



PORTLAND OFF-ROAD CYCLING MASTER PLAN

Project Advisory Committee Meeting #10

Meeting Summary

MEETING DATE: THURSDAY, FEBRUARY 23, 2017
LOCATION: BUREAU OF PLANNING AND SUSTAINABILITY, 1900 SW 4TH AVENUE, PORTLAND
TIME: 4:00 PM – 6:00 PM

In Attendance

CAC Members Present

Erin Chipps
Matthew Erdman
Jocelyn Gaudi
Mike Houck
Renee Meyers
Nastassja Pace
Evan Smith
Michael Whitesel

CAC Members Absent

Punneh Abdolhossieni
Kelsey Cardwell
Adnan Kadir
Torrey Lindbo
Carrie Leonard
Kelly McBride
Jim Owens
Bob Sallinger

Agency Representatives and Resource Members

Maya Agarwal, *Portland Parks & Recreation*
Rachel Felice, *Portland Parks & Recreation*
Jill Van Winkle, *Portland Parks & Recreation*
Shannah Anderson, *Portland Bureau of Environmental Services*
Jennifer Devlin, *Portland Bureau of Environmental Services*
Robert Spurlock, *Metro*

Staff and Consultants

Michelle Kunec-North, *Project Manager, BPS*
Tom Armstrong, *BPS*
Brandie De La Hoz, *BPS Intern*
Kristen Lohse, *Toole Design Group*
Adrienne DeDona, *Facilitator, JLA Public Involvement*
Jamie Harvie, *JLA Public Involvement*

Audience / Members of the Public

John Bissonnette
Bonnie Summers
Alberta Beale
Will Aitchison
Jonathan Maus
Virginia Smith

Margie Lundell
Patrick Mullaley
B. McGillicuddy
Kristen Dennis
Elaine Rybak
John Miller

Catherine Thompson
Litza Lovell
Maya Tuki Yoshi
Angie Holland

Overview

The committee:

- Reviewed a draft conceptual system plan, including proposed approaches to level of service based on findings from the needs assessment.
- Reviewed changes to the Forest Park Planning Principles and the Management Plan's implementation procedures and criteria.
- Learned about upcoming community outreach activities.
- Decided to postpone the topic of trail concepts for Forest Park in order to allow a dedicated, more in-depth discussion.

Welcome, Agenda Review & Project Updates

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

Adrienne mentioned a few information resources that are available on the project website, including:

- Off-road Cycling Inputs and Best Practices
- Facility Inventory and Typology
- Needs Assessment

She said that information requests or questions can be emailed to offroadcycling@portlandoregon.gov.

- A committee member said he had submitted comments on the documents provided prior to the meeting. Michelle responded that most of the comments would be addressed later in the agenda related to the Forest Park Planning Principles.

Meeting 9 Summary

Adrienne asked for any comments or questions about the Meeting 9 summary. There were none.

Review Draft Conceptual System Plan, Including Levels of Service

Kristen Lohse, Toole Design Group, presented the proposed conceptual system plan, including levels of service (presentation attached). She started by reviewing the project approach and work done to date, and the project objectives along with work to support each of them.

- A committee member asked how the survey completed by this project fit with the City's 2020 Parks Master Plan process. Michelle said that the questionnaire was conducted in support of the needs assessment of the Off-Road Cycling Master Plan. The committee member said it could be problematic if the City's Parks Master Plan process comes up with goals that are different than the Off-Road Cycling project and that the two would need to be reconciled at some point. The project team acknowledged this point.

Kristen reviewed some key findings of the needs assessment, including that off-road cycling participation is higher than many outdoor recreational activities, slightly more women than men participate, all ages participate, that all incomes participate, and that Multnomah County accounts for 40% of statewide participation.

- A resource member asked about the source of the data. Kristen replied that the data on the slide was primarily from the Oregon Resident Outdoor Recreation Demand Analysis: 2013-2017 Oregon Statewide Comprehensive Outdoor Recreation Plan Supporting Documentation (SCORP).
- A committee member asked about the focus of the activities from the resource data; noting that there were a variety of recreational activities covered in the SCORP. Kristen confirmed that there were a number of recreational activities covered in the SCORP data, and that data used for the needs assessment includes other activities relevant to this plan.

Kristen reviewed regional priorities for unpaved trails, riding preferences for length of rides and trails, and ridership trends. She said that, based on the needs assessment, the team proposed basing the master plan on four concepts:

- Distribute opportunities equitably: Provide experiences in each of the six planning districts (NW, SW, N, NE, SE, Outer East); Prioritize implementation and/or provide additional resources for districts that are park/open space deficient
- Use a tiered approach: Include facilities of citywide scale, district scale and neighborhood scale
- Provide a range of facility types and experiences, skill levels and ages: Include trails, bike parks and hybrids of the two; include experiences for natural and urban experiences for all skill levels and ages.
- Connect the system: Provide off-road connections between facilities to allow longer experiences.

Kristen showed a graphic of the existing trail inventory. She explained which trail experiences were in high demand, including beginner-intermediate trails, narrow- to mid-width cross-country trails; local short experiences and options for moderate length rides; and experiences in nature.

- An agency resource member asked which trails were considered in the inventory. Michelle replied that they were unpaved trails on City-owned properties that allowed sanctioned riding. Kristen noted that some of the feedback from the cycling community was that they prefer narrower, more challenging trails, so existing trails may meet the desires of people riding off-road.

Kristen explained the project team is attempting to provide these experiences in the draft system plan by maximizing trail mileage through loops and combined/linked facilities and providing skills parks and pump tracks. She noted that the team has decided to recommend bicycle parks only in developed park areas – not natural areas or natural areas within hybrid parks. Two videos demonstrating park examples were shown: in Portland’s Ventura Park and Hamllik Park in Washougal, WA.

Kristen presented the proposed levels of service, including the quantity and types of experiences that will be recommended at the citywide, district and neighborhood levels.

- A committee member inquired which scale category Gateway Green would fall into. Michelle replied that Gateway Green is one of the best opportunities for a city-wide bicycle park facility, although the length of trail may fall into more of the district scale.

Kristen presented a preliminary concept plan for providing bike parks. She noted that the team would focus on areas with high demand, parks deficient populations, and high populations of kids and families.

Questions and comments from committee members and agency representatives included:

- Some parks-deficient areas lack any sort of park facilities; adding a bike park may not satisfy their park needs. Project staff acknowledged this point, noting that in most cases the bike parks would be part of larger, complete park facility and would require parks master planning processes.
- Consider a soft-surface skills trail along the paved trail on Terwilliger.
- Columbia Slough may provide an opportunity. An agency representative noted that in the South Shore planning area, bikes are currently prohibited by ordinance on any trails that are unpaved (woodchipped).
- Include Sullivan’s Gulch as a connector.
- Do the size of the circles on the map have significance? Kristen said they simply indicated areas the project team was focusing on.
- Don’t see regional-level parks and trails on the map. It is important to include a couple 10-mile or more single-track trail experiences.
- Trails within one location, rather than linked together via connector trails, would be better for younger kids whose parents are trying to keep track of where they are.
- Consider Peninsula Crossing trail for adjacent “skills trail/features”.
- Consider a soft-surface trail next to the 40-mile loop trail (Marine Drive).
- Based on the levels of service, a 10-mile ride should be ten miles of off-road cycling experiences, not mileage made up of connecting trails.
- Parallel trails (soft-surface next to paved) have lower environmental impacts. Focus impact in one area wherever possible.
- Peninsula Crossing is a good example of a parallel trail that could link together smaller parks.
- Portland International Raceway should not be considered as counting toward the levels of service unless it could be used for more than periodic events, since it’s a pay to use venue. The project team replied they would add some clarifying language around this.
- Consider facilities in the outer northeast Portland area (near Parkrose).
- Kelly Point Park is a good opportunity, particularly for fat bikes. Michelle replied that some regulatory restrictions were found at this site during the analysis; however, they would look into it again. A committee member noted that access to this park, other than by car, is difficult.

Michelle said continuing to refine sites and build the draft system plan would be the team’s next focus. She explained the next steps that the project would take, including soliciting community input, continuing to talk to land managers, continuing to look at the system and how to make connections and distribution, and conducting on-the-ground field assessments.

- A committee member said the project team should plan to do a site assessment on every recommended opportunity, since each community would think their site presented unique challenges.
- An agency representative said that fulfilling the recommended levels of service would likely require going outside of currently City-owned properties and the project team may want to consider land owned by other jurisdictions or acquisition opportunities.
- A committee member asked in what order the input and assessments would take place. Michelle replied that it would be a parallel and iterative process.

Update on Public Outreach Activities

Adrienne DeDona reviewed the upcoming outreach activities (see diagram in presentation). She noted that some outreach had already been conducted as part of the needs assessment survey, and that the next phase would be a more robust outreach process, including at least one public open house in each of the five City districts (Northwest/Central

City, Southwest, Southeast, East, Northeast, North); with at least two larger community events in the North and East areas of the City that would draw participants from around the region and to provide opportunities to learn about off-road cycling with interactive activities and other family activities as well as an opportunity to provide input. Focus groups would also be conducted with a variety of targeted populations, such as youth, people with disabilities and ethnic groups.

Adrienne added that the Community Cycling Center was hired to help with outreach to promote the questionnaire, and that they would continue promote participation from underrepresented communities at the open houses and focus groups as well as promote the online interactive map. Michelle said the project team is planning on briefing the Parks Board, Bike/Ped Committee and Planning Commission before going to Council, as well as conducting continued outreach to jurisdictions and organizations. Adrienne noted the project team would continue to look to the committee to help with outreach to their constituents and encourage participation in activities.

Brandie De La Hoz introduced herself as new staff with BPS that will be assisting with the community engagement efforts for the project. She is a member of the Human Rights Commission in Portland and holds a degree in cultural anthropology. Brandie added that her focuses for the project will be helping to gather input from - and making sure the project focuses on providing access to opportunities for recreation and health to - traditionally marginalized communities.

Interactive Map Tool

Michelle shared a preview of the interactive map tool that the project team will use to collect feedback from the public. She said it was built to collect very specific feedback on proposed candidate sites and will reflect the screening criteria that have been considered. The map will be part of a more comprehensive online open house tool that will present project information prior to asking participants to provide feedback. Michelle said that the interactive map tool will be sent to committee members to beta test and provide feedback on the functionality prior to launching to the public.

Questions and comments from committee members and agency representatives included:

- What will the duration be for soliciting comments on the interactive map? Michelle replied that the map should be live by the beginning of March and they would collect comments for at least a month, although the schedule was still being finalized.
- It doesn't seem realistic for the final plan to go before City Council in June, particularly considering the public outreach that is planned. Michelle replied that was the goal. Adrienne said the public outreach was planned to be completed over the course of the next month or month and a half, then project team would report back to the committee in April on the feedback collected.
- The "bubble" map would be a useful overlay to the interactive map.
- The average citizen in Portland may not have a good idea of what the different types of facilities look like – need to make sure to explain what types of facilities are being considered and use pictures or graphics whenever possible. Michelle replied the intention was to have a web-based open house to lead participants through that information prior to landing on the map.
- When clicking on a hybrid park (one with both developed and natural areas), can the person tell they are commenting only on the developed portion of the park? Michelle replied that this is not shown within the map (technical limitation) but would be explained within the online open house.
- Don't use a goose as an icon for Wildlife Habitat.
- Will there be tracking of the source of the comments, including demographics and locations? Michelle replied the team had considered this and decided against it. A technical limitation of the map is that a person would

have to insert their demographic information for each comment they made. The committee member said there is value in knowing who is commenting in order possibly weight some responses and asked the project team to consider finding a way around the technical limitation.

