



Oregon Statewide Trails Plan

STATEWIDE TRAILS PLAN ISSUES WORKSHOPS

SOUTHWEST REGION

Bandon General Public Session (Evening) 4/17/03

(Southwest Region includes Coos, Curry, Josephine, Jackson and Douglas Counties)

Motorized Trail Issues

VV. There is a need to increase motorized trail and trailhead capacity within the region (5 dots).

WW. There is a need to find ways to take advantage of private timberlands for developing motorized recreation opportunities within the region (4 dots).

XX. Regarding comment WW, MRA has executed a memorandum of understanding with the Boise Corporation that allows use on their private lands. This might be an example of how this may work (on-line comment).

YY. There is a need for managers with motorized recreation experience in the region and training and education programs to develop such expertise (2 dots).

ZZ. There is a need to consider strategies such as state initiatives and technical assistance programs to develop motorized trail opportunities on rail corridors within the region (2 dots).

AAA. There is a need for more multiple use trails (motorized and non-motorized) within the region—especially motorized/equestrian trails (1 dot).

BBB. The state needs to be more involved in working with private landowners to overcoming their resistance (primarily over liability) to allowing public recreation on private lands within the region (1 dot).

CCC. Regarding comment BBB, education of the landowners is the answer. The Recreational Trails Act of 1971 provides that no liability is incurred if the landowner does not charge for recreational use of his land (on-line comment).

DDD. There is a need for more research on the relationship between motorized trail use and fires in wild land areas. We need to find out if the current practice of closing areas to motorized trail use is justifiable. Managing agencies should consider strategies such as the use of volunteers for fire monitoring and permit entry for reducing fire risk in motorized riding areas (1 dot).

EEE. More motorized trails will disperse use and reduce user conflict (1 dot).

FFF. There is a need to recognize the economic benefits of trails such as the importance of trails in business location, quality of life, and where people want to live (1 dot).

GGG. There is a need for more developed/managed OHV riding areas in the region (0 dots).

HHH. There is a need for consistent statewide noise standards. The manufacturing technology now exists to accommodate a lowering of noise standards (0 dots).

III. There is a need for motorized riding opportunities on privately owned properties not subject to complex regulation (0 dots).

JJJ. There is a need for greater tolerance, shared use, and good practices (education, information, and signage) on trails within the region (0 dots).

KKK. There is a need for motorized trail connectivity within the region. Connecting trails is an effective way to increase capacity and provide more long-range riding opportunities (0 dots).

LLL. There is a need to work with clubs and volunteers for the provision of trail maintenance and user education in the region (0 dots).

MMM. There is a need for consistent and effective directional signage within the region (0 dots).

Non-Motorized Trail Issues

NNN. More trails will disperse use and reduce user conflict (5 dots).

OOO. There is a need to consider strategies such as state initiatives and technical assistance programs to develop trail opportunities on rail corridors within the region (3 dots).

PPP. There is a need to increase trail and trailhead capacity within the region (2 dots).

QQQ. There is a need for more multiple use trails (motorized and non-motorized) within the region (1 dots).

RRR. There is a need for greater tolerance, shared use, and good practices (education, information, and signage) on trails within the region (1 dots).

SSS. There is a need for trail connectivity within the region. Connecting trails is an effective way to increase capacity and provide more long-range riding opportunities (1 dots).

TTT. There is a need to work with clubs and volunteers for the provision of trail maintenance and user education within the region (1 dots).

UUU. Trails are needed close to where people live (1 dot).

VVV. There is a need to recognize the economic benefits of trails such as the importance of trails in business location, quality of life, and where people want to live (1 dot).

WWW. Smaller Oregon communities need outside technical assistance to develop trail opportunities (1 dot).

XXX. There is a need for consistent and effective directional signage (0 dots).

Water Trail Issues

YYY. There is a need for additional access to waterways (public land or access on private land) and launch/landing facilities (7 dots).

ZZZ. Motorized boating facilities need to be adapted to accommodate non-motorized watercraft (4 dots).

AAAA. There is a need to identify and designated water trail routes and provide good information for trip planning and navigation. There is also a need for a web-based repository for accessing water trail information (4 dots).

BBBB. There is a need to recognize the economic benefits of trails such as the importance of trails in business location, quality of life, and where people want to live (2 dot).

CCCC. There is a need for water trails in close proximity to where people live (1 dot).

DDDD. There is a need for water trails in a variety of setting types (urban to wilderness, flat water to white-water) (0 dots).

For additional information about the statewide trails planning process, please contact Terry Bergerson at OPRD, 1115 Commercial Street, Salem, Oregon 97301-1002, (P) 503-378-4168 X 305, (F) 503-378-6447 or (E) at terry.bergerson@state.or.us