2025

Oregon Recreational Trails Outreach Summary Report

Prepared by:

Oregon Parks and Recreation Department Project Management Team

- Jessica Horning – Project Manager, Statewide Trails Planner
- Jodi Bellefeuille – Recreational Trails Program Manager
- Ian Caldwell – ATV Grant Coordinator
- Caleb Dickson – Research Analyst
- Steve Roelof – Planning and Design Lead
- Nicole Sprecher – Planner
- Iris Durosier – Bridge, Culverts, and Trails Project Manager
- Scott Youngblood – Willamette River Greenway Manager

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Introduction

The Oregon Parks and Recreation Department (OPRD) was given responsibility for recreation trails planning in 1971 under the "State Trails Act" (ORS 390.950 to 390.990). OPRD develops the Oregon Trails Plan to identify trends and priority issues facing the state's non-motorized, motorized, and water trail system; update grant selection criteria for the Recreational Trails Program (RTP) and All-Terrain Vehicle (ATV) programs; and recommend policies and actions for OPRD and partner agencies/organizations to improve the statewide trails network. The last Oregon Trails Plan was completed in 2016.

In 2022, Oregon Parks and Recreation Department (OPRD) gathered information on Oregon residents' participation in outdoor recreation activities and the funding priorities of Oregon residents and recreation providers through several surveys to inform the 2025-29 State Comprehensive Outdoor Recreation Plan (SCORP). Throughout 2024 and 2025, OPRD conducted additional outreach to build on the work done for the SCORP and gather additional information on issues and priorities related to trails that will inform the 2026 Oregon Trails Plan. This report summarizes methods and findings from the following outreach activities:

- Oregon Trail Partners Survey
- Oregon Trail Users Survey
- Trails Plan Workshops
- Trail User Focus Groups
- RTP Grant Applicant Focus Groups
- RTP and ATV Grant Committee Workshops

Previous trails plans have analyzed regional differences in trail needs based on county level data and a set of regions developed specifically for each trails plan. Due to challenges collecting adequate response rates from all counties and a desire for consistency with other statewide recreation and tourism planning efforts, OPRD decided to utilize Travel Oregon's seven destination management regions as the basis for regional analysis of trail needs in the 2026 Trails Plan. The seven regions illustrated in Figure 1 are:

- Coast (Clatsop, Tillamook, Lincoln, Coos, Curry, and western Lane and Douglas counties)
- Portland Metro (Multnomah, Columbia, Washington, and Clackamas counties)
- The Gorge (Hood River, Wasco, and eastern Multnomah counties)
- Willamette Valley (Yamhill, Polk, Marion, Benton, Linn, and eastern Lane counties)
- Southern Oregon (Douglas, Josephine, Jackson, Klamath, and Lake counties)
- Central Oregon (Sherman, Gilliam, Jefferson, Wheeler, Deschutes, and Crook counties)
- Eastern Oregon (Morrow, Umatilla, Union, Wallowa, Grant, Baker, Harney, and Malheur counties)

Figure 1 Oregon Destination Management Regions

Trail Partner Survey

Methods

The purpose of the 2024 Oregon Trails Partners Survey was to gather information on:

- how recreation providers and trail organizations have used the 2016 Oregon Trails Plan;
- topics and resources trail partners would like to see included in the next Oregon Trails Plan;
- partner priorities for future trail funding; and
- other important issues facing trail partners.

OPRD received a total of 192 valid trail partner survey responses. Survey data were obtained between October 8 and November 11, 2024 from an online survey of "public land managers, recreation providers, and organizations that manage, design/build, or advocate for non-motorized, motorized, and/or water trails." The survey was distributed via emails to the 2022 SCORP Provider survey contact list; announcements in the Oregon Recreation and Parks Association (ORPA), League or Oregon Cities, Association of Oregon Counties, and Oregon Trails Coalition newsletters; and social media.

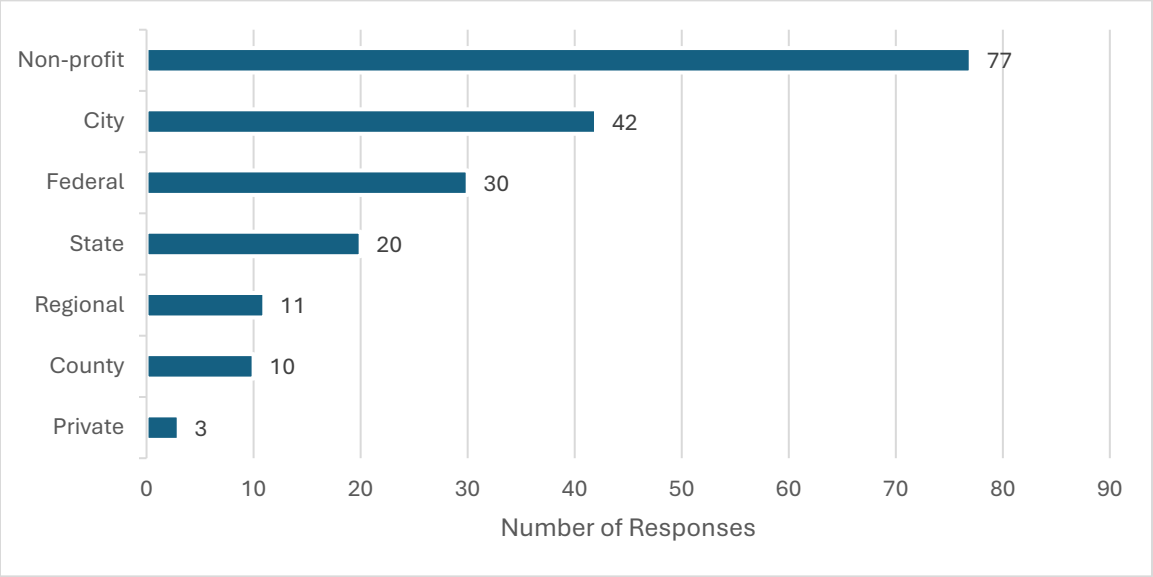
Multiple people from a single organization were allowed to complete the survey. Staff at large organizations were instructed to "complete the survey if you manage a park/region or if a focus of your work is trail-related (e.g. trails planner, stewardship coordinator, accessibility coordinator)." Duplicate responses from the same individual and responses from individuals not representing a land manager or trails organization were removed. See Appendix A and B for a copy of the survey tool and open-ended question responses.

Partner Description

Agency Type

Respondents were asked to identify the type of trail partner agency/organization they represent. Figure 2 shows that most respondents were from government agencies (113 responses, 59%) or non-profit trail organizations (77 responses, 40%). Government responses included: city agencies (42 responses, 22%), federal agencies such as Bureau of Land Management and US Forest Service (30 responses, 16%), state agencies such as OPRD and Oregon Department of Transportation (20 responses, 10%), regional agencies (11 responses, 6%), county agencies (10 responses, 5%). Private trail consultants were 2% of respondents (3 responses).

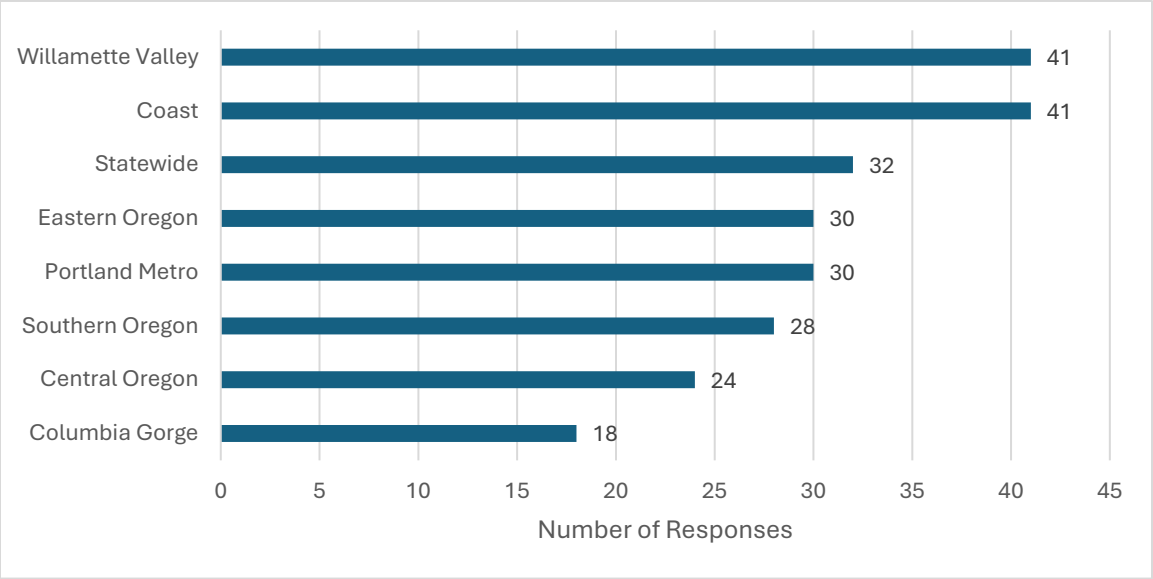
Figure 2 Respondent Provider Type



Destination Management Region

Respondents were asked to report the travel destination management region(s) their organization works in. Figure 3 shows that the most respondents work in the Coast and Willamette Valley regions (41 responses each). Thirty-two respondents work on trails statewide.

Figure 3 Respondent Travel Management Region(s)



Trail Types Managed

The survey contained four sections that gathered information about non-motorized, OHV/ATV, snowmobile, and non-motorized boating/paddling (water trail) issues and investment priorities. Each section began with the question "Does your organization manage, work with, or advocate for" each type of trail. Respondents that answered "yes" were given a set of questions to answer about issues and priorities associated with those types of trails. Respondents that answered "no" moved on to the next section of the survey. Table 1 shows the number of respondents working with each category of trail. Percentages in the table add up to over 100% because some respondents work for agencies that manage multiple types of trails.

Table 1 Types of Trails Managed or Advocated for by Respondents

Type of trail	# of Respondents	% of Respondents
Non-motorized	170	89%
OHV/ATV	60	31%
Snowmobile	30	16%
Water	54	28%

State and Local Trails Planning Needs

Several questions in the survey examined partners' use of state and local trails plans and management issues they'd like to see addressed in the next Oregon Trails Plan.

The majority (58%) of respondents said their organization has a trails plan, parks plan, or other document that they use to identify issues and investment priorities related to trails. Based on the document names and links provided, respondents most frequently referred to local parks and recreation plans (42 responses) or trails specific plans (34 responses). Multiple respondents refer

to resource management plans (11 responses) or transportation system plans (6 responses) for trails planning.

2016 Trails Plan Use

Respondents were provided a link to the 2016-2025 Oregon Statewide Trails Plan and asked if they have used or referenced the plan in their work. Seventy-two respondents (38%) responded “yes” and were asked about how they have used the trails plan.

The subset of respondents who had used the 2016 Trails Plan were asked to identify all of the ways they have used information from the plan and which section(s) of the plan they specifically had referenced. Approximately three-quarters used the 2016 plan to support a grant application and/or reference the Recreational Trails Program (RTP) grant criteria. As shown in Figure 4, most of these respondents also used the plan to inform local/organizational plans or to advocate for trails. This application aligns with the most frequently used sections of the plan, shown in Figure 5, such as residents’ preferred trail types and experiences, statewide trail issues & strategic actions, trail activity participation numbers, and funding priorities.

Figure 4 Responses to "How did you use the information from the Trails Plan?"

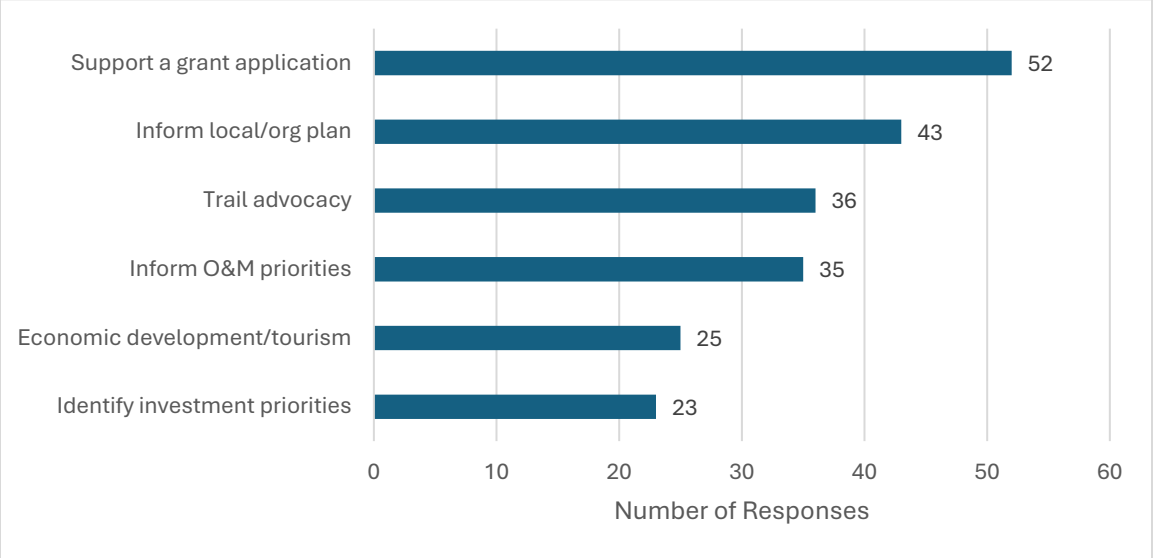
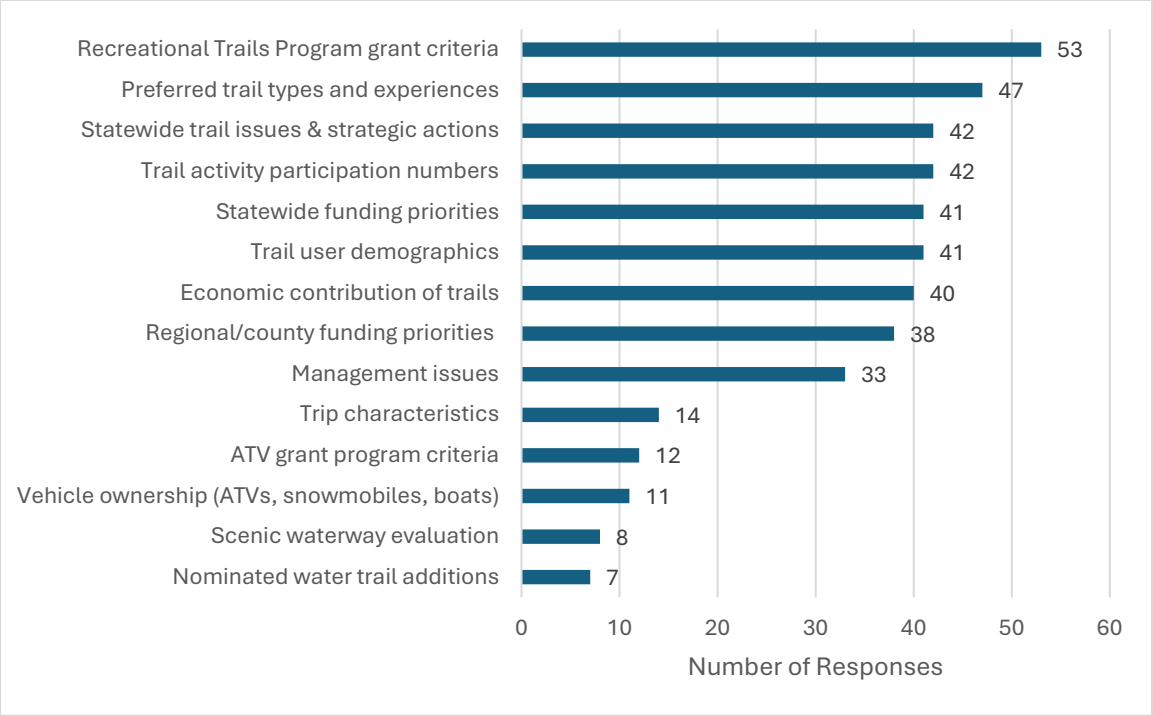


Figure 5 Responses to "Which elements of the Trails Plan have you used?"



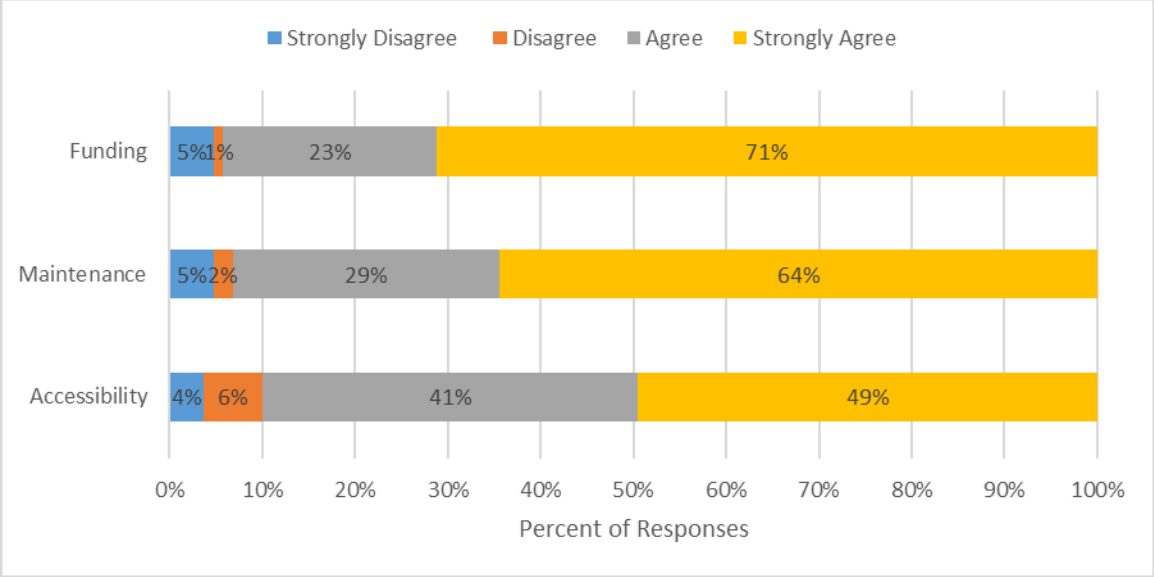
Priority Issues for 2026 Trails Plan

The Oregon Trails: 2025-29 SCORP Summary Report identified the following issues as priority statewide issues related to trails:

- Funding – Identify strategies and tools to address inadequate funding for trail development, operations, and maintenance.
- Trails Maintenance & Stewardship – Prioritize maintaining the existing system. Identify strategies and tools to promote stewardship, stretch limited funding, and expand community partnerships and enjoyment of trails.
- Increasing Accessible Trail Opportunities (including trail amenities such as restrooms, wayfinding, parking) – Identify strategies and tools to increase accessibility of existing and future trails and facilities.

Respondents were asked if they agreed with each of the above topics being a focus area for OPRD's RTP program, ATV grant program, and the 2026 Trails Plan, based on their organizational experience with trails in Oregon. At least 90% of respondents agreed or strongly agreed that funding, maintenance, and accessibility should be focus areas, as shown in Figure 6.

Figure 6 Support for Potential 2026 RTP, ATV, and Trails Plan Focus Areas



Organizational Challenges and Resource Needs

Desired Trails Data and Resources

Respondents were asked what other topics, data, tools, or resources OPRD should include in the 2026 Trails Plan to make it most helpful for their organization. One question asked respondents to pick up to three options from a list and an open-ended question asked respondents to provide additional information on other trail resource needs important to them and their organization. Figure 7 shows responses to the provided list of resource options. Consistent with the previously identified priority issues of funding and maintenance, the most desired trail resources were:

- a listing of existing trail funding sources,
- evaluation of potential options for creating new trail funding sources such as vehicle licensing fees or user fees, and
- trail maintenance best practices and innovations case studies.

More than 50 respondents also requested guidance on recreational immunity related to trails and accessible trail signage and information guidance. At the time the survey was conducted, Oregon was operating with emergency 1-year legislation in place to address major recreational immunity concerns related to trails. That emergency legislation was subsequently made permanent in the 2025 Oregon legislative session.

Figure 7 Other Helpful Topics to Address in 2026 Trails Plan

Biggest Challenge & Additional Resources

Respondents were asked two open-ended questions to identify additional tools and resources that could be helpful to support trails work in Oregon, as well as any additional challenges facing land managers and trails organizations:

- What other trail resource needs are important to you and your organization?
- What is the single biggest challenge your organization faces in providing trail facilities and services?

Responses to these two questions were often very similar or complementary. To identify recurring themes, answers to both questions were reviewed and categorized as one group. Figure 8 shows a word cloud summarizing the 100 most frequently occurring words in open text responses to these two questions. A list of all open text responses received is included in Appendix B: Partner Survey Open-Ended Question Responses.

Figure 8 "Single Biggest Challenge" Open Text Responses Word Cloud

Funding & Maintenance

"Funding" was by far the most frequently cited challenge and needed resource (119 mentions), followed by "maintenance" or "maintain" (68 mentions). Many respondents generally called out "Funding" or "Lack of funding" as a challenge, while others cited specific challenges related to inadequate funding for maintenance and operations, trail development, acquisition, and staffing.

> *"Funding is always an issue followed by the number of people we need for ongoing maintenance."*

Multiple respondents shared resources/tools that would be helpful for addressing maintenance challenges, including: best practices (for agency staff and volunteer stewards), assessment tools, skills training, template agreements, and a maintenance needs tracking system.

Access

"Access" was mentioned 22 times, both in reference to improving accessibility for trail users with disabilities and generally increasing access to public lands and waterways for trail use (e.g. obtaining easements from private landowners to connect trails, addressing impacts of unsanctioned camping and gates/barriers on water access).

"Need more information to help us with greater ADA accessibility ideas."

"Very interested in accessible trail development… People with disabilities and limited mobility want to spend multiple days in remote places in nature, but access is very limited."

Staff & Volunteer Capacity

Obtaining adequate human resources to support trails is an additional major challenge that emerged from open ended responses: "volunteer" (22 mentions), "resources" (18 mentions), "staff" (17 mentions), "capacity" (15 mentions). Across all types of trails organizations, resources are strained due to the high volume of trails in the state relative to existing capacity. Respondents shared a variety of challenges and concerns related to increasing reliance on volunteer groups for trails work and reduced support/opportunities for the professional trails workforce. Many land managers voiced appreciation for volunteer trail crews while stressing the benefits of keeping skilled trails professionals on staff in addition to adequate staff capacity to manage trail grants, projects, and crews.[1]

"Partner volunteer groups are extremely valuable, and we would not be able to accomplish our current goals without them…While a volunteer group does mighty work, there is no comparison to a 4-6 person professional paid full time trail crew in hours/miles worked."

"Creating, promoting, maintaining career access points to on-the-ground professional trail work… I believe new avenues should be created, and existing avenues fiercely safeguarded, for young people to enter the trails workforce. Although I am supportive of volunteer stewardship playing its part in statewide and city-wide trail maintenance, I feel concern about volunteer organizations filling gaps to the point that land management agencies no longer see as much of a need to hire professional trails positions, particularly entry-level seasonal workers."

Non-profit trail organizations shared challenges identifying funding for full-time and/or permanent staff capacity to recruit and manage the volunteer trail crews agencies increasingly rely on.

[1] The survey was conducted in October 2024, shortly after the USFS 1039 hiring freeze was announced, but prior to announcement of significant additional federal staffing/budget changes.

"Funding for staffing to operate our program and coordinate efforts with our federal land management partners. Our organization partners with state parks and the US forest service to maintain and repair trails on public lands. However, since most grants for trail resources are limited to hard costs and don't support staffing, we are limited to part-time staffing due to budget constraints. Without the ability to hire full-time staff, we are unable to complete the full body of work that is available annually and have to utilize a larger amount of volunteer time to administer the program."

"Funding, specifically related to capacity. Project specific grant opportunities are more common but it is difficult to find funding to support the basic operations that are required to keep an organization operating so that it is capable of taking on on-the-ground projects.

In addition to funding, respondents identified training (e.g. trail construction and maintenance skills, first aid/CPR) and communication/collaboration tools as resources needed to address capacity challenges. Multiple land managers requested resources to help them increase engagement of volunteers in trail work. Multiple non-profit organizations mentioned wanting resources to develop stronger partnerships with public agencies.

Additional Challenges

Multiple respondents also shared the following needs:

- Funding and technical resources to support planning, design, and environmental phases of trail project development, especially NEPA and federal grant requirements.
- Support navigating legal complexity in connecting trails across private lands or acquiring property for trails
- Best practices for managing trail systems for multiple users (especially trail users with disabilities, ATVs, equestrians, and bikes/e-bikes) in order to minimize real or perceived conflicts, improve etiquette, and reduce the need for enforcement
- Improve cross-agency collaboration to improve trail connectivity between communities and public lands
- Contracting and procurement assistance (e.g. qualified vendors list, best practices)

Non-Motorized Funding Priorities & Management Issues

The 170 respondents with non-motorized trail experience were asked to rank funding priorities based on their organizational experience in Oregon. Table 2 shows the percentage of respondents who rated each issue as "important" and the average priority score for each issue. Based on average priority score, the most important funding priorities are connecting and restoring existing

trails, addressing safety concerns, and providing informational and wayfinding signs. Lowest priority for respondents is addressing overcrowding on trails.

Table 2 Partner Ratings of Non-Motorized Trail Funding Priorities

Category	% important[a]	Avg. score[b]
Expanding and/or connecting existing non-motorized trail systems	80%	3.21
Major restoration of existing non-motorized trails	80%	3.16
Trail improvements to address safety concerns	79%	3.14
Informational signage at trailheads (e.g. maps, level of difficulty, trail surface)	79%	3.13
Wayfinding signage (directional and distance)	81%	3.08
Assessing trails for accessibility and other design improvements	76%	3.00
Constructing new non-motorized trail connections within communities	72%	2.98
Online information about trails and how to access them	72%	2.95
Expanding or developing new trailheads and parking areas	70%	2.93
Equipment for trail building and maintenance	72%	2.92
Routing/rerouting trails to protect natural resources (e.g. wildlife habitat)	68%	2.90
Safety and environmental protection education materials/programs (e.g. trail etiquette, Leave No Trace)	66%	2.86
Land acquisition or easements for new trails	65%	2.81
Managing trails to avoid user conflicts (e.g. restricting bicycle or e-bike access to certain trails)	64%	2.80
Replacing or building new restrooms	63%	2.73
Constructing new non-motorized trail connections in dispersed areas	59%	2.70
Interpretive signage at trailheads and along trails	60%	2.70
Trailhead & trailside amenities (water, benches, trash cans, bike repair stations, pet litter bags, etc)	56%	2.64
Adapting trails to changing climate (e.g. wildfire hazards, extreme weather events)	55%	2.60
Addressing overcrowding on trails (e.g. widening trails, converting to one-way)	41%	2.38

[a] *Percentage (%) of respondents who rated the issue "somewhat important" or "very important"*

[b] *Average priority score where "not at all important" = 1 and "very important" = 4*

Respondents were then asked to identify any other non-motorized trail issues that are important to them and their organization. Recurring themes include:

- **Maintenance and restoration**, with respondents emphasizing growing maintenance backlogs and increasing challenges related to recovering from storms, wildfires, and erosion.
- **Manage shared-use trails to improve safety and reduce user conflicts**, especially in regards to enforcing rules on e-bikes and motorized usage on non-motorized trails and educating users on trail etiquette. Equestrian groups emphasized the importance of separating equestrian users from bike, e-bike, and motorized users for safety

- **Increase trail connectivity and access within and between communities,** by filling trail network gaps, providing non-motorized trails close to homes, connecting neighborhoods to regional trail networks, and improving walking and transit connections to trails.
- **Need for cross agency/organization collaboration** to identify efficiencies and provide consistent trail design and experience for users and stewardship partners.
- **Funding and workforce limitations,** both in terms of staff and volunteer capacity, echoing the concerns shared in response to previous open-ended questions about overall trail challenges.
- **Environmental resource protection and management challenges,** including addressing degradation from overuse and social trails, restoring habitat, and providing technical support for challenging permitting processes.

ATV/OHV Funding Priorities & Management Issues

The 60 respondents with motorized ATV/OHV trail experience were asked to rank funding priorities based on their organizational experience in Oregon. Table 3 shows the percentage of respondents who rated each issue as "important" and the average priority score for each issue. Based on average priority score, the most important funding priorities are operations and maintenance, law enforcement, and trail etiquette education. Lowest priority for respondents is managing impacts of rental/guide services.

Table 3 Partner Ratings of Motorized ATV/OHV Funding Priorities

Category	% important[a]	Avg. score[b]
Maintaining current operations and maintenance levels for OHV trails and facilities	96%	3.75
Increasing current operations and maintenance levels for OHV trails and facilities	86%	3.37
Maintaining current law enforcement levels on OHV trails and trailheads	89%	3.37
Increasing law enforcement on OHV trails and at trailheads	86%	3.27
OHV Trail etiquette and environmental protection education materials/programs (e.g. Tread Lightly!)	86%	3.27
Equipment for OHV trail construction and maintenance,	82%	3.25
Managing OHV trails to avoid user conflicts (e.g. restricting trails to certain vehicle classes)	80%	3.25
Informational and wayfinding signage at trailheads and along trails (e.g. maps, level of difficulty, direction and distance)	84%	3.21
OHV safety education materials/programs	82%	3.20
Online information about trails and how to access trails	77%	3.14
Planning, design, and engineering support for new OHV trails and facilities (e.g. environmental studies, feasibility studies, appraisals)	73%	3.07
OHV equipment for law enforcement	70%	2.96
Constructing new OHV trail connections	65%	2.95
Amenities at trailheads/staging areas (water, trash cans, camping, playgrounds, etc)	68%	2.91
Replacing or building new restrooms	69%	2.91
Emergency medical services for OHV areas (e.g. vehicles, equipment, services, and supplies)	64%	2.82
Expanding parking capacity at existing trailheads/staging areas or developing new staging areas	65%	2.76
Land acquisition and easements for OHV trails and facilities	56%	2.71
Providing opportunities for multi-day long-distance ATV trail experiences (e.g. dual-sporting, overlanding)	55%	2.67
Managing impacts of ATV rental and/or guide services	55%	2.65

[a] *Percentage (%) of respondents who rated the issue "somewhat important" or "very important"*

[b] *Average priority score where "not at all important" = 1 and "very important" = 4*

Respondents were then asked to identify any other motorized ATV/OHV trail issues that are important to them and their organization. Recurring themes include:

- **Funding and maintenance**.
- **Education** to promote trail etiquette and responsible riding behavior, reduce user conflicts, and improve safety.
- **Enforcement** of rules to improve user experience and reduce impacts (e.g. noise, air, trail surface).

- **Building stewardship culture** – engaging a growing population and user base in work parties and other volunteer efforts to support riding areas and reduce illegal trail building.
- **Environmental and planning** support needed to ensure compatible uses, protect resources, and help partners meet requirements (e.g. environmental review, travel management planning).

Snowmobile Funding Priorities & Management Issues

The 30 respondents with snowmobile trail experience were asked to rank funding priorities based on their organizational experience in Oregon. Table 4 shows the percentage of respondents who rated each issue as "important" and the average priority score for each issue. Based on average priority score, the most important funding priorities are signage and equipment for trail grooming and maintenance. Lowest priority for respondents is land acquisition.

