



Oregon Parks and Recreation Department ATV Advisory Committee Meeting

November 30, 2022, 9:00 AM – 3:00 PM
Oregon Parks and Recreation Department - HQ
725 Summer ST NE – Room 124a & 124b
Salem, OR 97301

OPRD ATV Committee Members In-person:

Virgle Osborne - Chair - Class II Representative
Ron Price - Member at Large
Dave Kimball - Class I
Barrett Brown - Class III
Kevin Rowell - U.S. Forest Service
Jody Phillips – Rural Fire Department
Amy Joyce - ODOT

OPRD ATV Committee Members Zoom:

Matt Miller - Class IV
Sgt Nick Hansen - Law Enforcement
Ann Haak - ADA Representative
Reid Brown - OR Dept. Of Forestry
Greg Jackle – ODF&W
Dustin James – ATV Dealer
Chris Kanuf - BLM
Peter Geissert – DHS
Jim Cole - Emergency Medical Services

Other:

Tim Custer, Zoom: Jordan Rhinevault-ODF, Tyler Vore-ODF,

OPRD Staff Present:

Michele Scalise, Danial Killam, Ian Caldwell, Mike Law, Jeff Trejo, Jayme Jones, Katie Gauthier, Nohemi Enciso, Lisa Sumption, Jodi Bellefeuille, Marcella Lang

Meeting called to order at **9:00 AM on Wednesday, November 30, 2022** by Virgle Osborne.

1. Welcome, Introductions, and Review Agenda

- Lisa Sumption – thanked committee members for being on committee.

2. Approval of February 2022 Meeting Minutes

(ACTION)

Motion: Barrett Brown moved to accept the February 2022 meeting minutes

Second: Ron Price

Vote: No objections. Motion passed unanimously; Amy abstained.

3. Public Comments: ian.caldwell@oregon.gov

4. Legislative Concepts - Updates

- Reviewed Potential Law Changes from 2017: Windshield wipers, sound levels, blue lights, ATV Permit Fees, Helmets, ATV Safety Cards, Class IV Definition, Titles.
- ATV Safety Card for Class IV and non-street legal Class II – Proposed bills for 2023: Similar versions of these were also submitted in 2019 and 2021.
 - Definition of Class IV ATVs – side-by-sides
 1. Remove 14-inch rim
 2. Add 1,000cc (1 liter) engine size
 3. Remove windshield wiper requirement
 - Safety Cards for side-by-sides
 1. All Class IV
 2. Non-street legal Class II
- Discussion of 1000cc criteria for differentiate between Class II and IV. There are 2000cc side-by-sides. Class II vehicles need liability insurance, Class IV does not require insurance. Many land managers are managing by width, usually 50” or 65”. Land managers are also concerned about weight of vehicles on bridges. Purpose of Class IV is to open trails in the woods to side-by-side, but not trucks or SUVs.
- **Motion: Nick Hansen moved to leave Class IV definition as written with 1000cc.**
Second: Kevin Rowell
Vote: No objections. Motion passed unanimously
- **Motion: Barrett Brown moved to have committee write a letter of support for both concepts.**
Second: Ron Price
Vote: No objections. Motion passed unanimously Amy and Virgle abstained from the vote

5. Committee Member updates:

Matt: Busy year with recreation. Equipment/selling units has slowed down. Helped with State Park Directors ATV Ride in the Cache Mountain area after Labor Day.

Dustin: High demand but not as busy as a year ago. Use is high. Conducting some safety training classes for the youth.

Greg: Getting done with hunting season, most interaction with ATVs is during hunting season. Seeing change in use from ATVs to Side-by-sides. ODFW embarking on a study, working on collars on Elk in Ochoco Mountains and tracking their movements.

Jim: EMS is seeing increase in call volume for outdoor injuries due to more movement and travel with mandates being lifted. Work in Oakridge area and summer fires and closures has reduced ATV use and EMS calls. State level, continuing to track deaths and injuries and have seen an increase of sport related deaths and injuries. Road rage issues lately.

Ann: In touch with disabled veteran who is wondering about getting some rules changed to allow disabled individuals to ride where others are unable to. This veteran that has lost both legs wants to ride. Rides and hunts in Utah where they have made exceptions for disabled individuals.

