



Survey of Oregon Non-motorized Trail Providers

Final Report

Terry Bergerson

Oregon Parks and Recreation Department

September 2014



Nature
HISTORY
Discovery

EXECUTIVE SUMMARY

Objectives

This survey is part of the 2015 Oregon Statewide Trails Planning effort. Project objectives were to describe non-motorized trail funding priorities for the OPRD-administered Recreational Trails Grant Program (RTP) and identify top non-motorized trail management issues as part of the Statewide Trails Planning effort.

Methods

Data were obtained from an internet survey of 558 Oregon non-motorized trail providers between July 24 and August 14, 2014. The total number of completed questionnaires was n=232 with an estimated total response rate of 42%.

Results

Non-motorized Trail Management

- Most of the non-motorized trail provider respondents were from local park and recreation departments (41%), non-profit organizations (17%), state agencies (14%), and federal agencies (7%).
- Most survey respondents provide non-motorized trail opportunities in Region 2 (21%), Region 3 (17%), Region 4 (14%), and Region 1 (10%). Fewest respondents provide boating opportunities in Region 11 (1%).
- Most survey respondents provide non-motorized trail opportunities within Urban Growth Boundaries (UGBs; 54%), while 46% provide non-motorized trails in dispersed settings.
- The most serious non-motorized trail management issues were trail maintenance (88% rated the problem “slight” to “very” important), ability to experience the natural environment (86%), trail information on the internet (74%), trails connecting towns/public spaces (73%), trail surface quality (73%), and trail signs (directional and distance markers; 73%). The least serious issues were single-use trails to avoid user conflicts (20%), availability of benches (22%), availability of drinking water (22%), and controlling overcrowding on trails (23%).
- Other important management issues included the need for greater trail connectivity, lack of funding for non-motorized trail maintenance and repair, lack of funding for trail construction, and need for greater Americans with Disabilities (ADA) trail facility compliance.
- For non-motorized trails within UGBs, the most important issues were the ability to experience the natural environment (88% rated the problem “slight” to “very” important), trail maintenance (85%), trails connecting towns/public spaces (85%), trail surface quality (74%), and trail information on the internet (71%).
- For trails in dispersed settings, the most important issues were trail maintenance (91%), ability to experience the natural environment (83%), trail information on the internet (76%), trail signs (directional and distance markers; 75%), parking space at trailheads (72%), and trail surface quality (70%).
- Highest priority need for non-motorized trail opportunities within UGBs were for walking trails (93% rated the need “moderate” to “high priority”), running/jogging trails (85%), hard surfaced biking trails (75%), walking and running trails for those with a dog on-leash (69%), and singletrack biking trails (narrow natural/soft surface; 54%).

- In dispersed settings outside UGBs, highest priority trail opportunity need was for walking trails (85%), running/jogging trails (70%), singletrack biking trails (narrow natural/soft surface; 69%), hard surface biking trails (wider, dirt, gravel, or paved routes with little or no automobile use; 67%), and walking and running trails for those with a dog on-leash (60%)
- Other important non-motorized trail opportunity need within UGBs was greater trail connectivity, ADA accessible trails, and bike parks. For dispersed settings, most frequently mentioned other need was greater trail connectivity, mountain biking trails, and water trails.
- The most important funding need was for routine upkeep of the trails themselves (91% rated the priority “slight” to “high”), repair of major trail damage (84%), protection of natural features, including wildlife habitat (82%), connecting trails into larger trail systems (77%), and routine removal of litter/trash (65%).
- Other important funding need was for maintenance and upkeep of existing facilities; technical assistance for local governments, NGOs, and others for funding, facility development, and land acquisition; and need for additional trail funding in general.
- Most important funding need for non-motorized trail opportunities within UGBs were for routine upkeep of the trails themselves (91% rated the priority “slight” to “high”), repair of major trail damage (84%), protection of natural features, including wildlife habitat (81%), connecting trails into larger trail systems (80%), and routine removal of litter/trash (70%). In dispersed settings outside UGBs, top funding need was similar to that identified for trails within UGBs.

TABLE OF CONTENTS

Executive Summary	<i>i</i>
Table of Contents	<i>iii</i>
List of Tables	<i>iii</i>
List of Figures	<i>iv</i>
Introduction and Objectives	1
Methods.....	1
Sample Sizes and Response Rates	1
Results.....	1
Non-motorized Trail Management	1
Agency/Organization	1
Planning Region.....	2
Recreation Setting Type.....	3
Non-motorized Trail Issues.....	3
Non-motorized Trail Opportunity Need	7
Non-motorized Trail Funding Need.....	11
Section Summary	14
Appendix A. Open-Ended Comments	16
Appendix B. Questionnaire.....	27
Appendix C. Uncollapsed Percentages	32

LIST OF TABLES

1	Sample sizes and response rates	1
2	Respondent provider type	2
3	Respondent planning region.....	3
4	Ratings of non-motorized trail management issues	4
5	Ratings of non-motorized trail management issues by trail setting type	5
6	Rankings of non-motorized trail management issues by trails planning region	6
7	Priority need for additional non-motorized trail opportunities by setting type.....	7
8	Priority ranking of need for additional non-motorized trail opportunities within UGBs by trails planning region	9

9	Priority ranking of need for additional non-motorized trail opportunities in dispersed areas outside UGBs by trails planning region	10
10	Ratings of non-motorized trail funding importance.....	11
11	Ratings of non-motorized trail funding importance by trail setting type.....	12
12	Rankings of non-motorized boating funding importance by trails planning region	13

LIST OF FIGURES

1	Oregon trails planning regions.....	2
---	-------------------------------------	---

INTRODUCTION AND OBJECTIVES

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). The last Statewide Trails Plan for Oregon was completed in 2005. This survey is a part of an effort to update that plan. Project objectives were to describe non-motorized trail funding priorities for the OPRD-administered Recreational Trails Grant Program (RTP) and identify top non-motorized trail management issues as part of the Statewide Trails Planning effort.

METHODS

Data were obtained from an internet survey (see survey instrument in Appendix B) of 558 Oregon non-motorized trail providers between July 24 and August 14, 2014. A respondent was only allowed one opportunity to complete a questionnaire.

Sample Sizes and Response Rates

As shown in Table 1, the total number of completed questionnaires was $n = 232$ with an estimated total response rate of 42%.

Table 1. Sample sizes and response rates

	Initial contacts	Completed surveys (n)	Response rate (%)
Providers	558	232	42

RESULTS

Non-motorized Trail Management

Agency/Organization. The first question asked non-motorized trail providers to identify their type of agency/organization. Table 2 shows that most of the non-motorized trail provider respondents were from local park and recreation departments (41%), non-profit organizations (17%), state agencies (14%), and federal agencies (7%).

Table 2. Respondent provider type

Provider Type	Participation (%) ^a
Local park and recreation department	41
Non-profit organization	17
State agency	14
Federal agency	7
Special District	6
County parks department	6
Other	5
Port District	3
Tribal Government	1

^a Cell entries are percentages (%) of respondents from each organization type.

Planning Region. Trail managers were asked to report the primary trails planning region in which they provide non-motorized trail opportunities in Oregon. Figure 1 shows the boundaries for the 11 planning regions in the state.

Figure 1. Oregon trails planning regions

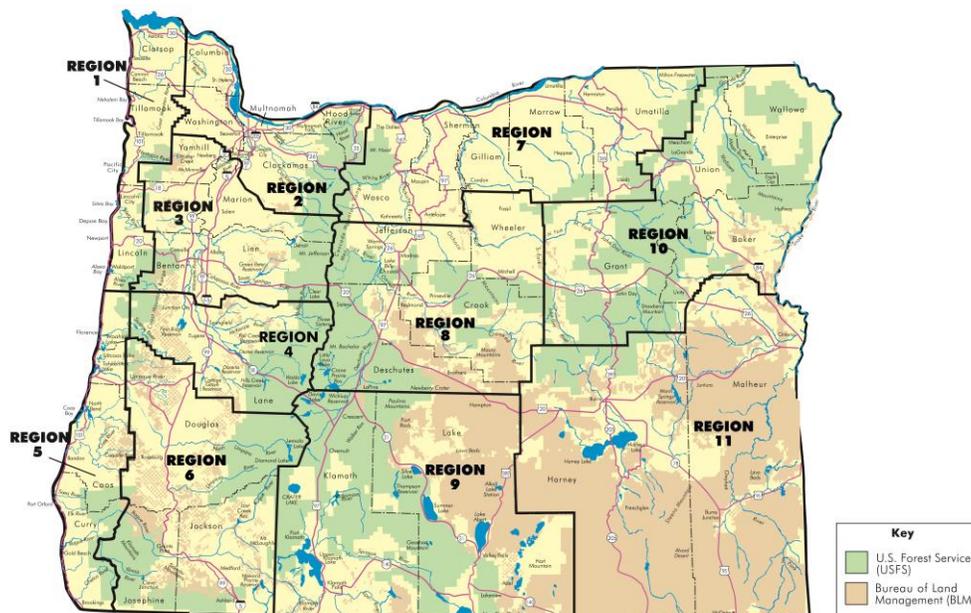


Table 3 shows that most survey respondents provide non-motorized trail opportunities in Region 2 (21%), Region 3 (17%), Region 4 (14%), and Region 1 (10%) Fewest respondents provide trail opportunities in Region 11 (1%).