Table 4 Partner Ratings of Snowmobile Funding Priorities

Category	% important[a]	Avg. score[b]
Informational signage at trailheads (e.g. maps, level of difficulty)	93%	3.63
Equipment for trail grooming and maintenance	85%	3.56
Increasing current operations and maintenance levels for snowmobile trails and facilities	81%	3.48
Wayfinding signage (directional and distance)	85%	3.44
Expanding and/or connecting existing snowmobile trail systems	74%	3.41
Avalanche safety education	85%	3.37
Managing trails to avoid user conflicts	82%	3.36
Warming shelters at Sno-Parks or along trails/within trail systems	81%	3.30
Adapting trails to changing climate (e.g. reduced snowfall, extreme weather events)	81%	3.26
Assessing trails and Sno-Parks for accessibility improvements	78%	3.26
Snowmobile etiquette and safety education materials/programs	82%	3.21
Major restoration of existing snowmobile trails and facilities	74%	3.19
Online information about trails and how to access them	74%	3.11
Expanding parking capacity at existing trailheads and sno-parks	74%	3.07
Environmental protection education materials/programs (e.g. Tread Lightly!)	78%	3.04
Increasing law enforcement on snowmobile trails and at Sno-Parks (e.g. patrols, snowmobile registration enforcement)	70%	3.04
Developing new trailheads and sno-park areas	63%	2.96
Trailhead & trailside amenities (water, benches, trash cans, etc)	67%	2.85
Replacing or building new restrooms	63%	2.78
Land acquisition or easements for new trails	52%	2.70

[a] *Percentage (%) of respondents who rated the issue "somewhat important" or "very important"*

[b] *Average priority score where "not at all important" = 1 and "very important" = 4*

Respondents were then asked to identify any other snowmobile trail issues that are important to them and their organization. Recurring themes include:

- **Grooming** and **maintenance** needs, including maintenance of sno-parks.
- **Signage** (and gates where appropriate) to clarify allowed uses and routes.
- **Education and management** to improve safety and reduce damage associated with multiple trail users (e.g. roads/trails used by ATV, snowmobile, and non-motorized users).
- **Enforcement** of sno-park permits and licensing.

Water Trail Funding Priorities & Management Issues

The 54 respondents with water trail experience were asked to rank funding priorities based on their organizational experience in Oregon. Table 5 shows the percentage of respondents who rated each issue as "important" and the average priority score for each issue. Based on average priority score, the most important funding priorities are accessible parking, sanitation, water access, and access routes; and acquiring land or easements for new access points. Lowest priority for respondents is changing rooms and overnight parking areas. An additional question asked what length of overnight parking stays respondents wanted to be able to accommodate at water trails. The majority (62%) of respondents indicated no need for overnight parking, 17% responded 1-2 days, 15% responded 3-5 days.

Table 5 Partner Ratings of Water Trail Funding Priorities

Category	% important[a]	Avg. score[b]
Accessible parking, sanitation, water access, and access routes	92%	3.42
Land acquisition or easements for new access points and/or portage trails	82%	3.27
Improve flat water paddling access	78%	3.18
Creating/expanding parking capacity at access points	78%	3.18
Informational and interpretive signage at access points (e.g. maps, level of difficulty, water levels)	86%	3.14
Maps and information about water trails and public lands along water trails	82%	3.06
Water trail etiquette and safety education materials/programs	73%	2.96
Wayfinding signage (directional and distance) 3	75%	2.94
Replacing or building new restrooms4	73%	2.94
Infrastructure to reduce aquatic invasive species (e.g. clean, drain, dry stations)	69%	2.92
Multilingual and/or accessible signage (audible/tactile)	67%	2.86
Creating/expanding parking capacity for boat trailers at access points	65%	2.84
Life jacket lending stations	71%	2.82
Managing trails/trailheads to avoid user conflicts (e.g. separating non-motorized boating, motorized boating, and swimming areas; separate parking areas for water access and hiking trails)	63%	2.81
Trailhead & trailside amenities (water, benches, trash cans, air pumps, etc)	63%	2.75
Water accessible campsites	55%	2.59
Improve white water paddling access	56%	2.56
Designating new water trails	46%	2.46
Changing rooms, showers, and or rinse-off stations	38%	2.24
Overnight parking areas	41%	2.24

[a] *Percentage (%) of respondents who rated the issue "somewhat important" or "very important"*

[b] *Average priority score where "not at all important" = 1 and "very important" = 4*

Respondents were then asked to identify any other non-motorized boating/paddling issues that are important to them and their organization. Recurring themes include:

- **Improving water access for people with disabilities**, including accessible launches, parking areas, restroom, and other facilities, emphasizing the need for multiple accessible points along routes.
- **Funding and maintenance** to repair docks/launches and make other improvements (e.g. staging areas, operations facilities).
- **Safety and emergency access.**
- **Wildlife and environmental impacts.**
- **Expanding partnerships and collaboration.**

Trail User Survey Results

Methods

The purpose of the 2025 Oregon Trail Users Survey was to gather information on:

- frequency and location of trail use;
- preferred trail characteristics and experiences;
- priorities for future trail funding; and
- other important issues facing trail users.

Survey data were obtained between April 1 and May 15, 2025 from an online survey. The survey was advertised via an OPRD press release and social media postings, earned media coverage on local news channels across the state, announcements in the Oregon Recreation and Parks Association (ORPA) and Oregon Trails Coalition newsletters, and social media pushes from trail groups.

OPRD received a total of 4,295 valid trail user survey responses. The survey was targeted at Oregon residents for consistency with the SCORP. Non-Oregon residents were directed to a thank you screen and not provided with the survey questions. Duplicate responses from the same email address were removed. See Appendix C and D for a copy of the survey tool and open-ended question responses.

Trail User Characteristics

Types of Trail Activities

The survey included four sections asking if the respondent had participated in different types of trail activities in the past 12 months. Responses were received from 3,735 non-motorized trail users, 1,804 OHV/ATV users, 318 snowmobilers, and 1,766 non-motorized boaters/paddlers. Respondents that answered "yes" were given a set of questions to answer about issues and priorities associated with those types of trails. Respondents that answered "no" moved on to the next section of the survey. Table 6Table 1 shows the number of respondents who participated in each type of trail activity in the last 12 months. Percentages in the table add up to over 100% because some respondents used multiple types of trails.

Table 6 Participation in Trail Activities in Last 12 Months

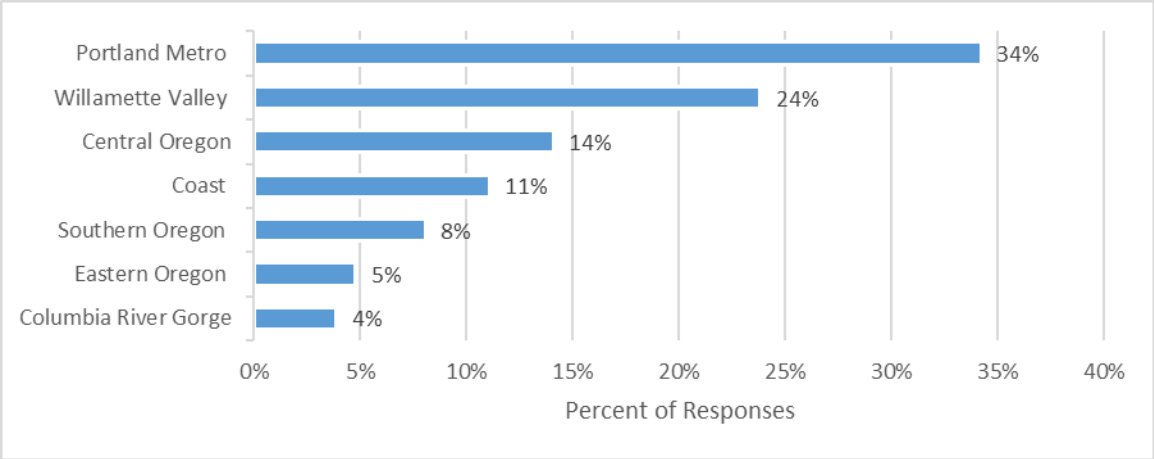
Type of trail	# of Respondents	% of Respondents
Non-motorized	3,735	88%
OHV/ATV	1,804	42%
Snowmobile	318	7%
Water	2,040	48%

Residence

Respondents were asked about the travel destination management region(s) they lived in during the last 12 months. Figure 9 shows that over half of respondents lived in the Portland Metro (34%, 1,460

responses) or Willamette Valley (24%, 1,016 responses) regions and one quarter lived in Central Oregon (14%, 601 responses) or on the Oregon Coast (11%, 473 responses).

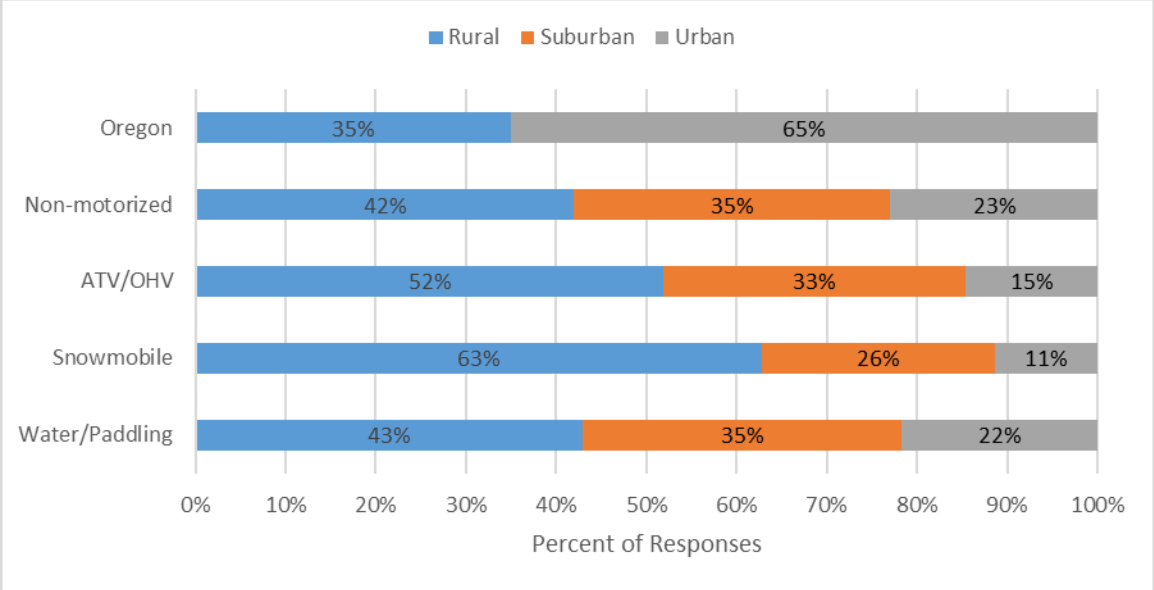
Figure 9 Trail User Home Residence



Although most respondents lived in the more densely developed regions of the state, 44% reported that they would describe the area where they live as "rural". Thirty-four percent classified the area they live as "suburban" and 22% as "urban". This sample is slightly more rural than the overall Oregon population, which was 35% rural and 65% urban based on the 2020 census.

Figure 10 shows area of residence for the Oregon population as a whole and for respondents who participate in various trail activities. An individual respondent may "appear" across multiple categories, based on the activities participated in. The majority of respondents who used non-motorized and water trails live in urban or suburban areas, while most ATV/OHV and snowmobiler users live in rural areas.

Figure 10 Urban/Suburban/Rural Residence by Trail Activity



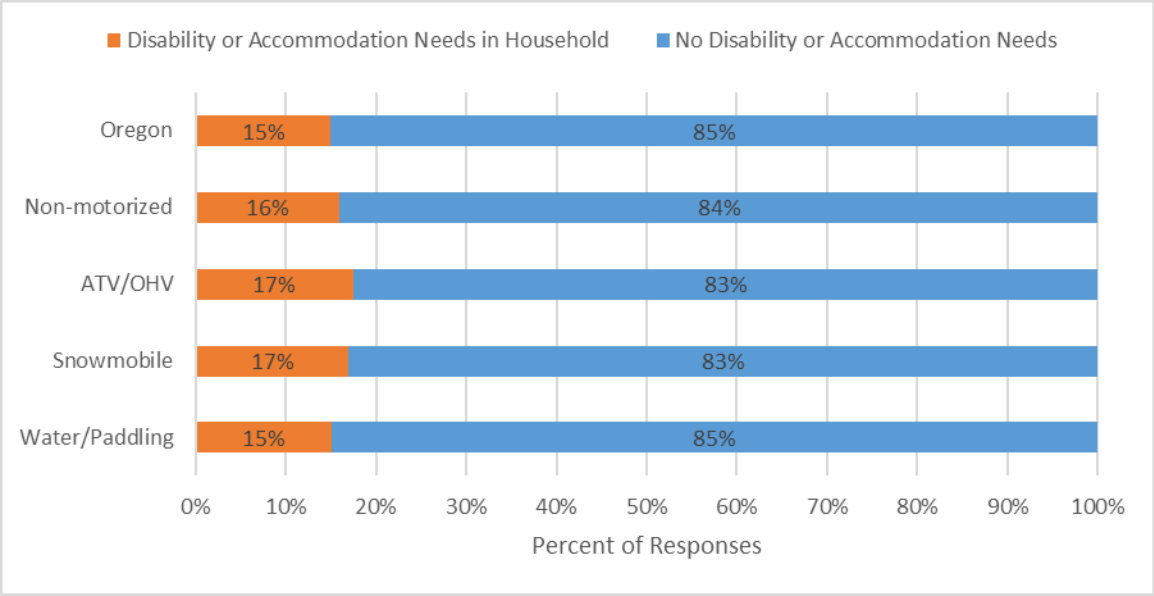
Average household size of respondents is 2.6 people, comparable to the 2020 Oregon average of 2.5 people. Twenty seven percent of respondents have children under 18 years old in their household, which is lower than the overall Oregon population (33%). There was not a notable difference in participation of households with children in various trail activities.

Disability

Respondents were asked if they or anyone in their household has a disability and if someone in their household needs an assistive device (e.g. wheelchair, cane, adaptive bicycle), service animal, or other accommodations to participate in trail activities. Respondents who answered "yes" were asked to describe the type of disability and accommodations needed.

Fifteen percent of respondents (649 responses) reported that they or someone in their household has a disability. This roughly reflects the composition of the Oregon population, with 15% of Oregon residents reporting at least one disability in the 2020 census. Trail users with disability or accommodation needs were evenly represented across trail activity types, as shown in Figure 11.

Figure 11 Respondents with Disability or Accommodation Needs by Trail Activity



Mobility was the most common type of disability, occurring in 10% of respondents' households, as shown in Table 7. Three percent of respondents reported that they or the members of their household have multiple types of disabilities.

Table 7 Type of Disability in Household

	# of Respondents	% Respondents with Disability*	% of all Respondents*
Mobility	447	69%	10%
Multiple	145	22%	3%
Cognitive or Learning	121	19%	3%
Hearing	97	15%	2%
Prefer not to answer	61	9%	1%
Other	57	9%	1%
Sight	41	6%	1%

* Totals add up to more than 100% due to ability to select multiple options

Eight percent of survey respondents (329 responses) reported they or someone in their household need accommodation to participate in trail activities. In response to an open-ended question about the type of accommodation needed, many respondents shared that the specific accommodation depends upon the type of trail activity and a variety of factors such as length, surface conditions, slopes, etc. For example, a person might use a cane or walker for short walks on paved trails, but use an electric wheelchair or adaptive e-bike for longer trail experiences or uneven terrain. Table 8 shows the most mentioned types of accommodation used by respondents. A cane, walking stick(s), or hiking poles were the most used. "Other accommodations" includes users who rely on horses, OHVs, prosthetics/braces, and other tools to participate in trail activities. Multiple users also shared comments about the importance of accessible parking and restrooms, benches, railings, shade, flat and level surfaces, and ramps to enable their participation. Beach/waterway access and trails that have a feeling of being in nature and/or secluded even if they are short were emphasized as important trail features by multiple respondents.

Table 8 Type of Assistive Device or Accommodation Needed for Trail Activities

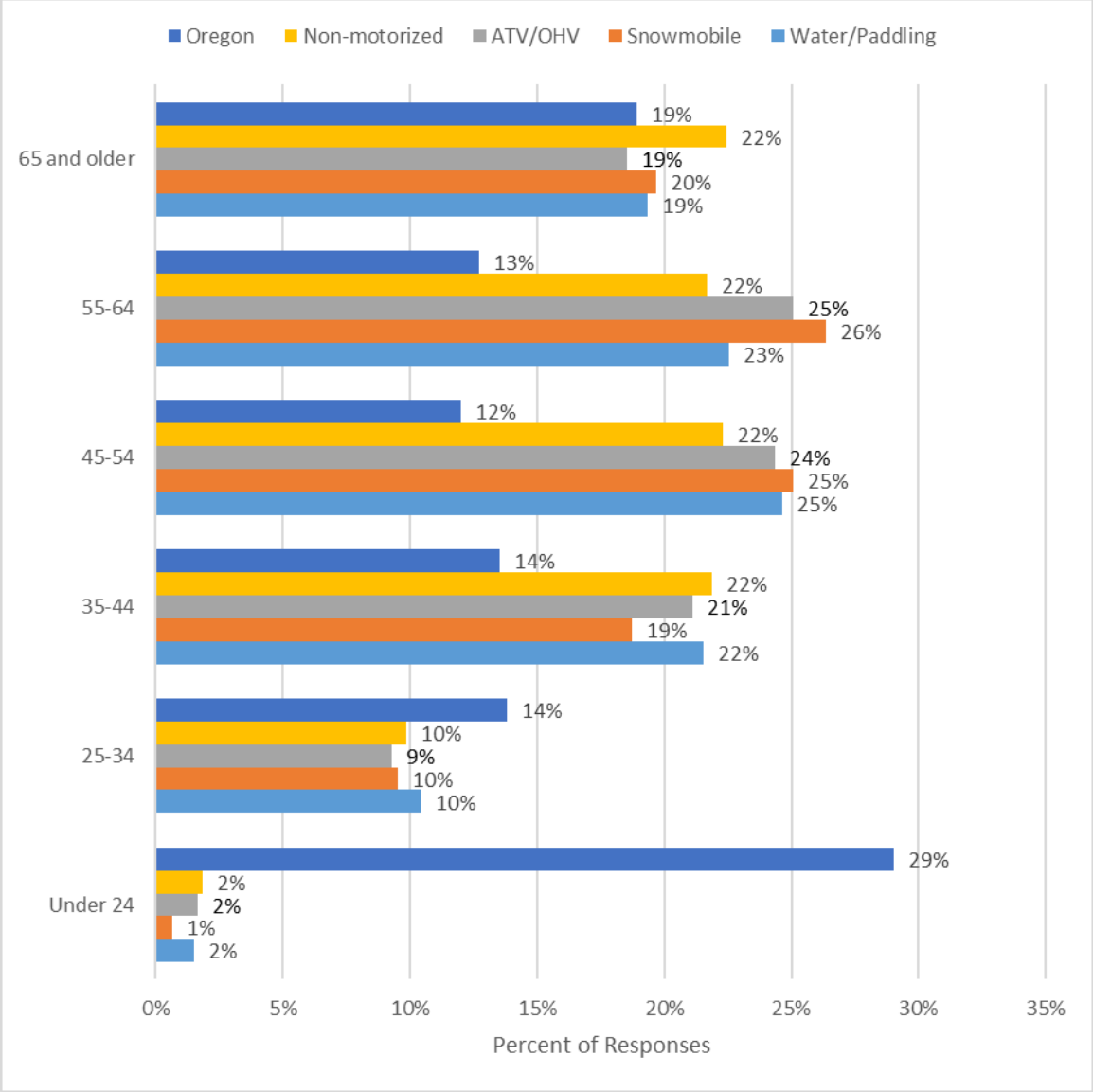
	# of Respondents	% Respondents Needing Accommodation	% of all Respondents
Cane or Walking Sticks	122	41%	3%
Wheelchair or Mobility Scooter	73	25%	2%
Walker	38	13%	1%
E-bike or Adaptive Bike/Trike	36	12%	1%
Service Animal	31	10%	1%
Other Accommodation(s)	25	8%	1%

* Totals add up to more than 100% due to ability to select multiple options

Age

Figure 12 shows the age distribution of all Oregon residents and for survey respondents who participated in each trail activity. The age distribution of respondents was fairly even across age groups over 35 years old. There was not a noticeable difference in the age profile of respondents participating in different types of trail activities.

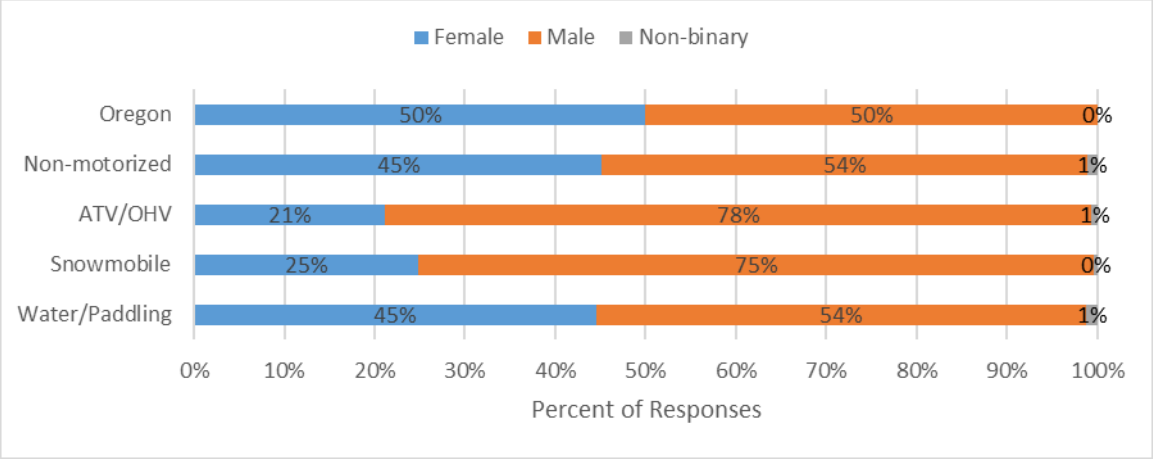
Figure 12 Age by Trail Activity



Gender

Oregon had a relatively even 50/50 split of male and female residents in the 2020 Census. (The State of Oregon legally recognizes a non-binary gender identity that is not included in the federal census.) Figure 13 shows the gender distribution of respondents by trail activities participated in. The distribution of non-motorized and water trail users is relatively close to the Oregon population overall (45% female, 54% male, 1% non-binary). ATV/OHV and snowmobile users were much more predominantly male.

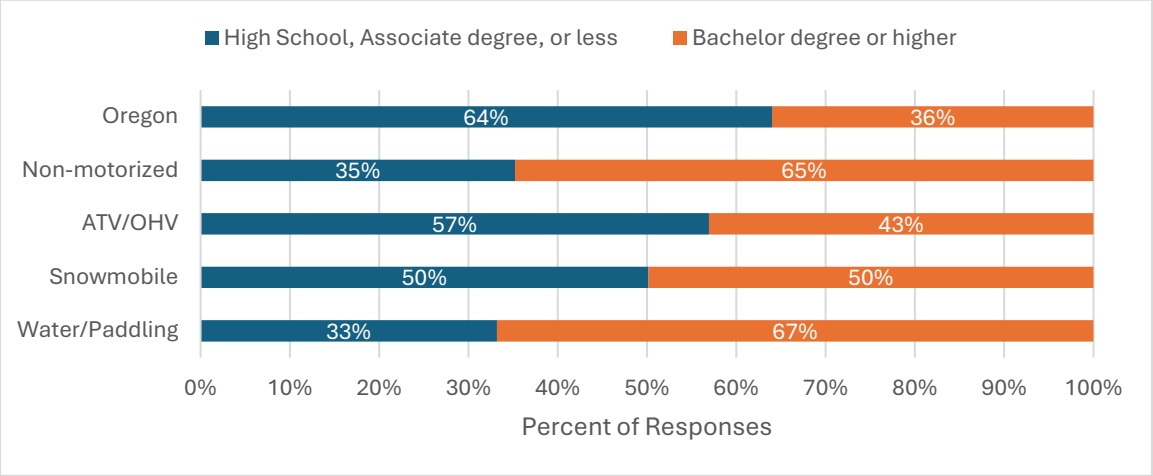
Figure 13 Gender by Trail Activity



Education

Respondents have a higher level of formal education compared to the overall Oregonian population, especially non-motorized and water trail users. Sixty percent of respondents had a Bachelor's degree or higher, while only 36% of the Oregon population has a higher degree. Figure 14 shows the education level of respondents by trail activity.

Figure 14 Education Level by Trail Activity



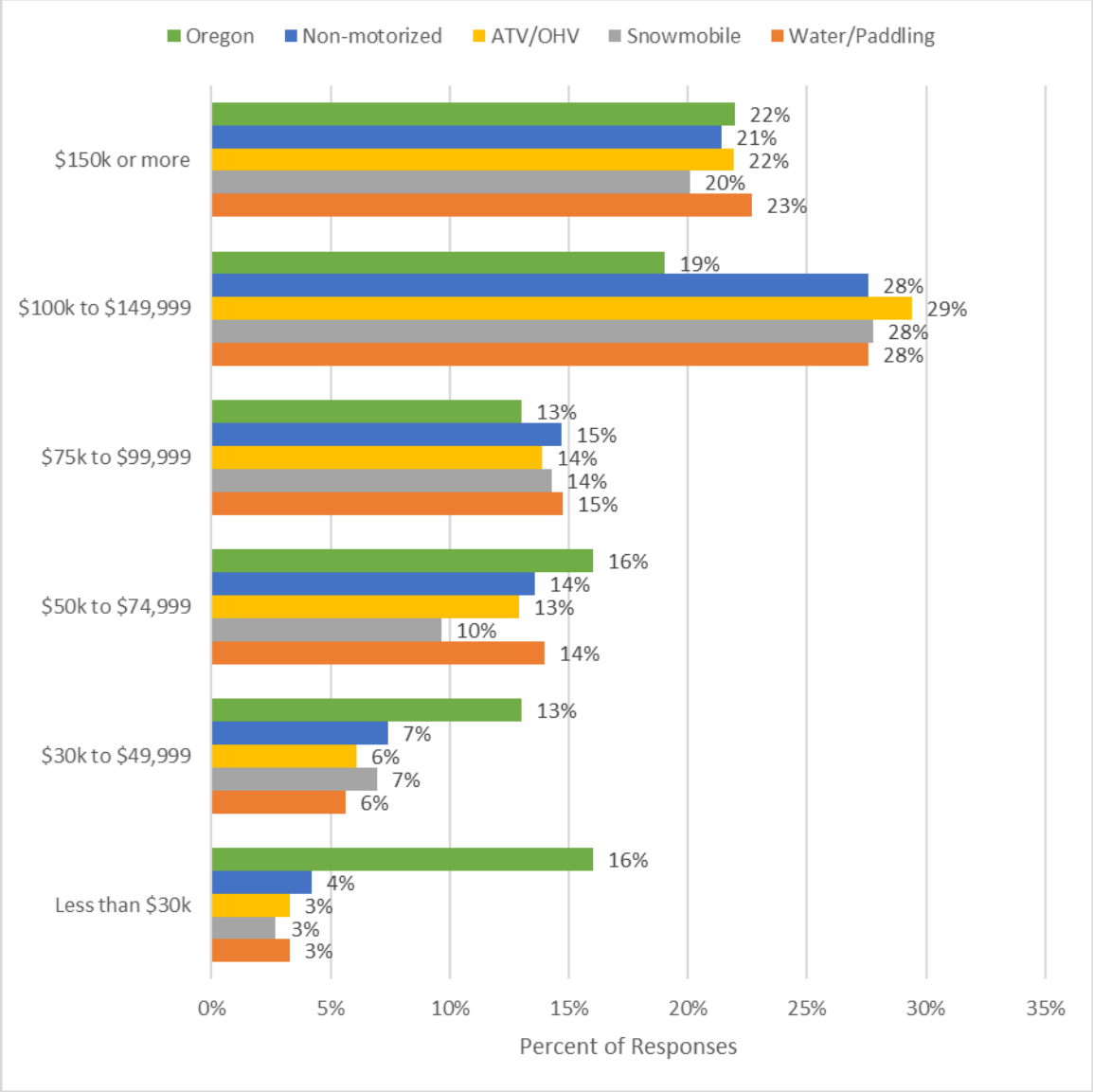
Race & Ethnicity

Respondents do not represent the racial and ethnic diversity of the Oregon population. Only 4% of respondents identified as Hispanic/Latino, compared to 14% of Oregonians. Ninety-two percent of respondents identified as white, compared to only 72% or Oregonians. There was no difference in the race/ethnicity distribution of respondents participating in different types of trail activities.

Income

Respondents are higher income than Oregonians overall. Figure 15 shows the shows the annual household income of respondents by trail activity.

Figure 15 Household Income by Trail Activity



Non-Motorized Trail User Findings

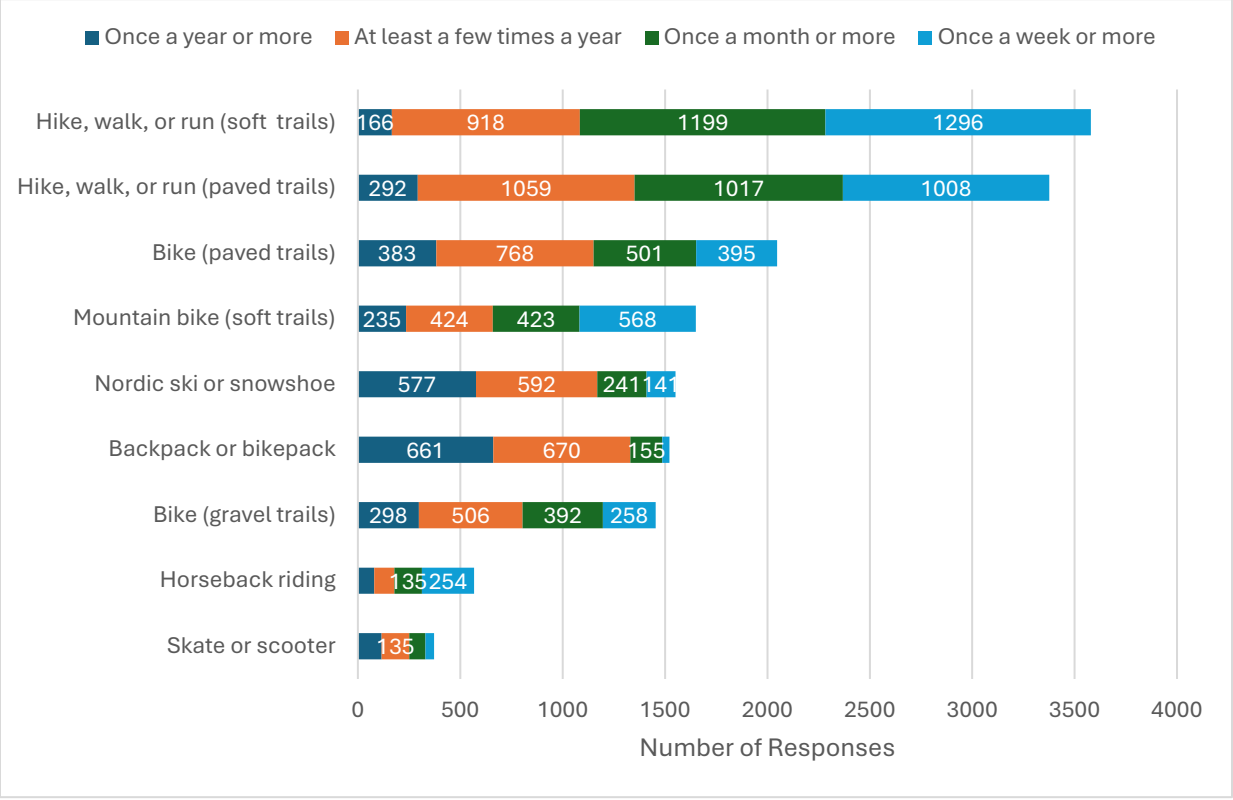
For this survey, non-motorized trails were defined as "linear routes (not including roads and sidewalks) used for walking, running, hiking, biking, horseback riding, snowshoeing, and other non-motorized activities (including riding electric-assist bicycles, scooters, etc). Trails can be narrow or wide, paved or dirt, in urban or wilderness areas, and can sometimes be used for transportation as well as recreation."

