



A message from the Director, Oregon Parks and Recreation Department

I am pleased to present Oregon Trails 2005-2014: A Statewide Action Plan. This plan is the product of more than two years of consultation and collaboration of recreation trail providers, interest groups and citizens across the state. It is the state's "official plan for recreational trail management" for the next 10 years, serving as a statewide and regional information and planning tool to assist Oregon recreation providers (local, state, federal, and private) in providing trail opportunities and promoting access to Oregon's trails and waterways. It also identifies how the state's limited resources will be allocated for motorized, non-motorized and water trail projects throughout Oregon.

OPRD has taken an innovative approach to statewide trails planning by conducting simultaneous motorized, non-motorized and water trails plans. Each is a comprehensive study and depiction of the state of recreational trail and non-motorized boating use in Oregon. Due to the overall size of the document, in addition to the complete plan, individual motorized, non-motorized and water trails plans have been printed. In an effort to minimize printing and shipping expenses, we are providing you with only those specific type of plan(s) most relevant to your organization (i.e., federal agencies will be sent a full plan while a motorized trail user group will receive a motorized plan only).

Although this Action Plan is completed, it's ultimate success rests on the continued support of stakeholders across the state to actively participate in implementing these strategies. By building on the momentum and collaboration of this planning process, each of us can help to turn this Action Plan into a world-class trail system—one that offers high-quality trail facilities and opportunities that will satisfy users—both Oregonians and visitors to our beautiful state—for generations to come.

Sincerely,

Tim Wood
Director – Oregon Parks and Recreation Department

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MOTORIZED TRAILS PLAN EXECUTIVE SUMMARY

Introduction

The Oregon State Off-Highway Vehicle (OHV) study has been in place since 1995. Although many of the findings included in this plan are still relevant, considerable change has occurred on Oregon's OHV areas/trails in the last 9 years including a 13% state population increase between 1995 and 2003 and increases in OHV ownership and trail use. As a general rule, planning documents of this type have a usable shelf life of 10 years. As a result, there is a need to update the trails plan for OHV use.

For the purposes of this planning effort, motorized trail uses include ATV riding, off-road motorcycling, dune buggy/sand rail riding, four-wheel or other high-clearance vehicle riding, and snowmobiling on designated motorized trails and riding areas in the state. A motorized trail is defined as a regularly maintained recreation pathway typically used by off-highway vehicles. The designated trail or riding area should be purposefully planned and constructed for motorized recreation purposes.

The purpose of the motorized trails planning effort is to provide information and recommendations to guide OPRD and other agencies in Oregon in their management of motorized trail/riding resources. The plan is designed to:

- Assess the needs and opinions of Oregon's citizens as they relate to motorized trail/riding opportunities and management;
- Establish priorities for expenditures from the ATV Grant Program;
- Develop strategic directions to guide activities for the Oregon Parks

and Recreation Department's ATV Program;

- Gather additional inventory measurement data for motorized trail resources and facilities; and
- Recommend actions that enhance motorized trail opportunities to all agencies and the private sector providing trail resources in Oregon.

The plan has been developed as an information resource as well as a planning tool to guide agencies for the next 10 years.

Summary of Planning Results

This section includes a brief summary of results for the following major components of the statewide motorized trails planning effort.

Economic Importance of Off-Highway Vehicle (OHV) Recreation in Oregon

The plan summarizes the findings from the Oregon State University report entitled "The 1999 Oregon Off-Highway Vehicle User Survey." The study was undertaken to provide a reliable estimate of the economic impact of motorized recreation in Oregon. In estimating economic impacts, the study identified the jobs and income that are the result of OHV recreation and assessed the revenues generated from motorized recreation in the state.

The study estimated that OHV recreation contributed an estimated \$120.4 million and 1,809 jobs into Oregon's economy in 1999. OHV recreation has economic significance in both the origin and destination areas. The South Coast region is by far the most impacted with 529 jobs generated by trip expenditures. The greater

proportion of overnight and out-of-state visitors to the South Coast accounts for much of this impact. OHV recreation also has a substantial economic significance in the region where people live. Annual expenditures on items like vehicles, parts, and maintenance take place in people’s home regions, accounting for 586 jobs in

the Willamette Valley where the majority of OHV riders reside

Table 3 (below) includes annual expenditures, income and jobs associated with spending (e.g. gas and oil, food and beverages, lodging, etc.) by Oregonians and out-of-state visitors in the region of the state where the OHV activity occurred.

Region	In-State Resident Expenditures (Millions)	Out-of-State Visitor Expenditures (Millions)	Combined Expenditures (Millions)	Income	Jobs
South Coast	\$14.2	\$13.6	\$27.8	\$8.7	529
Central Coast	\$2.5	\$.7	\$3.2	\$.9	53
North Coast	\$3.3	\$.9	\$4.2	\$1.4	58
Willamette Valley	\$2.8	\$.7	\$3.5	\$1.4	61
Eastern Oregon	\$1.2	\$.3	\$1.5	\$.4	23
Northeastern Oregon	\$3.2	\$.8	\$4.0	\$1.2	72
Southern Oregon	\$1.3	\$.3	\$1.6	\$.5	26
Central Coast	\$.5	\$.1	\$.6	\$.1	9
Total All Regions	\$29.0	\$17.4	\$46.4	\$14.6	831

Table 2 (below) includes total annual expenditures by Oregonians on OHV-related products and services (e.g. the purchase of new vehicles, trailers, insurance, storage, maintenance, etc.) in the region of the state where they reside.

Region	In-State Expenditures (Millions)	Income	Jobs
South Coast	\$4.7	\$1.4	61
Central Coast	\$4.2	\$1.2	58
North Coast	\$7.5	\$2.4	92
Willamette Valley	\$42.4	\$15.2	586
Eastern Oregon	\$.5	\$.2	8
Northeastern Oregon	\$4.0	\$1.0	754
Southern Oregon	\$6.3	\$1.9	92
Central Coast	\$2.4	\$.6	28
Total All Regions	\$74.1	\$23.9	978

Key Statewide Motorized Trails Issues

The plan also identifies key motorized trail issues that affect the future of OHV recreation in Oregon. During the months of April and May 2003, OPRD staff conducted a series of 9 regional trail issues workshops across the state. Approximately 230 people attended a workshop, including representatives from 56 public-sector recreation provider organizations. Information from these workshops was used in the process of developing top regional and statewide motorized trails issues.

The 4 top statewide motorized trail issues include:

Statewide Issue A: Need For New Trails/Motorized Riding Areas

Recreation providers and the general public consistently reported in the planning workshops that OHV use on public lands in Oregon has increased substantially in recent years. However, there are an insufficient number of designated motorized areas to accommodate growing numbers of OHV enthusiasts in Oregon. Recreational providers reported that additional designated motorized areas are needed to proactively address increasing levels of resource impacts associated with high use levels in designated motorized areas. In addition, there is a need for more riding opportunities on lands outside of federal ownership including private timberlands, state or local government land, and to work with private landowners for access.

Statewide Issue B: Need For Regional Interagency Coordination / Cooperation in Trail Planning and Management

Recreation providers and the general public consistently reported that successful OHV facility development and management relies on good coordination and communication between OHV organizations, federal, state, and local agencies, tribal governments and other stakeholders.

Statewide Issue C: Need For User Education/Training (Regulatory & Safety Information)

Recreation providers and the general public expressed a need for additional user education and safety training in Oregon for youth involved or interested in motorized recreation (including OHV and snowmobile riding). Also reported was a need for more safety training facilities, instructors, and user-friendly training opportunities.

Statewide Issue D: Concern About Trail Closures/Loss of Riding Opportunities

A number of private landowners have closed riding areas in Oregon in recent years due to personal liability, increasing vandalism and resource impacts. Trails and riding areas on public lands have also been closed as a result of resource protection issues associated with National Environmental Policy Act (NEPA) regulatory compliance and conflicts with other recreation users.

The 2004 Oregon Statewide Motorized Trail User Survey

The 2004 Oregon Statewide Motorized Trail User Survey was conducted over a four-month period from January to April 2004 by the University of Oregon’s Survey Research Laboratory. The purpose of the survey was to assess the needs and opinions of Oregon’s citizens about trail opportunities and management, assess the need for future investment in trail facilities and opportunities and provide trail planners with up-to-date information for local and regional trails planning.

The survey found that seven percent of Oregon households have a person reporting motorized trail use, amounting to 98,000 households in the state. ATV riding is the most popular activity, with 70% of motorized trail users having engaged in that activity during the past year (Table 3) followed by off-road motorcycling (44%). Most motorized respondents are male, and the median age is 40 – 49 years old. More than half have some college (62%), although most are not college graduates (21%). Median income is \$40,000 to \$69,999.

TABLE 3: Extent of Motorized Trail Participation		
N = 196	Participated in Last Year	Estimated Oregon Households
ATV riding (3 and 4 wheel)	70%	68,600
Off-road motorcycling	44%	43,100
4-wheel driving (stock) ¹	44%	43,100
4-wheel (modified) ²	29%	28,400
Snowmobiling	24%	23,500
Sand rail riding	11%	10,800
Dune buggy riding	11%	10,800
Competitive trail events	10%	9,800
Other	8%	7,800
Sampling error for this question is ± 6%.		

Fifty nine percent of motorized trail users reported that they would like to participate in their activity more than they do. Lack of time is the primary roadblock for motorized trail users followed by lack of nearby trails.

Motorized trail enthusiasts use many information sources in planning for their trail outing. A few favorites stand out: people’s advice, brochures and maps, and the internet. Motorized trail users were also asked about satisfaction with a variety of information sources. Users reported more dissatisfaction with agency responses, guidebooks and signage information.

¹ 4-wheel stock with original tires, such as SUVs, trucks, and jeeps.

² 4-wheel stock with modified tires and/or suspension upgrades.

TABLE 4: Information Sources – Motorized		
N = 196	Use Source	Favorite Source
Advice of people	91%	38%
Brochures, maps	86%	26%
Gather information along the way	72%	3%
Visitor centers	65%	7%
Sporting goods stores	59%	4%
Internet	53%	11%
Phone trail management agencies	49%	3%
Books, magazines, newspapers	41%	2%
Clubs, groups, trail organizations	18%	2%
Other	9%	5%
Sampling error for this question is $\pm 6\%$		

Overall, motorized trail users were extremely satisfied with their overall motorized trail experience in Oregon. Ninety four percent of motorized trail users reported being either “very satisfied” (48%) or “somewhat satisfied” (46%) with their overall motorized trail experience. Only six percent say they are “not very satisfied”, and not one respondent selected “not at all satisfied.”

Finally, motorized trail users were asked to prioritize a variety of funding possibilities related to their sport. Cleaning up litter and trash on the trails and repairing major trail damage are clearly leading priorities, followed by education and safety, better information and signage, and routine trail upkeep (Table 5).



N = 195-196	Mean	Very Important	Some what Important	Not That Important	A Top Funding Priority ³
Clean up litter and trash	2.7	74%	22%	4%	113
Repairing major trail damage	2.6	67%	28%	5%	117
Providing information, maps, signs	2.4	50%	44%	6%	83
Providing educational, safety, and trail etiquette information	2.4	52%	35%	14%	82
Routine upkeep of existing trails	2.4	49%	47%	5%	80
Developing support facilities	2.3	44%	39%	17%	73
Enforcing rules and regulations	2.3	46%	36%	18%	72
Acquire access land	2.3	49%	34%	17%	65
Developing new trails	2.3	48%	38%	14%	63
Acquire land for new trails	2.2	44%	33%	24%	63
Children's play areas	2.1	41%	27%	32%	63
Providing interpretive information	1.9	19%	55%	27%	31
Trails for competitive trail events	1.8	23%	34%	43%	31
Sampling error for this question is $\pm 6\%$					

Statewide Motorized Trail Goals, Objectives and Strategies

A set of long-range goals, objectives and strategies were developed for each of the top 4 Statewide Motorized Trails Issues based on findings from the motorized trails planning effort. These goals, objectives and strategies were developed for use by motorized recreation decision makers across the state to develop policies and actions for resolving the 4 top statewide motorized trail issues.

Note: Specific strategies are identified in this plan for addressing each objective, but are not included in the following summary. A full listing of statewide motorized trail goals, objectives and strategies is included in the motorized trails plan.

Top statewide motorized trail issues and accompanying goals and objectives include:

Statewide Issue A: Need For New Trails/Motorized Riding Areas

Goal: Increase the supply of high-quality OHV opportunities for all trail users throughout Oregon.

- Objective 1: Provide additional public or privately owned OHV recreation areas.
- Objective 2: Greater emphasis on developing OHV riding areas on private and local government land.
- Objective 3: Develop additional OHV opportunities in reasonably close proximity to communities and urban areas.
- Objective 4: Develop additional riding opportunities at existing OHV recreation areas.
- Objective 5: Increase the diversity of OHV opportunities.

³ Number of respondents selecting this answer. Asked only if respondent answered "very important."

Statewide Issue B: Need For Regional Interagency Coordination/Cooperation in Trail Planning and Management

Goal: Promote coordination and cooperation between public agencies, private organizations and motorized trail users.

- Objective 1: Develop a regional planning approach to motorized trails planning
- Objective 2: Standardize statewide OHV management practices.

Statewide Issue C: Need For User Education/Training (Regulatory & Safety Information)

Goal: Educate and inform Oregon's trail users on the proper use of, and user safety and the environmental impacts associated with motorized recreation.

- Objective 1: Increase the number of OHV trail users who are educated and trained in OHV operation, safety, rules and regulations and user ethics.
- Objective 2: Reduce the number of personal injury accidents involving recreational OHV use.
- Objective 3: Educate hunters on existing OHV rules and regulations.

Statewide Issue D: Concern About Trail Closures/Loss of Riding Opportunities

Goal: Provide for motorized recreation on public and private lands.

- Objective 1: Limit the loss of riding opportunities on public and private lands.
- Objective 2: Improve the public image of OHV use and management in the state.

All-Terrain Vehicle Grant Program Evaluation Criteria

The motorized trails plan concludes with a set of project selection criteria for evaluating acquisition, development and planning project proposals for the ATV Grant Program. The criteria make the connection between findings from the trails planning effort and how limited ATV grant monies can be allocated.

A STATEWIDE ACTION PLAN INTRODUCTION

The Oregon Parks and Recreation Department (OPRD) was given responsibility for recreation trails planning in 1971 under the "State Trails Act" (ORS 390.950 to 390.990). In general the policy of the statute is as follows: "In order to provide for the ever-increasing outdoor recreation needs of an expanding resident and tourist population and in order to promote public access to, travel within and enjoyment and appreciation of, the open-air, outdoor areas of Oregon, trails should be established both near the urban areas in this state and within, adjacent to or connecting highly scenic areas more remotely located."

At the start of this planning effort, the Oregon State Off-Highway Vehicle (OHV) Study and Oregon Recreation Trails Plan had been in place since 1995. Although many of the findings included in these plans are still relevant, considerable change has occurred on Oregon's OHV areas/trails and recreational trails in the last 9 years including a 13% state population increase between 1995 and 2003 and increases in OHV ownership and recreational trails use. As a general rule, planning documents of this type have a usable shelf life of 10 years. As a result, there was a need to update the trails plans for both OHV and recreational trail uses.

Support for the Plan

During the months of October through December of 2001, OPRD staff conducted a series of regional recreation issues workshops across the state as part of the Statewide Comprehensive Outdoor Recreation Plan (SCORP) planning process. Recreation providers from across the state expressed a strong desire for OPRD to update the Oregon State Off-Highway

Vehicle Study and Oregon Recreation Trails Plan. According to these providers, the plan should examine use of all types of trails (motorized, recreational and water trails) and include the participation of state, federal, county and municipal providers and advocacy groups.

The SCORP planning effort's recreational participation study (Oregon Outdoor Recreation Survey) findings also emphasize the importance of trail-related activities in the state. The study estimated statewide resident and non-resident recreation participation for a list of 76 individual outdoor recreation activities. Of these 76 activities, the most popular resident activities are running and walking for exercise (49.2 million estimated annual user days⁴) and walking for pleasure (47.7 million annual user days). For non-residents (from households in Washington, Idaho, and California who lived in counties adjacent to Oregon) recreating in the state of Oregon, running and walking for exercise (10.5 million annual user days), RV/Trailer Camping (6.2 million annual user days), and walking for pleasure (5.1 million annual user days) were the most popular.

Based on information gathered during the SCORP issues workshops and the Oregon Outdoor Recreation Survey, the SCORP Advisory Committee identified the development of a concurrent statewide motorized and non-motorized trails plan as a key objective in order to provide an adequate supply of quality trail facilities and opportunities to satisfy a growing number

⁴ A user day is one instance of participation in a single outdoor recreation activity by one person.

of motorized and recreational trail users throughout the state of Oregon.

In addition to OPRD having a current SCORP to receive and obligate Land & Water Conservation Fund (LWCF) under Section 206(d) of the Recreational Trails Program legislation, the state is also required to have a recreational trails plan (motorized and non-motorized) in order to be eligible to receive and obligate Federal Recreation Trails dollars.

Finally, the U.S. Center for Disease Control (CDC), the Oregon Department of Human Services, Health Services, and the Oregon Coalition for Promoting Physical Activity (OCPPA) are currently promoting physical activity and the health benefits associated with participation in recreational trail activities.

The OCPPA has recently completed a plan entitled the Oregon Plan for Physical Activity⁵, which states that, "Physical inactivity together with poor eating habits contributes significantly to the development of obesity, high blood pressure, heart disease, cancer, and diabetes, which are the leading causes of disease and death among Oregonians. The current epidemic of obesity in the United States has hit Oregon particularly hard. At 22%, our state has the highest percentage of adult obesity of any state west of the Rockies. Our youth follow closely behind, with 28% of eighth graders and 21% of eleventh graders currently overweight." Close-to home non-motorized trails provide a safe, inexpensive avenue for regular exercise for people living in rural, urban and suburban areas.

⁵ Oregon Coalition for Promoting Physical Activity (2003). A Healthy Active Oregon: The Statewide Physical Activity Plan.

Additional Information from Issues Workshops

Public recreation providers in 8 of the 11 SCORP planning regions voted the "Need For Recreational Trails and Trail Connectivity" as a top LWCF issue. As a result, this need was identified as one of three top statewide LWCF issues for inclusion in the 2003-2007 Oregon SCORP plan.

Recreation providers reported a need for additional recreational trails including walking, hiking, bicycling and equestrian multiple-use trails. In addition, the concept of trail connectivity was supported throughout the state. Trail connectivity involves:

- linking urban trails to outlying Federal trail systems;
- linking neighborhood, community and regional trails;
- connecting community parks and other recreational and public facilities; and
- connecting neighboring communities (e.g., Ashland to Medford).

Recreation providers also felt the trails plan should address a growing interest in canoe, rafting, and kayak routes (water trails) throughout the state. Although the state enjoys a variety of high-quality paddling opportunities, additional recreational infrastructure is needed to satisfy a growing demand for paddling sports. Necessary resources/facilities/services needed for water trail development include water access sites and support facilities, overnight camping facilities, directional signage, maps, brochures and other marketing tools to properly market new water trail opportunities and paddling clinics.

Although OHV riding continues to grow in Oregon and nationally, riding areas have closed as public land managers are faced with increasingly complex decisions related to balancing recreation use with resource protection. Recreation providers report that cross-country OHV travel is damaging the state's natural resource base. In addition, the growing use of OHVs has prompted the U.S. Forest Service to revise its management of motorized forest use so that the agency can better sustain and manage National Forest System lands and resources.

The state needs to take a proactive approach by exercising leadership in shaping a long-term vision for OHV recreation to include:

1. changing riding patterns to avoid impacts,
2. resolving use conflicts and resource degradation, and
3. creating more designated OHV riding areas in the state.

Needed OHV facilities and services include:

- OHV trail riding areas, All-Terrain Vehicle (ATV), motorcycle and 4x4) including trails, parking areas, restrooms, tow vehicles, camping facilities, communication links to emergency services and law enforcement,
- OHV parks in reasonably close proximity to metropolitan areas, and
- designated motocross and challenge courses for motorcycles, ATV's, 4-wheel drive vehicles and truck pulling.

There is a concern that such riding areas be thoroughly separated from hikers, kayakers, campers, cyclists and other human-

powered users of public lands and that environmental impacts be closely managed and monitored.

Because of the role federal lands play in serving OHV riding – planning clearly requires a state/federal partnership.

A Concurrent State Motorized and Non-motorized Trail and Water Trails Planning Process

There are considerable benefits associated with a concurrent State Motorized and Non-Motorized Trail and Water Trails planning process including:

- providing user groups with comparative information to emphasize areas of common ground and understanding;
- packaging three plans into one volume, providing a one-stop planning document for recreational planners who often work on motorized, non-motorized trails/riding area planning and water trails;
- cost savings from a combined motorized, non-motorized & water trails user survey; and
- administrative and travel cost savings with conducting concurrent but separate regional issues workshops.

The purpose of the planning process is to provide information and recommendations to guide OPRD and other agencies in Oregon in their management of motorized and non-motorized trail/riding resources. Early in the planning process, OPRD established separate motorized, non-motorized and water trails steering

committees to guide the statewide planning effort.

The plans are written primarily for recreation planners and land managers. In its component parts, it provides background on trail users and on current trends affecting OHV, and recreational trail and water trail opportunities. The plans are designed as an information resource as well as a planning tool to guide agencies for the next 10 years.

Specific planning objectives include:

1. Assessing the needs and opinions of Oregon's citizens as they relate to trail recreation opportunities and management (motorized, non-motorized and water);
2. Establishing priorities for expenditures from the Oregon ATV Grant Program, Federal Recreational Trails Program and other applicable sources;
3. Developing strategic directions to guide activities for the Oregon Parks and Recreation Department's ATV Program, statewide recreational trails planning and water access goals;
4. Gathering additional inventory measurement data for motorized and non-motorized trail resources and facilities to add to information gathered for the "2001 Oregon Statewide Outdoor Recreational Resource/Facility Inventory Bulletin;"
5. Conducting a systematic inventory of existing and potential water trails and facilities, identifying priority needs and potential funding sources; and
6. Recommending actions that enhance motorized, non-motorized

and water trail opportunities to all agencies and private sector entities providing trail resources in Oregon.

The results of the concurrent statewide motorized, non-motorized and water trails planning effort are presented in the following chapters of Oregon Trails 2005: A Statewide Action Plan.



Major Planning Components

The following section is a brief description of the major planning components of the concurrent trails planning effort. If a planning component is a part of the motorized, non-motorized and water trails plan, it will be identified as a “Common” component. Planning components unique to one trail plan are identified by the specific trail planning type.

1. Trails Plan Steering Committees (Common)

Early in the trails planning effort, OPRD established 3 separate steering committees (motorized, non-motorized, and water) to assist with the concurrent planning process. Steering committee members were selected to ensure adequate agency/organizational and geographic coverage and trail-user group representation.

OPRD asked Steering Committee Members to assist with the following tasks for their specific planning effort:

- reviewing the basic planning framework;
- determining the basic plan outline;
- identifying significant statewide trails issues and solutions;
- recommending actions that enhance motorized, non-motorized and water trail opportunities in the state;
- reviewing survey methodology and instruments;
- reviewing draft planning materials;
- recommending a set of project evaluation criteria for the OPRD administered All-Terrain Vehicle Grant Program (Motorized Trail

Committee Members Only) and Recreational Trail Grant Program (Non-Motorized Trail Committee Members Only); and

- assisting in the development of a proposed state-administered water trails program (Water Trail Committee Members Only).

Three rounds of steering committee meetings were held during the 2-year planning process as shown in the following table.

Trails Planning Type	Round 1 Meeting Dates	Round 2 Meeting Dates	Round 3 Meeting Dates
Motorized	2/25/03	9/16/03	10/12/04
Non-Motorized	3/5/03	9/23/03	10/14/04
Water	3/12/03	9/24/03	10/25/04

Meeting objectives for each round of meetings were as follows.

Round 1:

- Bring committee members up-to-date on statewide trails planning progress;
- Review proposed trails planning framework; and
- Identify potential problems/weaknesses and improvements to the proposed planning framework.

Round 2:

- Review trails planning progress;
- Identify the top 3 issues in each of the 6 trails planning regions;

- Identify the top statewide trails issues; and
- Develop a set of proposed goals, objectives and strategies for addressing the top statewide trails issues.

Round 3:

- Review trails planning progress;
- Review 2004 Oregon Statewide Trail User and Non-Motorized Boater Survey results;
- Review Oregon Statewide Trail Inventory Project results; and
- Review and finalize (in the appropriate meeting) the ATV grant program criteria (Motorized Trail Committee), RTP grant program criteria (Non-Motorized Trail Committee) or the Proposed State-Administered Water Trails Program For Oregon (Water Trail Committee).

During the second round meetings, the motorized and non-motorized trail steering committee members recommended that OPRD establish separate ATV and RTP Grant Program Subcommittees for addressing the technical aspects of developing specific evaluation criteria. As a result, OPRD selected a five-member motorized and four-member non-motorized subcommittee to develop a final set of grant criteria for inclusion in the respective trails plans. Members were selected based on prior experience with the administration of grant funding in Oregon.

Two subcommittee meetings were held (Motorized on 9/28/04 and Non-Motorized on 9/30/04) to determine the final set of grant criteria for inclusion in the plans. During these meetings, each subcommittee assisted OPRD staff in the

development of a draft set of grant evaluation criteria. Subcommittee members were provided a final review and comment period before the criteria were finalized.

Finally, each member of the Motorized and Non-Motorized Trails Plan Steering Committees was given an opportunity to review their respective criteria before inclusion in the final trails plan.

