

SUNRIVER OWNERS ASSOCIATION

REPORT AND RECOMMENDATIONS

OF THE

PATHWAY SAFETY TASK FORCE

ACCEPTED BY THE SROA BOARD OF DIRECTORS

July 19, 2025

SROA
Pathway Safety Task Force
Report and Recommendations

Table of Contents

<u>Section</u>		<u>Page</u>
	Acknowledgements	3
I.	Executive Summary	4
II.	Purpose, History, Guiding Documents	8
III.	Task Force – Purpose, Participants and Partners	9
IV.	Information Review and Planning Process	12
V.	Subgroups – Rules and Enforcement, Infrastructure, Communication and Education	17
VI.	Budgetary Considerations	27
VII.	Future Measures of Success	28
VIII.	Appendices	
	Appendix A – Recommended Solutions by Subgroup	29
	Appendix B – Pathway Ambassador Program	33
	Appendix C - Signs and Messaging	35

ACKNOWLEDGEMENTS

On behalf of all Sunriver Owners, the SROA Board of Directors would like to recognize and thank the following participants that helped produce this report and recommendations:

SROA Pathway Safety Task Force Owner Members:

Karen Agee	Kris Besson
David Fretwell	Gwen Gamble
Michelle Getchell	Marilyn Johnson
Ray Johnson	Al Klascius
Jared Micklos	Bruce Schroeder
Greg Slater	Ashley Steinbrecher, SRPD
Lee Stevenson	Angela Stone
John Wiest	Stacy Wesson
Julie Yount	

SROA Board of Director Liaisons:

Linda Beard	Bill Burke
Clark Pederson	

SROA Staff Members:

Susan Berger	James Lewis
Mark Smith	

Non- Task Force Presenters:

Ronald Bailey	Tom Headly
Jason Leistad	Carol Scherman

I. Executive Summary

The SROA/Sunriver Pathway System has been consistently recognized as the most important amenity within Sunriver in the past four owner surveys dating back to 2010. Not only is the pathway system a recreational amenity for pedestrians and cyclists but also serves as an important part of the Sunriver transportation infrastructure for access throughout the community. As such, SROA has an existing Pathway Master Plan (updated in 2022) that addresses overall design (necessary pathway segments, tunnels, construction methods, etc.). However, aside from identifying missing segments needed to address safety concerns, such as separation of pedestrians and cyclists from roadways, there is very little included therein regarding user safety (inclusive of types of vehicles allowed, rules, signage, common etiquette, etc.). More recently (over the past 5-years), safety issues have continually been raised with the SROA staff and Board – since Class 1 E-bikes were specifically permitted on the pathways by SROA Rule and overall pathway congestion increased during the COVID pandemic. As a result of these concerns, the SROA Board of Directors authorized the creation of the Pathway Safety Taskforce as part of their 2025 work plan – this was also based on a specific recommendation of the SROA 2030 Strategic Plan adopted by the Board of Directors in the Fall of 2024.

A Task Force of owners, community partners, SROA Board members and staff was created in December 2024 and began meeting in January 2025 to explore the safety concerns raised, evaluate their severity, discuss possible solutions (or not depending on the findings related to each issue) and recommend solutions. The final product of the Task Force is this report of findings and recommended actions that consider and include:

- An assessment of users – types of use (pedestrians, bicyclists, other)
- A statistical analysis of the physical condition of pathways
- Identified necessary improvements to the existing pathway system (per the SROA Pathway Master Plan)
- SRPD (bike patrol) use statistics, including bike crashes, injury, calls for service, enforcement/citations
- Limitations/potential for physical improvements
- Limitations/potential for enforcement
- Analysis of Federal, State and local laws that affect pathway use
- Recommended physical improvements
- Recommended rule changes/new rules
- Prioritization – including impact, costs and timing

The recommended solutions were based on substantial discussion among Task Force members along three primary topics, those being: rules and enforcement; infrastructure; and, communication and education. Ultimately the recommended solutions were prioritized based on overall effectiveness and timing to implement as determined by factors such as cost and administrative requirements. Overall, the recommendations were given immediate (within one-year), mid-range (1-3 years) and long-range (3-5 years) goals for implementation. It is important to note that the recommendations are subject to a yearly evaluation for budgetary, staffing or partner needs with the recommended timing for implementation subject to such consideration – and, also weighed against other SROA needs. It must be noted that this report and the recommendations herein were done at a “specific point in time” and are subject to change and updating based on factors such as new technology, changing laws, new vehicles,

etc., that occur over time – the intent is that this is a living document that is responsive to changing circumstances.

The complete list of recommendations of the Task Force are addressed in detail in the ensuing report. However, the solutions identified **as immediate (within one year)** are as follows:

Rules and Enforcement

- New and amended rules:
 - Add a rule at the beginning of the *Sections 2.03 - Pathways, Pedestrians and Cycles* stating that all applicable State laws apply in Sunriver and communicate clearly on all decals, signboards, etc.
 - Rule 2.03B - Retain the current rule banning all motorized equipment including Class II & III e-Bikes (allows Class I pedal assist e-bikes). Accommodation will be made for ADA compliance.
 - Rule 2.03B - Change allowable equipment to include all non-motorized equipment (including skateboards and inline skates) and prohibit all motorized equipment. This makes the rule easier to communicate clearly (motorized vs. non-motorized).
 - Rule 2.03C - Retain the section of this rule prohibiting motorized vehicles on the roadways. If we allow Class II and III e-bikes on the roadways, it will create confusion and encourage all bikes and other motorized equipment to ride on the roads instead of the pathway.
 - Rule 2.03 G - Retain the first line stating the operators or passengers under the age of 16 years are required to wear a helmet while riding in Sunriver. Insert a line stating that children riding as passengers must be secured in a bike seat or bike trailer and must wear a helmet.
 - Fines - Increase the fines for use of Class II & III e-Bikes from Class D - \$100 for each offense to:
 - Class C - \$250 for the first offense; and
 - Class B - \$500 for each additional offense.
- Decals on the asphalt are an excellent way to inform owners and guests of the rules for our pathway system. Add decals to represent rules on helmets, e-bikes, etc. and the associated fines for non-compliance.
- Make signage easier to understand. Change “approved and not approved” to “motorized vs. people powered” to enable clearer communication.
- Include the new \$250 fine for Class II & III e-bikes on all signage and publications.
- Provide decals to place on the stem of Class I E-bikes on a voluntary basis so officers, bike patrol and the public can easily identify such.
- Visit Sunriver and Bend bike rental shops with posters, rack cards and decals for their Class I E-bikes.
- From Memorial Day to Labor Day, staff and operate *Pathway Safety Stations* to provide soft enforcement of SROA rules; potentially two times per week for a few hours; rotating location at high traffic areas (SHARC, Fort Rock Park, Cardinal Landing, Circle 7 Sun Lava Trailhead, the Village, the Resort and the stables), South Century Drive entrance from Sunriver Business Park, Spring River Road entrance near Harper Bridge.
- Request participation by the Sunriver Police Department Community Service Officer and Citizen’s Patrol members to provide soft enforcement (education, written warnings and citations when warranted).
- Develop a “Pathway Ambassador” group made up of SROA owners/volunteers to provide education and data collection at Safety Stations (see Appendix B). This should be coordinated with the SRPD Bike Patrol

- Utilize Ambassadors as source of information to evaluate the effectiveness of the recommendations from the Task Force.
- Notwithstanding the recommended increase to fines for the use of Class II and III e-bikes listed herein, the focus on “soft enforcement” that provides education, thus, encouraging compliance as a primary means rather than purely punitive penalties.
- Enforcement should prioritize written warnings over citations with the exception of motorized equipment.
- Bike Patrol should not be used for primary staffing of Safety Stations. Instead, they should be moving throughout the pathway system. The Bike Patrol should coordinate with the Pathway Ambassadors.
- Retain the existing rules and fines for animals but communicate that it is recommended that all dogs be kept on a 6’ leash on all pathways from Memorial Day to Labor Day”.