- The City’s outreach and documentation during the Comprehensive Plan update was exceptional; emulate this process.
- Ability to access and use the map tool will be limited to certain demographics; it is important that the map be only a portion of the outreach and feedback.
- Will existing bike trails be shown on the map? This would be useful for orientation and also to highlight trails that need to be completed (for example, Fanno Creek Trail). The project team confirmed existing trails would be shown.
- Is Forest Park divided into three management units in the online map? The project team confirmed this.
- Will the parameters related to Forest Park concepts be made clear in the online map? Michelle replied that will be part of the upfront information in the open house portion.
- Show potential acquisition sites. This will help with future efforts, such as bond measures.
- Having a goal of only three city-wide trails means that most people will have to drive to these sites. This seems like a low bar. Would like to see an aspirational plan that includes some realistic mid-term options and more visionary long-term goals.
- Show the level of difficulty of trails on the map, if possible. Would like to see some more challenging options be considered for the long term since the short term focus seems to be on beginner/intermediate trails.

Michelle noted that, for those properties that could have a dirt trail or path, there will be a question about what use the participant would support (off-road cycling, walking, mixed-use) – so the City can find out where there is interest in more walking, shared use, or cycling trails.

Forest Park Planning Principles, Implementation Procedures and Criteria & Trail Concepts

Michelle reviewed the requirements set forth in the Forest Park Management Plan (FPMP) and the process for any projects recommended in the Off-road Cycling Master Plan. Michelle said the Off-Road Cycling plan may include conceptual-level projects, and explained the review process that this project would go through before being completed, including additional community input. She reviewed the criteria for projects requiring a Type II and Type III review and said that the project team would be considering these criteria before recommending any facilities. She said the project team would not recommend any facilities that could not meet the requirements outlined in the FPMP.

Michelle reviewed the changes made to the Forest Park planning principals based on committee feedback at the last meeting, including:

- Aim for net ecological benefit.
- Avoid adverse impacts in North Unit, interior forest, Balch/Miller Watersheds, and other ‘core preserves’.
- Keep Wildwood and other pedestrian-only trails in the Southern Unit as pedestrian-only.
- Continue existing off-road cycling access.
- For any new off-road cycling proposals:
 - Follow a recreation gradient (most intense in South to least in North).
 - Focus on narrow- to mid-width, cross-country trail experiences.
 - Aim to create loops
 - No bike parks.

- Education, enforcement and monitoring are important.

Questions and comments from committee members and agency representatives included:

- Change “aim” to “Ensure” net ecological benefit.
- Make language more assertive, direct (for example, not “recommend continued monitoring” but instead, “continue monitoring”).
- Wording on bike parks may have unintended consequences – for example, precluding a small warm-up track in the middle of a parking area. The group discussed this. Likely, any parking lots would be built on adjacent properties. However, if adjacent properties are acquired, they may be made part of the park and then be affected by this wording. The planning principals are recommendations and not codified.
- Consider flagging Oak Woodlands as significant habitat.

Michelle reviewed draft management recommendations for Forest Park:

- Expand and enhance a comprehensive education and outreach program regarding trail rules and etiquette. Improve signage for wayfinding and trail use expectations.
- Support increased funding and partnerships for restoration, management, enforcement and trail maintenance.
- Monitor impacts of trails on vegetation, wildlife, and users (all trails).
- Practice adaptive management, including trail closures, to address unintended negative impacts. Decommission any unsanctioned trails.

Committee feedback:

- Add language about stewardship to management recommendations.
- Include recent literature review research on the impact of trails on wildlife, completed by a Metro employee.

Maps of Forest Park were passed out to committee members for discussion. Michelle began the discussion by reviewing the three management units in Forest Park as well as some key parameters to keep in mind when considering ideas for trail concepts in Forest Park:

- Environmental assessments would be done as part of any recommendations for Forest Park.
- None of the ideas discussed would be formal proposals or recommendations at this point, but rather ideas that the team would like to explore further and get public feedback on.
- The map shows the ecological value of different areas; the pink areas were the most degraded and had the most potential for trails.
- The map did not include any new opportunities in the north management section.

An agency representative asked whether trails designated as highest use pedestrian-only were off the table. Michelle replied that, yes, this is what the project team was proposing since pedestrian use is significant on these trails and that the trails were not currently designed for bike use. It was noted that some trails, such as the Waterline Trail, were currently not well designed for any use. Michelle acknowledged this and the Off-Road Cycling plan could make recommendations to improve such trails for all users or to recommend decommissioning trails.

Several committee members expressed concern that there was not enough time left in the meeting to properly review and discuss this topic. Committee members unanimously recommended tabling the discussion and rescheduling a new meeting for this topic. It was suggested that adding a March meeting for this topic may be appropriate, since the

discussion may be held while public outreach is being completed. Committee members requested copies of the map to review prior to the discussion, as well as summarized environmental information to provide context.

Public Comment

A member of the audience said that they would like to receive copies of the presentation materials at the meeting.

Brendan McGillacuddy said he was disappointed with the outreach that had been for this project. He suggested engaging the neighborhood coalitions, including the neighborhood park and neighborhood associations. He said the public process was flawed and inadequate.

Will Aitchison said the project team should be more specific about the project plans being considered when doing public outreach, particularly with regard to Forest Park. He said that informing the community of the limited scope of considerations for Forest Park would alleviate some concerns for a lot of people. He also talked about surveys that had been completed regarding Forest Park use, noting that public comments solicited as part of the 2010 Single Track Plan, found that 51% of the previous uses was mountain biking, whereas a survey conducted by Portland State in conjunction with Parks 6 years later found a far smaller percentage of mountain biking use. He said the important take-away was to not collect feedback in such a way that encourages certain types of comments from the public.

Marcy Houle said she was on the 2010 Forest Park Single Track Committee. She said that the Forest Park Natural Resource Management Plan was law and not just a typical parks plan. She said that any new trail in Forest Park would require Type III review. She said that the City's Parks Commissioner, Nick Fish, had previously said several conditions needed to be met before trails could be proposed in Forest Park, several of which had not been met to date. She said there had also been feedback that the City did not want loop trails to be considered. Marcy also added that during the 2010 Forest Park Single Track Committee did not consider safety at that time.

Catherine Thompson said that there is a trail standard in the Forest Park Natural Resource Management Plan that precludes narrow- to mid-width trails; trails must be 8 feet wide. She reviewed the portion of the Plan concerning the Central Management Unit and said that there are not supposed to be more trails put into this unit. She said that this type of unmet expectations in Forest Park and Riverview have led to an increase in illegal and unsafe cycling. Catherine added that she had turned in over 300 comments from citizens on safety concerns related to cycling on pedestrian trails at the last meeting. She added that Nick Fish stated education about etiquette needed to take place, however the results of education about etiquette need to take place.

Pat Mullaley read a letter from Ted Kaye to the project team (see attached).

Angie Holland asked how wildlife in Forest Park would be monitored. Rachel Felice replied that the Portland Parks & Recreation website contains information about the wildlife monitoring studies that have been completed for Forest Park. She said there are numerous, extensive studies, but there is more work to be done. There are some areas where there is more information than others. Angie said she felt that this should be considered in order to determine the impacts. Rachel encouraged anyone interested to look at the Parks website.

Meeting Wrap up/Next Steps

Adrienne said that the next phase in the project was to conduct a robust public outreach process to present and solicit input on the draft system plan and proposed candidate sites.

The project team would keep committee members informed about upcoming outreach activities in order for them to participate and promote broader involvement. The project team will also reach out to the committee about rescheduling the discussion on Forest Park trail concepts.

Attachments

- Presentation slides
- Phase II Public Outreach plan diagram
- Comments sent via email to City staff



**PORTLAND OFF-ROAD
CYCLING MASTER PLAN
PROJECT ADVISORY COMMITTEE
MEETING #10**

February 23, 2017



Presentation Overview

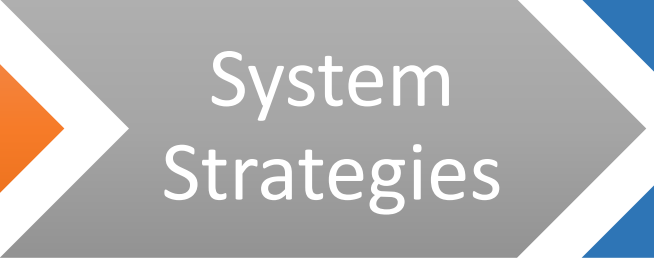
- Describe approach to draft system planning concepts
- Walk through planning concepts, revisiting some key points from Needs Assessment
- Review and discuss conceptual system map
- Next steps



Approach



Project
Objectives



System
Strategies



Level of
Service



PORTLAND OFF-ROAD CYCLING MASTER PLAN

PROJECT VISION



PLANNING AND SUSTAINABILITY



Collaborative & Equitable

Integrated System

Community Supported, Standard-Setting

Environmental

Stewardship

Data & Values Driven

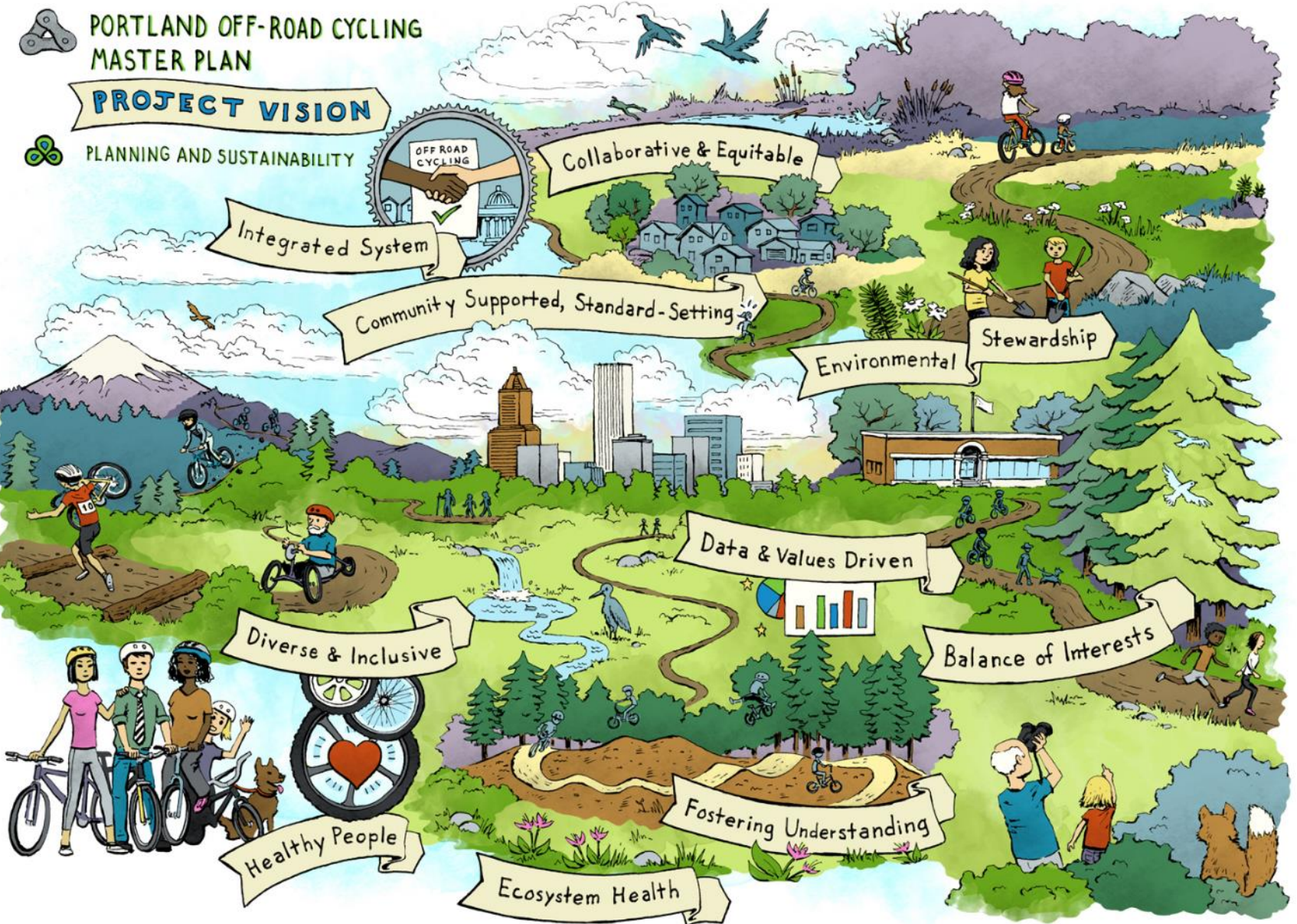
Diverse & Inclusive

Balance of Interests

Healthy People

Fostering Understanding

Ecosystem Health



Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Charlie Hales, Mayor - Susan Anderson, Director



