

2015 Oregon Federal Lands Access Program (FLAP)

Joint Grant Submitted 1/30/15 by USFS & City of Detroit

Estimated Total Project Costs: \$2,013,507.00

Funds Requested from FLAP: \$1,806,720.00

Required Local Match (10.27%): \$206,787.00

Detroit Lake is the busiest recreation lake in Oregon and is surrounded by the Willamette National Forest. To bolster the economic development and vitality of the area, local, county, state and federal agencies, local non-governmental organizations, and private citizens have invested countless hours and resources into expanding recreation opportunities in the area, including new recreation events, a new Oregon State Scenic Bikeway, and easier access to the remarkable natural assets in the area. This proposal provides the critical linkages between the town and surrounding federal lands and recreation opportunities by constructing a visitor portal and day use facility that will serve as a launch point for the tens of thousands of scenic bikeway users, participants in recreation events, and out-of-town visitors to Detroit Lake and all the nearby recreation opportunities.

A combination of improvements is needed to meet various local plans that address current public needs and demands, and safety issues. Improvements for engineering design and construction include the following:

Priority 1 - Construct the Detroit Recreation Area Visitor Portal that serves the Cascading Rivers Scenic Bikeway (as Detroit's Portal), West Cascade National Scenic Byway travelers, and tourists to Detroit Lake and National Forest destinations.

- Install a lighted, covered octagonal visitor information kiosk.
- Design and fabricate visitor information panels.
- Construct asphalt parking areas.
- Install flush restroom facilities and a new septic system, including connection to onsite water and power.
- Install visitor portal amenities including a bicycle rack and bicycle "fix-it" station, benches, garbage receptacles, drinking fountain, and a dogipot pet waste station.
- Widen Patton Road to accommodate a paved pedestrian/bicycle path to Detroit Flats Day Use Area.
- Construct pedestrian/bicycle safety crosswalk with a rapid flash beacon on Highway 22 at Forest Ave.
- Install scenic bikeway signing and route marking along Patton Road, Forest and Front Avenues.

Priority 2 - Reconstruct, enhance and restore the Detroit Flats Day Use Area:

- Construct and/or repave new and existing parking areas and interior road, including spaces for RV parking, and widen shoulder for a multi-use path.
- Construct ADA accessible path to the Detroit visitor portal on Patton Road.
- Obliterate old loop road that serves as current parking and construct an expanded picnic area
- Install a vault restroom.
- Construct new picnic area and sites.
- Re-vegetate areas disturbed by construction with native species that require low maintenance.
- Reconstruct peninsula trail and make into an ADA interpretive trail with wildlife viewing areas.
- Install information kiosks, and design and fabricate interpretive panels.
- Construct concrete terraced viewing areas that functionally serves to stabilize the shoreline and protect the picnic area.
- Stabilize bank (riprap and vegetation) to protect the picnic area and interpretive trail.
- Restore marsh, grassland habitat supporting migratory song birds, waterfowl and fishing ground for bald eagles and osprey.

Proposed Work Summary

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Primary Visitor Destinations

The gateway community of Detroit is surrounded by the Willamette National Forest and is a tourist hub providing services and amenities to visitors within the Detroit Lake Recreation Area. Detroit is the busiest boating lake in Oregon with 80% of the visitors coming from the mid-Willamette Valley and Portland-Metro area. The City of Detroit is the Portal for the Cascading Rivers Scenic Bikeway between Detroit and Estacada, and is nestled along the West Cascades National Scenic Byway. As a gateway with “last stop” services, visitors stop in Detroit heading to Willamette, Mt. Hood and Deschutes National Forest destinations can reach nearly 1 million acres and iconic areas including: Mt. Jefferson, Mt. Washington and Bull of the Woods Wilderness Areas, Pacific Crest National Scenic Trail, Breitenbush River recreation area (Rd 46 corridor), McCoy and Santiam Pass Motorized Recreation Areas (summer and winter), Hoodoo Ski Area, Olallie Scenic Area, Bagby Hot Springs, Suttle Lake, Metolious River area, and scenic Upper Clackamas River and Upper McKenzie River recreation areas and sites. There are well over 500 miles of summer and winter trails, dozens of high-use campgrounds, and untold numbers of fishing and swimming holes, dispersed camping, hunting and other recreation opportunities accessed from Detroit.

High Use Federal Recreation Sites and/or Federal Economic Generators (as determined by Federal Land Management Agency)

Over a quarter million visitors are estimated accessing federal lands in the vicinity of Detroit, with a majority flocking to Detroit Lake. The Detroit community is almost entirely dependent on federal land based tourism for their economic vitality, and the proposed enhancements will support and further improve the local economy. When Detroit Lake didn't fill during the drought of 2001, it was a \$5 million impact to the local economy.

