



2022 Sunriver Owners Association Pathway Master Plan

March 2022

Project Overview

This is a dynamic planning document. It is anticipated that this document will be updated approximately every three (3) years to best serve the Owners. The objective of the Sunriver Owners Association (SROA) 2022 Pathway Master Plan (Plan) is to provide SROA stakeholders with an updated plan for improvements to a pathway system that is integral to the Sunriver community. The Plan depicts existing and proposed pathways within the Sunriver community. The Plan advances material from the “SROA 2006 Pathway Study” and the “SROA 2013 Conceptual Pathway Master Plan – Facts and Explanations Relative to Proposed Additions and Modifications.” Much of that content is retained with minor edits and updates.

Led by SROA Public Works, with public involvement and SROA Board review, the Plan identifies areas where new pathways would improve safety and connectivity for pedestrians and bicyclists. The updated Plan includes approximately 10 miles of new pathways. These are defined by three (3) primary categories:

1. Safety (shown as RED): Pathways are intended to separate bike/ped traffic from vehicle traffic, especially in areas where existing bike/ped traffic is known to use roadways.
2. Access (shown as BLUE): Pathways are intended to improve community connectivity.
3. Recreation (shown as GREEN): Pathways are intended to enhance access to and within recreational features such as parks.

For the Plan, the Sunriver community pathway system was divided into five regions to highlight detailed analysis performed through the previous planning projects. These regions feature the existing pathway networks and illustrate the need for additional pathways. See **C-1 “Region Key Map”** for region boundaries, and subsequent figures for greater detail by region. The Legend indicates existing paths in grey for reference, in addition to non-SROA-owned/maintained paths in orange to show community connectivity.

Existing pathways shown are based on satellite imagery and information provided by SROA staff. Proposed pathways from the 2013 Plan are updated to reflect current community needs. Included as an appendix is the 2021 SROA Tunnel Evaluation Report. A conceptual planning document, this report analyzed eight of the existing pedestrian tunnels and adjacent pathways within the Sunriver community to evaluate the existing conditions and proposed improvements to the tunnels. The report also includes two proposed tunnel locations.



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Region 1 Introduction

Region 1 represents the western portion of the Sunriver community, encompassing the area around the Sunriver Airport and Marina along River Road and the Deschutes River. Within this region the SROA Pathway Master Plan focuses on adding approximately 1.5 miles of new pathways to improve connectivity between the marina, stables, and adjacent river. These improvements include pathways in areas that are not currently accessible by the existing pathway network, along with upgrading existing wood chip trails to asphalt paths.

R1 – Pathway Segment #1: River Road – Skypark Area

Existing Conditions

- Pedestrian and bicycle traffic to and from the Skypark community must cross unpaved, common areas to access the adjacent neighborhood pathway.
- Two short pathway connections are shown to provide convenient pathway access for either east bound or north bound bicycle and pedestrian traffic.
- The existing connection at the south end of River Road is not paved.

Concerns/Considerations

- An existing gravel surfaced pathway connection exists at the south end of River Road. Both maintenance staff and pathway users have historically utilized this connection without difficulty.
- Owners within Skypark have expressed satisfaction with the existing single pathway connection.
- Due to the Skypark geometry, a connector at the north and south ends of the neighborhood may encourage pathway traffic to detour from the adjacent pathway and travel on River Road through Skypark.

Recommendation

- Construct approximately 0.04 mile of pathway as shown on R-1 to improve access and pathway connectivity within this region.



R1 – Pathway Segment #2: Deschutes River – Little Sunriver Bridge to Deschutes Road

Existing Conditions

- This location, between the pathway bridge across the “Little Sun River” and the Deschutes Road/River Road intersection, is a missing link in the perimeter pathway loop around Sunriver.
- Wood chip surfacing is maintained as dust suppression for equestrian use. This does not directly benefit pedestrians and cyclists.
- A paved link will greatly enhance riverfront enjoyment and recreational access for both owners and guests.
- Most of the proposed alignment for this connection was once part of the Camp Abbot training road system. Remnants from training facilities near to this pathway can be set aside for historical relevance and owner recognition.

