



PORTLAND OFF-ROAD CYCLING MASTER PLAN

Project Advisory Committee Meeting #3

Meeting Summary

MEETING DATE: THURSDAY, MARCH 24, 2016

LOCATION: BUREAU OF PLANNING AND SUSTAINABILITY, 1900 SW 4TH AVENUE, PORTLAND

TIME: 4:00 PM – 6:00 PM

In Attendance

CAC Members Present

Renee Meyers
Jocelyn Gaudi
Torrey Lindbo
Michael Whitesel
Carrie Leonard
Kelsey Cardwell
Matthew Erdman
Erin Chipps
Punneh Abdolhossieni

Mike Houck
Evan Smith

CAC Members Absent

Adnan Kadir
Kelly McBride
Bob Salinger
Nastassja Pace
Jim Owens

Agency Representatives and Resource Members

Shannah Anderson, *Bureau of Environmental Services*
Lucy Cohen, *Portland Parks & Recreation*
Robert Spurlock, *Metro*
Michelle Barker, *International Mountain Bike Association*
Maya Agarwal, *Portland Parks & Recreation*
Abra McNair, *Portland Bureau of Transportation*
Jennifer Devlin, *Bureau of Environmental Services*

Staff and Consultants

Michelle Kunec-North, *Project Manager, BPS*
Lori Grant, *Associate Planner, BPS*
Kristen Lohse, *Consultant Project Manager, Toole Design Group*
Adrian Witte, *Toole Design Group*
Nat Lopes, *Technical Consultant, Hilride*
Adrienne DeDona, *Facilitator, JLA Public Involvement*
Jamie Harvie, *JLA Public Involvement*

Audience / Members of the Public

Scott Bricker (*attending on behalf of Nastassja Pace, Travel Oregon*)
Stephen R. Berd
Carol Chesarek
Les Blaize
Daniel Greenstadt

Marcy Horn
B. McGillicuddy
John Miller
Richard Racke
Catherine Thompson

Overview

The committee:

- Provided final input on the illustrated vision.
- Agreed on a list of desired outcomes; however, will revisit with regard to the desired goal for natural resource protection after learning more about best practices in other communities.
- Continued discussion on facility types and user experiences and learned about the City's current property inventory.
- Provided input on needs and desires in regards to facilities, ages, skills, experiences and appropriateness.
- Expressed interest in having input on the public outreach process.

Welcome, Agenda Review & General Announcements

Adrienne DeDona, JLA Public Involvement, welcomed everyone to the meeting and reviewed the agenda. Staff, committee members and agency representatives introduced themselves.

Michelle Kunec-North, BPS Project Manager, reiterated the role of the agency representatives, saying they were available to answer questions and provide supporting information to the committee but not to act as committee members.

Robert Spurlock, Associate Regional Planner, provided an update from Metro (presentation attached). He said Metro has recently completed an inventory of off-road cycling opportunities around the region. He said the intention was to better understand what facilities exist so Metro could know what facilities they could potentially offer. He listed examples of some facilities around the region and said Metro would soon open up two mountain biking trails. He said that a draft site selection process could guide future projects, although there were currently no plans for any projects. Michelle added that the project team is sharing information with Metro and working collaboratively to form a regional vision for off-road cycling.

- Mike Houck said he wanted to point out that it was not Metro's mission to intentionally look for off-road cycling opportunities, but rather to seek out and protect ecologically sensitive sites, which may or may not offer opportunities for recreation. Robert agreed that most of Metro's work centered around water quality and habitat protection, but added that Metro's work was directed by the policies adopted by Metro Council and that there were specific goals and targets associated with various bond measures. He said many of these targets center around public access.

Maya Agarwal, Portland Parks & Recreation, provided an update on the Recreational Trails Strategy. She noted that the Strategy includes the goal of 220 miles of regional trails by 2026. She said that the City currently had ~156 miles of trails and were adding an average of one mile per year so they were not on track to reach this goal. She noted several projects that have been completed or are underway.

- A committee member asked what the relationship was of the Recreational Trails Strategy to the Off-Road Cycling Plan. Maya replied that there isn't a direct overlap, since the Trails Strategy didn't look at off-road cycling specifically. She added there may be opportunities to connect the trails to off-road cycling trails. She said the Trails Strategy is the leading City document in regards to regional paved pathways.
- A committee member asked about the 2020 Plan. Maya replied that the 2020 Plan would be updated next year.

Finalize Illustrated Vision & Desired Goals/Outcomes

Adrienne presented the revised illustrated vision and asked the committee to provide final input on the changes that were made since the last meeting and if any other changes were needed.

Committee discussion:

- A previous comment from the last meeting was to show youth engagement. Committee members indicated the updated illustrated met that goal.
- Another comment from the last meeting was to show racial, ethnic, age and ability diversity. Committee members indicated this was reflected in the revised version.
- A committee member proposed changing “Environmental Stewardship” to “Environmental Protection & Stewardship.” Several committee members disagreed with this for the following reasons:
 - “Protection” infers prohibiting human interaction whereas “sustainability” infers taking care of something.
 - Environmental protection would not specifically be a goal of the Off-Road Plan, although a goal may be for off-road cycling facilities to not degrade the environment.
 - Prefer the term sustainability because it represents balanced interests.
 - The committee member suggested adding a new banner titled “Ecosystem health” and not change “Environmental Stewardship. There was general agreement from the committee for this change.
- A committee member suggested changing the banner “Balance of Interests” to “Integration of Interests”. A committee member said she preferred balance of interests because it also shows that the users are also balancing interests and she pointed out that “Integration” was already captured by the “Integrated System” banner. The committee generally agreed to leave the banner as it was presented.
- A committee member suggested changing “Data Driven” banner to “Data and Values driven.” Committee members supported this change.
- A committee member said they were concerned about the complete absence of the full-facemask rider and suggested adding this type of rider back in on a smaller scale. There was general agreement to make this revision.

Adrienne reviewed the updated Desired Outcomes and asked committee members for feedback.

- Adrienne reviewed several changes suggested by a committee member.
 - Change City goal “Environmental Health” to “Environmental & Ecological Health”
 - Add “values” to the statement: “The plan is realistic, feasible and works within the context of community needs, City goals, values, Portland’s urban environment and landscape and regulatory constraints.”
 - Include a hierarchy related to the protection of natural resources, such as “Designs with nature, by enhancing nature in the city and first avoiding, second limiting or finally mitigating adverse impacts on natural resources, including fish and wildlife, habitat and water resources.
 - Add “natural areas” to the following goal: “Builds community ownership and partnerships for the stewardship of Portland’s parks, natural areas, open spaces and other public properties.”
 - Add “comprehensive park, trail, and natural area system” to the following goal: “In addition, the Plan acknowledges and leverages the potential economic benefits of a comprehensive system of parks, trails, natural areas and off-road cycling facilities.”

- Committee members agreed with these proposed changes, although one committee member was concerned about finalizing a priority structure with regard to natural resource protection. Michelle made a note of this and said it would make sense to revisit the Desired Outcomes after discussing best practices at the next meeting.

Adrienne said that the Illustrated Vision and Desired Outcomes would be updated with these changes and sent back to the committee.

Facilities Typology & User Experiences

Nat Lopes, Hilride, presented various facilities typologies and user experiences (presentation attached). He explained the types of off-road cycling, including mountain biking, BMX, cyclocross and pump tracks, as well as the subcategories of each of these. He added that the goal of the Off-Road Cycling Master Plan would be a system of different types of facilities that would create an overall experience accessible to the various audiences.

Committee discussion:

- A committee member asked whether BMX facilities are generally located on private or public land. Nat replied that it could be either. He said that many free facilities are open to the public with no supervision, while pay-to-play facilities have a higher duty of care and more regulations. He said a common scenario is that a BMX track would be built on public land and managed privately, but this is not always the case.
- A committee member asked whether communities tend to start with any particular kind of facility. Nat replied that it depends on the community and what they need and want. He gave the example of a pump track, which would provide a wide range of experiences and opportunities but require a lot of maintenance, versus a skills course which would require less maintenance but also provides a range of experiences.
- A committee member commented that there seemed to be an infinite number of desires/users/experiences and asked whether the intention was to try to accommodate all of them. Michelle replied that one of the goals of the Master Plan would be to identify what types of facilities would make the most sense for Portland. The next exercise would gather very preliminary input from the committee about what types of facilities are needed.
- A committee member asked Nat about his experiences with other communities and how they approached their off-road cycling facilities. Nat replied that the project team would provide examples of communities that were models of success as well as communities similar to Portland. He said that having an overall vision was an important first step to then get into planning individual sites.

Current Facilities Inventory

Michelle provided an overview of Portland's existing off-road cycling facilities (presentation attached). She said that there are currently seven city-owned locations where people can ride a bicycle off-road. She said this included 42 miles of trails, the majority of which were wider than 12'. She noted that Forest Park had the largest variety of trails.

- Jocelyn Gaudi, committee member representing Friends of Gateway Green, noted that Gateway Green was listed but there were currently no trails there. She provided an update on the Gateway Green project, saying that they were in fundraising stages and also working with Portland Parks & Recreation on a feasibility study for construction. A committee member asked what types of experiences would be offered. Jocelyn replied this would depend on funding, noting the timeframes for construction of anything permanent were 3–5 years. She said Friends of Gateway Green hope to offer some interim activities in the area to help with fundraising.

Kristen Lohse, Toole Design, provided an overview of the next steps in the technical process. She explained the following elements would be considered during plan development:

- 1) What is needed/desired in Portland. This component would be informed by the needs assessment and also through feedback from the committee and the general public; and
- 2) What's appropriate for Portland. This component will be evaluated by an Impacts Assessment, Best Practices Report, and Site Assessments.

Kristen asked the committee to complete an exercise to brainstorm what was needed and desired in regards to facilities, ages, skills and experiences.

- A committee member asked why anything would be eliminated at this point when there isn't a list of sites under consideration. Adrienne replied that the project team would like some broad input of needs/desires to help inform the next step of technical work. She said the intention is not to eliminate anything, but to focus the work. Michelle added that datasets on trends would also be considered. She asked committee members to provide their comments/questions during the exercise, as well.
- A committee member asked about the broader community engagement process, including community surveys. Kristen replied that the project team has plans to conduct a robust public outreach process and is developing an online mapping tool the public can use to provide input. The committee member expressed concern about a wholly online survey due to equity and access issues and expressed interest in the committee playing a role in assisting with public outreach. Michelle said the project team could report back on the planned activities for community engagement plans at the next meeting to gather the committee's feedback and ideas.

Kristen reviewed the most common themes resulting from the committee's feedback:

- Facility-wise: Interest in single-track, including significant mileage. Also suggestions for amenities to go along with facilities.
- Age-wise: All ages; a focus on kids; acknowledgement that kids grow into adults who also need facilities
- Skills: Beginner level most common, but other levels as well.
- Experience: Accessibility (to schools, from homes), connections with nature
- Appropriateness: Look at areas of disrepair

Kristen reiterated that this was the first ask for this type of information but the project team would continue to ask for more input from the committee and the community.

A full list of comments included below:

What is needed/desired?

Facility-wise

- Too soon to tell
- Some of everything (See what works)
- Site specific
- Ensuring communities of color are heard as to their needs
- Neighborhood-scale skills parks
- Linear skills trails. Use existing (acquire new) linear corridors. Springwater. Marine Drive. 205, 84.
- Single track accessible by people without cars
- Obvious mitigation features (i.e. Armoring for drainage – Learning opportunity)
- Bike repair stations
- Off-road alternatives for commuting. (Short off-road detours)

- Lots of small facilities with room to grow
- Street/dirt jump BMX (community without a voice)
- Flow trail that takes 8+ minutes to descend
- Significant mileage in Forest Park
- Single track! Challenging opportunities for training and exercising
- Informative signage
- Bike wash station
- Narrow trails and single track
- Additional single track miles, accessible to many local people

Age-wise

- 18 months to 6 years old
- Kid friendly (1-13 age group)
- Safe trails for kids that can be accessed by public transportation
- All ages – I love emphasizing kids, but they also all grow into adults one day, and I think it’s important to give young adults healthy recreation opportunities

Skill-wise

- Beginner-friendly skills park with progression
- Advanced features (aspirational)
- Very beginner level (pump tracks, skill building, trails)
- Priority for beginner to advanced – expert is lower priority for me
- Progressive drop features

Experience-Wise

- A place to ride for fitness and fun after work
- Pump tracks/skills parks integrated into un-used areas (overpasses, bridges)
- A place to get a long enough (and fun enough) ride for a moderate workout (40 minutes?) in each “quadrant” of the city.
- Free and/or reduced mountain bike rentals
- Trails deep enough in nature to not hear vehicle traffic noise (and lots of natural sounds)
- Alternative to long drive to areas outside of Portland
- Moms off the bench learning how to pump track with kids
- Opportunity to build trail
- Single track/greenway accessible by “youth” without cars
- Connections to schools (short trails 1-2 miles and skills parks)
- Access <1 mile from front door
- Commuting on dirt
- Programmatic opportunities (high school teams, skills clinics, community based organization partnerships, etc.)
- A safe place where everyone feels welcome and without threats
- Bike share access to off-road facility

Appropriate-ness

- Must be designed and implemented within the context of # resources for the whole park, trail and natural area system
- System must match carrying capacity of existing system
- System should be planned and implemented within a regional context Portland-Vancouver Region
- Search for land that is “trashed” that affords a “blank slate” for creative design
- A careful balance between nature and people
- Need to understand how people want to recreate
- What if people want none of this?

