

List of Trails Plan Public Review Comments

- Regarding the issues and concerns with Off-Highway Vehicle Trails, it mentions BLM and USFS in the action section. Is the State of Oregon and OPRD not interested in providing Off-Highway Vehicle recreation opportunities. Our state park system provides recreational opportunities for various recreation users, why are Off-Highway Vehicle users being not being served on our state lands? I feel an Action Item should be added for OPRD to invest in Off-Highway Trails and access opportunities.

It would also be nice to see the majority of the money gathered by the permitting process go to address the top concerns listed in this document. I know in previous years the majority of funds had gone to Law Enforcement agencies, however this was one of the lowest concerns based off the survey information. Let's put the funds into Trails, to help keep this recreational opportunity in Oregon.

- 1st off I would like to thank everyone who puts time and effort into our travel system. It's truly great to have such a wide variety of users but as a dog musher I feel there is still room for some improvements. There are several mushing clubs and organization throughout the state and we do have a local sled dog race here in Bend. I would like to see areas where we could safely hook up our teams and not have to run a gauntlet of snowmobiles, trucks and trailers. A simple and safe solution is to have designated parking for non-motorized users closer to the trails. Another solution would be to connect via trail, not road crossing, Kapka or Wanoga Snoparks to Dutchman. I would also like to suggest having caution signs in high use areas to help avoid conflicts.
- Under non-motorized trail issues and actions you identify need for more trail maintenance, but do not address the horrible conditions the forest service roads are in to access these trails. You have spent hundreds of thousands of dollars decommissioning roads which in my opinion was a huge waste of tax payer dollars, yet I cannot even get to some areas to hike due to the poor road conditions. I buy my trail pass annually but feel that I cannot utilize it due to poor road conditions. The condition of access roads needs to be added to the plan.
- Being an off-road motorcycle user, I would like to see more shared trails. I also like hiking and mountain biking. On a recent dirt biking trip to Idaho this summer, I experienced firsthand their shared trails program. While riding I stopped and talked to a group of mountain bikers a group of hikers a group of equestrian riders. I was amazed at the friendly conversations with each and every group. I realized that we all have one thing in common the love for our public land. It is possible for different user groups to get along and enjoy the great outdoors. I know managing public lands is a complicated issue.
- I ride mountain bikes and my son goes wheeling with his street legal 4x4. There seems to be a big lack of OHV areas where larger 4x4s are allowed. Just one trail at Shotgun and none at Huckleberry Flats. We would like to see more OHV parks with Class 2 areas. As for myself, I am concerned about the trend to designate more wilderness areas. As a

mountain biker, this would impact myself and a lot of folks negatively. I would like to see more areas open to cycling, not less. I appreciate the need to preserve wilderness, but with responsible use, cyclists, equestrians, and hikers can co-exist. Certain areas opened up could be beneficial, such as a trail linking two open areas that passes through a wilderness area. There are several groups such as DOD and GOATS who are a good resource.

- This sounds like an awesome plan! I love being off-road on my mountain bike and jeep! We definitely need more mountain bike trails; however, we need more legal jeep trail and I hope we can find a sustainable way to have good jeep trails.
- I need to see what roads are legal and are not and what's allowed to be driven on to play on.
- I would like to see more jeep or 4x4 trails in central Oregon. It would be great if Oregon had an off-road park like Browns Camp at TSF, but more centralized so people from down south and all over the state could enjoy, but not have to drive hours to get too. If anything at least add a few more jeep trails at Shotgun Creek or etc.
- Greetings: I just read about your recreational trails program in the Curry Costal Pilot (Nov. 5). I have been advocating the development of the World War Two Historic Bomb site located 5 miles from Brookings, OR and five miles from the Oregon/California border which is the end of the Coast Trail. The site is listed on the National Historic Landmarks and was recently visited by the National Geographic film unit. I envision this location as a trail for walking, hiking, bicycling etc. I was a member of the Brookings Tourism Promotion Advisory Committee (TPAC). Please contact me for any information you would like.
- Both my wife and I enjoy off-road driving. I believe if done responsibly it is a vital component to a shared use plan for our forests. I also enjoy trail riding on horseback and would like to see more horse camping. Camping near 4x4 trails would provide a very attractive destination for tourists. Thank you.
- Non-Motorized Trail Survey Findings and Implications: The survey also identified that the highest priority for additional trails was for walking/ hiking both inside and outside one's community. I think that trails for walking/hiking should also be open for bicycles. This multi-use approach will allow a broader range of users to access the trail system. Bicycles are no longer limited to hard surface trails and have been proven to be no more damaging to soft surface/dirt trails than pedestrian trail users. Please take this into account when making your final draft of this document.
- Pertaining to the trail system from the parking lot near the Port Orford Airport to Blacklock Point, to Floras Lake to the North, I would like to see this trail system be accessed only by hikers and horses. I feel this area is not appropriate for ATV's and mountain bikes. I would like to see more signage in this area as some mountain bikers are under the impression this system is open to bikers.

Pertaining to the trail system at Cape Blanco, I would like to see continued development of the trails north of the road for Equestrians and also the trails opened across the road from the lower horse-hiking trail through the ranch to be developed for hikers and Equestrians. The best system would allow Equestrians to ride across the road to the ranch portion without needing to make arrangements for the key from the park management. There has been needed progress made on the trails by volunteers and the parks. This progress needs to continue in the future.

Bullard's horse camp is a top notch example of a horse camp and trail system. The corrals are in good shape, the footing is excellent with little or no mud, the sites are long enough for Living Quarter Horse Trailers and fairly flat, the toilet is excellent. This is one of the nicest horse camps in Oregon.

Thank you for your support on trails systems.

