

Concept C

Maston Plateau – The 4,100 acre Maston Plateau area lies between Cline Falls Highway and the Deschutes River, and between Newcomb Road to the south, and Eagle Crest Resort to the north. Designated solely for non-motorized trail use in the UDRMP; the area would have a designated trail network created for pedestrians, equestrians, mountain bikers, and access to the Deschutes River. Two small isolated parcels of BLM extend east of the Deschutes River. These parcels are located at the west end of Jaguar and Quarry Roads; they would provide pedestrian-only access and trails to the Deschutes River.

Access

For Concepts A and C, the main trailhead would be created at Newcomb Road, about one mile east of Cline Falls Highway. A surfaced parking area would be provided for pedestrians and mountain bikers, with adjacent parking for horse trailers. A centrally-located restroom, with information/education kiosks would be provided. A reserveable group use site might also be included. Multiple trails would link to this trailhead, allowing users to disperse quickly.

Newcomb Road would remain open to motor vehicles for about a mile further east, until it enters the Maston area immediately west of the Deschutes River Canyon. This entry point would be gated, with vehicle access into public lands limited to property owners who have rights-of-way. At this gate, a small parking area (Southeast Trailhead) would be provided for fisherpersons, and pedestrians looking for quick access to the west side of the Deschutes River.

A secondary trailhead would be provided immediately east of Cline Falls Highway, at the north end of the Maston area, off the existing red cinder road. This trailhead would provide parking for pedestrians, and mountain bikers, but no space for horse trailers. In Concepts A and C, the red cinder road would be gated just beyond the trailhead; further motorized access would be limited to property owners with rights-of-way. All concepts would provide for an additional road to be constructed at the east end of the red cinder road, to provide legal access to currently undeveloped private property.

Under all concepts, access at the two small BLM managed parcels on the east side of the Deschutes River would be for pedestrian use only. One trailhead would be created at Jaguar Road, the other at Quarry Road. The Quarry Road Trailhead would be emphasized over the Jaguar Road location, with off-street parking or a larger parking area. The Quarry Trailhead would include surfaced parking, possibly a restroom, and information/education kiosks. The Jaguar Trailhead would provide limited parking, and an information/education kiosk. The Jaguar Trailhead might be closed seasonally (February-July) to minimize wildlife disturbance.

In all concepts, additional and/or improved fencing would be built on the periphery of the Maston area, to implement the motorized vehicle closure made in the UDRMP.

Trails

In all concepts, pedestrians, equestrians and mountain bikers would utilize a central shared loop trail, utilizing two long powerline service roads running north/south. Additional

equestrian/pedestrian trails would be provided primarily in the eastern half of the Maston area, with at least one river overlook. Additional mountain bike/pedestrian trails would be provided primarily in the western half of the Maston Plateau, including a piece of the relic canal system, and might include a river overlook. Multiple pedestrian-only trails would wind from the plateau down to the Deschutes River. Trails would be kept away from the canyon rim in the central portion (north/south), and some trails might be closed seasonally to minimize wildlife disturbance. All trails would meet at a multiple-user, at-grade road crossing of Cline Falls Highway about one mile north of Newcomb Road linking trails on BLM west of the highway. A second at-grade road crossing might be provided across Cline Falls Highway about one-half mile south of the red cinder road.

In all concepts, trail development at the two locations on the east side of the Deschutes River (Jaguar and Quarry Road) would provide river access and a limited trail system for hiking. Both parcels would provide at least one trail from the plateau to the river; these trail segments are expected to be narrow, steep, and primitive (designed, and maintained for a primitive trail experience). A narrow, primitive trail might also be constructed on BLM lands along the river. In addition, trail links across private land between blocks of BLM may be included as a goal in the Cline Buttes Recreation Area direction (because obtaining easements is generally expensive and time-consuming, this work is most likely to only occur after the plan is completed).

Buttes – The 5,380 acre Buttes area is bordered by Highway 126 to the north, Barr Road to the west and south, and by Cline Falls Highway to the east. The Buttes area was designated for an emphasis on non-motorized trail use in the UDRMP, although it was not specifically closed to all motorized use. Under all concepts, the Buttes would provide access and trails for pedestrians, equestrians, and mountain bikers.

Access

Like Concepts A and B, a trailhead would be developed on the east side of the buttes to access the non-motorized trail system. However, in Concept C, this trailhead would be open to OHV users who would travel to the top of the middle butte. The trailhead would be located about three-quarters of a mile north of Cline Falls Highway off the Cline Butte Rock Pit Road. In Concept C, the Rock Pit Trailhead would provide parking for both mountain bikers and pedestrians, and an adjacent staging area for motorized users (including spaces for trailers). A centrally-located restroom, with information/education kiosks would be provided.