PORTLAND
PARKS & RECREATION
Healthy Parks, Healthy Portland



PBOT
PORTLAND BUREAU OF TRANSPORTATION



Metro



System Strategies

Desired Objectives → Strategies

**Inclusive,
constructive,
transparent**

- Seek input from Portlanders in different formats

**Lays a foundation for
how off-road cycling
is understood,
discussed, planned**

- Develop recommendations based on Needs Assessment

**Blends visionary
goals with a
practical and
realistic approach**

- Develop targets that are both aspirational and feasible



System Strategies

Desired Objectives → Strategies

Designs with Nature

- Provide a balance of facilities in developed parks and natural areas to minimize impacts

Variety of facilities to meet community needs

- Range of facility types
- Range of skill levels
- Range of ages

Promotes health, safety, enjoyment of all users

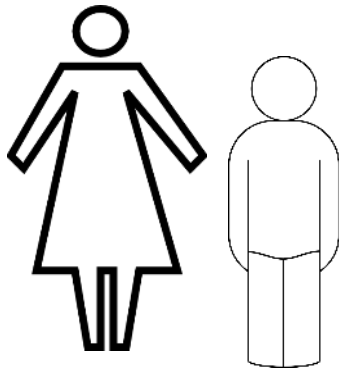
- Seeking balance between all users
- Provide “ride to ride” accessibility for a connected system

Needs Assessment Participation

Walking/Hiking – 65%

Off-road cycling – 12%

More than many outdoor sports (tennis, field sports, golf, skateboarding)



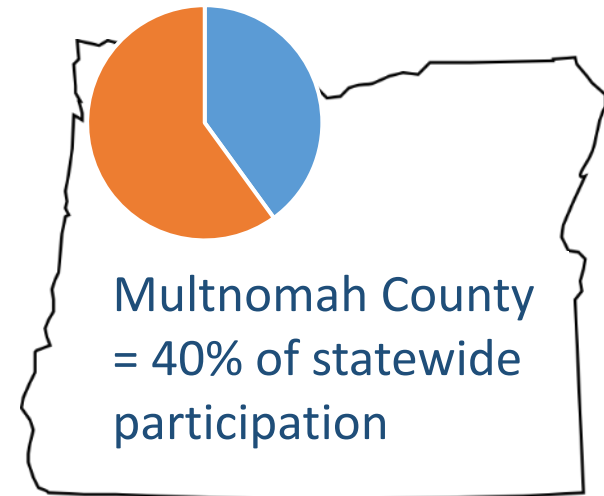
More women than men



All ages

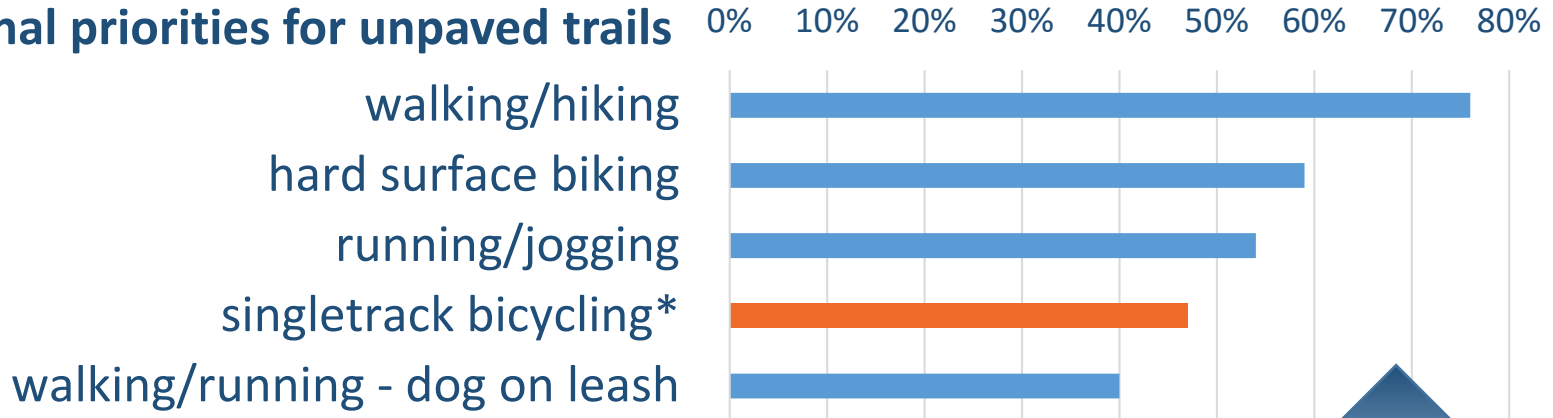


All incomes



Needs Assessment Demand

Regional priorities for unpaved trails



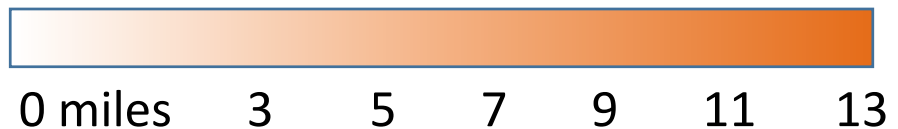
*highest statewide

Ridership is expected to increase

Riding preferences



Beginner – intermediate, 3-11 miles +

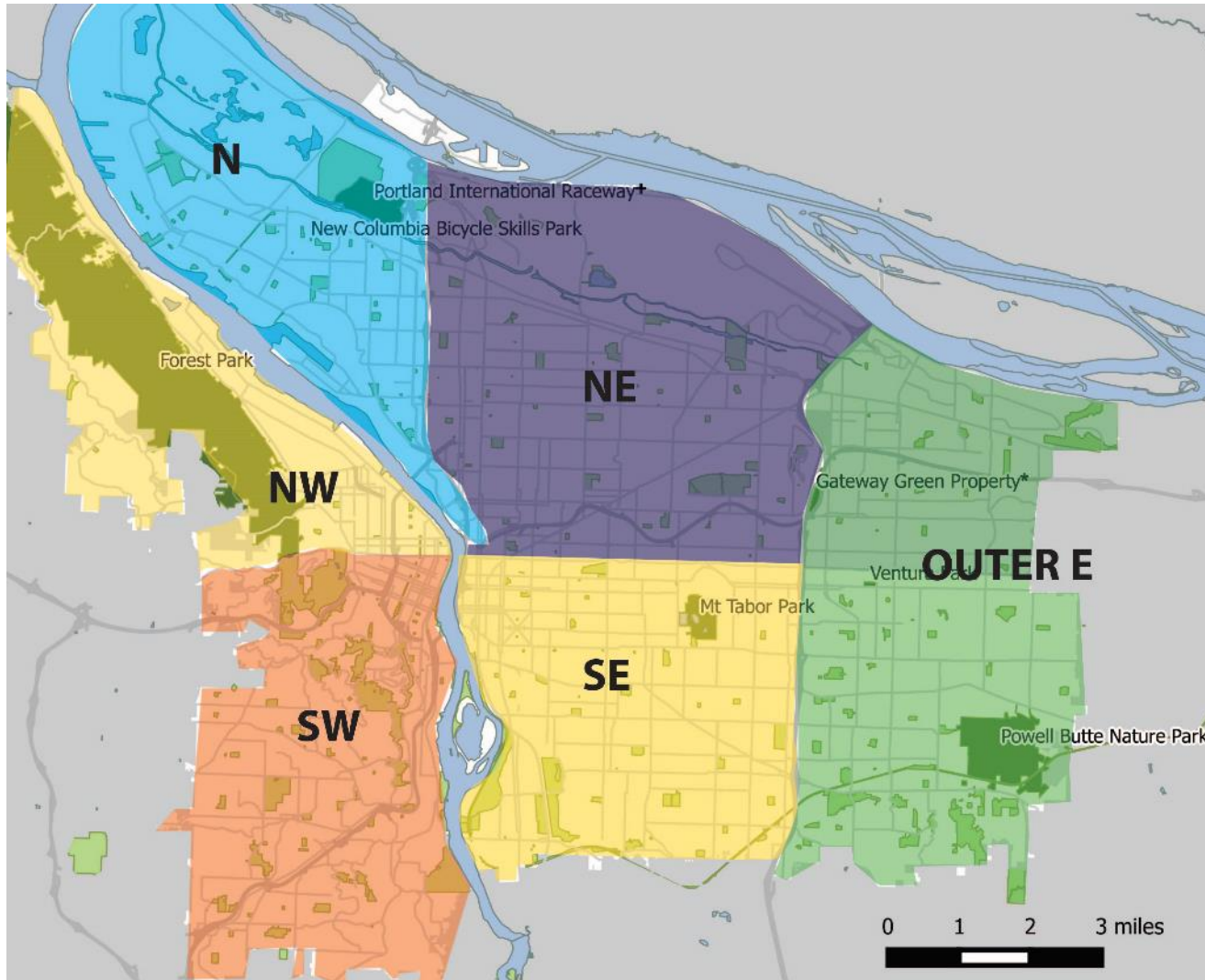




System Concepts

- 1. Distribute opportunities equitably**
- 2. Use a tiered approach**
- 3. Provide a range of facility types and experiences, skill levels, and ages**
- 4. Connect the system**

Distribute opportunities equitably





Tiered approach

CITYWIDE scale:

A few anchor sites



DISTRICT scale:

More mid-size opportunities



NEIGHBORHOOD scale:

Many smaller opportunities



Range of facilities



TRAILS

in parks and
natural areas

LINEAR TRAIL/PARK HYBRIDS

BIKE PARKS

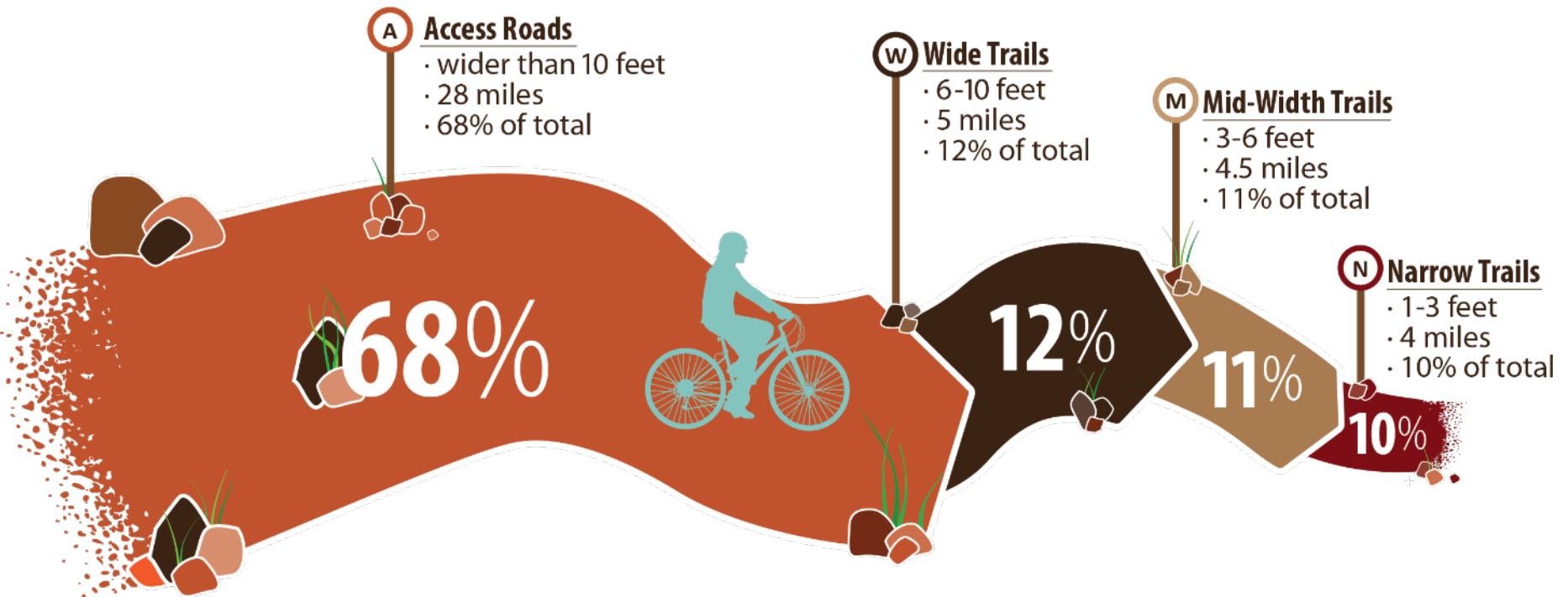
in developed
parks

Range of Experiences

Natural/Urban + Skill levels + Ages

Trails = high demand

Existing Trail Inventory





Providing trail experiences

High demand for trail experiences

- Focus on beginner-intermediate trails; fewer technical trails
- Focus on narrow to mid-width cross-country trails
- Need for both local, short experiences and options for moderate length rides
- Nature experience is desired

Providing trail experiences

Maximize trail mileage

People prefer longer experiences, typical cross-country ride is approximately 10 miles, but many opportunity sites are small

- Loop and stacked loop opportunities
- Combining facilities, linking small opportunities for **‘Urban access’ loops and rides via Trail/Park hybrids**





Providing bike park experiences

Skills parks and pump tracks

- Variety of experiences, for different skills levels and ages
- Can meet some demand for trail experiences
- Only in developed park areas (NOT natural areas)

Providing bike park experiences

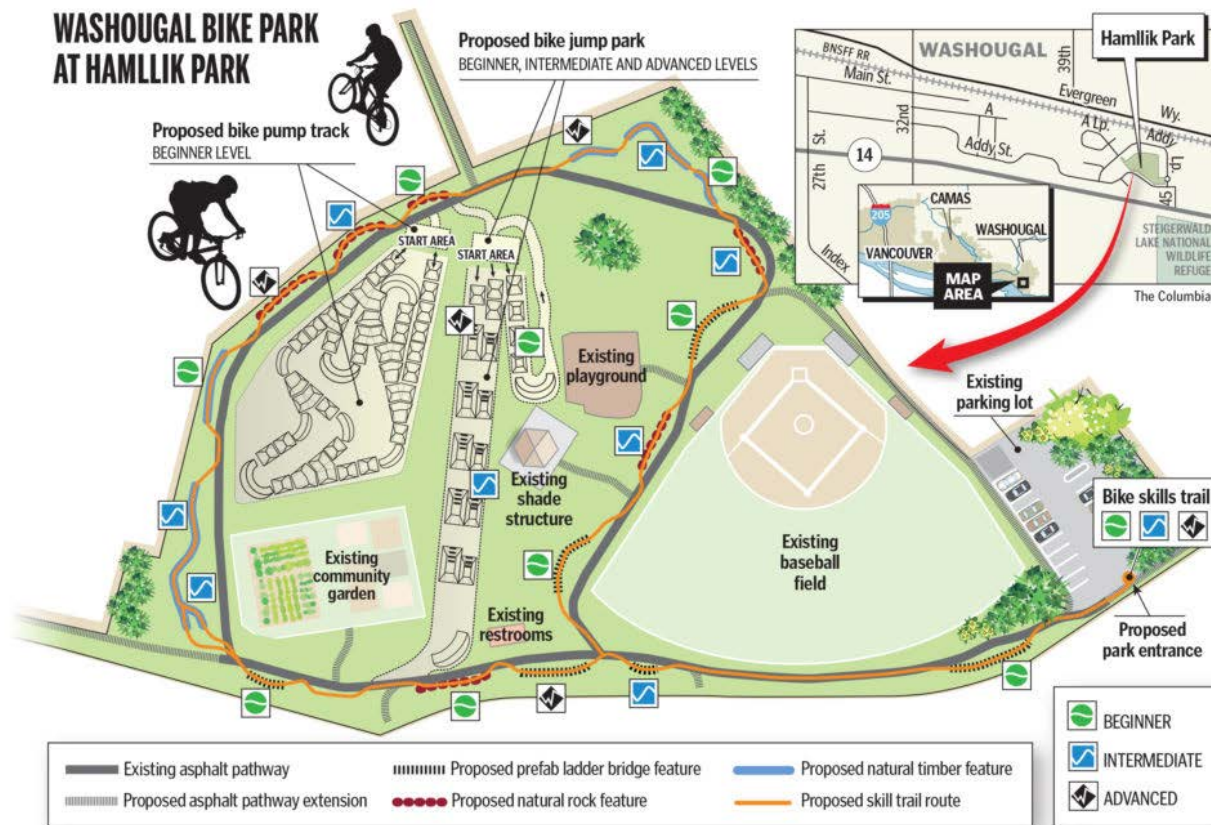
Pump Track example – Ventura Park, Portland



<https://www.youtube.com/watch?v=0e3fMwmz2vg>

Providing bike park experiences

Skill Park/Trail example – Hamllik Park, Washougal

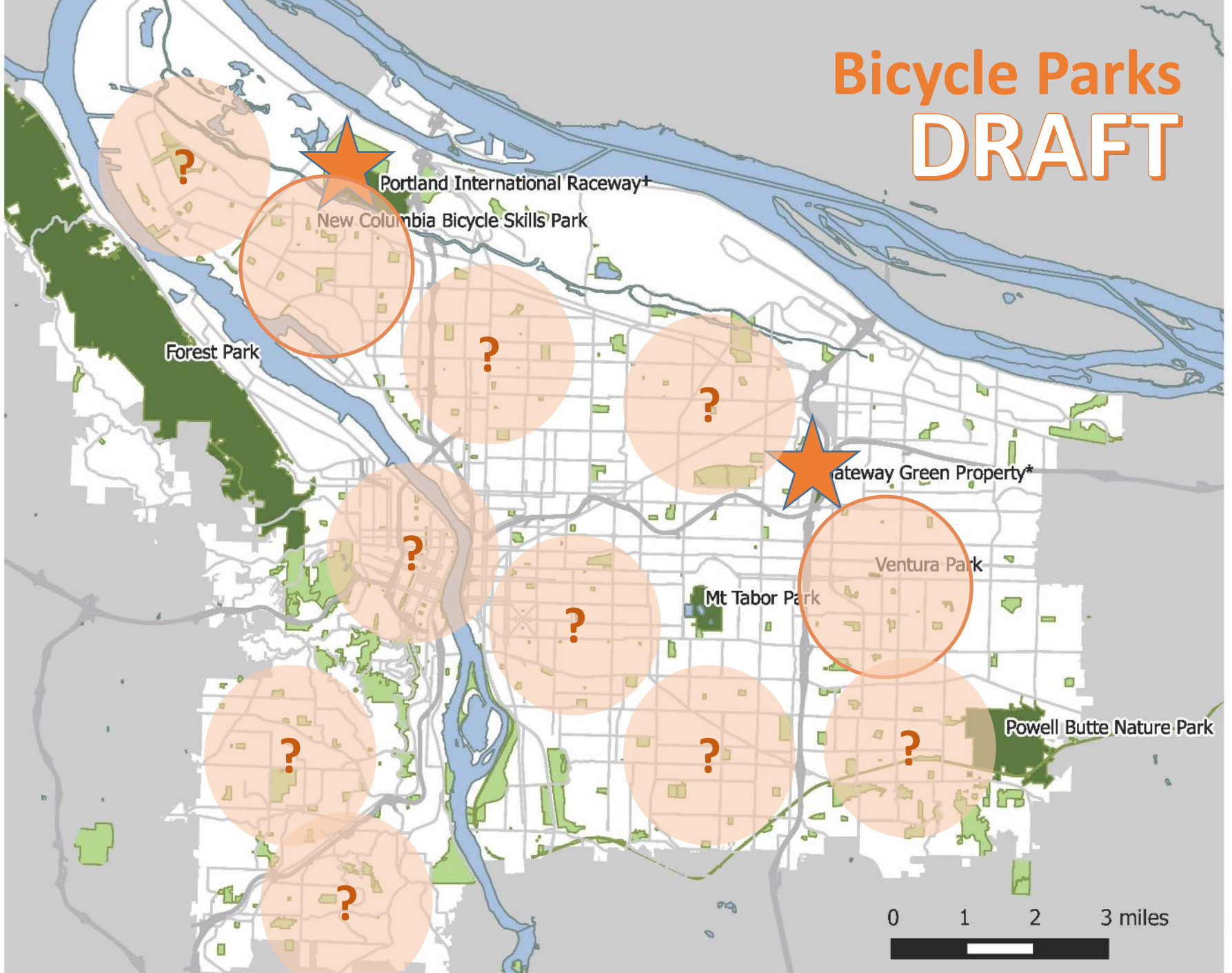


DRAFT Levels of Service

	TRAILS	BICYCLE PARKS
Citywide	<ul style="list-style-type: none"> • 2 to 3 trail experiences of at least 10 miles in length, urban or natural • Trails should provide a mix of beginner, moderate, and technically challenging experiences • Urban access routes link districts 	<ul style="list-style-type: none"> • 1 citywide facility that includes beginner, moderate, and technically challenging options • 1 regionally-serving event facility
District	<ul style="list-style-type: none"> • 1+ trail experience of at least 3-5 miles per district • Focus on beginner-moderate challenge 	<ul style="list-style-type: none"> • 2-3 facilities per district • Size can vary from small neighborhood options (2,500 – 8,000 sf) to larger (up to 1 acre) facilities • Focus on beginner to moderate challenge • Could include skill trails or bicycle parks
Neighborhood	Short connector opportunities or skill trails – see bicycle parks	