- I notice in your draft horse trails were not addressed. With the abundance of horse riders in the state I would of thought you would address this. As a lot of the trail riders are over 50 this would go along with trying to get them out on trails that are local. More horse trails should be installed in the southern coast area. We have a redwood forest that could draw people to the area if it had resources for trail riders.
- Use of the Tualatin River Water Trail is growing rapidly. Upgrading the facility at Rood Bridge Park in Hillsboro is a high priority. Hillsboro Parks is working on upgrading the ramp and adding a floating dock. We also need help in managing logjams for safe passage in the upper stretches of the river. Washington County's facility at Eagle Landing could use a safety upgrade. Developing access at Metro's property near Stafford is a tremendous opportunity. State Parks can leverage significant local support when improving access to the Tualatin River Water Trail. Metro, Hillsboro, Tualatin, Tigard, Clean Water Services and Washington County Visitors Association have all contributed financially to the development of the Tualatin River Water Trail. Because of the slow current, shallow gradient, lack of conflict from motorized craft and location near the urban population, the Tualatin River Water Trail is the ideal family-friendly river for paddling.
- My primary interest is non-motorized boat access to water bodies, in particular the Tualatin River. I put in at Cook Park in Tigard when the boat ramp is accessible (the access road is closed November-March). In the winter I put in at the Tualatin city park boat ramp. I would love to be able to access the river easily at other points upstream of Tigard and Tualatin. I'd also appreciate having kayak access to the river in places where currently logjams prevent passage. I paddle every week except during floods and am always surprised at the amount of use the Tualatin River supports. Thank you for considering this need for Oregon citizens wanting to enjoy nature and exercise in the fresh air. I heard about this comment opportunity from the Tualatin Riverkeepers on Facebook.

- I agree with the overall recommendations. Particularly providing recreational opportunities to urban dwellers within their locality. I think providing reasons for transporting people in mass to remote recreation centers defeats conservation, increases greenhouse gases and wastes tax dollars. I think that the conclusions related to demographics are completely without statistical support and should be rationalized. The method of selecting and obtaining 2000 responses from a population of 3,000,000 has undoubtedly skewed the results. Anecdotal reasons are basic differences between rural and urban residents; leisure time to enabling time to respond related to level of income; educational differences driving interest in responding at all. Be very careful to challenge any conclusions reached and manage the risks of commitments accordingly.
- I live in Bend and am an avid cross-country and alpine skier and also a mountain bike enthusiast. A lot more folks out on the local trails these days, but I'm a retiree and can pick and choose my days and avoid the weekend and tourist hordes (sometimes). As might be expected, I'm not concerned with motorized backcountry travel. I'm in favor of more access to hikers, off-road cyclists, and equestrians and would prefer the "throttle jockey" crowd be separated from the non-motorized groups.....just my opinion. Oregon Parks does a great job and is a reason why my family has enjoyed being Oregon residents for 25 years. For the record I'm 67, retired as mentioned above, am NOT a college grad, and my wife and adult daughter participate in the same activities as I. Thank you.
- Head to Bay Regional Trail Help complete the Lincoln City, Oregon - Head to Bay Trail. Lincoln City is currently updating its Parks Master Plan. The trail through town would be great to take pedestrians and bikers off of Hwy 101 with its traffic with trucks and motor homes and other vehicles. Lincoln City has received grants in the past to complete sections but more is needed to finish the entire trail. It is taking too many years. I hope to see it finished in my lifetime.
- Does this include keeping trails open for horseback riding? I have heard some mutterings about closing trails to horses. I know our numbers are not as high as some other groups, but we do try to respect others and help maintain trails.
- Improved public access and logjam clearance are needed for the Tualatin River. I regularly paddle the river and bring my son there. The time in nature is more important than ever. Our children and our selves need more opportunities to experience this wonderful natural resource for our health, and to instill a love and respect for the natural world.
- Glad to see planning on improving water trails. I have three flat water kayaks and go on the Tualatin quite often.
- Increase public access to waterways, and publish their locations. Describe water conditions (snags, dams, gravel bars, rapids, currents) based on access point. Encourage private and cooperative providers of shuttle services by creating a clearing house of information.

- Your pop-up ad on the OregonLive web site is obnoxious.
- We live full time next to the La Pine State Park along the Deschutes River and spend a lot of time on trails. We have experienced bicyclists usually being courteous but once in a while quietly speeding. If one of those did collide with a walker, it could be disastrous. As for horse use, they tear up the trails and the waste they leave is impossible for other users to deal with. Perhaps have designated horse use trails? hen the quads, oh my.... The noise and destruction on trails is the worst of all! 've seen the total devastation they have done to AZ. May they not do that to OR! They need serious restrictions to our land and trails! As for the water trails, we kayak and fish too. We clean up the water after tourism is over each fall. Even safes and picnic tables are thrown into the river. So very sad. We call those in. The smaller stuff we pick up. Perhaps signage about littering and protecting our river? We noted the river traffic has greatly increased the last year. We live on the river. We support your efforts on behalf of Oregon.
- My comment is very short and straight forward: I wish to voice my support for the Tualatin River Water Trail as part of the statewide plan. The Tualatin River is a valuable aquatic resource for the entire state, not just Washington County. Protecting its recreational resources has benefits for Oregonians beyond boating and linear activities along the corridor. By protecting recreational access, we encourage public awareness of and a value for water resources, as well as public health and wellbeing.
- I personally use OHV trails year round with my Jeep. I appreciate having land all across the state open for that use. I like that the OHV tags are 2 years use. I feel like it would be safe to up the fee on that tab from the \$10 (I think \$11 with the \$1 fee) to say \$25 for 2 years. I think it would be great if the use was reciprocal with Washington and California (or a number of additional states). Confusing in Washington with Federal jurisdiction taking part. Better yet, would be REALLY cool to have cooperation with other states and just charge a bit more than that. I'm willing to pay for the use. I think there is room to explore an increase. Keep a lot of the knuckleheads out.
- The Tualatin River Water Trail would be a wonderful addition to the Statewide Trails system. The river is a beautiful, seemingly isolated natural corridor running through the heavily developed metro area. It's full of scenic beauty and wildlife. It's a gentle stream, safe for novice boaters. To make the Tualatin a better river trail, it needs more, easier access points. If openings around some log jams were made on the upper reaches, leaving the bulk of the jams for fish protection, Steamboat Park in Cornelius could become the upper end of a long, much valued River Trail.
- Your team has done a commendable job completing the draft statewide trails plan. The writing is clear, the charts are helpful, and the sequence that information is provided is logical. Overall, the plan is a useful planning document for our agency (the Tualatin Hills Park & Recreation District).

I reviewed the plan with a focus on non-motorized trail use (which is what THPRD provides). The information about demographics and ethnicities of users is particularly

helpful for us to know which audiences we are serving well and which we can do more to reach. I also appreciated the information about how people learn about trails so that we can better focus on those areas. It was a surprise to see that people generally prefer soft-surface trails over paved trails. When state regions are named by number, it would be helpful if you could add a map in that area to help visualize those places. In addition, it would be easier to read the final report if it was in a sans-serif font.

