



*Oregon Parks and Recreation Department
ATV-GS Meeting*

*September 23, 2017 @ 8 a.m.
Business Meeting
Oakridge, Oregon*

*Field Trip – September 24, 2017
Huckleberry Flats*

Minutes Approved

ATV Grant Subcommittee members present:

Tim Custer - Chair, Pat Harris, Wade Bryant, Steve Doane, Forest Bohall, Ann Haak, and Jeff Frieze

OPRD Staff present:

Ian Caldwell, Mike Law, Tracy Loudon, and Jeff Trejo

US Forest Service Staff present:

Kevin Rowell

Guests present:

John Omlin, Tom Harris and Dan Haak

Chair Custer called the meeting to order at 8:04 a.m.

House Item discussion and round-table introductions of those present

Approval of Previous Minutes

February Minutes – Pat proposed a change to meeting date information on page 3/paragraph 1.

Motion:

To approve February 2017 Meeting Minutes with Pat's date change... Jeff – First, Forest – Second. All were in favor with no opposition and minutes were approved.

Motion:

To approve April 10, 2017 Meeting Minutes... Pat – First, Wade – Second. All were in favor with no opposition and minutes were approved.

Budget Review - Ian

We spent everything for this biennium. SB2017 is increasing the fuel tax from 30 to 34 cents a gallon. Over the next several years it will increase to 40 cents per gallon. The ATV program will get the extra fuel taxes based on the number of ATVs with Permits. The other is last year, actual ATV Sticker sales exceeded predicted sales, resulting in more funds from both Stickers and Fuel Taxes. Our goal is to match what's

coming in with what's going out. We're picking up a 1 Million or 1.5 in our account and staff is working on getting our spending limitations increased.

Senate Bill 344 – Ian

Reviewed general SB 344 bill details (ATV highway access routes – designated through ODOT) including history of the bill stemming from SB 192 along with a review those members that are to be represented on the ATV Highway Access Routes Advisory Committee. OPRD worked with ODOT and we received a lot of input from the SB 192 committee members. We came up with a pretty good product. Reviewed responsibilities of the committee members. The committee will be looking at access proposals and ODOT has the final say. OPRD and ODOT are working together. The law is to take effect January 1, 2018.

Wade - Encouraged the use of standardized signage that's easy to read and interpret which can be inexpensive items. Ian – there needs to be two signage plans... one for cars and the other for OHV'er.

Recreational Immunity Bill - Ian

Reviewed passage of the SB327, recreational immunity bill and its history. Employees, volunteers, owners are now immune from getting sued.

Operations and Maintenance (O&M) Safety Training - Ian

Ian put forth an opportunity for the committee to discuss the potential of having staff of O&M grant recipient organizations provide ATV Safety Training. Currently a couple of Law Enforcement Officers (LEOs) are providing evaluations through OSU. Currently, of those counties participating in hands-on training instruction less than 1% of the recorded hours goes towards training. Some Sheriff's offices provide similar training for Boater Education Card and Concealed Handgun License. The OSU program is struggling to have enough volunteers to conduct evaluations throughout the state.

The committee discussed the importance of not reducing maintenance of the trail systems and preferred to have LEO's provide the evaluations. Jeff will talk to Jan and work with OSU and LEO's regarding a train the trainer session next April at the LE Workshop. Committee recommended to continue efforts with LEO's and not have O&M be involved in training.

Welcome New ATV Advisory Committee Members

New ADA Representative Ann Haak provided background information

New Dealer Representative John Omlin (17 member full committee) also provided background information

Equipment Pool - Ian

We have two pieces of equipment up and running. Agreements are already in place for Union County, Hood River County, and ODF. We are working on BLM and hopefully USFS after that. No equipment has gone out yet. Medford BLM equipment might be transferred back to OPRD for the loaner pool, if we can develop a loaner agreement. General discussion on equipment included in the pool along with a Single-Track piece of equipment.

MRA Land Acquisition – Ian

The MRA Land Acquisition is complete and they are now working on a management plan.

Law Enforcement Grants - Ian

Staff has been considering ways to make LE grants easier to process. Documenting match is a huge task. Ian would like to create a sub-committee to work with staff and up to 3 committee members to develop a new policy. Question to committee, is there interest from others to work on the committee? Committee felt that Ian and Jeff Frieze should work together and then report back to the group. General Discussion -

Law Enforcement match and what agencies are already doing. Jeff F provided that there are benefits of new LETS system and that we could see the relative agency activity. Ian and Jeff F will work together to come up with some sort of proposal. Will attempt to get something done by the April LE Workshop timeframe.

