

**Northeast Oregon Tri-County Destination Mountain Bike Plan**  
Summer 2024

**Prepared for**  
Anthony Lakes Outdoor Recreation Association

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**Prepared by**  
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## Summary

The intent of the Northeast Oregon Tri-County Destination Mountain Bike Plan is to create a working strategy to facilitate a network of regional destination-quality trails and bike parks to strengthen and diversify the local tourism economy, while simultaneously providing close-to-home recreation opportunities for NE Oregon residents. The goals of this plan are:

- 1) To guide and provide specific recommendations and action items to stakeholders to not only create destination-quality trails and bike parks, but to bolster mountain bike tourism in the region;
- 2) To collaborate with key partners to provide a cohesive look at the future of destination mountain biking and bike tourism in the region; and
- 3) To have a working document to provide leverage for grant opportunities and other funding sources.

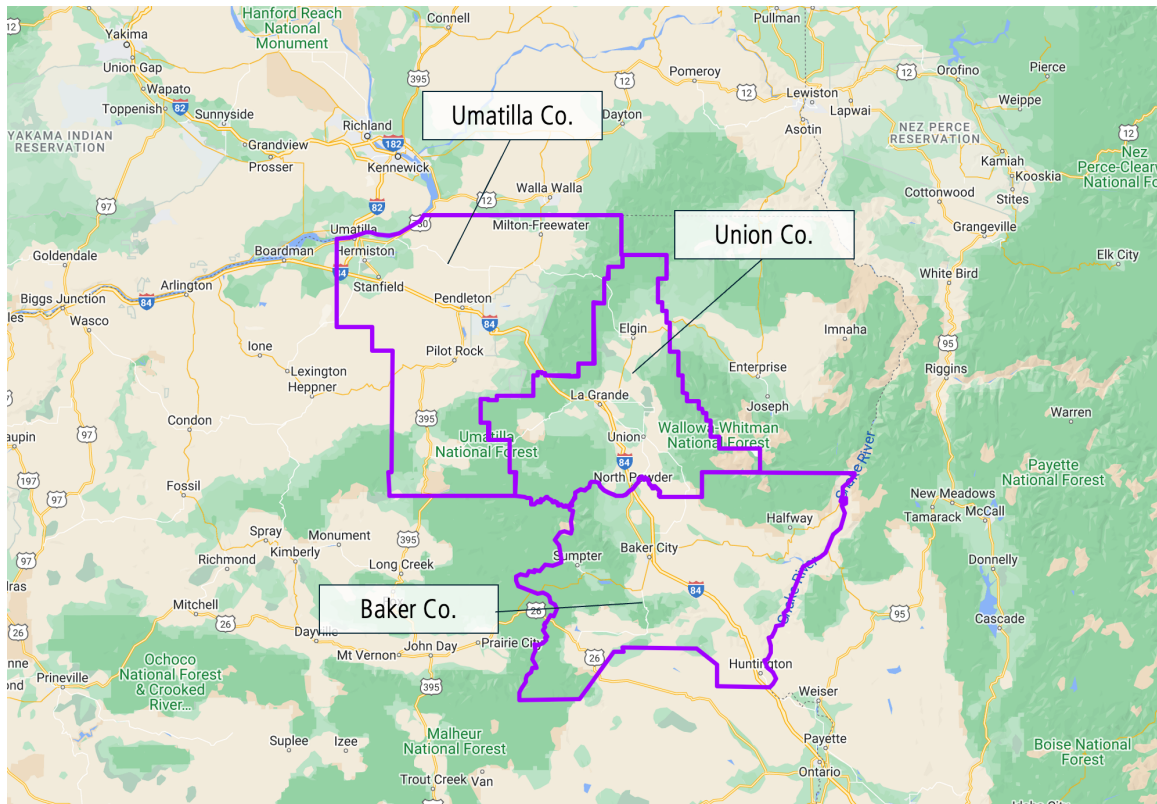
ALORA and its partners reached out to a broad audience to obtain input on this strategy. Destination management organizations and chambers of commerce, cities and counties, land management agencies, local businesses, trail advocacy groups, and individuals were all invited to help guide the future of destination-quality mountain biking in NE Oregon. This included individual communications, partner review of draft documents, and the hosting of a virtual public workshops in April 2024.

## Overview

Mountain biking is one of the most popular trail activities in the US. According to the Outdoor Foundation, over 8.5 million mountain bikers went on 654 million rides in 2021. In Oregon, mountain biking's Northwest Trail Alliance is the state's largest trail advocacy group with over 5,000 dues-paying members, and the sport generated more than \$209 million in economic activity based on Travel Oregon's 2022 *Economic Analysis of Outdoor Recreation in Oregon*. All these numbers have continued to grow since the sport's inception in the late 1980s and are expected to increase as cycling remains the most popular outdoor activity for children in the United States.

Looking to enhance the economic impact of outdoor recreation in the region, a collection of partners lead by the Anthony Lakes Outdoor Recreation Association (ALORA) commissioned this strategy with funding from the Eastern Oregon Visitors Association (EOVA). The information contained herein is intended to guide the efforts of ALORA and its partners in effectively and efficiently developing sustainable destination-quality mountain biking in Baker, Umatilla, and Union counties. This strategy advances ALORA's vision of hosting a network of high-quality mountain biking trails and bike parks in the tri-county region that support local economies, strengthening the state's reputation as a mountain biking destination.

## Project Area



## Land History

All recreation in the state takes place on lands originally inhabited by indigenous people, which today are primarily represented in the area by the Confederated Tribes of the Umatilla Indian Reservation. There is a rich history of travel, trade, and stewardship and sharing of resources by the first nations, tribes, and bands that occupied or traveled through what many of us now call Eastern Oregon. Those of us who are fortunate enough to enjoy the region's bounty of open spaces owe our gratitude and respect to the original inhabitants, and must continue the stewardship of the land that was started countless generations ago. Better understanding the indigenous history of the area is an important step in working with a broad range of partners to create responsible outdoor recreational activities.



The Umatilla reservation is dark red and the land they ceded to the United States is light red. The Columbia Basin is dark tan.

This information is consolidated from resources provided by The Confederated Tribes of the Umatilla Indian Reservation. A more detailed history is available in Appendix A and at <https://ctuir.org/about/brief-history-of-ctuir/> and <https://critfc.org/member-tribes-overview/the-confederated-tribes-of-the-umatilla-indian-reservation/>.

## Benefits of Cycling and Trails

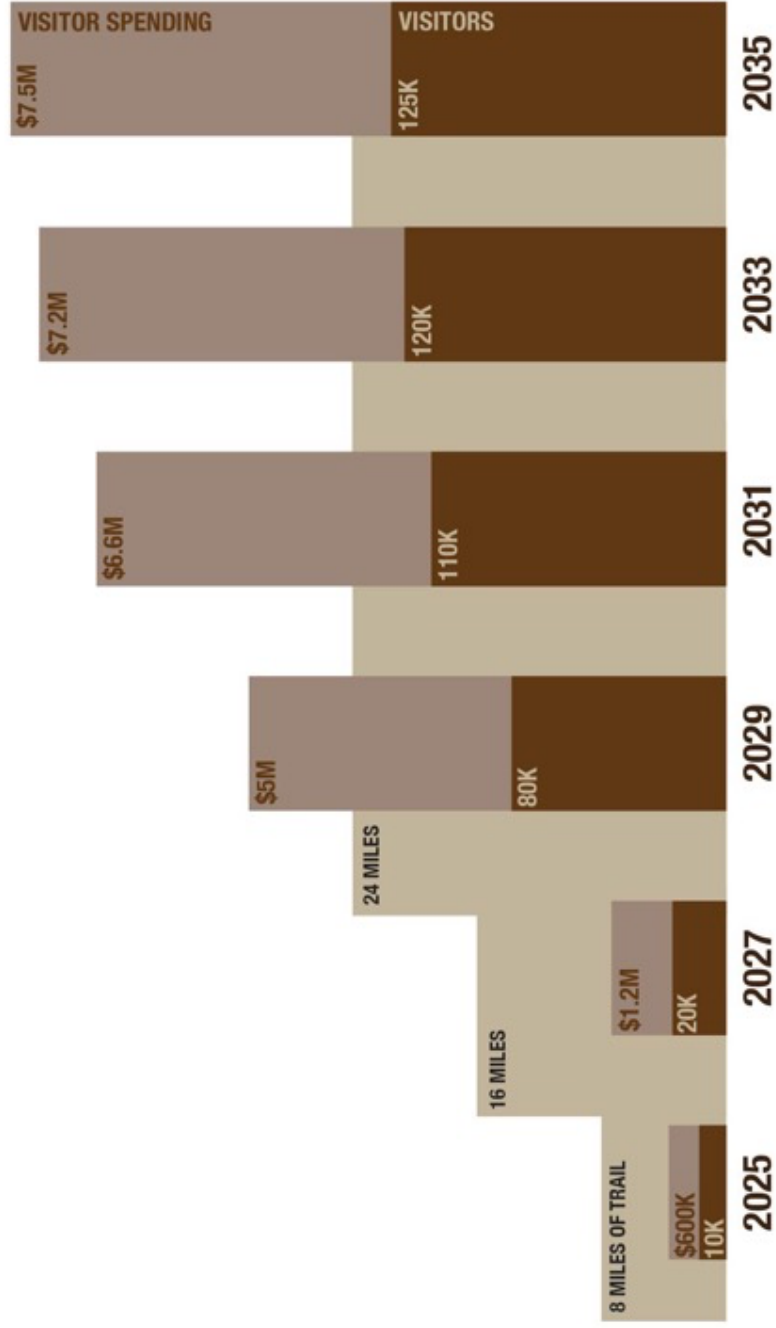
### *Economic Impact*

Cycling tourism is big business in Oregon. According to a study commissioned by Travel Oregon, the direct tourism spending in the state from cycling exceeds \$1.5 billion annually, more than the subsequent three following activities combined.

<b>Outdoor Recreation Activity</b>	<b>Total Econ Impact</b>
Skiing - XC/Nordic/BC Nordic	\$ 35,051,479
Camping - primitive	\$ 54,406,900
Skiing & Snowboarding - alpine	\$ 121,317,787
Hiking - long-distance/backpacking	\$ 204,514,688
Camping - car	\$ 351,226,704
Fishing	\$ 396,405,642
Cycling - road/gravel/mountain/path	\$ 1,508,403,531
Hiking - day	No data - ancillary to other activities
Running - road/trail/track	No data - ancillary to other activities
Source: Travel Oregon, <i>Economic Analysis of Outdoor Recreation in Oregon (2022)</i>	

Economic activity from destination-quality mountain bike trail systems can be a significant source of tourism revenue for a community. In Yamhill County, the economic impact from a proposed mountain bike trail network was generated using local visitor spend amounts multiplied by estimated visitor numbers based on similar regional trail systems. Once fully complete, the trail system will generate approximately \$7.5 million annually in direct visitor spending in the local community.

# VISITOR AND ECONOMIC IMPACT



Sources: Bureau of Land Management; Visit McMinnville "Visitor Impacts, 2015-2019"

In addition to the direct spending noted above, there are both indirect and induced spending benefits. Portions of the income businesses receive are spent within the state on wages, to pay lease/rent, and to purchase supplies. Employees of tourism-related businesses, in turn, spend a portion of their earnings on goods and services in the local economy. This re-spending of travel-related revenues are the indirect and induced impacts of the tourism economy. In Oregon, the indirect and induced impacts can almost double the initial direct spending. For the Yamhill County project referenced above, this means that the future ultimate economic benefit of the project could top \$11 million annually. Details of the calculations are provided in Appendix B – Visitor Calculations and Economic Impact.

#### *Quality of Life and Workforce Retention*

Many communities struggle to retain workers who will own and operate the hotels, restaurants, and shops that visitors want. Easy access to recreation is frequently cited by residents as a top amenity, and providing more close-to-home trails will improve the quality of life, attracting and retaining residents of working age.