The Issues and Actions section is well written and the objectives laid out are easy to understand and with appropriate resources, could be carried out. I feel that this section would be stronger if it had more solutions to funding and partnerships listed in instead of just things to do. Would state parks be able to act as a convener to bring groups together to work on common issues more effectively and efficiently? Are there lists of funding sources that could be identified and shared?

Again, overall the plan is a job well done. Thanks for your efforts.

- The Tualatin River trail is a great addition to the state's trails plan. I am so impressed by how many and how diverse the users of the river have become. I volunteer with the Tualatin Riverkeepers to lead canoe trips and introduce so many to this local and accessible resource for recreation, and most importantly to instill a sense of wonder and care for all creation at hand - local to so many communities. The additional support would help more people realize there is a wonder under the bridge they drive across!
- To reduce crowding on trails by either widening them or adding new trails increases the density and area covered by trails. This will almost certainly lead to negative environmental impacts by reducing the area free of human influence available to plants and wildlife. You should mitigate these effects by adding new protected area to existing parks and by acquiring land for new parks. It is ethically questionable to release a 231-page report during a major holiday season with only a three-week comment period.
Thank you.
- I haven't the time or energy to read, digest, and comment upon 231 pages, however I can weigh in with my request that Oregon focus more on providing trails for hiking and biking (health-giving, nature friendly, non-destructive activities) and greatly reduce ATV desecration of public land. ATVs promote habitat desecration, erosion, noise pollution, toxic emissions, and destroy the peace of nature. More trails for people, not machines! ATVs are a blight on the landscape and the spirit of nature.
- My strong preference is to have the State of Oregon focus on hiking, cycling, and x-country ski trails. I am not in favor of motorized ATV trails as I have seen the damage those machines wreak on our already fragile eco-system state wide!
- Key sentence: For non-motorized trails, more trails connecting towns/ public places and need for improved trail maintenance were identified. I strongly support the non-motorized trail option for many reasons. Compared to motorized trails, they are more functional in connecting communities, healthier for users, require less maintenance, are

more aesthetically pleasing, smell and sound better, less dangerous and with less environmental impact.

- I'm a 64 year old flat water kayaker. My primary spots by most used are, 1. Multnomah Channel, 2. Nehalem Bay, river & estuary. 3. Netarts Bay, & 4. Tualatin River (with the Tualatin Riverkeepers). I've noticed a steady increase in kayakers and SUPs these past few years. All of these places are doing pretty good and have great facilities for my purposes. Need to keep up on the maintenance of these facilities as their usage increases. I'm always for protecting, maintaining and improving what we have before building more. The Tualatin River as per the Riverkeepers plans, would be especially good for improved walking and water trail facilities because it lies in the most populated area in Oregon. Thank you. Keep up the good work and I'll keep picking up trash in the water.
- I strongly support a focus on non-motorized uses. Continuing to promote and improve non-motorized activity will help to improve the health of our wild ecosystems and improve the experience for recreational users who prefer isolation and natural beauty to the garbage, noise and habitat damage that can follow motorized recreational users. I support the recent motorized vehicle restrictions and believe that more enforcement is necessary to prevent the widespread disregard for the current rules.
- I personally feel that Motorized Forest Trail use should be vastly reduced, except for those certified handicapped. OHV's and snowmobiles are in part to blame for the reduction of snow-pack due to fossil fuel emissions. They are polluting and noisy & reduce the enjoyment of other non-motorized users, while Non-Motorized users do not reduce the enjoyment of motorized users. Motorized users are often unruly, disrespectful, polluting, and reckless. I don't feel that allowing motorized users whom spew pollution (both air and noise), damage the environment, don't obey signs and laws, and ruin the experience for other forest users, have any part in our forests. They also don't allow for a true forestland experience. I 'had' an open mind for years, but after seeing what I've seen, unfortunately I've lost my tolerance for these activities, including ATV and snowmobiling. At the very least, ban these activities within 2 miles of non-motorized user trails. Thanks
- Dear Oregon Parks and Recreation Department,

Thank you for the opportunity to comment on the Oregon statewide trails plan entitled Oregon Trails 2015: A Vision for the Future. Oregon Natural Desert Association's (ONDA) mission is to "protect, defend, and restore Oregon's high desert." As a way to showcase some of the most impressive and conservation rich lands in Oregon's high desert, ONDA has been working to develop the Oregon Desert Trail (ODT). Based on the top priorities identified in OPRD's trails plan for statewide non-motorized trails, we believe that the ODT presents an excellent opportunity to work with the Oregon Parks and Recreation Department to solidify the Oregon Desert Trail as an asset to the communities located nearest to the trail and recreational adventurers looking to explore some of Oregon's most incredible public lands alike.

The Oregon Desert Trail is one of the newest long distance trails in the country. The 800 mile route traverses some of the most spectacular natural areas of the state's dry side, including Hart Mountain National Antelope Refuge, Steens Mountain, and the Owyhee Canyonlands. With a western terminus in the Oregon Badlands Wilderness and an eastern terminus at Lake Owyhee State Park near the Idaho border, this route crosses mountains, deserts, rivers, and canyons. It links Oregon's remote desert communities through existing trails, old Jeep tracks, historical wagon roads, and cross-country navigation, and is accessible by foot and, at different points, by bicycle, horseback, skis, and boat.

Of note: ONDA has asked federal agencies to consider designating the Oregon Desert Trail as a National Recreation Trail "Connecting Trail" linking the existing Fremont National Recreation Trail and the Oregon High Desert National Recreation Trail. This would result in the more formal adoption of the route, allowing for signage, inclusion on federal maps and more; ONDA will also be investigating the Oregon Scenic Trail designation process for the ODT.

By working to further establish and promote the Oregon Desert Trail to non-motorized users, we can address the highest priorities identified in the Oregon Trails plan including the need for additional trails for hiking/walking inside and outside of one's community, and additional trails for backpacking outside one's community while simultaneously addressing the top statewide non-motorized trail management issues of the need for more trails connecting towns/public places, the need for improved trail maintenance, and the need for more trail signs.

With an identified economic impact including 21,730 jobs pertaining to employment in the non-motorized trail industry, \$672 million in labor income, and \$1 billion in value added expenditures, the Oregon Desert Trail is poised to further benefit the economics of Oregon's trail system.