Participation Frequency

Non-motorized trail activities are the most common form of outdoor recreation in Oregon according to the SCORP. Most survey respondents (88%, 3,735 respondents) used a non-motorized trail in Oregon in the past 12 months.

Survey respondents shared how frequently they participated in various non-motorized trail activities in Oregon in a typical year. As shown in Figure 16, the activities with the most frequent participation are hiking, walking, or running on soft surface and paved trails in Oregon. Riding bikes on paved trails is the next most common activity based on number of respondents who participate in that activity at least once in a typical year. Mountain biking on soft surface trails may, however, may be the next most common activity in terms of frequency. While a smaller number of respondents report mountain biking in a typical year, those who mountain bike report doing so at a higher frequency. One-third of mountain bikers ride trails once a week or more.

Figure 16 Non-motorized Trail Activity Participation in Typical Year



Electronic Device Use

One in five respondents (20%, 730 responses) reported using an electric-assisted bicycle, e-scooter, or other electric-assisted device on trails in Oregon in the last 12 months. Roughly one-third of respondents who have biked on trails in the last year have ridden e-bikes (34% of mountain bikers, 34% of gravel bikers, and 31% of paved trail bikers). Over half (51%) of respondents who have skated or used scooters on trails in the last year have used an electric-assist device.

Trip Characteristics

Travel Region

Figure 17 shows the region respondents who use non-motorized trails live in. Figure 18 shows how frequently trail users report participating in non-motorized trail activities in each region. The number of non-motorized trail users living in a region is highly correlated with the number of respondents participating in non-motorized trail activities once a week or more in that region. This reflects residents making frequent use of non-motorized trails close to home. The largest number of trail users reported participating in non-motorized trail activities was in the Coast region, followed by Central Oregon. This reflects many residents of other regions traveling to these regions for non-motorized trail activities, but at a lower frequency (once to a few times per year).

Figure 17 Home Region of Non-Motorized Trail Users

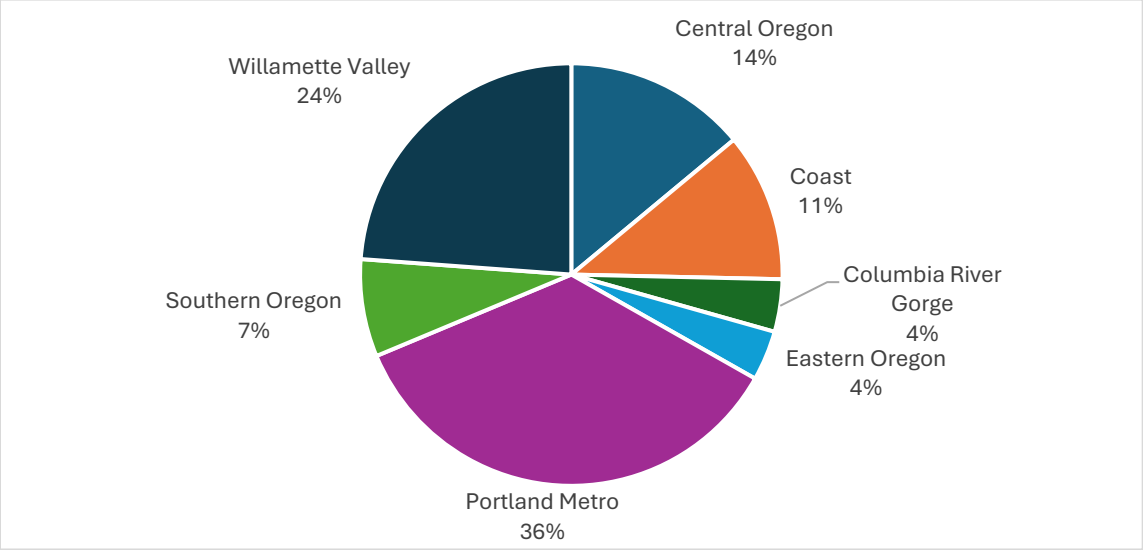


Figure 18 Frequency of Non-motorized Trail Activity Participation by Destination Region

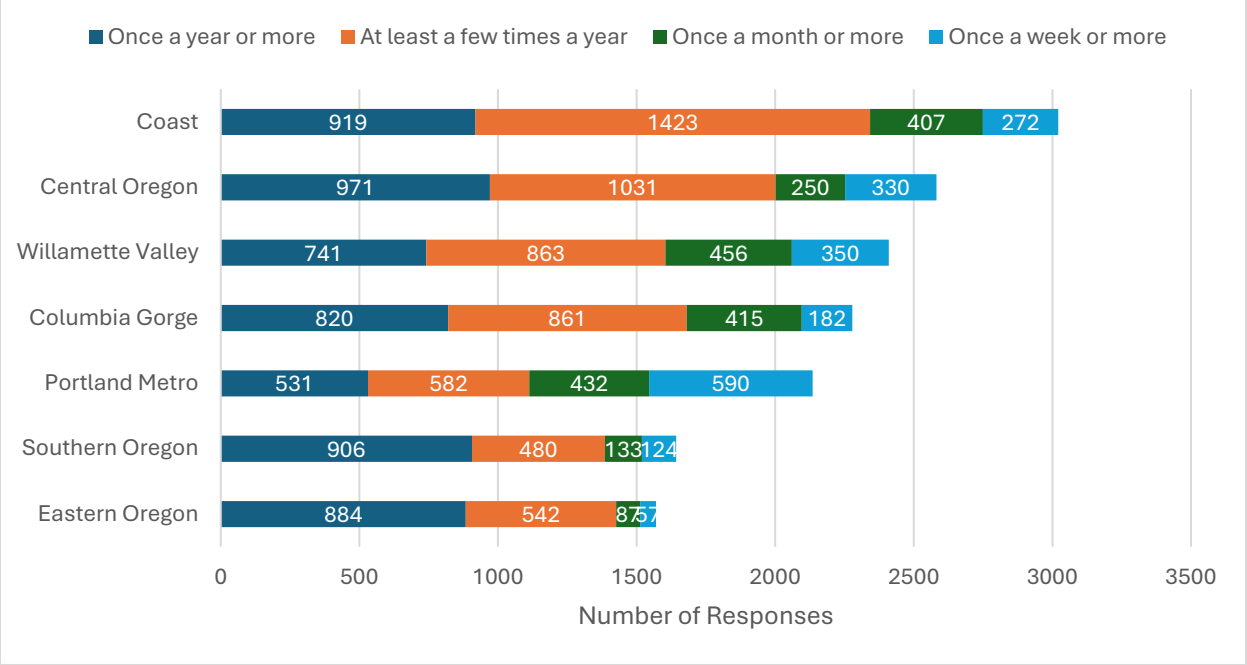


Table 9 shows an estimate of the percentage of trips made for non-motorized trail activities between regions based on respondents' reported home region and frequency of activities in each region. For example, 53% of Portland Metro residents' trips for non-motorized trail activities were within the Portland Metro region and 17% of their trips were to the Columbia River Gorge. Most non-motorized trail activities occur in respondents' home region, however, residents of the Portland Metro and Willamette Valley travel outside their region more often.

Table 9 Estimated Percentage of Non-Motorized Trail Trips to Oregon Regions

		Destination Region						
		Central Oregon	Coast	Columbia River Gorge	Eastern Oregon	Portland Metro	Southern Oregon	Willamette Valley
Home Region	Central Oregon	**77%**	5%	3%	5%	3%	3%	4%
	Coast	4%	**77%**	3%	2%	4%	6%	5%
	Columbia River Gorge	6%	7%	**71%**	3%	9%	1%	3%
	Eastern Oregon	5%	5%	4%	**81%**	2%	1%	2%
	Portland Metro	6%	11%	17%	2%	**53%**	2%	9%
	Southern Oregon	6%	11%	2%	4%	2%	**72%**	4%
	Willamette Valley	9%	13%	5%	4%	7%	4%	**58%**

Travel Distance

Figure 19 shows the distance respondents reported traveling one-way to the non-motorized trailhead they used most frequently over the last year. Respondents are frequently using non-motorized trails near their home, with 25% of respondents traveling less than 5 miles to reach their most frequently used trailhead.

Figure 19 One-Way Travel Distance to Most Frequently Use Non-Motorized Trailhead

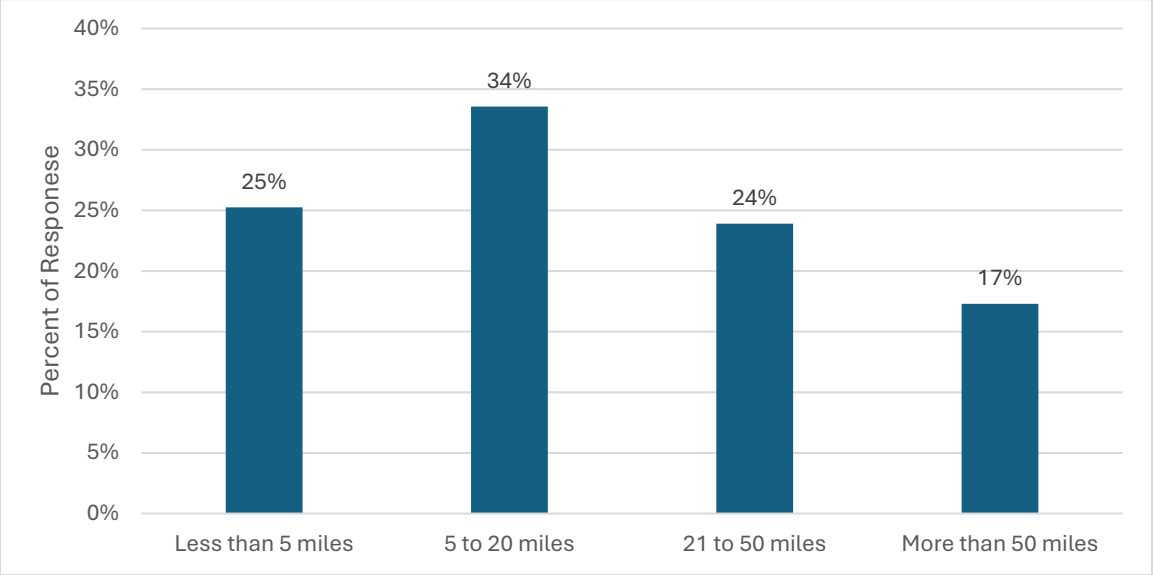
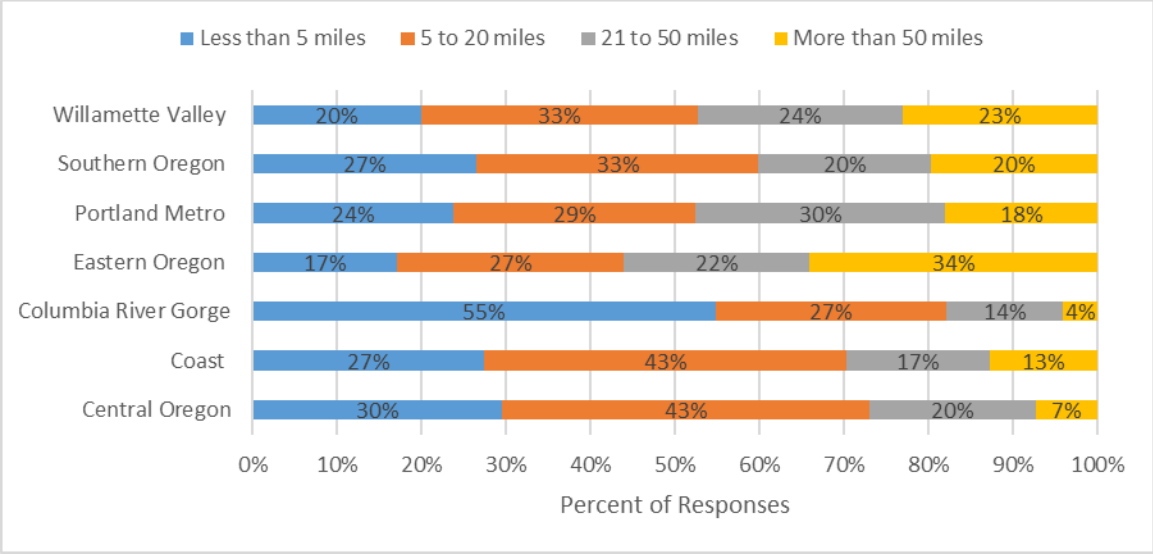


Figure 20 shows the distance traveled to non-motorized trailheads by region. Columbia River Gorge residents appear to have the most non-motorized trail access, with over 50% of respondents traveling less than 5 miles to their most frequently used trailhead. Eastern Oregon residents, on the other hand, travel farther distances to access trailheads.

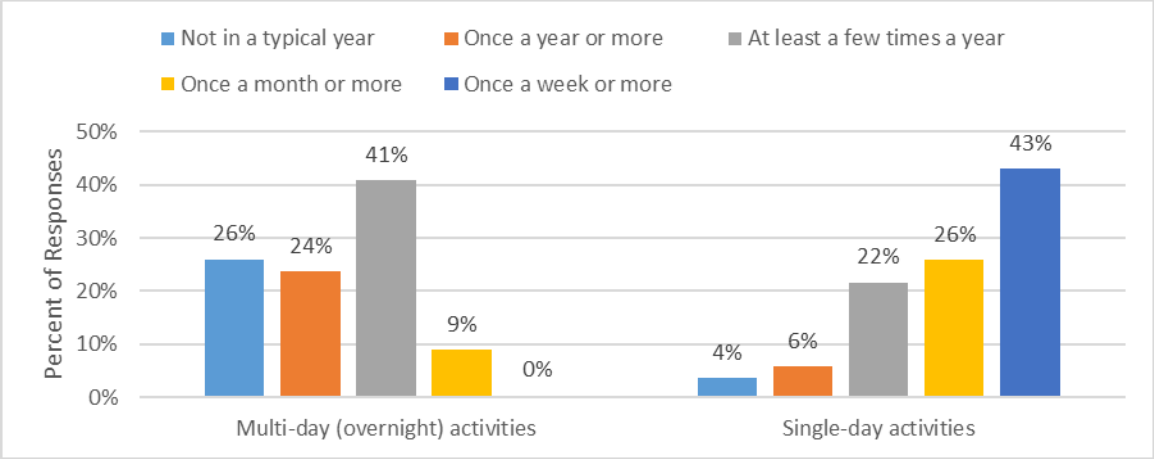
Figure 20 Distance Traveled to Most Frequently Used Non-Motorized Trailhead by Region



Day vs Overnight Trips

Almost all non-motorized trail users (96%) took at least one trail-related day trip in the last year and 74% took at least one multi-day (overnight) trip. Figure 21 shows the reported frequency of multi-day and single-day trips for non-motorized trail activities. Multi-day trips are defined as those involving an overnight stay away from home, even if the respondent only used trails one day during the trip.

Figure 21 Frequency of Single and Multi-Day Trips for Non-motorized Trail Activities



Funding Priorities

Respondents who used non-motorized trails were asked to rank funding priorities for Oregon over the next 10 years, keeping in mind that limited budgets can only fund a few priorities. Figure 22 and Table 10 show user priorities for the types of new non-motorized trails to be constructed. New natural or soft surface trails for hiking, running, or walking are the highest priority, with 80% of users ranking them “moderately important” or “very important”. Trail users with disabilities also identified soft surface trails as the highest priority for new trail investment. New backpacking or bikepacking opportunities consisting of long-distance trails and hiker/biker campsites are second highest priority with 54% of users ranking them moderately or very important. New natural or soft surface trails for mountain biking and new paved shared use trails were ranked as equally important by users.

Figure 22 User Priorities for New Non-Motorized Trail Construction

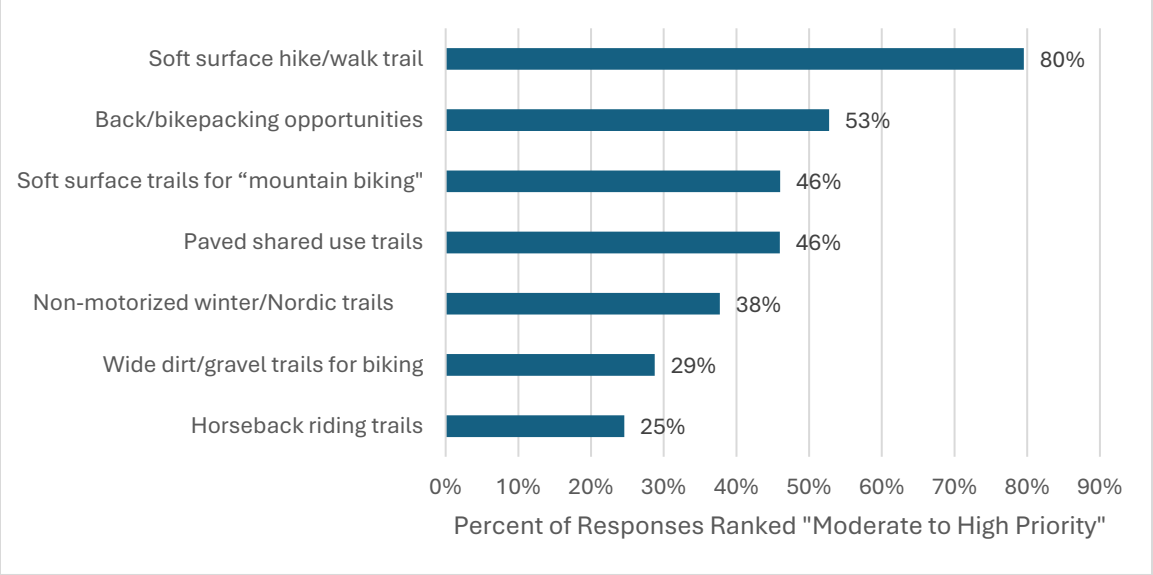


Table 10 User Priorities for New Non-Motorized Trail Construction

Category	% important[a]	Avg. score[b]
Natural or soft surface trails for hiking, running, or walking	80%	3.21
Backpacking or Bikepacking opportunities (e.g. long-distance trails or hiker/biker campsites)	53%	2.54
Natural or soft surface trails for “mountain biking"	46%	2.45
Paved shared use trails for walking, biking, skating, scootering, etc (separate from sidewalks or roads)	46%	2.38
Cross-country skiing, snowshoeing, or other winter/Nordic trails	38%	2.23
Wide dirt or gravel trails for “gravel biking"	29%	2.01
Horseback riding trails	25%	1.91

[a] *Percentage (%) of respondents who rated the issue “moderately important” or “very important”*

[b] *Average priority score where “not important” = 1 and “very important” = 4*

Figure 23 and Table 11 show the priority ranking of different non-motorized trail issues for future funding. Based on average priority score, the most important funding priorities are repairing major trail damage and routine trail upkeep and maintenance. Over 91% of non-motorized trail users ranked these two issues as moderately or very important. Protecting natural resources and responding to climate hazards, increasing accessible trail opportunities, providing information online and at trailheads, and improving safety/security at trails/trailheads were higher ranked top priorities for non-motorized trail users with disabilities. Lowest priority for respondents is trail rangers or ambassadors (staff or volunteers providing information at trails). However, note that trail rangers and ambassador-type programs play a role in addressing top needs such as sharing information at trailheads and along trails, educating trail users on protecting natural resources, fostering a sense of safety, and contributing to trail maintenance.

Figure 23 Non-Motorized Trail Funding Priorities

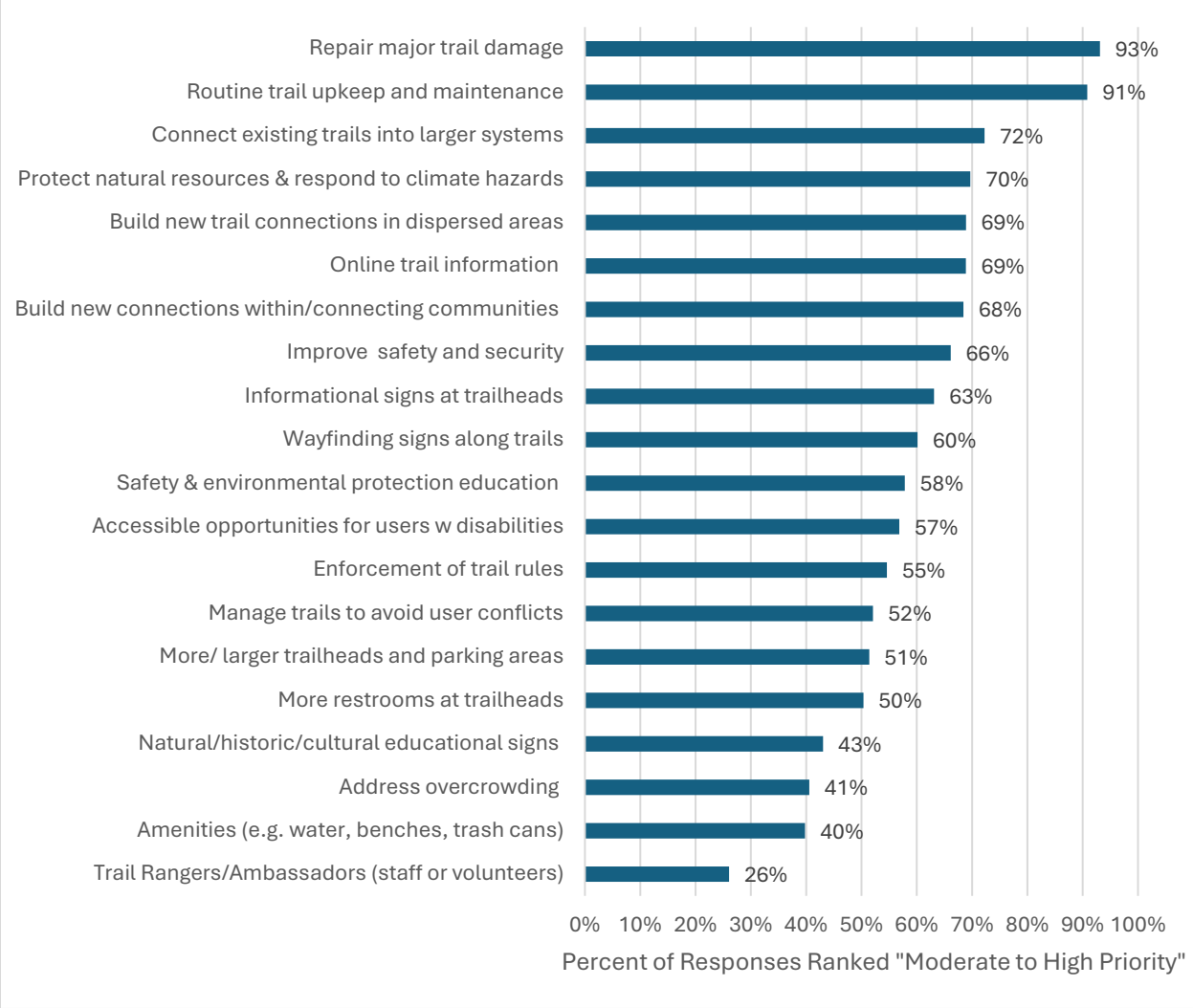


Table 11 User Ratings of Non-Motorized Trail Funding Priorities

Category	% important[a]	Avg. score[b]
Repair major trail damage	93%	3.65
Routine trail upkeep and maintenance	91%	3.54
Connect existing trails into larger trail systems	72%	3.01
Adapt trails to protect natural resources (e.g. wildlife habitat) and respond to climate hazards (e.g. wildfires)	70%	3.00
Online information about trails and how to access them	69%	2.95
Build new trail connections within or connecting communities	68%	2.95
Build new trail connections in dispersed areas (e.g. state parks, national forests)	69%	2.93
Improve safety and security along trails and at trailheads	66%	2.92
Informational signs at trailheads (e.g. maps, level of difficulty, trail surface)	63%	2.84

Wayfinding (directional and distance) signs along trails	60%	2.75
Safety and environmental protection education programs (e.g. trail etiquette, Leave no Trace)	58%	2.72
Increase accessible trail opportunities for people with disabilities	57%	2.68
Enforcement of trail rules	55%	2.66
Manage trails to avoid user conflicts (e.g. restrict bicycle access to certain trails)	52%	2.57
More restrooms at trailheads	50%	2.56
More or larger trailheads and parking areas	51%	2.55
Educational signs about natural, historic, or cultural features along trails	43%	2.40
Address overcrowding (e.g. widen trails, convert to one-way)	41%	2.33
Amenities at trailheads and along trails (e.g. water, benches, trash cans, pet litter bags, etc)	40%	2.33
Trail Rangers or Trail Ambassadors (staff or volunteers providing information at trails)	26%	1.99

[a] *Percentage (%) of respondents who rated the issue "moderately important" or "very important"*

[b] *Average priority score where "not important" = 1 and "very important" = 4*

Issues & Needs

The final question in the non-motorized trail user section of the survey asked "What can be done to improve your experience using non-motorized trails in Oregon?" and provided an open-ended opportunity for respondents to share additional comments. All open-ended question responses are included in Appendix D: User Survey Open-Ended Question Responses

Responses reflect a strong desire for improved infrastructure, better maintenance, expanded trail opportunities, and enhanced user experience on Oregon's non-motorized trails. Recurring themes include:

1. **More trail miles and connectivity.** Many respondents want more trails to provide a variety of experiences and provide alternatives to crowded areas. New trails were especially desired for mountain biking, hiking, and biking in proximity to respondents' homes. Improved connectivity between existing trails is highly desired to create longer routes, connections between communities, and opportunities for loops of various distances and difficulty.

2. **Improved trail maintenance.** Regular maintenance to keep trails in good condition and safe from hazards like fallen trees and erosion is a priority for most users. Many respondents stated that maintaining the existing trail system should be the highest priority before any new trails are constructed. Maintenance to reopen areas closed due to wildfires and to create resiliency against future fires/closures is desired. Efforts to increase volunteer participation in trail maintenance and support stewardship groups are encouraged

3. **Increase accessibility and inclusivity.** Users want more trails that are accessible to people with disabilities and older adults while providing diverse experiences and access to

nature. While some respondents requested e-bikes be prohibited or more strictly enforced on trails, many respondents requested e-bikes be allowed on more trails to accommodate those who need them to recreate in natural environments. Accurate information about trail surface, grades, obstacles, and facilities is particularly important for individuals with disabilities to be able to identify opportunities that meet their needs. Accessible parking at trailheads and/or improved public transit connections are needed to ease access. Providing free or reduced cost passes for underserved communities, particularly individuals with disabilities who can often only utilize a small portion of trails in fee parks, would address another major barrier to access. Creating a combined recreation pass for all public lands in Oregon is desired by some to reduce cost and confusion.[2]

4. **Increase the availability of trail information (signs, maps, online resources).** Users want more information about trails to help them choose opportunities that are the best fit for their desired experience and physical abilities. Online information is needed to generate awareness of trails, facilitate trip planning, and provide "know before you go" info on trail conditions. Maps and trail information at trailheads and wayfinding signage along trails (especially at junctions) is desired to support wayfinding and clearly communicate trail rules. Additional signage should be balanced with the desire limit visual clutter or engineered features that could detract from nature experiences.

5. **Improve user etiquette education and shared use trail management.** Users desire better shared use trail management and education on trail etiquette to reduce conflicts between different types of users (e.g., hikers, bikers, equestrians). Clear signage and education about trail rules, proper yielding behavior, and allowed/prohibited trail uses, as well as enforcement are desired to reduce negative behaviors. Purpose built or improved shared use trails may be most appropriate in areas where mountain bikers and e-bikers mix with equestrians and hikers, especially on up/downhill trail sections and in crowded areas. Off-leash dogs, pet waste, and trash along trails were other frequently mentioned concerns users shared as potential focuses for education and enforcement.

6. **Provide amenities and safe facilities.** Restrooms, trash cans, and potable water are desirable amenities at trailheads. Improved parking facilities are needed in some areas to accommodate more users. Increased security is desired at trailheads to prevent theft and vandalism.

7. **Environmental Protection.** While users want more trails to provide access to more natural areas/experiences, they also support measures to protect the surrounding natural environment, wildlife habitat, and reduce the impact of human activities. Efforts to control

[2] Several previous efforts have evaluated the feasibility of this request in Oregon. The OREC Governor's Task Force recommended a shared online storefront that directs people to the different passes, as a combined pass between all fed/state/local agencies was not deemed feasible based on previous studies, other states experiences, and other known challenges. See bottom of page 19: https://www.oregon.gov/orec/Documents/OREC-Gov-Task-Force-Outdoors-2020.pdf.

invasive species, address social trails, and maintain the natural beauty of the trails are desired.

ATV/OHV Trail User Findings

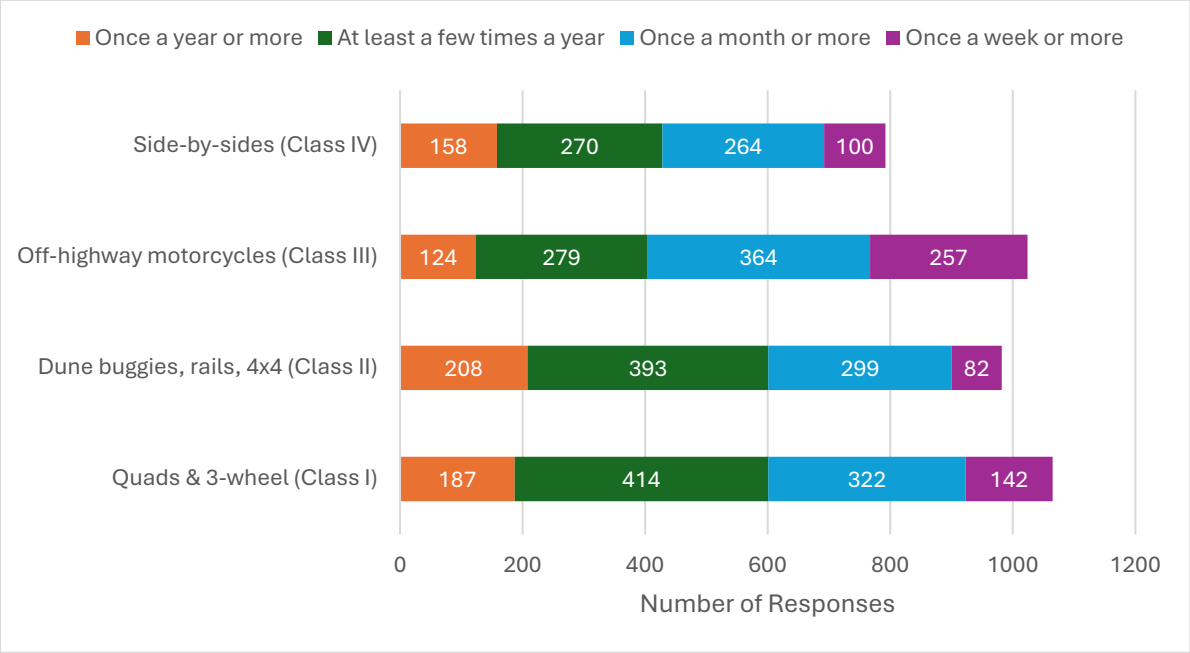
For this survey, all-terrain or off-highway vehicle (ATV/OHV) "trail" use was considered to be any OHV/ATV riding activities on public lands in Oregon, including designated and dispersed riding areas.

