

THE
VISION

OREGON'S
SIGNATURE TRAILS

OPPORTUNITIES
FOR INVESTMENT

OREGON SIGNATURE TRAILS INVENTORY REPORT



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Investing in signature trails will elevate pride and prosperity for communities across the state, providing amazing experiences for Oregonians in their own backyards.

Investment in Signature Trails was identified as a priority strategy of the **Outdoor Recreation Initiative**, a statewide effort led by Travel Oregon to bring together businesses, agencies, land managers, conservation groups, and recreational user groups around the goals of expanding access to outdoor recreation and increasing the economic impact and sustainability of Oregon's outdoor recreation economy.

A Signature Trails Action Team worked in 2018 and 2019 to lay out an *Oregon Signature Trails Vision*, a project led by Oregon Trails Coalition, Travel Oregon, and Oregon Parks and Recreation Department. The project defined signature trails as trails that:

- Provide access to iconic places
- Create opportunities for scalable experiences
- Provide consistency in maintenance, route finding, etc
- Are integrated with public and private transportation services, lodging, cultural amenities, and other services
- Are accompanied by robust trip planning resources
- Are a source of pride and prosperity for Oregon communities

Signature trails
distill the iconic
beauty of Oregon into
unforgettable, seamless
experiences. Oregon
has the building blocks
to develop a network of
signature trails across
the state.

Together, we can create world-class infrastructure that will be a source of pride and vitality for local communities and attract visitors from around the globe. It will take both collaboration and visionary leadership as well as bold public and private investments to generate bold returns.

Signature trails investments are first and foremost for Oregonians.

- Trails create prosperity. \$753 million in labor income a year is contributed from non-motorized trail use in Oregon.*
- Oregonians value trails. Oregon's non-motorized trail users place a value of participation in trail activities in the state at \$19.9 billion/year. Seventy-four percent of Oregonians use local trails. Fifty-five percent of Oregonians travel to use other trails in the state.*
- Trails improve public health. Non-motorized trail use in Oregon results in health savings of more than \$150 million/year for Oregon residents.*

**Data from 2019-2023 Oregon Statewide Comprehensive Outdoor Recreation Plan, Outdoor Recreation in Oregon: Responding to Demographic and Societal Change*

It is time to invest in Oregon's trails.

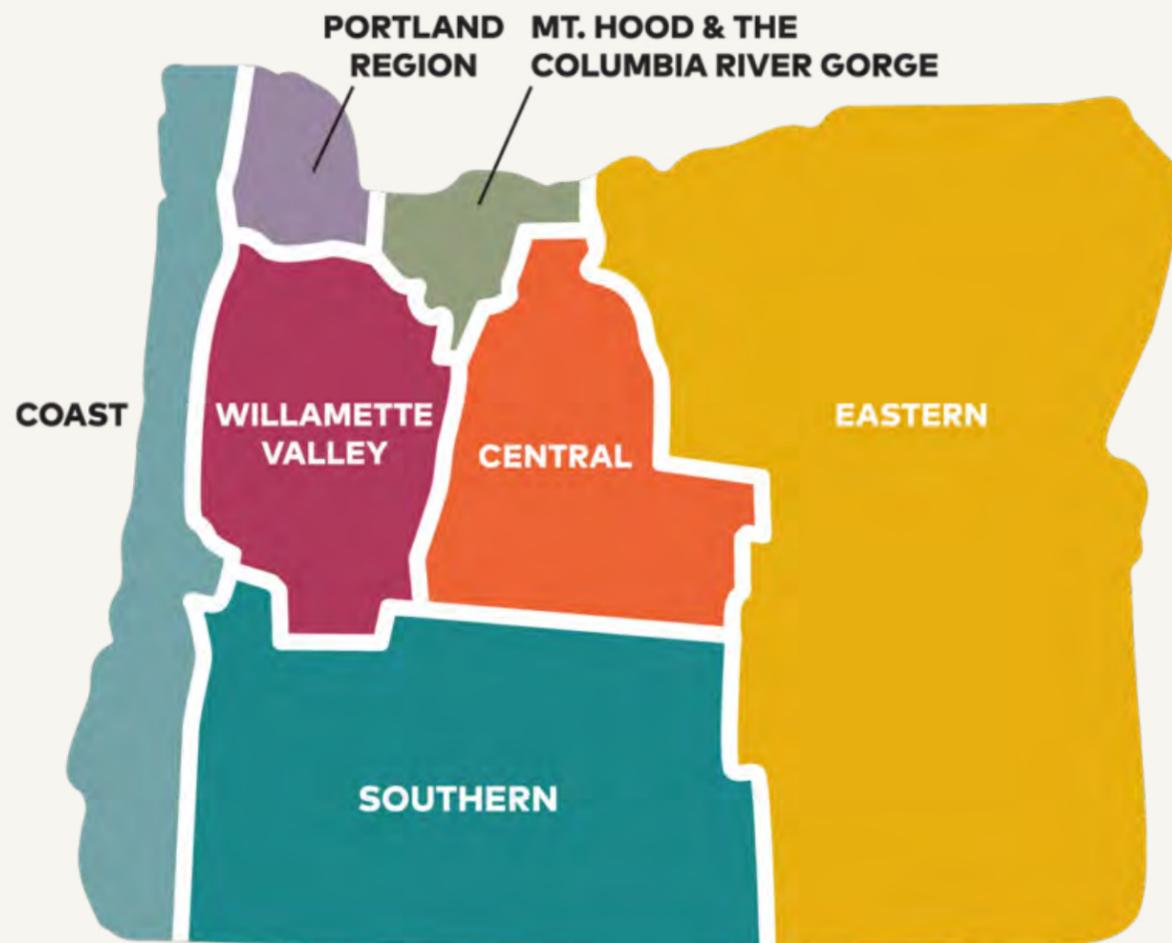


Phase **1** **2** **3** Stakeholder Engagement

It was important for this project to engage a broad group of stakeholders across the state in sharing their vision and priorities for specific existing and potential signature trails. We knew we wanted to start by gathering feedback on the local level to ensure the inventory was a ground up project rather than top down planning effort.

We worked to:

- Identify project steering committee members to advise on design of project, inform stakeholder engagement list, and affirm desired outcomes of project.
- Host seven virtual listening sessions corresponding with the state's seven identified tourism regions as well as conducted additional individual interviews and focus groups.
- Share invitations broadly through local and statewide user group organizations and clubs; regional and local tourism partners, land managers and other public agency partners, tribes, and culturally based organizations as well as offer participation and outreach stipends. Despite this outreach, tribes, OHV enthusiasts, and adaptive equipment users were underrepresented in our stakeholder engagement which we recognize has likely contributed to some gaps in our analysis.



Phase 1 2 3 Input Synthesis



DANIEL SHARP

The project steering committee synthesized the input from the listening sessions, interviews, and focus groups to:

- Create an inventory of existing and planned trails in Oregon under consideration that could potentially meet the signature trails criteria with further investment.
- Identify major themes from the listening sessions that highlight common community desires, needs, concerns, and system gaps to be addressed in our process.
- Share an additional public survey (70 respondents) to help further refine trail inventory list.
- Conduct further user group specific outreach to account for clear gaps in survey response.
- Refine final list of trails to map as part of the Oregon Signature Trails Inventory as well as a secondary list of trails of regional significance to highlight in report for their importance in answering community needs and desires and addressing system gaps.

Phase 1 2 3

Oregon Signature Trails Inventory, Map, and Project List Development



ELI BOSCHETTO

- Identify project manager contacts at relevant public agencies and friends groups to collect accurate trail information, status, maps, and photos for the final report.
- Identify near-term investment opportunities for projects to tangibly forward signature trails development, construction, and improvement through the Oregon Trails Fund and other sources.
- Identify opportunities to coordinate with public agency efforts such as the USFS Regional Sustainable Trails Strategy, the Statewide Comprehensive Outdoor Recreation Plan (SCORP) update, the Office of Outdoor Recreation inventory and gap analysis of outdoor recreation infrastructure, to share data and resources, avoid duplication of efforts and forward the integration of the Oregon Signature Trails Vision in other comprehensive planning efforts.
- Create and share a map of existing and planned Oregon signature trails as a tool to inspire and communicate the Oregon Signature Trails Vision.



