

From: [Daniel Morgan](#)
To: [Jennifer McCollum](#); [Victoria Saager](#)
Subject: RROMAC follow up answers
Date: Wednesday, November 09, 2016 10:14:06 AM

1)When a road is designated as scenic, are there expectations as to the level of maintenance that this section of road will receive?

- No there isn't any expectation for maintenance for the roadway only the route signage. (Shelley Oylear, Bicycle and Pedestrian Coordinator)
- I have a Salmonberry Trail agency meeting tomorrow at Stub Stewart State Park and will be with a couple state agency directors and staff so I will ask the question there, also, ODOT seems to be responsible somewhere as 26 is a state road. I did ride the Banks Vernonia recently and have already inquired and reported that the off road multi use path needs some maintenance attention and that falls to State Parks . Will follow up. (Carolyn E. McCormick, Washington County Visitors Association)
- A presentation made to RROMAC by WCVA in January 2011. See Slide 8 for response to question 1 below. During development of the scenic bikeway, Operations staff provided input and testimony about concerns about specific issues along the proposed route. We were assured repeatedly that the designation did not trigger the expectation of additional maintenance or improvements along the route. The minutes from the January 2011 RROMAC meeting state: "Terry [Terry Goldman from WCVA] asked if RROMAC would write a letter of support for the WCVA Scenic Bikeway...Matt chair of RROMAC at the time] asked for a motion but none was offered." (Carolyn E. McCormick, Washington County Visitors Association)

2)Related to but not directly asked, are these routes routinely evaluated to make sure that they are indeed the safest and most scenic way? For example a quarry could open or a sawmill and make the road less desirable.

- They are not unless someone raises a concern. Usually there are few significant land use changes that would alter traffic to the point that a revision of the route is needed not to say that it couldn't happen. (Shelley Oylear, Bicycle and Pedestrian Coordinator)
- The WCVA does maintain signage along the TVSB and pays for the cost to replace. The condition of the roads, road maintenance and safety are key elements of a scenic bike way and it is expected that all our roads are being maintained and safe but there is no funding to actually pay for road improvements directly related to biking that I am aware of. Most of the roads for the scenic bikeway are county roads, then a few state roads and the Bank Vernonia portion is State Parks. Additionally, although the WCVA is not a governmental agency we have a vested interest in maintaining a safe and wonderful experience for riders along the Tualatin Valley Scenic Bikeway and the Banks Vernonia Trail. We welcome any written suggestions to improve the experience for both riders and vehicles and will disseminate recommendations to the respective cities/towns, agencies along the route. (Carolyn E. McCormick, Washington County Visitors Association)

3)Is there any forum for input for upgrades to the existing scenic

bikeway? Specifically, is there a way for local Banks residents to propose adding additional entryways on to the trail between Manning and the Rt 26 overpass? On the weekends a bicycle/horse or walking is the only way to get across Rt 26.

- Any changes to the Banks-Vernonia Trail section of the route would be addressed by Oregon State Parks and Recreation. Upgrades on county roads can be requested through the road request process: To request a road-related service, call 503-846-ROAD (846-7623), e-mail us, or submit the online service request <http://washtech.co.washington.or.us/reportroadproblem>. (Shelley Oylear, Bicycle and Pedestrian Coordinator)

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