



PORTLAND OFF-ROAD CYCLING MASTER PLAN

Project Advisory Committee Meeting #13

Meeting Summary

MEETING DATE: THURSDAY, OCTOBER 5, 2017

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

TIME: 4:00 PM – 6:00 PM

In Attendance

CAC Members Present

Kelsey Cardwell

Carrie Leonard

Nastassja Pace

Erin Chipps

Matthew Erdman

Jocelyn Gaudi

Jim Owens

Bob Sallinger

Evan Smith

Michael Whitesel

Renee Meyers

Kelly McBride (by phone)

CAC Members Absent

Mike Houck

Adnan Kadir

Torrey Lindbo

Punneh Abdolhossieni

Agency Representatives and Resource Members

Abra McNair, *Portland Bureau of Transportation*

Shannah Anderson, *Portland Bureau of Environmental Services*

Maya Agarwal, *Portland Parks & Recreation*

Rachel Felice, *Portland Parks & Recreation*

Robert Spurlock, *Metro*

Jill Van Winkle, *Portland Parks & Recreation*

Staff and Consultants

Michelle Kunec-North, *Project Manager, BPS*

Kristen Lohse, *Toole Design Group*

Adrienne DeDona, *Facilitator, JLA Public Involvement*

Audience / Members of the Public

Chris Rotvik

Catherine Thompson

Spencer Bushnell

Bridgette Piniewski

Paula Sauvageau

Matt Weintraub

Tom Cunningham

Austin Ross

Alexandra Clark

Matt Kaiel

Sam Whalen

Overview

The committee:

- Reviewed and discussed the draft recommendations for Forest Park and provided input that would guide staff revisions of the draft plan in some cases related to typos, definitions and clarifications. In other cases, the committee's feedback would be used to shape the content of the committee report that would be transmitted to Council with the recommended draft plan. The purpose of the committee report is to transmit the perspectives of the group, even where they differ, so that Council members have the benefit of hearing areas of general agreement and differing perspectives amongst the committee.

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.

General Announcements

Michelle Kunec-North made a brief statement on recent trail use and user conflicts that have included vandalism and altercations between people. She said Portland Parks & Recreation expects all users to abide by the current park rules for each of our public spaces, including honoring the allowed uses on all trails and not vandalizing trails or other infrastructure. We will have better managed public spaces if we can focus our energy and limited resources on sustainable access to nature for all instead of monitoring the illicit behavior of a few.

Michelle provided a brief update on Lynchwood Park and Gateway Green---two of the parks included in the draft system plan. Lynchwood Park is currently in the master planning phase and Gateway Green is looking for volunteers to join a Project Advisory Committee to shape the future park design. Michelle encouraged people to get involved in these efforts to help promote the Off-road Cycling Master Plan implementation.

Michelle announced her transition to new position at the City, although she will stay on with the project through the next committee meeting and the public engagement process. It is anticipated that the plan will go before City Council in early 2018.

Process Update

Michelle explained to the committee that there will be one more meeting in November, during which committee members will talk about full draft system plan.

There will be future opportunities for public feedback as part of the draft plan, prior to Council adoption and during the adoption process as it is considered by the various City Boards and Commissions and by the City Council.

Meeting 12 Summary

Adrienne asked for any comments or questions about the Meeting 12 summary. There were none.

Review and Discuss Off-road Cycling Master Plan Draft Recommendations for Forest Park

Recap of process on plan since last meeting

Michelle explained that since the committee last met, the project team completed site visits/field assessments for nine locations including Forest Park and the Springwater Corridor to gather in-depth a about the existing conditions of each site. There have also been continuing discussions with various Bureaus.

Michelle provided an overview of some recent new data collected with trail counters installed in several locations based on Strava data for sanctioned and unsanctioned riding in Forest Park on Leif Erickson, Fire Lane 5, Wildwood Trail south of Fire Lane 5, Maple Trail, and at Powell Butte. She outlined the key takeaways from the counts:

- Leif Erickson has highest use.
- Use of Fire Lane 5 is comparable to riding at Powell Butte.
- 99% of bikes captured in counts are riding on sanctioned trails.
- Unsanctioned use was about one per day per trail. Metro has also completed counts in Forest Park, which have not found bikes on Wildwood Trail during the periods in which counts were being conducted in the last 6 years.

Overview of Forest Park Recommendations

Michelle provided context for how the Forest Park recommendations fit into larger context of the full system plan.

- Forest Park is one of nine opportunities for natural trail facilities and fits with the city-wide goal of providing a wide range of riding experiences.
- The Forest Park planning principles which were refined based on the feedback received by the committee at a previous meeting. The committee feedback indicated that some planning principles should be elevated to the city-wide off-road cycling recommendations, which has been done.
- Of the eleven system recommendation areas, tonight's meeting will focus on two specific principles: foundational and planning/design/construction.

Michelle reviewed the next steps toward review and adoption, which includes input from the committee and the public on the overall proposed plan. The committee will compile a report with the assistance of the project team that will accompany the proposed plan to City Council.

Adrienne reviewed the purpose and proposed content of committee report. She explained that the report will outline the overall committee process, discuss key themes heard by the committee, and will outline the committee's perspective on the Off-road Cycling Master Plan by section. Adrienne noted that tonight's discussion will help identify content for the report, specifically areas of general agreement and areas where there are differing perspectives. She added that the questionnaire sent to committee

members prior to the meeting will also help to assess specific feedback on the Plan contents. Another questionnaire will be distributed to the committee to solicit input on the entire draft plan prior to the next meeting. The final committee meeting will be focused on compiling the committee report.

A committee member asked about target dates for Council approval. Michelle responded that the Parks Board's Land Use Committee will be a key committee to weigh in on the plan, which meets in January. She said the draft Master Plan will go to Council after that.

Michelle, Adrienne, and Kristen then addressed the three categories of the feedback heard from committee members via the questionnaire distributed prior to the meeting, which was focused on the draft Forest Park recommendations. There was a general level of support amongst committee members with regard to the recommendations being considered for Forest Park. The feedback from the committee was categorized as quick fixes that could be easily address by staff, such as typos, definitions and clarifications; cross-cutting issues that were commonly heard by a number of committee members and touched on several sections of recommendations; and finally individual concerns about specific sections.

Quick Fixes

Michelle acknowledged there were a few typos in the document that were pointed out by the committee and would be addressed by staff, such as:

- the Natural Resource Management Plan
- Northwest Trail Alliance

Michelle explained based on the committee's feedback, it was clear the plan would need to further refinement to define and clarify the following points:

- Trail width/narrow trails
- Natural surface trail vs. road
- Environmental areas (interior forest, core preserves, etc.)
- Fall-line Trails
- Net Ecological Benefit
- Forest Park is no longer the largest urban park nationally
- Forest Park 'trail' inventory

Michelle said that staff would revise the plan based on the suggestion of several committee members to provide additional context or content in the plan that would address the following topics:

- History of planning for off-road cycling (citywide and within Forest Park); what's happened leading up to this effort
- Better explain the RENEW Forest Park Initiative and it's connection to this plan
- Call-out partnerships with other organizations and in-kind funding where applicable

Michelle noted that many committee members suggested moving off-road cycling up in lists of users described in the plan, which will be addressed by staff. She also explained that staff would respond to the comments heard by committee members to clarify that while bike parks wouldn't be allowed in Forest Park, there could be the potential for 'complementary' bike parks/skills features outside of the Forest Park boundary in parking lots or other areas for warm up and family use.

Cross-cutting Issues

Adrienne explained there was general agreement amongst committee members on the recommendations being considered for Forest Park. Four reoccurring themes seemed to emerge throughout various sections and topics. She said that this feedback would begin to shape the content of the committee report; however, we needed to have a broader discussion as a group on some of these topics to determine where there was agreement and where there were differing viewpoints.

Michelle said that several committee members indicated that the basis for the Forest Park Policy and planning framework recommendations, the Forest Park Natural Resource Management Plan, is outdated and not in keeping with best management practices. She said that the City believes the Forest Park Natural Resources Management Plan is still relevant. Adrienne asked the group to share other viewpoints on this topic.

One committee member felt the Forest Park Natural Resource Management Plant is relevant and does reflect current science and best practices, particularly with regard to environmental review criteria and protocol.

Another committee member agreed that the plan is relevant with the exception of trail width. He suggested pointing out that the standard called for in the Forest Park Natural Resource Management Plan doesn't match with current best practices in trail building, including contoured trails not on fall-lines.

One committee member asked about the limitations on the fire lanes, specifically, whether all are needed, and with same level of access. Michelle responded that topic would be addressed later in the meeting.

Rachel Felice asked for clarification with regard to the 'complementary' skills parks being in or out of the Forest Park Boundary. Several committee members weighed in on this topic, expressing support for including some kind of bike park facilities near Forest Park, such as a small safe beginner practice area or warm-up area. One committee member mentioned the Wanoga trailhead in Bend as an example, which is a small site integrated into the parking area, to demonstrate that it could be valuable feature with a small, unobtrusive footprint. Small skills areas at a trailhead can also provide a place for people to gather out of the way of parking and circulation. Others proposed redefining bike parks to provide more clarity on the intent.

One committee member suggested that including some history on the barriers to implementing off-road cycling in Forest Park that have occurred during earlier planning phases would be useful in terms of what can be learned and applied during this planning effort. Acknowledging the history may inform how we proceed.

Several committee members felt the proposed trail concepts for Forest Park did not meet their expectations, nor the vision agreed upon by the committee at the start of the process. The group generally supported the proposed trail concepts for Forest Park as a starting point, but that recognizing growing and changing community demographics, regulatory requirements and the possibility of tapping into other future planning efforts, they should include a long-term vision statement to work collaboratively to go beyond what's included in the proposed trail concepts and create longer riding

experiences with narrower, contoured trails, better connectivity and additional trail access within Forest Park.

One committee member responded that ecological and social factors create challenges for accomplishing these types of big-picture projects. Building community between polarized groups is an important start. We've got to start somewhere, get some good work done and get something implemented.

There was general agreement amongst the committee to add a timeframe to indicate how many years are projected to accomplish the recommendations included in the plan. For example, the plan puts forward initial ideas that are achievable, sustainable and improve safety for all users over the next 20 years.

The committee generally agreed that the plan should quantify the proposed opportunities so it is clear what gaps are needed to fully meet the vision, goals and objectives established early in the process. For example, identify how many miles of beginner trails are identified in the plan, and so on for each level of rider and desired experience.

The committee also suggested acknowledging constraints; providing a statement the plan was subject to many constraints and diverging interests.

Michelle explained the prioritization of each of the trail concepts were based on where there were restoration opportunities, public support, and alignment with the planning principles.

One committee member suggested considering simultaneous environmental review of the trail concepts in order to save the time it would take to conduct several different individual review process and save costs over time, although there will be more up-front cost. There was general agreement from the committee with regard to this approach.

Another committee member suggested defining the responsible parties for implementation for more clarity. It was pointed out by this committee member that Parks would be responsible for implementing these projects, which would be added to their queue of projects and may not be an overall high priority project from their perspective.

One committee member pointed out that some of the proposed trail concepts would require a Level II review and some a Level III environmental review, so implementing them at the same time would hold the lower level proposals to higher standards.

Several committee members noted that there could be opportunities for establishing public/private partnerships with regard to funding and identifying advocacy groups to serve as champions to move projects forward to implementation.

Topic-Specific Concerns

Pedestrian access

Michelle explained that there was some confusion amongst the feedback received by committee members via the survey about high use pedestrian trails and the need to clarify the intent.

The committee generally agreed that there was a desire amongst pedestrians to use longer trails, not just shorter trails near trail-heads.

One committee encouraged staff to not determine the use without using data to support it. Look to experience with shared use trails in other metro areas and let that inform what's done moving forward; provide guidelines for use. The committee generally agreed with this suggestion; adding that we should define what we're planning for and not use arbitrary limitations now.

It was added by a committee member that any shared use trails can be designed for enjoyment by both user groups. Sometimes having a shared use trail is necessary, for example, a climbing trail, a short connector, and the uses can be compatible.

Some committee members felt that bike only use should be considered in some cases with directionality.

Emergency and maintenance access

Michelle responded to the earlier question from a committee member about fire lane access. Michelle explained that the fire lanes do typically provide access. In some cases they aren't frequently used, and access varies (some must accommodate trucks and others only ATVs). Michelle added that the proposed trail concepts identified ATV-type access.

A committee member asked if all the fire lanes would be needed in the future. Michelle replied that yes, all except Fire lane 4. Rachel added that there is a heightened sense of emergency management following recent wildland fires in the area. The wildland fire emergency management plan is currently being revisited by the Fire Department.

The committee agreed that classifying the fire lanes differently would be useful. Michelle proposed that the committee report include language that suggests revisiting all the trail designations in Forest Park after the wildland fire emergency management plan is completed.

A committee member noted the Land Use Committee of the Parks Board and will examine the context of entire plan for equity.

Public Comment

Matt Kaiel asked about the feasibility of periodic time of day or day of week closures for certain trails to manage user conflicts and if the city would consider that. *Michelle replied that this is something that has been discussed, but is not being recommended at this time.*

Austin Ross said there is potential for Forest Park to be a major off-road cycling destination for single track; and urged the committee/ City to think bigger. He asked if there had been any consideration given to accessibility of Forest Park on bike, specifically street connections in NW.

Spencer Bushnell said that many compromises are being made that are seriously hobbling the potential. The proposed trail concepts are extremely limited and don't call for anything comparable to Wildwood or Maple Trail. All concepts are in lower value natural areas. That is not equity—it prioritizes pedestrian access to wilderness over bike access to wilderness. We need to dream bigger. He thanked the committee for their work and asked the City to restore the ecology of park and service access.

Tom Cunningham said he felt the earlier clarification missed the point and that Forest Park is the largest urban wilderness in the Country. He applauded the efforts of the committee, but encouraged them not to forget about Best Management Practices and the established protocol. He said that Best Management Practices for urban wilderness call for no bikes at all. He clarified that he wasn't saying no bike at all anywhere, but just not in our urban wilderness. He felt the public's previous input should be honored and that the public has said no to bike trails in Forest Park.

Catherine Thompson said that we must work together in the future. Right now we're on a collision course. The public said they don't want any of these trails. The Forest Park Natural Resource Management Plan goals are social goals and are based on input from a committee of cyclists, pedestrians, and other users that were focused on conflict resolution. She has previously submitted testimony about user conflicts. There are no safe pedestrian trails. Catherine read a few excerpts of written testimony from multiple people who have shared their experiences with conflicts with cyclists on the trails. She submitted the complete written testimony, which is included as an attachment to the meeting summary as well as a variety of earlier surveys and reports on trail use.

Alexandra P. Clarke said that it is of some concern that this major watershed and wildlife corridor would be considered for creating a destination area for mountain biking. She has seen what mountain bikes can do.

Matt Weintraub said that the Forest Park Natural Resource Management Plan is from 1995 and written to replace the plan from 1976. We've now passed that time for an update on the plan. The city's population has increased a lot. The 1995 plan says recreation is harmful to natural resources, which includes running and mountain biking. It doesn't adequately address current trail building practices, nor sustainable trail development and recreational infrastructure, nor current science. The city must try harder than the current draft plan, which is littered with technical errors. We need do better.

Meeting Wrap up/Next Steps

Adrienne explained the project team will work to summarize the committee's input from tonight, some of which will help to revise the draft plan, but for the most part the feedback will be used to begin to develop the draft committee report. She added that the next meeting will be focused on review and discussion of the entire draft plan so that we can finalize the committee report to Council. We do not anticipate discussing Forest Park at the next meeting unless new information is discovered between now and the next meeting.

There will be a similar review process for full draft plan prior to the next meeting. A questionnaire will be developed and distributed to committee members in the coming weeks to solicit individual input on the draft plan. We will review and discuss the primary themes of this feedback with the committee in November to identify what to include in the committee report.

The committee report will be finalized via email following the November meeting.

Attachments

- Project Advisory Committee Meeting #13 Presentation
- Comments submitted in writing from the public



PORTLAND OFF-ROAD CYCLING MASTER PLAN

Project Advisory Committee
Meeting #12

May 30, 2017

DRAFT System Plan

Locations chosen to:

- Distribute opportunities equitably across the city
- Provide a range of riding experiences appropriate for various skill levels & ages
- Connect the entire city by bike or transit

Bike Parks & Skill Trails

3 existing + 14 new



Pump track



Skill trail



Examples of natural trails



Natural Trails

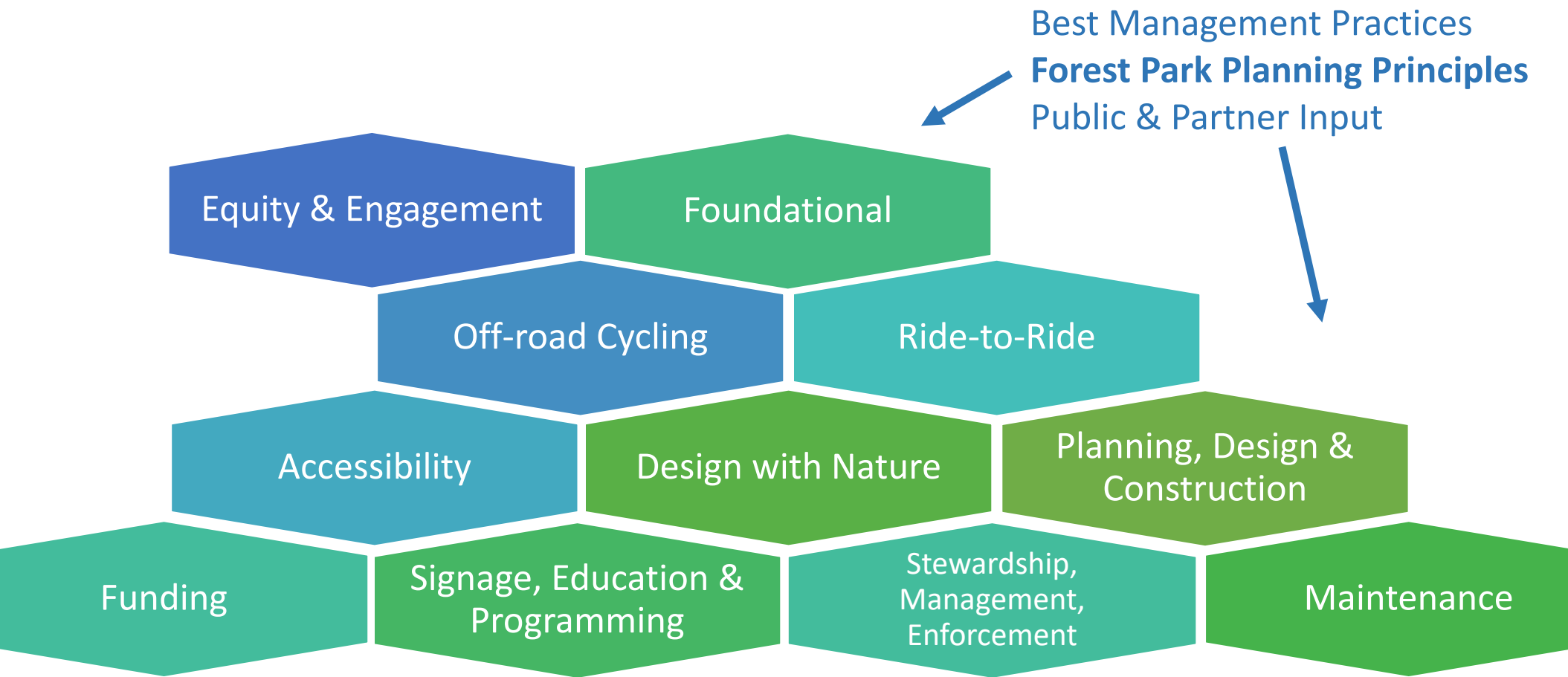
4 existing + 5 new



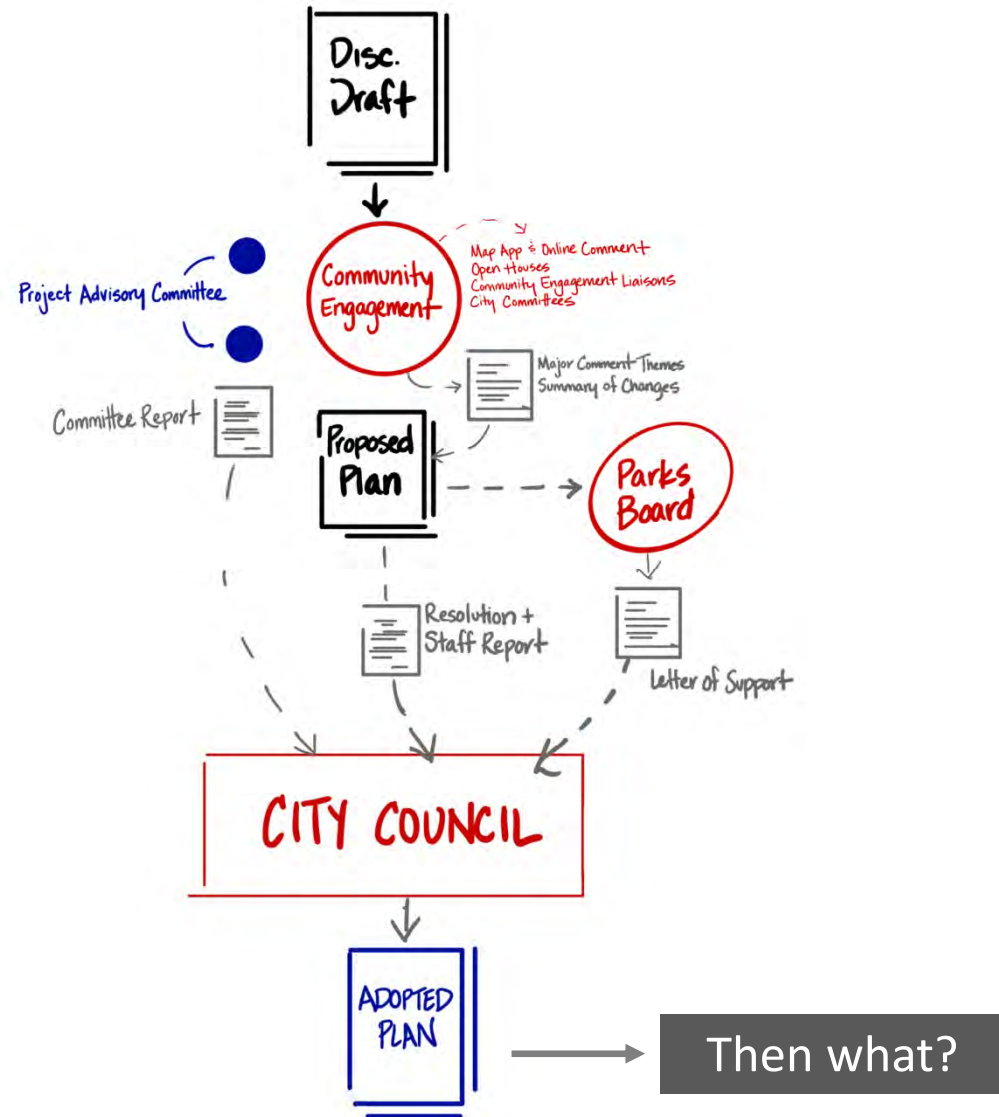
Urban Off-road Trail Corridors

3 new

System Recommendations



Next Steps Review & Adoption



Committee Report to City Council


Project Advisory Committee Report to City Council

- Charge of the Committee
- Committee Members
- Agency representatives and resources
- Overview of Committee process
- **Committee Recommendations**

Purpose of the Committee Report

The purpose of the Committee report is to transmit the perspectives of the group, even where they differ, so that decision-makers have the benefit of hearing points of agreement and disagreement and understand potential trade-offs. This report will be included in the Plan's transmittal to Council.

**Project Advisory Committee
Report to City Council**

- Charge of the Committee
 - Committee Members
 - Agency representatives and resources
 - Overview of Committee process
 - **Committee Recommendations**
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Committee Recommendations

Part 1. Overall Plan

- General level of support
- Overarching Recommendations

Part 2. Recommendations by Section

Recommendations should address both areas of Committee agreement and different viewpoints/perspectives

Example

Section 1: Purpose and Process

- Outline areas of agreement
The Committee generally supports...
- Outline differing viewpoints
However there are different perspectives on how to do this/priorities/extent/etc.
Attribute to committee members (?)