The physical and mental health benefits of trails are well-known and often cited. A [meta-analysis of the benefits of trails](#) by [American Trails](#), a non-profit advocacy organization, indicates trails improve people's lives in the following ways:

- Spending just 20 minutes outside has short-term positive effects on the brain to reduce stress.
- Research show people self-report reduced stress, clearer thought patterns, more optimism, and an overall heightened sense of well-being after being outdoors.
- More medical practitioners are prescribing time in the outdoors to combat depression, anxiety, and other health-related issues.
- For every one dollar spent in trails, there is a three-dollar savings in healthcare costs.
- More overall physical activity is measured in communities after trails are built, with cardiovascular benefits seen across all trail user types. This means healthier hearts, and a reduction in preventable disease for trail users.



### **Destination-Quality Mountain Bike Trails**

To support the development of outdoor recreation tourism, Travel Oregon has identified important characteristics of a destination-quality mountain bike trail system. To be competitive in the market place and draw visitors, mountain bike trail systems should be built and/or maintained specifically for mountain bike use, accommodate a variety of skill levels, and highlight descending-direction trails. Not every trail needs to meet the criteria (as this would be nearly impossible) but a collection of trails or trail networks can provide the required experiences. The complete list of criteria is available in Appendix C and are used to evaluate the existing NE Oregon.

### **Destination Mountain Bike Communities**

The best destination trail systems are supported by a nearby community that provide not only standard tourism services, such as lodging, fuel, and food and beverages, but also specific services for visiting mountain bikers. These include:

- Bike shops, ideally with bike rentals
- Electric mountain bike charging stations
- Guides and shuttle services
- A range of lodging options, from camping to resorts, that provide cycling-focused amenities such as laundry, secure bike storage, bike wash stations, and courtesy toolkits.
- Restaurants and cafes that cater to visiting cyclists' needs with such things as carb-heavy breakfasts, to-go lunches for the trail, and protein-based dinners (with lots of beer)

More than just providing services, though, destination communities steward their trails. Typically, this is led by local volunteers who are trained and experienced in trail work, but overseeing a large trail network is a demanding task that requires dedicated support from the land manager and the larger community. This is necessary to ensure that the trails are kept in good shape and that they remain relevant to visiting riders.

The best destination communities ultimately embrace aspects of cycling to create a welcoming culture that makes guests want to stay and spend more money. Having bike racks, bike fix-it stations with pumps, and signs directing visitors to the trails and to bike-specific services show mountain bikers that the community wants them to enjoy their stay.

### **Trends in Outdoor Recreation Participation**

Future mountain biking participation is expected to track that of outdoor recreation generally. A significant trend that has been identified by The Outdoor Industry Association in its *2024 Outdoor Participation Trends Report* is that people are more casually approaching outdoor recreation, preferring to sample a wide range of activities instead of doggedly pursuing just one to perfection. Per the report, "The traditional hard-core, high-frequency participants... will make up a smaller share of the participant base year-over-year into the indefinite future. Efforts to build core participation in a more diverse market will be key to growing outdoor participation in depth as well as breadth."

Expanding the appeal of destination mountain biking in NE Oregon therefore relies less on creating epic-worthy, standalone trails that are physically and technically demanding, and more on

developing a range of riding opportunities. Doing so also provides more equitable access to outdoor recreation, inviting participants who have previously been ignored, as detailed in Appendix D.

### **Weather and Outdoor Recreation in NE Oregon**

Oregon's outdoor recreation economy is already seeing changes from reduced winter snowpack and smokey summers. Given NE Oregon's projected future weather patterns (see Appendix E), the tri-county area can help mitigate the changes already being felt to Oregon's recreation economy. First, NE Oregon can provide more shoulder-season riding. Currently, many mountain bikers from the Pacific Northwest travel to the warmer, arid Southwest for early spring and late fall riding. With the development of more trail networks, bikers could travel to NE Oregon to ride in snow-free locations while the rest of the Pacific Northwest is mired in mud. This keeps riders from having to travel outside the state and keeps more tourism revenue in Oregon communities.

Second, having more trail networks open for peak season (summer) riding gives bikers more options if other riding spots in the state are blanketed in smoke. Having more riding options across the state increases the chances that if smoke is present somewhere in Oregon, it is unlikely to affect all the available trails. While summertime temperatures in NE Oregon will be higher than those in the northwestern part of the state, there are higher-elevation options in the region that could provide relatively cooler riding temperatures, particularly in the morning and evening.

## Existing Conditions and Gap Analysis

Because the tri-county area is home to several existing destination-quality mountain bike trail systems, care must be taken to create new trails that will complement, but be unique to, other networks in the area. Otherwise, providing redundant riding experiences degrades the ability of a new trail system to attract visitors. This focuses future work on improvements that will solidify the region's reputation as "must visit" location for riders.

Existing trails were evaluated against the destination criteria detailed in Appendix C to identify gaps in the riding and visitor experience. Specific consideration was given to creating a broad range of trail types across the skill level spectrum within the tri-county area, something that is not currently provided by any one trail network. Doing this also ensures that visitors will circulate throughout the tri-county area and not just congregate in one location.

While unique and of a high quality, most existing networks in the tri-county region are monolithic in their riding experience. There is a range of frontcountry green circle (easiest) and blue square (more difficult) trails as well as a strong supply of backcountry trails from green circle to black diamond (most difficult).

For the tri-county region, the gaps that exist in the *riding experience* are:

- 1) Gravity-oriented frontcountry black diamond trails, particularly in areas that are easy to access, and are lower elevation and/or south-facing.
- 2) Longer backcountry-style blue square and black diamond descents at the end of a ride, especially ones that can be easily shuttled and are open to electric mountain bikes (eMTBs).
- 3) Blue square and black diamond trails that are open in the shoulder-season to draw riders from west of the Cascades during early spring and late fall.
- 4) Destination-quality bike parks in larger communities (e.g., Pendleton, La Grande, and Baker City).
- 5) Family-oriented green circle and blue square trails near tourism service providers.

The gaps that exist in *mountain biking tourism services* are:

- 6) More and better support infrastructure such as developed parking areas, restrooms, and trail signage.
- 7) More services for visiting mountain bikers such as bike-friendly lodging, food and beverage, gear shops, equipment rental, events, and guide and shuttle services, especially in communities near existing or proposed destination-quality trail systems.

The region's trail systems are reviewed in detail in Appendix G.

## Opportunities and Constraints

Interviews with organizations and individuals in the tri-county area noted the following opportunities and constraints as they relate to maintaining and developing destination-quality mountain bike trails.

### *Opportunities*

- Anthony Lakes Ski Area has been diligently pursuing mountain bike trail development and has an approved master plan with the United States Forest Service to develop more trails.
- Thanks to the efforts of local governments and trail advocates, there are potential opportunities to develop new mountain bike trails and bike parks.
- Local government land management agencies are flexible and responsive, and have proven to be good partners in developing mountain bike trail systems.
- Mountain bike trail advocates in the tri-county region have been successful in working with local governments to develop and maintain high-quality mountain bike trail systems.
- EOVA and area destination management organizations (DMOs) work well together to develop and promote tourism services. An example of this is the promotion of mountain bike trails undertaken by EOVA, Travel Oregon, DMOs such as Base Camp Baker, and mountain bike trail advocates.
  - [Mt. Emily Recreation Area](#) including [Sasquatch Trail](#)
  - [Dutch Flat](#)
  - [Phillips Lake Loop](#)
  - [Broadway Flow Trail](#)
  - [Elkhorn Crest Trail](#)
  - [Pinkbike guide to riding Baker City](#)
- Interstate 84 is a major travel route and fosters easy access for visitors from NW Oregon, SW Washington, and western Idaho. According to the Oregon Department of Transportation, in 2022 over nine million vehicles passed through I-84 between La Grande and Baker City and over 13 million people drove by Pendleton. While a certain percentage of these trips are by residents the vast majority are from outside the region. This is a huge opportunity for the tri-county region to capture visitors who might otherwise be passing through.

### *Constraints*

- State and federal land management agencies are constrained in their ability to direct resources to develop new trails let alone adequately maintain existing ones.
- Lack of funding pushes a disproportionate amount of trail development and maintenance onto volunteers, but it is unreasonable to expect them to create and care for destination-quality trail systems.
- Federal Wilderness boundaries constrain existing mountain bike use and the development of future trail opportunities.
- Local communities may not be in support of creating destination mountain biking if it uses scarce resources (e.g., grant funding, land) that could be utilized for other reasons.

**Recommendations**

Based on the existing conditions, identified gaps, and the opportunities and constraints, it is recommended that a partnership of allied interests pursue the following action items to maximize the value of mountain biking tourism to the tri-county region:

Action Item	Location(s)	Action(s)	Partner(s)	Status	Trail(s)	Phase	Landowner(s)/manager(s)	Affiliated Community(ies)	Gaps Addressed
1	Anthony Lakes Ski Resort	Develop additional trails identified in the approved Anthony Lakes Mountain Resort 2023 Master Development Plan; expand guest services related to increased mountain biking.	ALORA	Existing and to be developed	Two Dragons, Broadway Flow Trail, Elkhorn Crest (non-Wilderness), Nordic trail network, Dutch Flat (O&B)	1	ALORA under permit from the United States Forest Service	North Bend, La Grande, Baker City	#5, #6, #7
2	Mt. Emily Rec Area (MERA)	Redesign trail system to focus on long, uninterrupted, easy-to-navigate descents at all difficulty ratings; enhance shuttle efficiency with revised trail access points; enhance visitor amenities to accommodate increased use.	MTB advocates; Union Co.	Existing and to be developed	Entire system	1	Union Co.	La Grande	#1, #3, #5, #6
3	ManuLife timberlands	Secure access agreement; develop gravity-oriented blue square and black diamond trails with shuttle access.	MTB advocates; EOVA	To be developed	To be developed	1	Private	La Grande	#1, #3, #5
4	Tri-county area	Market existing trails as identified in the Northeast Oregon Tri-County Destination Mountain Bike Plan.	EOVA; DMOs; Travel Oregon	Existing and to be developed	All	1	Various	All	#6, #7
5	Umatilla Rim; Elkhorn Crest; Phillips Lake	Increase capacity and fund trail advocacy groups to perform routine maintenance of trails on public lands; secure grants and/or partnerships to fund trailhead improvements and/or upgrades.	ALORA; MTB advocates; other trail advocates; EOVA; DMOs	Existing; needs routine maintenance	Umatilla Rim, Buck Mountain, Eagle Ridge; Elkhorn Crest (non-Wilderness), Twin Lakes, Pole Creek Ridge, Summit Lake; Phillips Lake network	1	Bureau of Reclamation; United States Forest Service	Milton-Freewater, Elgin, Baker City, La Grande, Sumpter	#2, #3, #6
6	Anthony Lakes Ski Resort	Develop and promote a summertime, family-friendly trail event.	ALORA; EOVA; DMOs	Existing and to be developed	Entire system	1	ALORA under permit from the United States Forest Service	All	#7
6	Tri-county area	Develop mountain bike-specific visitor services, especially focusing on lodging, as identified in the Northeast Oregon Tri-County Destination Mountain Bike Plan.	EOVA; DMOs; Travel Oregon	Existing and to be developed	N/A	2	N/A	All	#6, #7
7	Pendleton Bike Park	Work with local parks and recreation departments to plan, design, permit, and build destination-quality bike park that will also be a valuable recreation amenity for residents.	MTB advocates; EOVA; DMOs	To be developed	To be developed	2	City of Pendleton	Pendleton	#4, #5
8	La Grande Bike Park	Work with local parks and recreation departments to plan, design, permit, and build destination-quality bike park that will also be a valuable recreation amenity for residents.	MTB advocates; EOVA; DMOs	To be developed	To be developed	2	City of La Grande	La Grande	#4, #5
9	Baker City Bike Park	Work with local parks and recreation departments to plan, design, permit, and build destination-quality bike park that will also be a valuable recreation amenity for residents.	MTB advocates; EOVA; DMOs	To be developed	To be developed	2	Baker City	Baker City	#4, #5
10	Echo	Support maintenance of existing and development of new trails through volunteer labor, marketing of events, and funding.	MTB advocates; EOVA; DMOs	Existing	Entire system	3	Private	Echo, Pendleton	#5
11	Pendleton Adventure Trails	Support maintenance of existing and development of new trails through volunteer labor, marketing of events, and funding.	MTB advocates; EOVA; DMOs	Existing	Entire system	3	City of Pendleton	Pendleton	#1, #3
12	Elkhorn Crest	Need legislative or physical solution to connect Elkhorn Crest Trail through to Dutch Flat.	ALORA; USFS; EOVA	To be developed	Elkhorn Crest, Dutch Flat	3	United States Forest Service	Baker City	#2, #3

## Services

Tourism services take a great experience and make it better. Visitors will gladly pay for high-quality services, and this is especially true for mountain bikers because of their passion for the sport and the scarcity of good mountain bike trails. Because most trail systems are free to use, services are the primary means to obtain economic benefit from visitors. While generic services (lodging, gear shops, etc.) will certainly work for guests, bike-friendly or bike-focused services add value and command a premium. They should also be located close as possible to a trail system.

