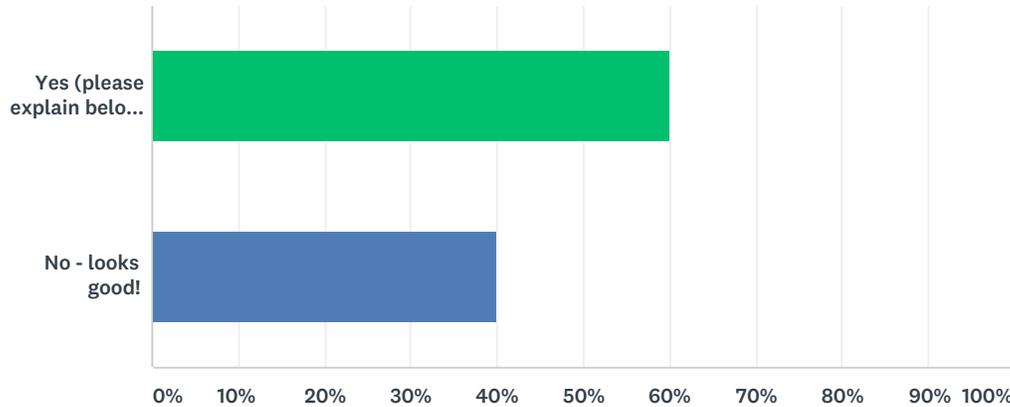


Q2 Do you have any suggestions or concerns related to the narrative introduction to the Forest Park recommendations? (pages 51 to 54)

Answered: 15 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes (please explain below or submit comments to Michelle & Adrienne by email)	60.00%	9
No - looks good!	40.00%	6
TOTAL		15

#	PLEASE EXPLAIN...	DATE
1	Overarching Plans - Might be worth noting that the Forest Park Natural Area Management Plan is 22 years old & some of its guidelines are outdated and not applicable to today's uses (such as trail design guidelines for multiple user groups). Also, a general comment: One problem I see overall is the inconsistency in trail guidelines: we want to use current best practices, but it seems we are trapped to use those laid out in the 1995 FP plan. Existing trails: 2nd bullet - need to mention that fall-line trails are not family friendly, and are best only for the fittest, most experienced riders, and are typically not fun for those riders either. Funding: Opportunity for additional funding, or volunteer labor as funding match from local trail advocacy NPOs Permitting: Environmental review should be done during the design phase. Environmental issues should inform the design, rather than kill the project. Ongoing management: I think it would be appropriate to add in this section the potential for ongoing maintenance partnerships with local trail user groups. Trail Improvements (p. 54): -2nd bullet - is a 4' width really a "narrow trail"? - Recommend clarification/definition of "high use pedestrian trails"	10/3/2017 9:55 PM
2	The city repeatedly states FP is the nation's largest forested park. This is not true. Check with other cities to clarify. Not a big deal but bad to be inaccurate. Achieving net ecological benefit is not accurate. Net ecological benefit is improvement beyond current conditions. Redefine this! The idea is if a trail is constructed the result should be net IMPROVEMENT not avoiding harm! Basic ecological principle.	10/3/2017 8:12 PM
3	There's good context about how trails fit into Forest Park but not good context on how Forest parks fits into trails. In other words, there's background on how the environmental resources of Forest Park are unique but not the corresponding point which is that Forest Park is probably the only place in the city where it would be possible to have a 10 mile trail ride in nature. To me, that places an emphasis on being bolder in FP (subject to the environmental constraints) since the other options for the city (outside of FP) are limited to non-existent in this regard.	10/3/2017 3:47 PM

Off-road Cycling Project Advisory Committee Feedback on draft Forest Park recommendations

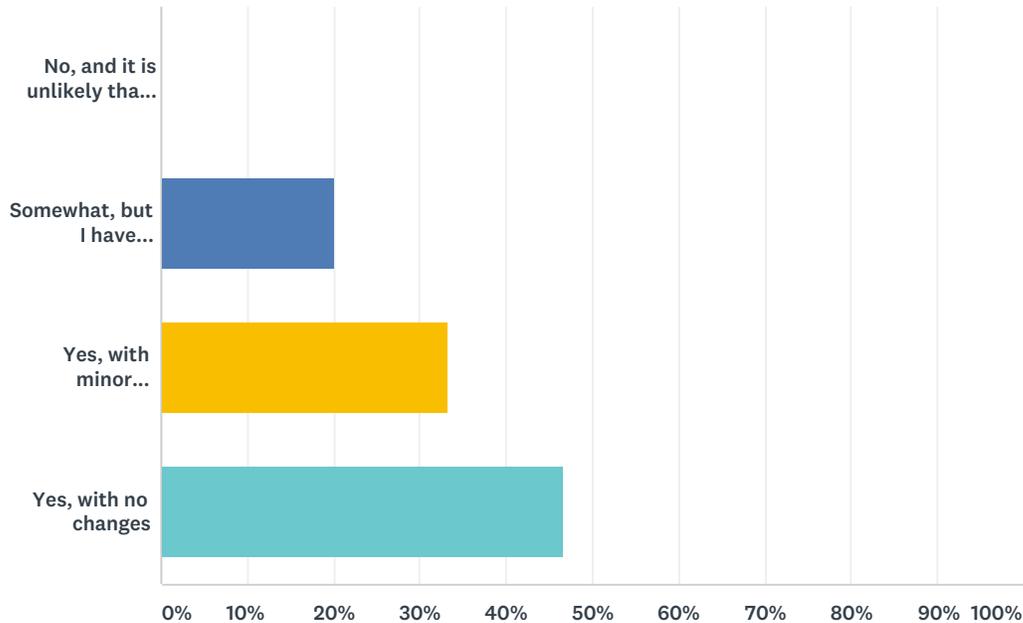
4	<p>"Approximately 28 miles of Forest Park's trails, service roads and fire lanes are currently open to off-road cycling" should read "Approximately 27 miles of Forest Park service roads and fire lanes are currently open to off-road cycling. Just under a mile of trail is open to off-road cycling." The first sentence sounds out-of-touch. There is reference to the fall-line trails being a challenge to ride safely, but many of them are near impossible to ride at all (safe or otherwise), and must be hiked. Can we make a reference to this? In the event that the Forest Park Management Plan is revised in the future, it would make sense to revisit the ORCMP. Is the implementation process framed in a way that makes this a possibility? To me, step #1 doesn't allow for this possibility. Figure 13 should be placed higher, given its significance as to why the ORCMP exists in the first place. I'd like to see this following statement read differently: "Preserving high-use pedestrian trails for walkers and hikers," should be, "Ensuring bikers and walkers coexist safely in the park." What's the real goal here? I think even low-traffic trails with pedestrians and bikers should be build in a way that it's safe for each user. I also think the first statement could prevent us from even an 1/8 flat, slow, trail connection on a busy trail that could finish a loop but have little impact to hikers' experience. I think the goal should be to keep both parties safe and able to enjoy their trails, regardless of usage. How did we get to the fact that Forest Park is the largest urban natural area? How is it defined as a natural area, vs. the much larger green spaces that also provide habitat and recreation in Minneapolis, Los Angeles, Scottsdale, etc? The beginning of page 51 reads to me like a persuasive pitch as to the ecological importance of Forest Park, but I'm not entirely sure of that figure and how someone decided on its significance. Looking for an overall balance here. Finally, 4 to 8 feet is a narrow to mid-width trail? I did not think that was the case.</p>	10/3/2017 3:24 PM
5	<p>Inconsistencies in word choice/usage throughout this section makes the information confusing. On Page 52, the report states that "Approx. 28 miles of FP's trails, service roads and fire lanes are currently open to off-road cycling..." but on Page 53, Figure 13 states that there are 0 trails open to cycling. Further, why are the Off-Road Cycling recommendations listed last, after six other sub headings? Given the context of what we're trying to do through this project, shouldn't it be listed before the Pedestrian Access heading, at the very least? Under Overarching Plans, it should be made clear that there previously was off-road cycling through Portland's parks, but that access was removed without wide community engagement on the matter and that each Plan developed since has ignored off-road cycling in it's considerations and recommendations. It's useful to know what the history has been on the subject and it's casually left out of this introductory section, to its detriment. Please correct the name of the region's off-road cycling advocacy group on Page 56 - it should read Northwest Trail Alliance.</p>	10/3/2017 12:57 PM
6	<p>P. 51 references "Forest Park Natural Area Management Plan" not mentioned elsewhere. Is that the Forest Park Natural Resource Management Plan? The RENEW initiative is unfamiliar. Has that been discussed with the committee? Does it guide or constrain our recommendations? It bothers me that our work is clouded by the Forest Park Natural Area Management Plan as if it's the U.S. Constitution and can not be bypassed or practically amended. It was adopted by City Counsel and can be amended by City Counsel just as easily as they could adopt any of our other recommendations, no? It is over 20 years old, based on outdated science, and not reflective of current recreation interests. Why is there no contemplation that it could be modified, that City Counsel could waive certain provisions, or that the plan should otherwise be revisited?</p>	10/3/2017 10:39 AM
7	<p>Provide a timing context for the RENEW Forest Park Initiative -- when was this initiated? What's its status?</p>	10/3/2017 8:44 AM