Today's Discussion

Focus:

- Quick Fixes
- Cross-cutting issues
- More specific concerns about sections

Goal: Identify content for the draft Committee Report

- Areas of general agreement
- Areas where there are differing perspectives

Quick Fixes

Typos

- Natural Resource Management Plan
- Northwest Trail Alliance

Definitions and Clarifications

- Trail width/narrow trails
- Environmental areas
(interior forest, core preserves, etc.)
- Fall-line Trails
- Net Ecological Benefit
- Forest Park is no longer the largest urban park nationally
- Forest Park 'trail' inventory

Additional Context or Content

- History of planning for off-road cycling
(citywide and within Forest Park)
- RENEW Forest Park Initiative
- Partnerships/In-kind funding

Move off-road cycling up in lists of users

Address potential of 'complementary' bike skills parks outside of the Forest Park boundary

Cross-Cutting Issues

- 1. Forest Park Policy and planning framework** - *The shoe doesn't fit*
- 2. Trail design and experiences** - *We're not working with the best tools*
- 3. Existing trail system** – *Forest Park as a unique opportunity*
- 4. Trail Improvement Concepts** - *Role of the recommendations*
Practical vs. visionary
- 5. Prioritization** - *How Concepts were prioritized*

Topic Specific Issues

- A. Management**
- B. Planning**
- C. Pedestrian Access**
- D. Emergency & Maintenance Access**
- E. Trail Improvement Concepts**

PUBLIC COMMENTS

To members of the Off Road Cycling Master Plan Committee:

I would like to offer my comments regarding the draft of the plan.

I have lived and walked in the park for many years. I have grave concerns about planning new narrow gage bike trails within Forest Park and also the Balch Creek Watershed in general. The Balch Creek watershed is being stressed beyond capacity. This is evidenced by the observed increase in invasive plants, eroding along trails and siltation of creek bottom and discarding of animal waste etc. along trails. It is not important whether these problems were caused by bike trails. The point is that resources of the park staff are not being focused on correcting these problems to the extent that they are spent on creating more opportunities for an increasing number of users and uses rather than focusing on improving the existing habitat.

1. Not every location is appropriate for every "user group." In most parks, for example, allowed uses exclude native plant collecting, food plant gathering, hunting, fishing etc. if they threaten the condition of the habitat. The desires of the many "user groups" must come second to the preservation of the health of the resource. It is my belief that narrow gage mountain bike trails will create further damage to the privacy and cleanliness of the land for the plants and animals currently and historically using the land.
2. There is less and less good habitat available to native organisms. There will be no need for a "wildlife corridor" if the destination is eliminated.
3. Users are seeing an abundance of bird life during the day. Birds are very active during daylight hours, so non-scientists are better able to see them than many of the mammals. WE HAVE THE POTENTIAL TO KEEP THIS WILDERNESS INTACT.
4. We do see a lot of deer at night, especially in fall and winter. Deer are very adaptable. We know we have deer and elk during winter but we need to allow predators to follow prey. 30 years ago when Marcy Houle wrote "One City's Wilderness" there were about 10 carnivores known to use Forest Park, several of them known to use deer. The point is that if the park can't accommodate any predators we may end up like "Port Townsend," where many injured deer wander back and fourth day and night in the streets because things are so very far out of balance. Most predators are successful because they are very secretive. They need privacy.
5. The point is that Forest Park is like no other park. It exists for the preservation of what was here before we arrived, and what we want to protect, not for our personal amusement.
6. We have a management plan adopted into law, which is largely being ignored by this new Off Road Cycling Master Plan.
7. The management plan, which is law, says there will be scientific study before changes or additional uses are added in the park. If we want more than just one more playground for our citizens we need to follow the plan. The plan requires that thorough environmental studies be completed before changes are made to the park.

In summary, I would ask that you add no trails and no new uses to Forest Park or to any part of the Balch Creek Watershed until complete scientific studies of the current conditions are completed. Do what is best for Forest Park; it will be best for Portland citizens as well.

Thank you,
Paula Sauvageau

PORTLAND OFF-ROAD CYCLING MASTER PLAN: COMMITTEE MEETING COMMENT FORM

DATE: 10/5/17 YOUR NAME: Austin Ross

1. Forest Park needs single track mountain bike trails!
8 feet wide is too wide. 4 feet wide is too wide.
2. The ^{potential} opportunities for biking in Forest Park are HUGE.
This plan is minimal. Dream bigger!
3. Has bike accessibility to Forest Park been considered?
It is currently hard to get there on a bike and hard to find the route.

10/5/17

✓ Hello my name is Spencer Bushnell, I'm a health professional in town and I'd like to thank the members of the ORCMP for putting in so much energy to put together a citywide plan.

✓ I am speaking today because it appears that compromises between the various city constituency's have severely hobbled suggestions for trail opportunities in Forest Park.

✓ Forest Park is a jewel, and we must protect it while also instilling a sense of stewardship in future generations of Portlanders. We cannot do that by banning bikes to brownfields.

✓ The Wildwood Trail and Maple Trails are outstanding examples of trails that are projected to continue to serve only pedestrians, their off leash dogs, and trail runners. The DTC's listed in this plan do nothing to create equitable access to trails for those who choose to ride a mountain bike.

✓ A question for the committee: Why are the bicycle DTC's only planning to rehabilitate brown fields, ROW's, and power line cuts? This is NOT nature. Its disingenuous to suggest these DTC's will provide the same level of service to the bike community as the current network provides to the hiking/ running communities. This plan has thrown scraps of access at the mountain bike community while the status quo remains.

There is NO ecological reason to not endorse a "jewel of a trail for mountain biking", one that traverses the park like the WildWood and Maple trails.

The DTC "D" with Firelane 1 access should not be restricted it is scope. This new trail should continue all the way to Germantown road, or the Ridge trail at the least. These watersheds are already greatly (immensely), irreparably constrained and altered by HWY 30 and industrial zones along the river. We can have trails that cross through watersheds. Its done all over the world (and immediately uphill) with great success.

As for Holman Lane, Why on earth is that Road not being decommissioned? It's a prime example of poor design. That area could provide braided ped only trails

and bike only trails in nearly the same footprint as the existing road bed, and this would be a great amendment to DTC E.

Thank you for your time, thank you for your work, and thank you for making the ORCMP palatable for the city community. You've done great work for the city wide plan, but the plan falls far short in respect to Forest Park.

From: Silas Beebe
To: [Kunec-North, Michelle](#)
Subject: Forest Park bicycle path survey
Date: Monday, May 22, 2017 11:20:05 AM

I have participated in a few rounds of surveys about FP. I grew up in NW Portland next to FP since the early 80s. My friends and I rode the first mtn bikes around the park back then, and my company now sells bicycle accessories.

Many of my "squeaky wheel" neighbors (and mother) are against accommodating mountain biking but I am whole heartedly for it. It seems downright silly for a cycling-centric city that eliminates car lanes all over the would also have an enormous forest park adjacent - and still not have mtn biking options.

Yes, the southern area of the park next to the city has a fair amount of pedestrian traffic, but there are many miles just a little north with few pedestrians and perfect for mtn biking.

...Just my two cents from a Willamette Heights resident who actually supports mtn biking!

Thanks,
Silas

Silas Beebe, owner
SHOP thebeebecompany.com
LIKE facebook.com/TheBeebeCo
SHARE instagram.com/TheBeebeCo
FOLLOW twitter.com/TheBeebeCo

From: Tom Cunningham
To: [Anderson, Susan](#); [Abbate, Mike](#); [Armstrong, Tom](#); [Kunec-North, Michelle](#)
Cc: [Wheeler, Mayor](#); [Commissioner Fritz](#); [Commissioner Saltzman](#); [Commissioner Eudaly](#); [Auerbach, Harry](#); [Rep.MitchGreenlick@state.or.us](#); [Allan Classen](#); [svanwing@opb.org](#); [jschrag@pamplinmedia.com](#); [MGarber@portlandtribune.com](#); [lhewitt@pamplinmedia.com](#); [sswindler@oregonian.com](#)
Subject: Community Needs Assessment Survey; Forest Park
Date: Friday, May 26, 2017 11:18:18 AM
Attachments: [17-5-22 PP&R Survey No"d .pdf](#)

Dear Mike, Susan, Tom and Michelle

Earlier this week I received a mailed invitation to participate in P &R's 2017 Community Needs Assessment Survey, and I went online to complete the questionnaire. (Questionnaire enclosed, with page numbering added for convenience). In part, the stated goal of this survey "is to gather feedback from Portland residents to help PP&R plan for the future, and improve our park ... trails and urban forest." (Pg.1). As you know, PP&R presents its survey at this time against a backdrop of pressure to develop Forest Park for expanded use by off-road cyclists. This creates a controversy, in part because current Forest park users and other members of our larger community want to keep the City's existing Forest Park Natural Resources Management Plan Ordinance intact and, accordingly, preserve the safety and habitat of our urban wilderness free from any off-road cycling development. Results of the survey are bound to take on a heightened significance in light of the fact that PP&R is already proposing consideration of five separate expansion sites in Forest Park for off-road cyclists.

Unfortunately, the questionnaire has critical design flaws that lead to misleading responses, and therefore, to little useful information about what changes in trail use in Forest Park that hikers and runners truly want to see. The flaws come in the form of combining two distinct topics in the same question, then asking for one response to evaluate both. For instance, the questionnaire asks questions that will lead people who favor hiking trails, only, to support, instead, developing trails for bikes, shared and otherwise. On page 7, note the question: (Whether members of a household use use certain features only if they were their own neighborhood park, etc): *Soft surfaces for hiking and biking.* Senior citizens, for instance, answer "yes," because they prefer hiking on trails set aside solely for pedestrians; but the PP&R interprets their response to mean the seniors favor trails shared with both hikers *and* biking. That, of course, is not what the respondent meant, at all. A similar improper ambiguity is created on page 16: ("The City of Portland is developing long-term plans for spending money on Parks & Recreation over the next five years. Note the importance to you of the following):... *Developing new trails for running, walking and cycling.*" Again, when respondents make the choice of strongly favoring the development of new trails for running and walking, off-road cycling advocates could naturally infer that the respondents - senior citizens, friends and families - all are in favor of trails being developed for use shared by cycling as well

as running and walking. Of course, nothing could be further from the truth.

As a Portlander with an MBA in marketing research, I might point out that those ambiguous responses are viewed as a flaw in questionnaire design generally because they are not useful classifications, and so do not meet the standards for professional marketing research. A nationally recognized treatise states it like this, “*Mutually exclusive categories*. There should be an unambiguous description of categories, defined so that any response can be placed in only one category.” Paul Green and Donald Hull, Research for Marketing Decisions, Prentice-Hall, New Jersey; pg. 238.

It is fair to say that when the results from the survey are made available, drawing inferences about support of further development of off-road cycling will likely be unreliable, misleading and controversial, at best.

Sincerely,

Thomas Cunningham
Thomas Cunningham, JD, MBA
Attorney at Law

From: Jerard S. Weigler
To: [Kunec-North, Michelle](#); [Law, Linda](#)
Cc: r.holladay@comcast.net; renee@forestparkconservancy.org; james@jberry.us
Subject: Forest Park Concept E proposed Bicycle Trail
Date: Wednesday, June 28, 2017 3:05:49 PM

Dear Michelle,

Will you be kind enough to advise whether the idea of a 53rd Drive/Holman Lane accessed trail has been discarded or else a more suitable means to access that proposed trail has been substituted for Holman Lane because of the tremendous risk of serious accidents?

The City asked residents for local input presumably because of their day-to-day familiarity with the park . As you know from prior correspondence, (including the testimony of two families whose homes actually face on Holman Lane), the chance of frequent accidents between high volume family two-way pedestrian traffic and a high volume of unauthorized bicycle riders coming downhill and out of Holman at a fast clip is almost inevitable unless an adjustment is made to the plan.

You may recall the comments of Mr. Holladay and Ms. Chaivoe , whose house faces Holman at the bottom of the downhill run:

"Holman and the Wildwood trail are heavily used by pedestrians and runners at all times of the year, with weather not a factor. The number of visitors to this area has increased significantly, and many are people with children and dogs. The majority of dogs are not leashed.

If Holman becomes a downhill trail, the likelihood of pedestrian/dog/bike accidents will significantly increase.

Last weekend, a pair of downhill bikers nearly ran over a family at the junction of the Wildwood where it meets Holman. Fortunately, it was a near miss, and yelling was evident. The bikers continued speeding down Holman, past our house to Aspen. There have been other incidents as well.

Dr. and Mrs. Slepach, who have also lived for decades directly on Holman where pedestrians enter, wrote to you echoing those same concerns.

What is the current status of so-called "Concept E"?

Jerard S. Weigler | Emeritus

Lindsay,Hart, Attorneys at Law
1300 SW 5TH AVE | SUITE 3400
PORTLAND, OR 97201
PH 503.226.7677 | Fax 503.226.7697
Cell 971 255 9510
www.lindsayhart.com

Mike Lindberg
4023 S.E. Ash Street
Portland, OR 97214

July 2, 2017

Dear Mayor and City Commissioners,

I write to you about something dear to my heart: Forest Park. During my 24 years working for the city and its citizens, I hiked Forest Park for exercise. It was also my refuge for quiet and contemplation.

I was Parks Commissioner for years and in that role was able to protect and even expand Forest Park. Despite budget cuts nearly every year due to Ballot Measure 5 and a recession, we worked to keep this sacred place ecologically healthy.

Once I left the council, I became involved with the Friends of Forest Park and assisted with the 60th anniversary of the park as well as the transition of the Friends group to the Forest Park Conservancy. Little did I know that proposals to expand mountain biking in the park would gain traction, so to speak. During my hundreds of hikes in the park, I have nearly been run over by mountain bikes speeding downhill. In addition, I could see the negative impact of bikes on the trails.

I know the lobbying by mountain bikers has been intense. Since hiking is primarily a solitary activity, I doubt that hikers band together in clubs or association to make their voices heard. I write today to plead with the City Council to leave us with this precious place for solitude close to the city. I urge the City Council to slow down, smell the roses, listen to the myriad voices and look closely at the various master plans for the park. With all of the growth, density, and increasing traffic and noise in my neighborhood, I am hopeful that the council in its wisdom might see that this refuge should remain as envisioned.

I close with two quotes. Frederick Olmsted, who envisioned Forest Park in 1903 said, "This place of wild woodland characters should be intended only for passive recreation, for mental refreshment, which can only be derived from the quiet contemplation of natural scenery."

The second quote is from Thornton Munger, the first chair of the Committee of Fifty, appointed by the City Club to create Forest Park. He said, "The wilderness within a city is not a place for speeding; there should be no need for haste...it is hoped that the feeling of an extensive, uninterrupted forest sanctuary may be preserved."

I know that others will say that with enough rules, signs and enforcement we can have more mechanized activities in Forest Park, and every one can co-exist. But once you've made this step, you can never go back. I am hopeful that you will leave us this sanctuary, this unique place within a major urban area in the United States. It's one of the things Portland is praised for...let's not take that away.

Sincerely,
Mike Lindberg
Former City Commissioner

August 18, 2017

mayorwheeler@portlandoregon.gov,
amanda@portlandoregon.gov,
nick@portlandoregon.gov,
dan@portlandoregon.gov,
Chloe@portlandoregon.gov

Michelle.Kunec-North@portlandoregon.gov
Tom.Armstrong@portlandoregon.gov
Susan.Anderson@portlandoregon.gov>

Dear Commissioners,

Forest Park is “America’s premier urban ancient forest.” 1995 Forest Park Natural Resource Management Plan (The Plan), p. 97. I trust all of you agree.

In its vision statement The 224 page Plan states:

“In seven generations, an ancient forest of national renown.” “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 place that maintains this wilderness quality while allowing appropriate passive recreational and educational use without degrading natural resources; an urban laboratory for environmental research and resource enhancement and restoration; America’s premier urban ancient forest.” The Plan, p. 97.

“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.” p. 98 “Core Preserves-Interior forest habitat is Forest Park’s most unique and valuable asset. No other urban park in the U.S. offers anything comparable in quality and quantity.” p. 101 “Development of other recreation areas and facilities will relieve the pressure on Forest Park. This is a critical strategy for protection of natural resources in Forest Park and for reduction in user conflicts.” p. 110. I trust you also agree with these points.

Inside the Park impacts to resources “come primarily from overuse and from invasive non-native plants.” Except for ivy removal, “no programs address invasive species.” Forest Park needs staff and funds to deal with these problems and for other resource enhancement projects that increase the health of park resources, such as successional acceleration, stream restoration and habitat restoration. The Plan, p. 91. In 1995 it was acknowledged that “Active resource management and protection has not been feasible because of a lack of time, money and personnel.” The Plan, p.90.

The City is currently once again being asked to consider Mountain Bike single-track use in the park. “Mountain bikers are allowed on most fire lanes where there is sufficient sight distance for the safety of the trail users.” p. 75 “Bicycle trails (Mountain Bikers) are allowed on the paved roads, most of the fire lanes (with exceptions).” p. 174 This allows mountain bikes only on paved

roads and 8 foot wide hard packed trails, not narrow dirt surface trails used by hikers and runners.

In 2006 in what may potentially be in violation of The Plan's restrictions, a 3 foot wide dirt trail was built to connect Firelane 5 to the Leif Erickson Trail. It is described in the Forest Park Conservancy White Paper on Off-Road Cycling in Forest Park, dated May 19, 2009. In an August 14, 2017 letter to the Portland Commissioners the Coalition to Protect Forest Park describes and shows the extensive erosion that exists there now.

The Forest Park Conservancy formed a Committee with mountain bikers and the Portland Parks and Recreation Department to produce the White Paper. The Committee stated:

“It appears that user conflicts between pedestrians and cyclists are increasing within the Park. While there are no systematic counts of conflicts, the Forest Park Conservancy receives complaints about cyclists on trails designated pedestrian-only, as well as reports of conflict on the shared use trails, roads, and fire lanes which are open to bikes. With the growing popularity of off-road cycling, these problems will potentially worsen unless this issue is addressed in a comprehensive manner that addresses both conflicts with user groups and efforts to protect the Park's natural resources.” p.3

After a series of meetings the Committee concluded:

“Improvements, enhancements and expansion to Forest Park's existing road and trail infrastructure will increase the need for funding and other resources to support sustainable trail construction, long-term maintenance, localized habitat restoration, ongoing education, and enforcement of park regulations. Forest Park is an unparalleled natural resource and the bar must be set high for any expanded access. This committee believes that improvement and/or expansion of off-road cycling opportunities is a worthy consideration if these criteria can be met.” p. 17

Please keep in mind those criteria were never met. In July 2010 a Forest Park Single-Track Advisory Committee reported:

“Consensus was not reached because a minority of Committee members could not support any proposed trail actions unless management conditions were associated with the actions. They specifically stated that wildlife and vegetation studies, and the recreation user survey listed in the NRMP, needed to be completed to determine the carrying capacity of the park before any recommendations for new trails should go forward. Safety concerns were also expressed.”

On September 30, 2010 letter Commissioner Fish reported to the Committee on wildlife and vegetation studies and surveys that would be done and the creation of a new dedicated Park Ranger position for increased enforcement.

“Beyond Forest Park, we are working to expand off-road cycling access throughout the Portland metropolitan” including a PP&R managed Gateway Green single-track park.”

“In response to your recommendations regarding trail options, we have concluded that Forest Park is not ready for expanded access.”

As the Portland Tribune acknowledged on May 23, 2017, without additional funding for education and enforcement Forest Park is **still not ready** for expanded access. The single ranger assigned to Forest Park who cannot write criminal citations is simply not enough. Nor can he even exclude repeat violators without the signage that vandals keep knocking down. See Section 16.70.560B.

In addition, in the Oregon Statewide Recreation Trails Plan for 2016-25, p.100, the highest priorities for new trails and maintenance identified in Region 2 where Forest Park is located were repair of major damage to existing trails and protection of natural features. (77% each) New trails were a low priority, with hiking, ADA and running trails ahead of new natural surface trails for bikers. (24%).

Which brings us to the present. Now rather than providing the funding and resources the Park Department needs, including more officers with the ability to cite violators, and following the Zoning Code, the City has spent considerable staff time and money considering a proverbial shortcut, one that will only exacerbate the hiker/biker conflict without those resources.

Through the Off-Road Cycling Master Plan (ORCMP) the Portland Bureau of Planning, the City is considering expanding off-road cycling in Forest Park, including the addition of new 2-6 ft wide mountain bike trails. In a May 16, 2017 Portland Tribune article the cyclist leading this effort characterized it as “kind of like an exception” to The Plan.

As I am sure you know, The Plan has been adopted as a City Ordinance and incorporated into the City Environmental Zoning Code. It is a violation of the Land Use laws to try to amend The Plan through an ORCMP. To create an exception, the City will need to go through a full Zoning change process, and likely also amend the City Comprehensive Plan, which relies on The Plan to meet some of the City State Wide Land Use Goals.

That said, there is an even more fundamental problem that plagues the ORCMP process. The Bureau of Planning is barreling ahead to open Forest Park to more off-road cycling, including two new single-track trails, even though it has no management responsibility for or expertise in the ecological functions of Forest Park.

It is the Park Department’s job to determine the carrying capacity of the park **before** any recommendations for new trails can go forward. Planning has already proposed 5 new trail options, leaving environmental analysis of each trail for later. This is not making “preservation of natural systems as (the Park’s) top priority.” The analysis of cumulative effects of expanding single-track cycling in Forest Park should take place **first** and should be done by the Parks Department.

Natural resource management plans provide the means to evaluate the cumulative effects of development and mitigation proposed at different times and in different places within the same large ecosystem. See, Section 33.430.310. Section 33.430.350 sets Approval Criteria for Amendment of a natural resource management plan:

- A. Compliance with Sections 33.430.310 through 350;
- B. Compliance with Statewide Planning Goals and the Portland Comprehensive Plan; and
- C. If the natural resource management plan is approved as part of a plan district, the criteria for adoption of plan districts that are in Section 33.500.050 are met.

Moreover, the Planning Bureau states a new vision of an interconnected systems of trails of up to 15 miles for off-road cycling within Forest Park. The Bureau states that riders are looking for up to 2 hours and 15 miles for each visit and “people who enjoy riding bicycles on dirt trails are generally looking for a narrower track, which provides a more engaging riding experience.” See Frequently Asked Question, Why is the Off-road Cycling Master Plan exploring options in Forest Park, on its off-road cycling website. This begs the question: How many cyclists will be encouraged to use such an interconnected system in Forest Park? 10, 100, 1000, 10,000 per day? When will we exceed the carrying capacity of the park? This needs to be assessed first, not after the proverbial horse has left the barn.

In order to avoid user conflicts on the trails, the City needs to evaluate how many new off-road cycling trails should or could be built? How much fragmentation of wildlife habitat would occur and how much wildlife nesting and feeding habitat would be reduced through off-road cycling disturbance? The City also needs to determine if such an expansion would interfere with “preservation of natural systems as (the Park’s) top priority.”

In 1995 the Management Plan was created to maintain Forest Park's wilderness quality while allowing appropriate passive recreational use. The Plan struck this balance by not allowing mountain bikes on the soft dirt surfaces of the Park, but only on the roads and hard packed surfaces of the Fire lanes.

Allowing mountain bikes on existing hiker trails will destroy the peace and unspoiled nature of the hiker experience in the Park. Mountain bikers want a more engaging riding experience that for many riders means a more vigorous, challenging and risky experience. Without a significant commitment of law enforcement resources, bikers simply cannot be kept off hiker only trails. The ecological impact of mountain bikes on soft dirt surfaces of the Park, including off-trail areas, is sufficient reason to bar the bikes from those areas.