October ATV Advisory Committee Meeting - Jeff T

ATV Advisory Meeting to take place Thursday October 12, 2017 from 9am to 3pm in Salem. Also reviewed planned agenda items

ATV Law Modification 2017 review - Ian

Wipers

Reviewed Windshield Wiper issue and proposal options. Wade added very few people have glass windshields. Ian indicated some users are having difficulty knowing and complying with the rules. General discussion... all preferred proposal option #2 which requires that you cannot operate vehicle with obstructed windshield.

Sound

Ian most bikes are able to meet 96db. General discussion on how measurements are made. Mike added all manufactures should be able to meet. Racing events measure sound differently. General sound discussion as it pertains to the dunes and that 93db is difficult to meet. Tim added that if there was a consistent statewide standard, it would be much easier to enforce. Ian added that we need to talk to DEQ on which direction to go on this.

Blue Lights

Blue lights are only allowed on police and emergency vehicles on highways. ATVs are exempt from the Blue Light rule and people are using them in the dunes. During an emergency, the blue lights can be interpreted as Law Enforcement, not knowing it's a private party. When patrolling, they come across people using blue lights and a lot of issues arise. Law Enforcement may end mistaking the blue light as another LEO. There are times when radio communication is an issue and when they see a blue light that directs them on where to go. There is concern that people are stopping (thinking they were pulled over)... it's creating a lot of problems. General discussion and consensus is that we should not allow any blue lights as there is no logical reason for users to have them in the first place.

ATV Permits

Ian reviewed with the issue of limited funding. Some have suggested increasing the permit fee from \$10.00 to a higher rate. The fee was established to cover the cost of issuing permits. General discussion on whether or not the current revenue covers actual cost of the permit program. Ian also reviewed the relationship of ATV Class specific permit sales numbers and gas tax amount collected. We will also look into permit processing costs. Tim C would like more money to go to dealers and safety administration. Mike reviewed the online permitting process for both ATV Permit and Day Use passes. Jeff F reviewed LEDs/DMV process. Ian added that doubling the permit fee would create about a 10% increase in revenue.

On the subject of the **Trail Building Workshop** – Steve Doane inquired about how the workshop went. Ian indicated that the workshop was very successful and that participants learned a lot and was energized... adding, we would like to conduct another workshop next year.

Helmet

Ian reviewed requirement of helmet use for those under age of 18. Proposal to require helmet use for all users in Class I and III and potentially Class IV. Maybe hunters would have an issue. There is general

consensus to move forward with helmet requirements. The group understands that this would be difficult to pass as this is nothing new and has been tried in the past unsuccessfully.

ATV Class II and IV Safety Cards

Review current law requiring ATV Safety Education Cards for all Class I and III users along with youth in Class IV. Ian added history of how Class II and IV came about. There was a general discussion regarding vehicle differences. Jeff T added that all users operating off-road no matter the vehicle should have a basic understanding of the laws and rules along with other things specific to Oregon... all operators should have the same basic level of knowledge. Just because one has a Driver's License, doesn't mean they are familiar with off-road laws and principles. Ian added from previous experience with the online training roll-out, the phasing in over years along with having a free online training course made the requirement easier for the user to accept. General consensus from the group is to move forward with the proposal to require ATV Safety Education Cards for both Class II and Class IV users.

Re-define Class I and IV based on width

Ian reviewed current class vehicle size as it pertains to Class I and IV vehicles. A proposal was provided to remove language regarding steering wheel/ handle bars and straddle/non-straddle from vehicle class definitions. Initially, this was a concern for youth and rider fit. General consensus is to move forward re-defining Class I and IV. Also note that there is no proposal to increase 50" width.

Titling

Currently, titles are not required for ATVs. It is hard to track stolen ATVs in Oregon. Any requirement for titling would have to run through ODOT and we are not sure what the ATV Program would get. There was a general discussion about older vehicles and how this could be an issue. Many motorcycles are sold without titles. General discussion about process and how titling would come about. Titling may not be beneficial since you would not be able to capture information from past sales. You would need to make it a requirement going forward... not going back in previous sales. Essentially, it would need to be for new vehicles only. As a committee, they are good to move forward but not to spend too much political capital on something that would have a difficult time getting through.

Future of ATV Program discussion

Safety Education Program

Review of current safety events and types formats delivered to audience ranging from utilizing Safety Trailer to one-person exhibit. Also reviewed online training and need for updates/changes along with brochures, signage and general media.

