

Northwest Trail Area

Trail Area Description

The Northwest Area is the most heavily used trail Area in the system. This is mainly due to its close proximity to the City of Hood River. The Area is approximately 10,800 acres in size and contains a system of recreational trails with some running onto adjacent land not owned by the County. Because of its global reputation, its close proximity to the City of Hood River and accessibility to the Portland Metropolitan Area, this trail network is popular with locals and tourists alike. Usage has steadily increased in recent years. The trail system is multiple-use, which includes motorized and non-motorized use. Multiple-use trails allow many of the various user groups to share trails at the same time. Even though the majority of HRC's trails are primarily designed for a specific user group, most still remain as multiple-use and are appropriate for motorized and non-motorized forms of recreation.

Trail Areas have been divided into Trail Management Zones. The Northwest Trail Area is divided into three Zones, (1, 2, and 3). Zone 2 is further divided into Binns Hill, and Kingsley Reservoir.

Zone 1

Zone 1 is primarily used by mountain bikers, although trail runners, hikers and equestrians recreate there as well. Most of the trails are non-motorized though there are a few open to motorcycles and some to ATVs. Many trails originating along lower Post Canyon Road are on private property, have man-made structures on them, and are unofficially maintained by free-riders. Many of these lower Post Canyon trails run across adjacent lands owned by HRC, USDA Forest Service or the State of Oregon. Because formal trails with stunts are hard to find in other parts of the state, free-riders drive from the Portland Metro Area and beyond to ride here. Most of the free-ride trails are very technical and not appropriate for other user groups. Zone 1 is in need of easier to moderate trails for cross-country mountain bikers and equestrians.

Users park and stage at three locations along Post Canyon Road. Parking is available within HRC's right-of-way on Post Canyon Road where the pavement turns into gravel. Volunteers have constructed a kiosk at the location. Trails begin at the west end of the parking area but are on privately owned lands. Official permission has not been granted for public use of these trails. HRC requests that users ride up the gravel road for 1.2 miles until they reach the Seven Streams Trailhead where another parking opportunity exists. This area was improved with OWEB grant funds in late 2008 and early 2009. The road has been widened within the right-of-way and provides room for a small number of vehicles to park. Barriers have been placed along both sides of the road to keep users out of a fish-bearing stream and off of roadside vegetation. A kiosk and trail signage has been installed at this location. Another mile up Post Canyon Road is the Post Flats Staging Area. This facility was developed with OPRD ATV grant funds. A parking area has been constructed on both sides of the road and

a kiosk and trail signage has been installed. Two trailheads are located at the parking area. This location was primarily designed for motorized users but accommodates all user groups. The staging area is big enough for trucks with trailers. It is also a good area for horses during fire season when motorized trail use is prohibited.

Zone 2

This Zone is divided into two parts.

Binns Hill

The east half of Zone 2 is referred to as Binns Hill. This area is primarily used by motorized user groups but has also become popular with down-hill mountain bicyclers because of the existence of a couple of challenging down-hill runs. Area trails are multiple-use and many are utilized for all non-motorized forms of recreation. Multiple-use trails allow many of the various user groups to share trails at the same time. Even though the majority of HRC's trails are primarily designed for a specific user group, most still remain as multiple-use and are appropriate for motorized and non-motorized forms of recreation. The heavily-used Binns Hill Staging Area is located within this region and is accessible by Binns Hill Road. One vault toilet, a kiosk, a loading/unloading ramp, two trailheads, and a beginner riding/training area are situated at this staging area. A practice loop is also located close by. The staging area is big enough for trucks with trailers.

Kingsley Reservoir

The west half of Zone 2 is referred to as Kingsley Reservoir. There is an upper and a lower reservoir in the vicinity. The Kingsley Reservoir Staging Area consists of a large graveled lot for parking and staging with a kiosk, loading/unloading ramp, fenced trailhead access, and one vault toilet. The staging area is located on the northeast side of the upper reservoir. Twenty developed camping sites are situated along the east side of the upper reservoir. These sites are currently managed by the HRC Parks and Recreation Department.

This locale sees the highest concentration of ATV use in all of the Northwest Area. These trails are open to all users but have been primarily designed for ATV use. The majority of trails around the reservoir were user-created and many were never properly connected. This area has the potential to concentrate ATV usage and provide high levels of user satisfaction. Plans for redesigning trail routes in the area to create loop opportunities and construct logical connections are currently underway. The staging area is big enough for trucks with trailers.

Zone 3

Zone 3 has been designated as sensitive wildlife habitat. There are plans to develop one single track route through the area that will begin and end in the Kingsley Reservoir region and have a tangent connection that will link to the Dee/Middle Mountain area. Some of this route may form a portion of the Valley Loop Trail. The route will allow all users except ATVs and 4x4s. Further development in Zone 3 will not be allowed for the protection of wildlife.

Recommendations have been provided for each Trail Area and many are specific to Trail Management Zones.

