

Oregon Parks and Recreation Commission

September 14, 2016

Agenda Item: 7a

Information

Topic: Recognition of 30 year Milestone of the ATV Program

Presented by: Ron Price, ATV Program Coordinator

Background

The All-Terrain Vehicle (ATV) Program has been serving motorized recreationists in Oregon since 1986. The program began as a grass roots effort by concerned riders over funding and consistency in the management of motorized recreation. Originally managed by Oregon Department of Transportation, the program was reassigned to OPRD in 2000. The program's original focus was on grants to provide funding to land managers for operation and maintenance, law enforcement, emergency medical services, planning, development and land acquisitions. As the sport of motorized recreation grew in popularity and new off-highway vehicles were introduced by manufacturers, the ATV program adapted to meet new challenges. The ATV program has expanded with the addition of a safety education program and the addition of a fourth class of ATVs in Oregon. In January of 2009, a mandatory, free on-line education course was implemented to address concerns with youth safety and rider awareness of land use and rider ethics. Riders of all ages in Oregon are required to possess a safety education card to ride on public land. Riders under 16 years of age must take the on-line course and complete a hands-on rider's skill test before riding on public land.

Recognition

The intent of this project is to recognize the people, accomplishments and milestones of the ATV Program over the last 30 years. In the past sixteen years, there have been three projects that demonstrate the accomplishments of the ATV program. Representatives from Coos, Morrow and Union Counties approached the program with the idea of developing new riding and camping opportunities for motorized recreationists. All three involved land acquisitions, two provided new riding opportunities and the third filled the need for additional camping with access to the Oregon Dunes.

Three low key events were planned during the months of June, July and August to recognize these counties and the people who were responsible for their success. A presentation to the Commission providing a short history of the program will be the final portion of the recognition event. The presentation will include an overview of how funding has been allocated, economic impact to communities, salaries for operations & maintenance and law enforcement, land acquisitions, development, planning, safety education, and emergency medical services.

Prior Action by Commission: None.

Action Requested: None.

Attachments: PowerPoint presentation will be presented at the meeting.

Prepared by: Ron Price

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Agenda Item: 7b

Information

Topic: Salmonberry Trail

Presented by: MG Devereux, Deputy Director

Background:

The Great Coastal Gale of 2007 caused catastrophic damage to the valley to coast, Port of Tillamook Bay (POTB) Railroad. A decision was made not to reconstruct the economically challenged railroad. The Salmonberry Trail Coalition formed under the leadership of the Oregon Parks and Recreation Department (OPRD) and the Oregon Department of Forestry (ODF) and completed a feasibility study and a concept plan to develop a non-motorized trail along the former right of way (ROW). In the fall of 2015, a governance structure was formed to guide the planning, development and management of the proposed Salmonberry Trail. The Salmonberry Trail Intergovernmental Agency (STIA), an ORS 190 multi-jurisdictional agency, began meeting every other month beginning February 2016. The STIA Co-conveners are OPRD and ODF department directors.

Update:

There are several significant grant funded projects underway:

- \$400,000 Environmental Protection Agency (EPA) Salmonberry Trail Brownfields study grant in Tillamook County
- \$130,000 Transportation Growth Management grant for the developing local code amendments adopting the trail concept in existing city and county transportation and comprehensive plans
- \$100,000 Tillamook County Transient Lodging tax grant to develop a master plan for the Salmonberry Trail from Mohler to Tillamook City

Perhaps the most significant development for moving the trail vision forward is STIA working with POTB to get authorization from the Federal Surface Transportation Board (STB) to grant railbank status to the ROW. Railbanking status preserves the ROW and allows for interim trail use until the day another railroad proposes to rebuild the railroad if it makes economic sense.

The challenge for the STIA is to negotiate a sale or lease agreement with the POTB where the STIA will accept the responsibility of “Trail Manager” and assume management and liability for the ROW.