Participation Frequency

1,804 survey respondents (42%) reported using an ATV/OHV on public lands in Oregon in the past 12 months.

Survey respondents shared how frequently they participated in various ATV/OHV trail activities in Oregon in a typical year. As shown in Figure 24, riding Class I ATVs (quads and 3-wheelers) is the most common activity based on number of respondents who participate in that activity at least once in a typical year. Riding Class III off-highway motorcycles, however, may be the most common activity in terms of frequency. While a smaller number of respondents report riding Class III ATVs in a typical year, those who ride off-highway motorcycles report doing so at a higher frequency. Fifteen percent of Class III users ride on public lands once a week or more.

Figure 24 ATV/OHV Activity Participation in Typical Year



Electronic Device Use

More than one in ten respondents (14%, 247 responses) reported using an electric OHV/ATV on public lands in Oregon in the last 12 months. Electric vehicle usage is highest for Class II 4x4 and

Class III off-highway motorcycle users (16%), followed by Class IV side-by-side users (15%), and Class I quad/three-wheeler users (13%).

Trip Characteristics

Travel Region

Figure 25 shows the region respondents who use ATV/OHV trails live in. Figure 26Figure 18 shows how frequently users report participating in ATV/OHV trail activities in each region. The majority of respondents who are ATV/OHV users reside in the Portland Metro and Willamette Valley, but the most frequent ATV/OHV usage is happening in the Coast, Central Oregon, and Eastern Oregon regions. This indicates ATV/OHV users are making longer trips to participate in ATV/OHV activities within and outside their home region. Note that some particularly popular ATV/OHV trail systems are located on the border of these regions, such as in the coast range and Cascade foothills, which could impact how users self report where they participate in ATV/OHV activities.

Figure 25 Home Region of ATV/OHV Trail Users

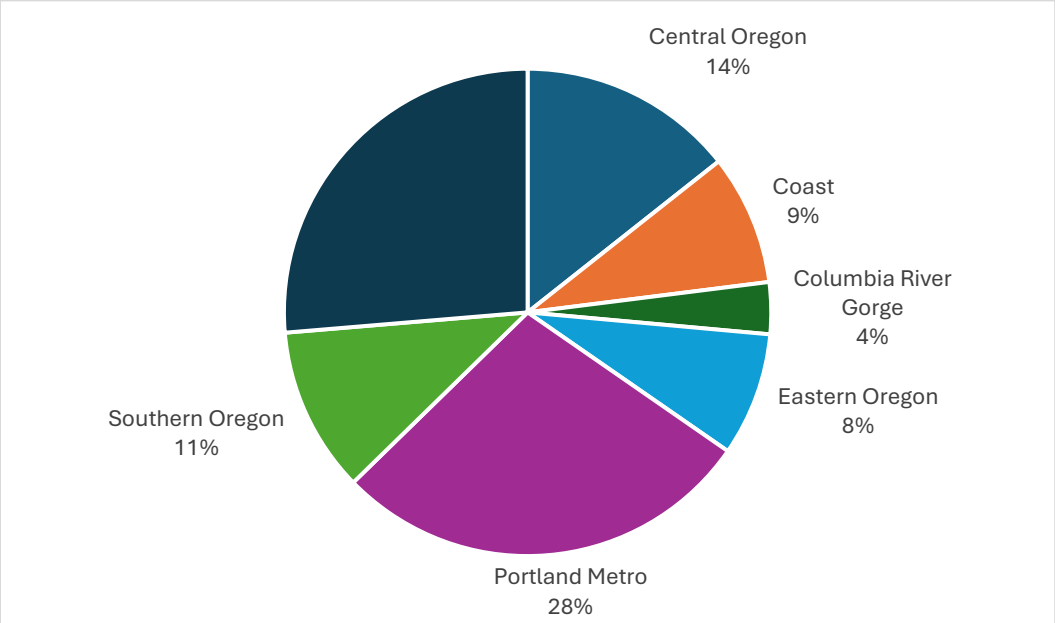


Figure 26 Frequency of ATV/OHV Trail Activity Participation by Destination Region

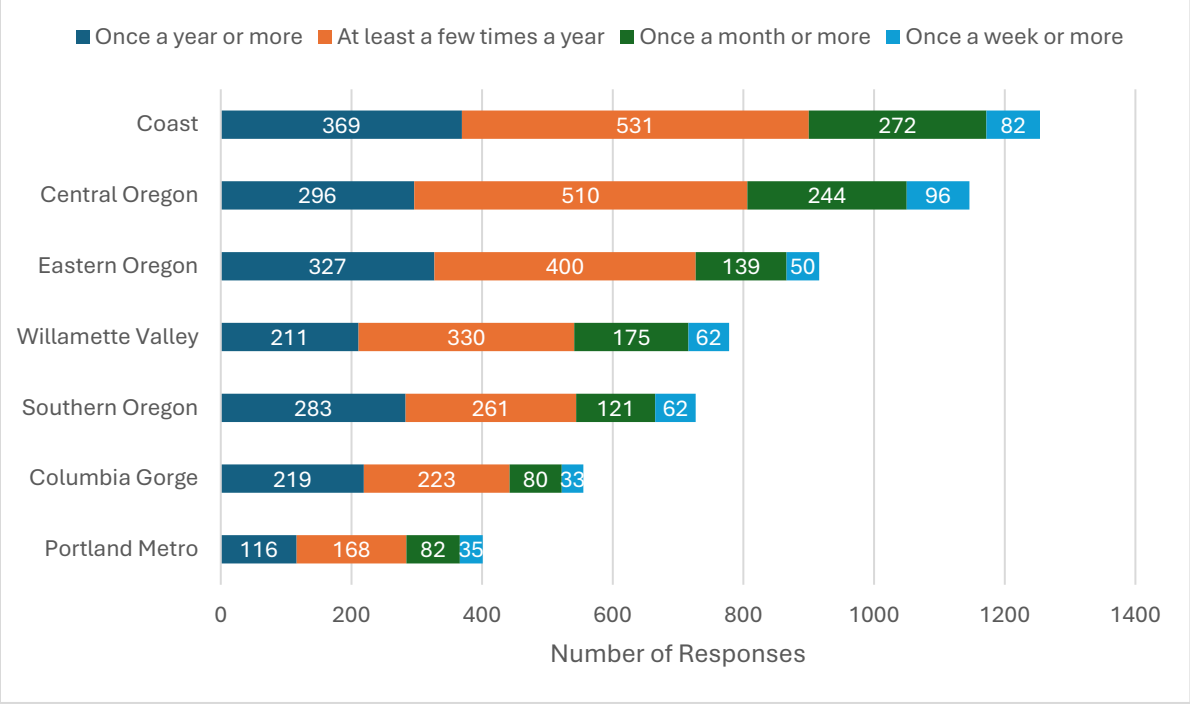


Table 12 shows an estimate of the percentage of trips made for ATV/OHV trail activities between regions based on respondents' reported home region and frequency of activities in each region. Portland Metro and Willamette Valley residents are travelling outside their home regions for the majority of their ATV/OHV trips, particularly to the Coast. Only 22% of Portland Metro residents' trips for ATV/OHV trail activities were within the Portland Metro region and 29% of their trips were to the Coast. Willamette Valley residents made 38% of their trips for ATV/OHV activities within their home region and traveled to the Coast for an estimated 20% of trips and to Central Oregon for 17% of trips.

Table 12 Estimated Percentage of ATV/OHV Trail Trips to Oregon Regions

		Destination Region						
		Central Oregon	Coast	Columbia River Gorge	Eastern Oregon	Portland Metro	Southern Oregon	Willamette Valley
Home Region	Central Oregon	**70%**	6%	3%	11%	1%	6%	4%
	Coast	6%	**70%**	2%	5%	3%	9%	4%
	Columbia River Gorge	9%	10%	**65%**	8%	2%	2%	4%
	Eastern Oregon	4%	6%	2%	**87%**	0%	1%	1%
	Portland Metro	13%	**29%**	15%	7%	22%	4%	10%
	Southern Oregon	13%	11%	2%	9%	1%	**60%**	4%
	Willamette Valley	17%	20%	3%	9%	3%	9%	**38%**

Travel Distance

Figure 27 shows the distance respondents reported traveling one-way to the ATV/OHV riding area they used most frequently over the last year. Half of respondents are traveling more than 50 miles to reach their most frequently used riding area.

Figure 27 One-Way Travel Distance to Most Frequently Use ATV/OHV Riding Area

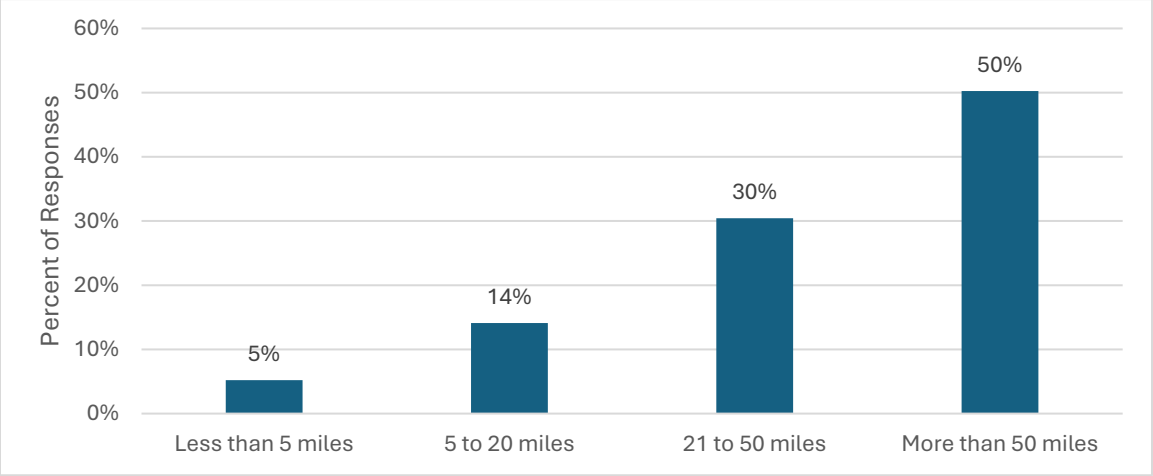
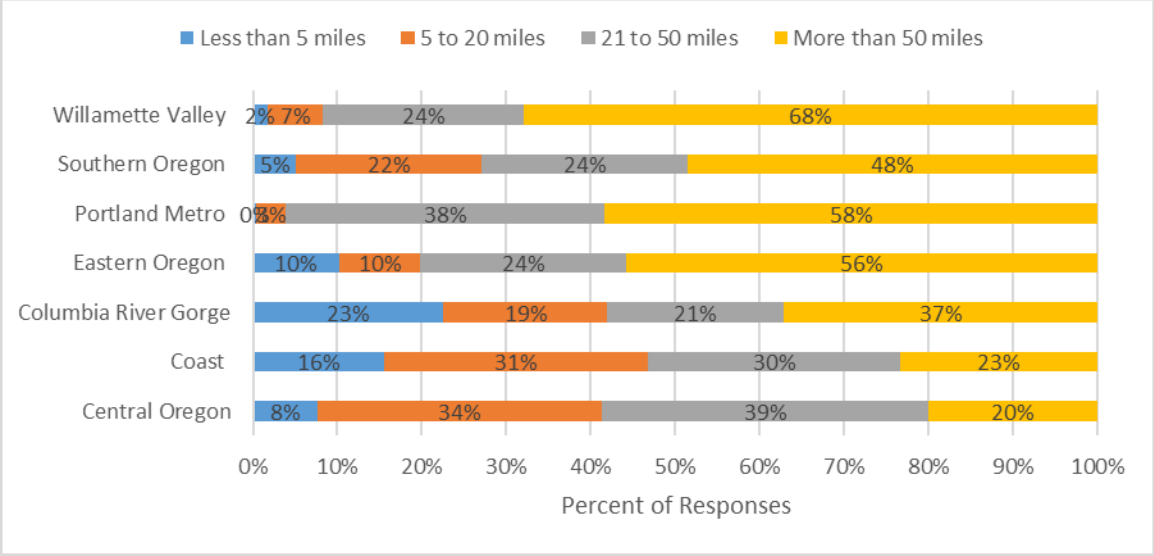


Figure 28 shows the distance traveled to ATV/OHV riding areas by region. Columbia River Gorge, Coast, and Central Oregon residents appear to have the most ATV/OHV access, with over 40% of respondents traveling less than 20 miles to their most frequently used riding area. In the Willamette Valley 68% of residents travel more than 50 miles to reach their most frequently used riding area.

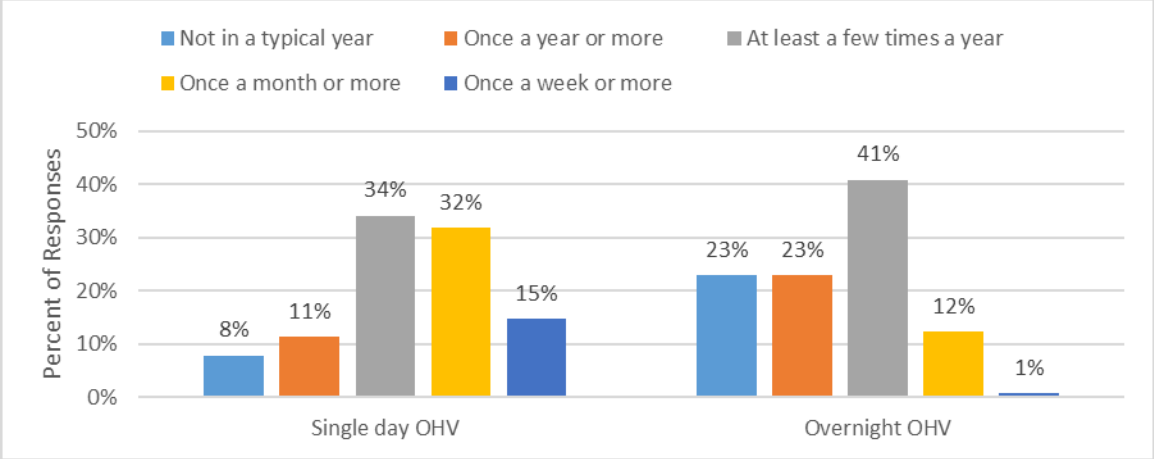
Figure 28 Distance Traveled to Most Frequently Used ATV/OHV Riding Area by Region



Day vs Overnight Trips

Almost all motorized trail users (92%) took at least one day trip for ATV/OHV activities in the last year and 77% took at least one multi-day (overnight) trip. Figure 29 shows the reported frequency of multi-day and single-day trips for ATV/OHV activities. Multi-day trips are defined as those involving an overnight stay away from home, even if the respondent only used trails one day during the trip.

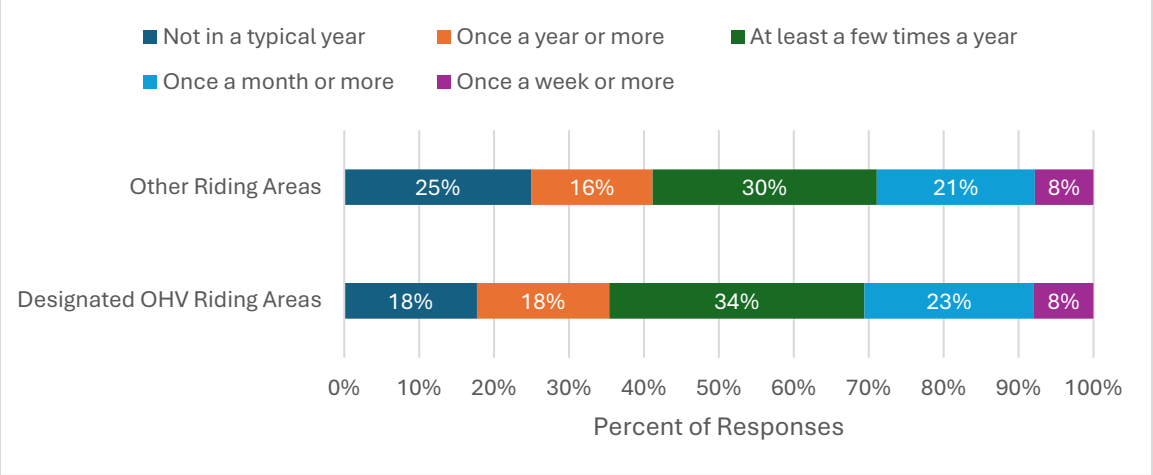
Figure 29 Frequency of Single and Multi-Day Trips for ATV/OHV Trail Activities



Type of Riding Area

The majority of ATV/OHV users (82%) used designated OHV riding areas and 75% used other dispersed riding areas in the last year. Figure 30 shows the frequency ATV/OHV users reported using designated OHV riding areas and other dispersed riding areas in the last 12 months.

Figure 30 Frequency of Designated ATV/OHV and Other Riding Area Use



Most Frequently Used Riding Areas

ATV/OHV trail users were provided with a list of the 50 designated OHV riding areas in Oregon and asked to identify up to 3 locations where they rode the most often in the past 12 months. Many respondents used the "other" option to provide open-text responses, indicating that many OHV/ATV riders may not know the official name of the areas they ride and/or are riding most often outside of existing designated OHV areas. Open-ended responses that could not be matched to a designated riding area were recoded based on region or a general descriptor (e.g.; "Other – Central Oregon", "Forest Service Roads").

Table 13 shows the top 25 designated riding areas respondents reported using the most in the last 12 months. Tillamook State Forest OHV Areas is by far the most referenced, with 46% of respondents (505 responses) including it in their list of top three most used riding areas. The Oregon Dunes and East Fort Rock are the next most popular, with roughly one-quarter of respondents referencing each location as a top three most used riding area.

Table 13 Top 25 Most Frequently Used Riding Areas

RANK	RIDING AREA	# OF MENTIONS	% OF RESPONSES
1	Coast/Coast Range: Tillamook State Forest OHV Areas	505	46%
2	Coast: Oregon Dunes (North, Florence Area)	297	27%
3	Coast: Oregon Dunes (South, Coos Bay)	265	24%
4	Central Oregon: East Fort Rock OHV Trail System	259	24%
5	Coast: Oregon Dunes (Middle, Winchester Bay)	239	22%
6	Central Oregon: Millican Valley OHV Trail System	201	18%
7	Central Oregon: Cline Buttes OHV Trail System	186	17%
8	Mt. Hood/Columbia River Gorge: Hood River County OHV Trails	156	14%
9	Mt. Hood/Portland Metro: La Dee Flats OHV Area	151	14%
10	Coast: Sand Lake Recreation Area	139	13%
11	Willamette Valley: Shotgun Creek OHV Area	135	12%
12	Coast/Coast Range: Upper Nestucca OHV Area	122	11%
13	Willamette Valley/Central Oregon: Santiam Pass Motorized Recreation Area	117	11%
14	Willamette Valley: Huckleberry Flats Motorized Trails	110	10%
15	Southern/Central Oregon: 3 Trails OHV Trail System	103	9%
16	Eastern Oregon: John Day Area	74	7%
17	Southern Oregon: Prospect OHV Area	74	7%
18	Eastern Oregon: Blue Mountain OHV Trail	73	7%
19	Eastern Oregon: Morrow/Grant County OHV Park	72	7%
20	Eastern Oregon: Christmas Valley Sand Dunes	71	6%
21	Central Oregon: Henderson Flat OHV Trail System	68	6%
22	Southern Oregon: Diamond Lake	68	6%
23	Mt. Hood/Columbia River Gorge: McCubbins Gulch OHV Area	67	6%
24	Central Oregon: Edison Butte OHV Trail System	54	5%
25	Mt. Hood/Columbia River Gorge: Rock Creek OHV Area	51	5%

Funding Priorities

Respondents who used ATV/OHV trails were asked to rank funding priorities for Oregon over the next 10 years, keeping in mind that limited budgets can only fund a few priorities. Figure 31 and Table 14 show the priority ranking of different ATV/OHV trail issues for future funding. Based on average priority score, the most important funding priority is continuing current maintenance levels, with 83% of ATV/OHV trail users ranking it as moderately or very important. Second highest priority is constructing new OHV trails, with 74% of users ranking it as moderately/very important. Increasing accessible ATV/OHV facilities, online information about trails, and OHV trail etiquette and environmental protection education were higher ranked top priorities for ATV/OHV trail users with disabilities. Lowest priority for respondents is increasing law enforcement; however, 54% of users said that continuing current law enforcement levels on trails and at trailheads was moderately/very important.

Figure 31 Funding Priorities for ATV/OHV Trails

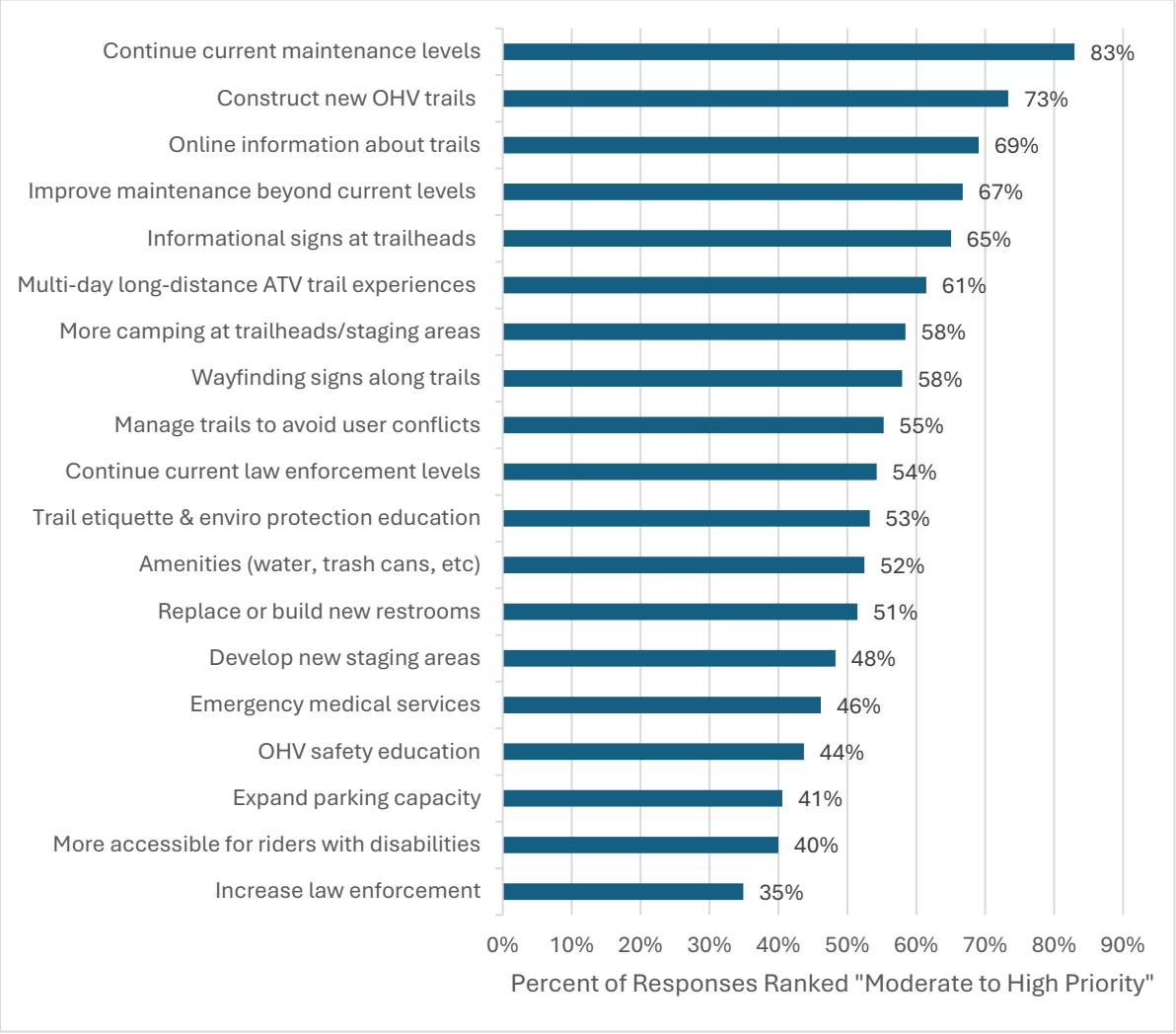


Table 14 User Ratings of ATV/OHV Trail Funding Priorities

Category	% important[a]	Avg. score[b]
Continue current maintenance levels at OHV trails and facilities	83%	3.29
Construct new OHV trails	73%	3.12
Online information about trails and how to access trails	69%	2.95
Improve maintenance of OHV trails and facilities beyond current levels	67%	2.96
Informational signs at trailheads (e.g. maps, level of difficulty)	65%	2.87
Provide opportunities for multi-day long-distance ATV trail experiences (e.g. dual-sporting, overlanding)	61%	2.78
More camping opportunities at trailheads/staging areas	58%	2.71
Wayfinding signs along trails (direction and distance)	58%	2.69
Manage OHV trails to avoid user conflicts (e.g. restrict trails to certain vehicle classes)	55%	2.66
Continue current law enforcement levels on OHV trails and trailheads	54%	2.64
OHV trail etiquette and environmental protection education materials/programs (e.g. Tread Lightly!)	53%	2.64
Amenities at trailheads/staging areas (water, trash cans, etc)	52%	2.59
Replace or build new restrooms	51%	2.56
Develop new staging areas	48%	2.52
Emergency medical services for OHV areas	46%	2.47
OHV safety education materials/programs	44%	2.41
Expand parking capacity at existing trailheads/staging areas	41%	2.34
More facilities that are accessible for OHV/ATV riders with disabilities	40%	2.33
Increase law enforcement on OHV trails and at trailheads	35%	2.19

[a] *Percentage (%) of respondents who rated the issue "moderately important" or "very important"*

[b] *Average priority score where "not important" = 1 and "very important" = 4*

Figure 32 and Table 14 show user priorities for the types of new ATV/OHV trails to be constructed. Single track trails for Class III off-road motorcycles are the highest priority, with 63% of users ranking them "moderately important" or "very important". New side-by-side trails are second highest priority with 49% of users ranking them moderately or very important. Trail users with a disability identified side-by-side trails as the highest priority for new ATV trail construction.

Figure 32 User Priorities for new ATV/OHV Trail Construction

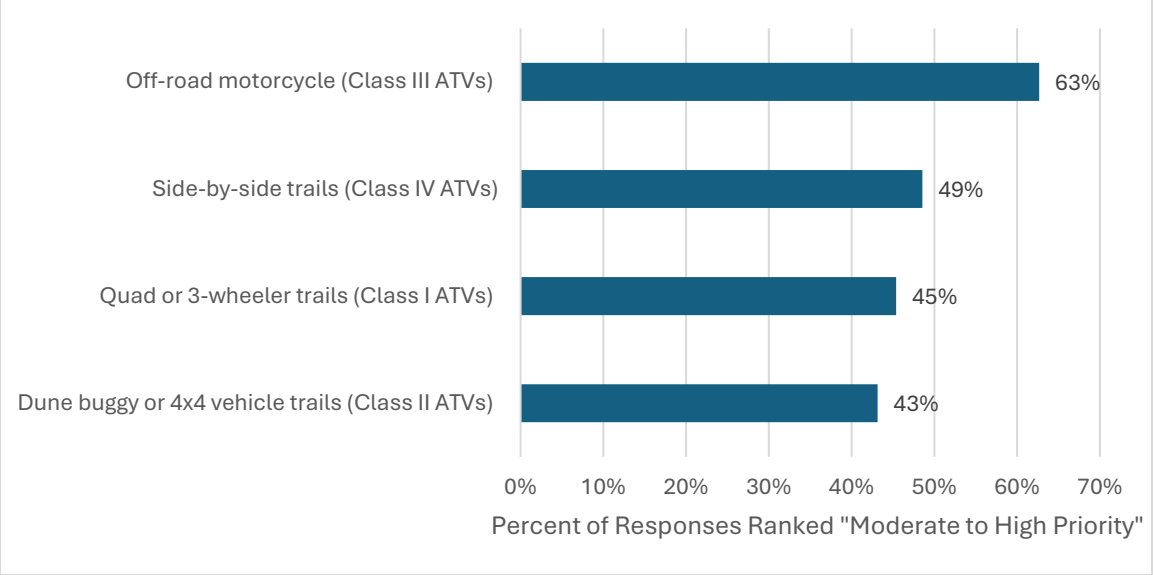


Table 15 User Priorities for New ATV/OHV Trail Construction

Category	% important[a]	Avg. score[b]
Off-road motorcycle trails (Class III ATVs)	63%	2.87
Side-by-side trails (Class IV ATVs)	49%	2.48
Quad or three-wheeler trails (Class I ATVs)	45%	2.39
Dune buggy, sand rail, or 4x4 vehicle trails (Class II ATVs)	43%	2.34

[a] *Percentage (%) of respondents who rated the issue "moderately important" or "very important"*

[b] *Average priority score where "not important" = 1 and "very important" = 4*

Issues & Needs

The final question in the ATV/OHV trail user section of the survey asked "What can be done to improve your experience riding ATV/OHV trails on public lands in Oregon?" and provided an open-ended opportunity for respondents to share additional comments. All open-ended question responses are included in Appendix D: User Survey Open-Ended Question Responses

Responses reflect a broad concern about roads and riding areas being closed and a desire for roads/areas to be reopened or replaced with alternative riding options. Many riders shared concerns that a small number of ATV/OHV users' bad behaviors are having a large impact on riding access and the ATV/OHV experience in Oregon; however, there is disagreement about whether expanding enforcement and/or education requirements is desirable. Users have a strong desire for facility improvements and education to address safety concerns, expanded riding opportunities, more readily available information on trail conditions/closures. Recurring themes include:

- **Address safety concerns.** More one-way trails/loops are desired to improve safety and reduce the risk of head-on collisions while reducing trail widening. Where trails are two-way, improved sight lines are desired at corners. Many respondents mentioned that side-by-

side vehicles (SxS) pose significant safety risks, especially when driven recklessly, under the influence of alcohol, by untrained operators, or on trails shared with off-road motorcycles. Many users suggested separating trails by vehicle type (e.g., motorcycles, ATVs, SxS) to reduce conflicts and improve safety.