Recommendations

- **NW1:** Search for additional, existing routes in the Northwest Area that need to be GPSed.
- **NW2:** Develop an ATV route linking the Post Flats Staging Area with the Binns Hill Staging Area separate from the non-motorized arterial. Develop a second route if one does not presently exist, that will link the Binns Hill Staging Area with the Kingsley Reservoir Staging Area.
- **NW3:** HRC Forestry Department will generate a future Harvest Plan Report. It is recommended that new trail construction and re-routes be placed in areas that avoid future harvest operations.
- **NW4:** Work with OPRD to develop trailheads on their property.
- **NW5:** Develop a down-hill bicycle route from the Kingsley Reservoir region to the bottom of Binns Hill Road
- **NW6:** Re-design Kingsley Reservoir into an OHV camping/staging area with grant funding. Include: additional camping sites, design special sites for Camp Hosts, add vault toilets, and add a youth riding/skills training area. Develop vicinity trail loops and additional connections that will accommodate the area's high concentration of OHV use.
- **NW7:** Develop a single-track trail loop in Zone 3 for all users except ATVs and 4x4s that begins and ends in the Kingsley Reservoir region with a tangent connection that links to Dee/Middle Mountain and forms a portion of the Valley Loop Trail. Exclude further development of Zone 3 for the protection of wildlife.
- **NW8:** Develop a stunt-free beginner/intermediate arterial trail from the bottom of Post Canyon Road, through Binns Hill, and into the Kingsley Reservoir region. The route will be designated non-motorized until reaching the east/west section line north of Binns Hill and then open to motorized use toward Kingsley Reservoir.
- **NW9:** Work with the USDA Forest Service, OPRD and private landowners to use lands adjacent to HRC lands (including those within the National Scenic Area), for staging, official recognition of trail routes, installation of signage, and LOAs.
- **NW10:** Delineate free-ride trails that are not appropriate or recommended for other users.
- **NW11:** Develop equestrian parking on HRC and private lands with LOAs.

- **NW12:** Develop an interconnected cross-country bicycle loop system, 8-12 miles long, primarily for beginners but with options for intermediate/advanced riders.
- **NW13:** Construct the Cycle Slot Staging Area (SE of NW 2N-9E-14) at the secondary level of development when the future need arises.
- **NW14:** Install a kiosk along Kingsley Road near the entrance to Kingsley Woods if a need is demonstrated.
- **NW15:** Install picnic tables at Staging Area locations when needed.
- **NW16:** Install perimeter fencing and a loading/unloading ramp at the Post Flats Staging Area with an ATV Development grant during 2010-2011. Install top rock over the pit run rock with future grant funds.
- **NW17:** Construct the 8 Track Staging Area (SE of NW 2N-10E-7) at a secondary level of development if a future need arises.
- **NW18:** Develop a free-ride trail beginning in the Viento Ridge region that would be routed close to the Binns Hill Staging Area and that would end at lower Post Canyon Road. Investigate the need for creating a connecting secondary route that would descend close to the Kingsley Reservoir Staging Area and reconnect into the main motorized trail that links to the Binns Hill Staging Area.
- **NW19:** Explore the feasibility of having a small 'trials' motorcycle play area located near the Binns Hill Staging Area. Attempt to find another suitable spot for this use if the area is not developed.
- **NW20:** Construct the lower Post Canyon Road Staging Area (SW of SW 3N-10E-33) within the existing right-of-way at the primary (restroom, fencing, rocked, etc.) level of development.
- **NW21:** Acquire LOAs for the management of trails or purchase trail easements for the management of trails on private lands.
- **NW22:** Improve existing staging areas around Family Man Skills Complex by creating graveled parking and by installing one to two kiosks. Designate for the secondary level of development. Leave the option open for the installation of vault toilets if a need is demonstrated.
- **NW23:** Develop and expand the Family Man Complex into a 'Skills Training Complex' for all ages.
- **NW24:** Study the area south of Family Man for the development of an 8-12 mile equestrian trail network. Connect to nearby private stables. Designate most of the trails for non-motorized use but design and

manage them for equestrian use. Make 4-6 miles of the network for equestrian and hiker/runner only.

Wildlife Considerations

Zone 1

Zone 1 is the most heavily impacted by recreational use of all HRC Forest land. In spite of the impacts to wildlife habitat, Zone 1 still has some limited use by blacktail deer and other wildlife that are more tolerant of regular, heavy human disturbance (Thompson, 2007). However, those wildlife species that are not able to cope with regular human disturbance such as elk and numerous raptor species are seldom found in this area.

All of the streams in this region are known to support resident rainbow trout, cutthroat trout and sculpin. The following fish-bearing waterways are found in this region:

- Post Canyon Creek: (tributary to the Columbia)
- Phelps Creek: (tributary to the Columbia)
- Ditch Creek: (tributary to the Hood River)
- Headwaters of Indian Creek: (tributary to the Hood River): included on the 303(d) list for exceeding temperature standards and listed for impairments relating to nutrients, bacteria, turbidity and toxics (Coccoli, 1999).

Recommendations

To mitigate for impacts to the streams and habitat in this heavy-use region, trail work will prioritize reducing trail density to 4.5 miles per square mile and decommissioning unsustainable trails.

Zones 2 and 3

Zone 3 and parts of Zone 2 are known to be inhabited by deer, elk, bear, spotted owl and other sensitive species (Thompson, 2007). This area is used for deer fawning and elk calving and is important winter range habitat for big game. Additionally, some stands of Oregon white oak exist in the area to the south of Kingsley Road and are highly valued for the habitat that they provide for sensitive and unique wildlife and plant communities.

The following waterways are found in this region:

- Ditch Creek (tributary to the Hood River)
- Pine Creek: (tributary to the Hood River)
- Dead Point Creek: (tributary to the West Fork Hood River)
- Green Point Creek: (tributary to the West Fork Hood River)

All of these streams are inhabited by resident cutthroat trout, rainbow trout and sculpin. Green Point Creek has been identified as “especially significant” rainbow trout and winter steelhead spawning and rearing grounds (Coccoli, 1999).