2. Benefits of Trails (Common)

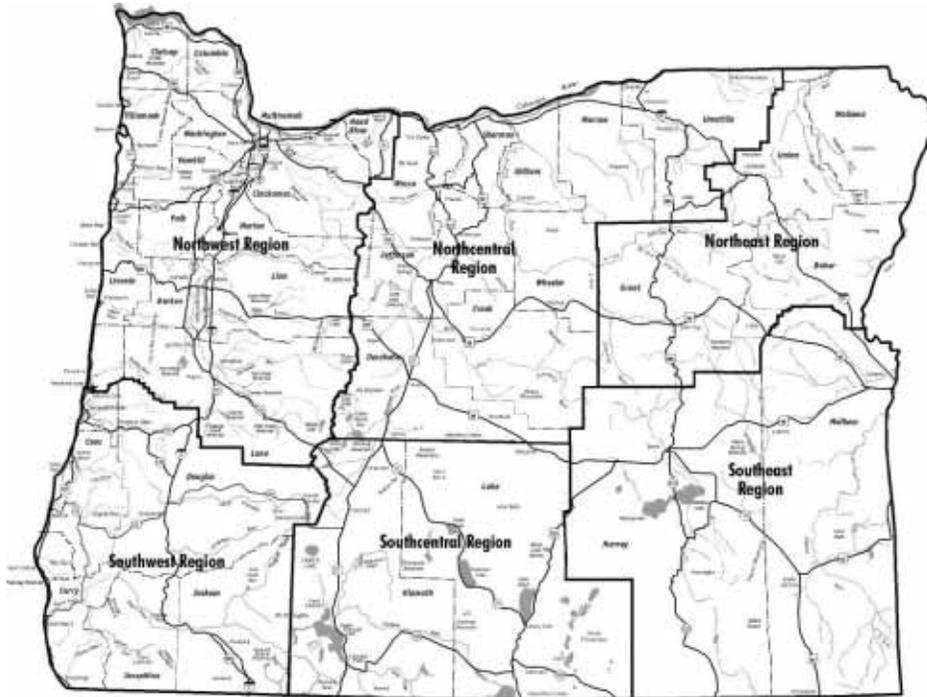
During the trails issues workshops, public recreation providers and trail interest groups suggested that the trails plan include trail benefits information to help them to better make the argument for proposed trail projects and address some common misconceptions adjacent property owners have about proposed trails (e.g. increases in crime and decreases in property values). They also asked that the plan provide information in a variety of ways including brief summaries and bibliography lists for those interested in conducting additional research on their own.

The plan includes information on the benefits of motorized, non-motorized and water trails. In addition, separate bibliographies are available for each of the three trail types in Appendices G, H, and I. Direct web links are included in each bibliography for those reports/articles currently available online.

3. Regional Planning Approach (Common)

After a discussion of potential regional boundaries, OPRD planning staff identified a total of 6 regions for the trails planning effort. Each region is of sufficient geographic area to have a unique set of issues and associated management concerns.

The 6 planning regions are identified in the figure below.



4. Regional Trails Issue Workshops (Common)

During the months of April and May 2003, OPRD staff conducted a series of 9 regional trails issues workshops across the state. Table 7 (below) includes the locations of each of the workshops and the specific trails planning region to which the issue comments were assigned. Please note that some regions had more than one workshop.

Trails Planning Region	Workshop Location
Northwest Region	Lincoln City
	Portland
	Eugene
Southwest Region	Bandon
	Grants Pass
North Central Region	Bend
South Central Region	Klamath Falls
Northeast Region	LaGrande / Union
Southeast Region	Burns

Each workshop included an afternoon session open to all public recreation providers (including federal and state agencies, county, municipal, port and special district recreation departments, and American Indian Tribes) and an evening session open to the general public (including interested members of the public, trail user groups or clubs, commercial organizations or other organizations).

Trails issues were defined as high-impact issues related to recreational trail opportunities in the region. Trail issues could be related to outdoor recreation areas, programs and projects.

At the conclusion of each workshop, participants were given 3 colored dots to assist in prioritizing the importance of the issues gathered. Participants placed their

colored dots on those issues they felt were of most importance in the planning region.

Approximately 230 people attended a workshop, including representatives from 56 public-sector recreation provider organizations. During the workshops, 733 trails issue comments were gathered and recorded including 281 motorized, 292 non-motorized and 160 water trail issue comments.

Next, all comments gathered at the regional public recreation provider and general public workshops were posted on the trails planning website for a comment period from March 19 to July 16, 2003. The site was developed for electronic submittal of comments. A letter was sent out to all workshop participants requesting that they review the website comments list to ensure that their comment(s) had been recorded properly. In addition, a letter was sent to trail user groups or clubs and commercial organizations across the state requesting additional comments through the website.

Complete listings of all issues gathered at the workshops and through the website are included in Appendices J, K and L.

5. Identification of Top Regional and Statewide Trail Issues (Common)

Following the issue collection process, OPRD staff developed a set of issue summary papers (separate sets for motorized, non-motorized and water trails issues) to assist members of the three steering committees in the process of identifying top regional issues. The appropriate set of issue summary papers were distributed to each of the three steering committee members prior to the Round 2 meetings.

A regional issues analysis section in the issue summary paper included a prioritized issues list from each of the regional workshops with separate listings for public provider and general public workshops. An additional section included a summary of the combined prioritization results of all workshops held in the region (including all workshop locations and sessions). Those issues receiving the highest total accumulation of dots from all public provider and general public workshops held in the region were shown in bold. During the Round 3 meetings, steering committee members used a voting process to identify top regional motorized, non-motorized and water trails issues to include in the plan.

After the regional voting was completed, the committee members reviewed the number of times a particular issue was voted as a top regional issue. In addition, OPRD staff further refined and summarized all regional issue comments into a set of statewide issue categories. The number of issue comments collected in a given category provided a measure of the relative importance of the issue category to workshop and internet participants. The following is a description of this analysis:

- Categorical analysis for trail issue comments gathered at all public provider workshops across the state. Key issues were identified based on the total number of public provider comments.
- Categorical analysis for trail issue comments gathered at all general public workshops across the state. Key issues were identified based on the total number of general public comments.
- Categorical analysis for trail issue comments gathered at all public

provider and general public workshops across the state. Key issues were identified based on the total number of public provider and general public comments.

Finally, a matrix was developed to summarize results from this categorical analysis. This statewide issues summary paper was distributed to each steering committee member on August 19, 2003.

During the Round 2 steering committee meetings, OPRD staff provided each of the three steering committees with an opportunity to vote for a set of top statewide trail issues. Those issues receiving the highest number of votes were determined by the steering committees to be the top statewide trail issues.

6. The 2004 Oregon Statewide Trail User and Non-Motorized Boater Survey (Common)

The 2004 Oregon Statewide Trail User and Non-Motorized Boater Survey was conducted over a four-month period from January to April 2004 by the University of Oregon's Survey Research Laboratory. The survey randomly screened over 15,000 Oregon telephone households to identify respondents reporting trail and non-motorized boat use in the past year. Statistically reliable results are reported for each of three distinct user groups (motorized and non-motorized trail users and non-motorized boaters) at the state level.

The purpose of the survey was to assess the needs and opinions of Oregon's citizens about trail opportunities and management, assess the need for future investment in trail facilities and opportunities and provide trail planners with up-to-date information for local and

regional trails planning. The survey report includes a separate set of results for each of the three user groups.

7. Oregon Statewide Trails Inventory Project (Common)

The Oregon Statewide Trails Inventory Project provides a systematic review and inventory of the entire public trail system in Oregon. The overall goal of the project was to create databases containing trail information that can be accessed by government agencies, libraries, and the general public for management and trip planning purposes. The databases are designed to be compatible with geographic information systems (GIS) and allow agencies and other users to identify and map resources and characteristics for public lands in Oregon.

During a 11-month period from September 2003 to July 2004, Oregon State University collected inventory data for existing and proposed motorized, non-motorized and water trails from recreation providers across the state. In total, trail specific attribute information was collected and entered into a database for 735 trails. In addition GIS map files were collected for 147 trails. A final trails inventory report is included on the trails plan website at:

http://egov.oregon.gov/OPRD/PLANS/trails_planning_newsletters.shtml

8. Statewide Goals, Objectives and Strategies for Top Statewide Issues (Common)

A set of goals, objectives and strategies have been developed for each of the top 4 statewide motorized trail issues, top 2 non-motorized trail issues and 5 non-motorized water trails issues based on findings from the trails planning effort. Brainstorming sessions were held during the Round 2

steering committee meetings to develop initial drafts. Committee members were also asked to review and comment on a draft set of goals, objectives and strategies for each of the three plans.

This planning effort recognizes that in Oregon there are finite resources to satisfy the demands of a growing number and diversity of trail users. The increased sharing of resources sometimes creates friction between the diverse types of user groups competing for limited trail space. Rather than focusing on individual user groups, the plans goals, objectives and strategies are designed to optimize the use of limited trail resources in ways that benefit all users and their appropriated trail uses. Decisions on how to best allocate resources for specific user groups are more appropriately addressed in local and regional planning efforts.

9. All Terrain Vehicle (ATV) Grant Program Project Selection Criteria (Motorized)

To allocate ATV Grant Program funds in an objective manner, a set of Project Selection Criteria were developed for evaluating motorized trail grant proposals. A substantial number of the total evaluation points available are tied directly to findings from the motorized trails planning effort.

10. Recreational Trail Program (RTP) Grant Program Project Selection Criteria (Non-Motorized)

To allocate RTP Grant Program funds in an objective manner, a set of Project Selection Criteria were developed for evaluating motorized, non-motorized and water trail grant proposals. A substantial number of the total evaluation points available are tied directly to findings from the trails planning effort.

11. A Proposed Water Trail Program For Oregon (Water)

The water trails planning effort has identified three critical factors which pose a serious threat to long-term non-motorized boating access to waterways in Oregon including a rapid increase in participation in non-motorized boating, a lack of legal clarity and understanding of the public's right to Oregon's waterways for recreational purposes and an increasing potential for conflicts between non-motorized boaters and waterfront property owners. To address these concerns, the plan proposes an OPRD-administered Water Trails Program intended to develop a statewide system of water trails carefully designed to minimize conflicts between non-motorized boaters and waterfront property owners.

12. Creating Connections: The Oregon Recreational Trails How-To Manual (Common)

Members of the Statewide Non-Motorized Trails Plan Steering Committee believe that evidence of sound trails planning should be a critical factor to consider in evaluating requests for OPRD administered trail-related grant funding. As a result, the steering committee requested that the trails planning effort include a manual to encourage citizens, civic organizations, governments and private enterprise to collaborate more effectively on trail development.

To satisfy this request, OPRD staff developed a document entitled Creating Connections: The Oregon Recreational Trails How-To Manual. The manual provides information and resources specific to Oregon for trail planning, acquisition, construction and management. The document is a modified version of the

original publication, *Creating Connections: The Pennsylvania Greenways and Trails How-To Manual*, published in 1998 by the Pennsylvania Greenways Partnership—a cooperative effort of the Pennsylvania Department of Conservation and Natural Resources, Pennsylvania Environmental Council, Pennsylvania Field Office of the Rails-to-Trails Conservancy, and the Conservation Fund. The state of Oregon and OPRD gratefully acknowledges the Pennsylvania Greenways Partnerships' permission to use their publication.

Due to the size of the document, it is not included in this trails plan. The *Creating Connections: The Oregon Recreational Trails How-To Manual* document is now available in an electronic format at <http://www.prd.state.or.us/trailsplanning-manual.php> or hardcopy by contacting Tammy Baumann at OPRD by phone: 503.986.0733 or email: tammy.baumann@state.or.us.

13. Trails Planning Website (Common)

Early in the planning process, OPRD staff developed a trails planning website for people across the state to access current information about the trails planning process. One of the primary objectives of the website was to build interest in the trails plan through the course of the 2-year planning effort. The website was also useful in disseminating major planning results, gathering issue comments, and the review of preliminary draft materials. The website address is:

<http://egov.oregon.gov/OPRD/PLANS/trailsplanning.shtml>



Motorized Trails Plan Introduction

Oregon's All-Terrain Vehicle (ATV) program began in 1985 with the creation of a funding method for improving motorized recreation trails and areas. Funding for this program comes from a portion of the motor vehicle fuel tax and from ATV permits. The ATV program was transferred to the Oregon Parks and Recreation Department from the Oregon Department of Transportation on January 1, 2000, by Senate Bill 1216.

The All-Terrain Vehicle Account is established as a separate account in the Oregon Parks and Recreation Department Fund. Monies in the ATV Account established under ORS 390.555 are used for the following purposes:

1. A portion of the monies are transferred to the Oregon Department of Transportation (ODOT) for the development and maintenance of snowmobile facilities;
2. Planning, promotion and implementation of a statewide all-terrain vehicle program including acquisition, development and maintenance of all-terrain vehicle areas;
3. Education and safety training for all-terrain vehicle operators;
4. Provision of first aid and police services in all-terrain vehicle areas;
5. Costs of investigating, developing or promoting new programs for all-terrain vehicle users and of advising people of possible usage areas for all-terrain vehicles;
6. Costs of coordinating between all-terrain vehicle user groups and the managers of public lands;

7. Costs of providing consultation and guidance to all-terrain vehicle user programs; and
8. Costs of administration of the all-terrain vehicle program, including staff support.

ATV grant monies are available to public and privately owned land managers and ATV clubs and organizations.

ORS 390.565 also established the All-Terrain Vehicle-Account Allocation Committee (ATV-AAC), consisting of seven voting members and four nonvoting members appointed by the Oregon Parks and Recreation Commission. ATV-AAC members advise the Oregon Parks and Recreation Department on the allocation of monies in the ATV Account.

The Oregon State Off-Highway Vehicle (OHV) study has been in place since 1995. Although many of the findings included in this plan are still relevant, considerable change has occurred on Oregon's OHV areas/trails in the last 9 years including a 13% state population increase between 1995 and 2003 and increases in OHV ownership and trail use. As a general rule, planning documents of this type have a usable shelf life of 10 years. As a result, there was a need to update the trails plan for OHV use.

The purpose of this motorized trails planning effort was to provide information and recommendations to guide OPRD and other agencies in Oregon in their management of motorized trail/riding resources. The plan is designed to:

- Assess the needs and opinions of Oregon's citizens as they relate to

motorized trail/riding opportunities and management;

- Establish priorities for expenditures from the ATV Grant Program;
- Develop strategic directions to guide activities for the Oregon Parks and Recreation Department's ATV Program;
- Gather additional inventory measurement data for motorized trail resources and facilities; and
- Recommend actions that enhance motorized trail opportunities to all agencies and the private sector providing trail resources in Oregon.

The plan has been developed as an information resource as well as a planning tool to guide agencies for the next 10 years.

For the purposes of this planning effort, motorized trail uses include ATV riding, off-road motorcycling, dune buggy/sand rail riding, four-wheel or other high-clearance vehicle riding, and snowmobiling on designated motorized trails and riding areas in the state. A motorized trail is defined as a regularly maintained recreation pathway typically used by off-highway vehicles. The designated trail or riding area should be purposefully planned and constructed for motorized recreation purposes.

The motorized trails plan includes the following chapters:

Chapter 1. Economic Importance of OHV Recreation in Oregon.

This chapter summarizes the findings from the Oregon State University report entitled "The 1999 Oregon Off-Highway Vehicle User Survey." The study identified that Off-Highway Vehicle recreation contributed an estimated \$120 million and 1,809 jobs to Oregon's economy in 1999.

Chapter 2. Identification of Top Regional and Statewide Motorized Trail Issues.

This chapter includes a list of the 3 top regional motorized trail issues in each of the 6 trails planning regions and the 4 top statewide motorized trail issues identified during the planning process.

Chapter 3. The 2004 Oregon Statewide Motorized Trail User Survey.

This chapter presents key findings from the 2004 telephone survey of Oregon motorized trail users. The purpose of the survey was to assess the needs and opinions of Oregon's citizens about trail opportunities and management, assess the need for future investment in trail facilities and opportunities and provide trail planners with up-to-date information for local and regional motorized trail/area planning.

Chapter 4. Statewide Motorized Trail Goals, Objectives and Strategies.

This chapter focuses on a set of long-range goals, objectives and strategies for the top 4 Statewide Motorized Trails Issues as identified through the motorized trails planning effort. These goals, objectives and strategies were developed for use by motorized recreation decision makers across the state to develop policies and actions for resolving the 4 top statewide motorized trail issues.

Chapter 5. All-Terrain Vehicle Grant Program Evaluation Criteria.

The motorized trails plan concludes with a set of project selection criteria for evaluating acquisition, development and planning proposals for the ATV Grant Program. The criteria make the connection between findings from the trails planning effort and how limited ATV grant monies will be allocated.



Economic Importance of OHV Recreation in Oregon

The following is a summary of findings from the Oregon State University report entitled "The 1999 Oregon Off-Highway Vehicle User Survey".⁶ The study identified that Off-Highway Vehicle recreation contributed an estimated \$120 million and 1,809 jobs to Oregon's economy in 1999.

Introduction

The 1999 Oregon Off-Highway Vehicle User Survey was undertaken to provide a reliable estimate of the economic impact of motorized recreation in Oregon. In estimating economic impacts, the study identified the jobs and income that are the result of OHV recreation and assessed the revenues generated from motorized recreation in the state. Revenue estimates included those associated with the following:

- Trip expenditures by Oregonians and out-of-state visitors including gas and oil, food and beverage, lodging, rentals, medical costs, and other retail purchases in the region of the state where the OHV activity occurred; and
- Annual expenditures by Oregonians including the purchase of new vehicles, trailers, insurance, storage, maintenance, high-performance parts and labor, accessories, and specialty clothing in the region of the state where they reside.

Economic data were compiled at the regional level and statewide. For a description of regional boundaries for the study see Table 8.

⁶ Johnson, R.L., Leahy, J.E. (1999). The 1999 Oregon Off-Highway Vehicle User Survey. Department of Forest Resources. Oregon State University. Corvallis, OR.

Region Name	Counties Included in Region
North Coast	Clatsop, Tillamook, Columbia, Washington, & Yamhill
Central Coast	Lincoln, Benton, & Polk
South Coast	Coastal part of Lane, Coastal part of Douglas, Coos, & Curry
Willamette Valley	Multnomah, Clackamas, Marion, Linn, Non-coastal Lane, & Non-coastal Douglas
Southern Oregon	Josephine, Jackson, & Klamath
Central Oregon	Hood River, Wasco, Sherman, Gilliam, Jefferson, Wheeler, Deschutes, & Crook
Northeast Oregon	Morrow, Umatilla, Union, Wallowa, Grant & Baker
Eastern Oregon	Lake, Harney, & Malheur

The following is a description of the economic contributions of OHV recreation to the State of Oregon in 1999.



Trip Expenditures in Oregon

OHV trip-related expenditures in the state of Oregon during 1999 were estimated at \$46.4 million (Table 9). Oregonians made \$29 million in trip expenditures while non-resident visitors made \$17.4 million in trip expenditures during the year (Table 10). Nearly \$27.8 million was spent in the South Coast Region (Table 9). This is more than 6 times the amount of expenditures made in any other region.

Region	Expenditures
South Coast	\$27,773,693
Central Oregon	\$3,181,588
North Coast	\$4,220,482
Willamette Valley	\$3,515,508
Eastern Oregon	\$1,508,274
Northeastern Oregon	\$3,976,265
Southern Oregon	\$1,638,417
Central Coast	\$598,1136
Total All Regions	\$46,412,363

Region	In-State Expenditures	Out-of-State Visitor Expenditures	Combined Expenditures
South Coast	\$14,175,411	\$13,598,283	\$27,773,693
Central Oregon	\$2,537,294	\$644,293	\$3,181,588
North Coast	\$3,365,812	\$854,670	\$4,220,482
Willamette Valley	\$2,803,597	\$711,911	\$3,515,508
Eastern Oregon	\$1,202,837	\$305,437	\$1,508,274
Northeastern Oregon	\$3,171,048	\$805,216	\$3,976,265
Southern Oregon	\$1,306,630	\$331,787	\$1,638,417
Central Coast	\$477,011	\$121,124	\$598,136
Total All Regions	\$29,039,641	\$17,372,722	\$46,412,363

For all the regions, about 25% of trip expenditures (Table 11) went towards lodging (hotels, motels, bed and breakfasts, and camping). About 18% each was spend on gas and oil, restaurants, and at grocery stores.

Type of Purchase	In-State	Out-of-State	Total
Gas and oil	\$5,683,405	\$2,959,925	\$8,643,330
Restaurants and taverns	\$4,915,214	\$3,446,160	\$8,361,374
Food and beverages from grocery stores	\$5,235,247	\$2,958,407	\$8,193,654
Hotels/motels/ bed & breakfasts	\$3,349,230	\$2,046,545	\$5,395,775
Camping/RV	\$3,572,311	\$2,510,448	\$6,082,759
Amusements	\$891,806	\$630,858	\$1,522,664
ATV rentals	\$383,119	\$367,521	\$750,640
Repairs/maintenance	\$2,481,558	\$1,009,799	\$3,491,357
First aid	\$182,937	\$113,060	\$295,997
Other retail	\$2,344,813	\$1,330,000	\$3,674,813
Total All Regions	\$29,039,640	\$17,372,722	\$46,412,363

OHV trip expenditures created an additional 831 jobs and \$14.6 million in personal income in Oregon (Table 12). The Central Coast region was the least affected with 9 jobs and \$155,000 in personal income.

Income and Jobs By Region in Oregon		
Region	Income	Jobs
South Coast	\$8,706,779	529
Central Oregon	\$956,672	53
North Coast	\$1,353,088	58
Willamette Valley	\$1,363,987	61
Eastern Oregon	\$373,168	23
Northeastern Oregon	\$1,178,168	72
Southern Oregon	\$535,641	26
Central Coast	\$154,568	9
Total All Regions	\$14,622,071	831

The study found an average per person per day OHV trip expenditure of \$29 (Table 13). Other recreation activities, like snow play (\$45), fishing (\$31), and camping (\$18) have average trip expenditures above and below this amount.

TABLE 13: Comparison of Average Trip Expenditures to Other Types of Recreation		
Average Expenditure Per Person/Per Day in 1999 \$		Type of Activity
OHV Recreation		
	\$45	Snowmobile
	\$40	OHV
	\$29	OHV (OSU)
	\$28	Motorized
Other Recreation		
	\$67	Downhill Skiing
	\$43	General Day Use
	\$31	Fishing
	\$31	Nature Study/Interpretive
	\$29	OHV (OSU)
	\$29	Snow play
	\$29	Water Recreation
	\$18	Camping
	\$12	Non-Motorized Dispersed

Annual Expenditures in Oregon

Oregonians made an estimated \$74 million in annual expenditures during 1999 (Table 14). Nearly \$42.4 million was spent in the Willamette Valley region. This is more than 5 times the amount of expenditures made in any other region.

TABLE 14: Total Annual Expenditures: By Region in Oregon	
Region	Expenditures
South Coast	\$4,690,143
Central Oregon	\$4,231,087
North Coast	\$7,485,729
Willamette Valley	\$42,438,022
Eastern Oregon	\$545,098
Northeastern Oregon	\$3,978,974
Southern Oregon	\$6,279,200
Central Coast	\$2,442,878
Total All Regions	\$74,076,911

For all the regions, about 49% of annual expenditures went towards purchasing vehicles (Table 15). About 12% were spent on maintenance, high-performance parts and trailers.

Region	Expenditures
OHV Vehicle(s)	\$36,493,885
OHV Trailer	\$7,818,522
Insurance	\$3,134,213
Storage	\$1,396,128
Maintenance	\$10,164,019
High Performance Parts	\$9,249,693
Accessories	\$4,071,771
Specialty Clothing	\$1,748,680
Total All Regions	\$74,076,911

Annual expenditures created an additional 978 jobs and \$23.9 million in personal income in Oregon (Table 16). The Willamette Valley region accounts for most of this, with 586 jobs and \$15.2 million in personal income. Eastern Oregon was the least affected with 8 jobs and \$167,000 in personal income.

Region	Income	Jobs
South Coast	\$1,386,292	61
Central Oregon	\$1,233,324	58
North Coast	\$2,402,462	92
Willamette Valley	\$15,216,407	586
Eastern Oregon	\$166,872	8
Northeastern Oregon	\$1,008,753	54
Southern Oregon	\$1,922,044	92
Central Coast	\$551,167	28
Total All Regions	\$23,887,321	978

Conclusion

The study identified that Off-Highway Vehicle recreation contributed an estimated \$120.4 million and 1,809 jobs in to Oregon's economy 1999. OHV recreation has economic significance in both the origin and destination areas. The South Coast region is by far the most impacted with 529 jobs generated by trip expenditures. The greater proportion of overnight and out-of-state visitors to the South Coast accounts for much of this impact. OHV recreation also has a substantial economic significance in the region where people live. Annual expenditures on items like vehicles, parts, and maintenance take place in people's home regions, accounting for 586 jobs in the Willamette Valley where the majority of OHV riders reside.

IDENTIFICATION OF REGIONAL AND STATEWIDE MOTORIZED TRAILS ISSUES

Public involvement played a central and recurring role throughout the Oregon statewide trails planning process. OPRD conducted a series of 9 regional public workshops across the state during 2003 to discuss the major issues that affect the provision of motorized trail opportunities in Oregon.

The Public Workshop Process

During April and May of 2003, OPRD staff completed a series of 9 regional trail issues workshops across the state. Each workshop included an afternoon session open to all public recreation providers and an evening session open to the general public.

The widest possible range of “public” was invited to participate in the process. For the afternoon sessions, an invitation letter was sent to all public-sector recreation providers in the state requesting participation in their respective regional trails issues workshops. For the general public workshops (evening sessions), ads were placed for each workshop in local and regional newspapers. In addition, press releases were sent out to media outlets prior to each workshop. In keeping with the plan’s regional approach and to maximize input and participation, 9 sites were selected from around the state for the issues workshops (a table of meeting locations is included in Table 7 on page 14).

Both afternoon and evening workshops included a brief description of the trails planning region, workshop process, and how the regional issues information was to be used in the plan. Next, participants listened to a 20-minute presentation on

the statewide planning effort. Each workshop included a separate issues gathering process for motorized, non-motorized, and water trails issues.

Trail issues were defined as any high-impact issue related to providing recreational trail opportunities within the region. Issues could be related to trail facilities, management (e.g. user conflicts), programs, projects and funding. At the conclusion of daytime and evening workshop each workshop attendees were given 3 colored dots to assist in prioritizing the importance of issues gathered. Participants placed their colored dots on those issues they felt were of most important in the planning region.

A thorough description of how top regional issues were determined is included under the Major Planning Component heading in Chapter 1 (page 12).



List of Top Regional Motorized Trails Plan Issues

The following list includes those issues identified as top regional motorized trails issues.



Northwest Trails Planning Region

(Includes Clatsop, Columbia, Multnomah, Hood River, Tillamook, Lincoln, Washington, Yamhill, Clackamas, Polk, Marion, Linn, Lane and Benton Counties.)

A. Need for adequate and consistent information resources including signs, maps, regulation and level-of-difficulty information, brochures, websites and a central statewide website to access such information in a single location.

B. Need for new trails within the region including loop trails.

C. Need to better manage for trail-related environmental impacts and resource protection through careful selection of riding area locations, planning, design, public education and understanding the capacity limits of motorized areas.