Off-road Cycling Project Advisory Committee Feedback on draft Forest Park recommendations

8	<p>1) I would suggest that you actually incorporate verbatim the criteria from the Forest Park Management Plan that would be used in a Type II or Type III review. I think that it is important to see the actual criteria in the Bike Master Plan rather than summarize or paraphrase. Including the actual criteria will ensure consistency between the Bike Master Plan and the Forest Park Management Plan. I am not convinced that we need a "Comprehensive Trail Plan" for Forest Park. The Forest Park Management Plan lays out the existing trail network and uses and provides a pathway (review) for changes and additions. A comprehensive trail plan would require another extended, expensive process and would still have to go through the reviews outlined in the FPMP to move to implementation. Recommending a comprehensive trail plan seems outside the scope of this committee and also does not belong in the introduction section---if you are going to make this recommendation, it should go in a recommendation section, not the introduction. I also think that the introduction could do a better job of outlining some of the challenges facing Forest Park to provide some context. It should also acknowledge that the addition or conversion of trails in FP is controversial. Also the definition of net ecological benefit is not accurate. The plan suggests that net ecological benefit means avoiding this highest ecological value areas in Forest Park. What net ecological benefit actually means is that regardless of where the trail is located, it is mitigated in such a way that the surrounding restoration leaves the area healthier than prior to development. We support BOTH avoiding high value ecological areas and net ecological benefit, but they are different concepts.</p>	10/3/2017 3:14 AM
9	<p>The sentence in the 8th paragraph (p51), "there is no comprehensive trail plan for the park" should appear in the 1st paragraph. Also that first paragraph should mention that off road cycling as an entire user group was left out of all previous park plans. Also key to any introduction is the significant need for more help in improving the restoration of the park, which off road cycling groups have proven again and again that they can and will do here. Have you considered including a short history of the cycling communities work over the years to affect a positive change in Forest Park for off road cycling? The section on existing trails need to differentiate between paved "trails" (ie. Lief Erikson) and the off road or "natural surface" trails. The funding step in the approval process can be off set with strong support from cycling groups in the form of donations and volunteer person-hours. The Trail Improvements section needs to explain why it contains recommendations for Forest Park, specifically. Changing the heading to "Short Term Trail Improvements" might help suggest the reason for including these. As we know a comprehensive study and recommendation for the Forest Park as a system could take many years (and has already take over 20 years to get to this point), so it that light, it makes sense to try to get some improvements completed in a more reasonable time frame. The last bullet on p. 54 should be changed to "Preserving high-use trail sections for walkers and hikers" - but I would prefer no set asides prior to shared trail use studies being completed following national best practices.</p>	10/2/2017 5:15 PM
10	<p>I appreciate the detailed background on existing plans and processes that any recommendations within the ORCMP will have to comply with in order to make recommendations a reality</p>	10/1/2017 7:17 AM

Q3 Management - Do you support the recommendations?

Answered: 15 Skipped: 0



ANSWER CHOICES	RESPONSES
No, and it is unlikely that changes to the recommendations will result in my support (please explain below)	0.00% 0
Somewhat, but I have significant areas of concern (please explain further below)	20.00% 3
Yes, with minor modifications (please explain below or email to Michelle and Adrienne)	33.33% 5
Yes, with no changes	46.67% 7
TOTAL	15

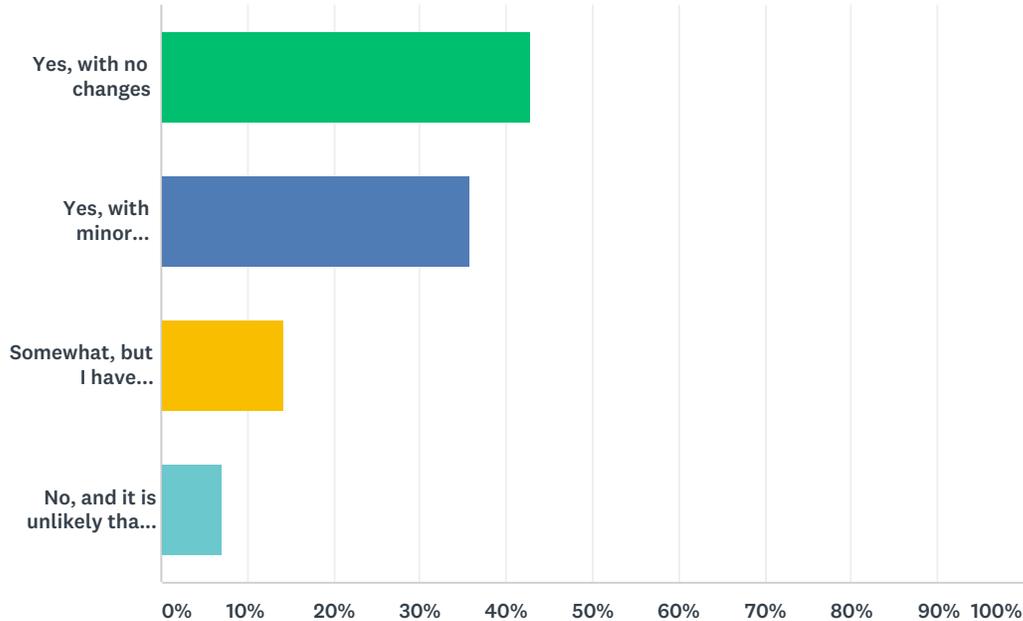
#	PLEASE EXPLAIN...	DATE
1	How would vegetation, wildlife, and user impacts monitoring take place? Who would be responsible? Because ideally, an unbiased survey is better than any special interest group overseeing the monitoring.	10/3/2017 10:13 PM
2	Page 55. Change "aim" to achieve net ecological benefit in #9 Aiming is not good enough!	10/3/2017 8:16 PM
3	Is there a missed opportunity here to call out community engagement and education in trail management? Partnerships and resources could mean NWTa and volunteers, for instance, but also this is a huge opportunity to educate community on how to build and maintain trail systems so they are sustainable and protect natural resources. This could fit in either the expansion of 1 or 2 under management.	10/3/2017 3:24 PM
4	Would like additional information regarding Point 3. - what impacts will be monitored? I would also like to see "negative impacts" in Point 4. to be better defined.	10/3/2017 12:58 PM
5	Management as described does not include monitoring use and adequacy of allocated resources for user needs.	10/3/2017 10:47 AM
6	Management #2: Detail is needed on how this will be achieved. Management #4: Are the trail closures and decommissionings identified and prioritized? Missing: The "who" and "when". There is no assignment of responsibility nor timing indicated for these recommendations.	10/3/2017 8:55 AM

Off-road Cycling Project Advisory Committee Feedback on draft Forest Park recommendations

7	I support all of the recommendations in this section but they lack detail, specificity, budgets and timelines. This is the type of stuff that is always included with these types of recommendations but gets dropped or ignored as the process proceeds. In order to be anything more than window dressing this section needs to be more specific and clearly state that these things need to occur either prior to or concurrent with new trail development.	10/3/2017 3:28 AM
8	I would highlight the word "all" in the education of all trail users.	10/2/2017 8:57 PM

Q4 Planning - Do you support the recommendation?

