

**Resource Management Plans for Western Oregon
BLM Needs Your Feedback – Comment Form**

What would a successful plan look like to you?

Please see the comments on the back.

What kind of management should BLM do more/less of?

What is the appropriate geographic scale and scope of the plan?

What new or innovative ideas should BLM consider in this planning process?

In regards to the resources BLM manages:

- **What is the appropriate mix of old, mid-aged, and young forests on BLM lands and how should these forests be managed?**
- **How should BLM provided habitat for fish and wildlife and contribute to the recovery of Endangered Species Act listed species?**
- **How should BLM manage forests to protect property and ensure our forests are fire resilient?**
- **How should BLM-administered lands be managed to contribute to clean water and safe drinking water?**
- **How should BLM manage for recreation in western Oregon?**

- **How can BLM lands contribute to local economies and support local communities?**

How interested are you in working with others to develop a management alternative?

- Very**
 Somewhat
 Not at all

Don't understand what this means or what it might entail in terms of time.

How would you like to hear from us? (Check all that apply)

- Website**
 Email
 Mail (newsletters, postcards, etc.)
 Social media (Facebook, Twitter, etc.)
 In-person

___ **Other** _____

Name: Don Strahun

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Before including your address, phone number, e-mail address, or other personal identifying information in your comment, you should be aware that your entire comment — including your personal identifying information — may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so. The minutes and list of attendees for each scoping meeting will be available to the public and open for 30 days after the meeting to any participant who wishes to clarify the views he or she expressed.

Comments may be submitted via the following methods:

website: www.blm.gov/or/plans/rmpswesternoregon

email: BLM_OR_RMPs_WesternOregon@blm.gov

fax: 503-808-6333

mail: P.O. Box 2965, Portland, Oregon 97208

Comments:

My input is focused on the need for adequate BLM resources for the Ron River Trail. I have attached the following items to assist with the input process.

- 1) A written statement entitled “Western Oregon BLM Scoping Comments.”
- 2) A membership list of the, “Coalition for Bicycling Safety.”
- 3) A copy of National Recreation Trails” BLM Row River Trail Web Site.
- 4) A map of the Oregon State Scenic Bikeways.
- 5) The description of Oregon Scenic Bikeways on the Web Site.
- 6) The Oregon Parks & Recreation Dept. Web site of the Covered Bridges Scenic Bikeway.
- 7) Maps of the Covered Bridges Scenic Bikeway.

Western Oregon BLM Scoping Comments

May 28, 2012

Thank you for the opportunity to provide input regarding issues the BLM revised Management Plan for Western Oregon needs to address. My name is Don Strahan. I do not have sufficient knowledge about BLM's management and the current Resource Management Plan to be able to comment on what a successful plan would look like to me. I am here today to comment in regards to the resources BLM manages. More specifically what types of recreation opportunities should there be more or less of on BLM lands, and how can BLM lands contribute to local economies and support local communities?

I am a member of the Coalition for Bicycling Safety. The Coalition is an ad hoc committee currently with 28 members primarily from the Cottage Grove area who are concerned about cycling safety with a particular focus on the Row River Trail. In addition to the 28 individuals, there are also five service clubs involved in the cycling safety efforts. Many of the people involved in the cycling safety effort are not cyclists. However, they understand the significance of the Row River Trail as a source of recreation for county residents and tourists. Recent accidents and deterioration of the condition of the Trail are the primary reasons for the existence of our Coalition for Bicycling Safety.

BLM has jurisdiction over approximately 13 miles of the Trail. As a frequent user, it is evident to me that BLM staff are struggling with insufficient resources to adequately take care of the Trail. As a side note, I'm going to be out on the Trail as a volunteer for couple days this week marking bumps and cracks in the surface of the Trail that could cause someone to fall off their bike. It needs to be done because this weekend there's going to be a major bicycling event in Cottage Grove and the Trail is one of the routes in the event.

