



# Survey of Oregon Off-Highway Vehicle Public Recreation Providers

Final Report

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*Nature*  
**HISTORY**  
*Discovery*

## ***EXECUTIVE SUMMARY***

### **Objectives**

This survey is part of the 2015 Oregon Statewide Motorized Trails Planning effort. Project objectives were to describe funding priorities for the OPRD-administered All-Terrain Vehicle (ATV) Grant Program and identify top Off-Highway Vehicle (OHV) management issues as part of the planning effort.

### **Methods**

Data were obtained from an internet survey of 54 Oregon OHV area managers between March 10 and April 10, 2014. The total number of completed questionnaires was n=33 with an estimated total response rate of 61%.

### **Results**

- The majority of OHV provider respondents were from the U.S. Forest Service (46%), with some from the Bureau of Land Management (21%), Oregon Department of Forestry (18%), County Parks Departments (12%), and the Oregon Parks and Recreation Department (3%).
- Most survey respondents provide OHV riding opportunities in Region 1 (19%), Region 10 (15%), and Region 4 (12%).
- The most serious OHV management issues were riding in closed areas (63% rated the problem “slight” to “serious”), litter dumping (62%), too little law enforcement (57%), and vandalism (55%).
- Other important management issues included lack of funding for trail maintenance and keeping riders on designated trail systems.
- The most important funding need was for direct access to riding areas (76% rated the importance “slight” to “very”), staging areas (76%), tent campsites (62%), campgrounds (59%), children’s loops near staging areas (59%), group camping sites (59%), electric hookups (57%), and children’s playgrounds (55%).
- Other important funding need included funding for trail and staging area maintenance, trail construction and maintenance equipment, maps (electronic and paper), and trail signage.
- Land managers would strongly prefer prioritizing funding for improving existing areas (80% either “strongly” or “somewhat” prioritize) over adding new riding areas (10%).
- If respondents chose to prioritize adding riding areas, the OHV vehicle type most in need of facilities in such areas were Class IV side-by-sides 65 inches or less wide (17%).

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## ***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 Motorized 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 funding priorities for the OPRD-administered All-Terrain Vehicle (ATV) Grant Program and identify top Off-Highway Vehicle (OHV) management issues as part of the Statewide Motorized Trails Planning effort.

## ***METHODS***

Data were obtained from an internet survey (see survey instrument in Appendix B) of 54 Oregon OHV area managers between March 10 and April 10, 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  $n = 33$  with an estimated total response rate of 61%.

Table 1. Sample sizes and response rates

	Initial contacts	Completed surveys ( $n$ )	Response rate (%)
Providers	54	33	61

## ***RESULTS***

### **Provider Description**

**Agency/Organization.** The first question asked OHV land managers to identify their type of agency/organization. Table 2 shows that most respondents were from the U.S. Forest Service (46%), with some from the Bureau of Land Management (21%), Oregon Department of Forestry (18%), County Parks Departments (12%), and OPRD (3%).

Table 2. Respondent provider type

Provider Type	Participation (%) <sup>a</sup>
U.S. Forest Service	46
Bureau of Land Management	21
Oregon Dept. of Forestry	18
County Parks Departments	12
Oregon Parks and Recreation Department	3

<sup>a</sup> Cell entries are percentages (%) of respondents from each organization type.

**Planning Region.** OHV land managers were asked to report the primary trail’s planning region in which they provide OHV riding opportunities in Oregon. Figure 1 shows the boundaries for the 11 planning regions along with the locations of the 48 managed riding areas in the state.

