the route, provide a marketing plan, and include letters of approval from each of the road jurisdictions along the route. A Scenic Bikeway Management Plan must include the following five sections:

1. Contact information

- List of bikeway proponent group members responsible for implementation of the management plan.

2. Road Jurisdiction Approvals and Public Outreach

- Letters of final approval from each of the road jurisdictions along the route. Letters attached to the application were only of general approval.
- Minutes from public meetings held during preparation of the management plan. A meeting qualifies as a public meeting if the Proponent gives adequate notice of the meeting, holds the meeting at a place that is accessible, and keeps meeting minutes.

3. Protecting and Enhancing the Bikeway

- Future potential projects including roadway or highway improvement projects. And any other projects that would improve the experience and safety of the bikeway, such as interpretive improvements or bike rack installation, improved bike lanes, re-stripping fog lines, off road path, improved riding surfaces, interpretive kiosks.
- A plan for informing riders of construction projects and reminding road jurisdictions responsible for the project of the need to include bicycle detours or other accommodations made for vehicle traffic. A plan might be to simply call all road jurisdictions yearly to inquire and then post construction alerts and possible detours on the OPRD web site.
- A list of existing planning documents and approved capital improvement projects that could impact the route characteristics or conditions. (These might include transportation system, growth management, capital improvement, Scenic Byway, land use, park master, and road improvement plans.)
- Potential funding sources for bikeway projects which the proponent group is considering applying.

4. Route Description

- Accurate and field checked turn-by-turn cue sheet of the bikeway. Field checking cue sheets are the only truly accurate way, maps will not always show street names that are posted or other important details.
- Map of the route showing camping, water, restrooms, and parks relevant to the bikeway. (Hand drawing the route on existing road maps, or using bikely.com or Google maps is acceptable. These basic maps will be given to the OPRD GIS department for use in constructing the publicly available maps if the route is designated.)
- Sign location table showing exact location for cyclists traveling in both directions.

5. Marketing Plan

This section describes the proponent's plans to let others know about the route and should contain the following:

- List contact information for those responsible for bikeway marketing if different than the management plan.
- Identify local target markets for the bikeway. Be as specific as possible and don't forget to include communities, businesses, and organizations.
- List the different types of cyclists you want to attract; such as novice, long distance, family oriented. There might be one section of the bikeway that is family oriented while the full route is of interest to the long distance cyclist.
- Create messages and talking points – identify the most compelling message that will help create potential visitors.
- Identify the regional Destination Marketing Organization (DMO). DMO's exist to promote Oregon tourism. Let them know about the bikeway and ask them how they can help. A complete list of regional DMO's can be found at www.oacvb.com.
- Identify potential marketing tools and venues such as locally created websites and social marketing, bike club forums, press releases, special event participation, and cooperative advertising.
- Identify promotional activities that will attract media coverage and/or build community awareness such as a route dedication ceremony, annual celebration ride, or ribbon cutting celebration.
- Establish a timeline that captures one-time, near-term, and ongoing marketing activities.

The Oregon Parks and Recreation Department (OPRD) is a partner in helping promote your bikeway on a statewide level, providing tools such as detailed downloadable maps of each bikeway, statewide branding of the Scenic Bikeways Program, coordination with other state agencies, and statewide distribution of press releases.



E. Potential Funding Opportunities for Scenic Bikeways

It is recommended to contact a grant program manager prior to applying to confirm eligibility of the project. Each grant program has a specific set of program guidelines that restrict funding.

Oregon Pedestrian and Bicycle Program Grants

The Pedestrian and Bicycle Grant Program is a competitive grant program that provides approximately \$5 million dollars every two years to Oregon cities, counties, and ODOT regional and district offices for design and construction of pedestrian and bicycle facilities. Proposed facilities must be within public rights-of-way. Grants are awarded by the Oregon Bicycle and Pedestrian Advisory Committee.
www.oregon.gov/ODOT/HWY/BIKEPED/grants1.shtml

Contacts: ODOT Pedestrian and Bicycle Program Manager
Sheila Lyons 503-986-3555
sheila.a.lyons@odot.state.or.us
Rodger Gutierrez 503-986-3554
rodger.c.gutierrez@odot.state.or.us