Southwest Trails Planning Region

(Includes Coos, Curry, Josephine, Jackson and Douglas Counties)

A. Need to increase motorized trail and trailhead capacity within the region by developing motorized recreation opportunities on private timberlands and designating trails/areas for motorized use including trails currently used in that manner.

B. Need for increased user education (rules, regulations, restrictions, environmental) and safety training in the region.

C. Need to provide managed motorized areas within the region to better protect natural resources and reduce the number of neighbor complaints. Many impacts are the result of enthusiasts riding in areas not appropriate for motorized use.

Southwest Region



Northeast Trails Planning Region

(Includes Wallowa, Union, Grant and Baker Counties)

A. There is a need for standardized trail signage to provide consistency and continuity between the riding areas in the region. Resource managers should use a common set of trails signing, information and regulatory standards.

B. Need for additional motorized camping areas and related facilities (staging areas, restrooms and amenities) to minimize damage to existing riding areas within the region.

C. Need for more motorized trails throughout the region, especially in Baker, Pine and Wallowa Valley Ranger Districts.



Southeast Trails Planning Region

(Includes Harney and Malheur Counties)

A. Need to consider OHV use on roads proposed for closure or abandonment and to review recreational use on roads previously closed or abandoned.

B. Need for designated and managed OHV areas for ATVs and motorcycles to proactively address growing levels of resource degradation associated with off-road vehicle use within the region.

C. Need for safety information and training for young adults (over 15 years of age) who are beginning to ride snowmobiles in the region.

Determining Top Statewide Motorized Issues

During the September 16, 2003 motorized trail plan steering committee meeting, OPRD staff used a sheet including information presented in the first 2 columns of Table 17 (below) to provide steering committee members an opportunity to vote for a set of top Statewide Motorized Trail Issues. Table 17 includes the total number of committee member votes each issue received. Those issues with the highest number of votes (shown in bold) were determined by the steering committee to be 4 Statewide Motorized Trail Issues.

Motorized Trail Issues	Total # of Comments (Issue Scoping)	# of Committee Votes
Need For Adequate & Consistent Information Resources	40	0
Need For Regional Interagency Coordination/Cooperation in Trail Planning & Management	28	5
Need To Better Manage For Environmental Impacts	28	0
Need For User Education/Training (Regulatory & Safety Information)	27	5
Need For New Trails/Managed Riding Areas	27	7
Need For Additional Law Enforcement/Emergency Response	20	2
Need For Trailheads & Support Facilities (Restrooms, Parking, Camping)	16	2
Concern About Trail Closures/Loss of Riding Opportunities	14	3
Need For a Wider Variety of Challenge Opportunities (From Children's Play Areas to Hill Climb Areas)	12	1
Need For Trail Maintenance/Rehabilitation	12	0
Need To Address User Conflicts/Multiple Use	10	0
Need For Better Trail Planning & Design	10	0
Need to Explore Recreation Opportunities on Private Timberlands	10	0
Need For Close-To-Home Riding Opportunities (Near Urban Areas)	10	1
Need To Connect Existing Trail Systems	9	1
Need For Additional & Alternative Funding Sources	7	1
Need to Consider Roads Proposed For Closure or Abandonment for Motorized Use	6	2
Need For More Snow Parks/Snowmobile Trails	5	0
Need To Consider Motorized Trail Development as an Economic Development Tool	5	0
Need To Revise the ATV Grant Application Process	5	0
Need For 4-Wheel Drive Vehicle Trails	4	2
Need For OHV Vendors & Manufacturers to Take a Greater Responsibility For OHV Management	3	0
Confusion Over Trail Pass Requirements	2	0
Need More "OHV Educated" Federal Staff	2	2
Need To Consider Snow Parks & Snowmobile Trails For Summer OHV Use	2	0
Need To Prepare For Emerging Trail Technologies (Segway, Geocaching)	2	0
Need For Diverse Set of Outdoor Recreation Opportunities	1	0

The Top Statewide Motorized Trail Issues for Oregon are as follows:

- Statewide Issue A: Need For New Trails/Managed Riding Areas
- Statewide Issue B: Need For Regional Interagency Coordination/Cooperation In Trail Planning and Management
- Statewide Issue C: Need For User Education/Training (Regulatory & Safety Information)
- Statewide Issue D: Concern About Trail Closures/Loss Of Riding Opportunities



2004 Oregon Statewide Motorized Trail User Survey

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Research Background

This chapter presents key findings from the 2004 telephone survey of Oregon motorized trail users. The project was part of the Oregon Trails 2005-2014: A Statewide Action Plan effort, funded by the Oregon Parks and Recreation Department. The survey randomly screened over 15,000 Oregon telephone households to identify respondents reporting trail and non-motorized boat use in the past year. Separate questionnaires were administered for motorized trail users, non-motorized trail users, and non-motorized boaters.

The survey employed a random digit dial methodology to identify Oregon residents who reported qualifying trail or non-motorized boating use in the last year. Data collection was conducted in two waves. An initial list of 9,500 telephone numbers was called to identify motorized trail users, non-motorized trail users, and non-motorized boaters. At the end of this data collection sufficient motorized trail users and non-motorized boaters were not achieved, so an additional 5,950 telephone numbers were called in association with another survey. This additional screening resulted in quotas for trail and water users being achieved that permit a sampling error for each group of $\pm 5-6\%$. The random telephone design and low sampling errors contribute to making this one of the most scientifically rigorous studies of trail users conducted to date for Oregon.

Motorized Trail Users

The following section provides survey results specific to motorized trail users.

Motorized Trail User Demographic Information

Seven percent of Oregon households have a person reporting motorized trail use, amounting to 98,000 households in the state. Screening procedure asked first for any motorized trail user in the household, and such a person, if present, was interviewed about motorized trail use. The results reported here thus related to households with a motorized trail user, not to other individuals in those households.

Basic demographics of motorized trail users are provided in the following table:

TABLE 18: Motorized Demographics	
N = 196	
Gender:	
Male	72%
Female	28%
Age:	
18 – 29	20%
30 – 39	28%
40 – 49	27%
50 – 59	18%
60 – 69	5%
70+	2%
Education:	
Less than high school	4%
High school graduate	34%
Some college	41%
Bachelors	17%
Masters	3%
Doctorate	1%
Income:	
Less than \$18,000	7%
\$18,000 - \$24,999	5%
\$25,000 - \$39,999	19%
\$40,000 – \$69,999	36%
\$70,000 - \$99,999	19%
\$100,000+	14%
Sampling error for this question is $\pm 6\%$	

Most motorized respondents are male, and the median age is 40 – 49 years old. More than half have some college (62%), although most are not college graduates (21%). Median income is \$40,000 to \$69,999.

Frequency of Motorized Trail Participation

The survey asked motorized trail users about the frequency of their Off-Highway Vehicle (OHV) trail use in the past year. The following table reports the percentage participation in each activity, and the estimated number of Oregon households that this represents⁷:

N = 196	Participated in Last Year	Estimated Oregon Households
ATV riding (3 and 4 wheel)	70%	68,600
Off-road motorcycling	44%	43,100
4-wheel driving (stock) ⁸	44%	43,100
4-wheel (modified) ⁹	29%	28,400
Snowmobiling	24%	23,500
Sand rail riding	11%	10,800
Dune buggy riding	11%	10,800
Competitive trail events	10%	9,800
Other	8%	7,800

Sampling error for this question is $\pm 6\%$.

The survey also asked how often the respondent engaged in each activity in the last year:

N = 196	In Last Year	Of Participants in Last Year, How Often?			
		Weekly	2-3 a Month	Once a Month	Less Often
ATV riding (3 and 4 wheel)	70%	12%	34%	19%	34%
Off-road motorcycling	44%	16%	29%	20%	35%
4-wheel driving (stock) ¹⁰	44%	21%	24%	24%	31%
4-wheel (modified) ¹¹	29%	21%	21%	33%	24%
Snowmobiling	24%	13%	26%	17%	44%
Sand rail riding	11%	0%	23%	18%	59%
Dune buggy riding	11%	14%	19%	0%	67%
Competitive trail events	10%	0%	16%	21%	63%
Other	8%	6%	25%	50%	19%

Sampling error for the "in last year" question is $\pm 6\%$. Sampling error for the frequency questions ranges from $\pm 8\%$ for the most common activity to $\pm 22\%$ for the least common.

⁷ The survey did not ask how many in the household participated in each activity, so no figure for total participation can be estimated.

⁸ 4-wheel stock with original tires, such as SUVs, trucks, and jeeps.

⁹ 4-wheel stock with modified tires and/or suspension upgrades.

¹⁰ 4-wheel stock with original tires, such as SUVs, trucks, and jeeps.

¹¹ 4-wheel stock with modified tires and/or suspension upgrades.

The data reflect considerable overlap in motorized trail activities. All-Terrain Vehicle (ATV) riding is the most popular activity, with 70% of motorized trail users having engaged in that activity in the past year. Of those participating in motorized trail activities, weekly frequency of use is highest for 4-wheel (stock) and 4-wheel (modified) users, at 21% each. ATV, off-road motorcycle, and snowmobile users show the most frequent use two to three times a month (in season). Among the “other” activities are poker runs (traveling to a series of destinations to pick up a playing card at each, forming a poker hand at the final stop), hunting, 6x6 amphibians, and go karts.

Favorite Motorized Trail Activity

When asked to name their favorite activity, motorized trail users show a preference for ATV riding (3 and 4 wheel) and off-road motorcycling:

TABLE 21: Favorite Motorized Trail Activity N = 196	
ATV riding (3 and 4 wheel)	40%
Off-road motorcycling	25%
4-wheel driving (stock)	11%
Snowmobiling	11%
4-wheel (modified)	8%
Sand rail riding	3%
Dune buggy riding	1%
Competitive trail events	1%
Sampling error for this question is $\pm 6\%$	

Combining stock and modified vehicles, 19% of motorized users choose 4-wheel driving as their favorite motorized trail activity. Although snowmobiling is only available to most Oregonians for part of the year, it is still selected by more than one in ten as their favorite activity.

Preferred Level of Difficulty – Motorized

The survey asked motorized trail users the level of trail difficulty they prefer. The results are included in Table 22 below:

TABLE 22: Preferred Level of Difficulty – Motorized N = 185	
The more difficult blue square trails	51%
The most difficult black diamond trails	28%
The easiest green circle trails	21%
Sampling error for this question is $\pm 7\%$	

Moderate difficulty is preferred over both the most difficult and the easiest trails.

Distance Traveled for Motorized Activities

To reach their most frequent motorized trail activity, trail users travel a median of 41 to 50 miles (one way).¹² The median is the number that reflects the answer given by a cumulative 50% of respondents, so half travel longer and half a shorter distance. They travel about the same distance to reach their favorite activity, as the following table reveals.

TABLE 23: Distance Traveled for Most Frequent and for Favorite Motorized Activities ¹³ N = 194				
Miles Traveled (One Way)	Most Frequent Activity		Favorite Activity	
	Percentage	Cumulative	Percentage	Cumulative
1 – 10	15%	15%	12%	12%
11 – 20	14%	29%	14%	26%
21 – 30	9%	38%	7%	33%
31 – 40	6%	44%	7%	41%
41 – 50	13%	57%	13%	53%
51 – 75	13%	71%	13%	66%
76 – 100	11%	81%	14%	80%
Over 100 miles	18%	100%	20%	100%
Sampling error for this question is $\pm 6\%$				

More than half of motorized trail users travel more than 40 miles to enjoy their favorite motorized trail activity, and one-fifth travel more than 100 miles. This travel burden restricts motorized trail user's ability to enjoy their sport, as revealed in the following section.

Reason Motorized Trail Not Used as Much as Desired

Fifty-nine percent of motorized trail users report they would like to participate in their activities more than they do:

TABLE 24: Use Trails as Much As Wanted – Motorized	
N = 115	
Want to use trails more	59%
Use trails as much as want to	41%
Sampling error for this question is $\pm 9\%$	

¹² Since the top category for this question went above 200 miles, the mean distance would be higher.

¹³ Respondents were not restricted to destinations in Oregon.

This reflects a very large reservoir of unmet needs. The survey asked about the causes of this problem, the constraints to motorized trail use:

TABLE 25: Reasons for Not Using Trails as Much as Wanted – Motorized
1 = The Major Reason, 4 = Not an Important Reason

N = 114-115	Mean	The Major Reason	An Important Reason	A Somewhat Important Reason	Not an Important Reason
Lack of time	2.2	41%	24%	16%	20%
None close by	2.8	24%	15%	17%	44%
Lack of information	3.0	12%	18%	24%	46%
Lack of money	3.3	9%	13%	19%	59%
Weather	3.3	6%	11%	25%	57%
Overcrowding	3.4	6%	6%	27%	61%
Hard to get to	3.6	5%	7%	6%	82%
User fees	3.6	5%	6%	13%	76%
Health	3.7	4%	4%	7%	84%
No one to go with	3.7	4%	3%	17%	77%
Poor maintenance	3.7	2%	5%	12%	81%
Difficult to get equipment	3.9	1%	4%	4%	91%
Personal safety	3.8	0%	6%	10%	84%
Too challenging	4.0	0%	1%	2%	97%
Other	1.7	51%	37%	9%	3%

Sampling error for this question is $\pm 9\%$

Lack of time is the primary roadblock for motorized trail users; the lack of nearby trails is second. These two are closely related, since distant travel to motorized trails means it takes more time to participate in this sport. Lack of information is also an important reason motorized users do not use trails as much as they would like. Lack of money, overcrowding, and weather are not major or important reasons but do score a bit higher as a “somewhat” important reason.

A very sizable 30% of motorized users offer other reasons they do not participate in motorized trail use as much as they would like. The leading reasons are trail closures and fire danger. Among the comments:

They don't allow you on them. There are half a dozen and there is no reason some of these trails should be closed to motorized use. For example: Mount Defiance, they should not shut the gate so that motorized vehicles cannot use it.

All the lands that we have to do this with are being taken away by environmental groups that don't respect anybody's right to be able to enjoy the forest.

Seasonal closing. They close the trails but there's still the amount of people that want to use them so it makes for congestion. That brings up safety issues.

The fire season around here. They generally have the forests shut off to where you can't get off anything but maintained roads. In the summer time, that's probably the biggest reason why you can't go as much as you would like.

Satisfaction with Motorized Trail Services

The questionnaire asked motorized respondents to rate their satisfaction with five measures of trail service. The following table presents that data, listed in order of a decreasing "very satisfied" evaluation.

TABLE 26: Satisfaction with Motorized Trail Services					
1 = Not at All Satisfied, 4 = Very Satisfied					
N = 186-190	Mean	Very Satisfied	Somewhat Satisfied	Not Very Satisfied	Not at All Satisfied
Access to trails	3.2	38%	49%	9%	4%
Maintenance	3.1	36%	44%	16%	5%
Enforcement	3.1	31%	55%	6%	7%
Support facilities	3.1	34%	40%	19%	6%
Information	2.7	16%	45%	31%	8%
Sampling error for this question is $\pm 6\%$					

In such satisfaction rankings, any combined "not at all/not very" total score above 10% is usually justification for attention by planners. The fact that all the measures exceed this threshold suggests that trail planning should prioritize addressing this user group's concerns, especially in the areas of information (combined 39% dissatisfied), support facilities (25%), and maintenance (21%).

Motorized trail users were asked about satisfaction with a variety of information sources. Combined very/somewhat satisfied scores were high, with all but agency responses near or above the 80% combined rating. However, as the table below shows, dissatisfaction passed the 10% threshold for all categories except interpretive information. Users are more dissatisfied with agency responses, guidebooks, and signage than with other dimensions. Respondents answering "Don't Know," excluded from the table, amounted to 47% for agency websites, 39% for agency responses, 34% for guidebooks, and 25% for route maps, suggesting considerable lack of familiarity with these sources.

TABLE 27: Satisfaction with Motorized Trail Information
(1 = Not At All Satisfied, 4 = Very Satisfied)

N = 103-91	Mean	Very Satisfied	Somewhat Satisfied	Not Very Satisfied	Not at All Satisfied
Interpretive (170)	3.3	41%	50%	8%	1%
Level of difficulty (170)	3.2	33%	54%	9%	4%
Route maps (147)	3.2	33%	52%	12%	3%
Rules and regulations (191)	3.2	34%	48%	13%	6%
Signage (187)	3.0	30%	49%	17%	4%
Agency websites (103)	3.0	28%	52%	12%	8%
Guidebooks (129)	3.0	24%	57%	14%	5%
Government agency responses (119)	2.7	21%	40%	27%	12%

Sampling error for these questions ranges from $\pm 6\%$ to $\pm 9\%$

The survey asked respondents for the information sources they use and for their one favorite source:

TABLE 28: Information Sources – Motorized

N = 196	Use Source	Favorite Source
Advice of people	91%	38%
Brochures, maps	86%	26%
Gather information along the way	72%	3%
Visitor centers	65%	7%
Sporting goods stores	59%	4%
Internet	53%	11%
Phone trail management agencies	49%	3%
Books, magazines, newspapers	41%	2%
Clubs, groups, trail organizations	18%	2%
Other	9%	5%

Sampling error for this question is $\pm 6\%$

A majority of respondents have used many of these information sources. A few favorites stand out: people’s advice, brochures and maps, and the internet. Clubs, groups, and trail organizations rank low on both lists, probably because only 10% of motorized trail users report membership in a motorized trail organization or club. In the “other” category of responses, some respondents cite “memory” from having grown up in the area or visited it often as their source of information.

Overall Satisfaction with Motorized Trail Experience

Motorized trail users were asked for their overall evaluation of the motorized trail experience in Oregon. Only six percent say they are not very satisfied, and not one respondent selected “not at all satisfied.” Almost half report they are very satisfied.

Very Satisfied	48%
Somewhat Satisfied	46%
Not Very Satisfied	6%
Not at All Satisfied	0%
Sampling error for this question is $\pm 6\%$	

This positive finding is tempered by the fact that other trail user types, reported in later sections of this report, are much more satisfied with their Oregon trail experience. Of the three types of trail users interviewed, motorized users are by far the least satisfied with their trail experience in Oregon.

Motorized trail users were asked what would increase their satisfaction, many respondents echoed the plea for more motorized trails:

The trails that we have – overall – are very good. We just don't have enough. When you load up and are ready to go you're afraid of getting there and not having a place to park.

I feel they need to enforce the laws a little more. Mostly where I go is BLM land in Deschutes County. In 1995, there was a fire and they plowed the roads and made the roads inaccessible to ATVs. And it's becoming like a garbage dump. People with motorized vehicles are driving on meadows and river banks. A little more enforcement without harassment.

I'd like a better website that'd be easy to access and that you could find the information you need. Save a tree, print it on the web. Location of trails and the varying difficulty of the trails, just general facility information, and where they're open and when they're not.

If you knew where to go, it would be a lot better. You get tired of going to the same place. Sand Lake is so crowded we usually can't find a place to park. And Florence is a four and a half hour drive. I'd like more trails to go to in Eastern Oregon. Or I'd love to go to coast range like out on the Tillamook Burns. I don't know if you can go there or not.

Less structured regulations. Most off road vehicle enthusiasts are looking to get away from structured regulations, and the structured and regulated trails defeat the purpose.

That's basically why I am in the somewhat category, it's better than having nothing, but it's not the ideal. It's not really what you're looking to experience.

I used to have a 4-wheeler, then they changed the 4 wheeler law to load and un-load to change trails. You have to move about 1 mile to change trails. About three years ago the law was changed, and it went too far. Now we have to load and trailer to move to other trails since we can't ride ATV on gravel road/FS road to move to the next loop. I sold the ATV as a result of the law change, it was too much hassle that took away enjoyment.

Motorized Trail Funding Priorities

Motorized trail users were asked to prioritize a variety of funding possibilities related to their sport. Cleaning up litter and trash on the trails and repairing major trail damage are clearly leading priorities, followed by education and safety, better information and signage, and routine trail upkeep. The table below shows the complete results:

N = 195-196	Mean	Very Important	Somewhat Important	Not That Important	A Top Funding Priority ¹⁴
Clean up litter and trash	2.7	74%	22%	4%	113
Repairing major trail damage	2.6	67%	28%	5%	117
Providing information, maps, signs	2.4	50%	44%	6%	83
Providing educational, safety, and trail etiquette information	2.4	52%	35%	14%	82
Routine upkeep of existing trails	2.4	49%	47%	5%	80
Developing support facilities	2.3	44%	39%	17%	73
Enforcing rules and regulations	2.3	46%	36%	18%	72
Acquire access land	2.3	49%	34%	17%	65
Developing new trails	2.3	48%	38%	14%	63
Acquire land for new trails	2.2	44%	33%	24%	63
Children's play areas	2.1	41%	27%	32%	63
Providing interpretive information	1.9	19%	55%	27%	31
Trails for competitive trail events	1.8	23%	34%	43%	31
Sampling error for this question is $\pm 6\%$					

¹⁴ Number of respondents selecting this answer. Asked only if respondent answered "very important."

Among the “other” funding priorities motorized users mention are availability of gas and water near the trails, increased law enforcement, and more services for children.

Motorized Operator Safety Certification

The survey asked, “I would like to ask your opinion about a potential Oregon state (Off Highway Vehicle/OHV) operator safety certification program. Do you strongly oppose, somewhat oppose, somewhat support, or strongly support a one time OHV operator safety certification?” Results show that a slight majority of motorized trail users favor a motorized operator safety certification.

Support garners 53% of motorized users, opposition 43%. Twenty-six percent oppose the proposal strongly, 17% oppose somewhat, 24% support somewhat, and 29% support strongly. The remaining four percent volunteer that they do not have enough information to comment or are not sure.

TABLE 31: Opinion on Motorized Operator Safety Certification N = 110 ¹⁵	
Oppose strongly	26%
Oppose somewhat	17%
Support somewhat	24%
Support strongly	29%
Don't know, not sure, neutral (if volunteered)	4%
Sampling error for this question is ± 9%	

Signage for Motorized Trails

Motorized trail users were asked to rate the importance of signs at different trail locations:

TABLE 32: Importance of Signage – Motorized (1 = Not As Important, 3 = Very Important)				
N = 192-194	Mean	Very Important	Somewhat Important	Not as Important
At trailhead	2.6	73%	17%	9%
Trail junctions	2.6	70%	20%	10%
Along trail	2.3	50%	34%	16%
Stream crossings	2.2	47%	26%	26%
Sampling error for this question is ± 6%				

Motorized trail users rank signage at the trailhead and at trail junctions as most important.

¹⁵ This question was added after data collection had started, so a smaller number of respondents were surveyed.

Club Membership – Motorized

Motorized trail users were asked if they belong to a trail club or group.

TABLE 33: Membership in a Club or Group – Motorized	
N = 196	
Yes	10%
No	90%
Sampling error for this question is $\pm 6\%$	

Only 10% of motorized users report membership in a group or club related to their activity. Although this represents 9,800 households in Oregon, as many as another 88,000 households contain no club or group member, reflecting a large potential membership for such organizations.

STATEWIDE MOTORIZED TRAIL GOALS, OBJECTIVES AND STRATEGIES



Goals, Objectives and Strategies for Top Statewide Issues

The chapter focuses on a set of long-range goals, objectives and strategies for the top four Statewide Motorized Trails Issues as identified through the motorized trails planning effort. A brainstorming session during the September 16, 2003 Motorized Trails Steering Committee Meeting produced an initial set goals, objectives and strategies for resolving these top statewide issues.

For the purposes of this plan:

- Goals are general, broadly stated, desirable conditions toward which all non-motorized trail providers in the state should direct their efforts.
- Objectives are the proposed long-range solutions to the issues and the discrete problem areas involved. Objectives do not represent the complete solution to the identified issue, but are aspects of the solution identified during the planning process.
- Strategies are what need to be done to accomplish each objective and identify which specific motorized trail providers would be responsible for the strategies within the state's ten-year planning cycle.

Statewide Motorized Trail Issue A:

Need For New Trails/Managed Riding Areas

Recreation providers and the general public consistently reported in the planning workshops that OHV use on public lands in the state of Oregon has increased substantially in recent years. This growth in OHV participation was also identified in the 2003-2007 Oregon Statewide Comprehensive Outdoor Recreation Plan (SCORP). A comparison of ATV participation estimates from the 1986-1987 Pacific Northwest Recreation Study and the 2002 Oregon Outdoor Recreation Survey showed a 38% statewide increase in annual ATV participation (from 1.6 to 2.2 million annual user occasions).

According to recreation providers and rider groups, there are an insufficient number of designated motorized areas to accommodate growing numbers of Class I (three and four-wheel ATVs), Class II (four-wheel drive vehicles including jeeps, pickups, SUVs) and Class III (dual sport or dirt motorcycles) OHV enthusiasts in Oregon. Recreational providers reported that additional designated motorized areas are needed to proactively address increasing levels of resource impacts associated with high use levels in designated motorized areas.

In recent years, the trend in motorized recreation in Oregon has been that more motorized areas and trails are being closed to use rather than opened. The U.S. Forest Service (USFS) and Bureau of Land Management (BLM) have been and are currently designating developed trail systems for OHV use in areas previously designated as generally open to cross-country travel. Although this may help reduce resource impacts and user conflict and improve riding conditions, the development of designated trail systems often results in an overall reduction in total miles of OHV trails. In cases where closures and management strategies have reduced the inventory of OHV trails, the result has often been increased pressure on other trails and riding areas and increased violation of posted closures.

Snowmobile club members also reported a strong need for more organized and maintained snowmobile trails to satisfy a growing user base. This growth in snowmobile use was also identified in the SCORP plan with a 97% statewide increase in annual snowmobile participation (from .2 to .4 million annual user occasions). Recreation providers further confirmed this need by repeatedly stating that Sno-Park areas are at overflow capacity during peak-use winter weekends and holidays.

In addition, recreation providers reported a substantial increase in off-highway 4-wheel drive vehicle use in the state. According to recreation providers, this use has resulted in trail damage and resource impacts. Drivers are looking for opportunities to test their vehicles and driving skills. To address this existing need and reduce impacts on sensitive lands, there is a need for trails and play areas specifically designed for challenging 4-wheel drive use. Such trails should be designed to accommodate a

wide range and variety of vehicle types (from Hummers to Suzuki Samurai) and to accommodate a range of vehicle widths, lengths and technical driving areas for a range of driving capabilities.

Agency and riding club representatives stated that there are a growing number of OHV enthusiasts in the Willamette Valley—but few nearby riding opportunities available. A similar shortage of riding opportunities in reasonably close proximity to metropolitan areas was reported in a number of regions throughout the state. Currently, Oregonians are traveling considerable distances to access riding opportunities. Lack of close-to-home riding areas increases illegal riding or trespass to closed areas. As a result, there is a need to develop new trails and managed OHV riding areas within reasonable day-use distance of urban areas.

