

Oregon Trails: 2025-29 SCORP Summary Report



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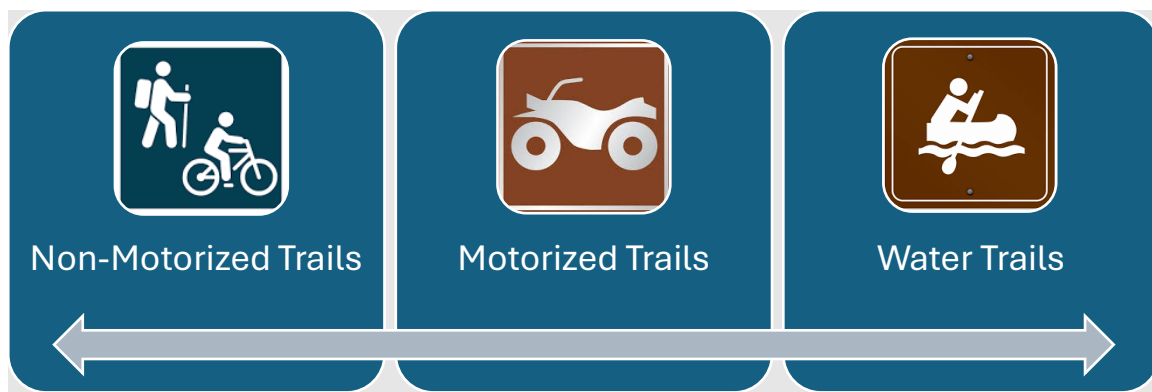
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Overview

Trails provide a way to travel from point A to point B. Oregon’s trail network consists of non-motorized, motorized, and water trails that serve a large and diverse group of people walking, hiking, bicycling, running, skating, scooting, riding electric mobility devices, riding on horseback, snowshoeing, skiing, and riding off-highway and all-terrain vehicles (OHVs and ATVs) and snowmobiles. In addition to providing recreation opportunities, trails often function as linear parks and transportation facilities. As a result, trails have unique management and funding needs from other public lands.

Trails are the second most used outdoor recreation facility in Oregon after public streets and sidewalks. Walking or hiking on paths and trails is a common outdoor activity for Oregonians across all demographic groups, both when recreating within their community and when traveling outside their community. And the popularity of land and water trails is growing. Walking/hiking, non-motorized water sports, and biking (including mountain biking and e-biking) are the top three activities Oregonians started doing during the COVID-19 pandemic. In 2023, trail activities in Oregon generated an estimated \$14.3 billion in economic value and \$945 million in health benefits.

This report provides a summary of the latest data on trail usage in Oregon, the economic and health benefits of trails, management issues, and funding priorities. It is intended to inform public land managers, grant managers, trail advocates, and others and assist with trail planning in Oregon, including development of the 2026-2035 Oregon Trails Plan.



All data in this report is from the [“2025-2029 State Comprehensive Outdoor Recreation Plan \(SCORP\) - Balance and Engagement: Sustaining the Benefits for all Oregonians”](#).

2025-29 SCORP data for “trails” and “trail activities” used in this report includes:

- Non-motorized and electric trail or related activities in your community (“on local trails”)
 - Walking on paved paths or natural trails
 - Jogging or running on paved paths or natural trails
 - Pedaling bicycles on paved or natural trails, including mountain biking
 - Riding e-bikes¹ on paved paths or natural trails
 - Riding e-scooters, e-skateboards, monowheels, others on paved paths or natural trails

¹ The survey tool used the general term “e-bike” and did not define this term. Survey respondents may be utilizing devices they consider to be “e-bikes” but are not technically “electric-assisted bicycles” as defined in ORS 801.258.

- Non-motorized and electric trail or related activities outside your community
 - Traveling to walk or hike on non-local paved paths or natural trails
 - Long-distance hiking or backpacking
 - Traveling to jog or run on non-local paved paths or natural trails
 - Traveling to pedal bicycles on non-local paved paths or natural trails
 - Traveling to ride e-bikes² on non-local paved paths or natural trails
 - Traveling to ride e-scooters, e-skateboards, monowheels, or other on non-local paved paths or natural trails
 - Horseback riding
 - Cross-country, Nordic skiing, or skijoring
 - Snowshoeing
- Motorized trail activities
 - Class I – quads and three-wheel ATVs
 - Class II – dune buggies, sand rails, 4x4 vehicles, and side-by-sides greater than 75 inches in width
 - Class III – off-road motorcycles
 - Class IV – side-by-sides 75 inches or less in width
 - Snowmobiles and other motorized off-road winter recreation vehicles
- Non-motorized water activities (excluding “beach activities”)
 - White-water canoeing, kayaking, or rafting
 - Flat water canoeing, sea kayaking, rowing, stand-up paddling, tubing, floating
 - Wind-surfing/ kiteboarding/sailing

For the purposes of this report, activities on streets/sidewalks are NOT considered “trail activities”.

The complete SCORP and supporting documents can be accessed at:

www.oregon.gov/oprd/prp/pages/pla-scorp.aspx

Trail Network

Non-Motorized Trail Network

Oregon has an extensive network of federal, state, and local non-motorized trails, including state designated scenic and recreational trails. Scenic trails showcase Oregon’s outstanding natural features including rivers, mountains, waterfalls, and the Pacific Ocean. Regional trails connect recreation sites, schools, and communities to provide recreation and active transportation routes. Visit OPRD’s website for more information about designated scenic and regional trails:

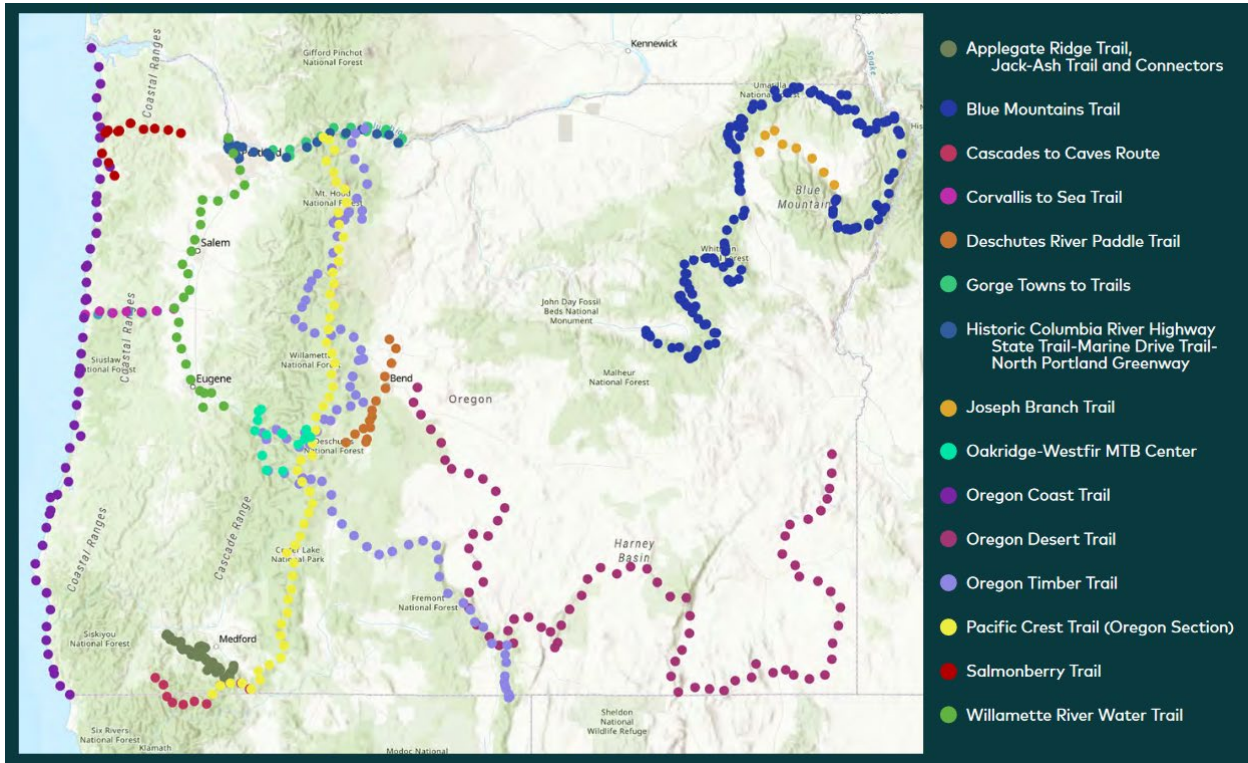
<https://stateparks.oregon.gov/index.cfm?do=v.page&id=61>

In 2022, the Oregon Trails Coalition, Travel Oregon, and Oregon Parks and Recreation Department identified 15 Oregon Signature Trails (13 non-motorized trails and 2 water trails) that have the existing infrastructure and support or potential and momentum to provide access to iconic places and scalable,

² The survey tool used the general term “e-bike” and did not define this term. Survey respondents may be utilizing devices they consider to be “e-bikes” but are not technically “electric-assisted bicycles” as defined in ORS 801.258.

world-class trail experiences with further investment. Figure 1 shows the location of Oregon Signature Trails. Visit the Oregon Trail Coalition’s website for more information about Oregon Signature Trails: www.oregontrailscoalition.org/signature-trails

Figure 1. Oregon Signature Trails (2022)

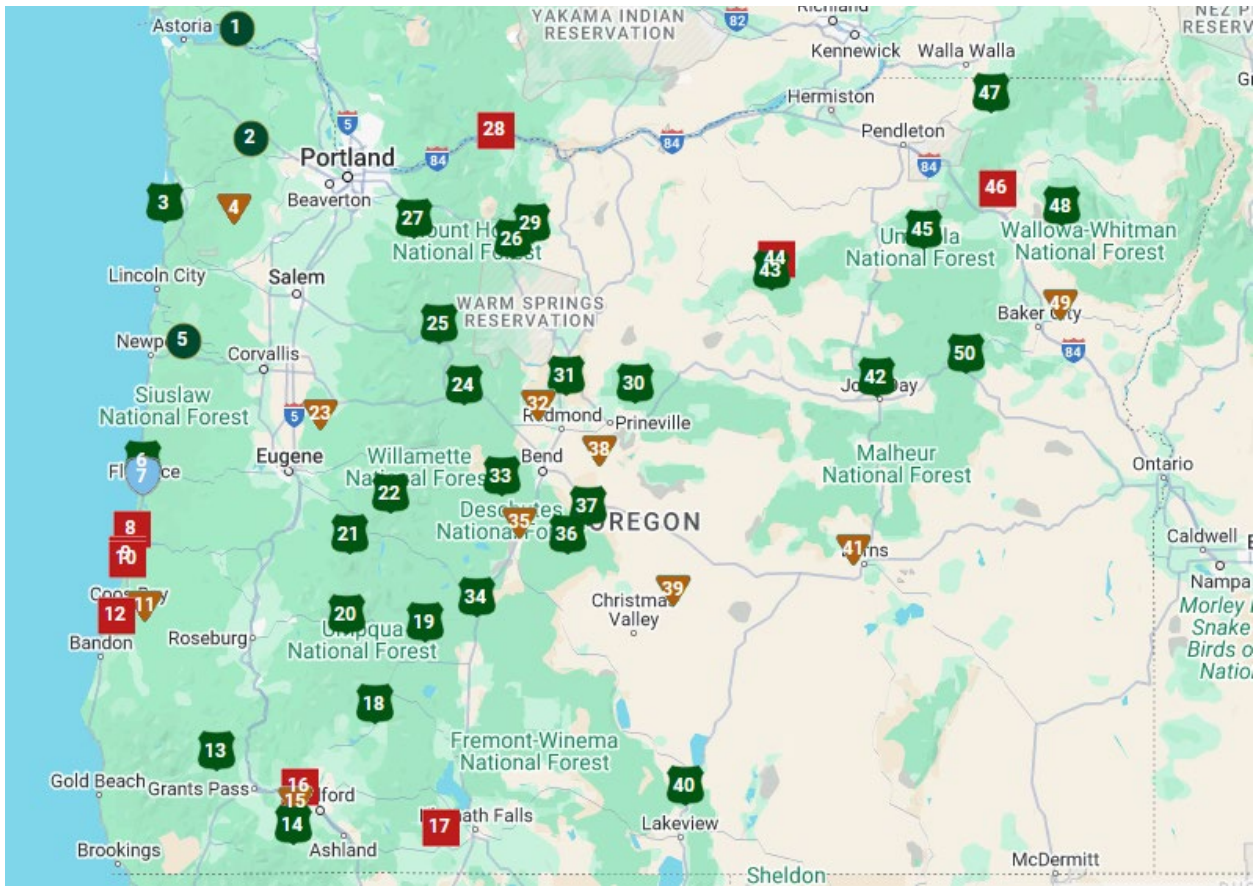


Motorized Trail Network

Oregon has over 50 designated riding areas that provide a high level of trail maintenance, signs, maps, and staging areas. These areas receive funding from fuel taxes and ATV permit sales. In 2023 60% of ATV funds were allocated to operations and maintenance and 25% to law enforcement. Remaining funds went to other programs such as safety education, development, and Emergency Medical Services.