Infrastructure

- The full Task Force should provide its own assessment of Pathway Master Plan priorities
- Perform a complete assessment of all pathway/pathway and pathway/road crossings to identify locations where visibility improvements can be made. Vegetation should be trimmed periodically to maintain sight distance.
- Elevate the priority of planning for an enhanced Cottonwood Road entrance experience. An enhanced entrance would raise the awareness of entrance into a community and should reduce traffic speeds.
- Add “congestion” signage along West Core Rd around Woodlands GC clubhouse & member pool. Reduce speed limit in this area.
- Add “congestion” signage around North Store.
- Correct the lack of information regarding E-bike rules on the new pathway signage. Stickers / overlays are being created for this.
- Paint center dividing lines to create split lanes at the approaches to all roadway crossings, to raise awareness of upcoming crossings, and to help prevent bunching of groups.
- Add signs at pathway entrances from outside of Sunriver with pathway rules, with an emphasis on Class 1 bikes only – no Class 2 or 3 bikes.
- Conduct summer “point in time” surveys. This could consist of volunteers counting users in a defined window of time. Automated data collection as used for cars on roads likely wouldn’t work well with walkers and non-bike users.
- Use trail cameras at various locations to collect data and help determine the degree of pathway use that is in violation of SROA rules.

Communication and Education

- Develop a pathway ambassador/volunteer program to convey rules, etiquette – as assistance to the formal bike patrol. This is particularly important during the summer months (see Appendix B).
- Utilize Ambassadors as source of information to evaluate the effectiveness of the recommendations from the Task Force.
- Improve and expand comprehensive signage for pathways that conveys rules and regulations as well as desired etiquette.
- Ensure that all messaging is clear and concise, particularly messaging regarding human powered versus motorized.
- Include specific etiquette language on signs that includes:
 - Be nice - say hi.
 - Keep right pass left.

- Use bell or voice when passing.
- Keep dogs on short leash.
- Have a light on your bike at dusk.
- Be pro - be slow.
- Develop a method to continually evaluate the effectiveness of the Communication and Education initiatives aimed at conveying rules, etiquette, etc., on the pathways.
- Develop signs/messaging for pathway surfaces, including striping, directional, etc., as appropriate.
- Use trail cameras at various locations to collect data and help determine the degree of pathway use that is in violation of SROA rules.

Note: Although many of the recommendations included above are listed as “Immediate”, the Task Force did recognize that there are some constraints in having all of these in place over the next year (by end of 2026). Things such as costs, necessary staffing, volunteers, etc., will affect which suggestions can be practically accomplished within the suggested timeframe.

It is important for the readers to know that in developing this report, it was important for all Task Force members to first become knowledgeable on the existing SROA documents that affect the design, construction, maintenance and use of the SROA pathways. Additionally, overlapping factors such as Federal, State and local laws, and obstacles to enforcement were crucial in the Task Force’s understanding of what could and could not be recommended as potential solutions. Aside from being afforded SROA’s applicable governing documents and adopted development plans, the Task Force was also given presentations from the Sunriver Police Department, Sunriver bicycle shop owners, Sunriver property managers, other planned community (Caldera) representatives, etc., so that they had a variety of perspectives to help foster educated discussion. The documents and presentations were also valuable to dispel some misconceptions about pathway use, rule enforcement and safety, and ultimately resulted in recommendations that can be implemented and best serve the community by making the pathways safer.

II. Purpose, History, Guiding Documents

Purpose: The purpose of this project was to develop a report that addresses the primary safety concerns attributed to the SROA pathway system, to determine the hierarchy and validity of such concerns, and to provide prioritized recommended solutions. The report also provides findings that accurately frame the issues and endorse implementable rather than purely aspirational solutions. The final report and recommendations will be used by the SROA Board and staff to develop annual work plans and associated budgets to address pathway safety concerns.

History: Over the past five years, since SROA adopted a rule allowing Class 1 E-bikes (but not allowing any other type of electric bicycle) and the COVID pandemic that resulted in increased pathway use, there has been increasing owner sentiment that the 34 miles of paved pathway in Sunriver have become increasingly dangerous. Although the increased use of all types of electric bicycles have been cited as a primary reason, other issues such as the use of electric scooters, off-leash dogs, the lack of audible warnings between bicyclist and pedestrians (user etiquette), an overall increase in the volume of users, and a perceived lack of enforcement, have also been cited. Owners have submitted letters to the Board of Directors and have also spoken at Board meetings in this regard – this was also noted in the recently adopted SROA 2030 Strategic Plan. As a result, the Board of Directors asked that a Pathway Safety Task Force be created to assess the aforementioned issues and provide a report and recommendations for actions to address the findings as appropriate. The overall goal is to provide a logical and specific means to account for any safety concerns that are deemed valid by the task force.

Guiding Documents: These documents were provided/available for background as they have a direct influence on the pathways in Sunriver:

- Infrastructure/Amenities Master Plan (IAMP) Task Force (2017 & 2021)
- SROA 2030 Strategic Plan
- Pathway Master Plan
- Parks & Facilities Master Plan Task Force
- Comprehensive Owners Survey (every 3 years, last spring 2024)
- Capital Reserve Study
- SROA Rules and Regulations
- SROA Consolidated Plan of Sunriver
- Applicable Federal, State and local laws as they may be applicable to the SROA pathway system, notwithstanding the autonomy offered SROA by virtue of the pathways being private

III. Task Force Creation – Purpose/Participants/Partners

The creation of a Task Force was deemed essential in developing a Pathway Safety Report that was truly representative of the concerns raised by the Sunriver community. The SROA Board of Directors ultimately created the Task Force in December 2024 based on a five-point directive as required by the SROA bylaws and Committee Policy. The Task Force is comprised primarily of owners along with stakeholders/partners from the community with specific knowledge of or impact to/from the pathway use. Additionally, such broad membership greatly assisted in identifying existing issues and future needs/methods to implement recommended solutions included herein. The intended list of owners/members and stakeholders/partners included the following (however, some participated more than others while some declined to participate):

- Owners (full-time residents, part-time residents, rental property owners)
- Sunriver Police Department
- Sunriver Fire Department
- Village representative
- Resort representative
- Nature Center representative
- Bike Rental Shop representative
- Property Management representative
- SROA Board liaisons
- SROA Staff

The members of the Task Force were:

SROA Pathway Safety Task Force Owner Members:

Karen Agee	Kris Besson
David Fretwell	Gwen Gamble
Michelle Getchell	Marilyn Johnson
Ray Johnson	Al Klascius
Jared Micklos	Bruce Schroeder
Greg Slater	Ashley Steinbrecher, SRPD
Lee Stevenson	Angela Stone
John Wiest	Stacy Wesson
Julie Yount	

SROA Board of Director Liaisons:

Linda Beard	Bill Burke
Clark Pederson	

SROA Staff Members:

Susan Berger	James Lewis
Mark Smith	

The specific five-point directive that was presented to and approved by the SROA Board to create the Task Force was as follows:

1. Scope of work with anticipated completion date
 - Creation of the Task Force with specific members appointed

- Elements of the Task Force Assignment
 - Review existing SROA documents (Pathway Master Plan, Parks Facilities Master Plan, SROA 2030 Strategic Plan, SROA Rules and Regulations)
 - Review State and local laws regarding bicycle operations
 - Review SRPD/Bike Patrol statistics for past 5 years as available
 - Create findings on current use and regulatory issues
 - Provide recommendations that include physical improvements and regulatory requirements as applicable
 - Address priorities and costs
- Update the SROA Board on a regular basis
- Timeline – four to six-months during winter/spring 2025
- Report to SROA Board in Spring/Summer 2025

2. Background information

The SROA pathway system consists of 34 miles of paved pathway that serves as both a transportation and recreation amenity to the community. Much of the use occurs during the spring, summer and fall when a large number of visitors recreate in the community. Through the past four owner surveys, the pathway system was recognized as the most popular and important amenity to the community – for both owners and visitors alike. Changing factors, such as the increased popularity of electric bikes, have influenced the overall use of the pathway system. The increased speeds of electric bikes, as well as other electric vehicles such as scooters and one-wheelers, have been perceived as a conflict with pedestrians using the shared pathway system.

3. Coordination requirements, accomplishing the assigned task and reporting findings

SROA staff will take the lead on organizing the Task Force, including the scheduling of meetings, keeping notes, developing draft documents and distributing information among Task Force members. It is not anticipated to be necessary, but if a consultant is determined necessary/useful for a component of the process, SROA staff will work with the consultant to determine the best course for specific and essential elements of the final report and recommendation. SROA staff, with the assistance of the Task Force members, will assemble the final report, which will be presented to the SROA Board for final approval.

4. Available support

Support to the Task Force will consist of SROA staff, as well as volunteer support from the expertise of the Task Force members themselves.