TRAVEL OREGON



SATOSHI ETO



PORTLAND BUREAU OF TRANSPORTATION



WILLAMETTE VALLEY VISITORS ASSOCIATION



OREGON PARKS AND RECREATION DEPARTMENT



RUSS ROCA



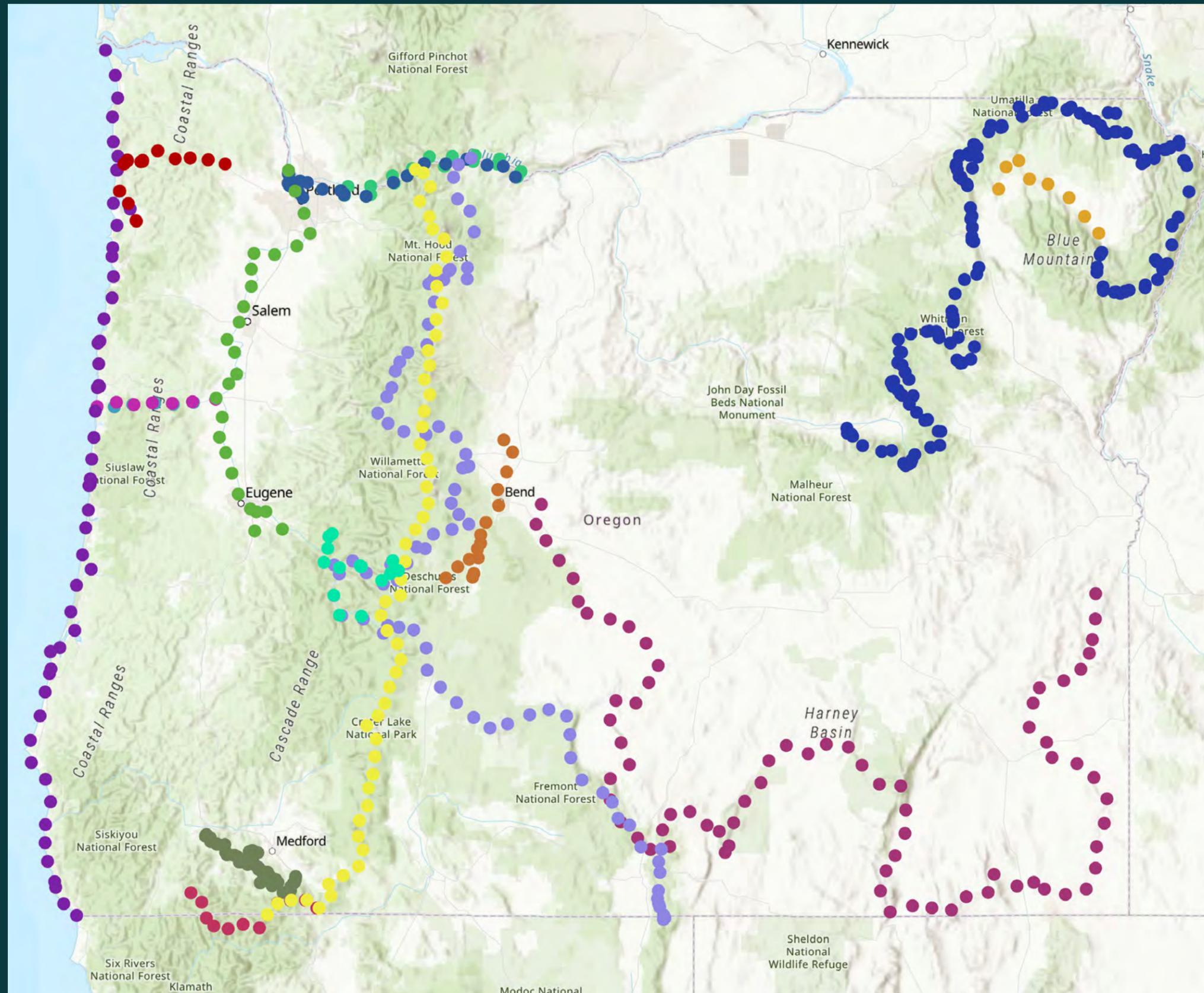
TYLER ROEMER

OREGON SIGNATURE TRAILS INVENTORY

Through the 2022 Oregon Signature Trails Inventory process the following fifteen trails were determined to have the existing infrastructure and support or most potential and momentum at this time to provide access to iconic places and scalable, world-class trail experiences with further investment. With our support, these trails will grant access to stunning scenic beauty across Oregon's strikingly varied landscapes and provide diverse experiences across the urban to rural spectrum. Together they provide a multitude of recreation options for people of diverse backgrounds, ages, abilities, and experience levels to walk, bike, hike, run, paddle and ride.



OREGON SIGNATURE TRAILS



- Applegate Ridge Trail, Jack-Ash Trail and Connectors
- Blue Mountains Trail
- Cascades to Caves Route
- Corvallis to Sea Trail
- Deschutes River Paddle Trail
- Gorge Towns to Trails
- Historic Columbia River Highway State Trail-Marine Drive Trail-North Portland Greenway
- Joseph Branch Trail
- Oakridge-Westfir MTB Center
- Oregon Coast Trail
- Oregon Desert Trail
- Oregon Timber Trail
- Pacific Crest Trail (Oregon Section)
- Salmonberry Trail
- Willamette River Water Trail

The 15 Signature Trails indicated above can be found in more detail in the following pages. [View the interactive map of trails here](#)



Applegate Ridge Trail, Jack-Ash Trail and Connectors

Stats:

Mileage: 90+

Surface: Dirt

Use: Non-motorized multi-use: hiking, biking, equestrian

Status: Many individual segments completed; others planned for construction; others still highly conceptual

This community vision creates a backbone trail from Grants Pass to the Pacific Crest Trail south of Ashland and connects into several existing community trail systems.

The proposed natural surface trail largely follows the ridges dividing the Applegate and Rogue River Valleys of the Siskiyou Mountains.

Views are often spectacular along this Siskiyou East Crest route, much of which is accessible year-round.

The proposed trail system includes connections to the cities of Ashland and Jacksonville, the Cascades to Caves Route, and the historic Sterling Mine Ditch Trail.

The vision includes many completed, as well as planned trails.



APPLEGATE TRAILS ASSOCIATION



APPLEGATE TRAILS ASSOCIATION



Blue Mountains Trail

Stats:

Mileage: 530+ miles

Surface: Dirt

Use: Hiking, equestrian

Status: Primarily on existing trails and USFS roads

Traverse high mountain peaks, expansive intact forests, wild free flowing rivers, and deep gorges including Hells Canyon, the deepest river gorge in North America.

The trail spans Northeast Oregon, connecting seven wilderness areas through the Eagle Caps, Elkhorns, Greenhorns and the communities of Joseph, La Grande, Troy, Sumpter, John Day, and Tollgate.



RENEE PATRICK



NAOMI HUETZ



Cascades to Caves Route

Stats:

Mileage: 80 miles

Surface: Dirt

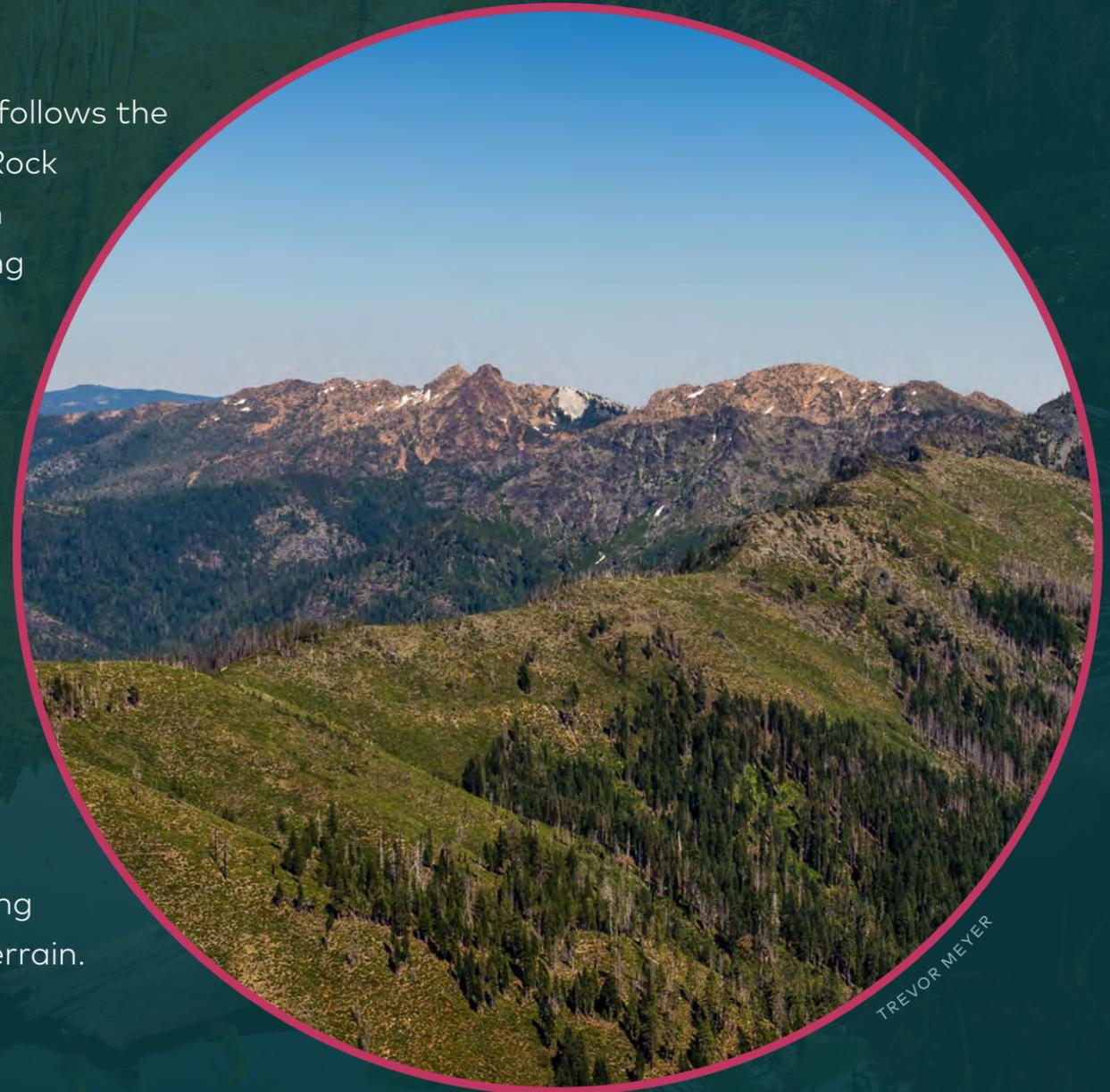
Use: Hiking, equestrian

Status: Completed

The Cascade to Caves Route follows the Pacific Crest Trail from Pilot Rock to Cook and Green Pass, then continues along a commanding complex of rocky summits rising to nearly 7,000 feet.