Oregon has over 7,500 acres of sand dunes from Coos Bay to Tillamook open to all Classes of ATVs. These destination areas support local economies with ATV Rentals, campgrounds, hotels, restaurants, and other businesses that serve the riders. The Coast Range, Cascades, Central Oregon and NE Oregon have numerous trail systems, which serve local residents and are destination areas. Throughout the State and especially SE Oregon, there are numerous areas with dispersed use occurring on gravel roads, dirt roads and trails. Figure 2 shows a map of OHV designated riding areas in Oregon.

Figure 2. Map of OHV Designated Riding Areas



Of the 100 designated Sno-Parks in Oregon, approximately 64 serve snowmobile areas. Snowmobile areas are generally maintained by local clubs or the Oregon State Snowmobile Association (OSSA). A list of Sno-Parks in Oregon and the allowed activities at each location is available on ODOT’s TripCheck website: <https://www.tripcheck.com/pages/sno-parks>

Water Trail Network

A water trail is a designated route along a lake, river, reservoir, or bay specifically designed for people using small, primarily non-motorized watercraft.³ Designated National Water Trails in Oregon are the Tualatin River Water Trail and Willamette River Water Trail. The Tillamook County Water Trail is a designated National Recreation Trail. The Willamette River Water Trail and Deschutes River Water Trail were identified as Oregon Signature Trails by the Oregon Trails Coalition, Travel Oregon, and Oregon Parks and Recreation Department in 2022. Water trail facilities are supported by local agencies along many other water bodies across the state.

³ Water trails are legally and functionally distinct from scenic waterways, which are designated in Oregon Administrative Rule (OAR) and have specific land management rules.

Trail Use

Participation Rates

Oregon residents participated in nearly 275 million trail activities in 2022. Walking on local paved paths and natural trails is the second most frequent outdoor activity in Oregon after walking on streets and sidewalks, with over 149 million use occasions. Walking on local trails accounts for over half (54%) of all trail use in Oregon by residents. Other activities like running, bicycling, or skating on local paved and natural surface trails account for 18% of trail use (nearly 48 million use occasions).

Walking/hiking on non-local paved paths or natural trails is the number one outdoor recreation activity that Oregon residents travel outside their community to participate in. Traveling to use non-motorized trails away from home accounts for 22% of trail use (over 60 million use occasions).

Motorized trail activities such as riding ATVs and snowmobiling make up 3.5% of trail use (9.7 million use occasions). Class II vehicles (4x4 trucks and SUVs) are most frequently used by Oregon residents on motorized trails.

Non-motorized water paddle sports are one of the fastest growing forms of recreation and amongst the top three activities Oregonians started doing during the COVID-19 pandemic. Water trail activities such as canoeing, kayaking, rafting, and sailing accounted for just under 3% of trail use by Oregon residents (7.8 million use occasions in 2022).

Figure 3 shows the number of times Oregon residents participated in various activities on trails in Oregon, based on a 2022 survey of resident outdoor recreation.

72% of Oregon residents walked on local trails in 2022. Over half of Oregon residents (53%) traveled to walk or hike on a non-local trail in 2022, making it the most common outdoor recreation activity residents travel to participate in. One in six Oregon residents (15%) participated in flat water trail activities like canoeing, kayaking, rowing, stand-up paddleboarding, and floating. Approximately 7% of residents participated in a motorized trail activities.

Figure 4 shows the percent of Oregon residents that reported participating in various activities on Oregon trails in 2022.

Figure 3. Number of Oregon Resident Trail Activity User Occasions in Oregon (2022)