5. Other pertinent information (composition of the TF)

The Task Force will be composed of the following:

- Owners (full-time residents, part-time residents, rental property owners) - 6
- SRPD – 1
- SRFD - 1
- Village rep. - 1
- Resort rep. - 1
- Nature Center rep. - 1
- Bike Rental Shop rep. – 1 or 2
- Property Management rep. - 2
- SROA Board – 2 or 3

- SROA Staff – 2 or 3

Request - The request is for the SROA Board to authorize the creation of the SROA Pathway Safety Task Force comprised of selected multiple owner representatives, Board liaisons, community stakeholders/partners, and SROA staff, from the categories listed above, subject to the elements provided by the 5-point directive. Following the Board authorization of the task force, SROA staff will solicit for members from the groups listed above. It must be noted that for proper and timely administration of the project, a manageable number of task force participants must be maintained.

Ultimately, the final Pathway Safety Report is intended to provide a unified direction and purpose for addressing and planning for short and long-term pathway use that is safe and efficient for multiple transportation modes. This may include recommendations for physical improvements, rule changes, and capital improvements. Through proper planning and effective operational strategies, the recommendations to the SROA Board for consideration will guide the associations' investment and maintenance of its pathways for the foreseeable future.

IV. Information Review and Meeting Discussion Process

Meetings

Upon the creation of the Task Force in December 2024, an initial organizational meeting was held in January 2025. Four subsequent meetings (five total) and a series of subgroup meetings were specific in their intent to address all identified issues related to rules/enforcement, infrastructure and communication/education.

Each meeting included much discussion by the Task Force with many ideas debated along the lines of relevancy to the existing and anticipated conditions on the SROA pathways. Three subgroups were created under the issues that rose to the top of the initial discussions, those being: rules and enforcement, infrastructure and communication and education. The task for the subgroups was to meet independently to take a deeper dive into these specific issues and bring their findings and recommendations back to the full Task Force for discussion and agreement. The subgroup process was a key element for efficiency in completing the project – a full task force discussion on all three categories would have doubled the time for completion of the project. The Task Force attempted to achieve a consensus on all issues to the greatest degree possible with the majority presiding where a complete consensus could not be achieved. Ultimately, the subgroups developed recommended solutions and grouped those according to potential timelines for implementation – immediate (within one-year), mid-range (1 to 3 years) and long-range (3-5 years).

Overall, there were five full Task Force meetings prior to completing and recommending the final draft presented to the SROA Board of Directors for consideration in July 2025. In addition to the Task Force meetings, a virtual town hall meeting was held on June 12, 2025 to educate the community on the intent of the project and to present findings and recommended solutions – and to answer questions and receive initial comment. Aside from the broad representation on the Task Force aimed at touching all parts of the community, additional public involvement/input consisted of:

- Monthly status updates at the monthly/public SROA Board of Directors.
- Articles in the Sunriver Scene newspaper.
- A dedicated portion of the SROA webpage that included all Task Force meeting agendas, supplemental materials and meeting notes.

Aside from the formalities of the meeting process, the meetings were also designed to gather the individual perspective of Task Force members about their own personal and professional experiences with the SROA pathway system as they were relevant to the discussions.

Information Provided

The Task Force was provided with access to SROA documents that have specific relevance to the pathways – including factors affecting design, maintenance and operational rules – these include:

- Infrastructure/Amenities Master Plan (IAMP) Task Force (2017 & 2021)
- SROA 2030 Strategic Plan
- Pathway Master Plan
- Parks & Facilities Master Plan Task Force
- Comprehensive Owners Survey (every 3 years, last spring 2024)

- Capital Reserve Study
- SROA Rules and Regulations

These documents provide a general basis for understanding the history and current operations of the pathways and plans for the future. What these documents do not provide however is an analysis of the day-to-day operations. To add to the base knowledge provided by the documents and to aid in discussion, the Task Force was also provided with a series of short presentations as follows:

Presentations

Tom Headly – Engineer for Century West Engineering – prepared the SROA Pathway Master Plan. Tom discussed the existing and planned (not yet constructed) sections of pathway (using the master plan maps). He noted the factors that affect construction in various areas.

Ashley Steinbrecher – Community Service Officer, Sunriver Police Department – provided statistics of the Sunriver Bike Patrol for the past three years (Ashley was a former member of the Bike Patrol). Her statistics reported on overall contact by and service from Bike Patrol staff, including crash statistics and primary sources of rule violations. Ashley also discussed difficulties with enforcing SROA rules (inability to stop folks on bike paths, officer necessary to issue citations, etc.).

Carol Scherman – As the President of the Caldera HOA, Carol provided input stating that as Caldera grows and has more visitors, they are experiencing the same issues raised by the task force. She provided a handout showing that the polices for pathway use in Caldera are essentially the same as in Sunriver.

Stacy Wesson – Stacy provided the perspective of the property managers who hear from thousands of visitors each year. She specifically noted that many visitors do not pay attention to rules and that it is difficult to get them to pay attention to what is in writing (it takes redundant messaging).

Angela Stone/Jason Leistad – Angela and Jason both provided the input from their bike rental shops (this does not include information from other bike rental shops). They indicated that they have 250-300 bikes for rent, with 10% of those being Class 1 e-bikes – but the e-bikes make up 30% of bike rental revenue. They do not rent Class 2 or 3 e-bikes. They noted that during the summer season, every bike in their rental fleet is out each day. They indicated that they get few or no complaints about bad experiences from renters and that most people express they had a good time.

Ronald Bailey – As a full-time resident owner, Ronald stated that he walks and bikes on SROA pathways throughout the year. He stated that for medical reasons, he uses a Class 1 e-bike, but previously had/used a Class 2 bike which was easier to operate and allowed him to use the SR pathways given his medical condition. Ron provided a handout that included state by state e-bike laws, a guide to Oregon’s laws for bikes, mopeds, electric scooter, e-bikes, etc., and a list of e-bike manufacturers.

Following review of the applicable documents and the presentations as noted, the Task Force was prompted with the following questions and exercises that served as the basis for the next Task Force meeting as well as future subgroup discussions and recommended solutions as presented herein:

- What have we learned / what are the take-aways from presentations?
- What are the underlying causes of the primary concerns?

- What is fact versus fiction – truth versus misconceptions?
- Have your thoughts on the concerns and prioritization shifted?
- Exercise – develop criteria to help create a final priority list for the primary concerns.
- Exercise - further list potential solutions and describe the pros / cons of some of the solutions (such as - cost, timing to fruition, necessary partnerships, effectiveness, communication needs, etc.).
- Exercise - make sure that the concerns and solutions have a distinct interrelationship.
- Exercise - begin to develop findings that reflect the rationale for decision making and support the recommended solutions.

Task Force Discussions

Following a recap of the available information and presentations, the third meeting of the Task Force discussed the top ten pathway concerns as identified in the first Task Force meeting. Each Task Force member presented their top solutions to the concerns as those were discussed at the first meeting, but with such solutions having been reshaped after a review of the documentation and hearing the presentations. Throughout the discussion it became apparent that certain solutions rose to the top of the list for most Task Force members – some ideas that were previously identified as being the highest priorities fell to lower positions on the list once the educational information was discussed by the entire task force. Significant factors for some of the initial solutions being dropped or even removed from the list included:

- the inability to legally stop/cite person on pathways who are breaking rules (not including State/local law – statutory law)
- the inability to enforce some rules against visitors to the community – rule violations do not follow individuals as does State/local law (i.e. warrants)
- other obstacles to enforcement.

Concerns and Solutions – Initial Discussion

The concerns listed below were discussed by the entire Task Force and were prioritized based on the number of times individual task force members listed these (the “Top Nine”). Potential solutions were also voiced and are listed below. ***It must be noted and emphasized that the list below was provided by the entire Task Force and served as the foundation for the subsequent work done by the three subgroups – the subgroups took these ideas and concepts and expanded the suggested solutions as provided later in this report.***

1. Overcrowding
 - Add striping to delineate pathway lanes
 - Using signs on the pathways (on the asphalt)
 - Focus on primary entry points to the pathways and congestion (choke) points
 - Increased signage with rules, directions, mapping
 - Identify the priority areas
 - Acknowledge and accept some crowding due to the nature of Sunriver (visitors in summer season)
 - Utilize additional bike patrol (ombudsman/ambassadors) – seek volunteers
 - Direct users to other pathway/trail opportunities adjacent to/outside of Sunriver