The Oregon Desert Trail passes through three regions identified in the Oregon Trails plan: Region 8 (Deschutes County), Region 9 (Lake County), and Region 11 (Harney & Malheur Counties). These three regions together identified their top funding priorities: connecting trails into larger trail systems, more trails, protection of natural features including wildlife habitat, repair of major trail damage, and more trail maps/trail information. The ODT can help meet these priorities in the following ways:

1. Connecting trails into larger trail systems: The Oregon Desert Trail was designed to tie into existing trails including the Fremont National Recreation Trail and the Oregon High Desert National Recreation Trail. While one aim of the ODT is to establish the route as an official trail, it is not the aim of the project to develop a single-track trail over the entire distance, rather to use the existing network of trails, roads, and cross-country sections to form a hiking "corridor."
2. More trails: Because the Oregon Desert Trail is a new concept, we hope to spend a significant amount of time informing the communities along the route about this new trail opportunity in their backyard. In some cases the trail passes through desert towns and communities (Paisley, Plush, Frenchglen, Fields, and Rome) or can be accessed by other nearby towns (Bend, Christmas Valley, Summer Lake, Lakeview, Valley Falls, Adel,

Burns, Denio, McDermitt, and Jordan Valley). The ODT links all of these communities together, thus addressing another of the top statewide trail funding needs of connecting towns and public places.

3. Protection of natural features including wildlife habitat: While the route was specifically developed to avoid sensitive wildlife habitat and cultural sites, trail users have the unique opportunity to view abundant wildlife in their natural habitat like the pronghorn and greater sage-grouse. ONDA has been working to protect the high desert environment for over 25 years (also along the ODT corridor) including the Oregon Badlands (protected as a Wilderness Area in 2009), Steens Mountain (designated as the first livestock free wilderness in 2000), and areas we are actively engaged in protecting like the Owyhee Canyonlands.

4. Repair of major trail damage: Because the Oregon Desert Trail links into existing trail systems, we are in a unique situation of being able to partner with land management agencies and trail organizations to assist in trail maintenance and repair. Stewardship is an important component of ONDA's work in the high desert and in 2015 alone our vast network of volunteers contributed nearly 7,000 hours toward restoration work throughout Oregon's high desert.

5. More trail maps and information: ONDA spent three years inventorying and mapping the Oregon Desert Trail, and a full set of maps, a guidebook, and downloadable waypoints are all available on our website (ONDA.org/OregonDesertTrail). We will continue to refine and enhance the materials offered to those wishing to experience the trail, and will be working with the communities to identify the best methods for disseminating these materials.

We ask that you take these comments into consideration for the opportunities the Oregon Desert Trail presents to further the goals of the Oregon Parks and Recreation Department and your Oregon Trails plan. We also hope to identify ways in which the state's Recreational Trails Program Grants can be used to further establish and promote the Oregon Desert Trail in regards to the priorities identified in the plan.

Thank you for the opportunity to provide these comments. I welcome any follow up questions and look forward to working with OPRD to implement the objectives outlined in Oregon Trails 2015: A Vision for the Future.

- Thanks for the opportunity to read and comment on the new trails plan. My husband and I would like to put in our votes for more walking and biking trails connecting towns and public places. We strongly support non-motorized trails and waterways in general. In light of fossil fuel issues, climate change and increasing pollution, having a publicly funded body use its limited resources to enable more motorized recreation is unconscionable.
- I urge you to give high priority to non-motorized trails with hiking/biking trails physically separate from hiking/equestrian trails. More residents and visitors can use these trails rather than the motorized trails that benefit fewer people and cause more destruction to the ecosystem and the wildlife. Very few can afford ATVs, but most of us can enjoy walking on trails. For a second priority, I urge you to build trails with ADA

compliance so those who can't walk can use wheelchairs, strollers, bikes, walkers, etc. to experience our beautiful forests.

- I would like to see more non-motorized trails for equestrian/hiking/biking trails connecting communities and for non-motorized recreational trails in general.
- I am a member of Deschutes Land Trust, Legacy Member of Nature Conservancy, Band of Brothers, OET, OBCH, and Sisters Trail Alliance. I work building and maintaining trails. I am in support of equestrian/hiking/biking trails connecting communities and for non-motorized recreational trails. The motorized users are creating deep ruts, unnatural sound, fumes, and use of fossil fuels to go thru areas that should be used by people who respect why areas are set aside for more natural use. Keep them close to the cities where their sound and smell is acceptable. Tax full for ORV at a higher rate for wasting fuel while forcing their hobby's output on others, like smokers not just impacting themselves. Don't fund more roads or trail for them.
- Hiking, biking, and equestrian trails have proven to be very valuable in many communities. We desperately need these trails to support or Central Oregon communities where outdoor life is at the heart of our existence.
- A bike hike trail along a busy US highway is a great idea.
- Close the Oregon Parks department we don't need the government where and how we can enjoy our lands. There is no vision for the future. All you're doing is trying to protect your jobs and retirement. Leave us alone we can take care of ourselves. Example #1 The governor Tax and Gouge me did not have to put his dog on a leash when he went to the state park. I get fined because my dog has no leash on her, but walks at my side. Is this the Kings land or is it ours?
- Isn't it about time for State Parks to provide proper drainage to the 804 trail in Yachats and resurface it so people don't have to wade through it every winter? Why bother with new trails if you're not going to maintain what you have?
- I feel that the 2015-2024 Oregon Statewide Trails Plan devotes an inordinate amount of energy and potential funding to the needs of motorized recreationists (ATV/OHV and snowmobile). The executive summary showed economic benefits for these sectors that are much smaller than the benefits of non-motorized recreation (trails and boating). The executive summary omitted the environmental COSTS of motorized recreation - e.g. air pollution, water pollution, noise pollution, and myriad forms of resource damage - costs that are borne by all of society. If these costs had been factored in, I feel that the plan would be much more favorably tilted toward the need to foster, encourage, and develop non-motorized recreational opportunities for all Oregonians. OPRD should not be joining cause with motorized users to fight road closures and other environmental protections that benefit all of us. Please support recreation that does not degrade Oregon's priceless natural heritage. Thank you.