Reid: ODF has restructured their ATV program in one umbrella to distribute the resources. Bring on two new OHV specialist Tyler Vore & Jordan Rhinevault. Now have the team together and getting work done on the ground. Back log of work ahead of us. ATV Staff will be working more in Clatsop and Santiam State Forests

Nick: In January, transferred to Narcotics unit operations sergeant, but still involved with ATV and OPRD ATV team. John Dorland is taking over Nicks duties.

Chris: BLM is working on travel management and is contracting a lot of the work. Finishing inventory in the Steins area. Medford area is a priority also. Going to take several more years.

Peter: Transiting to a new data system. Been focused on data quality. Develop our reporting capacity and data sharing.

Barrett: Working with Oregon Trails Coalition for first aid training for volunteers that is catered more towards OHV riding for types of injuries and types of first aid supplies you can carry on a motorcycle. Concerned about engaging the younger generations to be more involved with clubs, volunteering and being active in the advocacy community. Would like to see statewide summits or regional summits to get users together.

Kevin: US Forest Service is transferring positions that were “temporary seasonal” to “permanent seasonal” positions and making better paid grades steps that provide better opportunities for job security and to promote within the agency. City of Oakridge allows side-by-side use in town. USFS did a motorized mixed-use analysis on 5 roads

between Oakridge and the OHV riding areas. Starting with 2 roads. Need to work on signage and some brushing for better sight lines to officially open routes next spring.

Cedar Creek Fire was west of Huckleberry OHV area. The OHV area was kept open most of the summer. Forest Road 1928, which leads to the main staging area, was the fire line on the west side of the fire. Once the fire got close, had to close the trails. Half the area was inside the fire line and half outside. Crews lit back fires from Road 1928, so most of the damage was light and more on the forest floor. Entire area open in April.

Jody: Noise issue in Oregon dunes. Coos County adopted a 97db ordinance and a \$1,000 fine. that mimics the Oregon laws. Would like to re-address the helmets for side by sides. Uptick in head injuries in side by sides.

Ron: Support helmets in side by sides. Been seeing a lot of people meeting on social media and going out on big group rides. Heard that sales of new side-by-side has dropped off, but the aftermarket part sales are high.

Amy: New to this group. 2022 fatality data. 1 road fatality in 2022 in Washington County. Ongoing issue, snow cycles. Converting motorcycle into snow mobile.

Virgle: Quick Attack trail is fixed and better than it ever was. 4-wheel drive clubs are struggling because people are switching from Jeeps to side by sides. Allowing side by sides in their club now, but creates some issues on club runs since they are not street legal. Got a grant from Fox to build a rock crawl area at Champaigne Creek Ranch

6. ATV Safety Education Program updates

- **Hands on Training:**
 - Have issued 337,809 online Safety Cards. 68% are Oregon Residents
 - Have issued 38,329 six-month instruction permits for youth.
 - Three organizations that provide training.
 1. Oregon ATV Safety: OSU/4H – Class I & IV
 2. ATV Safety Institute (ASI): Class I
 3. Oregon Motorcycle Riders Association (OMRA): Class I & III
 - Approximately 65 instructors
 - 188 Courses this year – drop of 22% from 2021
 - Total Oregon Residents getting hands-on Youth Certification 11,366
 1. Class I = 7,497
 2. Class III = 3,836
 3. Class IV = 33
 - In 2019, was training about 850 youth, dropped to about 500 in 2020
 - Next steps are to
 1. connect and refocus hands-on certification objectives with training providers.
 2. re-emphasize local Sheriff's office connection.

3. improve email reminder communications.
 4. push to provide consistent hands-on course availability.
- We have had high levels of training in Coos County, Morrow County, Salem, Hillsboro and Eugene.

- **Incident Reporting: Law Enforcement Tracking System (LETS)**

- Sheriff's Offices receiving grant funding must input data into LETS.
- 14 counties are entering data.
- Top WARNINGS in 2022 are No Flag (545), No permit(526), No Safety Card(377), Violating Posted Restrictions(235), Speeding(200).
- Top CITATIONS in 2022 are No Permit(220), Driving Suspended(79) Total (647)
- Still having issues with alcohol. 8 DUIs in 2022.
- 2022 Total Incidents = 71. Prior 4-year average was 90.
- 4 types, Rollover, fixed object, another ATV
- Most incidents were Class I (quads)
- Reviewed ATV Incidents and Fatalities
- Incident Rate Correlation by Vehicle Class 2018 thru 2022 (Sept):
 - Class I: 40% of sales & 54% of Incidents = Ratio of 1.35
 - Class II: 19% of sales & 3% of Incidents = Ratio of .16
 - Class III: 24% of sales & 17% of Incidents = Ratio of .71
 - Class IV: 17% of sales & 29% of Incidents = Ratio of 1.71

