

**PATHWAY SAFETY TASK FORCE
MEETING #1, JANUARY 30, 2025
MEETING NOTES**

The meeting began at 3:00 pm - live in the SROA Board room and via Zoom. There were 21 present, including:

- Ray Johnson
- Marilyn Johnson
- Bruce Schroeder
- Ashley Steinbrecher
- Angela Stone
- Stacy Wesson
- Clark Pederson
- Bill Burke
- Al Klascius
- Jared Micklos
- Karen Agee
- Michele Getchell
- John Wiest
- Gwen Gamble
- Kris Besson
- Linda Beard
- Susan Berger
- David Fretwell
- Lee Stevenson
- James Lewis

The meeting began with introductions of all present – including affiliation (i.e. owner, Board member, staff, community partner), background and what made them interested in this task force.

James Lewis provided a meeting protocol to be used throughout the project. This included a respect for ideas presented and that the conversations were intended to be solution based rather than just an airing of concerns.

James Lewis discussed the intended end-product – a written report that will include:

- Identification of pertinent issues – separating fact from fiction.
- Background/existing documents reviewed.
- Available data reviewed
- Research conducted (applicable laws; other communities and organizations who have addressed this issue).
- Findings – what does the data and research reveal; what are the conclusions regarding various perceptions; and ideas and methods for consideration as solutions.
- Recommendations – could be new rules, infrastructure, enforcement tactics, etc. – prioritized with a timeline for implementation. This section will also identify potential obstacles to each recommendation.
- Costs – potential costs.
- Public Review Draft – create a public draft and offer time for review and comment.

- Final document to Board for review and acceptance.

After discussing the meeting protocol and the intended final product, a few ideas were raised to help the overall process, these included:

- As the concerns and solutions are identified, the pro/cons of each should be listed and evaluated
- The task force should try to reach consensus when making decisions (to the greatest degree possible)
- The various user groups should be accounted for when discussing concerns and solutions
- Perhaps a “foundation for safe biking” can be established to take on follow up from this project

Mark Smith gave an overview of the existing 34-mile pathway system (including the history of pathway development over time that resulted in the current amenity). He discussed the Pathway and Tunnel Master Plan – including current maintenance, intended improvements (primarily Circle 2-3 pathway extension and the Meadow area pathway connections), and the need/safety issues related to those intended improvements. The existing condition, yearly improvements and seasonal maintenance did not seem to be questions or concerns to Mark during his overview.

The majority of the meeting included a round-table discussion that allowed each task force participant to identify their primary concerns and potential solutions. An overriding acknowledgment was that as Sunriver grew (almost developed out now) and became more popular as a vacation destination, the pathways have become more crowded overall (by both pedestrians and bicyclists). The primary concerns/solutions (listed together) included (these are consolidated and are listed in no particular order):

- Rules have no real authority over visitors/renters for compliance
- Rules need to be provided to all users (education and awareness avenues need to be further explored – in rental units)
- Find new avenues for disseminating the rules
- Common courtesy (passing “on your left” announcement) is lacking – lack of self-responsibility
- Better enforcement of rules on pathways is necessary
- Stakeholders need to participate (bike shop owners, property managers) in rule education
- Bicyclists are travelling to fast (exceed 15 mph which seems to be a maximum safe speed)
- Provide better maps throughout the pathway – including QR code that will take you to a map of the pathways and not the roads
- There is not ample lighting at crossings – particularly at pathway/road crossings
- The mix of pedestrians and bicyclists poses an inherent risk – provide separate pathways for pedestrians and bicyclists
- Use by those not residing in or visiting (renting) within Sunriver proper
- Provide additional parking and possibly a shuttle throughout Sunriver to reduce the number of people using the pathways – especially in certain “busy” areas near the Village and SHARC
- Dogs – both “on-leash” and “off-leash” were identified as safety issues
- E-bikes – primarily class 2 and 3 e-bikes, but some noted all e-bikes present safety concerns
- Better defined entry points to the pathways will clearly labeled rules for pathway use
- Rules must be consistent – consistent with state/local laws and among other pathway system use
- Younger users don’t follow the rules as much
- Recognize the multi-generational use and the various needs for each
- Overcoming “vacation brain” whereby visitors don’t care about the rules

- Create separate bike park (i.e. pump track) for users who want a different experience from what is provided on the pathways – and to prevent riding through commo areas and private property
- Lack of use of lights and reflectors
- Crosswalk and road crossing rules are confusing (cars yield to pedestrians but bicyclists yield to cars)
- Distracted riding – riding while texting
- Distracted walking – riding while texting, ear buds in
- Riding through narrow/old tunnels
- Provide yellow center-stripping on pathways to separate two-sides

Homework - The task force was given a homework assignment to review all the concerns and potential solutions and provide their top 5 of each (in descending order from highest priority to lowest - 1 through 5) and provide those to James Lewis. These will be tabulated and provided at the next meeting. The intent is to reach a consensus on the prioritization of concerns and solutions and use that as a focus for the project going forward. The Task Force was also asked to continue to review the SROA background documents provide to them prior to the first meeting – specifically the portions dealing with pathway use, signage and associated rules.

The next meeting (Meeting #2) will be held on Thursday, February 27th, 3:00-5:00 pm at the SROA Administration Board room and via Zoom (this will be the format for all meetings).

Meeting #2 will provide additional information to the task force in the form of facts/data and case studies. It is anticipated that presenters will include: Sunriver Police Department, Bike Shop managers, other community association representatives, other park and recreation district representatives, the engineer who developed the SR Pathway Master Plan. The goal is to hear how their pathways operate, problems encountered, solutions, state-laws, etc.