- A small sampling is the standout point for me as I review this plan. While "in community" opportunities seem top priority, I'd like to emphasize that the experience of "connecting" communities to the "out of community" ones, by trail (and thus non-motorized means) is a feature that unless you've experienced it, one may not know how enjoyable and widely used that experience can contribute to a natural environment experience/getting away. For example, Bend connected to the Sunriver -south route to the Cascade Lakes to the East (maybe even to the McKenzie Trail) and back around to Sister's, to Smith Rock etc. on natural surface trails would be sought after by many a resident/non-resident and recreational companies alike. Master planning is the theme I'd like to see emphasis put on. I find the off-leash dog supporters info suspect; with a low participation %, one organized group could be causing a statistical error.
- "The scenic waterway program seeks to preserve, protect and enhance scenic, recreational, fish and wildlife and cultural values possessed by each individual scenic waterway." A most important area for those of us whose lives are fulfilled by nature when not at our jobs and we are finding more and more of nature infiltrated with commercialism. If the state is truly required to protect and enhance, it will not permit any, motorized recreational vehicle onto trails along our scenic waterways. For me this is true of ALL trails penetrating the natural world, however, I must compromise--knowing that each generation that compromises gives up a little more of what ought to exist forever--monies should be invested in school programs and tourism to counteract the commercial community that sells the idea of an ATV or a snowmobile as a means of entry into the enjoyment of the natural world--how does their noise affect the wildlife? Quit lining pockets with monies from marketers; get a sales tax!
- Please find my comments regarding the trails plan below.
 - 1) Why not call your plan Oregon Trails 2024: a vision ...
 - 2) Mountain Biking as a segment is not called out specifically other than the use of single track or off road riding. They are lumped in with other non-motorized users.
 - 3) The non-motorized advisory group should include chapter reps specifically from the different user segments, e.g. equestrian, snow shoe, mountain bike
 - 4) I believe your data set could benefit from showing longitudinal trend data of user group numbers. You've included the user group economic impact but not population
 - 5) I strongly encourage you to use a Health Impact Assessment of the trails/ trail systems. We have an obesity epidemic and the parks can play a critical part in improving this, i.e. linking communities with hard surface trails can potentially have a huge economic impact on a community. It may not be as visible in sales/hotel revenue but in dollars saved on medical costs.
 - 6) I'm not seeing much of a vision here. It feels more of the same old same old. Here are some suggestions:
 - a. Prioritize collaborations with other land owners and local user groups. Embrace a focus of health and getting out, getting active.
 - b. Create a process to stream line communications for the public to report trail issues

- c. Create a system where individuals and local trails groups can take more ownership of their local trails through adopt-a-trail or other maintenance programs.
 - d. Set goals for quicker trail maintenance response times (suggestions above) - fallen trees, lead to social reroutes which may lead to increased erosion or puddling which leads to more social reroutes and on and on. Develop and utilize volunteer systems to accomplish this more easily and safely.
 - e. Collocate existing resources with new opportunities to bring in different user groups e.g. directional trails or existing roads for mountain bikes to climb, but encourage development of MTB specific trails down.
- I wanted to add my support for the Tualatin River Water Trail for consideration under your Trails Plan. I Stand Up Paddle board frequently on this river near the city of Tualatin and in the summer the section from Cooks Park to Brown's Ferry is filled with families Stand Up Paddle boarding, kayaking and canoeing. I feel that with added amenities and especially the potential of an off river camping spot this area will continue to be enjoyed by families for years to come.
 - When listing user groups who use trails, horseback riding should be specified rather than 'lumped' into 'other.' Horseback riders may be a minority in number but a higher percentage of horseback riders, when compared to those in other user groups, perform significant volumes of volunteer work. Honor the high volume of volunteers by including horseback riding when listing trail user groups. I believe that the wording in the survey question regarding whether maintaining existing crowded trails is more or less important than adding new could have misled respondents. The word 'crowded' does not necessarily describe many trails in Oregon. Many horseback users would like to see existing trails maintained. New trails are desired too, but not at the expense of having no maintenance on existing trails. A balance of existing trails maintained with some new trails should be the planned goal. For the Statewide Issue 2, Action 9, Developing a Trail Maintenance Handbook - USE EXISTING MATERIALS.
 - I want to stress the importance of developing, protecting, and maintaining non-motorized trails in Oregon. Far more people walk, hike, bicycle and rides horses than use motorized vehicles on trails and their importance needs to be reflected in state priorities and financing. I personally work with a volunteer group that builds and maintains no motorized trails and we struggle to get the support and resources needed to expand and preserve this network of trails. I want to be sure our voice is heard even if we do not have well-funded industry lobbyists working on our behalf.
 - At first glance the Trails Plan looks like a great product. I wonder how many other states have undertaken such a comprehensive approach toward the current and future need for trails in Oregon. I work with the Sisters Trails Alliance, and it looks like the report may help with our efforts to connect the City of Sisters and adjacent residential communities with one another with the help of a multi-use, non-motorized paved trail (the Black Butte Trail). <http://blackbuttetrail.com> . Currently most of the residents in the Sisters

Community must travel by automobile to other parts of our community along a very congested highway with high speed traffic. Thanks for your efforts.

- I appreciate the opportunity to comment on this planning document. My remarks are limited to that part supporting development of more OHV trails/roads in the Oregon. My wife and I hike in Central/Eastern Oregon, frequently. I also scout for and hunt cervids, where and when permitted. As we live Oregon, we find more than enough opportunities for folks with OHVs to "spread-their-wings." Outdoorsmen and women who enjoy peace and solitude in mountains and deserts are always disappointed to hear motorized vehicles. As you consider implementing this plan, please emphasize (1) Environmental responsibility; (2) Improved trail maintenance. The document mentions that funding has not been sufficient to properly manage/maintain extant trails and that funding to play catch-up is problematic. Designing/designating/establishing more OHV trails will increase maintenance costs and create more problems. Let's make decisions that are sustainable. Thank you.
- On Page 157, Action 11. This should also include "roads." It is especially valuable at the State level to have Parks and ODOT able to cooperate where non-motorized passage needs to utilize or cross ODOT rights of way. On Page 158, Action 10. Should not "access" be "assess"? On Page 159. I've been working with USFWS, USFS, and California State Parks regarding signs about marbled murrelet. California State Parks sign program "crumb clean" and include an Oregon Parks emblem? Is Oregon Parks active in that sign program? Would Oregon Parks be interested in modifying the "campground" visual for a "trail" visual that could be used along all coastal and coast range trails? There are numerous maps in the plan, but none showing "trails of state-wide significance" as in past trail plans. Not even a table as in the current Action Plan on page 250. Has the State dropped any such designation? Please don't as this designation helps our literature and fund-raising. In fact, add it back in.
- "Connecting the Dots: Realizing the 'Ultimate Vision' by including Big Trails": The case for including an inventory of "Trails of Statewide Significance" in the updated trail plan.