Table 3. Respondent planning region ^a

Region 1	10
Region 2	21
Region 3	17
Region 4	14
Region 5	8
Region 6	7
Region 7	5
Region 8	9
Region 9	3
Region 10	6
Region 11	1

^a Cell entries are percentages (%) of where respondents provide non-motorized trail opportunities in Oregon.

Recreation Setting Type. Next, survey respondents were asked to identify the primary setting type their non-motorized trails are located within. Choices included either within Urban Growth Boundaries (UGBs) or in dispersed settings outside of UGBs. Slightly over half of survey respondents provide non-motorized trails within UGBs (54%) while 46% provide non-motorized trails in dispersed settings.

Non-motorized Trail Issues. Several items in the questionnaire examined provider attitudes about non-motorized trail management issues in their trails planning region. Providers were asked, for example, the importance that listed issues posed to managers. Table 4 shows that the most important issues were trail maintenance (88% rated the problem “slight” to “very” important), ability to experience the natural environment (86%), trail information on the internet (74%), trails connecting towns/public spaces (73%), trail surface quality (73%), and trail signs (directional and distance markers; 70%). The least serious issues were single-use trails to avoid user conflicts (20%), availability of benches (22%), availability of drinking water (22%), and controlling overcrowding on trails (23%).

Table 4. Ratings of non-motorized trail management issues ^a

	Trail Providers (%) ^a
Trail maintenance	88
Ability to experience the natural environment	86
Trail information on the internet	74
Trails connecting towns/public spaces	73
Trail surface quality	73
Trail signs (directional and distance markers)	70
Information about getting to the trail	65
Parking space at trailheads	65
Trail maps at trailheads	60
Sense of safety at trailheads	59
Trash cans at trailheads	50
Enforcement of trail rules	47
Security at parking areas	46
Restroom facilities at trailheads	40
Pet litter bags and dispensers at trailheads	40
Nature/wildlife information at trailheads	37
Controlling overcrowding on trails	23
Availability of drinking water	22
Availability of benches	22
Single-use trails to avoid user conflicts	20

^a Cell entries are percentages (%) of respondents who rated the importance “slight” to “very.”

Respondents were then asked to identify any other trail management issues that were important to them and their organization. Most frequently mentioned issues included the need for greater trail connectivity, lack of funding for non-motorized trail maintenance and repair, lack of funding for trail construction, and need for greater Americans with Disabilities (ADA) trail facility compliance.

Trail management issue priority is also presented by primary trail setting type (Table 5). For non-motorized trails within UGBs, the most important issues were the ability to experience the natural environment (88% rated the problem “slight” to “very” important), trail maintenance (85%), trails connecting towns/public spaces (85%), trail surface quality (74%), and trail information on the internet (71%). For trails in dispersed settings, the most important issues were trail maintenance (91%), ability to experience the natural environment (83%), trail information on the internet (76%), trail signs (directional and distance markers; 75%), parking space at trailheads (72%), and trail surface quality (70%).

Table 5. Ratings of non-motorized trail management issues by trail setting type ^a

Issues	Within UGBs (%) ^a	Dispersed (%) ^a
Ability to experience the natural environment	88	83
Trail maintenance	85	91
Trails connecting towns/public spaces	85	61
Trail surface quality	74	70
Trail information on the internet	71	76
Trash cans at trailheads	68	31
Trail signs (directional and distance markers)	66	75
Information about getting to the trail	66	64
Sense of safety at trailheads	64	53
Pet litter bags and dispensers at trailheads	62	16
Parking space at trailheads	58	72
Trail maps at trailheads	53	66
Restroom facilities at trailheads	46	33
Enforcement of trail rules	44	51
Security at parking areas	43	50
Nature/wildlife information at trailheads	40	34
Availability of benches	39	3
Availability of drinking water	26	17
Single-use trails to avoid user conflicts	14	27
Controlling overcrowding on trails	13	33

^a Cell entries are percentages (%) of respondents who rated the importance “slight” to “very.”

Rankings of issues were also determined for each of the 11 trails planning regions based on percentages of respondents who rated the problem “slight” to “very important.” Table 6 shows the ranking of each of the 20 issues by planning region.

Table 6. Rankings of non-motorized trail management issues by trails planning region ^a

Issues	Trails Planning Region										
	1	2	3	4	5	6	7	8	9	10	11
Controlling overcrowding on trails	17	16	17	16	20	19	20	13	19	20	20
Single-use trails to avoid user conflicts	20	17	20	14	19	20	19	16	20	17	19
Ability to experience the natural environment	4	4	4	2	1	1	4	1	3	1	1
Trails connecting towns/public places	10	2	3	6	3	5	1	7	4	5	2
Trail maintenance	1	1	2	1	2	2	2	6	1	2	8
Availability of drinking water	18	19	19	20	17	18	3	17	13	11	9
Availability of benches	19	20	16	19	13	17	18	19	18	18	18
Restroom facilities at trailheads	12	12	15	17	8	13	5	20	14	12	3
Trash cans at trailheads	15	9	10	15	10	14	7	9	5	13	4
Pet litter bags and dispensers at trailheads	16	13	13	18	14	15	13	14	9	14	17
Information about getting to the trail	2	8	6	10	12	4	6	12	2	8	5
Parking space at trailheads	7	5	11	7	11	12	12	2	10	9	12
Security of parking areas	13	14	14	8	9	16	8	18	11	15	16
Sense of safety at trailheads	9	7	8	11	5	7	9	11	15	16	15
Trail maps at trailheads	5	10	12	9	18	8	10	5	6	6	10
Trail information on the internet	6	11	1	3	6	9	14	3	7	3	6
Enforcement of trail rules	14	15	7	12	15	10	15	8	16	10	7
Trail surface quality	8	3	5	4	4	3	16	10	8	7	11
Nature/wildlife information at trailheads	11	18	18	13	16	11	11	15	17	19	13
Importance of trail signs (directional and distance markers)	3	6	9	5	7	6	17	4	12	4	14

^a Cell entries are rankings of issues (#1-20) based on percentages (%) of respondents who rated the importance “slight” to “very.”

Non-motorized Trail Opportunity Need. Trail managers were asked to prioritize the need for a number of types of additional non-motorized trail opportunities in their planning region. The question was asked separately for trail opportunities within UGBs and outside UGBs in dispersed settings. Table 7 shows highest priority need for non-motorized trail opportunities within UGBs were for walking trails (93% rated the need “moderate” to “high priority”), running/jogging trails (85%), hard surfaced biking trails (75%), walking and running trails for those with a dog on-leash (69%), and singletrack biking trails (narrow natural/soft surface; 54%). In dispersed settings outside UGBs, highest priority need was for walking trails (85%), running/jogging trails (70%), singletrack biking trails (narrow natural/soft surface; 69%), hard surface biking trails (wider, dirt, gravel, or paved routes with little or no automobile use; 67%), and walking and running trails for those with a dog on-leash (60%).

Table 7. Priority need for additional non-motorized trail opportunities by trail setting type ^a

Trail Opportunity	Within UGBs (%) ^a	Dispersed (%) ^a
Walking (includes hiking)	93	85
Running/jogging	85	70
Biking on hard surface trails (wider, dirt, gravel, or paved routes with little or no automobile use)	75	67
Walking & running specifically with a dog on-leash	69	60
Biking on singletrack trails (narrow natural/soft surface)	54	69
Other	32	26
Walking & running specifically with a dog off-leash	31	43
Horseback riding	23	48
Skateboarding	23	8
Backpacking (involves overnight along/near trail)	21	53
In-line skating (rollerblading), roller skating, or roller skiing	18	7
Cross-country skiing on groomed trails	14	27
Cross-country skiing on ungroomed trails	14	25
Snowshoeing	12	26

^a Cell entries are percentages (%) of respondents who rated who rated the need a “moderate” to “high” priority.

Respondents were then asked to identify any other non-motorized trail opportunities that were needed within their region. Most frequently mentioned need within UGBs was greater trail connectivity, ADA accessible trails, and bike parks. For dispersed settings, most frequently mentioned need was greater trail connectivity, mountain biking trails, and water trails.

Rankings of trail opportunity need were also determined for each of the 11 trails planning regions based on percentages of respondents who rated the need a “moderate” to “high priority.” Table 8 shows the ranking of each of the 14 trail opportunities within UGBs by planning region and Table 9 similar rankings for dispersed settings outside UGBs.