Mountain bikes disturb wildlife well outside the trail surface and adversely impact their nesting and foraging behavior. Otherwise suitable habitat is abandoned. Creating new single-track trails for bikers only will fragment existing habitat and extend adverse impacts to wildlife in new areas. This can only serve to reduce the diversity and number of wildlife species in the park. The only way to accommodate mountain bikers’ desire to have a more engaging riding experience on soft dirt trails without degrading the natural resources of Forest Park is to develop other recreation areas for mountain bikes, such as Gateway Green, as the 1995 Plan envisioned.

I have some additional detailed thoughts on specific failings or problems with some of the analysis and reports on which the ORCMP is relying, as well as some interesting information on detailed studies that have been done on the impacts of mountain biking of this kind, including court precedent barring mountain bikes from steep dirt trails in another park. I will send you that in a second letter, as I trust I have already made my general point in this letter.

I urge you not to be pushed into any rash positions in search of a “compromise.” If you give up a portion of Forest Park to other uses, it will be gone forever. No subsequent politician will be able to undo or fix what you may have broken – in your haste to find a proverbial middle ground.

The 1995 Plan gave cyclists 30 miles of trails. That **was** the compromise. There is no need for you to compromise on the compromise. Such an approach leads only to a “death from a 1,000 minor cuts” outcome for the natural resources at issue. Please be strong and stand your ground, to keep Forest Park the sanctuary that it is today, so that your children and their children’s children can experience this wonder of foresightedness, and stand in awe of the City’s commitment to preserve this special place.

Paul Majkut
Attorney-at-Law

August 19, 2017

mayorwheeler@portlandoregon.gov,
amanda@portlandoregon.gov,
nick@portlandoregon.gov,
dan@portlandoregon.gov,
Chloe@portlandoregon.gov

Michelle.Kunec-North@portlandoregon.gov
Tom.Armstrong@portlandoregon.gov
Susan.Anderson@portlandoregon.gov>

Dear Commissioners,

In an August 18, 2017 letter to you, I described my concerns with the City's consideration of expansion of off-road cycling in Forest Park, including the addition of new 2-6 ft wide mountain bike trails. In that letter I mentioned that I have some additional detailed thoughts on specific failings or problems with some of the analysis and reports on which the ORCMP is relying, as well as some interesting information on detailed studies that have been done on the impacts of mountain biking of this kind, including court precedent barring mountain bikes from steep dirt trails in another park. In this letter I provide those additional details.

In Task 3.2 of the Portland Off Road Cycling Plan, consultants (Waterbrook, Hilride, & Toole) minimize the potential impacts of expanded mountain biking in Forest Park without taking into account that this is "America's premier urban ancient forest" for which its Plan's top priority is preservation of its natural systems, not mountain biking. 1995 Forest Park Natural Resource Management Plan, p. 97 (The Plan). While the consultants admit there are critical gaps in research on mountain biking's adverse impacts on vegetation, p. 7, on stress on and altered behavior by wildlife in natural areas, p.8, and water resources, p.10, with some exceptions, they ignore these gaps and claim that mountain biking impacts are similar to hiking's impacts and this is just a design issue.

They concede that mountain bikers cause more adverse soil and vegetation impacts when they engage in unpermitted off-trail riding. "Morlock and others (2006) noted that the frequency of unpermitted off-trail activity by mountain bikes was the greatest cause of adverse soil and vegetation impacts. They concluded that the ecological impact of unpermitted off-trail routes was the primary argument for limiting mountain biking access to public lands." This is a serious problem in Forest Park since there is only one officer who lacks criminal citation authority.

They also concede that fragmentation and alteration of habitat by mountain biking trails may reduce the quality of nesting habitat and that wildlife impacts can be reduced by ensuring that trails avoid sensitive or critical wildlife habitats, including riparian corridors and wetlands. They also concede that additional studies of the impacts on wildlife habitat, including special status habitats and rare plant and animal communities are needed.

Finally, they concede that there also is a gap in information on the cumulative impacts of recreational activities in natural areas, both urban and rural.

Many of the studies that the consultants rely on are critically analyzed in an article in the July 2014 ARPN Journal of Science and Technology, "The Impacts of Mountain Biking on Wildlife and People A Review of the Literature, by Michael J. Vandeman, Ph.D. He compares the impacts of hiking and mountain biking. His findings are quiet clear.

"It is obvious that mountain biking is harmful to some wildlife and people. No one, even mountain bikers, tries to deny that. Bikes create V-shaped ruts in trails, throw dirt to the outside on turns, crush small plants and animals on and under the trail, facilitate increased levels of human access into wildlife habitat, and drive other trail users (many of whom are seeking the tranquility and primitiveness of natural surroundings) out of the parks." p. 418-19.

Moreover, at least one court has upheld the action of a regional authority in excluding mountain bikes from the natural dirt trails of a regional park, Golden Gate National Recreation Area ("GGNRA"). In *Bicycle Trails Council of Marin v. Bruce Babbitt*, 82 F.3d 1445 (9th Cir. 1996), the mountain bikers complained that their interests were not given priority. They complained that park officials failed to give adequate consideration to the quality of the mountain bicycling experience in that several "single-track" and "loop" trails were closed to bicycles and that no concern was given the need to accommodate the most skilled bicyclists by providing them steep and difficult trails.

Nevertheless, the Ninth Circuit affirmed the National Park Service's rule that the use of bicycles was allowed in park areas under the same basic conditions as are motor vehicles, i.e. on park roads, in parking areas, and on routes designated for their use. Several "single-track" and "loop" trails were closed to bike use in the interest of public safety, resource protection, and the avoidance of visitor conflicts.

The Bureau of Planning and its consultants have failed to rigorously evaluate these potential impacts before proposing the expansion of off-road cycling in Forest Park.

1.Expanded mountain bike use, including single-track trails, poses an unacceptable threat of increased erosion in Forest Park that has not been rigorously evaluated.

"Forest Park is located on the east flank of the Tualatin Mountains. . . . Elevations rise from about 75 feet mean sea level along the Willamette to 850 to 1100 feet along the Skyline. . . . The Park landscape is deeply dissected by streams originating along the crest and draining east to the Willamette River . . . stream gradients reach as much as 11.5%. (600 feet per mile) . . ." The Plan, p. 32

"Forest vegetation moderates the effects of winds and storms, stabilizes and enriches soil, and slows runoff from precipitation." p. 29 But the Park's terrain is particularly susceptible to erosion. "Because of the steep terrain and fine-textured soils, a minor amount of accelerated erosion was found in disturbed areas where soil was exposed. This includes fire lanes, roads and trails that exist on all soil types." p. 34 "The fire lanes are generally oriented up and down the slopes of the park." p. 48

Off-road cyclists accelerate erosion for several reasons. They seek the excitement of rapid movement up and down the steep terrain of Forest Park that is often wet, “a more engaging riding experience.” Frequently Asked Question, **Why is the Off-road Cycling Master Plan exploring options in Forest Park**, on the Bureau of Planning’s off-road cycling website And the majority will likely travel several times as far as hikers each trip. In the Oregon Statewide Recreation Trails Plan for 2016-25, p.89, single-track riders self-evaluated their desired pace as moderate (37%) to vigorous (42%). Single-track riders want 27% of nearby trails to be at a challenging level of difficulty and 58% of trails outside their communities at a challenging level of difficulty. Figures 67, 68, p. 95. While 75% of hikers prefer a trail length of less than 5 miles, 85% of single track riders prefer trails longer than 5 miles, (33% 6-10 miles) (29% 11-15 miles) (24% over 15 miles).

In one study Dr. Vandeman found that 34% of riders listed excitement/risk as a main reason for visiting the park. Bikers impacts are greater when they skid and worse in wet conditions. He also found that bikers’ impacts were several times greater than hikers since bikers travel several times further than hikers. p. 420.

In Bicycle Trails Council of Marin, cited above, the Ninth Circuit affirmed the NPS finding that downhill bicycle travel on steep slopes is usually accompanied by braking and often by skidding which tends to push dislodged surface gravels into ditches, water bars, and drains. The court agreed that there were serious erosion problems on certain steep narrow trails and that restricting bicycle use would slow such erosion.

2. Expanded mountain bike use, including single-track trails, poses an unacceptable threat of increased disruption of plant communities in Forest Park that has not been rigorously evaluated.

In one study evaluated by Dr. Vandeman, after 500 passes, mountain biking began to show significantly greater impacts of soil compaction and degrading plants in the trails. Greater impacts would be expected to occur due to braking, accelerating, or turning. Allowing bikes on trails allows trail use to increase over what it would be if bikes weren't allowed. Killing plants and destroying seeds modifies the gene pool, and introduces human-caused loss of genetic diversity, and evolution. Dead plants and lost genetic diversity do not "recover" (see Vandeman, 2001). Even if the impacts of bikers were not more severe than hikers, mountain bikers have several times the impact of hikers, since they are easily able to, and do, travel several times as fast and as far as hikers. p. 420.

In Bicycle Trails Council of Marin, cited above, the Ninth Circuit affirmed the NPS finding that when bicyclists pass hikers on narrow trails at least one of the users is forced off of the trail and onto surrounding plant life. Bicyclist were also found to often occupy the center of the trail and travel in groups, thus further limiting the space available for other users when the bicyclists pass them. Bicyclists were also found to have difficulty staying on the trails where the steepness of the trail caused high speeds and the narrowness of the trails gave little margin for error and made sharp turns difficult, often skidding to control their speed, sliding off of trails on sharp turns, or cutting across off-trail areas at certain "switch-backs." Finally, this trampling of off-trail vegetation was found to be damaging to the park's natural plant life resources.

3. Expanded mountain bike use, including single-track trails, poses an unacceptable threat of increased disruption of animal communities in Forest Park that has not been rigorously evaluated.

In one study evaluated by Dr. Vandeman, it was noted "Because flushing from recreational activity may come at the cost of energy needed for normal survival, growth, and reproduction ..., and because it may cause animals to avoid otherwise suitable habitat ..., it is important that recreationists understand that their activities can flush wildlife and may make suitable habitat unavailable" (p.961). Dr. Vandeman concludes that since bikers are able, and typically do, travel several times as far as hikers, bikers have several times as much impact on wildlife as hikers. p. 421.

In another study evaluated by Dr. Vandeman "bicyclists caused eagles to flush at [the] greatest distances", which would tend to indicate that bicyclists have greater impacts. Once again, the greater distances that bikers travel and as well as the greater visitor numbers that the bicycle enables increase those impacts resulting in higher total numbers of encounters and flushings. pp. 421, 423.

Dr. Vandeman also referred to an excellent 2003 "critical literature review" on the ecological impacts of mountain biking by Jason Lathrop. Mr. Lathrop criticized a number of studies for not using realistic representations of mountain biking. For example, one "study's treatment passes at best loosely approximate the forces exerted by actual mountain biking. On real trails, riders possess widely varying levels of skill, resulting in variant speeds, turning, and braking. This study does not address these variables. I could find no references to it in the literature. Anecdotal evidence suggests, however, that small mammals are vulnerable to impact and are not uncommonly killed." p. 423.

After reviewing a number of studies comparing the impacts of hiking and mountain biking, Dr. Vandeman concludes:

“Some of the important characteristics of mountain biking that have been ignored are: speed; distance traveled; the increase in number of visitors that bikes allow; increased trail-building, with its attendant habitat destruction; the displacement of soil (other than downhill); the killing of roots and soil organisms and ecosystems; most effects on wildlife; manner of riding (skidding, braking, acceleration, turning, and representativeness); tire tread; and noise (bikes are relatively quiet, but a rattling chain may be perceived as "alien" to natural surroundings).” p. 424

I have taken a critical look at the consultants work in support of the Task 3.2 of the Portland Off Road Cycling Plan because they minimize the potential impacts of expanded mountain biking in Forest Park. This is not just a design issue. Forest Park is “America’s premier urban ancient forest.” The 1995 Management Plan’s top priority is preservation of its natural systems, not mountain biking. Please protect Forest Park’s natural systems and do not expand off-road cycling in Forest Park.

Paul Majkut
Attorney-at-Law

October 12, 2017

mayorwheeler@portlandoregon.gov,
amanda@portlandoregon.gov,
nick@portlandoregon.gov,
dan@portlandoregon.gov,
Chloe@portlandoregon.gov

Michelle.Kunec-North@portlandoregon.gov
Tom.Armstrong@portlandoregon.gov
Susan.Anderson@portlandoregon.gov

Linda.Law@portlandoregon.gov

Kate.Wood@portlandoregon.gov

Dear Commissioners, et al.,

In an August 18, 2017 letter to you, I described my concerns with the City's consideration of expansion of off-road cycling in Forest Park, including the addition of new 2-6 ft wide mountain bike trails. In an August 19, 2017 letter to you, I described my detailed thoughts on specific failings or problems with some of the analysis and reports on which the ORCMP is relying, including court precedent barring mountain bikes from steep dirt trails in another park.

In this letter I described my concerns with the City's potential liability for personal injuries in Forest Park now and from adding single track trails to Forest Park. Mountain biking exposes riders to the danger of spinal and other injuries. In a 2010 study in British Columbia one of every six spinal cases reviewed was severe enough to result in complete paralysis. "People need to know that the activities they choose to engage in may carry with them unique and specific risks," Dr. Marcel Dvorak, of the University of British Columbia in Canada, told Reuters Health by email. "Helmets will not protect you from these injuries, nor will wearing Ninja Turtle-like body armor." Reuters Health June 4, 2010. <https://www.reuters.com/article/us-spine-bike/are-you-risking-your-spine-riding-a-mountain-bike-idUSTRE65352D20100604>

Dvorak and his colleagues identified 102 men and 5 women who were seen at British Columbia's primary spine center between 1995 and 2007 after mountain biking accidents. The average patient was 33 years old and all but two were recreational riders, they report in The American Journal of Sports Medicine. See, Spinal Column and Spinal Cord Injuries in Mountain Bikers, A 13-Year Review, [Emily R. Dodwell](#), MD, [Brian K. Kwon](#), MD, PhD, [Barbara Hughes](#), MD, MHS, First Published May 20, 2010, American Journal of Sports Medicine. <http://ajs.sagepub.com/content/early/2010/05/20/0363546510365532.abstract>

The team couldn't calculate the risk of a spine injury among those who mountain biked, but they figured that over the 13-year study period, the annual rate was one in 500,000 British Columbia residents. The riders accounted for 4 percent of all spine trauma admissions to the center. Surgery was required for about two-thirds of the mountain bikers. But the most devastating injuries were the 40 percent that involved the spinal cord. Of these, more than 40 percent led to

complete paralysis. “Wrist fractures and facial fractures are common” among mountain bikers, said Dvorak. “But spine injuries are the most severe with the most profound long-term consequences.”

While the City of Portland is, in theory, not liable for any personal injury, death or property damage that arises out of the use of the land for recreational purposes, that immunity does not limit liability for intentional injury or damages. ORS 105.682. See, Schlesinger v. City of Portland, 116 P.3d 239, 200 Or. App. 593 (Or, 2005). The City of Portland (city with a population of 500,000 or more) is also, in theory, not liable for any negligence action that arises out of the use of trails by foot, horse, bike or other nonmotorized vehicle. ORS 105.668(2).

However, as the City of Portland well knows, recreational use laws do not always assure protection from liability. In VanDerVelde v. U.S.A., U.S. District Court, Wyoming, 1999 WL 33593713, February 1, 1999, the government claimed it was not liable under the Wyoming recreational use statute to a cross-country skier on free groomed trails who was injured when he swerved to miss a U.S. government vehicle parked at the foot of the exit hill. The Court concluded that the action that caused the injury—parking the truck to block the trail exit—was not covered by the statute.

Moreover, recreational use laws do not assure protection from liability for city officers and employees. In Johnson v. Gibson, 358 Or. 624 (2016), the Oregon Supreme Court held: “Individual [city] employees responsible for repairing, maintaining, and operating improvements on City-owned recreational land made available to the public for recreational purposes are not ‘owners’ of the land, as that term is defined in the Oregon Public Use of Lands Act. They are therefore not immune from liability for their negligence.” In Johnson, that meant that individual City of Portland employees could still be held liable for negligent repair, maintenance, and operations, even if the City itself was theoretically immune. Johnson was a case that came before the Oregon Supreme Court on certified questions from the US Court of Appeals for the Ninth Circuit. That same logic applies to negligent repair, maintenance, and operations by City employees in Forest Park.

The Oregon Public Use of Lands Act definition of owners of land was amended in 2017, presumably to address the Johnson opinion by including officers, employees and agents “while acting within the scope of assigned duties.” ORS 105.672(4) First, there is a serious question whether that amendment would be held to be unconstitutional, if challenged, given that it purports to remove a remedy that existed at common law against those same individuals. See, Johnson, supra, 358 Or at 634-36 (discussing older Oregon cases on immunity of individuals). Second, even if it is constitutional the Act will not protect officers and employees who injure hikers and runners after notice of dangerous conditions effected through their intentional mismanagement of Forest Park, in a manner that is contrary to the Forest Park Plan and the City Code obligations. Such actions may well be found to be **outside** the scope of their assigned duties.

In addition, under these recreational use laws the City does not avoid liability for the design, construction and maintenance of mountain bike trails, since the law protects only the “use”

thereof. For example, The Forest Park Plan and Ordinance is unenforceable without the proper placement and maintenance of signage to prevent bicyclists from riding on hiker only trails, such as Wildwood. The City has been advised repeatedly and recently of the missing and inadequate signage there and the numerous dangerous incidents between bikes and hikers that have occurred there. The City is likely to be found liable in a suit for negligent management that leads to severe injury or death of a biker or hiker hit by a cyclist there.

In its Overview of Liability for Mountain Biking, presented at the 2008 IMBA Summit/World Mountain Bike Conference, Speakers, Pete Webber, International Mountain Bicycling Association and Jeff Jackson, Algonquin College, the IMBA conceded this point in two of several questions and answers it posed:

“Who is Potentially Liable?

If someone is hurt riding trails in your community, who can be found liable? Generally speaking, every organization involved in the trail's design, construction, and maintenance could potentially be named as a defendant in a lawsuit. This would include the landowner, the trail management agency, and even related non-profit groups... potentially everyone involved in the trail.

Types of Trail-Related Lawsuits

The most common lawsuits faced by trail managers are related to negligence. They occur when an injured visitor claims that a trail manager failed to design, construct, manage or maintain the trail with reasonable and prudent care.””

<https://www.imba.com/resources/liability/introduction-risk-management-and-liability-mountain-biking>

If the City is found liable in litigation over injuries due to the operation of the current hiker only or new mountain bike trails, it could be very expensive. On May 10, 2010, a Superior Court jury in Hartford, Connecticut awarded a former children's book illustrator \$2.9 million for injuries suffered years before in a bicycle accident on land owned by the Metropolitan District Commission.

“The six-person jury awarded the money to Maribeth Blonski of [Rocky Hill](#) after finding that the regional water and sewer authority improperly placed a steel gate across a path within the Talcott Mountain Recreation Area, said Blonski's lawyer, Michael A. Stratton.

On May 16, 2002, Blonski, now 43, was biking on a trail in the area, also known as the [West Hartford Reservoir](#), when she struck the gate, breaking four vertebrae in her neck, Stratton said. The MDC had installed the gate to block motor vehicle access to the water, he said.

...

It took eight years to resolve the case because of a dispute about whether the MDC was immune

from responsibility, Stratton said. After a four-day trial before Judge Edward Domnarski, the jury decided the authority was not immune in this instance, and also found that Blonski was partially responsible.”

http://articles.courant.com/2010-05-10/news/hc-hc-bicyclist-jury-award-mdc.artmay10_1_mdc-metropolitan-district-commission-stratton

Another risk posed by the addition of mountain bike trails in Forest Park is their potential use by electric powered mountain bikes (eMTBs). Once the mountain bike trails are built, there will be nothing to prevent their use by eMTBs. Even if the City prohibits such use, it is likely to occur. The City has, to date, failed miserably to enforce existing restrictions on mountain biking on Forest Park trails. There is no reason to believe that the Parks Department budget will somehow magically grow to cover the cost of additional future enforcement. Recall also that ORS 105.558(2) only protects the City of Portland from liability for any negligence action that arises out of the “use” of trails by a **nonmotorized** vehicle. ORS 105.558(2).

The IMBA advocates access to mountain bike trails by eMTBs in an article on its website, EMTB Access and Management:

“As a recognized, national leader in trail access and sustainable trail design, IMBA staff are regularly asked by land managers, industry partners and local mountain bike organizations for guidance on how to manage the emergence of eMTBs on local, state and federal lands.

IMBA believes that eMTBs have the potential to represent a broad, new challenge to mountain bike access. If handled properly, eMTBs could increase ridership and stewardship of trails. If handled incorrectly, the inevitability of eMTBs could jeopardize everything mountain bikers have gained in the last three decades by inadvertently overturning access.

IMBA recognizes that eMTBs are here to stay and wants to be proactive about managing and educating this new user group with the explicit purpose of ensuring that the increase in use of eMTBs does not negatively impact existing non-motorized trail access. IMBA is the only organization properly positioned to navigate this situation, thanks to the trust it has established with land managers, local trails organizations and the bicycle industry. IMBA will lead this effort with an extensive education campaign, clear guidelines on where eMTBs can and cannot be ridden, and productive partnerships with the companies that sell eMTBs.”

<https://www.imba.com/resources/emtb-management>

At the same website the IMBA includes the following information:

“Is there an existing policy in your state for eMTB use on natural surface trails?”

Oregon Parks and Recreation Dept- No policy yet, leaning towards allowing. No indication when policy will happen.

...

As of 2016, the USFS classifies eMTBs as motorized vehicles. They are only allowed on roads and trails open to motor vehicles and/or motorcycles, with possible local exceptions if they are

based on existing rules and go through the appropriate public and environmental processes for altering access to trails.”

<https://www.imba.com/resources/emtb-management>

In this letter I have described my concerns with the City’s potential liability currently and in adding single track trails to Forest Park. Mountain biking exposes hikers and riders to the danger of spinal and other injuries. The design, construction and maintenance of mountain bike trails exposes the City and its employees to expensive liability for personal injuries.

As I pointed out in my two prior letters, the 1995 Forest Park Management Plan was created to maintain Forest Park's wilderness quality while allowing appropriate **passive** recreational use. The Plan struck this balance by not allowing mountain bikes on the soft dirt surfaces of the Park, but only on the roads and hard packed surfaces of the Fire lanes.

Forest Park is “America’s premier urban ancient forest.” The 1995 Management Plan’s top priority is preservation of its natural systems, not mountain biking. Please protect Forest Park’s natural systems and do not expand off-road cycling in Forest Park.

Paul Majkut
Attorney-at-Law

From: Lisa McGillicuddy
To: [BPS Off-road Cycling](#); [Abbaté, Director](#); [Commissioner Fritz](#); [Kunec-North, Michelle](#)
Cc: [Lisa McGillicuddy](#)
Subject: Neighbor Assaulted in Marshall Park on 8/20/17 by ORC riding on pedestrian-only trails
Date: Friday, August 25, 2017 9:25:24 AM
Attachments: [CS 1.png](#)
[CS 2.png](#)
[MR 1.png](#)
[MR Strava Feed.png](#)

Hello:

I am officially filing a complaint about three suspects who were riding illegally on pedestrian-only trails in Marshall Park on Sunday, 8/20/17. My neighbor, Angela Lindbo, was physically run down by one rider and received injuries. She filed a police report but did not press charges for the assault. However, she did post on NextDoor to get the word out.

We know who two of the riders are, but the third rider still remains a mystery. Mark Reis, who is the CFO at Dakine, is the assaulter. He posted his ride on his Strava feed; then, he deleted it after Angela posted on NextDoor. I have a snapshot of the Strava feed with his name. I also have pictures of Chris Sautter and Mark Reis that Angela provided in her post. The scenario goes like this: When Angela attempted to communicate that Mark and his friends were about to ride their bikes on heavily-populated pedestrian-only trails, Mark became hostile and violent and intentionally ran down Angela with his bike. As a result, she sustained injuries to her face and arm. As mentioned above, there were two other riders with Mark. One of the other two riders is Chris Sautter who lives in Burlingame and who, I believe, works for Yakima.

As you know, we, in Collins View, have been dealing with rampant, illegal ORC trespassing and riding in RVNA since the transition. We've reached out many times to PP&R for help. We've sent emails, called the hotline, and we have discussed the issue many times not only with PP&R but amongst ourselves. Those of us in Collins View who are members of or active in CVNA, SWNI, and FoRVNA have feared that an ORC/pedestrian collision was imminent. Now, we have our first, documented assault/collision in Marshall Park, a Natural Area as well.

