



## Oregon Statewide Trails Plan

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### STATEWIDE TRAILS PLAN ISSUES WORKSHOPS

#### SOUTHEAST REGION

##### Burns Public Recreation Provider Session (Daytime) 4/2/03

(Southeast Region includes Harney and Malheur Counties)

##### 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).

### **Non-Motorized Trail Issues**

- J. There are a lack of non-motorized trails within the region (4 dots).
- K. There is a lack of good information on existing non-motorized trail opportunities within the region (3 dots).
- L. There is potential for urban area trail development within the region (e.g., trail from Clyde Holliday to Mt. Vernon). Such trails can serve a broad spectrum of users (youth to elderly) and others who can't or do not wish to get out to existing rural trails (2 dots).
- M. There is potential to designate existing two-track roads (with little motorized use) for non-motorized trail use within the region—particularly for mountain bike use. All that will need to be done is simply to market these opportunities to the mountain bikers (1 dot).
- N. There may be local resistance to developing non-motorized trail 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 social and economic benefits associated with non-motorized trail development (1 dot).
- O. Outside interest groups (from places like Boise, Bend and Portland) may strongly resist the development of new non-motorized trails on public lands within the region (in areas such as Steens Mountain) (1 dot).
- P. There are a lot of untapped resources for developing non-motorized trails within Harney County (0 dots).
- Q. There is an opportunity to develop non-motorized trails in remote settings within the region (0 dots).
- R. There is a need to market existing regional non-motorized trail opportunities (0 dots).
- S. There is great interest and potential within the region to develop non-motorized trails as a potential economic development strategy (0 dots).
- T. Harney County does not have the amount of developed non-motorized trails and support facilities that exist in other counties in the state (0 dots).

### **Water Trail Issues**

- U. There are a number of flat-water paddling opportunities within the region (e.g. Lake Owyhee) that could be developed as water trails (3 dots).
- V. There may be local resistance (e.g. range fences and adjacent property ownership issues) to developing water trail 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 water trail development (2 dots).
- W. There are water trail development opportunities on the Malheur National Wildlife Refuge and connections to irrigation canals (2 dots).
- X. There is a need for more developed water trails within the region (1 dot).
- Y. There is an opportunity to develop water trails in remote settings within the region (1 dot).
- Z. There is a need for additional water access facilities, marketing and interpretive information related to water trail development within the region (1 dot).

AA. There are some great low-water long-distance paddling opportunities on the Owyhee River (e.g. from Rome to Birch Creek) that could be easily accessed by canoers and kayakers with sufficient paddling experience (1 dot).

BB. There is a concern that increased non-motorized boater use could contribute to the spread of noxious weeds on moving water within the region (1 dot).

CC. There is great interest and potential within the region to develop water trails as a potential economic development strategy (0 dots).

DD. There are a large number of out-of-state non-motorized boaters 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 (0 dots).

EE. Wilderness limitations on the Owyhee River will restrict new water trail facility development between existing put-in and take out facilities (0 dots).