

City of Ashland
PARKS AND RECREATION COMMISSION
TRAIL MASTER PLAN UPDATE COMMITTEE
MEETING MINUTES
August 25, 2017

PRESENT: **Parks Commissioners:** Mike Gardiner, Jim Lewis;
 Additional Committee Members: David Chapman, Torsten Heycke, Stephen Jensen
 City and APRC Staff: APRC Division Chief-Forestry Resource Chis Chambers; APRC Interim
 Parks Superintendent Jeffrey McFarland; GIS Analyst Lea Richards; APRC Director Michael
 Black
 APRC Minute-taker: Betsy Manuel

ABSENT: **Committee Members:** Luke Brandy, Jim McGinnis

I. CALL TO ORDER

Chair Chapman called the meeting to order at 10:00 a.m. at 51 Winburn Way, Ashland OR.

II. ADDITIONS OR DELETIONS TO THE AGENDA

There were none.

III. APPROVAL OF MINUTES

There were none.

IV. PUBLIC PARTICIPATION

• *Open Forum*

There was none. Jim Falkenstein was present as an observer.

V. ADDITIONS OR DELETIONS TO THE AGENDA

Black reported on a situation at the well-used trailhead at Grandview where it intersects with the Ditch Trail. He stated that the access road was a public right of way, but a portion of the parking area encroaches on private land. The property owner has requested that no parking be allowed on the private parcel and the homeowner has posted signs to discourage parking. Because of the ambiguity of the handwritten signs, an agreement was made with the property owner to post "No Parking" signs only.

Black indicated that a more permanent solution was under consideration by APRC and the City's legal counsel. In response to a question by Jensen, Black stated that there were no recorded easements for trailhead parking and plans are to approach the homeowner with an offer to purchase an easement or the section of the property that is currently being used as parking.

Chapman suggested trading a city right of way for the parking area. Black noted that the city right of way was above the property. He stated that the property owner was concerned about fire in the area, noise,

and other disturbances. The City and APRC will initiate steps to mitigate fire danger, and address the owner's other concerns.

VI. UNFINISHED BUSINESS

a. *Continue Reviewing and Discussing:*

i. **Central Area Bike Path (Maps 2 and 3)**

McFarland talked about the work completed to date, noting that the next step would be to finalize the corridors. Once the group has completed corridor boundaries and discussed areas where further development would be needed while also identifying trouble spots, the work of composing and editing the various chapters will be assigned. McFarland noted that guest speakers from the Transportation Commission and SOU would be invited to present their views for greater awareness of activities that might affect future trails.

Chapman reported that a representative from the Transportation Commission would be invited to attend the next Trail Master Plan Update Committee meeting. He reviewed potential trouble spots such as the railroad crossing at Oak and Van Ness streets, stating that when the crossing was improved, the stop sign on the south side of the tracks was removed. He noted that removal of the sign increased the potential for collisions between cyclists and vehicular traffic. Gardiner added that there was also a need for a safe pedestrian crossing in that area.

In reply to a question by Jensen, Gardiner noted that the stop sign should be located where the pedestrian crossing is rather than above A St.

There followed a brief discussion about a pedestrian crossing in the area. Lewis noted that the Transportation Commission should be made aware of the safety concerns. In addition, it was suggested that Public Works and/or Planning be made aware of the interest in future development of the bike path there. McFarland suggested that the pedestrian crossing be separated from a bike/vehicular crossing.

Map One - Review

The first map depicted the Central Area Bike Path and encompassed the area from Jackson St. in the West, to the Billings Ranch and on towards Railroad Park. An extension of the pathway to Otis St. was identified for future development as a side connection. Lewis stated that there were many other possible connections to trails once Railroad Park was accessed. He noted that the Central Area Bike Path goes through Railroad Park, with the Creek-to-Crest Trail Route continuing on via the streets. McFarland agreed, stating that future development on the north side of Railroad Park should be a priority.

Lewis highlighted the numerous short trails that could provide connectivity from Railroad Park. He stated that a crossing at 8th St. would prevent people from following an unauthorized trail that runs alongside the railroad tracks. Jensen inquired about a new legally recognized trail in the area.

Chapman intimated that the most practical crossing would be 4th St. Lewis noted that there were illegal

trails in place, suggesting that validating those would lead to a crossing at 8th St. He stated that there is a trail there that people use regularly. McFarland noted that both 4th and 8th were possibilities. Lewis stated that the crossings should be listed as a priority in the Master Plan.