Concerns/Considerations

- Several hundred feet near the south end of the connection cross low ground which must be elevated slightly to mitigate seasonal flooding. Further consideration is required to address how best to achieve the increased elevation.
- Environmental impacts will have to be analyzed and mitigated in any new pathway design.
- A stand of pine trees populates a grassy area between the proposed alignment and the river in the middle portion of this section. This area may need protection for deer during fawning season.

Recommendation

- Evaluate and construct approximately 0.85 mile of pathway as shown on R-1 to enhance recreational appeal and access within this region.

R1 – Pathway Segment #3: McCallum Park Loop

Existing Conditions

- River front park land just upstream from the Marina has been set aside since the early 1970s for the enjoyment of local residents. A 1000-foot asphalt surfaced pathway along the river was created from the marina upstream to a wooden dock remaining from the former Camp Abbot. Following ownership transfer to



SROA of an additional 6 acres from Don McCallum in the late 1970s, Mary McCallum Park has been a prized possession of SROA owners seeking river front recreational opportunities. Perimeter fencing around McCallum Park essentially isolates the remnant asphalt pathway segment within the park which is now over 35 years old.

- A looped pathway around McCallum Park will provide owners with access along the riverfront and within the park.

Concerns/Considerations

- The proposed alignment includes areas of mapped wetlands. Pathway design and land utilization must account for and mitigate environmental impacts in this area.

Recommendation

- Construct approximately 0.75 mile of pathway as shown on R-1 to enhance recreational appeal and access within this region.



Region 2 Introduction

Region 2 represents the south portion of the Sunriver community, encompassing the area around the Sunriver Village, Resort, & SHARC. This region of the community includes the majority of the improvements identified in the SROA Pathway Master Plan, with over 5 miles of future pathways. The focus of these improvements is to improve bicycle and pedestrian safety between the Sunriver Village, Resort, and enhance connectivity to the existing pathway network. The proposed pathways will improve pedestrian safety and provide better access to key features of the Sunriver community.

R2 – Pathway Segment 1: Meadow Rd. – Center Drive to Fairway Lane

Existing Conditions

- Meadow Road affords the most direct access to Sunriver Resort core activities for Meadow Village residents and therefore is heavily utilized by both pedestrians and bicyclists, very typically in multi-person groupings.
- Sharply curved road alignment creates limited sight distances for bikers, vehicles, and pedestrians.
- Permanent residents traverse alternative routes via network of informal trails over private property and commons.
- Sunriver Police report frequent safety encounters on this section between Center and East Meadow Drives

Concerns/ Considerations

- No common property exists along either side of the Meadow Road right-of-way within the Resort core and Tennis village areas. As such, easements and/or agreements will be needed for the proposed construction.

Recommendation

- Construct approximately 0.61 mile of pathway as shown on R-2 to improve safety and access within this region.



R2 – Pathway Segment 2: Meadow Road Loop

Existing Conditions

- Meadow Road has no adjacent pathway or pathway in view of the roadway pavement.
- Properties located on seven lanes intersecting Meadow Road gain pathway access via travel on Meadow Road or across commons to existing interior pathways.
- South and west sections of the Meadow Road Loop have very short sight distances due to sharply curved roadway alignments. These conditions cause serious safety risks for pedestrians and cyclists on the pavement.

Concerns/ Considerations

- Meadow Village was the first platted subdivision in Sunriver, and as such, natural growth and residential landscaping has filled-in open areas of older right-of-ways and between property developments. Some of this long-term growth and isolation will be lost due to pathway clearance requirements.
- An existing pathway through the area encompassed by the Meadow Road loop carries through traffic between southwest sections of Sunriver and the Village Mall. That traffic is expected to remain on the existing interior pathway.
- The proposed pathway parallel to Meadow Road will keep the network in this neighborhood in consistent with the Sunriver pathway network.

