

Background

The WWSBW was created by the partnership of Travel Oregon, Cycle Oregon, ODOT and State Parks. The idea for the bikeway first came from Cycle Oregon. With State Parks serving as the coordinator in the effort and as the government arm, issuing contracts and paying jurisdictions to install signs.

All future Scenic Bikeways will be created in a different model, with the whole process being lead by local community groups. Because of these differences this management plan is not a template for other bikeway plans.

Currently, the bikeway is being managed by the Bicycle Coordinator at State Parks. The coordinator worked with each one of the jurisdictions to sign IGAs for sign installation and rode each mile to decide when signs were needed. The coordinator also wrote the web site, oregonscenicbikeways.org and worked with the OPRD GIS department to design the maps. One goal of this management plan is to involve local communities into the management and marketing process.

Improvements and Protections

Route Improvements

The city of Salem created a working group called Salem 2020 which has a subcommittee that makes recommendations to the city commission on bicycle and pedestrian issues. The coordinator will continue to work with this group to ID and recommend road improvements on the city of Salem section of the bikeway.

The coordinator will identify and recruit volunteers in other communities that can work with Albany's Bike/Ped Advisory Group to the city commission.

Interpetitive Improvements

Kiosks at the ends of the route can supply information to riders and to inform visitors to Champoege, the northern end, and Armitage County Parks, the southern end of the route. The coordinator will work with park managers to get approval of the project and will research funding for the kiosks.

Marketing

The task now is to recruit grassroots, local help to do each of these tasks and to help market the bikeway to local DMOs and bike clubs that can ultimately market it to a much wider audience.

The first step in this process is to find residents in each of the communities along the 130 mile route that are willing to take on one or more tasks.

Each person agreeing to help with the yearly sign inventory will be sent the table showing the locations of signs in their area. Emails asking for an inventory will be sent out each spring.

Champoeg to Keizer: Kathy McCauley ryancreekfarm@gmail.com. Originally emailed because of a missing sign.

Keizer

Salem

Salem

Willamette Mission to Independence Bridge Bob Luoma

Met Bob on Salem Bike club ride to do Grant's Get Aways taping. He immediately told me of some down or missing signs.

bobluoma@g.com

Independence Bridge to Jefferson: Chad Montoya

Bryant Park to Brownsville: Ed Curtin, originally contacted me because of a mistake in the cue sheet.

Corvallis

541-908-2481

curtine@peak.org

See doc. From Ed – sent in word doc table of signs-

Brownsville to Armitage: Sam Miller. He offered to take photos too. He offered to go in with me to Travel Lane County. He suggested asking each of the bike clubs to do their section of the ride on a prearranged date as the regular club ride for the day.

Sam Miller

miller_sk@comcast.net

(541) 484-4586

Update 3/15/2010

Alex,

Hi. I rode the Armitage Park to Brownsville section this afternoon. All of the WV signs were intact and in good shape and I checked the cue sheet for this section and it appears to be accurate.

I'll try to send you some photos from this section of the WV later in the spring. The weather needs to improve before I can persuade a group of photographic subjects to join me on this ride.

Also, if you still plan to meet with Chamber of Commerce members in communities along my section of the route and would like me to join you as we discussed just let me know.

Regards, Sam Miller

Winter of 2009- 2010: Recruit people to ride the bikeway in the spring to perform a field check of each of the signs, if any need replacement and if there are additional signs that are needed. Volunteers can be intimidated or discouraged by too many tasks and many will only want to take on this first one. Each volunteer will pick the length of the route he or she would like to ride for the field test. It is their option if the volunteer would like to drive it, but signs can be missed and intersections look different from a cyclist's perspective. The strongest reason to encourage riding it is that the type of volunteer interested in this project will have more fun riding it.

For others that want to take on additional tasks, volunteers will be asked to field truth the cue sheets, take photos that can be used in promotional materials and meet with local DMOs.

Bike clubs: At a volunteer's suggestion, the coordinator will ask each of the bike clubs along the route to ride a section of the bikeway as their regular club ride and advertise as the Scenic Bikeway. These rides will help raise awareness of the bikeway in the biking community, who in turn, will tell other cyclists about it. Also, the bike club membership roles are the best source of potential volunteers.

List current volunteers and bike clubs with contact information when to call each one.

Signs

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