Table 8. Priority ranking of need for additional non-motorized trail opportunities within UGBs by trails planning region ^a

Trail Opportunity	Trails Planning Region										
	1	2	3	4	5	6	7	8	9	10	11
Walking (includes hiking)	1	1	1	1	1	1	1	1	1	1	1
Running/jogging	2	2	2	3	2	2	2	2	2	2	6
Walking & running specifically with a dog on-leash	3	4	4	4	4	4	3	4	3	4	2
Walking & running specifically with a dog off-leash	8	6	7	8	5	7	7	11	7	11	7
Backpacking (involves overnight along/near trail)	6	9	11	9	6	9	13	12	8	12	3
Biking on singletrack trails (narrow natural/soft surface)	5	5	5	5	8	5	6	3	9	5	4
Biking on hard surface trails (wider, dirt, gravel, or paved routes with little or no automobile use)	4	3	3	2	3	3	4	5	4	3	5
Horseback riding	9	8	10	6	9	8	8	13	10	9	8
In-line skating (rollerblading), roller skating, or roller skiing	10	11	8	13	7	13	11	14	13	13	9
Skateboarding	7	10	6	10	10	14	14	8	11	14	10
Cross-country skiing on groomed trails	12	12	12	14	13	10	12	6	5	7	11
Cross-country skiing on ungroomed trails	13	13	13	11	11	11	9	9	6	8	12
Snowshoeing	14	14	14	12	12	12	10	10	12	10	13
Other	11	7	9	7	14	6	5	7	14	6	14

^a Cell entries are rankings of trail opportunity needs (#1-14) based on percentages (%) of respondents who rated the need a “moderate” to “high” priority.

Table 9. Priority ranking of need for additional non-motorized trail opportunities in dispersed areas outside UGBs by trails planning region ^a

Trail Opportunity	Trails Planning Region										
	1	2	3	4	5	6	7	8	9	10	11
Walking (includes hiking)	1	1	1	1	1	1	3	1	3	1	1
Running/jogging	2	2	3	5	2	6	4	3	4	2	7
Walking & running specifically with a dog on-leash	4	5	5	7	3	4	9	9	5	5	8
Walking & running specifically with a dog off-leash	8	8	8	9	5	11	5	11	6	10	2
Backpacking (involves overnight along/near trail)	5	6	6	6	6	5	6	8	7	11	3
Biking on singletrack trails (narrow natural/soft surface)	6	4	2	2	8	2	1	2	2	6	4
Biking on hard surface trails (wider, dirt, gravel, or paved routes with little or no automobile use)	3	3	4	4	4	3	2	10	1	3	5
Horseback riding	7	9	7	3	7	7	11	5	11	9	6
In-line skating (rollerblading), roller skating, or roller skiing	11	14	13	13	9	13	12	13	10	12	9
Skateboarding	9	13	12	14	10	14	13	12	12	13	10
Cross-country skiing on groomed trails	12	10	10	10	12	10	10	4	8	7	11
Cross-country skiing on ungroomed trails	13	11	9	11	13	12	7	6	13	8	12
Snowshoeing	14	12	11	12	11	9	8	7	9	4	13
Other	10	7	14	8	14	8	14	14	14	14	14

^a Cell entries are rankings of trail opportunity needs (#1-14) based on percentages (%) of respondents who rated the need a “moderate” to “high” priority.

Non-motorized Trail Funding Need. Trail managers were asked to rate the importance of funding need for a number of types of non-motorized trail facilities and services in their planning region. Table 10 shows that the most important funding needs were for routine upkeep of the trails themselves (91% rated the priority “slight” to “high”), repair of major trail damage (84%), protection of natural features, including wildlife habitat (82%), connecting trails into larger trail systems (77%), and routine removal of litter/trash (65%).

Table 10. Ratings of non-motorized trail funding importance ^a

Facility/Service	Trail Providers (%) ^a
Routine upkeep of the trails themselves	91
Repair of major trail damage	84
Protection of natural features, including wildlife habitat	82
Connecting trails into larger trail systems	77
Routine removal of litter/trash	65
More trails for runners/general exercise	51
More soft surface walking trails	50
More trails for persons with disabilities	50
More trail maps/trail information	45
More hard-surface trails for bikers generally	43
More natural-surface trails for mountain bikers	42
More signs at trailheads	38
More signs along trails	38
More hard surface walking trails	38
More restrooms	24
More parking	24
More trails for horseback riders	22
More trails for off-leash dog recreationists	20
More information about required parking permits	11
More trails for cross-country skiers	9
More trails for snowshoers	9
More trails for in-line skaters (roller bladers), roller skaters, or roller skiers	6

^a Cell entries are percentages (%) of respondents who rated the priority “slight” to “high.”

Respondents were also asked to identify any other non-motorized trail resource needs that were important to their organization. Most frequently mentioned needs included funding for maintenance and upkeep of existing facilities; technical assistance for local governments, NGOs, and others for funding, facility development, and land acquisition; and need for additional trail funding in general.

Importance of funding need for a number of types of non-motorized trail facilities and services are also provided for trails by setting type. Table 11 shows that the most important funding need for trails within UGBs were for routine upkeep of the trails themselves (91% rated the priority “slight” to “high”), repair of major trail damage (84%), protection of natural features, including wildlife habitat (81%), connecting trails into larger trail systems (80%), and routine removal of litter/trash (70%). In dispersed settings outside UGBs, top funding need was similar to that identified for trails within UGBs.

Table 11. Ratings of non-motorized trail funding importance by trail setting type^a

Facility/Service	Within UGBs (%) ^a	Dispersed (%) ^a
Routine upkeep of the trails themselves	91	91
Repair of major trail damage	84	84
Protection of natural features, including wildlife habitat	81	82
Connecting trails into larger trail systems	80	75
Routine removal of litter/trash	70	58
More hard surface walking trails	56	18
More trails for persons with disabilities	56	44
More trails for runners/general exercise	56	44
More hard-surface trails for bikers generally	52	33
More soft surface walking trails	50	51
More trail maps/trail information	42	48
More signs at trailheads	39	36
More signs along trails	34	41
More natural-surface trails for mountain bikers	34	51
More restrooms	30	17
More parking	18	30
More trails for off-leash dog recreationists	18	22
More trails for horseback riders	11	35
More information about required parking permits	8	13
More trails for in-line skaters (roller bladers), roller skaters, or roller skiers	8	2
More trails for snowshoers	2	17
More trails for cross-country skiers	1	18

^a Cell entries are percentages (%) of respondents who rated the priority “slight” to “high.”

Rankings of funding need was also determined for each of the 11 trails planning regions based on percentages of respondents who rated the priority “slight” to “high”. Table 12 shows the ranking of each of the 22 facility/service funding need by planning region.

Table 12. Rankings of non-motorized trail funding importance by trails planning region ^a

Facility/Service	Trails Planning Region										
	1	2	3	4	5	6	7	8	9	10	11
Routine removal of litter/trash	6	5	4	7	9	5	2	3	4	5	3
Routine upkeep of the trails themselves	4	1	1	1	2	2	1	1	2	1	10
Repair of major trail damage	1	3	3	2	3	1	3	2	5	2	15
Connecting trails into larger trail systems	2	2	5	3	4	3	4	4	6	4	1
Protection of natural features, including wildlife habitat	3	4	2	4	1	4	6	5	1	3	2
More restrooms	18	16	14	20	13	17	5	17	9	20	4
More parking	11	15	17	18	17	18	11	11	10	21	11
More signs at trailheads	12	10	13	14	11	8	8	10	17	9	13
More signs along trails	14	8	15	12	14	13	9	9	11	10	14
More trail maps/trail information	5	11	10	10	18	9	12	7	12	6	5
More information about required parking permits	19	19	18	19	22	16	21	21	18	22	16
More soft surface walking trails	8	13	7	6	10	10	7	6	13	17	6
More hard surface walking trails	9	14	12	15	7	6	13	12	14	18	17
More trails for persons with disabilities	13	7	6	9	5	7	14	13	3	11	18
More natural-surface trails for mountain bikers	15	12	11	5	12	12	18	14	8	12	7
More hard-surface trails for bikers generally	10	9	9	11	8	14	15	16	15	13	8
More trails for runners/general exercise	7	6	8	8	6	11	19	8	7	7	12
More trails for in-line skaters (roller bladers), roller skaters, or roller skiers	20	20	22	22	19	20	22	22	21	19	19
More trails for horseback riders	16	18	19	13	15	21	20	15	19	15	9
More trails for off-leash dog recreationists	17	17	16	21	16	15	16	18	16	16	20
More trails for cross-country skiers	21	21	20	16	21	22	17	19	22	8	21
More trails for snowshoers	22	22	21	17	20	19	10	20	20	14	22

^a Cell entries are rankings of funding importance (#1-22) based on percentages (%) of respondents who rated the priority “slight” to “high.”

Section Summary. Taken together, survey results showed that:

- Most of the non-motorized trail provider respondents were from local park and recreation departments (41%), non-profit organizations (17%), state agencies (14%), and federal agencies (7%).
- Most survey respondents provide non-motorized trail opportunities in Region 2 (21%), Region 3 (17%), Region 4 (14%), and Region 1 (10%). Fewest respondents provide boating opportunities in Region 11 (1%).
- Most survey respondents provide non-motorized trail opportunities within Urban Growth Boundaries (UGBs; 54%), while 46% provide non-motorized trails in dispersed settings.
- The most serious non-motorized trail management issues were trail maintenance (88% rated the problem “slight” to “very” important), ability to experience the natural environment (86%), trail information on the internet (74%), trails connecting towns/public spaces (73%), trail surface quality (73%), and trail signs (directional and distance markers; 73%). The least serious issues were single-use trails to avoid user conflicts (20%), availability of benches (22%), availability of drinking water (22%), and controlling overcrowding on trails (23%).
- Other important management issues included the need for greater trail connectivity, lack of funding for non-motorized trail maintenance and repair, lack of funding for trail construction, and need for greater Americans with Disabilities (ADA) trail facility compliance.
- For non-motorized trails within UGBs, the most important issues were the ability to experience the natural environment (88% rated the problem “slight” to “very” important), trail maintenance (85%), trails connecting towns/public spaces (85%), trail surface quality (74%), and trail information on the internet (71%).
- For trails in dispersed settings, the most important issues were trail maintenance (91%), ability to experience the natural environment (83%), trail information on the internet (76%), trail signs (directional and distance markers; 75%), parking space at trailheads (72%), and trail surface quality (70%).

