

Off Highway Vehicle (OHV)
Designated Routes Working Group

Oregon Dunes National Recreation Area
Siuslaw National Forest

FINAL REPORT

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Oregon Dunes National Recreation Area – North Riding Area Dunes

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Executive Summary

Introduction

The U.S. Forest Service (USFS), Siuslaw National Forest, manages the Oregon Dunes National Recreation Area (ODNRA), comprised of approximately 28,900 acres of forest, water and open sand areas between Florence and North Bend on the Oregon coast. One of the uses of the area historically, and today, is Off Highway Vehicle riding. Congress designated the ODNRA in March of 1972, specifying that it be managed to... *“provide for the public outdoor recreation use and enjoyment of certain ocean shoreline and dunes, forested areas, fresh water lakes, and recreational facilities in the State of Oregon...and the conservation of scenic, scientific, historic, and other values contributing to public enjoyment...”*

The Off Highway Vehicle (OHV) Designated Routes Working Group was convened in October of 2009. The purpose of the group was to propose a system of designated routes within Management Area 10(C) of the ODNRA (MA 10(C)). They were to accomplish this by reviewing the existing conditions within the three riding areas and identifying a system of designated routes that would meet the intent of the 1994 ODNRA Management Plan, and balance the needs and objectives of the interests, recognizing that full satisfaction cannot be met for all interests. The Working Group was comprised of fourteen individuals, who were selected by an independent, third party facilitator.

In 1994, the Forest Service adopted the current ODNRA Management Plan. The 1994 plan established separate management areas with differing resource emphases within the NRA. These management areas or “zones” (10A through 10L) restricted or allowed OHV use to varying degrees. MA 10(C) is one of these management areas. The plan specifies that this management area is to be managed to “protect vegetated habitats while providing controlled opportunities for Off Road Vehicle (ORV¹) touring and travel on designated routes.” The plan further states that the goal for this management area is “to minimize ORV impacts on vegetated areas while allowing controlled opportunities for riding and travel through the area on designated routes for access to the beach and other areas which are open for ORV use.” The plan also called for the identification of additional designated routes in this management area within 3 years of plan approval, and the obliteration or natural reversion of all other routes.

The routes originally designated in 1994 plan have remained the only officially designated routes in MA 10(C), and the lack of formal closure orders for most areas zoned as MA 10(C) has permitted the continued use of “undesigned” routes by OHVs, and the establishment of additional user-created routes in some areas. The USFS’s “Travel Management Rule”, adopted in 2005, essentially “reversed” the context for allowing or prohibiting OHV use on USFS lands. The rule requires each national forest or ranger district to designate those roads, trails, and areas open to motor vehicles, and prohibits motor vehicle use off the designated system or inconsistent with the designations.

¹ The term Off Road Vehicle (ORV) appears in the 1994 ODNRA Management Plan. For the purposes of this report it is interchangeable with the term Off Highway Vehicle (OHV).

Overview of ODNRA Riding Areas

For the purpose of going through the process with the OHV Designated Routes Working Group, the NRA was divided into three logical geographic riding areas.

North Riding Area - The north riding area is located immediately south of Florence. It lies between the beach on the west and Highway 101 to the east, and between South Jetty Road on the north end, and the Siltcoos River on the south end. It is characterized by a large, relatively unbroken open sand area running from north to south in the center, with vegetated areas along the west and east sides.

Middle Riding Area - The middle riding area is located immediately south of Reedsport and Winchester Bay. It lies to the west of Highway 101, adjacent to Umpqua Beach. The northern portion of the area is characterized by several long, narrow strips of open sand (parabola dunes), separated by densely forested ridges. The southern portion of this area is characterized by a large, relatively unbroken open sand area, which contains several small "tree islands".

South Riding Area - The south riding area is located north of North Bend. It is bordered by the beach on the west side, and by numerous private properties along the east side, with Highway 101 to the east of the private lands. It lies between Horsfall Beach Road on the south end, and Tenmile Creek on the north end. This is the largest and most diverse of the riding areas. The area contains numerous wetland areas, and several large lakes. Open sand areas are arranged in strips running north-south, with very limited access through the forested areas that separate them, due to wet areas and very dense vegetation.

Working Group Process and Development of Proposals

The Working Group conducted its work through a series of four field trips and eight meetings. Group members also provided review and feedback on various products and documents between meetings as the process moved forward. The Group was supported by two staff, a contract facilitator and the Dispersed Recreation Coordinator for the Central Coast Ranger District, Siuslaw National Forest. All field trips and meetings were open to the public. Meetings were held in locations from Florence to North Bend during the process in an effort to encourage participation by local residents and recreation users.

The Working Group focused on one riding area at a time, starting with the middle riding area, moving to the north riding area, and then to the south riding area. USFS GIS staff prepared GIS displays showing current designated routes and other existing OHV trails. Each riding area was the subject of a field tour to look at specific MA 10(C) areas and key issues associated with OHV use. The day following each field tour, a meeting of the Working Group was held in a nearby community to discuss that riding area and to develop initial proposals for designated routes.

The process of developing specific route proposals for each riding area included a review of issues observed and discussed on the field tour, a review of historical aerial photos, and a review of the existing trails display. Group members contributed their personal knowledge of specific trails and the

use they received. The Group developed a set of criteria to assist them in evaluating and assessing specific route proposals.

Group members advanced two proposals in each riding area that came to be characterized as the “bookend” proposals. The first of these was a proposal to designate all of the existing trails in the riding area, as shown on the GIS displays, as Designated Routes. The corollary proposal (the other “bookend”) was to designate no additional trails as Designated Routes, beyond what was currently designated in the riding area. In addition to these two proposals, the Group also developed a variety of specific designated route proposals for each riding area, as well as a number of proposals to “re-zone” specific areas from MA 10(C) to MA 10(B), the management area where open riding of OHVs is permitted. In total, the Working Group developed fifteen designated route and four re-zoning proposals for the north riding area, five designated route and one re-zoning proposal for the middle riding area, and nine designated route and two re-zoning proposals for the south riding area.

Following development of the proposals, Group members responded to surveys to indicate their individual level of support for each of the proposals. Members were asked to indicate whether they fully supported a proposal, supported the proposal with reservations, or did not support the proposal. A numerical value of 5 was assigned if a member indicated full support, 3 for support with reservations and 0 for no support. Average ratings were calculated for each proposal and are included with the proposal narratives and summaries in this report.

Key Issues Identified by the Working Group

During the process of discussing and evaluating ideas for designated routes in Management Area 10(C) the Working Group identified a number of key issues. Some of these issues related directly to the process of identifying and designating routes in MA 10(C), and others are more general in nature and are issues of concern that apply more broadly to management of the ODNRA, and the variety of uses and users there. Key issues identified and discussed in this report focus on the following topics:

- Native versus non-native vegetation
- Natural versus human-created vegetative conditions
- Dynamic landscape conditions on the NRA versus “Static” planning decisions
- Noise associated with OHV use
- Adequacy of staffing for management and law enforcement
- Adequacy of funding mechanisms
- Adjacent landowners and “inholdings”
- Signs and fencing
- Existing sand camp locations
- ODNRA “Recreation Capacity”
- User surveys and feedback systems/user involvement in management decisions
- User safety
- Economic impacts from ODNRA use
- Management goals and objectives for MA 10(C)
- Designated route and re-zoning proposals in other management areas (not MA 10(C))

The Working Group also identified and discussed several proposals for designated routes and re-zoning that were in management areas other than MA 10(C). These are included within the key issues section of the report.

Public Comment Received

Public comment during the process occurred through three primary mechanisms. First, each meeting of the Working Group included a specific time block for public comment. During this time block, individuals were invited to provide their input in the order in which they had signed-in as they arrived during the day. Second, numerous e-mails were received from interested public throughout the process. Third, a number of letters and copies of e-mails were submitted at the public meetings, either in lieu of, or in addition to oral comments.

In this report, public comments are summarized. More detailed summaries of comments received during the public comment periods at Working Group meetings can be found in the individual meeting notes for specific meetings, available through the Siuslaw National Forest ODNRA OHCV Designated Routes web page at the following location:

<http://www.fs.fed.us/r6/siuslaw/projects/rec-plans-projects/dunes-routes/index.shtml>

Copies of all written and e-mail input received are filed at the Siuslaw National Forest Supervisor's office in Corvallis. Information on these materials is available from Frank Davis, Siuslaw National Forest Planner.

Introduction

Background

The U.S. Forest Service (USFS), Siuslaw National Forest, manages the Oregon Dunes National Recreation Area (ODNRA), comprised of approximately 28,900 acres of forest, water and open sand areas between Florence and North Bend on the Oregon coast. This area of diverse and constantly changing landscapes is host to a wide array of outdoor recreational uses. Many of those uses have been ongoing long before the establishment of the area as a National Recreation Area (NRA). One of the uses of the area historically, and today, is Off Highway Vehicle (OHV) riding. The ODNRA is the most popular and heavily used OHV area in Oregon, and one of the most popular in the country.

The report that follows presents a number of possibilities for the designation of additional “Designated Routes” within Management Area 10(C) of the ODNRA. These “proposals” were developed by the OHV Designated Routes Working Group, a group of fourteen individuals representing a diverse set of interests and stakeholders familiar with the ODNRA. The group participated in a series of four field trips and eight public meetings over a 13-month period. The report also summarizes the key information and issues discussed by the Working Group.



Dunes in North Riding Area of ODNRA

Purpose and Scope of OHV Designated Routes Working Group

The OHV Designated Routes Working Group was convened in October of 2009. The purpose of the group was to propose a system of designated routes within MA 10(C) of the ODNRA. They were to accomplish this by reviewing the existing conditions within the three riding areas and identifying a system of designated routes that would meet the intent of the 1994 ODNRA Management Plan, and by balancing the needs and objectives of the interests, recognizing that full satisfaction cannot be met for all interests.

MA 10(C) is one of several management areas identified in the 1994 plan. The plan specifies that this management area is to be managed to “protect vegetated habitats while providing controlled opportunities for Off Road Vehicle (ORV²) touring and travel on designated routes.” The plan further states that the goal for this management area is “to minimize ORV impacts on vegetated areas while allowing controlled opportunities for riding and travel through the area on designated routes for access to the beach and other areas which are open for ORV use.”

The scope of the Group’s proposals is limited to potential designated routes in MA 10(C). However, the Working Group did consider and discuss many issues applicable to the larger NRA and its management. The Group’s discussions and ideas on these broader issues are summarized in the “Key Issues” section of this report.

The Working Group was comprised of fourteen individuals, who were selected by an independent, third party facilitator. The size of the Group, and the interests to be represented on the Group were specified by the USFS through a contract with the third party facilitator. However, once applications were solicited and reviewed, some additional interests were identified and included in the Group. The fourteen individuals were selected from a pool of thirty applicants. Appendix A lists the names of the Working Group members and interests they represented.

History of NRA and OHV Management

Congress designated the ODNRA in March of 1972, specifying that it be managed to... *“provide for the public outdoor recreation use and enjoyment of certain ocean shoreline and dunes, forested areas, fresh water lakes, and recreational facilities in the State of Oregon...and the conservation of scenic, scientific, historic, and other values contributing to public enjoyment...”*

In 1979, the USFS adopted the first management plan for the recreation area, establishing standards and methods for managing Off-Highway Vehicle use and other uses of the area. Prior to the 1979 plan, 91% of the NRA was zoned as open to OHV use, although significant portions of that were densely vegetated and experienced limited OHV use. The 1979 plan restricted OHV use to approximately 47% of the NRA, again with some portion of that receiving limited OHV use due to the vegetation present. In 1994, the

² The term Off Road Vehicle (ORV) appears in the 1994 ODNRA Management Plan. For the purposes of this report it is interchangeable with the term Off Highway Vehicle (OHV).

Forest Service adopted the current ODNRA Management Plan. The 1994 plan established separate management areas with differing resource emphases within the NRA. These management areas or “zones” (10A through 10L) restricted or allowed OHV use to varying degrees. The eleven management designations and associated acres are as follows:

- 10 (A) – Non-Motorized Undeveloped – 7,830 acres (27%)
- 10 (B) – Off-Road Vehicle Open – 5,930 acres (21%)
- 10 (C) – ORV on Designated Routes – 4,455 acres (15%)
- 10 (D) – Developed Corridors – 1,050 acres (4%)
- 10 (E) – Snowy Plover Habitat – 1,010 acres (3%)
- 10 (F) – Plant, Fish and Wildlife Habitat – 3,120 acres (11%)
- 10 (G) – Wetlands Emphasis – 2,540 acres (9%)
- 10 (H) – Wildlife and Fish Viewing – 315 acres (1%)
- 10 (J) – Recommended Wild and Scenic River – 1,090 acres (4%)
- 10 (K) – Research Natural Area – 1,190 acres (4%)
- 10 (L) – Noise Control Buffer – 370 acres (1%)

There are two management areas designed primarily to accommodate OHV use. Management Area 10(B) (MA 10(B)) is comprised of a number of large, open sand areas on the NRA, and is designated as open riding for OHVs. Management Area 10(C) (MA 10(C)) consists primarily of forested upland areas in the NRA, and restricts the operation of OHVs to “Designated Routes”. A number of these routes were identified and designated at the time the 1994 plan was approved. The plan also called for the identification of additional designated routes within 3 years of plan approval, and the obliteration or natural reversion of all other routes. Taken together, MA 10(B) and MA 10(C) comprise approximately 36% of the NRA.

Since 1994, the USFS has implemented many of the key action items identified in the plan. Key management actions taken have included prohibiting non-street legal OHVs in certain developed facilities, closing some specific areas to OHV use to provide non-motorized experiences, establishment of noise control buffers, the establishment of day-use only facilities and night riding curfews, and the establishment of designated OHV Dispersed Campsites and a permit system for their use.

Context for OHV Designated Routes Process on the ODNRA

The routes originally designated in the 1994 plan have remained the only officially designated routes in MA 10(C). In addition, the lack of formal closure orders for most areas zoned as MA 10(C) has permitted the continued use of “undesigned” routes by OHVs, and the establishment of additional user-created routes in some areas. As a result, the majority of existing trails traveled by OHVs within MA 10(C) today are not designated routes.

The USFS's "Travel Management Rule" (36 CFR 212, Subpart B, Designation of Roads, Trails, and Areas for Motor Vehicle Use), adopted in 2005, resulted in the establishment of a new process for specifying where OHV use could occur on USFS lands. Scheduled for implementation by 2010, this rule "reversed" the context for allowing or prohibiting OHV use on USFS lands. The rule requires each national forest or ranger district to designate those roads, trails, and areas open to motor vehicles. Once designation is complete, the rule prohibits motor vehicle use off the designated system or inconsistent with the designations. Designations are shown on a motor vehicle use map. Motor vehicle use maps for the Siuslaw National Forest, including the ODNRA were published in the Spring of 2010. It was within this changing context that the OHV Designated Routes Working Group was convened in October of 2009.

Overview of North, Middle and South Riding Areas on the ODNRA

In defining the process for the OHV Designated Routes Working Group, the NRA was divided into three logical geographic riding areas: North, Middle and South. The Working Group focused their attention on one riding area at a time.

North Riding Area

This riding area is located immediately south of Florence. It lies between the beach on the west and Highway 101 to the east, and between South Jetty Road on the north end, and the Siltcoos River on the south end. It is characterized by a large, relatively unbroken open sand area running from north to



Stream Outlet from Cleawox Lake

south in the center, with vegetated areas along the west and east sides. The western area, adjacent to the beach, is primarily foredune, with a combination of beachgrass dominated area closer to the beach, transitioning to shrub and tree dominated vegetation further inland. The inland portion of this forested area is a deflation plain wetland, and has been expanding to the east over time. Vegetation on this west side of the riding area is generally very dense. Other than in beachgrass dominated areas close to the beach, there are few OHV trails beyond the designated routes. The southern end of this western portion lies adjacent to Snowy plover habitat near the mouth of the Siltcoos River (Siltcoos Breach area). Some of this area has been designated as critical habitat for the Snowy plover by the U.S. Fish and Wildlife Service (USFWS). The beach to the west of the riding area is under the jurisdiction of the Oregon Parks and Recreation Department (OPRD), and is open to OHVs.

The forested area along the eastern portion of the north riding area is a combination of native forest stands, and Lodgepole pine (shore pine) plantation stands that resulted from dune stabilization efforts in the 1960s and 1970s. "Undesignated" OHV trails in this

area are numerous, particularly in proximity to the OHV Staging Areas located on the north and south ends of the riding area. Many of these plantation stands have also developed into high quality matsutake mushroom habitat, and support an active local mushroom picking industry. A number of privately owned properties lie along the eastern boundary of the area, just south of Florence. Many of these are residential properties. Cleawox Lake, popular for non-motorized recreation use, lies within and adjacent to these eastern portion of the riding area on the north end. Honeyman State Park also borders the riding area on the east side. A noise buffer of varying width, which is closed to OHV use, has been established along most of the eastern boundary of this area, south of Cleawox Lake. Other areas popular with non-motorized recreation users lie adjacent to the north (South Jetty area) and to the south (Siltcoos River/Lagoon Campground area).

There are several existing designated routes (DR) and OHV staging areas in the north riding area, as follows:

- Coast Guard DR - running north-south immediately adjacent to the beach.
- Hunters DR - running north-south, parallel to the Coast Guard route but further inland.
- South Jetty DR – running east-west and then north-south, and connecting Goose Pasture and South Jetty Staging Areas with open sand areas to the south.
- South Jetty Staging Area – located south of the South Jetty Road on north end of riding area.
- Goose Pasture Staging Area – located south of South Jetty Road and west of the South Jetty Staging Area on north end of riding area.
- Goose Pasture DR – running east-west and connecting the beach with open sand areas to the east.
- Chapman’s DR – south of Goose Pasture DR and running east-west and connecting the beach with open sand areas to the east.
- Breach DR (Siltcoos Breach) – south of Chapman’s DR and running east-west and connecting the beach with open sand areas to the east.
- Incinerator Road DR – running north from Siltcoos Beach Road on south end of riding area.
- Driftwood II Campground – located north of Siltcoos Beach Road on south end of riding area.
- Driftwood II DR – running north-south and connecting Driftwood II Campground with open sand areas to the north.
- Siltcoos Beach Staging Area – located at west end of Siltcoos Beach Road on south end of riding area.

Middle Riding Area

This riding area is located immediately south of Reedsport and Winchester Bay. It lies to the west of Highway 101, adjacent to Umpqua Beach. The northern portion of the area is characterized by several long, narrow strips of open sand (parabola dunes), separated by densely forested ridges. The southern portion of this area is characterized by a large, relatively unbroken open sand area, which contains several small “tree islands”. The western side of the south portion is a foredune/deflation plain area, dominated by beachgrass and shrub species.



Dunes and Forested Uplands in Middle Riding Area

The beach to the west of the riding area is under the jurisdiction of the OPRD, and is closed to OHVs. The south boundary of this area lies adjacent to a designated Research Natural Area. Other than in the beachgrass dominated area on the southwest side of the riding area, OHV trails are largely limited to the edges of the forested areas. This riding area is notable for the height and steepness of its dunes, and OHV hill climbing is a popular activity here. Banshee Hill, a well known hill climb area, is located in the north end of the riding area.

Umpqua Lighthouse State Park borders the riding area on the north side. There are currently no designated routes in this riding area. There are two OHV staging areas, Umpqua Beach #2 and Umpqua Beach #3, both located on the Umpqua Beach access road.