Existing facilities are included in meeting level of service targets

Bicycle Parks DRAFT



Forest Park

Portland International Raceway+

New Columbia Bicycle Skills Park

Gateway Green Property*

Mt Tabor Park

Ventura Park

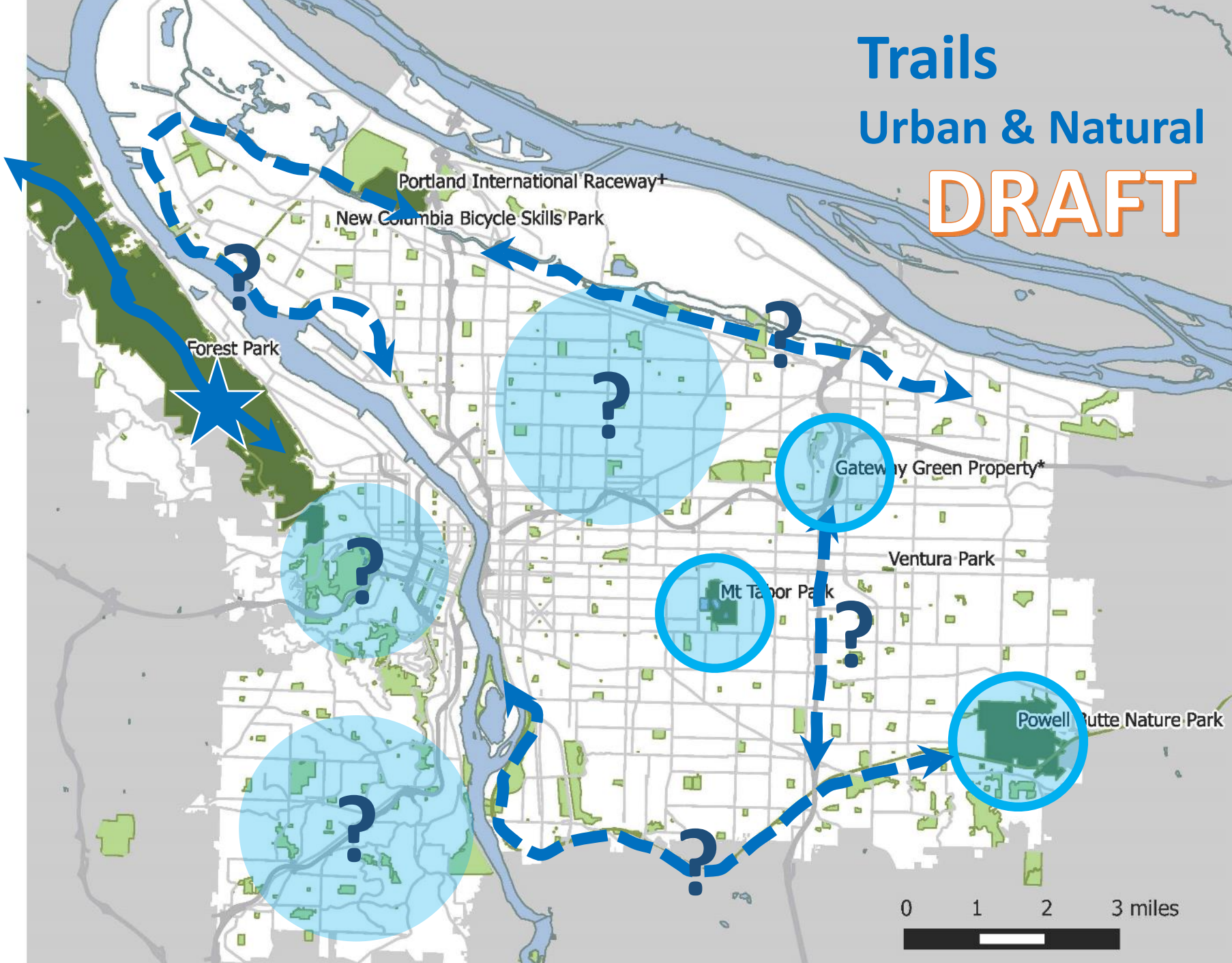
Powell Butte Nature Park

0 1 2 3 miles

Trails

Urban & Natural

DRAFT



Portland International Raceway†

New Columbia Bicycle Skills Park

Forest Park

Gateway Green Property*

Ventura Park

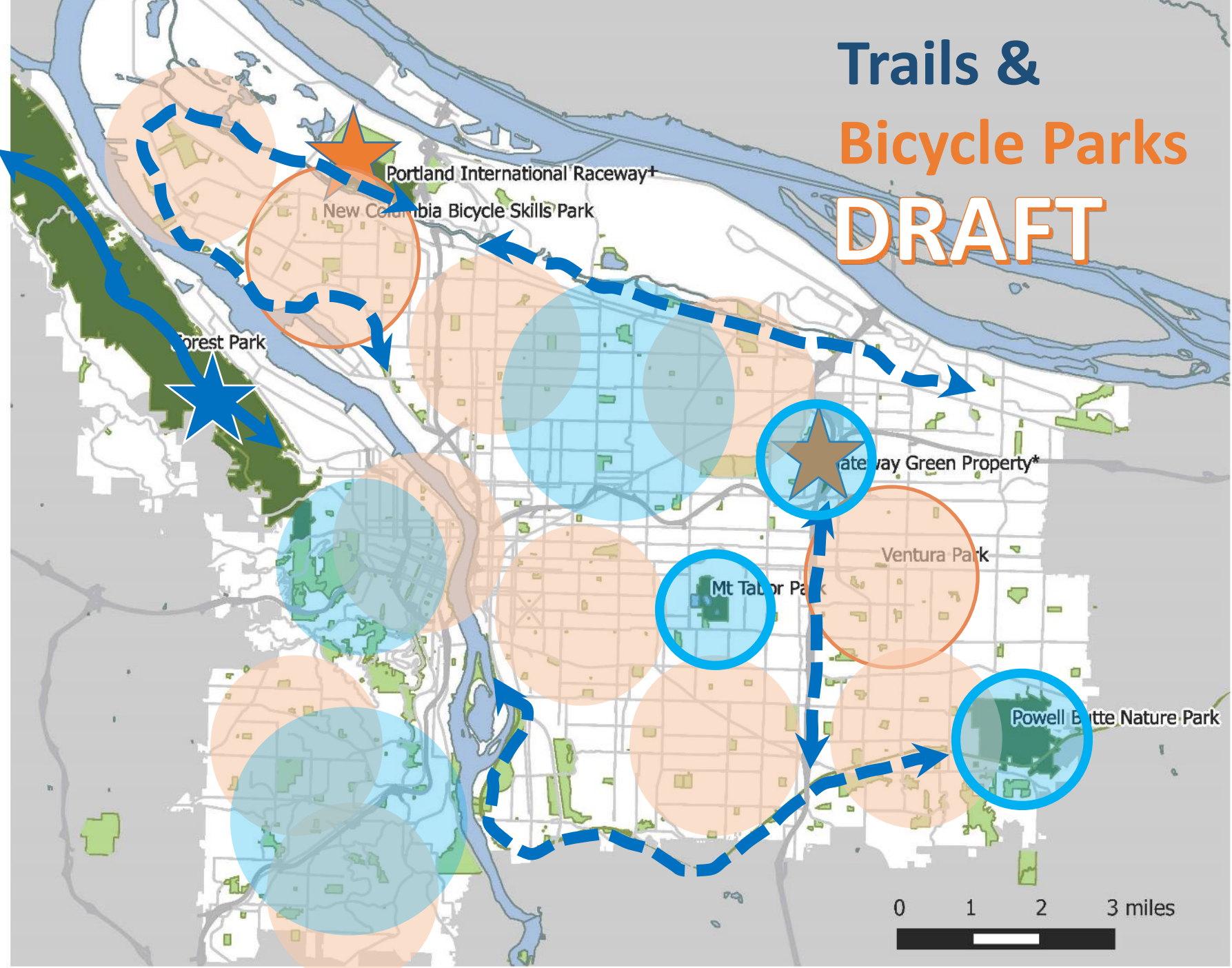
Mt Tabor Park

Powell Butte Nature Park

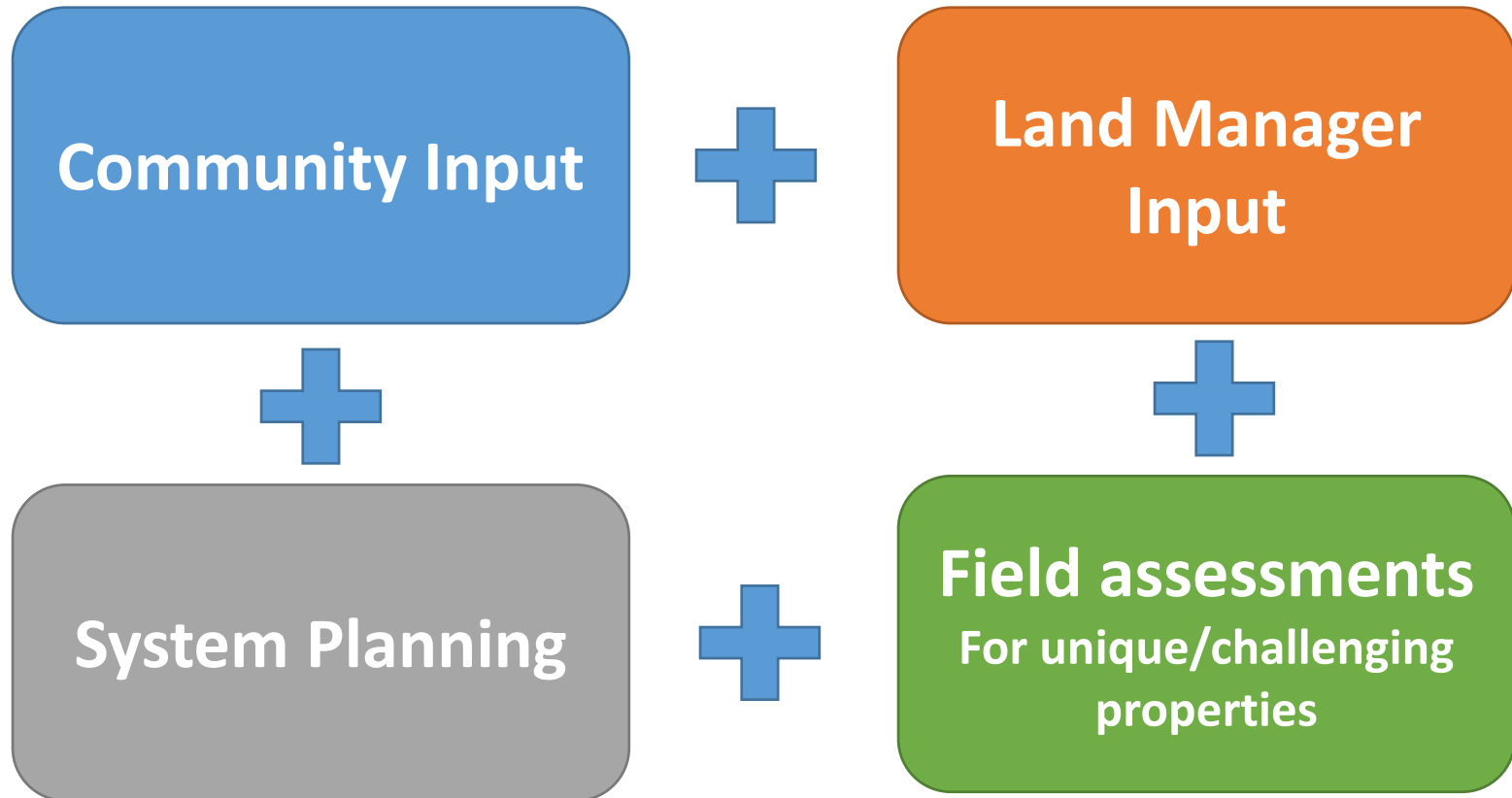
0 1 2 3 miles

Trails & Bicycle Parks

DRAFT



How will we get to recommendations?