Public Comment

Les Blaize said that there were expectations when public agencies such as Metro, City and County purchase properties for environmental protection. He said that health of the resource must be considered first. He said that typically an assessment of the property is done first in order to determine what type of recreation, if any could be appropriate. He said to be careful to do the homework to be aware of what the existing land use laws were for some of these properties before taking any action.

Next Steps

Adrienne recapped that the committee’s feedback would be incorporated to the Illustrated Vision and Desired Goals and that the final versions would be re-circulated. She said the committee’s ideas in terms of the desired facilities, skills, experience and age groups would help inform the next piece of technical work to be presented to the committee: The needs assessment. She added that some best practices would also be shared with the committee at the next meeting, which was scheduled for April 28th at the same time and location.

Michelle added that Jim Owens asked for an overview of the entire planning process. She said that might have been buried in the overview provided at the first meeting, but that right now the project team has been focusing on providing the background and foundation for the system planning that is yet to come. She added that one thing they had heard early in the process was that Portland doesn’t have a solid understanding of what off-road cycling is, what the needs are, or what the impacts are, so they wanted to be sure and provide that type of foundation in this process.

- A committee member said he would be interested in defining goals for the plan in terms of mileage and distance. Michelle said the project team had started thinking about level of service and whether they would like to set goals and what those goals would be. She said that is a future conversation for this group.
- A committee member shared a recent riding experience – she and friends were out riding and saw several deer. She said it was nice to do her favorite recreational activity and experience nature.
- A committee member said she would like to see equity considered as much as environmental goals. She said she would like to hear more from community leaders. Several committee members supported inviting community leaders to attend the meetings. It was suggested that one of the meetings could be held in east Portland. Michelle said they would look into this.

Adrienne thanked everyone for their participation and adjourned the meeting.



Metro

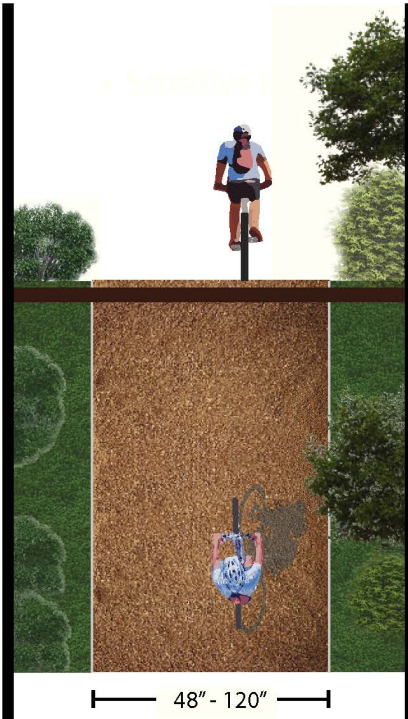


Off-Road Trail Types

International Mountain Biking Association (IMBA)
Trail Difficulty Rating System

○ Easiest ● Easy ■ More Difficult ◆ Very Difficult ◆◆ Extremely Difficult

NATURAL SURFACE MULTI-USE TRAIL



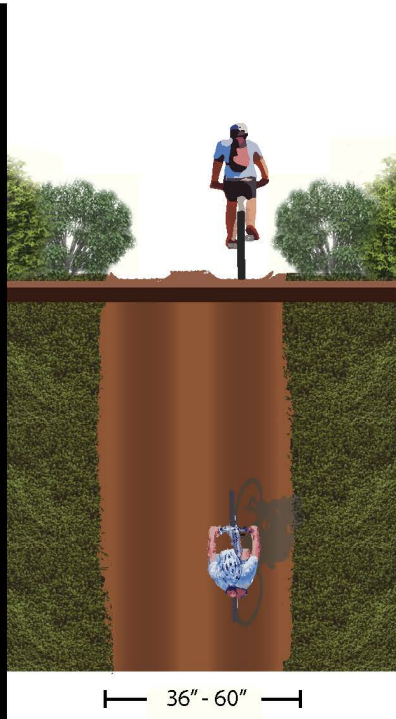
48" - 120"

FIRE SERVICE / MAINTENANCE ROAD



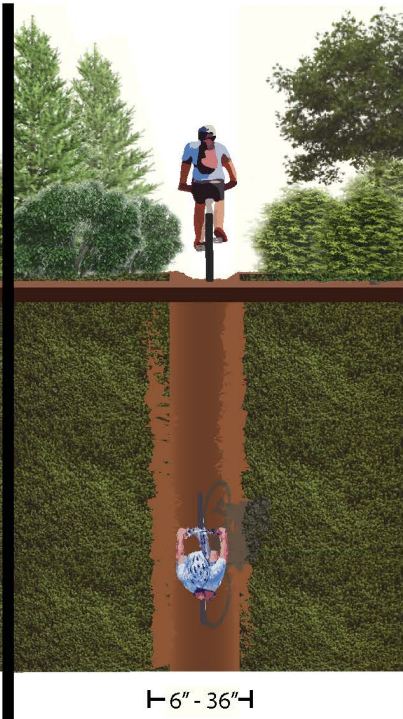
Width Varies

DUAL TRACK



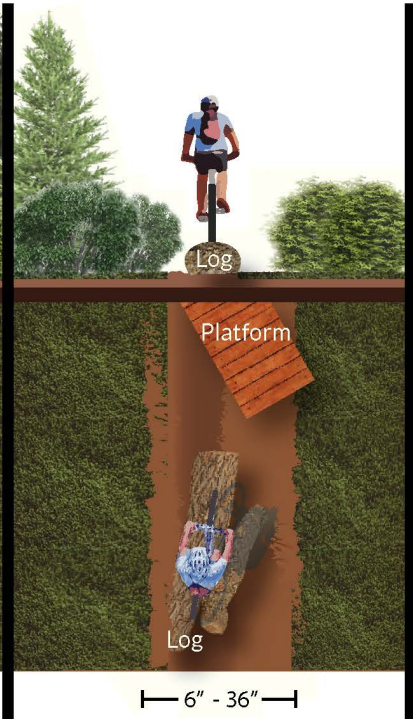
36" - 60"

SINGLE TRACK



6" - 36"

STRUCTURES & JUMPS



6" - 36"

- Designed trail
- Crushed aggregate with fines
- Accommodates 1-2 cyclists
Two-way travel
- **All ages and abilities**
- Trail width: 48" minimum
120" maximum*
- **Compatible with other trail users**

- **Existing roads**
- Dirt/gravel surface
- Accommodates 1-2 cyclists
Two-way travel
- Trail width: Width varies.
Consistent with agency
maintained road safety and
design considerations.
- **Compatible with other trail users**

- Designed course
- Natural/earthen surface
- Accommodates 2 cyclists
One-way travel
- Trail width: 36" minimum
60" maximum*
- Off-road cycling only
preferred

- Designed course
- Natural/earthen surface
- Accommodates 1 cyclist
One-way travel
- Trail width: 6" minimum
36" maximum*
- Off-road cycling only
preferred but shared-use is
common practice

- Designed course
- Natural/earthen surface with
platforms, downed logs and
rocks to navigate
- Accommodates 1 cyclist
One-way travel
- Trail width: 6" minimum
36" maximum*
- Off-road cycling only required

* maximum widths based on best available information. Not defined in IMBA guidance



Metro



Off-Road Riding Styles

International Mountain Biking Association (IMBA)
Trail Difficulty Rating System



Easiest



Easy



More
Difficult



Very
Difficult



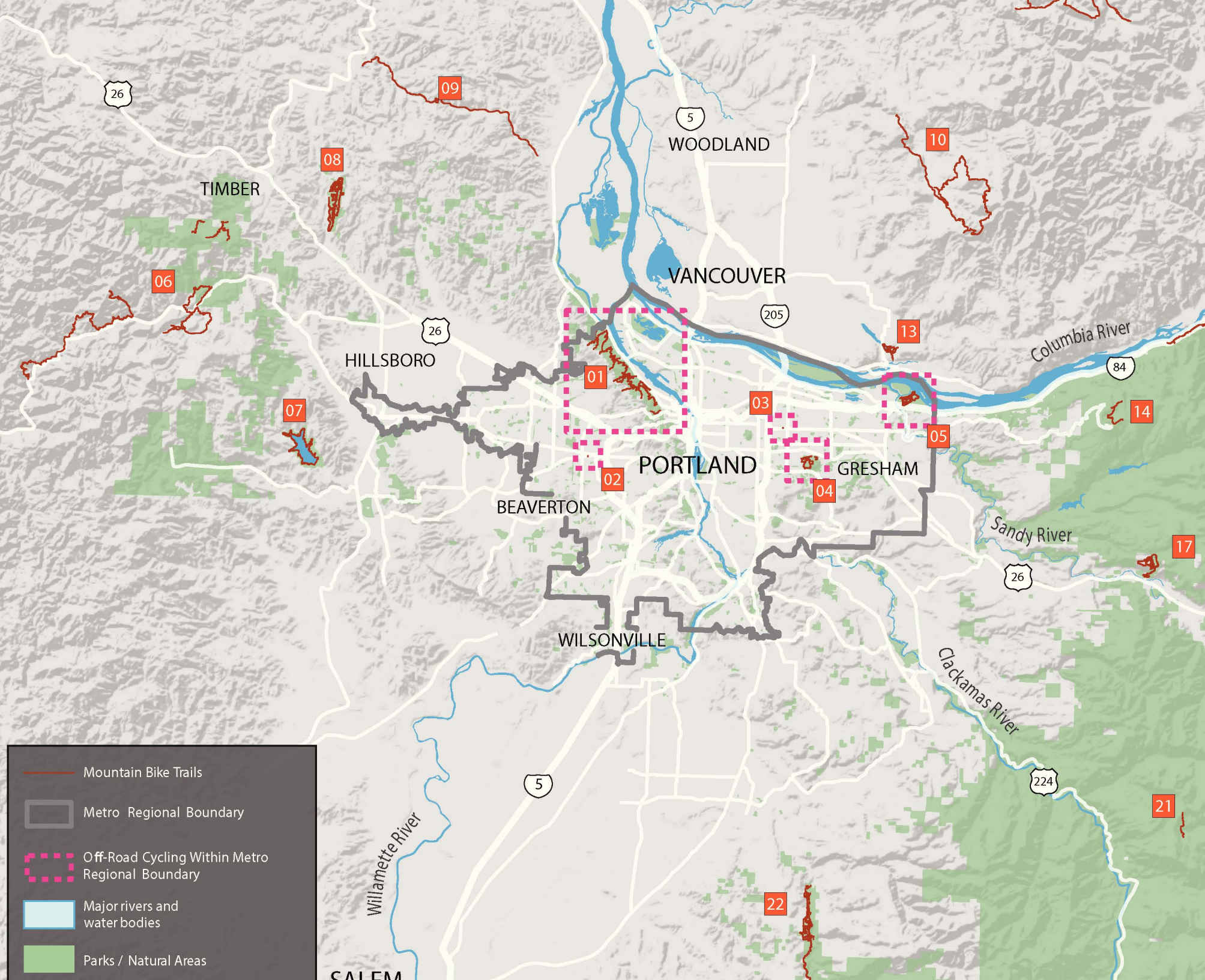
Extremely
Difficult

Cross Country	All-Mountain	Free Ride	Downhill	Slalom	Pump Track	Dirt Jumping
<ul style="list-style-type: none"> • Multi-Use Trails • Fire and Service Road • Single Track 	<ul style="list-style-type: none"> • Single Track • Dual Track 	<ul style="list-style-type: none"> • Single Track • Structures and Jumps 	<ul style="list-style-type: none"> • Single Track 	<ul style="list-style-type: none"> • Single Track • Dual Track 	<ul style="list-style-type: none"> • Designed Park 	<ul style="list-style-type: none"> • Designed Park
<ul style="list-style-type: none"> • Rough terrain and off-road conditions • Long Distance 	<ul style="list-style-type: none"> • Gaps in continuous trail and immediate drops in elevation • Long ascents and descents 	<ul style="list-style-type: none"> • Platforms, downed logs, rock piles and other built obstacles. • Creative tricks 	<ul style="list-style-type: none"> • Big gaps in continuous trail and immediate drops in elevation • Fast descent 	<ul style="list-style-type: none"> • Downhill course • Tight turns 	<ul style="list-style-type: none"> • Designed park • Continuous rolls and berms 	<ul style="list-style-type: none"> • Designed park • Series of jumps