Transportation Enhancement Program

The Transportation Enhancement (TE) Program provides federal highway funds for projects that strengthen the cultural, aesthetic, or environmental value of our transportation system. The intent of the Program is to fund special or additional activities not normally required on a highway or transportation project. The funds are available for twelve "[transportation enhancement activities](#)" specifically identified by Congress. These activities fall into four main groups: Pedestrian and Bicycle Projects, Historic Preservation related to surface transportation, Landscaping and Scenic Beautification, and Environmental Mitigation (highway runoff and wildlife protection only). On-street bicycle facilities and shared-use paths are popular projects in Oregon's TE program. TE funds are provided through reimbursement, not grants. The minimum award is \$200,000, for bicycle/pedestrian facilities, and bike/pedestrian safety and education projects grants have a \$50,000 minimum. Projects do not have to be within a road right-of-way.

www.oregon.gov/ODOT/HWY/LGS/enhancement.shtml#General_Information

Contact Pat Fisher: 503.986.3528 or patricia.r.fisher@odot.state.or.us



Urban Trails

A brand new grant program comprised of state funding for trail design and construction for transportation-related trails within urban areas. The grant requirements are currently being formulated.

Pat Fisher
503.986.3528
patricia.r.fisher@odot.state.or.us

Transportation and Growth Management Grant Award

TGM grants support integrated transportation and land-use plans, Transportation System Plans (and TSP updates), and other planning activities that give Oregonians more transportation choices through improved pedestrian, bicycle, transit, and multi-modal street facilities. TGM awards two types of grants: Transportation System Planning and Integrated Land Use and Transportation Planning.

<http://www.oregon.gov/LCD/TGM/docs/Grants/09-11AwardCriteriafinal.doc>

Cindy Meister
cindy.l.lesmeister@odot.state.or.us
503.986.4349.

Recreation Trails Program

Recreation Trails Program grants are federal grants administered by OPRD for motorized and non-motorized recreational trail projects. Funding is from federal gas tax attributed to off-highway vehicle use and part of the Federal Transportation Bill that is updated every five years. The program focuses on recreation trails so any project in a roadway needs to be recreational in nature and solve a connection challenge.

Marilyn Lippincott, Senior Grants Project Coordinator
Oregon Parks and Recreation Department
725 Summer Street NE, Suite C
Salem OR 97301
(503) 986-0711; Fax 503-986-0793
marilyn.lippincott@state.or.us



Local Government Grant Program

A program administered by OPRD and used to fund outdoor recreation projects, including multi-use paths that are not located within a road right-of-way.

Michelle Scalise
Oregon Parks and Recreation Department
725 Summer Street NE, Suite C
Salem OR 97301
(503) 986-0708; Fax 503-986-0793
michele.scalise@state.or.us

Land and Water Conservation Fund

The LWCF grants provide matching grants to state and local governments for acquiring and developing public outdoor recreation areas and facilities. Since 1964, this national program has awarded more than \$55 million for Oregon recreational areas and facilities.

Oregon Parks and Recreation Department
Land and Water Conservation Fund Grants Program
725 Summer St. NE, Suite C
Salem, OR 97301
Marilyn Almero Lippincott
Senior Grants Project Coordinator
marilyn.lippincott@state.or.us
Voice: 503-986-0711
Fax: 503-986-0793

Certified Local Government Grant

The Certified Local Government (CLG) program is designed to promote historic preservation at the local level. It is a federal program (National Park Service) that is administered by the Oregon State Historic Preservation Office (SHPO).
<http://egov.oregon.gov/OPRD/HCD/SHPO/clg.shtml>

Kuri Gill
CLG Coordinator
Phone: (503) 986-0685
Fax: (503) 986-0793
Email: Kuri.Gill@state.or.us



Oregon Tourism Commission Matching Grants Program (Travel Oregon)

The mission of the Oregon Tourism Commission (OTC), doing business as Travel Oregon, is to encourage economic growth and to enhance the quality of life in Oregon through a strengthened economic impact of tourism throughout the state. OTC has established a program to make grant awards to eligible applicants for projects that contribute to the development and improvement of local economies and quality communities throughout this state by means of the enhancement, expansion and promotion of the visitor industry.

Cities, counties, port districts, federally recognized Tribes and non-profit entities located in Oregon and involved with tourism promotion and development are eligible for grants from the Matching Grants Program. Applicants must equally match the amount of the awarded grant; up to 50% of the match may be in-kind. (Example: if you are awarded a \$10,000 grant, you are responsible for coming up with \$10,000 in matching funds of services or materials relevant to your grant project). All grant applicants must have federal tax ID # to be considered. The program is administered by Travel Oregon's Industry Relations Manager with assistance from a grant review committee that screens and scores applications. Final determinations are made by the Oregon Tourism Commission.

Each applicant may request up to \$10,000 in grant funds with a limit of one grant project request per cycle.

