



FW: 77 cars parked at Wildwood and Leif Erikson trailheads Jan 1, 2018, 2:45PM

Carol Chesarek <chesarek4nature@earthlink.net>

Thu, Feb 7, 2019 at 9:37 AM

To: Joanna VALENCIA <joanna.valencia@multco.us>, katherine.mcquillan@multco.us

Cc: Kevin COOK <kevin.c.cook@multco.us>



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Dear Joanna,

Here (below) is the email that I sent to Kevin a year ago, which is in the record for the Metro North Tualatin Mountain application. I realized later that the attached photo was actually taken at Germantown road at Wildwood, not at the Leif Erikson trail, but it still makes the point about the problems associated with cars parked on limited shoulders along a road – conditions are unsafe for those parking, drivers and cyclists on the road, and are likely to result in erosion.

Since then, I've counted cars parked at the Wildwood and Leif Erikson trailheads on Germantown Road on a few more dates. I have more photos to document these car counts and overflow parking along the sides of Germantown Road, but the photos are large files. I'm happy to provide more photos if they'd be helpful.

I spoke with Portland Parks & Recreation staff last week. They do not have lined spaces in these Forest Park parking lots, and no official counts of car capacity for each lot. But they confirmed that these overflow parking conditions are not limited to these two parking lots on Germantown road, this is a regular problem all around Forest Park.

At the pre-app meeting, a Metro representative said that they had decided how many miles of trails should be in the Burlington site based on the need to create a good site for mountain bike riders to ride for two to three hours. Many of the emails and letters submitted by cyclists supporting this project mention how pleased they will be to have a substantial single track trail system closer to Portland than Sandy Ridge and Stub Stewart, so it seems obvious there will be a lot of demand at this site. It also seems obvious that Burlington Creek is close enough to Portland and Forest Park (4 minute drive from the trailheads on Germantown Road) that it may attract trail users who can't find parking at Forest Park trailheads on busy days.

Peak parking demand in Forest Park seems to be roughly 10AM to noon on most fall and winter days (wider range in summer), with some obvious reduction by 2PM and declining as the day wanes, so my counts are too late in the day to capture peak use. I go to Forest Park mid-afternoon or later when I can expect to find available parking.

The Metro parking data provided for their permit application (see "Park Comparables Sept-18" on PDF page 51 of the Burlington Creek Forest Area Traffic Impact Analysis Submitted by: Nemariam Engineers & Associates, LLC September 25th, 2018) shows the number of parking spaces at several of their developed properties, but does not indicate whether there are enough spaces to accommodate all demand on peak days. I visited the Metro Cooper Mountain site, which does not offer mountain biking, on Saturday November 17, 2018, shortly after 2PM. The 53 available spaces (including their overflow lot) were all in use, with cars circling waiting for spaces to open. Of the sites listed in the Metro parking analysis, Graham Oaks offers cycling on paved trails, not mountain biking. Whipple Creek in Vancouver offers cycling on gravel roads all year and on "primitive unmaintained trails" in dry conditions. Powell Butte offers 5.23 miles of mountain biking trails with 65 parking spaces at multiple entrances, but also has nearby on-street parking. Leif Erikson in Forest Park offers cycling on a relatively level gravel road. There are no parking counts in the Metro analysis for sites with single-track trail systems similar to what is planned for the Burlington Creek site.

The Metro parking analysis says that Burlington Creek will be most similar to their Graham Oaks property, but Graham Oaks does not provide off-road mountain bike trails, only 1.3 miles of paved cycling trails. Graham Oaks provides only 3 trail miles total, Burlington Creek is proposed to provide 8 trail miles. The amenities are not really comparable.

These Forest Park sites (Wildwood and Leif Erikson at Germantown) do not provide the type of rare (for the Portland metropolitan area) single-track trail network proposed for Burlington Creek, though Leif offers over 11 miles of gravel road cycling.