South Riding Area

This riding area is located north of North Bend. It is bordered by the beach on the west side, and by numerous private properties along the east side, with Highway 101 to the east of the private lands. It lies between Horsfall Beach Road on the south end, and Tenmile Creek on the north end. This is the largest and most diverse of the riding areas. The area contains numerous wetland areas, and several large lakes. Open sand areas are arranged in strips running north-south, with very limited access through the forested areas that separate them, due to wet areas and very dense vegetation.

Vegetation in the western foredune/deflation plain area is dominated by beachgrass near the beach, and dense shrub and wetland vegetation further inland. The forested strips further inland in the riding area are primarily native forest vegetation located on short, steep ridges, with some open sand areas dominated by beachgrass hummocks intermixed. There are also extensive areas of dense riparian and wetland vegetation intermixed due to the lakes and wetlands in the area.

There are several large non-federal land “inholdings” within this area. Some are privately held and others are owned by Coos County. There is direct trail and/or open sand access onto NRA lands from many of these properties. Some of these property lines have been fenced by the landowners, and

others have not. In some areas, OHV use moves from NRA land to private land and back, without regard to the property lines. There are easements in place for some designated OHV trails. The beach to the west of the riding area is under the jurisdiction of the OPRD, and is open to OHVs. Parcels of land zoned as Management Area 10(C) are smaller and more fragmented in the south riding area, due to the land ownership pattern and the presence of lakes and wetlands. Some parcels have extensive networks of “undesigned” OHV trails, primarily those in close proximity to staging areas and other access points. Others have few or no “undesigned” trails due to limited access and/or dense vegetation.

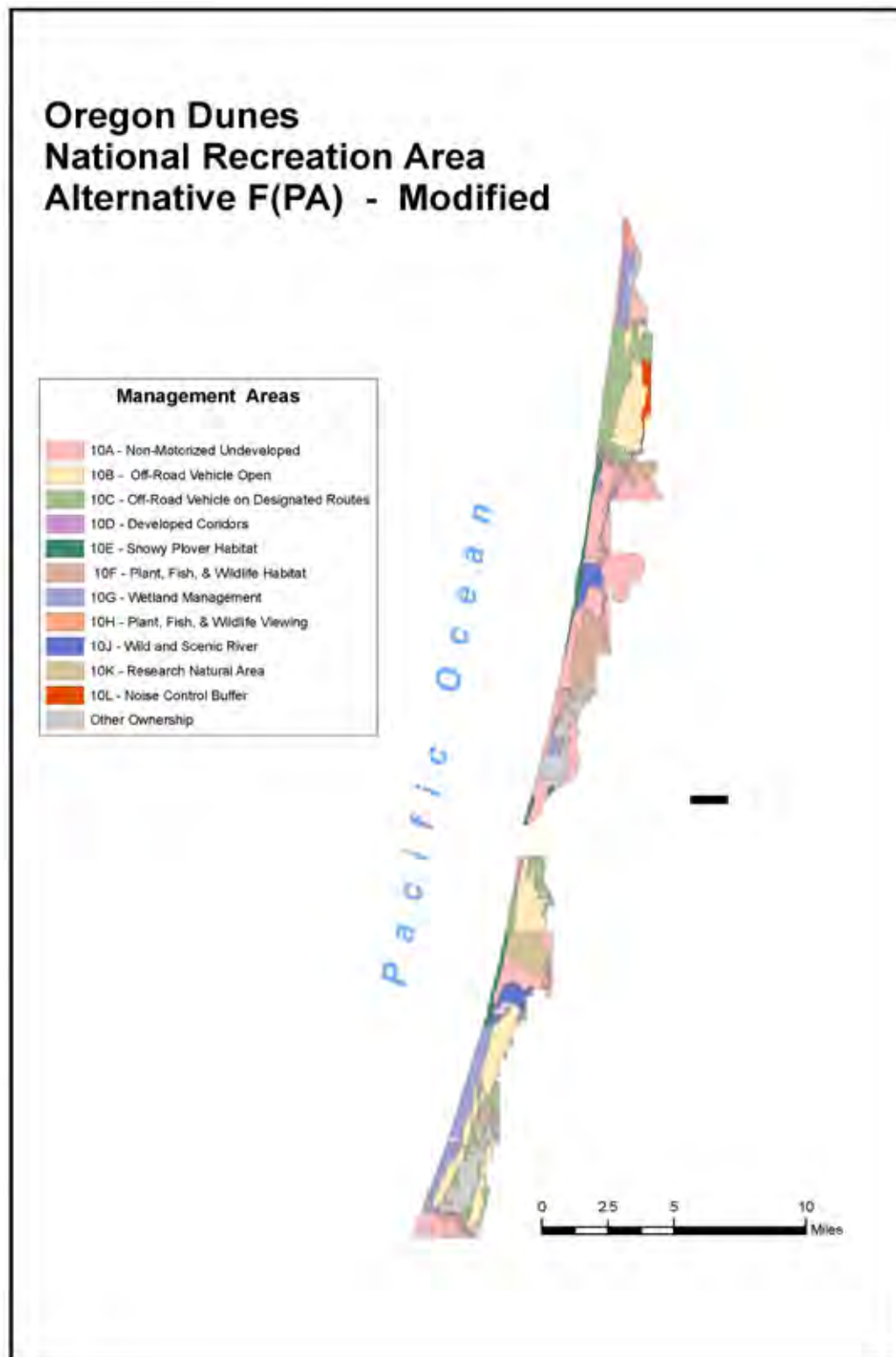


Open Sand Area in South Riding Area

There are several existing designated routes and OHV staging areas in this riding area, as follows:

- Coast Guard DR - running north-south immediately adjacent to the beach.
- 430 DR – running north-south from Spinreel Campground and Staging Area to Hauser Beach Road.
- Bark DR - running north-south, from Horsfall Beach Road to Hauser Beach Road on the east side of the area.
- Spinreel Campground and Staging Area – located in the northeast corner of the riding area, near Tenmile Creek.
- Tenmile DR – located in the northwest corner of the riding area, adjacent to Tenmile Creek.
- Saunders Lake DR – running east-west, and connecting the Saunders Lake area to the beach.
- Hauser Staging Area – located on the east side of the riding area, on Hauser Depot Road just west of Highway 101.
- Hauser Beach DR – running east-west and connecting the Hauser Beach Road to the beach.
- Old Bark Road Staging Area – located north of Horsfall Beach Road in the southeast corner of the riding area.
- Bull Run DR – running east-west just north of Horsfall Beach Road on the west end.
- Horsfall Campground – located north of Horsfall Beach Road in the southeast corner of the riding area.
- Horsfall Beach Campground and Staging Area – located adjacent to the beach on the west end of Horsfall Beach Road, in the southwest corner of the riding area.

ODNRA Management Area Display



OHV Designated Routes Working Group Process and Methods

The Working Group conducted its work through a series of four field trips and eight meetings. In addition to the field trips and meetings, Group members provided review and feedback on various products and documents between meetings as the process moved forward. The Group was supported by two staff: Ross Holloway, Working Group Facilitator, and Sharon Stewart, Dispersed Recreation Coordinator for the Central Coast Ranger District, Siuslaw National Forest. Ross provided meeting scheduling and planning, meeting facilitation, and documentation. Sharon provided field trip planning and logistics, coordinated GIS and mapping support, and served as the USFS representative at all meetings and field trips.

All field trips and meetings of the Working Group were open to the public. Meeting notices were published in local media outlets seven to ten days prior to each meeting. Information on field trips and meetings was also posted to a specific web page developed by the Siuslaw National Forest, and distributed to individuals and organizations on a mailing list developed for the process. Meetings were held in locations from Florence to North Bend during the process in an effort to encourage participation by local residents and recreation users.

Summaries of field trips, meetings and other Working Group activities

October 3, 2009 – The initial meeting of the Working Group was held at the Florence Events Center in Florence, Oregon. In addition to Group members and staff, four members of the public were in



Working Group Members on Initial Field Tour

attendance. Pam Gardner, District Ranger, Central Coast Ranger District, Siuslaw National Forest also attended this initial meeting. The Group went through introductions of members and staff, and reviewed and discussed the purpose, ground rules and expectations for the process. They received a presentation on the history of the ODNRA, the current management plan, and the purpose and management goals for MA 10(C) from Pam Gardner. The Group took a short field trip to the north riding area of the NRA. The Group reviewed and discussed

the future work plan and schedule of meetings and field trips that would be needed to complete their tasks.

Interim Work (between October 3 and November 6) – The Group received information on western snowy plover (provided by Liz Kelly), which had been requested at the October 3 meeting.

November 6, 2009 – The Group participated in a half-day field trip to the middle riding area. In addition to Group members and staff, five members of the public attended the field trip. Others in attendance included representatives of the Oregon Parks and Recreation Department, Coos County Sheriff's Office, and staff from Congressman Peter DeFazio's office. Additional USFS staff attending included a Geologist, a Botanist, and a Law Enforcement officer to share information on the dunes and NRA management. The group made seven stops on the field trip and viewed several different parcels of MA 10(C).

November 7, 2009 – The Group held its second meeting at the Winchester Bay Community Center in Winchester Bay, Oregon. In addition to Group members and staff, others in attendance included nine members of the public and a reporter from The Umpqua Post newspaper. Topics reviewed and discussed at this meeting included the history of OHV management and the designated routes issue on the NRA. The Group also developed and discussed a list of criteria that they could use to evaluate alternative designated route proposals. The Group developed an initial set of designated route proposals for the middle riding area.

Interim Work (between November 6 and January 22) – The Group received electronic files for the middle area riding displays used at the November 7 meeting. Group members reviewed and commented on the middle riding area proposals, and provided more detailed locations for some of the proposed routes. The Group received information on OHV use and economic impact surveys conducted by OSU. The Group also completed an on-line survey to "rank" the importance of the evaluation criteria developed at the November 7 meeting.



Working Group Discusses Mushroom Habitat
in North Riding Area

January 22, 2010 – The Group participated in a full-day field trip to the north riding area. In addition to Group members and staff, thirteen members of the public attended the field trip. Additional USFS staff attending included a Botanist, a Wildlife Biologist, and NRA recreation staff. The Group visited two stops focused on matsutake mushroom habitat areas, and the impact of OHV trails and use on this resource. The Group viewed several "undesigned" OHV trails that receive heavy use and serve as key access routes. The Group viewed a large area of plantation forest, with extensive areas of non-native

species presence, and discussed the pros and cons of this area being “re-zoned” from MA 10(C) to MA 10(B) (Open riding). The Group visited the Driftwood II and Incinerator Road areas to view and discuss both currently designated routes and popular undesigned trails.

January 23, 2010 – The Group held its third meeting at the meeting hall at Honeyman State Park, south of Florence. In addition to Group members and staff, others in attendance included nineteen members of the public. Topics reviewed and discussed at this meeting included review and discussion of the evaluation criteria developed at the November meeting, review and refinement of the middle riding area designated route proposals, and development of initial designated route proposals for the north riding area.

Interim Work (between January 23 and April 16) – Group members reviewed and commented on the north riding area proposals, and provided more detailed locations for some of the proposed routes. The Group was provided with links to access the GIS displays for the north, middle, and south riding areas. The Group completed on-line surveys, using the evaluation criteria developed, to provide feedback on the proposals developed for the north and middle riding areas. The Group received a summary of the feedback received from the on-line surveys.

April 16, 2010 - The Group participated in a full-day field trip to the south riding area. In addition to Group members and staff, twenty eight members of the public attended the field trip. Others in attendance included NRA recreation management staff, three local landowners, two representatives of Hauser Fire Department, and a Coos County Sheriff’s Deputy. The Group traveled north on the Bark Designated Route and viewed and discussed several small parcels of Management Area 10(C) that lie between the route and open sand to the east. They discussed the pros and cons of these parcels being “re-zoned” from Management Area 10(C) to 10(B) (Open riding). The Group also visited an area overlooking private properties that are “inholdings” within the NRA and heard from landowners about their concerns with OHV use impacts on their properties. The Group visited the Beale Lake area and discussed concerns about the recent closure implemented there, and its impact on historical use and access to the lake shore. The Group discussed issues related to signing and fencing on the NRA, and the need for increasing the emphasis on educating users.



Field Tour of South Riding Area

April 17, 2010 – The Group held its fourth meeting at the North Bend Public Library in North Bend, Oregon. In addition to Group members and staff, others in attendance included twenty six members of

the public, Siuslaw National Forest Supervisor Jerry Ingersoll, and a representative of Hauser Fire Department. Work at this meeting focused on reviewing, discussing and refining the proposals previously developed for the north and middle riding areas.

Interim Work (between April 17 and June 5) – Group members reviewed and commented on a proposal to revise and reduce the number of evaluation criteria developed in November, and reviewed and commented on a proposal to re-organize the proposals developed to date for the middle and north riding areas. The Group also provided feedback on the question of how best to schedule and receive public comment at their meetings. They continued to provide feedback for inclusion in proposal narratives for the middle and north riding areas.

June 5, 2010 – The Group held its fifth meeting at the North Bend Public Library in North Bend. In addition to Group members and staff, others in attendance included fifteen members of the public. Work at this meeting focused on development of initial proposals for the south riding area, and review and refinement of the middle and north riding area proposals.

Interim Work (between June 5 and June 26) – The Group received the south riding area proposal displays and proposal narratives for review and comment.

June 26, 2010 - The Group held its sixth meeting at the Florence Events Center in Florence. In addition



Working Group at North Bend Public Library

to Group members and staff, others in attendance included twenty five members of the public, and Siuslaw National Forest Recreation Staff Officer Mike Harvey. Work at this meeting focused on a discussion of the 1994 ODNRA Management Plan and the process used to develop it, review and refinement of the south riding area proposals developed at the June 5 meeting, and review and discussion of a draft “Key Issues” document. The Group also discussed plans for two final meetings of the Group in the Fall of 2010 to complete their work and review a final report.

Interim Work (between June 26 and September 11) – The Group provided review and feedback on the proposal narratives for all three riding areas, and on the “Key Issues” document provided at the June 5 meeting. Group members also completed on-line surveys to assess their level of support for the various proposals developed to date.

September 11, 2010 – The Group held its seventh meeting at the North Bend Public Library. In addition to Group members and staff, others in attendance included six members of the public. Work at this meeting focused on a review and discussion of “level of support” surveys completed by group members

prior to the meeting, additional discussion and clarification of previously developed proposals, and review and discussion of a draft final report document. The Group also discussed plans for their final meeting on October 16, and plans for updating the “level of support” surveys in the interim.

Interim Work (between September 11 and October 16) – The group reviewed and provided feedback on the draft final report document discussed at the September 11 meeting. Some group members also accessed and updated their “level of support” surveys following the discussions at the September meeting.

October 16, 2010 – The Group held its eighth and final meeting at the Siuslaw Valley Fire and Rescue Station in Florence. In addition to Group members and staff, others in attendance included 17 members of the public. Work at this meeting focused on a review and discussion of the updated “level of support” surveys completed by group members, review and discussion of a draft final report document, and a presentation by USFS staff on their plan for a decision making process on designating additional routes. The Group also received recognition for their efforts from Central Coast District Ranger Pam Gardner, and Siuslaw National Forest Supervisor Jerry Ingersoll.

Methods for Developing Designated Route Proposals

The process was constructed to focus on one riding area at a time, starting with the middle riding area, moving to the north riding area, and then to the south riding area. For each riding area, USFS GIS staff prepared GIS displays showing current designated routes and other existing OHV trails. The location of existing OHV trails was established through interpretation of 2005 aerial photos of the NRA. For some trail locations, corrections were made based on GPS information collected by USFS staff and by Working Group members. Each riding area was the subject of a field tour to look at specific MA 10(C) areas and key issues associated with OHV use. USFS resource specialists attended the field tours to share information on key issues and resources. Adjacent landowners were also present on some of the field tours to share issues and concerns from their perspective. The day following each field tour, a meeting of the Working Group was held in a nearby community to discuss that riding area and to develop initial proposals for designated routes.

The process of developing specific route proposals for each riding area began with a review of issues observed and discussed on the previous day’s field tour. The Group then reviewed historical aerial photos of the riding area to see how the landscape had changed over time. The Working Group was able to review aerial photos from 1962 for each riding area, and compare those with the 2005 aerial photos. This enabled the Group to see where significant areas of new vegetation had developed over time, and how those changes had affected the amount and distribution of open sand and forested areas in each riding area. The Group also reviewed the existing trails display for each riding area. Group members contributed their personal knowledge of specific trails and the use they received.

At the second meeting of the Working Group, in November, 2009 in Winchester Bay, the Group discussed and developed a set of criteria they believed were important to evaluating and assessing specific route proposals. Criteria addressed a variety of social, economic and environmental issues.

Evaluation criteria developed by the Group:

1. *Extent to which the proposed designated route would minimize impacts to native vegetation, or maintain blocks of native vegetation.*
2. *Extent to which the proposed designated route would provide for managed (controlled) OHV riding opportunities.*
3. *Extent to which the proposed designated route would connect open riding areas.*
4. *Extent to which the proposed designated route would affect the ability of users to use open riding areas (how levels of use are impacted, and thus economic benefits of use are impacted).*
5. *Extent to which the proposed designated route would affect the quality of the user experience.*
6. *Extent to which the proposed designated route would provide for emergency response vehicle access.*
7. *Extent to which the proposed designated route would avoid impacts to areas of quality matsutake mushroom habitat.*
8. *Extent to which the proposed designated route would avoid impacts to known cultural resources.*
9. *Extent to which the proposed designated route would avoid or minimize impacts to wetlands.*
10. *Extent to which the proposed designated route would minimize impacts to sensitive or listed species, or to identified “critical habitat” for a species.*
11. *Extent to which the proposed designated route would be in close proximity to special wildlife habitats.*
12. *Extent to which the proposed designated route would be compatible with other uses of the area.*
13. *Extent to which the proposed designated route would affect trail maintenance requirements and the cost of maintenance.*
14. *Extent to which the proposed designated route would provide for the safety of users.*
15. *Extent to which the proposed designated route would have the potential for adverse impacts on neighboring landowners.*

Following development of the evaluation criteria, the Working Group developed initial designated route proposals for the middle riding area. Initially, Group members advanced two proposals that came to be characterized as the “bookend” proposals. The first of these was a proposal to designate all of the existing trails in the riding area, as shown on the GIS displays, as Designated Routes. The corollary proposal (the other “bookend”) was to designate no additional trails as Designated Routes, beyond what was currently designated in the riding area. (Note: There are no currently designated routes in the middle riding area.) In addition to the “bookend” proposals, the Group developed several specific proposals for potential Designated Routes, focusing first on the east side of the riding area and then on the west side. Proposals on the east side involved options for providing routes that crossed the five forested fingers in that portion of the riding area. Options on the west side focused on the foredune/deflation plain area in the southwest quadrant of the riding area. Also, based on their review of the historical photos and areas seen on the field tour, the Group developed proposals for “re-zoning” a MA 10(C) area in the southwest quadrant to MA 10(B), Open riding. Following the development of the initial proposals for the middle riding area, several Group members volunteered to do “ground truthing” work prior to the next meeting, to provide corrections to the existing trails displays, and to establish more specific locations for some of the Designated Routes proposed.