Answered: 14 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes, with no changes	42.86%	6
Yes, with minor modifications (please explain below or email to Michelle and Adrienne)	35.71%	5
Somewhat, but I have significant areas of concern (please explain further below)	14.29%	2
No, and it is unlikely that changes to the recommendations will result in my support (please explain below)	7.14%	1
TOTAL		14

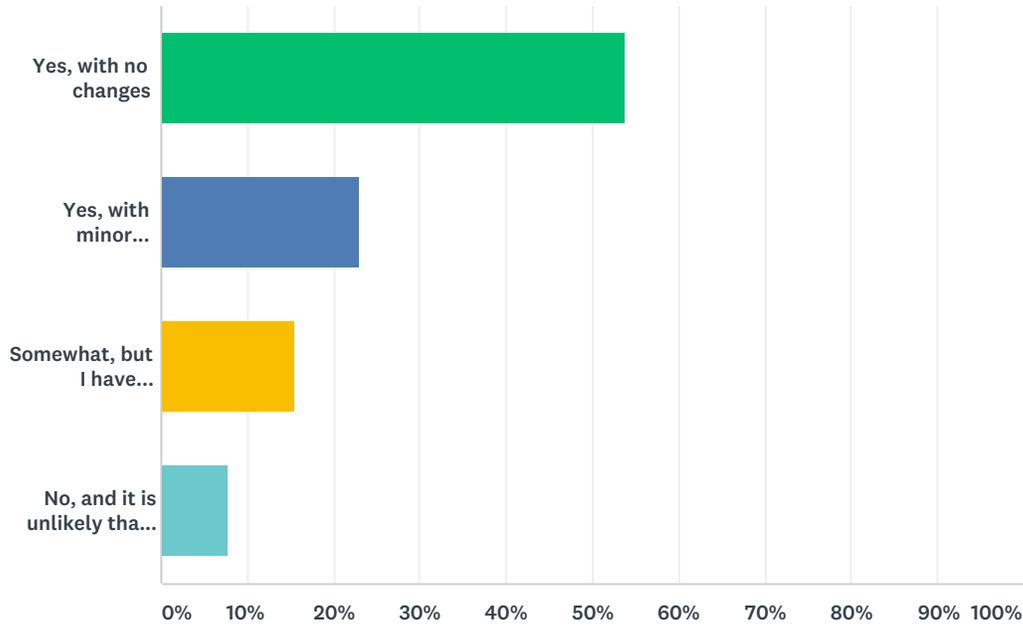
#	PLEASE EXPLAIN...	DATE
1	List cyclists before pedestrians. This is the off-road cycling master plan, after all.	10/3/2017 10:13 PM
2	Not sure what section this refers to!	10/3/2017 8:16 PM
3	Can we list cyclists first in the ORCMP when calling out a variety of communities?	10/3/2017 3:24 PM
4	I support the recommendation that concept C and concept D are the most feasible options. I do have major concerns about concept E, as this is a heavily used trailhead with many families and neighborhood residents using that trail. I see a potential for increased user conflicts and safety issues.	10/3/2017 2:56 PM
5	Given that this is the Off-Road Cycling Master Plan, please reword the statement so that cyclists are listed first.	10/3/2017 12:58 PM
6	Planning #5: Citywide? This MP should be integrated into such a plan. Missing: The "who" and "when". There is no assignment of responsibility nor timing indicated for these recommendations.	10/3/2017 8:55 AM
7	I don't support this recommendation. If in fact this is going to occur, it should have preceded this process since bike trails are just a subset of a comprehensive trail plan. I believe the existing Forest Park MP is adequate to address changes and expansions of the trail system. We don't need another long, expensive process.	10/3/2017 3:28 AM
8	The planning must incorporate the ecological goals for Forest Park and the impacts of any human use of the park in the planning process	10/2/2017 8:57 PM

Off-road Cycling Project Advisory Committee Feedback on draft Forest Park recommendations

9 Wondering if we could call out in the planning section in addition to "Developing a comprehensive trail plan," that when the city does planning for existing projects already slated such as "rebuild several bridges and culverts," that they consider off-road cycling improvements that could potentially take place sooner, as I imagine it will take another few years to develop a comprehensive trail plan and many years to execute it/fund it. 9/29/2017 3:32 PM

Q5 Design and Development - Do you support the these recommendations?

Answered: 13 Skipped: 2



ANSWER CHOICES	RESPONSES
Yes, with no changes	53.85% 7
Yes, with minor modifications (please explain below or email to Michelle and Adrienne)	23.08% 3
Somewhat, but I have significant areas of concern (please explain further below)	15.38% 2
No, and it is unlikely that changes to the recommendations will result in my support (please explain below)	7.69% 1
TOTAL	13

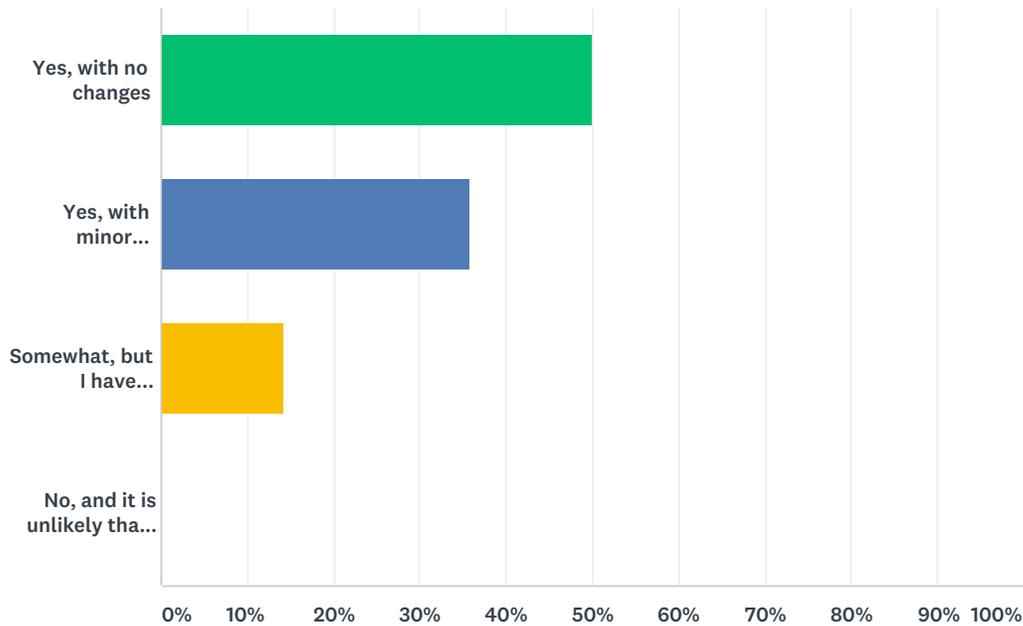
#	PLEASE EXPLAIN...	DATE
1	Define "core preserve." Is this mapped somewhere?	10/3/2017 10:13 PM
2	same	10/3/2017 8:16 PM
3	#6 is great and is absolutely my goal as an off-road cyclist. Everything else is problematic for me. Why are we limiting ourself with density as a requisite, when an introduction to a new user to the park could drastically change density on certain trails? Furthermore, how is density relevant if there still could be a safe trail where bikes and peds coexist, regardless of density? This could be the case if there is a trail that allows for only uphill traffic in order to complete a loop (a major goal of the plan) in which case uphill cyclists and peds travel at similar speeds. There could be flat trails as well where beginner/young cyclists ride and travel at similar speeds. This entire section seems to completely ignore modern and advanced trail building guidelines for multi-use trails. I also do not think it gets at what the real goal should be, and that is an enjoyable experience for users on a safe and sustainable trail. Also, if we put into writing that off-road cycling planning should reference a management plan that is dated, what happens when or if there is the possibility to look to more modern planning documents and guidelines. Is there the possibility to reframe so we can adjust with the times and be innovative and smart. This sport is no longer new, and even still, our parks references are incredibly dated and will only grow to be increasingly dated.	10/3/2017 3:24 PM

Off-road Cycling Project Advisory Committee Feedback on draft Forest Park recommendations

4	The Forest Park National Resource Management Plan was not developed with any consideration for off-road cycling, not to mention that it's using decades old scientific data that in certain aspects may no longer be relevant. Limited ourselves to "design and develop any trail changes in ways that align with the goals and strategies" of a plan that is outdated and biased against off-road cycling seems like a foundation for failure.	10/3/2017 12:58 PM
5	Do this MP's recommendations conflict in any way with # 7, especially 7.c? Does #7 preclude implementation of what's being recommended in this MP? Missing: The "who" and "when". There is no assignment of responsibility nor timing indicated for these recommendations.	10/3/2017 8:55 AM
6	Add "avoid, minimize and mitigate" language here. I would suggest adding the actual environmental review language from the Forest Park MP for a Type II or Type III review in a side bar/	10/3/2017 3:28 AM
7	I think that avoiding negative impacts doesn't need to be spelled out, but maybe it does for some members of the public	10/2/2017 8:57 PM
8	#7. There are significant barriers to progress in "adhering" to outdated (and underfunded) management plans that didn't give fair consideration to off-road cyclist nor consider current best practices. I object to using limiting words like "adhere" if the older plans don't make sense in the current context.	10/2/2017 5:41 PM

Q6 Environmental Preservation and Restoration - Do you support the these recommendations?