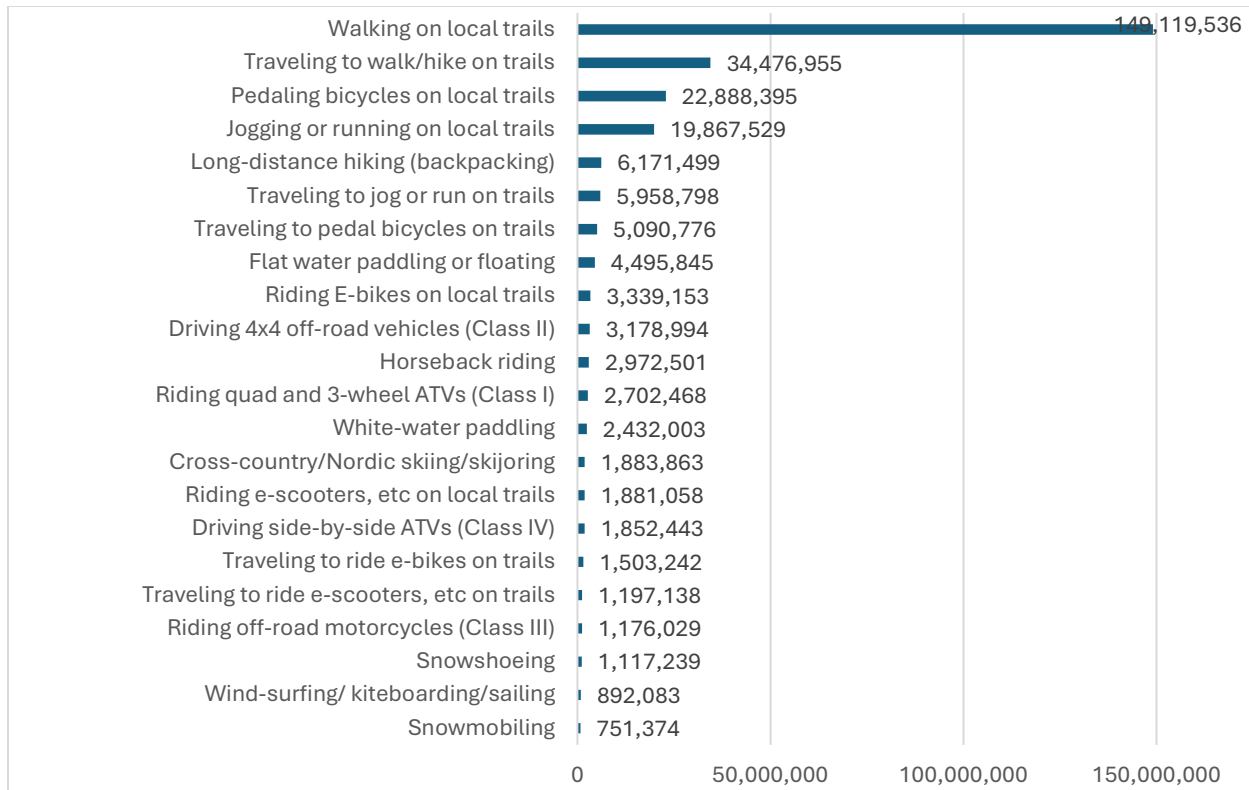
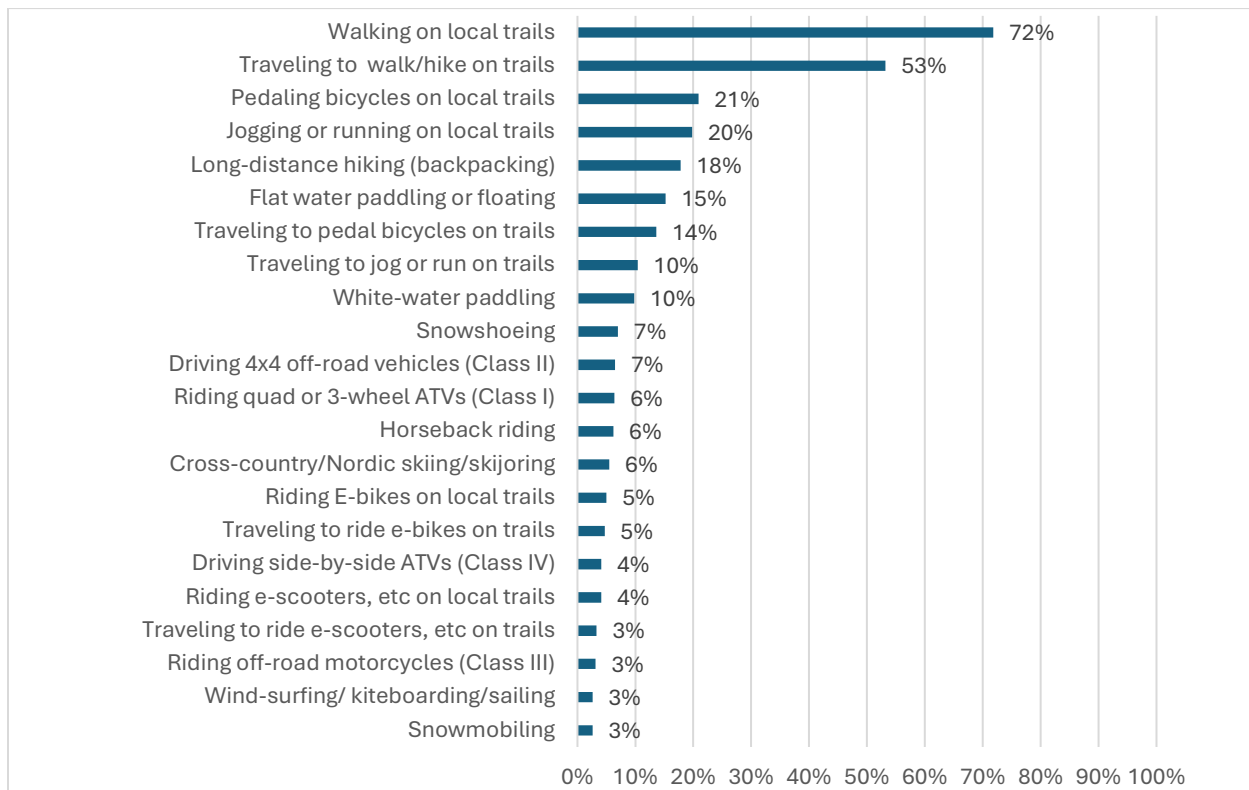


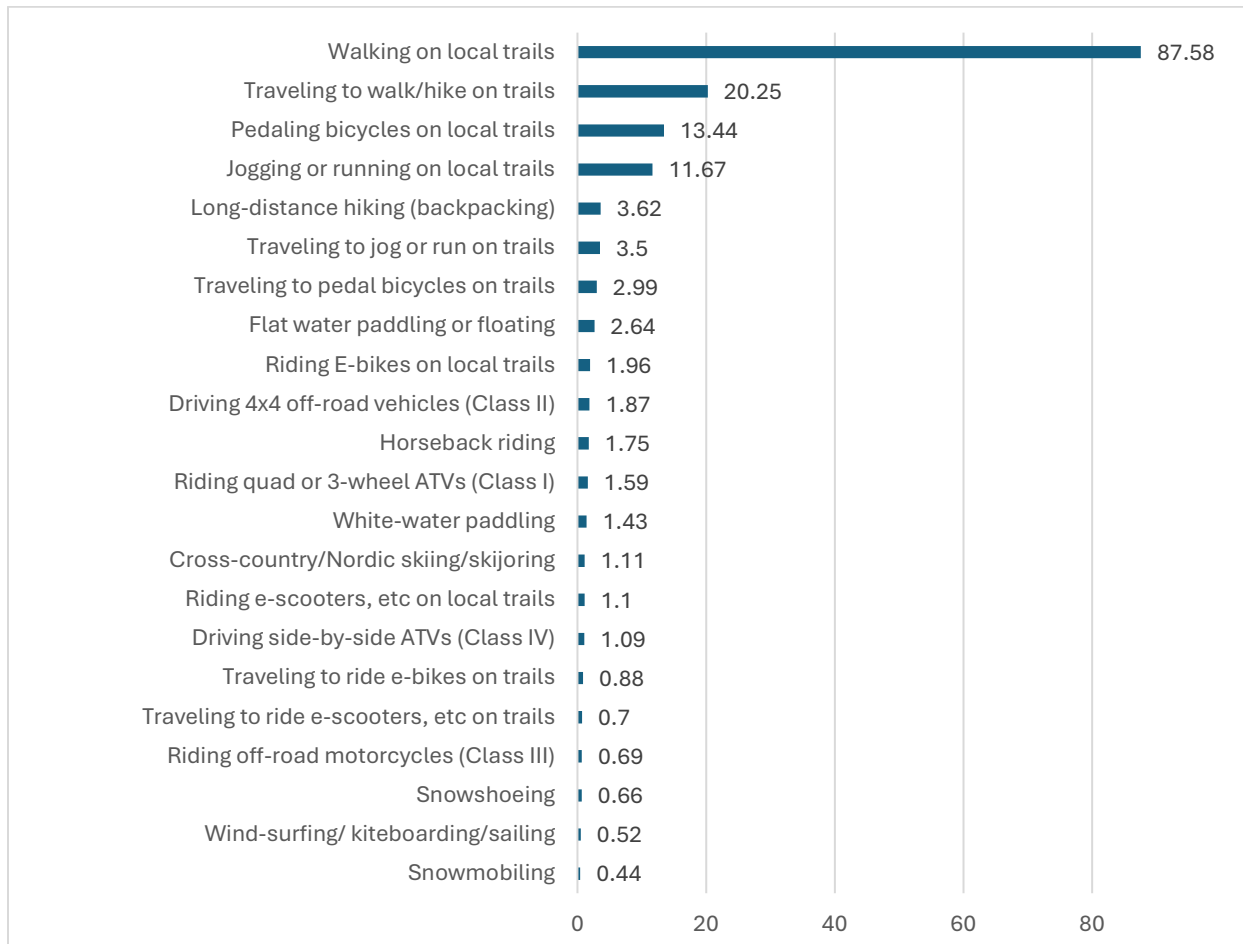
Figure 4. Percent of Oregon Residents Participating in Trail Activities (2022)