Increasingly, property owners in Detroit are second homes owners (83.5%) who come to the area to enjoy the surrounding federal lands. The City is experiencing an upward growth trend in vacation rentals and has doubled in over the last 5 years. The West Cascades National Scenic Byway and Oregon State Scenic Bikeway traverse the National Forest and are marketed regionally and internationally, and are important economic generators to the community. Thousands of motorcyclists, drivers, and a growing number of cyclists ride the scenic byway between Estacada and Detroit, stopping in Detroit for services.

High use recreation sites operated under special use permit with the US Forest Service (USFS) that are economic generators include: Detroit Lake State Park, Mongold State Park, North Santiam Sportsman Club, Stahlman, Breitenbush/Devils and Marion Forks Recreation Residences, Hoodoo Ski Area, Detroit Lake Marina and Kanes Marina. Local federal recreation permittees and providers are generating over \$1.9 million alone. Key annual events stimulate the Detroit area economy by attracting thousands of visitors to the area include the fishing derby, waterski show, 4th of July fireworks over the lake, a mud run and a new annual cycling event. All of these events take place on federal lands surrounding Detroit.

Nearby high use USFS recreation sites include: Detroit Flats and Upper Arm Day Use Areas; Hoover, Cove Creek, Southshore, Santiam Flats, Humbug, Breitenbush, Riverside, Whispering Falls, Elk Lake and Big Lake Campgrounds; and Santiam Pass and McCoy Motorized Recreation Areas (Ray Benson and McCoy Sno-Parks and OHV riding areas). The majority of campgrounds are operated by a concessionaire under special use permit.

Problem Statement: What purpose does this transportation facility serve? What is the need for this project? Who will this project serve (such as skiers, communities, hikers...)? What are the conditions requiring relief? Describe the consequences if these conditions are not addressed. Describe physical and functional deficiencies, anticipated changes in use, safety problems, capacity issues, bridge deficiencies, pavement or surface conditions, etc.:

Federal-lands based tourism has been the hallmark in Detroit for years, becoming especially important in the last few decades. What's been missing is the easy lakeside access and gateway visitor portal and launch pad to the remarkable opportunities in the surrounding federal lands that are located on the scenic byway and bikeway. There is a critical need to provide centralized visitor orientation, recreation information, visitor facilities and free lakeside access within the City of Detroit to support tourists. The project serves the gamut of visitors including lake users, cyclists, byway motorists, campers, hikers, skiers, and OHV riders that are going to nearby recreation sites and areas.

The need for the proposed enhancements have been well documented for years, including in the West Cascade Scenic Byway Corridor Development Plan, Cascading Rivers Scenic Bikeway Plan, Detroit's Comprehensive and Transportation System Plans, Detroit's Park and Downtown Development Plans. In June of 2014, Oregon designated the Cascading Rivers Scenic Bikeway, which will expand recreation opportunities and tourism in the community. There is a need to facilitate bikeway portal information, bicycle facilities, vehicle parking and restrooms.

Currently, there are few scattered sites throughout Detroit providing limited visitor information and brochures, especially with the Forest Service office closed on weekends. Additionally, there is limited public parking and few public restrooms. Businesses have inadequate and overtaxed septic systems so are unable to accommodate the high volume of users needing restroom facilities. The City and some businesses provide a few portable toilets in various locations around town which are periodically tipped over by vandals.

The proposed visitor portal consolidates visitor information, parking, and visitor amenities, including a restroom, in a one-stop location in the heart of town, fulfilling the need for a cost effective public restroom facility with parking that serves tourists and scenic byway travelers stopping through town. An added benefit is that the visitor portal will become a gathering place for several important recreation events that take place on and facilitate use on public lands, which drives the need for additional public parking and restrooms within the city.

Before the Bikeway Portal can officially be established in Detroit, ODOT requires an improved crosswalk with a rapid flash beacon on Highway 22 at Forest Ave. This section of highway is extremely congested with motorists failing to yield to pedestrians and often driving well over the 40-mph speed limit. There is a need for sidewalks or paths connecting the city to public land destinations identified in the transportation plan. Residents and visitors are forced to walk along roadways to various destinations including Detroit Flats Day Use Area and two marinas. Only one street within the city limits, Clester Road, has a bicycle (and pedestrian) path. It accesses Kane's Marina.

Detroit Flats is open year-round and is a high use day use destination popular for picnicking, bird viewing, fishing and flat water kayaking. The site is a hot spot for bird migration, with over 100 identified species, and is a dynamic place to watch bald eagles and osprey fish. Day use areas and facilities around the reservoir are in limited supply compared to the demand. This area provides the only

public access to the lake within the city and there is a demand for day use facilities such as picnicking, nature viewing and fishing areas. It also provides the only free day use area at the lake. Within the city, the shoreline is surrounded by private land with no public access other than through the marinas.