Finally, recreation providers and members of the general public reported that there is a need for more riding opportunities on privately owned properties in the state. They stated a need to explore recreation opportunities on private timberlands and work with private landowners for access. In addition, OHV vendors and manufacturers need to take greater responsibility in providing motorized riding areas and facilities in the state. Local recreation providers such as County Recreation & Park Departments and Special Park & Recreation Districts should be encouraged to pursue motorized trail development as a component of their overall economic development strategies (e.g. Morrow and Coos County OHV Riding Areas).



Goal #1:

Increase the supply of high-quality OHV opportunities for all trail users, throughout Oregon.

Objective 1: Provide additional public or privately owned OHV recreational areas.

Strategies/Actions for Addressing Objective 1:

- Develop criteria for evaluating potential OHV riding areas which includes identifying recreational need, limitations of the OPRD-administered ATV program and process, environmental concerns (such as soils, vegetation, habitat, wildlife, and cultural and historic resources), infrastructure needs (roads and facilities) and social constraints (urban growth patterns and projections) and land use compatibility.
- Identify potential sites for appropriate public or privately owned and managed OHV riding areas.
- Develop methods to gather comprehensive stakeholder input from OHV groups, environmental

organizations, private landowners, and local and federal agencies early in the process of identifying potential OHV areas.

- Develop case studies that showcase the planning and development of well-designed and managed OHV areas on both public and private lands.
- Evaluate existing and proposed Sno-Park and OHV staging areas for all-season, shared use to maximize the value of facility investments.

Objective 2: Greater emphasis on developing OHV riding opportunities on private and local government land.

Strategies/Actions for Addressing Objective 2:

- Additional funding priority for development of OHV riding areas on private, county or local recreation provider lands.
- Explore recreation opportunities on private lands and work with private landowners for motorized access.
- Encourage OHV vendors and manufacturers and the private sector to take a greater role in providing motorized riding areas, facilities and services.
- Encourage public/private partnerships in providing OHV riding areas, facilities and services.

Objective 3: Develop additional OHV opportunities in reasonably close proximity to communities and urban areas.

Strategies/Actions for Addressing Objective 3:

- Inventory and evaluate appropriate public or privately owned OHV sites for high-intensity motorized use within proximity of urban areas using adopted evaluation criteria adopted under Objective 1.
- Provide legal corridors or easements for OHV travel between communities, adjacent trail systems and public lands.
- Identify existing underdeveloped/ unmanaged OHV dispersed use areas appropriate for development into formal and appropriately managed OHV riding areas. After development, new managed OHV riding areas should be listed in The Official Guide To Oregon Off Highway Vehicle Recreation¹⁶.
- Provide funding priority for the completion of well-designed and well-managed OHV riding areas and trail systems.

Objective 4: Develop additional riding opportunities at existing OHV recreational areas as identified in The Official Guide to Oregon Off Highway Vehicle Recreation.

Strategies/Actions for Addressing Objective 4:

¹⁶ Map published by the Oregon Parks and Recreation Department.

- Inventory all OHV trails at the 40 OHV areas included in the Oregon OHV Guide.
- Evaluate the potential for increasing user capacity at each of these 40 OHV riding areas.
- Provide funding priority for agencies proposing to increase user capacity at the 40 OHV riding areas where such a need exists.
- Assemble and disseminate information to OHV area managers on subjects essential for effective management and development of OHV areas.

Objective 5: Increase the diversity of OHV opportunities.

Strategies/Actions for Addressing Objective 5:

- Plan and develop additional children's riding (play) areas at OHV staging areas or campgrounds.
- Plan, design and develop additional OHV "challenge opportunities."
- Develop or renovate trail systems to diversify the range of riding opportunities available to accommodate enthusiasts of all experience levels.
- Provide OHV opportunities in a wide range of Recreational Opportunity Spectrum (ROS) setting classification types, from Rural to Semi-Primitive Motorized.
- Plan, design and develop trails/areas specifically for high-challenge and technical 4-wheel drive use, and including features such as rock crawls.
- Increase winter Sno-Park capacity where need has been identified.

Statewide Motorized Trail Issue B:

Need For Regional Interagency Coordination/Cooperation in Trail Planning & Management

Recreation providers and the general public consistently reported that successful OHV facility development and management relies on good coordination and communication between OHV organizations, federal, state, and local agencies, tribal governments and other stakeholders. In many regions, providers and user groups stressed the need for regional coordination and information sharing between agencies for motorized trail planning, operations and management.



Regional coordination and communication should also encourage:

- adopting consistent design, construction and maintenance standards;
- developing and implementing directional and regulatory signing consistency;
- developing regulatory and law enforcement consistency;
- sharing limited trail maintenance resources and OHV equipment;

- taking a regional approach, rather than having each agency working independently, to more effectively address riding capacity issues;
- taking a regional approach, rather than having each agency working independently, to more effectively address user conflict (e.g. OHV users and hunters);
- a regional approach, rather than having each agency working independently, to more effectively develop and distribute riding information and other promotional materials; and
- connecting existing trails and riding areas where opportunities exist.

Managing agencies should strive to provide users with seamless and coherent trail experiences that are not disrupted by administrative boundaries.

Goal #2:

Promote coordination and cooperation between public agencies, private organizations and motorized trail users.

Objective 1: Develop a regional approach to motorized trail planning.

Strategies/Actions for Addressing Objective 1:

- Establish regional OHV working groups (e.g. COHVOPS), including representatives from OHV organizations, federal, state, and local agencies, tribal governments and other stakeholders, to work in cooperation with managing agencies in trail planning, funding and design to facilitate the

identification of multi-jurisdictional priorities.

- Develop multi-jurisdictional regional OHV plans.
- Involve OHV organizations, motorized trail enthusiasts and other interested stakeholders in the development of regional OHV plans.
- Provide additional scoring points in the ATV Grant Program for grant requests satisfying priority needs identified through a regional committee process.
- Create corridors to link existing OHV trails and riding areas.

Objective 2: Standardize statewide OHV management practices.

Strategies/Actions for Addressing Objective 2:

- Coordinate the standardization of rules and regulations across management boundaries.
- Review and revise any state laws or agency regulations or rules to create consistency in the regulation of motorized recreation (e.g. gravel road use).
- Use design and construction standards included in the publication, *Park Guidelines for Off-Highway Vehicles. A Resource Guide to Assist in the Planning, Development, Enhancement and Operation of OHV Recreation Facilities*¹⁷.

¹⁷ Fogg, G. E. In Association With The National Off-Highway Vehicle Conservation Council. (2002). *Park Guidelines for Off-Highway Vehicles. A Resource Guide to Assist in the Planning, Development, Enhancement*

- Develop directional and regulatory signing standards.
- OPRD will provide coordination between the agency, other agencies and non-agency stakeholders in the implementation of the statewide motorized trails plan.
- Promote communication and information sharing through websites, OHV management workshops or other public forums.

Statewide Motorized Trail Issue C:

Need For User Education/Training (Regulatory & Safety Information)

Recreation providers and the general public consistently reported a need for additional user education and safety training in Oregon for youth involved with or interested in motorized recreation (including Off-Highway Vehicle and snowmobile riding). Recreation providers reported a strong need for education to help develop an appreciation and respect for the natural resource base. They recommended that such educational efforts be incentive based, fun, and area specific to ensure youth participation.

Recreation providers and the general public expressed a need for trail user education, including existing programs such as Tread Lightly! and Right Rider and education on riding regulations, shared use and information resources currently not available. In addition, motorized providers,

and Operation of OHV Recreation Facilities. National Recreation and Park Association.

retailers and enthusiasts need to be better informed on who needs safety training. Also reported was a need for more safety training facilities, instructors, and user-friendly training opportunities (times and locations). Recreation providers strongly recommended that training classes be provided on a prearranged schedule, throughout the year, to ensure that the riding public has regular and dependable access to training opportunities. A need was also expressed for providing additional incentives for retaining instructors.

Recreation providers expressed a need for better coordination with the Oregon Department of Fish and Wildlife (ODF&W) to address the high degree of OHV use violation that occurs during the hunting season. Knowledge and compliance of motorized regulations are poor among hunters who use OHVs solely during the hunting season. Problems include illegal cross-country travel, not purchasing an ATV sticker, trespass in closed areas, operating on roads closed to OHV travel and improper handling of weapons.

OHV user groups are very concerned about the negative publicity directed towards the entire user community as a result of the actions of these violators. As a result, there is a need to better educate hunters on existing OHV rules and regulations. A suggestion was made that when hunters purchase a tag from ODF&W that, in addition to hunting regulations, they receive information about OHV rules and regulations.

Goal #3:

Educate and inform Oregon's trail users on the proper use of, and user safety and the

environmental impacts associated with motorized recreation.

Objective 1: Increase the number of OHV users who are educated and trained in OHV operation, safety, rules and regulations and user ethics.

Strategies/Actions for Addressing Objective 1:

- Develop a comprehensive statewide OHV education and training program.
- Develop a statewide organizational network to promote and conduct OHV training and outreach programs.
- Develop additional OHV training facilities where need has been identified.
- Review the adoption of mandatory OHV training requirements.
- Work with manufacturers and retailers to provide educational information (e.g. videos, brochures and maps) to users at point of sale.

Objective 2: Reduce the number of personal injury accidents involving recreational OHV use.

Strategies/Actions for Addressing Objective 2:

- Develop systematic methods to track OHV-related accidents and injuries.
- Develop systematic methods to track OHV-related law enforcement citations issued.
- Identify specific law enforcement and safety training strategies to

reduce the number of OHV-related accidents (see Objective 1 above).

- Establish a forum to review site and facility design to minimize existing/potential safety problems.
- Reduce safety problems associated with overcrowding through construction of additional riding areas, additional facilities, and site design.
- Evaluate laws and regulations promoting user safety, and revise as necessary.
- Provide funding priority for safety-related education and enforcement at riding areas with high numbers of OHV-related accidents.
- Provide OHV safety training tailored specifically for Oregon riders.

Objective 3: Educate hunters on existing OHV rules and regulations.

Strategies/Actions for Addressing Objective 3:

- Develop a teaching module on OHV safety and ethics for inclusion in ODF&W's hunter safety program.
- Add an OHV rules and regulations section to all ODF&W hunter guides (tag program).
- Promote and support coordination among all agencies to reduce hunting season OHV violations.
- Provide training opportunities for ODF&W game enforcement officers on current OHV rules and regulations.

Statewide Motorized Trail Issue D:

Concern About Trail Closures/Loss of Riding Opportunities

A number of private landowners have closed riding areas in Oregon in recent years due to personal liability, increasing vandalism and resource impacts. Trails and riding areas on public lands have been closed as a result of resource protection issues associated with National Environmental Policy Act (NEPA) regulatory compliance (e.g. Threatened and Endangered Species, cultural and natural resource protection, protection of plants and wildlife, soil and water), and conflicts with other recreational users. According to recreation providers and user groups, such trail and area closures are squeezing more and more use onto the state's 40 OHV riding areas, resulting in greater resource impacts and unsafe conditions.

Several potential strategies were mentioned in the public workshops to help address this problem, including:

- Where feasible, rather than close/eliminate OHV trails as a result of resource damage, OHV trails should be either repaired or rerouted to minimize resource damage. At a minimum, these trails should be studied to identify design strategies to minimize resource damage.
- Consider recreational use of roads scheduled for abandonment on federal lands.
- Evaluate and, where appropriate, reduce the amount of time that motorized riding areas are closed

due to fire restrictions (e.g. Morrow County's fire management plan).

In addition, OHV participation continues to rise rapidly in the U.S. and in the state. According to a recent BLM national strategy report¹⁸, "This popularity is evidenced by the fact that recreational enthusiasts are buying motorized OHVs at a rate of 1,500 units per day nationwide, with nearly one-third of them doing so as first-time buyers of such vehicles." Similar purchase patterns are also occurring in the state of Oregon. During a period from 1998 to 2003, the number of registered off-highway vehicles in Oregon has increased by approximately 130% (from 25,525 registered OHVs in 1998 to 58,040 in 2003).

According to the BLM report, "Motorized OHV use is now firmly established as a major recreational activity on BLM-administered public lands." Despite differing perspectives of OHV enthusiasts, non-motorized recreationists and environmentalists over the legitimacy of motorized OHV use on public lands—it is evident that motorized recreation is here to stay. It is also evident that, in addition to improving OHV management, recreation providers must do a better job in educating and informing the general public of the legitimate need of a growing number of OHV enthusiasts to have access to high-quality riding opportunities throughout the state.

¹⁸ Bureau of Land Management. (2001). National Management Strategy for Motorized Off-Highway Vehicle Use on Public Lands. U.S. Department of the Interior Bureau of Land Management.



Goal #4:

Provide for motorized recreation on public and private lands.

Objective 1: Limit the loss of riding opportunities on public and private lands.

Strategies/Actions for Addressing Objective 1:

- Reduce unwarranted closures through comprehensive review/input/analysis by all stakeholders.
- Work with federal, state and local agencies to create more opportunity for public input in the road closure process.
- Work with private landowners to maintain access to private motorized riding areas.
- Develop case study examples that showcase successful OHV development/management on private lands.
- Reduce the amount of time that motorized riding areas are closed due to fire restrictions.

Objective 2: Improve the public image of OHV use and management in the state.

Strategies/Actions for Addressing Objective 2:

- Develop a public relations strategy for reinforcing the legitimate need of OHV enthusiasts to have access to high-quality riding opportunities throughout the state.
 - Inform the public of OHV development/management success stories in the state.
 - Work with Sports Utility Vehicle (SUV) and OHV manufacturers and dealers to stop the use of product development and marketing strategies (e.g. advertisements showing SUVs running through streambeds and sensitive alpine areas and the manufacture and marketing of after-market products resulting in increased OHV decibel levels) which reinforce a negative public image of OHV use on public lands.
 - Ensure compliance with current sound limits through education, enforcement, and working with OHV retailers.
- As soon as possible, revise appropriate Oregon Administrative Rules pertaining to Motorized Trail use to establish a statewide maximum sound limit of 96 decibels for Class I, II and III Off-Highway Vehicles in Oregon.
 - Within the plan's 10-year timeframe, revise appropriate Oregon Administrative Rules pertaining to motorized trail use to establish statewide maximum sound limit of 93 decibels or lower for Class I, II and III Off-Highway Vehicles in Oregon.

All-Terrain Vehicle Grant Program Evaluation Criteria

Note: The following evaluation criteria are intended for use in evaluating acquisition, development and planning project proposals.

Technical Review - Application Completeness

As part of the All-Terrain Vehicle (ATV) grant evaluation process, the Oregon Parks and Recreation Department (OPRD) first conducts a technical review of all grant applications. Each submitted grant application packet will need to include all materials requested in Section 2 (Application Submittal, Review And Approval Process) of the ATV Grant Instruction Manual & Application Packet. Ineligible or incomplete applications will be returned to the project sponsor with an explanation of why their application was returned. Project applicants are encouraged to contact OPRD grant staff with questions regarding the ATV grant application process.

Project Priority Scoring System

Once projects submitted to OPRD for grant funding make it through the technical review, they will then be scored by ATV Account Allocation Committee (ATV-AAC) members according to the criteria, rating factors, and points shown in the following "Project Priority Scoring System." The criteria are based on the findings of the current state trails plan and reflect priorities identified by workshop participants, trails plan steering committee members, and trail user survey respondents. These criteria have been designed to evaluate and prioritize Off-Highway Vehicle (OHV) acquisition, development and planning project proposals.

A project's final score will be calculated as an average of the sum of all individual ATV-AAC member scores. The highest possible score for a project will be 100 points. (See Potential ATV Program Evaluation Criteria Point Summary on the next page for criteria point breakdowns.) The priority rank of a project will depend on its score relative to other projects and in relation to the amount of ATV grant funds available each year.



ATV Grant Program Evaluation Criteria Point Summary

TABLE 34. ATV Grant Program Evaluation Criteria Point Summary	
CRITERIA TYPE	MOTORIZED
	Potential Points
TECHNICAL REVIEW	
1. Compliance Criteria	0
ATV-AAC MEMBER EVALUATION CRITERIA	
2. Readiness to Proceed	4
3. Matching Shares	5
4. Close-To-Home Opportunities	6
5. Trail Maintenance	10
6. Top Statewide Trail Issues	12
7. Local Needs and Benefits	10
8. Motorized Trail Opportunities	6
9. Class II (4x4) Trail Opportunities	5
10. Economic Development Opportunities	4
11. Motorized Trail "Destination Area"	6
12. Motorized Trail Design & Management	7
13. Project Urgency	5
14. Discretionary Committee Member Criteria	20
TOTAL POTENTIAL POINTS	100

Staff Evaluation Criteria

1. Compliance Criteria (0 Points)

Due to the large number of requests for ATV funds, the following set of compliance criteria were developed to ensure that:

- Project sponsors with active and previously awarded grants through OPRD are in full compliance with federal and state programs,
- Funds are expended and projects completed within the agreement period, and
- Each new project proposal satisfies the requirements of the Oregon Revised Statutes, ORS 390.550-585, Oregon Administrative Rules, Chapter 736, and the most current version of the ATV Grant Instructions Manual.

Note: No scoring points will be awarded for compliance criteria. Failure to comply with or lack of sufficiently demonstrated progress with the following compliance criteria a) and b) may

result in the disqualification of consideration for new grant assistance during the current grant review period.

A. Grant Performance and Compliance

The successful completion of projects in a timely and efficient manner is an important goal of the ATV grant program. A project sponsor's past performance in effectively meeting the administrative guidelines of the program is also an important factor in evaluating performance and compliance.

a. The project sponsor is on schedule with all active OPRD administered grant projects. Yes No

b. The project sponsor is in compliance with applicable guidelines for current and past projects. Yes No

ATV Account Allocation Committee Member Evaluation Criteria

2. Readiness To Proceed (4 Points)

OPRD intends to ensure that available ATV grant dollars are used in a timely manner once funding is awarded to a project sponsor.

A. Permit Status (For Development Projects Only)

Project sponsor has demonstrated what it will take to get their particular development project completed in a timely manner including such items as:

- Needed permits, environmental clearances and signed agreements
- Construction plans
- Archaeological surveys

_____ points awarded (0-4 points)

(The rating team will determine a value from 0-4 points based on the information provided by the applicant.)

B. Acquisition Status (For acquisition projects only)

Project sponsor has demonstrated what it will take for their particular trail-related land acquisition to be completed in a timely manner including items such as:

- Completed appraisal
- Preliminary Title Report
- Level 1 or higher Environmental Assessment
- Proof of willing seller or donor

_____ points awarded (0-4 points)

(The rating team will determine a value from 0-4 points based on the information provided by the applicant.)

C. Planning Status (For planning projects only)

Project sponsor has demonstrated the need for the plan and basic public involvement strategies including items such as:

- A clearly defined concept and purpose
- An advisory committee
- A method to involve landowners, neighbors, public officials, and user groups in the planning process

(The rating team will determine a value from 0-4 points based on the information provided by the applicant.)

3. Matching Shares (5 Points)

Priority points will be provided to the extent that the applicant match the ATV grant with contributions from its own cash and/or in-kind services.

For evaluating project proposals from public-sector applicants

- The applicant meets:
 - 20 to 30% of the project’s value (1 point)
 - 30.1 to 40% of the project’s value (2 points)
 - 40.1 to 50% of the project’s value (3 points)
 - 50.1 to 60% of the project’s value (4 points)
 - Over 60% of the project’s value (5 points)

For evaluating project proposals from non-profit applicants

- The applicant meets:
 - Over 20% of the project’s value (5 points)

_____ points awarded (0-5 points)

4. Close-To-Home Trail Opportunities (6 Points)

The 2004 Oregon Statewide Trail User and Non-Motorized Boater Survey identified that over half of motorized trail users travel more than 40 miles to enjoy their favorite trail activity, and one-fifth travel more than 100 miles. The survey also reports that lack of time and lack of close by riding opportunities are the top two reasons why motorized trail users do not use trails as much as they wanted. A project sponsor that develops a close-to-home motorized trail project will receive up to 6 priority points.

- The applicant should describe how their project is intending to provide close-to-home motorized trail opportunities including information such as driving distances from nearby communities and populations served.

_____ points awarded (0-6 points)

(The rating team will determine a value from 0-6 points based on the information provided by the applicant.)

5. Trail Maintenance (10 Points)

A. Commitment to Long-Term Maintenance.

Trail maintenance was identified as the top funding priority for all trail user groups in the 2004 Oregon Statewide Trail User and Non-Motorized Boater Survey.

- The applicant should carefully describe how they plan to continue trail operation and maintenance after the project is completed. List maintenance requirements (including the level of annual maintenance required for the trail) and strategies to be used. Also describe the degree of commitment by reporting on such items as on-going funding, partnerships with other agencies, or volunteer maintenance.

_____ points (0-10 points)

*Note: Please provide commitment from sources other than the ATV Grant Program.

(The rating team will determine a value from 0-10 points based on the information provided by the applicant.)

6. Top Statewide Trail Issues (12 Points)

The Oregon Trails 2005-2014: A Statewide Action Plan involved representatives from 56 public-sector provider organizations (including representatives from federal, state, county, and municipal agencies, Park and Recreation Districts, Ports, and Native American Tribes) and many citizen and interest groups in the process of identifying top statewide trail issues. The following trails plan criteria are based on this public input process.

A. Statewide Motorized Trail Issues

Statewide trail issues were identified during the current trails planning process. Project proposals addressing statewide trail issues will receive additional priority points. The top statewide motorized trail issues are included below.

Statewide Motorized Trail Issues

Issue A: Need for new trails/managed riding areas.

Issue B: Need for regional interagency coordination/cooperation in trail planning and management.

Issue C: Need for user education/training (regulatory and safety information).

If the motorized trail project addresses:

0 statewide motorized trail issues.....	0 points
1 statewide motorized trail issue	4 points
2 statewide motorized trail issues.....	8 points
3 statewide motorized trail issues.....	12 points

Points awarded: _____ (0-12 points)

Note: No points are awarded for statewide Motorized Trail Issue D: Concern About Trail Closures/Loss of Riding Opportunities.

7. Local Needs And Benefits Criteria (10 Points)

A. Comprehensive Planning

Project sponsors are strongly encouraged to develop project applications that meet high priority needs of the intended clientele. The assessment of these needs should be based upon coordinated, long-range planning.

Priority points are awarded to projects satisfying priority needs, as identified in a current comprehensive local plan or recreation master plan, county or regional master plan, trail system plan or land use/management plan.

_____ points awarded (0 or 5 points)

Note: The local planning document must be adopted/approved by the applicable governing body.

(5 points for projects identified in a current plan, 0 points for all other projects.)

B. Public Involvement

Involving the public throughout a trail development project can be the cornerstone for future success. Public involvement is a means of building support and developing a constituency and a partnership for the development effort.

The extent to which public involvement through public meetings/ workshops, open houses, interviews, questionnaires, and so forth were used in the long-range comprehensive planning process to identify public support for this trail project.

_____ points awarded (0-5 points)

(The rating team will determine a value from 0-5 points based on the information provided by the applicant.)

8. Motorized Trail Opportunities (6 Points)

A. Need for riding opportunities outside of federal lands

According to recreation providers and members of the general public, there is a need for more riding opportunities on lands outside of federal ownership. They stated a need to explore motorized recreation opportunities on private timberlands, state or local government land, and work with private landowners for access.

The motorized trail project will develop riding opportunities on private, state, county or local recreation provider land.

_____ points awarded (0 or 3 points)

Note: If funded, riding opportunities on private land must be open to the general public.

(3 points for projects located outside of federal lands, 0 points for projects on federal lands.)

B. Need to maximize the sustainable carrying capacity at existing managed riding areas

In recent years, the trend in motorized recreation in Oregon has been that more motorized areas and trails are being closed to use rather than opened. The result has been increased pressure on other trails and riding areas and increased violation of posted closure. As a result, there is a need to develop additional riding opportunities at existing OHV recreation areas identified in The Official Guide to Oregon Off Highway Vehicle Recreation¹⁹.

Priority points are awarded to design, management and marketing projects intending to maximize the sustainable carrying capacity at the 40 OHV riding areas where such a need exists.

_____ points awarded (0-3 points)

(The rating team will determine a value from 0-3 points based on the information provided by the applicant.)

¹⁹ A listing of managed OHV riding areas in the state is available at the following website:
<http://atv.prd.state.or.us/places.php>

9. Class II (4x4) Trail Opportunities (5 Points)

The 2003-2007 Oregon SCORP demand and needs analysis and regional issues workshops identified a need for additional Class II trails (for 4-wheel drive vehicles such as jeeps, pickups, SUV's) in the state. This need was also reinforced during the trails planning regional issues workshops. Class II trails should be designed to accommodate a wide range and variety of vehicle types (from Hummers to Suzuki Samurai) and to accommodate a range of vehicle widths, lengths and, where appropriate, technical driving areas for a range of driving capabilities.

Priority points are awarded for developing Class II trails.

_____ points awarded (0-5 points)

(The rating team will determine a value from 0-5 points based on the information provided the applicant.)

10. Economic Development Opportunities (4 Points)

The findings from the Oregon State University report entitled "The 1999 Oregon Off-Highway Vehicle User Survey" identified that Off-Highway Vehicle recreation contributed an estimated \$120 million and 1,809 jobs in the Oregon economy in 1999. Trip expenditures by Oregonians and out-of-state visitors include gas and oil, food and beverages, lodging, rentals and other retail purchases in the region of the state where the OHV activity occurred.

OPRD would like to encourage the development of motorized trails in areas of the state designated as economically distressed by the Oregon Economic & Community Development Department. Such areas could greatly benefit from the trip expenditures and job creation associated with Off-Highway Vehicle recreation.

Priority points are awarded for developing OHV trail opportunities in economically distressed counties and nearby economically distressed cities (see listing of counties and cities on the following page).

_____ points awarded (0 or 4 points)

(4 points for project sponsors with a project in an economically distressed county or nearby economically distressed city, 0 points for all other project sponsors.)