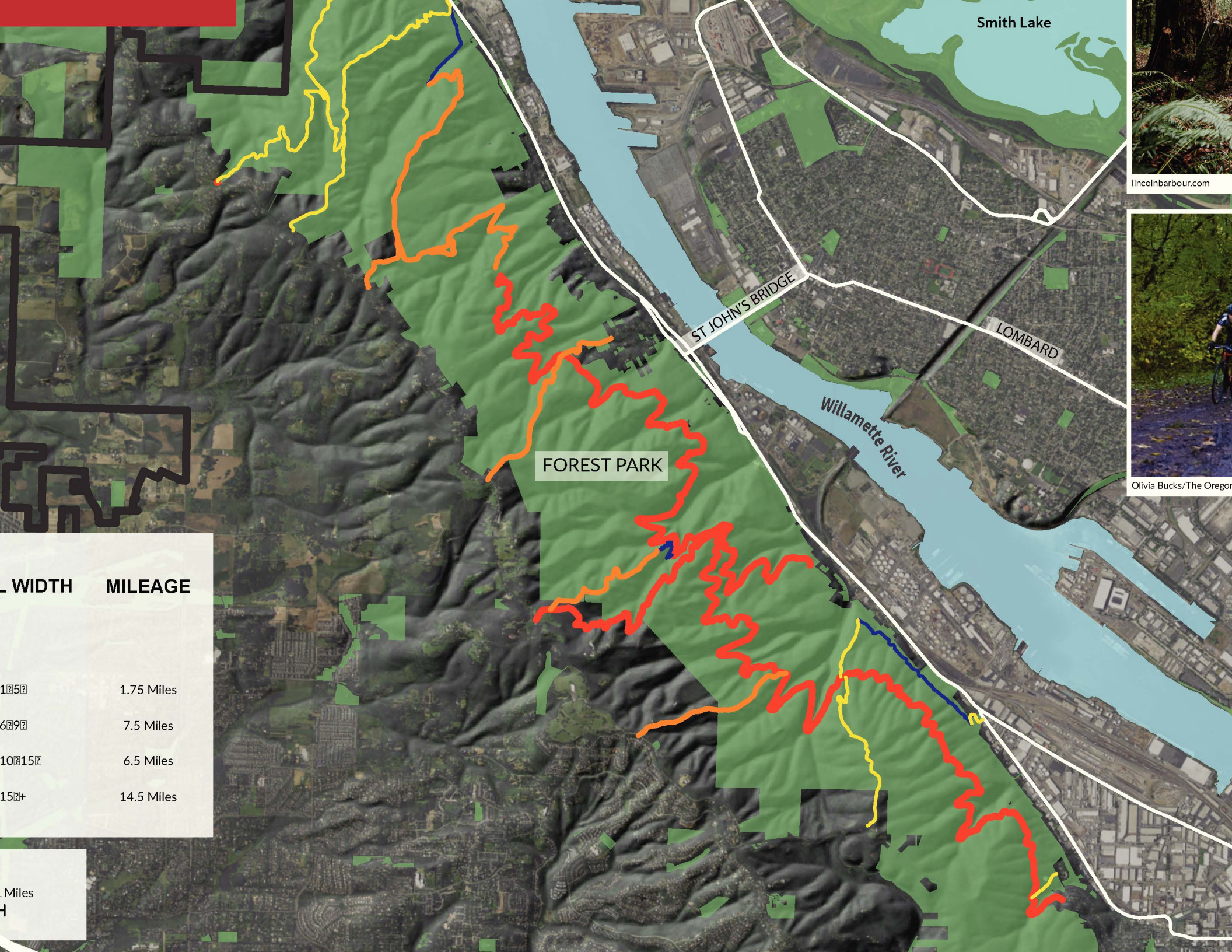
www.mtbr.com
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www.rideapart.com
www.bikeforums.net
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CE FROM
TOWN
LAND



- Mountain Bike Trails
- Metro Regional Boundary
- - - Off-Road Cycling Within Metro Regional Boundary
- Major rivers and water bodies
- Parks / Natural Areas



lincolnbarbour.com



Olivia Bucks/The Oregon

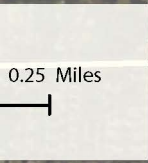
WIDTH	MILEAGE
1.25	1.75 Miles
6.25	7.5 Miles
10.25	6.5 Miles
15.25+	14.5 Miles

Miles
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POWELL BUTTE NATURE PARK

WIDTH	MILEAGE
5'	7.57 Miles
10'	2.19 Miles
15'	0.70 Miles



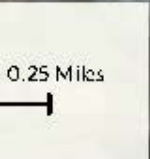
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SANDY RIVER DELTA PARK

WIDTH	MILEAGE
~15'	9 Miles





bikeportland.org Photo:Jonathan Maus



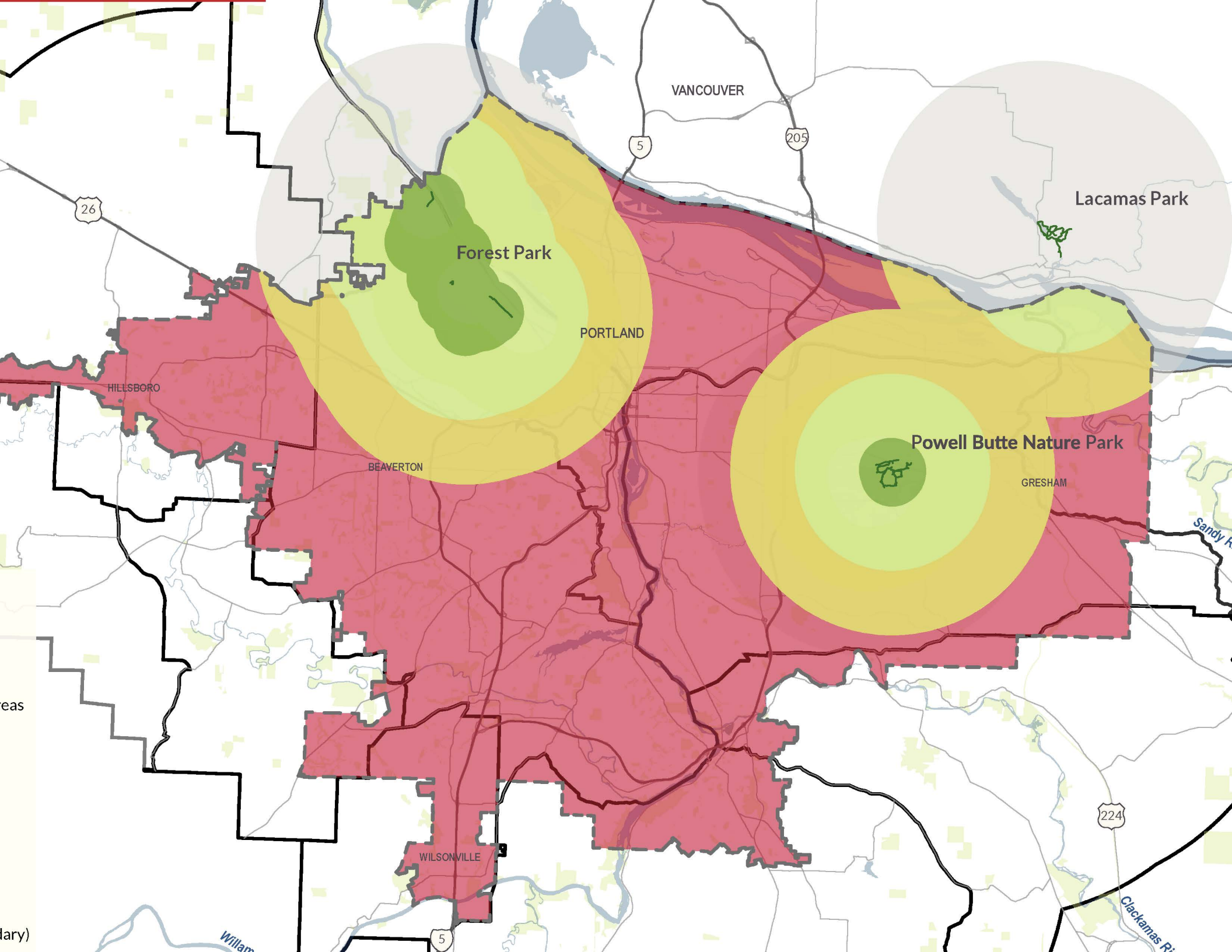
TRAIL TYPES

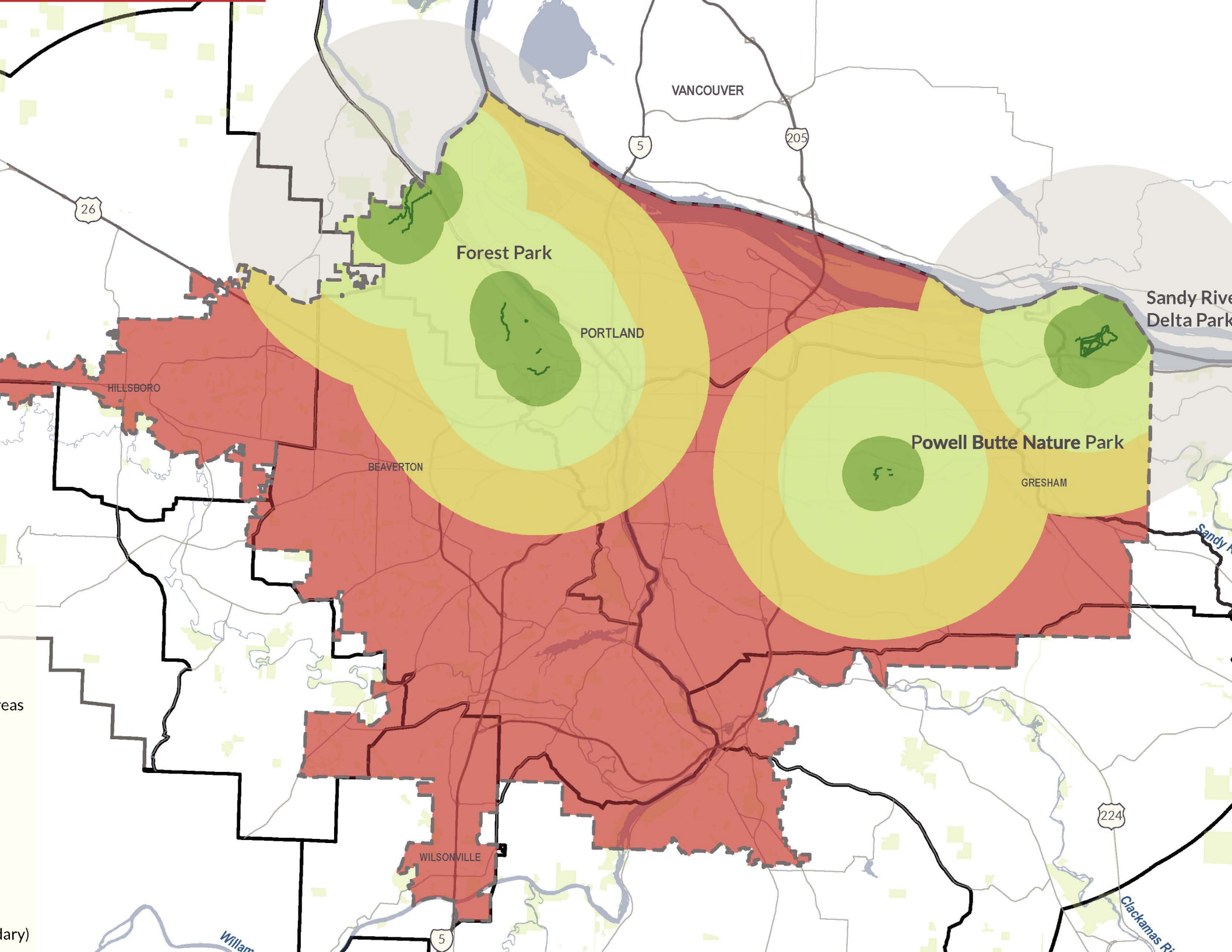
— Structures and Jumps



0 25 50Feet

© Tim
learnin





VANCOUVER

5

205

26

Forest Park

PORTLAND

Sandy River
Delta Park

HILLSBORO

BEAVERTON

Powell Butte Nature Park

GRESHAM

Sandy R

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224

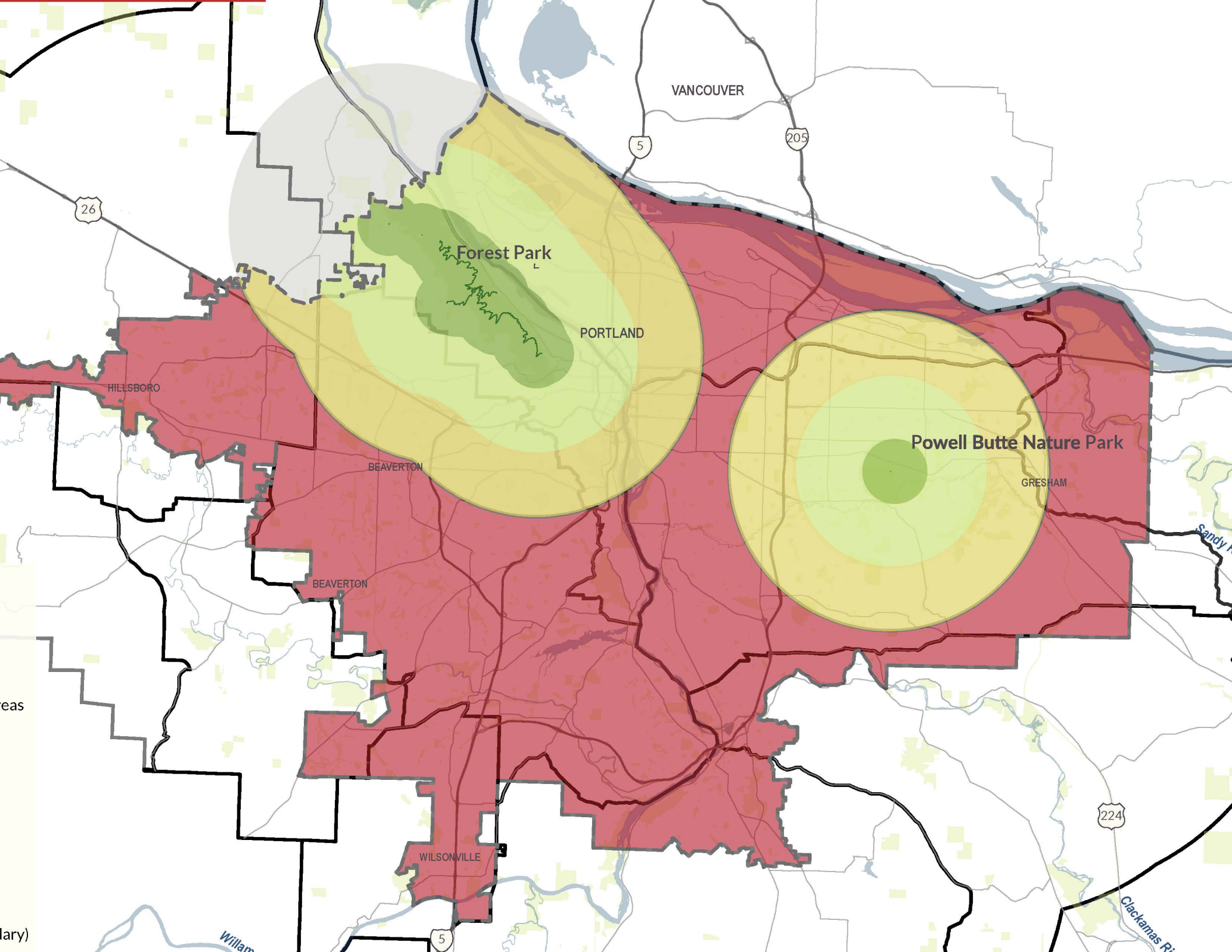
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Forest Park