- Highest priority need for non-motorized trail opportunities within UGBs were for walking trails (93% rated the need “moderate” to “high priority”), running/jogging trails (85%), hard surfaced biking trails (75%), walking and running trails for those with a dog on-leash (69%), and singletrack biking trails (narrow natural/soft surface; 54%).
- In dispersed settings outside UGBs, highest priority trail opportunity need was for walking trails (85%), running/jogging trails (70%), singletrack biking trails (narrow natural/soft surface; 69%), hard surface biking trails (wider, dirt, gravel, or paved routes with little or no automobile use; 67%), and walking and running trails for those with a dog on-leash (60%)
- Other important non-motorized trail opportunity need within UGBs was greater trail connectivity, ADA accessible trails, and bike parks. For dispersed settings, most frequently mentioned other need was greater trail connectivity, mountain biking trails, and water trails.
- The most important funding need was for routine upkeep of the trails themselves (91% rated the priority “slight” to “high”), repair of major trail damage (84%), protection of natural features, including wildlife habitat (82%), connecting trails into larger trail systems (77%), and routine removal of litter/trash (65%).
- Other important funding need was for maintenance and upkeep of existing facilities; technical assistance for local governments, NGOs, and others for funding, facility development, and land acquisition; and need for additional trail funding in general.
- Most important funding need for non-motorized trail opportunities within UGBs were for routine upkeep of the trails themselves (91% rated the priority “slight” to “high”), repair of major trail damage (84%), protection of natural features, including wildlife habitat (81%), connecting trails into larger trail systems (80%), and routine removal of litter/trash (70%). In dispersed settings outside UGBs, top funding need was similar to that identified for trails within UGBs.

APPENDIX A: OPEN-ENDED COMMENTS

What other non-motorized trail issues are important to you and your organization?

- Accessibility
- Acquiring funding for toilet maintenance in non-motorized areas!
- ADA
- ADA accessibility
- ADA accessibility and availability for handicapped motorized scooters
- ADA Compliant
- Adequate space for large horse trailer parking and maneuvering at trail heads and parking areas.
- Aesthetic qualities of design; providing "trail-like" on-street connections; connecting trails to transit; providing mid-block crossings for trails, especially when trail crosses a busy roadway; lighting for trails, especially those used for commuting purposes; 24 hour access for trails that are used for transportation purposes; access points along the trail to improve access and safety; bicycle parking at trail heads; bicycle camping opportunities; how to deal with electric bicycles
- All horses, hiking, bikes.
- Appropriate surfacing; good trail design and siting.
- Availability and maintenance of a wide variety of trails in our area that appeal to and are appropriate for a range of user types and ability/experience levels. More appealing trails attract more visitors to our area, providing an opportunity for economic stability and growth in our communities.
- Availability of funding for construction and maintenance; Appropriate trail specifications for local environment and use; Developing fruitful partnerships with trail user groups; Managing conflicts between, and expectations of, mountain bikers and hikers.
- Avoiding user conflict.
- Building more! We have very few trails in Coquille.
- Capital and operational funding. Programming.
- Collaboration between user groups. Trail master planning.
- Completing trail connections to neighboring trails in adjacent communities.
- Conflict of various user groups, bikes, horses, etc.
- Connecting pedestrian pathways along the entire waterfront.
- Connections, obtaining easements.
- Connector trails throughout system.
- Control of animals.
- Control of multiple use conflicts.
- Cooperative planning with land managers of trail systems within a community. Common rules and management objectives for trail networks that cross jurisdictional boundaries
More funding to maintain existing trails and build new ones We use a lot of volunteers and it would be great to have access to a pool of hand tools (grub hoes, McLeod, Pulaski, etc.) within the community for trail maintenance and building days. More information on the web re: water trails for kayaks and canoes (put in and pull out info).
- Coordination with Oregon Parks and Recreation Department on master planning trail segment identified in Coastal Trail System at the Tribal property at Coos Head leading to the town of Charleston about 2 miles away. It is the Tribes intent to develop and install

about 3 miles of trail from Bastendorff Beach on the Pacific Ocean through the Coos Property and Chicken Point and continue to connect with the Community of Charleston.

- Creating more.
- Defining the difference between a "trail" and a "path" is very important. To many planners the term "trail" encompasses both paved and natural surface trails where as in the trail building industry as well as recreational trail use (especially mountain biking and hiking) the term "trail" generally refers to single track (12"-36" tread), natural surface trail. For the purposes of this survey, my responses have been made as if the term "trail" is being used to refer to narrow, natural surface trail.
- Developing a riverfront trail and connecting trails to existing sidewalk infrastructure.
- Development of more trails
- Ease of communication between land managers, trail use groups and the public.
- Economic impact assessment of non-motorized, regional trails. Funding for trail interpretive guides.
- Educating new trail users on the rules for safety and etiquette.
- Education as to what weather/soil conditions are acceptable to be using trails. Avoiding muddy conditions.
- Enforcement is a big issue in Eugene. Dogs off-leash is a big issue and Park staff do not have the authority to enforce rules and have to rely on Eugene Police and Animal Control. Having separate trails for hikers and mountain bikes would be ideal, but currently not practical because of budget restraints. We currently have hiker trails, jogging trails, hard surface bike trails, and shared use trails.
- Enhancing wetland features where appropriate to increase habitat for wildlife.
- Etiquette between mountain bikers and equestrian trail users.
- Event management on trails, future trail easement acquisition, safe connections between trails.
- Funding
- Funding availability, or lack thereof, to build and maintain trails to the extent our community desires.
- Funding for new trail development
- Funding for trail development, maintenance and marketing.
- Funding opportunities.
- Funding reconstruction projects for structure repairs or replacement, and trail relocations to make the routes more sustainable and less impactful to natural resources.
- Funding sources for the above.
- Greater connectivity of the trail system: connecting existing trail segments with new trail segments to make a longer trail system with opportunities for loops.
- Horseback access, shared use trails for motorized and non-motorized users.
- Improving trail system connectivity. Adding diversity to the trail system in use type and difficulty levels. Creating loop trail opportunities to better disperse use and reduce the potential for conflict among trail users. Developing other funding opportunities for accomplishing trail maintenance and trail construction projects.
- Interpretive signage on trails.
- Interpretive/educational materials for hikers. Effective trail etiquette signs.
- Keeping hunters off.
- Lighting, connectivity to the trails.
- Limited noise issues.

- Litter control
- Maintaining wilderness characteristics
- More and more visitors are asking for non-motorized trail opportunities and they plan well in advance so putting information on the web is critical. Garbage cans, safety/security and restrooms all rank equally important at trail heads. Rule enforcement is necessary to ensure visitor safety.
- Mountain biking opportunities - ways to increase access.
- Need for new trails and funding for new trails.
- New access points.
- Not losing our traditional horse trails to new users, such as mountain bikers. Although many bikers are nice about sharing the trails, many bikers make the trails unsafe for horseback riders, as well as hikers.
- Off-leash dog rule enforcement, transient camping, fire potential, river crossing issues- need for new footbridges, water trail safe passage of low-head dams, joint use of irrigation district easements for public trail use, public perception of trails inducing/facilitating crime.
- Ongoing replacement of "no biking" signs in areas designated as pedestrian only once signs are vandalized and / or removed.
- Our biggest issue is trying to keep up with demand! People very much want more off-street trails. The time frame for planning & implementation is lengthy. Another issue: potential for conflict between bicycle commuters, who want to travel quickly, and pedestrians or looky-lou cyclists who are enjoying the trail as an experience. I have had cyclists comment to me that they can get places faster with on-street solutions and feel safer, rather than on trails where people walk down the middle, have dogs on leashes, scampering children whose movements are unpredictable, etc. We have not had collisions that I am aware of.... just that I know commuters can be frustrated with recreational trail users.
- Our service area covers three counties: Clackamas, Multnomah, and Washington.
- Proper use and respect of natural resources found along trails and in the immediate vicinity.
- Provide a range of difficulty, use and experience
- Providing ADA access where ever possible so that more of our mobility challenged citizens and visitors can experience the beauty of our Forests and waterways. In our specific area there is a big disconnect between the need for trail maintenance and rehabilitation and the agencies that are responsible for the work. All we hear is that the Forest Service does not have money, that's why we as a business are trying to rehabilitate our local trails with our own resources and we have just applied for an RTP grant to rehabilitate two miles of lake side trail in our recreation area.
- Providing diverse trail experiences from all access/beginner to technical/advanced, and creating new trails that provide a unique experience (i.e., flow trail for mountain bicyclists).
- Providing more multi-use natural trails for users.
- Providing recreational (hiking, running, etc.) opportunities that do not disturb wildlife.
- Quality trail experience for users.
- Reduction in the number of user created trails. Reduction in the amount of user created parking areas or access points. Collaboration and information sharing between agencies and especially with search and rescue.
- Regional planning with other governments.