On average, Oregon households walk on local trails about 1-2 times per week (88 times per year) and they travel to walk/hike on trails 1-2 times per month (20 times per year). Households participate in water and motorized trail activities less frequently, 1-3 times per year. Figure 5 shows the average number of times Oregon households reported participating in trail activities in 2022.

Although Oregon households participate in water and motorized trail activities fewer times per year, when they do participate it is with a larger number of household members – 3 or more - on average. An average of 2 to 3 household members participate in trips for non-motorized trail activities away from home. Trail activities on local trails typically involve the smallest groups of 2 household members on average.

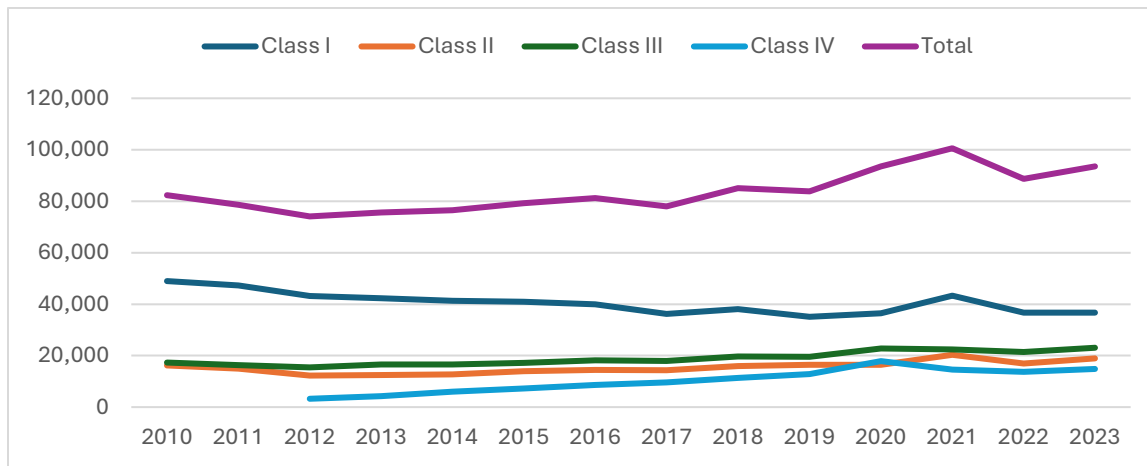
Figure 5. Average Number of Times Households Participated in Trail Activities in Oregon (2022)



OHV and Snowmobile Registrations

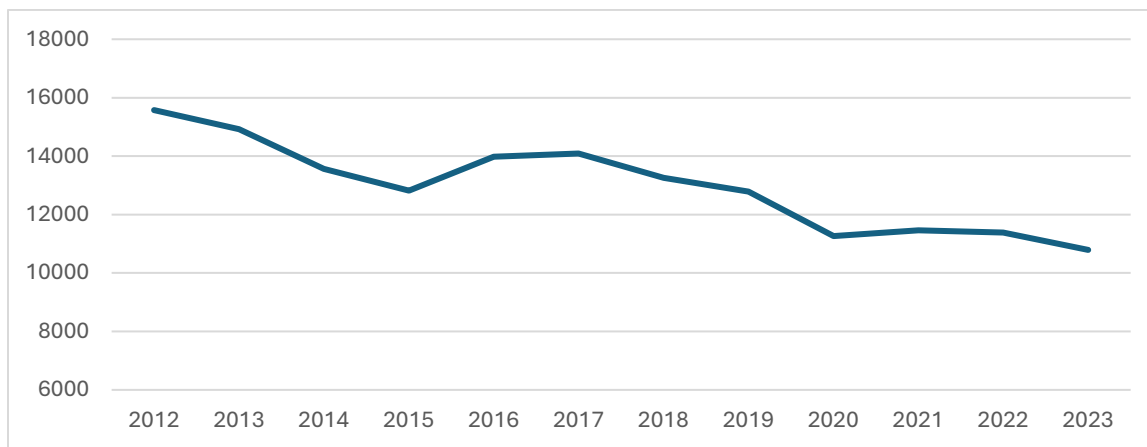
All OHVs operated on public lands in Oregon must have an operating permit. Figure 6 shows the number of OHVs with permits in Oregon by class over time. Permits across all classes peaked in 2007 at 191,782 vehicles, then gradually declined until 2012 when Class IV (side-by-side) permit sales began. Since 2012 overall permit sales have gradually increased, peaking during the COVID-19 pandemic.