The word "vision" encourages us to think big and bold! And since the new trail vision plan for Oregon is "statewide" the vision not only has to be "big" but also bold, too.

Other state trails plans seem too often involve what could be called "the ultimate vision" of developing an interconnected network of trails, a web of trails all over the entire state itself. And it also often seems that these plans mention by name -- and often drawn on a map -- existing and potential relatively long and long-distance trails or what could be called "trails of statewide significance." The idea being to connect them up through envisioned trails in the future. It's a great way, especially in map form, to visually stimulate people to creatively think about and be inspired to potentially propose and eventually develop new trails.

Another important reason to include a list of "trails of statewide significance" is to enhance the ability of those seeking funding to develop their trail; to build and maintain

it, and also potentially to protect it. When funders or contributors can be told that OPRD, a state agency, has listed a trail of statewide significance in their own planning document for the next decade, that very fact lends credibility about the value of their trail, and could potentially increase the ability to acquire funding and other resources to realize the goals of any specific trail, existing or proposed.

In fact, in the Oregon Trails 2005-2014: A Statewide Action Plan document "Trails of Statewide Significance" were included, an inventory list of 19 out of an apparent 25 suggested ones at the time, specifically those with GIS information. So, again, what's being suggested here is consistent not only with other state plans, but also with the previous OPRD trails plan.

Therefore, it would only seem to make sense that a listing of such trails in Oregon -- plus a map -- would also be included in the 2015-2024 Oregon Statewide Trails Plan.

Here's the listing from the Oregon Trails 2005-2014 plan of "Trails Included in the Statewide Significant Trails Database" as follows:

Banks to Vernonia Trail
Bear Creek Greenway
Columbia River Trail (Is this referencing the Historic Columbia River Highway State Trail, I will assume so.)
Corvallis to the Sea Trail
Desert Trail
Eugene to Pacific Crest Trail
Mollala River Corridor
New Oregon Trail / Northern Intertie
North Umpqua River National Recreation Trail
OC&E Woods Line State Trail
Oregon Coast Trail
Pacific Crest National Scenic Trail
Portland to the Sea Trail
Rogue River Trail
Row River Trail
Southern Intertie Trail
Springwater Corridor
Upper Deschutes River Trail
Vernonia to Scappoose Corridor

Of course, since the last statewide plan, some things have changed; new trails have been developed and already exist such as the Willamette River Water Trail, and at least one new trail concept, such as the Salmonberry Trail, has been proposed. Here's a list of more trails, definitely not exhaustive, that could also be potentially included as "trails statewide significance" as follows:

Gorge Trail #400
Lower Columbia River Water Trail
McKenzie River National Recreation Trail
Northwest Discovery Water Trail
Salmonberry Trail
Willamette River Water Trail

Plus two new trail designations were developed by the Oregon Parks and Recreation Department in 2009, both Oregon Scenic Trails and Oregon Regional Trails. The Oregon Recreation Trails Designation Program Handbook (2010) states as follows:

"The 2008-2012 Oregon Statewide Comprehensive Outdoor Recreation Plan (SCORP) and the Oregon Trails 2005-2014: A Statewide Action Plan (Trails

Plan) identifies strong public demand for expanded and interconnected non-motorized recreation trail systems. In addition, OPRD's strategic planning document, Centennial Horizon, includes goals and strategies that address the growing need for high-quality trail experiences in Oregon.

Centennial Horizon includes a strategy to 'Directly and indirectly create an interconnected system of bicycle, hiking and water trails to position Oregon as a top trails state in the U.S. Promot(ing) a system of trails and waterways that connect communities, recreation areas, and significant landscapes . . .' and is listed as a Target 2014 strategy. Together, these core OPRD planning documents provide additional support for designating Oregon Scenic and Regional Trails.

In 2009 the Oregon Parks and Recreation Department (OPRD) amended and adopted the administrative rules that govern the Oregon Recreation Trails Program, including the designation of State Scenic and Regional Trails."

Therefore, given the recurring theme of the "ultimate vision" for the state of Oregon to have an "interconnected . . . recreation trail system," and the fact that OPRD itself has since the last trail plan developed such a designation program, then it would also seem appropriate to include trails currently designated or proposed for such designation as part of a listing of "trails of statewide significance." Four of the six regional trails were already listed as trails of statewide significance in the previous trail plan, the additional two would be as follows:

40-Mile Loop Trail
Willow Creek Canyon Trail

In terms of scenic trails, already so designated or proposed, then these would also be listed as follows:

Designated . . .
Humbug Mountain Trail
Cape Lookout Trail
Saddle Mountain Trail
Dinah Moe Humm – Kiwa Butte Trail
Sterling Mine Ditch Trail
Metolius-Windigo Trail

Proposed . . .
Peterson Ridge Trail
Umatilla Ridge Trail
Phillips Lake Trail

Further, I would suggest also listing as follows:

Fort-to-Sea Trail

Oregon Scenic Bikeways already designated could also be listed as "trails of statewide significance" as follows:

Blue Mountain Century Scenic Bikeway
Cascading Rivers Scenic Bikeway
Cascade Siskiyou Scenic Bikeway
Covered Bridges Scenic Bikeway
Grande Tour Scenic Bikeway
Madras Mountain Views Scenic Bikeway
McKenzie Pass Scenic Bikeway
Metolius Loops Scenic Bikeway
Old West Scenic Bikeway
Sisters to Smith Rock Scenic Bikeway
Tualatin Valley Scenic Bikeway
Twin Bridges Scenic Bikeway
Wild Rivers Scenic Bikeway
Willamette Valley Scenic Bikeway

Finally, a map should also be developed that would include all the trails listed above to visually provide a statewide overview of existing and proposed "trails of statewide significance" such that the "ultimate vision" of a statewide network of trails becomes clear and also suggests potential future connections that could be proposed to realize such a vision.