As you can see by the attached photos, Chris Sautter is laughing at Angela; then, he tries to cover his face. In another photo, you see Mark Reis with his back to the camera; then, you see his Strava feed which he later deleted or made private. I reported this on your PP&R observation page under Marshall Park, but I feel the gravity of the situation deserves a more formal complaint to more specific individuals such as you.

We, the people, are asking you, our government, to take this matter seriously. We have a neighbor who was assaulted by a rider about to enter heavily-populated pedestrian-only trails in a park that your team oversees. We've reported numerous offenses in RVNA to no avail, and we would like to see more policing, more penalties to illegal riders, and due justice for those of us who are threatened, assaulted, or

injured. We, the people, can no longer enjoy or protect our precious neighborhood natural areas, water sheds, and green spaces on our own.

Please, do something. Please help.

Sincerely,
Lisa M McGillicuddy
Collins View Neighborhood &
Lover of River View Natural Area

~~~~~  
Lisa McGillicuddy  
lisamcgillicuddy@comcast.net  
971-267-4450

**From:** Maryellen Read  
**To:** [BPS Off-road Cycling](#); [Gates, Janine](#); [parks-chair@swni.org](mailto:parks-chair@swni.org); [Brendan Mcgillcuddy](#); [Kunec-North, Michelle](#); [John Miller](#); [Elise Delisser](#)  
**Subject:** assault on park user  
**Date:** Monday, August 28, 2017 12:38:42 PM

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I write this personal letter as a resident of Collins View Neighborhood, but the topic – the safety concerns of park users - is an urgent issue city-wide.

On Sunday, 8/20/17, our neighbor was intentionally and physically run down by three Off Road Cyclists who were riding their bikes on heavily-populated marked pedestrian-only trails in Marshall Park. She was injured. The cyclists laughed at her before they continued cycling on the pedestrian-only path. Police were called, and a report of the assault was filed. When the incident was posted on Nextdoor, photos taken during the incident helped identify the ORCs.

That posting elicited many many reports of people who have *stopped using* city parks and natural areas because of safety concerns associated with bikers' belligerence and intimidation on the park trails. Continual reports of bikers illegally riding on posted “pedestrian-only” trails have resulted in no effective action by the city.

The bottom line is EQUITY. Parks and natural areas, supported and financed by all of us, should not be commandeered by a few to exclude the multitude.

The second issue is to ask if this assaultive and bullying behavior and the flaunting of posted rules is part of the ORC culture or if it is the behavior of a few bad apples. If it is the latter, one would expect a strenuous very public campaign to educate and emphasize social and environmental responsibility and behavior by ORC corporate sponsors, financially invested interests, and responsible off road cyclists.

If indeed, the image of the sport *does* encourage a bad-boy self-concept of intimidation, illegality and flaunting rules, then civil discourse on “sharing the trails” is ludicrous and insidious. Welcoming the Trojan Horse implications for the ORC-MP and Portland Parks are clear.

Respectfully submitted,

Maryellen Read

**From:** Marcy Houle  
**To:** [Wheeler, Mayor](#); [Howard, Nathan](#); [Commissioner Fritz](#); [Commissioner Eudaly](#); [Commissioner Saltzman](#); [Fish, Nick](#)  
**Cc:** [karl anuta](#); [Armstrong, Tom](#); [Kunec-North, Michelle](#); [Anderson, Susan](#)  
**Subject:** Six Point Wildlife Plan for Forest Park Never Done  
**Date:** Wednesday, August 30, 2017 10:16:17 AM

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Dear Mayor Wheeler, and Commissioners Fish, Eudaly, Fish, and Saltzman:

I am writing you today as a professional wildlife biologist and one who has studied Forest Park for over 30 years. I was also involved with other scientists in crafting the Forest Park Natural Resources Management Plan, land use law and Ordinance 168509.

I would like to bring to your attention something that has not been raised in the discussion, with Bureau of Planning, about permitting single-track cycling -- or at least a trial run -- in Forest Park.

This issue, I have been informed, will be brought to Council in the next few months for your approval.

At present, the Ordinance is clear that, while cycling is allowed in Forest Park, it must meet specific requirements, for public safety and protection of the fragile ecological health of Forest Park. Single track cycling is a prohibited use according to the ordinance. (Page 174.)

But there is more at issue here:

Before any new recreation form that will bring in hundreds of more users can be allowed in Forest Park, the "Six Point Wildlife Plan" -- as required by Ordinance 169509 -- must be completed.

These six points need to be accomplished because "*The protection of natural resources is a top priority and will be implemented through a new Sustainable Resources Program for Forest Park.*" (from the Ordinance.)

*The Six Point Requirements, as stated in the Plan, are:*

- 1. Begin regular monitoring of natural resources, including wildlife, to determine if resources are being sustained, improved, or degraded over time.**
- 2. Develop a monitoring protocol.**
- 3. Coordinate wildlife monitoring with recreation monitoring.**
- 4. Establish permanent wildlife monitoring stations.**
- 5. Monitor stations on an annual basis.**
- 6. Conduct periodic nighttime wildlife censuses.**

**None of the six requirements has been done.**

*To allow a new use that will considerably expand the numbers of users in Forest Park, before completing the necessary studies that scientists have deemed must be done to protect the native wildlife and natural resources in Forest Park, would have enormous negative consequences for Forest Park. It would break the spirit of the law, and the law itself, that was written to preserve the qualities that make this park unique among all city parks in the nation and the world.*

Sincerely,

Marcy Cottrell Houle, MS

**From:** Marcy Houle  
**To:** [Armstrong, Tom](#); [Kunec-North, Michelle](#)  
**Cc:** [Wheeler, Mayor](#); [Commissioner Eudaly](#); [Commissioner Fritz](#); [Commissioner Saltzman](#); [Commissioner Fish](#)  
**Subject:** Align is not comply  
**Date:** Monday, September 25, 2017 10:43:33 AM

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Dear Tom:

In response to your letter regarding the Six Point Management Plan required for Forest Park, I must remind you that *there is a difference between "align" and "comply."*

The goals, objectives, and standards as stated in the FPNRMP are part of land use law. As such, there are specific requirements that must be met.

The recommendations you are suggesting in planning for off-road cycling access in Forest Park -- specifically adding trails for a prohibited use, in this case narrow-path cycling -- do not align with code and are illegal, according to Ordinance 168509, and also as stated in your document prepared by *your consultants in Appendix A, 3.3:*

*"Standards: • Trail surface - hard packed dirt or gravel • Width - minimum 2.4 meters (8 ft.)"*

Further, your statement regarding "balancing" recreation and environmental protection for Forest Park is also not in compliance, as it changes the code priorities for the Park. The ordinance is clear and again is cited by your consultants in their Appendix A, 3.3:

*"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.**"*

The FPNRP precisely states that the Six Point Wildlife Plan must be actualized before any increased use, regardless of the sport.

Lastly, we think it is critical that you state in your recommendations, at the outset, that what you are proposing is not in compliance with the environmental zoning code regarding Forest Park.

**Balance is different than compliance with a requirement.**

Thank you for your attention to this matter.

Sincerely yours,

Marcy Houle  
member, Coalition to Protect Forest Park



**From:** Daniel  
**To:** [Kunec-North, Michelle](#)  
**Subject:** Possible Success for ORCMP  
**Date:** Monday, October 02, 2017 2:48:45 PM

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Hello, Michelle. I'd like to share my initial reactions to the ORCMP Forest Park draft. Brace yourself for a hint of optimism.

First, it looks like you've included a recommendation for a subsequent, full-scale, trail planning effort: *"Develop a comprehensive trail plan that addresses pedestrian, cyclist, equestrian, emergency responder, and maintenance access needs; trail maintenance and restoration, trailhead access and facilities; and identifies desired future improvements."* I do think it should be more urgent (and funded!) but this is a critical element to include.

Next, it looks like you are trying to establish something of a vision for Forest Park. I think it's one that cyclists could support:

### *Off-road Cycling Access*

*Continue to allow off-road cycling where currently allowed, unless the Off-road Cycling Master Plan recommends restricting access on certain trails for environmental or user-experience reasons.*

*Recognize cycling as a recreational activity that is appropriate within Forest Park, if provided sustainable, responsibly and in accordance the park's management goals. Enhance and expand appropriate opportunities to ride a bicycle off-road within Forest Park, see Trail Improvement Concepts below*

*Enhance cross-country cycling experiences, which are best suited to the topography and character of the park, ideally on longer contoured trails.*

*b) Focus on opportunities to create narrow to mid-width cross-country trails, which are currently limited.*

*c) Create loops, ideally stacked loops, to provide a variety of riding options and lengths. Note, the length of a typical cross-country ride is approximately 10 miles.*

*d) Do not build bike parks in Forest Park.*

*Support and build partnerships with park users and community organizations (including the Forest Park Conservancy, the Forest Park Alliance, and the Northwest Trails Alliance) for trail construction and maintenance, park restoration and enhancement, and education.*

Those recommendations are pretty good. But it's unclear in the draft if BPS thinks that the Draft Trail Improvements (DTIs) satisfy those recommendations or if the DTIs are just the tip of the iceberg, which is what they should be...at worst. At the very least, it needs to be clear that the DTIs (if they stay in the plan at all) are just a small subset of examples of potential improvements that would be explored. As I think I've said before, my view is that the ORCMP probably should not include any trail-level planning but it seems you are committed and I understand the motivation.

I think it is unnecessary, inappropriate and technically incorrect for BPS to invent a new "4 to 8 feet wide" trail standard. It does not jibe with current standards and best practices outside Portland.

On a more challenging note, it is still totally unacceptable to me that any specific trails (Wildwood, Maple, and the vague "highest use" pedestrian trails) are excluded from consideration. Such decisions must be based on the type of data and analysis that would be part of the subsequent trail planning process.

Although I'd still like to see the DTIs held back until a comprehensive plan can be developed, maybe I can reduce my recommended fixes to something more digestible like the following:

1) Remove the reference to "4 to 8 feet wide trails" and simply leave the recommendation as follows: *"Creating narrow to mid-width contour trails for off-road cycling. These types of trails best match the types of riding experiences desired, follow nationally accepted best practices, and have lower environmental impacts than the wider, steeper trails currently available."*

2) Remove any specific reference to Wildwood and Maple trails and simply say something like, "Recognize and preserve the need for significant pedestrian-only trail experiences, particularly on trail segments that historically see highest pedestrian use." It is critical to talk about trail "segments" rather than trail names because usage patterns can and do vary very significantly on different segments of the same trail.

3) Get Fire Bureau to the table to permanently retire some fire lanes and trade those ecological improvements for some necessary and less impactful recreational trails development.

4) Make clear that the DTIs are simply a small number of examples of potential projects.

I hope I've been helpful.

-Daniel Greenstadt  
619-889-9736

**From:** Catherine Thompson  
**To:** [Kunec-North, Michelle](#); [Armstrong, Tom](#)  
**Cc:** [Anderson, Susan](#); [Wheeler, Mayor](#); [Commissioner Eudaly](#); [Commissioner Saltzman](#); [Commissioner Fritz](#); [Commissioner Fish](#); [Bhatt, Pooja](#); [Howard, Nathan](#)  
**Subject:** Revised Forest Park Draft, public opinion, pedestrian injuries caused by cyclists  
**Date:** Tuesday, October 03, 2017 1:34:24 PM

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Dear Michelle,

I have reviewed the most recent draft proposal for Off Road Cycling in Forest Park and am surprised that it fails to reflect the public input you have received. **The majority of the respondents to your Forest Park Survey rejected new Cycling Opportunities in Forest Park overall and a majority rejected each of the draft recommendations.** It is unclear to me why you are still promoting these trail options when the public has spoken. **It is time to align your recommendations with the Forest Park Natural Resources Management Plan(FPNRMP) Strategy 8 and develop recreational opportunities at other sites.**

In addition **your plan does not align with the Trail Management Guidelines in the FPNRMP.** These guidelines were developed by a task force to address user conflicts in the park and are incorporated into the plan. They prioritize protection of natural features, safety, and minimizing user conflict as well as protecting and maintaining existing trails roads and firelanes. **The advisory committee has not been told what the guidelines are.** They have not been told that **the 8 foot wide standard with good line of sight was developed for safety reasons.**

In addition to not reflecting public opinion, **your draft plan does not comply with these Trail Management Guidelines**

**We have known for a long time that there are no protected pedestrian only trails in Forest Park.** Park Ranger Rick Nelson told the 2010 Off Road Cycling Committee that cyclists travel on all trails in the park. Cyclists unlawfully ride on pedestrian only trails everyday according to monitoring by PP&R. This has resulted in trail damage, sign vandalism and escalating disregard for the rules. Cyclists are causing injuries and intimidation of pedestrians.

According to the Forest Park 2012 Recreation User Study there are more visits by children walking in Forest Park than by the entire community of off road cyclists.. **Rather than bringing more young people into the park for healthy exercise, cyclists are now endangering and chasing children away.** You have alluded to enforcement, but clearly in a park this large, it is **voluntary compliance with the law by cyclists is lacking.**

Something really needs to be done about safety before a single recommendation to improve the cycling experience is Forest Park is proposed to City Council. **Promoting new cycling trails that do not comply with the law** creates unrealistic expectations and reinforces a culture of entitlement that **is already resulting in increased conflict and aggression in the park.** It is clear that **concerted efforts to address user conflict and hazards caused by unlawful cycling in the park, going back to 1992 as codified in the Forest Park Trail Management Guidelines, have failed.**

Here is just a portion of the **written testimony you have received about personal injuries**

**caused by cyclists** and near misses in Forest Park

KAREN DAVID Portland, OR 2016-08-06

I have been run over by cyclists on these trails.

BRANDY SAFFELL Portland, OR 2016-07-26

I think we should keep the trails that are off-limits to cyclists as such. As a trail runner in forest park, I have been injured in the past by collisions and near- collisions with cyclists on the narrower trails. I have also seen other people nearly run off the trails, and dogs spooked by cyclists. I recommend keeping the trails as they are, as a citizen of Portland and regular user of Forest Park.

IAN SMETHURST Portland, OR 2016-07-27

My young son one was almost run over on Holman Lane! Do not want any more bikes on walking trails! Having done 3 Cycle Oregons I know the Wildwood is not a good idea given the number of people walking! Thanks for your consideration!

BILL CUNNINGHAM BEAVERTON, OR 2016-08-15

I was once forced off a trail, injuring a knee that required a trip to the ortho. I have also had dozens of near misses. Bikes should not be allowed on trails currently designated pedestrian only.

MAXINE DEXTER Portland, OR 2016-07-27

My family of four as well as our pets use this park system on foot almost daily. We rely on the serenity and ability to observe animals and vegetation in their natural habitats. This is our refuge. Bikes have already destroyed parts of the park where they go off-trail and have run directly into my husband and I as well as our dog when walking at night. Bikes have other trail systems to use and do not belong on the narrow trails in Forest Park.

DAN BERNE Portland, OR 2017-02-23

Twice I have been hit by bicycle riders who have gone off trail or ignored hikers as they zoomed down a path. The park is a wildlife sanctuary.

DAVID DOUGLAS PORTLAND, OR 2017-05-15

I run in Forest Park every weekend and have actually been hit by mountain bikers illegally tearing down the Wildwood and Maple Trails. This winter in particular the mountain bikes created a rut along the Wildwood Trail that caused the trail to break away and the slide down the hill due to the heavy rains just north of where it crosses Saltzman Road. There are dozens of miles of safe places for mountain bikers to enjoy. Keep these trails safe.

ERIN KELLEY SCOTT Lake Oswego, OR 2017-05-15

I've been struck by a cyclist on a forest park trail north of the downtown area. This was appx 4 years ago. I was injured and the cyclist did not stop to even check on my welfare. It didn't matter if he had the damage was done and he was traveling so fast I had no time to move off the trail.

SHARON MURPHY Portland, OR 2016-08-11

I once enjoyed the park and now it doesn't feel safe to walk with my dog. We don't like the high speed cyclists.

KIMBERLEY CHEN Portland, OR 2016-08-14

I was also almost hit by a bike on the trails while hiking. I absolutely oppose opening up the trails to bikers. Not only is it a safety issue, but it will also cause deterioration of the existing trails.

EMILY BRONEC Poulsbo, WA 2016-08-10

I love forest park. I love walking and running and hiking there. I've had a close encounter with a mountain biker here and at another park (where bikes were allowed). In the second circumstance the cyclist was injured as he was unable to stop his bike quickly without hitting us and veered off the small trail. I do not think it is safe or reasonable for cyclists and hikers to be on the same trail of it is small, narrow, and with poor visibility. It's just common sense.

MARYANN AMANN Portland, OR 2016-08-21

I hike regularly in Forest Park and do not want to be run over by bikes on the hiking trails. I have been in close calls with bikers over the years and there is no reason for them to use designated hiking trails. Bikes cause too much erosion - let them continue to ride Leif Ericsson. Let us hike in peace and maintain the ability to be in silent meditation in the Forest.

ALICIA EMEL Portland, OR 2016-08-14

I have been almost hit several times by bicycles while hiking. There is no way that bicycles can safely share hiking trails with hikers. Please keep Forest Park safe and continue to limit biking in the park!

CINDY PRICE Portland, OR 2016-07-25

I hike and run these trails for the last 20 years. Cycling tracks are all over Wildwood. I came a millimeter away from having a cyclist crash into me. I had to jump off the trail to avoid serious injury. When it happens next, how would you like me to title my lawsuit against the city?

ANN-MARIE CORDOVA Portland OR 2016-09-15

I grew up in Portland and have spent a lot of time in Forest Park, with friends, my kids and even alone. I feel that the cyclists have made the park unsafe. I have almost been hit out of control cyclists.

PATRICK MULLALEY Portland, OR 2016-07-29

I have been sideswiped by bicycles on several trails in Forest Park. Not Safe!!

BRUCE SWANSON Baltimore, MD 2016-08-04

I'm signing because I had a run in with a cyclist in both Forest Park and Marquam.

ETHEL KRUM Portland, OR 2016-10-20

I hike the trails with family and friends and get run down by bikers. The way they tear up the environment and scare wildlife.

TOM WILSON Portland, OR 2016-10-20

I have almost been run over by bicycles zooming downhill. Give walkers a break. I have also seen the ruts which channel water downhill.

JOANNE STERLING Rosamond, CA 2016-10-21

The peace and beauty of Forest Park is a feature in Portland that my family, neighbors, real estate buyers and I have enjoyed for many years. I have encountered cyclists on the pedestrian

only trails, and in general they take the right of way, often are traveling at breakneck speed, making it a dangerous situation for children, dogs, elderly, and sometimes, me. In addition, for some reason I am encountering cyclists who are often reckless and rude. It would be a terrible intrusion to allow the illegal use of trails to go unenforced. Please, NO high-speed single track cycling in our beautiful precious resource.... Thank you.

THOMAS SCANLON El Cajon, CA 2017-02-10

I am both a cyclist and hiker and I support this petition 100 percent. I've nearly been hit by cyclists going downhill, not totally in control. I also see the ruts that develop from continuous bike tracks, which does not happen with footprints. More erosion and trail deterioration.

NANCY MCFADDEN Seattle, WA 2017-02-23

while I love all that the city does to support bike riding, I find myself intimidated by bikes on trails that were originally designed for hikers/walkers. I find I'm having to jump out of the way - and that cyclists can be aggressive. I also happen to be a cyclist. I love to bike around the city, and will not feel less loved/represented by the city for having these park trails allocated for foot-only traffic. thank you!

CAROL DILFER Portland, OR 2017-02-23

Cyclists roar down the narrow trails in Forest Park. I've been nearly hit more than once. We need more than signage to prevent serious injuries. We need something chains across the non-cycling trails, with boulders alongside, to keep cyclists from going around the chains.

JENNIFER JASAITIS Portland, OR 2017-02-23

I hike the trails in Forest Park regularly. They are narrow, with many curves, and are steep in places. It is not easy to anticipate another hiker around the bend, much less a biker who is focused on speed. I've been surprised by bikers, and have only barely been able to get out of the way. I am 67, want to keep my health, and find the softer trails are easier on my feet than concrete sidewalks. But even a slight accident could impair my health immediate help far away, with the biker disappearing, etc. The park cannot be affordably maintained or policed to protect both the current users and the condition of the trail which currently has ruts and muddy areas from foot traffic. Even if bikes were restricted to the fire lanes, riders will not restrict themselves to them. If I see bikes now -- where they are not permitted -- I can only imagine that the current problem will be magnified exponentially, taking away the peace and calm beauty for the many in favor of the few.

MIKE LINDBERG Portland, OR 2017-04-02

Almost been run over by bikes

PETER LYTE Portland, OR 2017-04-15

Well, I already run into bicyclists on trails every month. They don't seem to recognize the No Cycles Allowed signs currently in place. I doubt very much many will follow any regulations that are established. Also I've experienced a couple of near misses on Leif Erickson Rd. I believe the safety, not to mention the ecology, of Forest Park will be significantly damaged by allowing bikes to access trails.

Not only are hikers in jeopardy, I'd include the bikers themselves. From our house we can see Aspen and Wildwood trails. More than several times we've watched bicyclists at night, after 9 PM, going down the trails using helmet or bicycle lights for illumination. While I admire the bravado it takes to do such a stunt, I feel they are putting wildlife, any hikers they might encounter and themselves in serious jeopardy. Authorizing bike use will only increase the

number of "brave" souls who'll attempt this "sport".

**BILL CUNNINGHAM** Beaverton, OR 2016-08-15

I walk those trails regularly and have already encountered bikes even when they are not supposed to be there. Without diligent enforcement (and stern consequences) this creates a very dangerous situation already. What will open permission create?

**JOHN BISSONNETTE** Portland, OR 2016-07-26

Mr Olmstead who designed Forest Park sought to create a refuge from the city in our beautiful forest. There are many other off road cycling venues currently, and other sites which would be more suitable to develop as off road cycling venues. I live nearby, walk there every day, and see how off road cyclists do not respect pedestrian traffic, making it unsafe for walkers, especially with dogs and small children. This is a unique park that makes Portland so special; please do not make it a off road cycling venue