- **DHS Peter Geissert:**

Looked at ATV Traumas from 2020 – 2021, with higher number between March and October and the Peak being May – July. May 2020 was 156. May 2021 was 146 Traumas. See the highest Traumas in the ages 12-24. Ages 11-15 represents 4.5% of the population but has 11.3% of the traumas. Ages 16-24 represents 10.5% of the population but has a 21.4% of the traumas. Barrett wondering if these are operators or passengers of vehicles. 78% of traumas were Male and 21.8% were female. (some unknown). 84.2% of traumas were white. Looking at Counties were highest in Lane and Douglas. Then Tillamook. Jackson, Deschutes and Linn Counties were also fairly. Coos County was shown as low, but has sand dunes. Peter will check. Might be due to where they get transported to.

By vehicle type, Class I was highest about 50% with the Class III motorcycles about 35%. Some of the numbers were for traffic accidents. Want to be careful to look differently ATV Recreation vs ATV use for utility or illegal highway operations. Driver accounted for 81.5% and 11.6 % were passengers. Will try to

look at age related to driver vs passengers. 57.4% were wearing a helmet. 12.8% were wearing protective clothing and 8.4 % were wearing a seat belt.

Of the hospital traumas in 2021, 8 people passed away in the hospital (1%). About 1/2 of people admitted were tested for alcohol. Most were no alcohol. Handful of people with alcohol in system. Would like to see how many were over 0.08 legal limit. Most traumas were in “recreation area” at 153. Then Road at 81, private residence(single family house) at 71, beach at 46, private residence at 39.

- **Planned 2022 ATV Program Outreach Events:**

- Outdoor Play Event – Klamath Falls

- Family Safety Fair – Springfield

- Progressive Ag Safety Days – Turner

- Kids Outdoor Adventure Day – La Pine

- USFS ODNRA OHV Safety Events – June-Sept

- **Allowable Sound Levels: - Ian**

- A closer look at Sound level in Oregon reveals only motorcycles are at 99db, ATVs and Side-by-sides are 97db and trucks or jeeps are 95db.

- Been working with Chris Reel to help teach and certify Law Enforcement Officers at our LE Workshops and annual training along the coastal areas.

- Discussion about changing the authority to set sound limits from DEQ to OPRD. This would need to be done in Statute. Barrett has been exploring options for Oregon Motorcycle Riders Association (OMRA) to propose legislation. Wanted to see ATV Committee’s feedback on proposal. Virgil was supportive if there was a public advisory committee involved with the Oregon Administration Rule Making process, which would set the final sound levels. Jody was interested in helping with legislations since Save The Riders Dunes is interested in better sound rules and enforcement. Ian said the ATV Committee was supportive of this in the past, but was difficult for State Parks to introduce such a bill.

- **Class IV Vehicles**

- Barrett Brown mentioned there were a couple issues with Class IV vehicles. Sound level of side-by-sides in towns can be an issue due to some vehicle’s engine/CVT transmission design that requires the engine to operate at roughly 4,000 RPM while at low speeds, which makes for a louder vehicle in urban settings. There have been some issues with some Class IV vehicles catching fire. They are required to carry fire extinguisher, per Oregon laws.

- **Tread Lightly!**

- Oregon State Parks had been talking more with Tread Lightly! about partnership. They had a person hired for Oregon and Washington, but no longer works there. Looking at potentially hiring another person specifically for Oregon. Have grants applications coming into the RTP and ATV

Programs for the March meetings. We are trying to work with them more pro-actively.

- Virgil – wants to make sure they are addressing all 4 classes of vehicles.