McFarland asked about the development of side corridors along the railroad tracks. Chapman stated that in his opinion, the track crossings should become a regular corridor because of the connection between the Greenway and downtown Ashland.

Jensen traced a future bike path and pedestrian trail from Beach St. to North Mountain, through the SOU campus to the ponds and from there to Bear Creek. Discussion followed about naming the area that such a trail would encompass. At this time, there is no known railroad crossing for the Central Area Bike Path. It was agreed by consensus that the area would be named the Mountain Creek Corridor. Lewis stated that the area surrounding 4th Street was slated for development and would be a key area for connectivity. He suggested that the potential corridor be part of the narrative in the Master Plan.

It was noted by Black that there would have to be a mid-block crossing. Difficulties in obtaining permission for such a crossing from the Railroad and whether the crossing should become a dedicated bike crossing, a pedestrian crossing only or a vehicular crossing were examined. Lewis advocated for asking permission for crossings at both 4th and 8th streets. Black noted that there was a 4-part process application when seeking permission for a railroad crossing. He stated that the process takes several months and approval criteria is related to safety. At-grade crossings were preferred to under or overpasses.

Map Two

The second map encompassed the area from Railroad Park to Garfield St. past Hunter Park to Tolman Creek Rd. Gardiner noted that the path was mostly complete until the Ashland Street overpass was reached. Lewis noted that no railroad crossing would be needed for this area. Heycke asked about connectivity from the Mistletoe area to Normal and beyond. He stated that connectivity to the Central Area Bike Path from Normal was not developed and the bike path ends at the railroad tracks. Richards noted that the path ends at Hunter Park – the limits of the City boundary. Chapman indicated that there was a completed Master Plan for Normal Street completed by the Transportation Commission. A railroad crossing in the area is a private crossing and there would be added difficulties in attempting a crossing change from private to public right-of-way if it was determined that it was needed for the Central Area Bike Path. There followed a brief discussion about the possibilities in the Normal St. area. Chambers noted that access to the YMCA Park was important for people in the area and that there was no safe passage via Normal St.

Black explained that the YMCA Park was now owned by the “Y”. In an agreement with the Y, APRC agreed to develop a three-acre parcel adjacent to the YMCA Park as a neighbourhood/dog park. In return, the Y was granting a public-pedestrian access easement through the YMCA Park to the APRC new park property.

Chapman noted that trail development in the Normal St. area along the north side of railroad tracks had been planned and would be developed at some point. The plan would facilitate better connectivity with Ashland Middle School.

Map Three

The third map depicted Croman Road and a potential trail and/or corridor in an area called the Croman Mill District. The bike path currently ends at Tolman Cr. Rd. From there a cyclist would take Mistletoe Rd. back to Siskiyou. Richards noted that plans for the development of the new district included potential trails. *

VII NEW BUSINESS

a. Review and Discuss Additional Trail Corridors:

- i. Western Forest Lands Corridor (new)
- ii. Eastern Forest Lands Corridor (new)

McFarland noted that work needed to be done to determine whether the two new designations--Eastern Forest Lands and Western Forest Lands--have the potential to become corridors. Richards noted that they do not follow linear features. In addition, connections to the Grizzly Peak/Imperatrice area were in the early conceptual stages, and plans for future trails must wait for further developments. It was decided to designate the Eastern Forest Lands, Western Forest Lands, Grizzly Peak/Imperatrice as areas and not corridors.

VIII. There being no further business, the meeting was adjourned at 11:40 a.m.

Respectfully submitted,

Betsy Manuel, Minute-Taker
Ashland Parks and Recreation Commission

**On August 17, 2010, the Ashland City Council passed ordinances adopting the Croman Mill District and design standards for development in the district. The zoning district and design standards became effective on September 17, 2010. Chapter 18.53 Croman Mill includes the general requirements, allowed uses, and dimensional standards for the zoning district. Section VIII Croman Mill District Standards of the Site Design and Use Standards includes standards for streets and access, for the physical orientation and arrangement of buildings, and for location, design and management of parking. For more information about local regulations pertaining to the Croman Mill District, contact the City of Ashland Community Development Department at (541) 488-5305 or email planning@ashland.or.us."

These Minutes are not a verbatim record. The narrative has been condensed and paraphrased at times to reflect the discussions and decisions made. Ashland Parks and Recreation Commission Subcommittee meetings are digitally recorded and are available upon online