Like Concepts A and B, an equestrian specific trailhead would be located at the north end of the buttes, at Eagle Drive or near Barr Road. Some equestrians riding in the Buttes might also park at trailheads located at the south end of Barr Road or Newcomb Road. The Eagle Drive Trailhead would provide parking for longer truck-and-trailer vehicles used by equestrians, with limited parking for smaller vehicles. A restroom and information/education kiosks would be provided.

The Buttes area also includes the Tumalo Canal Area of Critical Environmental Concern (ACEC) that would include some pedestrian-only interpretive trails. A trailhead to serve the interpretive area would be located about one-quarter mile northeast of Barr Road. This trailhead

would include a restroom, information/education kiosks, and parking for a range of vehicles from sedans to school buses.

Trails

Trails on the buttes would be laid out in a similar fashion to Concepts A and B; however, in Concept C, motorized vehicle (Class I, II, and III) users would have a route from the Rock Pit Road trailhead to the top of the middle butte. The existing communication site right-of-way road (Comm. Site Road) would be utilized, leading motorists to a fenced parking area near the top of the middle butte. The Comm. Site road would probably be closed to full-sized vehicles with trailers, and might be fenced on one or both sides. Motorized use trails between Barr Road and the Thornburgh Resort (TR) would include routes through technical, rocky terrain. Like Concepts A and B, equestrian and mountain bike trails would still loop through this area, but would probably be located very close to the (TR) to separate them from motorized trails. In all other aspects, the non-motorized trail concepts for the buttes area remain the same for Concepts A, B and C.

North of Highway 126 - Under Concept C, the area north of State Highway 126 and east of Buckhorn Road would provide a technical OHV area in Little Buckhorn Canyon, with a separate system of horse trail loops on the surrounding plateau. The area west of Buckhorn Canyon would provide OHV trail opportunities for a range of users and vehicle types.

Access

For all concept maps, motorized trail access would be provided by one of two primary motorized staging areas – North Barr Road or Buckhorn Road Trailheads (in Concept C, the Rock Pit Trailhead also provides motorized access to the Buttes). North of Highway 126, the primary staging area would be the Buckhorn Trailhead, located about one-half mile north of Highway 126, either just to the east, or west, of Buckhorn Road. Like the other concepts, Concept C may include a nearby campground facility for OHV users.

In Concept C, equestrians and pedestrians accessing trails north of Highway 126 would park at the Eagle Drive Trailhead, and then use a non-motorized trail link that crosses the state highway to reach the Buckhorn Canyon area.

Trails

In Concept C, the trail management goal for the area north of State Highway 126 and east of Buckhorn Road would shift from motorized to a non-motorized system of equestrian trails. However, this area would include an OHV play area in Little Buckhorn Canyon, for rockcrawling opportunities. The remainder of the area west of Buckhorn Road would be managed similar to Concept A; with large, relatively easy loops serving Class I, II, and III users. Additional trails, generally intermediate or advanced in difficulty, would be also provided; these trails would often be limited by vehicle width/type (e.g. 80” narrow Class II, or 50” Class I and III). Areas of possible single-track motorcycle trail emphasis include Buckhorn Canyon and Deep Canyon. About 2 miles west of the Buckhorn Road/State Highway 126 intersection, a single at-grade trail crossing of Highway 126 would be provided. Entry from, and exit on to Highway 126 would be prohibited; this crossing would be developed, signed, and enforced strictly to allow trail users to use the combined trail system on both sides of the highway.

Central Plateau – Excluding the Canyons sub-area (see next section), the Central Plateau sub-area can be roughly defined by Highway 126 to the north, Barr Road to the east, Innes Market Road to the south, and Fryrear Road to the west. Under Concept C, the motorized trail system would be generally located north of the large Central Electric Powerline corridor, with the southern half of the area managed for equestrian trails and shared use, non-motorized trails for a variety of users (hikers, mountain bikes, equestrians).

Access

Under all concepts, access to the motorized trail system would occur from one of two primary motorized staging areas – North Barr Road or Buckhorn Road Trailheads (in Concept C, the Rock Pit Trailhead also provides motorized access to the Buttes). The North Barr Trailhead would be the primary motorized staging area for the entire Cline Buttes Recreation Area; it would be located west of Barr Road, about one-half mile south of Highway 126. Multiple trails would link to this trailhead, allowing users to disperse quickly. This staging area would include large parking areas (designed for vehicles of all sizes), a restroom and information/education kiosks. A motorized, possibly reserveable group site might be included at this staging area. The North Barr Trailhead would also feature a dedicated training site for teaching quad and motorcycle classes through certified programs.