Recently the Oregon Department of Parks and Recreation included the Covered Bridges Scenic Bikeway as one of just nine Scenic Bikeways in the state of Oregon. Over half of the Covered Bridges Scenic Bikeway route is on the Row River trail.

Back to the question of what types of recreation opportunities should there be more or less of on BLM lands? Without further study it is difficult to answer that question in a responsible manner. What we do know is that most of the Row River Trail is on BLM land and it needs more attention, not less in order to prevent future accidents and further deterioration.

Regarding how can BLM lands contribute to local economies and support local communities? Please keep in mind that of the nine Oregon Scenic Bikeways the Covered Bridges Scenic Bikeway is only one of two that are categorized as a "mild" ride. The other one is near Camp Sherman and the Metolius River. The Covered Bridges Scenic Bikeway is the only one on the I-5 corridor that is described as appropriate for nearly everyone, including family groups. This translates into a major economic opportunity for South Lane County. In a recent Oregon Scenic Bikeways workshop presented by Travel Oregon and the Oregon Parks and Recreation Department, the economic impact of bicycle tourism was noted. According to a study done in 2008, 52% of cycling tourists have an annual income greater than \$60,000,

42% have an annual household income of greater than \$100,000. In 2009, 1.3 million trips in Oregon (counting adults and children) included bicycling as an activity. 78% were overnight trips and 22% were day trips. These visitors spent \$223 million, primarily on lodging, meals and retail. Overnight cycling visitors spent eight times more than day travelers. The most recent numbers from a study by "Travelhorizons" in February 2012 indicated 4.5 million visitors rode a bike while visiting Oregon. Among those who bicycled while visiting, 64% indicated bicycling is a primary reason for visiting Oregon.

BLM can contribute to the local economy and support local communities by ensuring that sufficient resources for the Row River Trail are allocated to provide appropriate upkeep and maintenance. This would help ensure that the Covered Bridges Scenic Bikeway designation is retained and it becomes a destination stop for cyclists and families visiting Oregon.

In addition to my comments, I will leave with you the list of the members of our Coalition for Bicycling Safety, a description and a map of the Oregon Scenic Bikeways, and maps of the Covered Bridges Scenic Bikeway.

Thank you.

Don Strahan

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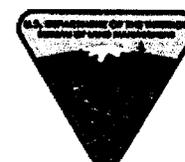
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Section 508 Navigation

Bureau of Land Management

A featured Bureau of Land Management Trail



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 The National Trails Training Partnership wants to work with you to make training more available.

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Row River National Recreation Trail, Cottage Grove, Oregon

The Row River Trail runs 15.6 miles along an abandoned rail line from Cottage Grove to Dorena Lake, Culp Creek and the nearby Umpqua National Forest. See a [large-scale map of the trail](#).

From the Bureau of Land Management
 Eugene District, Oregon



The vision for the Row River Trail began in 1992 when a multi-agency/private citizen working group was organized to foster a Rails-to-Trails project for the abandoned Oregon Pacific & Eastern (OP&E) rail line. The OP&E line was owned and operated by the Bohemia Mining Company and utilized to haul ore, logs, supplies and passengers between Disston and Cottage Grove. The Eugene District of the Bureau of Land Management (BLM) acquired 14 miles of the abandoned rail way in 1993 for settlement of a debt from a timber sale default.

The BLM began planning for the rail-trail conversion project with the completion of the Row River Trail Master Plan (1993). In 1998, the BLM officially opened the multiple-use paved trail from the Mosby Creek Covered Bridge to Culp Creek. In 1994, the City of Cottage Grove acquired the remaining three mile segment of the OP&E rail line that extended from Mosby Creek into the historic downtown district.

The Row River Trail is now 15.6 miles and connects the City of Cottage Grove to Dorena Lake, Culp Creek and the nearby Umpqua National Forest. The trail traverses a variety of landscapes that include: urban lands; pasture and farm land; timber lands; Dorena Lake shoreline; and the Row River.



