



Oregon Statewide Trails Plan

STATEWIDE TRAILS PLAN ISSUES WORKSHOPS

NORTHCENTRAL REGION

Bend Public Recreation Provider Session (Daytime) 4/3/03

(Northcentral Region includes Wasco, Sherman, Gilliam, Morrow, Umatilla, Jefferson, Wheeler, Deschutes and Crook Counties)

Motorized Trail Issues

- A. There is a need for more Class III (four-wheel drive jeeps, pickups, SUVs) riding opportunities in the region. This includes a wide variety Class III riding opportunities—particularly technical riding areas (3 dots).
- B. There is a need for more winter Class I (ATV) and Class III (motorcycle) riding opportunities in the region (2 dots).
- C. There is a need for more winter snow park capacity in the region due to a great influx of people from the Willamette Valley and Washington state coming into the region on winter weekends. Currently, snow parks across the region are full to overflowing each winter weekend (2 dots).
- D. There is a need for designated OHV riding areas in urban interface areas in the region. Currently, you can purchase an ATV for \$0 down and \$60 a month. As a result, the user base is increasing rapidly. People are looking for riding opportunities where they can simply take off from their back yards (2 dots).
- E. There is a need for better interagency coordination between cities, counties and state and federal agencies in providing motorized recreational opportunities in the region (2 dots).
- F. There is a need for facility development at current OHV and snowmobile riding areas in the region. Such facilities should include restrooms, signage, and adequate parking to accommodate today's larger recreational vehicles (2 dots).
- G. There are an increasing number of conflicts between motorized enthusiasts and private landowners in urban interface areas in the region. Enthusiasts are increasingly riding out of their back yards and their neighbors are complaining about increasing levels of noise and resource damage. As a result, there is a need for better management of motorized use on public lands within the urban interface to address this situation (1 dot).
- H. There is a need to better educate OHV enthusiasts on regulation compliance and to inform them which areas are open or closed for riding within the region (1 dot).
- I. There is a need for better OHV and snowmobile safety training including a more user-friendly class schedule with more classes at more locations across the region (1 dot).
- J. There is a need for more OHV law enforcement within the region. Currently, there are too few enforcement personnel on the ground spread out too thin. Aerial patrolling would be extremely helpful in OHV enforcement within the region (1 dot).
- K. There is a need for more snowmobile trails within the region—especially connecting trails creating long-distance riding opportunities (1 dot).

L. There is a need for greater consistency with regulations and law enforcement across OHV riding areas within the region (0 dots).

M. There is a need to better educate dealers and shops about OHV rules, regulations and riding opportunities within the region (0 dots).

Non-Motorized Trail Issues

N. There is a need to develop and extend a regional trails system within the region. To properly plan such a system, there is a need for a region-wide, multi-jurisdictional trail planning entity (like the Deschutes Bike and Pedestrian Committee) to facilitate regional and urban trail system planning. Such a group would work with private landowners, irrigation districts and public agencies (federal, state and local) to coordinate the trails planning process and facilitate idea sharing and the communication process. Finally, there is a need for a shared vision between local, state and federal recreation providers for trails planning within the region to identify trail development priorities. Such an overall vision is essential in order to see trails projects through to completion (6 dots).

O. The region contains a number of historic travel corridors (Native American and early Anglo-settlement) that could potentially provide great recreation trail development opportunities (including potential rail-to-trail projects). The unique history associated with these travel corridors would provide an incredible interpretive theme for drawing users (5 dots).

P. There is a need to develop urban trail systems to connect urban parks and open space including connections to recreational opportunities on outlying public lands (4 dots).

Q. Trails are not always seen as top priorities in relation to other community needs. As a result, recreation providers must work together to make a stronger case that trails are important to communities and provide a broad range of social and economic benefits to communities and are deserving of a higher position on the city/county political agenda. (3 dots).

R. There is a need for flexible funding to accommodate trail projects crossing multiple jurisdictional (city, county, state, federal) boundaries. The statewide trails plan should include an up-to-date inventory of trail funding resources available for trail development projects in the state. The list should also include the specific types of projects funded by the grant program (1 dot).

S. There is a need for a central OPRD contact to provide trail planners across the state with technical assistance (1 dot).

T. There is a need for a consistent set of trail design standards for use within the region (1 dot).

U. There is a need for additional funding for building trails and trail-related facilities such as parking areas, trailheads and signage. In order to provide the necessary incentive for new trail development projects, there must also be funding provided for trail maintenance and enforcement assistance. Finally, there is a need for funding for maps and brochures to market these trails after completion (0 dots).

V. There is a need to educate trail users (especially those riding mountain bikes and ATVs) to control resource damage associated with increasing use in urban interface areas within the region (0 dots).

W. There is a need for a central database or statewide GIS system including all Local Transportation System Plans and current inventories of existing and proposed trails so that trail planners and local public officials are better aware of the current status of trails planning within their jurisdiction. The trails planning information should be easily accessible such as on an internet site (0 dots).

Water Trail Issues

X. There is a need to establish some sort of classification schema to address such things as level of difficulty (using the International Scale of River Difficulty) setting type (e.g. ROS setting), services and improvements for

use in marketing water trails within the region. The statewide water trails inventory should gather such classification information during the data collection process (4 dots).

Y. There is a need for user education including leave-no-trace practices (e.g. sanitation & litter), respect for private property rights and respect for impacts on the resource (3 dots).

Z. There is a need for additional water trail facilities including water access, restrooms, overnight facilities, potable water, and portage facilities in the region (2 dots).

AA. There is a need to properly balance the natural/environmental aspects with increasing recreational use on waterways in the region (2 dots).

BB. There is a need to develop a monitoring system methodology to help identify when a permit system might become necessary to ensure that the user experience doesn't degrade to unacceptable levels. Such a system should determine the limits to acceptable change including factors such as resource capacity, social impacts and carrying capacity. The methodology should also allow for the establishment of baseline monitoring measurements to establish a clear picture of the condition of a river at a certain point in time (1 dot).

CC. Regarding comment BB, the river systems should be studied to ensure adequate assessment of resource capacity. River corridors with properly developed access points should be designated for high traffic use and be marketed as such. This will take pressure off of the less developed areas that will be affected by limiting entry on a high-capacity river system (on-line comment).

DD. There are many opportunities to develop water trails on central Oregon lakes and reservoirs (0 dots).

EE. Private landowners should be given an opportunity to provide services (food, lodging, etc.) along water trails in the region (0 dots).

FF. Private property trespassing concerns should be heard and incorporated into the local water trail development planning process (0 dots).

GG. There is a need for an application/permit/reservation system on heavily used waterways within the region to ensure a high-quality user experience (0 dots).

HH. Regarding comment GG, river systems with a high level of use should be studied to see if the use is adversely impacting the resource. If the river system has adequate infrastructure in place to handle the traffic, then use should be encouraged on the river to keep the users from shifting to other less used rivers that do offer a more pristine experience. We can't make every high-use river the Middle Fork of the Salmon, or all of our low-traffic rivers will be permanently degraded by displaced river traffic. The users will move to other rivers when they can't get the permit they want, thereby clogging the less developed rivers.