Figure 1. Oregon OHV planning regions

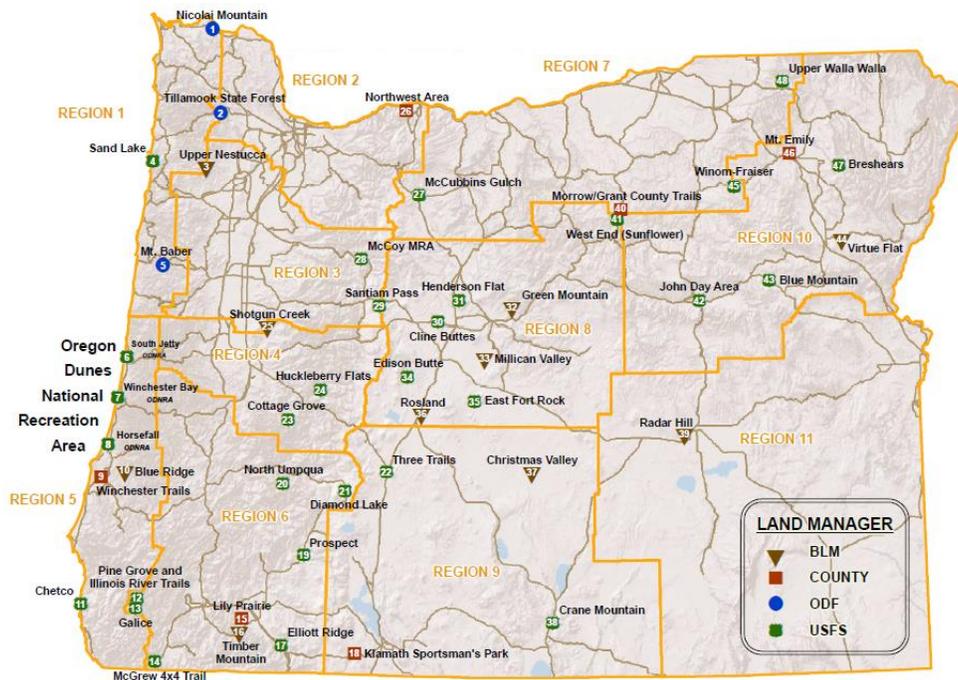


Table 3 shows that most survey respondents provide OHV riding opportunities in Region 1 (19%), Region 10 (15%), and Region 4 (12%). Fewest respondents provide riding opportunities in Region 11 (3%).

Table 3. Respondent planning region <sup>a</sup>

Region 1	19
Region 2	9
Region 3	6
Region 4	12
Region 5	6
Region 6	9
Region 7	6
Region 8	9
Region 9	6
Region 10	15
Region 11	3

<sup>a</sup> Cell entries are percentages (%) of where respondents provide OHV riding opportunities in Oregon.

**OHV Management Issues.** Several items in the questionnaire examined provider attitudes about OHV management issues in their trail's planning region. Providers were asked, for example, the extent of a problem listed issues posed to managers. Table 4 shows that the most serious issues were riding in closed areas (63% rated the problem "slight" to "serious"), litter dumping (62%), too little law enforcement (57%), and vandalism (55%). The least serious issues were too much law enforcement (0%), and too many people (3%).

Table 4. Ratings of OHV management issues <sup>a</sup>

	OHV Providers (%) <sup>a</sup>
Riding in closed areas	63
Litter/ dumping	62
Too little law enforcement	57
Vandalism	55
Target shooting	34
Lack of trail ethics by other users	32
Riding on trails designated for other OHV classes	21
Closure of trails	21
Alcohol or drug use	14
Rowdy behavior	14
Vehicle noise	14
Unsafe OHV use	14
Conflicts between users	14
Closure of logging roads	10
Too many people	3
Too much law enforcement	0

<sup>a</sup> Cell entries are percentages (%) of respondents who rated the problem "slight" to "serious."

Respondents were then asked to identify any other OHV management issues that were important to them and their organization. Most frequently mentioned issues included lack of funding for trail maintenance and keeping riders on designated trail systems.

**OHV Funding Need.** Land managers were asked to rate the importance of funding need for a number of types of OHV facilities in their planning region. Table 5 shows that the most important funding needs were for direct access to riding areas (76% rated the importance “slight” to “very”), staging areas (76%), tent campsites (62%), campgrounds (59%), children’s loops near staging areas (59%), group camping sites (59%), electric hookups (57%), and children’s playgrounds (55%).

Table 5. Ratings of OHV funding importance <sup>a</sup>

	OHV Providers (%) <sup>a</sup>
Direct access to riding areas	76
Staging areas	76
Tent campsites	62
Campgrounds	59
Children’s loop near staging areas	59
Group camping sites	59
Electric hookups	57
Children’s playgrounds	55
Sewer hookups	50
Showers	45
Water hookups	35
RV campsites/ parking for large vehicles	24
Bathrooms	21
Loading/ unloading facilities	21
Picnic tables	18
Fire rings	17

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

Respondents were also asked to identify any other OHV resource needs that were important to their organization. Most frequently mentioned needs included funding for trail and staging area maintenance, trail construction and maintenance equipment, maps (electronic and paper), and trail signage.

Next, OHV land managers were asked, with limited funding, if they would prefer prioritizing the purchase of land for additional riding areas or improving existing areas. Table 6 shows that the

majority of respondents would prioritize improving existing areas (80% either “strongly” or “somewhat” prioritize) over adding new riding areas (10%).