DMOs in the tri-county region are the most effective partner for working with local businesses to develop or expand offerings. DMOs have the network and knowledge to help business owners understand the opportunities that exist to attract mountain biking tourists in the region. To assist DMOs, Travel Oregon has created [resources](#) to assist service providers with developing bike-friendly services. Travel Oregon also provides one-on-one consulting for DMOs and local businesses looking to expand their cycling-related business. In most instances, the investment is minor and involves more of a “tuning” of an existing offering. An overall plan for developing a comprehensive services plan is outside the scope of this document but would typically include the following services and amenities.

### *Lodging*

Lodging provides a particular economic benefit because it is typically the greatest daily expense for a visitor and because lodging taxes can provide revenue to develop other tourism offerings. Mountain bikers want a range of options, from camping to resorts, of the type that exist or can be developed in NE Oregon. Lodging purveyors can easily maximize their appeal to mountain bikers, and charge a premium, by providing such amenities as:

- Outdoor washing stations for dirty bikes.
- Secure bike storage rooms with tools.
- Washing machines and dryers.
- Trail snacks for sale on premises.

### *Food and Beverage*

Mountain biking can be a physically demanding sport with riders burning thousands of calories during a typical outing. Riders gravitate to quality food that focuses on carbohydrates in the morning and protein (and beer, of course) in the evening, with packable food for the trail. Restaurants and cafes can easily adjust their offerings to maximize traffic through their business as riders head to the trailhead or return from a full day of fun.

### *Transport/Shuttles/Uplift*

A paradox of mountain biking is that while descending is one of the most thrilling parts of a ride, it takes considerable effort to put “vertical feet in the bank” before pointing the front wheel downhill. Shuttles and uplift take out part of the sting of endless death-climbing, broadening the appeal of a network. This is particularly important for families and for visitors from outside the state who may not have mountains in their hometown trail system: you can still get all the fun of the endless descents without spending hours clawing your way up a trail.

Some of the current Southern Oregon destination trail systems, such as Mt. Ashland, already have a well-established shuttle network. The positive examples set here and in other locations, such as in Oakridge and Bend, should be applied to as many systems as possible to maximize the value to visiting riders.

### *Bike Shops and Rentals*

Bike shops provide a multitude of services to visitors. Not only do they sell that accidentally forgotten pair of gloves, replace damaged tires, top off trail snacks, and rent bikes, they are the social hub for cycling guests, welcoming people and providing up-to-date information on trail conditions, recommended rides, and the best food and drink options around. Even the smallest town can benefit from a bike shop, which also provides goods and services to the local community.

Because it lacks a sales tax, Oregon incentivizes visiting riders to purchase gear, clothing, or maybe even a new bike. Having bike rentals allows people to sample the latest and greatest technology, and possibly purchase their favorite option. This is particularly valuable because of NE Oregon's proximity to Washington and Idaho, both of which have sales tax. With compact trail systems such as Anthony Lakes Ski Area and Mt. Emily Recreation Area, riders could easily sample several rental bikes before choosing one to purchase.

### *Guides and Tour Operators*

With Oregon's focus on outdoor recreation, guides and tour operators provide a critical service to ensure guests have a safe and enjoyable visit. ALORA currently provides some guiding in association with shuttling but the endeavor does not provide much revenue. Much of this is limited by permits issued (or not) by federal land managers, in this case primarily the US Forest Service. Typically, it is easier to obtain permits for local lands or those operating under permit (such as Anthony Lakes Ski Area).

As the community proceeds with implementing the trail development proposed in this plan there will be more opportunities for guiding and tour operators, particularly because there will be a broader range of riding experiences for a greater variety of riders. Much of the mountain biking guiding in Oregon is currently for smaller enthusiast groups who want a high-quality, multi-day experience; as family-friendly trail improvements are developed there will be an increase in the desire for one-day multi-generational outings that may include shuttling and equipment rental.

Mountain bike skills trainings are a popular service and a form of guiding. These sessions are typically not done in a backcountry setting but in areas with a good density of trails, again, such as Anthony Lakes Ski Area and Mt. Emily Recreation Area, or at the proposed community bike parks. Ensuring that these services are cross-promoted with lodging providers will ensure visitors can easily find the best experience possible.

Travel Oregon has the [Tour Operators, Guides, and Outfitters \(TOGO\) program](#) to assist businesses in the industry.



### *Events*

Events are a good way to showcase a trail system and create repeat customers as they usually highlight the best routes, services, and transport. The tri-county region has had success in the past with such events as the Baker City Cycling Classic (road biking), the Anthony Lakes Mountain Bike Festival, the Echo Red 2 Red mountain bike race, and Northeast Oregon Mountain Bike Festival, and local races put on at Mt. Emily Recreation Area.

In Oregon, the most successful events, such as Mountain Bike Oregon in Oakridge, draw international visitors and rise to the top of every rider's "must do" list. At the very least, events bring in new guests who want a curated sample of the riding, whether it is a race or family ride; once they experience the high quality riding, they plan on returning. Events are frequently only possible with a network of partners, including land managers, bike shops, shuttle providers, and food and beverage providers, and it may be necessary to have a DMO, chamber of commerce, or EOVA involved to get an event going.

## Marketing

Once destination-quality trails and bike-focused tourism services are in place, marketing can begin in earnest.

### *Access Enthusiast Channels via Surrogates*

While sometimes their actions on the trail indicate otherwise, in general, mountain bike tourists aren't idiots. They are well-traveled and use social media extensively; if a community markets a trail network as being "destination-quality", and it isn't, riders will quickly and loudly let everyone know it's not ready for prime time. By the same token, if a community does have a high-quality destination, riders will do a lot of the marketing themselves via social media. Mountain bike influencers are always looking to ride the "latest cool trail" and will spread the word through their network.

Like most enthusiasts, mountain bikers are more trusting of their peers' reviews than of marketing campaigns. ALORA and its trail advocacy partners can work with EOVA to do the groundwork by identifying their mountain bike destinations and other quality trails, but then cross-promote the content through influencers rather than push a paid promotional campaign. In Oregon, well-networked mountain bike non-profits can be good partners to embed authentic content in locations such as enthusiast-based and professional mountain biking websites.

ALORA and EOVA can also increase the state's exposure to mountain bike visitors by maximizing route mapping through such websites/apps as TrailForks and MTBProject. In the US, these sites are used extensively for research by enthusiasts; Strava is used to a lesser extent for this purpose and Komoot is the leading European source.

### *Regional Marketing*

The tri-counties' mountain bike destinations should be promoted with five-day itineraries that highlight the unique and desirable riding experiences that the region has to offer. These itineraries should be tuned to specific submarkets (e.g., gravity riders, backcountry riders, families, etc.), and should follow an exertion rating of:

Day 1 – moderate

Day 2 – difficult

Day 3 – easy/rest

Day 4 – difficult

Day 5 – moderate

A detailed example of a current itinerary is shown in Appendix F. Additional itineraries should be developed by a collaboration of local mountain bike advocates and DMOs. The former bring knowledge about which trails are good for which riders and when; the latter know who to create alluring marketing documents and webpages from that information. DMOs also know how to promote the services (lodging, food, other activities) that all visitors want.

These itineraries can take riders around the region and should reflect both shoulder-season and deep summer riding. Additional target groups should include:

- Families

- Mini-itineraries for people “just passing through”
- Shoulder-season riding versus deep-summer riding
- Riding focused just on backcountry trails versus frontcountry networks

Each visit can be correlated to bike-focused services in the adjacent communities to create a self-guided, all-inclusive package. They should be regularly updated to take advantage of new or improved trails, and to include new guide/shuttle opportunities.

### *Cross-DMO Marketing*

Sometimes the best itinerary may include trails outside of the tri-county area, such as elsewhere in Eastern Oregon. Mountain bikers, like all tourists, don’t care about jurisdictional boundaries: they just want to have the best visit possible. If that means that riders should flow across tourism boundaries then this should be encouraged, not discouraged.

Some examples of cross-jurisdictional itineraries for visiting mountain bikers could include:

- Riding in the tri-county area and then at Magone Lake outside of John Day;
- Capturing riders driving between the trail systems in Boise, ID, and Hood River, OR;
- Encouraging riders to circulate from Central Oregon through the tri-county area and then back.

### **Fiscal Sustainability**

While relatively inexpensive to develop and maintain compared to other visitor infrastructure, the on-going care of a destination trail system does require investment. Experience has shown that it is unrealistic to expect local volunteers to shoulder all off the burden of maintaining trails. While this may be possible in larger cities, smaller rural communities cannot field enough people in the face of large-scale visitation. If volunteers cannot keep ahead of requisite maintenance and the trails fall below commonly accepted standards for quality, they will slowly cease to be a destination draw.

What is needed in most cases is funding to support volunteer efforts, including augmenting annual trail maintenance with contracted work. This financial support allows volunteer organizations to purchase tools and materials, pay for fuel for vehicles and chainsaws, and host larger volunteer events. Contractors can be retained to do the annual “clean up” work before the busy season to ensure that the trails are in good condition when the majority of guests arrive.

This annual funding can come from a variety of sources, including grants and donations. Part of the funding should also come from the tourism community that is benefiting from the increased visitation that the destination-quality trails provide. While it is certainly a cost to be borne, this investment also generates economic activity in the community with the purchasing of goods and services.

**Next Steps**

One of the intentions of this plan is to focus the community's efforts around the highest-value actions. The next step for the partners in the tri-county area is pursue the Phase I action items, as these most readily address the identified gaps and will therefore most quickly visitation to the region.

## **Appendix A – Indigenous History of the Lower Columbia**

The Walla Walla and Umatilla are river peoples among many who shared the Big River (Columbia). The Cayuse lived along the tributary river valleys in the Blue Mountains. The tribes lived around the confluence of the Yakama, Snake, and Walla Walla rivers with the Columbia River.

The river system was the lifeblood of the people, and it linked many different people by trade, marriage, conflict, and politics. The people fished, traded, and traveled along the river in canoes and over land by foot.

The Walla Walla were mentioned by Lewis and Clark in 1805 as living along the Columbia just below the mouth of the Snake River as well as along the Yakama, Walla Walla, and Snake rivers. The Walla Walla included many groups and bands that were often referred to by the village whence they originated from such as the Wallulapums and Chomnapums.

The Umatilla occupied both sides of the Columbia River from above the junction of the Umatilla River downstream to the vicinity of Willow Creek on the Oregon side and to Rock Creek on the Washington side. The river people were tied with other tribes along the river with close family, trade, and economic interests in the Columbia River Gorge and the northern Plateau.

The Walla Walla and the Umatilla were a part of the larger culture of Shahaptian-speaking river people of southeastern Washington, northeastern Oregon, and western Idaho.

The Cayuse, whose original language is known to linguists as Waiilatpuan, lived: "...south of and between the Nez Perces and Wallah-Wallahs, extending from the Des Chutes or Wawanui river to the eastern side of the Blue Mountains. It [their country] is almost entirely in Oregon, a small part only, upon the upper Wallah-Wallah river, lying within Washington Territory."

Prior to the horse the Cayuse were tributary fishermen. After the arrival of the horse and gun they sometimes were mounted warriors to protect their way of life. They lived throughout the lower Columbia Plateau from the Cascade to the Blue mountain ranges, and grazed horses on the abundant grasses of southeast Washington and the Deschutes-Umatilla Plateau. As horsemen the Cayuse had close ties to the horsemen of the Palouse and Nimipu.