- Renovation of aging trails, trail user safety (lighting, clear vision, transients, etc.), and user conflicts.
- Routine annual trail maintenance, deferred maintenance (primarily erosion control) and providing current information for over 1,400 miles of trail are our biggest issues. Primary visitor use is backcountry, although there is increasing interest in developing mountain bike trails.
- Safe access to natural areas; community trail use for health; alternate transportation; and impact on the local economy.
- Safe pedestrian crossing of major highways, including highway bridges that the PCT crossings.
- Safety for all users on the trail.
- Secure parking areas for overnight and extended backpacking trips along the Oregon Coast Trail. Enforcement of quiet hours at designated camping areas. Camping opportunities on state park lands for long-distance overnight backpackers doing extended trips/sections of the Oregon Coast Trail that would make doing the trail logistically possible. Cyclists can always get to the next official hiker-biker campsite, overnight backpackers at the very least need to have designated areas where primitive camping can be done safely (an hour before sunset and two hours after sunrise in existing day-use state parks, thereby not disrupting typical day-user activities.)
- Separate tracks for bicycles.
- Shared trail user courtesies
- Shared use trails access (esp. via public transportation) looping
- Signage and maps at trail junctions. Building more trails to meet increasing demand.
- Snowmobiles
- Trail connectivity and continuity.
- Trail design, so many of our trails are unmaintainable because they were developed with such horrible lines. We are planning to fix many of those poor lines but we need more money and a much larger work force to make it happen.
- Trail maintenance and connection to town.
- Trail structure quality (e.g. drainage, crib walls, etc.). Coordination with user groups/events (e.g. DOD, Obsidians, trail races, etc.).
- Trail work
- Training older volunteers to conduct safe, effective/efficient trail maintenance. Modifying trail design standards to better accommodate older or otherwise less able hikers (i.e., shorter stair heights, stair rails, less slope) when possible. Both financial and interpretive staff assistance for interpretive kiosks -- visitors really crave learning about the areas they hike in.
- Upgrading trails in city parks for ADA accessibility or at least making them more handicapped friendly.
- User conflicts on multi-use trails
- User safety on trails-EMT access.
- Using trail building and maintenance to build in structures to avoid multi-user conflicts. We and do recreate together. We need the trail providers to educate and develop a culture of mutual respect for each of our ways of recreating.
- Utilities such as lighting.
- Utilization and tracking- if no one uses the trail it becomes a maintenance issue and is it worth having it?
- Vandalism, homelessness/vagrancy issues

- Way finding once out on the trail system.
- We are considering adding some mountain biking trails when we develop additional trail networks.
- We are currently working on developing a trail system. We do not have one in place at this time.
- We cover three different planning regions 1, 2 and 3
- We do not have any trails.
- We have been concentrating on separating equestrian trails from our hiking/mountain biking trails to reduce conflict and to protect trail surfaces.
- We need to build more trails, create more connectivity within the community. The connectivity is what people are really looking for. They don't want to drive to a trailhead. They want to leave their house and walk or ride to a nearby trail which can take them all over the community.
- We need to improve trail connectivity!
- We would like to add more as we have the land just not the funds. We have a high demand for the use.
- Working with governmental agencies.

What other non-motorized trail opportunities within Urban Growth Boundaries are important to you and your organization?

- 40 mile trail for connection, Lewis and Clark to Troutdale Bridge
- ADA accessibility
- ADA accessible trails
- Additional hard surface bicycle trails, single-track mountain bike trails, multiple skill level freeriding trails, continue connectivity with hiking and shared-use trails across the Ridgeline Trail system.
- Additional walking/biking paths to allow citizens nearby access for healthy lifestyles.
- Beginner trail for bikes (wide & mellow), and connections between trailheads in town that lead to trails surrounding the community (outside UBG).
- Bike and sidewalk connections, road improvements.
- Bike park facilities (e.g., pumptracks, skill features)
- Bike Parks (dirt jumps, pump tracks, skill building areas). Alternative transportation corridors to recreation opportunities.
- Completing the Deschutes River Trail
- Completing the Minto Island bridge and trail connections from Riverfront Park and Minto Island. Then better connectivity along River Road to Minto Park, and from North Downtown to Downtown, parks/Union St RR bridge, etc.
- Connecting parks and sports facility.
- Connecting the city of Sutherlin as articulated in their Parks and Open Space Plan.
- Connecting to existing trails (increasing the trail web). Cooperative planning and implementation for trail maintenance and new trails between land managers including sharing of resources and recreational trail management plans Working with private and public land owners to acquire trail easements across their lands to link to existing trail networks. Common rules of the road for trail networks that span multiple land ownerships and management organizations.

- Connection to other communities trail system. Regional trail connections.
- Connections between a trail segment and another trail segment or a destination.
- Connections between PDX and Portland pedestrian and bicycle networks
- Connections to City trail system.
- Connections to trails outside UGBs.
- Connectivity and filling in of gaps, linkage to USFS and BLM trails, joint use of irrigation canal corridors.
- Connectivity between resources.
- Connectivity between trails in various jurisdictions.
- Connectivity to specific nodes in town.
- Connectivity within the UGB.
- Connectors between trails; access from neighboring communities.
- Creating an 'emerald necklace' of trails around our community, with main trails that can also serve as off street bicycle commuter routes.
- Creating an off street, non-motorized transportation trail system that accesses public services, education, businesses, and all residential areas.
- Crossing at railroad tracks are a huge obstacle for creating a network of connected trails.
- Currently the City does not have any trails. We would like to have safe trails that lead to our K-8 school.
- Educational components
- Enhanced disabled access.
- Eugene to Pacific Crest Trail would connect UGB to our parks in Southern Willamette.
- Funding mechanisms for small cities with limited budget. We can't make 50% match requirements on our own, even 20% is a challenge and limits what we can accomplish.
- Geocaching
- Greenbelt
- Horse carting
- Improved bike lanes
- Increased opportunities for close to home non-motorized and motorized trails are needed for Oregon's urban populations.
- Interconnectedness. Linking different parks, neighborhoods, commercial areas, etc. Used for transportation as well as recreation.
- Larsen Creek Greenway
- Linkages between existing trails, along the rivers, and along Mt. David (prominent butte).
- Links to trails outside of UGB's
- Making safe and aesthetically pleasing connections with neighborhoods, other park trail systems and connecting regional trails planned and existing.
- Managing events. Working on re-writing our recreational permits.
- METRO west side trail plan.
- More multi-use trails from community areas up into our federal land areas.
- More shared use soft surface trails for bikes generating loops.
- Mountain bicycle-specific trails such as bike parks.
- Mountain bike skills area, pump track, jumps etc.
- Mountain bike trails, inter-connected systems, boardwalks in wet areas
- Multi use trail standards.
- Multi-use trails
- Neighborhood connections/ off street trails

- New multi-use (walking, bicycling, jogging, etc.) trail connections to expand the existing trail system.
- New trail opportunities may be important as the Tribe wants to connect its developed facilities in Coos Bay and Florence communities.
- Paddle / water trails.
- Paved paths connecting outlying communities in the Sisters area.
- Rails to trails or the use of the rail right-of-way to provide trails would be very welcome to our City.
- Safe trail/pathway along highway right-of-way alternative to people walking along 1 mile of Highway 42.
- See other above & develop a walking and biking trail connecting Stanfield and Echo
- Separate trails for horseback riding
- Taking advantage of trail opportunities within the community that encourage locals to walk to services and frequented destinations with the city.
- There is a proposal for a trail around Klamath Lake that sounds very good.
- Trail connection to nearby regional trails.
- Trail down to water front on river side of island park
- Trail linkages between parks and incorporated into the city's bicycle pedestrian trail plan.
- Trail races and bike races.
- Trails connecting to Main Street areas and retail core areas.
- Trails that connect to facilities outside of the Urban Growth Boundary. We need more trails that provide pedestrian and bicycle use in the City.
- Water trails.
- Water trails/paddling and non-motorized watercraft.
- We need to take care of what we have before adding to the inventory.
- We would like to implement a walking trail around our city park.

What other non-motorized trail opportunities in dispersed settings outside of UGBs are important to you and your organization?

- Additional hiking trail to access fishing opportunities and other natural resources valuable to Tribal members.
- Any new trail opportunities that connect communities in unincorporated areas of the 5 counties in which the tribes have identified in their designated service area.
- Bike park facilities within State Parks.
- Connection with Mildred Kanipe County Park in Oakland.
- Connections to the UGB
- Connections to trails inside the UGB.
- Connectivity
- Connectivity (e.g., Oregon Coast Trail) between destinations.
- Connectivity to the UGB, a seamless trail system.
- Connectivity with surrounding cities for bike and walking trails would be nice.
- Cultural, heritage and natural area trails.
- Designing trails to accommodate disabled access -- where practical.