- Enforce existing rules regarding various vehicles not allowed on pathways (Type 2-3 e-bikes, skateboards, inline skates, etc.)
 - Create additional pathway maps and promote the use of maps that can be accessed through internet applications as they may become available.
 - Complete the unconstructed segments of the pathway master plan (especially those that are primary safety concerns – Circle 2-3
 - Conduct regular pathway use assessments/analysis to determine critical issues
2. Pedestrian/Bicycle/Dog mix
 - Keep dogs on leash (6-foot leash)
 - Develop separate, parallel pathways for pedestrians/dogs and bikes
 - Create rules for dog walking dependent on time of day and year
 3. Lack of enforcement and issuance of citations
 - Soft enforcement
 - Provide education about rules
 - Promote rule awareness
 - Develop signs/stripping
 - Promote behavioral awareness
 - Create ambassadors/ombudsman for pathways
 - Understand that the presence of enforcement officers, even if rule enforcement is legally challenging, has an effect to encourage rule compliance
 - Ensure that officers enforce state/local laws on pathways even if SROA rules cannot be
 4. E-bikes (overall)
 - The existing rule limiting e-bikes to Class 1 is OK
 5. E-bikes (class 2 and 3 only)
 - The existing rule limiting e-bikes to Class 1 is OK
 6. Overall bike speed and reckless behavior
 - Non-motorized (pedal only) and Class 1 e-bikes are OK – existing rule is OK
 7. Overall lack of following all rules
 - Education, communication and programs advertising SROA rules is necessary as most visitors are unaware of the rules
 - Make rule awareness easy – use new technology
 - Focus on primary entry points to the pathways and congestion (choke) points
 - Increased signage with rules, directions, mapping
 - Identify the priority areas
 8. Overall lack of common courtesy
 - Education, communication and programs advertising common pathway use, courtesy and practice (announcing “on your left”) is necessary as many visitors are unaware of such
 9. Dogs off-leash / use of extender leashes
 - Existing voice control (no leash) rule is adequate
 - Dogs on 6-foot leash – no extender leashes
 - Dogs on leashes at certain times of year (such as, busy times – Memorial Day through Labor Day)

- Dogs on leashes during certain times of the day (such as, from 10:00 am through 5:00 pm)

Although the solutions discussed included all three identified categories on which the subgroups were based (rules/enforcement, infrastructure, education/communication), the overall emphasis focused on education and communication to pathway users by creating physical means to accomplish such (striping, signs, etc.). A very important factor was the acknowledgement that the prohibitions to some enforcement measures made enacting new rules a less important or viable solution. The tenor of the most often recognized solutions was aimed at creating a means of influencing user (pathway, bike, dog walker, etc.) behavior – behavior to comply with rules, courtesy and safety.

V. Subgroups – Rules and Enforcement, Infrastructure, Communication and Education

The subgroups were created from Task Force members who either had a degree of knowledge, experience, or interest in one of the three categories. Each group included owners, and Board and Staff liaisons, as well as community partner representatives where applicable (i.e. a Sunriver Police Department representative participating with the Rules and Enforcement subgroup). As stated previously in this report, the subgroups discussed the nine primary issues and potential solutions identified during the third full Task Force meeting. However, the discussions were more in depth and provided the rationale/findings for the recommended solutions for each issue. Additionally, the discussions were determinative as to whether such solutions should/could be implemented immediately (within 12 months), mid-range (1 to 3 years) or long-range (3-5 years and beyond). The timelines were based on the subgroups understanding of the potential requirements for implementation (such as necessary staffing, budgetary/financial requirements, administrative/permitting, etc.).

Note: Although many of the recommendations included below are listed as “Immediate”, the Task Force did recognize that there are some constraints in having all of these in place over the next year (by end of 2026). Things such as costs, necessary staffing, volunteers, etc., will affect which suggestions can be practically accomplished within the suggested timeframe.

The recommended solutions and implementation timeline for each of the issues presented below are included in the Appendices of this report. This affords the reader and future users a “pull-out” section for ease of use and identification.

Primary Issues Identified, Questions Considered and Findings

1. **RULES AND ENFORCEMENT SUBGROUP**

Issue #1 - Rules for SROA pathways

Questions/Issues considered:

- Review of the current rules and fine structure for SROA Pathways; are adjustments needed in rules and/or fines to encourage compliance and support enforcement efforts?
- Should we recommend a change in rules for motorized equipment (e-bikes, electric scooters, hoverboards, segways, etc.) on the pathways?
- Should we recommend a change in the non-motorized equipment allowed on the pathways (skateboards and inline skates)?
- If not allowed on the pathways, should Class II & III e-bikes be allowed on roadways?
- Should there be a permitting or licensing system for e-Bikes?
- Is the current fine structure enough of a deterrent for the offense?
- We are concerned about children/juveniles not obeying State law regarding helmet usage. What can/should be done to encourage compliance?
- We increasingly see children in front-packs, backpacks or being held by a parent while riding a bike. Does there need to be additional clarification regarding children as passengers on a bike riding in bike seats and bike trailers?

Findings:

- The current rules can be confusing and are difficult to communicate clearly since some non-motorized equipment is not allowed (skateboards and inline skates).
- The data does not show that skateboards or in-line skates have caused problems on the pathways.
- The fines for continued use of Class II & III e-bikes and other motorized equipment are potentially not significant enough.
- Oregon law requires all bicycle riders and passengers under the age of 16 to wear a helmet on pathways.
- Headlights and taillights are required by law when riding after dark.

Recommendations:

[Immediate Priority]

- Add a rule at the beginning of the *Sections 2.03 - Pathways, Pedestrians and Cycles* stating that all State laws apply in Sunriver and communicate clearly on all decals, signboards, etc.
- Rule 2.03B - Retain the current rule banning all motorized equipment including Class II & III e-Bikes (allows Class I pedal assist e-bikes). Accommodation will be made for ADA compliance.
- Rule 2.03B - Change allowable equipment to include all non-motorized equipment (including skateboards and inline skates) and prohibit all motorized equipment. This makes the rule easier to communicate clearly (motorized vs. non-motorized).
- Rule 2.03C - Retain the section of this rule prohibiting motorized vehicles on the roadways. If we allow Class II and III e-bikes on the roadways, it will create confusion and encourage all bikes and other motorized equipment to ride on the roads instead of the pathway.
- Rule 2.03 G - Retain the first line stating the operators or passengers under the age of 16 years are required to wear a helmet while riding in Sunriver. Insert a line stating that children riding as passengers must be secured in a bike seat or bike trailer and must wear a helmet.
- Fines - Increase the fines for use of Class II & III e-Bikes from Class D - \$100 for each offense to:
 - Class C - \$250 for the first offense; and
 - Class B - \$500 for each additional offense.

Issue #2 – Not following the rules

Questions/Issues considered:

- Do guests and residents know that we don't allow Class II or III e-bikes, motorized scooters, segways, hoverboards or motorized skateboards on the pathways?
- Do guest and residents know that we currently don't allow non-motorized skateboards or in-line skates?

Findings:

- The current rules can be confusing. What's allowed and not allowed is difficult to convey.
- Some guests think the state laws on helmets don't apply on our pathways.
- Guests are largely unaware of Sunriver Pathway rules, especially those on motorized equipment since those are not addressed on the pathway signboards.

Recommendations:

[Immediate Priority]

- Decals on the asphalt are an excellent way to inform owners and guests of the rules for our pathway system. Add decals to represent rules on helmets, e-bikes, etc. and the associated fines for non-compliance.
- Make signage easier to understand. Change “approved and not approved” to “motorized vs. people powered” to enable clearer communication.
- Include the new \$250 fine for Class II & III e-bikes on all signage and publications.

Issue #3 – Lack of enforcement

Questions/Issues considered:

- What are the barriers to enforcement of SROA rules?
- How can officers & bike patrol visually identify Class I vs. Class II & III e-bikes?

Findings:

- Limited availability of officers and bike patrol.
- Police officers are only able to detain cyclists if they are breaking the law - i.e. children/juveniles under the age of 16 without helmets. They are not allowed to detain cyclists for non-compliance with SROA Pathway rules.
- Citations are not enforceable on individuals who are not Sunriver homeowners.
- Police officers can issue citations on the pathways, bike patrol cannot.

Recommendations:

[Immediate Priority]

- Offer decals to secure on the stem of Class I e-bikes on a voluntary basis so officers, bike patrol and the public know they’ve been approved.
- Visit Sunriver and Bend bike rental shops with posters, rack cards and decals for their Class I e-bikes.
- From Memorial Day to Labor Day, provide *Pathway Safety Stations* to provide soft enforcement of SROA rules; potentially two times per week for a few hours; rotating location at high traffic areas (SHARC, Fort Rock Park, Cardinal Landing, Circle 7 Sun Lava Trailhead, the Village, the Resort and the stables).
- Request participation by Sunriver Police Department Community Service Officer and Citizen’s Patrol members to provide soft enforcement (education, written warnings and citations when warranted).
- Form a Pathway Ambassador group made up of SROA owners to provide education and data collection at Safety Stations (see Appendix B).
- Utilize Ambassadors as source of information to evaluate the effectiveness of the recommendations from the Task Force.
- Focus on “soft enforcement” that provides education thus encouraging compliance.
- Enforcement should prioritize written warnings over citations with the exception of motorized equipment.
- Bike Patrol should not be used for primary staffing of Safety Stations. Instead, they should be moving throughout the pathway system.