Figure 6. Number of Permitted OHVs in Oregon



All snowmobiles in Oregon must be registered with the DMV. Figure 7 shows snowmobile registration counts statewide by year. Snowmobile registrations peaked in 2006 at 17,771 and have trended gradually downward since. Registrations of snowmobiles have not recovered since the recession, even as the economy improved. Snow amounts may help explain the gradual decline in snowmobile registration numbers. While there has not been a noticeable decline in snowpack or snow water equivalent at monitoring stations like Cascade Summit, climate models predict declines in seasonal maximum snow water equivalent due to climate change.⁴

Figure 7. Number of Registered Snowmobiles in Oregon (DMV)



Electric Bicycle and Micromobility Use

A major change that has occurred on Oregon’s trail network since the 2016 Trails Plan is the rapid increase in availability and adoption of electric bicycles (“e-bikes”)⁵ and electric micromobility devices (“e-

⁵ The survey tool used the general term “e-bike” and did not define this term. Survey respondents may be utilizing devices they consider to be “e-bikes” but are not technically “electric-assisted bicycles” as defined in ORS 801.258.

micromobility). E-micromobility include any small, low-speed, electric-powered transportation devices, including electric scooters (“e-scooters”), electric skateboards, monowheels, segways, hoverboards, and other small, lightweight, wheeled electric-powered conveyances. The 2025-29 SCORP is the first to collect data on e-bike and e-micromobility use by Oregon residents on streets, sidewalks, and trails within and outside Oregon communities.

The majority (53%) of reported e-bike and e-micromobility use occurred on streets and sidewalks, nearly 9 million use occasions. Thirty-one percent of e-bike and e-micromobility use (over 5 million use occasions) occurred on local trails and 16% (2.7 million use occasions) was on non-local trails outside residents’ communities. E-bikes and e-micromobility devices account for 3% of all non-motorized trail use occasions (3% of local trail use, 4% of non-local trail use). E-bikes made up 12% of all bicycle use occasions on streets/sidewalks, 13% of all use occasions on local trails, and 23% of all use occasions on non-local trails.

Five percent of Oregon residents reported riding e-bikes on local trails and trails outside their community in 2022. The percent of residents who reported riding e-micromobility devices was slightly lower, 4% for local trails and 3% for non-local trails.

E-bike ridership appears to be more occasional than non-electric bike ridership. On average, Oregon households rode e-bikes on local trails twice per year. They rode e-bikes on non-local trails and e-micromobility devices on any trail once per year. In comparison, on average, Oregon households rode non-electric bikes 13 times per year on local trails and 3 times per year on non-local trails. On average, 2 to 3 household members participate in e-bike and e-micromobility activities, whether they occur on streets, sidewalks, or trails. This is comparable to the number of household members who participate in non-electric bike activities.

Demographic Trends

“Walking on streets or sidewalks” and “Walking on local trails” are the most common outdoor activities for all Oregon resident demographic groups to participate in within their communities. Outside of communities, traveling to walk/hike on non-local trails is the most common outdoor activity for all demographic groups except Black/African American Oregon residents. For Black/African American residents, traveling to walk/hike on trails is the second most common outdoor activity after ocean beach activities.

Oregon residents who live in urban areas, are under 60 years old, identify as Hispanic/Latino, are high income, or do not have a disability participate in most non-motorized trail activities at a >10% higher rate than the statewide average. Oregon residents who live in rural or suburban areas, are over 60 years old, are middle-income, or have a disability appear to be underserved by almost all non-motorized trail activities. BIPOC Oregon residents have a >10% higher participation rate in e-micromobility and e-bike activities. Black/African American residents have the lowest participation rate in walking/hiking and pedaling bikes on trails (local or non-local), but have a >10% higher than average participation rate in running/jogging on local trails and traveling to ride e-bikes and e-micromobility devices on trails.

Oregon residents under 60 years old and residents who identify as Hispanic/Latino participate in most motorized trail activities at a >10% higher rate than the statewide average. Urban residents participate in Class III (off-road motorcycling) and snowmobiling activities at a >10% higher than the statewide average, while rural residents participate in Class I, II, and IV activities at higher rates. Residents of suburban areas,

over the age of 60, and with a disability in the household are underserved (>10% lower participation than statewide average) in all motorized trail activities.

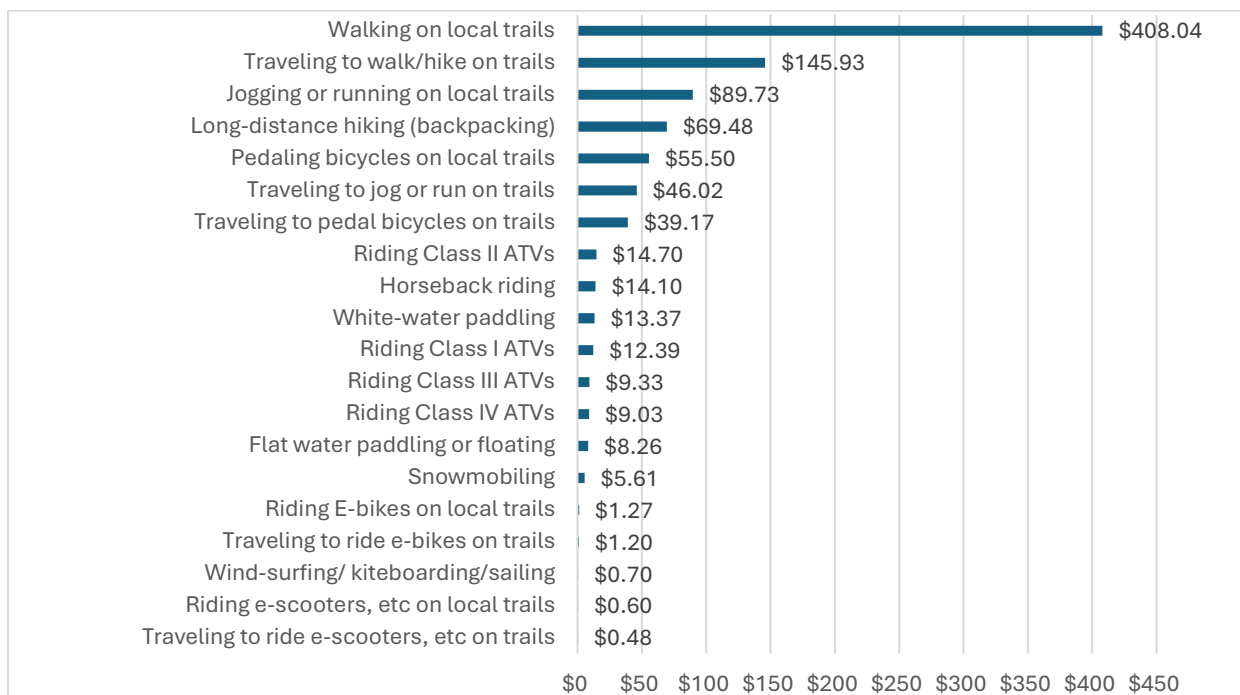
Oregon residents who live in urban areas, are under 60 years old, do not have a disability, are high income, or identify as Black/African American, Mixed Race, or Hispanic/Latino participate in all water trail activities except power-boating at a >10% higher rate than the statewide average. Residents of suburban and rural areas, over the age of 60, with a disability in the household, or who identify as Asian are underserved (>10% lower participation than statewide average) in most water trail activities.