- Development of gravity assisted mountain bike trails. Development of more trails within the regional trail system in an effort to create loops and add to trail system diversity (difficulty and use type) Longer distance trail systems that can accommodate backpacking.
- Equestrian use outside of UGB, but close in to town would relieve some pressure on Elijah Bristow State Park.
- Greater connectivity between regional trail systems (e.g. city to city).
- Hike and bike campsites and/or development of environmental campsites that require hiking in to the site.
- Hiking/backpacking wilderness trails
- Horseback riders would also like new trail opportunities, especially more trails near current horse camps. When planning new trailheads, we respectfully request adequate parking for horse trailers.
- Improved trail connections to the coast.
- Lift-accessed bike parks
- Link to County Park.
- Linking trails to create a trail system.
- Links from Row River Trail to other natural resource areas/destinations (including National Forest, USACE property, etc.)
- Longer distance multi-use trails that connect people with desired destinations as well as scenic areas giving people the chance to ride bikes / walk outside of the UGB, connecting those trails with areas within the UGB so that people can leave from home and enjoy a longer trail.
- Loop opportunities
- Making connections between recreation areas and small communities for motorized use such as ATV and UAV side by sides.
- Making facilities more ADA friendly is our top priority.
- Making more of our out and back trails into loops. Connecting trail systems.
- Many of our current hiking and shared-use trails are outside the UGB and we are continuing to plan for additional trails since much of our parkland is outside the UGB.
- More shared use soft surface trails for bikes generating loops.
- Most of what I said above but also need to identify longer trail connections re: rails to trails, Corvallis to the Sea opportunities and methods to realize these opportunities.
- Multi Model Paved Trails for ADA, bike, hike, strollers.
- Not interested in new trails, we have enough.
- ODOT apparently has an easement that parallels Highway 101 from Ona Beach to Newport (and possibly beyond those two areas). An asphalted, multi-use trail with a parallel "soft shoulder" would get bikers, hikers and equestrians off the highway; and provide an alternative, non-motorized commute option for workers and students.
- Paddle / water trails.

- Providing additional mountain bike specific trail opportunities throughout the state are needed.
- Providing unique bicycle experiences (flow trail) and beginner trail for bikes (wide & mellow).
- Re-route of the Oregon Coast Trail between Seven Devils and Whiskey Run. Eliminate trail portions that go over private property due to conflicts with land owners and difficult management of the recreational easements for those portions. The trail should stay on the beach and go over Fivemile Point. An alternative would be to have access around Fivemile Point at low tide only.
- Reconnecting/reconstructing logging road trail between Canby and Molalla.
- Roxy Anne Peak/Prescott Park Trail System
- Single track mountain bike trails.
- The boomer generation is going to create a demand for passive recreational opportunities in the upcoming years.
- Trail connectivity.
- Trails that connect from the UGB to other UGB's and to natural features or major rural trail systems.
- Trails that highlight historic/cultural resources and help tell a story, particularly about ancient trails and early settlement historic roads. Also river trail opportunities on the Deschutes downstream of Tumalo State Park and at Willow Creek and Crooked River outside Prineville.
- Use of retired logging roads/rail road beds for rainy season use for hikers and equestrians.
- Utilizing utility easement and rail rights-of-ways.
- Viewing platforms
- Water access and fishing
- Water Trails
- Water Trails - at Lake Billy Chinook there is an increasing demand for kayak and canoe opportunities. The bulk of our visitors, particularly from out of town is Memorial Day - Labor Day; however the shoulder seasons are when locals are looking for something to do and our location provides a variety of choices for varying skill levels.
- Water Trails- facilities and connections.
- We would like to see a walking trail between our City and an Oregon State Park which is about 1/2 mile away.

What other non-motorized trail resource needs are important to you and your organization?

- \$\$\$ funds for trail maintenance and upkeep
- Access to organizations with equipment and tools to assist in building trails. More access to organizations with capable trail building crews Assistance for layout, engineering and design of new trail systems.
- ADA accessibility

- Balancing the needs of various user groups and natural resource protection. Also, recreation permit standards for groups who want to do organized runs or events in natural areas.
- Benches, shelter, picnic table at trail heads.
- Bike parks.
- Boat launches, camping
- Trail counter systems for use data collection.
- Dollars to develop restrooms and showers as well as hard surface trails within parks.
- Easy access to trails. Placing trail access in the UGB and providing the trail linkage to systems outside the UGB.
- Easy trails for novice hikers, mountain bikers, horseback riders - trail system diversity. Difficult trails for mountain bikers and horseback riders - trail system diversity Single use gravity assisted downhill mountain bike trails.
- For the BLM the biggest need is managed access to bring the very high number of access points, entry roads and entry trails down to a smaller, manageable number.
- Funding all aspects of trails.
- Funding for land acquisition / easements and for trail development to meet community needs and wishes. Making the connections so that people can enjoy non-motorized recreation close to home.
- Getting enough funding to keep up with routine maintenance, and finding/recruiting competent people to do the work.
- Improved crossings at trail/street intersections
- It is important to maintain the improvements in place.
- Land acquisition support.
- Land managers to help with trail maintenance issues.
- Leveraging resources among various jurisdictions. Marketing.
- Maintenance and educational opportunities. Educating our users on the importance of staying on trails and the effect they have on our spaces when rouge trails are built and habitat areas are disturbed.
- Maintenance of older trail systems.
- More emphasis on bird watching opportunities along established and planned trails.
- More hiking trails for Tribal member to access natural resources important to the Tribe such as fish, berries, and other plants.
- More multi-use, natural surface trails and trail connectivity.
- Nature and scenic viewing.
- Pack it Home, for Garbage need to work, if you put out garbage cans they will always be full.... "Pack it Home."
- Paddle / water trails
- Picnic sites and hike-in camp sites.
- Safety of existing trails, erosion and over usage is a constant maintenance problem.
- Streamline trail proposal process. Assessments need to be completed in a timely manner.
- That future hard surface trails utilize the better trail surfacing products other than asphalt concrete (AC) to maximize the sustainability of all surfaces in moist climates.
- These priorities in this survey reflect my desire to prioritize the trail-related management concerns. A question should be added after this to include what the realities are in our ability to follow through with staff resources.

- Very basic and primitive wilderness area-like pit toilets (literally a toilet seat on a support over a pit in the ground with three visual protection sides about 4 feet high, no roof) in such areas along the Oregon Coast Trail. This could potentially help prevent people urinating and defecating just anywhere along the trail, thereby protecting and minimizing impacts on cultural and natural resources. It would seem that concentrating such human waste would be a better alternative to going anywhere, therefore better serve the goals of the Department of Environmental Quality, too.
- Water trails and more water trail access points (i.e., canoe launches).
- We do not have enough annual snow to plan for activities around that activity. We also currently do not have a lot of voiced interest on horseback trails.
- We would like to see and ADA Fishing pier at Lake of the Woods that is connected to our parking area in at least one of our day use areas. We are planning to improve ADA access to the lake shore area and this is a logical need for us.

APPENDIX B: QUESTIONNAIRE

Dear Non-motorized trail provider,

The Oregon Parks and Recreation Department (OPRD) requests your assistance in completing a brief online survey for your jurisdiction/organization. Survey results will identify non-motorized trail facility and service need and management issues in Oregon as part of the Statewide Trails Planning effort.

This survey is intended for land management agencies and non-profit organizations providing non-motorized trail opportunities on public lands in the state of Oregon. Survey results, along with information gathered in general user surveys and regional public meetings will be used to develop evaluation criteria for distribution of Recreational Trails Program (RTP) funding administered by OPRD.

The survey is very brief, and should take no more than 5 minutes of your time. If you have any questions about this survey, please contact Terry Bergerson, OPRD planner:

Email: terry.bergerson@oregon.gov

Phone: 503-986-0747

Thank you for participating in this important survey.