Outreach Strategies

ONLINE ENGAGEMENT

- Interactive map
- Online open house



FACE-TO-FACE OUTREACH
(Priority = high impact, low influence groups)

**PROJECT ADVISORY
COMMITTEE MEETINGS**

**COMMUNITY CYCLING CENTER
FOCUS GROUPS**

DISABILITY FOCUS GROUP

TABLING AT EVENTS

STAKEHOLDER OUTREACH

BUREAU/PARTNER OUTREACH
(PP&R, BES, PWB, PBOT, BDS,
PDC, PF&R, METRO)

BOARDS & COMMISSIONS
(PARKS, BIKE, PED, PSC)

GEOGRAPHIC OUTREACH

Open Houses

- East
- North
- Northwest/Central City
- Southwest
- Inner East



Discussion & Questions

What are your comments, suggestions or questions about the:

- System Concepts
 - Equitable distribution
 - Citywide/district/neighborhood approach
 - Facility mix and priorities
- Draft Levels of Service
- Draft conceptual map





Forest Park

Environmental Review Criteria, Planning Principles and Concepts



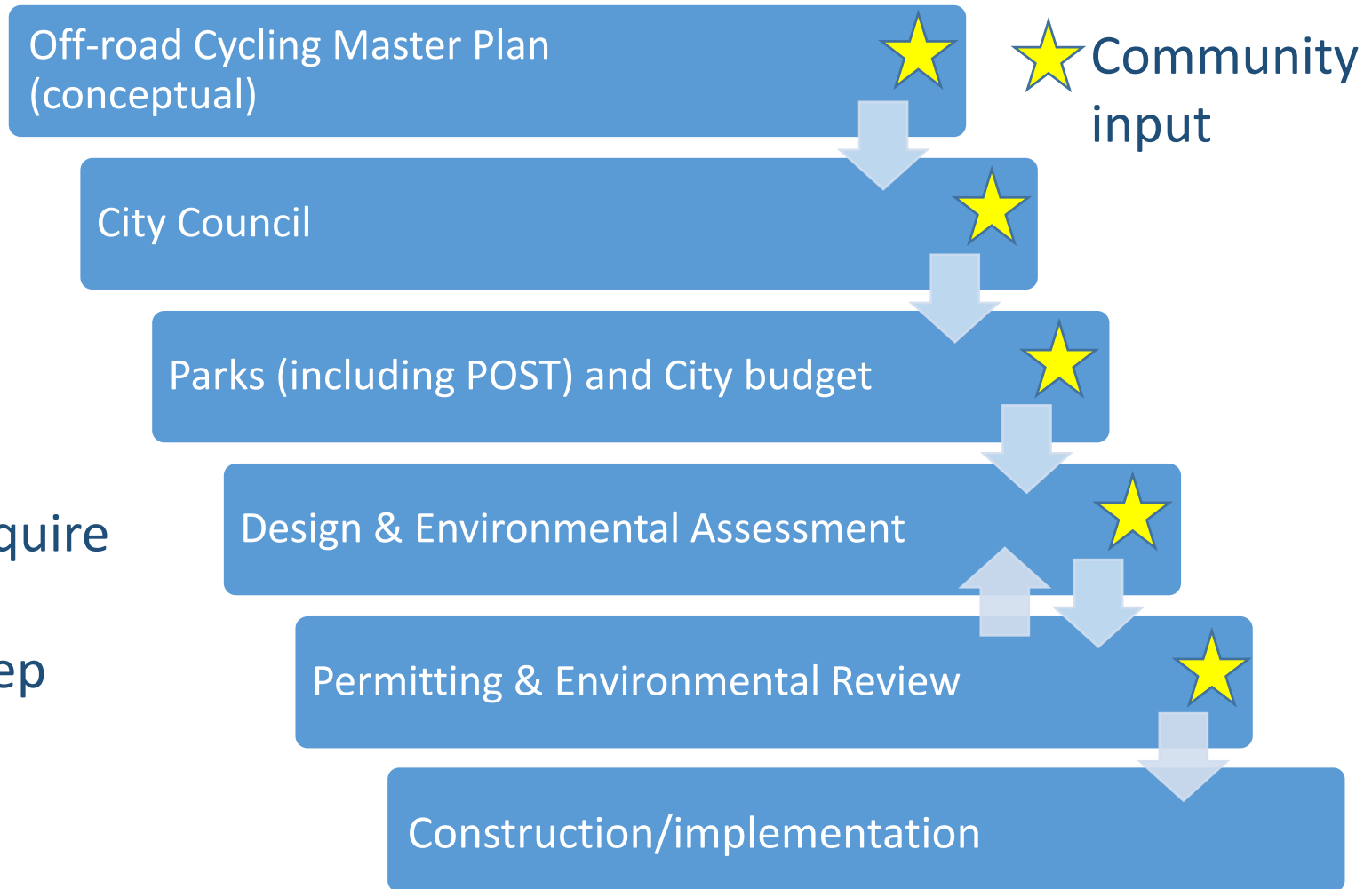
The Forest Park Natural Resource Management Plan

- Establishes vision, goals and strategies for the park
 - Conservation, recreation and education
 - Natural resource preservation is primary goal
- Anticipates future improvements (allowed projects)
- Designates environmental review as a mechanism for assessing and (potentially) approving changes not anticipated in the plan

Process

If any projects are recommended, multiple approvals, refinement, and community input are required.

All steps require approval in previous step





Environmental Review

Review against criteria in the Forest Park
Natural Resource Management Plan

Type II

- Demonstrated need
- Consistent with NRMP goals and strategies
- Least environmental impact of alternative locations/designs
- Construction management & mitigation plan

Type III

- All Type II criteria +
- No alternative locations outside the park
- No less-impactful locations within the park
- Mitigation of long-term adverse impacts w/i unit
- Consistent with purpose of environmental zones



Planning Principles

Changes based on Committee Feedback

Added	Intro/Context, including Implementation Procedures
Clarified	‘Historically under-represented groups’
Added	Principle re: previous planning & engagement
Added	Principle re: findings of off-road cycling background reports
Deleted	Numerical targets (trail length, speed), now examples
Deleted	‘Manmade features’, simplified to prohibit bike parks
Added	Education to management/enforcement



Planning Principles Highlights

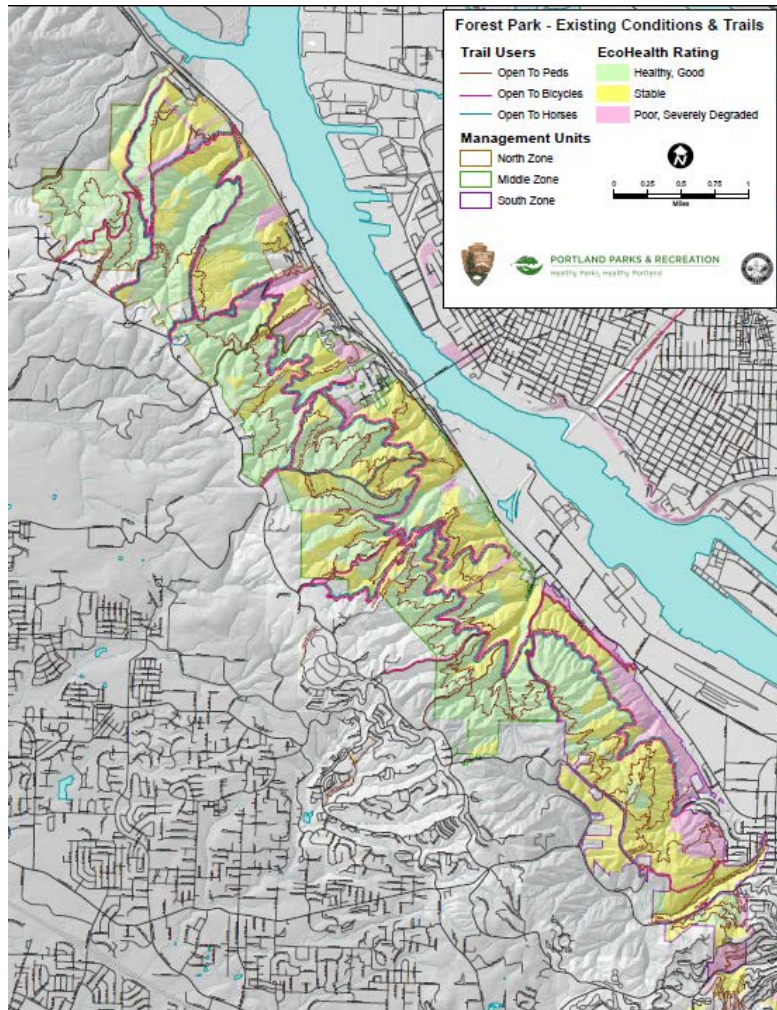
- Aim for net ecological benefit
- Avoid adverse impacts in North Unit, interior forest, Balch/Miller Watersheds, and other ‘core preserves’.
- Keep Wildwood and pedestrian-only trails in the Southern Unit as pedestrian-only.
- Continue existing off-road cycling access
- For any new off-road cycling proposals:
 - Recreation gradient – most intense in South to least in North
 - Focus on narrow to mid-width, cross country trail experiences
 - Create loops
 - No bike parks
- Education, enforcement, and monitoring are important

DRAFT

Management Recommendations

- Expand and enhance a comprehensive **education and outreach program** regarding trail rules and etiquette. Improve signage for wayfinding and trail use expectations.
- Support **increased funding and partnerships** for restoration, management, enforcement and trail maintenance.
- **Monitor impacts** of trails on vegetation, wildlife, and users (all trails).
- Practice **adaptive management**, including trail closures, to address unintended negative impacts. Decommission any unsanctioned trails.