Economically Distressed Counties in Oregon		Economically Distressed Cities in Oregon			
Baker	Klamath	City	County	City	County
Columbia	Lake	Albany	Benton	Jefferson	Marion
Coos	Linn	Monroe	Benton	Mill City	Marion
Crook	Malheur	Estacada	Clackamas	Mount Angel	Marion
Douglas	Morrow	Johnson City	Clackamas	Scotts Mills	Marion
Gilliam	Sherman	Seaside	Clatsop	Stayton	Marion
Grant	Umatilla	Warrenton	Clatsop	Woodburn	Marion
Harney	Wallowa	Port Orford	Curry	Falls City	Polk
Hood River	Wasco	Butte Falls	Jackson	Independence	Polk
Jefferson	Wheeler	Eagle Point	Jackson	Monument	Polk
Josephine		Gold Hill	Jackson	Monmouth	Polk
		Phoenix	Jackson	Willamina	Polk
		Rogue River	Jackson	Garibaldi	Tillamook
		Talent	Jackson	Tillamook	Tillamook
		Cottage Grove	Lane	Elgin	Union
		Creswell	Lane	La Grande	Union
		Florence	Lane	North Powder	Union
		Lowell	Lane	Summerville Town	Union
		Oakridge	Lane	Union	Union
		Springfield	Lane	Unity	Union
		Veneta	Lane	Cornelius	Washington
		Westfir	Lane	Forest Grove	Washington
		Aumsville	Marion	Gaston	Washington
		Detroit	Marion	Amity	Yamhill
		Gates	Marion	Dayton	Yamhill
		Gervais	Marion	Layfayette	Yamhill
		Hubbard	Marion	McMinnville	Yamhill
		Idanha	Marion	Sheridan	Yamhill

11. Motorized Trail “Destination Area” (6 Points)

Priority points will be awarded for projects intending to develop motorized trail destination areas. Destination areas are designed, developed and operated to primarily serve the specific needs and desires of OHV enthusiasts.

Factors considered in identifying motorized trail destination areas include miles of trail, acres of sand/open riding area, scenic qualities, ease of access, onsite and nearby facilities, quality of

trails, seasonal/local weather conditions, travel distances and the amount of use. Motorized trail destination areas often include additional motorized riding facilities such as children’s play areas, motocross tracks, hill climbs, rock crawls and special event facilities. Facilities like restrooms, camping, water, and in some cases OHV parts stores are provided. Finally, public services such as law enforcement, first aid, and search and rescue are provided.

The Oregon Parks and Recreation Department has identified a list of current motorized trail destination areas in the state. Current motorized trail “destination areas” in Oregon include the Tillamook OHV Area, Central Oregon (including East Fort Rock and Millican Valley), Morrow County Trails, Winom Frazier, Oregon Dunes National Recreation Area, Sand Lake Recreation Area, Prospect and John’s Peak.

Priority points will be awarded for motorized trail projects that are in a current motorized trail destination area or intending to develop a new motorized trail destination area. If the applicant is proposing the development of a new motorized trail destination area not included in the above list, they should clearly state the reasons why the area should be considered by the ATV-AAC as a motorized trail destination area.

_____ points awarded (0 or 6 points)

(6 points for project sponsors with a project in a motorized destination area or proposed destination area, 0 points for all other project sponsors.)

12. Motorized Trail Design And Management (7 Points)

Increasing use levels often results in resource impacts on motorized trails and damage to trail facilities. Resource damage can be proactively prevented or minimized through innovative and sustainable trail and facility design and management practices.

Priority points will be given to projects demonstrating trail design and management practices which serve as a means to conserve and maintain high quality or sensitive natural or cultural resources in the project area, such as plant communities, wildlife, water bodies, terrain, and archeological or historic sites while striking a proper balance between the conservation of these resources and motorized trail use.

The National Park Service describes a sustainable trail as follows²⁰.

A Sustainable Trail:

- Supports current and future use with minimal impact to the area’s natural systems.
- Produces negligible soil loss or movement while allowing vegetation to inhabit the area.
- Recognizes that pruning or removal of certain plants may be necessary for proper maintenance.

²⁰ National Park Service, Rocky Mountain Region, January 1991.

- Does not adversely affect the area’s animal life.
- Accommodates existing use while allowing only appropriate future use.
- Requires little rerouting and minimal long-term maintenance.

In addition, specific examples of sustainable efforts are included on the OPRD grant website at: http://egov.oregon.gov/OPRD/GRANTS/docs/2005_sustainability.pdf under the heading Sustainability in OPRD Grant Programs.

The project sponsor should describe how the motorized project results in a well designed, managed and sustainable OHV riding area or trail system. The applicant should also address specific strategies for “sound” (decibel level) management.

_____ points awarded (0-7 points)

(The rating team will determine a value from 0-7 points based on the information provided by the applicant.)

13. Project Urgency (5 Points)

The ATV Account Allocation Committee is aware that timing can often be a critical factor in the acquisition and operation of motorized recreation areas. The intent of the following criteria is to provide priority for project proposals showing an urgent need for time-sensitive land acquisitions, immediate threat of closure because of non-compliance with state and federal law, threat of lost opportunity, meeting project completion deadlines, public health and safety concerns or impacts on cultural and natural resources.

For trail projects, land acquired with ATV grant funding must be directly related to the provision of motorized recreation. As such, park and open space acquisitions are not eligible for ATV grant funding.

Note: Opportunities that may be lost as a result of sponsors budget cycles or other activities within the control of the project sponsor will not be considered as "urgent."

_____ points (0 or 5 points)

(5 points for project sponsors with an urgent trail project, 0 points for all other sponsors.)

14. Discretionary Committee Member Criteria (20 Points)

The ATV Account Allocation Committee membership is representative of state geographic regions, agencies, communities, and trail user groups. This assessment allows committee members to bring their knowledge of statewide and local recreation patterns, resources, and needs into consideration. The determination of points awarded is an individual decision, based on informed judgment.

ATV-AAC members may award the project additional points based upon their subjective evaluation²¹ of key project considerations included in the list below.

- Site Suitability: The extent to which the site is suitable for the proposed development (e.g. minimizes negative impacts on the environment, surrounding neighborhood).
- Fiscal Consideration: Under this review, project sponsors will be asked to justify their request for financial assistance including the extent to which the project is cost comparable to other trail facilities of its type in their geographic area (e.g. cost-per mile comparisons), is justifiable in terms of the quantity and quality of recreation opportunities the facilities will provide, and that the sponsor has budgeted enough money to successfully complete the project.
- Commitment to Long-Term Operation and Maintenance: Sponsors should show evidence of a commitment to long-term operation and maintenance that their organization has demonstrated at existing trail and park resources. In those cases where the applicant does not presently have an operation/maintenance responsibility for an existing trail or park, information about other public facilities or resources within the sponsor's jurisdiction may be presented.
- Project Cost: Consideration will be given to the degree to which a significant portion of the State's annual apportionment is requested for one project.
- Mixed-Use Trails: Project sponsors should provide evidence that the project will support Class I, II and III riding opportunities serving a wide range of abilities including the handicapped and a range of skill levels.
- Regional Issues: Regional trail issues were also identified in the current trails planning process. Project sponsors should describe how the project addresses appropriate regional trail issues. Regional motorized trail issues are included on the following pages.

Note: Locate the project sponsor's region and identify each regional trail issue addressed in the project proposal.

Each committee member will determine the number of points awarded for each project.

Assessment Score: _____ points (0-20 points)

²¹ This list is not intended to be a complete list of all discretionary criteria to be considered by ATV-AAC members. Other considerations could include special needs, project presentation and superior leverage of funding and partnership.

REGIONAL MOTORIZED TRAIL ISSUES

Northwest Region: Includes Clatsop, Columbia, Multnomah, Hood River, Tillamook, Lincoln, Washington, Yamhill, Clackamas, Polk, Marion, Linn, Lane and Benton Counties.

Issue A: Need for adequate and consistent information resources.

Issue B: Need for new trails including loop trails.

Issue C: Need to better manage for trail-related environmental impacts and resource protection through careful selection of riding area locations, planning, design, public education and understanding the capacity limits of motorized areas.

Southwest Region: Includes Coos, Curry, Josephine, Jackson, and Douglas Counties.

Issue A: Need to increase motorized trail and trailhead capacity within the region by developing motorized recreation opportunities on private timberlands and designating trails/areas for motorized use including trails currently used in that manner.

Issue B: Need for increased user education (rules, regulations, restrictions, environmental) and safety training in the region.

Issue C: Need to provide managed motorized areas.

North Central Region: Includes Wasco, Sherman, Gilliam, Morrow, Umatilla, Jefferson, Wheeler, Deschutes and Crook Counties.

Issue A: Need to use snow park areas for OHV use during summer months.

Issue B: Need to repair or reroute OHV trails to minimize resource damage.

Issue C: Need for a wide variety of Class II (4-wheel drive, jeep, SUV) riding opportunities—particularly technical riding areas.

South Central Region: Includes Klamath and Lake Counties.

Issue A: Need for more designated motorized areas.

Issue B: Need for interagency cooperation for developing a seamless long-range trail system across jurisdictional boundaries.

Issue C: Need for increased management (safety, environmental and regulatory) of OHV riding areas.

Northeast Region: Includes Wallowa, Union, Grant and Baker Counties.

Issue A: Need for standardized trail signage to provide consistency and continuity between riding areas.

Issue B: Need for additional motorized camping areas and related facilities (staging areas, restrooms and amenities) to minimize damage to existing riding areas.

Issue C: Need for more motorized trails throughout the region—especially in Baker, Pine and Wallowa Valley Ranger Districts.

Southeast Region: Includes Harney and Malheur Counties.

Issue A: Need to consider OHV use of roads proposed for closure or abandonment and to review recreational use on roads previously closed or abandoned.

Issue B: Need for designated and managed OHV areas for ATVs and motorcycles.

Issue C: Need for safety information and training for young adults (over 15 years of age) who are beginning to ride snowmobiles.

APPENDICES

APPENDIX A: TRAIL DESIGN, MAINTENANCE AND ACCESSIBILITY PUBLICATION LIST

Trail Design & Maintenance Publication	Year Published	Author	Description	Available On Web	To Order A Hardcopy
An Axe to Grind: A Practical Ax Manual	1999	Bernie Weisgerber and Brian Valchowski. USDA Forest Service and Federal Highway Administration, U.S. Department of Transportation.	A practical and detailed handbook about axes and their historic and continuing usage. Describes types and patterns of axes and adzes, with many photos and illustrations. Shows how to hang (rehandle) and sharpen axes. Describes proper ax usage for tree felling, limbing, bucking, splitting and hewing. Lists procurement sources and selected references.	http://www.fhwa.dot.gov/environment/fspubs/99232823/index.htm	Phone: 406.329.3900
Appalachian Trail Design, Construction and Maintenance - 2nd Edition	2000	William Birchard, Jr., Robert Proudman and the Appalachian Trail Conference	The second edition of the definitive handbook on trail work including standards and technical details of trail design, construction and maintenance.	No	http://www.atctrailstore.org/catalog/iteminfo.cfm?itemid=111&compid=1
ATV Utility and Gravel Trailer	1997	Brian Vachowski: Project Leader - USDA Forest Service, Technology and Development Program	The Missoula Technology and Development Center (MTDC) has construction drawings available for a rugged, steel trailer designed to be pulled behind an all-terrain vehicle. The trailer has been used on the Palouse Ranger District, Clearwater National Forest, over the past several years. It has proven invaluable for hauling gravel and supplies for trail work on their ATV trail system. It should be equally well suited for other project work like hauling supplies on fires, for fencing projects, or wherever an ATV is a safe and appropriate tool to help get the job done.	http://www.fhwa.dot.gov/environment/fspubs/97232310/index.htm	No

Trail Design & Maintenance Publication	Year Published	Author	Description	Available On Web	To Order A Hardcopy
Backcountry Sanitation Manual	2001	The Appalachian Trail Conference	This 220-page manual addresses the management of human waste in the backcountry. Proper management of human waste protects hikers, the environment and trail maintainers. The manual was created in the belief that all remote recreation areas will benefit from an expanded discussion of backcountry sanitation. It also introduces a new, simpler and often safer method of composting human waste in the backcountry- the moldering privy.	http://www.appalachiantrail.org/protect/pdfs/Sanitation_Manual_rev.pdf	http://www.atctrailstore.org/
Boulder Buster - Breaking Rocks Without Explosives	1998	Bill Killroy and Jim Tour. USDA Forest Service, Technology and Development Program	Describes using the Boulder Buster rather than explosives to break rocks larger than 2 meters in diameter or rock walls in 2-meter lifts. The Boulder Buster uses a cartridge resembling a shotgun shell and a column of liquid to generate a high-pressure wave. The wave fractures the surrounding structure. The Boulder Buster does not produce flyrock, so operators can be 25 meters away when they pull a lanyard to fire the device. Because the Boulder Buster is not an explosive device, operators do not require explosives certification. No special transportation or storage regulations apply. The Boulder Buster is a commercial product made in South Africa. During Forest Service field tests, the Boulder Buster was used to break a large rock that had fallen alongside a roadway, break rocks to lower spillways on two dams, and break a rock beneath a bridge where explosives could not have been used without damaging the	http://www.fhwa.dot.gov/environment/fspubs/98672840/index.htm	No

Trail Design & Maintenance Publication	Year Published	Author	Description	Available On Web	To Order A Hardcopy
Building Better Trails: Designing, Constructing and Maintaining Outstanding Trails	2002	International Biking Association	bridge. Building Better Trails is an essential resource for mountain bikers, land managers and other trail enthusiasts. The 72-page book teaches readers how to build sustainable trails by offering step-by-step instructions for trail design, construction and maintenance. The book also provides trail building resources, and includes a section on a new trend: building challenging, technical trails that are environmentally sustainable.	http://www.imba.com/resources/trail_building/trailbuilding_basics_index.html	Phone: 303.545.9011 Email: webmaster@imba.com
Building Crusher Fines Trails	2002	Lois Bachensky, USDA Forest Service on American Trails Website	How to use Crusher Fines (finely crushed compacted rock) as a trail surface material.	http://www.americantrails.org/resources/railbuilding/BuildCrushFinesOne.html	No
Camping Impact Management on the Appalachian National Scenic Trail	2003	Jeffrey Marion-The Appalachian Trail Conference	The report addresses the management of overnight use and associated impacts along the Appalachian National Scenic Trail (A.T.) This effort was initiated in response to agency and Appalachian Trail Conference (ATC) management concerns regarding the resource and social impacts of increasing overnight visitation, particularly in high use areas. Report findings are primarily based on a series of on-site investigations at 17 problem areas selected by A.T. clubs and ATC staff.	http://www.appalachiantrail.org/protect/pdfs/AT_Camping_Impacts.pdf	http://www.atctrailstore.org/catalog/iteminfo.cfm?itemid=111&compid=1

Trail Design & Maintenance Publication	Year Published	Author	Description	Available On Web	To Order A Hardcopy
Cattle Guards for Off-Highway Vehicle Trails	1998	USDA Forest Service - Brian Vachowski: Project Leader	Designs for trail cattle guards suitable for trails used by ATV's, motorcycles, mountain bikes and hikers that are successfully used on U.S. Forest Service lands.	http://www.fhwa.dot.gov/environment/fspubs/98232826/index.htm	http://www.fhwa.dot.gov/environment/rec/trails/trailpub.htm
Crosscut Saw Guards	1997	George Jackson: Project Leader - USDA Forest Service, Technology and Development Program	Crosscut saws are an efficient tool for cutting timber, but they can represent a safety hazard if they are carried improperly. The Washington Office staffs in Recreation, Fire and Aviation, and Engineering asked the Missoula Technology and Development Center (MTDC) to recommend ways to safely transport crosscut saws. The primary objective is to protect personnel and pack stock from accidentally contacting the saw's cutting teeth.	http://www.fhwa.dot.gov/environment/fspubs/97232341/index.htm	No
Floating Trail Bridges and Docks	2002	Jansen Neese, Merv Erickson and Brian Vachowski - USDA Forest Service and Federal Highway Administration, U.S. Department of Transportation.	The Missoula Technology Development Center evaluates the use of floating bridges for trail crossings in very wet areas. The report includes information about floating docks, floating bridge designs, anchorage systems, and devices that allow the dock to adjust itself to varying water levels.	http://www.fhwa.dot.gov/environment/fspubs/02232812/index.htm	http://www.fhwa.dot.gov/environment/rec/trails/trailpub.htm
Florida Greenways and Trails System Design Guidelines for Unpaved and Paddling Trails.	1998	Florida Recreational Trails Council	Guidelines for the design and development of unpaved trails in the Florida Greenways and Trails System.	http://www.dep.state.fl.us/gwt/community/refguide/pdf/appende.pdf	Phone: 850.245.2052

Trail Design & Maintenance Publication	Year Published	Author	Description	Available On Web	To Order A Hardcopy
Geosynthetics for Trails in Wet Areas	2000	Steve Monlux and Brian Vachowski - USDA Forest Service and Federal Highway Administration, U.S. Department of Transportation.	Geosynthetics are synthetic materials that are used with soil or rock in many types of construction. They perform three major functions: separation, reinforcement, and drainage. This report describes several types of geosynthetics; explains basic geosynthetic design and utilization concepts for trail construction in wet areas; and provides geosynthetic product information. Detailed product specifications and procurement sources are listed.	http://www.fhwa.dot.gov/environment/fspubs/00232838/index.htm	http://www.fhwa.dot.gov/environment/rec/trails/trailpub.htm
Gravel Bags for Packstock	1995	Brian Valchowski. USDA Forest Service, Technology and Development Program.	The Missoula Technology and Development Center was asked to develop plans, and fabricate and test fabric bags that could be mounted on packsaddles. MTDC worked from a design developed in the 1970's by retired Wallowa-Whitman National Forest employee Ivan Carper. Missoula smokejumper Tony Petrilli fabricated the bags for MTDC in 1994 and they were tested on a partnership turnpike construction project on the Rocky Mountain Ranger District of the Lewis and Clark National Forest that same year. MTDC also tested and evaluated some bags that closely followed the original Carper design built by the Professional Wilderness Outfitters Association (PWOA), and some off-the-shelf fruit picking bags. Included in this report are test results, recommendations, a design pattern, and some alternatives.	http://www.fhwa.dot.gov/environment/fspubs/95232840/index.htm	Phone: 406.329.3900

Trail Design & Maintenance Publication	Year Published	Author	Description	Available On Web	To Order A Hardcopy
Green Trails: Best Practices for Environmentally Friendly Trails	2004	Metro Parks and Greenspaces	This publication is intended to provide guidelines for environmentally friendly or green trails that support the goals of Metro's Greenspaces Master Plan. Those goals seek to promote an interconnected system of parks, natural areas, trails and greenways for fish, wildlife and people throughout the Portland metropolitan region and still maintain biodiversity and protect water quality. The guidelines are not standards; they are recommendations to complement existing standards and guidelines adopted by local parks and watershed groups in the region.	http://www.metro-region.org/library_ps.cfm?id=5	Phone: 503.797.1850
Greenways: A Guide to Planning, Design, and Development	1993	Charles Flink, Kristine Olka and Robert Searns	A "soup-to-nuts" guide to the practical issues involved in planning and designing greenways and trails. It offers guidance on the overall process of greenway creation while detailing each step along the way. Explains topics such as land acquisition and trail design, development and maintenance, safety and liability, public relations and mapping, organizing volunteers and managing multi-user conflicts.	No	http://www.amazon.com/exec/obidos/tg/detail/-/1559631368/002-4882275-7580031?v=glance
Hand Drilling and Breaking Rock for Wilderness Trail Maintenance	1984	Dale Mrkich and Jerry Oltman - USFS Technology and Development Program	Percussive or hammer drilling is most often used to drill rock. In Forest Service trail work, gasoline-powered hammer drilling is common. Hand drilling is sometimes necessary however, because machines cannot be used. This manual describes elementary tools and techniques for hand drilling rock.	http://www.fhwa.dot.gov/environment/fspubs/84232602/index.htm	No

Trail Design & Maintenance Publication	Year Published	Author	Description	Available On Web	To Order A Hardcopy
Handtools for Trail Work	Revised, 1997	William Hutcheson, Dale Mrkich and Jerry Oltman - USDA Forest Service and Federal Highway Administration, U.S. Department of Transportation.	Describes the handtools commonly used by Forest Service trail crews for sawing, chopping, grubbing, digging and tamping, brushing, pounding and hammering, lifting and hauling, peeling and shaping, sharpening, and rehandling. Includes many illustrations of the tools.	http://www.fhwa.dot.gov/environment/fspubs/88232601/index.htm	http://www.fhwa.dot.gov/environment/rec/trails/trailpub.htm
Lightly on the Land	1996	Robert Birkby, Student Conservation Association, Inc.	A 267-page comprehensive trail construction guide compiled by the Student Conservation Association (SCA) designed for trail crew leaders and crew members of SCA crews. Chapter titles include Trails, Crew Leadership, Camping with Work Crews, Safety, Tools, Crosscuts and Chain Saws; Measuring Distances, Grades, and Heights; Trail Survey and Design, Trail Construction, Trail Drainage, Trail Maintenance, Building with Rock, Felling and Bucking, Building with Timber, Bridge Construction, Revegetation and Restoration, Rigging, Knots, and History of the SCA Work Skills Program.	No	http://www.thesca.org/res_trail.cfm
Logical Lasting Launches: Design Guidance for Canoe and Kayak Launches	2004	Caroline Wolf, Student Conservation Association. National Park Service Rivers, Trails & Conservation Assistance Program.	This guide provides design guidance for developing canoe and kayak launches for a variety of access sites. Case examples, designs, and photos of launch sites are included.	http://www.nps.gov/rctca/helpfultools/ht_launch_guide.html	No

Trail Design & Maintenance Publication	Year Published	Author	Description	Available On Web	To Order A Hardcopy
Managing Degraded Off-Highway Vehicle Trails in Wet, Unstable, and Sensitive Environments	2002	Kevin Meyer - National Park Service Rivers, Trails, and Conservation Assistance Program, USDA Forest Service and Federal Highway Administration, U.S. Department of Transportation.	A 48-page report describing techniques that have been used to manage off-highway vehicle trails in Alaska. The report explains why off-highway vehicle trails become degraded and suggests management options to prevent degradation. It also reports the results of test comparing different options for hardening off-highway-vehicle trails. Appendixes provide installation instructions for porous pavement panels and a list of locations where trail-hardening systems are being tested in cooperation with the National Park Service Rivers, Trails, and Conservation Assistance program.	http://www.fhwa.dot.gov/environment/fspubs/02232821/index.htm	http://www.fhwa.dot.gov/environment/rec/trails/trailpub.htm
Mechanized Trail Equipment	1996	Ralph Gonzales - USDA Forest Service. San Dimas Technology and Development Center	This 94-page report documents an effort to catalog mechanized trail maintenance and construction equipment. The publication provides information on mechanized trail equipment, specifically earthmoving and hauling machinery. Earthmoving equipment includes excavators, dozer, and trail machines with a width not exceeding 72 inches. Hauling equipment includes motorized wheelbarrows, totters, and ATVs. Specifications and line drawings or pictures are provided to give the user information about the equipment.	http://www.fhwa.dot.gov/download/hep/fspubs/pdf96231207.pdf	No
Mountain Bike Accessories For Trail Work	1998	Brian Vachowski: Project Leader - USDA Forest Service and Federal Highway Administration, U.S. Department of	It should come as no surprise that mountain bike enthusiasts who also maintain trails have seen the benefits of using mountain bikes for trail work. This case study shows how the Seward Ranger District on the Chugach National	http://www.fhwa.dot.gov/environment/fspubs/98232812/index.htm	http://www.fhwa.dot.gov/environment/rec/trails/trailpub.htm

Trail Design & Maintenance Publication	Year Published	Author	Description	Available On Web	To Order A Hardcopy
		Transportation.	Forest uses mountain bikes. In addition, it describes how the Missoula Technology Center worked with the District trail crews to develop a bicycle-mounted chain saw carrier and evaluate several single-wheeled bicycle cargo trailers.		
North American Water Trails. A Guide to Establishing and Maintaining Recreational Waterways on Fresh and Salt Water. Second Edition	2000	David R. Getchell, Sr. A Publication of North American Water Trails. Inc.	The publication includes 3 sections. The first is a how-to guide covering the five steps in setting up a water trail: planning, promoting, funding, organizing, and operating. The second section has a listing and description of many of the existing North American water Trails. The third section lists resources that may prove useful to project managers.	No	NAWT RR1, Box 3358 Appleton, ME 04862
Off-Highway Motorcycle & ATV Trails Guidelines for Design, Construction, Maintenance and User Satisfaction. 2nd. Edition	1994	Joe Wernex. Published by the American Motorcyclist Association.	This book was written to aid planners in the development of trail bike trails in a mountainous forest environment. However, others have indicated that the techniques described have broad application and are useful in developing trails in many environments and for ATV recreation as well. The author's goal was to provide a tool that would help public lands managers meet their responsibility to provide high quality outdoor recreation opportunities for trail bike enthusiasts - on an equitable basis with other trail users.	http://www.nttp.net/resources/motors/WernexReport.pdf	Phone: 641.856.1900

Trail Design & Maintenance Publication	Year Published	Author	Description	Available On Web	To Order A Hardcopy
Oregon Bicycle and Pedestrian Plan: An Element of the Oregon Transportation Plan	1995	Oregon Department of Transportation	The Oregon Bicycle and Pedestrian Plan offers the general principals and policies that the Oregon Department of Transportation (ODOT) follows to provide bikeways and walkways along state highways. It also provides the framework for cooperation between ODOT and local jurisdictions, and offers guidance to cities and counties for developing local bicycle and pedestrian plans.	http://www.odot.state.or.us/techserv/bikewalk/planimag/toc-imag.htm	http://www.odot.state.or.us/techserv/bikewalk/obpplanold.htm
Pedestrian Facilities Guidebook: Incorporating Pedestrians into Washington's Transportation System	1997	Otak, Inc. Sponsored by the Washington State DOT, County Road Administration Board, & the Assoc. of Washington Cities	As part of the planning process that culminated in the development of the 1994 Transportation Policy Plan for Washington State, the subcommittee responsible for creating the Pedestrian Policy Plan recommended that the Washington DOT coordinate with other state and local jurisdictions to develop a pedestrian design manual that recommends appropriate design practices for pedestrian facilities and provides common sense approaches to improving the pedestrian environment.	http://ntl.bts.gov/lib/12000/12200/12220/12220.pdf	Phone: 360.705.7258 Email: Reeves@wsdot.wa.gov
Personal Backpacks for Carrying a Chain Saw	2001	Bob Beckley: USDA Forest Service, Technology & Development Program, Missoula, Montana	Describes field tests of backpacks designed to carry chain saws. Two models were found to be satisfactory for field use: the MacKenzie "Mack" chain saw backpack manufactured by Frontline Safety Gear of Cook, MN, and the Epperson chain saw backpack manufactured by Epperson Mountaineering in Libby, MT. The main concern identified by the Missoula Technology and Development Center was the possibility that either pack	http://www.fhwa.dot.gov/environment/fspubs/01232334/lc01232334.htm	Phone: 406.329.3978