Similar processes were used to develop initial Designated Route and re-zoning proposals for the north and south riding areas. Both involved full-day field tours, followed by full-day meetings to review issues and historical photos, hear public comment, and develop initial proposals. Following the development of the middle riding area proposals in November, the interim period between subsequent meetings served as a review and comment period, whereby Working Group members provided additional information and their thoughts and concerns on various proposals. Initial north riding area proposals were developed at the January meeting, and initial south riding area proposal were developed at the June 5 meeting. Based on the feedback received and discussions at Working Group meetings, the following format was established for presenting information on each proposal:

Format for Organizing Proposal Narratives

<u>Riding Area:</u> (Middle,North or South)	<u>Proposal Identifier:</u> (Unique identifier for each proposal)
<u>Proposal Description:</u> (A short statement describing the proposal...what trails and where, or what area to be re-zoned)	
<u>Description of Area:</u> (A brief description of vegetation and other key features in proximity to the proposed route or re-zone)	
<u>Key Benefits of Route Designation or Zone Change:</u> (A listing of the benefits or “pros” of the proposal in the opinion of Working Group members. Note: No attempt was made to establish a consensus. Specific benefits could reflect the opinion of one, or several Group members.)	
<u>Key Issues or Concerns Noted:</u> (A listing of the concerns or “cons” of the proposal in the opinion of Working Group members. Note: No attempt was made to establish a consensus. Specific issues or concerns could reflect the opinion of one, or several Group members.)	
<u>Summary of Working Group Evaluations/Support for Proposal:</u> (Information generated through several on-line surveys where Working Group members were asked to indicated their level of support for individual proposals, and provide any comments they had.)	

Following development of the middle and north riding area proposals, Working Group members completed a series of on-line evaluation surveys, utilizing the fifteen evaluation criteria developed. As a result of these surveys and discussions at subsequent meetings, the Group decided that trying to evaluate each proposal against fifteen criteria was too cumbersome. For proper evaluation, several of the criteria required technical information or expertise either not readily available at the time, or outside the expertise of most Group members. Specifically, the Group determined that the criteria related to cultural resources, wetlands, critical habitat for species, presence of specific wildlife habitats, and trail maintenance requirements and costs should be dropped as evaluation criteria to be directly considered by the Working Group. It was agreed that if Group members had specific concerns or information relative to any of these elements, those would be documented in the proposal narratives. The Group also agreed that all of these elements are important and need to be considered by the USFS in any future analyses of Designated Route or re-zoning proposals.

Following development and discussion of Designated Route and re-zoning proposals for all three riding areas, Group members completed an initial series of on-line surveys to indicate their level of support for individual proposals. Members were asked to indicate whether they fully supported a proposal, supported the proposal with reservations, or did not support the proposal. A numerical value of 5 was assigned if a member indicated full support, 3 for support with reservations and 0 for no support.

Average ratings were calculated for each proposal and a summary of the survey results was provided to group members. At their September 11 meeting, the Working Group reviewed the results of these surveys, and used the information to identify proposals for which they believed additional discussion would be beneficial. Through those discussions, additional benefits and concerns were identified for several proposals, and corrections to the narratives were suggested for a number of proposals.

Some members of the group chose to update their on-line surveys following the discussions at the September meeting. Final survey results were compiled and shared with the Working Group at their final meeting on October 16, and are reflected in the proposal narratives and summaries that follow.



Boundary Between Management Areas 10(B) and 10(C) in Middle Riding Area

Working Group Proposals

North Riding Area Proposal Narratives

This riding area is located immediately south of Florence. It is bordered on the north by South Jetty Road and on the south by the Siltcoos River and Siltcoos Beach Road. There are currently 13.8 miles of designated OHV routes in this riding area. In addition, there is an estimated 94.1 miles of undesignated trails used by OHVs located within MA 10(C) areas.

Designated Route Proposals

Riding Area: North	Proposal Identifier: NA – DR - All
Proposal Description: Designate routes on all existing identified trails in the MA 10(C) portion of the riding area (currently designated and undesignated), and close all future user-created trails. This would result in the designation of an additional 94 miles of routes, for a total of approximately 108 miles of designated routes in this riding area.	
Description of Area: Applies to entire riding area.	
Key Benefits of Route Designation or Zone Change: Would retain existing designated routes and designate all additional existing trails, making them available for continued use by riders. Maximizes the potential trail riding opportunities in MA 10(C) areas.	
Key Issues or Concerns Noted: Designates many trails that may be in poor or unsafe locations. Designates many trails that do not serve as connectors between open riding areas. Perpetuates the “spider web” of trails that have developed in some MA 10(C) areas, impacting native vegetation and impacting high quality Matsutake mushroom habitat areas. Perpetuates a situation for emergency responders whereby it is often difficult to know what trail a victim is on, and provides access to more remote areas, which are difficult for emergency responders to reach. Perpetuates OHV noise and use impacts on non-OHV recreational users, neighboring rural residents, nearby cities, and sensitive wildlife and wetland areas. Give exclusive priority to OHV use in this area, rather than balancing with other uses.	
Summary of Working Group Evaluations/Support for Proposal: This proposal received a low level of support from Working Group members. In a range from 5 (full support) to 0 (no support), it received an average rating of 1.92. Overall, it ranked #11 out of 15 different route proposals evaluated by group members. Support is generally associated with maximizing trail riding opportunities and the diversity of trail riding experiences, and dispersing the heavy use associated with most of this riding area. Lack of support is generally associated with concerns about protecting other resource values in the area, including native vegetation, wetland areas, high quality mushroom habitat, and wildlife habitats. There is also concern about the large number of routes that would be associated with this proposal and potential impacts on other uses in the area.	

<u>Riding Area:</u> North	<u>Proposal Identifier:</u> NA – DR - None
<u>Proposal Description:</u> Designate no additional routes in the MA 10(C) portion of the riding area, beyond what is currently designated, and close all existing and future user-created trails. This would result in approximately 14 miles of designated routes in the riding area, and the closure and/or obliteration of approximately 94 miles of existing undesignated routes.	
<u>Description of Area:</u> Applies to entire riding area.	
<u>Key Benefits of Route Designation or Zone Change:</u> Maximizes protection to native vegetation, wetland areas, high quality Matsutake mushroom habitat, and wildlife habitat. Minimizes potential OHV use conflicts with other recreational users and with neighboring cities and rural residents.	
<u>Key Issues or Concerns Noted:</u> Eliminates many historic trail riding opportunities in this riding area, since riding in MA 10(C) areas would be limited to currently designated routes. There are some existing trails that are located on historically used routes that should have been designated when the 1994 plan was adopted (north of Incinerator Road). Limiting routes to this degree would likely pose extreme management challenges. Existing use would be concentrated to a very small number of routes, increasing maintenance challenges and creating safety concerns. This option does not honor the intent of identifying additional designated routes as stated in the 1994 plan.	
<u>Summary of Working Group Evaluations/Support for Proposal:</u> This proposal received the lowest level of support from Working Group members. In a range from 5 (full support) to 0 (no support), it received an average rating of .73. Overall, it ranked #15 out of 15 different route proposals evaluated by group members. Lack of support was generally associated with an extreme limiting of trail riding opportunities, and the adverse effects of concentrating OHV trail use onto such a limited system of designated routes.	

<u>Riding Area:</u> North	<u>Proposal Identifier:</u> NA – DR - 1
<u>Proposal Description:</u> Designate a “corridor” route on an existing trail, running north-south in the northwest portion of the riding area. This route would be approximately 1.28 miles in length, and would intersect with the Hunters designated route approximately .75 miles south of the starting point, follow the Hunters route for a distance, and then leave the Hunters route and go east to the open sand area on the south end. The “corridor” concept is intended to allow riding within a specific distance of the route centerline, with the specific distance to be determined after evaluating conditions on the ground.	
<u>Description of Area:</u> The proposed “corridor” route is dominated by open sand with hummocks of beachgrass, scotch broom and scattered trees. It is bordered on the east by dense pine stands with dense brush understory. It is bordered on the west by a combination of foredune vegetation (primarily beachgrass), and deflation plain vegetation. This route is currently undesignated, but has long been a popular main access route through this area to connect open sand areas to the north and south. Historical aerial photos (1962) show that the area proposed as a corridor route was open sand in the past.	
<u>Key Benefits of Route Designation or Zone Change:</u> Provides for continued use of well-established popular connector route that probably should have been designated in the 1994 plan. Allowing “corridor” use would help control beachgrass which is present along most of the route, and reduces probability of developing a “washboard” trail requiring recurring maintenance.	
<u>Key Issues or Concerns Noted:</u> None noted.	
<u>Summary of Working Group Evaluations/Support for Proposal:</u> This proposal received the highest level of support from Working Group members. In a range from 5 (full support) to 0 (no support), it received an average rating of 5.00. Overall, it ranked #1 out of 15 different route proposals evaluated by group members. Support is generally related to the fact that this is a long-standing, heavily used connector route, and one that agency staff believes should have been designated at the time the Dunes Plan was adopted in 1994.	

<u>Riding Area:</u> North	<u>Proposal Identifier:</u> NA – DR - 2
<u>Proposal Description:</u> Designate a “corridor” route on an existing trail, running north-south in the northwest portion of the riding area. This route would be to the east of the route proposed in NA-DR-1. This route would be approximately .32 miles in length. Note: If the area to the east of this proposed route is re-zoned to MA 10(B) (Proposal NR-RZ-A), there would be no need for this designated route.	
<u>Description of Area:</u> The route passes through areas dominated by beachgrass hummocks, and connects the open sand areas that extend north to south between the MA 10(C) areas to the east and west. Historical aerial photos (1962) show that the forested area to the east was not present in the past, and this area was open sand.	
<u>Key Benefits of Route Designation or Zone Change:</u> Provides for continued use of well-established connector route that connects open sand areas. Allowing “corridor” use would help control beachgrass which is present along most of the route. Allowing for continued use of this route would reduce congestion on the few connectors available between the open sand areas to the north and south.	
<u>Key Issues or Concerns Noted:</u> None noted.	
<u>Summary of Working Group Evaluations/Support for Proposal:</u> This proposal received a very high level of support from Working Group members. In a range from 5 (full support) to 0 (no support), it received an average rating of 4.83. Overall, it ranked #2 out of 15 different route proposals evaluated by group members. Support is generally related to the fact that this is a long-standing, heavily used connector route, in an area dominated by European beachgrass.	

<u>Riding Area:</u> North	<u>Proposal Identifier:</u> NA – DR - 3
<u>Proposal Description:</u> Designate an east-west connector route, connecting the Hunters Designated Route to the beach, at a location approximately .75 miles north of the Chapman’s Designated Route. This route would be approximately .24 miles in length, and the east end of the route would intersect the Hunter DR at approximately the point where the route proposed in NA-DR-1 would join the Hunter route.	
<u>Description of Area:</u> This area is dominated by deflation plain vegetation on the east end, and by foredune/beachgrass vegetation on the west end, adjacent to the beach. The route would cross the Coast Guard Designated Route, which runs north-south through this area. Although there are some existing trails in this area, the specific route location will have to be established through further on-the-ground work.	
<u>Key Benefits of Route Designation or Zone Change:</u> Provides an east-west connector to the beach at one of the closest points from the “inland” north-south routes.	
<u>Key Issues or Concerns Noted:</u> As shown on the proposal displays, this route may not be practical due to seasonal high water and the presence of a breach area on the west end, which is impacted by winter storm surges. More work is necessary to determine if a viable route can be located to avoid these problems areas. Not a route that is currently popular with OHV users.	
<u>Summary of Working Group Evaluations/Support for Proposal:</u> This proposal received a moderate to high level of support from Working Group members. In a range from 5 (full support) to 0 (no support), it received an average rating of 3.83. Overall, it ranked #4 out of 15 different route proposals evaluated by group members.	

<u>Riding Area:</u> North	<u>Proposal Identifier:</u> NA – DR - 4
<u>Proposal Description:</u> Designate an east-west route on an existing trail on the north end of the northeast portion of the riding area, to connect open sand in the east side of this area with the South Jetty Designated Route. This route would be approximately .16 miles in length, and would intersect the South Jetty route approximately .1 mile east of the Goose Pasture Staging Area. From there, the route would travel east to reach the open sand.	
<u>Description of Area:</u> This area is plantation forest. The route would be located on an existing, heavily used trail.	
<u>Key Benefits of Route Designation or Zone Change:</u> Provides a logical second connector route (in addition to the South Jetty route) through this area of heavy use. Dispersing use in this area would enhance rider safety. This route would be located on an existing well established trail.	
<u>Key Issues or Concerns Noted:</u> None noted.	
<u>Summary of Working Group Evaluations/Support for Proposal:</u> This proposal received a very high level of support from Working Group members. In a range from 5 (full support) to 0 (no support), it received an average rating of 4.83. Overall, it ranked #2 out of 15 different route proposals evaluated by group members.	

<u>Riding Area:</u> North	<u>Proposal Identifier:</u> NA – DR - 5
<u>Proposal Description:</u> Designate a route on existing trail, on the south end of the northeast portion of the riding area, to the west of the existing South Jetty Designated Route. This route would be approximately .28 miles in length, and would connect open sand areas to the north and south.	
<u>Description of Area:</u> Area is dominated by pine plantations established in the 1970's. The area around this proposed route appears as open sand on historical aerial photos (1962).	
<u>Key Benefits of Route Designation or Zone Change:</u> Provides a second connector route (in addition to the South Jetty route) through this area of heavy use. Route would be located on an existing well established trail. Dispersing use in this area would enhance rider safety, reduce washboarding on the one existing route, and would also improve emergency vehicle access to some heavily used dune areas.	
<u>Key Issues or Concerns Noted:</u> Pine plantations in this area are considered high quality Matsutake mushroom habitat, and are popular picking areas. Concern about the increasing access to this area and the "spider web" of trails impacting mushroom habitat. Ability to limit OHVs from leaving this route and enforcement will be critical. Signing and blocking off undesignated side trails will be necessary.	
<u>Summary of Working Group Evaluations/Support for Proposal:</u> This proposal received a moderate level of support from Working Group members. In a range from 5 (full support) to 0 (no support), it received an average rating of 3.58. Overall, it ranked #5 out of 15 different route proposals evaluated by group members.	

<u>Riding Area:</u> North	<u>Proposal Identifier:</u> NA – DR - 6
<p><u>Proposal Description:</u> Designate a route on existing trail in the southern end of the northeast portion of the riding area, connecting open sand on the west, to the shore of Cleawox Lake. This route would be approximately .30 miles in length.</p> <p>Note: A possible variation on this proposal would be to designate a “loop” route to provide for a safer trail riding experience to and from the lake shore.</p>	
<p><u>Description of Area:</u> Area is dominated by pine plantations established in the 1970’s.</p>	
<p><u>Key Benefits of Route Designation or Zone Change:</u> Provides access to a popular destination, a shoreline spot on Cleawox Lake which users have been accessing for many years. This is important to OHV users who are currently excluded from direct access to any of the 32 lakes within the NRA. This route would also provide emergency response access to the lake shore. Provides a quality, low speed trail riding experience desired by families.</p>	
<p><u>Key Issues or Concerns Noted:</u> Concerns about wetland or native vegetation resources immediately adjacent to the lake, which may require further evaluation. Concerns about degradation of dunal lakes by increasing access to shoreline areas. Concerns about the potential for noise impacts to residences on east side of lake and the Girl Scout camp, and to non-motorized uses of Cleawox Lake (kayakers and canoes). Concerns about increasing the potential for introduction of invasive species into this area. Concerns about USFS ability to successfully restrict OHV use to a designated route in this area.</p>	
<p><u>Summary of Working Group Evaluations/Support for Proposal:</u> This proposal received a moderate to low level of support from Working Group members. In a range from 5 (full support) to 0 (no support), it received an average rating of 1.92. Overall, it ranked #11 out of 15 different route proposals evaluated by group members. Support was generally related to providing access to a unique and attractive feature (Cleawox Lake) and a quality trail riding experience for families. Lack of support was generally related to concerns about potential impacts to other resources near the lake, and also due to the fact that this is not a route that provides a connection between riding areas.</p>	

<u>Riding Area:</u> North	<u>Proposal Identifier:</u> NA – DR - 7
<u>Proposal Description:</u> Designate a route running east-west, consisting of new trail construction, to connect to the beach on the north end of the southwest riding portion of the area, mid-way between Chapman Road and the Siltcoos Breach designated route. This route would be approximately .62 miles in length.	
<u>Description of Area:</u> This area is dominated by deflation plain wetland vegetation on the east end, and by foredune/beachgrass vegetation on the west end, adjacent to the beach. The route would cross the Hunters and Coast Guard Designated Routes, both of which run north-south through this area.	
<u>Key Benefits of Route Designation or Zone Change:</u> Provides an east-west connector route to the beach, in an area where there is currently a 2 mile stretch with no east-west connector.	
<u>Key Issues or Concerns Noted:</u> Concerns about impacts to wetland areas and seasonal closures due to high water. Some concerns that this route is “superfluous” or unnecessary because of the presence of existing east-west designated routes that provide access from open riding areas to the beach.	
<u>Summary of Working Group Evaluations/Support for Proposal:</u> This proposal received a moderate level of support from Working Group members. In a range from 5 (full support) to 0 (no support), it received an average rating of 3.33. Overall, it ranked #6 out of 15 different route proposals evaluated by group members.	

<u>Riding Area:</u> North	<u>Proposal Identifier:</u> NA – DR - 8
<u>Proposal Description:</u> Designate a route on existing trail in the southwest portion of the riding area that extends the Incinerator Road designated route to the north to connect to the open sand area. The route would be located to the east of the seasonal wet area that appears on the proposal displays. This extension of the Incinerator Road route would be approximately .30 miles in length.	
<u>Description of Area:</u> This area is dominated by beachgrass, with some open sand areas.	
<u>Key Benefits of Route Designation or Zone Change:</u> Extends Incinerator Road designated route all the way to the open sand as originally intended. Provides access from the sand camps along Incinerator Road to the open sand area to the north. Maintains OHV trail use in an area that is historically popular with users.	
<u>Key Issues or Concerns Noted:</u> There are significant marshy areas along side Incinerator Road. There are campgrounds close by, and this is a popular area for other uses (hikers, kayakers, birders and mushroom picking). May add to existing conflicts between OHV and non-OHV use in this popular area near the Siltcoos River.	
<u>Summary of Working Group Evaluations/Support for Proposal:</u> This proposal received a moderate level of support from Working Group members. In a range from 5 (full support) to 0 (no support), it received an average rating of 2.58. Overall, it ranked #9 out of 15 different route proposals evaluated by group members.	

<u>Riding Area:</u> North	<u>Proposal Identifier:</u> NA – DR - 9
<u>Proposal Description:</u> Designate a route on existing trail in the southwest portion of the riding area that branches off the Incinerator Road Designated Route approximately .4 miles north of Siltcoos Beach Road, and connects east to the open sand area known as Red Buggy. This route would be approximately .38 miles in length.	
<u>Description of Area:</u> The route would begin in an open sand/beachgrass area on the west end, and then travel through dense, young pine plantations. The entire route would lie .25 to .5 miles from the Siltcoos River.	
<u>Key Benefits of Route Designation or Zone Change:</u> Would maintain access to a trail in a popular riding area. Provides a critical access route to the Red Buggy open sand area for emergency vehicle access.	
<u>Key Issues or Concerns Noted:</u> There are general concerns about existing conflicts between OHV and non-OHV use in this area near the Siltcoos River. Concern that designating additional routes in this area will add to these conflicts.	
<u>Summary of Working Group Evaluations/Support for Proposal:</u> This proposal received a moderate level of support from Working Group members. In a range from 5 (full support) to 0 (no support), it received an average rating of 3.17. Overall, it ranked #7 out of 15 different route proposals evaluated by group members.	