Table 6. Riding area funding priorities

	OHV Providers (%)
Strongly prioritize improving existing areas	47
Somewhat prioritize improving existing areas	33
No preference	10
Somewhat prioritize adding areas	10
Strongly prioritize adding areas	0

If respondents selected to prioritize adding areas, they were asked to identify the OHV vehicle class type most in need of facilities at new riding areas. Table 7 shows that Class IV side-by-sides 65 inches or less wide (17%) should be prioritized most at new riding areas.

Table 7. Riding area funding priorities – class type

	OHV Providers (%)
Class IV	17
Class II	10
Class I	7
Class III	7

**Summary.** Taken together, survey results showed that:

- The majority of OHV provider respondents were from the U.S. Forest Service (46%), with some from the Bureau of Land Management (21%), Oregon Department of Forestry (18%), County Parks Departments (12%), and the Oregon Parks and Recreation Department (3%).
- Most survey respondents provide OHV riding opportunities in Region 1 (19%), Region 10 (15%), and Region 4 (12%).
- The most serious OHV management issues were riding in closed areas (63% rated the problem “slight” to “serious”), litter dumping (62%), too little law enforcement (57%), and vandalism (55%).

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- Other important management issues included lack of funding for trail maintenance and keeping riders on designated trail systems.
  - The most important funding need was for direct access to riding areas (76% rated the importance “slight” to “very”), staging areas (76%), tent campsites (62%), campgrounds (59%), children’s loops near staging areas (59%), group camping sites (59%), electric hookups (57%), and children’s playgrounds (55%).
  - Other important funding need included funding for trail and staging area maintenance, trail construction and maintenance equipment, maps (electronic and paper), and trail signage.
  - Land managers would strongly prefer prioritizing funding for improving existing areas (80% either “strongly” or “somewhat” prioritize) over adding new riding areas (10%).
  - If respondents chose to prioritize adding riding areas, the OHV vehicle type most in need of facilities in such areas were Class IV side-by-sides 65 inches or less wide (17%).

## APPENDIX A: OPEN-ENDED COMMENTS

### *What other OHV issues are important to you and your organization?*

- #1 - Maintenance and upkeep of trails/facility YEAR ROUND. #2 -- Signage - not standardized when crossing from one riding area to another. Example: Start riding on USFS then cross over to County areas, not all areas have the same standards for signage. (IE: difficulty level of trails, uniformity of designation of trails-Quad/motorcycle/side by side/Jeeps)
- At Huckleberry Flats many trails were laid out (or user created) years ago on old skid trails of haul routes. These routes have become the lowest (topographically) points on the landscape making flooding and muddy trails a constant battle along with the resource impacts that go along with this problem.
- ATV Grant process
- Currently, the lack of education for appropriate OHV use seems to be an issue, which has resulted in OHV damage and illegal OHV use.
- Educating hunters about proper OHV ethics. The typical recreational rider is generally very knowledgeable and respectful of rules and regulations. Hunters however, tend to be less knowledgeable about current regulations or simply disregard them. It is difficult because hunters are typically only riding once or twice a year and regard OHV's simply as a tool to help with the hunt whereas recreational OHV'rs are very involved and supportive of their sport.
- Ensuring legal public access to public lands and unified regulation information/education/enforcement efforts by all regulatory agencies.
- Illegal trail building. Rider safety education. Development and Planning. Having the right equipment to build and maintain trails.
- Improving trail system connectivity. Diversifying the OHV trail network in terms of range of difficulty and connected routes. Addressing safety issues associated with OHV use on forest roads. Diversifying funding sources for OHV program management. Protecting and maintaining existing OHV trail system investments.
- Keeping access open, costs to users down, fixing huge backlog of Carsonite and other signage needing replacement.
- Keeping OHV riders on the designated OHV trail system. Continued State Park OHV funding to management OHV use on designated OHV trail systems in Central Oregon.
- Litter and off trail use are my big issues from a maintenance standpoint.
- Long-term support of needed infrastructure in popular riding areas. Funds for annual and deferred maintenance of facilities will continue to decline.
- Maintenance of existing systems as they grow in the area are starting to be a problem. Right now we have a highly trained and skilled crew but as new areas come on line it's challenging to say we have enough staff and equipment to cover it.
- Mudding/natural resource damages
- Our biggest problem in the Forest Service is that we have NO MONEY in our recreation budgets anymore. Virtually none for trail maintenance. If we can't obtain money

through OHV grants, no trail work will get done at all. These grants are critical. \* Of special note -- we're also monitoring these new motorcycle winter kits which allow motorcycles to go over snow into densely treed, mountainous areas and their impacts to wintering wildlife such as elk, etc.