Recommendations

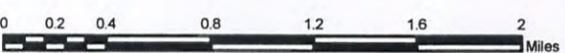
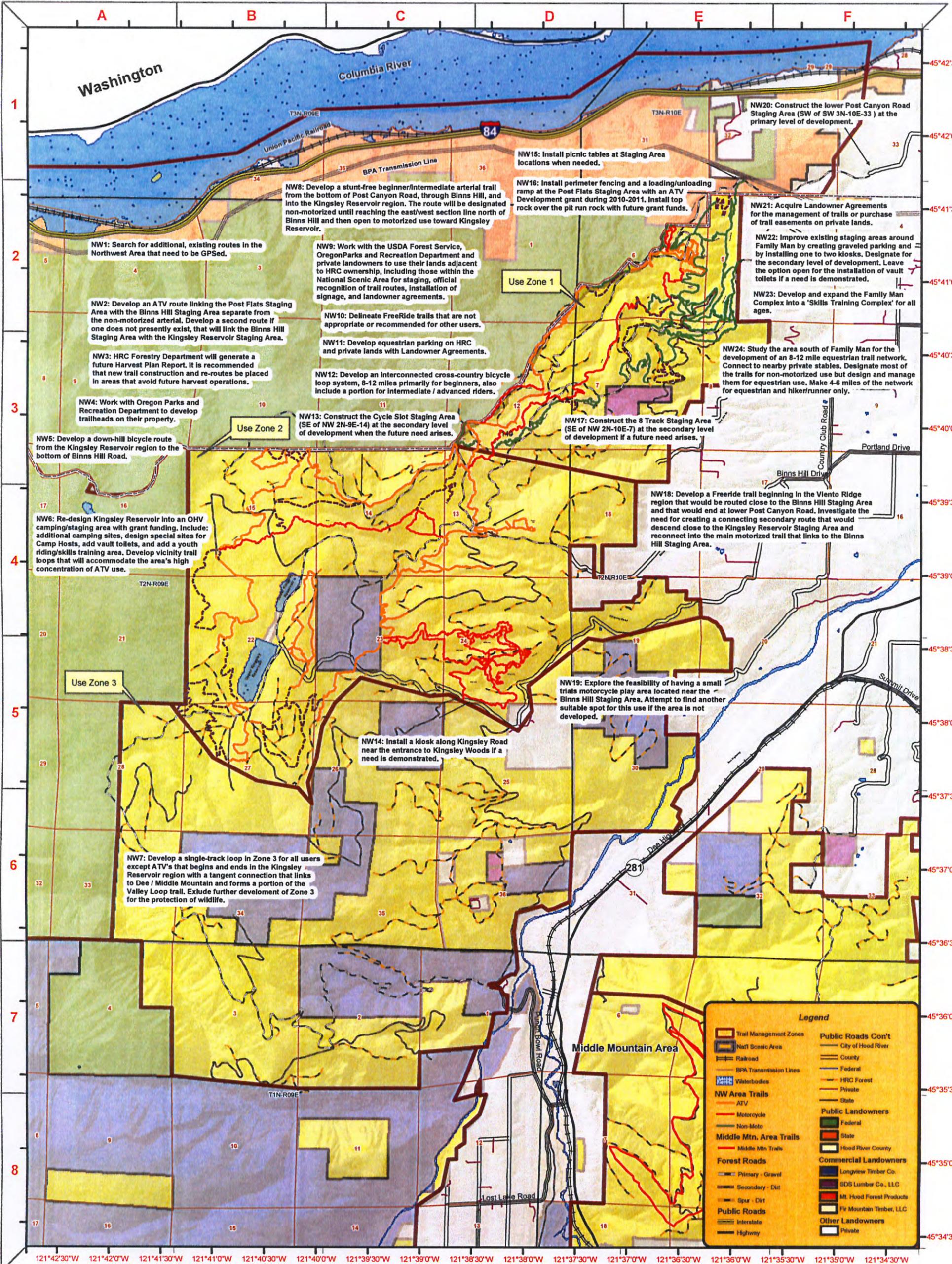
To accommodate the sensitive wildlife habitat in Trail Management Zone 3, only one single-track trail loop will be developed for all users except ATVs and 4x4s. This loop will begin and end in the Kingsley Reservoir region with a tangent connection that links to Dee/Middle Mountain and forms a portion of the Valley Loop Trail. Further development of Zone 3 will be limited for the protection of wildlife.

A maximum trail density of 4.5 miles per square mile will be established in the Northwest Area. Efforts will be made to reduce the amount of trails in sections that currently exceed the maximum. Future trail construction will not be allowed in areas exceeding the maximum density unless the development proponents propose to decommission existing trails that equal to a minimum of one and one half times the length of the new trail or unless the construction of new trails is deemed absolutely necessary for the proper functioning of the system. Decommissioning will take place prior to construction.

Hood River County Forest Recreation Trails Northwest Area Master Plan Recommendations

Trails exist on lands adjacent to HRC ownership. These routes are not shown because many have not received authorization for public use. Please do not use trails on other ownerships unless permission is granted by landowners.

The term motorized refers to motorcycles and ATV's (quads). The potential for 4x4 use is being investigated.



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Middle Mountain Trail Area

Trail Area Description

This Area is the second most heavily used of the four Trail Areas in HRC. It is located in the middle of the Hood River Valley and is accessible by Highway 35 and Dee Highway. It is comprised of 5,319 acres of contiguous HRC land. The majority of these trails were user created and not officially sanctioned. The trails are most popular with motorized users but also receive heavy use by equestrians. An ATV grant-funded project to GPS all trails in the Middle Mountain Area was completed in the summer of 2009.

Trail Areas have been divided into Trail Management Zones. The Middle Mountain Trail Area is divided into two Zones. The majority of trails in each zone are designed and managed for a specific user. This does not exclude other users from using existing trails designated for their use and/or possibly building new routes within the zone. The northern half of Middle Mountain (Zone 4) will be non-motorized and primarily managed for equestrians and wildlife. The southern half (Zone 5) will be multiple-use and primarily managed for motorcycles with ATV use on designated routes. Multiple-use trails allow many of the various user groups to share trails at the same time. Even though the majority of HRC's trails are primarily designed for a specific user group, most still remain as multiple-use and are appropriate for motorized and non-motorized forms of recreation. Middle Mountain is a good location for horses during fire season when motorized trail use is prohibited.