7. Online Course Changes

- Overall plan – Jeff Trejo
 - Online Safety Course was developed in 2008. And updated in 2012 with some Class IV information. Need to update look & feel with our new Brand Standards. Old information about phasing in age requirements for who needed card, when program first started. Have old statistics. Want to expand vehicle safety tips & riding environment. A few questions from the test need to be fixed because they can be confusing. Add animation or videos to make content more interactive. Also need to make it mobile friendly (smart phone/tablet). Hoping members of ATV Committee can help review the content. Originally had different chapters for each Class of ATV, but changed streamlined it for all vehicles, including Class IV.
- Review of needed changes
 - Ian – Hand signals and the number of people behind you, has been added to printed handbook and needs to be put into online course
 - Matt – would be more than happy to collaborate on this. When going through the course would like to see more information on the Class IV more specific information. The temporary cards that get issued as a rental agency is heavily dune focused and see different issues in Central Oregon. Business insurance companies is the biggest factor for rental agencies. Videos and printed information need to be approved by the insurance companies to for the rental agent to be covered.

8. ATV Program Update

- Permit Sales, Budget & Grants - Ian
 - Permits sales 2022 through September:
 - Class I - 26,143
 - Class II - 14,029
 - Class III - 17,877
 - Class IV - 14,703
 - Total - 72,752
 - Overall, annual permit sales have increased by about 15,000 in the last 5 years. Seeing biggest increases in Class IV. About 90,000 permits are sold each year.
 - Next grant cycle is coming up. Operation and Maintenance applications have been turned in and the Subcommittee will review in February Meeting. We have about \$8 million in requests. Currently accepting applications for Law Enforcement and will review in April. These are ongoing grants which will start July 1, 2023.
 - We do not have a governor approved budget yet, at this time we do not know what the numbers will be. We have asked for a raise in grant

allocation for the 23-25 biennium, but still needs to be approved by Governor and Legislature.

- ATV Highway Access Routes
 - Opened up the State Highway in Sumpter a couple years ago.
 - Several years ago, ODOT approved Spinreel Rd (old highway 101) as an ATV Highway Route. Lakeside opened a business route to connect the dunes with the downtown businesses. Lakeside just voted to allow residents or renters to operate from their property to the connect to the access route on the shortest route possible.
 - The ATV Highway Access Committee made a recommendation to open Hwy 26 a short distance in Prairie City, but ODOT did not approve the designation since there were other routes to connect to the forest. Concerns about commercial truck traffic interacting with ATVs
 - Question: Kevin: Are communities opening streets to all Classes of ATVs or just some? Ian. Seeing all different levels of opening to different classes. State ATV Highway Access Routes are open to all 4 class types.
- NOHVCC
 - Two different trainings we have been utilizing, “Great Trails Workshop” (land managers and volunteers) and a heavy equipment workshop. Did a Great Trails workshop in the Tillamook State Forest in July of 2022 and looking at putting one on in Shotgun Creek OHV area in 2023. Did a 5-day equipment training in La Grande in May of 2022 and looking at 2 classes in 2023, one in Hood River and one in Oakridge.
- Statewide OHV Workshop/Conference/Trail Summit
 - Target audience is law enforcement, land managers and riders/users/clubs to discuss items like trail construction/design, issues and sound etc.
 - Timeframe is at least a year out.
- Brand, Messaging & Collateral Update - Jeff
 - Have a new ATV Permit Design. Slightly different version for permit agents and online, mostly due to month and type of vehicle.
 - Ron’s permit on his Jeep has faded (yellow)and is only 1 year old.
 - New design for Rental Safety Checklist.
 - New design for printed 2022 ATV Handbook
 - Created a business card with QR code for buying ATV permit on one side and QR code to get ATV Safety Card on the other side.
 - Re-designed ATV Safety Card.
 - New ATV Program Domain Name... OregonATV.gov
 - New information for Campsite Reservation communication for campgrounds located near ATV Riding Areas.
 - Also looking at new look for Safety Trailer and other event items.
- Law Enforcement Workshop
 - April 12-14, 2022 in Redmond, OR.

- Classroom sessions and scenario training for ATV Law Enforcement Officers throughout the State.
- Strong emphasis on Sound. Had Chris Real come up from California to help certify officers and then, after the meeting, traveled to the Coastal Dunes to meet with some land managers. Working on having annual sound meter training in along the coast
- 2024 Workshop scheduled for April 9-11.
- **Questions/comments:**
 - Greg – Wondering about options to have a PDF version of the Safety Card that people can carry on their phone.
 - Michele – wanted to thank everyone for their time

9. Next Meetings: An email will be sent out regarding the next meeting.

Meeting adjourned at 2:40 PM on Wednesday, November 30, 2022 by Virgle Osborne.