Answered: 14 Skipped: 1



ANSWER CHOICES	RESPONSES
Yes, with no changes	50.00% 7
Yes, with minor modifications (please explain below or email to Michelle and Adrienne)	35.71% 5
Somewhat, but I have significant areas of concern (please explain further below)	14.29% 2
No, and it is unlikely that changes to the recommendations will result in my support (please explain below)	0.00% 0
TOTAL	14

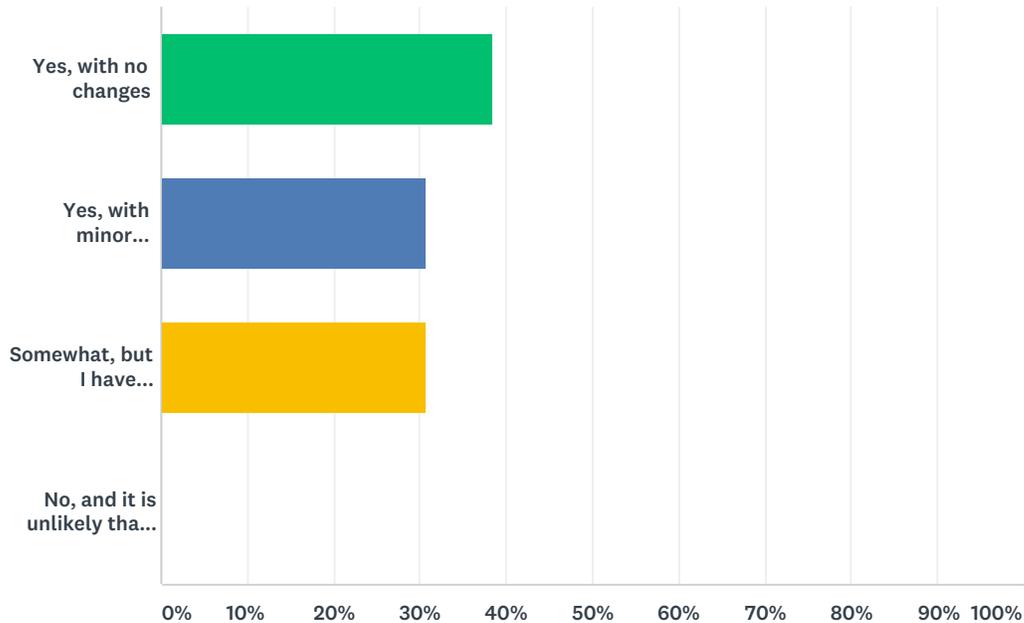
#	PLEASE EXPLAIN...	DATE
1	I'm concerned that being extremely restrictive based on poorly defined terms will kill any potential for trail improvements or new trails (Concept E). Who determines what is an adverse impact to Balch Creek watershed, for example? Is "interior forest" defined and/or mapped somewhere? What about "rare plant and animal communities?" Is it acceptable to mitigate out of an "adverse impact," so that net result is no impact or an improvement to existing conditions?	10/3/2017 10:13 PM
2	same	10/3/2017 8:16 PM
3	Please add that the way to aim for net ecological benefit is by pairing trail projects with ecological restoration efforts and asking trail stewards to also take on maintenance of habitat.	10/3/2017 4:13 PM
4	I would also like to see a section here or elsewhere about easy access to outdoor recreation from urban areas where people work and live, so community can access exercise and recreation from their bike or a bus. Is this a goal of the plan and can it be defined as one someone, in particular as a step away from relying on cars as transportation in an urban environment.	10/3/2017 3:24 PM
5	I would like for the section to include a statement encouraging monitoring and reporting on preservation and restoration efforts through the implementation of Plan recommendations.	10/3/2017 12:58 PM
6	Missing: The "who" and "when". There is no assignment of responsibility nor timing indicated for these recommendations.	10/3/2017 8:55 AM

Off-road Cycling Project Advisory Committee Feedback on draft Forest Park recommendations

7	Add clear language about mitigating any adverse impacts from the trail(s) regardless of location within the park.	10/3/2017 3:28 AM
8	Again, I really don't think we need to talk about adverse impacts of trail use	10/2/2017 8:57 PM

Q7 Pedestrian Access - Do you support the these recommendations?

Answered: 13 Skipped: 2



ANSWER CHOICES	RESPONSES
Yes, with no changes	38.46% 5
Yes, with minor modifications (please explain below or email to Michelle and Adrienne)	30.77% 4
Somewhat, but I have significant areas of concern (please explain further below)	30.77% 4
No, and it is unlikely that changes to the recommendations will result in my support (please explain below)	0.00% 0
TOTAL	13

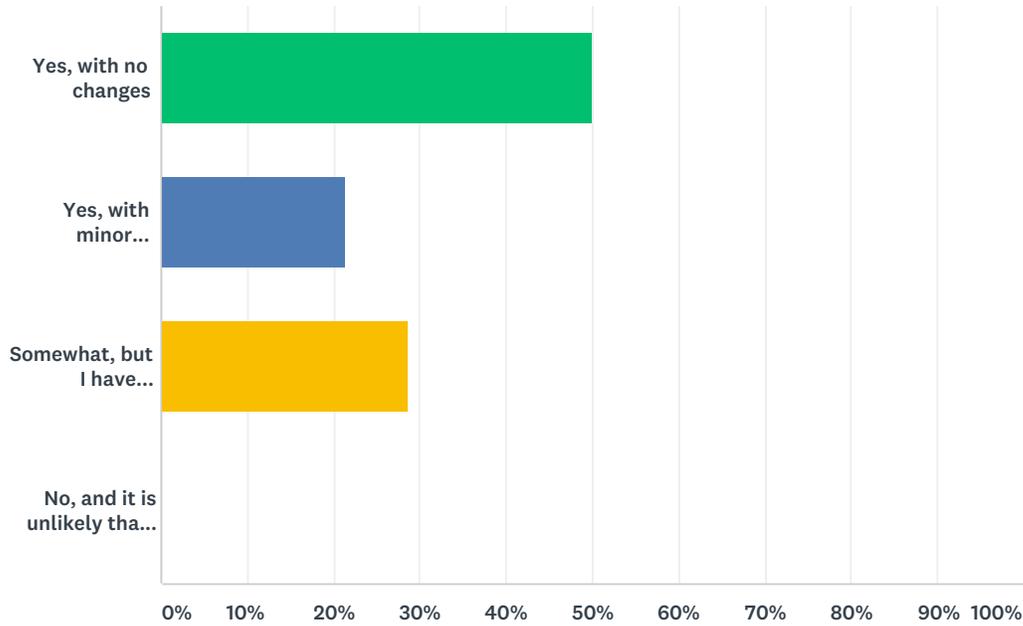
#	PLEASE EXPLAIN...	DATE
1	Is there a target number of trails or trail miles to be "pedestrian-only?" 13: How are the "highest use trails" determined? 14: While I agree ped-only should be focused at trailheads, need to ensure bike access from some of those major trailheads as well.	10/3/2017 10:13 PM
2	same	10/3/2017 8:16 PM
3	There is also great demand for long pedestrian experiences (Wildwood). not a lot of use, but it is an incredibly rare and valuable opportunity to have that long a trail.	10/3/2017 4:13 PM
4	Again -- I do not think #13 defines the real objective, and it's worded in a way that's incredibly limiting.	10/3/2017 3:24 PM
5	What is a "pedestrian only route"? That's never defined. Should it be pedestrian-only trail?	10/3/2017 12:58 PM
6	"highest-use pedestrian-only trails" is vague.	10/3/2017 10:47 AM
7	Don't agree with 14. I think there is a big constituency looking for extended interior pedestrian only experiences.	10/3/2017 3:28 AM
8	I would add to point 12: As both cyclists and pedestrians desire to reduce trail conflicts, design both pedestrian only and bike only experiences.	10/2/2017 8:57 PM

Off-road Cycling Project Advisory Committee Feedback on draft Forest Park recommendations

9	#12 I object to the word "need"; "desire" would be much better here. There are multiple national examples of successful share use trail systems. #13 Change "pedestrian-only trails" to "pedestrian-only trail sections" or remove entirely.	10/2/2017 5:41 PM
10	Not sure I agree with #14. I'm not sure what constitutes a "major TH" or a "shorter route", but I know plenty of pedestrian users who value a ped only experience and frequent almost every segment of trail in FP	10/1/2017 7:31 AM

Q8 Emergency and Maintenance Access - Do you support the these recommendations?