<u>Riding Area:</u> North	<u>Proposal Identifier:</u> NA – DR - 10
<u>Proposal Description:</u> Designate a route in the southwest portion of the riding area that provides a connector from the Incinerator Road route to Driftwood 2 designated route. This route would go north from Incinerator Road, on the west side of the seasonal wet area, and then to the west to the Driftwood 2 route. This route would be approximately .65 miles in length. The portion extending north from Incinerator Road would be located on approximately .32 miles of existing trail, and the portion running to the west would require approximately .33 miles of new trail construction.	
<u>Description of Area:</u> This route would start in beachgrass areas on what is currently the north end of Incinerator Road, travel north along the west side of the seasonal wet area, and then travel to the west through dense, young pine plantations to reach the Driftwood 2 route.	
<u>Key Benefits of Route Designation or Zone Change:</u> Provides an additional trail riding experience in a popular area.	
<u>Key Issues or Concerns Noted:</u> While this route provides a connector west to the Driftwood 2 route, that route could be easily accessed via open sand if the Incinerator Road route is extended as proposed in NA-DR-8. It does not provide a connection between open sand areas. Concerns about increased OHV trail use in an area that already has noise conflicts with adjacent non-motorized uses (Lagoon trail and campground). Concerns about increasing the potential for introduction of invasive species into this area.	
<u>Summary of Working Group Evaluations/Support for Proposal:</u> This proposal received a low level of support from Working Group members. In a range from 5 (full support) to 0 (no support), it received an average rating of 1.73. Overall, it ranked #14 out of 15 different route proposals evaluated by group members. Lack of support was generally related to concerns about conflicts with other uses (hikers, campgrounds, mushroom pickers) in this portion of the riding area.	

<u>Riding Area:</u> North	<u>Proposal Identifier:</u> NA – DR - 11
<u>Proposal Description:</u> Designate a route in the southwest portion of the riding area to provide a connector from the Incinerator Road Designated Route west to the Red Buggy area. This would be a second route (in addition to the route proposed in NA-DR-9), located to the south of the DR-9 route. It could also be an alternative to the DR-9 route for providing access to the Red Buggy area. This route would be approximately .45 miles in length, and would intersect with the Incinerator Road route approximately .3 miles north of Siltcoos Beach Road. While there are existing trails in this area, the proposed route would likely be some combination of new construction and use of existing trails.	
<u>Description of Area:</u> The route would begin in an open sand/beachgrass area on the west end, and then travel through dense, young pine plantations. The entire route would lie .1 to .25 from the Siltcoos River.	
<u>Key Benefits of Route Designation or Zone Change:</u> Provides an additional trail riding experience in a popular area. Provides OHV access to a point close to the Siltcoos River. Provides an additional connector route to the Red Buggy area, reducing trail congestion and increasing safety for trail riders. Provides additional emergency vehicle access route, but of limited usefulness due to uneven terrain.	
<u>Key Issues or Concerns Noted:</u> This would be a duplicate connector route to Red Buggy if proposal DR-9 is implemented. Would increase the potential for noise impacts on non-motorized use areas to the east (Siltcoos River and campgrounds in the area). Route would be located in an area of high quality mushroom habitat, and could increase potential for “spider web” trails in this area. Concerns about increasing potential for erosion on and near banks of the Siltcoos River. Concerns about increasing the potential for introduction of invasive species into this area.	
<u>Summary of Working Group Evaluations/Support for Proposal:</u> This proposal received a low level of support from Working Group members. In a range from 5 (full support) to 0 (no support), it received an average rating of 1.75. Overall, it ranked #13 out of 15 different route proposals evaluated by group members. Lack of support was generally related to concerns about conflicts with other uses (hikers, campgrounds, mushroom pickers) in this portion of the riding area, as well as concerns about the proximity of this route to the Siltcoos River.	

<u>Riding Area:</u> North	<u>Proposal Identifier:</u> NA – DR - 12
<u>Proposal Description:</u> Establish an alternate route to accommodate seasonal closures of the Siltcoos Breach Designated Route to protect snowy plover fall/wintering critical habitat. This exact location of this route would be determined by on-the-ground analysis, and the results of discussion between USFS and USFWS. This route would consist of new trail construction of approximately .53 miles. (This proposal combines two previous proposals, NA-DR-12 and NA-DR-13).	
<u>Description of Area:</u> This area is dominated by deflation plain wetland vegetation on the east end, and by foredune/beachgrass vegetation on the west end, adjacent to the beach. The existing route is subject to seasonal flooding. Snowy plover fall/wintering critical habitat has been designated on the beach end of the existing route.	
<u>Key Benefits of Route Designation or Zone Change:</u> Provides for a maintaining a critical east-west connector route to the beach, while providing an alternate route that avoids areas used as fall/wintering critical habitat by snowy plovers.	
<u>Key Issues or Concerns Noted:</u> Presence of wetland areas and areas subject to seasonal flooding on the east end of the proposed route. Lack of any clear resolution of the discussions between USFS and USFWS on this issue. Concern about maintaining a route this far south, with the importance of snowy plover habitat and habitat for other bird species in this area.	
<u>Summary of Working Group Evaluations/Support for Proposal:</u> This proposal received a moderate level of support from Working Group members. In a range from 5 (full support) to 0 (no support), it received an average rating of 2.83. Overall, it ranked #8 out of 15 different route proposals evaluated by group members. Some group members favor complete closure of the Siltcoos Breach DR, and the establishment of a new route farther to the north.	

<u>Riding Area:</u> North	<u>Proposal Identifier:</u> NA – DR - 14
<u>Proposal Description:</u> Eliminate the existing Incinerator Road designated route, which currently provides a connector route from Siltcoos Beach Road to the open sand area that lies to the north. Maintain the route for emergency vehicle access up to the Red Buggy area. This would result in the elimination of approximately .47 miles of existing designated route. Relocate existing sand camps in this area to other locations in the north riding area.	
<u>Description of Area:</u> The current route passes through beachgrass areas and some small sections of pine plantation immediately adjacent to the route. The larger area adjacent is dominated by pine plantations. The current route lies .25 to .5 miles to the west of the Siltcoos River.	
<u>Key Benefits of Route Designation or Zone Change:</u> Eliminates OHV use and associated noise concerns from an area that lies in close proximity to areas popular with non-motorized users (Siltcoos River, Lagoon Trail, and campgrounds). Minimizes the potential impacts to high quality Matsutake mushroom habitat in this area.	
<u>Key Issues or Concerns Noted:</u> Closes a key designated route in an area that is historically very popular with OHV users. Closes a route which provides access to several designated sand camps popular with OHV users (would require relocation of these sand camps to maintain current number of campsites). Eliminating OHV use of this route will increase the difficulty and cost of keeping the route open and accessible for emergency vehicle access. The annual cost of keeping the road open without OHV use is estimated to be \$2500.	
<u>Summary of Working Group Evaluations/Support for Proposal:</u> This proposal received a moderate to low level of support from Working Group members. In a range from 5 (full support) to 0 (no support), it received an average rating of 2.33. Overall, it ranked #10 out of 15 different route proposals evaluated by group members.	

“Re-Zoning” Proposals

<u>Riding Area:</u> North	<u>Proposal Identifier:</u> NA – RZ - A
<u>Proposal Description:</u> Re-zone an area of approximately 93 acres in the NW portion of the riding area to MA 10(B), Open Riding. This area is a sparsely stocked area of plantation forest to the west of Cleawox Lake, and lies between two large open sand areas to the north and south. (Formerly Proposal #4 for the north riding area)	
<u>Description of Area:</u> The area is dominated by beachgrass and non-native brush species (Scotch broom), with scattered pines. There are a few small areas of denser pine plantations. Historical aerial photos (1962) show this entire area as open sand.	
<u>Key Benefits of Route Designation or Zone Change:</u> Would provide for additional acres of open riding opportunity in an area that was open sand historically. Would provide an area where OHV users are allowed to create trails through existing vegetation (largely non-native species). Would provide for more “dispersal” of OHV use in this area, increasing the quality of user experience and the safety of users. Would eliminate the need for the routes proposed in NA-DR-2 on the west side of this area.	
<u>Key Issues or Concerns Noted:</u> None noted.	
<u>Summary of Working Group Evaluations/Support for Proposal:</u> This proposal received the highest level of support from Working Group members. In a range from 5 (full support) to 0 (no support), it received an average rating of 5.00. Overall, it ranked #1 out of 4 different re-zoning proposals evaluated by group members. The general consensus is that since this area is dominated by non-native vegetation that has become established over the past four decades, it would more appropriately be managed as an open riding area.	

<u>Riding Area:</u> North	<u>Proposal Identifier:</u> NA – RZ - B
<u>Proposal Description:</u> Re-zone an area of approximately 21.5 acres on the south end of the northeast portion of the riding area to MA 10(B), Open Riding. This area is bordered on the east by the south end of the existing South Jetty Designated Route. It is bordered on the east by the route proposed in NA-DR-5.	
<u>Description of Area:</u> This area is dominated by pine plantations, and a network of trails that have evolved over time due to heavy use and the establishment of vegetation. The area is a key travel corridor for accessing the open sand area to the south and west. This entire area appears as open sand on historical aerial photos (1962).	
<u>Key Benefits of Route Designation or Zone Change:</u> Re-zoning would allow for the continued use of the network of connector trails in this area, providing multiple options for accessing the open sand areas to the north and south. Multiple routes would provide for more “dispersed” trails use, increasing user safety, and provide quality trail riding opportunities for OHV users.	
<u>Key Issues or Concerns Noted:</u> Re-zoning to open riding would allow for more user-created trails in this area, increasing impacts to the high quality Matsutake mushroom habitat in these pine plantations. Could lead to increased conflicts between OHV use and mushroom pickers in one of the most productive picking areas. With a MA 10(B) zoning, it could send a message that creating trails within these types of forested areas is acceptable, and increase the difficulty of gaining use compliance with closures in many similar looking areas. An alternative approach may be to designate more of the existing trails in this area, while retaining the MA 10(C) designation.	
<u>Summary of Working Group Evaluations/Support for Proposal:</u> This proposal received a moderate to low level of support from Working Group members. In a range from 5 (full support) to 0 (no support), it received an average rating of 2.50. Overall, it ranked #4 out of 4 different re-zoning proposals evaluated by group members.	

<u>Riding Area:</u> North	<u>Proposal Identifier:</u> NA – RZ - C
<u>Proposal Description:</u> Re-zone an area of 668 acres in the center west and southwest portions of the riding area to MA 10(B). This area would extend from Chapman Road on the north end, to a point north of the Siltcoos Breach designated route (to be determined through analysis). The southern boundary would be designed to provide a buffer of protection to Snowy plover fall/wintering habitat that lies to the south, in the vicinity of the Siltcoos Breach Designated Route.	
<u>Description of Area:</u> This area lies between the beach and open sand areas to the east. The western strip of this area, adjacent to the beach is the foredune area, dominated by beachgrass with some Scotch broom and other brush species. The eastern half is a deflation plain area, dominated by native brush species, and wetland vegetation. The eastern third of this area is seasonal wetlands, with large areas of standing water in the winter and spring.	
<u>Key Benefits of Route Designation or Zone Change:</u> Would add many additional connectors to the beach from open riding areas to the east in an area where there are currently no connector routes. Would further disperse use in a popular area and increase safety by providing a way to travel from north to south while avoiding the open sand area where high speeds are a problem. Continues access to approximately 8 miles of existing user-created trails which greatly enhances the experience for users who prefer to ride trails.	
<u>Key Issues or Concerns Noted:</u> Potential impacts to native vegetation on the east side of this area are a concern, as are potential impacts to wetland areas. The proximity to Snowy plover fall/wintering habitat on the south end will be key to determining where the southern boundary of a re-zoned area would need to be located.	
<u>Summary of Working Group Evaluations/Support for Proposal:</u> This proposal received a moderate level of support from Working Group members. In a range from 5 (full support) to 0 (no support), it received an average rating of 3.08. Overall, it ranked #2 out of 4 different re-zoning proposals evaluated by group members. Support is generally associated with providing more trail riding opportunities and dispersing the heavy use associated with the southern portion of this riding area. Lack of support is generally associated with concerns about impacts to native vegetation and wetland areas in the deflation plain portion of the area.	

<u>Riding Area:</u> North	<u>Proposal Identifier:</u> NA – RZ - D
<u>Proposal Description:</u> Re-zone an area of approximately 250 acres located in the northwest, center west and southwest portions of the riding area to MA 10(B), Open Riding. This area would be a narrow strip adjacent to the beach, lying to the west of the existing Coast Guard Designated Route, between South Jetty Road and a point north of the Siltcoos Breach Designated Route (to be determined through analysis). The southern boundary would be designed to provide a buffer of protection to Snowy plover fall/wintering habitat that lies to the south, in the vicinity of the Siltcoos Breach Designated Route. (Formerly Proposal #9 for the north riding area)	
<u>Description of Area:</u> This entire area is a foredune area, dominated by beachgrass vegetation. The adjacent beach is open to OHV use for the entire four-mile stretch.	
<u>Key Benefits of Route Designation or Zone Change:</u> Would provide for unlimited, legal OHV access from the Coast Guard route to the beach. Would help control European beachgrass in the foredune area.	
<u>Key Issues or Concerns Noted:</u> Concerns about proximity to Snowy plover fall/wintering habitat on the south end of this area. Southern boundary would need to be designed to address this issue. As opposed to the proposal in NA-RZ-C, this would open up a much narrower area, concentrating OHV use and increasing safety concerns. Concern that opening the foredune area immediately south of South Jetty road impairs the scenic and natural values by presenting all of the non-OHV recreational users to the sight and increased sound of OHV use on the foredune, which is readily visible as they drive down South Jetty road to access the non-OHV portion of the South Jetty area to the north. There are concerns that increased use of OHVs on the east side of the foredune will increase the noise being transmitted to nearby residents in Florence, Glenada, and non-OHV recreational users in the South Jetty area (fishing, crabbing, hiking, birding, surfing, dog-walking, and other nature viewing). An alternative that would address this concern would be to move the north boundary of this proposal .5 miles south to the Goose Pasture designated route.	
<u>Summary of Working Group Evaluations/Support for Proposal:</u> This proposal received a moderate level of support from Working Group members. In a range from 5 (full support) to 0 (no support), it received an average rating of 2.83. Overall, it ranked #3 out of 4 different re-zoning proposals evaluated by group members. Several group members indicated they would support this proposal if the northern boundary was moved south to the Goodpasture designated route.	

Middle Riding Area Proposal Narratives

This riding area is located immediately south of Winchester Bay, adjacent to Umpqua Beach. There are currently no designated OHV routes in this riding area. There is an estimated 13.7 miles of undesignated trails used by OHVs located within MA 10(C) areas.

Designated Route Proposals

<u>Riding Area:</u> Middle	<u>Proposal Identifier:</u> MA – DR - All
<u>Proposal Description:</u> Designate routes on all existing identified trails in the MA 10(C) portion of the riding area, and close all future user-created trails. This would result in approximately 21 miles of designated routes in the riding area.	
<u>Description of Area:</u> Applies to entire riding area. East side MA 10(C) area consists of older native forest stands. West side MA 10(C) consists of foredune/deflation plain, with foredune dominated by European beachgrass and scotch broom, and deflation plain a mixture of native and non-native vegetation.	
<u>Key Benefits of Route Designation or Zone Change:</u> Would designate all existing trails, making them available for continued use by riders. Maximizes the trail riding opportunities for OHV users.	
<u>Key Issues or Concerns Noted:</u> Designates many trails that may be in poor or unsafe locations, and that are difficult to maintain properly. Increases the potential for additional “user created” trails to develop adjacent to existing trails. Allows retention of user trails that provide direct access by OHVs to beaches closed to their use. Increases potential for non-native species to spread into native forest on east side of area. Impacts to wetland areas are likely in the MA 10(C) area on the west side.	
<u>Summary of Working Group Evaluations/Support for Proposal:</u> This proposal received a low level of support from Working Group members. In a range from 5 (full support) to 0 (no support), it received an average rating of 1.75. Overall, it ranked #4 out of 5 different route proposals evaluated by group members. Some support among OHV users on the Group, but very little from other Group members.	

<u>Riding Area:</u> Middle	<u>Proposal Identifier:</u> MA – DR - None
<u>Proposal Description:</u> Designate no routes in the MA 10(C) portion of the riding area, and close all existing and future user-created trails. (This could also be considered a proposal to “re-zone” MA 10(C) areas to 10A, non-motorized). This would result in closure and/or obliteration of approximately 21 miles of existing undesignated routes.	
<u>Description of Area:</u> Applies to entire riding area. East side MA 10(C) area consists of older native forest stands. West side MA 10(C) consists of foredune/deflation plain, with foredune dominated by European beachgrass and scotch broom, and deflation plain a mixture of native and non-native vegetation.	
<u>Key Benefits of Route Designation or Zone Change:</u> Provides maximum protection to native vegetation, wetland areas, and wildlife habitat. Reduces spread of invasive species into new areas. Reduces access by OHVs to closed beaches.	
<u>Key Issues or Concerns Noted:</u> Eliminates all historic trail riding opportunities in this riding area, since there are no currently designated routes. Some designated routes are needed in this area, and were anticipated by the 1994 plan.	
<u>Summary of Working Group Evaluations/Support for Proposal:</u> This proposal received a very low level of support from Working Group members. In a range from 5 (full support) to 0 (no support), it received an average rating of .67. Overall, it ranked #5 out of 5 different route proposals evaluated by group members.	

<u>Riding Area:</u> Middle	<u>Proposal Identifier:</u> MA – DR - 1
<u>Proposal Description:</u> Designate one OHV route to cross each of the five forested fingers on the east side of the riding area, connecting the parabola dunes that lie between these “fingers”, so that one continuous route would exist from north to south through the forested areas. The route would rely on two existing trail segments approximately .45 miles in length, and three sections involving new trail location and construction totaling approximately 1.6 miles. All other existing identified trails on the east side of the riding area would be closed and/or obliterated.	
<u>Description of Area:</u> Applies to east side of the riding area. The five forested “fingers” are native forest stands dominated by Lodgepole pine and Sitka spruce, with an understory of native shrubs.	
<u>Key Benefits of Route Designation or Zone Change:</u> Includes the existing “Banshee Hill” trail, providing for continued use of that highly popular area. Provides an engineered trail riding experience through the forest stands, connecting the parabola dune sections. Disperses existing use across more trails and increases the “carrying capacity” of the area for OHV use. Improves emergency access to this portion of the riding area.	
<u>Key Issues or Concerns Noted:</u> Route could open up portions of these stands to the effects of strong winds. Routes could increase the potential for non-native species to “invade” these native forest stands. Concerns about reducing native vegetation and increasing fragmentation of native plant communities and wildlife habitat. Concerns about the unique nature of these native forest stands and potential adverse effects of new OHV trails being created. Concern about the cost of building new trails, when there are many existing user-created trails in the area.	
<u>Summary of Working Group Evaluations/Support for Proposal:</u> This proposal received a moderate level of support from Working Group members. In a range from 5 (full support) to 0 (no support), it received an average rating of 2.25. Overall, it ranked #3 out of 5 different route proposals evaluated by group members. Some of the lack of support was specific to constructing new trails needed to implement the proposal.	

<u>Riding Area:</u> Middle	<u>Proposal Identifier:</u> MA – DR - 2
<u>Proposal Description:</u> Designate one OHV route to cross three of the five forested fingers on the east side of the riding area. Running from north to south, the route would cross the first forested finger (Banshee Hill), and the fourth and fifth forested fingers (furthest south). The entire route would rely on using approximately .21 miles of existing trails, and .13 miles of new trail construction. All other existing identified trails on the east side of the riding area would be closed and/or obliterated.	
<u>Description of Area:</u> Applies to east side of the riding area. The three forested “fingers” are native forest stands dominated by Lodgepole pine and Sitka spruce, with an understory of native shrubs.	
<u>Key Benefits of Route Designation or Zone Change:</u> Includes the existing “Banshee Hill” trail, providing for continued use of that area.	
<u>Key Issues or Concerns Noted:</u> For any new trail construction that may be necessary, there are concerns about the effect on the unique native forest stands in this area.	
<u>Summary of Working Group Evaluations/Support for Proposal:</u> This proposal received a moderate to high level of support from Working Group members. In a range from 5 (full support) to 0 (no support), it received an average rating of 3.83. Overall, it ranked #1 out of 5 different route proposals evaluated by group members.	