PORTLAND

HILLSBORO

BEAVERTON

Powell Butte Nature Park

GRESHAM

BEAVERTON

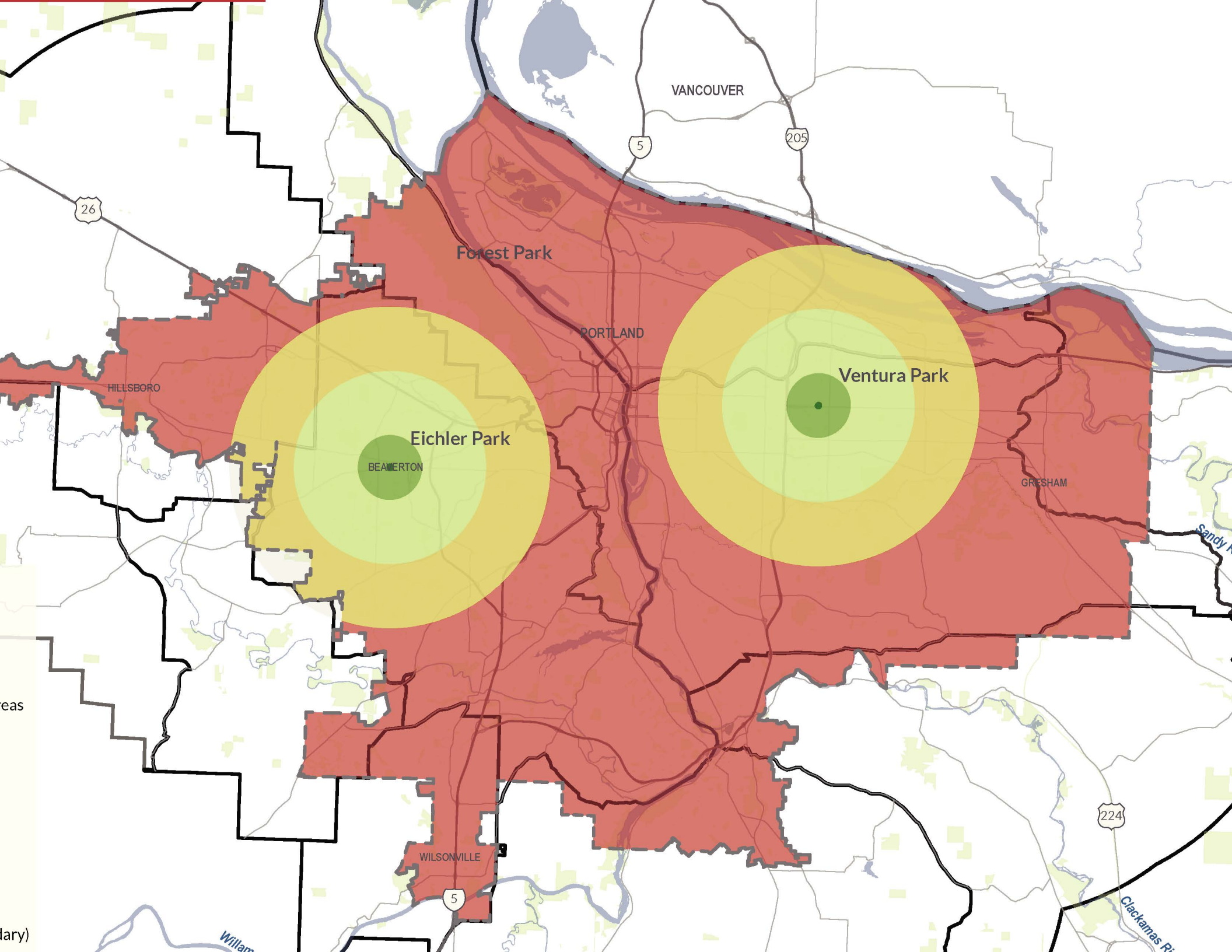
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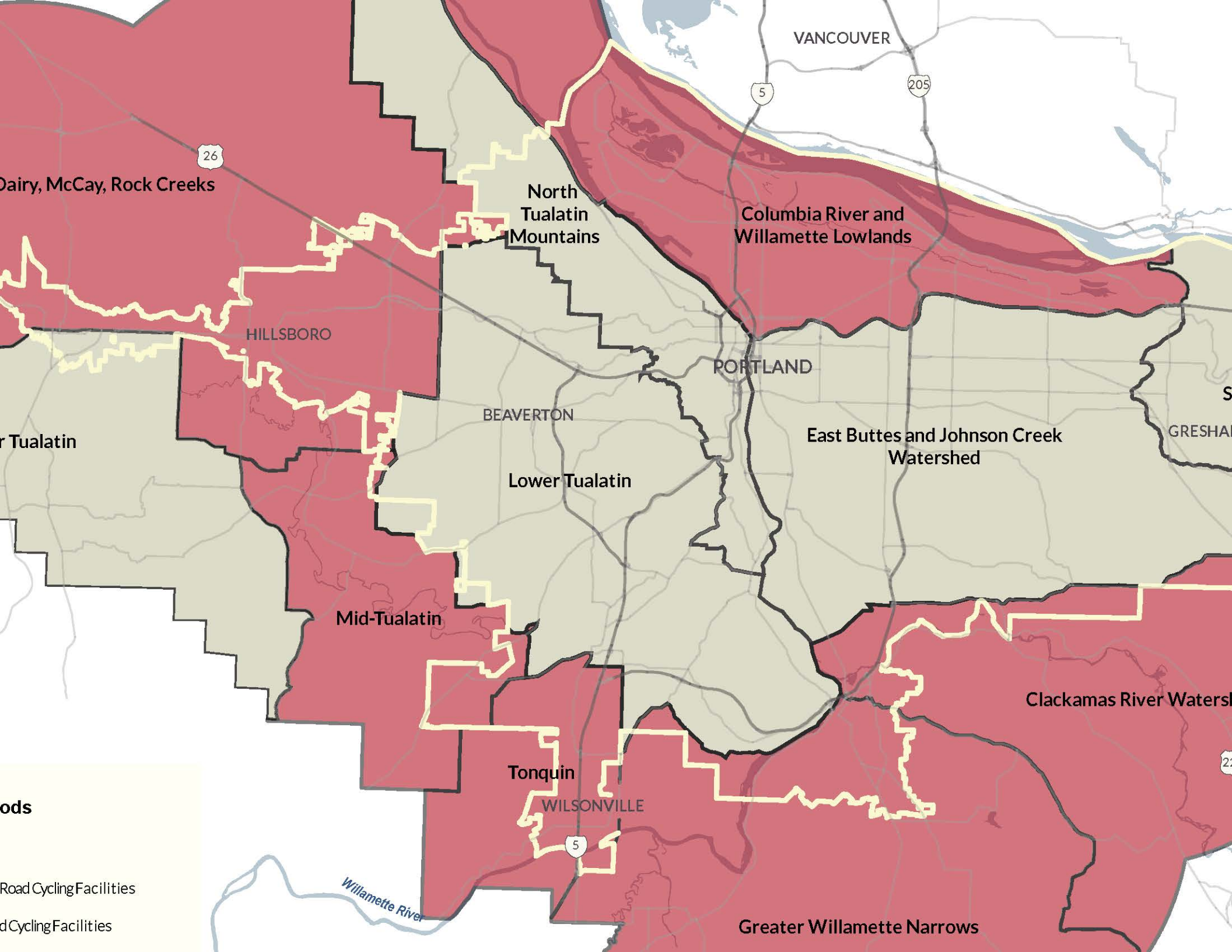
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Willamette River

Clackamas River





Dairy, McCay, Rock Creeks

VANCOUVER

26

5

205

North Tualatin Mountains

Columbia River and Willamette Lowlands

HILLSBORO

PORTLAND

r Tualatin

BEAVERTON

East Buttes and Johnson Creek Watershed

GRESHAM

Lower Tualatin

Mid-Tualatin

Clackamas River Watershed

oods

Tonquin

WILSONVILLE

5

Road Cycling Facilities

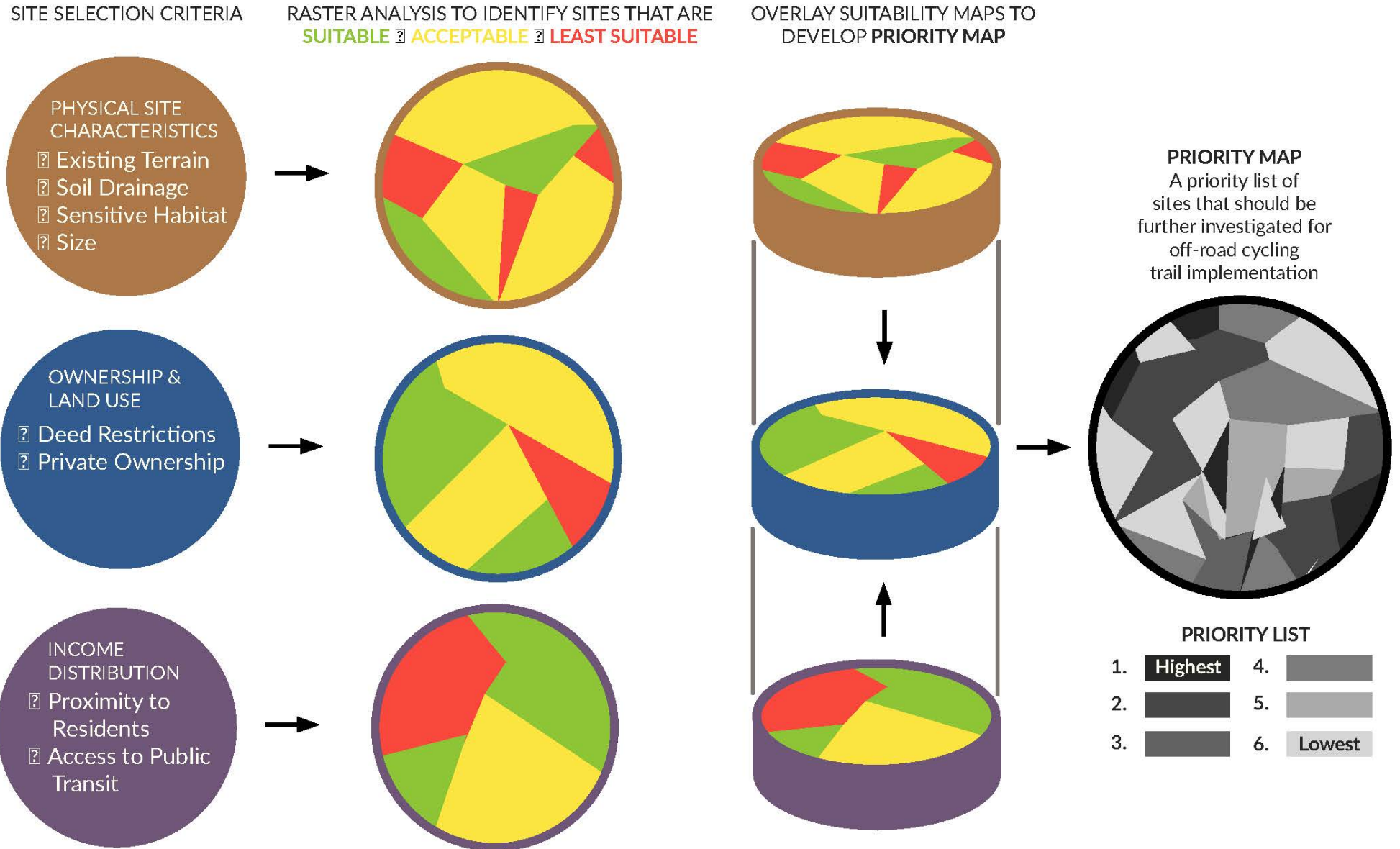
d Cycling Facilities

Willamette River

Greater Willamette Narrows

Off-Road Cycling Site Selection

Process: Selection of sites suitable for off-road cycling trail development begins with identification of essential physical site characteristics necessary to build and effectively maintain trails over time. Next, property ownership constraints are identified. Finally, potential trail locations are prioritized to provide equitable access.