The area from Wallula to the mouth the Yakama River where many members of the tribes lived could be considered the crossroads of the Columbia River system. This area was shared by many related bands and was a central hub of tribal life on the Columbia Plateau.

Extended family relationships, and social and economic interests, exists between many tribal people from throughout the Columbia Plateau. The people on the Columbia Plateau were multi-lingual. Tribal members learned and spoke several trade jargons, other Indian dialects of Shahaptian, as well as Salish, Chinookian, and Klamath. Later they adapted to French and English.

When the leaders of the three tribes signed a treaty with the United States in 1855, they ceded 6.4 million acres of homeland in what is now northeastern Oregon and southeastern Washington. The

172,000-acre Umatilla Indian Reservation, almost half of which is owned by non-Indians, includes significant portions of the Umatilla River watershed.

Today the confederation, united under a single tribal government adopted in 1949, numbers over 2,800 members (2011). The Umatilla are governed by a Board of Trustees composed of nine members elected by the General Council. Tribal headquarters are located in Mission, just outside Pendleton, Oregon.

The Umatilla River and Grande Ronde River have been the focus of the tribe's fish restoration activities for more than a decade. Under the tribe's leadership, salmon were reintroduced in the Umatilla River in the early 1980s. The tribe, along with the state of Oregon, operates egg-taking, spawning, and other propagation facilities that are helping restore salmon runs. The tribe successfully reintroduced chinook salmon to the Umatilla River after 70 years of extinction.

Other river basins in which the tribe has co-management responsibilities are the Columbia, Snake, Walla Walla, Tucannon, Grande Ronde, John Day, and Imnaha. In recent times, tribal fisheries have occurred only on the Umatilla and Columbia rivers.



The Umatilla reservation is dark red and the land they ceded to the United States is light red. The Columbia Basin is dark tan.

This information is consolidated from information provided by The Confederated Tribes of the Umatilla Indian Reservation. A more detailed history is available at <https://ctuir.org/about/brief-history-of-ctuir/> and <https://critfc.org/member-tribes-overview/the-confederated-tribes-of-the-umatilla-indian-reservation/>.

## Appendix B – Visitor Calculations and Economic Impact

<b>Visitor and Economic Impact Calculations DRAFT - Panther Creek Trail System</b>										
23 August 2023										
Operating Year	Visitors <sup>1</sup>	Construction Phase	Mileage (cumulative)	Day Visitors (90%) <sup>2</sup>	Overnight Visitors	Day Visitor Spending <sup>3</sup>	Overnight x1 Visitor Spending (9%) <sup>4</sup>	Overnight x2 Visitor Spending (1%) <sup>4</sup>	Annual Visitor Spend	
2025	10,000	1	8	9,000	1,000	\$ 382,950	\$ 212,760	\$ 4,255	\$ 599,965	
2026	15,000		8	13,500	1,500	\$ 574,425	\$ 319,140	\$ 6,383	\$ 899,948	
2027	20,000	2	16	18,000	2,000	\$ 765,900	\$ 425,520	\$ 8,510	\$ 1,199,930	
2028	40,000	3	24	36,000	4,000	\$ 1,531,800	\$ 851,040	\$ 17,021	\$ 2,399,861	
2029	80,000		24	72,000	8,000	\$ 3,063,600	\$ 1,702,080	\$ 34,042	\$ 4,799,722	
2030	100,000		24	90,000	10,000	\$ 3,829,500	\$ 2,127,600	\$ 42,552	\$ 5,999,652	
2031	110,000		24	99,000	11,000	\$ 4,212,450	\$ 2,340,360	\$ 46,807	\$ 6,599,617	
2032	110,000		24	99,000	11,000	\$ 4,212,450	\$ 2,340,360	\$ 46,807	\$ 6,599,617	
2033	120,000		24	108,000	12,000	\$ 4,595,400	\$ 2,553,120	\$ 51,062	\$ 7,199,582	
2034	120,000		24	108,000	12,000	\$ 4,595,400	\$ 2,553,120	\$ 51,062	\$ 7,199,582	
2035	125,000		24	112,500	12,500	\$ 4,786,875	\$ 2,659,500	\$ 53,190	\$ 7,499,565	

<sup>1</sup>Based on visitation numbers for similar trail systems.

<sup>2</sup>Assumes that 90% of all visitors will be day visitors, even if their origin is outside a 40-mile radius.

<sup>3</sup>Daily spend for visitors is 20% of overnight spend (source: City of McMinnville, Oregon, Visitor Impacts, 2015-2019 (April 2020)).

<sup>4</sup>Overnight spend is \$212.76 per visitor, adjusted for inflation (source: City of McMinnville, Oregon, Visitor Impacts, 2015-2019 (April 2020)).

<sup>5</sup>Slight plateau as other trail systems are developed.

<sup>6</sup>Slight rebound.

<sup>7</sup>Slow growth from population growth and increase in MTB participation.

## Appendix C – Characteristics of Destination-Quality Mountain Bike Trails

- Sufficient quantity of trails in a cohesive network to host a large number of riders and be of a sufficient length to comprise a 4+ hour outing (+/- 20 miles of riding)
- >1,000 vertical feet of continuous descending, with more desired
- Trails are designed and constructed to take advantage of the fun and efficiency of a mountain bike
- Bike-primary trails (no equestrians or motorized users; hikers yield to cyclists)
- Range of skill levels including at least blue square and black diamond trails
- Directional trails with climbing- and descending-only trails
- Design disperses users and minimizes crowding
- Shuttle, uplift (chairlift), and/or eMTB opportunities
- Appeals primarily to enthusiasts who possess intermediate-level physical conditioning and technical skills
- Long descent at the end of the ride, preferably with a drop in excess of 2,000 vertical feet at an average gradient at or above 7%
- Trail tread that is mostly stable and predictable
- Primarily singletrack, with all major descents being nearly 100% singletrack
- 80% of the climbing is on closed/low traffic roads or singletrack; 30% of the climbing is on singletrack
- Easy to navigate with minimal intersections (no convoluted “spaghetti plate” trail systems that require constant consultation with mapping apps degrade the flow of a ride)
- Sufficient and quality infrastructure (accessible parking and restrooms, signs)
- Local riders welcome visitors (no localism)
- Maintained to a minimum quality (brushed, cleared of logs, no significant washouts/blowouts, minimal rutting, no major puddling)
- Minimum two seasons of quality riding (minimal mud, puddles, dust, smoke, brush, blowdown, poison oak, ticks, mosquitos, cow manure)
- Surrounding community is welcoming of range of visitors, particularly with regards to race, gender, sexual orientation, and ability/disability
- Guiding is allowed (with permits)
- Nearby tourism services (or the opportunity to develop) including bike shop and bike-friendly lodging



## **Appendix D - Equitable Access to the Outdoors**

Appealing to Black, Indigenous, and People of Color (BIPOC) mountain bikers is a critical part of the future of mountain bike tourism. This is a particularly acute problem in Oregon, which has a history of racism, exclusion, and segregation that is sadly evident to this day. To help combat this, existing and future trail systems should be created to provide a welcoming atmosphere with developed parking areas that have restrooms, bilingual signs, an emphasis on multigenerational riding, trailheads that can accommodate large affinity groups, and outreach and programming, such as sponsored group rides, to ensure riders of all races, ethnicities, and backgrounds feel that NE Oregon is their mountain biking destination.

Women mountain bikers are unfortunately under-represented in the sport, and the future growth of mountain biking depends on improving gender parity on the trails. Feedback from female riders highlights improvements such as developed parking areas that have restrooms that can also be used as changing rooms, providing a wide range of trail styles with a focus on skills progression, and building trailheads that can accommodate meet-ups, group rides, and trainings. Because women are statistically more likely to provide childcare, women riders have also advocated for riding locations that emphasize short “kid-friendly” shuttle loops, easy (green circle) gravity trails, facilities for adolescent-friendly training and races, confined skills areas adjacent to parking lots, and “family preferred” parking spots so multiple families can congregate and share childcare duties.

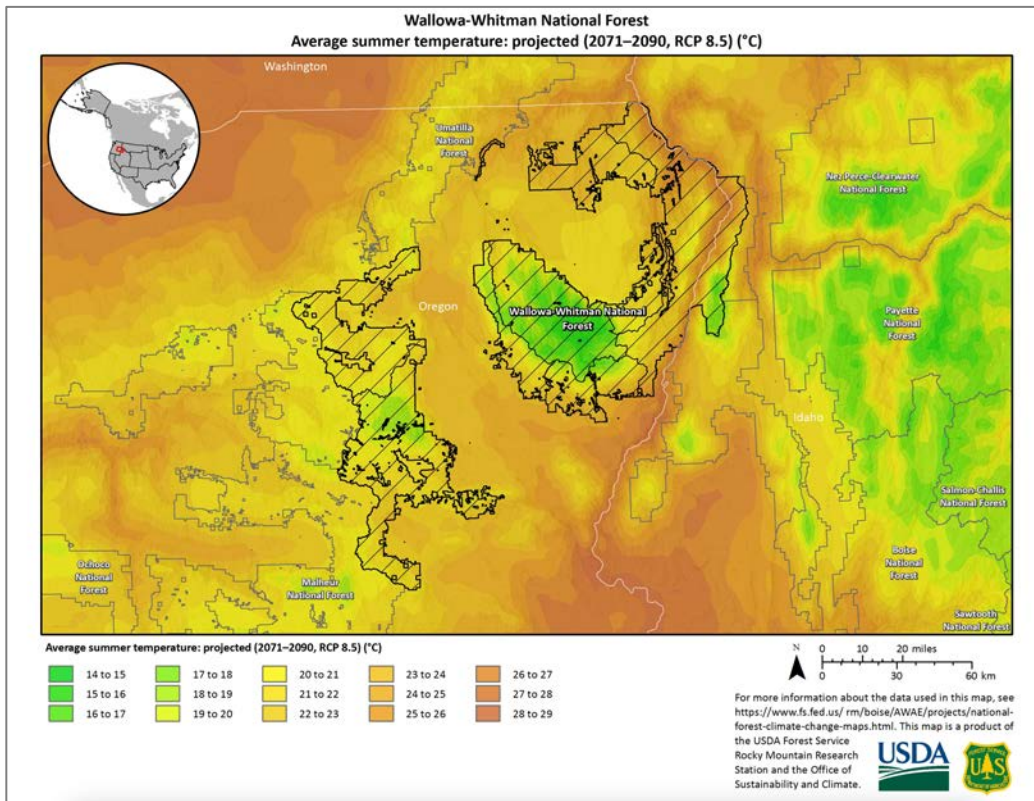
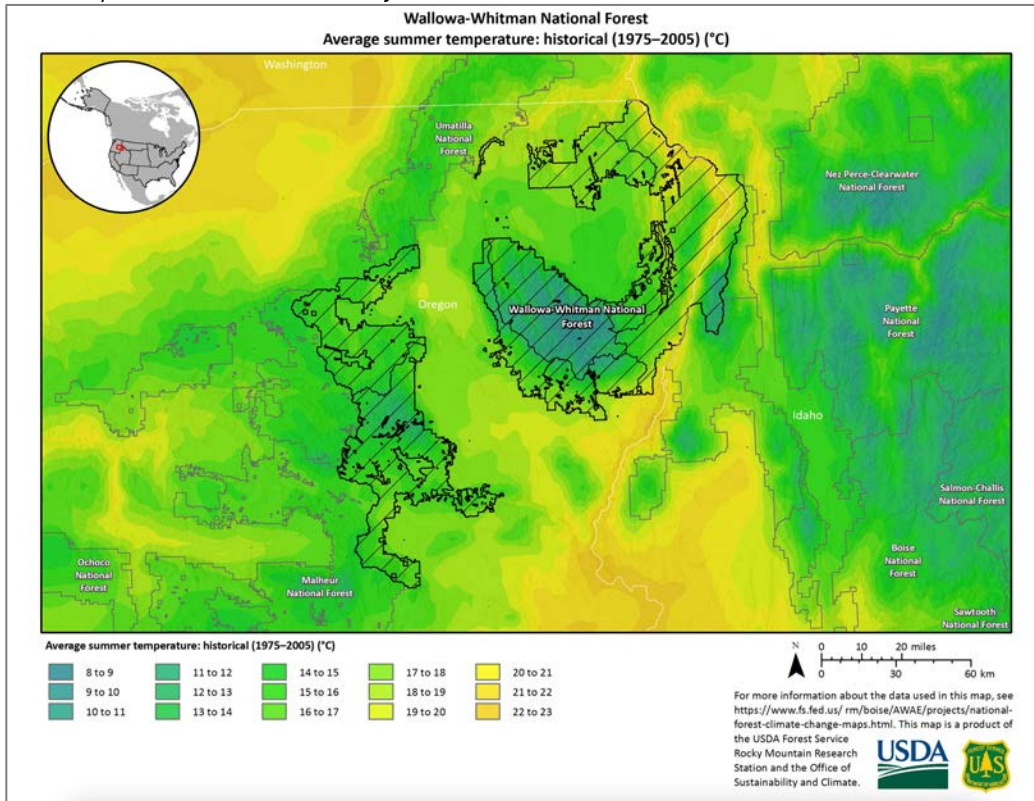
Adaptive mountain biking (aMTB) is a growing portion of trail use thanks in part to improved technology that creates durable, trail-worthy vehicles for mobility-impaired riders, of which combat veterans make up a substantial percentage. Like all trail users, aMTBs seek singletrack, and want a range of trails, from flowy jump lines to steep, rooty descents. aMTBs have both mechanical advantages and disadvantages compared to mountain bikes, and riders are impacted by particular trail conditions such as severe outslope on exposed hillsides. More so than other riders, adaptive mountain bikers need support infrastructure such as accessible parking spaces, zero-barrier restrooms, and flat, durable-surface parking lots.