Answered: 14 Skipped: 1



ANSWER CHOICES	RESPONSES
Yes, with no changes	50.00% 7
Yes, with minor modifications (please explain below or email to Michelle and Adrienne)	21.43% 3
Somewhat, but I have significant areas of concern (please explain further below)	28.57% 4
No, and it is unlikely that changes to the recommendations will result in my support (please explain below)	0.00% 0
TOTAL	14

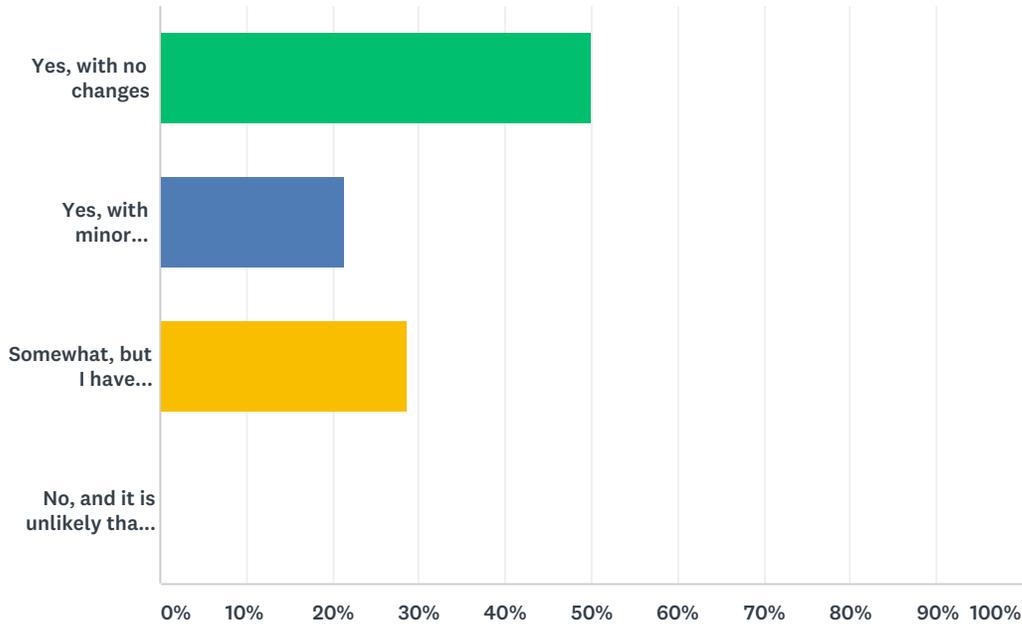
#	PLEASE EXPLAIN...	DATE
1	Improving emergency and maintenance access should be low priority for this plan, as in just the previous bullet, we are informed that they should not be considered in the trail inventory due to difference in purpose & management responsibility. Exception: If these routes are being used as a bike-friendly connector to create a loop, those connections should have improved trail design.	10/3/2017 10:13 PM
2	same	10/3/2017 8:16 PM
3	I think this implies an emergency / maintenance access that doesn't exist. there doesn't seem to be a coordinated plan, very little of it is actually maintained. So I'd change 15 to "Create and maintain..."	10/3/2017 4:13 PM
4	Has there been any coordination with the Emergency and Maintenance organizations that would need continued access to these route? Are they all still required to safely manage potential hazards? Could any be retired or converted to shared use trails?	10/3/2017 12:58 PM
5	Missing: The "who" and "when". Their is no assignment of responsibility nor timing indicated fir these recommendations.	10/3/2017 8:55 AM
6	Not sure about 17. Why would you consider firelanes outside of the trail inventory? Yes they are different in some ways but they are still part of the trail system.	10/3/2017 3:28 AM

Off-road Cycling Project Advisory Committee Feedback on draft Forest Park recommendations

- | | | |
|---|---|-------------------|
| 7 | #15. Why maintain all of these routes? Are they all still needed? Maybe some of them could be reworked or restored to more sustainable trails or routes. #17 The Fire lanes must be considered if new trails require the "retirement" of existing trails/roads. | 10/2/2017 5:41 PM |
| 8 | I like #18. I would still like to see more effort put into figuring out how the firelanes could be reconfigured to still allow emergency vehicle access into the park while enhancing sustainability of the surface and grade (e.g. recontouring) so that they still provide access on an as-needed basis, but provide an improved riding experience for cyclists, as they are one of the few existing bike accessible spots in FP that would be less controversial for public acceptance to changes/improvements | 10/1/2017 7:31 AM |
-

Q9 Off-road Cycling Access - Do you support the these recommendations?

Answered: 14 Skipped: 1



ANSWER CHOICES	RESPONSES
Yes, with no changes	50.00% 7
Yes, with minor modifications (please explain below or email to Michelle and Adrienne)	21.43% 3
Somewhat, but I have significant areas of concern (please explain further below)	28.57% 4
No, and it is unlikely that changes to the recommendations will result in my support (please explain below)	0.00% 0
TOTAL	14

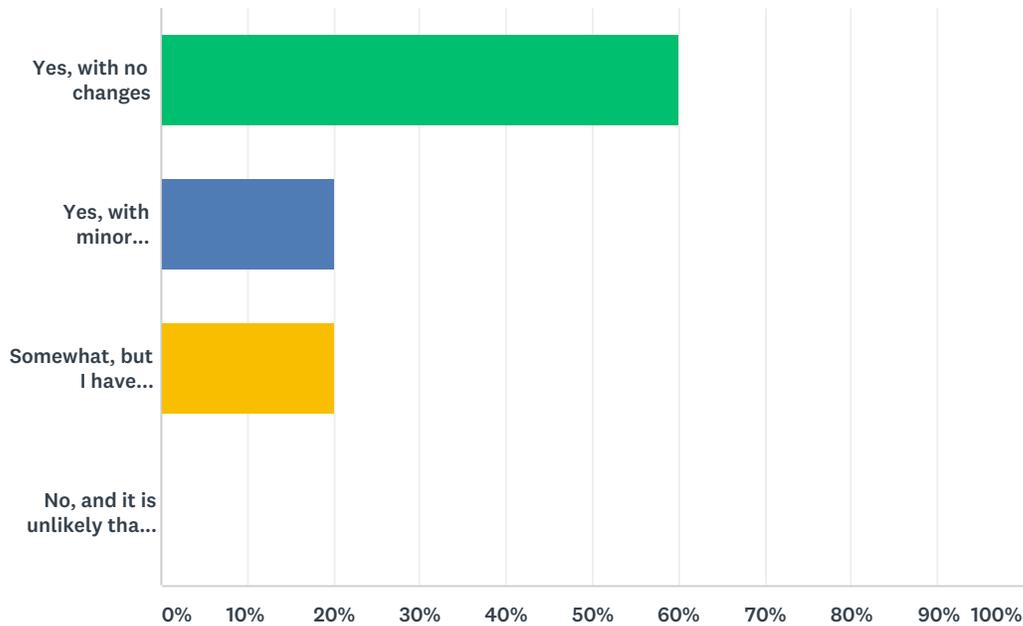
#	PLEASE EXPLAIN...	DATE
1	21)b. Need to define narrow and mid-width trails. 4-8' wide is still not the experience sought by most single track riders. 21)c. YES to stacked loops! 21)d. Recommend clarifying this, as a small skills area near/adjacent to a parking area or at edge of park rather than in the interior could be acceptable. 22. Spell check Northwest Trail (no "s") Alliance	10/3/2017 10:13 PM
2	same	10/3/2017 8:16 PM
3	I think you should be more specific about proposing directional trails and seasonal closures. both get at specific environmental/safety concerns.	10/3/2017 4:13 PM
4	#20 has a typo. What does it mean to not build bike parks in Forest Park? For instance, if the Forest Park visitors center decides to put together a short skills course for new riders to warm up on before getting on a trail for the first time, this could count as a bike park. I do not see why it would be specifically called out to not include a bike park. Should be Northwest Trail Alliance. Also, who is the Forest Park Alliance. I google them and nothing comes up.	10/3/2017 3:24 PM
5	Please correct the name of the Northwest Trail Alliance. Please consider adjusting the placement of this section so that's not LAST in a Plan that's supposed to be focused on Off-Road Cycling.	10/3/2017 12:58 PM
6	Address access from the new entrance being developed. Missing: The "who" and "when". There is no assignment of responsibility nor timing indicated for these recommendations.	10/3/2017 8:55 AM

Off-road Cycling Project Advisory Committee Feedback on draft Forest Park recommendations

7	20: This is already acknowledged in the FPMP. I would reference back to the FPMP wherever possible rather than have it look like you are adding a new use. It would be better to say that the FPMP acknowledges off road biking as an appropriate use..... 21: This section needs a reference back to the fact that any recommendations are contingent of environmental review.	10/3/2017 3:28 AM
8	#21d. Do not specifically limit "bike parks". A pump track/skills area might be perfectly suitable near a new parking area/access point.	10/2/2017 5:41 PM

Q10 Concept D - Do you support including Concept D as a High Priority recommended trail improvement?

