



PORTLAND OFF-ROAD CYCLING MASTER PLAN

DRAFT Forest Park Trail Concepts

The City is considering off-road cycling opportunities in Forest Park as part of the citywide Off-road Cycling Master Plan. Building or implementing any recommended project will require additional planning and community input, robust environmental review, and multiple approvals.

The City is looking for community input on the following draft Forest Park Trail Concepts.

Please visit www.portlandoregon.gov/bps/offroadcycling and click “Off-road Cycling in Forest Park” to learn more and provide your feedback.

Concept A. Open Tolinda Trail to off-road cycling

The Tolinda Trail connects Leif Erikson Drive to NW Germantown Road. It is a narrow, steep, 0.8-mile trail currently open only to pedestrians. The trail is in a degraded area of the park in the Central Management Unit.

This concept involves:

- Allowing people on bicycles to use the trail, possibly only in an uphill direction
- Improving the trail for safe and sustainable shared use
- Restoring degraded habitat around the trail. This could involve planting native trees, shrubs and plants and removing invasive species. Trail improvements could also reduce erosion and resulting impacts on streams.
- Closing the Water Line Trail from Leif Erikson Drive west to NW Skyline Blvd. This section of trail is poorly designed, resulting in erosion and other problems.

Concept B. Open Firelane 7, Firelane 7A, and Oil Line Road to off-road cycling

These fire lanes connect from Springville Road to Leif Erikson Drive in the Central Unit of the park. They would create an approximately 2.75 mile ‘lollipop’ loop from Springville Road, as well as other connections. Currently, they are open to pedestrians and equestrians and must remain relatively wide for emergency fire access. The habitat around these trails is in stable or healthy condition.

This concept involves:

- Allowing people on bicycles to use these fire lanes
- Improving the trail for safe and sustainable shared use
- Limiting negative impacts to healthy habitat and restoring adjacent degraded habitat
- Improving sections of Firelane 7A and Oil Line Road near Leif Erikson to improve fire access
- Closing the Lower Gasline Trail from Leif Erikson Drive to Highway 30. This section of trail is unsustainable and prone to landslides.

Concept C. Open Firelane 4 to off-road cycling and connect it to Saltzman Road

Firelane 4 travels 0.55 miles east from Leif Erikson Drive and dead-ends before Saltzman Road in the Central Unit. It is a narrow trail that is currently open only to pedestrians. It is located in a power line corridor and nearby habitat is degraded. This concept would create an approximately 3-mile loop with Saltzman Road and Leif Erikson Drive.

This concept involves:

- Allowing people on bicycles to use Firelane 4
- Extending the trail to connect to the Saltzman Road trailhead
- Restoring degraded habitat around the trail. This could involve planting native trees, shrubs and plants, and removing invasive species. Trail improvements could also reduce erosion and resulting impacts on streams.

Concept D. Improve Firelane 1 and build a new trail parallel to Highway 30

Firelane 1 travels 2.5 miles from NW Forest Lane, across Leif Erikson Drive to a trailhead on Highway 30 in the Southern Unit of the park. It is a wide trail that is open to cyclists, pedestrians and equestrians. Nearby habitat is in poor to good condition. This concept would improve Firelane 1 and create a new trail parallel to Highway 30 along the park boundary. These changes would create an approximately 6-mile loop with neighborhood streets and Leif Erikson Drive, or a longer loop if combined with Concept E.

This concept involves:

- Improving the existing Firelane 1 for user experience, safety and sustainability
- Maintaining emergency fire access on Firelane 1
- Building a new trail that would connect from Firelane 1 and travel southeast along the park boundary, paralleling Highway 30. Portions of this trail could be located in easements outside the park.

This trail could be narrow to mid-width (2-6 feet wide) contour trail that is designed with cyclists in mind but open to pedestrians as well. This new trail would be designed and built based on national best practices for safety and sustainability.

- Restoring degraded habitat around the trail. This could involve planting native trees, shrubs and plants and removing invasive species. Trail improvements could also reduce erosion and impacts on streams.

Concept E. Build a new trail south of NW 53rd Drive

This new trail would be located in an area with no existing official trails. It would be located parallel and south of NW 53rd Drive and would connect Holman Lane and Firelane 1 in the Southern Unit of the park. Nearby habitat is in poor to stable condition. The trail would need to be sited and designed to limit negative impacts on nearby streams. This concept would create an approximately 7-mile loop with Firelane 1, Leif Erikson Drive, Holman Drive, and NW 53rd Drive, or a longer loop if combined with Concept D.

This concept involves:

- Building a new trail in park land south of NW 53rd Drive. This trail could be a narrow to mid-width (2 to 6 feet wide) contour trail that is designed with cyclists in mind but open to pedestrians as well. This new trail would be designed and built based on national best practices for safety and sustainability.
- Limiting negative impacts to healthy habitat and restoring adjacent degraded habitat
- Closing existing unsanctioned trails in this section of the park, which would improve the environment



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DRAFT FOREST PARK TRAIL CONCEPTS

Forest Park - Existing Conditions & Trails

Trail Users

- Open To Peds
- Open To Bicycles
- Open To Horses

EcoHealth Rating

- Healthy, Good
- Stable
- Poor, Severely Degraded

Management Units

- North
- Central
- South



PORTLAND PARKS & RECREATION
Healthy Parks, Healthy Portland



Avoid negative impacts to North Unit, Miller Creek Watershed & core preserves

A

B

C

D

E

Keep Wildwood & Maple, as well as pedestrian trails in Southern Unit pedestrian-only

Avoid impacts to Balch Creek Watershed

Forest Park Planning Principles - Highlights

Off-road Cycling Master Plan includes 23 Planning Principles. Highlights include:

- **Preserve pedestrian-only:** Wildwood, Maple and pedestrian-only trails in the Southern Unit (Dogwood, Alder, etc)
- **Net ecological benefit.** Avoid negative impacts to North Unit, interior forest, Balch/Miller Watersheds, and other 'core preserves'
- **Off-road Cycling**
 - Recreation gradient – highest use in South, least in North
 - Focus on narrow to mid-width, cross country trails
 - Create loops & connections
 - No bike parks
- **Enhance education, enforcement, monitoring**