It then drops into an expansive basin peppered by cedars so big they're often mistaken for California Redwoods. From there, the route rises back to the high Siskiyou before reaching the Oregon Caves National Monument.

It's a challenging and rewarding trek over rugged and rough terrain.



TREVOR MEYER



TREVOR MEYER



Corvallis to Sea Trail

Stats:

Mileage: 60 miles

Surface: Dirt/Gravel

Use: Non-motorized multi-use with alternative routes for hiking and biking

Status: Opened in 2021

A winding trail that cuts through urban bustle, bucolic farmland, rolling hillsides, deep forests, and open vistas of the Oregon Coast Range connecting the city of Corvallis in the Willamette Valley to Ona Beach between Newport and Seal Rock on Oregon's beautiful and striking coastline.



GARY CHAPMAN



RENEE PATRICK



Deschutes River Paddle Trail

Stats:

Mileage: 121 miles

Surface: Water trail

Use: White water paddling
(options for all levels)

Meandering at times, frequently tranquil, and occasionally astonishingly powerful, the Deschutes Paddle Trail is an inspiring display of nature.

Beginning in the beautiful High Cascades of Central Oregon, nine Cascade Lakes are included as part of the Deschutes Paddle Trail, before the Deschutes River proper turns northward following its dam-regulated release from Wickiup Reservoir in the South and flowing 95 miles to Lower Bridge at the Deschutes County northern edge.

The trail also covers 26 miles of the placid and meandering Little Deschutes River from Crescent Creek down to its confluence with the Deschutes near Sunriver. Ranging from placid meandering sections (Class I) to very difficult experts-only sections (Class V), the Deschutes River Paddle Trail offers adventures for all skill levels.



BEND PARK & RECREATION DISTRICT



BEND PARK & RECREATION DISTRICT



Gorge Towns to Trails

Stats:

Mileage: 200+ miles

Surface: Paved/Dirt

Use: Non-motorized multi-use

Status: Conceptual/planned; makes use of many existing trail segments

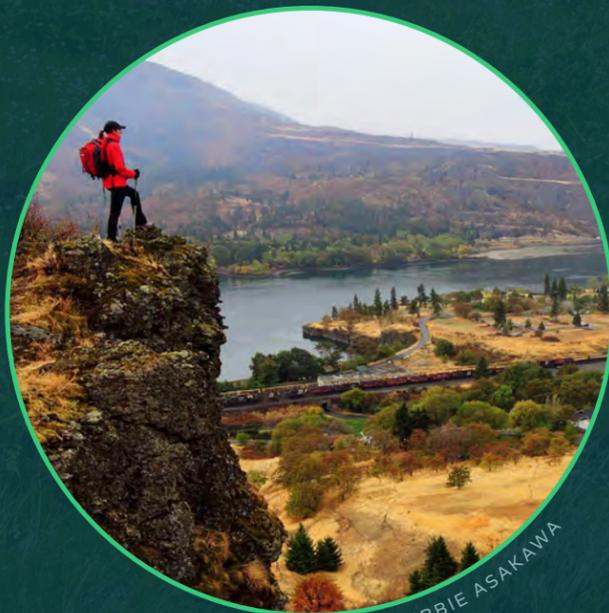
Gorge Towns to Trails is an initiative to create a world-class trekking network encircling the stunning Columbia River Gorge.

The vision connects rugged hiking routes and paved trails like the Historic Columbia River Highway State Trail and Dalles Waterfront Path and connects to the towns on both sides of the river from Troutdale/Washougal to The Dalles.

Accessible from the metropolis of Portland via transit or biking routes, Gorge Towns to Trails will provide car-free access to charming and vibrant Gorge towns and the spectacular beauty of this National Scenic Area.



DEBBIE ASAKAWA



DEBBIE ASAKAWA



Historic Columbia River Highway State Trail - Marine Drive Trail - North Portland Greenway

Stats:

Mileage: 103 miles

Surface: Paved trail sections and road sections

Use: Biking, walking

Status: Majority of segments complete; additional segments funded for construction; other segments yet to be fully funded, planned, and designed.



JIM SJULIN

The Historic Columbia River Highway State Trail is a paved path through the iconic Columbia River Gorge connecting The Dalles to Troutdale where it will connect to the Marine Drive Path which follows the Columbia River to its confluence with the Willamette River at Kelley Point Park.

From there, the North Portland Greenway, when complete, will connect to the downtown Portland waterfront. The trail connects riders from everything Portland's city center has to offer to stunning views of waterfalls and the Columbia River Gorge and to campgrounds, restaurants, lodging, and cultural experiences in the towns of the Gorge.



JONATHAN MAUS, BIKEPORTLAND.ORG



Joseph Branch Trail

Stats:

Mileage: 63 miles

Surface: Hard packed gravel near communities with gravel and dirt in other locations.

Use: Hiking, bicycling, skiing, and horseback riding, with sections near towns to be ADA-compliant

Status: Inaugural trailhead and initial trail segment construction underway; planning in progress for additional trail segment and access points.

A trail being constructed alongside existing railroad tracks within the 100-ft.-wide Wallowa Union Railroad Authority right-of-way.

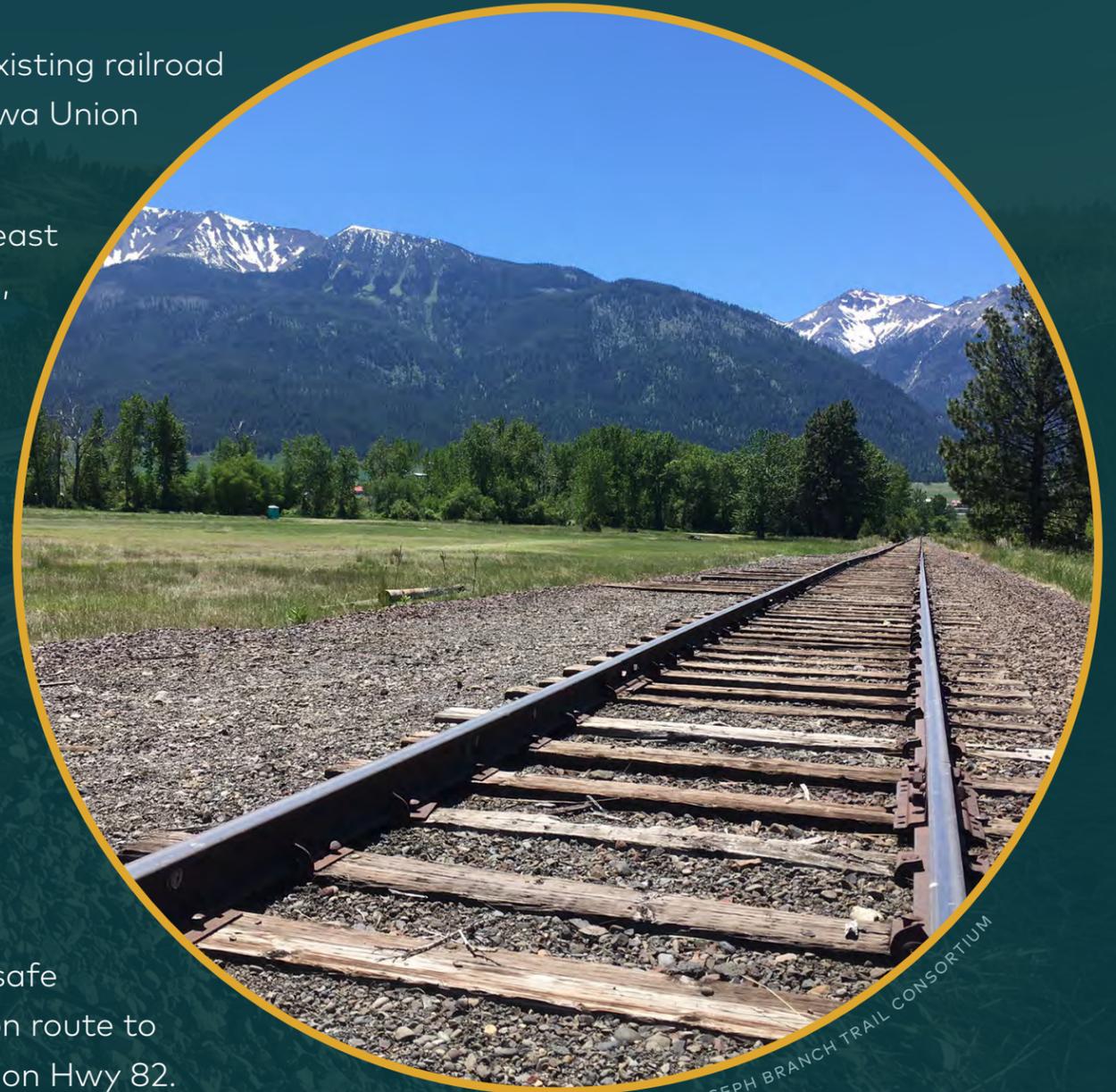
The JBT will connect the rural Northeast Oregon communities of Elgin, Minam, Wallowa, Lostine, Enterprise, and Joseph, offering opportunities to enjoy restaurants, hotels, shops, and more in these small towns.

Following the scenic Grande Ronde and Wallowa Rivers, the JBT passes through canyons and valleys that are the ancestral homelands of the Nimiipuu (Nez Perce) people and present iconic views of the Wallowa Mountains.

The JBT also provides a safe alternative transportation route to narrow and winding Oregon Hwy 82.