Recommendation

- Construct approximately 0.95 mile of pathway as shown on R-2 to improve safety and access within this region.

R2 – Pathway Segment 3: East Meadow Road Crescent

Existing Conditions

- East Meadow Road has no adjacent pathway or pathway in view of the roadway pavement.
- Properties located on nine lanes that intersect East Meadow Road gain pathway access via travel on East Meadow Road or across commons to existing interior pathways.



- The Meadow Village tennis court recreation site has no direct access to the existing pathway system.
- Stoneridge Townhouses residents traveling to and from the Business Park utilize East Meadow Road when accessing the connecting pathway crossing South Century Drive at the traffic signal.
- The north and south portions of East Meadow Road Loop have very short sight distances due to sharply curved roadway alignments. These conditions cause serious safety risks for pedestrians and cyclists on the pavement.

Concerns/Considerations

- The existing pathway system has three East Meadow Road crossings and a favorable interior placement which supports through pathway traffic from south sections of Sunriver to and from the Village Mall area. That traffic is expected to remain on the existing interior pathway.
- Anticipated East Meadow Road pathway traffic will either be from intersecting lanes or from the existing tennis facility and proposed neighborhood park.

Recommendation

- Construct approximately 0.75 mile of pathway as shown on R-2 to improve safety and access within this region.

R2 – Pathway Segment 4: East Meadow Road – Center Drive to Existing Pathway East of Sage Springs

Existing Conditions

- Fawn Lane now requires pathway access via East Meadow Road to an existing pathway and will require access on the same road in the opposite direction to any future pathway constructed along Meadow Road.
- A parallel pathway will provide consistency with other similar pathway configurations within the community and will adhere to the conceptual plan design criteria.

Concerns/Considerations

- Pathway activity to and from Fawn Lane is not known.



- Vegetation management may provide adequate sight distances along the approximately 300 feet of East Meadow Road separation between Fawn Lane and the nearby existing pathway.

Recommendation

- Construct approximately 0.11 mile of pathway as shown on R-2 to improve safety and access within this region.

R2 – Pathway Segment 5: South Ponderosa Road

Existing Conditions

- Properties located on six lanes intersecting South Ponderosa Road gain access to regional pathways via travel on South Ponderosa Road.
- A parallel pathway will provide consistency with other similar pathway configurations within the community and will adhere to the conceptual plan design criteria.
- Due to original construction constraints, current shoulder widths are virtually non-existent, and this condition requires pedestrian and cyclists to remain on the roadway when encountering on-coming or approaching vehicles from the rear.

Concerns/Considerations

- Approximately 50% of the South Ponderosa Road pavement is situated on early railroad embankment that is well elevated in places above adjacent natural terrain.
- Lacking adequate shoulder width upon which to construct a parallel pathway on the existing embankment, an adjacent pathway may need to be placed well away from the Ponderosa Road current roadway surface and at much lower grades.

Recommendation

- Construct approximately 0.73 mile of pathway as shown on R-2 to improve safety and access within this region.

R2 – Pathway Segment 6: North Ponderosa Road

Existing Conditions

- Properties located on six lanes intersecting North Ponderosa Road gain access to area pathways via travel on North Ponderosa Road.
- A parallel pathway will provide consistency with other similar pathway configurations within the community and will adhere to the conceptual plan design criteria.
- An existing pathway south of the Otter Lane properties encourages local traffic to travel on commons.

Concerns/Considerations

- Situated between the railroad and Beaver Drive, the properties to be served by this section of proposed pathway move out of the neighborhood in a westerly direction via either end of North Ponderosa Road. Both egress sections have sinuous and/or sharp curvature roadway alignments which in turn causes serious safety risks for pedestrians and cyclists moving on the roadway pavement.