Detroit Flats is often congested during the summer, due to inadequate parking. A peak day can have over 400 vehicles cycle through over the course of the day. Vehicles are often parked haphazardly along road shoulders, around the loop and in no parking zones, which causes unsafe situations. The graveled parking area has potholes and each passing vehicle stirs up dust in the picnic area. The constant traffic flow through the site poses safety concerns especially for families with children, and detracts from visitor experiences. There are limited picnic sites for the demand at this site. Portable toilets are provided to reduce sanitation issues, and have been found tipped over and in the lake. Visitors walk along the busy roadway to access the picnic area and along a user-created trail between Patton and Detroit Roads.

The raveling shoreline poses safety concerns at the picnic sites and to those recreating and fishing along the bank. The bank is also eroding along Osprey Point Trail on the peninsula which is currently damaging and compromising the trail. Severe erosion is causing habitat loss which threatens the marshy grassland that supports migratory songbirds and wetland species. Over time the peninsula will eventually erode away changing the marsh ecosystem that it's protecting.

Detailed Description of Proposed Capital Improvement, Enhancement, or Surface Preservation:

Describe how the proposed project will address the problem. Describe the overall design concept, scope of work, any unusual design elements, design or operational standards, and any work affecting structures (bridges and major culverts). Include widths, surfacing type, surfacing depth, earthwork needs, roadside safety features, ancillary parking areas, signing improvements, bridge work, guardrail improvements, etc. Include optimum year work should be done and year work needs to be done no later than.

The proposed enhancement project is a catalyst to improve and strengthen the character of Detroit and it directly benefits hundreds of thousands of federal land visitors by providing needed amenities, visitor information and orientation, and safety improvements. Promoting and providing recreational opportunities along the byway and bikeway will benefit Detroit's economy. All proposed enhancements are inter-connected and were developed to meet various plans and design concepts for the City and surrounding area. All improvements need engineering design unless listed otherwise.

There are two primary yet interconnected elements of this proposal: 1) Construction of the Scenic Bikeway and Detroit Recreation Area Visitor Portal, which will be connected by trails to the 2) Detroit Flats Day Use Area and enhancements (See Map).

The construction of the Detroit Recreation Area Visitor Portal will serve as the Cascading Rivers Scenic Bikeway Portal, and also provide much needed visitor orientation and information to scenic byway travelers, and visitors to Detroit Lake and the surrounding National Forest. It provides needed restroom facilities and parking area for bicyclists and tourists, alleviates pressure on local businesses restrooms and eliminates undesirable and unsightly portable toilets dotted along the main street.

The scope of work includes the design and construction of a covered lighted, octagonal visitor information kiosk, and the design and fabrication of 4-6 visitor information panels. A prefabricated CXT

flush restroom building would be installed and connected to onsite power and city water. A new septic tank, leach line and drainfield would also need to be installed. An old existing septic tank from the former elementary school is usable but the location may not be suitable. Asphalt parking areas for about 40 vehicles including RV space(s) would be constructed; and 5' concrete sidewalks from parking areas to restroom, visitor kiosk and amenities. A bicycle rack and repair station, three steel benches, a dogipot pet waste station, a drinking fountain and a steel garbage receptacle would be installed within proximity to the kiosk and restrooms.

Pedestrian and bicycle access improvements would alleviate safety issues by providing a safer crossing on Highway 22 along the bikeway route to the town center and bikeway portal. It would also provide separation from vehicles accessing Detroit Flats and the Visitor Portal. The scope of work includes installing a crosswalk with a rapid flash beacon on Highway 22 at Forest Ave., and providing a separate 5' asphalt path along Patton and Detroit Roads, and connecting the visitor portal to Detroit Flats. The City of Detroit's engineer will design and administer contract installation of the crosswalk to meet ODOT specifications. OPRD will provide bikeway signs, and the City and/or ODOT will install bikeway signs along Front and Forest Avenues, and Patton Road. Within the City's easement, Patton Road would be widened by 5' with asphalt to accommodate a pedestrian and bicycle path to Detroit Flats. From Patton Road an ADA firm rock surface would be connected to Detroit Ave.

Detroit Flats day use area improvements would alleviate parking congestion, improve public safety and experiences, and provide high demand facilities including ADA fully accessible opportunities. This site is a premier area for enhancement and habitat restoration identified in the West Cascade National Scenic Byway Corridor Development Plan and other plans including a conceptual design for Detroit Flats completed through a grant received by the Federal Lakes Committee for Detroit Lake.

The scope of work would include constructing new and expanded asphalt parking areas for about 40 vehicles and RV spaces, and installing appropriate drainage structures. The project includes an overlay and a paved 5' multi-modal path, separating vehicles from pedestrians and cyclists. These elements would accommodate the parking needs and address visitor safety. Portions of the old loop road/parking areas would be obliterated, and the center island filled and leveled for a new expanded picnic area with new picnic tables. This would accommodate demand, and alleviate traffic congestion and conflicts with users. Parking areas, paths and picnic area will require borrow material, and may have potential to obtain material from a nearby source through a lakebed excavation project.