<u>Riding Area:</u> Middle	<u>Proposal Identifier:</u> MA – DR - 3
<u>Proposal Description:</u> Designate a north-south route adjacent to the beach on the west side of the riding area. Locate this route behind the first foredune (100-200 feet back from beach) to provide a noise and visual buffer. Provide pedestrian access areas along the route, where OHVs can be parked and riders can access the beach by foot. This route would be located on approximately 1.44 miles of existing trails. Close all other existing identified trails in this area.	
<u>Description of Area:</u> Applies to west side of the riding area.	
<u>Key Benefits of Route Designation or Zone Change:</u> Provides for OHV users to reach beach access points (for pedestrian use) along this stretch of beach, while providing a noise and visual buffer.	
<u>Key Issues or Concerns Noted:</u> This proposal should be considered in concert with the re-zoning described in Proposal “MA–RZ-A”. Accommodating a high level of OHV use in this area will increase the management challenges associated with OHVs accessing the closed beach area. Some are concerned that it will encourage more OHV use and increase the difficulty of enforcing the OHV closure on the adjacent beach. Extensive signing and fencing may be required to control beach access.	
<u>Summary of Working Group Evaluations/Support for Proposal:</u> This proposal received a moderate level of support from Working Group members. In a range from 5 (full support) to 0 (no support), it received an average rating of 2.58. Overall, it ranked #2 out of 5 different route proposals evaluated by group members.	

“Re-Zoning” Proposals

<u>Riding Area:</u> Middle	<u>Proposal Identifier:</u> MA – RZ - A
<u>Proposal Description:</u> Re-zone an area of approximately 142 acres on the west side of the riding area to MA 10(B). This area is adjacent to the beach, immediately south of the Umpqua Beach #3 Parking/Staging Area. The western boundary of the area would be behind the foredune.	
<u>Description of Area:</u> Applies to west side of the riding area. This area consists of foredune/deflation plain, with foredune dominated by European beachgrass and scotch broom, and deflation plain a mixture of native and non-native vegetation.	
<u>Key Benefits of Route Designation or Zone Change:</u> Provides for continued, relatively unrestricted riding opportunities in this area. Riding may help to control the European beachgrass and scotch broom, which dominate the vegetation on much of the area. This additional riding area would lessen congestion and enhance safety by providing a “low speed” riding area.	
<u>Key Issues or Concerns Noted:</u> Accommodating a high level of OHV use in this area will increase the management challenges associated with OHVs accessing the closed beach area. Some concern about the presence of wetland areas and native vegetation along the east side of this area, and potential impacts to those resources. The National Wetlands Inventory map shows the eastern third of this area is wetlands that support native vegetation	
<u>Summary of Working Group Evaluations/Support for Proposal:</u> This proposal received a moderate level of support from Working Group members. In a range from 5 (full support) to 0 (no support), it received an average rating of 3.45.	

South Riding Area Proposal Narratives

This riding area is located immediately north of North Bend. It is bordered on the north by Tenmile Creek and on the south by Horsfall Beach Road. There are currently 19.7 miles of mapped designated OHV routes in this riding area, with approximately 2.45 within MA 10(C) areas. In addition, there is an estimated 26.5 miles of undesignated trails used by OHVs located within MA 10(C) areas.

Designated Route Proposals

<u>Riding Area:</u> South	<u>Proposal Identifier:</u> SA – DR - All
<u>Proposal Description:</u> Designate routes on all existing identified trails in the MA 10(C) portion of the riding area, and close all future user-created trails. This would result in approximately 46.2 miles of designated routes in the riding area, with approximately 29 miles located within MA 10(C) areas.	
<u>Description of Area:</u> Applies to entire riding area.	
<u>Key Benefits of Route Designation or Zone Change:</u> Would designate all existing trails, making them available for continued use by riders. Maximizes the trail riding opportunities for OHV users.	
<u>Key Issues or Concerns Noted:</u> Designates many trails that may be in poor or unsafe locations, and that are difficult to maintain properly. Increases the potential for additional “user created” trails to develop adjacent to existing trails. Designates many trails that do not serve as connectors between open riding areas, and also a number of trails in isolated “islands” of USFS ownership, surrounded by private property. Perpetuates the “spider web” of trails that have developed in some MA 10(C) areas, impacting native vegetation and potentially impacting high quality Matsutake mushroom habitat areas. Perpetuates OHV noise and use impacts on non-OHV recreational users, neighboring rural residents, and sensitive wildlife and wetland areas.	
<u>Summary of Working Group Evaluations/Support for Proposal:</u> This proposal received a low level of support from Working Group members. In a range from 5 (full support) to 0 (no support), it received an average rating of 1.92. Overall, it ranked #8 out of 9 different route proposals evaluated by group members.	

<u>Riding Area:</u> South	<u>Proposal Identifier:</u> SA – DR - None
<u>Proposal Description:</u> Designate no additional routes in the MA 10(C) portion of the riding area, and close all existing and future user-created trails.	
<u>Description of Area:</u> Applies to entire riding area.	
<u>Key Benefits of Route Designation or Zone Change:</u> Maximizes protection to native vegetation, wetland areas, high quality Matsutake mushroom habitat, and wildlife habitat. Minimizes potential OHV noise and use impacts on other recreational users and neighboring rural residents.	
<u>Key Issues or Concerns Noted:</u>	
<u>Summary of Working Group Evaluations/Support for Proposal:</u> This proposal received a very low level of support from Working Group members. In a range from 5 (full support) to 0 (no support), it received an average rating of 1.08. Overall, it ranked #9 out of 9 different route proposals evaluated by group members.	

<u>Riding Area:</u> South	<u>Proposal Identifier:</u> SA – DR - 2
<u>Proposal Description:</u> Designate an existing trail that traverses behind the “tree island” on the eastern boundary of the riding area, north of the wildlife closure area. This route would be approximately .11 miles in length, and would connect open sand areas to the north and south.	
<u>Description of Area:</u> The tree island is an isolated stand of timber on the east side of the riding area. The stand extends onto the adjacent private land to the east. The north, west and south sides of the stand are bordered by open sand, which is designated as open riding area (MA 10(B)).	
<u>Key Benefits of Route Designation or Zone Change:</u> This route would provide for continued use of a popular trail that connects the open sand areas to the north and south, and also connects to trails on the private land to the east.	
<u>Key Issues or Concerns Noted:</u> Some members are concerned about possible impacts to the larger trees present in the adjacent stand, and would like to see a commitment to evaluating such impacts if this trail is designated. Concerns about designating a trail in close proximity to a wildlife closure area.	
<u>Summary of Working Group Evaluations/Support for Proposal:</u> This proposal received a moderate level of support from Working Group members. In a range from 5 (full support) to 0 (no support), it received an average rating of 3.08. Overall, it ranked #6 out of 9 different route proposals evaluated by group members.	

<u>Riding Area:</u> South	<u>Proposal Identifier:</u> SA – DR - 3
<u>Proposal Description:</u> Designate an existing north-south trail south of the Hauser Beach access road, which traverses a 10(C) parcel, connecting open riding areas to the north and south. This route would be approximately .19 miles in length, and would be an additional, alternate route to connect between open riding areas for which access is currently available.	
<u>Description of Area:</u> The propose route is a well-established trail located at the bottom of the slope between two forested areas. The forest stands in this area are dense, natural stands, and the probability of additional routes developing off of this trail is very low, due to the dense vegetation and steep slopes.	
<u>Key Benefits of Route Designation or Zone Change:</u> This route would provide for continued use of a popular trail that connects the open sand areas to the north and south. This is a popular family riding area. Due to heavy use and safety concerns in this area, having more than one connector between these popular open riding areas is desirable. This route is also a good candidate for designating a wider corridor route.	
<u>Key Issues or Concerns Noted:</u> None noted.	
<u>Summary of Working Group Evaluations/Support for Proposal:</u> This proposal received a very high level of support from Working Group members. In a range from 5 (full support) to 0 (no support), it received an average rating of 4.50. Overall, it ranked #1 out of 9 different route proposals evaluated by group members.	

<u>Riding Area:</u> South	<u>Proposal Identifier:</u> SA – DR - 4
<u>Proposal Description:</u> Designate two existing north-south trails located south of the intersection of the 430 Designated Route and the Hauser Beach Road Designated Route. This route would be approximately .73 miles in length, and both trails would connect open riding areas to the north and south, for which connecting access is already available.	
<u>Description of Area:</u> The proposed routes are both well-established trails in confined locations. The forest stands in this area are dense, natural stands, with scattered larger trees. The probability of additional routes developing off of these trails is very low, due to the dense vegetation and steep slopes.	
<u>Key Benefits of Route Designation or Zone Change:</u> These routes would provide for continued use of popular trails that connect open sand areas to the north and south. Both routes provide better riding experiences than the “washboarded” primary route (Hauser Beach Road Designated Route) that currently connects the open riding areas. These additional routes would also disperse trail traffic in this heavy use area onto multiple designated routes, increasing user safety.	
<u>Key Issues or Concerns Noted:</u> Some members are concerned about possible impacts to the larger trees present in the adjacent stands, and would like to see a commitment to evaluating such impacts if these trails are designated. Others do not see the need for an additional route that would run parallel to an existing DR.	
<u>Summary of Working Group Evaluations/Support for Proposal:</u> This proposal received a moderate level of support from Working Group members. In a range from 5 (full support) to 0 (no support), it received an average rating of 3.50. Overall, it ranked #5 out of 9 different route proposals evaluated by group members.	

<u>Riding Area:</u> South	<u>Proposal Identifier:</u> SA – DR - 5
<u>Proposal Description:</u> Designate an existing north-south trail located north of the intersection of the 430 Designated Route and the Hauser Beach Road Designated Route. This route would be approximately .21 miles in length, and would connect open riding areas to the north and south, for which connecting access is already available.	
<u>Description of Area:</u> The proposed route is a well-established trail in a confined location. The forest stands in this area are dense, natural stands, with scattered larger trees. The probability of additional routes developing off of this trail is very low, due to the dense vegetation and steep slopes.	
<u>Key Benefits of Route Designation or Zone Change:</u> This route would provide for continued use of a popular trail that connects open sand areas to the north and south. This route provides a better riding experience than the “washboarded” primary route (Hauser Beach Road Designated Route) that currently connects the open riding areas. This additional route would also disperse trail traffic in this heavy use area, increasing user safety.	
<u>Key Issues or Concerns Noted:</u> Some members are concerned about possible impacts to larger trees that may be present in the adjacent stands, and would like to see a commitment to evaluating such impacts if these trails are designated.	
<u>Summary of Working Group Evaluations/Support for Proposal:</u> This proposal received a high level of support from Working Group members. In a range from 5 (full support) to 0 (no support), it received an average rating of 4.33. Overall, it ranked #2 out of 9 different route proposals evaluated by group members.	

<u>Riding Area:</u> South	<u>Proposal Identifier:</u> SA – DR - 6
<u>Proposal Description:</u> Designate existing trails located in an “isolated” MA 10(C) parcel bordered on two sides by the Goergen property, southeast of the Old Bark Staging area. These routes would be approximately .16 miles in length.	
<u>Description of Area:</u> The existing trails are in an isolated parcel of older, larger timber (up to 36” trees) bordered on two sides by private property. These trails pass from Goergen property onto USFS land, and connect to open riding area in the NRA.	
<u>Key Benefits of Route Designation or Zone Change:</u> Designation would provide for continued use of these trails for user access to and from the Goergen property. The landowner supports the designation to provide for this continued use.	
<u>Key Issues or Concerns Noted:</u> Some group members are concerned about the number of trails to be designated and the potential for trails to increase instability of the larger trees over time. They are concerned about possible impacts to the larger trees present in this stand, and would like to see a commitment to evaluating such impacts if these trails are designated.	
<u>Summary of Working Group Evaluations/Support for Proposal:</u> This proposal received a high level of support from Working Group members. In a range from 5 (full support) to 0 (no support), it received an average rating of 4.33. Overall, it ranked #2 out of 9 different route proposals evaluated by group members.	

<u>Riding Area:</u> South	<u>Proposal Identifier:</u> SA – DR – 7
<u>Proposal Description:</u> Designate an existing trail to provide an east-west connection between the 430 Designated Route and open sand to the west, located northwest of Beale Lake. This route would be approximately .07 miles in length.	
<u>Description of Area:</u> This trail would pass through a narrow strip of native forest vegetation and connect to open riding area to the west.	
<u>Key Benefits of Route Designation or Zone Change:</u> Designates a key east-west connector that is heavily used to get from the 430 Designated Route into the open riding area. Also is used by emergency vehicles.	
<u>Key Issues or Concerns Noted:</u> Some members are concerned about possible impacts to larger trees that may be present in the adjacent stands, and would like to see a commitment to evaluating such impacts if these trails are designated.	
<u>Summary of Working Group Evaluations/Support for Proposal:</u> This proposal received a high level of support from Working Group members. In a range from 5 (full support) to 0 (no support), it received an average rating of 4.17. Overall, it ranked #4 out of 9 different route proposals evaluated by group members.	

<u>Riding Area:</u> South	<u>Proposal Identifier:</u> SA – DR – 9
<u>Proposal Description:</u> Designate an existing trail that traverses a parcel of MA 10(C) that lies immediately north of the Coos County parcel that is just north of Beale Lake. This route would be approximately .26 miles in length, and would connect open riding areas to the east and west, for which connecting access is already available.	
<u>Description of Area:</u> The forest stands in this area are dense, natural stands, with scattered larger trees. The probability of additional routes developing off of this trail is very low, due to the dense vegetation.	
<u>Key Benefits of Route Designation or Zone Change:</u> None noted other than provision of a trail riding experience.	
<u>Key Issues or Concerns Noted:</u> This area is known to have seasonal high water levels, and the presence of wetland areas may be a problem for designating this route. This area needs to be closely evaluated for wetland areas and possible habitat values. Some members are concerned about possible impacts to larger trees that may be present in the adjacent stands, and would like to see a commitment to evaluating such impacts if these trails are designated.	
<u>Summary of Working Group Evaluations/Support for Proposal:</u> This proposal received a moderate level of support from Working Group members. In a range from 5 (full support) to 0 (no support), it received an average rating of 2.92. Overall, it ranked #7 out of 9 different route proposals evaluated by group members.	

“Re-Zoning” Proposals

<u>Riding Area:</u> South	<u>Proposal Identifier:</u> SA – RZ – A
<u>Proposal Description:</u> Re-zone an area of approximately 57 acres, in several parcels from MA 10(C) to MA 10(B) (Open riding). These parcels are in the vicinity of Old Bark Staging, and east of the Bark Designated Route as it goes north from the Horsfall Lake area.	
<u>Description of Area:</u> These parcels are dominated by beachgrass hummocks, and lie adjacent to open sand area on the east side of the riding area. These areas have many existing trails between the hummocks, and are popular family riding areas.	
<u>Key Benefits of Route Designation or Zone Change:</u> This zone change would establish consistency with many existing areas that are zoned as open riding. The additional riding allowed would help limit the non-native beachgrass that dominates the vegetation in these parcels. This zone change would also provide a more logical set of zones adjacent to the Bark Designated Route, providing a simpler and clearer situation for users. Areas to the west of the route would be closed to OHV use, and areas to the east would be open riding.	
<u>Key Issues or Concerns Noted:</u> None noted.	
<u>Summary of Working Group Evaluations/Support for Proposal:</u> This proposal received a very high level of support from Working Group members. In a range from 5 (full support) to 0 (no support), it received an average rating of 4.67. Overall, it ranked #1 out of 2 re-zoning proposals evaluated by group members.	

<u>Riding Area:</u> South	<u>Proposal Identifier:</u> SA – RZ – B
<u>Proposal Description:</u> Re-zone an area of approximately 14.6 acres located north of Beale Lake and east of the 430 Designated Route, from MA 10(C) to MA 10(B) (Open riding). (An additional adjacent area to the south of this parcel, located within MA 10(F), is discussed in the Key Issues section of this report)	
<u>Description of Area:</u> This area is dominated by beachgrass hummocks, and some areas of continuous beachgrass.	
<u>Key Benefits of Route Designation or Zone Change:</u> This zone change would establish consistency with many existing areas that are zoned as open riding. The additional riding allowed may help limit the non-native beachgrass that dominates the vegetation in this area.	
<u>Key Issues or Concerns Noted:</u> . May increase unwanted OHV use and habitat damage in sensitive wildlife area, MA 10F adjacent to Beale Lake. The Beale Lake area was zoned MA 10F to manage for fisheries, wildlife, and special plant species, including the Red Fescue globally significant plant community. This is one of the few lakes in this area where USFS has ownership completely around the lake.	
<u>Summary of Working Group Evaluations/Support for Proposal:</u> This proposal received a moderate level of support from Working Group members. In a range from 5 (full support) to 0 (no support), it received an average rating of 2.83. Overall, it ranked #2 out of 2 re-zoning proposals evaluated by group members.	