Trail Concepts Mapping Exercise



Purpose

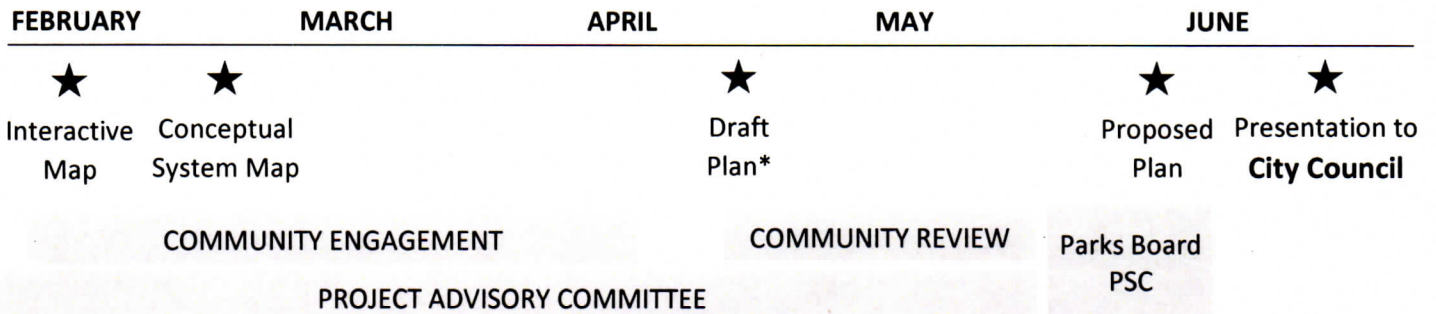
Explore trail concepts to help define community discussion & further analysis

Next Steps

To determine if ANY recommendations are made

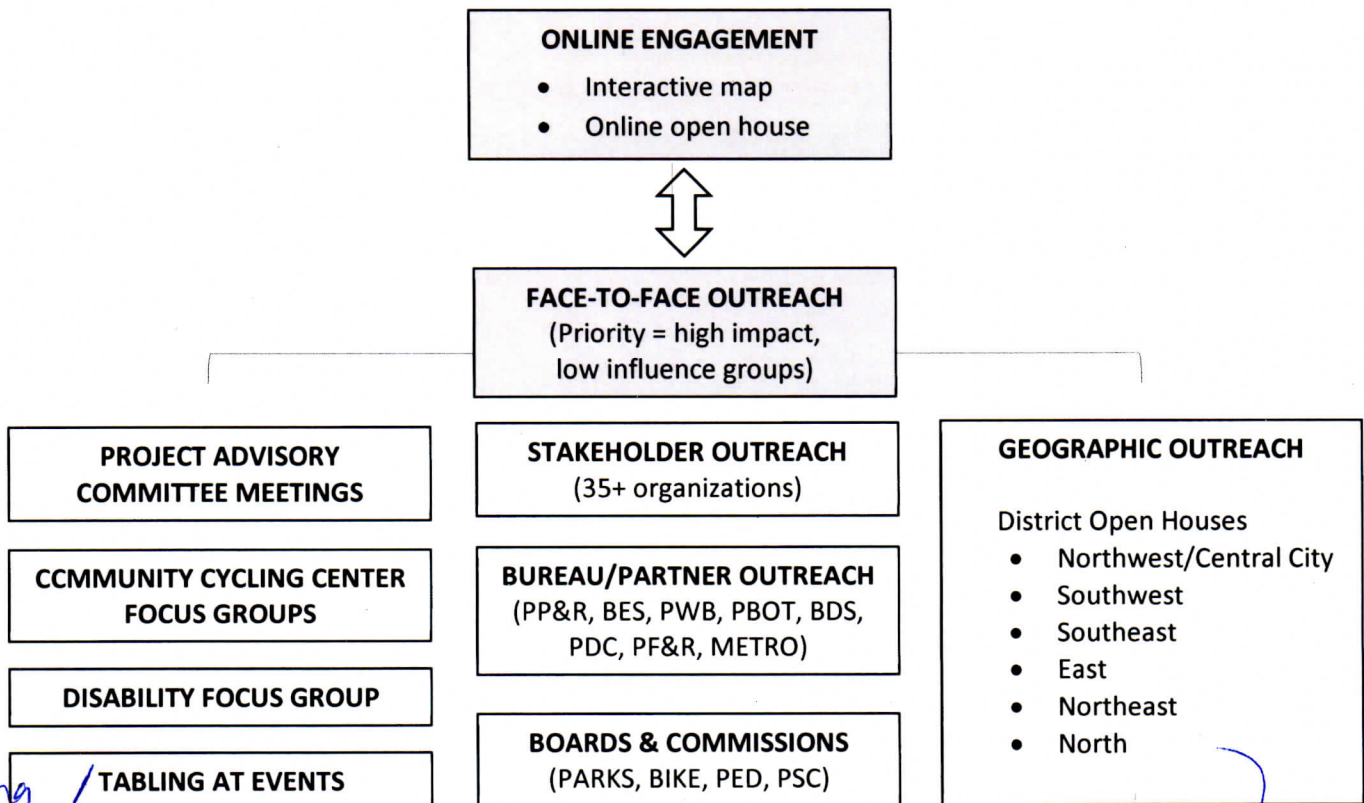
- Community outreach
- More refinement with City agencies
- Continued Committee discussion, consider NRMP Criteria, POST, Planning Principles
- Field assessments – environmental and cycling

PROJECT TIMELINE - 2017



* Many Draft Plan components are already available for public review and comment, including the Vision and Desired Outcomes, Inventory, Typologies, Impacts and Benefits Report, and Best Practices.

COMMUNITY ENGAGEMENT STRATEGIES



listening sessions

GETTING THE WORD OUT

- BPS E-news
- Project newsletter
- Web
- Social media
- District coalitions
- Agency & community partners
- Media, press releases

1-2 "major" events/demos:

From: bethwestbrook@comcast.net

Dear Off-road Cycling Plan Advisory Committee,

I am unable to attend your upcoming meeting related to developing bike trails in Forest Park. We have a unique and treasured park, unlike most urban settings. I walk on a regular basis on Leif Erickson Drive by my home. There are aggressive riders and many potential accidents. The current paths are not suitable even for walkers as weather and bikes erode the surface exposing rocks and making the paths less accessible to all residents of the city. This will clearly change the nature of the natural habitat forever. I am definitely in opposition to this project and would prefer to see any city resources go towards preserving what is already there and quite unique.

Thank you for the opportunity to provide comment.

Best,

Beth Kaplan Westbrook
Willamette Heights Resident
Psychologist, Hiker
Governor Appointee, Health Evidence Review Commission

From: Beppie Shapiro beppie@hawaii.edu

Date: February 22, 2017 at 8:36:17 PM PST

To: Susan.Anderson@portlandoregon.gov

Subject: Protect Forest Park: no single-track cycling

Please, please save our wonderful Forest Park, the weekday respite for hundreds of Portlanders, and the weekend family excursion for thousands. Our children learn to love nature in Forest Park. They tell their teachers about the trees, the mud (!), the quiet, the bits and pieces of plants and animals found on the trails, birdsongs. Allowing cyclists on the trails will destroy all this.

Once altered this precious ecosystem will never be the same. You don't want that on your conscience, do you? Thank you for working to protect Forest Park as we know it.

Beppie Shapiro 3860 SE Woodward ST., Portland.

From: Catherine Thompson thompsoca@gmail.com

February 21, 2017

Dear Michelle and Tom,

Michelle, I would like to call to your attention that Appendix A ,on your website, which was revised by your consultants, while you were on leave, to provide a more explicit summary of the regulations, guidelines and standards specified in the Forest Park Natural Resources Management Plan (FPNRMP) ordinance and environmental zoning code. The summary of this document that you presented as the Draft Forest Park Planning Principles at the January 23, 2017 ORCC meeting seems to have relied on the original incomplete draft.

On June 9th, Lori Grant, who was filling in for you, sent me an email in which she stated

"...the Committee should be fully briefed on the laws governing Forest Park, that will indeed be a topic of discussion in future meetings...The Committee will need a working knowledge of these regulations and guidelines as we begin the process of assessing City-owned properties across the City for their potential as future off-road facilities."

The pertinent stipulations from Appendix A, that have not yet been presented at a meeting, that the Advisory Committee needs to know now include:

1. As stated in the NRMP, "Implicit in the plan's vision statement and more obvious in the goal statements is the adoption of preservation of natural systems as its top priority.
2. Development of other recreation sites to relieve pressure on Forest Park
3. Trail Standards:
 - Trail surface - hard packed dirt or gravel
 - Width - minimum 2.4 meters (8 ft.)
 - Clear trail of vegetation to width of 3.7 meters (12 ft.) and height of 3.4 meters (11 ft.)
 - Signs: Install "no bike" signs on the pedestrian trails where bike and pedestrian trail cross.

I will add to this summary a quote from the FPNRMP that describes management goals for the Central Unit (p104)

Wildlife habitat quality...should be restored and improved. Human impacts and English Ivy are immediate threats that should be monitored and addressed. With one exception, only minor improvements to trail systems and access points should be made to accommodate use. (Lower firelane #1, at the boundary between the South Unit and the Central Unit should be improved and an access point at St. Helen's Road should be developed.)...If development and user impacts can be controlled, there is potential for significant improvement in wildlife habitat quality in the central unit.

I am very concerned that the cycling opportunities that you proposed at the meeting are unlawful and not in compliance with the FPNRMP, specifically

1. conversion of pedestrian only trails to shared use
2. constructing trails that are narrow to mid width - by definition less than 6 feet wide
3. building a new 10 foot loop trail, that you suggested at the meeting would be built in the central unit.

It is incumbent on you to inform the Off Road Cycling Committee at the next meeting that simply and clearly put, that these cycling opportunities in Forest Park that the committee discussed on January 26, 2017 are unlawful. They need to know that there is no plan by City Council to change the law.

We all need to hear about the "development of other recreation sites to relieve pressure on Forest Park" I have been to all but 1 ORCC meeting and I have not yet heard an explicit and in depth discussion of any other sites that are suitable for single track.

Failing to do so will lead to unrealistic expectations that cannot be met. As has been the case in other attempts to introduce single track cycling into our natural areas by city agencies, these unmet expectations lead to increased unlawful cycling, increased user conflict and increased endangerment of other park users.

Sincerely,

Catherine Thompson, M.D.

From: ccleaton@ipns.com

Marcy Houle said it much better than I can in her Tribune editorial last week, but I'll add my voice to the plea to not destroy the serenity of Forest Park.

This is not an elitist rejection of the just demands of other groups to use the park. It already has 30 miles of trails for off-road cycling that meet reasonable safety standards. Converting narrow trails that are already well-used by hikers to bike speedways would not be safe for humans nor the environment.

Having a quiet place to walk and clear your mind as well as your lungs in the heart of the city is a precious thing that can never be replaced. Please keep Olmstead's vision of a glimpse of wilderness in the city alive for another generation.

Thank you,

Connie Cleaton
ccleaton@ipns.com
1220 NE 17th Ave 9D
Portland, OR 97232

From: Donna Slepack dgslepack@gmail.com

I am particularly concerned about the proposed bike trail expansion. I walk almost daily on the Wildwood and have often encountered cyclists riding off the walking trails, speeding down-hill, and ripping up the delicate landscape. Gentle explanations of the potential consequences of erosion have been met with hostility and defiance of the common good. The attitude expressed is, "This is a public park and we are part of the public!" I am not the only one who has witnessed this desecration. If all members of the biking community can't conform their behavior to the current regulations on the existing trails and the leadership doesn't rigorously demand adherence to current regulations, what will happen to the park when the trails are expanded?

Let us preserve the original purpose of Forest Park as quoted in Marcy Houle's article, and let the bicyclists utilize the existing mountain bike trails available to them now. A natural sanctuary does not exist for every form of popular entertainment .

Thank you for your consideration

Donna Slepak
3509 NW Raleigh St.
Portland, OR. 97210

From: John Houle jmhoule52@gmail.com
Date: February 25, 2017 at 11:13:21 AM PST
To: Susan.Anderson@portlandoregon.gov
Subject: Sauvie Island Community Association Support for Forest Park Management Plan

Dear Director Anderson, The following is a resolution from the Sauvie Island Community Association.