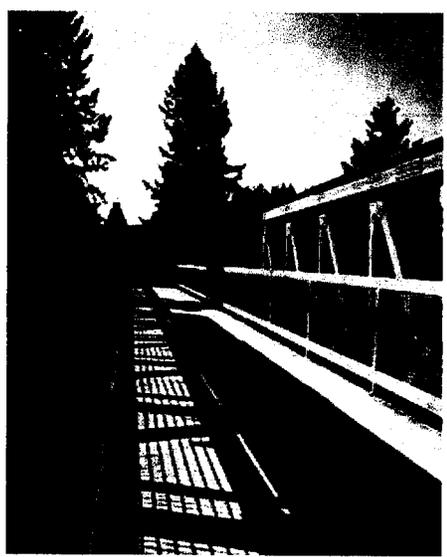
The Currin Trail section of the Row River Trail

The trail width varies from 8' to 10' and the trail corridor is approximately 135 acres. Lands adjacent to the trail are owned by Weyerhaeuser Timber Company, U.S. Army Corps of Engineers (Dorena Lake), and private land owners. The trail is paved and grade does not exceed 5 percent. Curves along the trail are banked to help bicyclists maintain their balance and allow for proper drainage. The trail and facilities along the trail meet or exceed standards for accessibility.

The Row River Trail provides access to an extensive network of forest trails managed by the Umpqua National Forest, as well as a link to the towns of Cottage Grove, Dorena Lake, and several rural communities in Lane County.

Historical features along the trail include three historic covered bridges: Mosby Creek Bridge (1920), Currin Bridge (1925), and the Dorena Bridge (1949) are all located near or adjacent to the Trail. Other historical features include retrofitting of the existing railway bridges that include Mosby Creek Bridge (1902) and the Row River, Rat Creek, and Teeter Creek bridges (1940s). Additional historical and cultural features include a historic homestead and old movie sets for the popular films "The General," featuring Buster Keaton, and "The Wedding Tree."

The management of the Row River Trail is a coordinated effort between BLM, the City of Cottage



Grove, and other federal and state

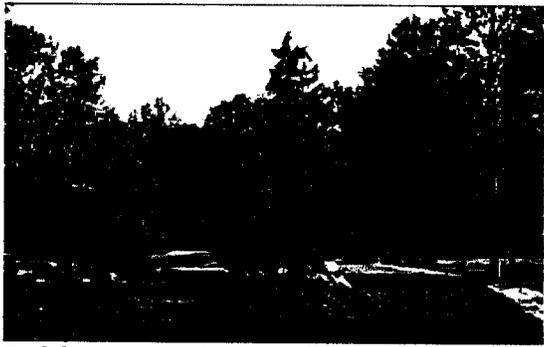


The Dorena covered bridge

agencies, nonprofit organizations and businesses in Cottage Grove. In addition, the U.S. Army Corps of Engineers, Umpqua National Forest, Oregon Department of Parks and Recreation, Lane County Parks, Cottage Grove Chamber of Commerce, and the Cottage Grove Economic Business Improvement District Board all actively support and endorse the Row River Trail.

The Currin Bridge

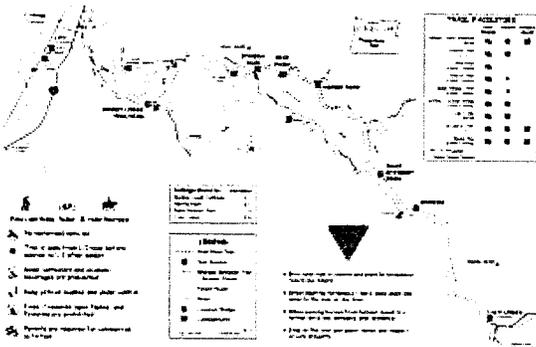
The BLM and the City of Cottage Grove signed a formal Memorandum of Understanding in 2004 for the ongoing maintenance and support of further development of the Row River Trail. The BLM and the City have also actively solicited support from volunteers for donated materials and labor that have been used for the development, maintenance and improvement of the Row River Trail.