- **Educate trail users and enforce rules.** There is a need for more education on responsible trail use and etiquette, including safe riding behaviors, the importance of not littering or riding off-trail, and respecting other users. Tread Lightly! and youth trainings are specifically desired. Enforcement and/or "tip lines" are requested to prevent damage to riding area environments, crime at staging areas, illegal dumping and camping, alcohol/drug use, and recreational shooting.
- **Maintain existing trails and riding areas.** Respondents emphasized the need for regular maintenance of existing trails, including clearing fallen trees, fixing ruts/whoops, and maintaining bridges. Many respondents expressed a willingness to participate in trail maintenance and clean-up efforts. There were calls for more organized volunteer opportunities and community involvement of riding clubs and users.
- **Preserve and expand ATV/OHV riding opportunities.** There were concerns about riding access being restricted by timber companies and calls for more trails to be opened to relieve congestion in popular riding areas. There is a desire for more trails, especially dedicated singletrack trails for motorcycles, dedicated trails for side-by-sides, and trails that are safe for children and novice riders. More accessible facilities and trails that can accommodate 50-72" side-by-sides are needed to serve users with disabilities and an aging population. Some suggested connecting trails to create longer multi-day rides with camping facilities. Neighboring states such as Utah, Idaho, and Arizona were mentioned as examples for Oregon to look to for best practices regarding ATV/OHV riding access on forest service and secondary roads.
- **Increase availability of trail information:** Users expressed the need for better online information about trail difficulty, conditions, and maps. Some suggested having difficulty ratings and pictures to help riders plan their trips. Online up-to-date information about trail closures is desired due to the long distances traveled to access riding areas. More trail maps and trail markers/signs are desired to help with wayfinding and increase awareness of what types of ATVs are allowed/prohibited.
- **Expand camping and amenities.** There were requests for more camping spots, both at staging areas and dispersed locations along long-distance trails to facilitate multi-day, destination rides. Amenities at trailheads, such as restrooms (with toilet paper), water stations, safe parking areas, and better trash management were frequently mentioned to improve cleanliness and riding experience.
- **Preserve nature experience and minimize environmental damage.** In addition to educating users on leave no trace principles, respondents highlighted a desire to limit grazing and clear cutting around ATV/OHV trails and to work with timber property owners to restore trails after logging. There were concerns about noise conflicts with neighbors and the environmental impact of OHV/ATV use. Some suggested stricter noise regulations and better enforcement.

Snowmobile Trail User Findings

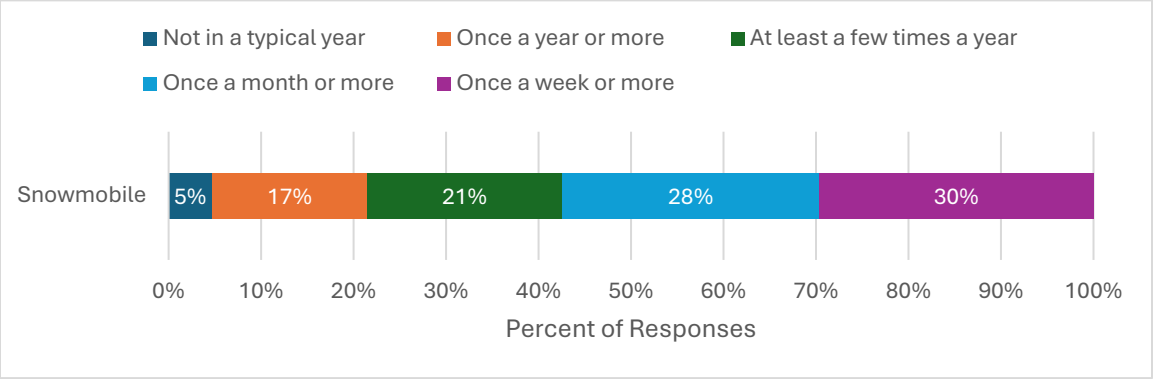
For this survey, snowmobile trail use was considered to be any snowmobile trail riding on public lands in Oregon.

Participation Frequency

318 survey respondents (7%) snowmobiled on public lands in Oregon in the past 12 months.

Figure 33 shows how frequently respondents snowmobile in Oregon in a typical winter season. Respondents who snowmobile were frequent trail users; 58% snowmobile once a month or more in a typical winter season. Five percent of respondents who snowmobiled in Oregon in the last year (15 respondents) do not ride snowmobiles in a typical year.

Figure 33 Snowmobile Activity Participation in Typical Winter Season



Electronic Device Use

Only 8% of respondents (24 responses) reported using an electric snowmobile or other electric-assisted device on snow trails in Oregon in the last 12 months.

Trip Characteristics

Travel Region

Figure 34 shows the region respondents who use snowmobile trails live in. Snowmobilers represent a significantly smaller percentage of Portland Metro residents and larger percentage of Eastern, Central, and Southern Oregon residents compared to the overall survey sample. Figure 35 shows how frequently users report participating in snowmobile trail activities in each region. The largest number of respondents snowmobile in Central Oregon, followed by Eastern and Southern Oregon.

Figure 34 Home Region of Snowmobile Trail Users

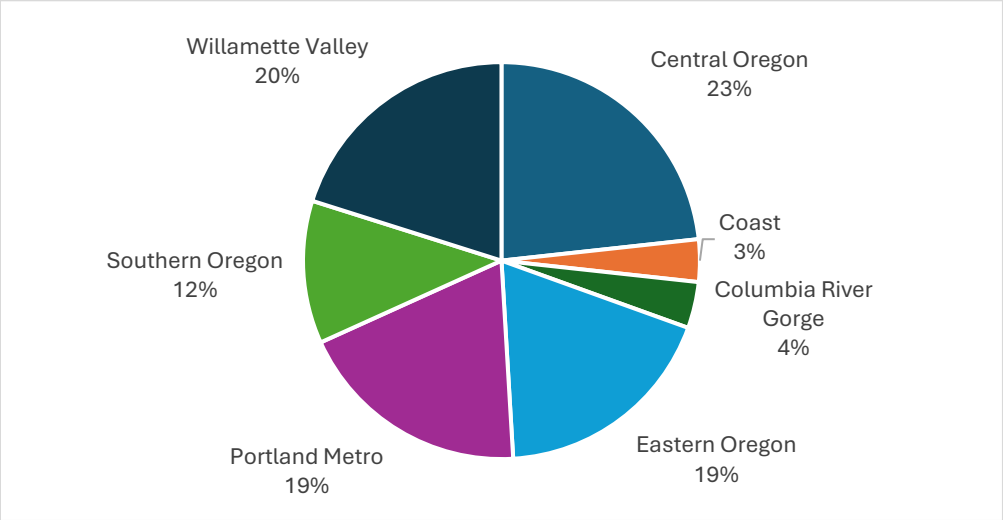


Figure 35 Frequency of Snowmobile Trail Activity Participation by Destination Region

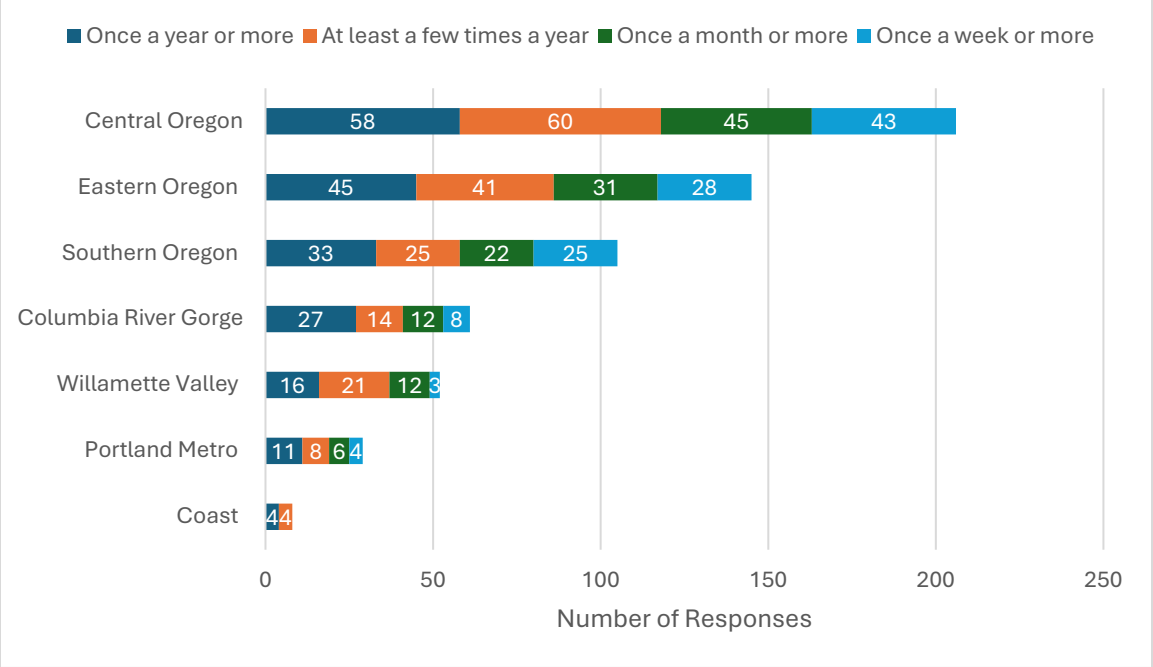


Table 16 shows an estimate of the percentage of trips made for snowmobile trail activities between regions based on respondents' reported home region and frequency of activities in each region. Portland Metro, Willamette Valley, and Coast residents are travelling outside their home regions for the majority of their ATV/OHV trips, particularly to Central Oregon. Only 20% of Portland Metro and Willamette Valley residents' snowmobiling trips were within their home region. 29% of Portland Metro residents' trips and 47% of Willamette Valley residents' trips were to Central Oregon. Coast residents made 19% of their snowmobiling trips within their home region and traveled to Central Oregon for an estimated 27% of trips and to the Willamette Valley for 24% of trips.

Table 16 Estimated Percentage of Snowmobile Trail Trips to Oregon Regions

		Destination Region						
		Central Oregon	Coast	Columbia River Gorge	Eastern Oregon	Portland Metro	Southern Oregon	Willamette Valley
Home Region	Central Oregon	**72%**	0%	5%	11%	2%	7%	3%
	Coast	**27%**	19%	3%	9%	0%	18%	24%
	Columbia River Gorge	7%	2%	**82%**	5%	2%	0%	0%
	Eastern Oregon	6%	0%	0%	**90%**	0%	4%	0%
	Portland Metro	**29%**	0%	21%	16%	20%	9%	4%
	Southern Oregon	19%	0%	0%	3%	0%	**77%**	1%
	Willamette Valley	**47%**	0%	3%	7%	0%	23%	20%

Travel Distance

Figure 36 shows the distance respondents reported traveling one-way to the sno-park or riding area they used most frequently over the last year. More than half of respondents (54%) are traveling more than 50 miles to reach their most frequently used riding area.

Figure 36 One-Way Travel Distance to Most Frequently Used Riding Area

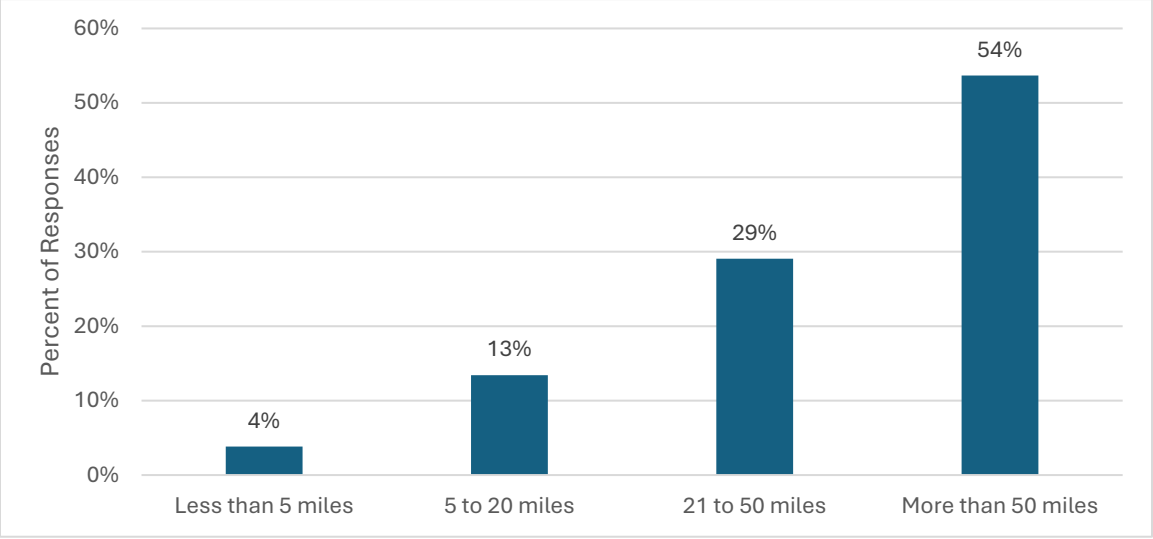
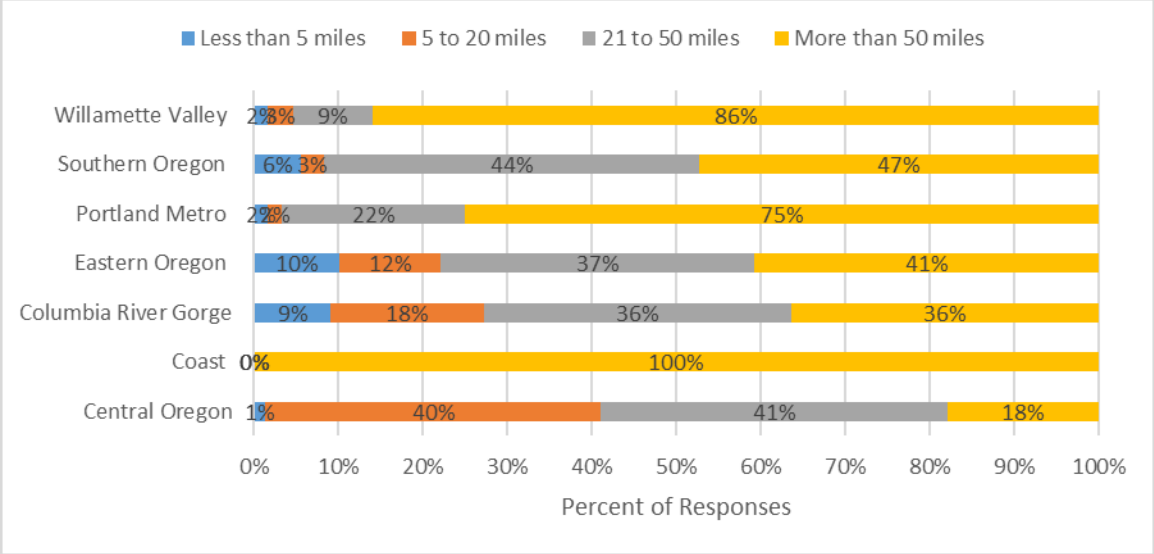


Figure 37 shows the distance traveled to sno-parks or riding areas by region. Central Oregon residents appear to have the most snowmobile access, with over 40% of respondents traveling less than 20 miles to their most frequently used riding area. In the Coast, Willamette Valley, and Portland Metro regions, over three-quarters of residents travel more than 50 miles to reach their most frequently used riding area.

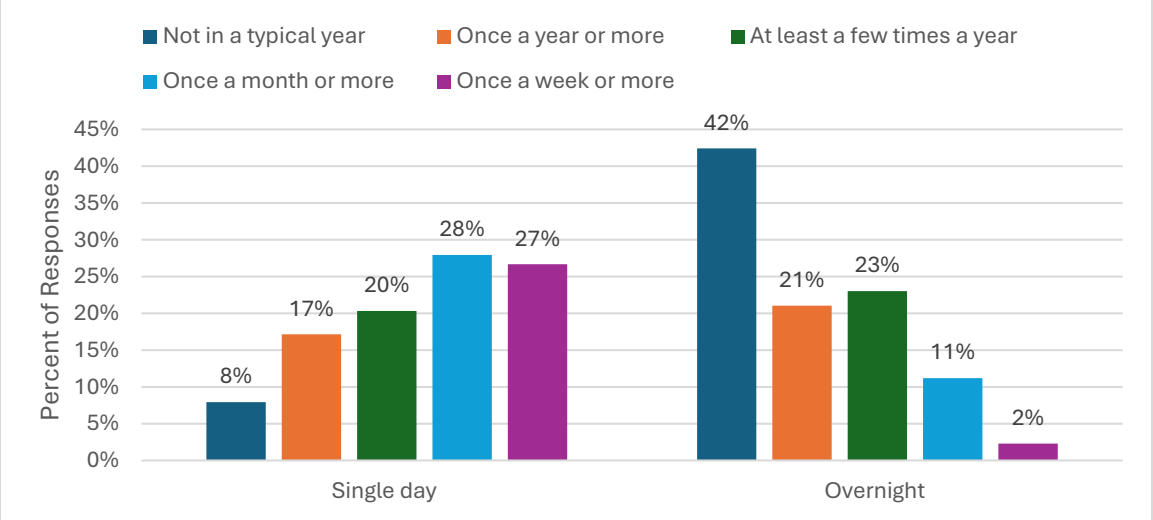
Figure 37 Distance Traveled to Most Frequently Used Snowmobile Riding Area by Region



Day vs Overnight Trips

Almost all snowmobilers (92%) took at least one day trip for snowmobiling in the last year and 58% took at least one multi-day (overnight) trip. Figure 38 shows the reported frequency of multi-day and single-day trips for snowmobiling. Multi-day trips are defined as those involving an overnight stay away from home, even if the respondent only used trails one day during the trip.

Figure 38 Frequency of Single and Multi-Day Trips for Snowmobile Trail Activities



Funding Priorities

Figure 39 and Table 17 show the priority ranking of different snowmobile trail issues for future funding. Based on average priority score, the most important funding priority is basic trail grooming and maintenance. Over 86% of snowmobile trail users ranked this issue as moderately or very important. Avalanche safety education and expanding/connecting existing snowmobile and snow trail systems were the next highest priority with 74% and 73% of users ranking them

moderately/very important, respectively. Increasing operations and maintenance levels, avalanche safety education, informational signs at trailheads, and warming shelters were higher ranked top priorities for snowmobilers with disabilities.

Figure 39 Funding Priorities for Snowmobile Trails

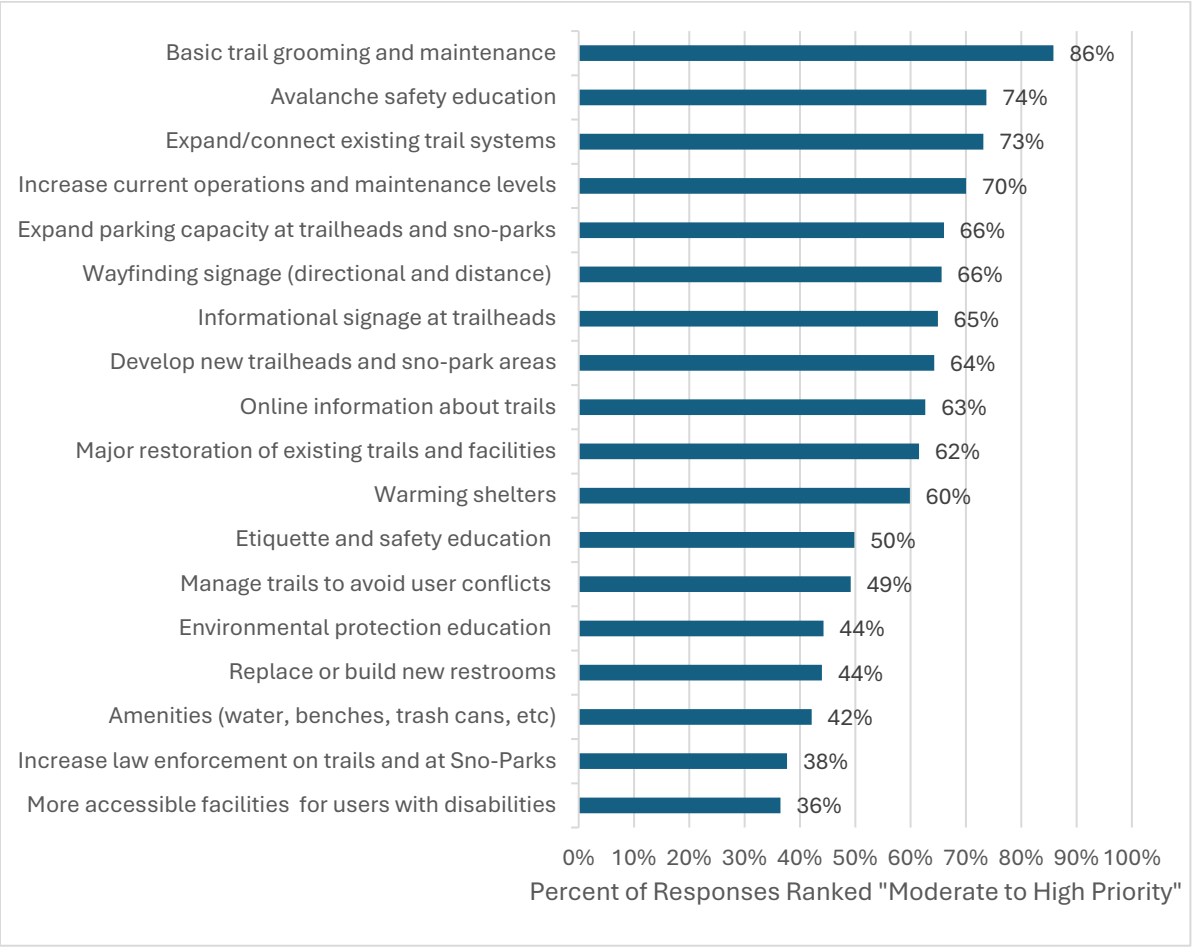


Table 17 User Ratings of Snowmobile Trail Funding Priorities

Category	% important[a]	Avg. score[b]
Basic trail grooming and maintenance	86%	3.42
Avalanche safety education	74%	3.08
Expand and/or connect existing snowmobile and snow trail systems	73%	3.07
Increase current operations and maintenance levels for snowmobile and winter/snow trails and facilities	70%	3.07
Expand parking capacity at existing trailheads and sno-parks	66%	2.93
Wayfinding signage (directional and distance)	66%	2.89
Informational signage at trailheads (e.g. maps, level of difficulty)	65%	2.89
Develop new trailheads and sno-park areas	64%	2.88
Online information about trails and how to access them2	63%	2.88
Major restoration of existing snowmobile and snow trails and facilities	62%	2.84
Warming shelters at Sno-Parks and/or within trail systems	60%	2.76
Snowmobile etiquette and safety education materials/programs	50%	2.60
Manage trails to avoid user conflicts	49%	2.55
Replace or build new restrooms2	44%	2.45
Environmental protection education materials/programs (e.g. Tread Lightly!)	44%	2.43
Trailhead & trailside amenities (water, benches, trash cans, etc)	42%	2.38
Increase law enforcement on snowmobile trails and at Sno-Parks (e.g. patrols, snowmobile registration enforcement, etc.)	38%	2.30
More facilities that are accessible for snowmobilers with disabilities	36%	2.28

[a] *Percentage (%) of respondents who rated the issue "moderately important" or "very important"*

[b] *Average priority score where "not important" = 1 and "very important" = 4*

Issues & Needs

The final question in the snowmobile trail user section of the survey asked "What can be done to improve your experience riding snowmobile trails on public lands in Oregon?" and provided an open-ended opportunity for respondents to share additional comments. All open-ended question responses are included in Appendix D: User Survey Open-Ended Question Responses

Responses reflect a desire for riding areas to remain open and concerns about riding areas being opened to or converted to OHV and/or non-motorized uses. Recurring themes include:

- **Support trail grooming and facility maintenance.** Frequent grooming of trails was a common request to ensure better riding conditions. Partnerships with clubs and volunteer organizations currently support a large amount of winter trail grooming and should continue to be funded, expanded, and acknowledged. More frequent plowing and maintenance is also desired at sno-parks and access roads.
- **Expand and improve sno-parks for snowmobile access.** Many respondents mentioned the need for more parking spaces at sno parks, especially at popular locations like

Dutchman Flat. New sno-parks at higher elevations are also desired to make snowmobiling accessible for a longer season. Some users shared concerns about overnight parking limiting access for day users and impacting plowing.

- **Increase enforcement at sno-parks and on trails.** Enforcing existing laws to keep non-snowmobile vehicles off the trails was a significant concern, especially side-by-sides and ATVs that create ruts that become a safety and maintenance concern for snowmobilers. Parking pass, registration, and alcohol enforcement is also desired.
- **Provide winter trail information and user education.** Increase online information and trail signage to support wayfinding and trip planning. Support avalanche centers, safety education, and trail etiquette education.
- **Improve trail amenities.** Users desire improved bathrooms and trash pick-up at sno-parks and warming shelters at sno-parks and along trails.

Water Trail (Non-Motorized Boating/Paddling) User Findings

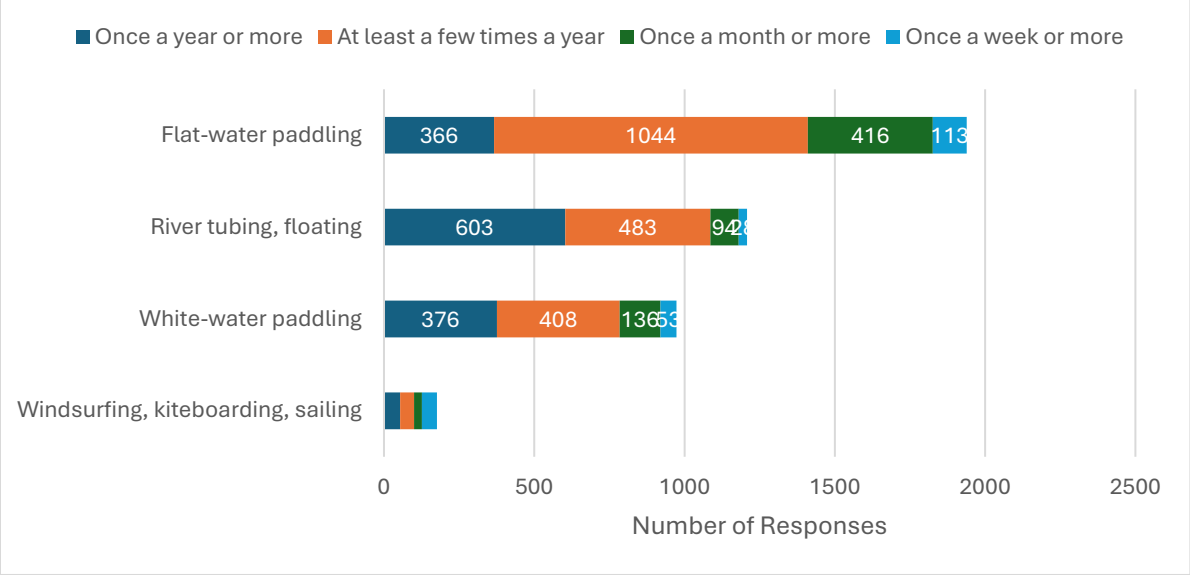
For this survey, "water trail" use was considered to be any non-motorized boating or paddling activities on waterways in Oregon. Non-motorized boating activities include canoeing, kayaking, rafting, standup paddleboarding, drift and row boating, wind surfing, kiteboarding, sailing, and using other non-motorized watercraft that rely primarily on paddles or oars for propulsion. It does not include use of motorboats, personal watercraft such as jet skis, other motorized water recreation, or swim toys.

Participation Frequency

Based on the SCORP, non-motorized water activities are one of the fastest growing forms of outdoor recreation in Oregon. 2,040 survey respondents (48%) reported participating in water trail activities in Oregon in the past 12 months.

Figure 40 shows how frequently respondents participate in various water trail activities in Oregon in a typical year. Flat-water paddling (canoeing, kayaking, rafting, standup paddleboarding, or drift boating) is the most common water trail activity, followed by river tubing/floating, and white-water paddling. Most respondents reported participating in water trail activities a few times a year.

Figure 40 Water Trail Activity Participation in Typical Year



Electronic Device Use

More than one in ten respondents (13%, 268 responses) reported using an electric motor on a non-motorized watercraft, e-foil, or other electric-assisted device on waterways in Oregon in the last 12 months. There was no difference in frequency of electronic device usage between different categories of water trail activities (flatwater, whitewater, windsurfing, tubing).

Trip Characteristics

Travel Region

Figure 41 shows the region respondents who use water trails live in. Figure 42 shows how frequently users report participating in water trail activities in each region. The majority of respondents who are water trail users reside in the Portland Metro and Willamette Valley, but the most frequent water trail usage is happening in Central Oregon and the Coast regions, followed by the Willamette Valley and Portland Metro. This indicates water trail users are both making longer trips to participate in water trail activities outside their home region and using water trails close to home.