Issue #4 – Dogs off-leash and use of extender leashes

Questions/Issues considered:

- Is the existing rule adequate? (dogs must be on leash or under voice control with leash in possession)
- Should there be a rule regarding extender leashes?
- Should there be a leash rule for certain times of year and/or times of day?

Findings:

- There is not sufficient data to show that off leash dogs or dogs on extender leashes are causing a significant problem.
- Current SROA rules provide a schedule of fines for dogs running loose or not under voice control (Class D - \$100) and for vicious dogs /unprovoked attack (Class B - \$500).

Recommendations:

[Immediate Priority]

- We recommend retaining the existing rules and fines and communicating that “We recommend that all dogs are on a 6’ leash from Memorial Day to Labor Day”.

Issue #5 - Overcrowding

Questions/Issues considered:

- Can we limit use of our pathways to owners, residents and their guests and not allow use by the general public?
- If we can limit outside use, should we?

Findings:

- Rule 2.03A states the pathways are restricted to Sunriver owners, residents and guests.
- Making our pathways private could endanger SROA’s non-profit status.
- Restricting usage would be nearly impossible to enforce.

Recommendations:

[Immediate Priority]

- The sub-group does not recommend pursuing private pathways at this time.

2. INFRASTRUCTURE SUBGROUP

Issue #1 – Pathway segment additions and modifications

Questions/Issues considered:

- Construction of missing segments of the Pathway Master Plan as well as other potential locations.
- Replacing all old tunnels at an accelerated rate.
- Adding a tunnel across Cottonwood Road at the intersection with Imnaha.
- Creating new parallel pathways to separate transportation modes (pedestrians versus bicycles).

Findings:

- The Pathway Master Plan should be updated to include the new pathway sections identified by the Task Force.
- The tunnel replacement is limited due to seasonality for construction and limited detour routes.
- There are limited routes where parallel paths could be constructed due to limited physical space and SROA versus other private ownership.

Recommendations:

[Immediate Priority]

- The full task force should provide its own assessment of the Pathway Master Plan priorities.

- Perform complete assessment of all crossings to identify locations where visibility improvements can be made. Vegetation is trimmed periodically; possibly need to remove more.

[Mid-range Priority]

- Implement the new “Little Sun River to Deschutes Road” pathway segment (along the river, basically between the SROA Marina and Cardinal Landing).
- Widen pathways (or create “turnouts”) for higher-use or congested areas.
- Construct multiple new short connector trail segments as identified in the Pathway Master Plan (e.g. the Kinglet connection at Circle 6) to improve flow and connectivity away from roads.
- Evaluate options for improving the signage and awareness of the existing tunnel from Sunriver to the Sunriver Business Park that extends under South Century Drive. Work with the business park owners to improve the non-SROA pathway portion.
- Develop a wood chip path parallel to the proposed new “Little Sun River to Deschutes Rd” paved segment (basically Marina toward Cardinal Landing, along the river). This would provide a good test case for the parallel path concept in other areas.

Issue #2 – Roadway modifications

Questions/Issues considered:

- Review of the Sunriver road system to identify conflicts with pathways/pathway users.

Findings:

- Adequate signage, including advance signage – especially in busy areas – to prevent safety conflicts.
- Areas surrounding the Village, North Store, Members Pool/Meadows Golf Course and SHARC are likely areas due to the existing congestion.

Recommendations:

[Immediate Priority]

- Elevate the priority of planning for an enhanced Cottonwood Road entrance experience. An enhanced entrance would raise the awareness of entrance into a community and should reduce traffic speeds.
- Add “congestion” signage along West Core Rd around Woodlands GC clubhouse & member pool. Reduce speed limit in this area.
- Add “congestion” signage around North Store.
- Correct the lack of information regarding E-bike rules on the new pathway signage. Stickers / overlays are being created for this.
- Paint center dividing lines to create split lanes at the approaches to all roadway crossings, to raise awareness of upcoming crossings, and to help prevent bunching of groups.
- Conduct summer “point in time” surveys. This could consist of volunteers counting users in a defined window of time. Automated data collection as used for cars on roads likely wouldn’t work well with walkers and non-bike users.

[Mid-range Priority]

- Add a flashing crossing signal across Cottonwood near North Store.
- Add a flashing crossing signal across Beaver near Chucky’s/medical building.

[Long-range]

- Create new tunnel to SHARC across Theater Dr near Circle 2 (already identified in Pathway Master Plan), allowing the removal of the two existing tunnels.

Issue #3 – Signage and markings

Questions/Issues considered:

- The current signage on/for SROA pathways – and inconsistencies in the legacy signs.
- The need for improved routing and navigation information.
- Speed limit signs.
- The viability and effectiveness of pathway markings (on the surface of the pathways versus stand-alone signs).
- Center-line striping.
- Other pathways in Sunriver (i.e. golf cart paths and walking paths) that are not owned/managed by SROA.

Findings:

- Consistency is necessary in all sign messaging.
- The pathways can be confusing to navigate. Up to date maps and other methods of navigation (QR code link to map, etc.) should be available.
- Speed limit signs are of low value due to the inability to enforce such and the lack of speedometers on bicycles.
- Center-line striping is primarily necessary and effective in congested areas, on curves, and other areas where sight-distance is an issue.
- There could be a differentiation between the SROA pathways and other private facilities to distinguish and differentiate the SROA pathway system used to access the greater Sunriver community.

Recommendations:

[Immediate Priority]

- Correct the lack of information regarding E-bike rules on the new pathway signage. Stickers / overlays are being created for this.
- Paint center dividing lines to create split lanes at the approaches to all roadway crossings, to raise awareness of upcoming crossings, and to help prevent bunching of groups.
- Add signs at pathway entrances from outside of Sunriver with pathway rules, with an emphasis on Class 1 bikes only – no Class 2 or 3 bikes.

[Mid-range Priority]

- Create standardized signage for identifying pathway system entry points to help direct traffic from roads to paths or in busy areas (Village, SHARC, etc.). This use case almost certainly requires actual signage, and not just paint on the ground, so that the entry points can be seen from a distance.
- Create larger, “can’t miss ‘em” signs/boards at major trail system entrances to ensure visitors are exposed to the key rules. At the very least, these need to exist at the external entrances to the pathway system.
- Create a paint scheme to help clearly identify the correct, standard pathway route wherever clarification would be beneficial. Consider the use of the green color that is the standard in use for bike routes elsewhere.
- Evaluate the use of pathway information “medallions” that can be applied to the pathway surface, on either a permanent or as-needed basis. Review examples from other pathway systems.

[Long-range]

- Perform a full sign system redesign, to accommodate additional info:
 - Mileages
 - QR codes for accessing internet applications for maps and pathway system information

- Directions/routes
- Other guidance (distances to Circles)
- Other TBD

Issue #4 – Additional facilities

Questions/Issues considered:

- Are additional facilities (off-pathway facilities) needed to defer some activities not conducive to pathway use?
- What are the potential liabilities to creating off-pathway facilities (such as a bicycle dirt-track)?

Findings:

- Off-pathway facilities could deter and provide an outlet for activities such as creating jumps, riding faster, etc., and create an entirely new recreational amenity for Sunriver.
- The SROA Park Facilities Master Plan notes the possibility of a “pump-track” being created.

Recommendations:

[Mid-range Priority]

- Further investigate the creation an off-road “dirt” bike park facility.

Issue #5 – Data collection

Questions/Issues considered:

- What additional data is needed to assess the use patterns for pathways during various times of the year? Also, by user type.

Findings:

- The current data on use (all factors) is largely anecdotal (however, the Bike Patrol has kept statistics).
- Good data is the primary source for good decision making.
- Methods of data collection for pathways will be challenging and could necessitate volunteers.
- SROA has GIS capabilities that can assist and help map/organize the data by pathway section.

Recommendations:

[Immediate]

- Conduct summer “point in time” surveys. This could consist of volunteers counting users in a defined window of time. Automated data collection as used for cars on roads likely wouldn’t work well with walkers and non-bike users.
- Use trail cameras at various locations to collect data and help determine the degree of pathway use that is in violation of SROA rules.