Park improvements along the Mosby Creek section of the trail

The City and BLM plan to work jointly with a local contractor to construct parking facilities and other improvements for the Trailhead Park in downtown Cottage Grove. This facility will serve as the gateway to the downtown historic district. The City, Lions Club and other volunteers have offered to donate 400 hours of labor and equipment towards the construction of facilities for Trailhead Park. A gazebo, park benches, benches, bicycle rack, trash receptacles, and trees and shrubs for landscaping will be donated by the City and community groups. City staff will also donate labor to install the benches, bicycle rack, trash receptacles, water fountain, and landscaping. Volunteers also help with trail

maintenance activities.



The trail attracts an estimated 100,000 visitors annually and the majority of these visits are from Cottage Grove and the surrounding rural communities of Lane County. The trail is a keystone project that has helped with the economic recovery of Cottage Grove, Culp Creek, Oakridge and surrounding rural communities in Lane County. It is promoted as a regional and national attraction and has helped the City successfully make the transition from a timber-based economy to a diversified economy which includes a recreation and tourism base resource.

Click on the map to enlarge

For a detailed look at the Row River Trail route, click on the map.

It is anticipated that use will continue to increase in the future as the population of Cottage Grove and Lane County continues to grow. Tourism is increasing in Lane County and the Cottage Grove Chamber of Commerce and other local businesses actively promote the trail as a destination for outdoor recreation for bicycling, hiking, running, horseback riding, in-line skating, and other trail uses.

The close proximity of the trail to a large urban population has had a positive impact on community development, downtown visitation and local retail sales. Because of the significance of the outdoor recreation attractions and other amenities within the City of Cottage Grove, the City received the distinguished "All American City" award in 2004.

The National Recreation Trails Program

**American Trails, P.O. Box 491797, Redding, CA 96049-1797 • (530) 547-2060 • Fax: (530) 547-2035 •
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*Some of our documents are in PDF format and require free *Adobe Acrobat Reader* software.
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American Trails and NTTP support accessibility with Section 508: [read more.](#)

Updated June 28, 2007



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Oregon's Scenic Bikeways

Mild

A fun, casual ride that's appropriate for nearly everyone, including family groups. Little or no traffic, mostly flat and not very long. Of the Metolius Loops, the mildest ride is the Camp Sherman loop. Camp Sherman to Lower Bridge is the "least mild."

Covered Bridges Scenic Bikeway

Metolius River Loops Scenic Bikeway

Moderate

A ride that's not for absolute beginners, but won't be a major undertaking for those who ride regularly. Varying levels of traffic, and could include some hills, but nothing overly long or steep.

Sisters to Smith Rock State Park Scenic Bikeway

Twin Bridges Loop Scenic Bikeway

Willamette Valley Scenic Bikeway

Challenging

This level is for regular cyclists looking for a good, hard ride. These rides will involve a combination of length and climbing that casual cyclists would not find enjoyable.

Grande Tour Scenic Bikeway

Old West Scenic Bikeway

Extreme

Your epic journey-type ride. You had better be in top shape, able to climb like a mountain goat and go all day. McKenzie Pass won this rating because of the elevation change and steep and curving west side. Blue Mountain Century is remote with few services and a long climb between Heppner and Ukiah.

