



FACTS ABOUT THE WILDCAT FLOW TRAIL

1.4 MILE

TRAIL LENGTH

0.4%

OF WILDCAT + TILDEN PARKLAND

5

ACCESSIBLE TRAILHEADS

2,500+

PETITION SIGNATURES

- 1 Not a "thrill ride" or intensive recreational unit**
Speeds on a flow trail are moderate — much slower than on the existing Mezue fire road. Berms and rollers control speed by design. Big jumps are opposed by EBRPD Board members.
- 2 Won't bring large numbers of new riders**
A 1.4 mile trail with no surrounding single-track trails won't attract riders who drive because they will prefer more extensive trail systems elsewhere. Most users will be local school teams and families.
- 3 Not a suitable race venue**
NICA races require several miles of looped, undulating cross-country trails. A flow trail is unsuitable. EBRPD confirms this in their project FAQ.
- 4 No supporting facilities needed**
The trail will take 10-15 minutes to ride down. Local riders won't stay long enough to require bathrooms or water. Other Bay Area flow trails (Tamarancho, Soquel Demo) have no facilities with zero issues.
- 5 An Environmental Impact Report (EIR) is underway**
All studies conducted by the Park District thus far indicate that there will not be significant impacts to natural or cultural resources. An Environmental Impact Review will further assess potential impacts and any required mitigation.
- 6 Wildcat Canyon is a suitable location**
Bike riding is an established use in Wildcat Canyon, and has been recognized there by the Park District since the 1997 Master Plan. Wildcat Canyon is not a special "Natural Area" as opponents imply. Most parklands across the District are "Natural Areas", with bikes allowed on designated trails. The trail corridor is cattle-grazed land alongside an existing fire road — not undisturbed wilderness. Staff evaluated 3 alternative sites and found them unsuitable.
- 7 Havey Canyon impact will be positive**
Riders will prefer the flow trail over the eroded Havey Canyon descent, and Mezue over the longer Havey Canyon climb. Both downhill and uphill use of Havey Canyon will decrease.
- 8 Criticisms of the public process miss key facts**
Opponents claim the Park District developed the flow trail project "in secret." In fact, project proponents conveyed financial and volunteer support for the trail at a public meeting in December 2021. In February 2022, TUWG* members, including Norman La Force, discussed the trail. Later that month the Park District's Board Executive Committee supported proceeding with study of the trail, already funded in the 2022 budget.
- 9 Local bike organizations committed to maintenance**
BTCEB (local cycling advocacy organization) and NICA teams have committed in writing to maintain the trail. They have been doing this at Crockett for years.

*The Trail User Working Group (TUWG) was convened by the Park District from 2020 to 2022 and explored single-use bike trails to manage user conflict and improve safety.



Wildcat Canyon Regional Park — Wildcat Bike Trail (Photo: EBRPD)

Sign the Petition at friendsofwildcat.com
2,500+ community members have already signed in support

Friends of Wildcat Flow Trail

A local, independent neighborhood group
Not affiliated with EBRPD or any other organization

Proven at Briones — EBRPD Board made it permanent
Supported by BTCEB (est. 1987), NorCal NICA, Rich City Rides
friendsofwildcat.com · [@friendsofwildcat](https://twitter.com/friendsofwildcat)