Note: Illustrations above are diagrammatic and do not represent actual suitability maps



**PORTLAND OFF-ROAD
CYCLING MASTER PLAN**

Off-Road Cycling Facilities Overview

Presented by:

Nat Lopes, Principal Designer

Hilride Progression Development Group, LLC

3/24/2016



PORTLAND OFF-ROAD CYCLING MASTER PLAN

Agenda

Agenda

Review Goals

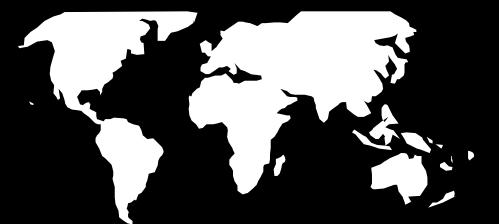
Facilities Overview

1. Off-Road Cycling Disciplines
2. User: Age, Skill Level, Ability, Type
3. Setting
4. Service Area
5. Type of Facilities



HILRIDE

Progression Development Group





PORTLAND OFF-ROAD CYCLING MASTER PLAN

Goals

Goals

Information sharing, education

Establish Consistent vernacular

Demonstrate complete spectrum of riding facilities

Understanding the typology

How typology will inform master planning process: existing conditions and needs analysis, master plan

How typology will support future site analysis: site selection, facility requirements, user experience

HILRIDE

Progression Development Group





PORTLAND OFF-ROAD CYCLING MASTER PLAN

OFF-ROAD CYCLING FACILITIES OVERVIEW

*Five primary factors that help define the spectrum
of off-road cycling experiences.*



**PORTLAND OFF-ROAD
CYCLING MASTER PLAN**

PRIMARY OFF-ROAD CYCLING DISCIPLINES

1



**PORTLAND OFF-ROAD
CYCLING MASTER PLAN**

PRIMARY OFF-ROAD CYCLING DISCIPLINES

Mountain Bike

BMX

Cyclocross

Kids



Mountain Bike

HILRIDE

Progression Development Group





BMX



HILRIDE

Progression Development Group



A woman wearing a red jacket, black pants, a white and blue helmet, and sunglasses is riding a blue and yellow cyclocross bike on a dirt path covered in fallen yellow leaves. The path is surrounded by trees with autumn foliage. The scene is captured from a low angle, emphasizing the cyclist's movement.

Cyclocross

HILRIDE

Progression Development Group





Kids

HILRIDE

Progression Development Group





PORTLAND OFF-ROAD CYCLING MASTER PLAN

Mountain Bike

**Cross Country
All Mountain
Downhill
Freeride
Dirt Jump
Pump Track
Trials
Dual Slalom**

MTB Cross Country

HILRIDE

Progression Development Group



MTB All Mountain

HILRIDE

Progression Development Group



MTB Downhill

HILRIDE

Progression Development Group



MTB Freeride



HILRIDE

Progression Development Group





MTB Freeride

HILRIDE

Progression Development Group



MTB Freeride



Berkeley, CA_United States of America

HILRIDE

Progression Development Group





MTB Dirt Jump

HILRIDE

Progression Development Group



MTB Pump Track



HILRIDE

Progression Development Group





MTB Trials

HILRIDE

Progression Development Group



MTB Dual Slalom



HILRIDE

Progression Development Group





PORTLAND OFF-ROAD CYCLING MASTER PLAN

BMX

Race

Freeride

Dirt Jump

Trail

Freestyle

Street

Vert

Park

Ramp

BMX Dirt Jump

HILRIDE

Progression Development Group



BMX Dirt Jump



HILRIDE

Progression Development Group





BMX Race

HILRIDE

Progression Development Group





PORTLAND OFF-ROAD CYCLING MASTER PLAN

Cyclo-cross

Race
Trail
Touring



CX Race

HILRIDE CORP CO

Progression Development Group





CX Trail

HILRIDE

Progression Development Group





PORTLAND OFF-ROAD CYCLING MASTER PLAN

Adaptive

**Prosthetics
Wheel Chairs
Hand Cycles**



Adaptive

HILRIDE

Progression Development Group





Adaptive

HILRIDE

Progression Development Group





PORTLAND OFF-ROAD CYCLING MASTER PLAN

**AGE, SKILL LEVEL,
ABILITY, TYPE**

2



PORTLAND OFF-ROAD CYCLING MASTER PLAN

AGE

Kids 1-5

Youth 6-17

Young Adults 18-24

Adults 25+



**Kids
Ages 1-5**

HILRIDE

Progression Development Group





**Kids
Ages 1-5**

HILRIDE

Progression Development Group





**Kids
Ages 1-5**

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Kids and Families

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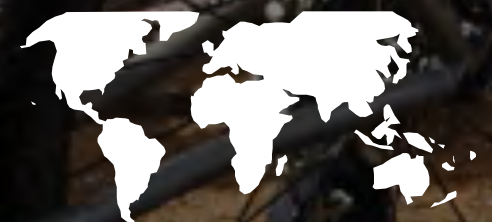




**Youth
Ages 6-17**

HILRIDE

Progression Development Group

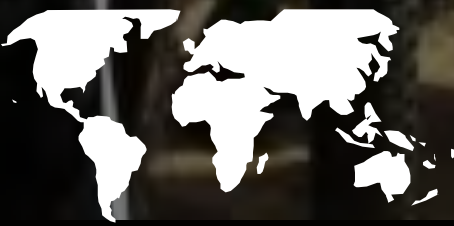




Youth
Ages 6-17

HILRIDE

Progression Development Group





**Youth
Ages 6-17**

HILRIDE

Progression Development Group





**Youth
Ages 6-17**

HILRIDE

Progression Development Group





Youth
Ages 6-17

HILRIDE

Progression Development Group





**Youth
Ages 6-17**

HILRIDE

Progression Development Group





**Youth
Ages 6-17**

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Progression Development Group





Youth and Families

HILRIDE

Progression Development Group





**Young Adult
Ages 18-24**

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Progression Development Group





**Adult
Ages 25+**

HILRIDE

Progression Development Group





**Adult
Ages 25+**

HILRIDE

Progression Development Group





PORTLAND OFF-ROAD CYCLING MASTER PLAN

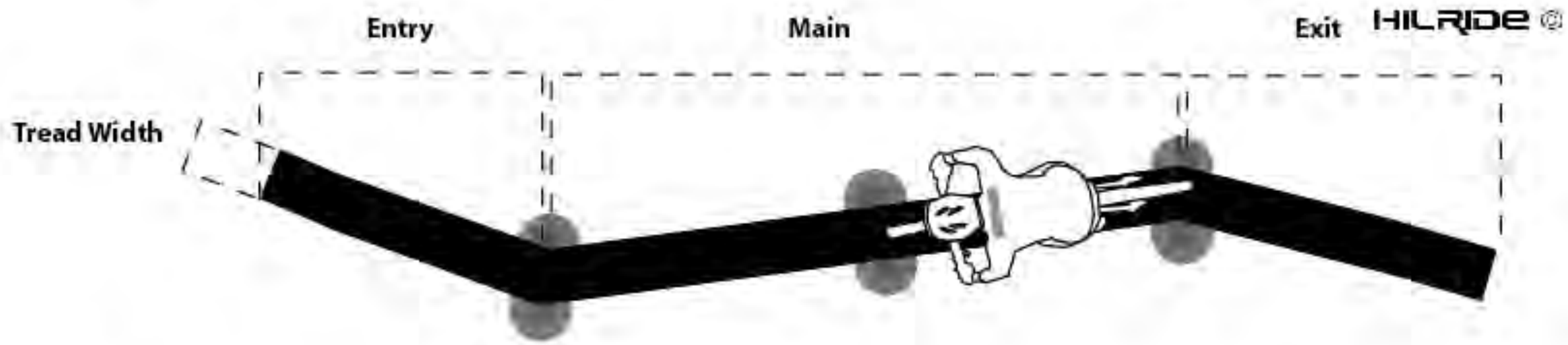
SKILL LEVEL

Beginner

Intermediate

Advanced

Expert



16-24"



Beginner Elevated Features
 Min. Tread Width- 16-24"
 Max. Elevated Height- 12"



8-16"



Intermediate Elevated Features
 Min. Tread Width- 8-16"
 Max. Elevated Height- 24"



1-8"



Expert Elevated Features
 Min. Tread Width- 1-8"
 Max. Elevated Height- 36"



1/4-4"

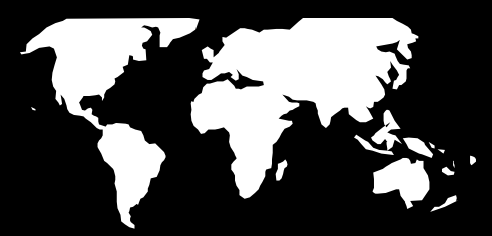


Advanced Expert Elevated Features
 Min. Tread Width- 1/4-4"
 Max. Elevated Height- 72"

Hilride Progression Development Group

HILRIDE

Progression Development Group





Beginner

HILRIDE

Progression Development Group





Beginner

HILRIDE

Progression Development Group

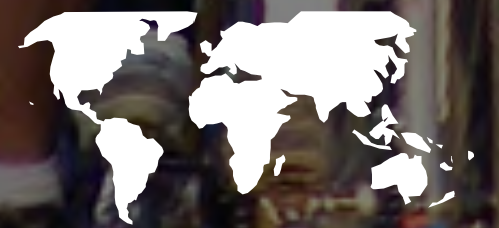


A group of cyclists, including an adult and several children, are riding their bikes on a dirt trail through a lush green forest. They are wearing various cycling jerseys and helmets. The scene is captured from a low angle, emphasizing the riders' effort and the natural setting.

Beginner

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Intermediate

Elk Grove Bike Park Elk Grove, California

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Progression Development Group





Intermediate

Elk Grove Bike Park Elk Grove, California

HILRIDE

Progression Development Group





**Beginner
Intermediate
Advanced**

Elk Grove Bike Park Elk Grove, California

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Progression Development Group



Expert



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Progression Development Group





Expert

HILRIDE

Progression Development Group



A young child is riding a red tricycle in a room. The child is wearing a white sailor-style outfit with a dark blue collar and a dark blue sash. The child is looking towards the camera. In the background, there are wooden drawers or a cabinet. A black box with the word "Kid" in white text is overlaid on the right side of the image.