Under Concept C, non-motorized trail users (pedestrians, equestrians and mountain bikers) using the southern portion of the area would park at the South Barr Road Trailhead, just west of Barr Road, about a quarter mile north of the existing cattleguard. Some pedestrians and equestrians visiting the Central Plateau might also park at the Canyons Trailhead. The South Barr Trailhead would provide large parking areas for a wide range of vehicles from sedans to truck-and-trailer rigs used by equestrians. A centrally-located restroom, with information/education kiosks would be provided. A non-motorized, possibly reserveable group site might also be included at the South Barr Road Trailhead.

Trails

In Concept C, the motorized trail system would be concentrated north of the CEC powerline, and include lands east of Barr Road. The middle third of the Central Plateau area would provide equestrian/pedestrian trails, while the southern third would provide shared, non-motorized use trails (mountain bike, equestrian, and pedestrians) generally located on, or alongside rights-of-way roads or on portions of the relic canal system.

Motorized trails in the Central Plateau area would provide large, relatively easy loops serving Class I, II, and III users. Additional trails, generally intermediate or advanced in difficulty, would be also provided, and many would limit the width (type) of vehicle (e.g. 80” narrow Class II, or 50” Class I and III only). Multiple easy/intermediate trails would be provided immediately adjacent to the North Barr Trailhead for motorcycle and quad riders, including at least one child/beginner warm-up loop that could be viewed from the parking area. The northern third of the Central Plateau may provide suitable single-track motorcycle opportunities. In Concept C, Class I and III trails would cross from the Central Plateau area into Deep Canyon immediately south of State Highway 126. In Concept C, motorized visitors in the Central Plateau sub-area

would cross Barr Road at one or two motorized, at-grade road crossings to access limited motorized trails east of Barr Road and west of the TR.

In Concept C, mountain bikers, equestrians, and pedestrians would share a substantial trail network of loops on or alongside rights-of-way roads, and portions of the old relic canal system. This shared loop system would provide family-oriented bike riding, and great views. Equestrians and pedestrians would visit the Central Plateau for additional loop trails, and connections to other portions of the pedestrian/equestrian trail system. Central Plateau trails would connect to trails in the canyons, as well as non-motorized trails to the east of Barr Road and in the Maston area.

Canyons – This area is located adjacent to Fryrear Road, and includes Fryrear Canyon, Dry Canyon, and Deep Canyon south of State Highway 126. In Concept C, Deep Canyon immediately south of the state highway would provide trails for quad riders and motorcyclists. The remainder of the canyons area would provide for pedestrians and equestrian trails that connect to a larger non-motorized trail system located south of the CEC powerline.

Access

Concept C utilizes the same major access points as the other concepts. OHV users would access the Deep Canyon area from the North Barr Road Trailhead, via designated trails across the center of the Cline Buttes Recreation Area. Equestrians and pedestrians would park at the Canyons Trailhead east of Fryrear Road, about two miles north of Highway 20. Some non-motorized Canyons sub-area visitors would also park at the South Barr Trailhead. The Canyons Trailhead would provide parking for pedestrians and equestrians, (including longer spaces for truck-and-trailer rigs used primarily by equestrians), a restroom, and information/education kiosks. Multiple trails would link to this trailhead, allowing users to disperse quickly. The informal use trailhead and staging area at Deep Canyon south of the state highway would be closed.

Trails

In Concept C, the Deep Canyon area would provide an opportunity for trail loops that drop into the canyons and for challenging terrain. They would be used as part of the larger OHV trail system originating at the North Barr Road trailhead. In Concept C, the portion of Deep Canyon immediately south of State Highway 126 would provide trail riding opportunities for quads and motorcycles only.

In Concept C, equestrians and pedestrians would visit the Canyons for great scenery, loop trails, and to enjoy Fryrear and Dry Canyons. At least one equestrian/pedestrian trail would loop throughout the BLM land immediately west of Fryrear Road. Multiple trail connections would be developed to connect with South Barr equestrian/pedestrians trails and the rest of the non-motorized portions of the Cline Buttes Recreation Area.

Wildlife closures may close the trails located in the bottom of Fryrear and Dry canyons for a significant portion of the year (February – July). However trails on adjacent plateaus, and in the southern part of deep canyon, would be developed to retain year-round recreational opportunities.