Proposal Summaries

North Riding Area Summaries

Coding Key:

NA = North Riding Area DR = Designated Route RZ – Re-Zoning

Working Group Support: 5 = Full support of all members, 0 = No members support

Route/Re-Zone Identifier	Description	Approximate new DR miles	Existing Trail or New Construction?	Linked to other proposals?	Level of WG Support
NA – DR – All	Designate routes on all existing identified trails (including currently designated), and close all future user-created trails.	94.1 miles	Existing Trail	Yes. All other DR Proposals.	1.92
NA – DR – None	Designate no routes, beyond what is currently designated, and close all existing and future user-created trails.	0 miles	Existing Trail	Yes. All other DR Proposals	.73
NA – DR – 1	Designate a “corridor” route running north-south, on the west side of the forested area in the northwest portion of the riding area.	1.28 miles	Existing Trail	Yes. NA-DR-3	5.00
NA – DR – 2	Designate a “corridor” route running north-south, on the east side of the forested area in the northwest portion of the riding area.	.32 miles	Existing Trail	Yes. NA-RZ-A	4.83
NA – DR – 3	Designate an east-west connector route to the beach that connects to the route proposed in NA-DR-1.	.24 miles	Existing Trail	Yes. NA-DR-1	3.83
NA – DR – 4	Designate an east-west route on the north end of the northeast portion of the riding area, to connect open sand in the east side of this area with the South Jetty Designated Route.	.16 miles	Existing Trail	No.	4.83

Route/Re-Zone Identifier	Description	Approximate new DR miles	Existing Trail or New Construction?	Linked to other proposals?	Level of WG Support
NA – DR – 5	Designate a route on the south end of the northeast portion of the riding area, to the west of the existing designated route.	.28 miles	Existing Trail	Yes. NA-RZ-B	3.58
NA – DR – 6	Designate a route in the southern end of the northeast portion of the riding area, connecting open sand on the west, to the shore of Cleawox Lake.	.30 miles	Existing Trail	No.	1.92
NA – DR - 7	Designate a route east-west to connect to the beach on the north end of the southwest riding portion of the area.	.62 miles	New Construction	Yes. NA-RZ-D	3.33
NA – DR – 8	Designate a route in the southwest portion of the riding area that extends the Incinerator Road designated route to the north.	.30 miles	Existing Trail	Yes. NA-DR-14	2.58
NA – DR – 9	Designate a route in the southwest portion of the riding area that branches off the Incinerator Road route and connects east to the open sand area known as Red Buggy.	.38 miles	Existing Trail	Yes. NA-DR-14	3.17
NA – DR – 10	Designate a route in the southwest portion of the riding area that provides an east-west connector from the north end of the Incinerator Road route, west to the Driftwood 2 designated route.	.65 miles	.33 mi. New Construction .32 mi. Existing Trail	Yes. NA-DR-14	1.73

Route/Re-Zone Identifier	Description	Approximate new DR miles	Existing Trail or New Construction?	Linked to other proposals?	Level of WG Support
NA – DR – 11	Designate a route in the southwest portion of the riding area to provide a connector from Incinerator Road west to the Red Buggy area, located to the south of the connector proposed in NA-DR-9.	.45 miles	New Construction	Yes. NA-DR-14	1.75
NA – DR – 12	Designate a route in the southwest portion of the riding area to replace the Siltcoos Breach designated route, located farther north to avoid Snowy plover fall/wintering habitat. (Combined with what was NA-DR-13)	.53 miles	New Construction	No.	2.83
NA – DR – 14	Eliminate the existing Incinerator Road designated route. Maintain emergency access to Red Buggy area.	N/A	Trail Closure	Yes. NA-DR-8, 9, 10 & 11	2.33

Route/Re-Zone Identifier	Description	Approximate acres of re-zoning	Current and Historic Vegetation	Level of WG Support
NA – RZ - A	Re-zone the NE portion of the plantation forest area in the northwest portion of the riding area (pine plantation southwest of Cleawox Creek) to MA 10(B).	93 acres	Current: ~ 40 year old, sparsely stocked shore pine plantation, with non-native shrubs and grasses. Historic (1962 photo): Open sand area.	5.00
NA – RZ - B	Re-zone an area on the south end of the northeast portion of the riding area, between an existing designated route, and the route proposed in NA –RZ – 5 to MA 10(B).	21.5 acres	Current: ~ 40 year old shore pine plantation. Historic (1962 photo): Open sand area.	2.50
NA – RZ - C	Re-zone an area in the center west portion of the riding area, from Chapman Road to a point north of the Siltcoos Breach designated route (to be determined through analysis) to MA 10(B).	668 acres	Current: West half – European beachgrass and Scotch broom. East half – Native shrub and wetland vegetation. Historic (1962 photo): West half – Beachgrass dominated w/some wetland. East half – Open sand.	3.08
NA – RZ - D	Re-zone an area in the northwest and center west portions of the riding area, lying west of the Coast Guard designated route, between South Jetty Road and a point north of the Siltcoos Breach designated route (to be determined through analysis) to MA 10(B).	185 acres	Current: European beachgrass and Scotch broom. Historic (1962 photo): Beachgrass and open sand.	2.83

Middle Riding Area Summaries

Coding Key:

MA = Middle Riding Area DR = Designated Route RZ – Re-Zoning

Working Group Support: 5 = Full support of all members, 0 = No members support

Route/Re-Zone Identifier	Description	Approximate new DR miles	Existing Trail or New Construction?	Linked to other proposals?	Level of WG Support
MA – DR – All	Designate routes on all existing identified trails, and close all future user-created trails.	13.7 miles	Existing Trail	Yes. All other DR Proposals.	1.75
MA – DR – None	Designate no routes, and close all existing and future user-created trails.	0 miles	N/A	Yes. All other DR Proposals	.67
MA – DR – 1	Designate one OHV route to cross each of the five forested fingers on the east side of the riding area.	2.05 miles	.45 mi. Existing Trail 1.6 mi. New Construction	Yes. Alternative to MA-DR-2	2.25
MA – DR – 2	Designate one OHV route to cross three of the five forested fingers on the east side of the riding area.	.34 miles	.21 mi. Existing Trail .13 mi. New Construction	Yes. Alternative to MA-DR-1	3.83
MA – DR – 3	Designate a north-south route adjacent to the beach on the west side of the riding area.	1.44 miles	Existing Trail	Yes. MA-RZ-A	2.58

Route/Re-Zone Identifier	Description	Approximate acres of re-zoning	Current and Historic Vegetation	Level of WG Support
MA – RZ - A	Re-zone an area on the southwest corner of the riding area to MA 10(B).	142 acres	Current: West two thirds – European beachgrass and Scotch broom. East third – Native wetland vegetation. Historic (1962 photo): Similar, but with more open sand and narrower strip of vegetated area.	3.45

South Riding Area Summaries

Coding Key:

SA = South Riding Area DR = Designated Route RZ – Re-Zoning

Working Group Support: 5 = Full support of all members, 0 = No members support

Route/Re-Zone Identifier	Description	Approximate new DR miles	Existing Trail or New Construction?	Linked to other proposals?	Level of WG Support
SA – DR – All	Designate routes on all existing identified trails within MA 10(C) areas (including currently designated), and close all future user-created trails.	26.5 miles	Existing Trail	Yes. All other DR Proposals.	1.92
SA – DR – None	Designate no routes, beyond what is currently designated, and close all existing and future user-created trails.	0 miles	Existing Trail	Yes. All other DR Proposals	1.08
SA – DR – 2	Designate an existing trail that traverses behind the “tree island” on the eastern boundary of the riding area.	.11 miles	Existing Trail	No.	3.08
SA – DR – 3	Designate a north-south route south of the Hauser Beach access road.	.19 miles	Existing Trail	No.	4.50
SA – DR – 4	Designate two north-south routes located south of the intersection of the 430 Designated Route and the Hauser Beach Road Designated Route.	.73 miles	Existing Trail	No.	3.50
SA – DR – 5	Designate a north-south route located north of the intersection of the 430 Designated Route and the Hauser Beach Road Designated Route.	.21 miles	Existing Trail	No.	4.33
SA – DR – 6	Designate a route located in an “isolated” MA 10(C) parcel bordered on two sides by the Goergen property.	.16 miles	Existing Trail	No.	4.33

Route/Re-Zone Identifier	Description	Approximate new DR miles	Existing Trail or New Construction?	Linked to other proposals?	Level of WG Support
SA – DR - 7	Designate a route to provide an east-west connection between the 430 Designated Route and open sand to the west.	.07 miles	Existing Trail	No.	4.17
SA – DR – 9	Designate a route that traverses a parcel of MA 10(C) that lies immediately north of the Coos County parcel that is just north of Beale Lake.	.26 miles	Existing Trail	No.	2.92

Route/Re-Zone Identifier	Description	Approximate acres of re-zoning	Current and Historic Vegetation	Level of WG Support
SA – RZ - A	Re-zone several MA 10(C) parcels in the vicinity of Old Bark Staging, and east of the Bark Designated Route to MA 10(B).	57 acres	Current: European beachgrass hummocks. Historic (1962 photo): Primarily open sand areas.	4.67
SA – RZ - B	Re-zone an area north of Beale Lake and east of the 430 Designated Route to MA 10(B)	14.6 acres	Current: European beachgrass hummocks. Historic (1962 photo): Primarily open sand area.	2.83



Lake in North Riding Area

Key Issues Discussed by Working Group

During the process of discussing and evaluating ideas for designated routes in Management Area 10(C) of the ODNRA, the Working Group identified a number of key issues. Some of these issues related directly to the process of identifying and designating routes in MA 10(C), and others are more general in nature and are issues of concern that apply more broadly to management of the ODNRA, and the variety of uses and users there.

Vegetation on the NRA

Native versus Non-Native vegetation

Issue Statement: Non-native plant species are becoming increasingly abundant and widespread in the NRA. In particular, European beachgrass has invaded many open sand areas over the past four decades, and is causing significant reductions in the “true” open sand areas. Well established European beachgrass in the foredune areas of the NRA has led to stabilization of this area, as well as the adjacent deflation plain wetlands. As a result, the deflation plain wetland areas have been “migrating” inland over time, further reducing the amount of open sand areas present historically.

Discussion/Relationship to Designated Routes Process: Existing vegetation in MA 10(C) is a combination of native plant associations, non-native associations dominated by European beachgrass and scotch broom, and a mixture of native and non-native species. The foredune areas have become dominated by European beachgrass, to the exclusion of many native species. The deflation plain wetlands are dominated by native species, with some non-native beachgrass and scotch broom, and are typically extremely dense vegetation. Trail maintenance in this vegetation type is difficult due to the speed with which vegetation encroaches. This is an advantage where the goal is to close a trail, and a disadvantage if the goal to keep a trail open. On the eastern edge of the deflation plain, the area of seasonally wet ground continues to migrate eastward, reducing the open sand areas that are typically found inland. Thus, in many areas there is a strip of land that is designated MA 10(B), Open Riding, but is covered with dense wetland vegetation. A number of designated sand camps are also in such areas. Further inland, European beachgrass and scotch broom are incrementally invading many open sand areas. Historic aerial photos of the NRA (1962 and later) graphically show this encroachment and the reduction in areas of open sand.

Solutions/Potential Actions to Address Issue: It is important for the USFS to examine the issue of the establishment of increasing amounts of non-native vegetation on the ODNRA. It appears that there are areas where eliminating non-native vegetation such as European beachgrass and restoring historically open sand areas would be a reasonable management objective. This is particularly critical in foredune areas, where European beachgrass has stabilized an otherwise dynamic system,

and caused changes to extensive areas of the dunes system. In areas where minimal user conflicts exist, it would be useful to test the concept of establishing OHV open riding areas with the primary objective of evaluating the extent to which OHV use can control the spread of European beachgrass. Such “test” areas should be well designed and carefully monitored. (Add in description of FS efforts on ODNRA). The Group was provided with a technical paper on beachgrass control efforts titled Control of European Beachgrass (*Ammophila arenaria*) on the West Coast of the United States. This report provided information on the success of alternative beachgrass control treatments on areas in Oregon and California.

Natural versus human-created vegetative conditions

Issue Statement: Portions of MA 10(C) were planted with Lodgepole pine (shore pine) plantations, established in the 1970’s. These plantations were established with the intent of suppressing European beachgrass, which had been introduced to stabilize open sand areas. For the most part, these pine plantations areas are comprised of a different plant association than found in natural shore pine stands. In addition to some native shrub species, Scotch broom is scattered throughout the more open areas in many of these stands, as is European beachgrass along open edges. Some of these stands have developed into high-quality Matsutake mushroom habitat, and a commercial mushroom harvesting industry has become a well-established use on the NRA.

Discussion/Relationship to Designated Routes Process: User-created OHV trails can impact mushroom habitat by disturbing the duff layer on the forest floor. There are concerns that designating OHV routes in high quality mushroom habitat areas will lead to increased “spider webbing” of trails in those locations, and increased conflicts between OHV users and commercial mushroom pickers.

Solutions/Potential Actions to Address Issue: Evaluate the potential of stabilizing eroding areas adjacent to Highway 101 and other problem areas by establishing plantings of shore pine along with the native shrub species commonly found in association. The long term objective would be both erosion control and the establishment of a native forest capable of supporting local wildlife and Matsutake mushrooms. Conduct a systematic inventory and/or assessment of Matsutake mushroom habitat in MA 10(C) areas to acquire better information on this resource and priorities for protection.

Dynamic landscape conditions on the NRA versus “Static” planning decisions

Issue Statement: The physical landscape on the NRA is uniquely dynamic. The forces of wind and water can dramatically alter vegetative conditions and landforms seasonally on large parts of the area. The relatively “static” system of “zoning” and mapping use areas on the NRA (often times based on existing vegetation) creates situations where “mapped” conditions bear no resemblance to actual conditions on the ground.

Discussion/Relationship to Designated Routes Process: The 1994 ODNRA management plan relied on a “zoning” or land allocation approach to managing the NRA landscape over time. Eleven

management areas or zones (10(A) through 10(L)) were specified and boundaries established on maps and in GIS layers. In some cases, information used to map out the zones was limited, and the resulting boundaries were based largely on broad-scale aerial photo interpretation. In addition, over time, significant vegetative changes have occurred due to the reasons cited in sub-sections a) and b) above, and to the factors described in the issue statement.

Solutions/Potential Actions to Address Issue: The dynamic landscape on the ODNRA calls for a shorter planning cycle than what is normally provided for in National Forest plans. The USFS has not been able to achieve its intent of updating the 1994 plan after ten years, so it is not clear how successful they would be with an even shorter cycle. Due to the changing landscape and the effects on the user community, plan implementation would benefit from a standing advisory committee to help address the management challenges presented.

Noise associated with OHV use

Issue Statement: Noise from OHVs is of concern to many compliant OHV users of the NRA, non-OHV users of the NRA, and to some adjacent landowners, business owners, and residents. Although noise limits are specified in Oregon law (99 decibels) and in NRA regulations (93 decibels), monitoring indicates that many vehicles do not meet the current limit.

Discussion/Relationship to Designated Routes Process: The 2009 Sound Monitoring Tests on the ODNRA indicated that only 64% of OHVs met the current 93dB limit, with 24% above 100dB. 2010 monitoring showed even lower compliance levels, with 50% of OHVs exceeding the 93 decibel level. This situation is further complicated by the fact that Oregon State Law specifies a different noise standard (< 99 decibels), than the ODNRA standard (93 decibels). Despite efforts to “zone” uses in the 1994 ODNRA management plan, in an effort to separate them and reduce conflicts, there are still many areas where popular OHV areas are adjacent to popular non-motorized use areas. The Working Group heard opinions from law enforcement, emergency responders, OHV tour operators, and OHV users regarding the percentage of OHV riders who would not respond to educational outreach to change their behavior (10-20% of users). This number of users could significantly undermine the positive effects of compliance efforts based on education efforts alone.

Solutions/Potential Actions to Address Issue: The USFS, OHV User Groups, Oregon State Parks, County law enforcement, and other appropriate parties need to concentrate on reaching compliance with the 1994 ODNRA Management Plan objective of 95% compliance with the current 93dB noise emission limit. Reaching this objective would significantly reduce conflicts between OHV users and non-motorized recreation, neighboring communities, and rural landowners. Noise control should be a high priority management issue on the NRA. In addition to an aggressive user education programs, increased monitoring and more aggressive enforcement must be important elements of noise reduction activities. Where possible, relocate OHV use behind ridgelines in areas adjacent to conflicting uses including non-motorized recreationists, neighboring communities, and rural landowners. There is a need to evaluate the NRA to determine if there are areas that should be

managed for nature viewing experiences that include a high level of natural quiet. This is a highly valued recreation value by many nature viewers. Efforts should be increased to inform non-motorized users of areas closed to OHV use, and to prevent unrealistic expectations and disappointment for non-motorized users visiting areas open to OHV use.

Staffing and Funding

Adequacy of staffing for management and law enforcement

Issue Statement: The ODNRA is currently experiencing heavy use, use levels are constantly increasing, and the NRA has an unusually dynamic landscape. Current staff is unable to address the many pressing management needs, or spend the time necessary to conduct adequate levels of use monitoring, and user contact and education to mitigate impacts and minimize conflicts between uses.

Discussion/Relationship to Designated Routes Process: There is a need to implement more effective compliance programs and carry out local research to answer management questions. There is a need to use adaptive management to update management plans more frequently to respond to changing use patterns, rapid vegetation change, and user conflicts. Staffing levels on the NRA have changed over time as the USFS has implemented changes in organization at the Forest and District level. For the most part, these changes have resulted in a net loss of dedicated staff on the NRA, while use levels and management needs have increased dramatically.

Solutions/Potential Actions to Address Issue: There is a need for a higher level of staffing than currently provided.

Adequacy of funding mechanisms

Issue Statement: USFS ability to fund priority projects and work on the NRA appears to be constrained by a variety of factors. As a result, many identified action items in the 1994 management plan have yet to be implemented. Consistent and effective management and enforcement programs have been difficult to establish and maintain in part due to the funding system.

Discussion/Relationship to Designated Routes Process: Current funding for management and project activities on the NRA comes from a combination of sources. For Fiscal Year 2010, approximately 47% of funding for the program comes from recreation fees collected from users, approximately 11% from partnerships with the OHV user community (State ATV fund, etc.), and the remainder from funds appropriated through the agency's budget.

Solutions/Potential Actions to Address Issue: There is a need for the USFS to explore the potential for increasing user fees to support more intensive management of the high level of OHV use on the ODNRA. Fees collected from OHV users on the ODNRA should be dedicated to managing OHV activities on the NRA. A more effective noise monitoring and enforcement program could be put in

place if dedicated funding were available. Two possible ideas for additional funding for this purpose that were raised and discussed in the Working Group were, 1) the establishment of an extra permit fee for OHV users until noise compliance levels reach an acceptable level, or 2) extra ATV fund requests to pay for more noise monitoring and enforcement.

Adjacent Landowners and “Inholdings”

Issue Statement: The NRA is bordered by a variety of public and private landowners, whose management objectives are largely unknown. There are also private and public land “inholdings”, areas of other ownership completely surrounded by NRA lands. In some cases, it appears that the establishment of management zones in 1994 created conflicts with adjacent an inholding lands. In other cases, adjacent landowners interests are dependent upon, and/or consistent with the goal of providing for OHV use on the NRA.

Discussion/Relationship to Designated Routes Process: This issue is particularly evident in the south riding area, where there are several large blocks of private and other public land embedded within the NRA. In a least two cases, private landowners are experiencing significant impacts from the use occurring on adjacent USFS land. A major designated route (Old Bark Road route) currently passes through private and Coos County land in several locations as it travels northward from Old Bark Road Staging Area. There are no easements or right-of-ways in place for several of the parcels crossed. In at least one location (Day property) the route location is critical to maintaining necessary emergency vehicle access. Designated sand camps have been established in close proximity to private lands, creating trespass and sanitation issues affecting those landowners.



Private Property Adjacent to South Riding Area

There are other adjacent landowners in the south riding area whose interests are aligned with or dependent on OHV use on the NRA. Some landowners are encouraging OHV use on their lands, some as a business enterprise, and others (KOA campground) serve a clientele that consists primarily of NRA users. Still others own adjacent land and wish to maintain access from their property to open riding areas on the NRA.

Solutions/Potential Actions to Address Issue: It is critically important that the USFS pursue land exchanges, easements, agreements, and other appropriate mechanisms to secure critical access across private and county parcels in the south riding area. The most critical access situations should

be identified and pursued first. Explore agreements with neighboring landowners to fence certain areas to reduce impacts on private lands, possibly in exchange for access. Beyond that there is a need for a more systematic approach to assessing adjacent landowner issues and concerns, and identifying situations where specific agreements with individual landowners could resolve problems or enhance management of the NRA lands.

Signs and Fencing

Issue Statement: Adequate signage and the use of fences to control access on portions of the NRA are difficult management issue due to the size of the area, the large number of access points, and the dynamic nature of the landscape described in Issue #1. This complicates user education and enforcement efforts on the NRA.

Discussion/Relationship to Designated Routes Process: Although not required by the current USFS rules, there are locations on the ODNRA where signs and fences are necessary to assure compliance with designated OHV use rules. Due to the presence of many recently established user created trails and the presence of out-of-area OHV recreationists, many users may not completely understand what trails are open and what trails are not open. This is likely to be an increasingly challenging issue as the current network of trails is “scaled back” to a system of designated routes. With the implementation of the agency’s “Travel Management” rule, the intent is to rely less on signage, and more on published maps, to inform users on what areas and routes are open to OHVs. This shift away from signage is of concern to the Working Group members who see this as making it more difficult to clearly communicate with users.

Solutions/Potential Actions to Address Issue: The USFS should continue to use signage as a primary tool for informing users of areas and routes that are open, or closed to OHV use. The USFS should also increase the visibility of existing fences by adding some type of reflectors to fence posts. The USFS should also explore the use of GPS markers to identify the location of key features and designated routes.