Kid

HILRIDE

Progression Development Group





PORTLAND OFF-ROAD CYCLING MASTER PLAN

TYPES

Commuter

Recreational

Competitive



Commuter

HILRIDE

Progression Development Group





Commuter

HILRIDE

Progression Development Group



Commuter

HILRIDE

Progression Development Group



Recreational

HILRIDE

Progression Development Group





Recreational

HILRIDE

Progression Development Group





Recreational

HILRIDE

Progression Development Group





Competitive

HILRIDE

Progression Development Group





Competitive

HILRIDE

Progression Development Group



Competitive

HILRIDE

Progression Development Group





PORTLAND OFF-ROAD CYCLING MASTER PLAN

FREQUENCY

1-3 Rides Per Year

1 Ride Per Month

2 Rides Per Month

1 Ride Per Week

2 Rides Per Week

5 Rides Per Week

Ride Almost Everyday



PORTLAND OFF-ROAD CYCLING MASTER PLAN

SETTING

3



PORTLAND OFF-ROAD CYCLING MASTER PLAN

SETTING

Natural Areas & Open Spaces

Developed Park & Recreation Areas

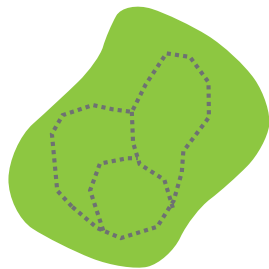
Right-of-Ways & Greenways



PORTLAND OFF-ROAD CYCLING MASTER PLAN

SETTING

NATURAL AREAS
& OPEN SPACES



DEVELOPED PARK
& RECREATION AREAS



RIGHT-OF-WAYS &
GREENWAYS

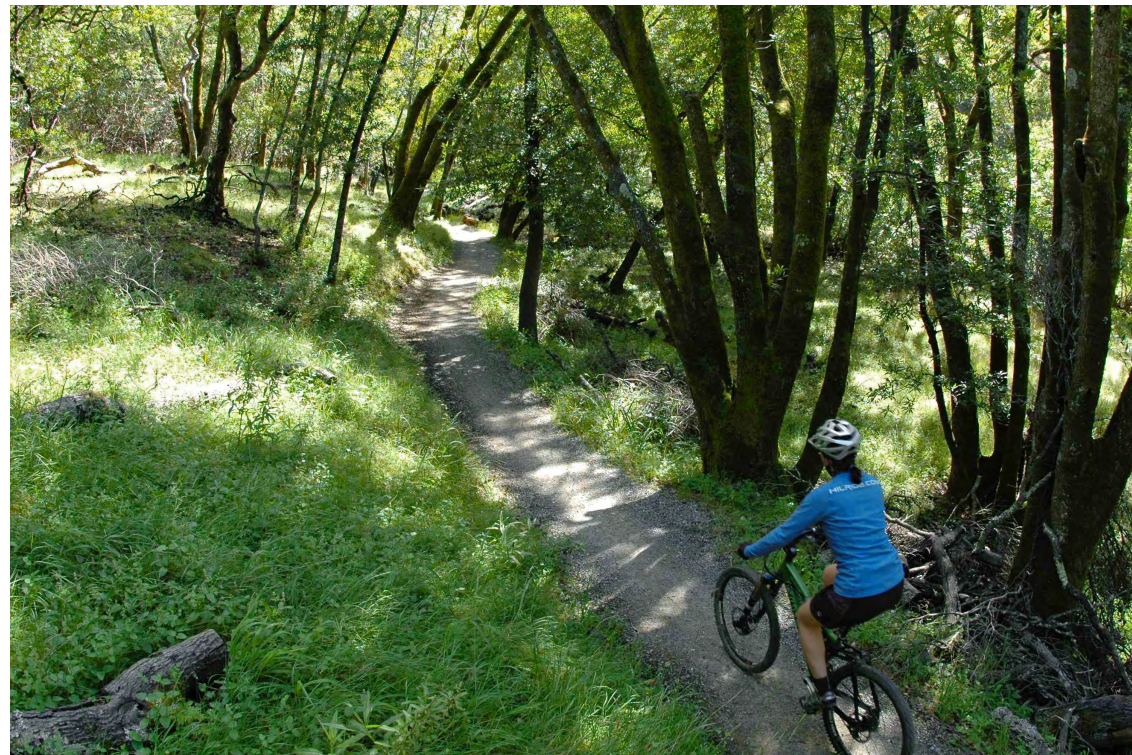
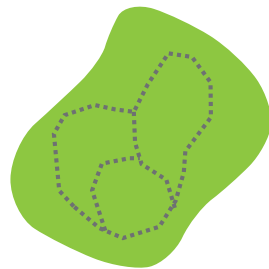




PORTLAND OFF-ROAD CYCLING MASTER PLAN

SETTING

NATURAL AREAS
& OPEN SPACES





PORTLAND OFF-ROAD CYCLING MASTER PLAN

SETTING

DEVELOPED PARK
& RECREATION AREAS





PORTLAND OFF-ROAD CYCLING MASTER PLAN

SETTING

RIGHT-OF-WAYS &
GREENWAYS





PORTLAND OFF-ROAD CYCLING MASTER PLAN

SERVICE AREA

4



PORTLAND OFF-ROAD CYCLING MASTER PLAN

SERVICE AREA

Neighborhood

Community

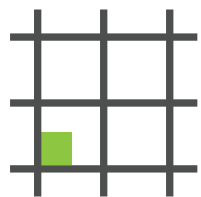
Regional

National

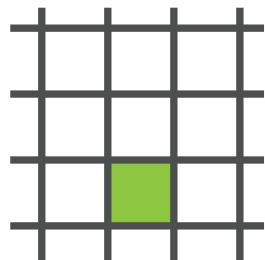


PORTLAND OFF-ROAD CYCLING MASTER PLAN

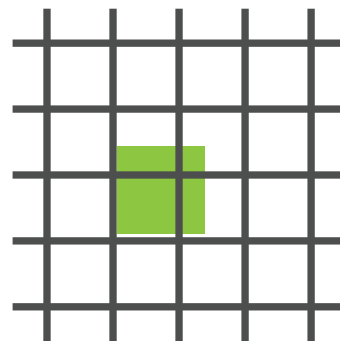
SERVICE AREA



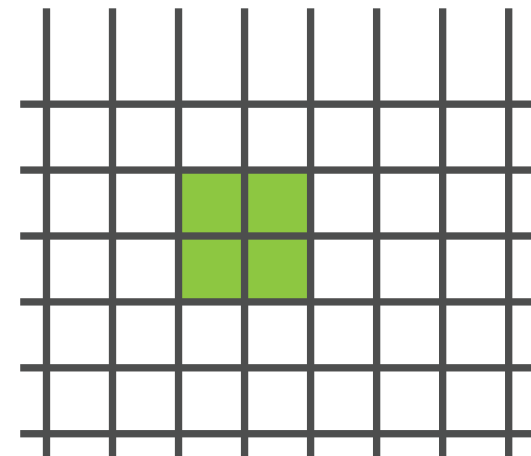
Nighborhood



Community



Regional



National



Neighborhood

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Community

HILRIDE

Progression Development Group





Regional

HILRIDE

Progression Development Group





National

HILRIDE

Progression Development Group





National Interscholastic Cycling Association

Finish



EASTON FOUNDATIONS

SRAM

SPECIALIZED FOUNDING NATIONAL SPONSOR

Jeep



TREK

BLACKBOTTOMS CYCLEWEAR



Racing Venue

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Progression Development Group





**Competition
Venue**

HILRIDE

Progression Development Group





PORTLAND OFF-ROAD CYCLING MASTER PLAN

TYPE OF FACILITIES

5



PORTLAND OFF-ROAD CYCLING MASTER PLAN

TYPE OF FACILITIES

Trail Types

Facility Types

Sanctioned Users

Trail Characteristics

Progression



PORTLAND OFF-ROAD CYCLING MASTER PLAN

TRAIL TYPES

Wide Trails/Roads >10'

Mid-Width Trails 6-10'

Narrow Trails 3-6'

Singletrack Trails 1-3'

**Wide Trails/ Service Roads
>10'**



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**Mid-Width Trails
6-10'**

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Narrow Trails
3-6'

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**Singletrack Trails
1-3'**

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Progression Development Group





**PORTLAND OFF-ROAD
CYCLING MASTER PLAN**

BIKE PARK FACILITY TYPES

**Kids Facilities
Pump Parks
Skills Facilities
Jump Parks
BMX Track
Terrain Park
Trials
Competition/
Racing Venues**



Kids Facilities

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Progression Development Group





Kids Facilities

HILRIDE

Progression Development Group





Kids Facilities

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Progression Development Group





Pump Parks

HILRIDE

Progression Development Group



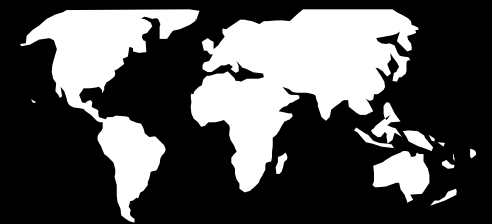


Pump Parks

Sea Otter Classic, Monterey, California

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Progression Development Group





Skills Facilities

HILRIDE

Progression Development Group



Skills Facilities



HILRIDE

Progression Development Group





Jump Parks

HILRIDE

Progression Development Group





1

Jump Parks

HILRIDE

Progression Development Group





BMX Track

leelikesbikes.com

HILRIDE

Progression Development Group

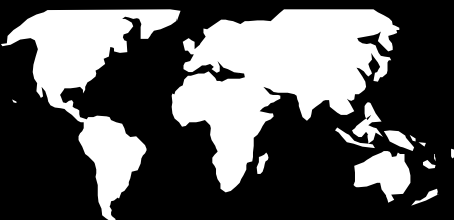




Terrain Park

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Progression Development Group





Dual Slalom

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Progression Development Group





PORTLAND OFF-ROAD CYCLING MASTER PLAN

SANCTIONED USERS

Shared-Use Trails

Special Use Trails

Single-Use Trails



Shared-Use Trails

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**Special Use- Kids
Trails**

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Progression Development Group





**Special Use -
Skills Trails**

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Progression Development Group

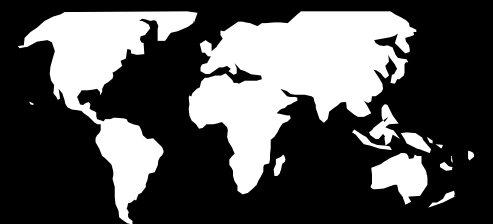




Single-Use Trails

HILRIDE

Progression Development Group





**PORTLAND OFF-ROAD
CYCLING MASTER PLAN**

TRAIL CHARACTERISTICS

**Trail Width
Trail Grade
Trail Surface
Natural Obstacles
Enhanced Terrain Features
Skills Features**



PORTLAND OFF-ROAD CYCLING MASTER PLAN

PROGRESSION

International Mountain Biking Association (IMBA) Trail Difficult Rating System



Easy



More
Difficult



Most
Difficult



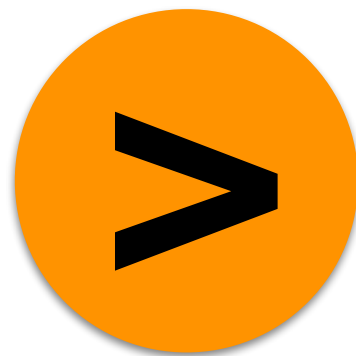
Extremely
Difficult

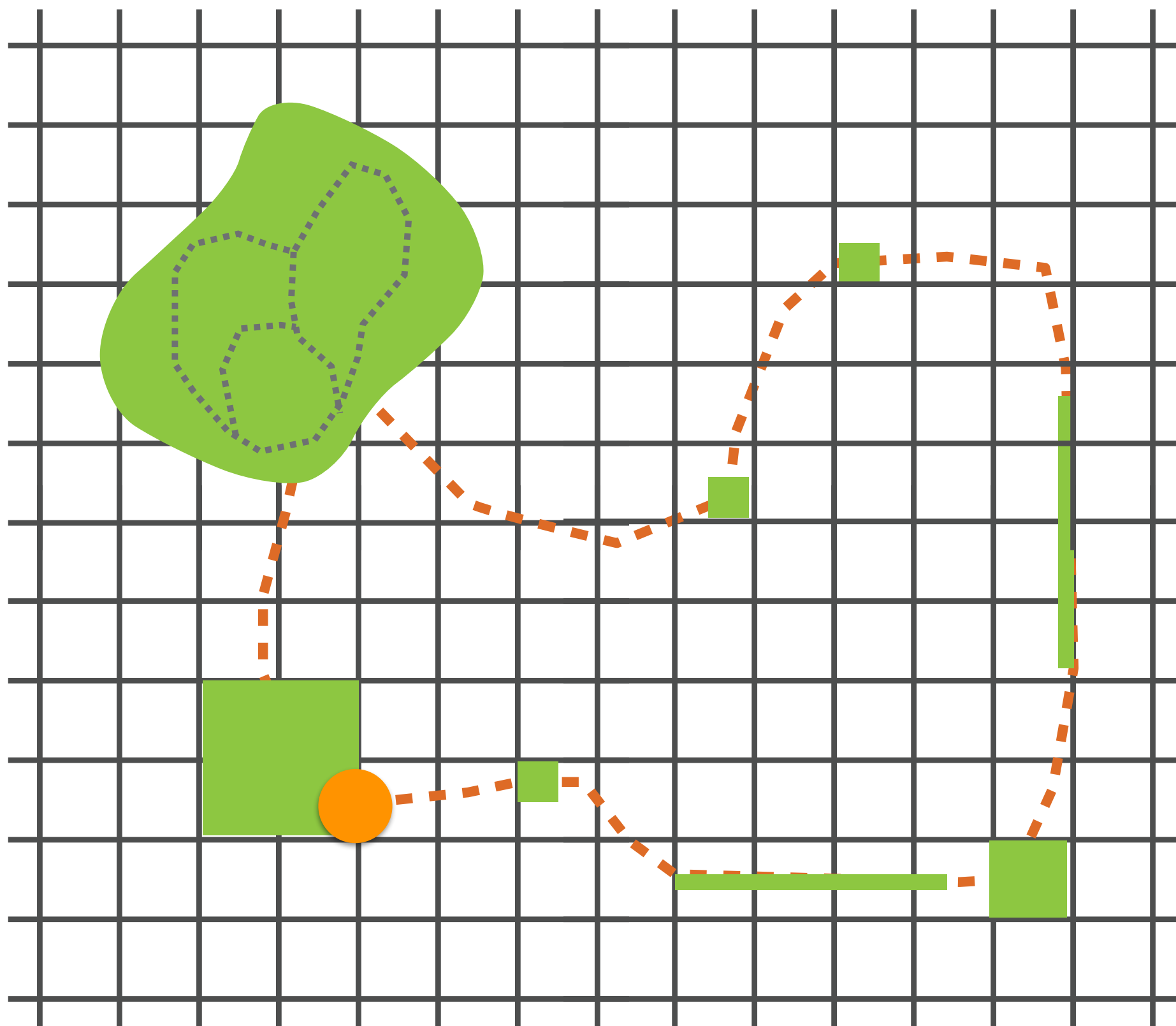
Beginner > Intermediate > Advanced > Expert