Figure 41 Home Region of Water Trail Users

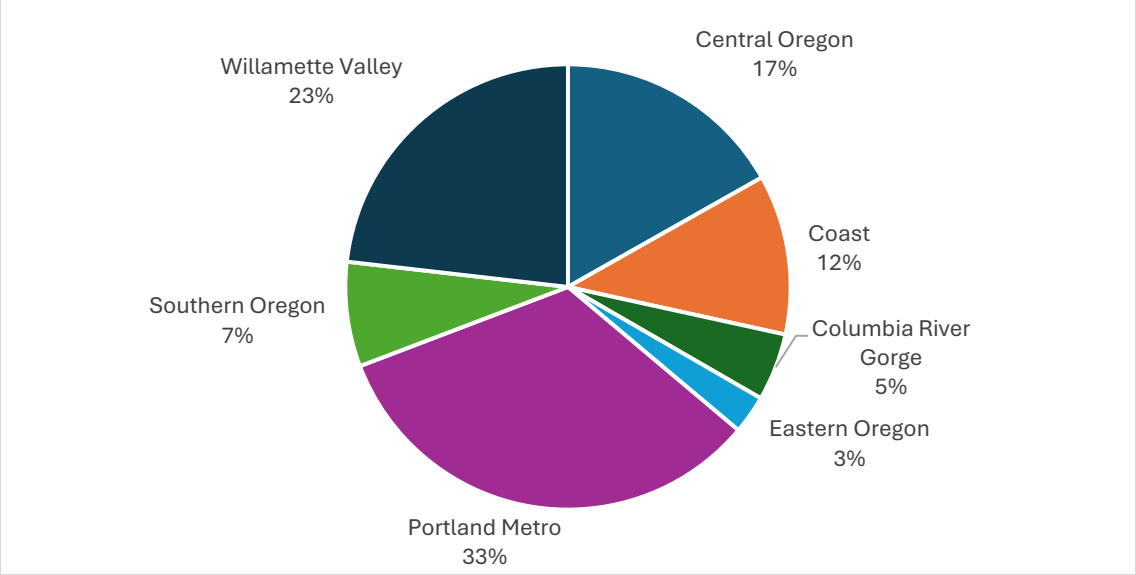


Figure 42 Frequency of Water Trail Activity Participation by Destination Region

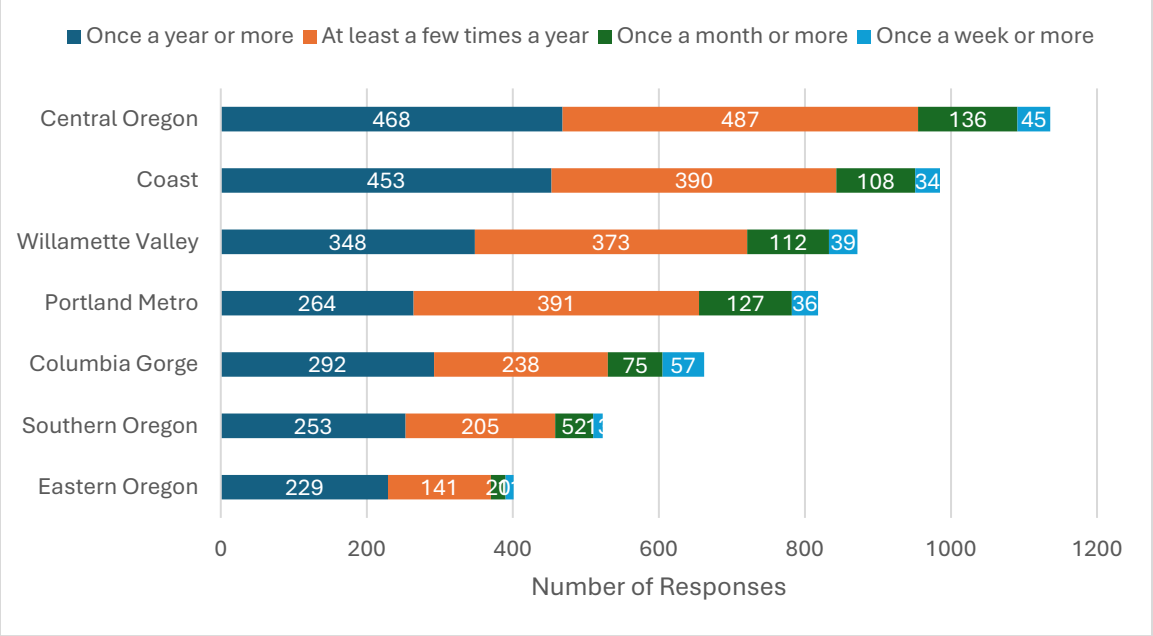


Table 18 shows an estimate of the percentage of trips made for water trail activities between regions based on respondents' reported home region and frequency of activities in each region. With the exception of the Portland Metro region, most water trail activities occur in respondents' home region. Portland Metro residents travel to the Columbia River Gorge, Coast, Central Oregon, and Willamette Valley for an estimated 50% of their water trail activities and participate in an estimated 44% water trail activities in their home region.

Table 18 Estimated Percentage of Water Trail Trips to Oregon Regions

		Destination Region						
		Central Oregon	Coast	Columbia River Gorge	Eastern Oregon	Portland Metro	Southern Oregon	Willamette Valley
Home Region	Central Oregon	**76%**	4%	4%	7%	2%	5%	4%
	Coast	7%	**69%**	4%	2%	5%	6%	8%
	Columbia River Gorge	5%	8%	**80%**	1%	3%	1%	2%
	Eastern Oregon	6%	2%	5%	**82%**	2%	1%	2%
	Portland Metro	11%	11%	18%	3%	**44%**	3%	10%
	Southern Oregon	13%	10%	4%	4%	0%	**64%**	6%
	Willamette Valley	12%	15%	4%	3%	9%	5%	**52%**

Travel Distance

Figure 43 shows the distance respondents reported traveling one-way to the launch point they used most frequently over the last year. Respondents are frequently accessing water near their homes, with 35% of respondents are traveling 5 to 20 miles to reach their most frequently used launch point.

Figure 43 One-Way Travel Distance to Most Frequently Used Launch Point

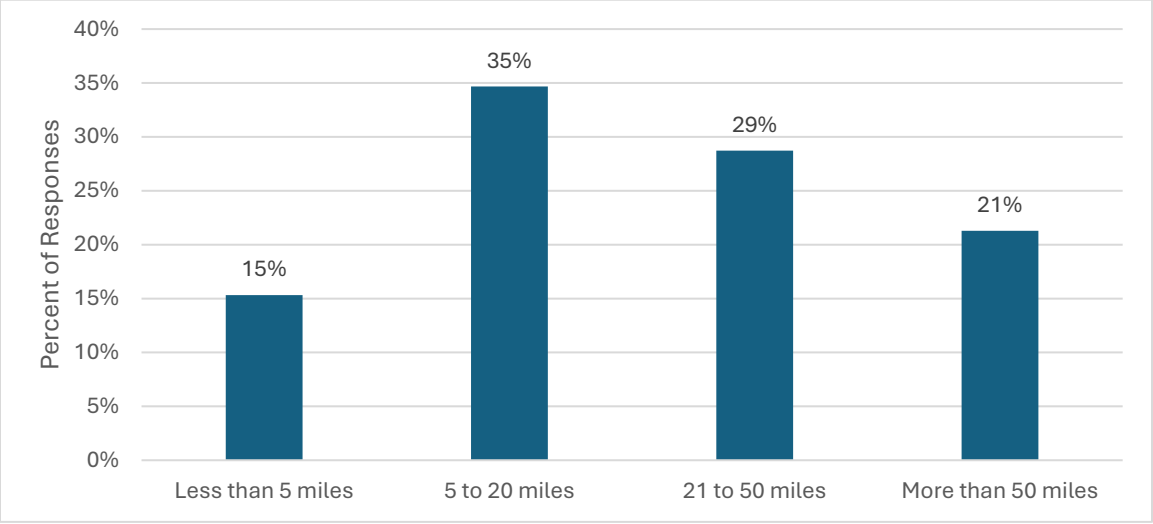
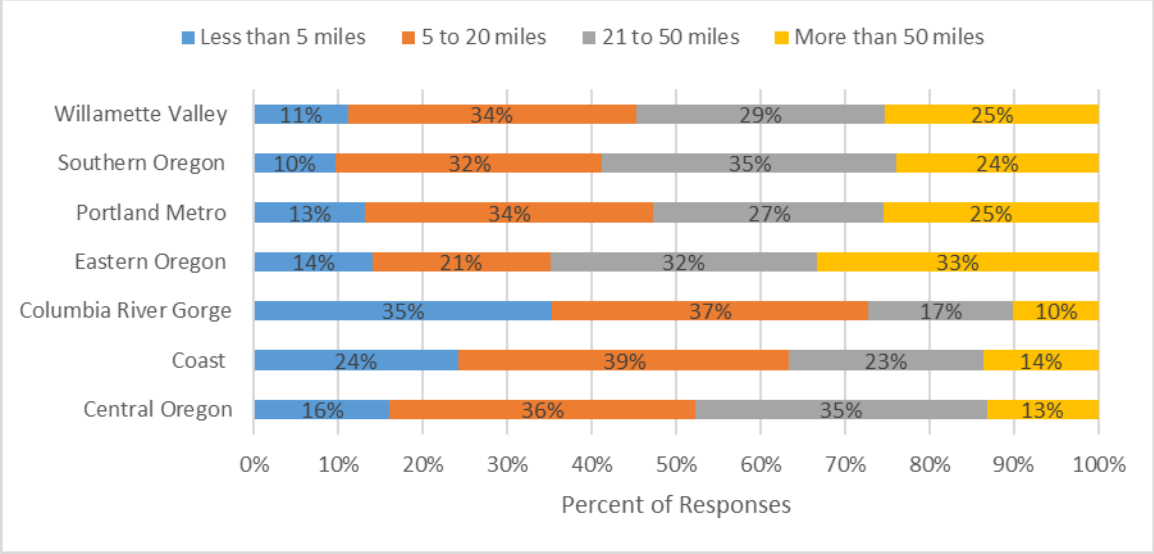


Figure 44 shows the distance traveled to most frequently used launch area by region. Unsurprisingly, the Columbia River Gorge and Coast appear to have the most water access, with over 73% and 63% of respondents respectively traveling less than 20 miles to their most frequently used launch point. One third (33%) of Eastern Oregon residents travel more than 50 miles to reach their most frequently used launch point.

Figure 44 Distance Traveled to Most Frequently Used Launch Point by Region



Day vs Overnight Trips

Almost all water trail users (94%) took at least one day trip for water trail activities in the last year. Less than half (46%) took at least one multi-day (overnight) trip. Figure 45 shows the reported frequency of multi-day and single-day trips for water trail activities. Multi-day trips are defined as those involving an overnight stay away from home, even if the respondent only used trails one day during the trip.

Figure 45 Frequency of Single and Multi-Day Trips for Water Trail Activities

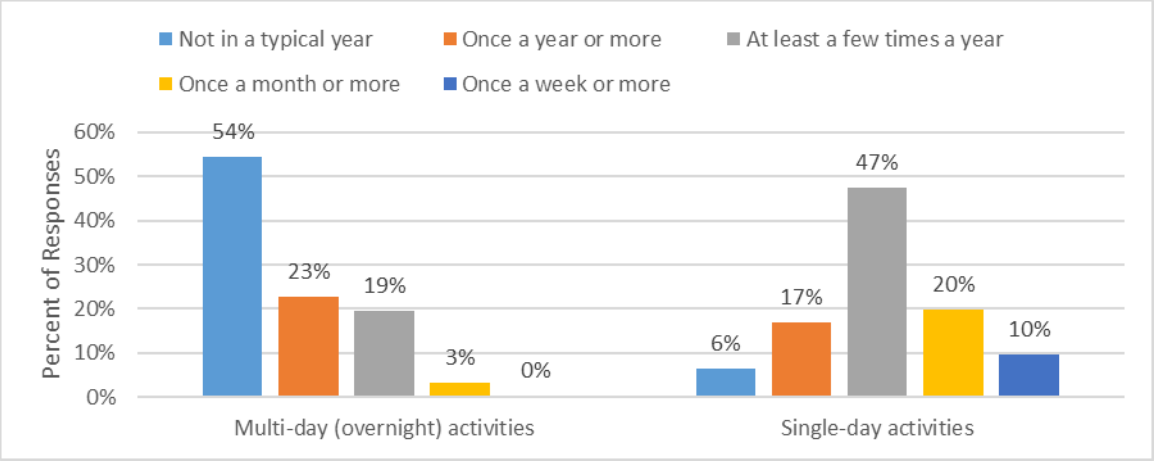
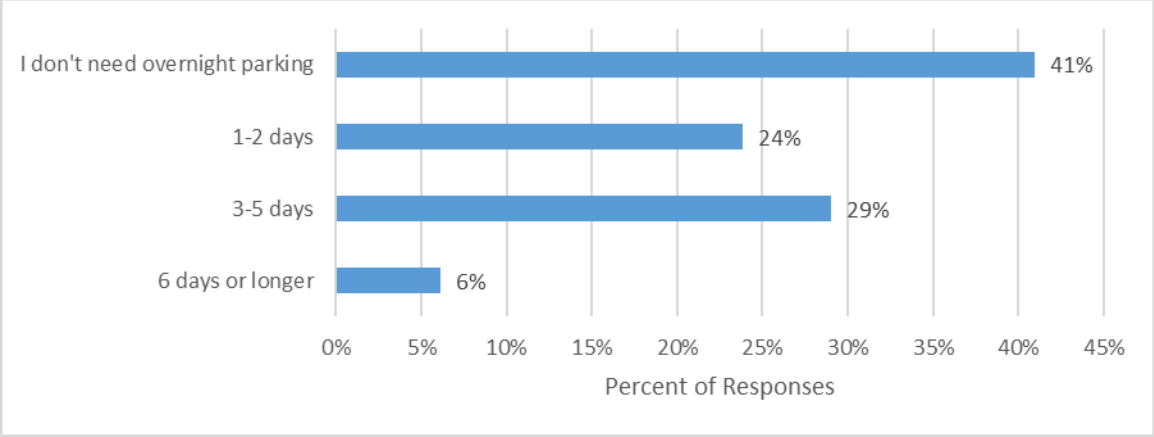


Figure 46 shows the length of overnight parking stays respondents would like to have available for water trail activities. Since the majority of respondents do not make an overnight trip for water trail activities in a typical year, it is not surprising that 41% of respondents said they do not need overnight parking at water access points. Of those that do want overnight parking, 53% would like parking to be available for 1 to 5 days.

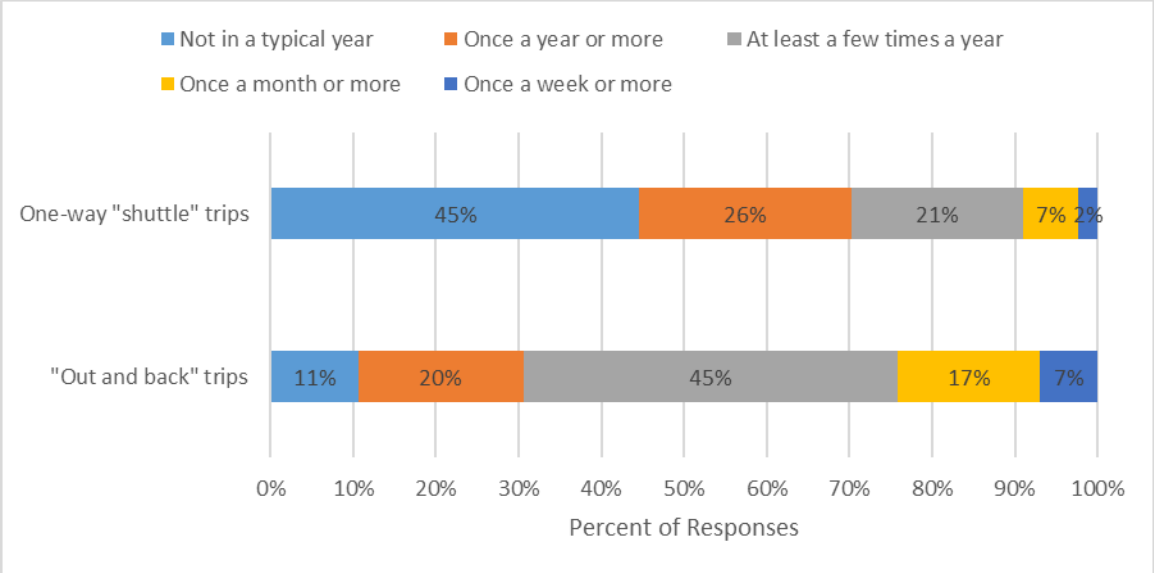
Figure 46 Desired Overnight Parking Availability



Out and Back vs One-way

Figure 47 shows the frequency of "out and back" and one-way "shuttle" trips made by respondents in a typical year. "Out and back" trips are trips where users get in and out of the water at the same launch or access point. "Shuttle" trips are trips where users get in and out of the water at different launch or access points. Out and back trips are the most frequent trip type; 89% of respondents take at least one out and back trip in a typical year and 55% take at least one shuttle trip.

Figure 47 Water Trail Trip Types in Typical Year



Funding Priorities

Figure 48 and Table 19 show the priority ranking of different water trail issues for future funding. Based on average priority score, the most important funding priority is digital/GPS maps and information about water trails and public lands along water trails. Two-thirds (66%) of water trail users ranked this issue as moderately or very important. More or improved flat water paddling access points was the next highest priority with 63% of users ranking it moderately/very important.

Improved flatwater access points, more accessible facilities, aquatic invasive species infrastructure, improved restrooms, and water trail etiquette and safety education were higher ranked top priorities for non-motorized water trail users with disabilities. Lowest priority for respondents is vehicle e-charging stations at launches or takeout locations.

Figure 48 Funding Priorities for Water Trails

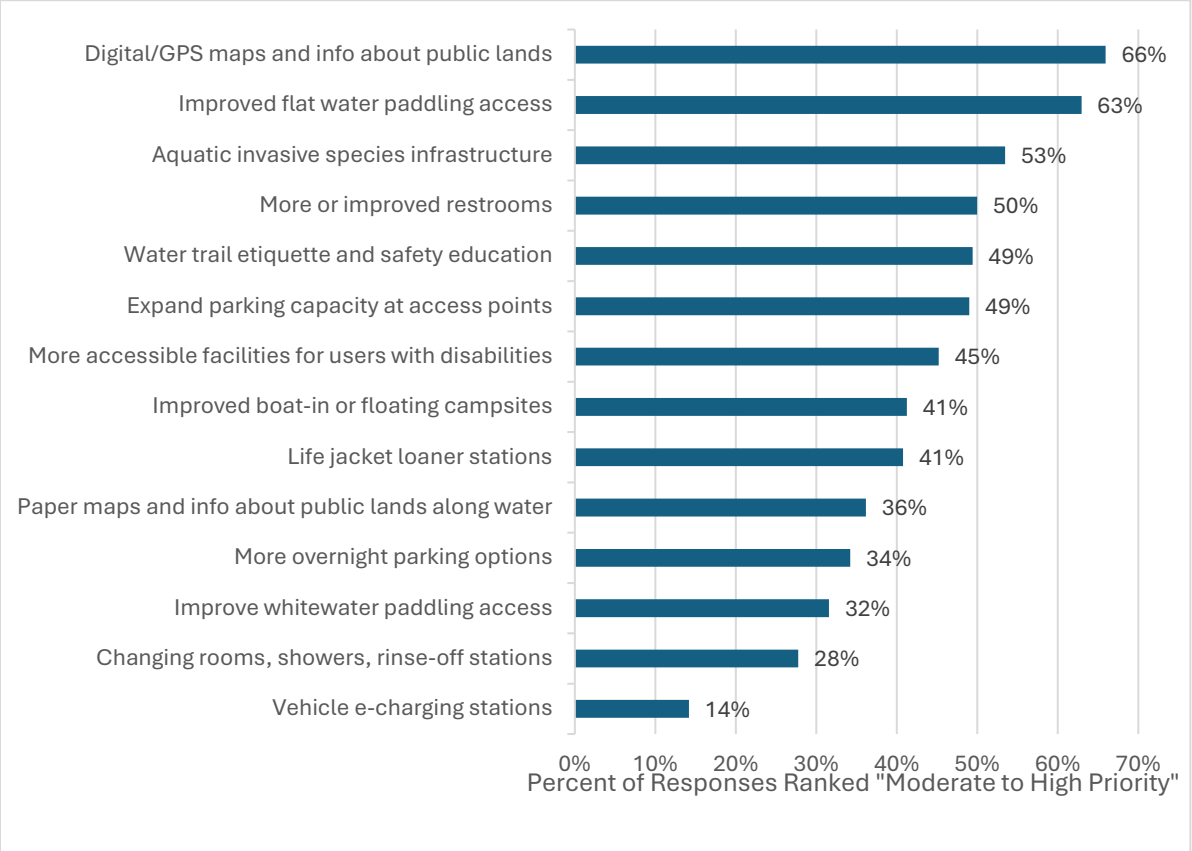


Table 19 User Ratings of Water Trail Funding Priorities

Category	% important[a]	Avg. score[b]
Digital/GPS maps and information about water trails and public lands along water trails	66%	2.85
More or improved flat water paddling access points	63%	2.81
Aquatic invasive species infrastructure (clean, drain, dry stations)	53%	2.63
More or improved restrooms	50%	2.54
Water trail etiquette and safety education materials or programs	49%	2.55
Expand parking capacity at access points	49%	2.50
More facilities that are accessible for people with disabilities (e.g. Parking, restrooms, launch points)	45%	2.44
More or improved boat-in or floating campsites accessible from the water	41%	2.31
Life jacket loaner stations	41%	2.33
Paper maps and information about water trails and public lands along water trails	36%	2.22
More overnight parking options for multi-day trips	34%	2.16
More or improved whitewater paddling access points	32%	2.12
More or improved changing rooms, showers, or rinse-off stations	28%	2.02
Vehicle e-charging stations at launches or takeout locations	14%	1.58

[a] *Percentage (%) of respondents who rated the issue "moderately important" or "very important"*

[b] *Average priority score where "not important" = 1 and "very important" = 4*

Issues & Needs

The final question in the water trail user section of the survey asked "What can be done to improve your non-motorized boating experience in Oregon?" and provided an open-ended opportunity for respondents to share additional comments. All open-ended question responses are included in Appendix D: User Survey Open-Ended Question Responses

Responses reflect a strong desire for more water access points, information about access and water conditions, and education/enforcement around safety issues. Recurring themes include:

- **Improve non-motorized water access**. Many respondents emphasized the need for more access points to waterways designed for non-motorized boaters, especially along flatwater routes. A significant number of respondents expressed a desire for separation between launch points for non-motorized and motorized boats to reduce conflicts and enhance safety. Kayak launches, soft surface put-in/take-out areas that can easily be accessed from parking areas, and low docks are unique features desired by non-motorized boaters.
- **Address parking safety and capacity concerns.** Concerns about the safety/security of parked vehicles at launches and limited parking capacity for non-motorized boaters were frequently mentioned as challenges and factors limiting participation in multi-day activities. Evaluation of the appropriate ratios of single vehicle versus trailer parking could help make

more efficient use of existing parking areas. Staff to patrol lots or security cameras were requested by multiple users. Some respondents mentioned the need for improved roads leading to access points.

- **Increase availability of information on water access and permitting**. Respondents requested better online resources and information about access points, current conditions (e.g. water levels, closures, parking availability), and permitting requirements. Suggestions included creating detailed maps, providing information on hazards, and offering guidance on multi-day trips. Many users shared frustration with current permitting and registration processes and requested streamlining into a single pass/registration or for kiosks that accept multiple forms of payment to be available at all access points where permits are required.
- **Increase accessibility, inclusion, and support services.** There are calls for more launch points and support facilities that are fully accessible for people with disabilities, including launches, parking, restrooms, and docks. To facilitate one-way "shuttle" trips and multi-day trips, multiple locations along a river must have accessible put-in and take-out facilities and campgrounds must have accessible sites. Shuttle services or public transportation, gear and boat rentals, life jacket loaner stations (adult and child-sized), and guided trips were all mentioned as services that would help eliminate barriers to participation experienced by new paddlers, people with disabilities, and others.
- **Maintain facilities at water accesses.** Improved restroom maintenance, trash containers, and clean-up efforts at launch sites were commonly requested. Multiple respondents commented on the need for dock maintenance.
- **Educate motorized and non-motorized users on water safety and etiquette.** Enhanced education and enforcement related to existing boating laws, particularly regarding no wake rules, was frequently mentioned. Increased education on water safety (e.g. cold shock, life jackets) and environmental protection (e.g. leave no trace, invasive species) was also highlighted.
- **Expand opportunities for multi-day trips.** Many respondents suggested the addition of camping facilities near launch points and along water routes to facilitate more overnight trips.
- **Engage the community in protecting waterways and the environment.** Protecting waterways and preserving natural areas for future generations was a recurring theme. Encouraging community involvement in maintaining water access areas and promoting responsible recreation practices (e.g. volunteer trash pickup, riverkeeper, and group paddle events) was seen as beneficial.

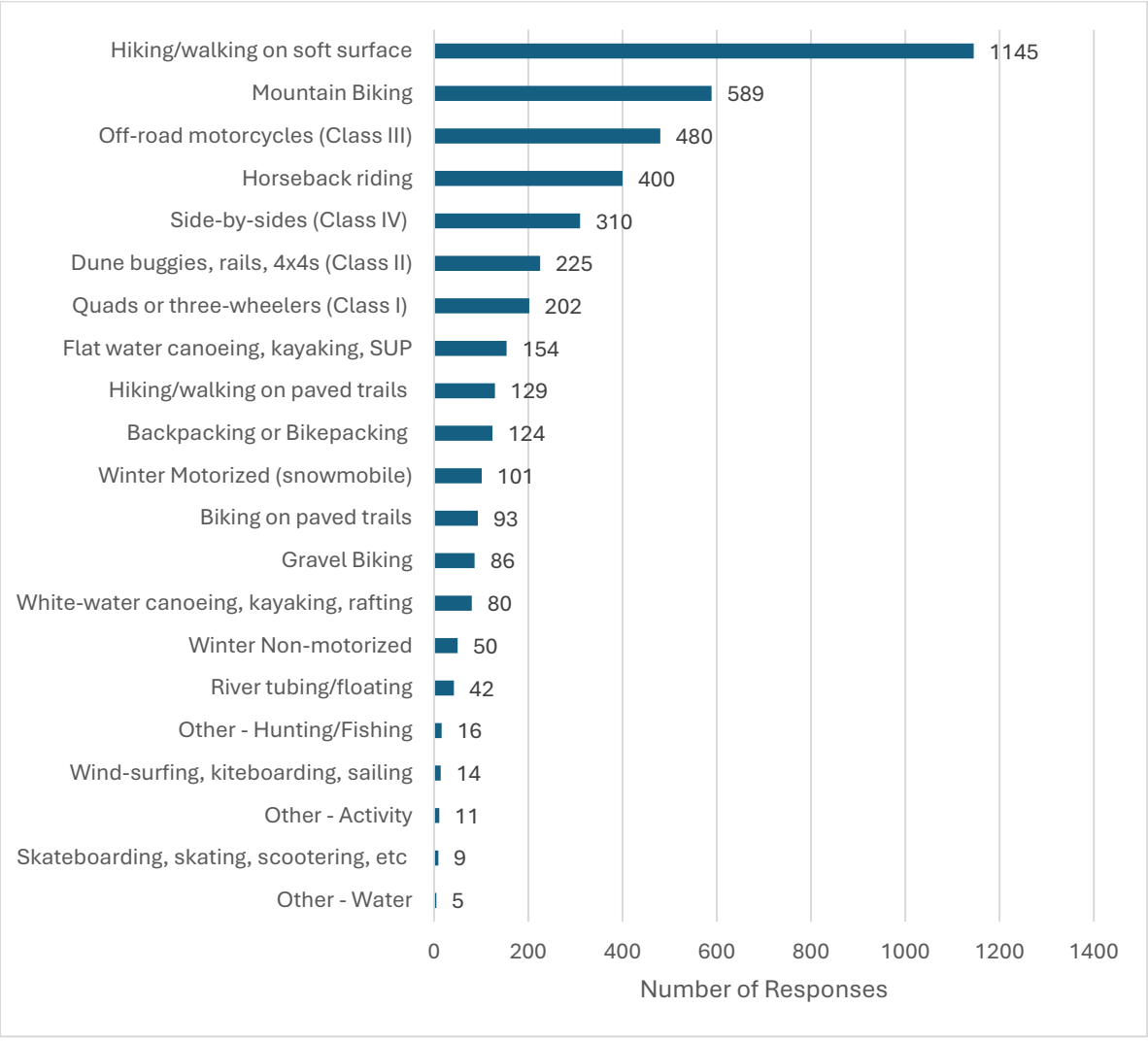
Favorite Trail Activity

The final section of the trail user survey asked respondents to identify their "favorite" trail activity and share information about their preferences when participating in that activity. Respondents were

instructed that their “favorite” activity could be the one they participate in the most often or the activity that they don’t do often but enjoy the most. Open-ended “other” responses that specified a specific activity within one of the provided categories and were recoded where appropriate (e.g. “dual sporting” was recoded as “riding off-road motorcycles”) and frequently occurring “other” responses were recoded into specific categories (e.g. “hunting” and “fishing” responses were recoded as “other – hunting/fishing”).

Figure 49 shows the frequency of different trail activities selected as respondents’ “favorite” activity. Hiking/walking on soft surface trails is the favorite trail activity of 27% of respondents, followed by mountain biking (14%) and off-road motorcycling (11%). Hiking/walking on soft surface trails was also the favorite activity identified by the most users with disability. Horseback riding, side-by-sides, and hiking/walking on paved trails were more popular with users with disabilities compared to the overall sample.

Figure 49 Users’ "Favorite" Trail Activity



Satisfaction

Respondents were asked to rate how dissatisfied or satisfied they are with opportunities to engage in their favorite trail activity in Oregon with respect to each of the following characteristics:

- **Proximity** – I can access trails/opportunities for this activity within a reasonable distance from my home.
- **Quality** – Trails/opportunities are well-suited to the experience I seek.
- **Variety** – I can access multiple trails/opportunities.

Figure 50 shows satisfaction levels for all respondents and Table 20 shows average satisfaction levels based on trail activity. Overall, Oregon residents are generally somewhat to very satisfied with the Proximity, Quality, and Variety of opportunities to participate in their favorite trail activity. Users with disabilities were slightly less satisfied with quality and variety of opportunities.

Figure 50 Satisfaction with Proximity, Quality, and Variety of Experiences for Favorite Trail Activity

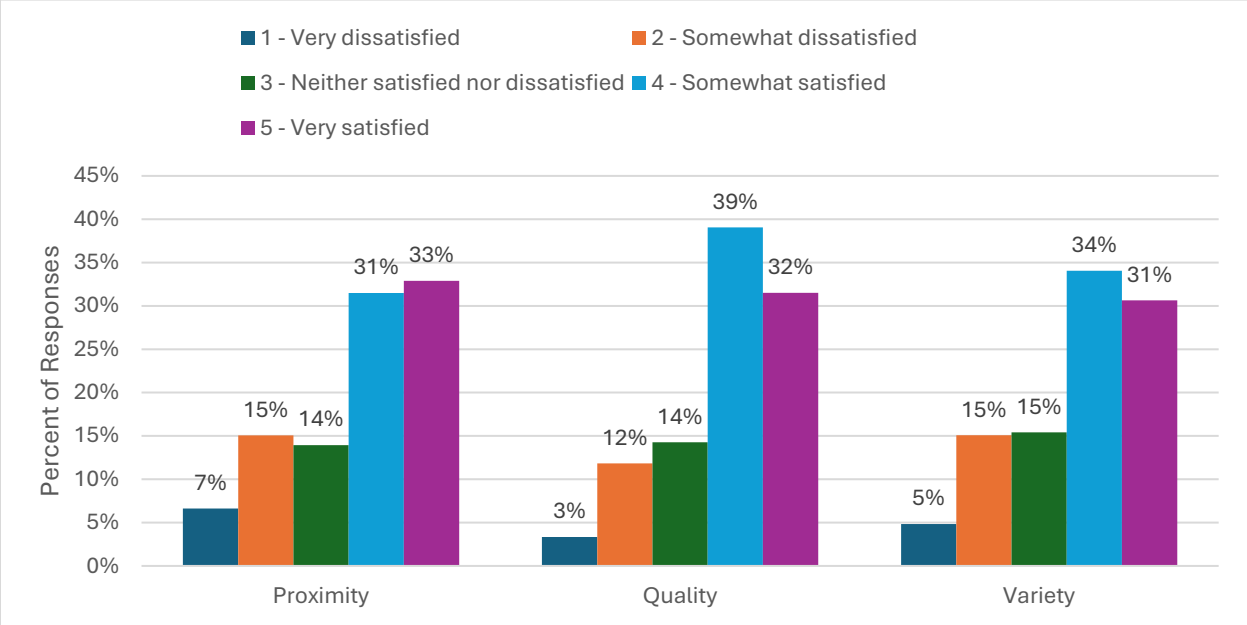


Table 20 User Satisfaction Ratings by Favorite Activity

Favorite Trail Activity	# of Responses	Proximity Avg. score[a]	Quality Avg. score[a]	Variety Avg. score[a]
Hiking, running, or walking on natural or soft surface trails	1138	4.2	4.3	4.2
“Mountain Biking" on natural / soft surface trails (using pedal or e-assist bicycles)	585	3.2	3.8	3.5
Riding off-road motorcycles (Class III ATVs)	478	3.4	3.7	3.6
Horseback riding on trails	398	3.7	3.7	3.5
Riding side-by-sides (Class IV ATVs)	305	3.2	3.3	3.1
Riding dune buggies, sand rails, or 4x4 vehicles (Class II ATVs)	220	3.3	3.6	3.4
Riding quads or three-wheelers (Class I ATVs)	200	3.3	3.6	3.4
Flat water canoeing, sea kayaking, rowing, or stand up paddling	152	4	3.8	3.8
Hiking, running, or walking on paved trails (not on sidewalk or roads)	126	4	4	3.8
Backpacking or Bikepacking (multi-day activities involving overnight along / near trail)	123	3.8	4.1	4.2
Riding Snowmobiles on trails	101	3.9	3.8	3.7
Biking on paved trails - not sidewalks (using pedal or e-assist bicycles)	92	3.6	3.6	3.4
“Gravel Biking" on wide dirt trails or gravel roads (using pedal or e-assist bicycles)	85	3.4	3.6	3.3
White-water canoeing, kayaking, or rafting	79	3.8	3.6	3.7
Cross-country skiing, snowshoeing, or other non-motorized winter trail activities	50	3.9	3.9	3.8
River tubing/floating	40	3.8	3.8	3.9
Other - Hunting/Fishing	16	3.8	3.1	3.4
Wind-surfing, kiteboarding, sailing	14	4.2	4	3.9
Other - Activity	10	3.3	3.3	3.6
Skateboarding, skating, scootering, etc (including electric-assist devices) on trails - not on sidewalks, on roads, or at skatepark	9	3	2.9	3.1
Other - Water	5	2.8	3.4	3

[a] *Average priority score where “very dissatisfied” = 1 and “very satisfied” = 5*

Preferred Experiences

Location

Figure 51 and Table 21 show where respondents prefer to participate in their favorite trail activity:

- In my home community;
- In other communities, towns, and cities I visit;
- In dispersed areas (e.g. state parks, national forests, other public lands)

Overall preference is fairly evenly split between developed and dispersed areas, with 48% of respondents preferring dispersed areas and 52% preferring activities in their home or other

community. Backpacking/bikepacking and hunting/fishing are two activities with a notable preference for dispersed areas.