In addition to the moral and ethical imperative to diversifying outdoor recreation, there is an economic one. The future of outdoor recreation includes more people of color, more women, and more adaptive athletes who will be cycling, hiking, paddling, and climbing. Communities that are responsive to these demographic trends are the destinations of the future, not just for Oregon or even in the US, but internationally.

## **Appendix E – Climate Change Maps**

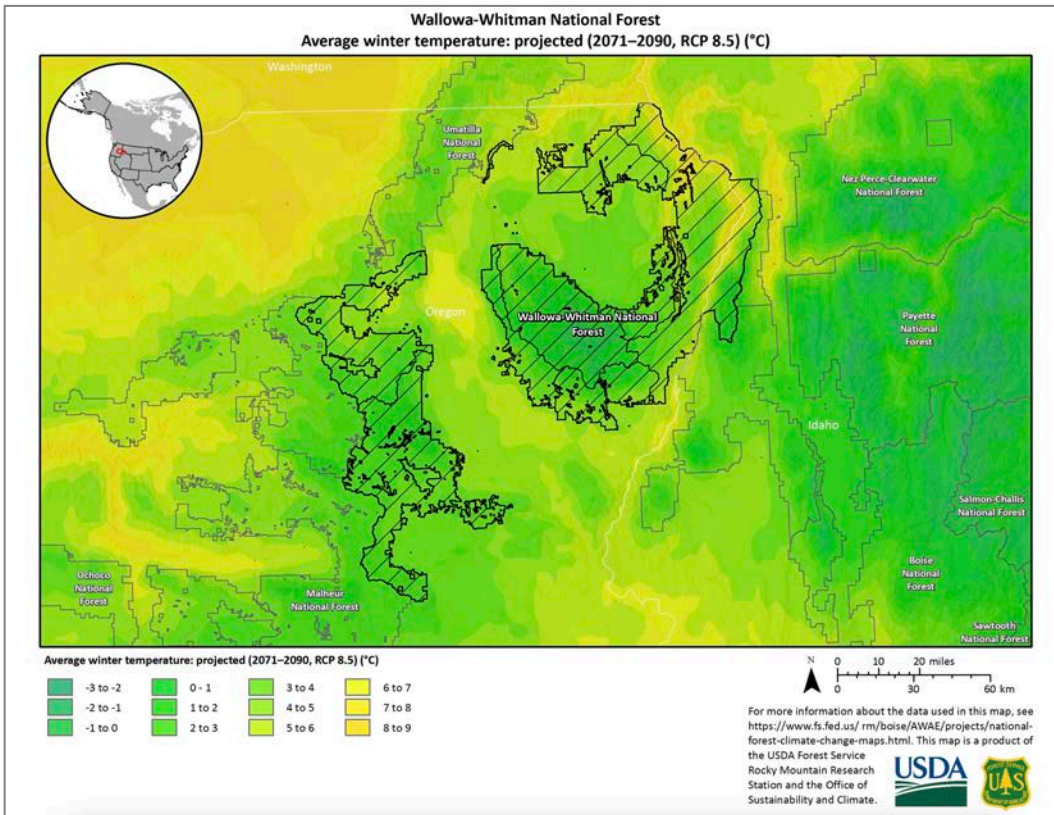
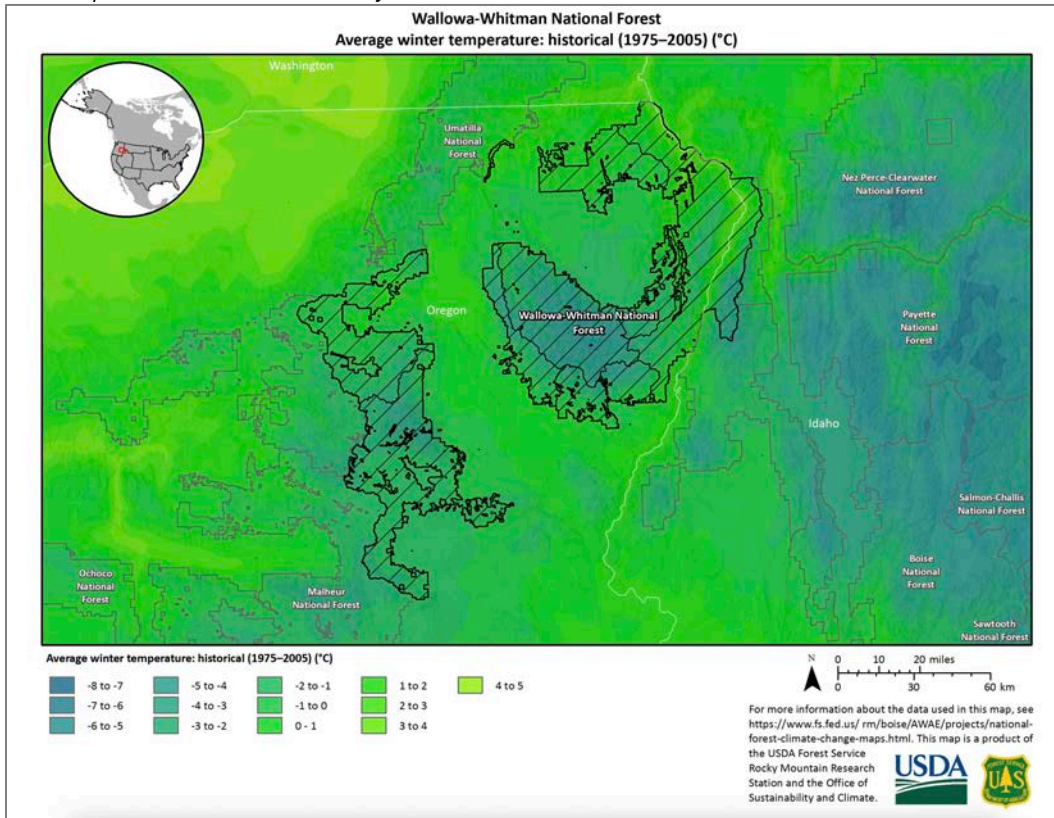
The [United States Department of Agriculture](#) (USDA) provides one model to predict long-term seasonal precipitation and temperature for NE Oregon. The USDA has a strong interest in climate change as it will likely have significant impacts on agriculture and forestry, the mainstays of Oregon's economy. The USDA predicts that NE Oregon will be warmer in both summer and winter but that precipitation levels will remain fairly constant.

## Summer Temperature: Historic vs. Projected

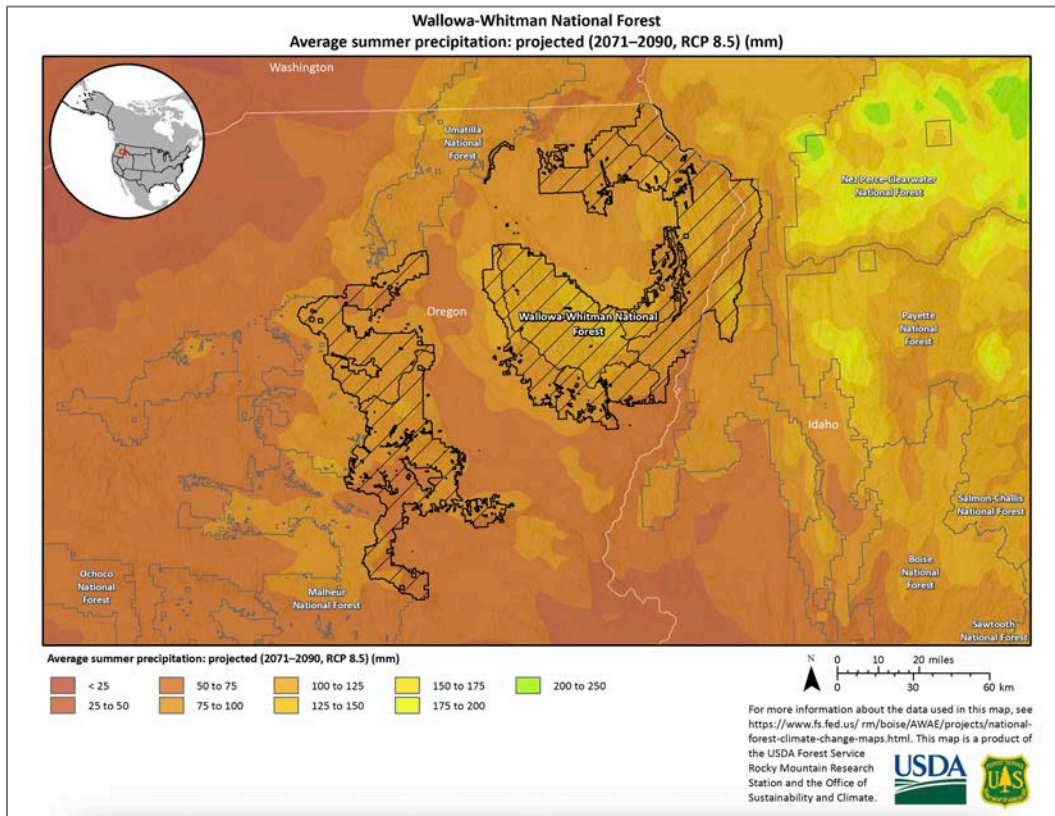
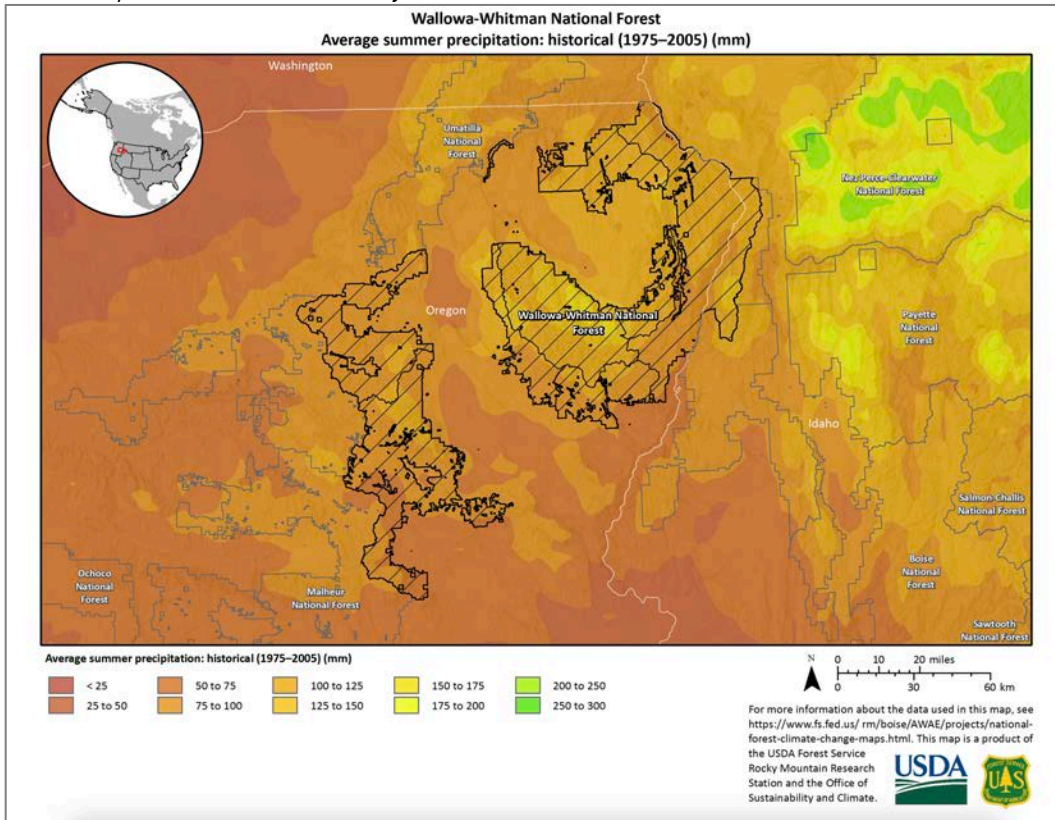