Recommendations have been provided for each Trail Area and many are specific to Trail Management Zones.

Recommendations

- **MM1:** Search for additional, existing routes in the Middle Mountain Area that need to be GPSed. (Zone 4 & 5)
- **MM2:** Explore routes that will form parts of the Valley Loop Trail. One will drop down from the Middle Mountain Area to Dee Highway and connect to trails in the Northwest Area; the other will drop down to Highway 35 from the Middle Mountain Area and connect to the East Area. (Zone 5)
- **MM3:** Sections 6, 7, and 18; limit majority of use to existing roads and trails to protect sensitive wildlife habitat. (Zone 4 & 5)
- **MM4:** Create one non-motorized loop route to go from Zone 4 through Zone 5 and back up to its origin. Design it to equestrian standards. It could be partially used for the Valley Loop Trail and if so, that portion will allow motorized use. Connect to staging areas in Zone 5. (Zone 4 & 5)

- **MM5:** Investigate the Sand Shed for the development of a potential multiple-use staging area. If appropriate, engineer it to better accommodate equestrians. (Zone 5)
- **MM6:** Explore the feasibility of having a 'trial's motorcycle play area located at the Sand Shed Staging Area. (Zone 5)
- **MM7:** Create new equestrian-friendly non-motorized trails in Use Zone 4 that do not exceed density standards. (Zone 4)
- **MM8:** Construct up to a two-acre equestrian staging area at the end of Central Vale Road. Allow room for a turn-around or construct as pull-through parking. Ideally the location should have a water source for horses. (Zone 4)
- **MM9:** Protect existing, sustainable single track trails. Allow user group designations that are appropriate for single track. (Zone 4 & 5)
- **MM10:** Explore the feasibility for the construction of a separate, sustainable free-ride/down-hill trail that will be routed along the tops of ridges and down to one of the staging area locations. (Zone 4 & 5)
- **MM11:** Investigate the "Truck Turn Around" (S½ of NW 1N-10E-16) and adjacent to the "Truck Turn Around" for the potential development of two multiple-use staging area locations. (Zone 5)
- **MM12:** Show the landfill as closed on all maps. Do not allow trails close to the area unless a barrier is erected around the landfill perimeter. If trails are allowed, design them so they don't encourage activity on or adjacent to the landfill. (Zone 5)
- **MM13:** Investigate the Gilhouley Road/Highway 35 junction for the development of a multiple-use staging area primarily designed for motorized users. (Zone 5)

Wildlife Considerations

Most notably, Middle Mountain is the key wildlife corridor between the east and west sides of the Hood River Valley. A wide variety of wildlife including elk, bear, deer, raptors, turkey and bobcat inhabit this area. Many Oregon white oak stands exist on the northwest side of the mountain. Oak woodlands are highly valued for the habitat that they provide for sensitive and unique wildlife and plant communities.

The water resource concern in this area is moderate due to a general lack of streams. However, all of the streams in this area are inhabited by resident cutthroat trout, rainbow trout and sculpin. These streams are flanked by steep and highly erodable land, causing an increased risk of rapid runoff and soil

erosion. Additionally, Middle Mountain is flanked on its south side by the East Fork of the Hood River and by the mainstem Hood River on its west side, both anadromous fish-bearing streams.

The following waterways are found in this region:

- Collins Creek (tributary to the Hood River)
- Birdie Creek (tributary to the Hood River)
- Odell Creek (tributary to the Hood River) Listed for temperature, nutrient, bacteria and turbidity impairments (Coccoli, 1999).

Recommendations

To preserve the use of this area as a wildlife corridor, no motorized use will be permitted in Management Zone 4. This area will be limited to non-motorized users, and will be designed for equestrian use.

Because of the steep terrain, waterways and oak woodland habitat that exists on the north and west sides of Middle Mountain, measures will be taken in sections 6, 7, and 18 to prevent trail development. Attempt to minimize new disturbances by keeping users on existing trails and roads if possible.