Marketing Vision

Do we want to promote entire Oregon ATV riding opportunity or focus more on specific areas? With regard to Travel Oregon, TC knows people there and could help to get this moving for OPRD. IC – we need to make sure that the land managers can handle the impact of more people. TL – can our infrastructure handle... let's say... a 20% increase? ML – wants better educated riders. TL – provided example of the Scenic Bikeway program which has been a great economic boon. TC believes that the current infrastructure could handle the increase. The committee then had a discussion regarding our website presence. The information is on the website but it may not be the flashiest? TL – with regard to signage, what about a large color print cut-out at certain locations... would that be a benefit? TL further provided a successful example of a large print out that attracted attention. General discussion – do we take signage a step further and make it part of O&M grants. ML – we would need to communicate with the Land Manager avoiding sign pollution. Pictures are more effective in the Dunes area. TL – wants to look two to five years down the road. We should also look to what other states are doing.

Law Enforcement Program

Review of Law Enforcement Workshops and LETS online program. With regard to funding, Jeff Frieze and Ian will work on. General discussion on OSP funding and what our program gets in return. Jeff T reviewed current budget process of where the OSP money goes... and how their personnel are paid. Steve D added that the LE Workshop is a great event.

Workshops & Equipment Pool

Ian provided a brief overview of the NOHVCC workshop and consideration to expand to every year or every other year. Ian also provided a brief overview of the agreements we have regarding the equipment loaner pool along with available equipment... expecting to get equipment out next spring (also previously mentioned).

Land Acquisition

Ian reviewed the vision for new areas considering long term O&M costs along with land that involves inholdings and connections. One example is MRA's recent acquisition in Jackson County. Focus on connections that would open up to other riding areas... connect what's already open.

Volunteers

Ian reviewed the concept of promoting the coordination of agencies to work with volunteers. ML – reviewed the huge benefit of having the Trail Building Workshop. With regards to getting projects done, this will help to get as much match during the grant process. Some organizations will get people there but it may be costly... it's better to have quality people rather than a large number of people. We're spending the public's money and the volunteer still has a cost. It's best to get things planned and lined-up to better fit the volume of people that will come out.

Laws

Ian - We are looking at laws to modify program which we covered earlier.

SB344

Ian – OPRD will have a big role in the program. There will also be a big economic benefit to the communities.

Stable Funding

Ian – We reviewed funding earlier.

Vehicle Classes

Ian – posed the question of how we see the vision of Class I, II, III and IV. Discussion about trying to get new trails open and persevering Historic Roads.

Ian –The Future of the ATV Program items discussed here is a working document and is open for additional input and discussion.

“Where to Ride” PowerPoint Presentation by John Omlin

The following was reviewed during the presentation...

Working with Rural Communities on OHV Access

Connecting OHV activities to communities with service such as: Oakridge, Crescent Lake, Diamond Lake, McKenzie Bridge/Rainbow, Gold Beach/Brookings, Florence, Lakeside.

Remove Barriers to connectivity

Promote World Class Recreational Riding

Reviewed Use Case – West Cascades Route

Concept route (hub and spoke)

Documented but not validated on ground

Demonstrates barriers to accessing service in rural communities

Uses existing Roads

Need road authorities to allow OHV on sections

City of Oakridge is working towards an ordinance to allow SxS on roads... involves multi-jurisdiction road authorities. Opening up the areas will have an economic impact. Moving the parking away from the OHV area will relieve the pressure of parking. Parking is one of the biggest issues.

Oakridge as a HUB

Festival Routes between 60 and 100 miles of trail

Main connector for West Cascade route

Adding RV area to act as Staging Area – Showers, toilet, Camping.

Fuel access is very much a part of the process.

100% shared use map.

The route is a scenic route - - Huckleberry is more technical

How do you get communities involved? He researched the route to find the barriers then addressed each barrier. There's a different demographic with SxS users.

Florence

Connecting the town to the South Jetty Riding Area

Create inter-city loop

Access to city services – food, fuel, lodging, stage from Three Rivers Casino

Mayor supports access routes

Meeting with Chamber in October

Lakeside

Connect town to Spinreel access

Access to services – food, fuel, lodging, stimulate acquisitions for recreational housing

Reduce stress on parking at existing area

Gold Beach

Provide additional opportunities for community to capture recreational dollars – reason to visit, reason to stay longer, connect communities for expanded commerce... then reviewed map.

There is no need to pick up a shovel... it's just connecting existing roads.

Promoting World Class Riding

Travel Oregon, Travel Lane, Eugene Cascade Coast Sports Commission

Travel Oregon agreed to publish articles – accepts pictures, GPS route maps, description

Trip Planning

It would be great to find a location for a repository for materials

End of presentation – later we'll go to the Industrial Park to see first-hand.

Forest - Reviewed recent MRA property purchase. Handed out and reviewed map information

Chair Custer adjourned the meeting at 3:02pm