JOSEPH BRANCH TRAIL CONSORTIUM



JOSEPH BRANCH TRAIL CONSORTIUM



Oakridge-Westfir MTB Center

Stats:

Mileage: 200+ miles

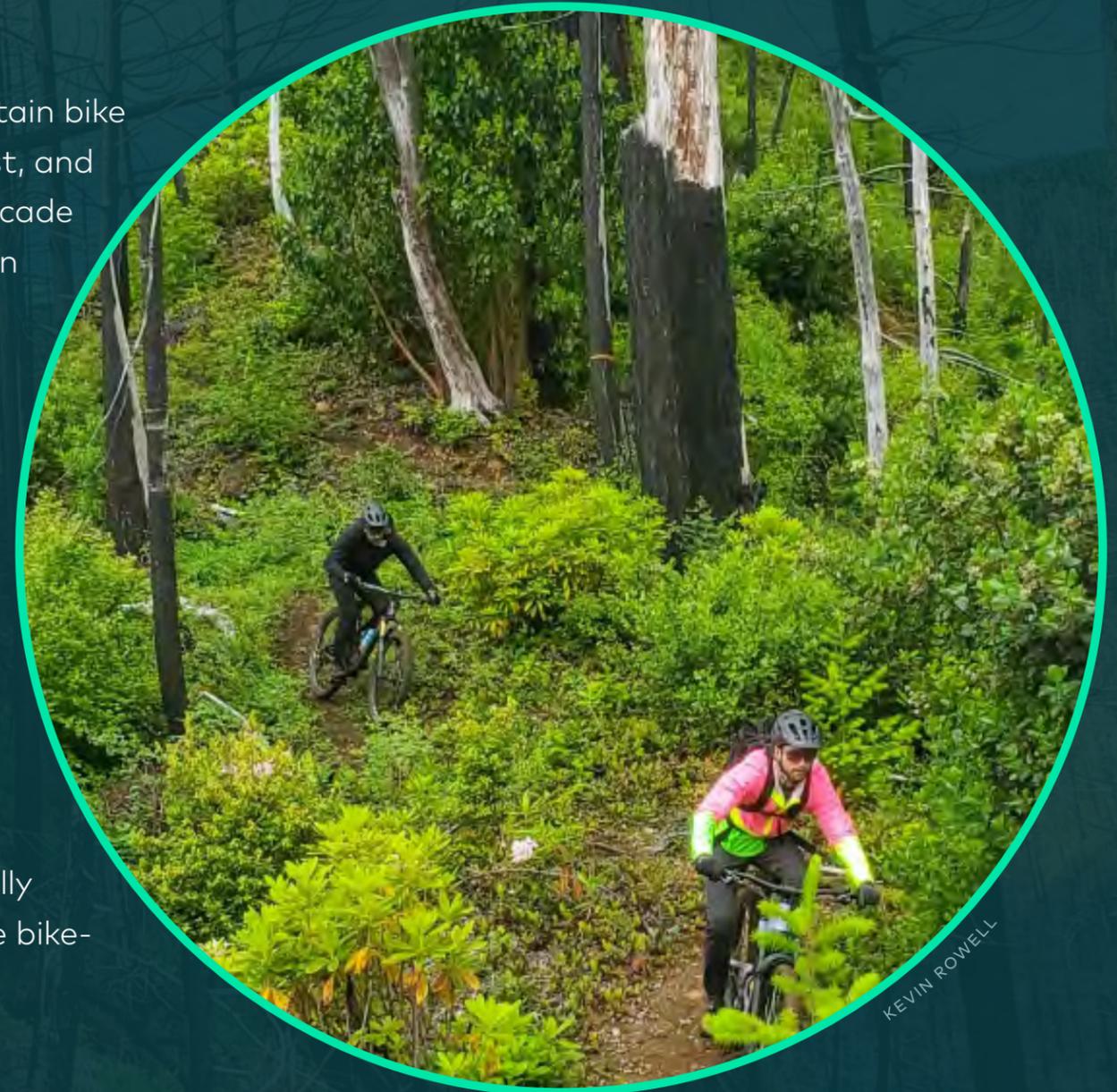
Surface: Mostly dirt; some gravel

Use: Mountain bike focus on non-motorized multi-use trails; some open to Class 3 OHV/dirt bikes; other nearby ATV areas as well

Status: Many trails complete; not all tied together: fire recovery needed.

Often referred to as the mountain bike capital of the Pacific Northwest, and located in the heart of the Cascade Mountains, this western Oregon destination is surrounded by hundreds of miles of beautiful singletrack paradise for anyone seeking adventure on two wheels.

Extensive network of hundreds of miles of interconnected trails and gravel roads including significant access to moderate and advanced/expert terrain as well as post-ride meals, locally brewed beer, and lodging in the bike-friendly town of Oakridge.



KEVIN ROWELL



KEVIN ROWELL



Oregon Coast Trail

Stats:

Mileage: ~400 miles

Surface: Beach/dirt

Use: Primarily hiking

Status: Majority of segments complete; some gaps remain

A towns to trails hiking experience following the entire coastline of Oregon from the mouth of the Columbia River to south of Brookings including lots of beach and dunes hiking as well as coastal, old-growth rainforests and spectacular coastal bluff views of the rugged, cliff-lined Pacific Ocean.

The completed trail vision includes various route options for water ferries to cross coastal bays/river mouths and downtown city pathways to experience Oregon coastal culture and visitor amenities in the many unique towns along the way.



OREGON PARKS AND RECREATION DEPARTMENT



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Oregon Desert Trail

Stats:

Mileage: 750 miles

Surface: Dirt (some gravel road)

Use: Non-motorized multi-use, primarily hiking, horseback, (boat, bike, and ski options)

Status: Route options do not depend on trail construction.

This 750-mile route is an immersive backcountry experience that combines a mixture of trails, cross-country travel, and two-track dirt roads.

Hikers can expect to see more pronghorn than people, and the ODT will introduce visitors to a wide variety of landscapes that include some of the largest fault block mountains in the country and the deepest canyon in the west.

Advanced navigational experience is helpful; this hike is logistically more challenging than a long-distance trail like the Pacific Crest Trail, however many sections can be accessed for day hikes or multi-day backpacking trips.

Seasonal challenges include high snow levels through early summer in the Steens Mountain Wilderness, and high water levels in the Owyhee River during the spring.

The route passes through seven different mountain ranges between Bend, OR, and Lake Owyhee State Park, ID.



JEREMY FOX



RENEE PATRICK



Oregon Timber Trail

Stats:

Mileage: 669 miles

Surface: Primarily dirt; some gravel

Use: Mountain biking; multi-use non-motorized

Status: On existing trails and roads; requires some fire recovery.

Bikepacking route traversing Oregon's Cascade Mountains from California to Washington. 98% unpaved; over 60% singletrack.

Trail is multi-use, non-motorized with many sections being popular with a variety of trail users, but as a full route is a premier bikepacking destination.

Backcountry trail includes grandiose vistas of mountain peaks, dry open forests, dank green towering groves, lush ridges, pocket lakes, and roaring streams.

Much of the trail is remote, but the mostly small towns accessible along the route provide friendly resupply opportunities, hot meals, and memorable community experiences.

The Mt. Hood section features shorter day rides and tier loops including Knebal Springs, the Stiletsi and the White Crane, and the Anaxshat passage. Family-friendly trail loops are the next key initiative.



DANIEL SHARP



DANIEL SHARP



Pacific Crest Trail (Oregon Section)

Stats:

Mileage: 457.7 miles (in Oregon)

Surface: Dirt

Use: Hiking, stock use

Status: Complete; annual maintenance required

Closely aligned with the highest portion of the Cascades Range, the Oregon section of the Pacific Crest Trail accesses prominent volcanoes, mountain lakes, Crater Lake National Park, and the glacier-robed Mt. Hood.

This backcountry trail from Mexico to Canada passes through Oregon from the California border west of Ashland to the Washington border at Cascade Locks.



ELI BOSCHETTO



ELI BOSCHETTO



Salmonberry Trail

Stats:

Mileage: 86 miles

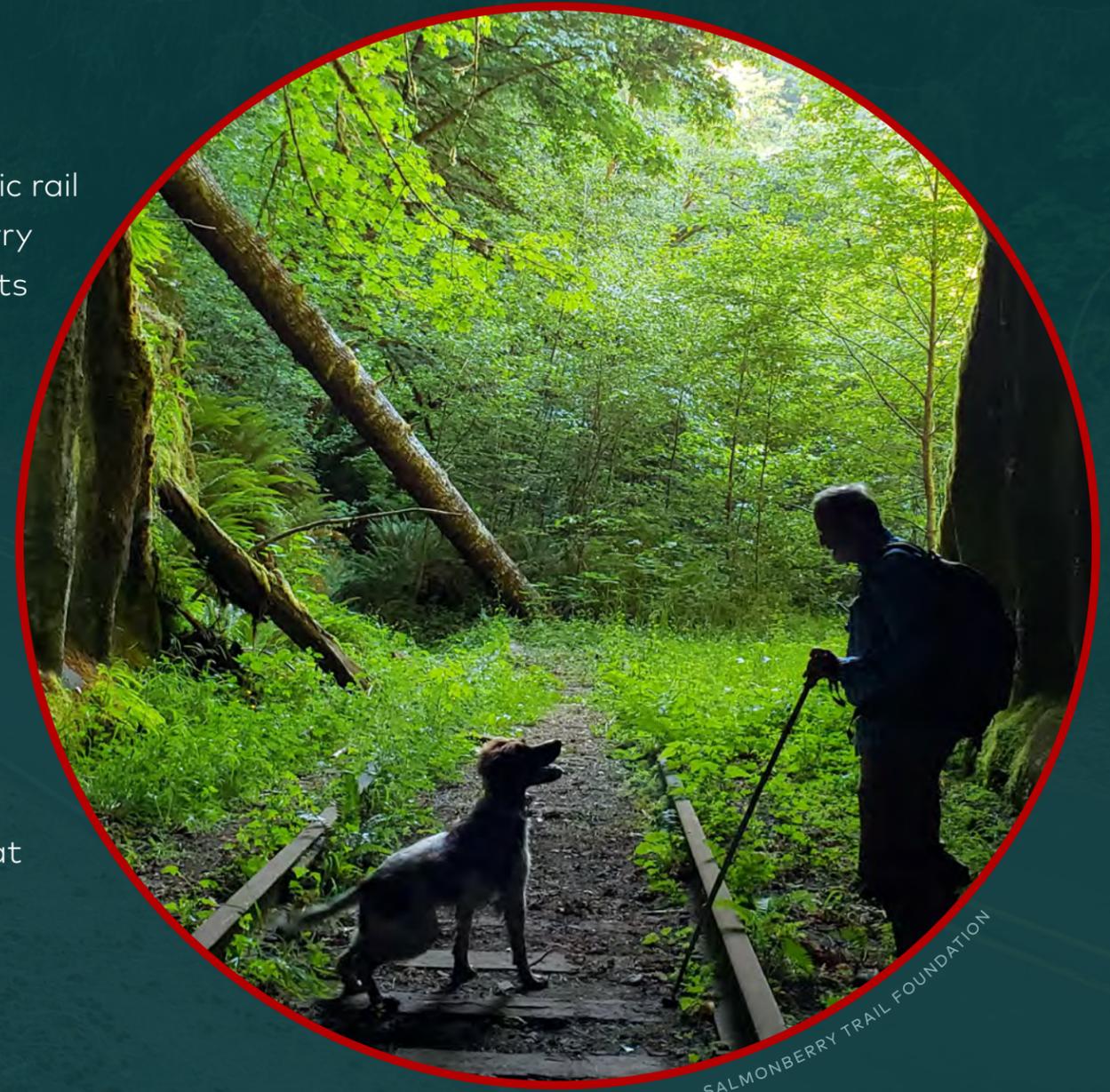
Surface: Paved and/or hard packed gravel multi-use path.

Use: Biking, walking, equestrian

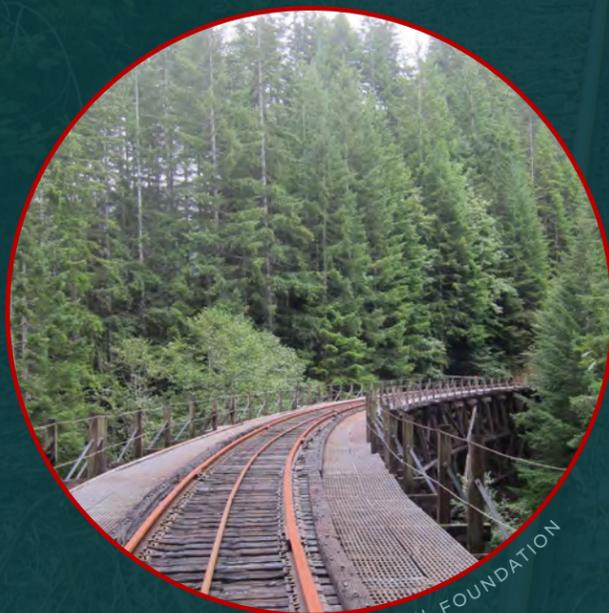
Status: Planned

Vision for a trail along historic rail line following the Salmonberry River through majestic forests and rolling farmland and traversing a steep canyon of Oregon's North Coast range.

This scenic rural route starts in the northern Willamette Valley west of Portland and ends in Tillamook Co. on Oregon's beautiful coast, connecting the towns along the way that used to be connected by rail.



SALMONBERRY TRAIL FOUNDATION



SALMONBERRY TRAIL FOUNDATION



Willamette River Water Trail

Stats:

Mileage: 187 miles

Surface: Water trail

Use: Mostly mellow water paddling

Status: Some camping/access points complete; others planned

Flowing through forests, meadows, parks, farms, and cities large and small, this nationally recognized water trail connects communities and visitors to Oregon's celebrated Willamette Valley and provides an accessible adventure in the heart of the Pacific Northwest that can be enjoyed by canoe, kayak, SUP, raft, or drift boat.

The Willamette River Water Trail flows approximately from Eugene to Portland with access to towns and Willamette Greenway campgrounds along the way.



P.R. BRANDON, OREGON PHOTOS.COM



P.R. BRANDON, OREGON PHOTOS.COM

OTHER PROJECT
FINDINGS:

SYSTEMIC GAPS & CHALLENGES ANALYSIS

- **Community "Stoke"**

Stakeholders shared the importance of making investments in trails that have widespread community support and/or organized, community-based groups dedicated to championing the projects through completion, making improvements, and serving as ongoing trail stewards. Community support was identified both as a reason to invest in a trail and insurance for its success.

- **Connecting Communities**

We heard strong excitement and desire throughout our listening sessions for trails that connect communities, both to each other and to existing trails and trail networks. Stakeholders want off-street options for traveling between cities and population centers in their region,

Throughout our stakeholder engagement process a number of themes arose. While overall the original signature trails criteria we shared from our previous work resonated and were validated, two additional criteria coalesced from the listening session input that the steering committee took into consideration in refining the list of trails: community "stoke" and connecting communities.

and for connecting from their community to established trails and outdoor recreation destinations. The vision for trails between communities was most often for paved, multi-use paths that could serve recreation and transportation needs, while trail visions for connecting communities to existing trails and networks were equally likely to be paved paths or dirt singletrack.

- **Concerns about Overuse**

Another common theme from the listening sessions was more of a concern than a desire. Stakeholders cautioned not to contribute to overuse and to work to appropriately mitigate or manage overuse of beloved trails and the special places they provide access to. Some stakeholders expressed concern that including

existing trails in the Signature Trails Inventory would result in further marketing of the trails as destinations in a way that is not sustainable or that might negatively impact the experience of local or current trail users. In regards to planned or conceptual trails being included in the vision, some stakeholders celebrated the potential for investments in new signature trails to take strain off the existing system, while others shared concern that new trails would just further spread the negative impacts of overuse to more treasured places.

While overuse concerns were varied and nuanced, the desire for land managers, tourism partners, and trail advocates to proceed thoughtfully with a focus on sustainability in trail system development and marketing was consistent and clear.

OTHER PROJECT
FINDINGS:

RECREATION ACTIVITY GAPS

In addition to the overarching desire for more trails connecting to communities, the following systemic gaps were identified broadly and for specific recreation types.

- **Lodging, Camping, and Hut-to-Hut Systems:**

With many of Oregon's campsites, cabins, and yurts booked many months out, there is strong desire to see development of more overnight options a day's journey apart for all kinds of trails. Of particular interest is more hut-to-hut systems in remote locations across several recreation types, including hiking, bikepacking, and winter skiing/snowshoeing. With Oregon's large percentage of federal lands, both USFS and BLM, partnership between federal agencies and private concessionaires will be key for more hut-to-hut system development.

- **Road Safety and Transit Access Gaps:**

Oregon's trails often necessarily intersect or align with our streets and highways. Roads can be part of world-class signature trail experiences in that they can provide access to transit, towns, lodging, restaurants, stores, and cultural experiences in Oregon's communities. However, action is needed to ensure that these connections are safe, comfortable, and have clear wayfinding. There is strong desire for public transit service integrated with popular trailheads that is consistent, reliable, frequent, and easy to access for locals and visitors alike.

- **Nordic:**

There is growing desire for more non-motorized winter trail systems, both groomed and ungroomed, and particularly for longer distance loops and routes with day-use warming huts and overnight lodging or hut-to-hut options.

- **Equestrian:**

We heard from equestrian stakeholders in particular about preserving equestrian access to existing equestrian/multi-use trails, the need for trailhead facilities that can accommodate horse trailer parking, especially as existing trailheads become more congested, and the need for well maintained roads accessing popular trailheads.



RENEE PATRICK



OPRD



OREGON PARKS AND RECREATION DEPARTMENT

OTHER PROJECT
FINDINGS:

RECREATION ACTIVITY GAPS



- **Mountain Biking:**

Several desires were identified by mountain bike community stakeholders. First there is a clear need for more urban mountain biking trails accessible without a drive, particularly in the Portland metro area. Second, there is a desire to better connect existing mountain bike trail systems, such as Bend-area trails, with off-street paths, better wayfinding on low traffic streets, and/or with more transit and shuttle service options. Third, there is significant interest in more long-distance, single track trail options. There is also a growing demand for purpose-built mountain bike trails that don't pose barriers to wider, adaptive mountain bikes and for trails that allow e-bikes and are equipped with secure charging and storage options at campsites and/or trail adjacent businesses.

- **Adaptive:**

All recreation types include trail users with a variety of abilities who experience barriers on our current trail systems. There is a desire for more paved, ADA-compliant, multi-use trails and more accessible water trail launch and take-out locations. There is also a broad need to educate recreation managers, trail builders, and advocates on how to recognize and remove common barriers to access and how to collect and provide inclusive information so interested trail users know enough about trail barriers, amenities, and conditions to judge for themselves if non-ADA-compliant trails are ones they want to try.

OTHER PROJECT
FINDINGS:

FUNDING, CAPACITY, COORDINATION, & INFORMATION GAPS

Along with gaps in physical trail and lodging infrastructure, many gaps were identified in funding, agency capacity, coordination, and information resources.

- **Funding:**

The biggest barrier to the further development of a world-class signature network in Oregon is the current lack of large-scale financial investment. Existing trails funding programs are oversubscribed, Oregon has next to no general fund investment in parks and trails, and the state has yet to see any private investment in trails that is significant on the statewide scale. Federal grants such as Federal Land Access Program (FLAP) and Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants have been instrumental in completing specific project phases or segments, but alone are insufficient for building a world-class network in Oregon. Oftentimes the trail segments that get built are the least expensive, least challenging segments rather than truly world-class infrastructure providing access to our most striking landscapes.