- As an active and enthusiastic user and maintenance volunteer who works on non-motorized trails on public lands in Oregon (over 1,000 volunteer hours over the last 4 years), I am alarmed by the extent to which, state policy and the new Oregon Trails 2015 plan focus on promoting motorized trail use. Motorized use of our trails is much more "destructive" to the environment, lacks comparable health benefits to non-motorized use, and is significantly more complicated and expensive (per user day) to support and maintain by the state. On the other hand, the huge economic impact of non-motorized trail use in the state, coupled with the undeniable health benefits and a comparative low cost of support and maintenance should be central to state policies. We (the state) should be leading with non-motorized use of our public lands... we should advocate more of it... and less, not more, motorized use. I feel this plan really lacks an enlightened core. It is reactive - not proactive.
- Thank you for this opportunity to comment. WaterWatch is a river conservation group that has been working to protect and restore natural flows in Oregon's rivers for over thirty years. With regards to the Oregon Trails Plan, our interest lies primarily in the Plan's section on State Scenic Waterways (pg. 165-174). WaterWatch has been very involved in the recent proposed designation of the Chetco and Molalla Rivers as new state scenic waterways. We served on the advisory group that identified the initial pilot study streams, have been engaged with the Water Resources Department and

Commission and the Governor Natural Resource Policy staff on the issue, and have submitted comments at every available juncture.

As noted in the draft Plan, the statutory criteria for designation of a new reach as a state scenic waterway under ORS 390.855 is:

1. The river or segment of river is relatively free-flowing and the scene as viewed from the river and related adjacent land is pleasing, whether primitive or rural-pastoral, or these conditions are restorable
2. The river or segment of river and its setting possess natural and recreation values of outstanding quality.
3. The river or segment of river and its setting are large enough to sustain substantial recreation use and to accommodate existing uses without undue impairment of the natural values of the resource or quality of the recreation experience.

We appreciate that this is clearly outlined in the Plan. However, while the standards for designation are clear, we do have concerns with select sections of the Report's narrative and conclusions that reach beyond these statutory guidelines to imply and/or direct that local support should be a consideration for designation. While local support is both desirable and helpful, local opposition is not something that should be part of the state's decision on whether or not to add additional state scenic waterways to the program.

The State Scenic Waterway Act was adopted to protect rivers of statewide significance. Moreover, by law, all the waters of this state belong to all the citizens of the state as a whole, not simply those living within any select watershed. Oregon's rivers provide a multitude of benefits to all the citizens of Oregon's, as well as to visitors from across the nation and globe. Tourism dollars related to Oregon's rivers are a significant contributor to Oregon's economy. The Scenic Waterway Act recognizes this by calling for the protection of rivers that possess outstanding scenic, fish, wildlife, geological, botanical, historic archaeological and outdoor recreation values of present and future benefit to the public. ORS 390.815.

The statutes governing the designation of new scenic waterways are very clear. While we appreciate that some would like additional criteria to be part of the decision, suggestions to do such are not consistent with statute. On this note, it should be noted that the Park's Commission's November 2014 adoption of "additional" criteria to evaluate potential scenic waterways was later rescinded (April 2015). The rescinded criteria included: Feedback from the general public, direct stakeholders, and any affected county government supports designation... An organized group, including local proponents, requests designation and present at least a basic management plan drafted in cooperation with OPRD staff or one of its advisory committees.

As part of the rescinding of the November 2014 Commission action, the Commission reaffirmed their recommendation of the Chetco and Molalla Rivers as new scenic waterways, but the recommendation was based on criteria directly tied to statute. Moreover, the Commission directed that the draft reports be amended to reflect the

Commission action of April 2015. It is unclear to us why these rescinded concepts are now included in this report.

To be consistent with the Scenic Waterway Act, and to ensure that the Trails Plan does not mislead the public into believing that local opposition can serve as a trump card to proposed protection of rivers of statewide significance under the state Scenic Waterway Act, we would suggest the following changes to the draft Trails Plan:

Pg. 168, bullet three: delete the phrase “and passionate local opposition to the possible designation.”

Pg. 169, paragraph two: delete the sentence “The success of each new State Scenic Waterway is dependent on balancing the waterway protection with the development rights of area property and business owners.”

Pg. 169, paragraph two: delete the sentence “Other OPRD heritage and recreation designation programs, such as State Scenic Bikeways, require strong, organized local proponents before earning an official designation. As OPRD staff studied the candidate streams and listened to public feedback, they realized the same approach is advisable for scenic waterways.”

Pg. 169, paragraph three: delete entire paragraph.

Moreover, as to future Scenic Waterway Planning, again, there is no statutory requirement that there be a proponent group to “champion the establishment of the establishment of a state scenic waterway”. If there are proponent groups that can help the state that is great, however, the statutes governing designation of additional scenic waterways is very clear, it is the duty of the state (led by Parks) to study and recommend rivers for designation as new scenic waterways. ORS 390.855. Thus, with regards to the Plan’s direction on future scenic waterway planning (pg. 173-174) we would suggest the following amendments:

Step 2: Rework step two so that it states first and foremost that “OPRD will initiate the establishment of scenic waterways”. Then include language that encourages, but does not require, proponent groups to work with the state to champion these rivers.

Step 4: Rework to be consistent with statute. OPRD is the agency responsible for eligibility studies. Again, proponent groups could be encouraged to participate to extent they can, but the responsibility belongs to the state. Delete reference to conditions that tie “suitability” to public input. Again, the state is charged with protecting rivers of statewide significance. Local and/or county opposition is not considered in the Act and should not be included here as a “step” that could stop the process from moving to Step 5.

Step 5: Again, draft management plans should be developed by the state.

Step 6. Again, the state is responsible for shepherding rivers through the process.

Conclusion: We applaud the Parks Department for their recent work to recommend designation of the Chetco and Molalla Rivers as new state scenic waterways. Like Parks, WaterWatch wants the program to be successful going into the future. However, it is critical that the intent and mandates of the Scenic Waterway Act be adhered to ensure that rivers of statewide significance be protected under the program as intended.

Thank you for all your work on this important issue.

WaterWatch

- Basically, I would like to see the most amount of trails available for hiking and the least amount of trails available for off-road vehicles and horses. This is because hiking causes the least impact. Off-road vehicles cause the most, both upon the terrain and soundwise. Horses, and I might add, mountain bikes cause impact somewhere in between the two. Off-road vehicles also must never be allowed where threatened or endangered species exist, as this adds yet another very real element of stress.