A permanent vault CXT toilet would be installed near the picnic area to replace seasonal portable toilets and alleviate sanitation issues year round. An accessible concrete terraced viewing/fishing area would be constructed and functionally serves to stabilize the shoreline and protect the picnic area, along with riprap and vegetation to the sides of the structures. This would improve shoreline access and safety. Areas disturbed by construction would be re-vegetated with native species that require low maintenance.

Osprey Point Trail along the peninsula would be reconstructed into an interpretive trail with viewing areas. The 1100' interpretive trail would be an ADA firm rock surface with turnouts for interpretive viewing areas. Rip-rap would be placed and vegetation planted to prevent further loss of the peninsula trail. The project would install information kiosks, and design and fabricate five interpretive panels along the trail that interprets the areas birds and waterfowl, and the former Detroit townsite before the dam was constructed.

The restoration component of the project would involve replanting throughout the larger area with vegetation to support wildlife, adding wood structure for roosting, nesting and shelter, and reducing invasive plants.

Utilities: Identify utilities in the roadway corridor or project site. Would relocation be needed? What agreements exist and who pays for relocation costs?

The City's main waterline is adjacent Patton Road within the City's 13' easement, and within the project site. The waterline will not need to be relocated. Consumer Power Inc. will bring power to the property line for \$500. and is part of this proposal. The cost of trenching and installation of the waterline from the mainline and powerline from the property line, and connecting these to the restroom and kiosk facilities is also part of this proposal.

Describe any other environmental or social issues that should be considered that are within the project area: Is the route included in an area receiving special management considerations for water quality, wildlife security, connectivity?

Social Issues: The Detroit area economy is dependent on the summer season when Detroit Lake is full and struggles when the lake is not usable by boats as in the case of the drought of 2001. Since the mid-1990's, there have been concerted efforts to expand use of the area outside of the three month peak season, by expanding recreation opportunities and events such as the Detroit Lake Mud Run and Wild Fang Ride. Strong local collaborations with the Detroit Lake Recreation Area Business Association and Federal Lakes Committee for Detroit Lake have been integral in developing solutions to further economic goals. The scenic bikeway designation and promotion of byway tourism during the shoulder season helps support diversified opportunities not dependent on the lake. The visitor portal, bikeway improvements, and Detroit Flats day use enhancements would contribute significantly to these efforts.

Environmental issues: The City property contains invasive plants including English ivy, holly and scotchbroom. The Detroit Flats project area contains blackberry, scotchbroom, arch angel, and Japanese knotweed, which would be eradicated, and replanted with other native species supporting wetland species and migratory birds. This area is extensively covered with reed canary grass.

Describe the range of attitudes, both support and opposition, that this proposed project may receive from organizations, the public and within your own agency: State the basis for this supposition and include coordination efforts and public involvement efforts completed to date.

The proposed projects are well documented in each of the local plans listed below.

- Detroit Comprehensive Plan (1978; amended 2002, 2009)
- City of Detroit Transportation System Plan (2009)
- Detroit Downtown Development Plan (2000)
- City of Detroit Former Elementary Site Park Plan (2013)
- Cascading Rivers Bikeway Plan (2014).
- West Cascades National Scenic Byway Corridor Plan (2007)
- Detroit Lake Recreation Area Composite Management Guide (1994)
- Detroit Lake Restoration and Enhancement Design (2011)
- Canyon Journeys - Alternative Transportation Link Feasibility Study (2004)

All these plans had public involvement including community meetings, workshops and comment periods, and resulted in public and agency support. Implementing the proposed project would help attain key economic and transportation goals for the Detroit area. There is no known opposition to the project.

Letters of support are provided by key agencies and stakeholders representing interests in the Detroit area (see attached):

- Detroit Lake Recreation Area Business Association (DLRABA)
- Oregon Parks and Recreation Department, Bicycle Recreation Division
- Federal Lakes Recreation Committee for Detroit Lake (FLRCDL)
- Oregon Parks and Recreation Department, Detroit Lake Management Unit
- US Army Corps of Engineers
- North Santiam Watershed Council

Required Local Contribution to Project: Describe the type and source of funds to provide the required 10.27% local match. Describe any soft match, in-kind match, or eligible Federal funds that will be used to satisfy the match requirement.

We have a rare and unique opportunity with the alignment of various funding sources to be able to complete these major projects. The US Forest Service and City of Detroit along with contributions by others can provide the required 10.27% match.

1. \$60,000: City of Detroit is receiving Oregon Dept. of Transportation quick-fix grant for a pedestrian crossing and Rapid Flash Beacon on Highway 22 at Forest Ave.
2. \$55,000: City of Detroit providing funding from lodging tax towards the visitor information and interpretive related facilities at the visitor portal and Detroit Flats.
3. \$50,000: Forest Service providing stewardship contract receipts from Mongold stewardship timber contract for bank stabilization and restoration components.
4. \$10,000: Forest Service to apply timber retained receipts towards bank stabilization or construction at Detroit Flats.
5. \$12,000: Forest Service providing a portion of the in-kind rock source towards construction.
6. \$16,500: Forest Service in-kind salary for project planning, design and contract administration.
7. \$1300: Oregon Parks and Recreation Dept. is providing bikeway signs and funding the City for installation.
8. \$1000: USACE in-kind salary for processing removal/fill permits.
9. \$1000: Detroit Recreation Area Visitor Association providing bicycle racks.