Oregon Parks and Recreation Department



Nature
HISTORY
Discovery

1. Name of your organization:

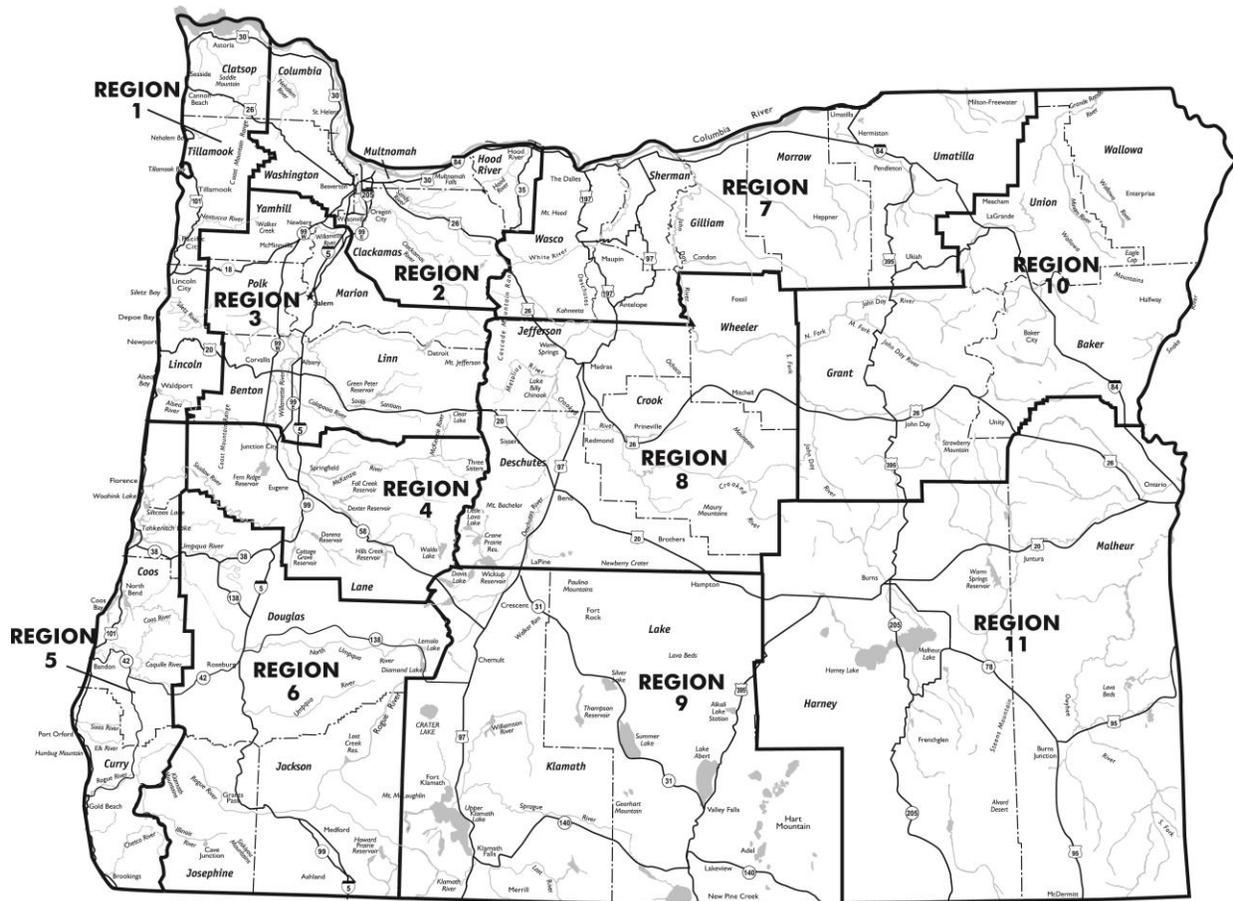
2. Contact person (or person completing this survey):

3. Organization Type (Please check one only)

- | | |
|--------------------------------------------------------------|--------------------------------------------------|
| <input type="checkbox"/> City Park & Recreation Dept. | <input type="checkbox"/> State Agency |
| <input type="checkbox"/> Special Parks & Recreation District | <input type="checkbox"/> Federal Agency |
| <input type="checkbox"/> County Parks Dept. | <input type="checkbox"/> Utility |
| <input type="checkbox"/> Port District | <input type="checkbox"/> Non-profit Organization |
| <input type="checkbox"/> Tribal Government | <input type="checkbox"/> Other |

4. Using the map below, please identify the trails planning region in the area that you service (write in)

Region # _____



4. In which county is your primary service area located in (please check one only)

<input type="checkbox"/>	Baker	<input type="checkbox"/>	Crook	<input type="checkbox"/>	Harney	<input type="checkbox"/>	Lake	<input type="checkbox"/>	Morrow	<input type="checkbox"/>	Union
<input type="checkbox"/>	Benton	<input type="checkbox"/>	Curry	<input type="checkbox"/>	Hood River	<input type="checkbox"/>	Lane	<input type="checkbox"/>	Multnomah	<input type="checkbox"/>	Wallowa
<input type="checkbox"/>	Clackamas	<input type="checkbox"/>	Deschutes	<input type="checkbox"/>	Jackson	<input type="checkbox"/>	Lincoln	<input type="checkbox"/>	Polk	<input type="checkbox"/>	Wasco
<input type="checkbox"/>	Clatsop	<input type="checkbox"/>	Douglas	<input type="checkbox"/>	Jefferson	<input type="checkbox"/>	Linn	<input type="checkbox"/>	Sherman	<input type="checkbox"/>	Washington
<input type="checkbox"/>	Columbia	<input type="checkbox"/>	Gilliam	<input type="checkbox"/>	Josephine	<input type="checkbox"/>	Malheur	<input type="checkbox"/>	Tillamook	<input type="checkbox"/>	Wheeler
<input type="checkbox"/>	Coos	<input type="checkbox"/>	Grant	<input type="checkbox"/>	Klamath	<input type="checkbox"/>	Marion	<input type="checkbox"/>	Umatilla	<input type="checkbox"/>	Yamhill

Q5. Based on your trail management in Oregon in the past 12 months, how important do you feel each of the following is on trails in your trails planning region?

Issue	Not important Very important				
	1	2	3	4	5
Controlling overcrowding on trails	1	2	3	4	5
Single use-trails to avoid user conflicts	1	2	3	4	5
Ability to experience the natural environment	1	2	3	4	5
Trails connecting towns / public places	1	2	3	4	5
Trail maintenance	1	2	3	4	5
Availability of drinking water	1	2	3	4	5
Availability of benches	1	2	3	4	5
Restroom facilities at trailheads	1	2	3	4	5
Trash cans at trailheads	1	2	3	4	5
Pet litter bags and dispensers at trailheads	1	2	3	4	5
Information about getting to the trail	1	2	3	4	5
Parking space at trailheads	1	2	3	4	5
Security of parking areas	1	2	3	4	5
Sense of safety at trailheads	1	2	3	4	5
Trail maps at trailheads	1	2	3	4	5
Trail information on the Internet	1	2	3	4	5
Enforcement of trail rules	1	2	3	4	5
Trail surface quality	1	2	3	4	5
Nature / wildlife information at trailheads / trails	1	2	3	4	5
Trail signs (directional and distance markers, and level of difficulty)	1	2	3	4	5

Q6. What other issues are important to you and your organization?

Q7. Which activities would you prioritize with respect to creation of new trail opportunities in your planning region in the next 10 years? These would be additional opportunities that do not detract from current opportunities. This includes trails for recreation, commuting, and other purposes.

Please circle one number to reflect your priority – separately for additional trail opportunities within Urban Growth Boundaries (UGBs) and in dispersed settings outside of UGBs.

Example: If you feel that more walking trails is a high priority within Urban Growth Boundaries, but only a slight priority in dispersed settings, you would circle 4 in the first column and 2 in the second column.

Activity <u>on trails</u> in Region	Priority for additional trails in Planning Region 1 = not a priority, 2 = slight priority, 3 = moderate priority, 4 = high priority							
	Within UGBs				Dispersed Settings			
Walking (includes hiking)	1	2	3	4	1	2	3	4
Running / jogging	1	2	3	4	1	2	3	4
Walking + running specifically with a dog <u>on</u> -leash	1	2	3	4	1	2	3	4
Walking + running specifically with a dog <u>off</u> -leash	1	2	3	4	1	2	3	4
Backpacking (involves overnight along / near trail)	1	2	3	4	1	2	3	4
Biking on singletrack trails (narrow natural / soft surface)	1	2	3	4	1	2	3	4
Biking on hard surface trails (wider dirt, gravel, or paved routes with little or no automobile use)	1	2	3	4	1	2	3	4
Horseback riding	1	2	3	4	1	2	3	4
In-line skating (roller blading), roller skating, or roller skiing	1	2	3	4	1	2	3	4
Skateboarding	1	2	3	4	1	2	3	4
Cross-country skiing on <u>groomed</u> trails	1	2	3	4	1	2	3	4
Cross-country skiing on <u>ungroomed</u> trails	1	2	3	4	1	2	3	4
Snowshoeing	1	2	3	4	1	2	3	4
Other (please describe)	1	2	3	4	1	2	3	4

Q8. What other new trail opportunities are important to you and your organization?

Q9. Now please share your priorities for trails in your planning region over the next 10 years, keeping in mind limited funding and land. For each action, circle one number to indicate how high a priority that action is for you and your organization.

Action	Low priority need		High priority need		
Routine removal of litter / trash	1	2	3	4	5
Routine upkeep of the trails themselves	1	2	3	4	5
Repair major trail damage	1	2	3	4	5
Connecting trails into larger trail systems	1	2	3	4	5
Protection of natural features, including wildlife habitat	1	2	3	4	5
More restrooms	1	2	3	4	5
More parking	1	2	3	4	5
More signs at trailhead	1	2	3	4	5
More signs along trails	1	2	3	4	5
More trail maps / trail information	1	2	3	4	5
More information about required parking permits	1	2	3	4	5
More soft surface walking trails	1	2	3	4	5
More hard surface walking trails	1	2	3	4	5
More trails for persons with disabilities	1	2	3	4	5
More natural-surface trails for mountain bikers	1	2	3	4	5
More hard-surface trails for bikers generally	1	2	3	4	5
More trails for runners / general exercise	1	2	3	4	5
More trails for in-line skaters (roller bladers), roller skaters, or roller skiers	1	2	3	4	5
More trails for horseback riders	1	2	3	4	5
More trails for off-leash dog recreationists	1	2	3	4	5
More trails for cross-country skiers	1	2	3	4	5
More trails for snowshoers	1	2	3	4	5

Q8. What other resource needs are important to you and your organization?