PORTLAND OFF-ROAD CYCLING MASTER PLAN

MASTER PLAN







PORTLAND OFF-ROAD CYCLING MASTER PLAN

QUESTIONS



Existing Off-road Cycling Trails and Facilities



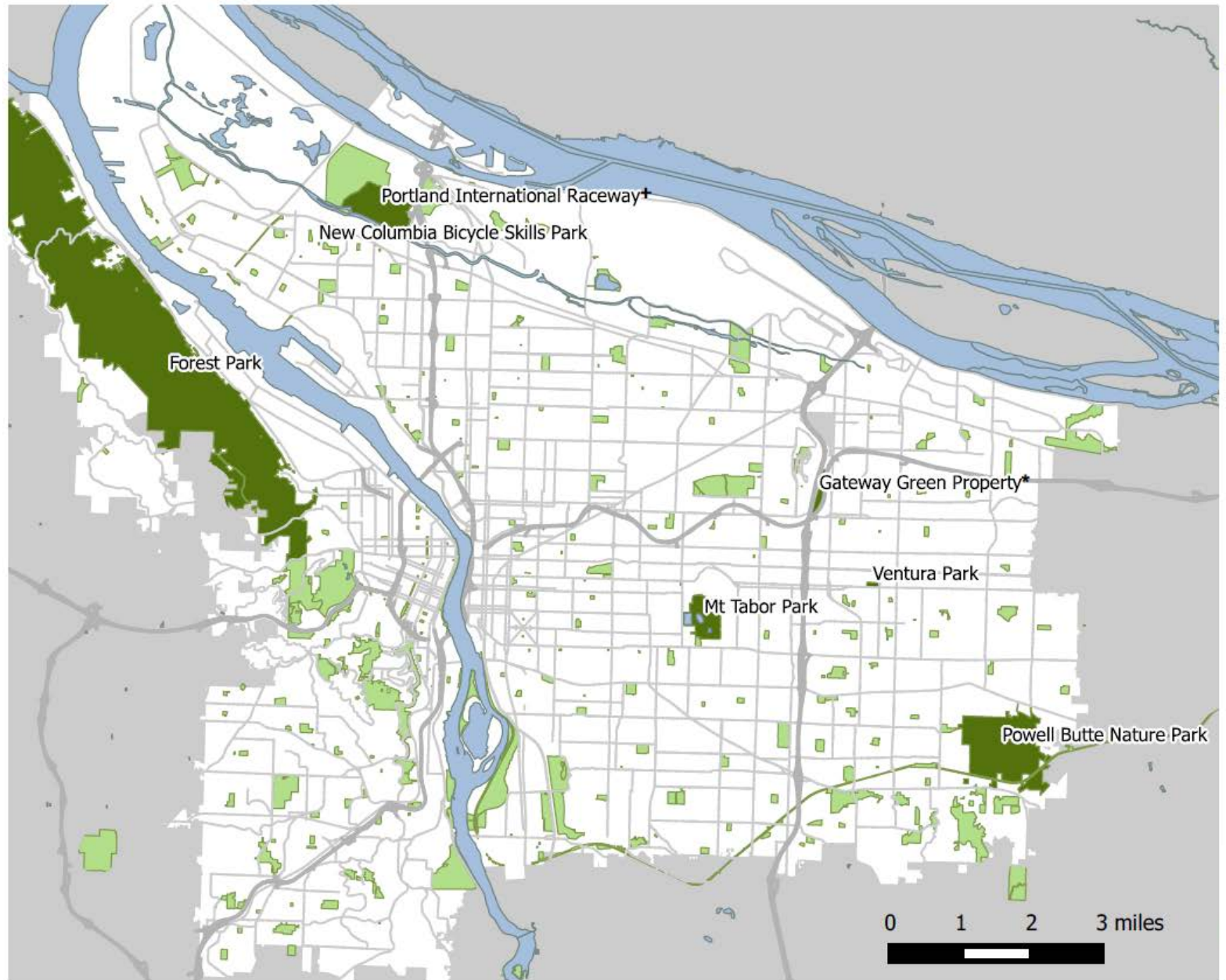
Project Advisory Committee

March 24, 2016

Where is off-road cycling allowed?

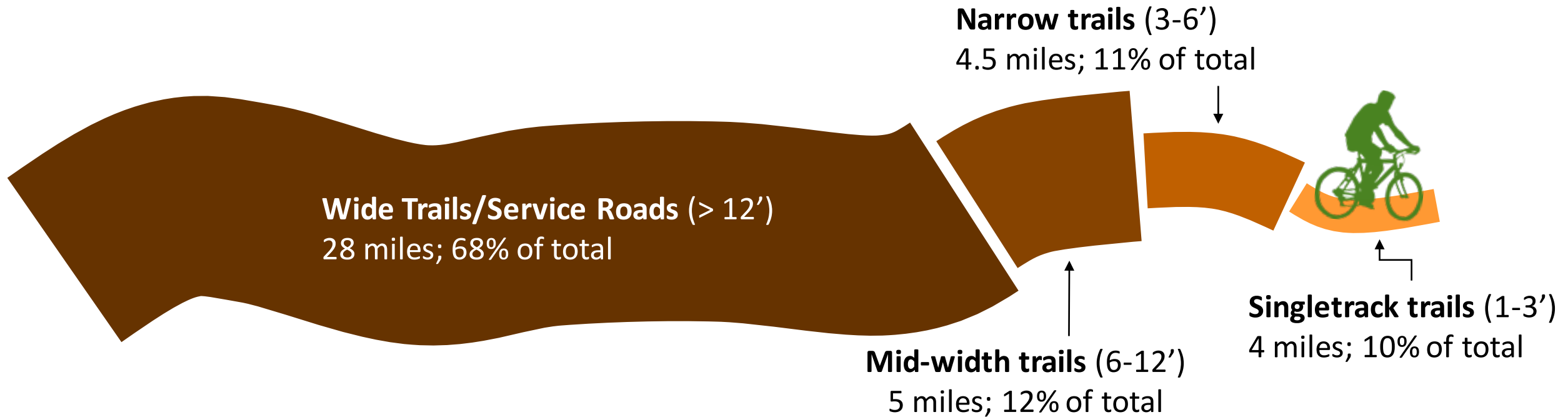
People can ride a bicycle off-road at **7** City-owned locations:

- Forest Park
- New Columbia Bicycle Skills Park
- Portland International Raceway (PIR)*
- Mt. Tabor Park
- Gateway Green*
- Ventura Park
- Powell Butte Nature Park



Existing Trails

There are currently approximately **42** miles of unpaved trails and service roads on City of Portland property where Portlanders can ride bicycles off-road.



DRAFT

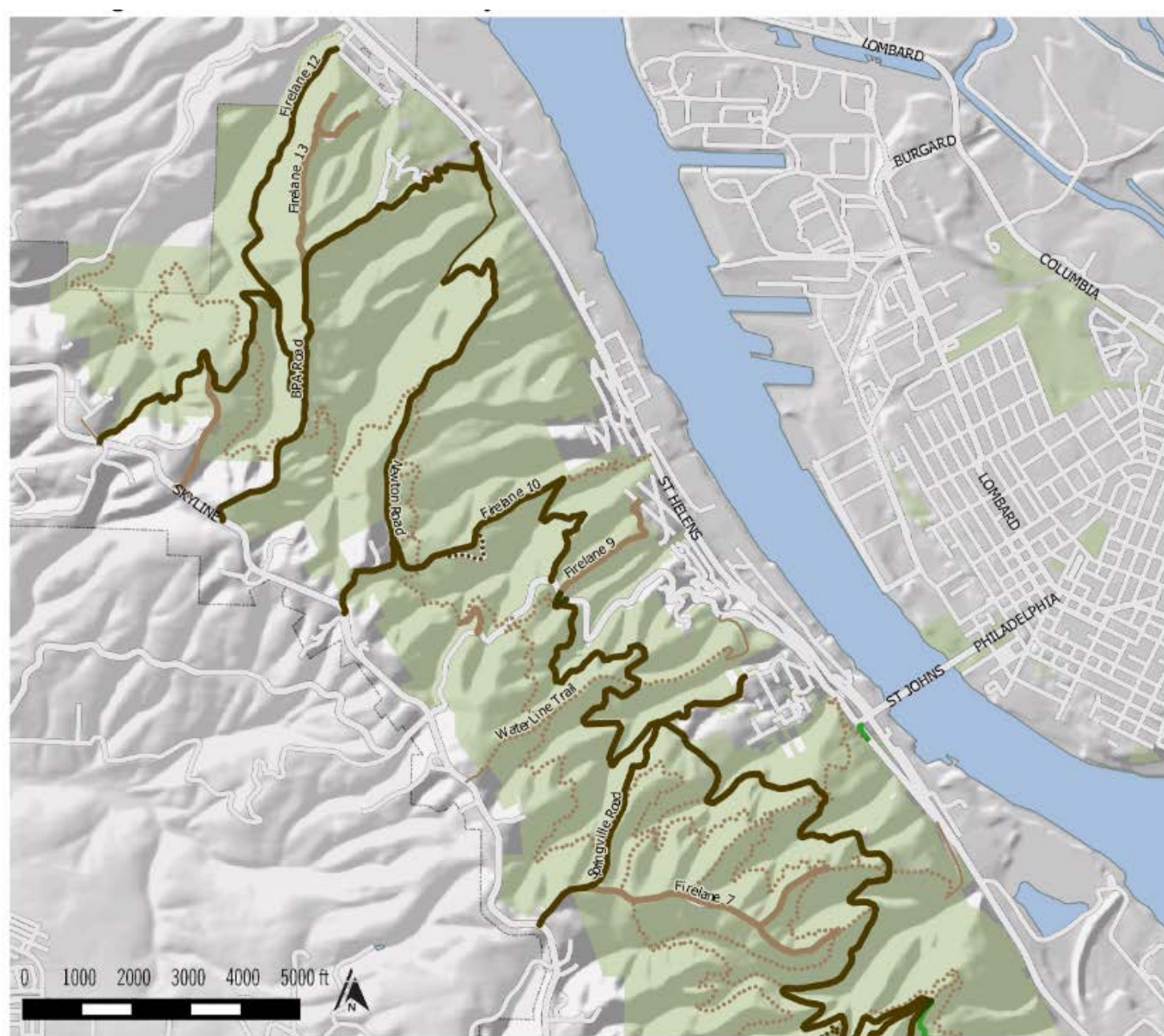
Pending verification (3/24/16)

Forest Park

Northern section



Photo Credit: Jonathan Maus
BikePortland.org



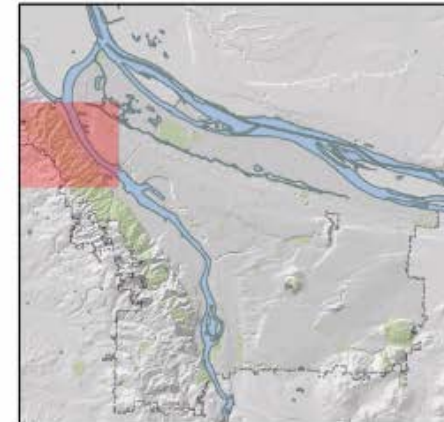
Legend

- Paved Shared-Use Trail
- stairs
- Park
- Portland City Limits

Soft Surface Trails

- | Bicycles Prohibited | | Bicycles Allowed | |
|---------------------|--|-----------------------------------|--------------------------|
| | | | |
| | | Service Road / Wide Trail - 12' + | Mid-Width Trail - 6'-12' |
| | | | |
| | | Narrow Trail - 3'-6' | Singletrack - 1'-3' |

PORTLAND
OFF-ROAD CYCLING
MASTER PLAN



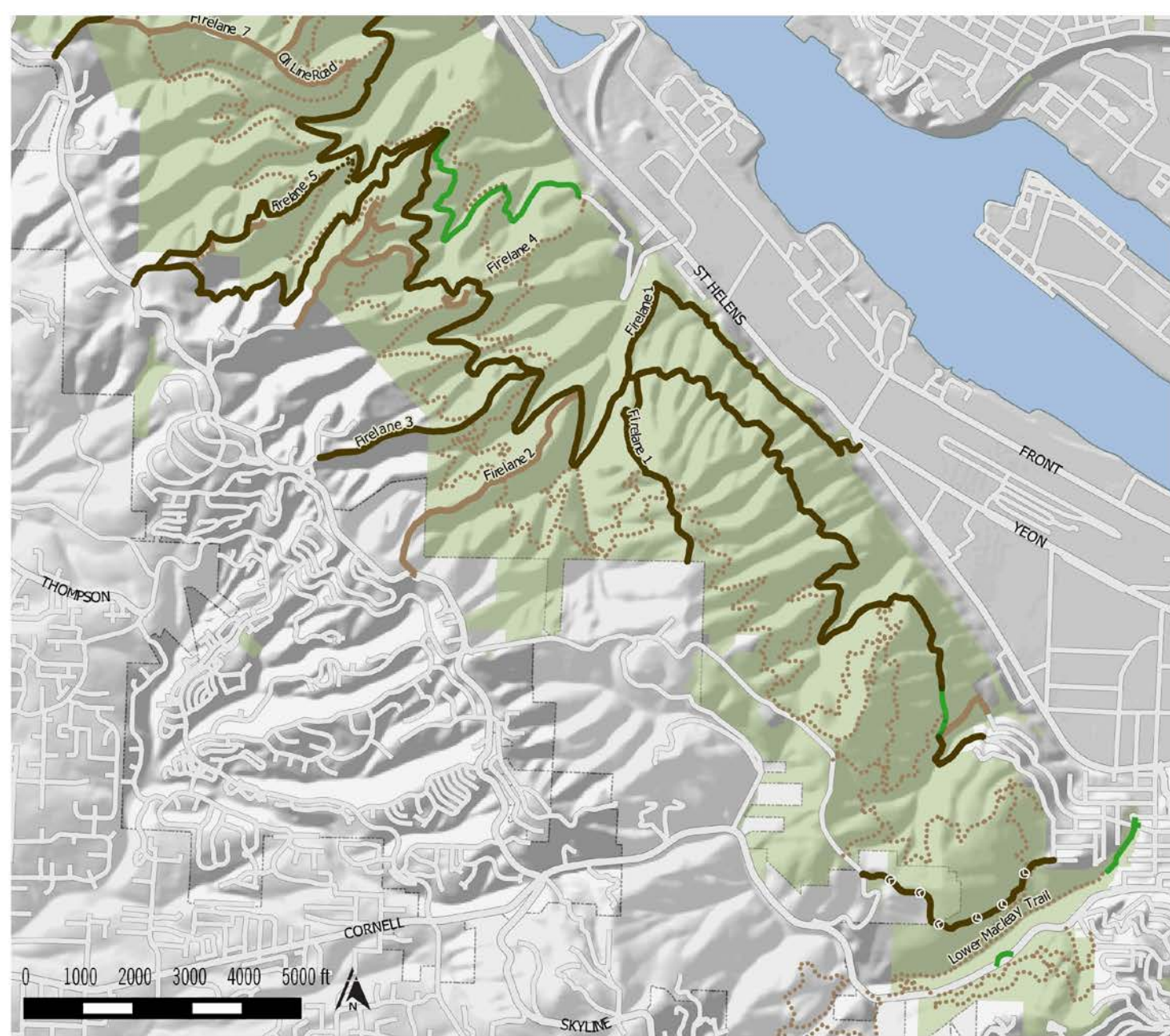
DRAFT
Pending verification (3/24/16)