[Mid-range]

- Work with SROA - GIS to identify opportunities for capturing, analyzing, and presenting usage pattern data.

3. COMMUNICATION AND EDUCATION SUBGROUP

Issue #1 -Pathway assistance / Ambassador program

Questions/Issues considered:

- Should a pathway Ambassador program be developed?

Findings:

- The Ambassador program could be staffed with volunteers
- Training would be necessary – this could be coordinated with the Bike Patrol.
- This could be a low-cost option to provide information about pathway rules, etiquette, etc.
- There are existing successful Ambassador programs in other communities that can be used as examples (i.e. programs at Mt. Bachelor and Jackson Hole, Wyoming).

Recommendations:

[Mid-range Priority]

- Develop a pathway ambassador/volunteer program to convey rules, etiquette – as assistance to the formal bike patrol. This is particularly important during the summer months (see Appendix B).
- Utilize Ambassadors as source of information to evaluate the effectiveness of the recommendations from the Task Force.

Issue #2 – Improved signage

Questions/Issues considered:

- Improved/expanded signage – regarding rules, etiquette, mapping, etc.

Findings:

- The new physical signs on the pathways are excellent but SROA should also move toward downloadable information (the Kamoot trails map application is currently available via a QR code on the SROA pathway signs).
- Signs are still needed (more signs as well as updated signs) in busy/congested areas – near the Village, Resort, bike shops, SHARC, etc.
- It is understood that there is a cost for additional signs.

Recommendations:

[Immediate and Mid-range Priority]

- Continually improve and expand comprehensive signage for pathways that convey rules and regulations as well as desired etiquette.
- Include specific etiquette language on signs that includes:
 - Be nice - say hi.
 - Keep right pass left.
 - Use bell or voice when passing.
 - Keep dogs on short leash.
 - Have a light on your bike at dusk.
 - Be pro - be slow.

Issue #3 – Pathway markings

Questions/Issues considered:

- Painted lines/lanes and messaging on the pathways.

Findings:

- Current markings at some locations (such as lane striping at curves) are good, but more striping at certain locations are necessary.
- Additional on-pathway painted signs with different colors (color coded) would be effective with individual messages being created for specific locations as appropriate.

Recommendations:

[Immediate Priority]

- Develop signs/messaging for pathway surfaces, including striping, directional, etc., as appropriate.

[Mid-range Priority]

- Paint lines/lanes and other information on key points on paths to supplement signs, ambassadors and bike patrol, etc.

Issue #4 – Alternative messaging – audio/video

Questions/Issues considered:

- Development of audio/video materials and applications about pathway rules and etiquette for distribution to a variety of pathway users as well as for SROA use.

Findings:

- This would be a new but effective communication tool for SROA.
- This is reflective of a method in which many get their information on many issues.

Recommendations:

[Mid-range Priority]

- Develop a professional audio/video presentation about pathways. Distribute to bike rental companies, property managers, SROA webpage QR code on pathway signs, etc. Examples of such materials and applications used by communities such as Sunriver (SROA) are available.

Issue #5 – Human versus electric powered messaging

Questions/Issues considered:

- Appropriate messaging regarding human powered versus electric (motorized) bicycles/vehicles on pathways.

Findings:

- It is recognized that this is difficult to enforce.
- It is acknowledged that the rules and enforcement subgroup is addressing this issue.
- Messaging must be very clear and convey the rules.

Recommendations:

[Immediate Priority]

- Ensure that all messaging is clear and concise on all pathway signs and other printed materials, particularly messaging regarding human powered versus motorized.

Issue #6 – Evaluation of communication methods

Questions/Issues considered:

- Evaluation of communication and education initiatives – are they effective and which work best?

Findings:

- Continual evaluation of communication methods and techniques is necessary to ensure that we are effective in reaching pathway users in a manner that is best for them.
- Explore “soft enforcement” (subjective) communication (such as conversations by/with Ambassadors) as well as more objective approaches such as kiosks with information.
- Questionnaires and surveys can be effective in determining the best communication methods as well as gaining information about pathway use.
- Other methods of data gathering should also be explored (such as the use of trail cameras).

Recommendations:

[Immediate and Mid-range Priority]

- Develop methods to continually evaluate the effectiveness of the Communication and Education (and other) initiatives aimed at conveying rules, etiquette, etc., on the pathways. A baseline survey needs to be conducted in 2025.
- Use trail cameras at various locations to collect data and help determine the degree of pathway use that is in violation of SROA rules.

Issue #7 – Off pathway bike options

Questions/Issues considered:

- Develop and provide access to an off-pathway BMX/pump track (dirt) facility.

Findings:

- Consider development of a small BMX/dirt pump track to provide an area where development of cycling skills and activities desired by some but not appropriate for the pathways can be performed.
- This would reduce conflicts on the pathways and also reduce damage to the common areas (such as unauthorized trails and jumps that damage native vegetation and disrupt neighbors).
- There are locations near SHARC that can be developed as such – with local examples in the Bend/Redmond area to review.

Recommendations:

[Mid to Long-range Priority 2026-27]

- Further investigate the creation an off-road “dirt” bike park facility.

VI. Budgetary Considerations

The suggested actions, whether immediate, mid-range or long-range, all have budgetary requirements to varying degrees. Some recommendations may require actual dollars spent for materials and services while other recommendations affect the budget in the form of necessary staffing. So, in addition to project timing, administrative needs (such as permitting) and design, the recommendations included herein are subject to the availability of funds as determined through the annual SROA budgeting process.

SROA develops an annual calendar year budget in the Fall each year – typically adopted in November and effective on January 1st. The SROA budgeting process is ultimately approved by the Board of Directors and includes discussions on capital project expenditures and work plan needs. The capital projects and work plan items are influenced by the direction of the Board, as well as staff input, the action items included in the SROA 2030 Strategic Plan, the SROA Reserve Study and other adopted/accepted plans and recommendations (such as this report). The budget process weighs many necessary but competing factors related to capital projects, work plan development, maintenance projects, staffing, etc., against one another. It is inherent that through the budget discussions there is a recognition, that some items cannot be funded or are determined to not be an immediate priority – those items may not be included in the budget but are still ripe for consideration in subsequent years. In that vein, it is the adopted/accepted plans and reports such as this (with prioritized recommendations) that help identify the projects and programs that are ultimately included in each annual budget. This report and the recommendations herein will be used in this manner.

In developing the recommendations in this report, the task force suggested timelines for the projects that included “immediate”, “mid-range” and “long-range” implementation. The implementation timelines were based on the Task Force’s understanding and consideration of project costs, necessary materials and services, staffing, etc., done as an effort to help the Board and staff plan for their implementation appropriately. As described above, the suggested timelines for implementation and the rationale for the projects themselves will aid in positioning these recommendations appropriately during the budgeting process. Notwithstanding the implementation timelines suggested herein, it must be understood that the recommendations will be weighed and considered along with all other association projects and needs and may not be brought to fruition within the suggested timeline.

VII. Future Measures of Success

In order to evaluate the future success of the recommendations included in this report on the overall improvement to pathway safety, a baseline of current circumstances needs to be established. Although it was acknowledged by the Task Force that definitively quantifying the safety of the pathways through established metrics is difficult due to factors such as the practicality of enforcing rules as discussed herein, a method of evaluation must be created.

It was suggested that a survey of users (including owners and visitors alike) could be utilized to gather information on the primary issues recognized as safety concerns. Although the results of a survey are not necessarily fact based as they are based on anecdotal observations and empirical data, the relevance of such a survey is important in gauging both actual and perceived improvements. Such a survey (with the same or similar questions) could be used over a period of years following the implementation of the recommendations in this report to evaluate the effectiveness of each and then make adjustments over time.

An important key in measuring success is the “cost effectiveness” of the recommendations included herein. Some of the recommendations require very few dollars and minimal SROA staff time to implement (such as recommendations that suggest signage or owner volunteer programs) while others require a significant monetary investment of dollars and staff time (such as the construction of parallel pathways separating pedestrians from bicycles). Such factors are a primary basis for the recommendations being categorized into “immediate, mid-range and long-range” priorities – with the immediate requiring fewer resources and potentially implementable in the next year.

Overall, the desired improvements to pathway safety require the commitment of SROA to continually work toward the implementation of the recommendations included herein with the necessary evaluative methods put into practice. Additionally, owners and users must understand that such safety improvements will not occur overnight and will also not 100% cure all concerns – rules will still be broken and accidents will occur. The goal is to achieve success through minimizing broken rules and accidents through methods that cause changes to the underlying behavior of pathway users.

