

Submitter: Scott Hallenberg
On Behalf Of:
Committee: Joint Committee On Transportation
Measure, Appointment or Topic: HB3155

I'm a Dual Sport Motorcycle and Jeep owner with Oregon's ATV permits and ATV safety card. I enjoy riding on public lands as responsibly as I can. I also hike and bike on USFS trails. My neighborhood is adjacent to public land where we experience frequent irresponsible abuse of public land some by ATVs using our neighborhood roads. Legalizing ATVs on Oregon roads would only open the flood gates to extensive abuse with many predictable consequences and no doubt numerous negative unintended consequences. I DO NOT support allowing ATVs on Oregon's road system.

As I see this abuse even without legalization, I can safely project there would be rampant use and increase proportional abuse of ATVs accessing public lands on illegal user made "road" and "trails". These user made "roads and trails" are not authorized on the USFS road network as defined in the Motor Vehicle Use Map (MVUM). Quad Bikes and Side by Side (UTVs) both have the added safety considerations as they are at least 48in wide and travel at high speeds on narrow mixed use trails. They tend to have less skill and visibility of the motorcycle and dirt bike uses due to the balance required and inherent maneuverability. Frankly, It's safer and more fun if all the classes have some dedicated trail use areas where they're safely accessed and managed like OHV areas. Efforts should be focused there rather than allowing them to mingle with traffic. A better use of funding would be to provide more communication, education and improvements for OHV areas and the existing already extensive public land network.

ATVs have different noise, emissions and safety characteristics. There is no mistaking one when it blasts past your house, even at slow speeds. Currently, there are different age and operating requirements for ATVs and should require more enforcement which is already lacking to keep the roads safe for equestrians, pedestrians, cyclists and other legal operators. Because this law would allow ATVs direct access into public lands where they were they have not be able to reach legally otherwise, no infrastructure like signage, trail heads or rest rooms exists. It would disrupt usage patterns in the Public Land that would adversely affect cities, towns and neighborhoods that are near public lands at all hours of the day and night. It could harm sensitive areas of the Forests as well as wild life. The USFS is already understaffed and faced with huge enforcement issues, many caused by unauthorized motor vehicle usage, houselessness, unauthorized camping, poaching, human caused fires, etc. and this would only add to their burden.

A full impact study and public debate of that study should proceed any sort of funding

or legislative action. Having lived in Utah where this was allowed to occur residents of towns like MOAB hated this for the reasons I mentioned above as well as the vast increase of out of state ATV users with less respect for the land they ravaged and destroyed. The public nuisance from the noise in neighborhoods as they ripped to the trail heads was untenable. Of course, a lot of this ATV behavior led to the BLM closing a lot land to motorized use to prevent subsequent abuse of the land which has harmed responsible users in exchange for the public's interest at large. Moab residents even voted to outlaw ATV on their secondary and neighborhood streets but it but was overturned by the state's supreme court. At least the out of state tourism did generate sales tax revenue but that would not be the same benefit to Oregon residents.

DO NOT LET THIS HAPPEN TO OREGON. OREGON is blessed with some of the most extensive off pavement road network in the country. Let's keep it that way through responsible use and management. Keep our roads safe and free of ATVs.

Thank you for your consideration!

Best regards,
Scott Hallenberg