**JANE BROWN** Beaverton, OR 2016-08-22

I'm a guide at the Japanese Garden and often walk there through the park. I've had some unpleasant encounters with both bicyclists and dog owners.

**GRAHAM PUGH** Portland, OR 2016-08-06

I am a frequent hiker and have been seeing more and more bikes on the trails. They have a pronounced impact on the trails.

**JERRY WEIGLER** PORTLAND, OR 2016-07-27

I have encountered illegal bicyclists on Forest Park pedestrian trails and it is dismaying. This is a PARK for individuals, families and generations of children year in and year out. NOT a roadway for vehicles of ANY sort. Please do not be pressured into converting foot paths to ROADWAYS!!!

**RICHARD ELLEGOOD** Portland, OR 2016-08-08

I have frequently encountered bikers violating existing regulations and stopped them. Some are respectful and say that they won't do it again. Others seem unconcerned with the possibility that they will turn a blind corner and be unable to avoid a mother pushing a baby carriage. To allow such bikers to ride on narrow trails is an invitation for disaster. Most bikers are extremely safety- conscious and do not want the outcome that I have described. There should be a safe solution that doesn't put people at risk. Let's find it.

**FRED BOWMAN** Portland, OR 2016-08-12

I hike or run in Forest Park once a week and have been doing so for over 30 years. Bicycles are not compatible with these uses. The occasional illegal cyclist is bad enough. Hoards of them would completely ruin the experience.

**SHARON MURPHY** Portland, OR 2016-08-11

I once enjoyed the park and now it doesn't feel safe to walk with my dog. We don't like the high speed cyclists.

**MARGOT THOMPSON** Portland, OR 2016-07-26

City officials are trying to subvert the law by allowing uses that are clearly destructive to the environment of Forest Park. I am an avid cyclist but feel the trails are now unsafe for pedestrians because cyclists are not obeying current laws and or showing considerate behavior

toward pedestrians and hikers of all ages using the trails in the park. Metro owns land further out on skyline and that is an area with clearcuts and places perfect for the development of single track cycling. Please consider near-in but entirely different places. Thank you!

P. SYDNEY HERBERT Portland, OR 2016-07-25

I love Forest Park and I don't appreciate being run over. The scofflaws are taking over the Park. We need enforcement!

NORMAN SHAFFNER Portland, OR 2016-07-26

I've witnessed the destructive unruly behavior of these mountain bike delinquents.

ROBERT DAYTON Portland, OR 2016-07-27

I live next to the Park. Use is at a very high rate. Single track biking does not fit. Runners and hikers have to watch out for bikers now. They need to find an appropriate place elsewhere.

JANE BUCK Tualatin, OR 2016-07-27

Dangerous to walkers. Having to always step aside for cycling.

BILL MADILL Portland, OR 2016-07-27

We walk the trails in Forest Park frequently and dealing with bicycles on them is bad enough now. Worrying about being run into does not make for a good hike.

THOMAS CRITES Portland, OR 2016-07-27

I run these trails and know how unsafe it is to have bikers on them.

NATHAN GRANT Portland, OR 2016-07-27

I'm originally from Minneapolis where the pedestrian and bike paths around the lakes were traditionally shared... until a pedestrian was killed by a cyclist. The city immediately developed separate paths. Adding cyclists to the narrow hiking trails in Forest Park with their countless blind twists and turns, is not only short sighted and illogical, it is actually creating the inevitable scene of a future tragedy. It's not "if" it's "when".

WENDY ORLOFF Portland, OR 2016-07-27

I have been a resident of Willamette Hgts and have used these trails often. It is very disturbing having a cyclist come up behind you and say coming up on your left. It ruins the tranquillity and peace a hike in the park provides.

JAMES BERRY Portland, OR 2016-07-28

I am a daily user of Forest Park as a hiker and runner. I appreciate the calm and quiet that it provides as an escape from the increasing bustle of the rest of the city.

I am adamantly against converting any of the existing pedestrian trails in Forest Park, especially Wildwood trail and other key trails, to shared or exclusive use for cycles.

Any off-road cycling trails considered for Forest Park should be qualified, designed, and sited with an overriding priority on retaining existing uses and character of the park, maintaining habit, quiet, and scenic values, and through appropriate physical and acoustic separation from pedestrian trail systems.

I have seen the damage that illegal bicycle use already creates in Forest Park. I'm concerned that allowing more cycle use near or connecting with current trail systems will result in additional spillover of cycles into unsanctioned areas.



PETER ANDREWS Portland, OR 2016-07-28

I use the trails often to run, walk and hike with my family. I'm on the trails often with my young son, wife and our baby daughter. I love the trails, but I've been on them with a cyclist and it is not safe. As a cyclist myself the designated areas should remain and the trails should be left for pedestrian use only.

MICHAEL BAKER Portland, OR 2016-08-01

Trails in Forest Park are not designed for bikes. The interactions I have had with mt. bikers "poaching" the Wildwood have not been pleasant. The city needs to enforce existing regulations. Bikes are fine on the Leif and fire roads, but not on the trails.  
I love Forest Park!

STEPHANIE LAMONICA Portland, OR 2016-08-04

bikers who are riding on the wrong paths make it unsafe for everyone -- for our children, for our pets, for elderly, for people just out enjoying the quiet. why should we have to put up with that? they have fire trails, and, they can go to powell butte. they also have lief erikson. enough is enough

MADISON KENNEY Portland, OR 2016-08-14

I have hiked and run on the trails in Forest Park since I was very young. I have encountered bikes during this time, and have always found them to be presenting a serious safety concern. When I am running on a trail, I don't want to have to worry about being hit by a bike, I just want to enjoy the wonderful nature all around me.

MICHAEL KRUTSCH Portland, OR 2016-08-16

Protect wildlife and keep the park from cycle routes. Cycling only makes camping easier. Also as a hiker, having bikes zooming by is not peaceful. It's  
I use the park and its trail system and I believe it would be dangerous to walkers (I've met a cyclist on a blind curve) and I believe it would be detrimental to the park

GEOFF CARR Portland, OR 2017-02-22

As a hiker nothing is quite as scary as in ones quite reverie being broken by a biker coming full speed at you or on your tail.

KATHERINE LYTE Portland, OR 2017-05-07

Forest park is in my backyard and I have observed many violations of the no bike signs why destroy a good quiet place for families

**None of this feedback is mentioned in your draft public outreach summary.** It is time to discuss these serious safety issues with the advisory committee and include this public input in your final summary for the City Council and Parks Board.

This would be a good time to correct the lack of familiarity of the Advisory Committee with the FPNRMP Trail Management Guidelines and trail standards that have been established specifically to protect Forest Park and the safety of its users. This will serve to **promote education about trail etiquette** and the **explicit environmental and safety goals and standards specified in the FPNRMP that prohibit cycling trails less than 8 feet wide.**

I hope that you will correct this oversight at the next meeting.

Thank you for your commitment to serve the entire Portland community  
Catherine Thompson, M.D.

**From:** Tom Cunningham  
**To:** [Fire Chief \(PF&R Email\)](#)  
**Cc:** [cc: karl anuta](#); [Armstrong, Tom](#); [Kunec-North, Michelle](#); [Anderson, Susan](#)  
**Subject:** Forest Park: Forest Fire Protection; Need for Effective Trail Enforcement  
**Date:** Tuesday, October 03, 2017 4:21:29 PM

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Dear Chief Mike Myers:

I'd like to offer a brief "field report" on recent experiences with risks of forest fires in Forest Park, and with encountering bicycle riders on the Wildwood Trail.

On a Saturday last month (September) I was jogging on Wildwood Trail on the stretch between Trillium Trail and Fire Lane 5. I go jogging on the Wildwood Trail at least twice a week and never see any City enforcement personnel, and that particular Saturday was no exception. It was hot, dry and dusty. As I was reaching down to tighten my shoe laces I smelled cigarette smoke, then saw a man walk past me on the trail, smoking. Absolutely no sense of environmental awareness on his part. It was one of the days we had when the sun was red with forest fire smoke. It was unbelievable to imagine the forest fire damage to Forest Park his cigarette embers could have created.

Had a forest fire broken out, no fire engine could have accessed it from Saltzman Rd. or Firelane 5. Firelanes are overgrown, and in places, badly rutted. A few hundred yards below the parking area at the Saltzman Rd. trailhead, the firelane was blocked off by a large fallen tree. It was going to take a huge amount of time, labor and equipment to cut off the branches, buck the trunk and drag the pieces off the roadway before any fire engine could get through. A forest fire would burn uncontrolled if firefighting depended on access from Firelane 5.

Along the Wildwood Trail I was noticing one, perhaps two sets of bicycle tracks impressed in the dust. A little ways further down the trail, I saw two off-road cyclists pedaling towards me. It was a father and son. That stretch of the Wildwood is narrow, with brush thick on both sides. There was no place for me to get off the trail. I was flooded with thoughts about Paulette Johnson, a volunteer who had been picking up trash long the Antelope Vally Trail (which is not in Forest Park), when a bicycle rider came barreling towards her. The bicycle rider was traveling too fast to stop, she collided with Paulette Johnson and killed her. Like Paulette, I, too, am in my 60's.

By City of Portland ordinance bicycling riding is banned on the Wildwood Trail: "Bikes are only allowed on certain fire lanes." City of Portland Ordinance No. 168509, The Forest Park Natural Resources Management Plan ("the Plan."), pg. 197. The Plan, which the City Council enacted in 1995, permits some 30 miles available for cycling in Forest Park. Pedestrians have access to all trails in Forest Park. Illegal riding on narrow pedestrian-only trails was prevalent and known to be dangerous even before the passage of the ordinance 22 years ago. The Plan warns, "Cyclists get on to foot trails where the trails cross the fire lanes. This can be dangerous for walkers, as well as for cyclists." *Id.* It is still prevalent, and it is still dangerous.

For safety reasons alone, cyclists should continue to be blocked from riding anywhere in Forest Park except where currently permitted, namely, on certain fire lanes, including NW Leif Erickson Dr. This allows the best chance for Fire Bureau paramedics to rescue an injured person in time to prevent risk of permanent injury or death. Commonly, when an off-road cyclist collides into a pedestrian, the resulting injuries tend to be serious and involve disabling blows to the head. The wilderness quality of Forest Park and its narrow trails, with their

scattered root cover and remote access, make it difficult and time-consuming for paramedics to reach the downed hiker in time to perform first aid, let alone transport him or her to medical facilities for treatment. Steep hillside terrain and thick overhead canopies add yet other challenges for rescue by helicopter.

On the Wildwood Trail in Forest Park that Saturday, the bicycle riders, luckily, were not traveling the regular speed, they did not collide into me, and they did not leave me with injuries. They had entered Wildwood Trail at Firelane 5 (so the tracks I had seen had been left by yet other cyclists). The father said they were riding on the Wildwood Trail as a short cut to get over to Springville Rd., and said they did not know they could not ride on the Wildwood. The father reached over to have me look at his smart phone, which showed what appeared to be a stretch of the Wildwood Trail - but without any statement prohibiting its use by cyclists. I said better signage would be helpful, but Wildwood was off limits to cycling, and they needed to go back to the fire lane, take it up to Skyline and ride over to the next point of access for cycling. I would not let them pass (the trail is too narrow for that). I told them to turn around, and I would follow them out to the firelane. When they paused, I asked if they would like me to take their pictures. They turned around, and I jogged after them to the firelane and then up the hill to make sure they were leaving.

These are three violations found on a short stretch of the Wildwood, all in a brief period of time. (I have recently encountered other violations, as well, on other segments of the Wildwood Trail, including the stretch near Springville Rd., and in the Arboretum). One can only guess about the volume of off-road cycling violations that are taking place all the time, ever increasing the chance of a serious collision and/or forest fire. And, the cyclists I encounter, while friendly enough, say they never knew the trail is off limits. This problem will only increase until the city officials and employees implement the recommendations of the 1995 that call for trail safety.

The 1995 Plan recommends for Portland Parks and Recreation "to add gates or barricades to keep cyclists off foot trails" "at all areas where bike trails cross foot trails," and the Plan assigns "High" priority to this recommendation. *Id.* It must be said that Portland Parks and Recreation has failed, in all of the 22 years since enactment of the ordinance, to install such gates or barricades, at all. Signage, alone, has never proven to be sufficient, and today even signage is nowhere to be seen at many such trail intersections.

There remains a need, now more than ever, to institute effective enforcement programs in Forest Park. These must necessarily also include patrolling webpages that direct cyclists to Forest Park trails, and to ensure that the trails shown online are the ones already designated for use by cyclists. To prevent and control forest fires in Forest Park, city officials need to make a commitment to clear up and maintain the firelanes.

I would argue that the time to do all that is now, years before any one ever thinks about opening any new trails to cycling. When and if that expansion occurs, the problem will only get worse.

Sincerely,

Thomas Cunningham, JD, MBA  
Attorney at Law

Cunningham Law Office  
812 NW 17th Avenue  
Portland, Oregon 97209  
T: (503) 220-8870  
F: (503) 972-1662  
[thomascunninghamlaw@gmail.com](mailto:thomascunninghamlaw@gmail.com)

[TCunninghamLaw.com](http://TCunninghamLaw.com)

**From:** Tom Cunningham  
**To:** [Kunec-North, Michelle](#); [Wheeler, Mayor](#); [Commissioner Fritz](#); [Commissioner Eudaly](#); [Commissioner Saltzman](#); [Fish, Nick](#); [Ross, Mark](#); [Armstrong, Tom](#); [Howard, Nathan](#); [Anderson, Susan](#)  
**Cc:** [cc: karl anuta](#)  
**Subject:** Written Comments re 10/5/17 ORCC: PP&S Has Recognized Forest Park as Urban Wilderness for 70 yrs  
**Date:** Tuesday, October 10, 2017 6:25:13 PM

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Dear Michelle,

I testified at the ORCC meeting on 10/5/17, as you know; but I was unable at the time to submit my comments in writing for the record. If there is a more appropriate place to submit my written testimony, please let me know.

At the meeting, I pointed out a misstatement in the "Discussion Draft Off-Rd Cycling Plan," and requested you to correct it. On pg. 51, the draft calls Forest Park the nation's largest "urban natural area," but that falls short of doing Forest Park justice. Please change the phrase to state that Forest Park is "the largest urban wilderness park in the country." In fact, for over 70 years Portland Park Directors and others have recognized Forest Park as just that, an urban wilderness park.

My turn testifying was too brief to document that fact, so here I want to list the supporting citations, taken from *The Oregonian* archives, and the City of Portland ordinances:

- **July 28, 1946** "*Wilderness Park Proposed...*". "The municipal forest park,.. would be 8.43 square miles in area..."
- **Nov. 3, 1950** "*Strides Made Development Since 1902...*" **Park Superintendent Harry B. Buckley referred to "the wilderness area of Forest Park"** as then having 2716 acres under city ownership."
- **Sept. 28, 1958** "*City Officials Open Lief Erickson Drive in Forest Park ...*" "Forest Park is he biggest wilderness park of its kind in the nation."
- **Aug. 24, 1969** "*Back Into Forest Park*" "Portland ... has the largest wilderness park within the city limits of any city in the United States...". "It is a wilderness park. Keep it that way."
- **Sept. 5, 1977** "*In Forest Park: Gift of money may key park project*" "Plans for the funds "would involve \$2 million in Forest Park improvements," said **Doug Bridges, Director of Park Bureau....** "**We don't want to suggest ... something that takes away from wilderness experience," he added.** ... "Forest Park is the largest wilderness park inside urban boundaries in the United States..."
- **Jan. 26, 1995** *Ordinance No. 168509, Forest Park Natural Resources Management Plan*, comprising:
  - *Letter of transmittal from Planning Commission to City Council:* "**Forest Park is well known as the largest forested municipal park in the country. Yet it is much more than a large forested park - it is an urban wilderness** of immeasurable value to the citizens of Portland; it is Portland's jewel, the emerald arms embracing the City."
  - *Plan:* "**Forest Park represents ... a place that maintains this wilderness quality...**".

At the meeting I thanked you for adhering to the best practices and protocols in proposals for the Off-Road Cycling Master Plan. At least one exemplary model for urban wildernesses in this country has already existed for more than 40 years, the Friedrich Wilderness Park in San Antonio, Texas. It demonstrates such best practices and protocols for urban wildernesses: no cycling is allowed. This suggests that any off-road cycling master plan proposal must necessarily include the option of no further development of off-road cycling in Forest Park.

Thank you in advance for making sure these written comments are incorporated as part of the record for the 10/5/17 ORCC meeting.

Sincerely

Thomas Cunningham, JD, MBA  
Attorney at Law

Cunningham Law Office  
812 NW 17th Avenue  
Portland, Oregon 97209  
T: (503) 220-8870  
F: (503) 972-1662  
[thomascunninghamlaw@gmail.com](mailto:thomascunninghamlaw@gmail.com)

[TCunninghamLaw.com](http://TCunninghamLaw.com)

Jeff Menashe

5050 NE Hoyt Suite 256

Portland, OR 97213

Oct. 16, 2017

To whom it may concern:

This letter is to communicate my opposition to allowing wheeled vehicles (bicycles) on the Wildwood and other heavily used running and hiking trails in Forest Park.

I am a frequent hiker, runner, and cyclist within Forest Park. It is a wonderful recreational resource for Portland residents and visitors.

On one occasion while hiking on the Wildwood trail this past summer, I was suddenly (without warning) forced off the trail by an oncoming mountain bike. I was forced off my feet, but was able to avoid severe injury.

While I support the use of bicycles on the larger roads within the Park (Leif Ericson, Saltzman Rd., the wider firelanes), it is critical for cyclists to be aware of hikers and runners and the risk of collision on even those tracks which allow for two way traffic.

On narrower, heavily used trails in the park, the risk associated with shared bicycle use is prohibitive. Even on the less heavily used trails intersecting the Wildwood trail and Leif Ericson Dr., I am very concerned that shared use would be hazardous, and would decrease the enjoyment of the park for all its users.

While our transportation does not always to maximizing safety on our thoroughfares, the defining principle of shared use is that unless a track can be shared safely, it should not be shared. Pedestrian, single track trails within Forest Park cannot be safely shared within Forest Park.

Sincerely,

Jeffrey Menashe



**From:** [Ross, Mark](#)  
**To:** [BPS Off-road Cycling](#)  
**Cc:** [Kunec-North, Michelle](#); [Kennedy-Wong, Elizabeth](#)  
**Subject:** FW: Forest Park  
**Date:** Thursday, June 01, 2017 4:18:17 PM

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## Mark Ross

Media Relations | Community Relations

Portland Parks & Recreation

503-823-5300 (office)

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**From:** Abbaté, Director  
**Sent:** Thursday, June 01, 2017 4:16 PM  
**To:** Kennedy-Wong, Elizabeth <[Elizabeth.Kennedy-Wong@portlandoregon.gov](mailto:Elizabeth.Kennedy-Wong@portlandoregon.gov)>  
**Cc:** Ross, Mark <[Mark.Ross@portlandoregon.gov](mailto:Mark.Ross@portlandoregon.gov)>  
**Subject:** FW: Forest Park

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**From:** Sallie Tisdale [<mailto:info@sallietisdale.com>]  
**Sent:** Thursday, June 01, 2017 1:32 PM  
**To:** Abbaté, Director <[directorabbate@portlandoregon.gov](mailto:directorabbate@portlandoregon.gov)>  
**Subject:** Forest Park

Dear Mr. Abbate:

Writing to you to ask that you don't let the Bureau of Planning and "Sustainability" change the rules in Forest Park to allow mountain bikes. That's ridiculous. Forest Park is a precious resource, unique, irreplaceable. The bikers have plenty of places to go but they want everything. The birds and wildlife and walkers do not have alternatives. Please hold the line.

Sallie Tisdale

written testimony  
Off Road Cycling Committee

October 5, 2017

Single Track Pilot Project needs review.

Catherine Thompson, MD.

August 14, 2017

Dear Mayor Wheeler and Portland City Commissioners Fish, Saltzman, Fritz, Eudaly,

I have heard that you are considering a "pilot project" of narrow cycling trails in Forest Park. As you consider that, it will be crucial for you to carefully examine the single track trail already built in 2006 as a previous pilot project.

My understanding of the purpose of a pilot project is to make an assessment of the feasibility and success of a particular use prior to implementing a larger project. In light of the results of the 2006 pilot project, it may not be a good use of the City's time and money to conduct another such project.

In 2006 an extension of Firelane 5 was built to connect to Leif Erikson Trail, creating a loop trail to accommodate cyclists and pedestrians. An exception was made to the 8 foot minimum width standard mandated for bicycle trails in the Forest Park Natural Resources Management Plan (FPNRMP). Whether that exception was lawful, I can't speak to. What I do know is that it was built as single track trail, in other words a trail less than 3 feet wide.

Here is a description of that trail by the Forest Park Conservancy from their May 19, 2009 White Paper on Off-Road Cycling in Forest Park

"In partnership with PP&R, the Conservancy has taken some steps to address the calls for singletrack access. The Conservancy spearheaded, fundraised, managed, and produced the Forest Park mountain bike project, which completed improvements to the lower section of Fire Lane 5 as identified in the *Forest Park Management Plan*. The Conservancy raised the funds and invested substantial staff time in securing the necessary permits from City agencies. The Conservancy also hired a project manager to oversee design and construction of the Fire Lane 5 mountain bike trail. Along with the Conservancy's AmeriCorps field crew, Portland's off-road cycling club Northwest Trail Alliance (formally PUMP) contributed extensive volunteer labor to assist in construction of the trail. The trail was completed in the fall of 2006. Since that time, Northwest Trail Alliance volunteers, in cooperation with members of the Conservancy and PP&R, have been instrumental in maintaining and improving this coveted .3 mile section of singletrack, along with other trails."

After visiting and hiking this trail, I am deeply concerned about the current condition of the trail and the neglect and misuse it has suffered

- The trail is deeply gouged, resulting in serious erosion and a dangerous uneven surface for pedestrian users



- at the intersection of this single track trail and Wildwood trail both the name signs and the no bicycle signs have been vandalized and never replaced. This gives easy access to this pedestrian only trail. This is problematic as my understanding is that under Ordinance 16.70.560 cycling restrictions can **only** be enforced if signage is present. If the City can't properly erect and maintain signs on the existing trails, how could they possibly manage an additional pilot project, much less future expanded single track use?
- firelane 5 - heavy use by cyclists has caused considerable v-grooving of the surface of this firelane which has not been maintained. This is a hazard for park users and compromises access by emergency vehicles.



signs missing at Wildwood

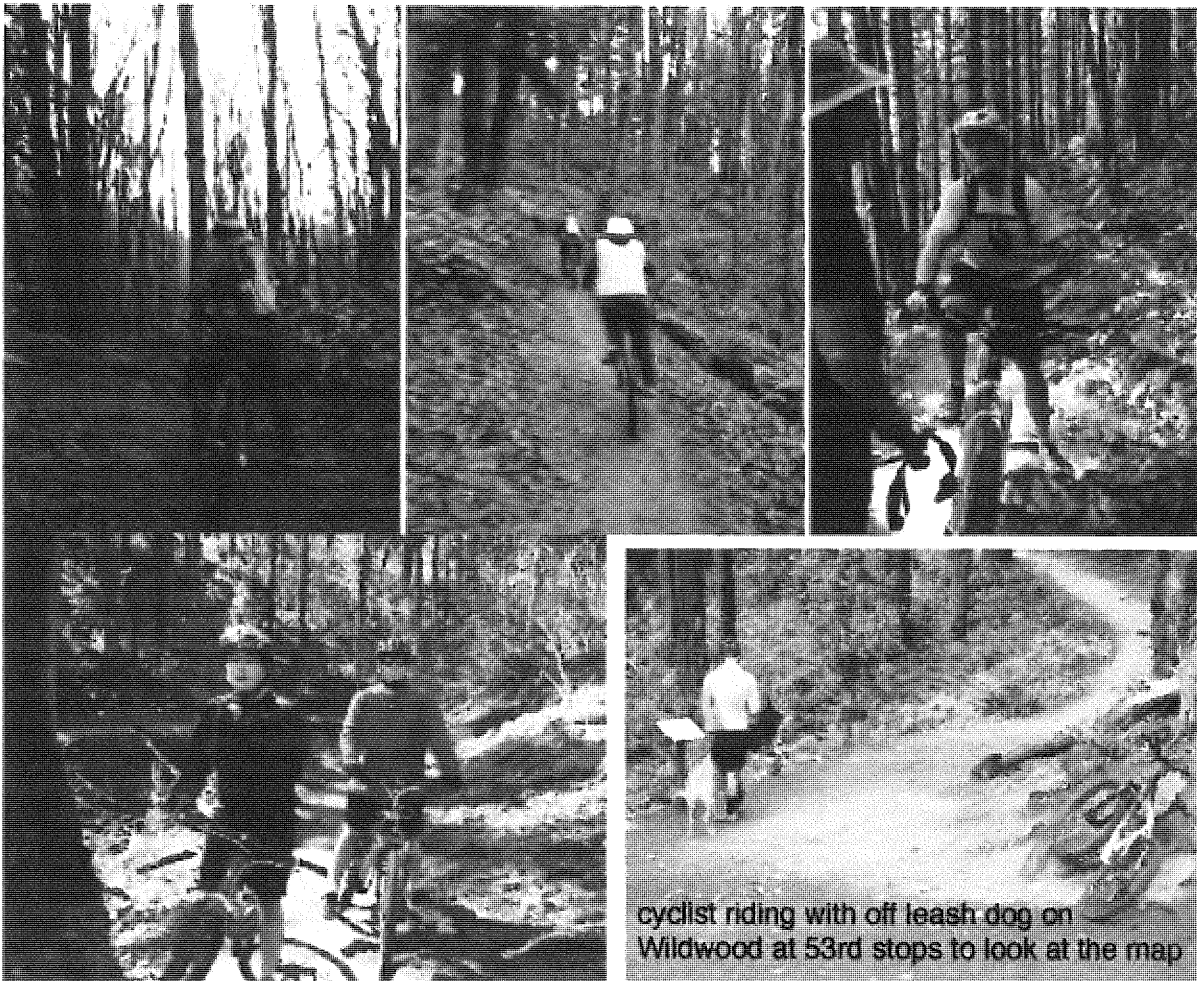


V-grooving Firelane 5