Answered: 15 Skipped: 0



ANSWER CHOICES	RESPONSES
Yes, with no changes	60.00% 9
Yes, with minor modifications (please explain below)	20.00% 3
Somewhat, but I have significant areas of concern (please explain further below)	20.00% 3
No, and it is unlikely that changes to the recommendations will result in my support (please explain below)	0.00% 0
TOTAL	15

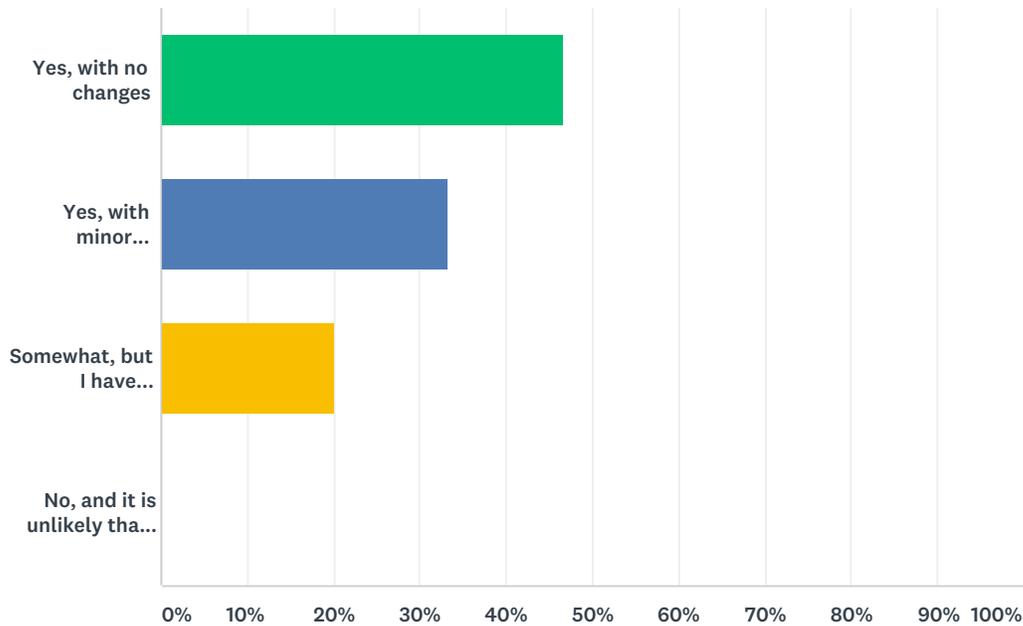
#	PLEASE EXPLAIN...	DATE
1	This is great. I'd modify the map to show the to be constructed segment doesn't solely hug the park boundary but could wiggle upslope a little, since I think you'll need to be able to do that for practical trail layout reasons. You also need to create an access point/trailhead, potentially with parking, at the southern end. Should identify the future entrance center on the map.	10/3/2017 4:17 PM
2	Previously, narrow was defined as 4-8 feet. This makes much more sense, but I would even suggest saying 18 inches to 4 feet for trail sections.	10/3/2017 3:26 PM
3	As the first listed and a "High Priority" rated recommended trail in the Off-Road Cycling Master Plan, this is an absolutely lackluster option to progress off-road cycling in FP. How many miles will the new trail be? The fourth bullet point states the trail would be "purpose built for cycling" - was this stated based exclusively on the suggested more narrow tread compared to other trails in FP? It seems to contradict the statement in the Concept intro that says, "Construction of Concept D as a shared-use trail would provide pedestrians and cyclists..."	10/3/2017 1:06 PM
4	Again contingent on environmental review. We endorse evaluating this proposal as per the FPMP, but we cannot endorse the actual proposal until we see far more detailed plan and environmental impact analysis and how it performs relative to the FPMP and an avoid, minimize, mitigate hierarchy. We support including it for further evaluation.	10/3/2017 3:34 AM

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5	Not sure that this would be the "highest" priority as a cyclist, though it still remains a high priority. The general idea is great for all trail users, though I can see cyclists struggling to deal with a great amount of pedestrians and vice versa. With a low gradient, it is a trail that would need to be very easily accessible to people with disabilities -- with mobility impairments and low vision specifically.	10/2/2017 9:54 PM
6	There was no opportunity to provide feedback on the overall idea of introducing specific on the group recommendations at this stage of the ORCMP. We really need an introductory section on the pros/cons of being this specific at this stage of the plan. As for Concept D: Preserving emergency access on Firelane 1 limits is recreation potential as a single-track experience. Ensuring that the new trail built parallel to hwy 30 is of the narrowest standard would help mitigate this concern.	10/2/2017 5:51 PM

Q11 Concept C - Do you support including Concept C as a High Priority recommended trail improvement?

Answered: 15 Skipped: 0



ANSWER CHOICES	RESPONSES
Yes, with no changes	46.67% 7
Yes, with minor modifications (please explain below)	33.33% 5
Somewhat, but I have significant areas of concern (please explain below)	20.00% 3
No, and it is unlikely that changes to the recommendations will result in my support (please explain below)	0.00% 0
TOTAL	15

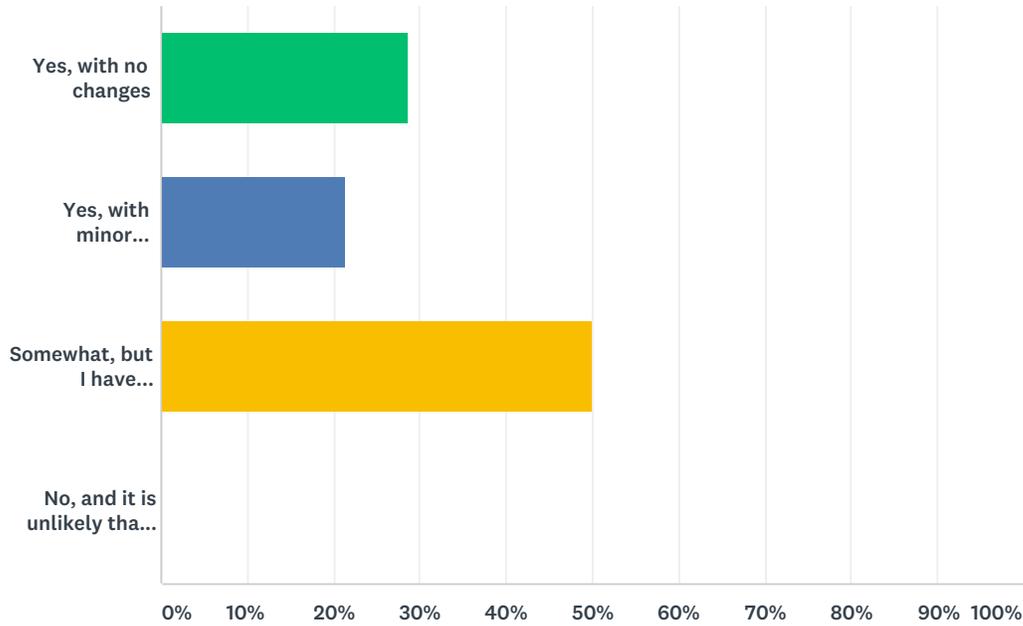
#	PLEASE EXPLAIN...	DATE
1	I'd support a purpose-built bike-only option here!	10/3/2017 10:46 PM
2	Hard to get excited about this. It's a steep segment, hard to imagine it can be redone to a sustainable trail standard in a similar footprint. It provides access to Saltzman, which already exists and has crappy parking and unhappy neighbors. Yes it could be done-- but to what real benefit?	10/3/2017 4:19 PM
3	Can we add, "bike-optimized" to these trail improvements where we are meant to add bikes? This goes for all plans.	10/3/2017 3:30 PM
4	I would like to see this concept integrated with restoration efforts that will decrease erosion and make this trail more sustainable and user friendly for beginner/intermediate users.	10/3/2017 2:59 PM
5	As a High Priority trail in the Off-Road Cycling Master Plan, it would be great to see that it was designed as purpose built for off-road cycling.	10/3/2017 1:11 PM
6	Again contingent on environmental review. We endorse evaluating this proposal as per the FPMP, but we cannot endorse the actual proposal until we see far more detailed plan and environmental impact analysis and how it performs relative to the FPMP and an avoid, minimize, mitigate hierarchy. We support including it for further evaluation.	10/3/2017 3:34 AM

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7	This is a higher priority than D. And it should be an off-road cycling trail, not multi-use. However, I'm sure Concept C would be much more accepted by the public and easier to pass to get funding. I'm speaking from the perspective of a cyclist, though, so, of course Concept C sounds more appealing than D	10/2/2017 9:57 PM
8	Better to create a loop that avoids Leif Erikson road.	10/2/2017 5:55 PM
9	Although I don't necessarily think it should be High Priority. I think we should swap priorities between this and Concept B.	10/2/2017 11:35 AM

Q12 Concept F - Do you support including Concept F as a Medium Priority recommended trail improvement?