Blue Mountain Century Scenic Bikeway

McKenzie Pass Scenic Bikeway

Covered Bridges Scenic Bikeway



Maps

[Covered Bridges Scenic Bikeway](#)

[Cottage Grove Detail](#)

Cue Sheet

[Covered Bridges Scenic Bikeway Cue Sheet](#)

Camping

[Baker Bay Park](#)

[Schwarz Park](#)

Local Info

[Row River Trail](#)

[Cottage Grove Chamber of Commerce](#)

[Eugene, Cascades & Coast Cycling](#)

The Covered Bridges Scenic Bikeway features an all-abilities cycling experience of bridges, lake views, foliage, flowers and an historic downtown. The start of the bikeway is along the Row River Trail, an off-street, paved path which crosses roads at several points. The return route is on a low traffic scenic road with one very short, yet very steep hill with grades of more than 8%. Those wishing to avoid riding with traffic or over such a steep hill can ride the trail as an out and back.



The name of the trail has a bit of a story behind it: the correct pronunciation rhymes with "cow". It was named "Row" after a dispute between two men battling over cattle and sheep grazing rights during settlement of the valley in the early 1850's.

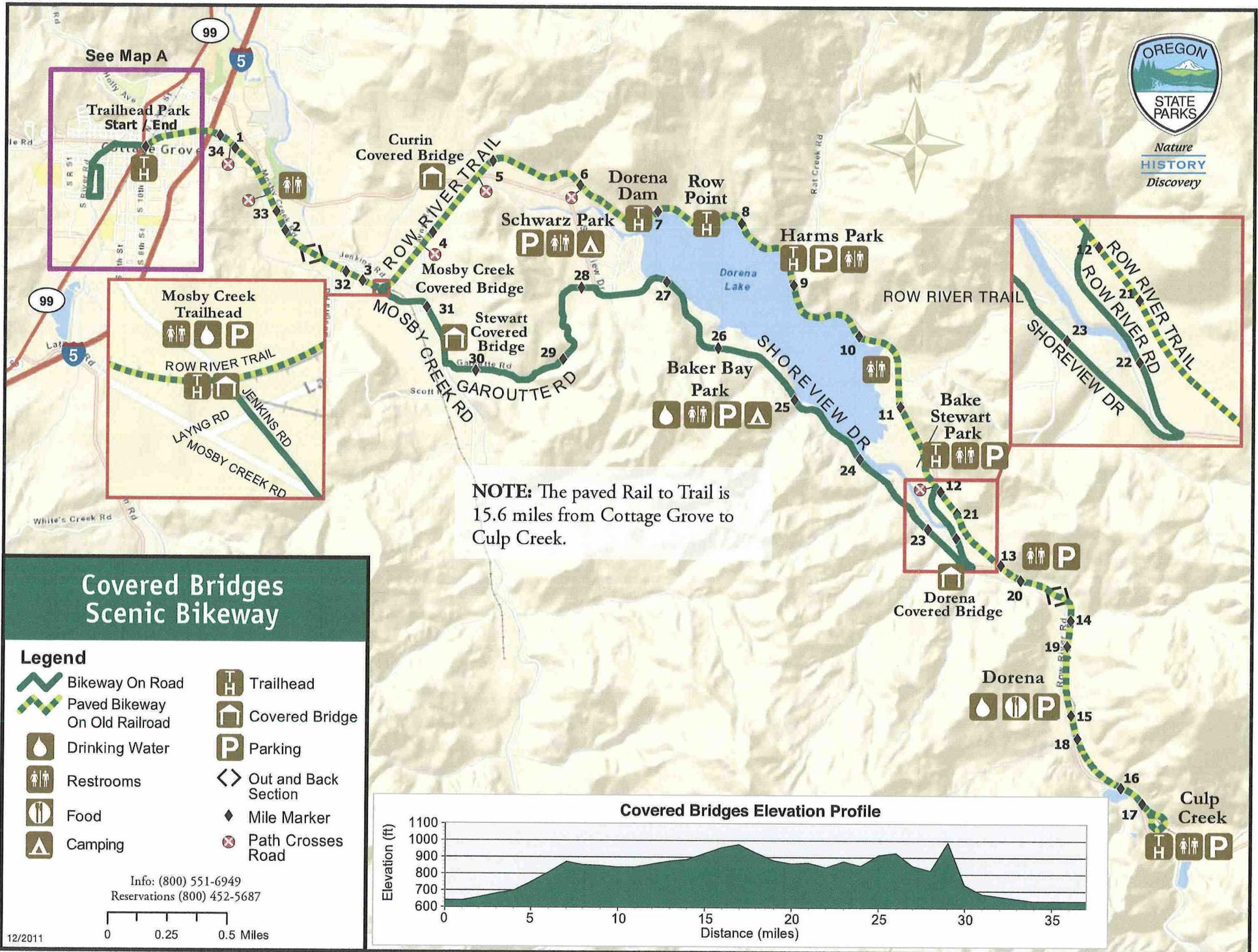
The Row River Trail runs along the Lake's north side passing three of the six covered bridges on the route. All three of these bridges are listed in the National Register of Historic Places. Dorena Bridge is a popular wedding site for those visitors wanting a bit of romance in addition to scenery. Four bathroom stops, seven parking areas, and three picnic areas along this part of the route provide many rest opportunities and a chance to get off the bike and enjoy the scenery. A store in the modest community of Dorena provides snacks.