- After a record 11 inches of rain in the first part of this year, I visited this trail on February 11th. Several cyclists were riding in the deep gouges of the muddy trail. This fails to comply with the IMBA recommendations to avoid using the trails when they are wet.
- In their online interactive map, the Off Road Cycling Committee correctly identified the soil condition of Forest Park in a red color indicating the soil is unsuitable for single track cycling. The accuracy of this assessment is demonstrated well by this 2006 single track cycling pilot project

Before any other pilot projects for cycling on narrow trails in Forest Park are endorsed by City Council I ask that you and/or your staff go into the park and evaluate for yourselves the original 2006 Forest Park Single track cycling pilot project. Please consider the following criteria

- current hazardous condition of the trail
- who is responsible for maintaining the trail and what maintenance activities have been carried out in the past 11 years
- is it possible for this trail be repaired and maintained going forward?
- is this trail being used in accordance with IMBA recommended trail etiquette?
- how is the trail impacting connector trails and other Forest Park Users?- consider the physical condition of the trail, condition of signage at intersections and easy access it creates for unlawful cycling on Wildwood trail documented in these pictures. Please take special note of the cyclist who was riding on Wildwood with his off leash dog.



One justification that has been cited is the involvement of the biking community in the Gateway Green Project. I think we all agree that Gateway Green is a model cycling venue with broad community support, sensibly built in an area that has suitable soil, is not in a protected environmental zone and did not have existing recreational users.

Thank you for your very careful consideration of the appropriateness of future recreational development in Forest Park in the context of the needs and rights of all park users, and the mandates for environmental protection and preservation, as well as the Trail Management Guidelines specified in the current controlling Zoning Code, the Forest Park Natural Resources Management Plan.

Sincerely,

Catherine Thompson, M.D.  
Coalition to Protect Forest Park

I will also attach a pdf of the 2009 Forest Park Conservancy White Paper which has been taken offline since I downloaded it last year. An official copy should be available from FPC and PP&R who were engaged in the process.

Documentation for ORCC  
October 5, 2017

White Paper Discusses Single Track Pilot Project  
in Forest Park page 6

**Forest Park Conservancy**  
**White Paper on Off-Road Cycling in Forest Park**  
**May 19, 2009**

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## **Executive Summary**

Working with a group of stakeholders, including Portland Parks & Recreation, over the past two years, the Forest Park Conservancy has developed a “white paper” that examines the current off-road cycling situation in Forest Park and considers the possibilities of meeting and balancing the needs to protect the ecological health of the forest, and of cyclists with those of other user groups in Forest Park.

## **Introduction**

The Forest Park Conservancy (formerly Friends of Forest Park) recognizes that off-road cyclists are a legitimate user group whose needs are not currently being met. Forest Park does have significant areas open to off-road cycling, including Leif Erikson Road and many firelanes but there have been repeated calls for increased access – particularly for single track trails. Also, reported incidents between users point to an increase in recreational user conflict within Forest Park. The Committee agree that it has become increasingly clear that the situation warrants greater attention, including a consideration of potential solutions.

The Forest Park Conservancy (Conservancy) works in collaboration with Portland Parks & Recreation (PP&R) to protect and enhance Forest Park. PP&R establishes policies, plans and implementation actions for the Park, and the Conservancy helps to implement these through coordinated actions. The Conservancy believes that recreational use of the park is best served by balancing the needs of the various user groups with careful planning that utilizes the best available information, while upholding the overarching stewardship of the irreplaceable resource that is Forest Park. It is in this spirit that this effort was initiated.

At the May 2007 Friends of Forest Park Board (now the Conservancy) meeting, the Board of Directors approved the formation of the Off-Road Cycling Ad Hoc Committee. This Committee, comprised of a range of stakeholders, was charged with developing a “white paper” that would evaluate the current off-road cycling situation in Forest Park and consider a range of potential actions that might help to ameliorate tensions and explore the possibilities of meeting and balancing the needs of cyclists with those of other user groups in Forest Park.

This White Paper recognizes PP&R’s management authority and vision for Forest Park as expressed in the existing *Forest Park Natural Resource Management Plan (Forest Park Management Plan)* drafted in 1995 as well as the PP&R’s 20/20 Vision Plan adopted in 2001. The recommendations build on PP&R’s current management goals and focus on the following four areas:

- Developing and leveraging new and existing partnerships for trail expansion, maintenance, education, enforcement and ecosystem enhancement.

FINAL: May 2009

- Improving the long-term health and sustainability of Forest Park's natural resources and trail system, including long-term maintenance.
- Educating all Forest Park users to help minimize user conflicts and improve the visitor experience.
- Supporting PP&R in their enforcement of existing recreational regulations, to curtail unauthorized mountain bike use on restricted trails.
- Improving off-road cycling access in a manner that is sensitive to environmental conditions.

## **Background**

There are growing recreational pressures on Forest Park to accommodate increasing demand for off-road cycling in general and single track in particular. At the same time, limited resources exist to manage the conflicts between users and address the myriad pressures on Forest Park's unique natural resources. Off-road cycling as an outdoor activity has experienced significant growth since the *Forest Park Management Plan* was first adopted in 1995. Off-road cycling in Forest Park currently entails a variety of forms including cross-county mountain biking, cyclocross, and commuting.

Several national studies point to the rise in popularity of off-road cycling over the past 15 to 20 years. A 2006 study completed by the Outdoor Industry Association indicates that over 50 million mountain bikers and other off-road cyclists reside in the U.S., with western states having a higher percentage of participants. A study recently commissioned by the International Mountain Biking Association (IMBA) indicates that nearly 1 in 5 Americans rides a mountain bike.

It appears that user conflicts between pedestrians and cyclists are increasing within the Park. While there are no systematic counts of conflicts, the Forest Park Conservancy receives complaints about cyclists on trails designated pedestrian-only, as well as reports of conflict on the shared use trails, roads, and fire lanes which are open to bikes. With the growing popularity of off-road cycling, these problems will potentially worsen unless this issue is addressed in a comprehensive manner that addresses both conflicts with user groups and efforts to protect the Park's natural resources.

The City's *Forest Park Management Plan* outlines a number of approved future trail projects. However, at the time of its adoption, the *Management Plan* did not fully consider the growth of off-road cycling and the potential for user conflicts and environmental impacts – all of which are now becoming evident. Off-road cyclists seek more access to the Park while minimizing user conflicts and impacts to the Park's natural resources. However, such a system is not specifically called out in the Management Plan.



Through the formation of this committee, the Forest Park Conservancy has initiated and facilitated a process with the off-road cycling community and other stakeholders to work toward developing a sustainable approach to accommodating off-road cycling that will integrate and emphasize education, habitat restoration, and trail maintenance. The goal is to improve, and to consider potentially expanding off-road cycling opportunities while being sensitive to Forest Park's unique natural resources and other existing recreational activities.

## **Committee Process**

### **Committee Composition:**

**John Runyon**, Committee Chair and Forest Park Conservancy Board Member

**Stephen Hatfield**, Forest Park Conservancy Stewardship Director

**Jeff Hough**, Forest Park Conservancy Trails & Restoration Manager

**Jim Labbe**, Portland Audubon

**Tom Archer**, Northwest Trail Alliance (Formally Portland United Mountain Pedalers -- PUMP) Director of Advocacy

**Mark Pickett**, Northwest Trail Alliance, Forest Park Trail Care Coordinator, Owner Revolver Bikes

**Kirk Slack**, FPC member

**Bill Larson**, Owner Cyclepath

**David Prause**, Forest Park Conservancy Board Member

\*\*The following representatives of PP&R have been engaged in and/or contributed to various stages of the process, but were not part of the committee that approved the final draft of this white paper:

**Fred Nilsen**, Portland Parks & Recreation (Retired)

**Astrid Dragoy**, Portland Parks & Recreation

**Greg Hawley**, Portland Parks & Recreation

Through a series of meetings the Committee has considered each of the following topics:

- Current Forest Park mountain bike use and trends
- The 1995 *Forest Park Natural Resources Management Plan* and related trail development
- Portland Parks & Recreation 2020 Vision Plan
- Trail use conflicts
- Resource concerns related to bicycle use in the Park

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- Habitat restoration and/or enhancement needs
- Opportunities to enhance off-road cycling access within the Park
- Educational needs
- The City process for developing new trails within the park, including planning issues and permitting
- Other examples of accommodating off-road in multi-use parks
- Trail design issues
- Phasing and funding of trails and maintenance

## **How do Off-Road Cyclists use Forest Park?**

The primary off-road cycling activities in Forest Park are mountain and cyclocross bicycle riding. Cyclists in Forest Park currently use unimproved roadways and singletrack trails. Singletrack trail riding is usually performed on narrow trails that are just wide enough for riders to ride single file. Singletrack trail riding produces less physical impact to the environment than other types of off-road cycling activity and is most compatible with other current recreational use of the park. Singletrack riding in a natural environment is the type of experience that cyclists using Forest Park would like to see expanded within Forest Park.

## **Off-Road Cycling Access in Forest Park**

The majority of trails in Forest Park are built and managed for hiking and other non-bike activities such as viewing wildlife. Forest Park nevertheless offers the most opportunities for off-road cycling access within the city limits of Portland – over 28 miles of unimproved roads, firelanes and trails are currently accessible to cyclists in Forest Park. The potential exists to provide a richer experience, on a sustainable framework of singletrack trails.

Off-road cycling within Forest Park appears to be on the rise. Increasing use has also led to conflicts with other Park users; reports of cyclists riding on pedestrian designated trails (such as the Wildwood) along with physical evidence of tire tracks and soil displacement have been noted by Forest Park Conservancy and PP&R staff. These instances can be attributed to a lack of education and awareness on the part of cyclists or unauthorized trail use by cyclists, but they suggest an increased demand for off-road cycling trails.

Areas in Forest Park currently open to cyclists include unimproved roads (Leif Erikson, Saltzman Road, Springville Road, Newton Road) and a majority of the fire lanes. Two short sections of singletrack trail (lower Firelane 5 and lower Newton Road) are also open to cyclists. Anecdotal traffic counts for all user groups are high on Leif Erikson which has resulted in a large number of user conflicts. Fire lanes are generally fall line trails, which can be more susceptible to erosion, though experience fewer use conflicts.

In partnership with PP&R, the Conservancy has taken some steps to address the calls for singletrack access. The Conservancy spearheaded, fundraised, managed, and produced the Forest Park mountain bike project, which completed improvements to the lower section of Fire Lane 5 as identified in the *Forest Park Management Plan*. The Conservancy raised the funds and invested substantial staff time in securing the necessary permits from City agencies. The Conservancy also hired a project manager to oversee design and construction of the Fire Lane 5 mountain bike trail. Along with the Conservancy's AmeriCorps field crew, Portland's off-road cycling club Northwest Trail Alliance (formally PUMP) contributed extensive volunteer labor to assist in construction of the trail. The trail was completed in the fall of 2006. Since that time, Northwest Trail

Alliance volunteers, in cooperation with members of the Conservancy and PP&R, have been instrumental in maintaining and improving this coveted .3 mile section of singletrack, along with other trails. While the Fire Lane 5 project was significant as a connector trail, and a fine example of how different entities and user groups can work together toward shared goals, it added very little actual mileage to the bike accessible network.

## **Findings and Recommendations**

In regard to any potential improvement and/or expansion of off-road cycling access in Forest Park, the following criteria are seen as critical to any consideration:

- Developing and leveraging new and existing partnerships;
- Designing and building sustainable trails
- Enhancing the Park's habitats;
- Educating all recreational users, coupled with enforcement of existing rules and regulations; and
- Improving off-road cycling access that avoid or minimize impacts to wildlife and interior habitats within the Park.

## **Findings**

Reasons to consider improved off-road cycling access and education in Forest Park include:

- Off-road cycling is a healthy, environmentally friendly way for people to experience nature. There is a need to increase and improve off-road cycling access closer to where people live. In the absence of opportunities close to home, most off-road trails are at distant trailheads, usually requiring the use of an automobile. Forest Park could be a local resource to riders in the core Portland area. And though it probably will not meet all riders' needs it could be an important component of the larger network of trails in our city.
- The unimproved road and trail network within Forest Park is a part of the city's larger multi modal transportation network. The Westside Trail being evaluated by Metro and the City of Portland's Bureau of Planning and Sustainability's North Reach of the River Plan would tie directly into existing roads and trails within the Park.
- Portland's Bicycle Advisory Committee is in the process of updating the Bicycle Master Plan, to include a section on off-road cycling.

- The League of American Bicyclist has identified off-road cycling opportunities as a weakness for Portland. Additional singletrack may be required for Portland to retain its Platinum level status. This is an opportunity to create a sustainable network of trails, and to redirect users to other, less densely used areas of the Park without impacting the sensitive habitat in the north management unit. Bicycles can readily access the more central areas of the Park if given riding opportunities in those areas.
- There can be economic benefits to providing off-road singletrack experiences for cyclists. The bicycle industry has been targeted as an industry the Portland Development Commission (PDC) to attract and grow in Portland. Generally, people in the bicycle industry ride bikes, both on and off- road.

## **Recommendations**

### ***Developing and leveraging partnerships***

**Goal:** Increase resources available for trail building, maintenance, restoration, and education through volunteer support and other donated services.

There are numerous opportunities to engage off-road cycling organizations and volunteers in trail planning, construction, maintenance, education, and natural resource restoration. Northwest Trail Alliance and the International Mountain Bike Association (IMBA), for example, have expressed interest in developing future long-term agreements to assist with trail expansion, maintenance, and education.

As part of an integrated approach to managing off-road cycling access in Forest Park, the Conservancy, in partnership with PP&R will help:

- Identify partnerships for education, trail construction, trail maintenance, and ecosystem natural resource restoration.
- Support the development of agreements for ongoing support and volunteer commitment with appropriate partner organizations. It is envisioned that the agreements will focus on trail development, maintenance, and restoration actions, both for specific trail locations as well as other areas of the Park.
- Support the development of partnership agreements that will ensure that there are adequate resources to manage the trail system now and into the future.

## ***Designing and building sustainable trails and enhancing the Park's habitats***

**Goal:** Accommodate recreational trail activities which avoid and minimize environmental impacts, require minimal maintenance and avoid user conflicts.

Sustainable trails balance many elements addressing both environmental and social impacts. A well designed off-road cycling trail has limited impact on the environment, resisting erosion through proper design, construction, and maintenance, and blends in with the surrounding area.

Trail development considerations will include:

- Landscape scale: Units within the Park (for example, avoiding expansion in the north unit of Forest Park).
- Providing access and commitment for weed control and other environmental enhancement actions.
- Site-specific scale: Trail construction and maintenance for sustainability by employing proven and environmentally sensitive construction techniques, designing for adequate erosion control, constructing appropriate stream crossings, and respecting sensitive natural resource areas.

The committee recommends that the following principals be followed when developing, designing, and maintaining the trail system:

1. **Avoid the Highest Quality Habitat Areas in the North Unit:** Avoid new singletrack trail construction in the north management unit, to prevent degradation and/or fragmentation of high quality habitat. This is consistent with the *Forest Park Management Plan's* north unit management priorities calling for "continued monitoring and preservation of existing features."<sup>1</sup>
2. **Avoid, Minimize, and Mitigate:** Ensure that trail alignment and construction avoids where possible and/or appropriately mitigates local impacts to water resources, wildlife and their habitat to the maximum extent possible. Wherever possible, select trail alignments that will improve access to high priority areas for environmental restoration and enhancement. Metro's publication *Green Trails: Guidelines for Environmentally Friendly Trails* provides design and construction guidance for avoiding and minimizing impacts on wildlife habitat and water resources.<sup>2</sup>

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<sup>1</sup> Forest Park Natural Resources Management Plan pg. 97-98.

<sup>2</sup> Green Trails: Guidelines for Environmentally Friendly Trails, Metro Parks and Greenspaces, <http://www.metro-region.org/index.cfm/go/by.web/id=11897>

3. **Improved and Increased Information, Education, and Enforcement:** Apart from the potential impacts specific to singletrack mountain biking, new trail facilities in Forest Park will increase the level of recreational activity and human presence in the park and associated impacts. Therefore, new resources to improve and increase information, education, and enforcement are necessary to manage the environmental impacts of the full range of increased recreational use in the park.
4. **Learn by Doing, Practice Adaptive Management:** A recent review of the ecological impacts of mountain biking notes “opportunities to look at the effect of mountain biking before and after introduction to a given area are rare.”<sup>3</sup> New trail construction and use should take full advantage of opportunities to assess the impacts on water resources, wildlife and their habitat from expanding singletrack trail access in Forest Park and improve our technical knowledge. There may be opportunities to work with Portland State University’s Biology department, where Professor Michael Murphy’s students are already studying the impacts of trails on ground nesting birds. We also need more information on user conflicts and evolving public values with respect to Park use to inform future management.
5. **Integrate habitat enhancement actions into trail design, building and maintenance:** Trails provide access into areas of the Park requiring habitat enhancement work such as weed control. There is potential to integrate habitat restoration and other stewardship activity into ongoing trail maintenance. Partnerships with the Conservancy and other organizations offer opportunities to engage volunteer labor for ongoing weed control and other habitat enhancement actions in areas adjacent to new and existing trails. Future trails should integrate natural resource enhancement actions into maintenance activities. Also, it is critical to recognize that any trail construction would come with an accompanying need for future trail and ecological maintenance and that any funding secured for trail construction would include a significant allocation for ongoing maintenance. The Conservancy and PP&R are working hard to maintain the existing trail system. Any plan to increase to the trail systems footprint in the form of additional mileage must also address the need for greater maintenance capacity.

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<sup>3</sup> Lathrop, J. 2003. Ecological Impacts of Mountain Biking: A Critical Literature Review. Prepared for Wildlands CPR through the University of Montana's Environmental Studies Scientific Approaches to Environmental Problems. Online at:  
<http://www.wildlandscpr.org/ecological-impacts-mountain-biking-critical-literature-review>.

### *Educating recreational users*

**Goal:** Reduce unauthorized off-road cycling on singletrack in Forest Park by improving the dissemination information indicating where riding is allowed. Off-road cycling education will be integrated into other Forest Park educational activities.

Forest Park accommodates a variety of recreational activities. Education provides a framework to minimize conflicts between user groups and improve resource values. In order to ensure that everyone has the opportunity to enjoy the Park to the fullest extent, there is a need to inform and educate users. Development of a comprehensive education program is essential to the future of Forest Park as its use continues to grow.

In order to accomplish this goal, the City and the Conservancy would work cooperatively to increase investment in the necessary staffing to develop, disseminate, and maintain education materials and signage; coordinate volunteer trail patrols; and provide capacity for enforcement of rules and regulations. As part of this process, the City should strive to dedicate the necessary resources to support the Forest Park Ranger position that was identified as a high priority action in the 1995 *Forest Park Management Plan*.<sup>4</sup> A complementary approach should be to develop and fund a team of “Forest Park Ambassadors” or trail patrol. A citizen based patrol program would provide on-the-ground staffing to educate and inform trail users and could be developed by or in partnership with the Conservancy, Northwest Trail Alliance, or other non-profits.

The benefits of a comprehensive education program would far outweigh the costs. The following is a partial list of items that would likely be a part of the Forest Park Trail User Education and Management Program:

**The Internet:** Add detailed and well organized information on the Conservancy’s and PP&R’s websites, with links to this information on local hiking, running and mountain biking (i.e. Northwest Trail Alliance) websites. Also, links on the City of Portland website, along with other visitor information websites for Portland and Oregon. Sponsored search results on google that point to the Forest Park Conservancy website when phrases such as “hiking in Portland” and “mountain biking in Portland” are searched.

**Trailhead Kiosks:** New kiosks with better information at the busiest access points. Some examples include the NW Thurman Gate, the top and bottom of Saltzman Road, Germantown Road (both Leif Erikson and Wildwood Trailheads), and Newberry Road. Information would include maps, trail etiquette, and a trail marker legend.

**Volunteer Trail Patrol:** There is an established National Mountain Bike Patrol that is administered by the International Mountain Bike Association (IMBA). The mission of the mountain bike patrol is to assist, educate and inform users. There is no enforcement

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<sup>4</sup> *Forest Park Natural Resources Management Plan* pg. 102-103, 206.