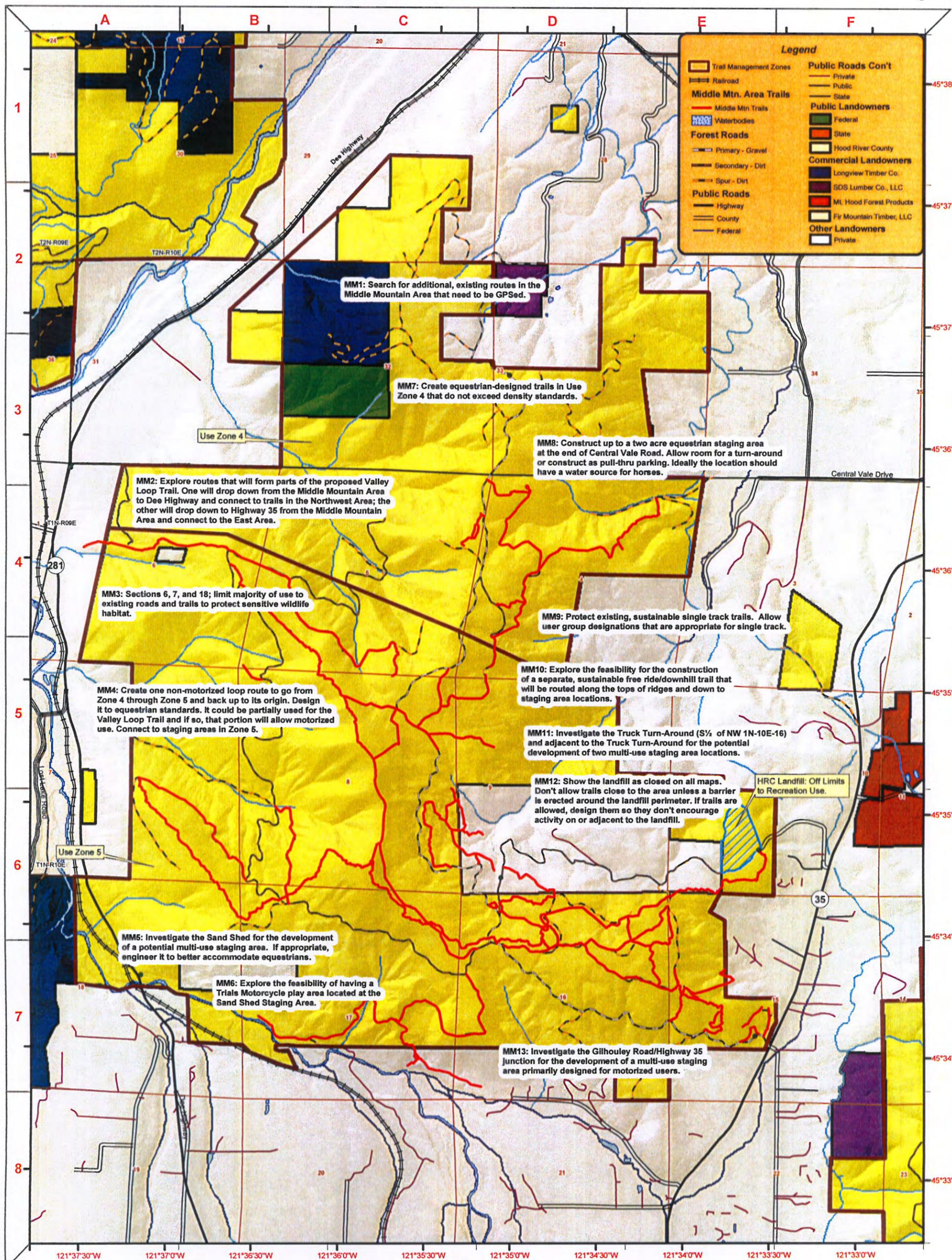
Unsustainable trails will be identified and then restored, relocated or decommissioned.

A maximum trail density of 4.0 miles per square mile will be established. Efforts will be made to reduce the amount of trails in sections that currently exceed the maximum. Future trail construction will not be allowed in areas exceeding the maximum density unless the development proponents propose to decommission existing trails that equal to a minimum of one and one half times the length of the new trail or unless the construction of new trails is deemed absolutely necessary for the proper functioning of the system. Decommissioning will take place prior to construction.

Trails exist on lands adjacent to HRC ownership. These routes are not shown because many have not received authorization for public use. Please do not use trails on other ownerships unless permission is granted by landowners.

The term motorized refers to motorcycles and ATV's (quads). The potential for 4x4 use is being investigated.

Hood River County Forest Recreation Trails Middle Mountain Area Master Plan Recommendations



Legend

	Public Roads Con't
	Private
Middle Mtn. Area Trails	Public
	State
	Public Landowners
Forest Roads	Federal
	State
	Hood River County
	Commercial Landowners
Public Roads	Longview Timber Co.
	SDS Lumber Co., LLC
	ML Hood Forest Products
	Fir Mountain Timber, LLC
	Other Landowners
	Private

MM1: Search for additional, existing routes in the Middle Mountain Area that need to be GPSed.

MM7: Create equestrian-designed trails in Use Zone 4 that do not exceed density standards.

MM8: Construct up to a two acre equestrian staging area at the end of Central Vale Road. Allow room for a turn-around or construct as pull-thru parking. Ideally the location should have a water source for horses.

MM2: Explore routes that will form parts of the proposed Valley Loop Trail. One will drop down from the Middle Mountain Area to Dee Highway and connect to trails in the Northwest Area; the other will drop down to Highway 35 from the Middle Mountain Area and connect to the East Area.

MM3: Sections 6, 7, and 18; limit majority of use to existing roads and trails to protect sensitive wildlife habitat.

MM9: Protect existing, sustainable single track trails. Allow user group designations that are appropriate for single track.

MM4: Create one non-motorized loop route to go from Zone 4 through Zone 5 and back up to its origin. Design it to equestrian standards. It could be partially used for the Valley Loop Trail and if so, that portion will allow motorized use. Connect to staging areas in Zone 5.

MM10: Explore the feasibility for the construction of a separate, sustainable free ride/downhill trail that will be routed along the tops of ridges and down to staging area locations.

MM11: Investigate the Truck Turn-Around (S½ of NW 1N-10E-16) and adjacent to the Truck Turn-Around for the potential development of two multi-use staging area locations.

MM12: Show the landfill as closed on all maps. Don't allow trails close to the area unless a barrier is erected around the landfill perimeter. If trails are allowed, design them so they don't encourage activity on or adjacent to the landfill.

HRC Landfill: Off Limits to Recreation Use.

MM5: Investigate the Sand Shed for the development of a potential multi-use staging area. If appropriate, engineer it to better accommodate equestrians.

MM6: Explore the feasibility of having a Trials Motorcycle play area located at the Sand Shed Staging Area.

MM13: Investigate the Gilhouley Road/Highway 35 junction for the development of a multi-use staging area primarily designed for motorized users.



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East Trail Area

Trail Area Description

HRC owns 8,910 acres of property in the East Trail Area. Two ATV grant-funded projects were completed in this Area in 2009; 1) construction of the 10 mile Pinemont Loop trail system and staging area, and 2) completion of a GPS inventory of all existing trails in the East Area, including routes on privately owned parcels.