Trail Design & Maintenance Publication	Year Published	Author	Description	Available On Web	To Order A Hardcopy
			would be contaminated by fuel and oil from the saw or the fuel and oil containers.		
Natural Surface Trails by Design: Physical and Human Essentials of Sustainable, Enjoyable Trails	2004	Troy Scott Parker	Explains the real keys to all types of natural surface (soil, rock, crushed stone) trails. For any trail use or location, it builds the critical foundation of a system of thought that can generate a sustainable, enjoyable trail.	No	http://www.natureshape.com/pubs/nstbd.html
Off-Highway Vehicle Trail and Road Grading Equipment	1998	Brian Vachowski and Neal Maier - USDA Forest Service and Federal Highway Administration, U.S. Department of Transportation.	Describes light-duty grading equipment that can be pulled by an all-terrain vehicle to maintain wide trails and roads. Three pieces of equipment were tested on a sandy motorcycle trail and a trailhead access road in the Francis Marion National Forest in South Carolina: a modified trail rock rake, a trail drag, and a commercial product, the Ultra Light Terrain Grader. All three pieces of equipment removed the wash boarded "whoop-de-doo" in the sandy soil. Narrower equipment would have worked better on trails. The equipment worked very well on roads and offers an affordable alternative to heavier graders for light-duty use. Other trail-grading accessories and drags for small tractors are also described.	http://www.fhwa.dot.gov/environment/fspubs/98232837/index.htm	http://www.fhwa.dot.gov/environment/rec/trails/trailpub.htm

Trail Design & Maintenance Publication	Year Published	Author	Description	Available On Web	To Order A Hardcopy
Park Guidelines For Off Highway Vehicles (OHVs): A Resource Guide to Assist in the Planning, Development, Enhancement, and Operation of OHV Recreation Facilities	2002	George Fogg in association with the National Off-Highway Vehicle Conservation Council.	The 196-page document summarizes a practical approach to a multifaceted effort required to bring about a new or revised off-highway vehicle park project and keep it in good condition throughout its lifespan.	No	Phone: 800.348.6487 Email: trailhead@nohvcc.org
Planning Trails With Wildlife in Mind: A Handbook for Trail Planners	1998	Trails and Wildlife Task Force, Colorado State Parks, Hellmund Associates	A 56-page handbook for trail planners and builders to better balance the benefits of creating trails and being stewards of nature, especially wildlife.	http://www.rmc.ca.gov/projects/guidance_recipients/trailshandbook.pdf	Phone: 303.866.3437
Portland Pedestrian Design Guide	1998	City of Portland, Oregon. Office of Transportation, Engineering and Development. Pedestrian Transportation Program	The public right-of-way houses many transportation activities, including walking, bicycling, transit, freight movement, and automobile travel. Each of these functions has specific design needs and constraints. In the past, conflicts between the design needs of competing functions occasionally have produced conditions that discourage pedestrian travel. The purpose of Portland's Pedestrian Design Guide is to integrate the wide range of design criteria and practices into a coherent set of new standards and guidelines that, over time, will promote an environment conducive to walking.	http://www.trans.ci.portland.or.us/DesignReferences/Pedestrian/DesignGuide.PDF	If you would prefer to purchase a hard copy from the Office of Transportation, please send US \$15 drafted on a United States bank to: Pedestrian Coordinator, Office of Transportation. City of Portland. 1120 SW Fifth Ave. Suite 800 Portland, OR. 97204
Rail-Trail Maintenance: Preparing for the Future of Your Trail	1996	Susan Thagard, USDA Americorps. Pennsylvania Rails-to-Trails Conservancy	A 49-page study report providing trail builders with the tools to plan maintenance and management budgets and to enable them to build more cost-effective and durable trails.	http://www.trailsandgreenways.org/resources/development/manage/PA_maintenance.pdf	Phone: 877.476.9297

Trail Design & Maintenance Publication	Year Published	Author	Description	Available On Web	To Order A Hardcopy
Recreational Trail Design and Construction	1997	David M. Rathke and Melvin J. Baughman	A concise and easy-to-read 28-page booklet on natural surface trails. This publication is a guide for private woodland owners, organizations, and businesses (including nature centers, youth groups, schools, conservation clubs, and resorts) that are interested in designing and constructing trails. It describes step-by-step construction methods, ways to handle trail obstacles, and recommended standards for the most common types of trails.	http://www.extensio.n.umn.edu/distribution/naturalresources/DD6371.html	Phone: 800.876.8636
Ripper Retrofit for the Sweco 480 Trail Dozer	2000	Bob Beckley: USDA Forest Service, Technology & Development Program, Missoula, Montana	Describes modifications to the ripper system for the Sweco 480 Trail Dozer. When the operator backs the dozer without lifting the ripper system, slots that individual rippers fit into become elongated, allowing the rippers to fall out. Modifications to repair this problem and prevent future problems require welding and take about 2 hours. Newer versions of the Sweco 480 Trail Dozer ripper system include this modification.	http://www.fhwa.dot.gov/environment/fspubs/00232310/index.htm	Phone: 406.329.3900
Signposts For Snow Trails	1998	Brian Vachowski: Project Leader - USDA Forest Service and Federal Highway Administration, U.S. Department of Transportation.	Describes signpost systems that work in shallow, moderate, and deep snowpacks. Traditional signposts anchored firmly in the ground work best for trails with low and moderate amounts of snow. Free-floating signposts supported only the snow around them work best in moderate to deep snowpacks. Telescoping signposts and signposts with temporary bases work for shallow, moderate, and deep snowpacks, but these systems are rarely used because they are more expensive	http://www.fhwa.dot.gov/environment/fspubs/98232806/index.htm	Phone: 406.329.3900

Trail Design & Maintenance Publication	Year Published	Author	Description	Available On Web	To Order A Hardcopy
			and harder to install and maintain than traditional of free-floating signposts.		
Standard Specifications for Construction and Maintenance of Trails (Part 1: Text)	1996	USDA Forest Service - Engineering Staff	A 97-page text-only book presenting the standard specifications for construction and maintenance of trails developed for guidance of U.S. Forest Service employees, its contractors, and cooperating federal and state government agencies.	http://www.fs.fed.us/r1/helena/contracting/96_Trail_Specs_English.pdf	http://bookstore.gpo.gov/sb/sb-231.html
Standard Specifications for Construction and Maintenance of Trails (Part 2: Trail Drawings & Specifications)	1996	USDA Forest Service - Engineering Staff	Trail construction related drawings and specifications described in Part 1 (above).	http://www.fs.fed.us/ftpoot/pub/acad/dev/trails/trails.htm	http://bookstore.gpo.gov/sb/sb-231.html
Stock-Drawn Equipment for Trail Work	1996	Steve Didier and Dianne Herzberg - USDA Forest Service, Technology & Development Program, Missoula, Montana	Includes photos of stock-drawn plows and grading equipment that can be used to build and maintain trails in the backcountry. Describes the advantages and disadvantages of different types of equipment. Includes sources where the equipment can be purchased.	http://www.fhwa.dot.gov/download/hep/fspubs/962802hi.pdf	Phone: 406.329.3978
The Complete Guide to Trail Building and Maintenance, 3rd Edition	1998	Carl Demrow & David Salisbury	A 256-page classic manual for trail building. The book was developed by the Appalachian Mountain Club for workers on the Appalachian Trail, but has been widely used for natural surface trails by trailbuilders everywhere. You'll learn new techniques and be introduced to new tools, environmentally sound erosion control, and naturalizing trails with minimum impact on the backcountry.	No	http://www.engineering-shop.com/Complete_Guide_to_Trail_Building_and_Maintenance_3rd_1878239546.html

Trail Design & Maintenance Publication	Year Published	Author	Description	Available On Web	To Order A Hardcopy
The Trail Assessment Handbook	1993	The Appalachian Trail Conference	The 26-page handbook describes a trail assessment process designed to analyze trail maintenance and land management needs for the Appalachian Trail to identify the most significant trail maintenance and land-management priorities and problems.	http://www.appalachiantrail.org/protect/pdfs/TA_Handbook_scren.pdf	http://www.atctrailstore.org/catalog/iteminfo.cfm?itemid=111&compid=1
Trail Bridge Catalog	2003	Merv Eriksson: Project Manager - USDA Forest Service, Technology & Development Program, Missoula, Montana	The web site is intended to help land managers and engineers select trail bridge types, decks, rail systems, abutment systems, and materials. The site is divided into five sections: Trail Bridge Types, Trail Bridge Decks, Trail Bridge Rail Systems, Trail Bridge Abutments, and Trail Bridge Materials. The Trail Bridge Types, Decks, Rail Systems, and Abutments sections contain sketches, pictures, example and/or standard drawings, and guidelines for appropriate use with the USDA Forest Service Recreation Opportunity Spectrum (ROS) classifications. Standard drawings, or example drawings, are intended for informational purposes only.	http://www.fs.fed.us/na/wit/WITPages/bridgecatalog/	No
Trail Construction and Maintenance Notebook	2000 Edition	USDA Forest Service - Technology Development Program	This notebook describes techniques used to construct and maintain trails. It is written for trail crew workers and is intended to be taken along on work projects. Numerous illustrations help explain the main points. The notebook was printed in 1996 and has been revised slightly during two reprinting. Revisions in this edition update references and reflect minor editorial changes.	http://www.fhwa.dot.gov/download/hep/fspubs/pdf00232839.pdf	http://www.fhwa.dot.gov/environment/recreational/trails/trailpub.htm

Trail Design & Maintenance Publication	Year Published	Author	Description	Available On Web	To Order A Hardcopy
Trail Manual for the Florida Trail System	2001	Florida Trail Association, Inc.	The manual is to guide trail development, construction and maintenance techniques for the Florida National Scenic Trail and the Florida Trail System.	http://www.florida-trail.org/traildocs/trailmanual.pdf	Phone: 800.343.1882
Trail Shorts: A cursory Look at Trail Maintenance	1996	California State Department of Parks and Recreation	A 9-page document focusing on general design and maintenance guidelines to prevent most trail deterioration and minimize maintenance costs. The document focuses on wilderness trails and is intended to be used as a reference by trail maintenance crews.	http://www.foothill.net/fta/work/trailmaint.html	No
Trail Solutions: IMBA's Guide to Building Sweet Singletrack	2004	International Biking Association. Project was supported by a grant from the Federal Highway Administration's Recreation Trails Program	The 272-page book combines cutting-edge trail building techniques with proven fundamentals in a colorful, easy-to-read format. "Trail Solutions" is an essential tool for land managers and volunteer trail builders aspiring to raise their trail systems to the next level. The book is divided into eight sections that follow the trailbuilding process from beginning to end including trail planning, tool selection, construction and maintenance. It also describes how to secure funding and support volunteers to get the job done.	No	Phone: 888.442.4622 http://www.imba.com/resources/trail_building/trail_solutions.html
Trail Traffic Counters: Update	1999	Dave Gasvoda: Project Leader. USDA Forest Service, Technology & Development Program, Missoula, Montana	This report updates a 1994 report entitled Trail Traffic Counters for Forest Service Trail Monitoring. Three types of trail counters were evaluated: active infrared, passive infrared, and seismic. The report recommends an active infrared system for most trail monitoring situations because these systems provide the most accurate counts. One	http://www.fhwa.dot.gov/environment/fspubs/99232835/index.htm	Phone: 406.329.3978

Trail Design & Maintenance Publication	Year Published	Author	Description	Available On Web	To Order A Hardcopy
			disadvantage of infrared systems is that they are harder to hide from vandals than seismic systems, particularly the active infrared systems that require bright reflectors to return the beam to the sending unit. Passive infrared systems should be reserved for situations that require a small, lightweight unit that must be set up quickly. Seismic systems may be used when problems with vandalism outweigh the need for accuracy.		
Trails Design and Management Handbook	1993	Troy Parker: Pitkin County Open Space and Trails Program	The 230-page handbook was commissioned by the Pitkin County Colorado (Aspen area) Open Space and Trails Program for development of a county trail system. The handbook is designed to help produce unique trails that are uniquely suited to their sites and users. It is intended to provide recognizable design consistency between trails and to eliminate the need to start from scratch with every trail. Major sections include Trail Design Process and Guidelines, Multiple Use Hard Surface Trail Specifications, Crusher Fines Trail Specifications, and the Trail Proposal and Evaluation Process.	(Table of Contents Only) http://www.trailbuilders.org/resources/link_resources/Pitkin_Trail_Design_Intro.pdf	Pitkin County Open Space and Trails Program 530 E. Main Street, Aspen, CO 81611 Phone: 970.920.5232 or Email: tsparker@natureshape.com
Trails For the Twenty-First Century: Planning, Design, and Management Manual for Multi-Use Trails, 2nd Edition	2001	Charles Flink, Kristine Olka and Robert Searns: Rails-To Trails Conservancy	A 212-page comprehensive guidebook for planners, landscape architects, local officials, and community activities interested in creating a multi-use trail. It provides a guide through the process of creating a trail from start to finish and managing the trail for the future.	No	http://railtrails.tranguard.com/square.asp?tgs=133662:9506043&cart_id=&item_id=87

Trail Design & Maintenance Publication	Year Published	Author	Description	Available On Web	To Order A Hardcopy
Trails, Bridges and Boardwalks	1994	Alan Long and Anne Todd-Bockarie - University of Florida School of Forest Resources and Conservation	This 19-page paper provides practical information for planning and developing recreational trails on forest land. It describes general designs and construction methods as well as some of the structures that may be important components of your trails, such as bridges, boardwalks, and benches. Costs are mentioned with the cautionary disclaimer that they may be highly variable depending on how you implement your recreation plans.	http://www.sfrc.ufl.edu/Extension/pubtxt/Framefor5.htm	No
Using Roundup to Treat Trail Surface Vegetation	1997	Ellen Eubanks- USDA Forest Service, Technology and Development Program.	Technical paper on using Roundup as a safe and economical way to eradicate vegetation and weeds that grow through the surfaces of trails.	http://www.fhwa.dot.gov/environment/fspubs/97231305/index.htm	Phone: 406.329.3978
Wetland Trail Design and Construction	2001	Robert Steinholtz and Brian Vachowski: USDA Forest Service in cooperation with the Federal Highway Administration, United States Department of Transportation	This 82-page manual describes materials and techniques used to construct trails in wetlands. This manual is written primarily for workers who are inexperienced in wetland trail construction, but it may also be helpful for experienced workers. Techniques suitable for wilderness settings and more developed settings are included. Drawings by the author illustrate all important points. A glossary is included, as are appendixes with material specifications.	http://www.fhwa.dot.gov/environment/fspubs/01232833/	http://www.fhwa.dot.gov/environment/rec/trails/publications.htm

Trail Accessibility Publication	Year Published	Author	Description	Available On Web	To Order A Hardcopy
Designing Sidewalks and Trails for Access, Part 1, Review of Existing Guidelines and Practices	1999	U.S. Dept. of Transportation	In an effort to determine when Americans with Disabilities Act Accessibility Guidelines (ADAAG) provisions apply to sidewalks and trails, the Federal Highway Administration sponsored a project to research existing conditions on sidewalks and trails for people with disabilities. Phase I of this project reports the history of accessibility legislation; travel characteristics of people with disabilities, children, and older adults are analyzed in relation to their use of sidewalks and trails; the effects of current legislation pertaining to sidewalk and trail project planning and funding are analyzed; and current design practices used in the design of sidewalks and trails are described and analyzed in terms of accessibility, engineering, and construction.	http://www.fhwa.dot.gov/environment/sidewalks/	http://www.fhwa.dot.gov/environment/rec/trails/trailpub.htm
Designing Sidewalks and Trails for Access, Part 2, Best Practices Design Guide	2001	U.S. Dept. of Transportation	Phase II of the project focused on designing sidewalks and trails for access. It was created to provide planners, designers, and transportation engineers with a better understanding of how sidewalks and trails should be developed to promote pedestrian access for all users, including people with disabilities.	http://www.fhwa.dot.gov/environment/sidewalk2/	http://www.fhwa.dot.gov/environment/rec/trails/trailpub.htm

Trail Accessibility Publication	Year Published	Author	Description	Available On Web	To Order A Hardcopy
Soil Stabilizers On Universally Accessible Trails	2000	The Architectural and Transportation Barriers Compliance Board (Access Board)	The Americans with Disabilities Act Accessibility Guidelines state that ground and floor surfaces should be firm, stable, and slip-resistant. This publication provides field personnel with the results of soil stabilizers on universally accessible trails. The study areas were the Wood River Accessible Fishing Site and Day Use Area on the Winema National Forest and the Bell Rock Pathway on the Coconino National Forest. Seven types of trail surfacing products are discussed.	http://www.fhwa.dot.gov/environment/fspubs/00231202/lc00231202.htm	http://www.fhwa.dot.gov/environment/rec/trails/trailpub.htm
The Final Report on the Regulatory Negotiations Committee on Accessibility Guidelines for Outdoor Developed Areas	1999	National Center on Accessibility	Proposes accessibility guidelines under the Americans with Disabilities Act for Trails, outdoor recreation access routes, beach access routes, and picnic and camping facilities.	http://www.access-board.gov/outdoor/outdoor-rec-rpt.htm	Phone: (800) 872-2253 Email: info@access-board.gov
Universal Access to Outdoor Recreation: A Design Guide	1993	Federal Highway Administration, U.S. Department of Transportation and U.S.D.A. Forest Service	This award-winning book provides universal design concepts and guidelines for outdoor environment, establishing a framework for determining the appropriate level of access in outdoor sites. It presents detailed design guidelines for the systems and elements necessary for ensuring accessibility to recreational trails, campsites, picnic areas, group meeting areas, and more. Examples demonstrate how the guidelines can be applied in typical outdoor settings to achieve a range of recreational opportunities for individuals of varying abilities.	No	http://www.amazon.com/exec/obidos/tg/detail/-/0944661254/104-8615295-4367951?v=glance
What is an Accessible Trail?	2002	Project Play and Learning in Adaptable Environments (PLAE) Inc.	A technical assistance paper for developing accessible trails.	http://www.ncaonline.org/monographs/8-accessible-trails.shtml	Phone: (812) 856-4422

APPENDIX B: POTENTIAL TRAIL FUNDING SOURCES IN OREGON

FUNDING SOURCE	PROGRAM NAME	WEB ADDRESS	USES						APPLICANTS						
			Plan	Program	Develop	Acquire	Education	Equipment	Non Profit	School	City	County	State	Federal	Other
American Canoe Assoc.	Club Fostered Stewardship	http://www.acanet.org/conservation/cfs.htm			X	X									Clubs
American Hiking Society	National Trails Endowment	www.americanhiking.org			X	X									
Americorps		http://www.americorps.org/joining/direct/direct_or.html			X			X		X	X	X	X		
Avista Foundation	Avista Foundation Grants	http://www.avistafoundation.org/application.asp			X				X						
Barnes & Nobles	Affiliates Program	www.barnesandnoble.com		X					X						
Bikes Belong Coalition	Bikes Belong Grants Program	http://bikesbelong.org/site/page.cfm?PageID=21			X				X		X	X	X		
Boeing Charitable Foundation	Civic and Environmental Contributions	http://www.boeing.com/companyoffices/aboutus/community/charitable.htm	X	X	X	X		X	X	X					
Center for Disease Control (CDC)	Preventive Health & Health Services Block Grant Program	http://www.cdc.gov/nccdphp/aag/aag_blockgrant.htm		X	X						X	X	X		
Coors Brewing Company	Coors Pure Water 2000 Grants	http://www.coors.com/community/philanthropy.asp			X	X									
Eastman Kodak Company	Kodak American Greenways Program	www.conservationsfund.org	X							X	X	X	X		
Federal Dept. of Health &	Healthy People 2010	www.health.gov/healthypeople	X	X					X		X	X			

FUNDING SOURCE	PROGRAM NAME	WEB ADDRESS	USES						APPLICANTS						
			Plan	Program	Develop	Acquire	Education	Equipment	Non Profit	School	City	County	State	Federal	Other
Human Services	Implementation Grants														
Federal Highway Admin.	Recreational Trails Program National Program	www.fhwa.dot.gov/environment/rectrail.htm			X	X				X		X	X	X	X
Ford Family Foundation	Rural Civic and Community Enhancement Program	http://www.tfff.org/main/guidelines.html#a			X					X					
Honda Motor Company	American Honda Foundation	http://www.hondacorporate.com/community/index.html?subsection=foundation		X						X					
Kongsgaard Goldman Foundation	Environmental Protection and Conservation Program	http://www.kongsgaard-goldman.org/program.html	X		X					X					
M.J. Murdock Charitable Trust	Programs to Strengthen the Contemporary American Family	http://www.murdock-trust.org/		X						X					Universities
Metro	Parks & Greenspaces Grants Program	www.metro-region.org								X	X	X	X		
Meyer Memorial Trust	General Purpose Grants	http://www.mmt.org/		X	X			X		X	X	X	X	X	X
National Endowment for the Arts	Challenge America Fast Track Grants	www.arts.gov		X						X					

FUNDING SOURCE	PROGRAM NAME	WEB ADDRESS	USES						APPLICANTS						
			Plan	Program	Develop	Acquire	Education	Equipment	Non Profit	School	City	County	State	Federal	Other
National Fish & Wildlife Foundation		www.nfwf.org								X	X	X	X	X	X
National Park Service	Challenge Cost-Share Program (CCSP)	http://www.nps.gov/chal/sp/jchalapp.htm		X	X			X							
National Park Service	River Trails & Conservation Assistance Program	http://www.nps.gov/ccso/rtca/application.html	X	X						X		X	X	X	X
National Park Service	Disposal of Federal Surplus Real Property for Parks and Recreation and Historic Monuments	http://www.cfda.gov/public/viewprog.asp?progid=471					X		X			X	X	X	
National Tree Trust	Multiple Programs	www.nationaltreetrust.org		X	X					X	X	X	X	X	X
New England Foundation for the Arts	Art and Community Landscapes Program	http://www.nefa.org/grantprog/acl/	Trail side Art						X		X	X	X	X	
Nike - Community Investment	Community Investment Program	http://www.nike.com/nikebiz/nikebiz.html?page=26&item=giving		X						X					
Oregon Dept. of Trans.	Transportation Enhancement Program	http://www.odot.state.or.us/techserv/engineer/pdu													

FUNDING SOURCE	PROGRAM NAME	WEB ADDRESS	USES						APPLICANTS						
			Plan	Program	Develop	Acquire	Education	Equipment	Non Profit	School	City	County	State	Federal	Other
Oregon Dept. of Trans. / Oregon Dept. of Land Conservation & Development	Transportation and Growth Management Program	http://www.lcd.state.or.us/tgm/grants.htm	X								X	X			CO Gs, METRO
Oregon Economic and Community Development Dept.	Needs and Issues Inventory	http://www.econ.state.or.us/needs_issue.htm			X				X		X	X			
Oregon Parks & Recreation Dept.	ATV Fund	http://atv.prd.state.or.us/grant	X	X	X	X	X	X	X		X	X	X	X	
Oregon Parks & Recreation Dept.	Recreation Trails Program	www.prd.state.or.us/grants-rectrails.php			X	X	X	X	X		X	X	X	X	X
Oregon Parks & Recreation Dept.	Land & Water Conservation Fund	www.prd.state.or.us/grants_lwcf.php			X	X					X	X	X		X
Oregon Parks & Recreation Dept.	Local Government Grant Programs	www.prd.state.or.us/grants-localgov.php			X	X					X	X	X		X
Oregon Watershed Enhancement Board	Small Grant Program	http://www.oweb.state.or.us/SmallGrant/smallgrant.shtml			X				X		X	X	X	X	
Patagonia	Environmental Grants Program	www.patagonia.com	X	X					X		X	X			
Polaris Industries	Trail Safety and Grants	http://www.polarisindustries.com		X					X				X	X	
Power Bar	Direct impact on Rivers and Trails (DIRT)	www.powerbar.com		X											

FUNDING SOURCE	PROGRAM NAME	WEB ADDRESS	USES						APPLICANTS						
			Plan	Program	Develop	Acquire	Education	Equipment	Non Profit	School	City	County	State	Federal	Other
	Program														
Recreation Equipment Inc. (REI)	Recreation and Conservation Grants	www.rei.com		X						X					
Robert Wood Johnson Foundation		www.rwjf.org													
Rockefeller Family Fund		www.rfund.org	X	X	X										
SOLV	Project Oregon	http://www.solve.org/programs/project_oregon.asp	X	X	X				X	X	X	X	X	X	
Surdna Foundation		www.surdna.org		X	X					X		X	X	X	
The Collins Foundation		http://www.collinsfoundation.org/			X			X		X					
The Conservation Alliance		http://www.conservationalliance.com/grants.m			X	X				X					
The Hugh & Jane Ferguson Foundation	Foundation Grant Fund	http://fdncenter.org/grantmaker/ferguson/guide.html	X		X					X					
The Kresge Foundation	Bricks & Mortar Program	http://www.kresge.org/programs/index.htm		X	X					X	X	X	X	X	X
The Mountaineers Foundation		www.mountaineersfoundation.org						X	X	X	X				X
The Oregon Community Foundation	Oregon Historic Trails Fund	http://www.ocf1.org/grant_programs/grant_programs_fr.htm		X	X	X		X		X		X	X	X	X
The Oregon Community Foundation	Community Grants Fund	http://www.ocf1.org/grant_programs/community_grant		X	X			X		X					

FUNDING SOURCE	PROGRAM NAME	WEB ADDRESS	USES						APPLICANTS						
			Plan	Program	Develop	Acquire	Education	Equipment	Non Profit	School	City	County	State	Federal	Other
		fr.htm													
The Trust for Public Land		http://www.tpl.org/tier2_sa.cfm?folder_id=1825								X	X	X	x	x	
Tom's of Maine/National Park Foundation	River Conservation Grants	http://www.tomsomaine.com/toms/community/rivers2004/frameset_overview.asp			X	X	X		X						
Tread Lightly!	Restoration For Recreation	http://www.treadlightly.org/restore.mv		X					X	X	X	X	X	X	X
U.S. Dept. of Agriculture	The Conservation Reserve Program	www.fsa.usda.gov													
U.S. Dept. of Commerce Economic Development Administration	Various Grant Programs	http://www.eda.gov/InvestmentsGrants/Pgmguide.xml	X		X						X	X			
U.S. Dept. of Health & Human Services	Steps to a Healthier U.S. Initiative (STEPS)	http://www.healthierus.gov/steps/	X	X				X		X	X				Tribes
U.S. Dept. of Transportation	Transportation & Community & System Preservation Pilot Program	http://www.fhwa.dot.gov/tcsp/	X		X						X	X	X		
U.S. Fish & Wildlife Service	Partnership for Wildlife	http://federalaid.fws.gov/pw/partwld.html			X								X		
U.S. Fish & Wildlife Service	Jobs in the Woods Program	http://pacific.fws.gov							X		X	X	X		

FUNDING SOURCE	PROGRAM NAME	WEB ADDRESS	USES						APPLICANTS						
			Plan	Program	Develop	Acquire	Education	Equipment	Non Profit	School	City	County	State	Federal	Other
U.S. Forest Service	Cooperative Programs - Rural Community Assistance: Economic Recovery Program	http://www.fs.fed.us/r6/coop/Oregon%20State%20Coordinators			X					X		X	X	X	
U.S. Forest Service	Cooperative Programs - Rural Development Program	http://www.fs.fed.us/r6/coop/Oregon%20State%20Coordinators			X					X		X	X	X	
U.S. Forest Service	Urban & Community Forestry Program	http://www.fs.fed.us/ucf/			X					X		X	X	X	
Wal-Mart Foundation		www.walmartfoundation.org								X	X	X	X	X	X
Wild Bird Unlimited	Pathway to Nature Conservation Fund	www.pathwaystonature.com/index.htm			X										X

APPENDIX C: MOTORIZED TRAIL BENEFITS BIBLIOGRAPHY

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APPENDIX D: LIST OF REGIONAL MOTORIZED TRAIL ISSUE COMMENTS

REGIONAL MOTORIZED TRAIL ISSUE COMMENTS

NORTHWEST REGION (Portland) 5/21/03

(Northwest Region includes Clatsop, Columbia, Multnomah, Hood River, Tillamook, Washington, Yamhill, Clackamas, Polk, Marion, Linn, Lincoln, Benton and Lane Counties)

Public Recreation Provider Session (Portland)

(Daytime Session)

Attendance: 21 people attended the meeting including representation from:

Oregon Parks & Recreation Department	City of Aurora
Bureau of Land Management	City of Gresham
U.S. Forest Service	City of Hubbard
Oregon Department of Forestry	City of Oregon City
METRO	City of Portland
Tualatin Hills P&R Dist.	City of Salem
Oregon Historic Trails Advisory Council	City of Tigard
Clackamas County	City of Woodburn
Tillamook County	
Oregon Recreational Trails Advisory Council	

Motorized Trail Issues

1. There is a need to better manage for trail-related environmental impacts and resource protection through careful selection of riding area locations, planning, design and public education (14 dots).
2. There is a need for trail-user education including programs such as Leave-No-Trace and Tread Lightly and education regarding riding regulation, shared use and information resources currently available (11 dots).
3. There are a growing number of OHV enthusiasts in the Willamette Valley—but few close-to-home riding opportunities available. As a result, these people are traveling considerable distances to use existing trails. There is a need to develop high-use OHV riding areas near major population centers in the region (6 dots).
4. There is a need for adequate and consistent information resources including signs, maps, brochures, websites, and a central statewide website to access such information in a single location (7 dots).
5. There is a need for natural and cultural interpretation at riding areas in the region (5 dots).
6. There is a need for challenging off-road riding areas in the region designed to accommodate a variety of equipment types and skill levels—especially for 4-Wheel Drive vehicles (4 dots).
7. The advantage of a statewide trails plan and system is that smaller communities have any opportunity for recognition and participation (2 dots).