portion, nor should there be, and the patrols are completely run and staffed by volunteers. This same concept could be expanded to other users.

Trail Signage: Work with PP&R to develop a set of standard trail signs that are simple, inexpensive and aesthetically unobtrusive when placed in the Park. These trail signs should guide users, allow them to pinpoint their location and indicate which users are allowed on the trail. User guides would be situated strategically at major trail intersection. Trail names should be located at all trailheads and all trail intersections. User type allowed signs should be located all trailheads and all intersections. This can be achieved using a combination of colors and simple symbols.

Local Groups: Partner with local user groups and encourage them to contribute to and spread the contents of the education program.

Featured Routes: Create a section on the Conservancy's and PP&R websites where users can go to see a range of recommended off-road cycling trails and loops. The recommended trails can be changed often to encourage users to explore different parts of the park and therefore spread use throughout the Park. These loops can be rated by an easily understood rating system to give users a better idea of the difficulty.

### ***Improving off-road cycling access***

**Goal:** Improve off-road cycling access within Forest Park by connecting and repurposing existing trails, roads and corridors and developing new trails, where they can meet the thresholds set forth in this document.

Improving off-road cycling access within the Park will focus on actions within existing areas of current off-road cycling use (for example, the fire lanes) and other areas where there are opportunities to improve trails and resource values through habitat enhancement (for example, utility easements, abandoned roadways and cat grades).

### **Possible focus areas for improving mountain bike access**

The current network of off-road cycling accessible trails can serve as a backbone for an expanded system. The system can be designed to reduce user conflicts, reduce bike trips through the Thurman gate and spread out users more evenly throughout the Park. In addition, trail expansion in these areas can be compatible with other resource values including habitat enhancement. The recent Federal Emergency Management Agency (FEMA) fire study, for example, identified areas for reducing fuel hazards. Some of the identified project areas (for example under power lines) are suitable for off-road trails combined with fuel reduction and habitat enhancement.

The committee has identified a number of areas that might be suitable, with application of the criteria cited above, for enhancing and/or expanding off-road cycling access including:

- Saltzman Rd./Power Line Area
- Fire Lane 7 and Fire Lane 5
- Camp Tolinda vicinity
- Bottom of BPA Power Line and Newton Road
- Access from new parking lot on NW Yeon Ave, as identified in the Forest Park Master Plan.

There may be other corridors in the Park suitable for expansion of the off-road bicycling trail network that have not yet been identified.

#### *Potential expansion of shared use trails in Forest Park*

##### *Description*

All trails open to off- road cycling in Forest Park are shared use trails. This means that other user groups, such as hikers, runners and equestrians, share the use of the trail with off- road cyclists. A shared use trail can be a very efficient use of resources if properly implemented. A shared use trail must consider the needs of all potential users and must be constructed to ensure safe user interaction and minimal maintenance.

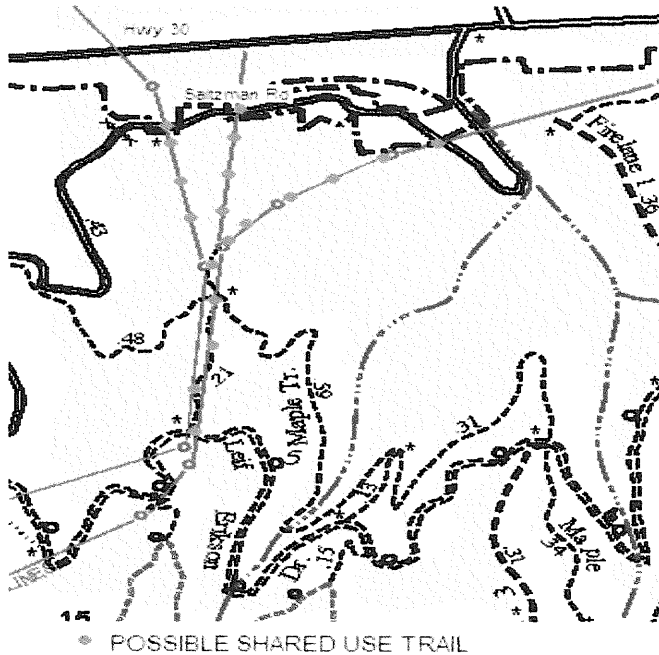
##### *Criteria and considerations*

The committee considered several existing alignments in Forest Park that are currently open to only pedestrians and/or equestrians. The majority of those on the committee agreed that certain trails in Forest Park, including the Wildwood trail, would not be appropriate to open up access to off-road cycling. A minority of the committee members proposed that there was insufficient information to make a determination regarding any trail exclusions.

The following are some of the considerations that we established in order to evaluate the possibility of expanded shared use on an existing limited use trail:

- Would the trail provide a new access point to the park for off -road cyclists?
- Is the existing alignment appropriate for off-road cycling, considering sight lines, trail grade, trail condition, trail width or can it be improved with minimal impact?
- Is the current pedestrian use level too high for off- road cycling to be safe and

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*Advantages of this proposed trail alignment:*

- The wide, open corridor could accommodate a trail that winds back and forth providing an enjoyable user experience and improved sight distance;
- The needed vegetation maintenance of the corridor would be drastically reduced;
- The trail would provide better access to an area with a high concentration of invasive vegetation;
- The current ecological condition of the corridor already compromised compared to the surrounding area.

## Next Steps

The Conservancy and members of this committee are prepared to engage with PP&R as appropriate to support the citywide evaluation of off-road cycling. It should be made clear that the recommendations contained in this report are merely a starting point. At some point there will be need for a broad public process, which must entail reaching out to other Forest Park stakeholders, both to communicate the need to improve off-road cycling in the Park and to solicit input on any proposals. This will require a dialogue with other Park trail recreational users, including wildlife watchers, researchers, hikers and runners.

Committee members believe that they have carefully and thoughtfully evaluated the current situation in the Park and that there are a number of items that could improve the off-road cycling network and reduce or at least some of the existing conflicts among Park users. Some of these elements can be implemented in the short-term while other actions will require a long-term commitment to securing additional funding or dedicated resources for implementation. Nevertheless, the committee feels that steps should be taken to implement certain measures as soon as practicable.

The following is a list of recommendations that have been agreed upon by the committee. All of the committee's recommendations will be refined and implemented in coordination with PP&R and other park users, and will of course be considered within the context of budget and personnel implications for the Conservancy and PP&R.

- Provide support for and cooperate with PP&R's citywide evaluation of off-road cycling opportunities – this process is currently scheduled to begin on July 1, 2009.
- Implement the Stewardship Agreement for Forest Park trails and Trail Education. This recently formalized document is a trail care agreement between PP&R, Forest Park Conservancy, and the Portland United Mountain Pedalers which outlines each group's expectations and obligations for care. This document lays out a schedule for regular maintenance of existing off- road cycling routes, and other trails, along with coordinated education and outreach events.
- Implement a Forest Park Ambassador or Trail Patrol Program that would assist in on the ground outreach and education in the Park. Northwest Trail Alliance is currently working on the development of such a program and will work with PP&R and the Conservancy in implementing the program.
- Implement a "Slow Zone" on Leif Erickson Road within one mile of the Thurman Gate. The concept would be to limit travel speeds to 10 mph within this designated area. This would reduce the speed differentials among users in this high use corridor. This would require a minimal amount of signage and would be

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coupled with outreach and education to off-road cyclists and other users. This should be accompanied by education and outreach to others users to reduce conflicts from off-leash dogs, etc.

- Work with Northwest Trail Alliance and other stakeholders to establish an outreach and education program to off-road cyclists. This could include adding relevant information to the Northwest Trail Alliance website (which is currently being redeveloped). It could also include additional outreach components directed at the larger cycling community. Northwest Trail Alliance is willing to engage directly with PP&R and the Conservancy on this effort.
- Explore options for improving signage in the Park in the near-term. There may be opportunities for grants or private funding sources that could be leveraged in the near-term.

## **Conclusion**

The committee recognizes and supports PP&R's effort to develop and implement a citywide evaluation of off-road cycling opportunities including singletrack access. It is clear that Forest Park cannot be the only significant area for off-road cycling in Portland in part because there are limits to the recreational opportunities it can provide while sustaining natural resource values for wildlife and clean water. Forest Park is an already heavily used natural area. Portland has a 100-year history of investment in the conservation and stewardship of Forest Park. As a consequence, expansion of recreational use in Forest Park, including off-road cycling, must be done in the right places, in the right way, and in a manner that considers the various user groups and the importance of the natural resources in the Park.

Improvements, enhancements and expansion to Forest Park's existing road and trail infrastructure will increase the need for funding and other resources to support sustainable trail construction, long-term maintenance, localized habitat restoration, ongoing education, and enforcement of park regulations. Forest Park is an unparalleled natural resource and the bar must be set high for any expanded access. This committee believes that improvement and/or expansion of off-road cycling opportunities is a worthy consideration if these criteria can be met.

This White Paper provides a starting point for Portland Parks & Recreation's own city-wide exploration of off-road cycling challenges and opportunities that will be initiated July 2009. Although focused largely on Forest Park as an area of potentially the greatest opportunity for additional off-road cycling, by no means does the Conservancy or members of the Off-Road Cycling Ad Hoc Committee believe that Forest Park represents the only locale in the city with potential to address the range of off-road cycling desires.

Submitted 10/5/2017  
Catherine Thompson, MD

# OUTDOOR RECREATION PARTICIPATION TOPLINE REPORT 2017

## Trends

8,615,000 Mountain Biking Up 0.99%  
42,128,000 Hiking UP 22.59%



**OUTDOOR  
FOUNDATION**



# Ages 6+ Outdoor Participation by Activity

\*\* All participation numbers in this table are in the thousands (000).

|                                                               | 2006   | 2007   | 2008   | 2009   | 2010   | 2011   | 2012   | 2013   | 2014   | 2015   | 2016   | 3-Year Change |
|---------------------------------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|---------------|
| Adventure Racing                                              | 725    | 698    | 920    | 1,089  | 1,339  | 1,065  | 2,170  | 2,213  | 2,368  | 2,864  | 2,999  | 35.5%         |
| Backpacking Overnight - More Than 1/4 Mile From Vehicle/ Home | 7,067  | 6,637  | 7,867  | 7,647  | 8,349  | 7,095  | 8,771  | 9,069  | 10,101 | 10,100 | 10,151 | 11.9%         |
| Bicycling (BMX)                                               | 1,655  | 1,887  | 1,904  | 1,811  | 2,369  | 1,547  | 2,175  | 2,168  | 2,350  | 2,690  | 3,104  | 43.2%         |
| Bicycling (Mountain/Non-Paved Surface)                        | 6,751  | 6,892  | 7,592  | 7,142  | 7,161  | 6,816  | 7,714  | 8,542  | 8,044  | 8,316  | 8,615  | 0.9%          |
| Bicycling (Road/Paved Surface)                                | 38,457 | 38,940 | 38,114 | 40,140 | 39,320 | 40,349 | 39,232 | 40,888 | 39,725 | 38,280 | 38,365 | -6.2%         |
| Birdwatching More Than 1/4 Mile From Home/Vehicle             | 11,070 | 13,476 | 14,399 | 13,294 | 13,339 | 12,794 | 14,275 | 14,152 | 13,179 | 13,093 | 11,589 | -18.1%        |
| Boardsailing/Windsurfing                                      | 938    | 1,118  | 1,307  | 1,128  | 1,617  | 1,151  | 1,593  | 1,324  | 1,562  | 1,766  | 1,737  | 31.2%         |
| Camping (RV)                                                  | 16,946 | 16,168 | 16,517 | 17,436 | 15,865 | 16,698 | 15,108 | 14,556 | 14,633 | 14,699 | 15,855 | 8.9%          |
| Camping (Within 1/4 Mile of Vehicle/Home)                     | 35,618 | 31,375 | 33,686 | 34,338 | 30,996 | 32,925 | 29,982 | 29,269 | 28,660 | 27,742 | 26,467 | -9.6%         |
| Canoeing                                                      | 9,154  | 9,797  | 9,935  | 10,058 | 10,553 | 9,787  | 9,839  | 10,153 | 10,044 | 10,236 | 10,046 | -1.1%         |
| Climbing (Sport/Indoor/ Boulder)                              | 4,728  | 4,514  | 4,769  | 4,313  | 4,770  | 4,119  | 4,592  | 4,745  | 4,536  | 4,684  | 4,905  | 3.4%          |
| Climbing (Traditional/Ice/ Mountaineering)                    | 1,586  | 2,062  | 2,288  | 1,835  | 2,198  | 1,609  | 2,189  | 2,319  | 2,457  | 2,571  | 2,790  | 20.3%         |
| Fishing (Fly)                                                 | 6,071  | 5,756  | 5,941  | 5,568  | 5,478  | 5,683  | 6,012  | 5,878  | 5,842  | 6,089  | 6,456  | 9.8%          |
| Fishing (Freshwater/Other)                                    | 43,100 | 43,859 | 40,331 | 40,961 | 38,860 | 38,868 | 39,135 | 37,796 | 37,821 | 37,682 | 38,121 | 0.9%          |
| Fishing (Saltwater)                                           | 12,466 | 14,437 | 13,804 | 12,303 | 11,809 | 11,983 | 12,017 | 11,790 | 11,817 | 11,975 | 12,266 | 4.0%          |
| Hiking (Day)                                                  | 29,863 | 29,965 | 32,511 | 32,572 | 32,496 | 34,491 | 34,545 | 34,378 | 36,222 | 37,232 | 42,128 | 22.5%         |
| Hunting (Bow)                                                 | 3,875  | 3,818  | 3,722  | 4,226  | 3,908  | 4,633  | 4,075  | 4,079  | 4,411  | 4,564  | 4,427  | 8.5%          |
| Hunting (Handgun)                                             | 2,525  | 2,595  | 2,873  | 2,276  | 2,709  | 2,671  | 3,553  | 3,198  | 3,091  | 3,400  | 3,512  | 9.8%          |
| Hunting (Rifle)                                               | 11,242 | 10,635 | 10,344 | 11,114 | 10,150 | 10,807 | 10,164 | 9,792  | 10,081 | 10,778 | 10,797 | 10.3%         |
| Hunting (Shotgun)                                             | 8,987  | 8,545  | 8,731  | 8,490  | 8,062  | 8,678  | 8,174  | 7,894  | 8,220  | 8,438  | 8,271  | 4.8%          |
| Kayak Fishing                                                 | n/a    | n/a    | n/a    | n/a    | 1,044  | 1,201  | 1,409  | 1,798  | 2,074  | 2,265  | 2,371  | 31.8%         |
| Kayaking (Recreational)                                       | 4,134  | 5,070  | 6,240  | 6,212  | 6,465  | 8,229  | 8,144  | 8,716  | 8,855  | 9,499  | 10,017 | 14.9%         |
| Kayaking (Sea/Touring)                                        | 1,136  | 1,485  | 1,780  | 1,771  | 2,144  | 2,029  | 2,446  | 2,694  | 2,912  | 3,079  | 3,124  | 16.0%         |
| Kayaking (White Water)                                        | 828    | 1,207  | 1,242  | 1,369  | 1,842  | 1,546  | 1,878  | 2,146  | 2,351  | 2,518  | 2,552  | 18.9%         |
| Kafting                                                       | 3,609  | 4,340  | 4,651  | 4,318  | 4,460  | 3,821  | 3,690  | 3,836  | 3,781  | 3,883  | 3,428  | -10.6%        |
| Running/Jogging                                               | 38,559 | 41,064 | 41,130 | 43,892 | 49,408 | 50,713 | 52,187 | 54,188 | 51,127 | 48,496 | 47,384 | -12.6%        |
| Sailing                                                       | 3,390  | 3,786  | 4,226  | 4,342  | 3,869  | 3,725  | 3,958  | 3,915  | 3,924  | 4,099  | 4,095  | 4.6%          |
| Scuba Diving                                                  | 2,965  | 2,965  | 3,216  | 2,723  | 3,153  | 2,579  | 2,982  | 3,174  | 3,145  | 3,274  | 3,111  | -2.0%         |
| Skateboarding                                                 | 10,130 | 8,429  | 7,807  | 7,352  | 6,808  | 5,827  | 6,627  | 6,350  | 6,582  | 6,436  | 6,442  | 1.5%          |
| Skiing (Alpine/Downhill)                                      | n/a    | 10,362 | 10,346 | 10,919 | 11,504 | 10,201 | 8,243  | 8,044  | 8,649  | 9,378  | 9,267  | 12.4%         |
| Skiing (Cross-Country)                                        | n/a    | 3,530  | 3,848  | 4,157  | 4,530  | 3,641  | 3,307  | 3,377  | 3,820  | 4,146  | 4,640  | 40.3%         |
| Skiing (Freestyle)                                            | n/a    | 2,817  | 2,711  | 2,950  | 3,647  | 4,318  | 5,357  | 4,007  | 4,564  | 4,465  | 4,640  | 2.7%          |
| Snorkeling                                                    | 8,395  | 9,294  | 10,296 | 9,358  | 9,305  | 9,318  | 8,011  | 8,700  | 8,752  | 8,874  | 8,717  | 0.2%          |
| Snowboarding                                                  | n/a    | 6,841  | 7,159  | 7,421  | 8,196  | 7,579  | 7,351  | 6,418  | 6,785  | 7,676  | 7,602  | 3.4%          |
| Snowshoeing                                                   | n/a    | 2,400  | 2,922  | 3,431  | 3,823  | 4,111  | 4,029  | 3,012  | 3,501  | 3,885  | 3,533  | -12.3%        |
| Stand Up Paddling                                             | n/a    | n/a    | n/a    | n/a    | 1,050  | 1,242  | 1,542  | 1,993  | 2,751  | 3,020  | 3,220  | 61.6%         |
| Surfing                                                       | 2,170  | 2,206  | 2,607  | 2,403  | 2,767  | 2,195  | 2,895  | 2,658  | 2,721  | 2,701  | 2,793  | 5.1%          |
| Telemarking (Downhill)                                        | n/a    | 1,173  | 1,435  | 1,482  | 1,821  | 2,099  | 2,766  | 1,732  | 2,188  | 2,569  | 2,848  | 3.0%          |
| Trail Running                                                 | 4,558  | 4,216  | 4,857  | 4,833  | 5,136  | 5,610  | 6,003  | 6,792  | 7,531  | 8,139  | 8,582  | 26.4%         |

|                                                       |        |        |        |        |        |        |        |        |        |        |        |        |
|-------------------------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Triathlon (Non-Traditional/Off-Road)                  | 281    | 483    | 543    | 634    | 798    | 819    | 1,075  | 1,390  | 1,411  | 1,744  | 1,705  | 5.0%   |
| Triathlon (Traditional/Road)                          | 640    | 798    | 943    | 1,148  | 1,593  | 1,686  | 1,789  | 2,262  | 2,203  | 2,498  | 2,374  | 22.6%  |
| Wakeboarding                                          | 3,046  | 3,521  | 3,544  | 3,577  | 3,645  | 3,389  | 3,348  | 3,316  | 3,125  | 3,226  | 2,912  | -12.2% |
| Wildlife Viewing More Than 1/4 Mile From Home/Vehicle | 20,294 | 22,974 | 24,113 | 21,291 | 21,025 | 21,964 | 22,999 | 21,359 | 21,110 | 20,718 | 20,746 | -2.9%  |

## Method

During the 2016 calendar year, a total of 24,134 online interviews were carried out with a nationwide sample of individuals and households from the US Online Panel of over one million people operated by Synovate/IPSOS. A total of 11,453 individual and 12,681 household surveys were completed. The total panel is maintained to be representative of the US population for people ages six and older. Over sampling of ethnic groups took place to boost response from typically under responding groups.

The 2016 participation survey sample size of 24,134 completed interviews provides a high degree of statistical accuracy. All surveys are subject to some level of standard error — that is, the degree to which the results might differ from those obtained by a complete census of every person in the US. A sport with a participation rate of one percent has a confidence interval of plus or minus 0.31 percentage points at the 95 percent confidence level.

A weighting technique was used to balance the data to reflect the total US population ages six and above. The following variables were used: gender, age, income, household size, region, population density and panel join date. The total population figure used was 296,251,344 people ages six and older.

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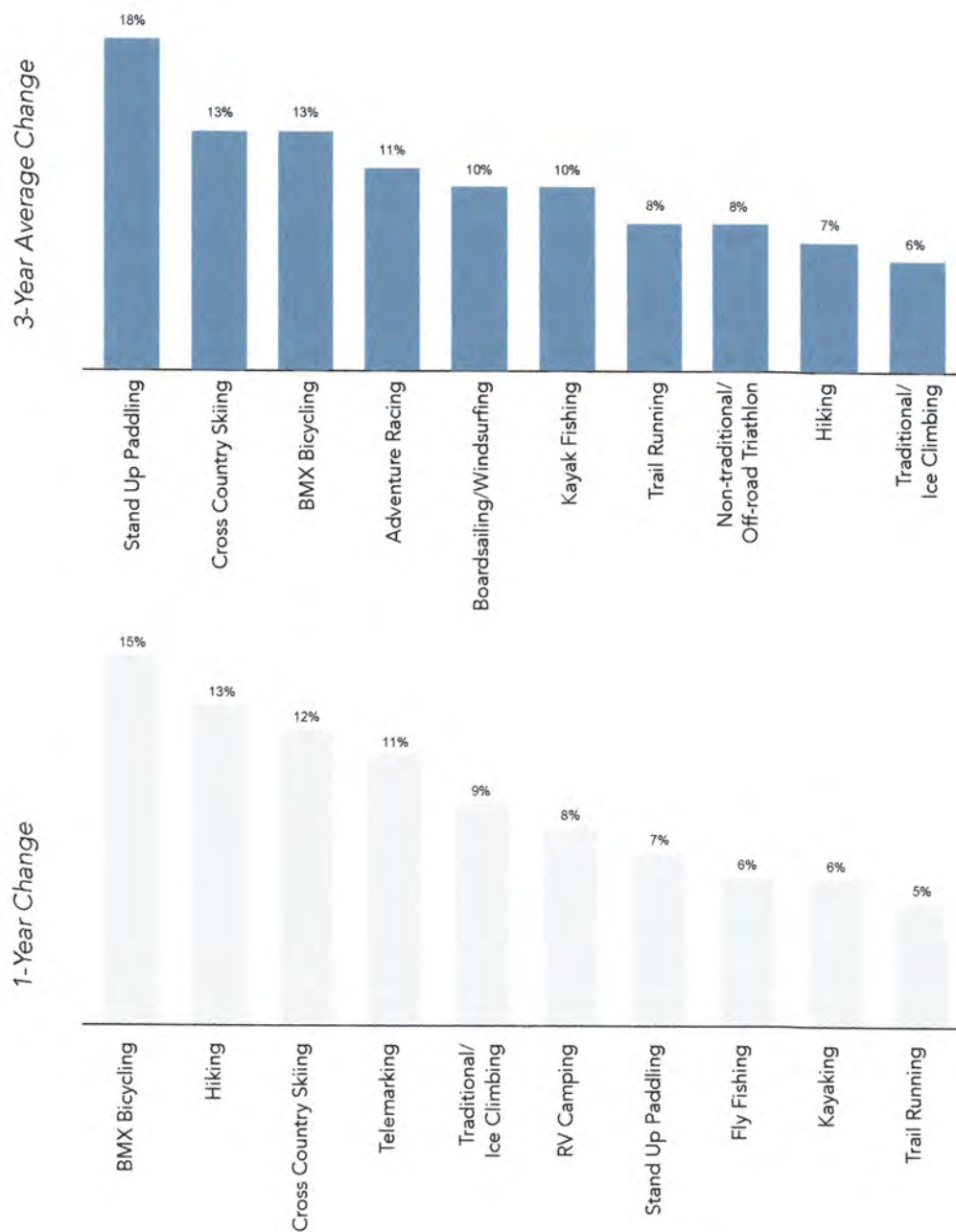
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419 7th Street, NW, Suite 401 | Washington, DC 20004 | 202.271.3252  
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# 2016 Positive Outdoor Trends

Positive outdoor trends details the activities that saw the most growth in participation. Over the past three years, stand up paddling was the top outdoor activity for growth, increasing participation an average of 18 percent from 2013 to 2016. Although still adding new participants, growth for the activity slowed compared to previous years. From 2015 to 2016, BMX biking saw the most growth in participation. This activity, along with cross country skiing, were among the top activities for growth over a one year- and three-year period.

## Top Outdoor Activities for Growth



# Outdoor Participation by Activity

\*\* All participation numbers in this table are in the thousands (000).

|                                                               | 2006   | 2007   | 2008   | 2009   | 2010   | 2011   | 2012   | 2013   | 2014   | 2015   | 2016   | 3-Year<br>Change |
|---------------------------------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------------------|
| Adventure Racing                                              | 725    | 698    | 920    | 1,089  | 1,339  | 1,065  | 2,170  | 2,213  | 2,368  | 2,864  | 2,999  | 35.5%            |
| Backpacking Overnight - More Than 1/4 Mile From Vehicle/ Home | 7,067  | 6,637  | 7,867  | 7,647  | 8,349  | 7,095  | 8,771  | 9,069  | 10,101 | 10,100 | 10,151 | 11.9%            |
| Bicycling (BMX)                                               | 1,655  | 1,887  | 1,904  | 1,811  | 2,369  | 1,547  | 2,175  | 2,168  | 2,350  | 2,690  | 3,104  | 43.2%            |
| Bicycling (Mountain/Non-Paved Surface)                        | 6,751  | 6,892  | 7,592  | 7,142  | 7,161  | 6,816  | 7,714  | 8,542  | 8,044  | 8,316  | 8,615  | 0.9%             |
| Bicycling (Road/Paved Surface)                                | 38,457 | 38,940 | 38,114 | 40,140 | 39,320 | 40,349 | 39,232 | 40,888 | 39,725 | 38,280 | 38,365 | -6.2%            |
| Birdwatching More Than 1/4 Mile From Home/Vehicle             | 11,070 | 13,476 | 14,399 | 13,294 | 13,339 | 12,794 | 14,275 | 14,152 | 13,179 | 13,093 | 11,589 | -18.1%           |
| Boardsailing/Windsurfwng                                      | 938    | 1,118  | 1,307  | 1,128  | 1,617  | 1,151  | 1,593  | 1,324  | 1,562  | 1,766  | 1,737  | 31.2%            |
| Camping (RV)                                                  | 16,946 | 16,168 | 16,517 | 17,436 | 15,865 | 16,698 | 15,108 | 14,556 | 14,633 | 14,699 | 15,855 | 8.9%             |
| Camping (Within 1/4 Mile of Vehicle/Home)                     | 35,618 | 31,375 | 33,686 | 34,338 | 30,996 | 32,925 | 29,982 | 29,269 | 28,660 | 27,742 | 26,467 | -9.6%            |
| Canoeing                                                      | 9,154  | 9,797  | 9,935  | 10,058 | 10,553 | 9,787  | 9,839  | 10,153 | 10,044 | 10,236 | 10,046 | -1.1%            |
| Climbing (Sport/Indoor/ Boulder)                              | 4,728  | 4,514  | 4,769  | 4,313  | 4,770  | 4,119  | 4,592  | 4,745  | 4,536  | 4,684  | 4,905  | 3.4%             |
| Climbing (Traditional/Ice/ Mountaineering)                    | 1,586  | 2,062  | 2,288  | 1,835  | 2,198  | 1,609  | 2,189  | 2,319  | 2,457  | 2,571  | 2,790  | 20.3%            |
| Fishing (Fly)                                                 | 6,071  | 5,756  | 5,941  | 5,568  | 5,478  | 5,683  | 6,012  | 5,878  | 5,842  | 6,089  | 6,456  | 9.8%             |
| Fishing (Freshwater/Other)                                    | 43,100 | 43,859 | 40,331 | 40,961 | 38,860 | 38,868 | 39,135 | 37,796 | 37,821 | 37,682 | 38,121 | 0.9%             |
| Fishing (Saltwater)                                           | 12,466 | 14,437 | 13,804 | 12,303 | 11,809 | 11,983 | 12,017 | 11,790 | 11,817 | 11,975 | 12,266 | 4.0%             |
| Hiking (Day)                                                  | 29,863 | 29,965 | 32,511 | 32,572 | 32,496 | 34,491 | 34,545 | 34,378 | 36,222 | 37,232 | 42,128 | 22.5%            |
| Hunting (Bow)                                                 | 3,875  | 3,818  | 3,722  | 4,226  | 3,908  | 4,633  | 4,075  | 4,079  | 4,411  | 4,564  | 4,427  | 8.5%             |
| Hunting (Handgun)                                             | 2,525  | 2,595  | 2,873  | 2,276  | 2,709  | 2,671  | 3,553  | 3,198  | 3,091  | 3,400  | 3,512  | 9.8%             |
| Hunting (Flye)                                                | 11,242 | 10,635 | 10,344 | 11,114 | 10,150 | 10,807 | 10,164 | 9,792  | 10,081 | 10,778 | 10,797 | 10.3%            |
| Hunting (Shotgun)                                             | 8,987  | 8,545  | 8,731  | 8,490  | 8,062  | 8,678  | 8,174  | 7,894  | 8,220  | 8,438  | 8,271  | 4.8%             |