Health Impact of Trails

Oregon’s trail network supports outdoor recreation, access to nature, and physical activity; all of which are associated with positive impacts on physical and mental health. Oregonians spent over \$31 billion on health care in 2021 (Oregon Health Authority, 2023b). The 2025-29 Oregon SCORP estimates the total Cost of Illness savings from Oregonians participation in outdoor recreation activities is nearly \$3 billion per year. Trail activities generate an estimated \$945 million in Cost of Illness savings per year. This accounts for 32% of the total savings from all outdoor recreation activities by Oregon residents. Walking/hiking on trails generates the highest Cost of Illness savings per year (\$554 million); \$408 million from local trails and \$146 million from trails outside communities.

Local non-motorized trails generate over half (59%) of the health savings Oregonians receive from the trail network (\$555 million). Travel to use non-motorized trails away from home accounts for one-third (33%) of savings from trail activities (\$316 million). Motorized trails are associated with 5% of savings (\$45.5 million from ATV/OHVs, \$5.6 million from snowmobiling) and water trails 2% of savings (\$22 million). Figure 8 shows the Cost of Illness savings to Oregon residents from trail activities.

Figure 8. Total Annual Cost of Illness Savings from Trail Activities in Oregon (Millions of Dollars, 2023)



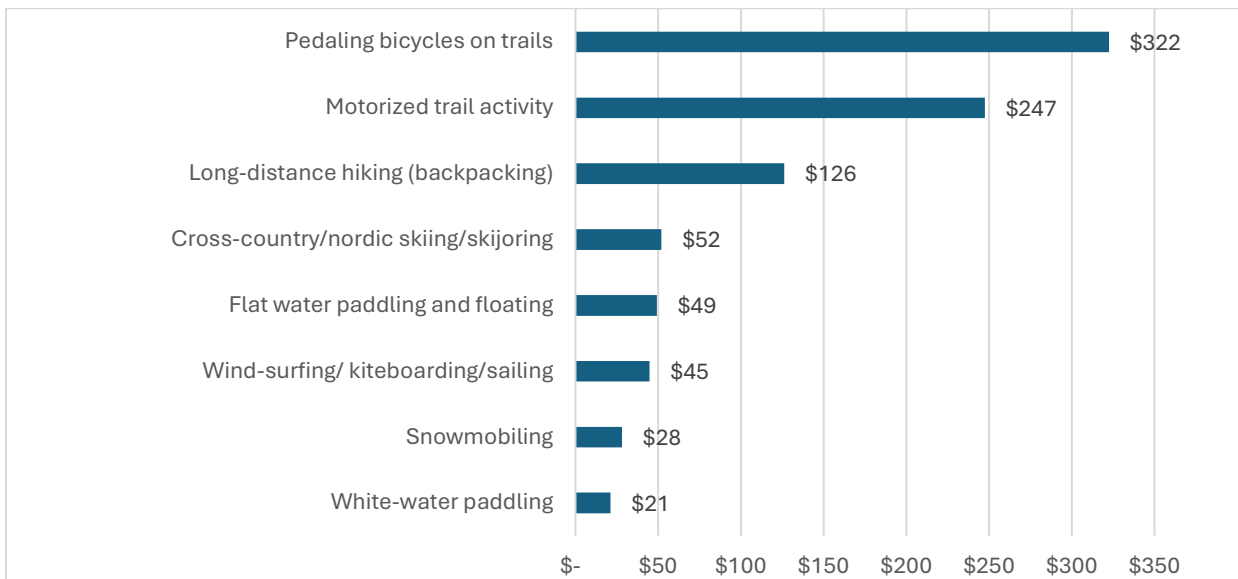
Economic Impact and Value of Trails

The role of trails in supporting Oregon’s economy can be measured in two ways:

- “Economic impact” is the amount of money residents and visitors spend on food, lodging, gear rentals, etc. while participating in a trail activity and the jobs/wages that spending supports that further impact the local economy.
- “Economic value” is measured as the maximum amount an individual is willing to pay to participate in an activity, minus the costs incurred in participating. In other words, it is the economic value of the recreation activity to the participant above and beyond what they must pay to enjoy it.

The 2025-29 SCORP estimated the economic impact of outdoor recreation in Oregon to be \$16 billion in spending, supporting 192,000 jobs, and \$8.2 billion in wages. Figure 9 shows the estimated annual spending for a select group of trail activities. Non-motorized trail activities such as bicycling, backpacking, and cross country skiing were estimated to generate \$501 million in spending.⁶ Motorized trail activities generated \$276 million in spending (\$247 million from ATV/OHV activities, \$28 million from snowmobiling). Non-motorized water trails generated \$115 million in spending.

Figure 9. Spending by Trail Activity (Millions)



