



Oregon Statewide Trails Plan

STATEWIDE TRAILS PLAN ISSUES WORKSHOPS

NORTHWEST REGION

Lincoln City Public Recreation Provider Session (Daytime) 5/20/03

(Northwest Region includes Clatsop, Columbia, Multnomah, Hood River, Tillamook, Washington, Yamhill, Clackamas, Polk, Marion, Linn, Lincoln, Benton and Lane Counties)

Motorized Trail Issues

A. There is a need to better understand the capacity/limits of motorized areas in the region to better protect natural resources, trail resources and facilities, quality of riding experience, adjacent property and ensure user safety. In addition, we need to better address riding capacity issues at a region level rather than at a local level. Decisions to limit riding at one area will simply displace riders to other areas (5 dots).

B. There is a need for additional law enforcement in motorized riding areas in the region. The current level of law enforcement is not adequate to properly protect trail resources and facilities (4 dots).

C. There is a need for better trail development and management coordination between agencies and private landowners due to the region's checkerboard land ownership. Trail connections between riding areas will help to better utilize existing trail systems and reduce the level of road riding within the region. In addition, closure of motorized trails on private lands are resulting in more riding pressure on public lands within the region (3 dots).

D. There is a substantial increase in off-road 4-wheel drive vehicle use in the region. According to recreation providers, this use has resulted in trail damage and resource impacts. As a result, there is a need for trails specifically designed for high-challenge 4-wheel drive use. Such trails should be designed for a wide range of vehicles types (from Hum-Vees to Suzuki Samarai) and accommodate a range of vehicle widths and driving capabilities (2 dots).

E. There is a need for more maintenance on existing motorized trails within the region as a result of increasing use levels (2 dots).

F. There is a need for increased promotion of safety-related information (permits, licensing, training, how to avoid user conflicts) and more safety training facilities, instructors, and more user-friendly training schedules (times and locations) (2 dots).

G. There is a need to disburse an increasing number of motorized users from the Willamette Valley through the development of more remote staging areas (with a varied range of improvements), additional trail systems, and better maps and signage on existing trails (1 dot).

H. There is overcrowding at many developed riding areas in the region. The result of such overcrowding is spillover and resource damage/impact to adjacent lands (both public and private) surrounding the riding areas (1 dot).

I. There are a growing number of out-of-state riders in the region coming from areas such as Southwest Washington as a result of riding area closures in such out-of-state areas (0 dots).

J. Motorized recreation requires greater levels of staffing to maintain order and protect the resource and quality of rider experience. Staffing increases are needed to address an increasing amount of lawlessness (e.g., drinking and

driving, partying behavior and public nudity) at riding areas in recent years. We must proactively address this situation in order to ensure the safety of riders at OHV areas within the region (0 dots).

K. Trail planning and development should focus on the type of rider experience provided at riding areas within the region. Land managers should strive to design trails providing a balance between resource protection and level of challenge provided. Based on their topography and environmental factors, riding areas should become more challenge-specific riding destinations (some areas should provide extremely challenging riding opportunities while others not as challenging opportunities). Currently, too many trail systems have been dummed down to provide a broader spectrum of riding opportunities. In such cases, riders tend to get bored and begin to create more challenging riding opportunities on their own. Trail systems use should become more self-selective—based on the trail systems level of challenge and the riders abilities. Finally, there is a need to provide user information that better conveys the trails level of difficulty to allow riders a better ability to make informed decisions on where to ride. This includes a need for a more descriptive trail rating system than the current easy, more difficult and most difficult trail ratings (0 dots).

L. Motorized regulation compliance is poor among hunters using off-road vehicles during the hunting season. Problems include off-trail use, not purchasing a riding permit and improper securing of weapons (0 dots).

M. There is a need for additional children's play areas at riding areas within the region (0 dots).

N. It is important to note that some riders prefer OHV areas without a trail map available. Such riders like the idea of not knowing what to expect when they get to the area. Trail maps also encourages more use of riding areas (0 dots).

O. People are now demanding a more diverse offering of outdoor recreational opportunities during their overnight camping trips including activities on both terrestrial and water trails. If a destination area doesn't have something for them to do, they will go elsewhere (0 dots).

P. There is considerable confusion among trail users in the region regarding trail access pass requirements (e.g. USFS, BLM, NPS, OPRD, ODF) (0 dots).

Q. There is a need for emergency response training to ensure that the necessary skills and knowledge are in place to properly respond to trail-related emergency situations (0 dots).

R. There is a need to make the trail inventory a living document/resource. As new trails are designated they should be added to the inventory. The long-term objective should be to keep the inventory as up-to-date as possible (0 dots).

Non-Motorized Trail Issues

S. There is a need for a state administered funding source for non-motorized trail development that is similar to the ATV grant fund program that taps user contributions and is not dependent on federal funding. A suggestion included allocating a certain portion of the state lottery funds for trail construction projects. The funding source should include a reduced applicant match and a simplified application process to assist small communities access grant funding dollars (5 dots).

T. There is a need for trail connectivity within the region providing access from urban to rural trails, connections between public facilities, parks and open space and connections from state and regional trails to community trails. Finally, connections should be made from long-distance state and regional trails to community facilities such as overnight lodging and dining establishments (4 dots).