Additional large tracts of land in the vicinity belong to privately owned, commercial timber companies such as SDS Lumber Company, and Longview Timber Company. A network of unauthorized user-built trails exists on these private ownerships. These trails are most popular with motorized users but are also frequently used by equestrians. At the present time, only trails on HRC property are officially approved for use by the public. The HRCFD is working with the private landowners to create a managed trail system that will allow motorized use through the entire area. These lands have the potential to relieve some of the pressure seen from increasing recreation trail use in the Northwest and Middle Mountain Areas.

Trails in this Area will be primarily designed for motorized users but will be designated as multiple-use. Multiple-use trails allow many of the various user groups to share trails at the same time. Even though the majority of HRC's trails are primarily designed for a specific user group, most still remain as multiple-use and are appropriate for motorized and non-motorized forms of recreation. The East Area is a good area for horses during fire season when motorized trail use is prohibited.

Trail Areas have been divided into Trail Management Zones. The East Trail Area is divided into five Zones. The majority of trails in each zone are designed and managed for a specific user. This does not exclude other users from using existing trails designated for their use and/or possibly building new routes within the zone.

Recommendations have been provided for each Trail Area and many are specific to Trail Management Zones.

Recommendations

- **E1:** Search for additional, existing routes in the East Area that need to be GPSed.
- **E2:** Develop a multiple-use staging area on the 6400 Road where it junctions with the 6000 Road (Husky Road) (S ½ of 1N-11E-5) with grant funding. The staging area will be graveled; will have a wooden fence along part of the boundary, a kiosk, and a loading/unloading ramp. The area will be evaluated for future restroom development.

- **E3:** Evaluate the Pinemont Staging Area for future restroom development and the need for picnic tables.
- **E4:** Continue negotiations to develop a motorized trail system that links property owned by HRC, SDS, Longview Timber Company, and USDA Forest Service. Continue working with BPA to develop a portion of the route along their power line right-of-way. Create loops to connect existing routes on HRC property in 1N-11E-4, 5, 8, 9, and 21. Decommission existing routes on private property (some in Wasco County) that will not be used as part of the completed trail system. Acquire grant funding for system development, annual trail maintenance, and annual law enforcement patrols.
- **E5:** Limit majority of use to existing roads and trails to protect sensitive wildlife habitat.

Wildlife Considerations

Much of the East Area is big game winter range, as well as important summer and transition habitat. The northern end of Fir Mountain is known to be home to a wide variety of wildlife including elk, bear, deer, raptors, and bobcat. Connectivity to Middle Mountain from this area is very important as a corridor for terrestrial wildlife.

There are several noteworthy streams in this Area. All of these streams are inhabited by resident cutthroat trout, rainbow trout and sculpin.

The following waterways are found in this region:

- Baldwin Creek (tributary to the East Fork Hood River) listed for impairments relating to nutrients, bacteria and turbidity (Coccoli, 1999).
- Graham Creek (tributary to the East Fork Hood River)
- Neal Creek (tributary to the Hood River) included on the 303(d) list for exceeding temperature standards and listed for impairments relating to nutrients, bacteria, turbidity and toxics (Coccoli, 1999).

Neal Creek is known as “especially significant” spawning and rearing grounds for winter steelhead, rainbow and cutthroat trout (Coccoli, 1999). These fish populations are known to be affected by the creek’s compromised water quality. There is a large, multiple-agency effort to restore fish populations in this stream. No trail development, use or maintenance will interfere with these efforts. Additionally, Coho juveniles have been found in Baldwin Creek indicating that salmonid spawning and rearing may be occurring in this drainage (Coccoli, 1999).

Recommendations

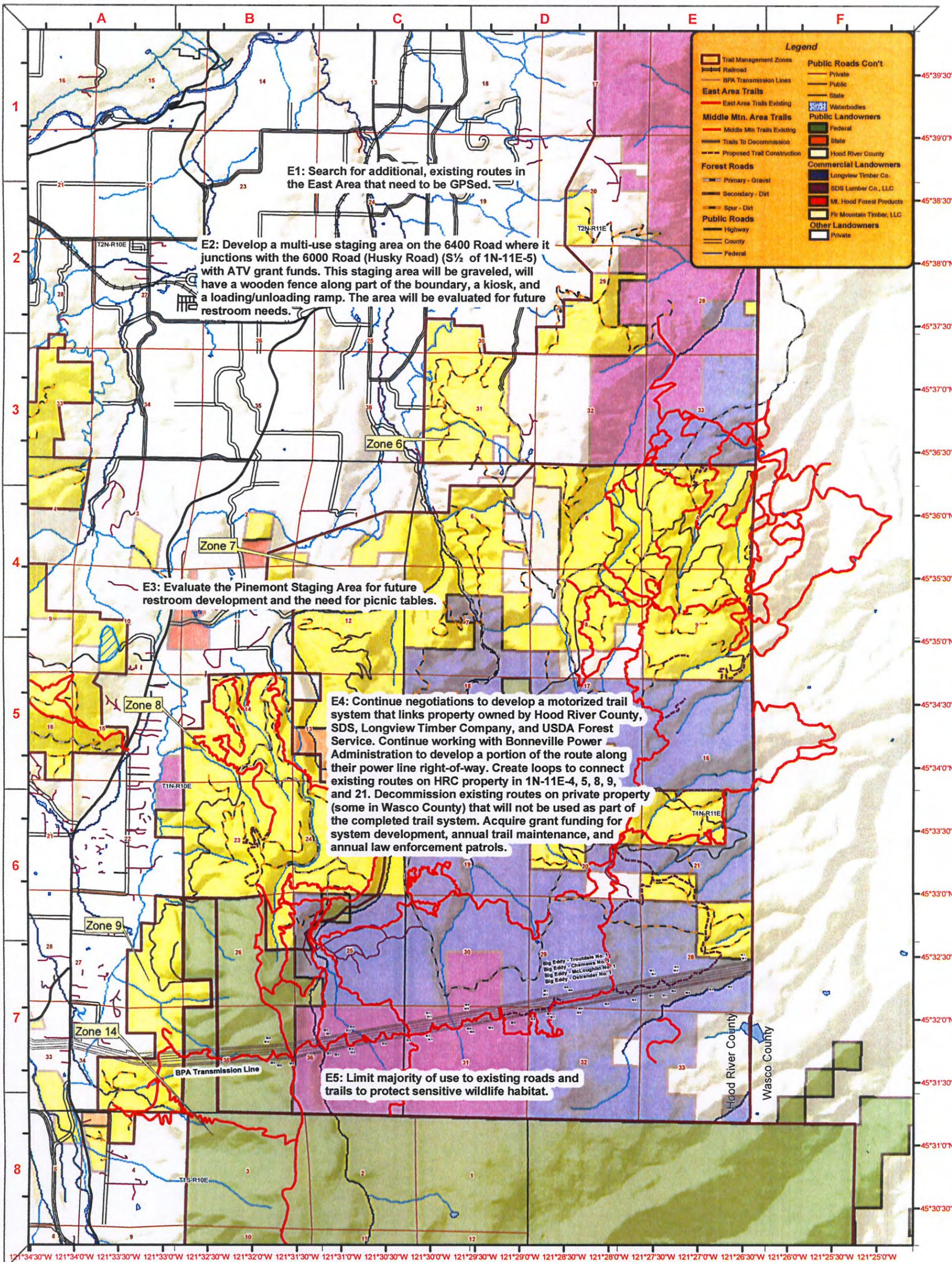
A maximum trail density of 4.0 miles per square mile will be established. Unsustainable trails will be identified and then restored, relocated or decommissioned. Efforts will be made to reduce the amount of trails in sections that currently exceed the maximum. Future trail construction will not be allowed