Existing Sand Camp locations

Issue Statement: The location of some existing designated sand camps appears to conflict with other uses, adjacent land ownerships, and with other resource values. To some extent, this is the result of landscape changes over time, i.e. migration of deflation plain wetland into open sand areas.

Discussion/Relationship to Designated Routes Process: The establishment of designated sand camps on the NRA has help resolve many issues that existed with “dispersed” camping in the OHV use areas of the NRA. The sand camps are very popular with users, and present a better management situation for USFS staff than unregulated dispersed camping in these areas. There are a number of sand camp locations that appear to raise issues of conflicts with other uses, conflicts with adjacent landowners and/or impacts on other resources values (i.e. wetlands). Some of these

sand camps are located in areas where the migration inland of the deflation plain wetlands behind the foredune has caused the water table to be exposed for more of the year, resulting in wetland areas developing. Some of these sand camps are adjacent to existing designated routes. In other areas, sand camps were located in areas where sanitation concerns may impact other resource values (i.e. Incinerator Road area in north riding area). In the south riding area, sand camps were located in close proximity to private inholdings (Day and Lyon properties), and are contributing to landowner concerns over sanitation issues and trespass onto their property. This issue is related to the issue of the dynamic landscape in the dunes, in that facility siting decisions that seem appropriate at one point in time, can seem inappropriate a few years later due to changing landscape conditions.

Solutions/Potential Actions to Address Issue: Relocate sand camps away from private lands to prevent conflicts and damage. Relocate sand camps away from high quality Matsutake mushroom habitat to eliminate physical damage and remove the threat of human waste contamination of this food product. Relocate sand camps away from wetland areas to prevent conflicts and damage. Establish criteria for locating sand camps that considers these factors, and the overall quality of sand camp locations (i.e. favor sites more protected from wind) in making sand camp siting decisions on the NRA. Periodically review the location and conditions in and adjacent to sand camps, and plan to relocate a certain number of sites on a regular basis. Consider requiring users to have portable toilets at sand camps. Consider increasing the number of group sites.

ODNRA “Recreation Capacity”

Issue Statement: Use levels on the NRA have been steadily increasing since the current management plan was adopted in 1994. There does not appear to be an established “capacity” or “level of acceptable change” against which proposed developments or restrictions can be evaluated.

Discussion/Relationship to Designated Routes Process: As defined in the 1994 management plan, “recreation capacity” refers to “the number of people that can take advantage of the supply of a recreation opportunity during an established time period without substantially diminishing the quality of the recreation experience or biophysical resources”. The accepted method for establishing recreation experience opportunities for USFS lands is through the use of the Recreation Opportunity Spectrum (ROS). ROS delineates lands into six classes on a continuum from primitive to urban. Each class is defined in terms of the degree to which it satisfies certain recreation experience needs, based on the extent to which the natural environment has been modified, the type of facilities provided, the degree of outdoor skills needed to enjoy the area, and the relative density of recreation use. Both Management Area 10(C) and Management Area 10(B), the two primary OHV use zones on the NRA, were classified as “Semiprimitive Motorized” areas in the 1994 plan. This is described as an “area characterized by a predominantly natural or natural-appearing environment of moderate to large size. Concentration of users is low, but there is often evidence of other users.” The plan provided an initial estimate of appropriate average visitor density in these areas of between 1 and 2 people per acre (computed only on open sand acres where most use occurs). It is

not clear whether or not there has been any monitoring or analysis since the plan was adopted to assess the actual average use density in these areas. There are concerns among users and working group members, that actual densities of use are much higher, raising questions about user safety. There are also concerns that with OHV use continuing to rise in popularity and use levels continuing to increase on the NRA, there is no measurable standard in place against which decisions can be made to restrict or re-direct use if levels become excessive. User experiences and types of use appear to differ dramatically between MA 10 (C) and 10(B), even though they are assigned to the same ROS class. The desire for both open riding areas and more controlled Designated Routes (more family friendly) within the OHV community needs to be recognized and the desire for these two types of experiences evaluated. It would seem that thresholds of acceptable use would be quite different between these two zones.

Solutions/Potential Actions to Address Issue: There is a need for an updated look at ODNRA “Recreation Capacity” or “Maximum Visitor Numbers” for OHV and non-OHV uses in order to provide high quality experiences and minimize impacts to other users and natural resources. These estimates would be more useful if expressed in “total simultaneous users” in a particular area rather than the user per acre measure used in the 1994 Management Plan. As with many of the standards and policies related to planning and management of USFS lands, the ODNRA represents a unique and different landscape. The Recreation Opportunity Spectrum may not be as usefully applied on this landscape as it is on more traditional forested landscapes. Future analysis on this issue should consider whether there are more appropriate systems for assigning and monitoring threshold use levels.

User Surveys and Feedback Systems/User Involvement in Management Decisions

Issue Statement: No formal mechanism exists for consistent collection of information on use levels and user experiences on the NRA, or to involve users in the ongoing management of the NRA and the implementation of the management plan.

Discussion/Relationship to Designated Routes Process: Information on use levels and user experiences comes from periodic work by academic institutions and the State of Oregon, but not through a consistent system of monitoring and/or surveying focused on NRA-specific management needs. Management “decisions” identified in the 1994 management plan have been implemented incrementally over the past 16 years, and without any formal process of consulting or communicating with affected users. This has resulted in dissatisfaction and discontent among some users over specific management actions (i.e. implementation of wildlife closure area around Beale Lake.) The process of designating routes in Management Area 10(C) is another example. In the intervening 16 years since the 1994 plan was approved, large numbers of user-created trails have come into existence. Formal closure orders to prohibit riding off of designated routes in MA 10(C) were only implemented in limited areas. “Undesignated” trail use in most MA 10(C) areas was permitted to continue without any enforcement action. As a result, the need for ongoing

communication with user groups is critical to implementing the system of designated routes envisioned by the 1994 plan.

As discussed under the “Recreation Capacity” issue, there is little actual information on use densities that can be evaluated against the initial estimates of use described in the 1994 plan. It is clear from broader user surveys done by OSU in 2005 and 2009 that OHV use levels in general in Oregon, and more specifically in the south coast region where the ODNRA is located, have increased dramatically, and have increased faster than land manager’s had anticipated when the management plan was created.

Solutions/Potential Actions to Address Issue: Consider conducting a standardized, periodic survey of recreational uses and use levels on the NRA, similar to what has been conducted by OSU in the past. To the extent that such a survey can be customized to address specific monitoring and information needs important to NRA management decisions that would be desirable. Such a periodic survey would also be more valuable if it included information from local businesses, and also from other recreation providers in the area (e.g. State, County, private, etc.) Past surveys by OSU have included information on user expectations and experiences, and that should be continued in future surveys. Comprehensive ODNRA user surveys could include surveys of neighboring communities and nearby rural landowners. Information could potentially be used to identify highest priority OHV and non-OHV recreational user desires and highest priority desires of each identifiable neighborhood and rural landowner area. It may also be possible to develop estimates of projected future use for each user, community, and landowner category. Information from a standardized, comprehensive survey effort should be completed in time to be incorporated into the next management plan update.

Consider developing and implementing a quick, simple method of receiving reports and feedback from users on their ODNRA experience. This could include feedback on things like negative impacts to habitats, suggestions for improved management, conflict with other users, and location of fragile or economically important areas (such as maturing pine areas with Matsutake habitat). This could be accomplished through a simple survey form attached to user permits in the area, or through periodic on-site surveys conducted by staff or volunteers.

Consider the establishment of an ongoing forum to engage users and keep them informed on key plans and project activities associated with implementation of the management plan.

User Safety

Issue Statement: Increasing levels of use within a confined landscape on the NRA have led to a number of safety issues for OHV users. Open sand areas encourage high speeds and associated risks of more serious accidents. Trail riding opportunities generally involve slower speeds, but carry risks associated with narrow tracks, poor visibility, and congestion from heavy use.

Discussion/Relationship to Designated Routes Process: The 1994 management plan focused on designated routes for the primary reason of providing connectors to open sand areas. However, it is clear that for many OHV users, designated routes are desirable for a safer and more enjoyable trail riding experience. This is particularly the case for families, who often prefer the trails to the open sand areas. There is concern that reducing the number of trails overall, through designation of a limited number of the existing trails, will lead to concentration of use on the remaining trails and associated safety issues. There are also concerns about the visibility of fences used to control access to areas closed to OHV use.



Emergency Response Vehicle in South Riding Area

Solutions/Potential Actions to Address Issue: Consider the value of trails to OHV users, beyond the need to connect open riding areas. Consider the use of additional designated routes to disperse riding in heavily used areas. Consider the use of loop trails where possible, and/or establishment of one-way traffic patterns on key trails to reduce risk to riders. Consider the use of “corridors” that provide a wider riding area along heavily used routes to disperse use and provide for a safer and more interesting riding opportunity. Utilize reflectors on fences and signposts to increase visibility.

Economic Impacts from ODNRA Use

Issue Statement: Economic benefits to local and regional economies associated with the ODNRA are significant. There are concerns about how management actions like implementing a system of designated routes in Management Area 10(C) will affect use levels and economic benefits. There are also concerns about how increasing OHV use may impact non-motorized uses of the area, which also contribute to local economies.

Discussion/Relationship to Designated Routes Process: As discussed in the “Recreation Capacity” issue narrative, OHV use levels in the south coast region, and on the ODNRA have increased steadily over the years. There have been a number of studies and analyses of the contributions to local economies that this use represents. In 1999, OSU published results of the Oregon Off-Highway Vehicle User Survey, undertaken to provide a reliable estimate of the economic impact of motorized recreation in Oregon. In estimating economic impacts, the study identified the jobs and income that are the result of OHV recreation and assessed the revenues generated from motorized recreation in the state. The study provided information by regions of the State. The ODNRA is located in the

south coast region, and is the primary source of OHV associated economic benefits reported for that region. OSU repeated this survey effort in 2008, and published another report in 2009. The table that follows summarizes key information presented in these two surveys relative to trip expenditures associated with OHV use, and demonstrates how economic impacts of OHV use have changed over one ten-year period.

Trip Expenditure Items Reported	1999 - Statewide	1999 – South Coast	South Coast % of total
Trip Expenditures	\$46.4 MM	\$27.8 MM	60%
Jobs Created	831	529	64%
Personal Income	\$14.6 MM	\$8.7 MM	60%

Trip Expenditure Items Reported	2009 - Statewide	2009 – South Coast	South Coast % of total
Trip Expenditures	\$250.2 MM (+439%)	\$81.4 MM (+193%)	32%
Jobs Created	2369 (+185%)	829 (+57%)	35%
Personal Income	\$64.1 MM (+339%)	\$19.6 MM (+125%)	30%

Overall, statewide trip expenditures increased 439% from 1999 to 2008, with an increase of approximately 193% during that period in the south coast region. Jobs and personal income on a statewide basis increased by 185% and 339% respectively over the ten-year period. These same indicators were up by 57% and 125% respectively in the south coast region. The south coast region also showed the highest percentage of out-of-state sources of trip expenditures in the 1999 survey, with nearly 50% of the region's trip expenditures coming from out-of-state sources. Out-of-state information was not provided in the 2009 report. While south coast region increases in OHV expenditures and associated benefits were not as dramatic as those reported statewide, they were still significant.

While similar surveys of the economic benefits of non-OHV uses in Oregon and in the south coast region have not been done to the same level of detail, some economic benefit information associated with non-OHV recreational uses was provided to the Working Group during the process. A USFWS report from 2005 indicated that Oregon hosted nearly 1.7 million wildlife watchers in 2001, with over 500,000 coming from out-of-state. Trip related expenses estimated for this use totaled over \$300 million. A more recent report for ODFW and Travel Oregon by Dean Runyon and Associates ([Fishing, Hunting, Wildlife Viewing, and Shellfishing in Oregon - 2008 State and County Expenditure Estimates](#)), estimates Wildlife Viewing expenditures in Oregon at over \$1 billion annually. This report indicated over \$527 million was spent on equipment expenditures (including \$349 million on specialized equipment) and \$462 million on travel-generated expenditures.

It is important to point out that the surveys and reports cited in this issue discussion address different geographies and different levels of detail. Direct comparisons of the benefits associated with specific uses in a given area cannot be made because of differences in the methods used and scales addressed. The results of these surveys do support beliefs expressed by many Working Group members that there are significant economic benefits associated with a wide range of both motorized and non-motorized recreational uses in Oregon.

Solutions/Potential Actions to Address Issue: Both OHV and non-OHV recreational uses represent significant economic benefits to Oregon’s economy, and to the local economies near the ODNRA. There is a need to gather more specific information on all uses and their associated benefits as directly related to the ODNRA. In particular, there is a need for information on non-OHV use benefits collected in a manner similar to the OHV information collected for the 1999 and 2009 OSU reports.

Management Goals and Objectives for MA 10(C)

Issue Statement: The purpose and goals for Management Area 10(C) described in the 1994 ODNRA Management Plan may not have fully reflected the range of OHV user desires for riding experiences.

Discussion/Relationship to Designated Routes Process: The purpose for MA 10(C) in the 1994 plan focused on protection of vegetated habitats, while providing controlled opportunities for OHV riding



Undesignated OHV Trail in North Riding Area

on designated trails. The goal statement included in the plan seems to narrow this focus to those routes that would provide access to the beach and other areas open to OHV use. This has been interpreted by some to mean that one criterion for designating a given route is to serve as a connector between, or to open riding areas. However, prior to the 1994 plan, and in the intervening years, a number of popular riding routes have not strictly met this criterion. In addition, many in the OHV community have expressed a preference for quality trail riding experiences, and value the trails for more than just connectors to open riding areas. Many of these users do not use the open riding areas because of safety concerns and the desire to ride in less crowded conditions. In the course of the Working Group discussions, several popular trails were identified and proposed as potential new designated routes that do not clearly meet the criteria of being connector routes to open riding areas. In other cases, the route proposed provides a connector, but other designated routes already exist to provide the connection.

Solutions/Potential Actions to Address Issue: The USFS should re-visit the intent of the purpose and goal statements for MA 10(C) in the 1994 plan. If the intent is to limit designated routes to connectors between open riding areas, then some of the proposals advanced by the Working Group do not meet that criterion. The plan should be revised to more clearly state that intent. If the

intent is to allow designated routes that are not connectors between open riding areas, then that could also be stated more clearly in the plan language.

Designated Route and Re-Zoning Proposals in other Management Areas (not 10(C))

Issue Statement: In the course of field trip and meeting discussions, the Working Group identified and discussed a number of potential designated route and re-zoning ideas for areas that are not within Management Area 10(C). However, most of these were either immediately adjacent to MA 10(C), or were considered integral to addressing issues associated with MA 10(C). Since they are outside the scope of the Working Group's mandate, they have been included here for future consideration by agency managers.

Additional ideas for designated OHV routes

<u>Riding Area:</u> South	<u>Proposal Identifier:</u>
Proposal Description: Identify and designate one OHV route to connect the Bull Run Staging area to the Old Bark Staging area.	
Description of Area: The area between the two staging areas is dominated by wetland and open water areas, with dense vegetation. Water levels typically rise seasonally, and routes that are dry in the summer months are submerged from late fall to late spring. The majority of this area is currently in Management Area 10(G), Wetlands Emphasis.	
Key Benefits of Route Designation or Zone Change: This route would provide clear and direct access between these two popular use areas. Current access between the areas requires traveling north on the west side of the riding area, to the Hauser Beach Access road area, and then back south on the east side of the riding area.	
Key Issues or Concerns Noted: There is currently no clear location for such a route. Extensive wetland areas between the two Staging areas have thwarted previous attempts to establish this route. There are concerns about being able to establish a route location, and obtain the necessary approvals and permits to construct the route. There are also concerns that any proposed route be carefully evaluated to minimize negative impacts on non-OHV recreationists south of Horsfall Beach Road. This non-OHV use area is the closest ODNRA destination for North Bend and Coos Bay residents interested in non-motorized recreation opportunities. Current use near the road includes Wildmare Horse Campground and Day Use, Bluebill Campground and trail around the lake, and Sandtracks Picnic Area.	
Summary of Working Group Evaluations/Support for Proposal: During Working Group discussions, OHV users expressed strong support for the establishment of this route. While many group members see the value of a connector route between the two areas, there are significant concerns as to whether or not it will be possible to locate a route due to the prevalence of wetlands and lakes, and also concern regarding avoiding negative impacts to non-OHV recreationists south of Horsfall Beach Road.	

<u>Riding Area:</u> South	<u>Proposal Identifier:</u>
<u>Proposal Description:</u> Designate an existing trail to provide access to the north shore of Beale Lake at a point where there was access prior to implementation of the closure in 2009. (Note: This proposal is within Management Area 10(F), (Plants, Fish and Wildlife).	
<u>Description of Area:</u> This area is dominated by beachgrass hummocks intermixed with open sand areas.	
<u>Key Benefits of Route Designation or Zone Change:</u> The designation of this route would allow OHV access to a popular point on the north end of Beale Lake. This is important to OHV users who are currently excluded from direct access to any of the 32 lakes within the NRA. This access was eliminated in 2009 with the implementation of a management zone to protect wildlife values in the Beale Lake area.	
<u>Key Issues or Concerns Noted:</u> Some group members are concerned about the plant species and wildlife values present, and the potential impacts to those resources. The Beale Lake area was zoned 10F to manage for fisheries, wildlife, and special plant species, including the Red Fescue globally significant plant community. This is one of the few lakes in this area where USFS has ownership completely around the lake.	
<u>Summary of Working Group Evaluations/Support for Proposal:</u> This proposal was not evaluated with a formal survey of Working Group members. However, individual members expressed both strong support and strong opposition to designating a route in this location. There was no consensus on this proposal.	

<u>Riding Area:</u> Middle/South	<u>Proposal Identifier:</u>
<u>Proposal Description:</u> Designate a route or corridor to provide OHV access between the south riding area and the middle riding area (between Ten Mile Creek and Umpqua Dunes).	
<u>Description of Area:</u> This area is currently designated in several “zones” that do not allow motorized use.	
<u>Key Benefits of Route Designation or Zone Change:</u> The designation of this route would provide for OHV access between two popular riding areas, and would provide additional trail riding opportunity to users.	
<u>Key Issues or Concerns Noted:</u> This would allow OHV use in an area that has been designated as non-motorized since the 1994 plan was adopted and implemented. Introduction of motorized recreation into areas currently designated as Wild and Scenic River, Research Natural Area, and Non-Motorized Undeveloped would significantly compromise the current management objectives for these areas.	
<u>Summary of Working Group Evaluations/Support for Proposal:</u> This proposal was not evaluated with a formal survey of Working Group members. However, several individual members and a number of public expressed their support for designating this connector route. Other members and public are opposed to opening up non-motorized areas to OHV use, as would be the case with this route. There was no consensus on this proposal.	

Additional ideas for changes to management area designations:

<u>Riding Area:</u> South	<u>Proposal Identifier:</u>
<u>Proposal Description:</u> Re-zone an area of approximately 5.5 acres located north of Beale Lake and east of the 430 Designated Route, from MA 10(F) to MA 10(B), Open Riding. (An additional adjacent area to the north within Management Area 10(C) is discussed in the Proposals section of this report)	
<u>Description of Area:</u> This area is dominated by beachgrass hummocks, and some areas of continuous beachgrass. This area is currently in Management Area 10(F), Plant, Fish and Wildlife Habitat.	
<u>Key Benefits of Route Designation or Zone Change:</u> Inclusion of this area along with Proposal SA-RZ-B would make for a more logical boundary between open riding area and the MA 10(F) zone around Beale Lake. Currently, the most logical geographic feature for use as a boundary between areas open and closed to OHV use is the south side of this proposed re-zone area.	
<u>Key Issues or Concerns Noted:</u> There is concern about the possible presence of sensitive plant and/or wildlife species in this area.	
<u>Summary of Working Group Evaluations/Support for Proposal:</u> This proposal was not evaluated with a formal survey of Working Group members. However, several members expressed their support for including this area if SA-RZ-B is implemented. Other members and public are concerned about opening up this area to OHV use. There was no consensus on this proposal.	