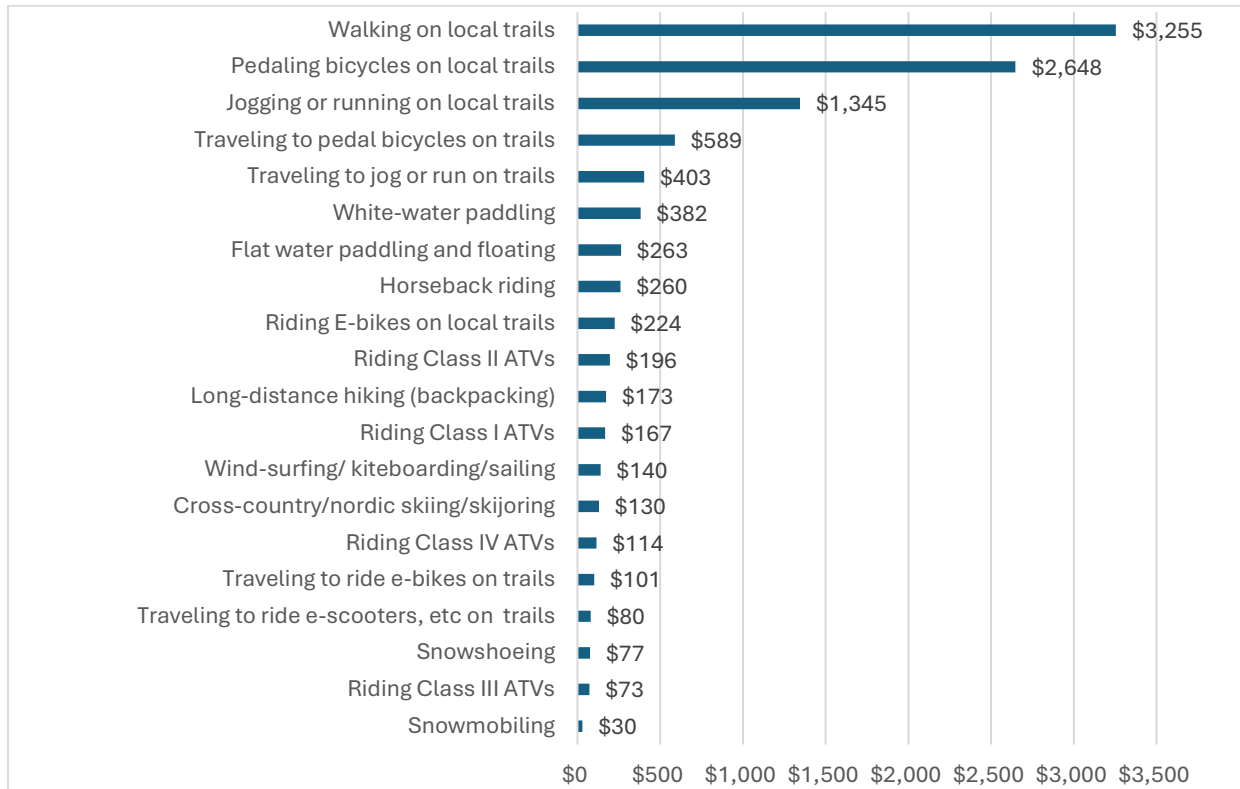
The 2025-29 Oregon SCORP estimated the net economic value of outdoor recreation in Oregon by residents to be \$57.1 billion based on 2022 use levels. One quarter (25%) of the total economic value of outdoor recreation in Oregon comes from trail activities, with an annual estimated economic value of \$14.5 billion. After walking on streets or sidewalks (\$7.8 billion), walking/hiking on trails has the highest economic value for Oregon residents (\$6.9 billion).

Local non-motorized trails generate over half (53%) of the economic value Oregonians receive from the trail network (\$7.6 billion). Travel to use non-motorized trails away from home accounts for over one-third (38%) of value associated with trail activities (\$5.5 billion). Water trails are associated with 5% of value (\$785

⁶ Walking, hiking, jogging, running, e-micromobility, and equestrian trail uses are not included in this estimate.

million) and motorized trails 4% of trails value (\$550 million from ATV/OHVs, \$30.5 million from snowmobiling). Figure 10 shows the net economic value of trail activities in Oregon.

Figure 10. Net Economic Value of Trail Activities in Oregon (Millions of Dollars, 2023)



Needs, Issues, and Funding Priorities

The 2025-29 Oregon SCORP conducted statewide surveys of Oregon Outdoor recreation providers, land managers, and residents to identify priority management issues, challenges, and funding priorities associated with outdoor recreation services. This section summarizes the priorities related to trails identified from these surveys.

Management Challenges

Top management challenges identified by recreation providers in both urban and dispersed settings include:

- Reducing illegal activities (e.g. unsanctioned camping),
- maintaining existing parks and facilities,
- addressing ADA and accessibility issues, and
- creating new park and recreation facilities.

Funding Challenges

Lack of adequate funding was identified as the single biggest challenge facing organizations in providing parks and recreation facilities and services in 2023. The top management challenges listed above reflect the areas where recreation providers also identified having the most challenges identifying adequate funding. Top funding challenges in both urban and dispersed settings include:

- Rehabilitation, replacement, and/or maintenance of trails and support facilities, and
- Meeting ADA standards and other accessibility needs.

In urban areas, land/easement acquisition for new trail development was also identified as a top funding challenge. In dispersed areas, monitoring, restoring, and maintaining natural resource conditions was identified as a top challenge.

Recreation Provider Funding Priorities

In both urban and dispersed settings, top investment priorities identified by recreation providers include:

- lighting and/or security cameras in key areas,
- restrooms, and
- improving accessibility and opportunities for people with disabilities

Within urban areas, investing in community trail systems that connect local destinations is a priority. In dispersed settings, connecting trails into larger trail systems is a priority.

For non-motorized trails, day hiking/walking trails are the highest priority, followed by urban bike paths, mountain biking, and long-distance hiking or biking trails and amenities (e.g. hiker/biker camping). Non-motorized boat launches and support facilities are the priority for water trails. The survey did not solicit detailed responses about motorized trail needs.

Resident Funding Priorities

Oregon residents identified funding priorities similar to the priorities and challenges identified by recreation providers. Top funding priorities for residents in both urban and dispersed settings were:

- Clean and well-maintained facilities,
- Restrooms,
- Free-of-charge recreation opportunities,
- Directional signs and details about trails (e.g. distance, difficulty, elevation gain), and
- Accessibility opportunities for people with disabilities.

Residents ranked lighting and/or security cameras in key places as a lower priority than recreation providers.

Natural/dirt or other soft surface walking trails were identified as the highest priority trail type for investment, followed by paved or hard surface walking paths, off-street bicycle paths (paved or natural trails), designated paddling routes with public access sites to waterways, and off-highway vehicle trails/areas. In dispersed areas, paddling routes were identified as a higher priority than off-street bicycle paths.

Potential Focus Areas

The 2026 Trails Plan will use the trails information from the 2025-29 SCORP presented in this summary report to update grant criteria for the Recreational Trails and ATV grant programs. Based on the challenges and priorities identified in the SCORP, the following topic areas have been identified as potential additional focus areas for the 2026 Trails Plan:

- Funding – Identify strategies and tools to address inadequate funding for trail development, operations, and maintenance
- Trails Maintenance & Stewardship – Prioritize maintaining the existing system. Identify strategies and tools to promote stewardship, stretch limited funding, and expand community partnerships and enjoyment of trails.
- Increasing Accessible Trail Opportunities (including trail amenities such as restrooms, wayfinding, parking) – Identify strategies and tools to increase accessibility of existing and future trails and facilities.