Another challenge facing STIA and POTB is tempering the enthusiasm for people wanting to get out and recreate on the “trail.” Many hazards created by the 2007 storm pose potential danger to people hiking along the damaged rail line. The STIA has adopted the message “**It is not safe for people to hike or bike the Salmonberry rail trail yet. Help it become a trail first, then use it.**”

The Salmonberry Trail is a generational project that will require significant private and public investments as well as much patience and perseverance.

Prior Action by Commission: Affirmed Draft Concept Plan. (11/2014), Approved IGA creating the STIA (6/2015)

Action: None, informational

Attached: None

Prepared by: Dennis Wiley, Salmonberry Trail Project Manager

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Agenda Item: 7c

Information

Topic: Outdoor Recreation Means Business update

Presented by: Chris Havel

Oregon's "Outdoor Recreation Means Business" Initiative is a statewide initiative drawing representatives from the outdoor industry together with land managers, conservation groups, and user groups to increase the economic impact and sustainability of Oregon's outdoor recreation economy.

The initiative's leadership group, which includes the Oregon Parks and Recreation Department, will produce a 15-year vision to unify outdoor recreation public and business interests. In its first two meetings, members of the group have shared their perspectives on Oregon's strengths and some of the challenges we face to improve the durability of the state's outdoor recreation industry. Many of these themes will sound familiar to the OPRD staff and the Oregon State Parks and Recreation Commission; they echo findings from recent agency research and planning projects:

- Oregon has the natural resources to provide large amounts of highly satisfying outdoor experiences. Businesses and public agencies have evolved ways of serving the market.
- We need to create a consistent message for policymakers and legislators regarding the industry's economic role.
- To keep from reducing the resources' ability to deliver experiences, we need to manage and direct visitor traffic. This includes everyone in the supply chain, from the site manager to the promotional team to the business service provider.
- Access should be intentional and forward thinking, including deep awareness of social changes, and conscious of the need to spread support to rural communities.
- Unification between public and private partners is key; other states have responded to this need by creating a high-level state government office focusing on policy, budget coordination, and economic development. Marketing, promotions, and other forms of communication should be more united.

Beyond the big picture aspirations of the group, there are also practical, shorter-term concerns—legal liability associated outdoor recreation, as one example. The group, coordinated by Travel Oregon, expects to be ready to create a more concrete coalition in late 2017. Part of the group's outcome will be tangible—reports and such—but forming a coalition to increase the economic benefits and improve the sustainability of outdoor recreation is the top goal.

Prior Action: None

Action requested: None

Attachments: None

Prepared by: Chris Havel

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Agenda Item: 7d

Information

Topic: Upper Deschutes State Scenic Waterway review

Presented by: Chris Havel

In February 2016, the Oregon State Parks and Recreation Commission declined to change administrative rules for the Upper Deschutes State Scenic Waterway. The rule change arose from a request by the Bend Park and Recreation District and would have removed an outright restriction on river crossings in the lower two segments of the river, replacing the text with language that would allow bicycle/pedestrian crossings.

The rule amendment generated significant public comment both in favor and against the change, leading OPRD staff to recommend against the edit. Some public comment called for a more comprehensive review, rather than focusing on one aspect of the rule in isolation, and staff agreed, so the commission approved an action hitting all these points.

While it has been some months since the Commission's vote, a process to review of the lower sections of the scenic waterway—the two segments immediately upstream of Bend—has begun. The agency has hired Central Oregon Solutions to facilitate the review, involving property owners, recreation advocates, and federal and local public agencies including the Bend Park and Recreation District. The review will examine current rules, discuss local and state needs from the scenic waterway designation, and issue a report to OPRD Director Lisa Sumption by March 2017. The report may or may not compel changes to the administrative rules for the scenic waterway.

The basic Central Oregon Solutions process:

- A. Orient: Waterway research, initial stakeholder meetings, and facilitation planning.
- B. Assess: Needs assessments/analysis, and common waterway understanding.
- C. Engage: Position identification, caucus/collective dispute resolution.
- D. Collaborate: Waterway technical, boundary, rules, and development solutions.
- E. Advise: Consensus, agreements, and recommendations for decision-making.

Prior Action: None

Action requested: None

Attachments: None

Prepared by: Chris Havel