Recommendation

- Construct approximately 0.33 mile of pathway as shown on R-2 to improve safety and access within this region.

R2 – Pathway Segment 7: Future Tunnel to SHARC

Existing Conditions

- No crossing currently exists in this location.

Concerns/Considerations

- Current bicycle and pedestrian access from the northwest village area requires out-of-direction travel on existing pathways.

Recommendation

- Construct a new tunnel in approximately the location shown on R-2 to improve access to the SHARC within this region. Further evaluation of this proposed tunnel location is anticipated, including evaluation of future intersection reconfiguration.

R2 – Pathway Segment 8: Grizzly/Fox Ln. to Fremont Dr.

Existing Conditions

- A dirt path parallels Beaver Dr. to generally connect Grizzly/Fox Ln. access to the pathway near the Beaver Dr. crossing at Fremont Dr.

Concerns/Considerations

- Current bicycle and pedestrian access uses either Beaver Dr. for this connection or the informal dirt pathway.

Recommendation

- Construct approximately 0.07 mile of pathway as show on R-2 to improve safety for the connection between Grizzly/Fox Ln. and the at-grade crossing at Fremont Dr.



Region 3 Introduction

Region 3 represents the central portion of the Sunriver community, encompassing the area around the Fort Rock Park. Improvements in this area include new pathways along Overlook Road, Abbot Drive, and Fort Rock Road. These new pathways will greatly improve accessibility for pedestrians within the core of the Sunriver Community and will allow pathway users to connect more easily to adjacent pathways and nearby amenities.

R3 – Pathway Segment 1: Abbot Drive – Circle 2 to Circle 3

Existing Conditions

- Pathway traffic emanating from the north and northwest areas of Sunriver going to and from the SHARC / Village must travel west of Abbot Road via the pathway through the Meadow Houses or well to the east via the pathway that adjoins the Ridge condominiums. A missing direct pathway connection between Circles 2 and 3 causes uncertainty for new and infrequent users traversing this section and frequently results in pedestrian/bicycle obstructing traffic on Abbot Drive causing delays and unsafe situations.
- The golf cart tunnel crossing under Abbot Drive midway between Circles 2 and 3 has created an elevated roadway profile with narrow and/or missing shoulders - there is no safe space for foot or bicycle traffic off-pavement when passed by overtaking or approaching motor vehicle traffic.
- Sunriver Police report frequent encounters with both pedestrians and cyclists while at the same time lack enforcement authority due to an absent parallel pathway.

Concerns/Considerations

- Sixty-five percent of the distance between Circles 2 and 3 lacks common property on either side of the dedicated right-of-way. There is common property on the east side of Abbot Drive in the area adjoining Approach and Mountain View Lanes.
- Pathway development within the 60-foot right-of-way will require widening of a considerable length of embankment and a bridge crossing or tunnel lengthening and portal reinforcement on both sides of the existing roadway.
- A natural grade alignment along the east side of the existing right-of-way will require easements from the Resort (golf course) and Mountain View Lodges.



Additionally, the Resort has indicated their need in having to move a green and tee to maintain required golfer isolation. The Resort is also concerned about pedestrian pathways crossing existing golf cart paths.

Recommendation

- The highest safety priority to SROA is to construct approximately 0.43 mile of pathway as shown on R-3 to improve safety within this region. This will require considerable stakeholder coordination to design a safe and effective pathway connection in this area.

R3 – Pathway Segment 2: Overlook Road

Existing Conditions

- Approximately 0.6 mile of Overlook Road between Circle 3 and the pathway intersection just west of the SHARC sledding hill is unserved by a parallel pathway even though the alignment is designated as a primary roadway.
- A parallel pathway will provide consistency with other similar pathway configurations within the community and will adhere to the conceptual plan design criteria.
- The alignment includes both vertical and horizontal curves that restrict sight distances for pedestrians and cyclists, increasing risk along this pathway.
- It is anticipated that a parallel pathway segment at the west end of Overlook Road will significantly shorten travel distances to and from SHARC and properties in the north and northwest sectors of Sunriver. With an attractive alternative available to the SHARC facility, pedestrians and cyclists now traversing on Abbot Drive between Circles 2 and 3 will have an alternative and much safer route.