8. In coastal areas of the region, the biggest issue is OHV noise. The statewide noise limit at riding areas in Oregon is currently 99 db, but on the Oregon Dunes its 92 db. This reduction has made a huge difference in how motorized recreation is looked at by non-motorized recreationists (1 dot).
9. There is a growing need to address the issue of drinking and OHV driving. This issue should be addressed through management and adopting appropriate regulations and enforcement in order to change current behavior at riding areas (0 dots).
10. There is a need to simplify the complexity of the user fee and permit requirements for recreational use within the region (0 dots).
11. There is a need for connectivity of trail systems in the region (0 dots).
12. There is a need to develop "Best Management Practices" for trails including environmental and code compliance and trail designs that are compatible with the natural environment (0 dots).
13. There is a need to develop linkage/partnerships with the Tourism Council to promote our trail resources, interpret our natural and cultural history, and promote trails as an Oregon tourism attraction. Because of its scenic beauty and weather, Oregon should own summer tourism. There is a need to develop a central clearinghouse for trail opportunities including ordinance maps (0 dots).

General Public Session (Portland)
(Evening Session)

Attendance: 15 people attended the meeting.

Motorized Trail Issues

1. There is a need for new trails within the region including loops and one-way trails (8 dots).
2. Developing additional trails disperses use and reduces impacts (3 dots).
3. Motorized trails should not be closed simply because they are not in managed OHV areas—especially dual sport bike trails in remote settings (3 dots).
4. There is a need to address mix-use trail problems (e.g. motorized/non-motorized, motorcycle/4X4) such as safety and trail impacts (3 dots).
5. There is a need for mapping of existing trails (recognized by agencies) within the region (3 dots).
6. There is a need for maintenance and rehabilitation of trails (e.g. upgrading of trail bridges) within the region. This could be accomplished by making trail maintenance and rehabilitation a higher priority for the ATV grant fund (2 dots).
7. There is a need for additional staffing and "Best Management Practices" to satisfy a growing demand for special events within the region (2 dots).

8. There is a need for better OHV "sound" management including better enforcement, user education and studies regarding sound reduction and impacts on wildlife. Sound study findings could be used to reduce noise levels and as a tool to open more areas to riding and keep sensitive areas open for OHV use (2 dots).
9. There is a need for "Best Management Practices" to repair trails after logging, riding area site selection, sound, safety and reducing user conflicts between motorized and non-motorized trail users (1 dot).
10. There is a need for better and more consistent methods for estimating visitor use at managed OHV areas. There is also a need to allocate funds for developing accurate OHV use information at high-use locations in the state (1 dot).
11. There is a need to develop environmental monitoring standards and provide funding for environmental assessments (including environmental impact statements) to avoid negative court decisions that could close riding areas (1 dot).
12. Training safety facilities are important for motorized use in the Portland area (1 dot).
12. There is a need for safety training and education for youth within the region (0 dots).
13. There is a need for signing consistency between agencies and riding areas (0 dots).
14. There is an increasing amount of use of ATV's by families (including children) within the region (0 dots).
15. There is a need to bring back the Back Country Discovery Route (0 dots).
16. There is a need for agencies and users/volunteers to work together for trail planning, mapping and maintenance (0 dots).

NORTHWEST REGION (Lincoln City) 5/20/03

(Northwest Region includes Clatsop, Columbia, Multnomah, Hood River, Tillamook, Washington, Yamhill, Clackamas, Polk, Marion, Linn, Lincoln, Benton and Lane Counties)

Public Recreation Provider Session (Lincoln City) (Daytime Session)

Attendance: 7 people attended the meeting including representation from:
Oregon Parks & Recreation Department
Bureau of Land Management
Oregon Department of Forestry
City of Newport
Tillamook County

Motorized Trail Issues

A. There is a need to better understand the capacity/limits of motorized areas in the region to better protect natural resources, trail resources and facilities, quality of riding experience, adjacent property and ensure user safety. In addition, we need to better address riding capacity issues at a region level rather than at a local level. Decisions to limit riding at one area will simply displace riders to other areas (5 dots).

B. There is a need for additional law enforcement in motorized riding areas in the region. The current level of law enforcement is not adequate to properly protect trail resources and facilities (4 dots).

C. There is a need for better trail development and management coordination between agencies and private landowners due to the region's checkerboard land ownership. Trail connections between riding areas will help to better utilize existing trail systems and reduce the level of road riding within the region. In addition, closure of motorized trails on private lands are resulting in more riding pressure on public lands within the region (3 dots).

D. There is a substantial increase in off-road 4-wheel drive vehicle use in the region. According to recreation providers, this use has resulted in trail damage and resource impacts. As a result, there is a need for trails specifically designed for high-challenge 4-wheel drive use. Such trails should be designed for a wide range of vehicles types (from Hum-Vees to Suzuki Samarai) and accommodate a range of vehicle widths and driving capabilities (2 dots).

E. There is a need for more maintenance on existing motorized trails within the region as a result of increasing use levels (2 dots).

F. There is a need for increased promotion of safety-related information (permits, licensing, training, how to avoid user conflicts) and more safety training facilities, instructors, and more user-friendly training schedules (times and locations) (2 dots).

G. There is a need to disburse an increasing number of motorized users from the Willamette Valley through the development of more remote staging areas (with a varied range of improvements), additional trail systems, and better maps and signage on existing trails (1 dot).

H. There is overcrowding at many developed riding areas in the region. The result of such overcrowding is spillover and resource damage/impact to adjacent lands (both public and private) surrounding the riding areas (1 dot).

I. There are a growing number of out-of-state riders in the region coming from areas such as Southwest Washington as a result of riding area closures in such out-of-state areas (0 dots).

J. Motorized recreation requires greater levels of staffing to maintain order and protect the resource and quality of rider experience. Staffing increases are needed to address an increasing amount of lawlessness (e.g., drinking and driving, partying behavior and public nudity) at riding areas in recent years. We must proactively address this situation in order to ensure the safety of riders at OHV areas within the region (0 dots).

K. Trail planning and development should focus on the type of rider experience provided at riding areas within the region. Land managers should strive to design trails providing a balance between resource protection and level of challenge provided. Based on their topography and environmental factors, riding areas should become more challenge-specific riding destinations (some areas should provide extremely challenging riding opportunities while others not as challenging opportunities). Currently,

too many trail systems have been dummed down to provide a broader spectrum of riding opportunities. In such cases, riders tend to get bored and begin to create more challenging riding opportunities on their own. Trail systems use should become more self-selective—based on the trail systems level of challenge and the riders abilities. Finally, there is a need to provide user information that better conveys the trails level of difficulty to allow riders a better ability to make informed decisions on where to ride. This includes a need for a more descriptive trail rating system than the current easy, more difficult and most difficult trail ratings (0 dots).

L. Motorized regulation compliance is poor among hunters using off-road vehicles during the hunting season. Problems include off-trail use, not purchasing a riding permit and improper securing of weapons (0 dots).

M. There is a need for additional children's play areas at riding areas within the region (0 dots).

N. It is important to note that some riders prefer OHV areas without a trail map available. Such riders like the idea of not knowing what to expect when they get to the area. Trail maps also encourages more use of riding areas (0 dots).

O. People are now demanding a more diverse offering of outdoor recreational opportunities during their overnight camping trips including activities on both terrestrial and water trails. If a destination area doesn't have something for them to do, they will go elsewhere (0 dots).

P. There is considerable confusion among trail users in the region regarding trail access pass requirements (e.g. USFS, BLM, NPS, OPRD, ODF) (0 dots).

Q. There is a need for emergency response training to ensure that the necessary skills and knowledge are in place to properly respond to trail-related emergency situations (0 dots).

R. There is a need to make the trail inventory a living document/resource. As new trails are designated they should be added to the inventory. The long-term objective should be to keep the inventory as up-to-date as possible (0 dots).

General Public Session (Lincoln City) (Evening Session)

Attendance: 9 people attended the meeting.

Motorized Trail Issues

ZZ. There is a need for more day-use riding opportunities on the west side of the Cascades that are close enough to home to be considered day trips (5 dots).

AAA. There is a need for quality information regarding regulation (impact of non-compliance), level of difficulty (guidelines, definitions and standards), riding/route maps, and consistent signing across agencies (4 dots).

BBB. There is a need for increased levels of law enforcement in the region (4 dots).

CCC. There is a need to consider the capacity of riding areas and incentives to disperse use (3 dots).

DDD. There is a need for increased levels of user education including trail etiquette, leave no trace, tread lightly and local riding rules and regulations (2 dots).

EEE. Given the limited public land resources in the region, managers need to consider multiple use areas, work with users to address user conflicts, and educate both trail users and planners on methods to more effectively share limited trail resources (2 dots).

FFF. There is a need for a wider variety of challenge opportunities for a variety of users including pit runs and boulder crawls (1 dot).

GGG. Trail difficulty level ratings should be coordinated/designated at the state level to create more consistency across riding areas (1 dot).

HHH. There is a need for OPRD to provide education regarding the ATV grant funding program's funding opportunities and riding regulations across the state (1 dot).

III. 4-Wheel driving and ATV/Motorcycle riding may not be compatible trail uses in the region (0 dots).

JJJ. Regarding comment III, what was the gist of this problem? Were they concerned with collisions? Would regulation take care of this perceived problem (on-line comment).

KKK. It is important to note that user conflicts and use conflicts are not the same thing (0 dots).

LLL. Unfortunately in the state of Oregon, the population is on the west side of the Cascades and the best riding opportunities are on the east side of the state (0 dots).

MMM. There is a need to explore recreation opportunities on private timberlands and work with private landowners for access. Some keys to success for securing use on private lands are user education (respect for property) and the purchase of recreational easements (0 dots).

NNN. Poor management and overuse has resulted in closure of many local riding areas in the region (both public and private, but, mostly private clubs) (0 dots).

OOO. There is a need for regional motorized trail planning including the need for camping, overnight accommodations, as well as riding areas (0 dots).

PPP. There is a need to consider reuse of roads on federal lands for recreation purposes (0 dots).

QQQ. There is a need to maintain access to beaches for all users. There is concern that ATV and equestrian use of the beaches is threatened (0 dots).

RRR. There is a need to better manage trails for fire safety (0 dots).

NORTHWEST REGION (Eugene) 5/22/03

(Northwest Region includes Clatsop, Columbia, Multnomah, Hood River, Tillamook, Washington, Yamhill, Clackamas, Polk, Marion, Linn, Lincoln, Benton and Lane Counties)

Public Recreation Provider Session (Eugene) (Daytime Session)

Attendance: 14 people attended the meeting including representation from:

Oregon Parks & Recreation Dept.	Willamalane Park & Recreation Dist.
Bureau of Land Management	City of Corvallis
Lane Council of Governments	City of Eugene
Port of Siuslaw	
Siuslaw Watershed Council	

Motorized Trail Issues

- A. There is a need to complete gaps in the trail system (2 dots).
- B. There is a need to better manage access/egress to riding areas and better connect with users and share riding information. There are opportunities for agencies to work with vendors to provide information, education and provide incentives to support proper area management (2 dots).
- C. There is a need for management of unauthorized trails, new technologies (e.g. geocaching) and new activities not on designated trails and recreation areas (2 dots).
- D. There is a need to explore options to generate trail user-related revenue (2 dots).
- E. There is a need for regional coordination and information sharing between agencies for trail planning and coordinating for funding. There is a need for a regional planning process and design and construction standards for use in the region (2 dots).
- F. There is a need for more trails near population centers/urban areas in the region. Adding additional trails could help to solve many local issues such as transportation, need for exercise and user conflicts (2 dots).
- G. There is a need for more 4-Wheel Drive opportunities in a variety of trail/road types. Regional stakeholder meetings could be used to identify the types of riding opportunities 4-Wheel Drive enthusiasts prefer. Power line right-of-ways are good areas for developing such riding opportunities (1 dot).
- H. There is a need for more trails near population centers/urban areas within the region (1 dot).
- I. There is a need for properly sized staging areas with adequate support facilities within the region (1 dot).
- J. There is an opportunity for seasonal closures and other management techniques to protect resources (1 dot).

K. There is a need for more guidance for youth involved with motorized recreation in the region. Currently, many youth are exhibiting destructive riding behavior resulting in resource damage, injuries, and other dangerous scenarios. As a result, there is a strong need for education designed to develop an appreciation and respect for the natural resources. Such an educational effort should involve incentive opportunities, allow youth to develop a sense of riding area ownership and actively engage the youth audience. There is also a need to better provide the types of riding opportunities that youth prefer (1 dot).

L. There are opportunities for increasing public recreation on private lands (e.g. timber company lands) in the region (1 dot).

M. There is a need to manage not only the trail, but the landscape around trails to minimize erosion and movement of invasive species (1 dot).

N. The prioritization of trail development projects should be done at a regional level using a peer review process. At the local level, projects should be developed using groups such as community solutions teams to get a broader perspective on what other governmental agencies are doing which might affect trail development (1 dots).

O. There is a demand for challenge trail opportunities such as play areas and "trial" trail areas and mountain bike areas (0 dots).

P. There is a need for additional trail development/construction funds (0 dots).

Q. As the fees for recreational use grow, there is a growing need/opportunity for the private sector to get involved in providing trail facilities and opportunities (0 dots).

R. There are opportunities for seasonal closures and other management techniques to protect resources in the region (0 dots).

S. There is a need to use trails as vehicles of education and interpretation related to issues such as resource protection and appreciation, understanding of natural systems and sustainability (0 dots).

T. Trails are a key economic development tool within the region. Policy makers and planners should keep this in mind with respect to state planning, leadership, and in making resource allocation decisions (0 dots).

U. There is a need to be creative in terms of partnerships and funding (0 dots).

V. There is a need for well designed riding opportunities that take into consideration user needs and balancing those needs with clear objectives and existing resources (0 dots).

W. There is a need to ensure that the public has accurate information on motorized riding opportunities within the region (0 dots).

X. There is a need to properly plan for competitive/organized trail events. Such events must be matched with those trail resources which are designed to handle such use. Many trails are not designed to handle such intensive trail use (0 dots).

Y. Regarding comment X, I would agree that organized events take a specialized area. Some areas seem to be overused for this type of thing causing damage that never seems to bounce back (on-line comment).

Z. Liability is a deterrent to private-sector provision of motorized riding opportunities in Oregon. Currently, if a private-landowner charges a fee for recreational use they can be held liable for damages and injuries occurring on their lands (0 dots).

AA. There is a need for additional law enforcement in the region. The fire season may be a good model for the level of enforcement that is needed (0 dots).

General Public Session (Eugene)
(Evening Session)

Attendance: 19 people attended the meeting.

Motorized Trail Issues

TTTT. There is a need to address the noise issue on trails within the region. Trail planners should carefully consider compatibility (associated with noise) during the development of multi-use trails. There is also a need for greater tolerance between user groups on multi-use trails (9 dots).

UUUU. There is an opportunity for recreation use of roads scheduled for abandonment (6 dots).

VVVV. Regarding comment UUUU, this is a wonderful opportunity that should not slip by. These abandoned roads make excellent trails. Most are wide, well planned, and have adequate drainage (on-line comment).

WWWW. There is need for more trails close to urban areas in the region (5 dots).

XXXX. Regarding comment WWWW, this is true. While we realize that being too close is not good, having access to areas where travel is not a limiting factor is important. For example when kids and families ride, they are often tired after an hour or so. Driving three hours one way (six round trip) to ride an hour is not a good way of keeping people in our sport. Soon they are riding on illegal lands, or on their own property, which is not popular with neighbors! I am lucky enough to live on enough land that I can ride a little when I like. But I know my neighbors don't enjoy it. It is just not worth it for me to pack up and go a long ways to ride for a little bit with my grandson (on-line comment).

YYYY. There is a need to address environmental impacts including wildlife, need for good planning and design, capacity issues, soil issues and the value in study of impacts (5 dots).

ZZZZ. There is an opportunity to work with private landowners (timber companies) to allow motorized recreational use (5 dots).

AAAAA. Multi-use trails are a great resource if users respect each other (3 dots).

BBBBB. There is a need for additional user education that targets new users (including noise, and trail etiquette) (3 dots).

CCCCC. There is a need for loop trail systems on a variety of terrain (2 dots).

DDDDD. There is a need for good information resources including where to ride, regulations, good signage, mapping, and clear designation (e.g., type, class, etc.) (2 dots).

EEEE. Trail closures are causing over use of designated areas (2 dots).

FFFF. There is a need for a better level-of-difficulty classification system and dissemination of such information to allow users to make informed choices about where to ride (2 dots).

GGGG. There is a need for technical play areas within the region (2 dots).

HHHH. There is a need for more active trail management by the federal agencies (2 dots).

IIII. There is a regional BLM recreational opportunity at Horton (2 dots).

JJJJ. There is a need for adequate sanitary facilities at resting/stopping areas (2 dots).

KKKK. There is a need for a central location (website) where users can go for information on trip planning (2 dots).

LLLL. There is a need for more multiple-use trailheads in the region (1 dot).

MMMM. There is a need for more challenging riding opportunities within the region (1 dot).

NNNN. There is a need to make sure that trails not regularly maintained are not lost (1 dot).

OOOO. There is a need to make greater use of volunteers for trail maintenance because agencies do not have sufficient resources (1 dot).

PPPP. The current law enforcement techniques used at riding areas within the region cause users to avoid contact with law enforcement. There is a need for a more interactive and less threatening approach and courtesy sound checks (1 dot).

QQQQ. There is a need to promote Leave No Trace and Tread Lightly programs in the region (1 dot).

RRRR. There is a need to focus on connecting existing trail systems within the region (1 dot).

SSSS. There is a need for trailheads with adequate facilities such as proper accommodations for trailers (1 dot).

TTTT. There is a need to consider equipment in planning and design of riding areas (0 dots).

UUUU. Use the term "sound" instead of "noise" (0 dots).

VVVV. There is a need to use close-to-home day use riding areas as training areas (0 dots).

SOUTHWEST REGION (Bandon) 4/17/03

(Southwest Region includes Coos, Curry, Josephine, Jackson and Douglas Counties)

Public Recreation Provider Session (Bandon)

(Daytime Session)

Attendance: 12 people participated in the workshop including representation from:

Oregon Parks & Recreation Department
U.S. Forest Service
Bureau of Land Management
Coos County
City of Powers

Motorized Trail Issues

A. There is a lot of confusion over the requirement that motorized vehicles be street legal in order to legally operate on ocean beaches. The current regulations regarding motorized use of beaches are not clear, and as a result, people are not well informed about ATV use on beaches. A potential solution would be to identify those beach locations where ATV use is appropriate based on environmental concerns and the potential for conflict with other users (9 dots).

B. There is a need for increased user education and information related to riding regulations and restrictions and to get this information to users (4 dots).

C. OHV vendors and manufacturers need to take responsibility and play a role in providing riding areas and facilities within the region. Such businesses should also take a larger role in user education, safety training, and resource stewardship. They also need to be more careful about airing advertisements showing responsible OHV use—and not people driving through riverbeds and wetlands (3 dots).

D. There is a need for education, enforcement and site planning to proactively address the issue of noise and its impact on other users and adjacent landowners (3 dots).

E. There is a need for consistency in signing between agencies so there is a common set of signs as you travel across jurisdictions. There needs to be a similar regulatory and informational signing message at all riding areas across the state (3 dots).

F. There is a need for additional funding for law enforcement and emergency response in the region (2 dots).

G. There is a need to keep motorized users in designated riding areas (1 dot).

H. There is a need to design trails that can meet the needs of both motorized and non-motorized activities (1 dot).

I. There is a need for additional developed camping areas and more primitive camping opportunities for OHV users within the region (1 dot).

J. There is a need for increased flexibility in the ATV grant program related to distribution of grant dollars. Because of the rather rigid structure (revolving schedule where one year the funding goes to

law enforcement, the next year development grants, and so forth) agencies typically have to wait several years for their grant proposals to be heard (1 dot).

K. There is a need to better manage trail use according to seasonal variations (0 dots).

L. There is a need for a statewide review and evaluation of current OHV noise regulations. The ultimate product should be a consistent statewide standard for noise (0 dots).

M. There is a need for statewide regulations for OHV safety and training dealing with ATV and motorcycle riding safety issues such as helmets and riding double (0 dots).

N. There is a need for additional funding for trail maintenance within the region. There always seems to be money available for trail development—but not for routine day-to-day trail maintenance (0 dots).

O. There is a need for readily accessible funding for both trail planning and environmental assessment work on trails on state and federal lands (0 dots).

P. There is a need a need for good trail design and maintenance to proactively address resource damage occurring on trails within the region (0 dots).

Q. There is a need for more coordination between agencies in regional trail planning and marketing to provide the correct mix of facilities and more cost-effectively market trail information to the public. There is a need for a good one-stop location for marketing trail opportunities in the region (0 dots).

R. Many existing trail-related facilities are old (both in location and use) and have not been modified to represent current needs. Times have changed but the facilities haven't changed with them—such as tent camping facilities including room for one car and one tent and RV campsites not large enough for modern vehicles (0 dots).

S. There is a need for consistency in sign standards such as level of difficulty symbols to allow users with enough information to avoid getting in over their level of experience. All agencies should use the same types of trail markers and standardized regulation signs and jurisdictional boundary signs (0 dots).

General Public Session (Bandon)

(Evening Session)

Attendance: 6 people attended the meeting.

Motorized Trail Issues

VV. There is a need to increase motorized trail and trailhead capacity within the region (5 dots).

WW. There is a need to find ways to take advantage of private timberlands for developing motorized recreation opportunities within the region (4 dots).

XX. Regarding comment WW, MRA has executed a memorandum of understanding with the Boise Corporation that allows use on their private lands. This might be an example of how this may work (on-line comment).

YY. There is a need for managers with motorized recreation experience in the region and training and education programs to develop such expertise (2 dots).

ZZ. There is a need to consider strategies such as state initiatives and technical assistance programs to develop motorized trail opportunities on rail corridors within the region (2 dots).

AAA. There is a need for more multiple use trails (motorized and non-motorized) within the region—especially motorized/equestrian trails (1 dot).

BBB. The state needs to be more involved in working with private landowners to overcoming their resistance (primarily over liability) to allowing public recreation on private lands within the region (1 dot).

CCC. Regarding comment BBB, education of the landowners is the answer. The Recreational Trails Act of 1971 provides that no liability is incurred if the landowner does not charge for recreational use of his land (on-line comment).

DDD. There is a need for more research on the relationship between motorized trail use and fires in wild land areas. We need to find out if the current practice of closing areas to motorized trail use is justifiable. Managing agencies should consider strategies such as the use of volunteers for fire monitoring and permit entry for reducing fire risk in motorized riding areas (1 dot).

EEE. More motorized trails will disperse use and reduce user conflict (1 dot).

FFF. There is a need to recognize the economic benefits of trails such as the importance of trails in business location, quality of life, and where people want to live (1 dot).