- **Agency Capacity:**

Both public agencies and trail advocates/stewardship partners identified the limited capacity of public agency recreation staff as a barrier to further trail planning and development. In many cases, our public agencies lack the recreation planning and other staff capacity to complete robust trail system and individual trail planning processes, to conduct the necessary feasibility assessments including National Environmental Policy Act (NEPA), Endangered Species Act (ESA), and cultural resource assessments, to conduct robust community engagement processes, and to coordinate with outside partners in reasonable timeframes. In some cases public agency partners stressed the importance of completing larger system planning efforts before forwarding specific signature trail development projects. Partners also frequently referenced the lack of agency resources to keep up with the deferred maintenance of the current system, thus contributing to further reluctance to develop new facilities.

OTHER PROJECT
FINDINGS:

FUNDING, CAPACITY, COORDINATION, & INFORMATION GAPS



ANTONIO GROSZ

- **Inter-Agency Coordination and Leadership:**

Most long-distance trails span multiple jurisdictions, and while some trails have formal inter-agency agreements, in many cases, there is no clear trail authority or coordination body to coordinate partners, make decisions, identify priorities, or develop consistent resources (such as maps, wayfinding, etc) for the entirety of a trail. Due to the agency capacity limitations identified above, agencies are frequently reluctant to take on a leadership or coordination role for facilities outside of their jurisdiction.

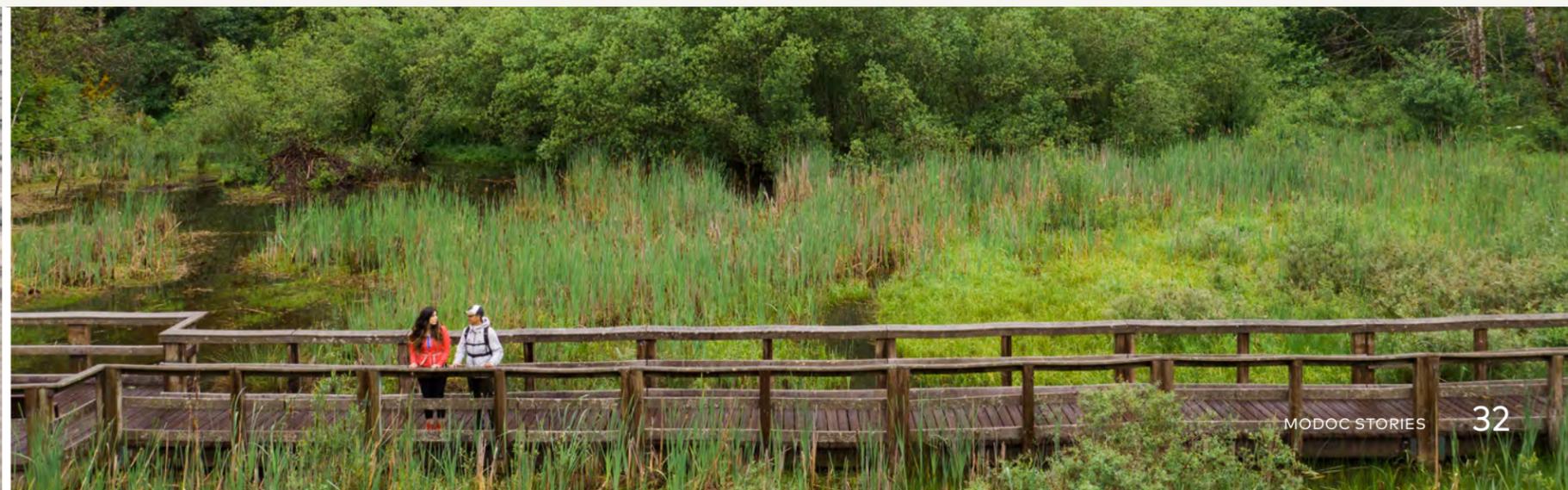
- **Information Resources:**

Individuals who have recreated on signature trail systems outside of the United States often remark on how seamless the experience is abroad, and how comparatively difficult it is to plan a trip here at home. In order to find maps and information about closures and current conditions, individuals often have to piece together information across several different agency websites that are structured differently and vary greatly in amount of detail and whether information is current or out of date. Safety and outdoor ethics information, and information about available amenities including water, restrooms, camping and lodging, food, transportation, guides and outfitters can be equally inconsistent.

OTHER REGIONALLY SIGNIFICANT TRAILS

A number of trails were named by multiple stakeholders in our process as community priorities but were not long enough, or in some cases, not scenic enough, to meet the full signature trail criteria. Other community priority trail visions are too new to be in existing concept plans or despite high community support, also face strong opposition by key decision makers and/or stakeholders. The following trails were identified as community priorities for their value in connecting communities or addressing other system gaps and community recreation desires as detailed in the previous section. This list includes existing beloved trails, trails that have been many years in the making with a variety of completion statuses, and some newer trails visions with significant community momentum, if not always universal political support.

In this section, we also wanted to include some of Oregon's most signature Off-Highway Vehicle (OHV) areas. Motorized trails in Oregon don't face the same funding hurdles as non-motorized trails, and a lot of all-terrain vehicle recreation takes place off trail: on dunes, overland, and on forest roads. However, users of all classes of ATVs have most of the same needs as other trail users in terms of consistent and easy to access maps and information on current conditions and closures, and amenities such as overnight accommodations, trailhead/staging area and day-use amenities, and guides, outfitters, and resupply providers, etc.



OTHER REGIONALLY SIGNIFICANT TRAILS



Bend Mountain Bike Ride Center

The Bend MTB ride center is an extensive network of interconnected trails between Bend and Mount Bachelor. Provides all kinds of rider experiences including some great beginning/intermediate riding areas and trails suitable for adaptive bikes. The Bend MTB Center includes the Phil's Trails area and other trails and trail networks as well.

Mileage: 200 + miles

Surface: Dirt

Use: Primarily mountain biking; multi-use non-motorized

Status: Many trails completed, but no cohesive network in between



Coastal Sand Dunes ATV Areas: Florence, Winchester Bay, Riley Ranch

Oregon's iconic coastal dunes provide a host of ATV opportunities stretching from Florence down to Coos Bay. There are several popular RV camping areas with direct access to various ATV staging areas where many enthusiasts will come to stay for a week or more at a time.

Surface: Primarily sand dunes; other surfaces as well

Use: ATV and UTV

Status: Established; much of campground and day use area infrastructure is due for updates.



Eugene to PCT

Eugene to Pacific Crest Trail (PCT) is a beloved vision for what is currently an uncompleted trail. The vision would provide a seamless off-street trail experience connecting from the City of Eugene, through the Willamette National Forest, dropping towards the towns of West Fir and Oakridge, and then connecting to the Waldo Lake Wilderness and the PCT with more than seventeen access points along the way.

Mileage: 108 miles

Surface: Paved, dirt, gravel

Use: Non-motorized multi-use

Planned: Makes use of existing trail segments



Harney Co. Gravel Routes

Harney County gravel bike and ATV routes showcase diverse landscapes across southeastern Oregon. With the truly western town of Burns as a base, the Harney County gravel routes traverse every type of terrain an adventurous cyclist could hope to ride: down washboard roads snaking through forest; over desert jeep trails gently curving toward the horizon; through small rock gardens and dry stream beds; past spring-fed wetlands and over vacant coyote dens; and through nearly dozens of cattle guards and multiple stream crossings. And all this comes packed with nearly 10,000 feet of climbing. Home of the Skull Bike Race hosted by Adventure Harney.

Mileage: 30, 60 or 120 mile loops.

Surface: Rugged gravel roads

Use: Gravel bikes/ motorized

Status: New routes on existing rugged roads.



Horseshoe Prairie/Spout Springs Nordic Areas

The Horseshoe Prairie Nordic Ski Area currently offers Nordic skiing on 10 miles of marked, groomed and ungroomed trails in the Umatilla National Forest near Tollgate. There are visions to build upon this system with a reopening of Spout Springs ski area just 4 miles away for a robust, connected system of trails with warming huts.

Mileage: 10 miles existing; more in vision

Surface: Snow, groomed and ungroomed

Use: Ski, snowshoe

Status: Existing, planned, and conceptual



McKenzie River Trail

The MRT is a beloved single-track hiking and biking trail following the McKenzie River in the Willamette National Forest known for its flowing singletrack, old growth forests, waterfalls, mosses, ferns, and brilliant blue pools of water. As a mountain bike trail, it includes a mix of beginner, intermediate, and advanced sections.

Mileage: 26 miles

Surface: Dirt

Use: Hiking, mountain biking

Status: Complete, opportunities for future connections

OTHER REGIONALLY SIGNIFICANT TRAILS



Metolius-Windigo Trail

Pack and saddle trail also popular with mountain bikers and hikers, the Metolius-Windigo Trail begins west of Sisters and runs south to Windigo Pass south of Crescent Lake, serving as an alternative to the Pacific Crest Trail. Due to its lower elevation, this trail is snow-free longer than higher elevation trails. The trail passes through a wide variety of scenic terrain and forest types.

Mileage: 147 miles

Surface: Dirt

Use: Non-motorized multi-use, popular equestrian route

Status: Complete, opportunities for fire recovery and future connections.



Morrow County ATV System

The Morrow County ATV system hosts approximately 9,000 acres with more than 200 miles of trails for Jeeps, quads, side-by-sides, and dirt bikes to traverse. It also includes an on-site restaurant, hiking and biking, RV campground and cabins, horseshoe pits, golf driving range, playground, and boating, fishing and hunting opportunities.