Concerning potential State Scenic Waterway corridor additions, I would want to see as many additions as is possible.

- I know the Tualatin Riverkeepers have worked hard to improve accessibility and promote usage of the Tualatin River and have urged its members and followers to write-in to show their support of this proposed Tualatin River Water Trail. As someone who is very familiar with this river system, I strongly urge you to not include it in your Recreational Trails Plan. This river is plagued with pollution, crosses through, agriculture, industrial, commercial and residential properties and the last thing it needs is more negative human interaction. This delicate system supports much wildlife and we should respect its role by preserving what it provides and not pimping-it-out by encouraging more human usage. In addition, the geography of this river doesn't lend itself very well as a "trail" either. Its slow-moving, meandering route is full of debris and is impassable in many areas. Please do what's right for the river, not what's popular!
- Thank you for this opportunity to comment on the Oregon Trails 2015. The Native Fish Society (NFS) is a 501c3 conservation non-profit, dedicated to utilizing the best available science in order to advance the protection and recovery of wild, native fish and promote stewardship of the habitats that sustain them. NFS has 3,000 active members and supporters, and over 80 place-based volunteer River Stewards who help safeguard their homewaters across the Pacific Northwest.

With regards to the Oregon Trails Plan the Native Fish Society is interested in the Plan's section on State Scenic Waterways (pg.165-174). The Native Fish Society has been involved in the recent proposed designation of the Chetco and Molalla rivers as state scenic waterways. Our volunteers and staff have served on the local advisory groups and our members have weighed in with comments at every opportunity. Our legislative

advocate's work with Governor Kitzhaber in 2011 initiated the legislation that jumpstarted the program's biannual review process. Over the past year our staff have made presentations to County Commissioners and local community groups on the State Scenic Waterways system and have championed the rejuvenation of this program as a way to conserve and acknowledge Oregon's remarkable waterways and the wild, native fish that call them home.

Recently, we reviewed a comment letter from Waterwatch of Oregon to your office (dated 1/5/16) regarding the statutory criteria for designating a new reach as a state scenic waterway (ORS 390.815) and their concerns with, "select sections of the Report's narrative and conclusions that reach beyond the statutory guidelines to imply and/or direct that local support should be a consideration for designation." (WW letter 1/5/16). The Native Fish Society shares Waterwatch's concerns.

While Native Fish Society's staff, volunteers and members include passionate local advocates for the Molalla and Chetco rivers, the designation's statutes don't require a local champion or the lack of local opposition as part of the process. As a grassroots advocacy group, we acknowledge the importance of local support, but this process has required local advocates to carry the burden of providing overwhelming local support, including from local elected officials -- a level of support not required by the statute. Oregon's rivers are not just local assets; they are part of the public trust and should be managed for the benefit of all Oregonians and Americans.

As a result, we join Waterwatch of Oregon in requesting the following changes:

- Pg. 168, bullet three: delete the phrase "and passionate local opposition to the possible designation."
- Pg. 169, paragraph two: delete the sentence "The success of each new State Scenic Waterway is dependent on balancing the waterway protection with the development rights of area property and business owners."
- Pg. 169, paragraph two: delete the sentence "Other OPRD heritage and recreation designation programs, such as State Scenic Bikeways, require strong, organized local proponents before earning an official designation. As OPRD staff studied the candidate streams and listened to public feedback, they realized the same approach is advisable for scenic waterways."
- Pg. 169, paragraph three: delete entire paragraph.

And regarding future planning of state scenic waterways (pg.173-174) we concur with Waterwatch's suggested amendments:

- Step 2: Rework step two so that it states first and foremost that "OPRD will initiate the establishment of scenic waterways". Then include language that encourages, but does not require, proponent groups to work with the state to champion these rivers.
- Step 4: Rework to be consistent with statute. OPRD is the agency responsible for eligibility studies. Again, proponent groups could be encouraged to participate to extent they can, but the responsibility belongs to the state. Delete reference to conditions that tie "suitability" to public input. Again, the state is charged with protecting rivers of statewide significance. Local and/or county opposition is not

considered in the Act and should not be included here as a “step” that could stop the process from moving to Step 5.

- Step 5: Again, draft management plans should be developed by the state.
- Step 6. Again, the state is responsible for shepherding rivers through the process.

In conclusion, the Native Fish Society is very appreciative of the hard work by the Parks and Recreation Department and its State Scenic Waterways staff on the recommended designation of the Chetco and Molalla rivers as state scenic waterways. Our ambition is to make sure the program is successful, and in order to do so it is very important that Parks adhere to the intent and mandates found in the Scenic Waterways Act. Thank you for all your work and attention to this key detail.

Respectfully,

Native Fish Society

- Thank you for the opportunity to review the draft Oregon Trails 2015 plan. Lane County Parks provides non-motorized trail opportunities and water access for non-motorized boating within our systems of 70 parks covering over 4600 acres.

We appreciate the effort OPRD has made to use surveys to objectively determine public priorities for trail funding needs. In regard to non-motorized trails, we note that connecting trails into larger trail systems, both in urban and natural settings, is a particularly important need. Lane County Parks has long identified certain connecting trails in planning documents, such as the Fern Ridge Path and the Eugene to Pacific Crest Trail. Significant gaps persist, but prioritization for funding may be helpful in closing these gaps. We participate in inter-agency partnerships, such as the Rivers to Ridges partnership, which can be a key to making trail connections (both on land and water) and building a trail system that is connected over a larger region. We note that support in the survey for new trails was strong, and closing gaps in trail connections can be a cost-effective way of increasing the capacity of a trail system to support more use.

We also concur that effective trail signage and related information are important for enhancing the trail user’s experience. Barriers to effective implementation of improved trail signage include funding and staff capacity, as well as expertise on effective signage and information distribution strategies. An emphasis on funding signage and other information materials on the part of OPRD will be beneficial.

Many Lane County Parks provide water access (both motorized and non-motorized), and improving service levels can be challenging. One important issue is the way that inappropriate use of public water access sites can impact nearby private landowners. Improved signage and other informational materials can probably help lessen these impacts in some circumstances. While there is a need to acquire and develop additional sites for non-motorized boating access, there are additional sites, already operated by public agencies that may not currently be used to their full potential. Grant funding could potentially help to address some of the issues that constrain use of existing sites.

Sincerely,

Lane County Parks