- Public/private land issues.
- Securing the needed field staff to better implement the program. Maintaining a reliable funding stream to retain youth crew labor relied upon to maintain trails/support facilities. Impacts of timber harvest upon trails, their availability and program development.
- Staying on designated trails, less vandalism, less trash left behind, willingness to assist in trail maintenance and upkeep.
- Trail sustainability and mitigating sedimentation impacts to stream and rivers. Trail system is being upgraded continually to address sustainability however the intent to sue from Center for Biologic Diversity could potentially threaten OHV trails. Continued funding for law enforcement is another issue. The gains the agency has made the over the last 20 years are due in large part to consistent, and fair law enforcement. Trail signing and a trail map for the Trask are a big issue among local users. There is grudging acknowledgement that trail need to be signed so that use types are enforceable but there is also local push back. Class IV trail abuse is another problem. Many of these users think they can go on any quad trail that they can squeeze in on.
- Volunteer Trail Maintenance

***What other OHV resource need are important to you and your organization?***

- Adequate signage.
- Campsites/campgrounds, Rider learning/skill testing areas.
- Continued monetary support for OHV Staging area maintenance services (vault toilet pumping, dumpsters, & maintenance supplies like lumber, rock, & signs). A key resource that needs nurturing is cooperation from BLM in creating trails that link the Trask trails to Upper Nestucca Riding Area.
- Current maps available electronically and physically.
- Designated ATV/Equipment wash areas - to help prevent spread of noxious weeds, and other non-native plants to the area. As many guest wash/rinse vehicles at campsites, having designated area available helps prevent issue.
- Developed (desirable) sites for Camp Hosts. A Camp Host Program to serve as a pool of contacts for potential Camp Hosts.
- Funding.
- Good maps at information kiosks with safety messages, riding areas & trails (open/closed), regulations.
- Good signage (regulatory, informational, interpretive) and sign supports.
- Mechanized trail construction and maintenance equipment.
- Our main riding area, the Christmas Valley Sand Dunes, is located in a Wilderness Study Area, thus most of the options above are off the table, so most do not play into our set up.

- Partnership funding. We just need the resources to maintain what we have. We're not getting the federal funding to do this.
- Signs
- Trail maintenance of designated routes to riding areas
- Trail system maintenance. Tools and heavy equipment necessary to efficiently and effectively maintain and improve the existing trail system. Replacing aging trail bridge infrastructure. Development of more trails that improve trail system connectivity and system diversity and flow.
- Trailheads (TH) with toilet facilities for high use TH. Children's learner loops are also important.

## APPENDIX B: QUESTIONNAIRE

Dear Park & Recreation Provider,

The Oregon Parks and Recreation Department (OPRD) requests your assistance in completing the following survey for your land management agency. Survey results will identify Off-Highway Vehicle (OHV) facility and services need and management issues in Oregon as part of the Statewide Motorized Trails Planning effort.

This survey is intended for land management agencies which provide OHV riding 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 Oregon All-Terrain Vehicle Grant Program funding.

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](mailto: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:**

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**2. Mailing address:**

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**3. Contact person (or person completing this survey):**

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**4. Contact phone number:**

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**5. Contact email address:**

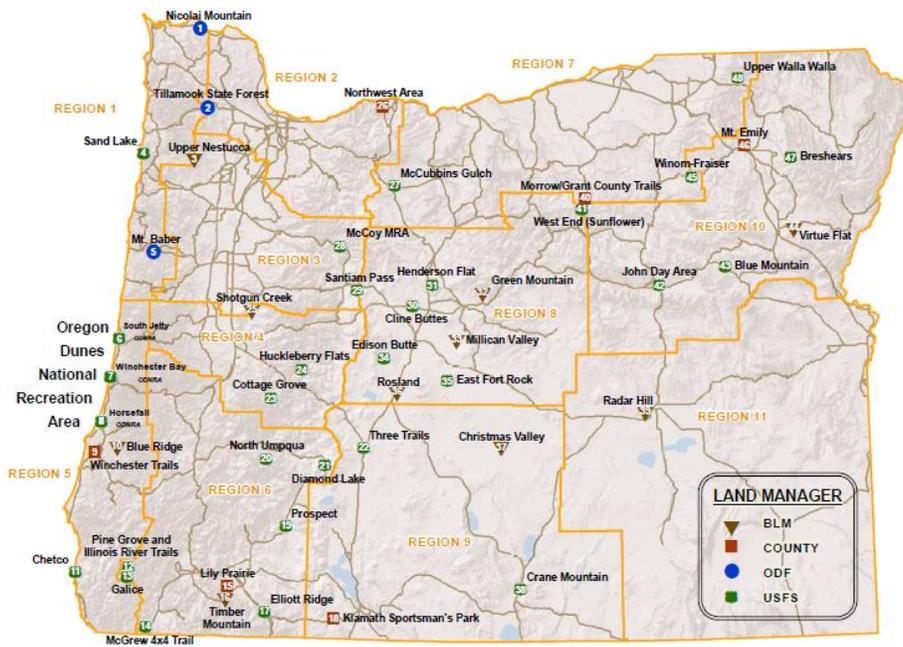
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**6. Organization (Please check one only)**