Forest Park

Southern section



Photo Credit: Jason Van Horn
www.bermstyle.com



Legend

- Paved Shared-Use Trail
- stairs
- Park
- Portland City Limits
- One-Way for Bicyclists

Soft Surface Trails

- | Bicycles Prohibited | Bicycles Allowed | Trail Type |
|---------------------|------------------|-----------------------------------|
| | | Service Road / Wide Trail - 12' + |
| | | Mid-Width Trail - 6'-12' |
| | | Narrow Trail - 3'-6' |
| | | Singletrack - 1'-3' |

PORTLAND OFF-ROAD CYCLING MASTER PLAN

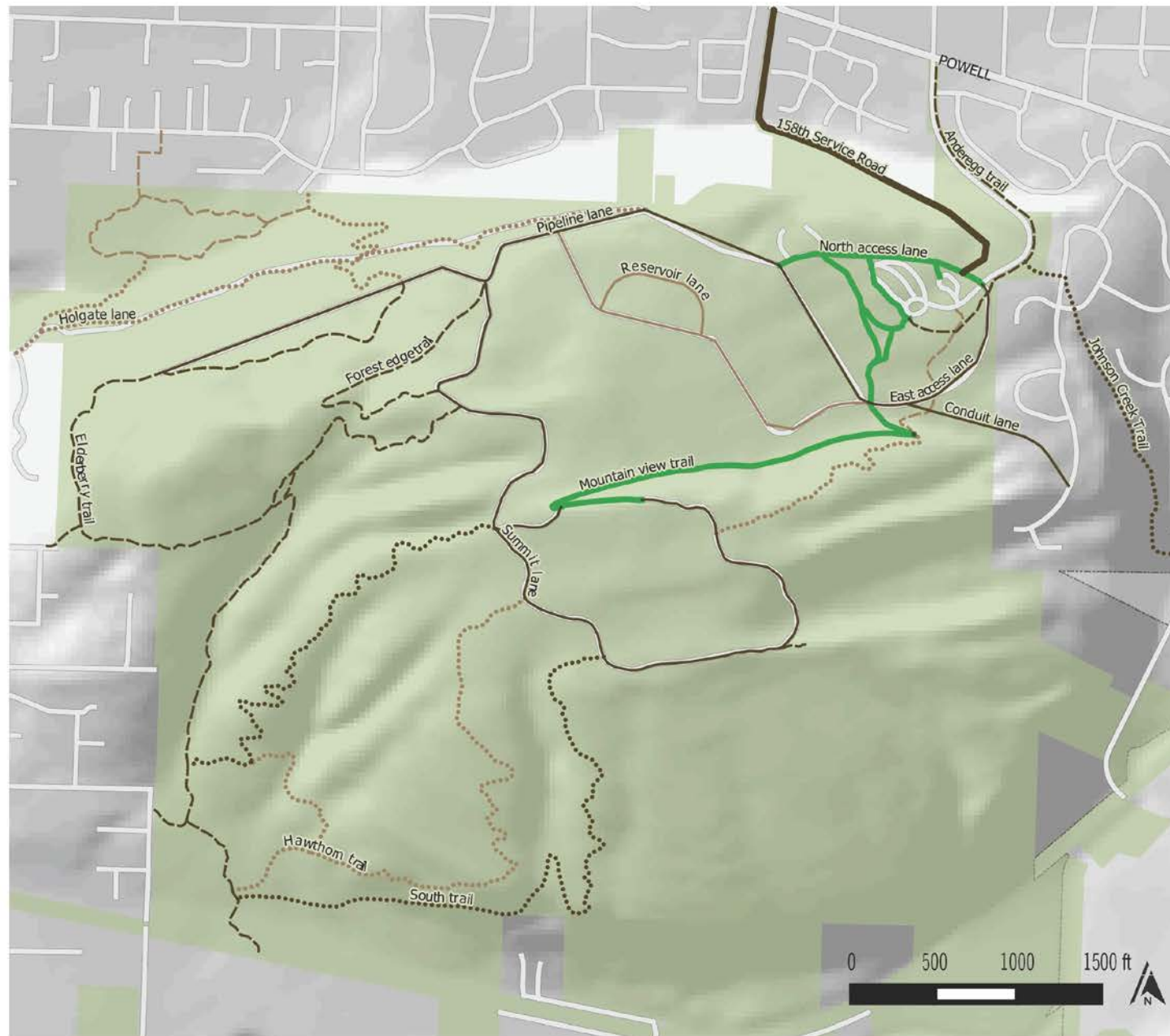


DRAFT
Pending verification (3/24/16)

Powell Butte Nature Park



Photo Credit: Jason Van Horn
www.bermstyle.com

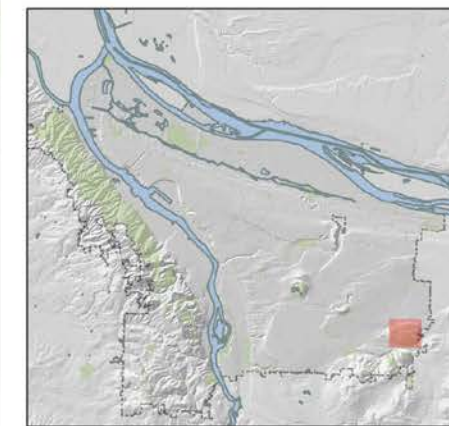


Legend

- Paved Shared-Use Trail
- stairs
- Park
- Portland City Limits

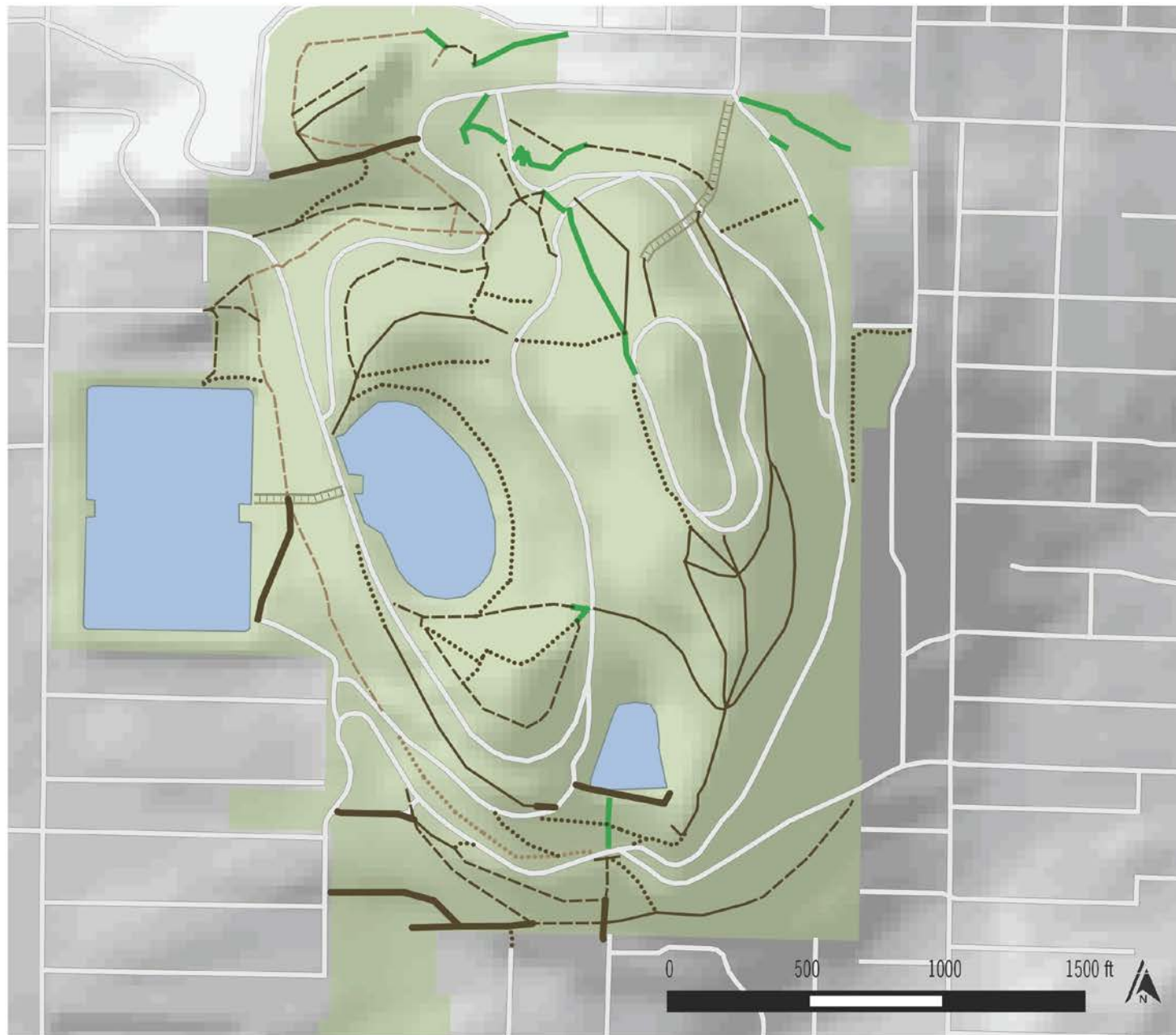
Soft Surface Trails

- | Bicycles Prohibited | Bicycles Allowed | |
|---------------------|------------------|-----------------------------------|
| | | Service Road / Wide Trail - 12' + |
| | | Mid-Width Trail - 6'-12' |
| | | Narrow Trail - 3'-6' |
| | | Singletrack - 1'-3' |



DRAFT
Pending verification (3/24/16)

Mt. Tabor Park



Legend

- Paved Shared-Use Trail
- stairs
- Park
- Portland City Limits

Soft Surface Trails

- | Bicycles Prohibited | Bicycles Allowed | |
|---------------------|------------------|-----------------------------------|
| | | Service Road / Wide Trail - 12' + |
| | | Mid-Width Trail - 6'-12' |
| | | Narrow Trail - 3'-6' |
| | | Singletrack - 1'-3' |

 **PORTLAND
OFF-ROAD CYCLING
MASTER PLAN**



DRAFT
Pending verification (3/24/16)

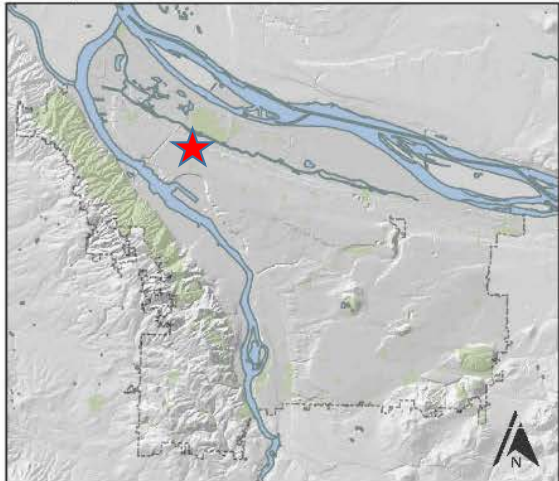
Skill Parks

New Columbia

Ventura Park

New Columbia

New Columbia offers beginning and advanced areas for all skill levels, including children.



Ventura Park

Ventura Park offers two pump tracks, one beginner level, suitable for very small children, and one intermediate level.



Pump track at Ventura Park



New Columbia Park



Photo Credit: Community Cycling Center

Portland International Raceway



Photo Credit: Jonathan Maus
BikePortland.org



Photo Credit: Victor Duong