<http://industry.traveloregon.com/Departments/Tourism-Development/Matching-Grants-Program.aspx>

Michelle Woodard, Industry Relations Liaison
Grants@TravelOregon.com
(503) 378-8850.

National Park Service Rivers and Trails Assistance Program

The National Park Service's Rivers, Trails & Conservation (RTCA) staff assistance includes help in building partnerships to achieve community-set goals, assessing resources, developing concept plans, engaging public participation, furthering local conservation initiatives, and identifying potential sources of funding. From urban promenades to trails along abandoned railroad rights-of-way to wildlife corridors, assistance in greenway efforts is wide ranging. Similarly, assistance in river conservation spans downtown riverfronts to regional water trails to stream restoration. Although RTCA does not provide financial assistance, it does offer technical assistance based on expertise and experience to community partners to help them achieve their goals. Project partners may be non-profit organizations, community groups, tribes or



tribal governments, and local or state government agencies. Assistance is for one year and may be renewed for a second year if warranted. Contact Michael Linde to discuss your interest and seek guidance before applying. The deadline for project applications is August 1st, three months before the start of each fiscal year (October 1 to September 30).

Michael Linde
206-220-4113
michael_linde@nps.gov

Bikes Belong, a non-profit organization

The Bikes Belong Grants Program strives to put more people on bicycles more often by funding important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S. These projects include bike paths, lanes, and routes, as well as bike parks, mountain bike trails, BMX facilities, and large-scale bicycle advocacy initiatives.

Since 1999, Bikes Belong has awarded 186 grants to municipalities and grassroots groups in 45 states and the District of Columbia, investing nearly \$1.5 million in community bicycling projects and leveraging close to \$500 million in federal, state, and private funding.

www.bikesbelong.org
Bikes Belong Coalition
P.O Box 2359
Boulder, CO 80306
Telephone: 303/449-4893
Fax: 303/442-2936

Lane County Tourism Special Projects Grant Program

Lane County's grant program for community organizations, groups, businesses, or individuals is for projects designed to increase tourism and tourism-related activities in Lane County. The Tourism Special Projects Grants are intended to assist and promote the growth of the tourism industry throughout Lane County. Small grants requesting between \$1,000 and \$5,000 need a \$500 match. Large grants requesting between \$5,001 and \$10,000 need a 10% percent match. www.lanecounty.org/parks.

Check with each county that the proposed bikeway will be routed through for its own tourism- related grant program.



Scenic Byway Grant Program

Scenic Bikeways that are located on a designated ODOT Scenic Byway might be able to apply for Scenic Byway grants. National Scenic Byway funds are available from the Federal Highway Administration (FHWA). The funding program is administered in Oregon by the Oregon Department of Transportation. Qualifying projects must be along an Oregon Scenic Byway or Tour Route. This is a reimbursable program, not a grant program. Funds must be expended in advance of repayment through the program. For more information: www.oregon.gov/ODOT/HWY/SCENICBYWAYS/

- Projects must have a 20 percent local match, which must be identified and authorized.
- The FHWA application lists eligibility requirements that are adhered to strictly.
- Byway proponents submitting more than one project proposal per Scenic Byway must prioritize those projects.
- Projects must be consistent with the Scenic Byway Corridor Management Plan. Copies of the plan should be available through local planning departments, but they can also be obtained through this office.
- An Intergovernmental Agreement guaranteeing the local match must be executed between local agencies and ODOT upon approval of the federal funding.

Pat Moran
Oregon Department of Transportation
(503) 986-4261
Pat.moran@state.or.us



F. Existing Bikeways and Coast Route

Existing Scenic Bikeways

The Willamette Valley Scenic Bikeway was the only existing bicycle route to be immediately incorporated into the Scenic Bikeways System. Significant changes to the route must be addressed by the committee.

Changing conditions on bikeways that will be designated may require either a revision of the bikeway's management plan and/or a rerouting of the bikeway. Rerouting requests of a significant nature will be addressed by the advisory committee.

The Oregon Coast Bike Route

The Oregon Coast Bike Route is managed by ODOT. In anticipation of applications from proponent groups on the coast the committee decided that OPRD, ODOT, The Oregon Transportation Commission and the OR Bicycle and Pedestrian committee (OBPAC) can work out an MOU or other agreement to address the unique issues of the coast route.

G. Supporting Documents

Oregon Revised Statute

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]

Oregon Administrative Rule

The Oregon Administrative Rules contain OARs filed through March 13, 2009
PARKS AND RECREATION DEPARTMENT

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

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.
 - (f) 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.
 - (g) 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