in Areas exceeding the maximum density unless the development proponents propose to decommission existing trails that equal to a minimum of one and one half times the length of the new trail or unless the construction of new trails is deemed absolutely necessary for the proper functioning of the system. Decommissioning will take place prior to construction.

Trails exist on lands adjacent to HRC ownership. These routes are not shown because many have not received authorization for public use. Please do not use trails on other ownerships unless permission is granted by landowners.

The term motorized refers to motorcycles and ATV's (quads). The potential for 4x4 use is being investigated.

Hood River County Forest Recreation Trails East Area Master Plan Recommendations



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South Trail Area

Trail Area Description

The HRCFD manages 3,542 acres of land in this Area. HRC land in the South Area is comprised of multiple non-contiguous parcels. In 2009 a grant-funded GPS Trail Inventory project determined that there were not any significant recreation trail routes in the locale. If routes are constructed or discovered in the future, they will be designated for non-motorized use.

Trail Areas have been divided into Trail Management Zones. The majority of trails in each zone are designed and managed for a specific user. This does not exclude other users from using existing trails designated for their use and/or possibly building new routes within the zone.

Recommendations have been provided for each Trail Area and many are specific to Trail Management Zones.

Recommendations

- **S1:** Explore the development of equestrian friendly trails in 1S-9E-13, 18, 24, 25, 36, and in 1S-10E-30.
- **S2:** Explore the feasibility of developing a trailhead/staging area off of Laurence Lake Road in 1S-9E-24.
- **S3:** Designate the South Area for non-motorized use.
- **S4:** Search for additional, existing trail routes in the South Area that can be GPSed.
- **S5:** Explore the possibility of constructing a trail that would come off of the Surveyors Ridge Trail south of Oak Ridge Trail and connect to Highway 35.
- **S6:** Investigate the potential for connecting the Dog River Trail with the end of the secondary dirt road in the SE of 1S-10E-29.

Wildlife Considerations

The South Area is known to be inhabited by a wide range of wildlife including deer, elk, bear, cougar, raptors, bobcat and other sensitive species. Like Middle Mountain, this Area is an important corridor between the east and west sides of the valley for these and other terrestrial wildlife. This corridor and the adjacent Mt. Hood National Forest lands are also utilized for summer range habitat.

There are several noteworthy streams in this Area. All of these streams are inhabited by resident cutthroat trout, rainbow trout and sculpin. This Area is also likely to encompass some of the recharge zone for the Parkdale municipal water supply.

The following waterways are found in this region:

- West Fork Evans Creek (tributary to the East Fork Hood River)
- Evans Creek (tributary to the East Fork Hood River)
- Headwaters to Trout Creek (tributary to the East Fork Hood River) listed for impairments related to nutrients (Coccoli, 1999).
- Headwaters to Crystal Springs Creek (tributary to the East Fork Hood River)
- Ash Creek (tributary to the East Fork Hood River)
- Tilly Jane Creek (tributary to the East Fork Hood River)
- Dog River (tributary to the East Fork Hood River)
- Puppy Creek (tributary to the East Fork Hood River)
- Cat Creek (tributary to the East Fork Hood River)

Due to the proximity to their headwaters and relative lack of human disturbance in this Area, many of these streams are in very good condition. The Hood River Watershed Action Plan prioritizes the protection of “high quality and productive habitats...that are functioning properly”; most of the streams in this Area fall under this category. Therefore no trail development, use or maintenance will interfere with the condition of these highly functional streams.

