



Oregon Statewide Trails Plan

STATEWIDE TRAILS PLAN ISSUES WORKSHOPS

SOUTHCENTRAL REGION

Klamath Falls Public Recreation Provider Session (Daytime) 4/15/03

(Southcentral Region includes Klamath and Lake Counties)

Motorized Trail Issues

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

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

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

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

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

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

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

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

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

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

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

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

Non-Motorized Trail Issues

M. There is a need for statewide trail design and construction standards—particularly at roadway crossings. Current guidelines are being interpreted broadly and in a number of ways. For example, if you are dealing with multiple agencies on a trails project you get 3 or 4 applications on how to design trail roadway crossings. There is a need for specific statutes that support appropriate construction and crosswalk standards at multi-use roadway crossings (2 dots).

N. There is a need for additional funding for trail staffing, equipment, maintenance, development, law enforcement and education. As trail use increases, hard evidence is needed to justify staffing increases for public agencies. Towards this end, there is a need for better documentation of the need for and benefits of trails to aid in making the case for appropriate funding increases to groups such as the state legislature (2 dots).

O. There is a need for increased law enforcement including code compliance officers, trail stewards and related visitor and educational information (2 dots).

P. There is a need for more trailheads suited to equestrian use. Proper site planning should include examining location in relation to other users groups, as well as providing the necessary space to handle modern equipment (2 dots).

Q. There is a need for dedicated funding for trail operation and maintenance. Potential funding sources include taxes on the purchase of recreational equipment or franchise fees (utility fees) on trail corridors (2 dot).

R. There is a need for trail planning assistance (technical and financial) for multi-jurisdictional trail and trail system development. In the past, recreation providers have lived within a self-contained park unit philosophy. Such a management philosophy is not suited to the large-scale trail development projects currently being proposed and developed (1 dot).

S. There is a need to develop consistent policy and management approaches for addressing the use of motorized equipment use (e.g. Segways) on non-motorized trails (1 dot).

T. There is a need to recognize the various purposes of multiple-use trails such as commuting and recreation (1 dot).

U. There is a need for additional opportunities for both multi-use and dedicated-use trails. For example, some trails are simply not safe to have mountain bikers coming downhill towards other trail users (1 dot).

V. Enforcement on trails is difficult due to distances and variety of trail settings (from urban to wilderness) (1 dot).

W. There is a need for trail connectivity both within the urban area and to outlying public lands (1 dot).

X. There is a need for a more developed bicycle transportation system including connections to the existing recreational systems. The end goal is to develop a seamless connection between on-street bikeways and urban trail systems. Urban trails need to be considered as an important component of the urban transportation system (1 dot).

Y. As trail use continues to increase, lack of adequate trail funding will create increasing public provider liability exposure. To proactively address this situation, recreation providers must have additional funding for maintenance staffing, equipment, bridges, and fencing expenses (1 dot).

Z. There is a need to identify and develop more trailheads along trails and trail-related facilities such as campgrounds, restrooms, signage and potable water (1 dot).

AA. There is a need for information resources such as maps and brochures (0 dots).

BB. There is a need for additional mountain biking opportunities in a variety of settings—from flat trails to more technical riding opportunities (0 dots).

CC. There is a need to address potential user conflicts between equestrians and mountain bikers—especially on trails close to urban areas (0 dots).

DD. There is a need for standardized trail signing within the region (including design assistance, regulatory information and distance standards) (0 dots).

EE. There is a need for greater accountability for management of the 1% Bicycle Bill Fund (0 dots).

FF. There is a need to address the special challenge of providing emergency response on trails within the region. Trails have no specific address or location information necessary to identify the location of the injured party (0 dots).

GG. There is a need for increased levels of training, recruitment and resources for trail volunteers (0 dots).

HH. There is a need for technical assistance in navigating the NEPA process required for qualifying for federal trail funding (0 dots).

II. There is a need for addressing a growing number of user conflicts on multiple-use trails within the region (0 dots).

Water Trail Issues

JJ. There is a need for a funding source for water trail development within the region. The Marine Board funds are primarily for motorized boating facility development with limited funding for non-motorized boat facilities (5 dots).

KK. There is a need for maps and information to promote paddling opportunities within the region (4 dots).

LL. There is a need to better define the public use status of waterways within the region. The definition should include a description of navigability, which waterways are designated as navigable and specific public use restrictions on non-navigable waterways within the region (3 dots).

MM. There is a need for safety/user ability standards (such as the International Scale of River Difficulty) to identify the level of expertise needed for using water trails within the region (2 dots).

NN. Education and interpretation should be a major component of water trail development within the region (2 dots).

OO. There are many water trail development opportunities within the region—the problem is inadequate public access (1 dot).

PP. Existing water trail opportunities need to be identified and promoted (1 dot).

QQ. The current Division of State Land permit process for development of water-based facilities on navigable waters can be very prohibitive. The application process can take up to 2 years in duration for new development projects—by that time the biennium is over and all the funds have been used elsewhere (0 dots).

RR. There are many exciting water trail development opportunities on marshes and lakes within the region (0 dots).

SS. There is a need for public/private areas along water trails to provide paddlers with an opportunity to get out of their boats (0 dots).

TT. There is a need to resolve jurisdiction issues such as on Reservation Lands (0 dots).

UU. There is a need for standards for structures crossing waterways (e.g. bridges and power lines) (0 dots).

VV. Water trail development will need to address Threatened and Endangered species impacts (0 dots).

WW. There is a need to consider navigation needs and other issues associated with GPS technology in water trail development (0 dots).

XX. There will be additional user conflict issues between motorized and non-motorized boaters associated with water trail development (0 dots).