U. There is a need for increased security at trailhead parking areas within the region (3 dots).

V. There is a need for educational programs addressing the issue of user conflicts on multiple-use trails and how to successfully use the shared trail resources without creating conflicts with other trail users (2 dots).

W. There is a need for more maintenance funding for existing trails within the region due to increasing use levels and declining maintenance budgets (2 dots).

X. There is a need to better utilize volunteer/user groups for conducting trail maintenance within the region (e.g. using programs such as adopt-at-trail). Providers pointed out that it takes a high amount of front-end staff time to adequately prepare volunteers for successful maintenance work (1 dot).

Y. There is a need for a trail connection between the Willamette Valley and the coast (e.g. cooperation from Oregon Department of Transportation, railroad right-of-ways, etc.) (1 dot).

Z. There is a need to address the construction of unauthorized trails within the region (1 dot).

AA. There is a need for a centralized source of recreational trail information at the statewide level (1 dot).

BB. There is a need for increased promotion of safety-related information and training (e.g. Leave-No-Trace) and more safety training facilities, instructors, and more user-friendly training schedules (times and locations) (0 dots).

CC. There is a need for better trail development and management coordination between agencies and private landowners due to the region's checkerboard land ownership. Trail connections will help to better utilize existing trail systems (0 dots).

DD. In high rain areas, there is a need to harden trails to properly accommodate equestrian use. The other option would be to limit equestrian trail use to seasonal use (0 dots).

EE. There is a tendency to promote use of trails such as the Oregon Coast Trail before providing all the necessary trail information and trail amenities such as adequate camping facilities (0 dots).

FF. There is a need for trail informational guides, brochures and maps—particularly for large groups using trails within the region (0 dots).

GG. There is a need to provide an adequate variety of challenge opportunities to meet the needs of experienced trail users and to accommodate new technological advances in trail-related equipment. Managers should take great care to strike a proper balance between what types of trail uses to accommodate and what uses are inappropriate to accommodate. Managers should not attempt to satisfy the needs for all extreme sports currently popular. To address this issue in a proactive manner, managing agencies should have a management plan in place to properly address long-term trail sustainability and emerging technologies (0 dots).

HH. There is a need for a funding source for community trail planning within the region—particularly for small communities. Such communities are currently struggling with setting trail project priorities and the formal public input process. Currently, there are extremely limited resources for conducting community trail planning efforts (0 dots).

II. People are now looking for a more diverse offering of outdoor recreational opportunities during their overnight camping trips including activities on both terrestrial and water trails. If a destination area doesn't have something for them to do, they will go elsewhere (0 dots).

JJ. There is considerable confusion among trail users in the region regarding trail access pass requirements (e.g. USFS, BLM, NPS, OPRD, ODF) (0 dots).

KK. There is a need for emergency response training to ensure that the necessary skills and knowledge are in place to properly respond to trail-related emergency situations (0 dots).

LL. There is a need to make the trail inventory a living document/resource. As new trails are designated they should be added to the inventory. The long-term objective should be to keep the inventory as up-to-date as possible (0 dots).

Water Trail Issues

MM. There is a need for increased promotion of safety-related information (permits, licensing, training), outreach programs, and more safety training facilities, instructors, and more user-friendly training schedules (times and locations). Cautionary messages should be displayed at water access points including information related to river classification and understanding changing water conditions. Special safety considerations in the region include the fact that coastal rivers rise and fall very quickly with rain events and that changing tide and wind conditions must be considered before paddling in coastal areas. Finally, there is a need for education related to commercial traffic on the Columbia River (7 dots).

NN. There is a need for increased coordination and communication between agencies such as the BPA and ODOT to properly address jurisdictional and easement issues associated with developing public water access and parking facilities in the region (5 dots).

OO. There is a need to proactively address potential conflicts between private landowners and paddlers in the region. As a result, water trails should include a sufficient number of publicly accessible take-out points at reasonable intervals and to clearly indicate which shoreline areas are open for public use and which are not (e.g. similar to highway rest areas) (4 dots).

PP. There is a need to make the trail inventory a living document/resource. As new trails are designated they should be added to the inventory. The long-term objective should be to keep the inventory as up-to-date as possible (2 dots).

QQ. There is a need for better information on paddling opportunities on coastal areas in the region (1 dot).

RR. There is a need for emergency response training to ensure that the necessary skills and knowledge are in place to properly respond to trail-related emergency situations (1 dots).

SS. People are now looking for a more diverse offering of outdoor recreational opportunities during their overnight camping trips including activities on both terrestrial and water trails. If a destination area doesn't have something for them to do, they will go elsewhere (1 dots).

TT. There is a need for water trails planning assistance in the region—particularly along the Nehalem and the Wilson Rivers (0 dots).

UU. A growing number of canoers and kayakers are using the rivers in the Tillamook State Forest (0 dots).

VV. Canoers and kayakers can be difficult to engage in the public input process of recreational planning (0 dots).

WW. There is an opportunity to use scuba diving access facilities for non-motorized boater access along coastal areas in the region (0 dots).

XX. There appears to be a growing demand for guided sea kayaking tours on coastal areas of the region (0 dots).

YY. Steep creeking is gaining popularity in the region (0 dots).