Other Contributions to the Project: Describe any additional contributions secured or being sought to implement the project proposal. Does this opportunity possibly leverage other funds?

There are a variety of opportunities to leverage other funds and/or secure additional funding. The Forest Service has potential for additional timber sale retained receipts funding and is currently in the early NEPA planning phase. If sold, these funds would partly be applied towards the Detroit Flats project. The Forest Service is seeking a variety of restoration funding sources and partners, and working with the North Santiam Watershed Council and North Santiam Forest Collaborative on finding grant funding including OWEB, Meyer Memorial Trust, Spirit Mountain Community Fund, etc. that could help leverage. The Forest Service has cooperatively worked with the Oregon Army National Guard, and there is potential to use them to assist with moving excavated borrow material from a lakebed excavation project to this project.

The City of Detroit is pursuing an Oregon State Parks Department Local Government Grant Program funding for extensive landscaping at the Detroit site. The City may have in-kind labor/equipment for site preparation for the portal as they continue to demo the former elementary school.

How does the project relate to the following evaluation criteria?

1. SAFETY

Improvement of the Transportation Network for the safety of its users.

a) How many and what type of crashes have occurred on the project site in the last five years?

Describe the basis for your information and include reported accidents and anecdotal information.

b) How would the proposed project improve unsafe conditions such as crash sites, inadequate sight distance, roadside hazards, poor vertical/horizontal alignment, hazardous intersections, inadequate lane and shoulders widths, etc?

c) Does the proposed project address potentially unsafe locations such as where recreation use may create traffic conflicts with local or through traffic?

d) Does the project address safety for a wide range of users (freight, destination motorists, touring motorists, bicyclists, pedestrians, public transportation)?

e) What are the results/recommendations of any road safety audits conducted for the project?

f) Is the project identified in a strategic safety plan?

A safe way for pedestrians and cyclists to cross Highway 22 was identified in the Detroit's Transportation System Plan (TSP) and West Cascades National Scenic Byway (WCNSB) Corridor Development Plan as a critical safety need and is a conditional requirement by ODOT for the designation of the Cascading Rivers Scenic Bikeway. A pedestrian safety crossing would allow for safe crossing by pedestrians and bicyclists on a state highway that sees thousands of high speed vehicles daily.

Parking capacity would be increased as a result of the Detroit portal construction reducing congestion in town. Currently, bikeway users are parking in town or at a temporary parking area, a pullout along Forest Road 46. Detroit gets highly congested and visitors park on narrow road shoulders and business parking areas often causing traffic conflicts. Visitor information at the portal would aim at assisting visitors with orientation, trip planning, and improves communication of safety information to bikeway and National Forest visitors.

Access to the Detroit Flats Day Use area is currently only by vehicle or by walking/cycling along shared roadways. There is no pedestrian path or sidewalk that connects the businesses, residences and lodging establishments in Detroit to this popular wildlife and scenery viewpoint. This proposal eliminates the hazards of visitors walking on the road by including a multi-modal path from the visitor portal in the center of town to the day use site. The Detroit TSP and Downtown Development Plan, and WCNSB Corridor Development Plan all identified this need.

Within Detroit Flats, vehicular traffic flows right through the picnic site and becomes highly congested creating hazardous situations. Delineated parking areas and spaces would organize parking and provide vehicular separation from users. By redesigning the site to separate parking and picnicking areas will improve safety and provide for a better visitor experience. Trails would be constructed to meet ADA standards and accommodate safe access for all. In addition, bank stabilization would keep the trail surface and picnic area intact, and provide for safer footing along the shoreline.

2. PRESERVATION

Improvement of the transportation infrastructure for economy of operation and maintenance.

a) What is the current condition to the existing surfacing? If the surfacing is pavement, what is the Pavement Condition Index (PCI)? If the surface is gravel, what is the PASER rating? How would the project improve the surface condition?

b) How would the project impact maintenance or operating costs? How will this project reduce these costs?

c) If the proposal includes bridge work, how will the project extend the service life of the bridge? Would the proposal correct a "deficient" bridge to accommodate safe access for all. In addition, bank stabilization would keep the trail surface and picnic area intact, and provide for safer footing along the shoreline.

The Willamette National Forest and City of Detroit are entering an innovative partnership in the future management of the Detroit Flats area. The city will have vested responsibility in the maintenance of the site (see Letter of Intent). The majority of maintenance responsibilities would shift from the Forest Service to the City of Detroit at the Detroit Flats day use area. The development of the visitor portal will have additional operational and maintenance costs to the City. Maintenance would be done by the existing city maintenance worker, so no new positions are anticipated. As a result of the project, the economic benefit to the community and issues it resolves outweighs the cost.