Figure 51 Preferred Location for Trail Activities, Overall

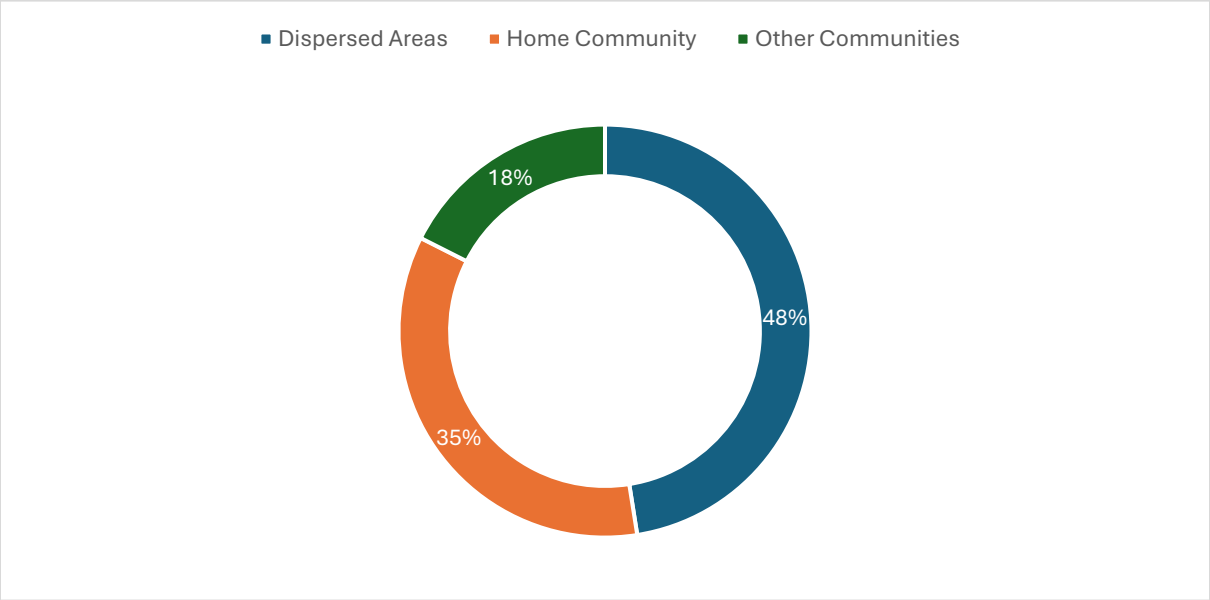


Table 21 Preferred Location for Favorite Trail Activity

	Dispersed Areas	HOME COMMUNITY	OTHER COMMUNITIES
NON-MOTORIZED TRAIL ACTIVITIES			
Hiking, running, or walking on soft surface trails	47%	36%	17%
“Mountain Biking" on natural / soft surface trails	34%	44%	21%
Horseback riding on trails	52%	37%	11%
Hiking, running, or walking on paved trails	32%	48%	21%
Backpacking or Bikepacking	72%	17%	11%
Biking on paved trails - not sidewalks	28%	42%	30%
“Gravel Biking" on wide dirt trails or gravel roads	38%	38%	24%
Cross-country skiing, snowshoeing, etc	57%	28%	15%
Skateboarding, skating, scootering, etc	31%	62%	8%
Other - Hunting/Fishing	67%	19%	14%
Other - Activity	57%	14%	29%
MOTORIZED TRAIL ACTIVITIES			
Riding quads or three-wheelers (Class I ATVs)	58%	26%	15%
Riding dune buggies, sand rails, or 4x4 vehicles (Class II ATVs)	58%	24%	19%
Riding off-road motorcycles (Class III ATVs)	54%	31%	15%
Riding side-by-sides (Class IV ATVs)	56%	27%	17%
Riding Snowmobiles on trails	50%	28%	22%
NON-MOTORIZED WATER TRAIL ACTIVITIES			
Flat water canoeing, kayaking, rowing, or SUP	40%	41%	20%
White-water canoeing, kayaking, or rafting	57%	23%	20%
Wind-surfing, kiteboarding, sailing	21%	63%	16%
River tubing/floating	43%	43%	15%
Other - Water	100%	0%	0%

Trail Length

Figure 52 and Table 22 show respondents’ preferred trail length, on average and for their favorite trail activity. Overall preference of 54% of respondents is for 1 to 10 mile long trails. Shorter trail lengths are generally preferred for walking/hiking and flatwater paddling or floating activities, while longer trail lengths are generally preferred for motorized trail activities, gravel biking, and backpacking/bikepacking. Slightly shorter trails are preferred by trail users with disabilities for some activities.

Figure 52 Preferred Trail Length for Trail Activities, Overall

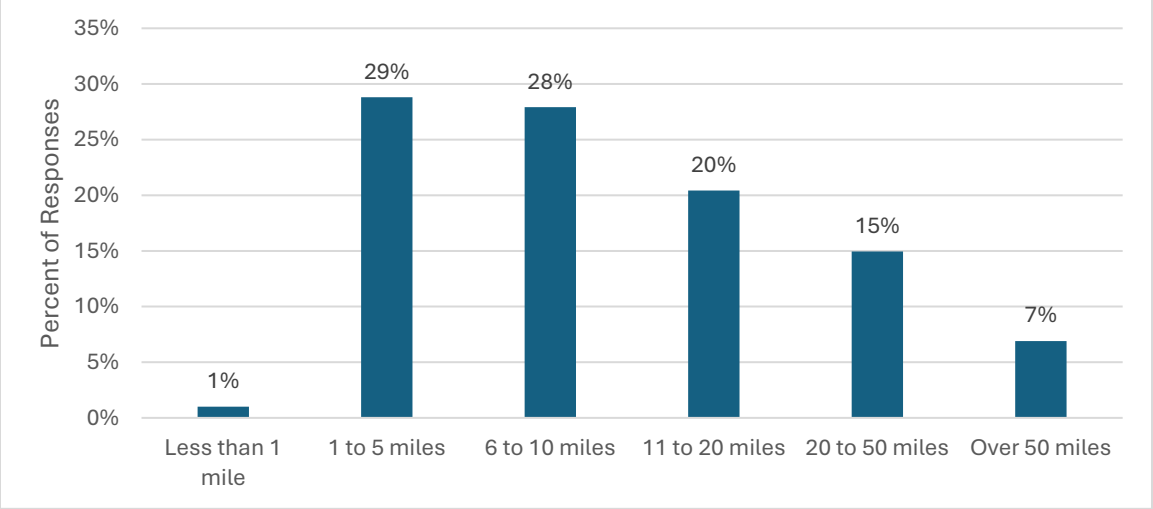


Table 22 Preferred Trail Length for Favorite Trail Activity

	< 1 mile	1-5 miles	6-10 miles	11-20 miles	20-50 miles	> 50 miles
NON-MOTORIZED TRAIL ACTIVITIES						
Hiking, running, or walking on soft surface trails	1%	56%	33%	7%	2%	1%
“Mountain Biking" on natural / soft surface trails	0%	17%	27%	44%	11%	1%
Horseback riding on trails	0%	10%	56%	29%	5%	0%
Hiking, running, or walking on paved trails	7%	69%	17%	4%	1%	2%
Backpacking or Bikepacking	1%	6%	20%	26%	33%	15%
Biking on paved trails - not sidewalks	1%	12%	24%	28%	27%	9%
“Gravel Biking" on wide dirt trails or gravel roads	0%	3%	7%	27%	51%	12%
Cross-country skiing, snowshoeing, etc	0%	18%	64%	10%	6%	2%
Skateboarding, skating, scootering, etc	0%	33%	44%	11%	11%	0%
Other - Hunting/Fishing	0%	44%	25%	13%	13%	6%
Other - Activity	0%	45%	18%	9%	18%	9%
MOTORIZED TRAIL ACTIVITIES						
Riding quads or three-wheelers (Class I ATVs)	0%	20%	20%	23%	24%	12%
Riding dune buggies, sand rails, or 4x4 vehicles (Class II ATVs)	1%	25%	23%	27%	15%	9%
Riding off-road motorcycles (Class III ATVs)	1%	15%	17%	19%	33%	15%
Riding side-by-sides (Class IV ATVs)	0%	8%	13%	19%	36%	23%
Riding Snowmobiles on trails	0%	5%	8%	17%	38%	32%
NON-MOTORIZED WATER TRAIL ACTIVITIES						
Flat water canoeing, kayaking, rowing, or SUP	5%	52%	26%	12%	3%	3%
White-water canoeing, kayaking, or rafting	3%	18%	35%	13%	13%	19%
Wind-surfing, kiteboarding, sailing	0%	8%	25%	50%	17%	0%
River tubing/floating	7%	44%	27%	12%	10%	0%
Other - Water	0%	40%	40%	20%	0%	0%

Trail Difficulty

Figure 53 and Table 23 show the preferred level of difficulty for trail activities overall and for specific favorite activities. Moderate, varied trails with some ups and downs are preferred by 46% of respondents. Moderate difficulty trails are also the most preferred by trail users with disabilities. Nearly one-third of respondents (31%) prefer areas with a mixed level of challenge. Mountain bikers (40%) and windsurfer/kiteboarders (38%) are most likely to prefer challenging trails. Skaters and scooter users were the only group to predominantly prefer easy, level, or flat trails (68% prefer). Areas with a mixed level of challenge are most preferred by backpackers/bikepackers (47%), side-by-side drivers (45%), off-road motorcyclists and snowmobilers (43%), and Class II OHV drivers (38%).

Figure 53 Preferred Level of Difficulty for Trail Activities, Overall

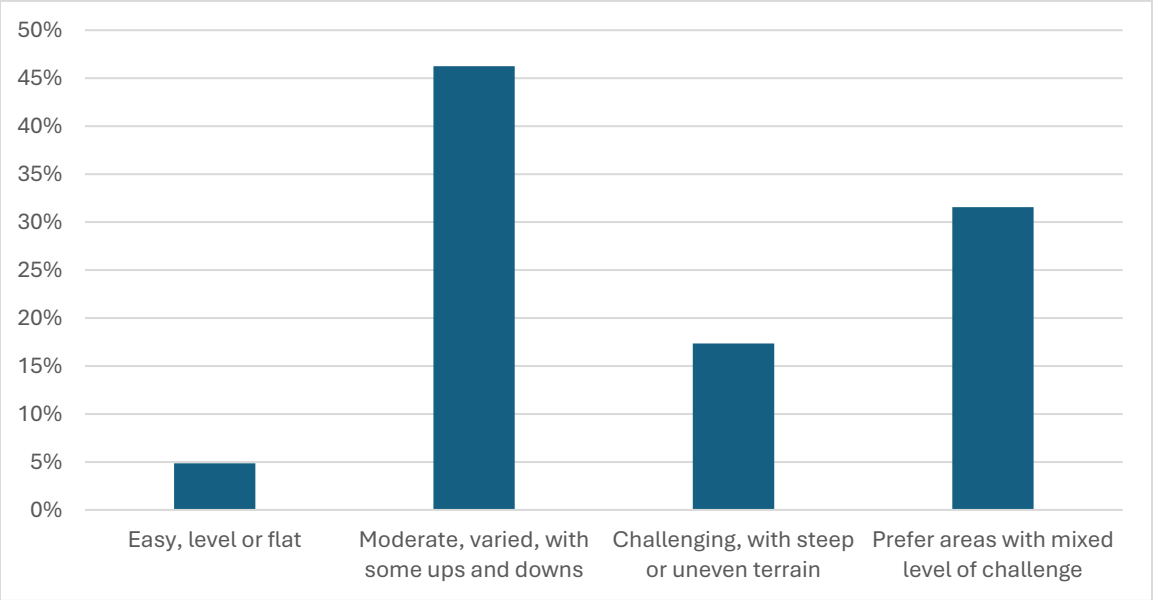


Table 23 Preferred Level of Difficulty for Favorite Trail Activity

	EASY	Moderate	Challenging	Mixed Areas
NON-MOTORIZED TRAIL ACTIVITIES				
Hiking, running, or walking on soft surface trails	6%	60%	8%	26%
“Mountain Biking" on natural / soft surface trails	0%	23%	40%	37%
Horseback riding on trails	4%	66%	3%	28%
Hiking, running, or walking on paved trails	27%	60%	4%	9%
Backpacking or Bikepacking	1%	27%	25%	47%
Biking on paved trails - not sidewalks	9%	75%	5%	11%
“Gravel Biking" on wide dirt trails or gravel roads	2%	49%	17%	31%
Cross-country skiing, snowshoeing, etc	4%	54%	20%	22%
Skateboarding, skating, scootering, etc	67%	22%	0%	11%
Other - Hunting/Fishing	25%	44%	13%	19%
Other - Activity	9%	36%	9%	45%
MOTORIZED TRAIL ACTIVITIES				
Riding quads or three-wheelers (Class I ATVs)	4%	48%	9%	40%
Riding dune buggies, sand rails, or 4x4 vehicles (Class II ATVs)	2%	33%	28%	38%
Riding off-road motorcycles (Class III ATVs)	1%	27%	29%	43%
Riding side-by-sides (Class IV ATVs)	2%	40%	14%	45%
Riding Snowmobiles on trails	1%	31%	26%	43%
NON-MOTORIZED WATER TRAIL ACTIVITIES				
Flat water canoeing, kayaking, rowing, or SUP	24%	63%	4%	9%
White-water canoeing, kayaking, or rafting	3%	43%	25%	29%
Wind-surfing, kiteboarding, sailing	15%	31%	38%	15%
River tubing/floating	10%	68%	10%	12%
Other - Water	20%	40%	20%	20%

Participation Over Time

Respondents were asked to indicate if the number of single-day and multi-day (overnight) trips they have taken to participate in their favorite trail activity has increased, stayed the same, or decreased over the last 5 years (2020-2025). Figure 54 shows that overall, for more than 80% of respondents participation in single-day and multi-day trips has stayed the same or increased over the last 5 years. Covid era trends of increasing participation in outdoor recreation seem to be holding, with 40% of respondents increasing participation in trail-related day trips and 24% increasing participation in overnight trips.

Figure 54 Five Year Change in Participation in Favorite Trail Activity

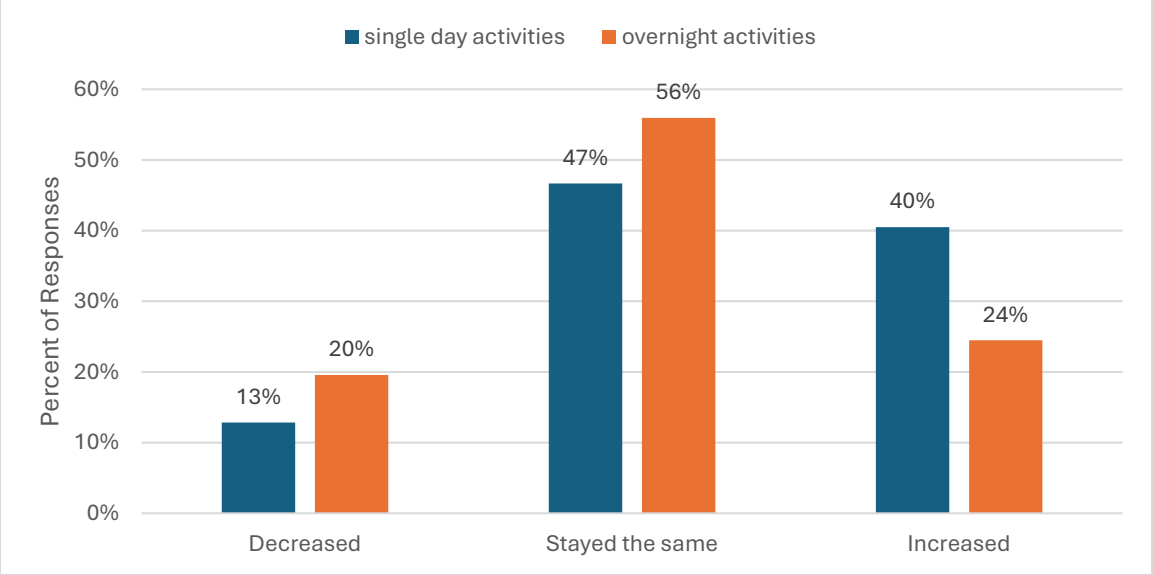


Table 24 shows changes in participation in single-day trips and multi-day trips by individual favorite activity. Participation in single day trips has increased the most for gravel biking (56%), mountain biking (54%), and non-motorized winter trail activities (50%). Participation in multi-day trips has increased the most for non-motorized winter trail activities (41%) and backpacking/bikepacking (40%). Trail users with disabilities were more likely to report a decrease in single- and multi-day trips overall, but increased trips for equestrian, mountain bike, Class II ATV, and whitewater activities.

Table 24 Five-Year Change in Trips for Favorite Trail Activity

	Single-Day Trips			Multi-Day (Overnight) Trips		
	Decreased	**Same**	**Increased**	**Decreased**	**Same**	**Increased**
NON-MOTORIZED TRAIL ACTIVITIES						
Hiking, running, or walking on soft surface trails	12%	42%	46%	22%	17%	61%
“Mountain Biking" on natural / soft surface trails	8%	54%	38%	14%	32%	54%
Horseback riding on trails	17%	36%	47%	23%	26%	51%
Hiking, running, or walking on paved trails	24%	32%	44%	31%	13%	56%
Backpacking or Bikepacking	15%	38%	47%	20%	40%	39%
Biking on paved trails - not sidewalks	10%	39%	52%	17%	15%	68%
“Gravel Biking" on wide dirt trails or gravel roads	8%	56%	35%	14%	30%	56%
Cross-country skiing, snowshoeing, etc	10%	50%	40%	15%	41%	43%
Skateboarding, skating, scootering, etc	11%	0%	89%	22%	11%	67%
Other - Hunting/Fishing	25%	19%	56%	21%	14%	64%
Other - Activity	45%	27%	27%	64%	9%	27%
MOTORIZED TRAIL ACTIVITIES						
Riding quads or three-wheelers (Class I ATVs)	17%	32%	51%	20%	22%	58%
Riding dune buggies, sand rails, or 4x4 vehicles (Class II ATVs)	13%	39%	49%	17%	33%	50%
Riding off-road motorcycles (Class III ATVs)	13%	39%	48%	16%	27%	57%
Riding side-by-sides (Class IV ATVs)	13%	30%	57%	16%	31%	53%
Riding Snowmobiles on trails	10%	45%	45%	16%	23%	60%
NON-MOTORIZED WATER TRAIL ACTIVITIES						
Flat water canoeing, kayaking, rowing, or SUP	14%	38%	48%	27%	14%	59%
White-water canoeing, kayaking, or rafting	14%	37%	49%	15%	32%	53%
Wind-surfing, kiteboarding, sailing	14%	36%	50%	23%	15%	62%
River tubing/floating	15%	20%	66%	34%	16%	50%
Other - Water	0%	60%	40%	20%	20%	60%

Reasons for Increased Trip Frequency

If respondents reported that their number of single or multi-day trips had decreased or increased, they were asked to briefly explain why in an open-ended text response. Many respondents reported decreasing overnight trips and increasing single-day trips over the last 5 years due to increasing

costs, difficulty with reservations/permits, and other reasons. Common reasons for increasing participation in single-day or overnight trips include:

- **More Free Time:** Many respondents mentioned having more free time due to retirement, changes in work schedules, or improved work-life balance.
- **Physical and Mental Health:** Increased focus on health, fitness, and outdoor activities, such as hiking and biking, to stay in shape and enjoy nature. Using outdoor activities as a way to manage stress and improve mental health.
- **Relocation:** Moving closer to trails or recreational areas has made it easier for people to take more trips.
- **Improved Access:** Better access to trails, parks, and recreational facilities, sometimes due to new/improved trails or improved transportation options.
- **Family and Social Support:** Increased family involvement, children growing older and being able to participate, or joining social groups/clubs that encourage outdoor activities. Finding people to participate in trail activities with.
- **COVID-19 Impact:** The pandemic led to a rise in outdoor activities as a safe way to socialize and exercise, and these habits have persisted.
- **New Equipment:** Purchasing new equipment, such as e-bikes, ATVs, or camping gear, has motivated people to use them more frequently.

Reasons for Decreased Trip Frequency

- **Health Issues:** Aging, injuries, or health conditions have limited the ability to take trips.
- **Time Constraints:** Increased work commitments, family responsibilities, or other personal obligations have reduced available time for trips.
- **Financial Constraints:** Higher costs of travel, fuel, and recreational activities have made it harder for some to afford trips.
- **Access Issues:** Difficulty in accessing trails due to closures, overcrowding, lack of maintenance, or long travel distances.
- **Safety Concerns:** Concerns about safety, including crime, traffic, or encountering dangerous people on trails.
- **Environmental Factors:** Poor weather conditions, wildfires and smoke, logging, or environmental degradation have impacted the ability to take trips.
- **Permit and Reservation Challenges:** Difficulty in obtaining permits or reservations for popular trails and campsites.
- **Personal Life Changes:** Changes in personal circumstances, such as having young children or becoming a caregiver, have limited the ability to take trips.

Issues & Needs

The final question in the favorite trail activity section of the survey asked “What can be done to improve your experience participating in your favorite trail activity in Oregon?” and provided an open-ended opportunity for respondents to share additional comments. All open-ended question responses are included in Appendix D: User Survey Open-Ended Question Responses.

All User Groups

Responses show relatively consistent issues and needs across many trail user groups. Recurring themes across all user groups include:

Trail Maintenance and Cleanliness

- **Trail upkeep**: Regular maintenance to keep trails in good condition.
- **Garbage and litter**: Reducing trash and ensuring clean trails.
- **Restrooms and water access**: More restrooms and drinking water stations at trailheads and along trails.

Safety and Security

- **Parking lot safety**: Enhancing security at parking lots to prevent theft and vandalism.
- **Trail safety**: Ensuring safe trail conditions and clear signage to prevent accidents.
- **Wildfire prevention**: Measures to reduce the risk of wildfires.

Trail Accessibility and Connectivity

- **More trails**: Expanding the number of trails available.
- **Trail connections**: Better connectivity between existing trails to create longer routes.
- **Access to trails**: Improving access to trails, especially near urban areas.
- **Accessibility**: Making trails more accessible for people with disabilities and older adults.

Trail Use and Etiquette

- **Mixed-use trails**: Allowing different types of trail activities (e.g., biking, hiking, horseback riding) on the same trails.
- **Trail etiquette**: Educating users on proper trail behavior to reduce conflicts between different user groups.
- **E-bike access**: Clear guidelines and increased access for e-bikes.

Information and Resources

- **Online information**: Better online resources and maps for trail information.
- **Signage**: Improved signage on trails for navigation and safety.
- **Volunteer opportunities**: More opportunities for community involvement in trail maintenance and conservation.

Environmental Concerns

- **Wildlife protection**: Ensuring trails do not negatively impact wildlife habitats.
- **Invasive species management**: Efforts to control invasive plant species along trails.

Specific User Group Preferences

The primary difference in responses across user groups is largely related to the type of trail those users would like to see access improved to and the users they feel need etiquette training to better share outdoor spaces. For example, mountain bikers would like to see more mountain bike trails constructed near urban areas like Portland, while equestrians would like to see more dedicated trails for horseback riding and better parking for horse trailers. However, comments highlighted some differences in priorities based on specific favorite activities:

Gravel Bikers

- More gravel routes/trails and increased bike access on existing trails
- Online information
- Improve connections to developed areas and create long distance opportunities
- Increase separation from vehicles for safety

Mountain Bikers

- More mountain bike trails/areas (purpose built and open existing trails to shared use), especially "closer to home" near urban areas to minimize/eliminate driving. Connect existing trail systems.
- Provide a variety of quality MTB experiences, including both family/beginner friendly and advanced/challenging/technical trails
- Partner with local MTB and trail organizations to support maintenance and trail building.
- Allow electric-assist MTBs and consider adaptive MTBs in trail design to increase accessibility.
- Increase trail etiquette education and enforcement to reduce user conflicts and negative behaviors.
- Improve signage and availability of online information.
- Address parking safety/security and capacity issues at trailheads.

Backpacking/Bikepacking

- Maintaining trails, especially repairing trails after fires, slides, and blowdowns is highest priority.
- Connect existing trails, create loop trails, and complete/restore long distance routes to provide more backpacking/bikepacking options.
- Increase availability of information to support trip planning (e.g. closures, permits needed, overnight parking options)… but also address/prevent overcrowding.
- Increase hiker/biker and dispersed camping options.

Biking on Paved Trails

- Construct more paved trails, especially within urban and connecting to urban areas.
- Connect paved trails to create long distance opportunities for safe recreation (e.g. Banks-Vernonia, Springwater).
- Regularly maintain paved trails to provide smooth surfaces and clean facilities.
- Reduce instances of camping and motor vehicles on trails.

Winter Non-motorized (Cross-country skiing, snowshoeing, etc)

- Expand and improve sno-parks to provide increased access to Nordic trails.
- Support grooming and maintenance of Nordic trails.
- Increase signage/blazing and information about Nordic trails/conditions.

Flat water Paddling (canoeing, kayaking, rowing, SUP)

- Improve and expand parking areas at water accesses, with an emphasis on daytime and overnight vehicle security.
- More and improved flatwater access points, designed to meet needs of non-motorized boaters (e.g. parking close to shore launch area).
- Increase availability of information online and via signage at access points.
- Make restrooms available and ensure they are clean/maintained.
- Enforce motorized boating rules and provide separation between motorized and non-motorized boaters where possible.
- Provide accessible water access points for people with disabilities, including parking, restrooms, paths, and launches.

Hiking, Running, or Walking on Soft Surface Trails

- More soft surface trails, especially “close to home” or “easy to access”. Connect trails to provide variety of opportunities and loops.
- Maintain existing trails, especially trash removal, downed trees, drainage issues (mud, erosion).
- Provide and maintain trailhead maps and signs, as well as wayfinding signage along trails.
- Improve availability of online information (trail conditions, permit requirements, parking, trip planning).
- Dog issues. Enforce leash and scoop laws – and actually putting it in a trash can. Clearly communicate dog-friendly trails and where off-leash dogs are allowed.
- Address overcrowding on popular trails, preferably by providing more trail options and information. Minimize permit/fee requirements and streamline purchase process where required (e.g. online option and kiosks at trailheads that accept cash/credit).
- Address capacity and safety/security concerns at trailhead parking areas.
- Increase restroom availability at trailheads and cleanliness.
- Provide accessible trails for individuals with disabilities and aging population.
- Educate trail users on shared trail etiquette, leave no trace, and safe recreation. Support groups, events, and programs to promote more frequent and responsible outdoor recreation.
- Enforce trail rules, particularly related to motorized and electric vehicles on trails. Increase staff or volunteer host presence at trailheads to monitor, educate, and enforce.

Horseback Riding

- Separation of horses from high-speed bicycles and motorized users is strongly desired, where feasible. Curves and hills should be focus areas where greater separation is not possible.
- Education and signage on how to safely share trails with equestrians and yielding order is a safety priority for shared use trails.
- Maintain existing trails, with focus on clearing, logging, and brushing to accommodate pack stock.
- Preserve existing trail access for equestrians and open or construct additional trails/areas for equestrian use.
- Improve equestrian trailhead and camping facilities. Provide adequate parking and turnaround space for horse trailers. Enforce non-equestrian use of trailer parking and horse camps.
- Increase availability of information via signs, maps, and online.

Class II ATV (4x4s, etc)

- Keep existing Class II OHV driving areas/trails open (preferably year round). Maintain existing trails and reduce trash in OHV areas in partnership with volunteers and clubs.
- Create more Class II driving areas/trails close to metro areas to reduce travel time and increase participation.
- Provide a variety of Class II OHV experiences, including easy, moderate, and difficult/technical driving opportunities. Connect trails to provide long distance and overland opportunities.
- Increase availability of information via signs, maps, and online. Signs should clearly delineate public/private/closed areas as well as trail type and difficulty.
- Enforce illegal activities that negatively impact the environment in riding areas.
- Remove gates/blocks and other impediments to OHV access of public lands.

Class III (Off-highway motorcycles)

- Maintain existing trails and staging areas in partnership with volunteers and riding clubs.
- Create more Class III riding areas and single-track trails, especially close to urban areas.
- Remove gates/blocks and other impediments to OHV access of public lands.
- Provide a variety of Class III riding options, including family friendly areas and challenging or long distance trails.
- Consider restricting side-by-side and quad use of Class III trails for safety and environmental reasons.
- Increase camping availability.

Class I (Quads)

- Increase number and variety of riding areas/trails.
- Keep public lands open for OHV use and reopen roads/trails that have been closed/restricted.
- Maintain existing trails to extend riding season.
- Provide consistent trail markers/signage.

Class IV (Side-by-sides)

- Increase side-by-side access to riding areas and develop additional trails/areas.
- Connect trails to reduce on-road connections and to haul equipment to different trailheads.
- Consider allowing side-by-sides on some roads and/or policy changes to allow for street legal side-by-side use (see other state examples).