The in town part of the bikeway includes a ride through The Chambers Bridge, the only covered railroad bridge west of the Mississippi that also listed in the National Register, and a ride over a swinging footbridge.

Cottage Grove is a National Register-listed Downtown Historic District. There are number of coffee shops, restaurants, pubs, and a bike shop on Main Street.



Nature
HISTORY
Discovery

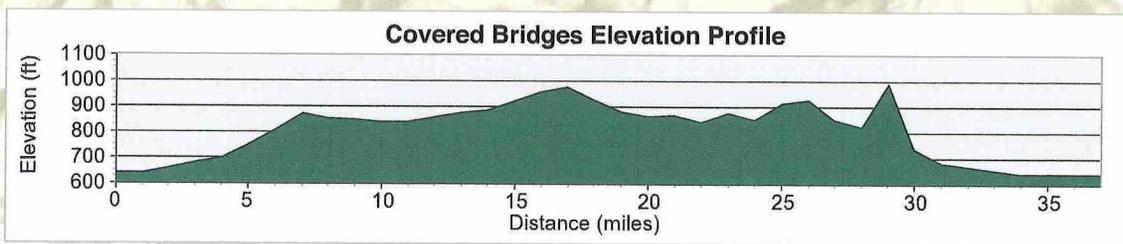
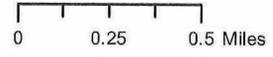


NOTE: The paved Rail to Trail is 15.6 miles from Cottage Grove to Culp Creek.

Covered Bridges Scenic Bikeway

- Legend**
- Bikeway On Road
 - Paved Bikeway On Old Railroad
 - Drinking Water
 - Restrooms
 - Food
 - Camping
 - Trailhead
 - Covered Bridge
 - Parking
 - Out and Back Section
 - Mile Marker
 - Path Crosses Road

Info: (800) 551-6949
Reservations (800) 452-5687



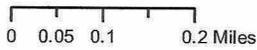
Cottage Grove Covered Bridges Scenic Bikeway