Permanent restrooms will replace costly year-round portable toilets in Detroit and seasonally at Detroit Flats. The project would improve the condition of parking areas at Detroit Flats which has numerous pot holes and puddles that need frequent attention. Proposed new asphalt parking areas would reduce maintenance of graveled surfaces. The project would be specifically designed with the objective of minimizing the amount of maintenance and operating costs. The level of annual maintenance costs at Detroit Flats is not expected to increase, and with improvements, is expected to help manage the site better and reduce the issues. Opportunities exist to involve local volunteers as well.

3. RECREATION AND ECONOMIC

Development and utilization of the Federal Land and its resources.

a) Describe any high use Federal recreation sites or Federal economic generators (as determined by the Federal Land Manager) that are accessed by this project. How many visitors access/use the site annually? How does the project enhance access to these sites? How does the proposal improve the visitor experience?

b) Which Federal Lands are accessed by this project? How much Federal Land (acres) is accessed by the project? If multiple Federal Lands are accessed, itemize acreage by agency. Enhancement of economic development at the local, regional, or national level, including tourism and recreational travel.

Note: Direct effects of implementing the project, i.e. construction employment will not be scored.

c) Identify the community or communities economically dependent on the network, and the elements that comprise the economy (e.g. timber, tourism, etc.) How is the economy tied to the transportation network? How will the proposed project improve the transportation network and support the community's economic goals/needs or other economic plan?

d) If the proposed project is located on a designated federal, state, or county scenic byway, identify the scenic byway and explain the anticipated benefit related to the byway. Would the project meet the needs identified in the Byway's management plan?

The gateway community of Detroit is surrounded by the Willamette National Forest, and is a tourist hub providing services and amenities to visitors within the Detroit Lake recreation area managed by the Forest Service. The City of Detroit is the Portal for the Cascading Rivers Scenic Bikeway between Detroit and Estacada, and is nestled along the West Cascades National Scenic Byway. As a gateway with "last stop" services, visitors stop in Detroit heading to Willamette, Mt. Hood and Deschutes National Forest destinations can reach nearly one million acres and iconic areas including: Mt. Jefferson, Mt. Washington and Bull of the Woods Wilderness Areas, Pacific Crest National Scenic Trail, Breitenbush River recreation area (Rd 46 corridor), McCoy and Santiam Pass Motorized Recreation Areas (summer and

winter), Hoodoo Ski Area, Olallie Scenic Area, Bagby Hot Springs, Suttle Lake, Metolious River area, and scenic Upper Clackamas River and Upper McKenzie River recreation areas and sites. There are well over 500 miles of summer and winter trails, dozens of high-use campgrounds, and untold numbers of fishing and swimming holes, dispersed camping, hunting and other recreation opportunities accessed from Detroit.

Over a quarter million visitors are estimated accessing federal lands in the vicinity of Detroit, with a majority flocking to Detroit Lake. The Detroit community is almost entirely dependent on federal land based tourism for their economic vitality, and the proposed enhancements will support and further improve the local economy. When Detroit Lake didn't fill during the drought of 2001, it was a \$5 million impact to the local economy. Over 83% of property owners in Detroit are second homes owners who come to the area to enjoy the surrounding federal lands. The City is experiencing an upward growth trend in vacation rentals and has doubled in over the last 5 years. The West Cascades National Scenic Byway and Oregon State Scenic Bikeway traverse the National Forest and are marketed regionally and internationally, and are important economic generators to the community. Thousands of motorcyclists, drivers, and a growing number of cyclists ride the scenic byway between Estacada and Detroit, stopping in Detroit for services.

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Nearby high use USFS recreation sites include: Detroit Flats and Upper Arm Day Use Areas; Hoover, Cove Creek, Southshore, Santiam Flats, Humbug, Breitenbush, Riverside, Whispering Falls, Elk Lake and Big Lake Campgrounds; and Santiam Pass and McCoy Motorized Recreation Areas (Ray Benson and McCoy Sno-Parks and OHV riding areas). The majority of campgrounds are operated by a concessionaire under special use permit.

The Scenic Bikeway expands the season of use beyond the "lake season" and lessens the economic dependence on the water levels in the lake. The new scenic bikeway also capitalizes on the growing demand for cycling-related travel and tourism in the state; Travel Oregon and their RideOregonRide website highlight the limited number of designated Scenic Bikeways as premier destinations for active visitors to the state.

The remarkable recreation opportunities in the Detroit Area, all located on federal lands, are sought by regional, national and international visitors, with over a quarter million visitors annually. Detroit Lake is the most popular boating lake in all of Oregon and the only public access is via National Forest lands. The recreation-based economy is a primary economic driver in the region, especially for Detroit, ever since the reduction in timber harvests from NFS lands in the early 1990s.