Recommendations

No motorized use will be allowed in this Area. A maximum trail density of 4.0 miles per square mile will be established. Unsustainable trails will be identified and then restored, relocated or decommissioned. Efforts will be made to reduce the amount of trails in sections that currently exceed the maximum. Future trail construction will not be allowed in Areas exceeding the maximum density unless the development proponents propose to decommission existing trails that equal to a minimum of one and one half times the length of the new trail or unless the construction of new trails is deemed absolutely necessary for the proper functioning of the system. Decommissioning will take place prior to construction.

Works Cited

Coccoli, H. (1999). Hood River Watershed Assessment. Hood River: Hood River Soil & Water Conservation District.

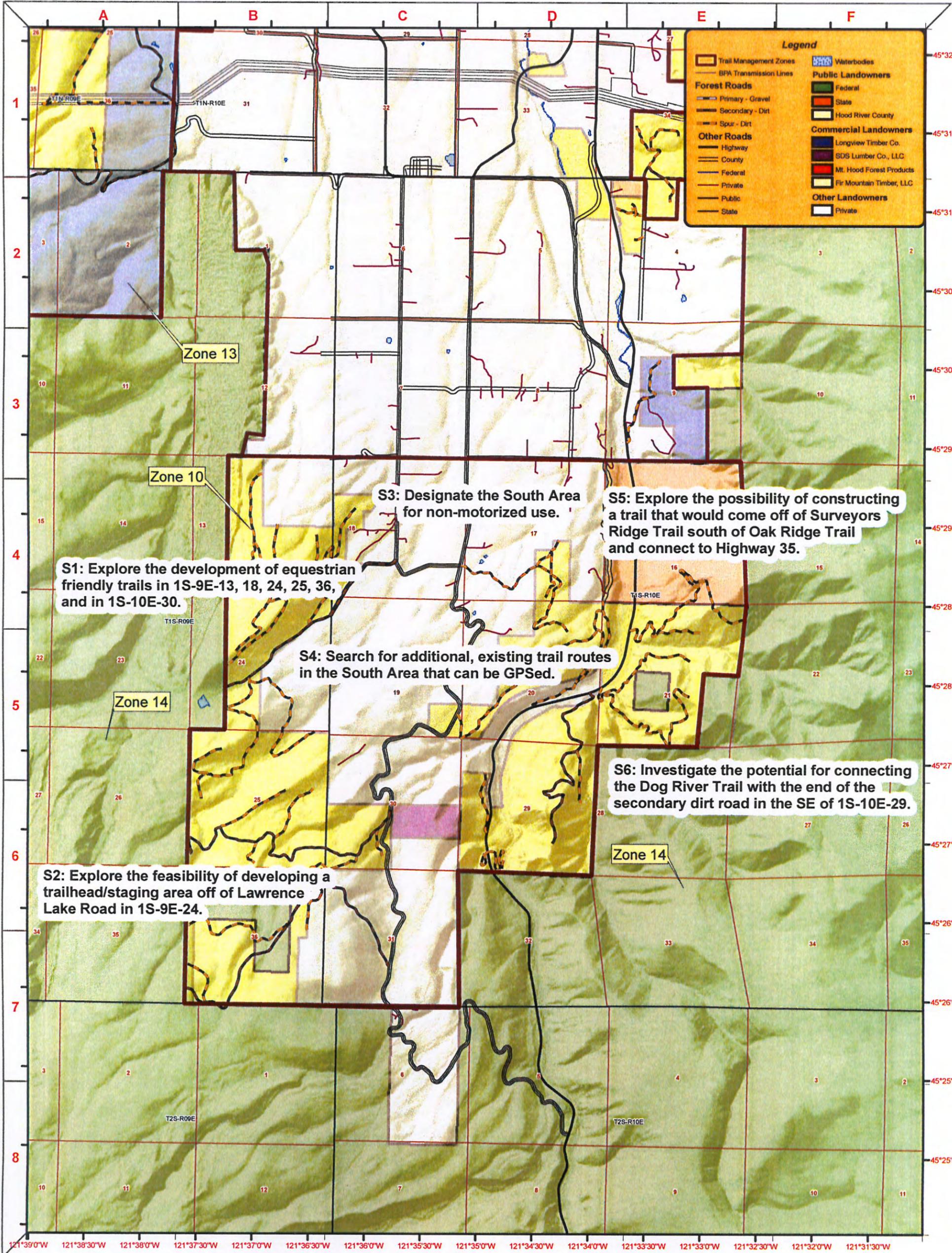
Thompson, J. (2007, May). Wildlife Biologist, Oregon Department of Fish & Wildlife. (J. Kim, Interviewer)

Wisdon, M. J., Preisler, H. K., Cimon, N. J., & Johnson, B. K. (2004). Effects of Off-Road Recreation on Mule Deer and Elk. Transactions of the North American Wildlife and Natural Resource Conference 69. in press.

Trails exist on lands adjacent to HRC ownership. These routes are not shown because many have not received authorization for public use. Please do not use trails on other ownerships unless permission is granted by landowners.

The term motorized refers to motorcycles and ATV's (quads). The potential for 4x4 use is being investigated.

Hood River County Forest Recreation Trails South Area Master Plan Recommendations



Legend

	Public Landowners
Forest Roads	
	Commercial Landowners
Other Roads	
	Other Landowners

S1: Explore the development of equestrian friendly trails in 1S-9E-13, 18, 24, 25, 36, and in 1S-10E-30.

S3: Designate the South Area for non-motorized use.

S5: Explore the possibility of constructing a trail that would come off of Surveyors Ridge Trail south of Oak Ridge Trail and connect to Highway 35.

S4: Search for additional, existing trail routes in the South Area that can be GPSed.

S2: Explore the feasibility of developing a trailhead/staging area off of Lawrence Lake Road in 1S-9E-24.

S6: Investigate the potential for connecting the Dog River Trail with the end of the secondary dirt road in the SE of 1S-10E-29.



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