VIII. Appendices

Appendix A

Recommended Solutions by Subgroup

Rule and Enforcement Subgroup

Immediate Priority

- Add a rule at the beginning of the *Sections 2.03 - Pathways, Pedestrians and Cycles* stating that all State laws apply in Sunriver and communicate clearly on all decals, signboards, etc.
- Rule 2.03B - Retain the current rule banning all motorized equipment including Class II & III e-Bikes (allows Class I pedal assist e-bikes). Accommodation will be made for ADA compliance.
- Rule 2.03B - Change allowable equipment to include all non-motorized equipment (including skateboards and inline skates) and prohibit all motorized equipment. This makes the rule easier to communicate clearly (motorized vs. non-motorized).
- Rule 2.03C - Retain the section of this rule prohibiting motorized vehicles on the roadways. If we allow Class II and III e-bikes on the roadways, it will create confusion and encourage all bikes and other motorized equipment to ride on the roads instead of the pathway.
- Rule 2.03 G - Retain the first line stating the operators or passengers under the age of 16 years are required to wear a helmet while riding in Sunriver. Insert a line stating that children riding as passengers must be secured in a bike seat or bike trailer and must wear a helmet.
- Fines - Increase the fines for use of Class II & III e-Bikes from Class D - \$100 for each offense to:
 - Class C - \$250 for the first offense; and
 - Class B - \$500 for each additional offense.
- Decals on the asphalt are an excellent way to inform owners and guests of the rules for our pathway system. Add decals to represent rules on helmets, e-bikes, etc. and the associated fines for non-compliance.
- Make signage easier to understand. Change “approved and not approved” to “motorized vs. people powered” to enable clearer communication.
- Include the new \$250 fine for Class II & III e-bikes on all signage and publications.
- Offer decals to secure on the stem of Class I e-bikes on a voluntary basis so officers, bike patrol and the public know they’ve been approved.
- Visit Sunriver and Bend bike rental shops with posters, rack cards and decals for their Class I e-bikes.
- From Memorial Day to Labor Day, provide *Pathway Safety Stations* to provide soft enforcement of SROA rules; potentially two times per week for a few hours; rotating location at high traffic areas (SHARC, Fort Rock Park, Cardinal Landing, Circle 7 Sun Lava Trailhead, the Village, the Resort and the stables).
- Request participation by Sunriver Police Department Community Service Officer and Citizen’s Patrol members to provide soft enforcement (education, written warnings and citations when warranted).

- Form a Pathway Ambassador group made up of SROA owners to provide education and data collection at Safety Stations.
- Focus on “soft enforcement” that provides education thus encouraging compliance.
- Enforcement should prioritize written warnings over citations with the exception of motorized equipment.
- Bike Patrol should not be used for primary staffing of Safety Stations. Instead, they should be moving throughout the pathway system.
- We recommend retaining the existing rules and fines and communicating that “We recommend that all dogs are on a 6’ leash from Memorial Day to Labor Day”.
- The sub-group does not recommend pursuing private pathways at this time.

Infrastructure Subgroup

Immediate Priority

- The full task force should provide its own assessment of the Pathway Master Plan priorities.
- Perform complete assessment of all crossings to identify locations where visibility improvements can be made. Vegetation is trimmed periodically; possibly need to remove more.
- Elevate the priority of planning for an enhanced Cottonwood Road entrance experience. An enhanced entrance would raise the awareness of entrance into a community and should reduce traffic speeds.
- Add “congestion” signage along West Core Rd around Woodlands GC clubhouse & member pool. Reduce speed limit in this area.
- Add “congestion” signage around North Store.
- Correct the lack of information regarding E-bike rules on the new pathway signage. Stickers / overlays are being created for this.
- Paint center dividing lines to create split lanes at the approaches to all roadway crossings, to raise awareness of upcoming crossings, and to help prevent bunching of groups.
- Add signs at pathway entrances from outside of Sunriver with pathway rules, with an emphasis on Class 1 bikes only – no Class 2 or 3 bikes.
- Conduct summer “point in time” surveys. This could consist of volunteers counting users in a defined window of time. Automated data collection as used for cars on roads likely wouldn’t work well with walkers and non-bike users.
- Correct the lack of information regarding E-bike rules on the new pathway signage. Stickers / overlays are being created for this.
- Paint center dividing lines to create split lanes at the approaches to all roadway crossings, to raise awareness of upcoming crossings, and to help prevent bunching of groups.
- Use trail cameras at various locations to collect data and help determine the degree of pathway use that is in violation of SROA rules.

Mid-range Priority

- Implement the new “Little Sun River to Deschutes Road” pathway segment (along the river, basically between the SROA Marina and Cardinal Landing).
- Widen pathways (or create “turnouts”) for higher-use or congested areas.

- Construct multiple new short connector trail segments as identified in the Pathway Master Plan (e.g. the Kinglet connection at Circle 6) to improve flow and connectivity away from roads.
- Evaluate options for improving the signage and awareness of the existing tunnel from Sunriver to the Sunriver Business Park that extends under South Century Drive. Work with the business park owners to improve the non-SROA pathway portion.
- Develop a wood chip path parallel to the proposed new “Little Sun River to Deschutes Rd” paved segment (basically Marina toward Cardinal Landing, along the river). This would provide a good test case for the parallel path concept in other areas.
- Add a flashing crossing signal across Cottonwood near North Store.
- Add a flashing crossing signal across Beaver near Chucky’s/medical building.
- Create standardized signage for identifying pathway system entry points to help direct traffic from roads to paths or in busy areas (Village, SHARC, etc.). This use case almost certainly requires actual signage, and not just paint on the ground, so that the entry points can be seen from a distance.
- Create larger, “can’t miss ‘em” signs/boards at major trail system entrances to ensure visitors are exposed to the key rules. At the very least, these need to exist at the external entrances to the pathway system.
- Create a paint scheme to help clearly identify the correct, standard pathway route wherever clarification would be beneficial. Consider the use of the green color that is the standard in use for bike routes elsewhere.
- Evaluate the use of pathway information “medallions” that can be applied to the pathway surface, on either a permanent or as-needed basis. Review examples from other pathway systems.
- Further investigate the creation an off-road “dirt” bike park facility.
- Work with SROA - GIS to identify opportunities for capturing, analyzing, and presenting usage pattern data.

Long-range Priority

- Create new tunnel to SHARC across Theater Dr near Circle 2 (already identified in Pathway Master Plan), allowing the removal of the two existing tunnels.
- Perform a full sign system redesign, to accommodate additional info:
 - Mileages
 - QR codes to access internet applications for maps and pathway system info
 - Directions/routes
 - Other guidance (distances to Circles)
 - Other TBD

Communication and Education Subgroup

Immediate Priority

- Improve and expand comprehensive signage for pathways that conveys rules and regulations as well as desired etiquette.
- Ensure that all messaging is clear and concise, particularly messaging regarding human powered versus motorized.
- Include specific etiquette language on signs that includes:
 - Be nice - say hi.
 - Keep right pass left.
 - Use bell or voice when passing.

- Keep dogs on short leash.
- Have a light on your bike at dusk.
- Be pro - be slow.
- Develop signs/messaging for pathway surfaces, including striping, directional, etc., as appropriate.
- Use trail cameras at various locations to collect data and help determine the degree of pathway use that is in violation of SROA rules.

Immediate and Mid-range Priority

- Develop methods to continually evaluate the effectiveness of the Communication and Education (and other) initiatives aimed at conveying rules, etiquette, etc., on the pathways. A baseline survey needs to be conducted in 2025.

Mid-range Priority

- Develop a pathway ambassador/volunteer program to convey rules, etiquette – as assistance to the formal bike patrol. This is particularly important during the summer months.
- Utilize Ambassadors as a source of information to evaluate the effectiveness of the recommendations from the Task Force.
- Paint lines/lanes and other information on key points on paths to supplement signs, ambassadors etc.
- Develop a professional audio/video presentation about pathways. Distribute to bike rental companies, property managers, SROA webpage QR code on pathway signs, etc. Examples of such materials and applications used by communities such as Sunriver (SROA) are available.

Mid to Long-range Priority 2026-27

- Develop a BMX/pump track – off-road/pathway bike track.

Appendix B

Pathway Ambassador Program

Purpose: To enhance user experience, adherence to rules and improve overall safety on SROA's pathways.