## Winter Temperature: Historic vs. Projected

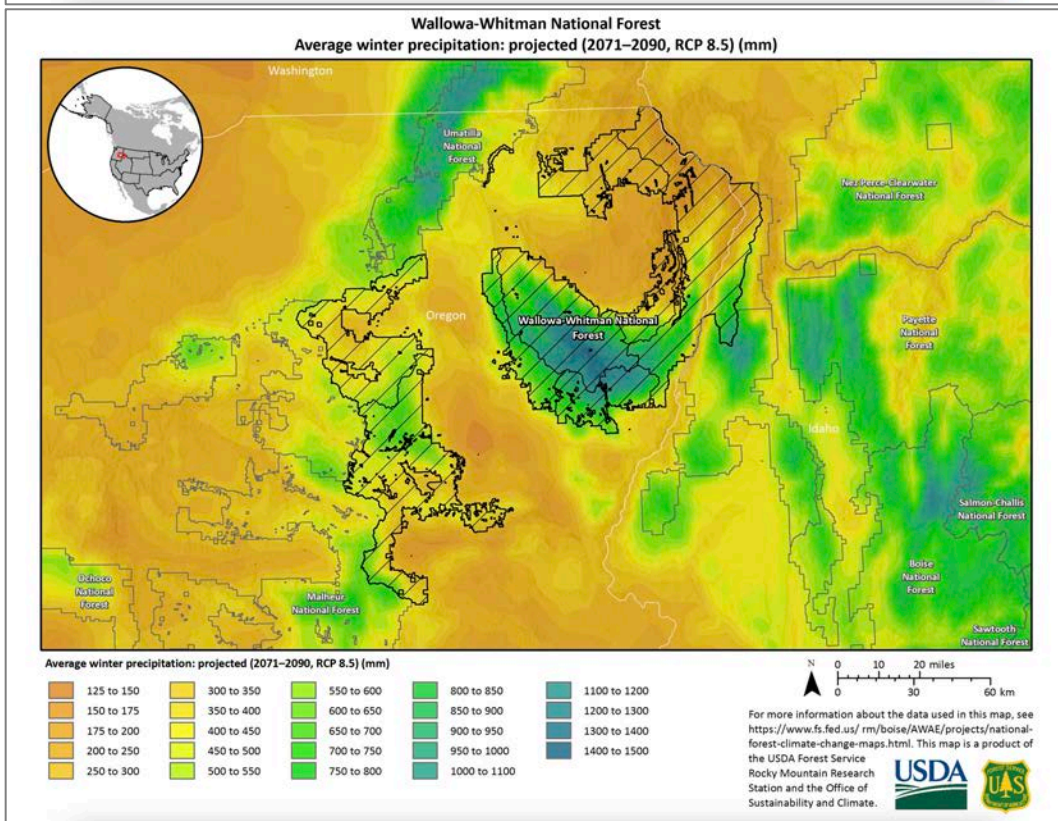
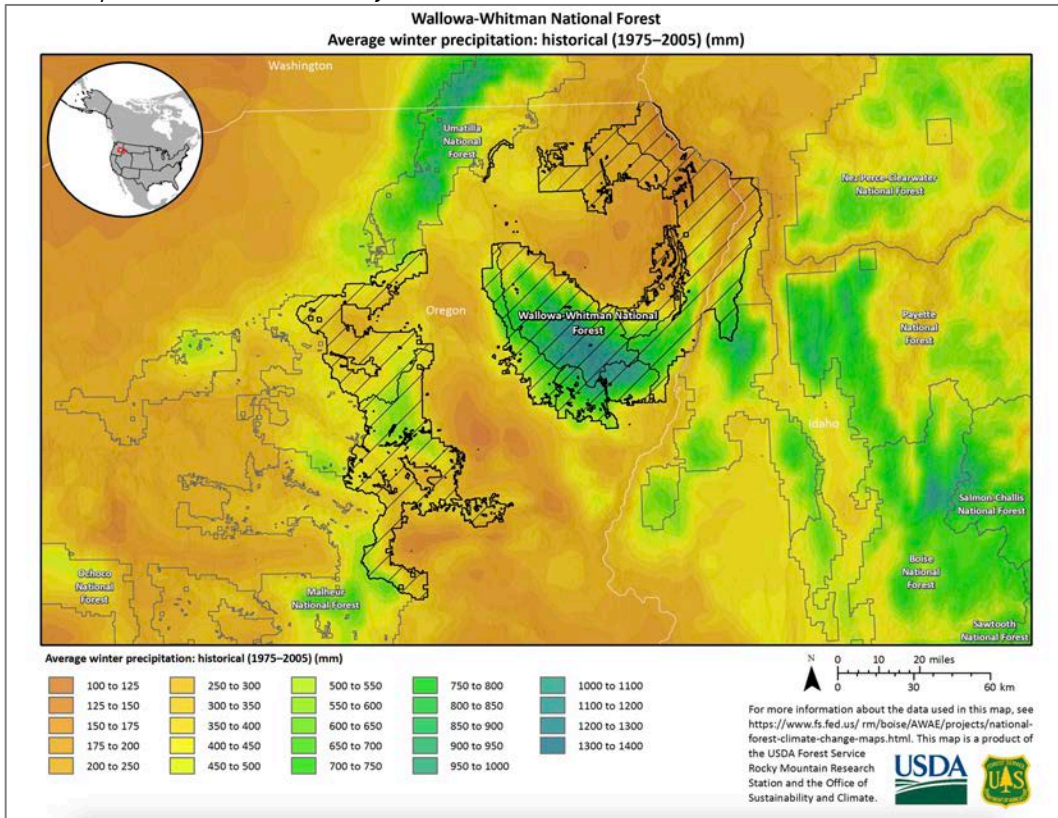


## Summer Precipitation: Historic vs. Projected





# Winter Precipitation: Historic vs. Projected



## Appendix F – Multi-Day Riding Itinerary for Baker City

### *Overview*

A former gold rush town and a major stop on the Oregon Trail, Baker City is now a mountain biking bonanza centered around the Elkhorn Mountains that tower behind the town. The riding feels more like the Alps than the Cascades, with granite-strewn trails haunted by shagging mountain goats. True to its pioneer heritage, after a hard day on the trails the historic downtown welcomes you back to civilization with local restaurants and brewpubs.

### *Ride Itinerary*

Day 1 – Anthony Lakes Mountain Resort [moderate]

### *Overview*

The recently constructed Broadway Flow Trail is a great way to warm up on your visit, with a base elevation of 7,100' to keep you cool as the valley floor heats up. If you want additionally rocky terrain in your day then jump on the singletrack trails that roam around the resort, tucking in and out of the trees and across granite lines cut into the hillsides.

### *Route Details*

The scenic drive to Anthony Lakes Mountain Resort will get you in the mood for the terrain you'll encounter. As you wind your way up to the lodge, the trees will thin out and the granite slabs will become more prominent, until you arrive at the parking lot at just over 7,000'. Unless you've coming from another high-elevation destination, don't try to sprint out of the gate or you'll be gasping after 60 seconds.

The lift only runs for select events so unless you've timed your arrival with one of those weekends, you'll need to earn your turns on the Broadway Flow Trail. The climb up is just under two miles with a couple steep pitches to make sure you're legs are warmed up by the time you reach the top. The effort is worth it, though, because the descent packs a lot of twists and turns as you drop 800' through berms and rollers built to maximize momentum. Take the first lap easy and get to know the trail, then head back up for a second time to link it all together with maximum flow. At this elevation, even pumping the trail will give you a workout.

A third lap brings it all together but if you're already feeling your legs or if you want rockier terrain in your day then jump on the XC ski routes for some granite grinding. Although they are covered with snow in the winter, in the summer these routes turn into singletrack trails that provide a good challenge with short, scenic loops around the ski area, mixing in high-alpine loam with rocky outcroppings. Add just a couple miles or see if you can ride it all for the full experience.

### *Riding Season*

The start of the riding season is dependent on the previous winter's snowpack but plan on early summer through fall.

<https://ridewithgps.com/routes/29077257>

<https://www.trailforks.com/trails/broadway-flow-trail/>

<https://www.trailforks.com/region/anthony-lakes-recreation-area-24951/>

## Day 2 – Elkhorn Crest Trail [difficult] [Ambassador Route]

### *Overview*

Some trails are physically difficult, with long, grinding climbs; other are technically challenging, with endless rocky exposure. The Elkhorn Crest Trail is both, but that's not all: it may also be Oregon's most beautiful ride, just a narrow ribbon of singletrack that threads past jagged peaks, alpine lakes, and shaggy mountain goats. Toss in a three-mile, hell-raising descent to finish and you'll be hard-pressed to find a better adventure for those who possess both strong legs and nerves of steel.

### *Route Details*

There is no sugar-coating it: the climb is brutal. Six miles of loose, steep doubletrack that will have you questioning your decision to embark on the ride. It's worth it, though, so take your time and enjoy the variations in the landscape and geology as you climb towards Marble Pass.

Once you're on the trail you are mercifully rewarded with a rolling alignment that gives your legs a break. Surfing along at 8,000' above sea level affords amazing views in all directions but you'll have to stop to enjoy them because the narrow, jagged tread demands every ounce of your attention. You'll make steady progress but your hands will cramp from death-gripping your bars as you link together an endless array of moves over rock notches and around outcroppings. The exposure is omnipresent and you don't want to fall this deep in the backcountry.

You'll pass a couple trail intersections but pay them no mind as you continue to head northwest along the ridgeline. About 11 miles from the start of the trail you'll hit a mining claim with a hilarious and otherworldly bit of folk art that creates a mandatory photo op. Time to turn around and retrace some of your route but don't be discouraged, the trail feels sufficiently different heading back.

Once you're returned to the shadow of the namesake Elkhorn Peak, prepare to drop down the scenic and challenging Twin Lakes trail. After miles of traversing you'll have to reacquaint yourself with tight switchbacks that appear to have been blasted into the bedrock. You'll brush alongside the Twin Lakes and make sure to stop so you can marvel at the pristine, cool waters that are fed by the surrounding cirques.

After the lakes, the trail continues plummeting on one of the best descents in the state, with fast, raw singletrack that is punctuated by switchbacks, roots, rocks, and a single-log bridge. The trees fly by as you dive deeper into the forest, eventually peeling off 3,000' by the time you hit the three miles of doubletrack descending that will take you back to your car. Congratulations, you've just ridden one of the best trails in Oregon!