GGG. There is a need for more developed/managed OHV riding areas in the region (0 dots).

HHH. There is a need for consistent statewide noise standards. The manufacturing technology now exists to accommodate a lowering of noise standards (0 dots).

III. There is a need for motorized riding opportunities on privately owned properties not subject to complex regulation (0 dots).

JJJ. There is a need for greater tolerance, shared use, and good practices (education, information, and signage) on trails within the region (0 dots).

KKK. There is a need for motorized trail connectivity within the region. Connecting trails is an effective way to increase capacity and provide more long-range riding opportunities (0 dots).

LLL. There is a need to work with clubs and volunteers for the provision of trail maintenance and user education in the region (0 dots).

MMM. There is a need for consistent and effective directional signage within the region (0 dots).

SOUTHWEST REGION (Grants Pass) 4/16/03

(Southwest Region includes Coos, Curry, Josephine, Jackson and Douglas Counties)

Public Recreation Provider Session (Grants Pass)

(Daytime Session)

Attendance: 6 people participated in the workshop including representation from:

Oregon Parks & Recreation Department
U.S. Forest Service
City of Rogue River
City of Ashland

Motorized Trail Issues

A. There is a need to provide managed motorized areas within the region to better protect natural resources and reduce the number of neighbor complaints. Many impacts are the result of enthusiasts riding in areas not appropriate for motorized use. Managed areas will also provide safer riding opportunities (8 dots).

B. Regarding comment A, these comments are somewhat correct. More management of OHV use is needed. And many impacts are a result of OHV use in inappropriate areas. However, OHV use should be restricted to applicable roads and certain areas that can handle the OHV impacts such as abandoned gravel pits. I am sure that you are quite aware of the problems with OHV hangouts such as the Dunes of California. Consider what we are dealing with before constructing more trails for OHV use. And please send me any information that you make available to the public regarding future trail construction or designation. In southern Oregon, it would be unwise to designate trails for OHV use when the trail was not constructed for that use. Roads are properly constructed for that use (on-line comment).

C. There is a need for noise management standards and enforcement of those standards. Vendors should be involved in the process of educating users regarding compliance with noise standards (4 dots).

D. There is a need for improved safety training in the region (1 dot).

E. There is a need to provide good information (signing, displays, brochures, electronic) on trail opportunities to potential visitors during trip planning so they are not disappointed by a lack of opportunities after arrival. It is more effective to tell people where to go rather than later telling them where not to go for trail opportunities. It seems like agencies are not keeping up with the technology in relation to providing good information; perhaps it stems from an older generation of managers that do not have the skills themselves or the ability to acquire the skills because of time and funding constraints. Riding maps should be provided at the point of purchase by vendors (1 dot).

F. There is a need for information on what to do and who to contact when enthusiasts observe and wish to report a violation of area regulations to management agency personnel (1 dot).

G. Regarding comment F, this reminds me of what is needed—more law enforcement with the ability to levy stiff penalties to the OHV users engaging in illegal behavior. Illegal behavior and user conflicts are commonplace in southern Oregon (on-line comment).

H. There is a need for coordination and communication between public agencies (federal, state, and local agencies) regarding trail planning, funding and design and to facilitate the identification of multi-jurisdictional priorities. Communication within and between public agencies is difficult without a knowledgeable spokesperson on the subject. Motorized use on and off roads is an issue internally that is not well articulated in some agencies, which then becomes a major problem for the public when they hear the same information. Consolidation has been suggested in the past as a way of bridging this problem by creating a SW Oregon Motorized Recreation Center of Excellence. Such a center would act as a "clearing house" for planning and implementation of summer and winter motorized recreation trails and uses. This would combine several agency specialists into one center to manage this growing activity. We should also consider establishing a shared interagency statewide goal to develop trail connectivity throughout the state (1 dot).

I. Regarding comment H, we tried to get this moving and had a good organizational meeting in Butte Falls with Private and with BLM and Forest Service. Everyone seemed to think it would be a great idea, but with the transfer of a key individual, it appears that the idea is now dead. MRA is going to try to get the agencies together again and see if we can't all work towards some regional planning and cooperation as to use of equipment and personnel. There are some good people down here, but there are also some obstructionists. Nothing ventured, nothing gained. A nice letter from OPRD suggesting the benefits of this cooperation might give us enough of a boost to get this back on line (on-line comment).

J. Regarding comment H, if organized OHV groups want a "clearing house" for planning and implementation for motorized recreation they can create it. No state dollars should be wasted on this concept. Organized OHV groups already receive millions in tax dollars to spend on OHV use. This is a radical idea that should be rejected. We need less motorized use in the backcountry, not more. OHV's continue to create user conflict in the backcountry. That is the issue you should be addressing (on-line comment).

K. There is a need for ethics education (0 dots).

General Public Session (Grants Pass)
(Evening Session)

Attendance: 7 people attended the meeting.

Motorized Trail Issues

HH. Need to designate trails/areas for motorized use including trails currently used in that manner (4 dots).

II. Regarding comment I, many of the motorized trails in use in Southern Oregon are not designated for that use. The use is historical, but without designation, trails can be lost. Old logging roads make great trails. We could also use coordination between private landowners and public land managers (on-line comment).

JJ. Regarding comment II, in southern Oregon most trails that are currently in use were never designed to be used for motorized vehicles. These trails were illegally constructed and thus have many problems. We have a greater need for restoration of degradation from motorized vehicles in this area. OHV's should be restricted to roads. Roads are designated to take the abuse that OHV's dish out. The BLM is

currently undergoing a planning process for OHV use on roughly 12,000 acres outside of Grants Pass, thus, no need exists for the state to designate more areas for motorized use (on-line comment).

KK. Need for group camping areas (10-15 vehicle) for tents and tent trailers (3 dots).

LL. Need for loop trails and trails with destinations. Trail development should not include dead end trails (2 dots).

MM. Regarding comment LL, trail development should NOT exclude dead end trails. What if a trail could go to a great overlook or scenic vista? Should we not go there because it's a dead end? I think not! Loops are great but why should we limit ourselves to any kind of trail that might fill a need? Let's keep an open mind (on-line comment).

NN. Need for "Tread Lightly" environmental education (2 dots).

OO. Need to develop motorized trail opportunities between Highway 97 and Gearhart (2 dots).

PP. Regarding comment OO, the entire Winema National Forest has lots of opportunities. Connect it to the Freemont National Forest and we could have loops of up to 100 miles on nice single track for Class III (motorcycles). I've been over that area most of my life and it just needs some tender loving care and a decent layout (on-line comment).

QQ. Need for better coordination between agencies on trail planning and development (1 dot).

RR. Regarding comment QQ, if the forests that border each other and the BLM that is often in between could just coordinate their systems, we would benefit tremendously. You know my goal is a seamless interagency coordinated trail system statewide (on-line comment).

SS. Need for increased enforcement during the hunting season and on 3-day weekends (1 dot).

TT. There is a need for updated maps showing which roads are open or closed to OHV use (1 dot).

UU. Regarding comment TT, I suppose that the best we could get would be a map that was made just for motorized recreation. This map would cross all boundaries and would be color-coded to represent the various users and difficulty. I would guess that it would need to be regional for maybe 6 areas. Maps should not end at jurisdictional boundaries. These maps would need GPS coordinates, etc. Utopia would be an automatic annually updated map that we could buy (on-line comment).

VV. Need for regulatory information at trailheads in the region (0 dots).

WW. An increase in designated riding areas will reduce the need for open riding areas in the region (0 dots).

XX. There is a need for improved safety training opportunities within the region including greater scheduling flexibility, classes making participation fun and enjoyable and the construction of training facilities (0 dots).

YY. There is a need for better cooperation between user groups and land managers (0 dots).

ZZ. There is a need for trails providing a variety of challenge and scenic opportunities (0 dots).

- AAA. There is a need for more trail signage (0 dots).
- BBB. There is a need for signing consistency between different riding areas within the region (0 dots).
- CCC. Need for trailheads and related facilities (0 dots).
- DDD. Need for maps not divided by jurisdictional boundaries (0 dots).
- EEE. Need for appropriate signing when crossing into areas with different regulations (0 dots).
- FFF. Need for multiple-use trail tolerance and user-conflict education (0 dots).
- GGG. Need for contact information at riding areas on who to contact to address a maintenance issue (0 dots).
- HHH. Regarding comment GGG, if we could get the maps I have mentioned, the margins could contain tread lightly tips, various regulations, signing, phone numbers to call, and any other information that we need to address (on-line comment).
- III. Need to separate non-compatible motorized and non-motorized uses where appropriate (0 dots).

NORTH CENTRAL REGION (Bend) 4/3/03

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

Public Recreation Provider Session (Bend) (Daytime Session)

Attendance: 11 people attended the meeting including representation from:
 Oregon Parks & Recreation Department
 Bureau of Land Management
 Bend Metro Parks & Recreation District
 City of Sisters

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).

General Public Session (Bend)
(Evening Session)

Attendance: 48 people attended the meeting.

Motorized Trail Issues

II. Utilize snow park areas for OHV use during summer months (such as currently occurring at Edison). Bandit Springs is an example of a snow park area with potential to accommodate more summer OHV capacity. Snow park areas may require additional parking and restroom facilities to accommodate such use (11 dots).

JJ. Maintain OHV use in Cline Butte and Kelsey (9 dots).

KK. Agencies should not close/eliminate OHV trails within the region as a result of resource damage. Rather, OHV trails should be either repaired or rerouted to minimize resource damage (4 dots).

LL. There is a need for larger snow park and OHV parking areas within the region (3 dots).

MM. There is a need for increased education and enforcement of current noise regulations within the region (3 dots).

NN. There is a need to keep backcountry dirt roads open for OHV use within the region (2 dots).

OO. There is a need for better and consistent OHV riding information (maps, signs, brochures) regarding shared-use backcountry dirt roads within the region (2 dots).

PP. There is a need for motorized trail connectivity between areas of concentrated use to provide long-distance riding opportunities in the region (2 dots).

QQ. There is a need for consistent enforcement of OHV use on backcountry dirt roads within the region (1 dot).

RR. There is a need for more overnight snow parks within the region (1 dot).

SS. There is a need for more OHV riding maps showing riders where to go and when areas are open for riding within the region (1 dot).

TT. There is a need for USFS and BLM staff in the region to be better educated in OHV management (1 dot).

UU. There is a need for a better OHV safety education program within the region. Enthusiasts need to be better informed on who needs training and where to go to get safety training (1 dot).

VV. There is an increasing need within the region for more OHV riding opportunities to accommodate a growing number of OHV enthusiasts. But rather than creating more riding opportunities, agencies are closing more and more trails to OHV use (1 dot).

WW. There is a need for an increased OHV law enforcement presence within the region (0 dots).

XX. There are an increasing number of conflicts between hunters and OHV enthusiasts within the region. As a result, there is a need for more scientific information related to OHV use on wildlife (0 dots).

YY. There is a need for better management of user-created trails within the region. As a result, there is a need to recognize the importance of small riding area maintenance and regulation. A potential solution would be to promote an adopt-a-trail concept (0 dots).

SOUTH CENTRAL REGION (Klamath Falls) 4/15/03

(South central Region includes Klamath and Lake Counties)

Public Recreation Provider Session (Klamath Falls)

(Daytime Session)

Attendance: 6 people attended the meeting including representation from:

Oregon Parks & Recreation Department

U.S. Forest Service

Klamath Rails to Trails

Jackson County Roads/Parks

Motorized Trail Issues

A. There is a need for more designated motorized areas to accommodate increasing numbers of OHV enthusiasts in the region. Unfortunately, the current trend is for closing existing riding opportunities within the region (6 dots).

B. Regarding comment A, while it is true that areas open to OHV's have been closed, I challenge the person making this comment to show the data proving the assertion that the current trend is for closing existing riding opportunities within the region. Typically, when an area is closed off it is due to the heavy environmental degradation that OHV use causes. I will provide you with citations soon. It is time to put OHV's back where they belong, on roads. Only roads are designed to handle OHV use. If a smaller road or trail were engineered and constructed for OHV use, then that would work as well. That is rarely the case.

C. There is a need for quality motorized information resources such as maps, signs and regulatory information within the region (4 dots).

D. There is an increasing amount of user conflict between motorized and non-motorized trail users creating a need for additional law enforcement on trails within the region (3 dots).

E. There is a need for "Tread Lightly" education, especially for new riders and for hunters using OHVs during the hunting season (2 dot).

F. There is a need for statewide and regional OHV trail maps (1 dot).

G. The Backcountry Discovery Route was a very successful prototype of the type of riding opportunity that people are looking for in the region. Such routes provide a great opportunity for a variety of motorized users and economic benefits for communities along such routes (1 dot).

H. Trail facilities are attracting the development of temporary homeless camps. There is a need for a statewide trail strategy on how to properly address the homeless issue (0 dots).

I. There is a need for motorcycle and ATV play and challenge areas including climbing and jump facilities (0 dots).

J. Regarding comment I, I do like the concept of confining the intense degradation that OHV's cause to a specific area. I like the idea of using abandoned rock quarries. If they are not available and a new facility is needed, I suggest placing it somewhere close to town rather than placing it in a more rural location where noise pollution and user conflicts will ruin the rural experience. Downtown Klamath Falls would be an ideal location to have a "play and challenge area." I would support that concept (on-line comment).

K. There is a problem with the large number of temporary road closures during the hunting season (0 dots).

L. Regarding comment K, the temporary closure aspect is the problem. These roads should stay closed throughout the year. Public land has far too many roads and we should work to obliterate or decommission more roads. Exercise would do all Americans good. Dragging or packing your buck out of the woods helps add to the hunting experience. That is how I like to do it. I do not need a road to be opened when I go hunting. If some of these hunters tried "walking" when they were hunting, they would discover how easy and in fact, invigorating it is (on-line comment).

General Public Session (Klamath Falls) (Evening Session)

Attendance: 6 people attended the meeting.

Motorized Trail Issues

YY. There is a need for interagency cooperation for development of a seamless long-range trail system across jurisdictional boundaries (5 dots).

ZZ. There is a need for increased management (safety, environmental, and regulatory) of OHV riding areas within the region (4 dots).

WW. There is a need for good information on motorized riding opportunities in the region including current information on closures and trail conditions (such as information available for motorized opportunities in central Oregon) (2 dots).

XX. There is a need for close-to-home motorized riding opportunities in the region (1 dot).

YY. Many motorized riding areas in the region (e.g. Prospect) are closed for much of the year due to snow and fire conditions. There is a strong need to keep such riding areas open for longer periods over the course of the year (1 dot).

ZZ. Regarding comment YY—this comment is misguided. Prospect's trails are closed part of the year for numerous reasons including wildlife concerns (Elk) and yes indeed fire concerns. I think OHV users should be confined to roads. If they used roads, especially major system roads, they would not be shut down due to the concerns that restrict them now. Prospect needs to adhere to its soil standards and guidelines and not trouble itself with more OHV use (web-based comment).

AAA. There is a need for a better balance in how we develop, manage and fund motorized riding areas in the region. There is also a need for a wider variety of riding opportunities (1 dot).

BBB. There is a need to make motorized management decisions based on sound scientific information (1 dot).

CCC. Regarding comment BBB, which begs the question...just what science is the State relying on when considering additional motorized recreation trails (on-line comment)?

DDD. There are opportunities for shared multi-use trails/facilities such as winter snowmobile trails used by motorized and non-motorized users during the summer months (1 dot).

EEE. There is a need to prepare policy and management structures to accommodate personal mobility devices (Segways). We need to address the question of what trails will they be allowed on or restricted from use (0 dots).

FFF. There is a need for adequately sized snow parks with sufficient trailhead facility development (0 dots).

GGG. There is a need for new locations for trail grooming equipment and facilities (0 dots).

HHH. There is a concern that designation of motorized areas with rules and regulations results in a loss of riding opportunities within the region (0 dots).

NORTHEAST REGION (Union) 4/1/03

(Northeast Region includes Wallowa, Union, Grant and Baker Counties)

Public Recreation Provider Session (Union) (Daytime Session)

Attendance: 11 people attended the meeting including representation from:

Oregon Parks & Recreation Department
U.S. Forest Service
Bureau of Land Management
Morrow County
City of La Grande

Motorized Trail Issues

A. There is a need for standardized trail signage to provide consistency and continuity between riding areas in the region. Resource managers should be use a common set of trail signing, information and regulation standards (6 dots).

B. The state and ATV Allocation Committee need to better define the funding priorities for the allocation of ATV Grant Program funding dollars. Funding should be based on stated priorities so all grant applications are evaluated in a more objective manner. For example, although there have been implicit long-term guarantees in terms of maintenance funding, there is no stated grant program commitment to fund the maintenance of existing trail systems. As a result, agencies are sometimes hesitant to propose new trail development projects (6 dots).

C. The current ATV Allocation Committee focus is on funding ATV trails for trail riders. It is important to emphasize that trail riders are a single user segment of the overall ATV riding community. Other substantial user segments include those using ATVs for hunting and road and meadow riders. Since all ATV user groups are financially supporting the ATV program through permit purchases, we have a commitment to better serve the entire ATV riding community—not just the trail riders (6 dots).

D. There is a need for additional motorized camping areas and related facilities (staging areas, restrooms and amenities) to minimize damage to existing riding areas within the region. Such motorized development should be separate from other non-motorized facilities. For example, the current mixed-use facilities in areas such as Honeyman Memorial State Park are not large enough or constructed properly to withstand increasing motorized use levels. The overall camping and staging area design should enable users to easily recognize the different riding opportunities available at the OHV area. The design should also incorporate loops, fencing and signing to minimize environmental damage. In addition to camping and staging areas, there is also a need for play areas, short trail riding opportunities for children and longer trail riding opportunities for adults. (6 dots).

E. There is a need for better coordination among agencies in the development and distribution of OHV information (including maps and brochures) to the riding public. It is critical that vendors provide such OHV riding information with each ATV sticker purchased. We should also develop a one-stop website for OHV riding information within the region using a standardized interagency GIS mapping format (4 dots).

F. We need to emphasize that motorized recreation (in both winter and summer) is a vital contributor to the economies of a number of small rural communities within the region (2 dots).

G. Need for better coordination with the Oregon Department of Fish and Wildlife (ODFW) over riding areas and use of OHV's. There is growing level of conflict between OHV users and hunters during the hunting season. As such, there is a need to better education hunters on existing OHV rules and regulations. A suggestion was made that when hunter purchase a tag from ODFW, that in addition to hunting regulations, they also receive information about OHV rules and regulations (2 dots).

H. We need to be able to provide safety training for motorized users on prearranged schedule throughout the year. Such a prearranged schedule is needed to ensure that the riding public has the adequate lead-time necessary to take advantage of available training opportunities (1 dot).

I. There is a need for increased Law Enforcement and Emergency Response as motorized use continues to grow in the region (1 dot).

J. There is a need for signage providing recognizable wilderness area boundaries and other jurisdictional boundaries during the winter months. This need is associated with an increase in high marking on south side of the Eagle Cap Wilderness Area due to the increased power and mobility of snow machines. It's very hard for snowmobilers to use maps to identify actual boundaries on the ground (1 dot).

K. There is a need for additional snowparks in the Northeastern corner of the region (1 dot).

L. There is a need for additional scientific research and documentation regarding the impacts of motorized use on wildlife (e.g., the Starkey study) and on soil disturbance. Such information will help to

address a marked division between motorized users and other recreationists regarding the true impacts associated with motorized use. Each group brings their own set of biases to the table in the absence of sound scientific documentation. In order to make sound motorized management decisions, we need impact information based on sound science (1 dot).

M. There needs to be some assurance that agencies will continue to provide OHV riding opportunities for the long-term. We must not lose funding for riding areas or management planning (1 dot).

N. A growing number of Oregonians have made the investment of \$6,000 or more for an ATV. These people are going to find a place to ride—one way or another. As riding areas are closing, more and more people are beginning to ride in unauthorized areas such as our scenic corridors. Impact damage in such unauthorized areas will continue to increase as more designated OHV riding areas are closed. Resource managers must proactively address this problem by doing a better job in providing information on which single-lane roads and trails are currently open for ATV use and to get that information out to the riding public (1 dot).

O. The ATV Grant Program is the primary funding source for providing and maintaining motorized trail opportunities in the state. The U.S. Forest Service has very little money available for OHV maintenance. As a result, the stability of the ATV Grant Program is of critical importance to the future of the sport in the state of Oregon (0 dots).

P. There is great potential within the region to develop a regional trail system through the connection of existing trails. Such connectivity would satisfy a need for long-distance riding opportunities (0 dots).

Q. There is a need to better plan for separation of uses (motorized, and non-motorized and hunting) to ensure that all recreationists are getting the type of experience that they want. Such separation of uses is of particular need in high-use areas (0 dots).

R. The upcoming federal competitive sourcing process has the potential to reduce the amount of trail maintenance that will be completed on USFS and BLM trails in years to come. The planning effort should investigate what affect competitive sourcing may have on overall trail maintenance, volunteer recruiting, and the ability to qualify for federal and state grant monies for trail maintenance (0 dots).

S. There is a need to consider interagency coordination and sharing of OHV trail heavy equipment to more efficiently use such expensive equipment (0 dots).

General Public Session (Union) (Evening Session)

Attendance: 22 people attended the meeting.

Motorized Trail Issues

OO. There is a need for more motorized trails throughout the region. Especially in the Baker, Pine, and Wallowa Valley Ranger Districts (5 dots).

PP. Need for better communication between motorized groups and the U.S. Forest Service. The USFS should designate a motorized contact staff member to facilitate such communication (3 dots).

QQ. Motorized riding opportunities within the region are greatly affected by the closing or limiting of rider access by the Oregon Department of Fish & Wildlife and Native American Tribes for wildlife protection purposes (e.g. elk, lynx, trout) (2 dots).

RR. There is a need for more challenging riding opportunities within the region. Existing trails are becoming wider and easier as with increasing levels of motorized trail management (1 dot).

SS. There is a need for additional motorized camping areas with family oriented riding facilities including open play areas for children and easy trails/loops (Virtue Flats is a good example) (1 dot).

TT. There is a need for motorized maps including trails and gravel roads designated for OHV use within the region. Federal agencies are hesitant to provide such information because of potential use increases (0 dots).

UU. There is potential to share OHV trails with other non-motorized users within the region (0 dots).

VV. There is a strong need to improve the OHV safety program in the region. Needed improvements include making it easier to train instructors, providing more incentives to instructors to remain in the program, and improved class scheduling (0 dots).

WW. There is a need to provide law enforcement officers with an easier method of identifying ATV riders from greater distances (e.g. license plate numbers) (0 dots).

XX. There is a need for a Tri-Forest (Wallowa-Whitman, Umatilla, and Malheur National Forest) Motorized Recreation Plan (0 dots).

YY. There is a need for standardized trail regulations to provide consistency and continuity between riding areas in the region. Trail regulations should be included on agency websites, maps, signage and hunter regulation materials (0 dots).

SOUTHEAST REGION (Burns) 4/2/03

(Southeast Region includes Harney and Malheur Counties)

Public Recreation Provider Session (Burns)

(Daytime Session)

Attendance: 5 people attended the meeting including representation from:

Oregon Parks & Recreation Department
Bureau of Land Management
City of Burns

Motorized Trail Issues

A. There is a lack of developed motorized riding areas and facilities within the region. As a result, there is a need for designated and managed OHV areas for ATVs and motorcycles to proactively address growing levels of resource degradation associated with off-road motorized use within the region (6 dots).

B. There is a need for better coordination and communication between land managers, user groups, ATV and motorcycle dealers and manufacturers in getting riding information (areas open and closed for motorized use) out to motorized enthusiasts. Such information would help take away the riders excuse that they had no source of riding information when found riding in restricted areas. ATV dealers should provide such riding information with the purchase of an ATV or motorcycle (2 dots).

C. There may be local resistance to developing motorized riding opportunities and encouraging more visitors to the region. A typical comment heard is that things are nice and quiet out here — and we want to keep it that way. As a result, recreation providers need to educate communities about the economic benefits associated with motorized trail development (2 dots).

D. The region's public land base represents a great opportunity for development of a motorized trails network for ATVs and motorcycles. Such trails could also help to attract races and competitions to the region (1 dot).

E. Most of the appealing riding areas within the region are restricted to motorized use as wilderness study areas (1 dot).

F. The open qualities/characteristics of the region (topography, vegetative cover and geography) make it harder to channel motorized users onto existing trails. Currently, agencies do not have sufficient funding for putting necessary enforcement personnel in place. As a result, resource managers are hesitant to develop new designated riding areas requiring even more agency presence, enforcement and funding. This set of circumstances makes it difficult to discuss new motorized trail development opportunities/projects with resource managers (0 dots).

G. There is a lack of adequate snowmobile trail management within the region. As a result, there is a need for more organized and maintained snowmobile trails to satisfy a growing user base (0 dots).

H. There is great interest and potential within the region to develop designated riding areas as a potential economic development strategy (0 dots).

I. There are a large number of out-of-state motorized enthusiasts currently recreating within the region (from Idaho cities such as Boise and Treasure Valley). As a result, it will be important to capture their needs and opinions in the statewide trails planning process. Potential alternatives are including a sample of people from Boise and Treasure Valley in the user survey and holding an issues workshop in Boise. A contact list could be developed including user groups such as the Basque, Snowmobile, and ATV clubs from those communities (0 dots).

General Public Session (Burns) (Evening Session)

Attendance: 5 people attended the meeting.

Motorized Trail Issues

FF. There is a need for multi-use winter shelters and larger snow-parking areas within the region. Shelters should be rustic and designed for the appropriate level of use expected—not overbuilt (5 dots).

GG. There is a need to consider OHV use of roads proposed for closure or abandonment and to review recreational use on roads previously closed or abandoned (4 dots).

HH. There is a need for safety information and training for young adults (over 15 years of age) who are beginning to ride snowmobiles in the region (3 dots).

II. There is a need to address safety concerns with snowmobile trail/ road interchanges and other snowmobile facility siting and design. Facility designers should consider the expanded facilities required to handle modern RVs pulling snowmobile trailers (3 dots).

JJ. There is a need to provide additional funding for law enforcement at high-use riding areas within the region (0 dots).

KK. There is a need for consistent directional and regulatory signage on snowmobile and ATV trails within the region (0 dots).

LL. Fire closures are greatly diminishing the availability of motorized riding opportunities within the region (0 dots).

MM. Land managers should keep in mind that the resource impacts associated with snowmobile use are considerably less than those impacts associated with other trail uses (0 dots).

NN. There is a need for more communication between land managers and motorized user groups within the region (0 dots).