Re: Sauvie Island Community Association-Support for the Forest Park Management Plan,
Ordinance 168509

Forest Park is the nation's only designated urban wilderness environment. It is protected by environmental code and land use law, Ordinance 168509. This Ordinance states park goals, management, and technical standards.

Since Forest Park's creation in 1948, it has been managed with conservation of its natural features and safety for all users as top priorities. These goals are distinctly defined in the Ordinance (Pages 21 to 23):

Goal 1: Protect Flora, Wildlife and Habitat

Goal 2: Provide Opportunities for Passive Recreation- "Forms of recreation must be passive in nature"

Goal 3: Provide for Quiet, Reflective, Spiritual Experiences

Goal 6: Minimize User Conflict

Goal 7: Promote User Safety- "All users must feel safe when they use the Park"

Goal 9: Protect the System of Trails, Roads and Firelanes-"The system should be protected from unacceptable negative impacts by users."

As a result of this careful management, this 5,000-acre nature preserve now claims more native species than any other city park in the country. Further, scientists have determined that Forest Park has more "interior forest habitat" than any other city park in the nation. "No other urban park in the United States offers anything comparable in quantity and quality" (Ordinance, Page 101).

To protect these unique features, the Ordinance is clear: recreational use must not degrade natural resources. As well, forms of recreation must not threaten the safety of park users, 90% who are pedestrians, including up to 50,000 children who visit the park annually.

It is our understanding that currently there are plans being undertaken by the Bureau of Planning and Sustainability to recommend building new trails in Forest Park for the active sport of single-track biking and/or to convert existing pedestrian-only trails to allow this new use. While there are already 30 miles of trails open to cyclists in Forest Park, comprising 1/3 of all pathways in the park, they are only permitted, by law, on paths 8 feet wide, due to the twisting trails and short sight lines in Forest Park. In contrast, the definition of single-track cycling is that it occurs on trails 18 inches to 3 feet wide.

The Sauvie Island Community Association wishes to go on record to oppose any activities that are inconsistent with the goals and objectives of Ordinance 168509 and are thereby unlawful. SICA supports efforts to uphold the law to not allow single-track cycling in Forest Park. We stand with similar position statements opposing single-track cycling in Forest Park presented to you by the Portland Garden Club, the Medical Society of Metropolitan Portland, the City Club of Portland, the Federation of Western Outdoor Clubs, and neighborhood groups. Actions that threaten user safety or degrade the ecological health of Forest Park, as well as being unlawful, must be prohibited.

SICA Resolution, approved February 7, 2017. Board of Directors: Grey Horton, Kathryn Hathaway, Sandra Kruger, John Houle, Jaquelyn Petersen, Hannah Treuhaft, Linda Klarquist, Kerri-Lynn Morris

From: Julia Hannegan juliahannegan@comcast.net
Date: February 24, 2017 at 11:06:55 PM PST
To: Susan.Anderson@portlandoregon.gov
Subject: Forest Park

Please preserve our park for it's intended purposes.

Thank you,

Julia Hannegan

From: Linda Atwill [mailto:imatwill@live.com]
Sent: Friday, February 17, 2017 10:26 PM
To: BPS Mailbox BPSMBX@portlandoregon.gov
Subject: Oppose proposed Recreation Destination development in Forest Park

Dear Mayor Wheeler, Bureau of Planning and Sustainability and City Council members,

I am a life-long Portland resident, taxpayer and consistent voter. I strongly oppose the proposal to open up Forest Park to development as a destination recreation site, for biking or any use other than hiking. To do so would violate land use law and the trust of Portland voters, who regularly vote to fund and preserve wild places. Once opened in this way, it's unique value will be lost forever.

At the very least it is your responsibility to have open public hearings on this issue. It has been kept very quiet.

Sincerely,

Linda Burdick Atwill
3415 NE 31st Ave.
Portland

From: Marlys Mick [mailto:marlysmmick@hotmail.com]

Sent: Friday, February 24, 2017 10:48 AM

To: Armstrong, Tom <Tom.Armstrong@portlandoregon.gov>; Anderson, Susan <Susan.Anderson@portlandoregon.gov>; Wheeler, Mayor <MayorWheeler@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Commissioner Eudaly <chloe@portlandoregon.gov>; Abbate, Mike <Mike.Abbate@portlandoregon.gov>; Marcy Houle <mjhoulebiologist@gmail.com>

Subject: Forest Park

To those considering the future of Forest Park,

As a long time resident of the City of Portland I have been enjoying the park for nearly 50 years. In the rain, in the sun, in every season there is always something special about being in the park. A total wilderness just outside our back doors, one of the many things that have made us such a desirable city to live in.

Portland's recent growth in population and development leaves many of us old timers unfamiliar with our surroundings. Canyons of apartment buildings rise where single family dwellings used to stand, traffic snarls on our poorly maintained streets, housing costs put ownership out of reach for many of our next generation. And a new population that neither understands the nature of our beautiful Northwest nor shares our values, arriving amped up on the hustle and bustle of our relatively new urban, large city atmosphere.

Forest Park is not idle land sitting in wait to be developed or capitalized on. It is our collective sanctuary, our place of calmness and restoration. Our secret garden right next to us, available on a whim for a quick jaunt or an all day hike. Our counterpoint to our insane growth and stressful lives. If Portland's

appeal is to be maintained, we must preserve the unique nature of this incredible property that belongs to us all. May our new citizens may be initiated, and recognized as true Portlanders, as they explore and spend time in our very special Forest Park!

Thank you,

Marlys M. Mick

From: Mary Brooks mkbrooks418@gmail.com

Hi Off Road Cycling Committee,

I just read Marcy Houle's op ed about the possible plans for Forest Park. I must reiterate her description of Forest Park as a wilderness area. There are few wilderness areas accessible to every day citizens. Forest Park, a delicate ecosystem, should always be open to all who want to walk/hike in a wilderness. We should leave destination recreation for areas already designated in this way, such as Oak Park. There are already 30 miles of trail appropriate for cycling and hiking. A single track for cyclists is not a good use of Forest Park. Single tracks belong somewhere else, already designated for such use.

Please consider these points in your work on Off Road Cycling.

Thanks,

Mary Brooks

From: Nancy Crumpacker <ncrumpacker@comcast.net>

Date: February 26, 2017 at 11:49:10 AM PST

To: <susan.anderson@portlandoregon.gov>

Subject: Forest Park single-track cycling

Ms. Anderson,

I oppose the proposal to allow single-track cycling in Forest Park.

The vision for Forest Park in the Forest Park Natural Resources Management Plan (Ordinance 168509, 1995) states "Forest Park represents an unparalleled resource where citizens can enjoy the peace, solitude, ruggedness, variety, beauty, unpredictability and unspoiled naturalness of an urban wilderness environment;..."

A goal stated in the Plan is to protect the park's native plants and animals and the soil and water resources "...while managing the forest ecosystem to grow a self-sustaining ancient forest for the enjoyment and benefit of

future generations."

Now the Portland City Council can wipe out this prescient vision detailed in the 1995 Forest Park Management Plan. As you know, the Portland Bureau of Planning and Sustainability is proposing to allow single-track cycling in Forest Park. Currently the park has 30 miles of bicycle paths that are 8 ft or more wide. Single track cycling is on trails 1-3 feet wide. The only 1-3 feet wide trails in the park are designated for pedestrians.

If City Council approves this initiative, Portlanders will lose this exceptional resource that was set aside to preserve solitude, flora and fauna for future generations to enjoy above all other park uses.

As a walker who has had near-miss encounters with illegal bicyclists on pedestrian trails over the past 30 years, I urge you to reject the proposal to include single-track cycling in Forest Park.

Thank you for your consideration.

Nancy Crumpacker
2351 NW Westover, #701
Portland, OR 97210

From: Nancy [mailto:ngoldleafdesign@aol.com]
Sent: Friday, February 24, 2017 10:20 AM
To: Anderson, Susan Susan.Anderson@portlandoregon.gov
Subject: Forest park

This park continues to come under attack from special interest groups with their selfish agendas.
JUST SAY NO!!!!
Let the single trackers find their own area, they can't ruin it for all of us, sorry.

Nancy Thorn
www.goldleafdesign.net
P.O. Box 14867
Portland, OR 97293
503 236-2260

From: Rosemary Barrett rosey@rgbarrett.com
Date: February 26, 2017 at 2:32:59 PM PST

To: <Susan.Anderson@portlandoregon.gov>, <mayorwheeler@portlandoregon.gov>, <amanda@portlandoregon.gov>, <nick@portlandoregon.gov>, <dan@portlandoregon.gov>, <Chloe@PortlandOregon.gov>, Mike.Abbate@portlandoregon.gov
Cc: 'Marcy Houle' <mjhoulebiologist@gmail.com>

Subject: Forest Park

Please scrap any and all plans you might have to change Forest Park from the wilderness oasis that it is to some sort of "destination". It is priceless as it is and requires very little in the way of ongoing cost to the city while providing immeasurable benefit. Every one of the plans that I have seen is a travesty. Please do not spend one dime of City money to change anything about the park. The money is sorely needed in other areas of the city. Changes to the park are not needed.

Rosemary Barrett

From: Ryan Fedie rtfedie@gmail.com

Hi,

I live in SW portland. I'm writing because i saw a post circulating on nextdoor.com to a petition called "make forest park safe again". that was news to me because i've never felt unsafe in forest park and because the petition was clearly anti bike (specifically allowing single track or shared use). I found it entirely misleading.

The petition encouraged folks to email this address to share their concerns regarding biking in forest park. I'm writing to share my full support for increasing biking, including new single track in forest park. Of course it needs to be done thru sustainable trail building and safely to min/reduce pedestrian conflict but there seems a vocal group who simply wants to say "no". If nearly every other part of the country can have single track in nature areas so can we.

I used to mountain bike nearly everyday before moving to portland. Now i almost never do because there are no close options. this is a shame. Forest park is a big place and there is room for all while respecting each other and nature.

ryan fedie

From: Ted Kaye kandsons@aol.com

I served on the Forest Park Trails Policy Task Force in 1991–92 and this proposal (trail-sharing and single-track cycling) conflicts with the environmental, recreational, social, and legal mission of the park.

The goals articulated by that Task Force, now in the Forest Park Natural Resources Management Plan (FPNRMP) clearly argue against single-track bicycle trails and shared use of narrow trails.

Specifically, the high speed of bicycles compared to pedestrians, the noise and disruption of bicycles, and the trail degradation from bicycles all conflict with the state goals of the park:

- Goal 1: Protect Flora, Wildlife, and Habitat
- Goal 3: Provide for Quiet, Reflective, Spiritual Experiences
- Goal 6: Minimize User Conflict
- Goal 7: Promote User Safety
- Goal 9: Protect the System of Trails, Road, and Firelanes

Furthermore, illegal bicycle use on trails throughout the park has increased significantly in the 25 years since those goals were adopted, due to near-total lack of enforcement of existing laws and a resulting and growing sense of entitlement among many bicyclists. This can only be expected to accelerate if the proposals in the Off-Road Cycling Master Plan are implemented.

I urge a “No” recommendation—against expanding/improving off-road cycling in Forest Park.

Please attach this message to the minutes of the February 23 meeting. Thank you.

Ted Kaye
2235 NW Aspen Ave.
Portland, OR 97210