### *Riding Season*

The high elevation keeps the trail buried in snow until summer; make sure to check the conditions before starting the climb. The trail stays clear through fall, and even though early-season storms drop a little snow it can melt away in a matter of days.

[https://ridewithgps.com/ambassador\\_routes/1312-elkhorn-crest-trail](https://ridewithgps.com/ambassador_routes/1312-elkhorn-crest-trail)



<https://www.trailforks.com/route/elkhorn-crest-trail-loop/>

Day 3 – Philips Lake loop [easy]

#### *Overview*

Time to give your body and mind a break with a pedal around Philips Lake reservoir, where you're sure to spot an abundance of birds while plying the scenic singletrack. Regardless of whether you take it easy or hammer out the loop, bring a cooler of cold beverages and kick up your heels after the ride.

#### *Route Details*

If you're fortunate enough to be staying at the awesome Southwest Shore Campground then just roll out from your picnic table. If you're arriving to the trail from Baker City, take the first exit to the lake as you head west on Highway 7. Drive across the dam and park just on the other side where there is a kiosk. You can ride the trail in either direction so make a choice based on whether you're more of a clockwise person or a stock car racer-type.

The lake is host to an abundance of four-legged critters, and birds both in the air and on the water. There's a good chance you'll see a raptor overhead so keep your eyes peeled and your birding app handy. Otherwise, the trail is mostly smooth with occasional technical sections, climbing and descending at moderate grades. There are several boat ramps and logging roads to cross, in addition to an array of social trails splitting off from the main route, so it's a good idea to use the tracklog to navigate. You can't go to far astray if you keep the lake in sight.

Take your time and enjoy the scenery or push yourself for a non-stop circumnavigation, making the 15 miles as easy or as hard as you'd like. This is a great trail if you're with the mini-rippers, as a quick out-and-back on the south side of the lake provides a relatively easy, but still scenic, spin among the trees (and avoids a short section of the highway needed to complete the entire loop). Add in some fishing or shoreline exploring for the kids and you'll have a full day of fun.

#### *Riding Season*

Late spring through fall.

[https://ridewithgps.com/ambassador\\_routes/875-philip-reservoir-mason-dam-lake-shore-lo](https://ridewithgps.com/ambassador_routes/875-philip-reservoir-mason-dam-lake-shore-lo)

<https://www.trailforks.com/route/philips-lake-loop/>

Day 4 – Mt. Emily Recreation Area loop [moderate]

#### *Overview*

Built by local riders with an eye towards fun, MERA maximizes the available vertical and takes advantage of the variable terrain with a seemingly endless parade of berms and rollers punctuating the narrow singletrack. Don't worry, though, the aptly named Rock Crusher will keep you on your toes, as will several fast chutes.

This ride is but an introductory sampler, intended to get you oriented. You could easily spend 2-3 days at MERA, riding all the trails and taking seconds on your favs, there is that much goodness to go around.

### *Route Details*

Park at the Igo Lane trailhead and head up Hot Shot to start the climb. You'll hop onto and then off of various trails and gravel roads as you make your way to the top, so it's best to keep the tracklog handy for navigation. As you gain familiarity with the network you can also choose to do a longer or shorter ride as your time allows.

Your destination is the top of Caffeine Trail, which has lovely views to the valley below as you start the descent. After many, many fun berms you'll traverse clockwise on the MERA Loop Trail, which serves as the backbone of this route. After about a quarter mile, you'll turn left onto Sasquatch, which climbs again and then drops back onto the MERA Loop Trail, where you'll stay right.

Keep your eyes peeled for Ricochet on your left, a slightly rowdier descent with plenty of twists and turns. This puts you onto the lower leg of the MERA Loop, where you'll head left and descend to Rock Crusher, the final stretch. You've saved the best for last, with rocky roll-overs and tight gaps to bring some slow-speed tech to the ride. Rock Crusher ends back at the Igo Lane trailhead, and now you're just minutes from refreshments in historic downtown La Grande, where you can compare notes with your friends on your favorite sections and plan your next outing.

### *Riding Season*

Spring through fall, although the dry climate frequently extends the season in either direction.

<https://ridewithgps.com/routes/29079690>

<https://www.trailforks.com/route/mt-emily-recreation-area-sampler-loop/>

## Day 5 – Dutch Flat O&B [difficult]

### *Overview*

You want rock? Maybe more rock than you can handle? Then get ready to scare yourself silly. This trail is chunky, fast, AND narrow, with tight switchbacks thrown in to keep you guessing. While the out-and-back nature of this ride can be physically demanding, it does give you the opportunity to scope the line on the way up, because it all comes at you fast (and with consequences) on the way down. Fortunately, the lower half of the trail is mellower but not any less fun, and the larch needles create a twisty, golden ribbon of drift punctuated by rocky chutes.

### *Route Details*

To get to the trailhead, take the scenic Anthony Lakes Highway towards the ski resort. Turn left onto NF-7307 and drive back to the trailhead. You can also park at the beginning of NF-7307 if you want to be gentle to your vehicle.

You'll begin climbing immediately, through a beautiful evergreen forest. If you've had the good luck to visit in the fall, you'll be rewarded with one of the conifer forest's most stunning sights: the soft, golden rain of falling larch needles. It is an ethereal experience, like riding through a gentle snowfall of gold gilt. Regardless of the season, you'll be thankful that the climb starts at a reasonable grade to let your legs warm up. However, there is no hiding the fact that you're climbing above 5,000'.

About 5.5 miles into the ride you'll edge close to the namesake Dutch Flat Meadow, a gorgeous, remote basin with primitive campsites. Take a break to enjoy the view because you're about to grunt up the last two miles to the top. While not necessarily steep, the final climb is narrow and rocky, adding extra challenge to the thin air.

Your destination is the intersection of the Elk Horn Crest Trail, where you'll top out just shy of 8K'. Drop your bike and take a quick stroll along the crest to savor the stunning views that are unparalleled in the state, looking deep into central Oregon to the west and across to Idaho to the east. Once you have a sufficient amount of photos for your social media feed, it's time to prepare yourself for the task at hand: reaping the rewards of your climb.

As you may have surmised on your way up, the descent is amazing. Chunky granite boulders reward sniper-precision line choice while the narrow tread will have you death-gripping your bars. The switchbacks come up fast and many require a rear-wheel hop to clean: no bermed-out turns here in the backcountry, my friend. If you can on-sight the descent without dabbing, you're better than most.

While the exposed descending can be nerve-wracking fun, it ends once you hit Dutch Flat Meadow, and then you're back on classic PNW singletrack, drifting around sweeping turns and sprinting into the rock chutes. Your legs will just start to fade as the trail ends but the memory of this ride will light up your smile for years to come.

#### *Riding Season*

Late spring through fall.

<https://ridewithgps.com/routes/29079794>  
<https://www.trailforks.com/trails/dutch-flat/>

#### *Had fun but want more?*

Umatilla Rim [insert link to RidewithGPS and/or TrailForks route]

[https://ridewithgps.com/ambassador\\_routes/1454-umatilla-rim-trail-to-lake-creek](https://ridewithgps.com/ambassador_routes/1454-umatilla-rim-trail-to-lake-creek)  
<https://www.trailforks.com/trails/umatilla-rim-trail/>

Round Mountain/Lookout Mountain (Ochocos)

<https://ridewithgps.com/trips/5304067>  
<https://www.trailforks.com/route/roundlookout-loop/>

#### *Services*

[DMO-generated list of brewpubs, restaurants, hotels, bike shops, guide and shuttle services]

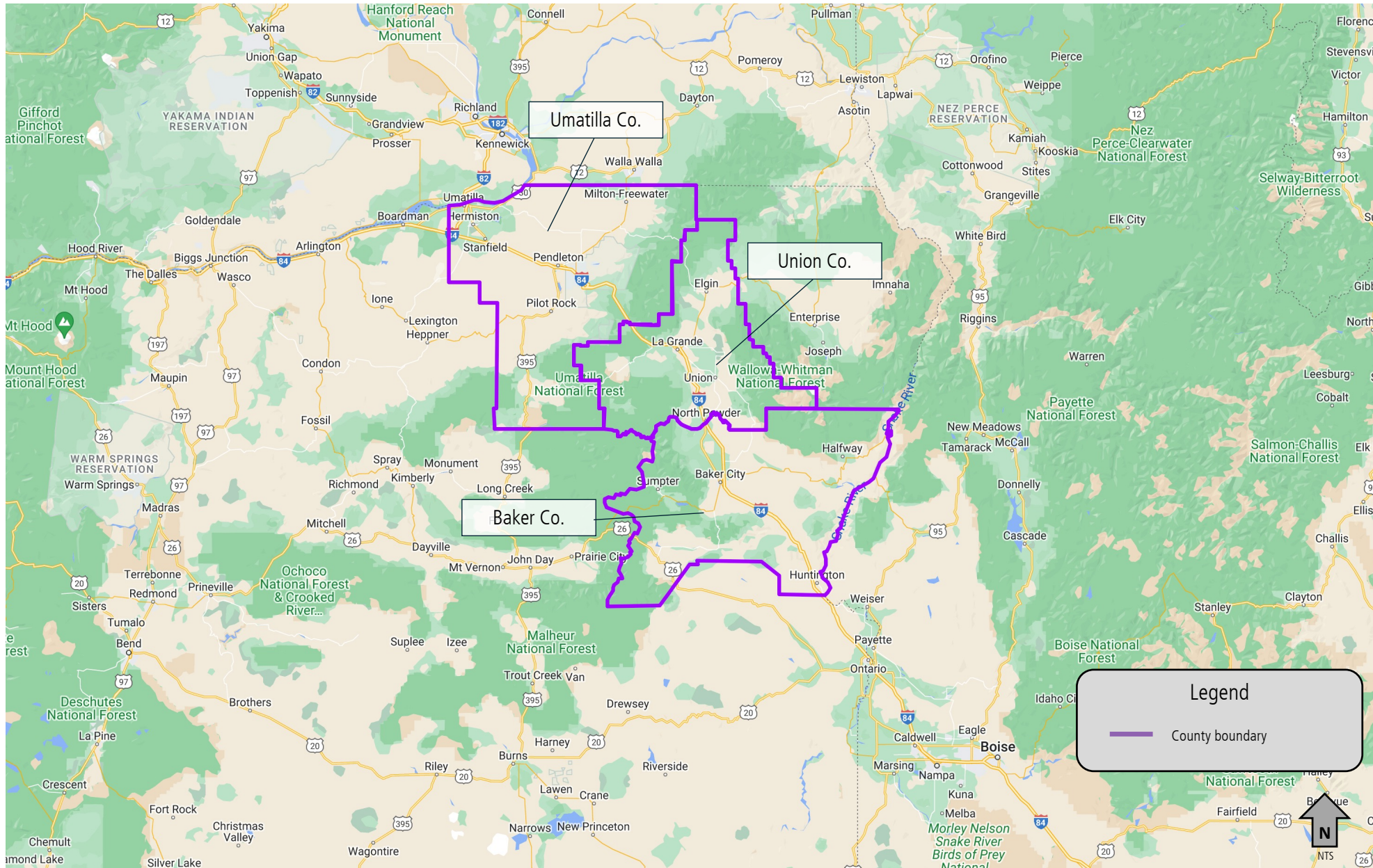
#### *Getting there*

[DMO-generated directions from PDX, Bend, WA, CA, and ID]