Answered: 14 Skipped: 1



ANSWER CHOICES	RESPONSES
Yes, with no changes	28.57% 4
Yes, with minor modifications (please explain below)	21.43% 3
Somewhat, but I have significant areas of concern (please explain below)	50.00% 7
No, and it is unlikely that changes to the recommendations will result in my support (please explain below)	0.00% 0
TOTAL	14

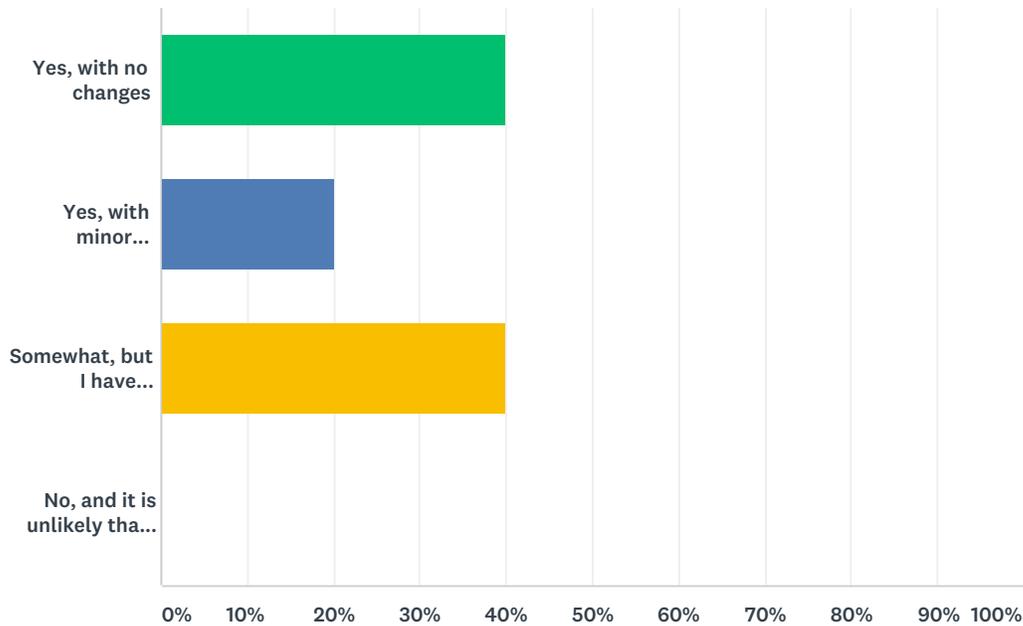
#	PLEASE EXPLAIN...	DATE
1	This is a great opportunity for a new contour(ish) bike trail. It could be a bit steep for families or beginners. Would recommend creating a trail with as little overall elevation gain per mile as possible given the topography. I'm wondering why this off-road cycling plan includes improving a trail for pedestrians that would still be closed to bikes. That should be removed from this plan.	10/3/2017 10:46 PM
2	This would be great and seems reasonably feasible. I wouldn't have bikers go downhill on ridge trail, but bikers uphill on ridge and downhill on a new to be constructed segment would be fine. Or both uphill and downhill on new segment, but that could see a fair amount of use and therefore conflict. Separate would probably be best.	10/3/2017 4:22 PM
3	Is this a recommendation to open the ridge trail to bikes? Can you more clearly state that? I would suggest this be a high priority if that is the case. Also, I'm confused why an improvement to a ped trail slipped into the ORCMP? Shouldn't it say, bike-optimized, shared use trail," if this is an improvement to access for bikes to this part of the park?	10/3/2017 3:38 PM
4	I think access due to steep slopes in this location would be difficult.	10/3/2017 2:59 PM
5	Why is the first listed concept of this trail - in the Off-Road Cycling Master Plan - to make "Improvements to the Ridge Trail for pedestrians"??? I need a lot more information on what this potential new trail or restored trail will be before I'm willing to support it.	10/3/2017 1:13 PM

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6	This concept does not add significant off road cycling use, but rather addresses deteriorating pedestrian trail outside the scope of the committee's work and transportation to trails that is loosely within the scope of the committee's work.	10/3/2017 10:55 AM
7	More detail is needed on how conflicts will be monitored and mitigated on the shared use trail.	10/3/2017 8:57 AM
8	Again contingent on environmental review. We endorse evaluating this proposal as per the FPMP, but we cannot endorse the actual proposal until we see far more detailed plan and environmental impact analysis and how it performs relative to the FPMP and an avoid, minimize, mitigate hierarchy. We support including it for further evaluation.	10/3/2017 3:34 AM
9	One of the goals of this committee was to provide access to off road cycling without having to use a car. One way to obtain this goal would be to improve the access from the St. John's Bridge. It seems this would also improve access to under served communities -- another goal of the committee. Therefore, this needs to be a higher priority rather than medium.	10/2/2017 10:02 PM
10	This is a very steep slope. Even with contouring, I suspect this will be a highly erodible trail, especially with high levels of bike use	10/1/2017 7:36 AM

Q13 Concept B - Do you support including Concept B as a Medium Priority recommended trail improvement?

Answered: 15 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes, with no changes	40.00%	6
Yes, with minor modifications (please explain below)	20.00%	3
Somewhat, but I have significant areas of concern (please explain below)	40.00%	6
No, and it is unlikely that changes to the recommendations will result in my support (please explain below)	0.00%	0
TOTAL		15

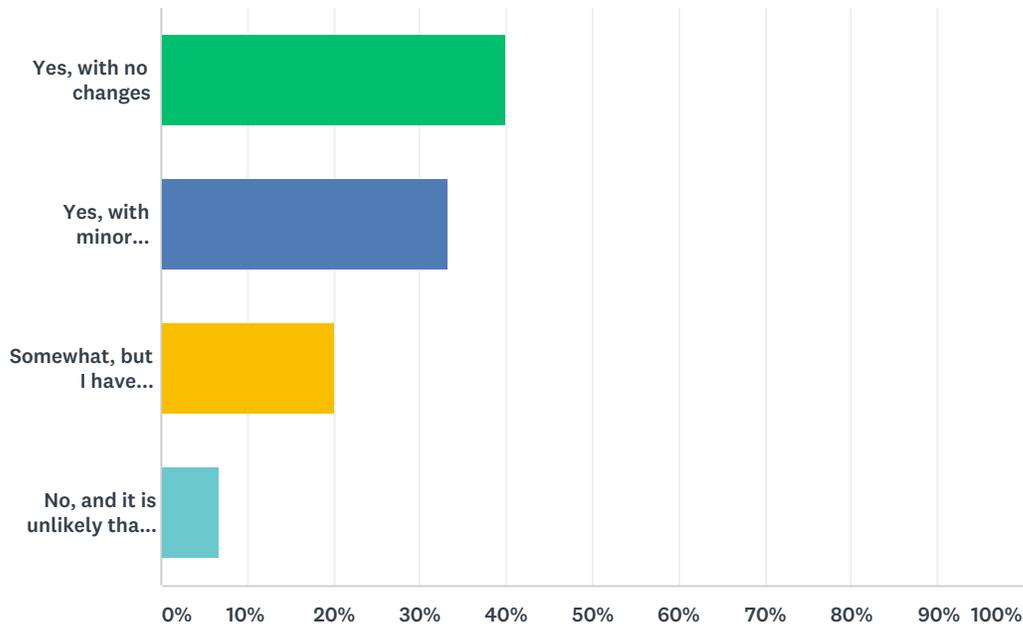
#	PLEASE EXPLAIN...	DATE
1	Meh. I'm cautious about opening 7/7A/Oil Line from Leif to Springville because unless you dramatically reshape those roads its hard for them to be anything but roads. Bikers already have access to Skyline through Springville and Saltzman, neither of which have good parking. yes, it could be done but to what benefit? Maybe do 7a but not the other spur? but don't pretend this will make a kid friendly loop from Skyline-- that's a lot of climbing and too short to be of much interest to adults.	10/3/2017 4:24 PM
2	The following section does not make any sense to me. Why here and why now? And why would this ever change, so what's the point of B even existing with this statement? This concept is recommended as a lower priority than Concept D and Concept C as the firelanes involved are open to additional user groups (pedestrians, equestrians, and emergency response/maintenance vehicles) and adjacent habitat is generally in healthy condition and would be impacted by building a new alignment.	10/3/2017 3:42 PM
3	I mostly support this concept. This proposed concept is located in an area with high value habitat.	10/3/2017 3:02 PM

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4	This part: "This concept is recommended as a lower priority than Concept D and Concept C as the firelanes involved are open to additional user groups (pedestrians, equestrians, and emergency response/maintenance vehicles) and adjacent habitat is generally in healthy condition and would be impacted by building a new alignment." ALL OF THE RECOMMENDATIONS IN THIS PLAN THUS FAR INVOLVE ACCESS TO OTHER USER GROUPS. WHY/HOW IS THIS ANY DIFFERENT THAN THE OTHERS?	10/3/2017 1:16 PM
5	Shared use is sufficiently common that it should not be a reason to deprioritize this concept. The other basis for reducing the priority is environmental impact, which seems speculative at this time. More concrete environmental impacts should be identified or the concept should be elevated until those impacts are assessed.	10/3/2017 11:01 AM
6	Again contingent on environmental review. We endorse evaluating this proposal as per the FPMP, but we cannot endorse the actual proposal until we see far more detailed plan and environmental impact analysis and how it performs relative to the FPMP and an avoid, minimize, mitigate hierarchy. We support including it for further evaluation.	10/3/2017 3:34 AM
7	I support the changes, but object to the idea that "a generally healthy habitat" precludes the construction of new alignment.	10/2/2017 6:01 PM
8	See comments to question #11.	10/2/2017 11:35 AM
9	I support improving the firelanes for bike use. Not knowing the level of existing equestrian use, I do have concern that opening this to bikes will be in conflict with one of the few places where equestrians can actually use the park. So long as the contouring is improved to limit erosion on these trails, I could support this concept	10/1/2017 7:40 AM

Q14 Concept E - Do you support the conditional recommendation of Concept E?