This project is critical to Detroit's continued evolution from a timber dependent town to a recreation destination and national forest wonderland. The elements of this project create a destination for visitors to learn about and plan their visits to the federally managed recreation opportunities in the area, including camping, hiking, cycling, backpacking, boating of all kinds, fishing, wildlife viewing, scenic driving, and more. It improves the attractiveness and desirability of the town itself, by removing the need for portable toilets around town, adding multi-modal paths, and especially critical, it finally embraces the truly remarkable asset of being a lakeside town, by turning Detroit Flats into an easily accessed, premier lake

side viewing and picnic destination, with birding and historic interpretation and outstanding wildlife and scenic viewing opportunities.

The West Cascades National Scenic Byway Corridor Management Plan identified the development of the City of Detroit visitor portal and Detroit Flats day use area as important byway enhancements for visitor information, day use and interpretative opportunities. This proposal fulfills that vision.

4. MOBILITY

Continuity of the transportation network serving the Federal Land and its dependent communities.

- a) Is the road the sole access to the area? Will the proposed project mitigate the potential of the route closing?**
- b) How would the proposed project improve the continuity of the transportation network? Which gaps or missing links would the proposed project address? What travel restrictions, bottlenecks, or size/load limits impede travel? What work has been completed on adjacent sections to create route continuity?**
- c) Does the proposed project connect to a designated route on the Federal Land Management Agency's FLTP inventory? Are there any future improvements planned on the designated route?**
- d) Identify all planning documents related to this project. Is the project specifically identified in any of these plans? What is the local or regional priority (high, medium, low) of the project considering the Federal Land, State or County network? How does this proposal fit with the Federal Land Management Plan? How does the proposal fit with the county comprehensive plan? How does the proposal fit with any Transportation System Plans or Corridor Plans? What are the consequences to the transportation system of not addressing these needs? Mobility of the users of the transportation network and the goods and services provided.**
- e) How would the proposed improvements reduce travel time and congestion, increase comfort and convenience for the federal land user?**
- f) How would the proposed project improve the choices for alternative modes of travel (pedestrian, bike, bus, or rail)? Would the proposed project make any ADA improvements?**
- g) What are the major traffic generators within the Federal Land for this route?**

Detroit. A bikeway and walkway system in Detroit should provide circulation to these key destinations. These critical route-connections include the Detroit commercial district that accesses Detroit Flats. The sole access to Detroit Flats is through the City of Detroit on Patton Road and Detroit Ave. and these improvements would provide needed paths. The proposed Canyon Journey's Alternative Transportation Link Trail Plan proposes connecting recreational facilities at Detroit Lake to Detroit, and other communities to the east and west of the city.

Pedestrian and bicycle access and safety improvements including the new Highway 22 crossing within the City and paths between the visitor portal and Detroit Flats are identified in various plans including Detroit Transportation System Plan and Downtown Development Plan, the Canyon Journey's - Alternative Transportation Link trail plan, and West Cascade National Scenic Byway Plan. The addition of bicycle and pedestrian paths on Patton and Detroit Roads, and improved Highway 22 crosswalk at Forest Ave. improves safety and supports alternative modes of transportation – which addresses the gaps identified in these plans.

Users are scenic bikeway cyclists and byway travelers, National Forest visitors, and motorists passing through between Salem to Bend. Major traffic generators to destinations on the National Forest are listed above. The project improves safety for bikeway users between the Bikeway Portal and connection to Forest Road 46. It provides the needed amenities at the portal including day and overnight parking,

restrooms and information for cyclists. In addition to being a gateway to federal lands, Detroit is a popular mid-point stop between Salem and Central Oregon and often used by travelers as a resting stop, and facilitates comfort and convenience and opportunity to rejuvenate. It provides way-finding information to destinations to assist travelers and cyclists. Highway 22 is the most popular conduit for travelers from the valley to Central Oregon destinations, many visiting federal lands.

The project would create new ADA improvements by providing fully accessible day use opportunities and access to the lake within Detroit. The project would enhance access and recreational opportunities for bicycling, walking, nature/wildlife viewing and fishing, of which the latter three are the most popular activities on the Willamette NF (National Visitor Use Monitoring, Willamette NF Report 2007). The project would accommodate access needs to better serve a range of visitor demographics and abilities. Many travelers who stop looking for visitor information commonly seek an easy short trail at the lake. Many are over 60 years of age or families with young children who are looking for an easy stroll because they cannot do the difficult hiking trails offered in the area. Thirty-five percent of visitors fall into these demographics on the Willamette NF; and another 9% of total visitors have a disability needing barrier-free facilities (NVUM 2007).

5. SUSTAINABILITY AND ENVIRONMENTAL QUALITY

Protection and enhancement of the rural environment associated with the Federal Land and its resources.

Note: It is assumed all projects will be constructed in accordance with all environmental regulations.

This scoring is for projects which enhance environmental goals.