| Kayak Fishing                                                 | n/a    | n/a    | n/a    | n/a    | 1,044  | 1,201  | 1,409  | 1,798  | 2,074  | 2,265  | 2,371  | 31.8%            |
| Kayaking (Recreational)                                       | 4,134  | 5,070  | 6,240  | 6,212  | 6,465  | 8,229  | 8,144  | 8,716  | 8,855  | 9,499  | 10,017 | 14.9%            |
| Kayaking (Sea/Touring)                                        | 1,136  | 1,485  | 1,780  | 1,771  | 2,144  | 2,029  | 2,446  | 2,694  | 2,912  | 3,079  | 3,124  | 16.0%            |
| Kayaking (White Water)                                        | 828    | 1,207  | 1,242  | 1,369  | 1,842  | 1,546  | 1,878  | 2,146  | 2,351  | 2,518  | 2,552  | 18.9%            |
| Rafting                                                       | 3,609  | 4,340  | 4,651  | 4,318  | 4,460  | 3,821  | 3,690  | 3,836  | 3,781  | 3,883  | 3,428  | -10.6%           |
| Running/Jogging                                               | 38,559 | 41,064 | 41,130 | 43,892 | 49,408 | 50,713 | 52,187 | 54,188 | 51,127 | 48,496 | 47,384 | -12.6%           |
| Sailing                                                       | 3,390  | 3,786  | 4,226  | 4,342  | 3,869  | 3,725  | 3,956  | 3,915  | 3,924  | 4,099  | 4,095  | 4.6%             |
| Scuba Diving                                                  | 2,965  | 2,965  | 3,216  | 2,723  | 3,153  | 2,579  | 2,982  | 3,174  | 3,145  | 3,274  | 3,111  | -2.0%            |
| Skateboarding                                                 | 10,130 | 8,429  | 7,807  | 7,352  | 6,808  | 5,827  | 6,627  | 6,350  | 6,582  | 6,436  | 6,442  | 1.5%             |
| Skiing (Alpine/Downhill)                                      | n/a    | 10,362 | 10,346 | 10,919 | 11,504 | 10,201 | 8,243  | 8,044  | 8,649  | 9,378  | 9,267  | 12.4%            |
| Skiing (Cross-Country)                                        | n/a    | 3,530  | 3,848  | 4,157  | 4,530  | 3,641  | 3,307  | 3,377  | 3,820  | 4,146  | 4,640  | 40.3%            |
| Skiing (Freestyle)                                            | n/a    | 2,817  | 2,711  | 2,950  | 3,647  | 4,318  | 5,357  | 4,007  | 4,564  | 4,465  | 4,640  | 2.7%             |
| Snorkeling                                                    | 8,395  | 9,294  | 10,296 | 9,358  | 9,305  | 9,318  | 8,011  | 8,700  | 8,752  | 8,874  | 8,717  | 0.2%             |
| Snowboarding                                                  | n/a    | 6,841  | 7,159  | 7,421  | 8,196  | 7,579  | 7,351  | 6,418  | 6,785  | 7,676  | 7,602  | 3.4%             |
| Snowshoeing                                                   | n/a    | 2,400  | 2,922  | 3,431  | 3,823  | 4,111  | 4,029  | 3,012  | 3,501  | 3,885  | 3,533  | -12.3%           |
| Stand Up Paddling                                             | n/a    | n/a    | n/a    | n/a    | 1,050  | 1,242  | 1,542  | 1,993  | 2,751  | 3,020  | 3,220  | 61.6%            |
| Surfwng                                                       | 2,170  | 2,206  | 2,607  | 2,403  | 2,767  | 2,195  | 2,895  | 2,658  | 2,721  | 2,701  | 2,793  | 5.1%             |
| Telemarking (Downhill)                                        | n/a    | 1,173  | 1,435  | 1,482  | 1,821  | 2,099  | 2,766  | 1,732  | 2,188  | 2,569  | 2,848  | 3.0%             |
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|                                                       |        |        |        |        |        |        |        |        |        |        |        |        |
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To the Off Road Cycling Committee  
Testimony presented at the October 5th ORCC Advisory Committee Meeting 2017  
Catherine Thompson, M.D.

I would like to comment on number 7 and number 20 in the draft

7.Design and develop any trail changes in ways that align with the goals and strategies in the Forest Park Natural Resource Management Plan, including the Goals for Trail Management, the Northwest Hills Management Plan, and the Greater Forest Park Conservation Initiative.

20.Recognize cycling as a recreational activity that is appropriate within Forest Park, if provided sustainably, responsibly and in accordance the park's management goals

The Goals for Trails Management are the result of the work of the Forest Park Trails Policy Task Force to examine bicycle/pedestrian and other user conflict issues. It is in essence a social contract between user groups and includes goals, guidelines and implementation strategies for trails.

A very important specific standard that arose to implement these guidelines is the trail standard for cycling of 8 feet wide with good line of sight. This standard is not about best practices for cycling trails, it is not primarily about environmental impact, it is about safety, particularly safety of pedestrians. Remember this was a task force to address bicycle/pedestrian user conflicts.

Where we are now as a community with this issue, 25 years later will determine to a large extent whether the proposals of the ORCC will be acceptable by the general public. The fact that for the past 25 years a large and increasing number of cyclists have failed to act responsibly and in accordance with the park's management goals brings into question whether cycling is an appropriate activity in the park.

I have reviewed the most recent draft proposal for Off Road Cycling in Forest Park and am surprised that it fails to reflect the public input you have received. **The majority of the respondents to your Forest Park Survey rejected new Cycling Opportunities in Forest Park overall and a majority rejected each of the draft recommendations.** It is unclear to me why you are still promoting these trail options when the public has spoken. **It is time to align your recommendations with the Forest Park Natural Resources Management Plan(FPNRMP) Strategy 8 and develop recreational opportunities at other sites.**

In addition **your plan does not align with the Trail Management Guidelines in the FPNRMP.** These guidelines were developed by a task force to address user conflicts in the park and are incorporated into the plan. They prioritize protection of natural features, safety, and minimizing user conflict as well as protecting and maintaining existing trails roads and firelanes. **The advisory committee has not been told what the guidelines are.** They have not been told that **the 8 foot wide standard with good line of sight was developed for safety reasons.**

In addition to not reflecting public opinion, **your draft plan does not comply with these Trail Management Guidelines**

**We have known for a long time that there are no protected pedestrian only trails in Forest Park.** Park Ranger Rick Nelson told the 2010 Off Road Cycling Committee that cyclists travel on all trails in the park. Cyclists unlawfully ride on pedestrian only trails everyday according to monitoring by PP&R. This has resulted in trail damage, sign vandalism and escalating disregard for the rules. Cyclists are causing injuries and intimidation of pedestrians.

According to the Forest Park 2012 Recreation User Study there are more visits by children walking in Forest Park than by the entire community of off road cyclists.. **Rather than bringing more young people into the park for healthy exercise, cyclists are now endangering and chasing children away.** You have alluded to enforcement, but clearly in a park this large, it is **voluntary compliance with the law by cyclists is lacking.**

Something really needs to be done about safety before a single recommendation to improve the cycling experience is Forest Park is proposed to City Council. **Promoting new cycling trails that do not comply with the law creates unrealistic expectations and reinforces a culture of entitlement that is already resulting in increased conflict and aggression in the park.** It is clear that **concerted efforts to address user conflict and hazards caused by unlawful cycling in the park, going back to 1992 as codified in the Forest Park Trail Management Guidelines, have failed.**

Here is just a portion of the **written testimony you have received about personal injuries caused by cyclists** and near misses in Forest Park

KAREN DAVID Portland, OR 2016-08-06

I have been run over by cyclists on these trails.

BRANDY SAFFELL Portland, OR 2016-07-26

I think we should keep the trails that are off-limits to cyclists as such. As a trail runner in forest park, I have been injured in the past by collisions and near- collisions with cyclists on the narrower trails. I have also seen other people nearly run off the trails, and dogs spooked by cyclists. I recommend keeping the trails as they are, as a citizen of Portland and regular user of Forest Park.

IAN SMETHURST Portland, OR 2016-07-27

My young son one was almost run over on Holman Lane! Do not want any more bikes on walking trails! Having done 3 Cycle Oregons I know the Wildwood is not a good idea given the number of people walking!  
Thanks for your consideration!

BILL CUNNINGHAM BEAVERTON, OR 2016-08-15

I was once forced off a trail, injuring a knee that required a trip to the ortho. I have also had dozens of near misses. Bikes should not be allowed on trails currently designated pedestrian only.

MAXINE DEXTER Portland, OR 2016-07-27

My family of four as well as our pets use this park system on foot almost daily. We rely on the serenity and ability to observe animals and vegetation in their natural habitats. This is our refuge. Bikes have already destroyed parts of the park where they go off-trail and have run directly into my husband and I as well as our dog when walking at night. Bikes have other trail systems to use and do not belong on the narrow trails in Forest Park.

DAN BERNE Portland, OR 2017-02-23

Twice I have been hit by bicycle riders who have gone off trail or ignored hikers as they zoomed down a path. The park is a wildlife sanctuary.

DAVID DOUGLAS PORTLAND, OR 2017-05-15

I run in Forest Park every weekend and have actually been hit by mountain bikers illegally tearing down the Wildwood and Maple Trails. This winter in particular the mountain bikes created a rut along the Wildwood Trail that caused the trail to break away and the slide down the hill due to the heavy rains just north of where it crosses Saltzman Road. There are dozens of miles of safe places for mountain bikers to enjoy. Keep these trails safe.

ERIN KELLEY SCOTT Lake Oswego, OR 2017-05-15

I've been struck by a cyclist on a forest park trail north of the downtown area. This was appx 4 years ago. I was injured and the cyclist did not stop to even check on my welfare. It didn't matter if he had the damage was done and he was traveling so fast I had no time to move off the trail.

SHARON MURPHY Portland, OR 2016-08-11

I once enjoyed the park and now it doesn't feel safe to walk with my dog. We don't like the high speed cyclists.

KIMBERLEY CHEN Portland, OR 2016-08-14

I was also almost hit by a bike on the trails while hiking. I absolutely oppose opening up the trails to bikers. Not only is it a safety issue, but it will also cause deterioration of the existing trails.

EMILY BRONEC Poulsbo, WA 2016-08-10

I love forest park. I love walking and running and hiking there. I've had a close encounter with a mountain biker here and at another park (where bikes were allowed). In the second circumstance the cyclist was injured as he was unable to stop his bike quickly without hitting us and veered off the small trail. I do not think it is safe or reasonable for cyclists and hikers to be on the same trail if it is small, narrow, and with poor visibility. It's just common sense.

MARYANN AMANN Portland, OR 2016-08-21

I hike regularly in Forest Park and do not want to be run over by bikes on the hiking trails. I have been in close calls with bikers over the years and there is no reason for them to use designated hiking trails. Bikes cause too much erosion - let them continue to ride Leif Ericsson. Let us hike in peace and maintain the ability to be in silent meditation in the Forest.

ALICIA EMEL Portland, OR 2016-08-14

I have been almost hit several times by bicycles while hiking. There is no way that bicycles can safely share hiking trails with hikers. Please keep Forest Park safe and continue to limit biking in the park!

CINDY PRICE Portland, OR 2016-07-25

I hike and run these trails for the last 20 years. Cycling tracks are all over Wildwood. I came a millimeter away from having a cyclist crash into me. I had to jump off the trail to avoid serious injury. When it happens next, how would you like me to title my lawsuit against the city?

ANN-MARIE CORDOVA Portland OR 2016-09-15

I grew up in Portland and have spent a lot of time in Forest Park, with friends, my kids and even alone. I feel that the cyclists have made the park unsafe. I have almost been hit by out of control cyclists.

PATRICK MULLALEY Portland, OR 2016-07-29

I have been sideswiped by bicycles on several trails in Forest Park. Not Safe!!

BRUCE SWANSON Baltimore, MD 2016-08-04

I'm signing because I had a run in with a cyclist in both Forest Park and Marquam.

ETHEL KRUM Portland, OR 2016-10-20

I hike the trails with family and friends and get run down by bikers. The way they tear up the environment and scare wildlife.

TOM WILSON Portland, OR 2016-10-20

I have almost been run over by bicycles zooming downhill. Give walkers a break. I have also seen the ruts which channel water downhill.

JOANNE STERLING Rosamond, CA 2016-10-21

The peace and beauty of Forest Park is a feature in Portland that my family, neighbors, real estate buyers and I have enjoyed for many years. I have encountered cyclists on the pedestrian only trails, and in general they take the right of way, often are traveling at breakneck speed, making it a dangerous situation for children, dogs, elderly, and sometimes, me. In addition, for some reason I am encountering cyclists who are often reckless and rude. It would be a terrible intrusion to allow the illegal use of trails to go unenforced. Please, NO high-speed single track cycling in our beautiful precious resource.... Thank you.

THOMAS SCANLON El Cajon, CA 2017-02-10

I am both a cyclist and hiker and I support this petition 100 percent. I've nearly been hit by cyclists going downhill, not totally in control. I also see the ruts that develop from continuous bike tracks, which does not happen with footprints. More erosion and trail deterioration.

NANCY MCFADDEN Seattle, WA 2017-02-23

while I love all that the city does to support bike riding, I find myself intimidated by bikes on trails that were originally designed for hikers/walkers. I find I'm having to jump out of the way - and that cyclists can be aggressive.

I also happen to be a cyclist. I love to bike around the city, and will not feel less loved/represented by the city for having these park trails allocated for foot-only traffic. thank you!

CAROL DILFER Portland, OR 2017-02-23

Cyclists roar down the narrow trails in Forest Park. I've been nearly hit more than once. We need more than signage to prevent serious injuries. We need something chains across the non-cycling trails, with boulders alongside, to keep cyclists from going around the chains.

JENNIFER JASAITIS Portland, OR 2017-02-23

I hike the trails in Forest Park regularly. They are narrow, with many curves, and are steep in places. It is not easy to anticipate another hiker around the bend, much less a biker who is focused on speed. I've been surprised by bikers, and have only barely been able to get out of the way. I am 67, want to keep my health, and find the softer trails are easier on my feet than concrete sidewalks. But even a slight accident could impair my health immediate help far away, with the biker disappearing, etc. The park cannot be affordably maintained or policed to protect both the current users and the condition of the trail which currently has ruts and muddy areas from foot traffic. Even if bikes were restricted to the fire lanes, riders will not restrict themselves to them. If I see bikes now -- where they are not permitted -- I can only imagine that the current problem will be magnified exponentially, taking away the peace and calm beauty for the many in favor of the few.

MIKE LINDBERG Portland, OR 2017-04-02

Almost been run over by bikes



PETER LYTE Portland, OR 2017-04-15

Well, I already run into bicyclists on trails every month. They don't seem to recognize the No Cycles Allowed signs currently in place. I doubt very much many will follow any regulations that are established. Also I've experienced a couple of near misses on Leif Erickson Rd. I believe the safety, not to mention the ecology, of Forest Park will be significantly damaged by allowing bikes to access trails.

Not only are hikers in jeopardy, I'd include the bikers themselves. From our house we can see Aspen and Wildwood trails. More than several times we've watched bicyclists at night, after 9 PM, going down the trails using helmet or bicycle lights for illumination. While I admire the bravado it takes to do such a stunt, I feel they are putting wildlife, any hikers they might encounter and themselves in serious jeopardy. Authorizing bike use will only increase the number of "brave" souls who'll attempt this "sport".

BILL CUNNINGHAM Beaverton, OR 2016-08-15

I walk those trails regularly and have already encountered bikes even when they are not supposed to be there. Without diligent enforcement (and stern consequences) this creates a very dangerous situation already. What will open permission create?

JOHN BISSONNETTE Portland, OR 2016-07-26

Mr Olmstead who designed Forest Park sought to create a refuge from the city in our beautiful forest. There are many other off road cycling venues currently, and other sites which would be more suitable to develop as off road cycling venues. I live nearby, walk there every day, and see how off road cyclists do not respect pedestrian traffic, making it unsafe for walkers, especially with dogs and small children. This is a unique park that makes Portland so special; please do not make it a off road cycling venue

JANE BROWN Beaverton, OR 2016-08-22

I'm a guide at the Japanese Garden and often walk there through the park. I've had some unpleasant encounters with both bicyclists and dog owners.

GRAHAM PUGH Portland, OR 2016-08-06

I am a frequent hiker and have been seeing more and more bikes on the trails. They have a pronounced impact on the trails.

JERRY WEIGLER PORTLAND, OR 2016-07-27

I have encountered illegal bicyclists on Forest Park pedestrian trails and it is dismaying. This is a PARK for individuals, families and generations of children year in and year out. NOT a roadway for vehicles of ANY sort. Please do not be pressured into converting foot paths to ROADWAYS!!!

RICHARD ELLEGOOD Portland, OR 2016-08-08

I have frequently encountered bikers violating existing regulations and stopped them. Some are respectful and say that they won't do it again. Others seem unconcerned with the possibility that they will turn a blind corner and be unable to avoid a mother pushing a baby carriage. To allow such bikers to ride on narrow trails is an invitation for disaster. Most bikers are extremely safety-

conscious and do not want the outcome that I have described. There should be a safe solution that doesn't put people at risk. Let's find it.

FRED BOWMAN Portland, OR 2016-08-12

I hike or run in Forest Park once a week and have been doing so for over 30 years. Bicycles are not compatible with these uses. The occasional illegal cyclist is bad enough. Hoards of them would completely ruin the experience.

SHARON MURPHY Portland, OR 2016-08-11

I once enjoyed the park and now it doesn't feel safe to walk with my dog. We don't like the high speed cyclists.

MARGOT THOMPSON Portland, OR 2016-07-26

City officials are trying to subvert the law by allowing uses that are clearly destructive to the environment of Forest Park. I am an avid cyclist but feel the trails are now unsafe for pedestrians because cyclists are not obeying current laws and or showing considerate behavior toward pedestrians and hikers of all ages using the trails in the park. Metro owns land further out on skyline and that is an area with clearcuts and places perfect for the development of single track cycling. Please consider near-in but entirely different places. Thank you!

P. SYDNEY HERBERT Portland, OR 2016-07-25

I love Forest Park and I don't appreciate being run over. The scofflaws are taking over the Park. We need enforcement!

NORMAN SHAFFNER Portland, OR 2016-07-26

I've witnessed the destructive unruly behavior of these mountain bike delinquents.

ROBERT DAYTON Portland, OR 2016-07-27

I live next to the Park. Use is at a very high rate. Single track biking does not fit. Runners and hikers have to watch out for bikers now. They need to find an appropriate place elsewhere.

JANE BUCK Tualatin, OR 2016-07-27

Dangerous to walkers. Having to always step aside for cycling.

BILL MADILL Portland, OR 2016-07-27

We walk the trails in Forest Park frequently and dealing with bicycles on them is bad enough now. Worrying about being run into does not make for a good hike.

THOMAS CRITES Portland, OR 2016-07-27

I run these trails and know how unsafe it is to have bikers on them.

NATHAN GRANT Portland, OR 2016-07-27

I'm originally from Minneapolis where the pedestrian and bike paths around the lakes were traditionally shared... until a pedestrian was killed by a cyclist. The city immediately developed separate paths. Adding cyclists to the narrow hiking trails in Forest Park with their countless

blind twists and turns, is not only short sighted and illogical, it is actually creating the inevitable scene of a future tragedy. It's not "if" it's "when".

WENDY ORLOFF Portland, OR 2016-07-27

I have been a resident of Willamette Hgts and have used these trails often. It is very disturbing having a cyclist come up behind you and say coming up on your left. It ruins the tranquillity and peace a hike in the park provides.

JAMES BERRY Portland, OR 2016-07-28

I am a daily user of Forest Park as a hiker and runner. I appreciate the calm and quiet that it provides as an escape from the increasing bustle of the rest of the city.

I am adamantly against converting any of the existing pedestrian trails in Forest Park, especially Wildwood trail and other key trails, to shared or exclusive use for cycles.

Any off-road cycling trails considered for Forest Park should be qualified, designed, and sited with an overriding priority on retaining existing uses and character of the park, maintaining habit, quiet, and scenic values, and through appropriate physical and acoustic separation from pedestrian trail systems.

I have seen the damage that illegal bicycle use already creates in Forest Park. I'm concerned that allowing more cycle use near or connecting with current trail systems will result in additional spillover of cycles into unsanctioned areas.

PETER ANDREWS Portland, OR 2016-07-28

I use the trails often to run, walk and hike with my family. I'm on the trails often with my young son, wife and our baby daughter. I love the trails, but I've been on them with cyclist and it is not safe. As a cyclist myself the designated areas should remain and the trails should be left for pedestrian use only.

MICHAEL BAKER Portland, OR 2016-08-01

Trails in Forest Park are not designed for bikes. The interactions I have had with mt. bikers "poaching" the Wildwood have not been pleasant. The city needs to enforce existing regulations. Bikes are fine on the Leif and fire roads, but not on the trails.

I love Forest Park!

STEPHANIE LAMONICA Portland, OR 2016-08-04

bikers who are riding on the wrong paths make it unsafe for everyone -- for our children, for our pets, for elderly, for people just out enjoying the quiet. why should we have to put up with that? they have fire trails, and, they can go to powell butte. they also have lief erikson. enough is enough

MADISON KENNEY Portland, OR 2016-08-14

I have hiked and run on the trails in Forest Park since I was very young. I have encountered bikes during this time, and have always found them to be presenting a serious safety concern. When I am running on a trail, I don't want to have to worry about being hit by a bike, I just want to enjoy the wonderful nature all around me.

MICHAEL KRUTSCH Portland, OR 2016-08-16

Protect wildlife and keep the park from cycle routes. Cycling only makes camping easier. Also as a hiker, having bikes zooming by is not peaceful. It's I use the park and its trail system and I believe it would be dangerous to walkers (I've met a cyclist on a blind curve) and I believe it would be detrimental to the park

GEOFF CARR Portland, OR 2017-02-22

As a hiker nothing is quite as scary as in ones quite reverie being broken by a biker coming full speed at you or on your tail.

KATHERINE LYTE Portland, OR 2017-05-07

Forest park is in my backyard and I have observed many violations of the no bike signs why destroy a good quiet place for families

**None of this feedback is mentioned in your draft public outreach summary.** It is time to discuss these serious safety issues with the advisory committee and include this public input in your final summary for the City Council and Parks Board.

This would be a good time to correct the lack of familiarity of the Advisory Committee with the FPNRMP Trail Management Guidelines and trail standards that have been established specifically to protect Forest Park and the safety of its users. This will serve to **promote education about trail etiquette** and the **explicit environmental and safety goals and standards specified in the FPNRMP that prohibit cycling trails less than 8 feet wide.**

I hope that you will correct this oversight at the next meeting.

Thank you for your commitment to serve the entire Portland community  
Catherine Thompson, M.D.