Saturday January 12, 2019

Germantown Road at Wildwood Trail, 3:15 PM 37 cars parked

Germantown Road at Leif Erikson, 3:25 PM 42 cars parked

Saturday November 17, 2018

Metro Cooper Mountain site, 2:18 PM 53 cars (full capacity including overflow) parked

Germantown Road at Wildwood Trail, 3:20 PM 20 cars parked

Germantown Road at Leif Erikson, 3:25 PM 31 cars parked

Saturday November 10, 2018

Germantown Road at Wildwood Trail, 3 PM 19 cars parked

Germantown Road at Leif Erikson, 3:10 PM 35 cars parked

When I first started hiking in Forest Park well over 20 years ago parking was not as big a problem.

It is difficult to estimate parking needs for Burlington Creek when we don't have complete data for important comparable sites like Forest Park, Stub Stewart, and the Sandy Ridge, and Metro doesn't document whether parking at their sites fully meets demand. More data could be collected for more comparable sites. A safe approach would be to allow Metro to build part of the proposed trail system at Burlington Creek and monitor the resulting parking needs. The permit could authorize the addition of more trail miles if and when the available parking proves adequate. Monitoring requirements and triggers could be built into the permit.

Please let me know if you have questions.

Carol Chesarek

From: Carol Chesarek <chesarek4nature@earthlink.net>

Sent: Wednesday, February 7, 2018 12:48 AM

To: 'Kevin COOK' <kevin.c.cook@multco.us>

Subject: 77 cars parked at Wildwood and Leif Erikson trailheads Jan 1, 2018, 2:45PM

Hi Kevin,

On January 1 starting around 2:45 PM (not peak usage, which is around noon), I photographed 77 cars parked at the Wildwood and Leif Erikson trailheads in Forest Park. 25 were around the Wildwood trailhead (6 parked outside of the lots, on the road shoulder), 52 around the Leif trailhead (16 parked outside the parking lots, along the road shoulder). Cars parked on the shoulder outside the lots had various amounts of shoulder to park on, some were very close to the fog line, which is dangerous for all concerned. Bikes are allowed on Leif Erikson, but not on Wildwood. Firelane 10 (bikes also allowed) also has a trailhead above the Leif Erikson lots.

The photo files are large (4 to 5.5 Mb each), so I'm not sending them all with this email, just one showing 22 cars parked below the Leif Erikson trailhead on January 14 at around 3:35PM (some in a lot, some on both shoulders). The photo only shows cars on the shoulder below the trailhead (there were more cars on the shoulder above the trailhead).

There were very similar numbers of cars parked at those trailheads on January 14th at roughly 3:30PM. I have photos from that day as well. There were another 17 cars parked on the shoulder of Skyline near the Firelane 15 trailhead (bikes are allowed on Firelane 15). There is no parking lot there. There were another 9 cars parked near the end of the Wildwood Trail at Newberry Road (officially that road is closed, the only access is from Skyline). There is no parking lot there, there is only limited parking on the road shoulder, and only pedestrian use is allowed on the Wildwood Trail.

This last weekend (February 4) there was a larger number of cars parked on the shoulders of Germantown around these trailheads, but I didn't have time to count them or take photos.

According to Google Maps, it is about 9 miles and 12 minutes of driving time from the intersection of Hwy 30 and NW Kitteridge to the north end of McNamee Road. It shows roughly 4.4 miles and 8 minutes of driving time from Hwy 30 and NW Kitteridge to the Leif Erikson trailhead on Germantown Road. If you've put your bike on your car, 4 minutes isn't much additional drive time to discourage folks looking for a great off-road cycling experience.

My concern is that Metro's proposed parking lot won't accommodate the likely number of visitors arriving by car, given the proposed number of trail miles and inclusion of a type of trail (single track) for off-road cycling that is supposed to be in high demand and limited supply in the Portland area. Which means that people will inevitably park on the shoulder of McNamee Road, which will be dangerous. Metro designed the trail system for Burlington Creek specifically to provide opportunities for longer duration bike rides, so it is unlikely that parking spaces will turn over frequently (as they might at a site with only a half mile trail, for example).

Let me know if you have questions.

Thanks,

Carol Chesarek



Cars parked west side Gtown at Leif 011418.JPG
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