Legend

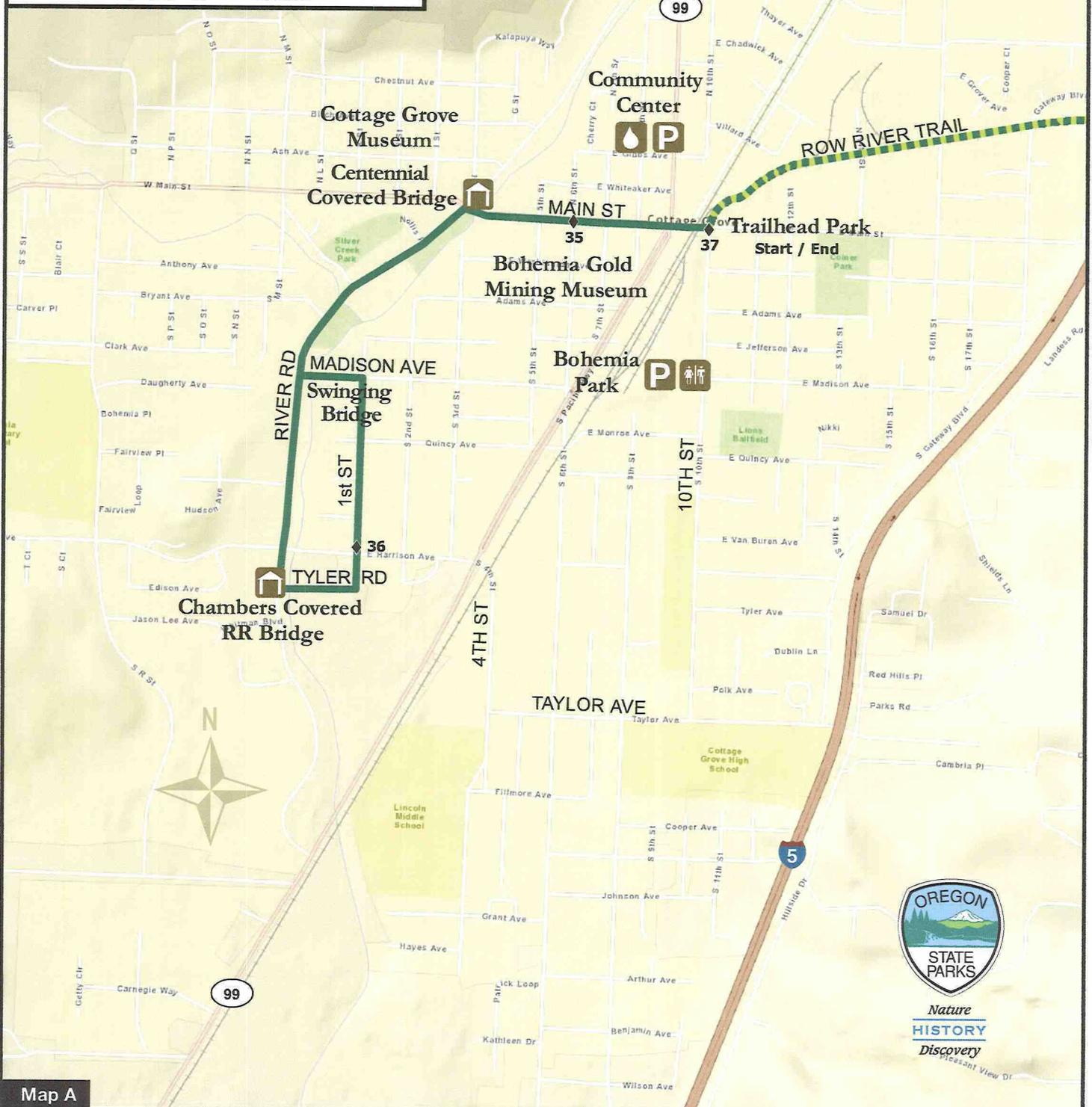


- Drinking Water
- Restrooms
- Parking
- Covered Bridge

Info: (800) 551-6949
Reservations (800) 452-5687



12/2011



Map A



Nature
HISTORY
Discovery

OREGON STATE SCENIC BIKEWAYS

PACIFIC OCEAN

IDAHO



Willamette Valley Scenic Bikeway

Blue Mountain Century Scenic Bikeway

Grande Tour Scenic Bikeway

Metolius Loops Scenic Bikeway

Sisters Smith Rock Scenic Bikeway

Old West Scenic Bikeway

McKenzie Pass Scenic Bikeway

Twin Bridges Scenic Bikeway

Covered Bridges Scenic Bikeway

Legend

- Designated Bikeways
- State Parks
- City Limits