Concerns/Considerations

- Private property accessed via Overlook Road north of SHARC are underserved by pathways directly connected to their lanes.
- Shortest distances between properties in the north sector are across commons to existing interior pathways.

Recommendation

- Construct approximately 0.73 mile of pathway as shown on R-3 to improve safety and access within this region.

R3 – Pathway Segment 3: Fort Rock Road to Overlook Road

Existing Conditions

- Approximately 350 feet will separate a new parallel pathway on the south side of Fort Rock Road and the existing interior pathway north of Landrise and Leisure Lanes.
- A connecting pathway at this location will provide direct routing between Fort Rock Park and the Nature Center/Marina amenities.
- Pedestrians and cyclists traveling between NW neighborhoods and SHARC will have shorter distances and will avoid the steep incline on Abbot Drive east of the Circle 4 cabins.

Concerns/Considerations

- n/a

Recommendation

- Construct approximately 0.07 mile of pathway as shown on R-3 to improve access within this region.

R3 – Pathway Segment 4: Fort Rock Park – West Area

Existing Conditions

- The SROA Amenities Master Plan indicates a connecting pathway in the playground area of Fort Rock Park as part of the park improvements and enhancements.
- Park users approaching from the southwest and destined for the central park region frequently traverse across the playground soft surface with some difficulty and pass-through park inhabitants who may be enjoying this popular amenity.
- The parking lot immediately south of the playground will generate bicycle and pedestrian traffic into and through the playground.
- A short connection in the playground area will enhance the enjoyment of Fort Rock Park's many recreational amenities.



- Tennis tournaments and summer events cause foot traffic concentration through commons and landscaped areas. Interconnecting links in the main activity areas will reduce maintenance and improve appearance.

Concerns/Considerations

- There is ample space on the west side of the existing playground to construct a standard pathway connection between the two existing pathways on the north and south sides of the playground.
- A hard surface pathway along the playground will enable short connectors to the various playground features and much improved handicap accessibility.
- Building and pavilion upgrades and replacements may necessitate local relocation of existing and/or additional pathways. Precise location for all new pathway construction in Fort Rock Park should therefore await formal adoption of a plan for renovation and enhancement at Fort Rock Park.

Recommendation

- Construct approximately 0.06 mile of pathway as shown on R-3 to enhance recreational access within this region.



Region 4 Introduction

Region 4 represents the north-central portion of the Sunriver community, encompassing the area around the Sunriver Marketplace and extending west to the river. The main roads within this area include Cottonwood Road, East Cascade Road, and West Cascade Road. Improvements in this area consist of new pathways along Cardinal Landing, East Cascade Road, and a new pathway across Cottonwood Road near the Sunriver Marketplace. Approximately 0.5 mile of new pathway is proposed along East Cascade Road to provide a safe route for pedestrians traveling between Circles 9 & 10. A segment of new pathway is proposed along Cardinal Landing to improve connectivity between existing paths, and a short pathway is shown crossing Cottonwood Road to provide a safe crossing for pedestrians accessing the Sunriver Marketplace. Consideration for a new tunnel under Cottonwood is included for this Region.

R4 – Pathway Segment 1: Cardinal Landing – Circle 5 to Bridge

Existing Conditions

- The existing connecting pathway at Circle Five directs pathway traffic onto Cardinal Landing Lane.
- The Cardinal Landing Bridge and the river front pathway remain primary destinations for pathway users traveling west from Circle 5.
- Recognition of the Forest Service roads west of Cardinal Landing Bridge as a premier hiking and mountain biking amenities will increase foot and bicycle traffic on Cardinal Landing from the pathway network.
- A parallel pathway will provide consistency with other similar pathway configurations within the community and will adhere to the conceptual plan design criteria.