- Education of applicable rules and overall pathway etiquette.
- Monitor and record instances of rule violations.
- Be the “eyes” on the pathways for purposes of recognizing maintenance, safety needs and user needs.
- Be hands-on community ombudsman to provide education and assistance, and to provide better overall user experience.
- Help evaluate the effectiveness of efforts made toward rule enforcement, increased etiquette and safety.
- Coordinate with the SRPD Bike Patrol.

Composition: In partnership with SROA, the Pathway Ambassadors will be comprised of owner volunteers.

- Work with the SROA Owners Enrichment Committee to establish a base for volunteers and connection to SROA staff and resources.
- An individual will need to be chosen as the Ambassador Program Stewardship Director for overall coordination of the volunteers and activities.
- An undetermined number of volunteers; enough to staff safety/education stations throughout the pathway system through the busy season (Memorial Day through Labor Day).

Activities:

- Staff pathway safety stations on a weekly basis as the number of volunteers allow.
- Provide rule and etiquette education (including materials – handouts, stickers, pet waste bags, etc.) to pathway users.
- Provide information on state laws for pathway/bicycle use (helmets for children).
- Monitor overall pathway use, including types of bikes, pets, pedestrians, etc.
- Assist with directions, questions and safety information.
- Help with pet issues when necessary (pet waste bags, leashes, etc.).
- Communicate and assist the SRPD bike patrol regarding rule violation information, lost children, etc.
- Funding will be dependent on SROA Board approval or through the Owners Enrichment Committee budget.

Training:

- Receive training from the SROA staff regarding applicable rules and regulations.
- Training with the SRPD and SRPD bike patrol on the responsibilities of each entity – and what is/is not allowed by/through the Ambassador program – not police and have no police or SROA staff authority.
- Work is limited to pathways and adjacent areas.
- Ambassador volunteers must be recognizable – unique uniforms, shirts, hats, nametags, etc.
- Possibly first aid and CPR training.
- Conduct annual organization/instruction meetings each Spring and follow-up end of year meetings each fall.

Expectations:

- Act in a courteous, professional manner.
- Do not exceed authority.
- Always remember that you are a representative of SROA and the entire Sunriver community.
- Report outstanding incidents of rule violations, accidents/injury.
- Interact on a volunteer basis with pathway users – cannot “stop” users.
- Understand that the success of the program is directly relatable to the integrity of the Ambassador volunteers to follow all rules and responsibilities of the program.
- Provide a positive, enhanced experience for pathway users.

Results:

- Positive feedback from pathway users be they owners or visitors.
- Safer pathways through increased rule compliance and etiquette.
- Better maintained facilities by being the “eyes on the pathway.”

Appendix C

Signs and Messaging
Scroll to next page

Safekeeping SUNRIVER | **Top 10 Tips To Enjoy Sunriver**

- Quiet Please**
Quiet hours are strictly enforced 10pm - 7am. Take care while outdoors as laughter and conversation carries.
- No Outdoor Fires**
No firepits or open-flame fires. Gas, pellet or electric barbecues only.
- No Fireworks**
All fireworks including safe & sane are prohibited.
- Emergency Alerts**
To be notified during an emergency in Sunriver sign-up for 911 emergency text alerts by texting **911ALERTS** to: **888-777**
- No Smoking**
Other than on private property, smoking is prohibited except within a motor vehicle or when permitted by signs.
- Parking**
All vehicles must park in the driveway or in a designated parking area only. Parking is not allowed along roads or in common areas.
- Pathways**
Pedestrians, bicyclists, Class 1 e-bikes & ADA transportation use ONLY. All other electronic or motorized transportation devices NOT ALLOWED such as Class 2 & Class 3 e-bikes, golf carts, hoverboards, one-wheels, etc.
- Recreational Vehicles**
Motorhomes, campers, trailers or tents may not be used for overnight accommodations in Sunriver. RVs can be in a driveway not to exceed 48 hours within a 7-day period.
- Pets**
Pets must be attended at all times when not confined to a property. Keep pets under effective voice or leash control. Must have a leash in possession.
- River Access**
River access/launch is available at Resort Marina, SIDA boat launch and Canon Island/Donner Falls only. No launch/haulout, parking or waiting in vehicles on Cardinal Landing Road and surrounding neighborhood.

Recreate Responsibly In Our Community

Sunriver is home to many permanent residents. These rules help in safekeeping the peace and respect in the Sunriver community and applies to owners, guests and vacationing visitors.



Potential "on pathway" signs



Sunriver Safety & Pathway Tips

Safekeeping SUNRIVER | **Top 10 Tips To Enjoy Sunriver**

- Quiet Please**
Quiet hours are strictly enforced 10pm - 7am. Take care while outdoors as laughter and conversation carries.
- No Smoking**
Other than on private property, smoking is prohibited except within a motor vehicle or when permitted by signs.
- No Outdoor Fires**
No firepits or open flame fires. Gas, pellet or electric barbecues only.
- Parking**
All vehicles must park in the driveway or in a designated parking area only. Parking is not allowed along roadways or in common areas.
- Pathways**
Pedestrians, Bicycles, Class 1 e-bikes & ADA transportation use ONLY. All other electronic or motorized transportation devices NOT ALLOWED such as Class 2 & Class 3 e-bikes, golf carts, hoverboards, one-wheels, etc.
- No Fireworks**
All fireworks including safe & sane are prohibited.
- Pets**
Pets must be attended at all times when not confined to a property. Keep pets under effective voice or leash control. Must always have a leash in possession.
- River Access**
River access/launch is available at Resort Marina, SIDA boat launch and Canon Island/Donner Falls only. No watercraft launch/haulout, parking or waiting in vehicles on Cardinal Landing Road and surrounding neighborhood.
- Recreational Vehicles**
Motorhomes, campers, trailers or tents may not be used for overnight stays in Sunriver. RVs can be in a driveway not to exceed 48 hours within a 7-day period.
- Emergency Alerts**
To be notified during an emergency in Sunriver sign up for emergency text alerts by texting **911ALERTS** to: **888-777**

Recreate Responsibly In Our Community

Safekeeping SUNRIVER | **Recreate Responsibly On Sunriver Pathways**

- Pathway Use**
Prohibited vehicles: Class 2 & Class 3 e-bikes & all other electric or motorized transportation devices prohibited on pathways.
- NOT ALLOWED**
Class 2 & Class 3 e-bikes & all other electric or motorized transportation devices prohibited on pathways.
- Passing**
Park safely on the left after giving an audible warning.
- Helmets**
Helmets are required for riders and passengers under 18 years of age (Oregon state law).
- Reflectors**
Headlights and red reflectors from dusk till dawn.
- Protect Nature**
Ride/walk only on surfaced pathways - not on commons or roads.
- Tunnels**
For the safety of pedestrians and cyclists, walk/cycle through metal tunnels with gates.
- Right-Hand Side**
Ride or walk on the right-hand side of pathway.
- Yield**
Pedestrians and people walking reduce speed and yield to vehicles at road crossings.
- Right-of-Way**
Pedestrians and people walking have right-of-way on paths and at road crossings.
- Cycling with Pets**
Pets must be attended in carriers or trailers, do not ride with leashed pets alongside.
- Do Not Block Pathway**
Riders and people walking should avoid blocking other pathway traffic.

Safety | Respect | Harmony

Flyers shared in the Scene, on bulletin boards, online and to vacation property managers

Helmets required
= 15 years of age and under
- Including children riding in bike trailers

SUNRIVER OWNERS ASSOCIATION

Pedal Assist E-Bikes only on Sunriver pathways.

- No motorized bikes
- E-bikes with throttles prohibited

SUNRIVER OWNERS ASSOCIATION

Display ads in the Scene

SUNRIVER OWNERS ASSOCIATION | EMERGENCY CONTACT STAFF CALENDAR JOBS SCENE TRANSLATE

OWNERS DEPARTMENTS DOCUMENTS & FORMS COMMUNITY I WANT TO DO

SUNRIVER PATHWAY SAFETY RULES | SPEED 15MPH

- Helmets**
Helmets required for riders and passengers under age 16 (Oregon state law)
- Right-of-Way**
Pedestrians and people walking bikes have right-of-way on paths and at road crossings
- Motor Restrictions**
Only pedal assist e-bikes allowed. Throttle controlled class 2/3 ebikes, one wheels, scooters, etc. prohibited
- Reflectors**
Bikes require headlights and red reflectors from dusk to dawn

BOARD OF DIRECTORS CAPITAL & RESERVES MAINTENANCE FEES GET INVOLVED WEATHER RECREATION

Website information

Safekeeping SUNRIVER | **Recreating Responsibly on Sunriver Pathways**

Learn More



Pathway kiosks