## Appendix C – Maps and Matrices



### Project Area





### Existing Trail Systems

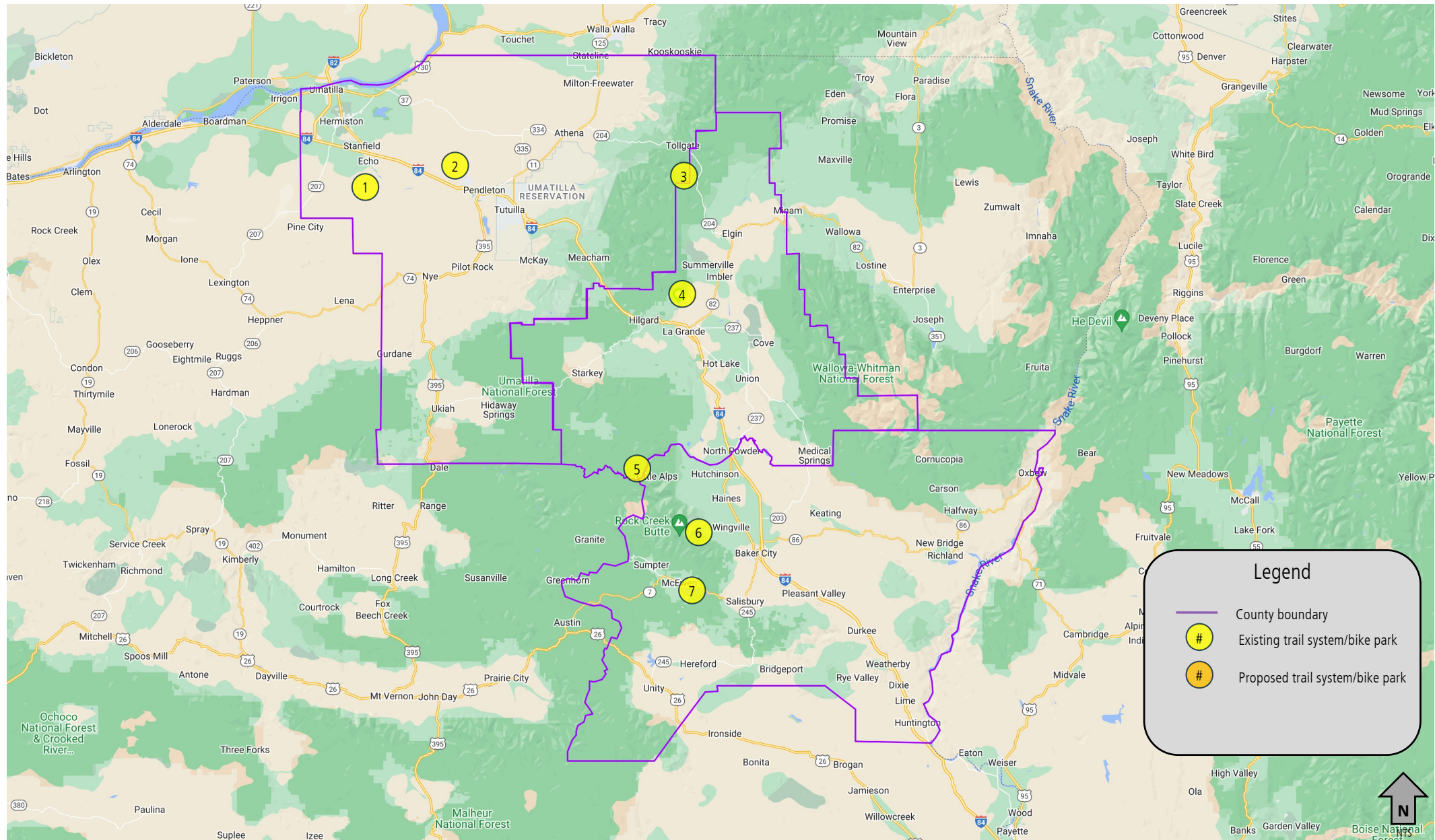


Photo courtesy of Travel Oregon

## Existing Trail Systems Gap Analysis

Northeast Oregon Tri-County Destination Mountain Bike Plan							
Map Reference Number	1	2	3	4	5	6	7
Existing Trail System Name	Echo	Pendleton Adventure Trails	Umatilla Rim	Mt. Emily Rec Area (MERA)	Anthony Lakes Ski Resort	Elkhorn Crest	Phillips Lake
Trails	Entire system	Entire system	Umatilla Rim, Buck Mountain, Eagle Ridge	Entire system	Two Dragons, Broadway Flow Trail, Elkhorn Crest (non-Wilderness), Nordic trail network, Dutch Flat (O&B)	Elkhorn Crest (non-Wilderness), Twin Lakes, Pole Creek Ridge, Summit Lake	Entire system
Criteria							
Sufficient quantity of trails in a cohesive network to host a large number of riders and be of a sufficient length to comprise a 3-4 hour outing for a typical group ride (+/- 20 miles of riding)							
>1,000 vertical feet of continuous descending, with more desired							
Trails are designed and constructed to take advantage of the fun and efficiency of a mountain bike							
Bike-primary trails (no equestrians or motorized users; hikers yield to cyclists)							
Range of skill levels including at least blue square and black diamond trails							
Sufficient and quality infrastructure (accessible parking and restrooms, signs)							
Directional trails with climbing- and descending-only trails							
Local riders welcome visitors (no localism)							
Surrounding community is welcoming of range of visitors, particularly with regards to race, gender, sexual orientation, socio-economic status, and ability/disability							
Maintained to a minimum quality (brushed, cleared of logs, no significant washouts/blowouts, minimal rutting, no major puddling)							
Minimum two seasons of quality riding (minimal mud, puddles, dust, smoke, brush, blowdown, poison oak, ticks, mosquitos, cow manure); major destinations must be open and have optimal riding conditions during target visitor season							
Design disperses users and minimizes crowding							
Nearby tourism services (or the opportunity to develop) including bike shop and bike-friendly lodging							
Shuttle, uplift (chairlift), and/or eMTB opportunities							
Guiding is allowed							
No membership or site-specific waivers required							
Appeals primarily to enthusiasts who possess intermediate-level physical conditioning and technical skills							
Long descent at the end of the ride, preferably with a drop in excess of 2,000 vertical feet at an average gradient at or above 7%							
Trail tread that is mostly stable and predictable							
Primarily singletrack, with all major descents being nearly 100% singletrack							
Minimum 80% of the climbing is on closed/low traffic roads or singletrack with a minimum of 30% of the climbing is on singletrack							
Easy to navigate with minimal intersections; convoluted "spaghetti plate" trail systems that require constant consultation with mapping apps degrade the flow of a ride							

■ = meets criteria  
■ = does not meet or marginally meets criteria



Proposed Destination-Quality Trail Systems

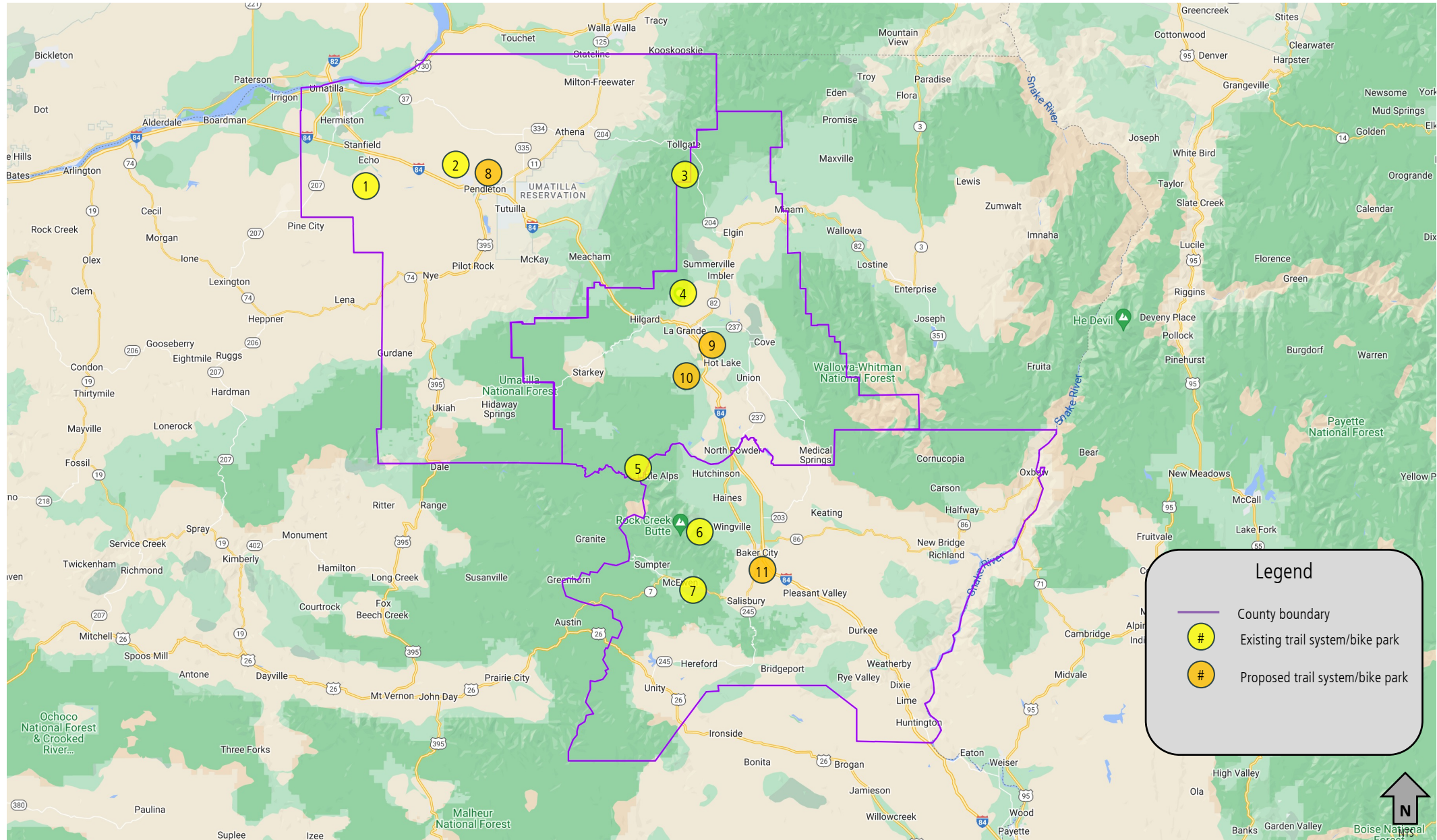


Photo courtesy of Travel Oregon



## Proposed Destination-Quality Trail Systems Details

#	Trail/System/Bike Park	Status	Trail(s)	Landowner/manager	Affiliated Community	Notes
1	Echo	Existing	Entire system	Private	Echo, Pendleton	Closest trail system to Portland metro area.
2	Pendleton Adventure Trails	Existing	Entire system	City of Pendleton	Pendleton	
3	Umatilla Rim	Existing; needs routine maintenance	Umatilla Rim, Buck Mountain, Eagle Ridge	United States Forest Service	Milton-Freewater, Elgin	
4	Mt. Emily Rec Area (MERA)	Existing and to be developed	Entire system	Union Co.	La Grande	Opportunities exist to develop new trails and/or modify existing ones; consider updating trail plan to focus on gaps.
5	Anthony Lakes Ski Resort	Existing and to be developed	Two Dragons, Broadway Flow Trail, Elkhorn Crest (non-Wilderness), Nordic trail network, Dutch Flat (O&B)	ALORA under permit from the United States Forest Service	North Bend, La Grande, Baker City	Additional trail development identified in the approved <i>Anthony Lakes Mountain Resort 2023 Master Development Plan</i> ; need legislative or physical solution to connect Elkhorn Crest Trail through to Dutch Flat.
6	Elkhorn Crest	Existing; needs routine maintenance	Elkhorn Crest (non-Wilderness), Twin Lakes, Pole Creek Ridge, Summit Lake	United States Forest Service	Baker City	Difficult access and poor connectivity will ensure this remains an epic, backcountry ride.
7	Phillips Lake	Existing; needs routine maintenance	Entire system	Bureau of Reclamation and United States Forest Service	Baker City	Family-friendly riding with camping.
8	Pendleton Bike Park	To be developed	To be developed	City of Pendleton	Pendleton	Destination-quality bike park that will also be a high-quality local recreation amenity.
9	La Grande Bike Park	To be developed	To be developed	City of La Grande	La Grande	Destination-quality bike park that will also be a high-quality local recreation amenity.
10	ManuLife timberlands	To be developed	To be developed	Private	La Grande	Gravity-oriented blue square and black diamond trails with shuttle access.
11	Baker City Bike Park	To be developed	To be developed	Baker City	Baker City	Destination-quality bike park that will also be a high-quality local recreation amenity.