Concerns/Considerations

- Terrain on the south side of Cardinal Landing is generally depressed from existing roadway elevations. Embankment construction will be necessary and environmental impacts understood especially between the gate and east bridge approach.

Recommendation

- Construct approximately 0.20 mile of pathway as shown on R-4 to improve safety within this region.



R4 – Pathway Segment 2: Cottonwood Road – Imnaha Road and Marketplace Frontage

Existing Conditions

- Pathway users traveling around the community in the northeast sector must detour more than 1/4 mile to access the other side of Cottonwood Road at Imnaha Road. A short connector path or tunnel, with consideration given to a possible future roundabout improvement, would alleviate current crossing of commons at this intersection.
- Pathway users crossing Cottonwood Road to and from the Marketplace Store's west driveway do so at risk due to poor sight distances caused by hilly terrain. A reconfigured layout of the local pathways as part of a Cottonwood Road entrance design is anticipated to mitigate this hazard.

Concerns/Considerations

- Both proposed pathway crossings are currently judged to be components of proposed and/or other contemplated amenity enhancements (i.e., neighborhood park). Needed safety enhancements relative to these crossings may require significant separation between the conceptual pathway crossings and render one of the proposed crossings less beneficial.
- Crossings and pathway additions/modifications in this sector should be integrated with any redesign of the Imnaha -Cottonwood Roads intersection and become part of its design analysis.

Recommendation

- Construct a new tunnel beneath Cottonwood Road, generally as shown on R-4 to improve access within this region. The tunnel will require thorough planning and design to address potential future intersection improvements at Cottonwood and Imnaha.

R4 – Pathway Segment 3: East Cascade Road – Circle 10 to Circle 11

Existing Conditions

- Northbound pathway traffic along Beaver Drive is diverted away from direct routing to Circle 10 at Circle 11 and southbound traffic along East Cascade is similarly directed away from direct connection to Circle 11 at Circle 10. New and determined pathway users occasionally seek direct routing via the East Cascade Drive roadway pavement.



- With only one road intersecting East Cascade Drive between Circles 10 and 11, trucks and automobiles travel at elevated speeds especially northbound downslope from Circle 11. Line-of-sight distances are severely limited by the curved alignment of East Cascade Drive between the two traffic circles.
- Residents and guests traveling between southerly areas and the Mavericks recreation center will benefit from an appreciably shorter pathway route.

Concerns/Considerations

- Close proximity of a new pathway to private property may encourage establishment of informal trails over commons from properties now accessing the established pathway system via the pathway along north Beaver Drive.

Recommendation

- Construct approximately 0.58 mile of pathway as shown on R-4 to improve access within this region.



Region 5 Introduction

Region 5 represents the northern most portion of the Sunriver community, encompassing the area north of Circles 6 and 9. The identified improvement for this region is a short segment of pathway proposed adjacent to Circle 6. This will provide pedestrians an accessible pathway around the circle, without conflicting with drivers on the roadway.

R5 – Pathway Segment 1: West Cascade Road – Kinglet Road Connection

Existing Conditions

- Pedestrian and bicycle traffic to and from the south end of Kinglet Road typically travel on a short section of Circle 6 either on the pavement or on the shoulder.
- Vehicles moving around Circle 6 are alerted to the pathway crossing at the south West Cascade Road exit but are not necessarily made aware of potential encounters with foot/cyclist traffic on the circle's roadway surface.

Concerns/Considerations

- Several utility companies have an appreciable above ground equipment presence on the west side of Circle 6. Access to these panels and enclosures will require crossing of any new pathway constructed as proposed.
- Positive declination with landscaping and/or elevated surfaces will be necessary for safety separation of Circle 6 pavement from any new pathway.

Recommendation

- Construct approximately 0.03 mile of pathway as shown on R-5 to improve access and safety within this region.