- a) Describe how the proposed project contributes to the environmental goals and objectives of the Federal Land Management Plan or other applicable land management plan.**
- b) How would the project enhance wildlife connectivity, wildlife habitat, and/or aquatic organism passage?**
- c) How would the project enhance water quality, riparian and/or wetland function?**
- d) Does the project use design, materials, or techniques that will exceed the minimum environmental requirements?**
- e) Does the project contribute to improved environmental quality from GHG reduction?**
- f) Would the project require unique mitigation for impacts?**
- g) Would the project contribute to the use of sustainable energy sources for transportation?**

The proposed project is consistent with Willamette National Forest Resource and Land Management goals and objectives. The Detroit Lake Recreation Composite Management Guide and Detroit Lake Restoration and Enhancement Plan further describe the development and restoration goals at Detroit Flats. The project would help achieve habitat restoration goals and action plans identified in the Upper North Santiam Watershed Plan (2007). The watershed plan was completed by a Forest Service Interdisciplinary Team of resource specialists and found Detroit Flats as the highest priority integrated project for restoration and recreation enhancement in this watershed.

Bank stabilization would directly protect constructed facilities, prevents the further loss of habitat and threat to the adjacent marsh wetland ecosystem, and reduces sedimentation into the lake. The project would restore native vegetation that supports and enhances habitat, and reduces invasive plants. Obliterating the loop road/parking area and relocating the parking area away from the lakeshore and designing parking to drain properly, would help enhance water quality. Recreation facilities would be compatible and help direct and better manage use to protect wildlife. Environmental stewardship education is a key element that would be promoted through onsite interpretation.

Installing a permanent toilet at the visitor portal will alleviate pressure on businesses where septic systems are overloaded and a burden to owners needing to have septic tanks pumped frequently. Replacing portable toilets in Detroit and at Detroit Flats with permanent restrooms reduces the threat to water quality and health hazards as a result of vandals tipping them over.

Improved pedestrian access and the installation of highway crosswalk improvements would provide visitors and residents a safer means of foot and bicycle travel rather than driving. Promoting bikeway tourism to help local the economy will increase bicycle use and contributes to use of sustainable energy sources for transportation and recreation.

No unique mitigations are anticipated for this project. The project would be beneficial to wildlife and aquatic resources, and no effect to cultural resources. Bank stabilization for this project would fall under the Nation-wide permitting process as per US Army Corps of Engineers regulatory division. If borrow is used from a nearby boater channel excavation project, a removal/fill permit would need to be reissued by the USACE since the previous one had lapsed. There is still a valid permit with the Division of State Lands.

Please note that some specifics of the project might change once we are farther along with design and determining costs. There will also be an opportunity for public feedback during the process. The matching funds will be fulfilled with a mix of local and federal funding.

The following is the letter informing us that we were successful on most of our application:

Gina, Sharyl,

Congratulations! Your proposal for the *Detroit Area Visitor Portal, Bikeway and Day Use Enhancements on Patton Rd, Forest Ave, Front Ave and Detroit Rd* that you submitted under the 2015 Oregon Federal Lands Access Program Request for Proposals has been approved for programming.

The approved project scope was as proposed for Priority 1 and for Priority 2 only construct and/or repave new and existing parking areas and interior road, including spaces for RV parking, widen shoulder for a multi-use path, and construct ADA accessible path to the Detroit visitor portal on Patton Road. For Priority 1, the rapid flash beacon and safety cross walk are not considered as integral work to the visitor area portal/day use area, and therefore will not be considered as match. The previously acquired property for the Visitor Portal could be used as match in accordance the following guidance:

http://www.fhwa.dot.gov/real_estate/right-of-way/corridor_management/pdg/pdg06.cfm

Per request from the Forest Service, WFL will be the lead agency for the project. The cost estimate was revised for with these scope changes and to include appropriate levels of PE/CE to deliver the project. The revised total cost estimate is \$2.2mil. The Program Decisions Committee (PDC) approved up to \$1,997,041 for your proposal from the Oregon Federal Lands Access Program. This amount does not include match or other contributions.

The legislation Congress passed that implements the Federal Lands Access Program is only authorized through October 29, 2015. Therefore, funds from the Access Program for this project are not guaranteed. Funding is dependent on the availability of appropriations from Congress.

The next step is for Western Federal Lands to develop a funding agreement with the agency partners responsible for contributing funds (match or other). Neal Christensen, FLAP Program Manager, will contact you within 60 days to request additional information to assist in the development of the funding agreement. Should you need to contact Neal in the meantime, his contact information is:

Neal Christensen
Federal Lands Program Manager
Western Federal Lands
Federal Highway Administration
610 E Fifth Street
Vancouver, WA 98661

We look forward to a successful project. If you have any questions please feel free to contact me, Neal, or your agency's representative for the Federal Lands Access Program in Oregon.

George Fekaris

Transportation Planner

Western Federal Lands

Federal Highway Administration

610 E Fifth Street

Vancouver, WA 98661