Snowmobile

- Increase funding for grooming. Maintain snowmobile trails and trailheads in coordination with riding clubs. Regularly plow sno-parks and access roads.
- Expand snowmobile access to additional areas and create more trails.
- Expand parking and create additional sno-parks with trail access.

Whitewater paddling

- Improve river access by maintaining existing access points and facilities and creating new non-motorized put-ins and take-outs.
- Consider changes to permitting lottery system to increase access for individuals and outfitters.
- Address trailhead/parking security concerns.

Regional Differences in Funding Priorities

Trail users' top funding priorities were very consistent across regions. Table 25 highlights the top 5 funding priorities for each trail type for each region. Minor differences in top priorities based on region of residence include:

Central Oregon

- Non-motorized winter trails are a top three priority for new trails, rather than backpacking, bikepacking.
- Expanding parking capacity at water access points is a top 5 priority for water trails, rather than more or improved restrooms

Coast

- Paved shared use trails are a top 3 priority for new trails, rather than mountain biking.
- Improving safety and security at trailheads/trails is a top 5 priority for non-motorized trails, rather than connecting existing trails into larger systems. Informational signs at trailheads are a higher priority than online information.
- Class I and III ATVs are a lower priority for new ATV trails.
- Emergency medical services for OHV areas is a top 5 priority for ATV/OHV trails, due to a tie for 4th place (improving maintenance and informational signs).

- More facilities that are accessible for people with disabilities is a top 5 priority for water trails, rather than restrooms (composite score) or etiquette and safety education (% important).
- Snowmobile (only 10 responses)

Gorge

- Building new trail connections within or connecting communities is a top 5 priority for non-motorized trails, rather than online information about trails (composite score) or building new trails in dispersed areas (% important).
- Opportunities for multi-day long-distance ATV trips is a top 5 ATV/OHV priority, rather than online information.
- Snowmobile (only 11 responses)

Eastern Oregon

- Non-motorized winter trails are a top three priority for new trails, rather than mountain biking.
- Side-by-sides are highest priority for new OHV trails
- Informational signs at trailheads (composite score) and online information about trails (% important) are a top 5 priority for non-motorized trails, rather than adapting trails to protect natural resources and respond to climate change.
- Major restoration of existing snowmobile trails and facilities (composite score) and informational signage and online information (% important) are top 5 priorities, rather than expanding parking capacity.
- Life jacket loaner stations (composite score) and boat-in campsites (% important) are top 5 priorities for water trails, rather than improved flat water paddling access.

Portland Metro

- Building new non-motorized trail connections within or connecting communities is top 5 priority, rather than online information about trails.
- Online information about snowmobile trails (composite score) and wayfinding signage (% important) are top 5 snowmobile priorities, rather than expanding parking.
- Expanding parking capacity at water access points is a top 5 priority, rather than water trail etiquette and safety education.

Southern Oregon

- Improving safety/security at trails/trailheads (composite score) and building new trail connections in dispersed areas (% important) are top 5 priorities for non-motorized trails, rather than adapting trails to protect natural resources or respond to climate change.

- More camping opportunities at staging areas/trailheads is a top 5 priority for ATV/OHV trails, rather than informational signs.
- Online info, informational signs, and new sno-parks/trailheads are top 5 priorities for snowmobile trails, rather than avalanche safety education or expanding parking capacity at existing sno-parks.
- Expanding parking capacity at water access points is a top 5 priority for water trails, rather than etiquette and safety education.

Willamette Valley

- Paved shared use trails are a top 3 priority for new trails, rather than mountain biking.
- Improving safety and security on non-motorized trails/trailheads is a top 5 priority, rather than connecting existing trails into larger systems.
- Wayfinding signage and warming shelters are top 5 priorities for snowmobile trails, rather than expanding parking capacity at sno-parks or increasing operations/maintenance levels.

Table 25 Funding Priorities by Region

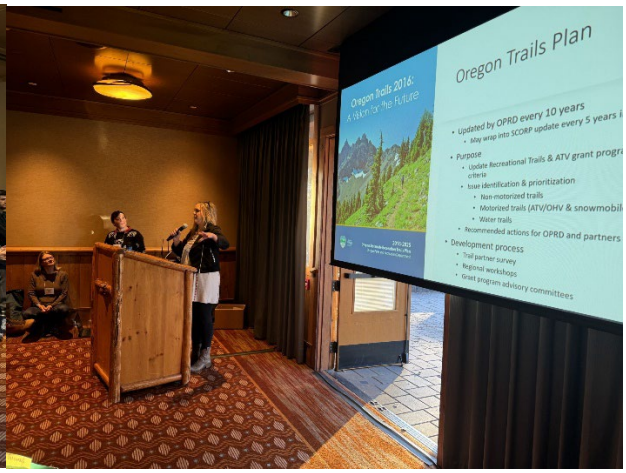
	Composite Score (1-4)								Mod-Very Important							
	Statewide	Central	Coast	Gorge	Eastern	Portland	Southern	Willamette	Statewide	Central	Coast	Gorge	Eastern	Portland	Southern	Willamette
New Non-Motorized Trails																
Natural or soft surface trails for hiking, running, or walking	3.21	3.18	3.44	3.15	2.91	3.18	3.07	3.25	80%	78%	88%	75%	68%	78%	76%	82%
Backpacking or Bikepacking opportunities (e.g. long-distance trails or hiker/biker campsites)	2.54	2.40	2.55	2.55	2.45	2.59	2.48	2.56	53%	47%	55%	53%	46%	55%	50%	53%
Natural or soft surface trails for “mountain biking"	2.45	2.58	2.18	3.11	2.17	2.56	2.32	2.31	46%	53%	34%	72%	36%	49%	44%	41%
Paved shared use trails for walking, biking, skating, scootering, etc (separate from sidewalks or roads)	2.38	2.28	2.49	2.43	2.06	2.44	2.19	2.40	46%	41%	50%	51%	33%	48%	39%	48%
Cross-country skiing, snowshoeing, or other winter/Nordic trails	2.23	2.45	2.04	2.49	2.30	2.22	2.16	2.15	38%	48%	31%	49%	39%	37%	37%	34%
Wide dirt or gravel trails for “gravel biking"	2.01	1.98	1.91	2.04	1.91	2.12	1.90	1.96	29%	30%	23%	27%	26%	33%	25%	27%
Horseback riding trails	1.91	2.01	2.06	1.74	2.09	1.74	2.12	1.98	25%	27%	29%	19%	29%	19%	32%	27%
Non-Motorized Funding Priorities																
Repair major trail damage	3.65	3.63	3.70	3.65	3.49	3.65	3.61	3.68	93%	93%	93%	93%	89%	93%	92%	94%
Routine trail upkeep and maintenance	3.54	3.51	3.61	3.55	3.27	3.54	3.51	3.58	91%	90%	92%	89%	79%	92%	89%	93%
Connect existing trails into larger trail systems	3.01	2.97	3.00	3.09	2.77	3.09	2.88	2.97	72%	71%	73%	74%	64%	75%	69%	71%
Adapt trails to protect natural resources (e.g. wildlife habitat) and respond to climate hazards (e.g. wildfires)	3.00	3.04	3.19	3.09	2.69	3.01	2.76	3.00	70%	71%	78%	71%	56%	70%	60%	69%
Online information about trails and how to access them	2.95	2.94	3.15	2.73	2.80	2.90	2.95	3.02	69%	68%	78%	58%	61%	66%	69%	73%
Build new trail connections within or connecting communities	2.95	2.91	2.99	3.07	2.64	3.02	2.76	2.94	68%	66%	71%	74%	52%	72%	61%	67%
Build new trail connections in dispersed areas (e.g. state parks, national forests)	2.93	2.90	3.03	3.05	2.64	2.95	2.78	2.96	69%	68%	73%	69%	56%	70%	64%	69%
Improve safety and security along trails and at trailheads	2.92	2.86	3.21	2.83	2.51	2.88	2.85	3.00	66%	61%	80%	64%	49%	64%	63%	70%
Informational signs at trailheads (e.g. maps, level of difficulty, trail surface)	2.84	2.84	3.17	2.83	2.74	2.74	2.77	2.88	63%	62%	77%	62%	55%	58%	63%	66%
Wayfinding (directional and distance) signs along trails	2.75	2.76	3.08	2.61	2.63	2.67	2.72	2.76	60%	61%	74%	52%	52%	56%	60%	62%
Safety and environmental protection education programs (e.g. trail etiquette, Leave no Trace)	2.72	2.75	2.95	2.74	2.60	2.65	2.60	2.75	58%	60%	67%	62%	49%	55%	53%	58%
Increase accessible trail opportunities for people with disabilities	2.68	2.63	2.92	2.73	2.38	2.67	2.58	2.68	57%	54%	69%	59%	43%	56%	52%	58%
Enforcement of trail rules	2.66	2.79	2.81	2.51	2.47	2.62	2.60	2.64	55%	59%	62%	47%	44%	54%	55%	52%
Manage trails to avoid user conflicts (e.g. restrict bicycle access to certain trails)	2.57	2.74	2.78	2.44	2.39	2.45	2.51	2.61	52%	59%	62%	47%	43%	47%	51%	53%
More restrooms at trailheads	2.56	2.50	2.79	2.43	2.46	2.54	2.52	2.57	50%	46%	64%	44%	43%	49%	47%	51%
More or larger trailheads and parking areas	2.55	2.57	2.66	2.40	2.36	2.54	2.52	2.57	51%	53%	58%	44%	37%	51%	48%	52%
Educational signs about natural, historic, or cultural features along trails	2.40	2.38	2.73	2.28	2.44	2.27	2.44	2.42	43%	42%	58%	42%	44%	37%	45%	44%
Address overcrowding (e.g. widen trails, convert to one-way)	2.33	2.55	2.34	2.48	2.11	2.32	2.14	2.29	41%	51%	40%	47%	30%	40%	36%	38%
Amenities at trailheads and along trails (e.g. water, benches, trash cans, pet litter bags, etc)	2.33	2.29	2.60	2.11	2.20	2.29	2.30	2.34	40%	39%	54%	30%	33%	38%	40%	39%
Trail Rangers or Trail Ambassadors (staff or volunteers providing information at trails)	1.99	1.93	2.14	1.88	1.88	2.01	1.84	2.01	26%	24%	32%	23%	23%	26%	21%	26%
New OHV/ATV Trails																
Off-road motorcycle trails (Class III ATVs)	2.87	3.04	2.48	2.87	2.58	2.91	2.92	2.91	63%	73%	46%	62%	54%	65%	66%	62%
Side-by-side trails (Class IV ATVs)	2.48	2.51	2.60	2.19	3.20	2.21	2.65	2.44	49%	50%	54%	39%	76%	39%	52%	48%
Quad or three-wheeler trails (Class I ATVs)	2.39	2.31	2.39	2.25	2.66	2.19	2.64	2.48	45%	41%	46%	42%	55%	39%	54%	48%

	Composite Score (1-4)								Mod-Very Important							
	Statewide	Central	Coast	Gorge	Eastern	Portland	Southern	Willamette	Statewide	Central	Coast	Gorge	Eastern	Portland	Southern	Willamette
Dune buggy, sand rail, or 4x4 vehicle trails (Class II ATVs)	2.34	2.18	2.59	2.07	2.35	2.37	2.39	2.34	43%	37%	52%	36%	44%	44%	44%	42%
OHV/ATV Funding Priorities																
Continue current maintenance levels at OHV trails and facilities	3.29	3.23	3.19	3.25	3.24	3.36	3.28	3.30	83%	79%	78%	78%	83%	86%	82%	84%
Construct new OHV trails	3.12	3.09	2.93	3.18	3.02	3.14	3.09	3.22	73%	72%	66%	76%	67%	75%	70%	78%
Improve maintenance of OHV trails and facilities beyond current levels	2.96	2.98	2.88	2.92	2.95	2.89	2.97	3.05	67%	68%	61%	63%	68%	65%	65%	71%
Online information about trails and how to access trails	2.95	2.83	2.90	2.69	2.99	2.89	2.99	3.09	69%	64%	65%	59%	72%	68%	69%	74%
Informational signs at trailheads (e.g. maps, level of difficulty)	2.87	2.75	2.87	2.71	2.90	2.90	2.75	2.96	65%	59%	61%	61%	68%	68%	60%	67%
Provide opportunities for multi-day long-distance ATV trail experiences (e.g. dual-sporting, overlanding)	2.78	2.72	2.59	2.74	2.74	2.77	2.74	2.91	61%	58%	58%	58%	59%	62%	57%	67%
More camping opportunities at trailheads/staging areas	2.71	2.60	2.54	2.61	2.75	2.66	2.83	2.84	58%	52%	56%	53%	59%	55%	63%	65%
Wayfinding signs along trails (direction and distance)	2.69	2.67	2.75	2.58	2.76	2.67	2.62	2.73	58%	59%	60%	56%	57%	58%	55%	59%
Manage OHV trails to avoid user conflicts (e.g. restrict trails to certain vehicle classes)	2.66	2.66	2.51	2.61	2.43	2.75	2.59	2.71	55%	54%	48%	52%	47%	61%	53%	57%
Continue current law enforcement levels on OHV trails and trailheads	2.64	2.46	2.77	2.70	2.51	2.70	2.57	2.70	54%	47%	57%	56%	50%	56%	51%	58%
OHV trail etiquette and environmental protection education materials/programs (e.g. Tread Lightly!)	2.64	2.54	2.71	2.69	2.55	2.64	2.61	2.70	53%	50%	55%	53%	49%	54%	54%	56%
Amenities at trailheads/staging areas (water, trash cans, etc)	2.59	2.56	2.64	2.33	2.42	2.56	2.63	2.70	52%	50%	56%	41%	45%	52%	50%	58%
Replace or build new restrooms	2.56	2.48	2.61	2.48	2.54	2.49	2.68	2.61	51%	47%	54%	48%	52%	50%	58%	52%
Develop new staging areas	2.52	2.49	2.41	2.46	2.35	2.46	2.62	2.65	48%	48%	45%	44%	39%	47%	49%	54%
Emergency medical services for OHV areas	2.47	2.30	2.86	2.39	2.40	2.43	2.45	2.52	46%	41%	62%	46%	43%	46%	41%	48%
OHV safety education materials/programs	2.41	2.34	2.57	2.27	2.31	2.39	2.40	2.45	44%	40%	54%	40%	41%	42%	42%	46%
Expand parking capacity at existing trailheads/staging areas	2.34	2.25	2.40	2.25	2.29	2.25	2.45	2.44	41%	38%	44%	36%	34%	37%	43%	46%
More facilities that are accessible for OHV/ATV riders with disabilities	2.33	2.32	2.52	2.34	2.44	2.18	2.47	2.36	40%	37%	50%	41%	45%	33%	45%	42%
Increase law enforcement on OHV trails and at trailheads	2.19	2.08	2.45	2.16	2.00	2.19	2.11	2.26	35%	30%	47%	34%	29%	34%	34%	37%
Snowmobile Funding Priorities																
Basic trail grooming and maintenance	3.42	3.61	2.80	2.91	3.53	3.32	3.32	3.44	86%	88%	70%	55%	93%	87%	81%	87%
Avalanche safety education	3.08	3.14	2.90	3.00	3.27	2.95	3.00	3.07	74%	75%	70%	73%	81%	73%	68%	70%
Expand and/or connect existing snowmobile and snow trail systems	3.07	3.22	2.70	2.64	3.00	3.05	3.14	3.08	73%	78%	70%	64%	68%	73%	76%	73%
Increase current operations and maintenance levels for snowmobile and winter/snow trails and facilities	3.07	3.24	2.50	2.36	3.29	2.95	3.05	2.98	70%	77%	40%	45%	78%	71%	70%	62%
Expand parking capacity at existing trailheads and sno-parks	2.93	3.29	2.30	2.73	2.81	2.87	2.89	2.82	66%	81%	50%	73%	59%	62%	65%	62%
Wayfinding signage (directional and distance)	2.89	2.89	3.30	2.27	2.95	2.86	2.95	2.87	66%	67%	80%	45%	66%	66%	65%	65%
Informational signage at trailheads (e.g. maps, level of difficulty)	2.89	2.86	3.10	2.36	2.98	2.82	3.05	2.85	65%	63%	80%	45%	73%	62%	70%	61%
Develop new trailheads and sno-park areas	2.88	3.06	2.30	2.64	2.88	2.86	3.06	2.73	64%	70%	40%	55%	63%	63%	75%	60%
Online information about trails and how to access them2	2.88	2.72	2.70	2.64	2.97	3.02	3.05	2.81	63%	56%	50%	45%	75%	65%	70%	58%
Major restoration of existing snowmobile and snow trails and facilities	2.84	2.81	2.55	2.64	3.00	2.85	2.83	2.78	62%	59%	55%	55%	69%	63%	58%	61%
Warming shelters at Sno-Parks and/or within trail systems	2.76	2.70	2.60	2.64	2.88	2.78	2.65	2.82	60%	56%	50%	45%	64%	60%	59%	64%
Snowmobile etiquette and safety education materials/programs	2.60	2.64	2.90	2.64	2.68	2.55	2.51	2.50	50%	53%	60%	45%	53%	48%	43%	48%
Manage trails to avoid user conflicts	2.55	2.73	2.40	2.40	2.64	2.57	2.41	2.39	49%	58%	40%	50%	52%	52%	46%	37%
Replace or build new restrooms2	2.45	2.34	2.20	2.09	2.51	2.58	2.69	2.33	44%	38%	40%	27%	46%	48%	53%	43%

	Composite Score (1-4)								Mod-Very Important							
	Statewide	Central	Coast	Gorge	Eastern	Portland	Southern	Willamette	Statewide	Central	Coast	Gorge	Eastern	Portland	Southern	Willamette
Environmental protection education materials/programs (e.g. Tread Lightly!)	2.43	2.51	2.70	2.73	2.48	2.37	2.56	2.18	44%	45%	50%	45%	48%	46%	47%	35%
Trailhead & trailside amenities (water, benches, trash cans, etc)	2.38	2.39	2.20	2.00	2.39	2.34	2.59	2.37	42%	41%	40%	27%	42%	42%	49%	42%
Increase law enforcement on snowmobile trails and at Sno-Parks (e.g. patrols, snowmobile registration enforcement, etc.)	2.30	2.32	2.60	2.27	2.34	2.28	2.27	2.20	38%	44%	60%	27%	42%	35%	35%	28%
More facilities that are accessible for snowmobilers with disabilities	2.28	2.28	2.50	2.82	2.36	2.24	2.30	2.12	36%	34%	30%	64%	41%	36%	35%	33%
Water Trail Funding Priorities																
Digital/GPS maps and information about water trails and public lands along water trails	2.85	2.89	3.00	2.61	2.51	2.81	2.77	2.90	66%	68%	69%	56%	51%	65%	67%	67%
More or improved flat water paddling access points	2.81	2.79	2.94	2.73	2.26	2.86	2.61	2.84	63%	62%	67%	60%	39%	67%	55%	62%
Aquatic invasive species infrastructure (clean, drain, dry stations)	2.63	2.60	2.88	2.50	2.81	2.59	2.54	2.60	53%	53%	63%	49%	60%	52%	52%	51%
Water trail etiquette and safety education materials or programs	2.55	2.60	2.82	2.43	2.67	2.45	2.45	2.54	49%	54%	60%	45%	53%	45%	45%	49%
More or improved restrooms	2.54	2.52	2.78	2.50	2.44	2.47	2.49	2.55	50%	49%	62%	51%	47%	47%	46%	50%
Expand parking capacity at access points	2.50	2.64	2.60	2.41	2.32	2.47	2.44	2.46	49%	56%	53%	41%	42%	47%	47%	48%
More facilities that are accessible for people with disabilities (e.g. Parking, restrooms, launch points)	2.44	2.43	2.80	2.31	2.25	2.39	2.33	2.42	45%	44%	64%	41%	39%	42%	40%	44%
Life jacket loaner stations	2.33		2.59	2.28	2.33	2.27	2.32	2.48	41%	32%	49%	39%	33%	39%	41%	46%
More or improved boat-in or floating campsites accessible from the water	2.31		2.38	2.29	2.32	2.30	2.29	2.33	41%	40%	42%	44%	46%	42%	39%	40%
Paper maps and information about water trails and public lands along water trails	2.22		2.52	1.94	2.32	2.11	2.28	2.31	36%	34%	48%	25%	42%	31%	42%	39%
More overnight parking options for multi-day trips	2.16		2.33	2.24	2.28	2.11	2.17	2.15	34%	31%	41%	39%	42%	33%	34%	34%
More or improved whitewater paddling access points	2.12		2.18	2.26	2.16	2.07	2.20	2.14	32%	30%	33%	41%	37%	30%	34%	31%
More or improved changing rooms, showers, or rinse-off stations	2.02		2.25	1.92	2.00	2.00	2.11	2.01	28%	23%	35%	25%	32%	27%	32%	27%
Vehicle e-charging stations at launches or takeout locations	1.58		1.66	1.54	1.72	1.65	1.46	1.56	14%	12%	18%	11%	19%	16%	10%	13%

Workshop Results

OPRD conducted an in-person workshop at the 2024 Outdoor Recreation Summit in Sunriver, OR and a virtual workshop at the January 2025 Metro Trails Forum to share initial results from the trail partners survey and gather additional feedback from trail partners. OPRD also conducted multiple presentations and workshops with the RTP Advisory Committee and ATV Grants Advisory Committee to share outreach findings and discuss potential changes to grant program criteria. See Appendix E: Workshop Notes for detailed notes from all workshops.



Focus Group Results

OPRD conducted two virtual focus groups with previous RTP grant applicants in January 2025 to gather input on the current application process, scoring criteria, and policy issues. OPRD also conducted seven virtual focus groups with different trail user groups to gather additional information for the Trails Plan update. See Appendix F: Focus Group Notes for detailed notes from all workshops.

Cross-Focus Group Takeaways

- Transportation access is major accessibility issue: More investment in off-street path connections, more trail experiences close to home, and more proactive partnering with transit agencies are desired
- Desire for better information online about what activities are allowed and encouraged where in order to “know before you go” and to reduce conflicts
- Desire for more funding for: trail development, maintenance, partnerships, enforcement
- Trail maintenance is a top priority, with urgent needs for repairing fire and storm damage, addressing erosion, and supporting volunteer crews through staffing, tools, and training.

- Access and connectivity remain major barriers, including limited legal multi-day parking, inadequate signage, few transit options to trailheads, and a need for more connected trails between communities, parks, and key destinations.
- Clear, consistent, and centralized information is essential, including trail conditions, accessibility details, signage, and mobile/digital tools—paired with user reporting systems and real-time updates.
- User safety, equity, and inclusive access must be improved, through better infrastructure (like trailhead toilets, secure parking, and benches), support for underserved communities, and efforts to reduce user conflicts and unsafe behaviors on shared trails.

Nordic/Snowmobile/Winter Trails Focus Group

- Limited parking at popular snowparks is one of top current challenges
- RTP should have explicit eligibility for avalanche forecasters and education staff
- Investment priorities:
    - maintenance, reopening closed areas
    - opening new areas at higher elevations with more consistent snowpack
- More safety education needs, especially in regards to avalanche safety and S&R
- Chronic underfunding threatens grooming, safety, and trail upkeep, prompting strong interest in sustainable solutions like user fees, expanded RTP support, and policy changes that recognize trails' economic and health value.
- Access is constrained by overcrowded snowparks, limited parking, and lack of winter transit, with strong calls for shuttle service, expanded lots, and better alignment between transportation planning and trail infrastructure.
- User safety and accessibility require urgent attention, including avalanche education, enforcement against illegal motorized use, and trailhead improvements to support sit-skiers, older adults, and non-drivers.
- Volunteers and clubs are central to trail operations, but aging rosters and outdated laws limit capacity—participants emphasized the need for improved partnerships, legal updates, and support for grant navigation and inter-club coordination.

Disability/Adaptive Equipment Users Focus Group

- More information should be available online and at trailheads about amenities, barriers, conditions, distance to primary features, trail surface, trail width, severity of slope/cross slope, barriers, etc. (Perhaps a moderated database updated by "certified" volunteers)
- Transitions (between parking lot and trail, between trail and dock, etc) are just as important as the trail and adjoining amenities

- Consider universal parking permitting and changes in reservation systems: disabled users should not have to pay same to park in areas where only a very limited number of features are accessible; and in reservation systems, accessible amenities (campsites, yurts, etc) should prioritize availability for the people that need them
- Investment priorities:
    - More access desired to the cool stuff: great views, waterfalls, water access, etc
    - More short distance trails desired to major features
    - Greater depth and breadth experiences available at desired locations so you're not traveling for one 15 min activity (eg. not one short accessible MTB trail in an area, but a system of trails with gradation of challenge levels).
    - Trail and recreation site information online and at trailheads
- Reliable, detailed, and accessible trail information is essential—users need specifics on grade, surface, obstacles, and amenities, presented in multiple formats (e.g., large print, braille, clear signage) both online and at trailheads.
- Infrastructure gaps and poor transitions limit true accessibility, including narrow gates, steep slopes, inadequate restrooms, and disconnected access from parking to trails or between trail segments.
- Accessibility must be standardized and operationalized across agencies, with clear criteria, enforcement, and design consistency—moving beyond vague "accessible" labels to universal design practices.
- A broad range of accessible trail experiences is needed, from short loops to multi-day and backcountry options, along with inclusive designs that consider sensory, emotional, and cognitive access needs.

BIPOC Nature Network Focus Group

- Support for group activities, "going together" is really important both in program support and system design.
- Support needed for education programs, outreach at culturally-relevant community events, interpretation that includes indigenous history and current indigenous perspectives, and gear libraries
- Investment priorities:
    - Desire for more safety infrastructure in remote areas: cell hot spots at trailheads, trail "hub" meet-up spots in recreation regions that offer safe, welcoming spaces for gathering, preparing, and connecting with information, amenities (bathrooms, water, picnic areas, charging), etc
    - Invest in accessible infrastructure close to communities, including transportation, bathrooms, water

- Support community-led, group-based access by funding local leaders who organize culturally relevant outings and reduce barriers like transportation, gear, and outreach—especially for youth and new users.
- Address cultural and social exclusion by shifting trail messaging away from competition toward connection, increasing representation, and affirming diverse, inclusive ways of engaging with the outdoors.
- Provide clear, multilingual, and multimodal information, combining print, digital, and in-person outreach to meet users where they are—especially beginners and underrepresented communities.

MTB/Bikepacking Focus Group

- Log out maintenance is extra important for MTB access- trees down make trails almost unusable
- Lack of consistent timber mgt planning is a big issue for MTB trails that are often on public or private working forest lands
- Need more trails to accommodate wider adaptive MTB bikes
- Need better engagement from land mgrs with advocates/stewardship partners; reduce red tape for partnerships
- Investment priorities:
- Log-out maintenance
- Build accessible, local trail networks by prioritizing town-to-trail systems, short loops, pump tracks, and beginner-friendly options that reduce car dependence and support families, youth, and new riders.
- Desire for more green and blue (beginner/immediate) trails close to home- not all have to be big destination systems- just places to ride after school/work
- Adaptive MTB accessible trails
- Support inclusive trail design and clear eMTB policies to serve a wider range of users, including older adults, riders with disabilities, and those seeking green and blue trails for progression and accessibility.
- Increase investment in trail maintenance, infrastructure, and volunteer support, including signage, parking, adaptive access, and capacity-building for local trail organizations.
- Streamline policies and partnerships by reducing red tape, funding NEPA processes, collaborating with private landowners, and creating statewide tools for trail planning, funding, and management.

OHV Focus Group

- Better information needed online about what is allowed where and where there may be width restrictions/barriers (especially for side by sides)
- Better signage needed on the ground where rules change with invisible land mgt boundary lines.
- More standardized safety education
- Strategies to deal with overcrowding at popular areas
- There is strong demand for expanded and connected OHV trail systems, especially for Class II (side-by-side) vehicles and longer looped routes, with a focus on resolving access issues caused by checkerboard land ownership and limited legal routes.
- Users want better infrastructure and information, including updated maps showing trail width and land ownership, clearer signage, one-way trails to reduce collisions, and a centralized online hub for trail conditions, regulations, and closures.
- Volunteerism is high, but participation is limited by barriers, such as lack of certification, confusing rules, and inadequate coordination; users are eager for training, clearer pathways to contribute, and recognition for stewardship work.
- Trash, overuse, and inconsistent enforcement are growing problems, with users seeking improved maintenance, better behavior education, more staff support, and thoughtful permit strategies that don't push riders into unregulated areas.
- Investment priorities:
    - Signage where rules changes/boundaries
    - Class IV side by side riding networks
    - Information resources

Paddling User Focus Group

- Access equity and infrastructure gaps are a top concern, especially related to safe, ADA-friendly put-ins/take-outs, parking for cars without trailers, and access along underserved waterways like the Columbia Slough and Tualatin River.
- Information systems are fragmented and outdated, with strong support for a centralized, up-to-date, GPS-enabled resource hub covering access points, amenities, conditions, and safety.
- Land manager coordination and long-term plan follow-through are needed, including fulfilling past commitments, addressing invasive species, and prioritizing investments that reflect both recreational and accessibility needs.

- Water trail accessibility goes beyond ramps, requiring gentle slopes, rest points, signage visible from the water, accessible camp options, and detailed descriptions of site features—not just icons.
- Investment priorities:
    - Flexible, safe, overnight parking facilities (not just for trailers but for regular cars)
    - Bathrooms/trash/waste management solutions at designated access points and campsites
    - Information resources (possibly including signage on rivers about amenities available at specific sites)
    - (Possibly Portland Metro specific) accessible "rest stops" in longer stretches of rivers between access points with steep banks
    - Gently sloped beaches/access points are more widely accessible than prefab accessible launches.

Hiking, Equestrian, and Other Trail User Focus Group

- Trail maintenance and repair are the top priorities, with widespread concern about deferred maintenance, storm and fire damage, erosion, and lack of staff support—especially in remote and high-use areas.
- Safety, access, and connectivity challenges limit trail use, including parking security, transit gaps, e-bike conflicts, limited signage, and barriers for people with disabilities or non-motorized users starting from cities.
- Better information systems are needed, including a centralized, real-time source for trail conditions, fire closures, accessibility details, and safety alerts, plus expanded use of mobile apps, QR codes, and user input tools.
- Stronger collaboration and stewardship models are essential, with calls for inter-user group partnerships, trail work celebrations, community engagement, youth participation, and equitable investment across rural and urban areas.
- Investment Priorities
    - Maintenance of existing trails and reopening trails post-fire
    - Water and toilets at trailheads
    - Designated campsites on long-distance trails
    - Safe parking and transit/shuttle options to trailheads; better signage/designated parking for horse trailers
    - Closing gaps in long-distance trails- connectivity between trail systems

Appendix A: Trail Partners Survey Tool

Oregon Trails Partners Survey tool

Appendix B: Partner Survey Open-Ended Question Responses

PartnerSurvey_OpenEndedResponses.p

Appendix C: Trail User Survey Tool

Oregon Trail User Survey tool.pdf

Appendix D: User Survey Open-Ended Question Responses

UserSurvey_OpenEndedResponses.pdf

Appendix E: Workshop Notes

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Appendix F: Focus Group Notes

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