- US Forest Service
- Bureau of Land Management
- Oregon Department of Forestry
- County

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

Region # \_\_\_\_\_



**Q8. Based on your experience with OHV management in Oregon in the past 12 months, how much of a problem do you think each of the following is on OHV trails in your trails planning region?**

Issue	Not a problem			A serious problem	
Vehicle noise	1	2	3	4	5
Alcohol or drug use	1	2	3	4	5
Rowdy behavior	1	2	3	4	5
Vandalism	1	2	3	4	5
Litter / dumping	1	2	3	4	5
Lack of trail ethics by other users	1	2	3	4	5
Riding on trails designated for other OHV classes	1	2	3	4	5
Riding in closed areas	1	2	3	4	5
Too little law enforcement	1	2	3	4	5
Too much law enforcement	1	2	3	4	5
Closure of trails	1	2	3	4	5
Closure of logging roads	1	2	3	4	5
Unsafe off-highway vehicle use	1	2	3	4	5
Too many people	1	2	3	4	5
Target shooting	1	2	3	4	5
Conflict between users	1	2	3	4	5

**Q9. What other issues are important to you and your organization?**

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**Q10. Trail managers have limited resources to provide for all types of OHV trail experiences. How important is each of the following in your trails planning region?**

Facility	Not important <span style="float: right;">Very important</span>				
	1	2	3	4	5
Campgrounds	1	2	3	4	5
Group camping sites	1	2	3	4	5
Electric hookups	1	2	3	4	5
Water hookups	1	2	3	4	5
Sewer hookups	1	2	3	4	5
Tent campsites	1	2	3	4	5
RV campsites / parking for large vehicles	1	2	3	4	5
Staging area	1	2	3	4	5
Loading / unloading facilities	1	2	3	4	5
Bathrooms	1	2	3	4	5
Showers	1	2	3	4	5
Picnic tables	1	2	3	4	5
Fire rings	1	2	3	4	5
Direct access to riding areas	1	2	3	4	5
Children’s loop near staging area	1	2	3	4	5
Children’s playground	1	2	3	4	5

**Q11. What other resource needs are important to you and your organization?**

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**Q8. Based on your experience with OHV management in Oregon in the past 12 months, how much of a problem do you think each of the following is on OHV trails in your trails planning region?**

<b>Issue</b>	<b>Not a problem</b>		<b>Neither</b>	<b>A serious problem</b>	
Vehicle noise	41%	28%	17%	14%	0%
Alcohol or drug use	3	52	31	14	0
Rowdy behavior	14	28	45	14	0
Vandalism	0	10	35	48	7
Litter / dumping	3	14	21	55	7
Lack of trail ethics by other users	11	18	36	32	0
Riding on trails designated for other OHV classes	24	21	35	17	3
Riding in closed areas	0	19	19	52	11
Too little law enforcement	7	14	21	43	14
Too much law enforcement	55	14	31	0	0
Closure of trails	31	3	45	14	7
Closure of logging roads	38	3	48	3	7
Unsafe off-highway vehicle use	21	14	52	14	0
Too many people	45	28	24	3	0
Target shooting	24	17	24	24	10
Conflict between users	24	31	31	14	0

**Q9. What other issues are important to you and your organization?**

See report

**Q10. Trail managers have limited resources to provide for all types of OHV trail experiences. How important is each of the following in your trails planning region?**

Facility	Not important			Very important	
Campgrounds	10%	3%	28%	35%	24%
Group camping sites	14	7	21	31	28
Electric hookups	21	7	14	29	29
Water hookups	21	10	35	14	21
Sewer hookups	7	18	25	25	25
Tent campsites	7	3	28	38	24
RV campsites / parking for large vehicles	48	14	14	14	10
Staging area	7	7	10	35	41
Loading / unloading facilities	35	21	24	17	3
Bathrooms	52	7	21	10	10
Showers	17	7	31	14	31
Picnic tables	50	21	11	14	4
Fire rings	62	7	14	10	7
Direct access to riding areas	3	3	17	38	38
Children’s loop near staging area	14	7	21	21	38
Children’s playground	14	10	21	24	31

**Q11. What other resource needs are important to you and your organization?**

See report

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