Lake in Middle Riding Area

Appendix A – Working Group Members and Affiliations

<u>Name</u>	<u>Representing</u>
John Carnahan	Emergency Responders – Siuslaw Valley Fire and Rescue
Arrow Coyote	Confederated Tribes of the Coos, Lower Umpqua, and Siuslaw Indians
Adele Dawson	General Public - Birders
Doug Duchscher	OHV Outfitters/Guides
John Getz	Mushroom Pickers
Marty Giles	Non-OHV Outfitters/Guides
Greg Hoover	Organized OHV Groups
Liz Kelly	U.S. Fish and Wildlife Service
Jody Phillips	OHV Users
Ron Price	OPRD - State ATV Program
Larry Robison	Coos County Parks Department
Scott Ryland	Organized OHV Groups
Barbara Taylor	Conservation Groups (Cape Arago Audubon Society)
Mark Tilton	Local Community Leader

Appendix B – Acronyms Used in Report

ATV – All Terrain Vehicle

DR – Designated Route

GIS – Geographic Information System

MA 10(C) – Management Area 10(C) – land use designation from the 1994 ODNRA management plan

NA/MA/SA – North, Middle and South riding area designators used for proposal descriptions

ODFW – Oregon Department of Fish and Wildlife

ODNRA – Oregon Dune National Recreation Area

OPRD – Oregon Parks and Recreation Department

OHV/ORV – Off Highway Vehicle/Off Road Vehicle – these terms are interchangeable for the purposes of this report.

OSU – Oregon State University

ROS – Recreation Opportunity Spectrum

RZ – Proposal designator used to indicate a proposal to “Re-zone”, or change the management classification for an area

USFS – United State Forest Service

USFWS – United States Fish and Wildlife Service

Appendix C - Summary of Public Comments Received

Public comment during the process occurred through three primary mechanisms. First, each meeting of the Working Group included a specific time block for public comment. During this time block, individuals were invited to provide their input in the order in which they had signed-in as they arrived during the day. Second, numerous e-mails were received from interested public throughout the process. Third, a number of letters and copies of e-mails were submitted at the public meetings, either in lieu of, or in addition to oral comments.

What follows is a summary of the comments received during the process and the general sentiments expressed through those comments. More detailed summaries of comments received during the public comment periods at Working Group meetings can be found in the individual meeting notes for those meetings. Meeting notes are available through the Siuslaw National Forest ODNRA OHV Designated Routes web site at the following location:

<http://www.fs.fed.us/r6/siuslaw/projects/rec-plans-projects/dunes-routes/index.shtml>

Copies of all written and e-mail input received are filed at the Siuslaw National Forest Supervisor's office in Corvallis. Information on these materials is available from Frank Davis, Siuslaw National Forest Planner.

Public Comment at Working Group meetings

Saturday, October 3, Florence – Two individuals provided comments at the meeting. Both expressed their concern about the potential for further restrictions on OHV use on the NRA, and their support for continued access to the NRA for OHV users.

Saturday, November 7, Winchester Bay – Five individuals provided comments at the meeting. One person expressed concerns about OHV trail impacts on Matsutake mushroom habitat areas, and emphasized the need to protect those areas. Four individuals expressed their concerns about further restrictions on OHV use on the NRA, and their support for continued OHV access. They also emphasized the economic benefits of OHV use to local communities.

Saturday, January 23, Honeyman State Park – Nine individuals provided comments at the meeting. All expressed their concerns about further restrictions on OHV use on the NRA, and their support for continued OHV access. They emphasized the economic benefit of OHV use to local communities. They also commented on concerns about overcrowding and safety issues as OHV use increases and available areas decrease.

Saturday, April 17, North Bend – Fourteen individuals provided comments at the meeting. All expressed their concerns about further restrictions on OHV use on the NRA, and their support for continued OHV access. They emphasized the economic benefits of OHV use to local communities. Several also shared their concerns about the recent OHV closure implemented in the area around Beale Lake in the south riding area. One piece of written input was submitted by a local landowner, in addition to the oral comments received.



Public Members on South Riding Area Field Tour

Saturday, June 5, North Bend – Eleven individuals provided comments at the meeting. Nine individuals expressed their concerns about further restrictions on OHV use on the NRA, and their support for continued OHV access. They emphasized the economic benefits of OHV use to local communities. They also shared concerns about the extent to which areas of the NRA that were once open sand, are becoming covered with vegetation, primarily European beachgrass. One individual expressed concerns about the impact of OHV noise on local residents in the Hauser area. One individual shared information on noise monitoring and enforcement efforts. Fourteen pieces of written input were submitted (copies of e-mails), all in support of continued OHV use and riding opportunities on the NRA.

Saturday, June 26, Florence - Fifteen individuals provided comments at the meeting. Four individuals expressed their concerns about noise impacts on local residents from OHV use on the NRA, and expressed their support for stronger enforcement of existing rules. Two individuals expressed concerns about the lack of camping facilities in the area, and the potential loss of tourist income to local communities. Nine individuals expressed their concerns about further restrictions on OHV use on the NRA, and their support for continued OHV access.

Saturday, September 11, North Bend – Three individuals provided comments at the meeting. Their comments included praise for how well the Working Group process was going, emphasis of the economic benefits associated with OHV use on the NRA, the need for better enforcement of noise rules on the NRA, and safety issues associated with reducing the number of trails available to OHV users on the NRA.

Saturday, October 16, Florence – Eight individuals provided comments at the meeting. Their comments addressed the following issues: the need for more OHV riding areas due to increased demand, the need for increased enforcement of existing rules on the NRA, the value of the mushroom industry to local economies and the need to protect habitat in the South Jetty area,

Letters and E-Mails Received

Through September 6, 2010, 46 e-mails were received providing specific comments about OHV use and related issues on the NRA. A number of additional e-mails were received requesting information on upcoming meetings and/or the Working Group process, but providing no specific input or comments. Of the 46 e-mails received, 29 came from individual OHV users that were forwarded through an organization called Save The Riders Dunes (STRD). Input from STRD “members” generally emphasized their experiences riding on the NRA and the importance of this activity to families. They expressed concerns about further restricting the area available to OHV use, and related impacts on rider safety (due to overcrowding) and impacts on local economies (due to reduced use). STRD “members” support continued access to the NRA for OHV use, and oppose any further restrictions on the area available to OHV users. (Note: Printed copies of most of the STRD e-mails were also submitted at the June 5 and June 26 Working Group meetings). Several additional e-mails were received from OHV users of the NRA, expressing their support for continued access and OHV riding opportunities, and their opposition to further restrictions on OHV use in the NRA. 12 e-mails were received from adjacent landowners and residents of the Florence area, expressing their concerns about noise impacts from OHV use on the NRA, and also concerns about trespass and damage to private properties. Several e-mails were received from individuals concerned about opening up areas of the NRA currently closed to OHV use, and allowing OHV use in those areas. They expressed concerns about the potential impacts to non-OHV users in these areas.

Two additional pieces of written input were submitted at Working Group meetings. One came from an adjacent landowner, and expressed support for the designation of OHV user trails in the NRA, including trails that connect to their property. Another letter came from a local resident of the Florence area, and expressed concerns about federal lands being sold into private ownership, and not being available to the people of the United States.



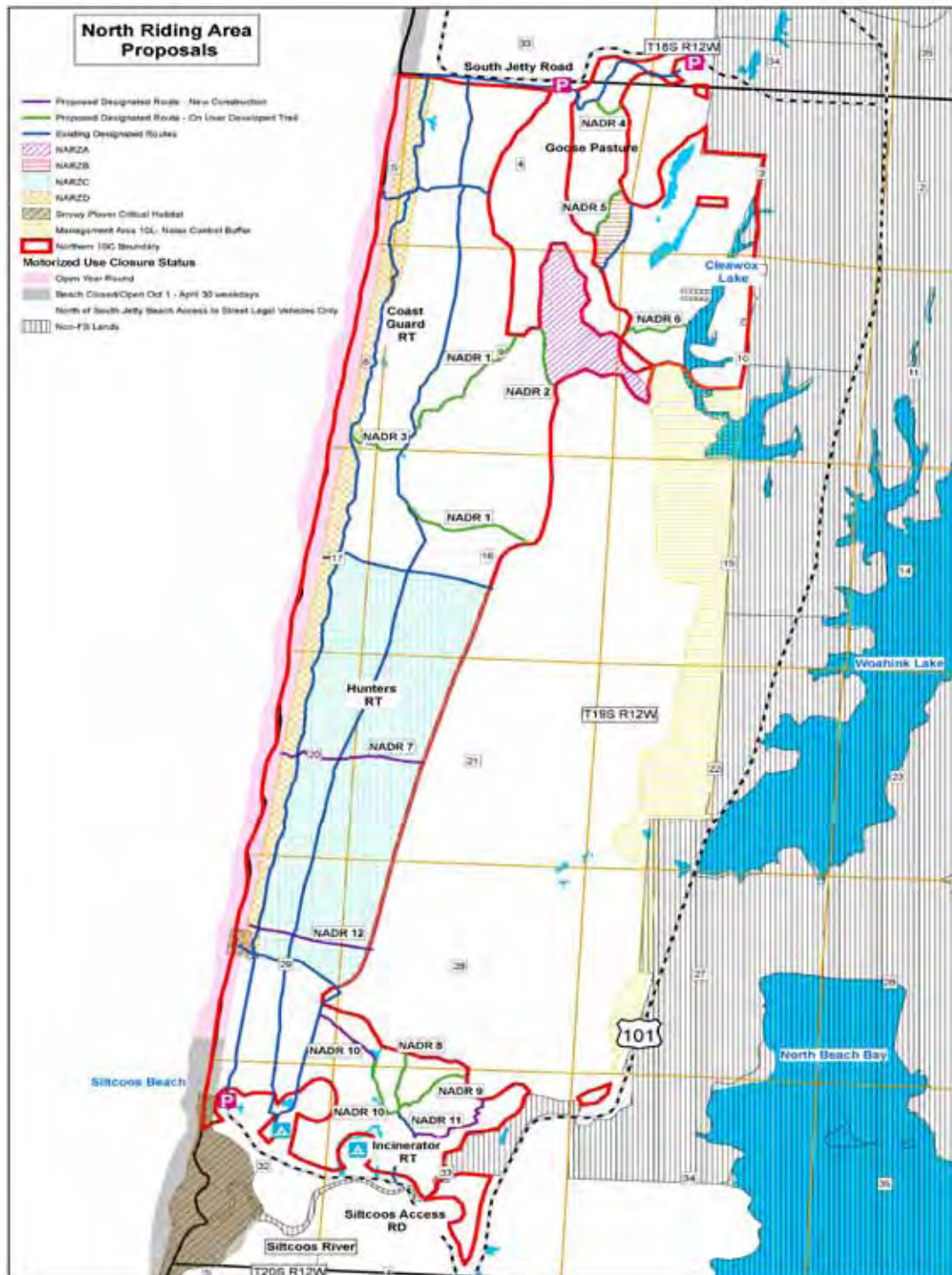
Members of the Working Group and Public on South Riding Area Field Tour

Appendix D - Proposal Displays

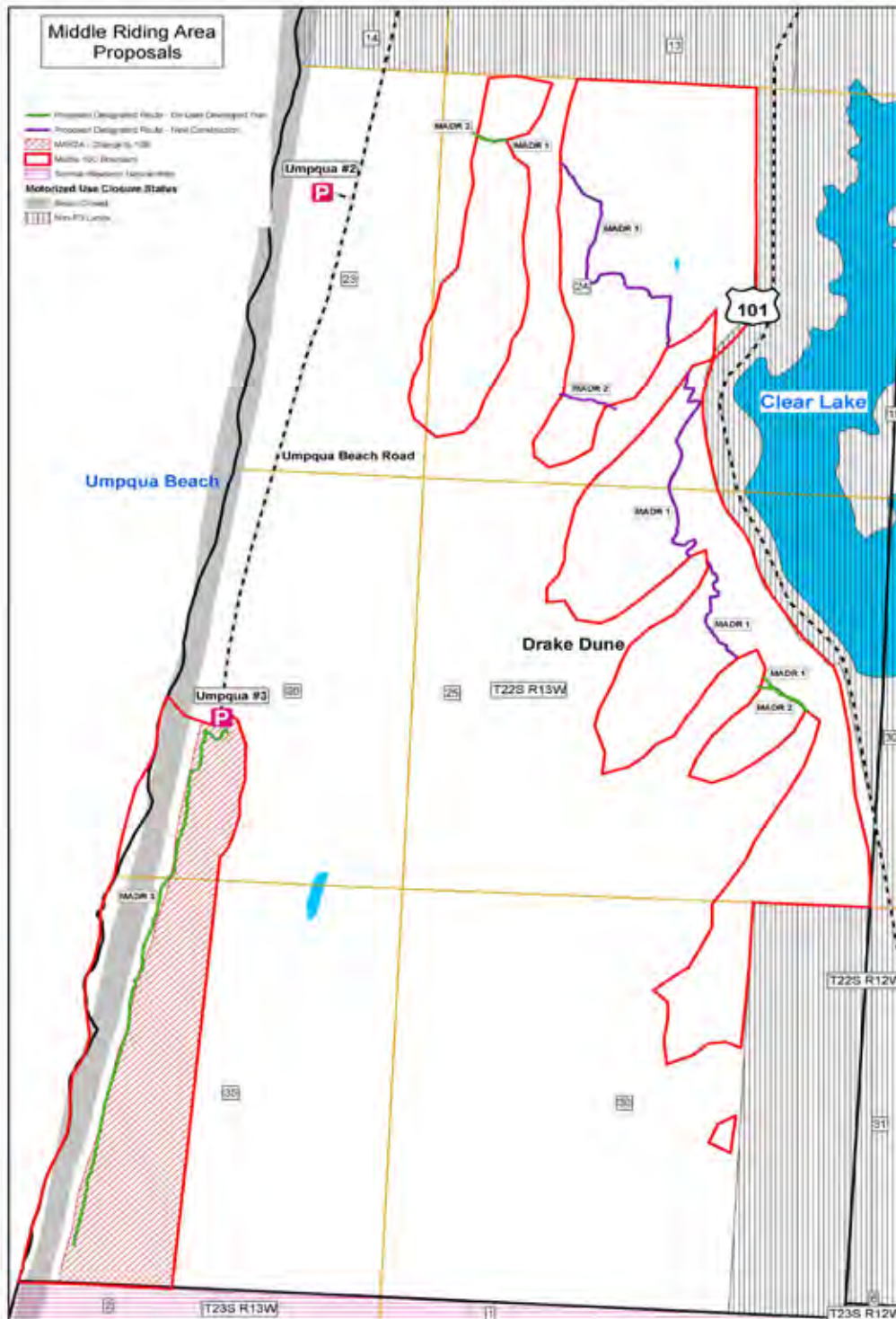
The displays in this section provide vicinity maps for each of the three riding areas that show the approximate location of designated route and re-zoning proposals developed by the Working Group. More detailed displays for each riding area can be accessed and downloaded from the Siuslaw National Forest – ODNRA OHV Designated Routes Process web page, using the following link:

<http://www.fs.fed.us/r6/siuslaw/projects/rec-plans-projects/dunes-routes/index.shtml>

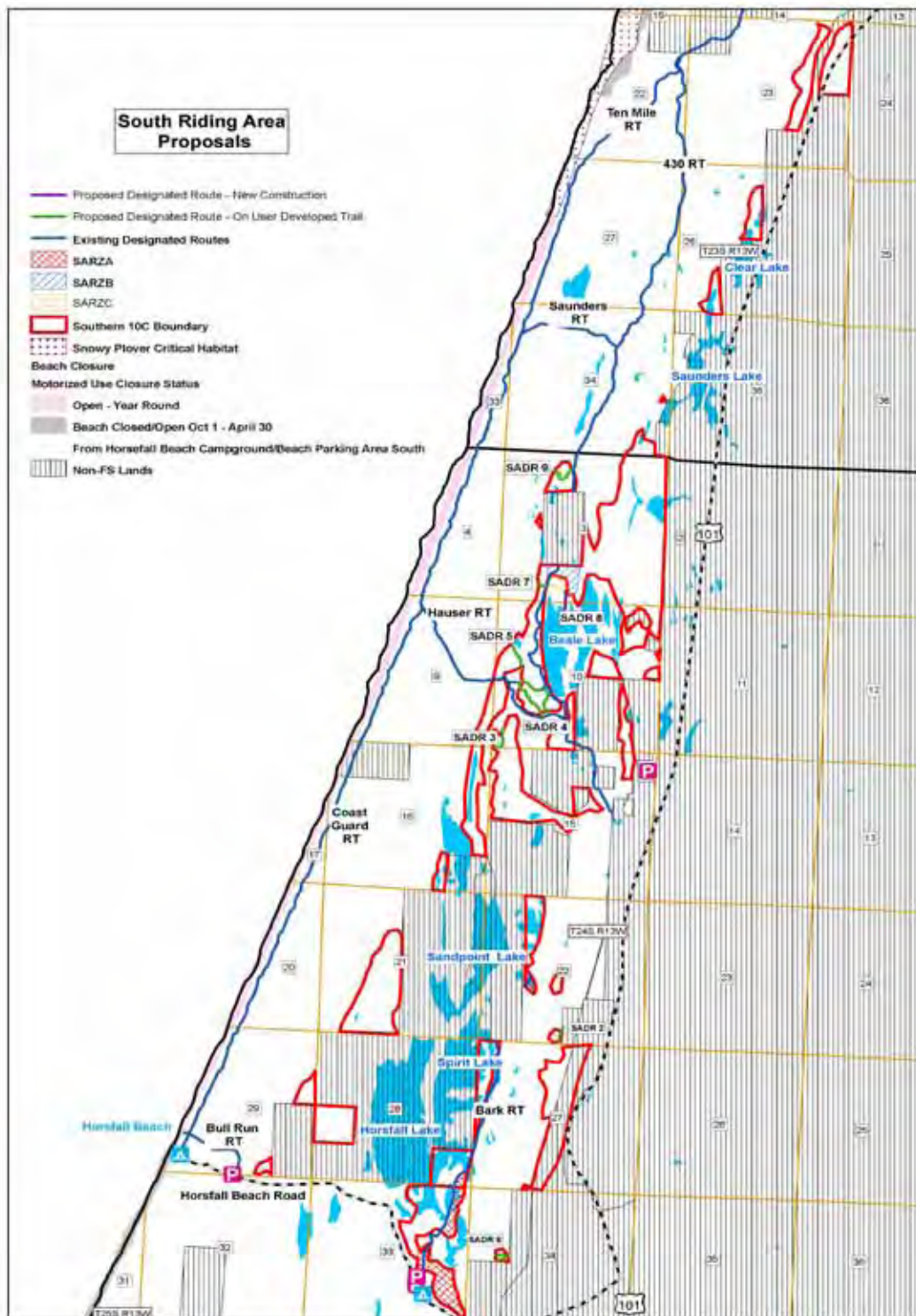
North Riding Area Proposal Display



Middle Riding Area Proposal Display



South Riding Area Proposal Display



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