Mileage: 200+ miles of trails

Surface: Dirt, rock, etc

Use: Motorized (multiple classes)

Status: Existing, opportunities for further development



Mount Emily Recreation Area (MERA)

MERA is located in the Blue Mountains of northeast Oregon outside the town of La Grande in the Grande Ronde Valley. It has separate motorized and non-motorized areas and provides access to outstanding views of the Grande Ronde Valley and surrounding mountains and abundant wildlife.

Mileage: 45 miles motorized; 45 miles non-motorized

Surface: Dirt

Use: Motorized (multiple classes), non-motorized including hiking, biking, equestrian, nordic

Status: Many trails complete with more development opportunities.



North Umpqua Trail (NUT)

The NUT is a multi-use trail open for hiking, mountain biking, and horse-back riding that follows the North Umpqua River in the southern Oregon Cascades. The NUT plunges through deep forest punctuated by little green explosions of ferns, visits tumbling waterfalls and hot springs, and offers up plenty of technical riding in sections with names like "Dread and Terror." The NUT is accessible from twelve different primary trailheads.

Mileage: 79 miles

Surface: Dirt

Use: Non-Motorized: hiking, mountain biking and horse-back riding

Status: Many segments closed and in need of fire recovery



Resilient Headwaters

Resilient Headwaters is a vision to restore 500 miles of forgotten historic trails in the Clackamas and Santiam Watersheds and build modern sustainably-designed trail systems that can create connectivity between existing well-loved trail networks and town mainstreets celebrating the mountains, the rivers, the forests, and the people.

Mileage: 500 miles

Surface: Primarily dirt, connected by paved town-town trail

Use: Non-motorized: hiking, equestrian, purpose-built mountain biking trails

Status: Conceptual: some existing trails in need of fire recovery, other historic trails not recently maintained, some new connectors



Rogue River National Recreation Trail

The Rogue River Trail traverses the wild section of the Lower Rogue National Wild and Scenic River. Majestic steep canyon walls, cascading waterfalls, and glistening streams are just a glimpse of the magnificent scenery in the Wild Rogue Canyon.

Mileage: 40 miles

Surface: Dirt, rock

Use: Hiking only

Status: Existing

OTHER REGIONALLY SIGNIFICANT TRAILS



Rogue River Greenway to Bear Creek Greenway

The Rogue River Greenway is a partially completed vision for paved path connecting parks and public access areas along the Rogue River between Grants Pass and Central Point to eventually connect with the Bear Creek Greenway, a completed, 20-mile, paved, multi-use trail that links the cities of Central Point, Medford, Phoenix, Talent, and Ashland.

Mileage: 50 miles

Surface: Paved

Use: Biking, walking, skating

Status: Twelve of the approximately thirty Rogue River Greenway miles are completed. Bear Creek Greenway completed but in need of fire recovery.



Sun Lava Path + Bend to Lava Butte Path (and possible extensions)

The Sun Lava Path is a paved, multi-use path connecting Sun River path system to Benham Falls Day Use Area & Lava Lands Visitor Center, with a 6-mile planned path in design phase to connect to south side of Bend. This completed trail will provide safe, car-free connections for residents and visitors between the two cities and to many outdoor recreation opportunities in between.

Mileage: 12 miles

Surface: Paved

Use: Biking, walking, skating

Status: 6-mile Sun Lava path is completed. 6 mile Bend to Lava Butte Path in design phase



Three Sisters Loop

The Three Sisters Loop is a popular and iconic loop hike with stunning views of the Three Sisters and other peaks, lava fields, alpine meadows, streams, and mountain lakes. The west side of the loop incorporates a portion of the Pacific Crest Trail. Central Cascades Wilderness permits are required.

Mileage: 48 miles

Surface: Dirt

Use: Primarily hiking/ equestrian

Status: Existing trail.



Three Sisters Backcountry Hut to Hut Ski Traverse

This traverse is an off-trail, ungroomed, remote backcountry ski route with two huts and a possible 3-day traverse. Beginning at Dutchman Flat, one can travel through the Tumalo Creek Drainage, to Three Creeks Meadows, and back to Three Creeks Snow Park.

Mileage: 22 miles

Surface: Dirt/snow

Use: Skiing, snow shoeing

Status: Existing; opportunities to extend.



Tillamook State Forest OHV Areas

In the Tillamook State Forest, the Browns Camp, Jordan Creek, and Diamond Mill OHV areas alone provide more than 250 miles of riding opportunity through some of the more scenic areas of the forest. OHV areas include trails for motorcycle, quad, and four-wheel drive enthusiasts that range from easy to challenging.

Mileage: 250+ miles

Surface: Dirt/varied

Use: Motorized (multiple classes)

Status: Established



Timberline Trail

Beginning at the historic Timberline Lodge, the Timberline Trail trail enters the Mt. Hood Wilderness and circumnavigates Mt. Hood with vistas, waterfalls, alpine meadows and Cascade forests. It includes approximately 16 miles on the Pacific Crest Trail.

Mileage: 41.5 miles loop

Surface: Dirt

Use: Primarily hiking

Status: Complete; some portions require recovery and/or rerouting

OTHER REGIONALLY SIGNIFICANT TRAILS



Tualatin River Water Trail

The Tualatin River is a relatively slow, meandering river that is ideal for beginner paddlers and families. The river flows from west to east, starting in the coastal mountains and ending at river mile 28.5 of the Willamette River in the Portland metro area. With twelve access points allowing for daylong trips or quick round-trips between two points, the Tualatin River Water Trail is poised to become the first fully accessible National Water Trail.

Mileage: 40 miles

Surface: Water trail

Use: Mostly mellow water paddling/
adaptive paddling

Status: Some access points complete; others planned.



Umatilla River Trail

The Umatilla River Trail will connect the towns of Umatilla, Hermiston, Stanfield, and Echo following the course of the Umatilla River, starting one mile from the Columbia River. On the trail there will be access points for fishing, kayaking, and connections to other trails such as equestrian trails and a 26-mile cross-country mountain bike trail system.

Mileage: 25 miles

Surface: Paved

Use: Walking, biking, ADA accessible

Status: Concept plan completed



Yamhelas Westsider Trail

The Yamhelas Westsider Trail is a vision for a rail trail connecting the Yamhill County wine country communities of Carlton, Yamhill, Cove Orchard and Gaston with scenic views of farmland, the coast range, and Wapato Lake National Wildlife Refuge. The long-term vision is to extend the trail to McMinnville to the south and Forest Grove to the north, connecting with a vast network of trails and greenspaces throughout Northwest Oregon.

Mileage: 17 miles

Surface: Paved

Use: Walking, running, horseback riding and cycling

Status: Planned; on hold due to Yamhill County Commission vote not to pursue conditional land use for trail.



CONCLUSIONS &
RECOMMENDATIONS

It will take both collaboration and visionary leadership to create signature trail experiences that bring pride and prosperity to Oregon communities.

- **Local community members, tribes, and business districts** will need to shape the vision for how these trails integrate with, protect, and elevate what they love about their towns and ancestral lands.
- **Advocates and elected leaders** will need to champion these bold visions and the bold investments needed.
- **Public agencies and private industry** will need to collaborate to provide infrastructure and services to offer seamless, world-class experiences.
- **Volunteers** will play key roles in monitoring current conditions and participating in trail maintenance and stewardship.



CONCLUSIONS & RECOMMENDATIONS

Nurture and Provide Resources to Trail Coordinators and Champions

While models can vary from non-profit friends groups with relevant agency cooperation to inter-agency agreement structures, successful signature trails development always has a group focused on championing the trail at its center. Public agencies, decision makers, business partners, advocates, and volunteers all need to contribute resources and collaboration to these coordinating bodies for world-class results. Trail-specific coordination bodies are crucial for consistency in trail amenity development and stewardship and for providing consistent, easy-to-access trail information to the public.

Engage Communities

Signature trails first and foremost can provide world-class experiences for Oregonians. Signature trails investments will be most successful when they meet community goals for safety, connection, access, and elevating local culture. Engagement of diverse community stakeholders by both public agencies and advocates is key for a successful system aligned with community goals.

Coordinate Trail and Recreation Planning Across Agencies

Consistent, world-class experiences that cross jurisdictional boundaries will require consistent coordination across land management agencies. Signature trails need to be elevated in agency planning processes with a focus on filling gaps in the system and providing consistent information and user experiences. It will be key for agency partners to engage with bodies like the Oregon Office of Outdoor Recreation and processes like

the Statewide Comprehensive Outdoor Recreation Plan (SCORP) and State Trails Plan, as well as local, state, and federal planning processes to align efforts and priorities.

Coordinate with Transportation and Transit Planning

We cannot provide world-class signature trail experiences in Oregon without further integration of transportation and recreation planning. Listening session participants consistently elevated the importance of off-street connections between Oregon communities as well as raised concerns about maintenance of roadways accessing trailheads and the safety of trail users when trails cross or align with state highways or high-traffic roads. Stakeholders also shared frustration about the lack of opportunities to access trails via consistent, reliable, and nearby public transit. Coordination with state and local transportation agencies will be crucial to:

- address maintenance concerns,
- improve safety and wayfinding where trails overlap with our highways and roadways,
- further invest in off-street paths within and between communities,
- further integrate trails access with transit planning and operations.

Agency staff need to coordinate across frequently siloed transportation and parks departments, and trail advocates must participate in transportation planning in addition to advocating for trails in recreation budgets.