Answered: 15 Skipped: 0



ANSWER CHOICES	RESPONSES
Yes, with no changes	40.00% 6
Yes, with minor modifications (please explain below)	33.33% 5
Somewhat, but I have significant areas of concern (please explain below)	20.00% 3
No, and it is unlikely that changes to the recommendations will result in my support (please explain below)	6.67% 1
TOTAL	15

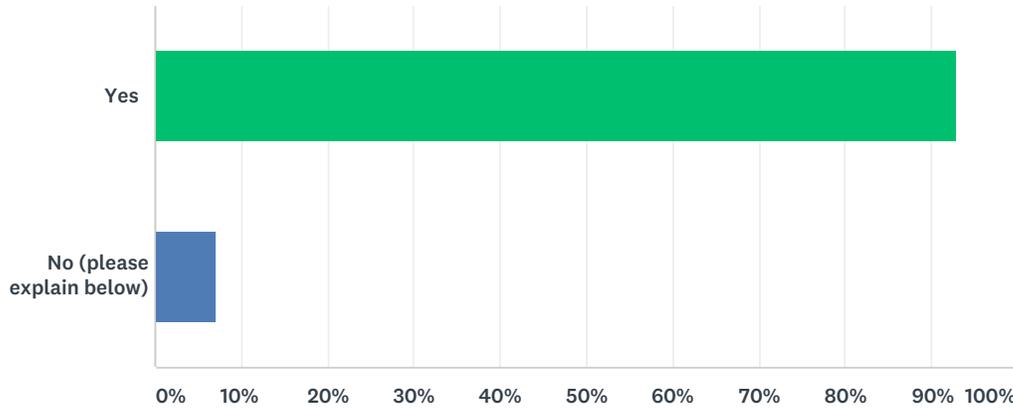
#	PLEASE EXPLAIN...	DATE
1	Trails can be constructed to span streams & minimize erosion. With proper design, would a new trail paralleling the road really have an impact on Balch Creek watershed? Probably not. Plus improvements to Holman would improve water quality by reducing erosion from Holman, and same with closing unsanctioned trails in the area. Overall net benefit? I also question why the proposal is for the south side of 53rd. Wouldn't a north side trail make more sense? No road crossings by cyclists or pedestrians would be needed, and it avoids activity in Balch Creek watershed.	10/3/2017 10:46 PM
2	I like this but you need to figure out (and improve) the connecting fireroads.	10/3/2017 4:25 PM
3	"national best practices for safety and sustainability" should also reference national standards or recommendations for bike-optimized trails, because if it's not fun for a bike to be on, then safety and sustainability won't even matter!	10/3/2017 3:46 PM
4	This Trail has too many what-ifs and needs-to-happen-first hurdles (that seem to be imposed upon by this plan itself) to be viable trail recommendation.	10/3/2017 1:20 PM
5	Why would the new trail need to be open to pedestrians? Has there been demand for pedestrian trail development here? If it is designed as a directional loop with cyclists in mind, presumably cyclists will ride at higher speeds. Adding pedestrians creates conflict where none exists rather than attracting cyclists from shared-use trails and reducing conflict.	10/3/2017 11:08 AM

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6	Again contingent on environmental review. We endorse evaluating this proposal as per the FPMP, but we cannot endorse the actual proposal until we see far more detailed plan and environmental impact analysis and how it performs relative to the FPMP and an avoid, minimize, mitigate hierarchy. We support including it for further evaluation.	10/3/2017 3:35 AM
7	I think this is the perfect opportunity for a cycle only trail. Safer for everyone as well.	10/2/2017 9:01 PM
8	Please alter the phrase "impacts must be avoided" concerning the Balch Creek Watershed be reworded to "net impacts must be avoided" to allow for mitigation...	10/2/2017 6:06 PM

Q15 Concept A - Do you support the proposal to remove Concept A from the list of recommended trail improvements?

Answered: 14 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	92.86%	13
No (please explain below)	7.14%	1
TOTAL		14

#	PLEASE EXPLAIN...	DATE
1	It was a poor recommendation to begin with that wouldn't have seemed to meet any goals of this Plan. But it's a shame that a better recommendation could not be found/made that provides access to FP north of the St. John's Bridge, particularly as it could serve to connect to the future Metro off-road cycling trails in Burlington Creek.	10/3/2017 1:25 PM
2	I'd like to understand this concept in terms of how it fits into a comprehensive off road cycling plan for Forest Park. So, I am not ready to "support" its removal, but I don't object to it at this point.	10/2/2017 6:12 PM
3	I think it should be considered, most likely in an uphill-only direction. Even with the riding on Germantown Rd, this could be an important connection for many riders.	10/2/2017 11:38 AM

Q16 Do you have other ideas related to improving or expanding off-road cycling access in Forest Park?

Answered: 5 Skipped: 10

#	RESPONSES	DATE
1	For a Master Plan that has a reasonable timeframe of 20+ years this seems decidedly non-ambitious. I know it's not easy or popular to propose anything beyond this, and I believe strongly that trail development is best in phases so everyone has time to learn from and get comfortable with the process and outcomes. But given that Forest Park is the best opportunity in the city to develop trails in a natural setting and this is probably the only major off-road cycling master plan that's going to get done for at least a decade or more, the proposed trail segment additions comes across as very small, very disconnected, and uninspiring. What about the Police Impound lot-- that could be a critical trail connection that combined with Concepts F & D starts to get to the inspiring stage...	10/3/2017 4:27 PM
2	While it's great that we had the opportunity to look at this plan piece by piece, can we also look at a 10,000 foot view of what the plan for Forest Park offers? How many total narrow trail miles are recommended -- and what is the definition of narrow? Does it adequately serve diverse skillsets and rider interests? What, if anything can you access by biking from major areas where people live and work? For example, where's the nearest trail access for a cyclist coming from an office in downtown Portland. Etc. I think this would help us evaluate whether or not this is a suitable plan that gets at the goals we set out to accomplish over a year ago.	10/3/2017 3:52 PM
3	We've been working on this overall plan for over a year and half, and very little of this Plan has thus far has met my expectations, particularly these FP trail recommendations. It still seems as if this whole plan - this meant to be progressive Plan - absolutely kowtows to same NIMBY forces that have unfairly limited outdoor recreation to public lands for a large and growing percentage of the population, based on inaccurate and outdated data.	10/3/2017 1:29 PM
4	I'd still like to see some targets for the time frame. For example will it take 1-3 years for these concepts or 5-8 years? The answer will affect the support from the cycling community.	10/2/2017 6:24 PM
5	I still have serious concerns about improved signage as a way to ensure cyclists are riding where they are allowed (or possibly will be allowed per the recommendations of this plan). Even following a recent incident where a MTBer assaulted a pedestrian that was in their way on a closed trail (20 feet from a no bikes sign that was pointed out to them), improved signs were added at this same trail. Despite that improved signage, cyclists have been observed reading the signs and then continuing to ride the closed trail. If signage and community policing aren't effective ways to ensure cyclists are staying on allowed trails, I have concerns about how increased access to other areas of FP (or elsewhere) might increase illicit use of adjacent trails. I feel like we have NWTA listed as a potential partner in building/maintaining trails, but it seems like what we really need is a partner is community policing. If the current MTB community isn't policing itself, how are they going to convince the general public that they deserve more access. Currently the attitude is that they riding closed trails "because there is no other place to ride," but even with additional trails to ride, I suspect that there will still be an attitude that there isn't enough other places to ride. Not sure whether there is something more substantial to be added under the management recommendations, but wanted to make a case that more enforcement is going to be needed in order to ensure compliance with any posted trail rules.	10/1/2017 7:54 AM