APPENDIX C: UNCOLLAPSED PERCENTAGES

1. Name of your organization:

NA

2. Contact person (or person completing this survey):

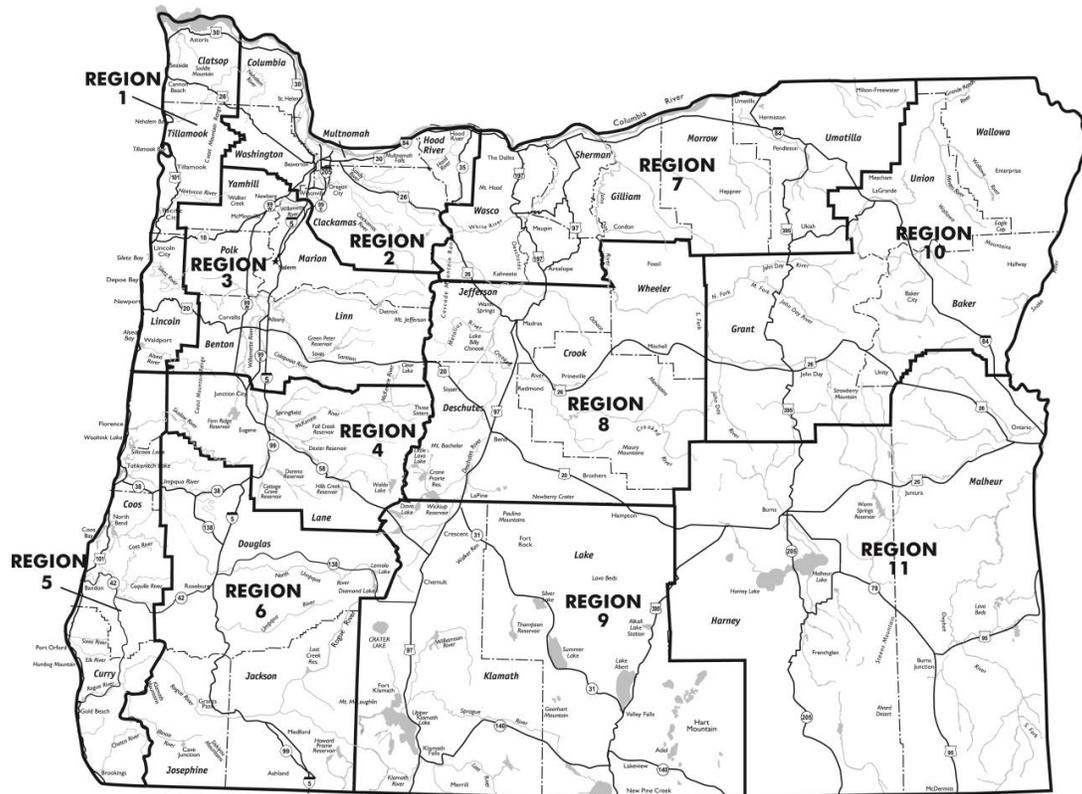
NA

3. Organization Type (Please check one only)

- | | |
|----------------------------------------|-----------------------------|
| 41% City Park & Recreation Dept. | 14% State Agency |
| 6% Special Parks & Recreation District | 7% Federal Agency |
| 6% County Parks Dept. | 0% Utility |
| 3% Port District | 17% Non-profit Organization |
| 1% Tribal Government | 5% Other |

4. Using the map below, please identify the trails planning region in the area that you service (write in)

Region # See report



4. In which county is your primary service area located in (please check one only)

2%	Baker	<1%	Crook	0%	Harney	0%	Lake	2%	Morrow	2%	Union
3%	Benton	2%	Curry	4%	Hood River	15%	Lane	4%	Multnomah	1%	Wallowa
5%	Clackamas	7%	Deschutes	3%	Jackson	4%	Lincoln	2%	Polk	<1%	Wasco
1%	Clatsop	4%	Douglas	<1%	Jefferson	3%	Linn	0%	Sherman	4%	Washington
2%	Columbia	<1%	Gilliam	1%	Josephine	0%	Malheur	4%	Tillamook	<1%	Wheeler
3%	Coos	2%	Grant	3%	Klamath	5%	Marion	1%	Umatilla	2%	Yamhill

Q5. Based on your trail management in Oregon in the past 12 months, how important do you feel each of the following is on trails in your trails planning region?

Issue	Not important					Very important
	20%	32%	26%	16%	7%	
Controlling overcrowding on trails	20	29	31	15	5	
Single use-trails to avoid user conflicts	1	1	12	34	52	
Ability to experience the natural environment	3	9	15	21	52	
Trails connecting towns / public places	0	2	10	34	54	
Trail maintenance	16	30	32	15	7	
Availability of drinking water	19	25	34	16	6	
Availability of benches	6	16	38	21	19	
Restroom facilities at trailheads	10	16	24	27	23	
Trash cans at trailheads	13	15	32	20	20	
Pet litter bags and dispensers at trailheads	2	10	22	41	25	
Information about getting to the trail	4	6	26	41	24	
Parking space at trailheads	6	15	33	29	17	
Security of parking areas	3	12	27	31	29	
Sense of safety at trailheads	6	11	24	37	23	
Trail maps at trailheads	4	5	18	38	35	
Trail information on the Internet	4	11	38	31	16	
Enforcement of trail rules	2	5	21	38	35	
Trail surface quality	5	19	39	25	11	
Nature / wildlife information at trailheads / trails	1	6	22	38	32	
Trail signs (directional and distance markers, and level of difficulty)						

Q6. What other issues are important to you and your organization?

See report

Q7. Which activities would you prioritize with respect to creation of new trail opportunities in your planning region in the next 10 years? These would be additional opportunities that do not detract from current opportunities. This includes trails for recreation, commuting, and other purposes.

Please circle one number to reflect your priority – separately for additional trail opportunities within Urban Growth Boundaries (UGBs) and in dispersed settings outside of UGBs.

Example: If you feel that more walking trails is a high priority within Urban Growth Boundaries, but only a slight priority in dispersed settings, you would circle 4 in the first column and 2 in the second column.

Activity <u>on trails</u> in Region	Priority for additional trails in Planning Region 1 = not a priority, 2 = slight priority, 3 = moderate priority, 4 = high priority							
	Within UGBs				Dispersed Settings			
Walking (includes hiking)	4	3	21	72	7	8	21	63
Running / jogging	6	9	39	46	12	18	34	36
Walking + running specifically with a dog <u>on</u> -leash	11	20	39	30	19	21	37	22
Walking + running specifically with a dog <u>off</u> -leash	41	29	20	11	33	24	29	14
Backpacking (involves overnight along / near trail)	58	21	16	5	28	19	30	23
Biking on singletrack trails (narrow natural / soft surface)	18	28	29	25	15	17	27	41
Biking on hard surface trails (wider dirt, gravel, or paved routes with little or no automobile use)	10	15	38	37	19	14	39	28
Horseback riding	50	27	13	11	27	25	29	19
In-line skating (roller blading), roller skating, or roller skiing	54	29	14	4	69	24	6	1
Skateboarding	44	33	18	5	65	27	7	1
Cross-country skiing on <u>groomed</u> trails	79	7	10	4	61	12	19	7
Cross-country skiing on <u>ungroomed</u> trails	77	9	10	3	59	16	17	9
Snowshoeing	77	11	9	3	59	16	18	8
Other (please describe)	63	5	11	21	68	5	5	21

Q8. What other new trail opportunities are important to you and your organization?

See report _____

Q9. Now please share your priorities for trails in your planning region over the next 10 years, keeping in mind limited funding and land. For each action, circle one number to indicate how high a priority that action is for you and your organization.

Action	Low priority need			High priority need	
	4%	7%	25%	34%	30%
Routine removal of litter / trash	2	2	5	33	58
Routine upkeep of the trails themselves	2	5	9	29	55
Repair major trail damage	4	1	17	28	49
Connecting trails into larger trail systems	2	2	15	33	48
Protection of natural features, including wildlife habitat	15	26	35	16	8
More restrooms	17	21	38	17	7
More parking	8	19	35	27	11
More signs at trailhead	9	18	36	24	14
More signs along trails	7	15	34	29	16
More trail maps / trail information	42	27	21	8	3
More information about required parking permits	11	12	27	27	24
More soft surface walking trails	15	18	29	18	21
More hard surface walking trails	9	9	33	28	22
More trails for persons with disabilities	14	20	24	17	25
More natural-surface trails for mountain bikers	15	16	27	22	21
More hard-surface trails for bikers generally	8	18	23	26	26
More trails for runners / general exercise	51	31	13	3	2
More trails for in-line skaters (roller bladers), roller skaters, or roller skiers	38	20	20	12	10
More trails for horseback riders	38	20	22	16	4
More trails for off-leash dog recreationists	66	14	12	5	4
More trails for cross-country skiers	68	14	9	7	2
More trails for snowshoers					

Q8. What other resource needs are important to you and your organization?

See report