CONCLUSIONS & RECOMMENDATIONS

Coordinate with Private Partners

In order to provide both world-class experiences and pride and prosperity to Oregon communities, further collaboration between public agencies and local businesses is crucial. Private businesses have critical roles to play in providing lodging, food and supplies, gear sales and rentals, land and waters shuttles, safety and trail ethics education, and curated and guided experiences that increase trail access for locals as well as foster positive and mutually beneficial relationships between visitors and host communities.

Citizens and private businesses also have key roles to play in advocating for both public and private investment in signature trails.

Develop Trail-Adjacent Recreation Infrastructure

Just as important as building trails themselves, is investing in trailheads, transit stops and parking areas, restrooms, campsites, signage, water access, and other visitor amenities. A current, consistent gap in Oregon's signature trail system is designated campsites and/or overnight shelters within a day's journey. Of particular interest is more collaboration between agencies and private partners to develop and operate hut-to-hut experiences in a variety of landscapes for a variety of trail users.

Boldly Invest in Signature Trails

Oregon is home to an amazing diversity of iconic landscapes with unparalleled beauty. Our investment in sustainable access to these amazing places must also be iconic. We cannot achieve the vision for a statewide network of trails providing access to world-class experiences for all Oregonians at current investment levels. Advocates, policy makers, and the private sector all have roles to play in championing these bold, legacy projects for both public and private investment. We must move beyond a focus on the low-hanging fruit, and believe we can build the more challenging components of the system together as well.

To realize the Oregon Signature Trails Vision we need to:

- Increase state level public investment in recreation infrastructure,
- Leverage federal funding for individual projects,
- Significantly elevate private philanthropic investment in signature trails.

**With bold investment will come
bold returns for Oregon communities.**



APPENDICES:

Appendix A: Acknowledgments

We thank our Steering Committee for their invaluable guidance throughout the project:

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- Robin Wilcox, Oregon Department of Transportation
- Jenna Marmon,
Oregon Parks and Recreation Department

We want to start by acknowledging all of the stewards, past and present, who have cared for our trails and our precious places. We are grateful for your legacy.

Over sixty tribes and bands of Indigenous Peoples have lived in our broader northwest region since time immemorial. Despite the treaties of the 1800s, termination, restoration, and other barriers, nine tribes are currently federally-recognized in what is now Oregon. Additional tribes outside of Oregon have interests in the state, and other tribal treaties have gone unratified and the sovereignty of additional regional Indigenous Peoples unrecognized. In Oregon, outdoor recreation occurs on the ancestral lands of these original peoples and current caretakers.

Other exclusionary laws and policies throughout Oregon's history have privileged the interests of some while perpetuating harm against others. We are called to seek out the history of the places where we recreate and continue to learn how to best collaborate in their caretaking and in forwarding equity in access to the places themselves and to the benefits they confer upon our communities. We acknowledge those leading the work to address past harms and build equity and inclusion for current and future generations. We are grateful for your leadership.

APPENDICES:

Acknowledgments Cont.

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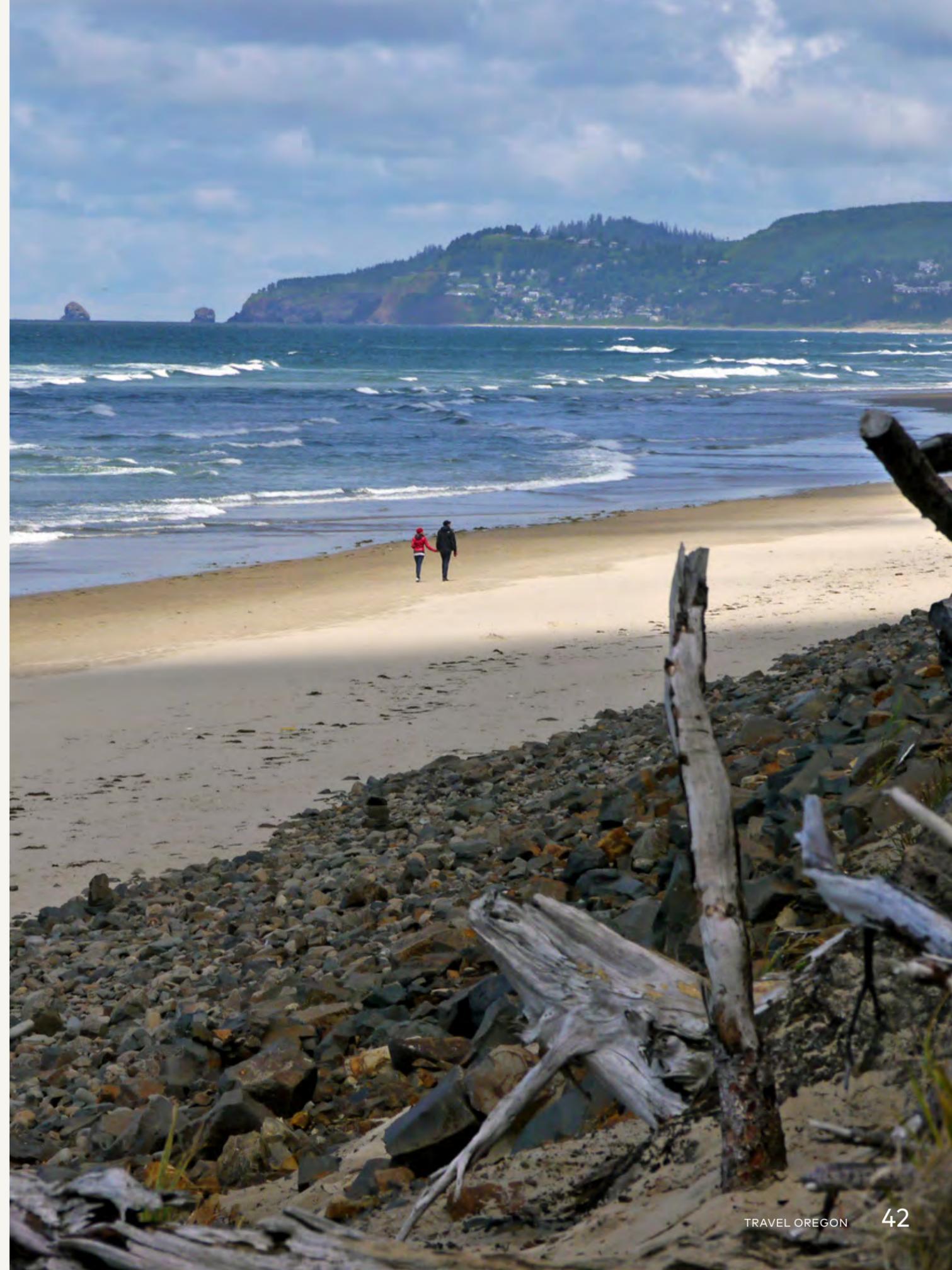
We want to acknowledge the indispensable work of research assistant, JoAnna Campbell, interning through Eastern Oregon University's Sustainable Rural Systems program.

Lastly we want to thank all of the advocates and volunteers, trails users, public agency staff, and other community partners who participated in regional listening sessions, focus groups, and interviews, took our survey, and otherwise shared information, maps, and files for this project.

Thank you!



Stephanie Noll,
Director, Oregon Trails Coalition



APPENDICES:

Appendix B: Learn More about the Trails

[Oregon Signature Trails Inventory](#)

[Oregon Signature Trails Vision](#)

[Ready, Set, Plan!?: An Introductory Guide to Trail Planning and Development](#)

[Trail Planning, Design, Policy, and Funding Resources](#)

Applegate Ridge Trail-Jack-Ash Trail

- [Applegate Trail Association \(Applegate Ridge Trail\)](#)
- [Siskiyou Uplands Trail Association \(Jack-Ash Trail and Sterling Mine Ditch Trail\)](#)
- [BLM- East Applegate Ridge Trail](#)
- [BLM- Jack-Ash Trail](#)
- [BLM- Sterling Mine Ditch Trail Map](#)

Blue Mountains Trail

- [Blue Mountains Trail site maintained by Greater Hells Canyon Council](#)

Cascades to Caves Route

- [Siskiyou Mountain Club Signature Routes](#)
- [NPS- Oregon Caves National Monument](#)
- [BLM- Cascade Siskiyou National Monument](#)

Corvallis to Sea Trail

- [Corvallis to the Sea \(C2C\) Trail](#)

Deschutes River Paddle Trail

- [Bend Paddle Trail Alliance](#)
- [Visit Bend- Deschutes Paddle Trail](#)

Gorge Towns to Trails

- [Friends of the Columbia Gorge- Gorge Towns to Trails](#)

Historic Columbia River Highway State Trail -Marine Drive Trail -North Portland Greenway

- [OPRD- Historic Columbia River Highway State Trail](#)
- [Metro Regional Trails System Plan](#)
- [40-Mile Loop Land Trust](#)
- [npGreenway](#)

Joseph Branch Trail

- [Joseph Branch Trail with Rail](#)

Oakridge-Westfir MTB Center

- [Greater Oakridge Area Trail Stewards \(GOATS\)](#)
- [Middle Fork Ranger District Trail Information](#)
- [Bend Trails Site- Oakridge](#)

Oregon Desert Trail

- [Oregon Desert Trail](#)

Oregon Coast Trail

- [OPRD-Oregon Coast Trail](#)
- [Oregon Coast Trail Foundation](#)
- [Bonnie Henderson's Hiking the Oregon Coast Trail](#)

Oregon Timber Trail

- [Oregon Timber Trail Alliance](#)

Pacific Crest Trail (Oregon Section)

- [Oregon-Pacific Crest Trail Association](#)
- [PCT Oregon](#)

Salmonberry Trail

- [Salmonberry Trail](#)

Willamette River Water Trail

- [Willamette River Water Trail](#)

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