

IMPORTANT: Any citizen may orally address the Parks Commission on non-agenda items during the Public Forum. Any citizen may submit written comments to the Commission on any item on the Agenda, unless it is the subject of a public hearing and the record is closed. Time permitting, the Presiding Officer may allow oral testimony. If you wish to speak, please out the Speaker Request Form located near the entrance to the meeting room. The chair will recognize you and inform you as to the amount of time allotted to you, if any. The time granted will be dependent to some extent on the nature of the item under discussion, the number of people who wish to speak, and the length of the agenda.



MEETING AGENDA

ASHLAND PARKS & RECREATION COMMISSION

Trail Master Plan Update Committee

April 20, 2018

The Grove, Otte-Peterson Room—1195 E. Main Street

10:00 a.m.

- I. CALL TO ORDER
- II. APPROVAL OF MINUTES FROM APRIL 6, 2018
- III. PUBLIC PARTICIPATION & GUEST SPEAKERS
 - a. Open Forum
 - b. Review Any Public TMP Comments Received Since Last Meeting (All)
- IV. ADDITIONS OR DELETIONS TO THE AGENDA
- V. UNFINISHED BUSINESS
 - a. Continue Coordinating May 2 Open House for TMP Public Document Review (McFarland)
 - b. Continue Reviewing Chapter 13: "Trail Standards & Basic Design Elements" (Heycke/McFarland)
- VI. NEW BUSINESS
 - a. Committee Review of Chapter 9: Roca Creek Trail Corridor (Heycke)
 - b. Committee Review of Chapter 10: Cemetery-Clay-Hamilton Creek Corridors (Heycke)
 - c. Committee Review of Chapter 11: Tolman Creek Trail Corridor (Chapman)
 - d. Roundtable Discussion (All)
- VII. UPCOMING MEETING DATE
 - a. April 27, 2018
 - The Grove, Otte-Peterson Room—10:00 a.m.
- VIII. ADJOURNMENT—11:30 a.m.

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City of Ashland
PARKS AND RECREATION COMMISSION
TRAIL MASTER PLAN UPDATE COMMITTEE
MEETING MINUTES
April 6, 2018

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

ABSENT: Luke Brandy; Chief-Forestry Resource Chis Chambers

I. CALL TO ORDER

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

II. APPROVAL OF MINUTES

a. March 23, 2018

Motion: Lewis moved to approve the Minutes of March 23, 2018, as presented. McGinnis seconded and the motion carried unanimously.

III. PUBLIC PARTICIPATION & GUEST SPEAKERS

a. Open Forum

There was none.

b. Review Any TMP Comments Received Since Last Meeting

McFarland noted that an email commentary had been received from Jim Falkenstein with ideas to consider for the Master Plan. Falkenstein wanted to see a vision for the future – one that identified future trails and proposed infrastructure supported by the Master Plan. He suggested that the Committee advocate for initiatives to facilitate greater access to the wilderness and propose solutions for issues such as trailhead parking.

The second email commentary expressed a concern that the TID Ditch project would shut down existing trails located in the piping area.

There followed a brief discussion about the proposed construction and whether the piping would impact the Master Plan.

IV. ADDITIONS OR DELETIONS TO THE AGENDA

In response to a request by Richards, it was agreed that questions about mapping, the Wright's Creek Corridor and the proposed Open House would be addressed. She noted that the two-mile stretch of the TID

Ditch should be referred to as the Ashland Canal. She proposed that the Chapter in the TID Ditch should also refer to the Ashland Canal where appropriate. Jensen agreed, noting that the term should become more widespread.

UNFINISHED BUSINESS

a. *Plan/Coordinate May 2 Open House for TMP Public Document Review (McFarland)*

McFarland reported that the meeting would be held at the Senior Center at 6:00 p.m. on the 2nd. The space would be available for setting up at 3:30 pm

McFarland noted that the Open House would be focused on maps depicting Ashland's trails, corridors and forestlands. He suggested that Committee members be prepared to answer questions at stations where maps were displayed.

McFarland announced that Dorinda Cottle had prepared an advertising campaign for the Open House that would include announcements via TV, radio, Internet, Facebook and the *Sneak Preview* along with additional printed materials such as a Save the Date postcard and flyer. Suggestions regarding local distribution of printed materials were noted.

Discussion focused on other details about the event. Richards asked for direction regarding the maps – including whether the maps should represent the original maps or updated maps. Black advised that the newer maps be displayed in their rough draft form to stimulate open discussions.

It was agreed that Black, Chapman, McGinnis, McFarland and Richards would meet to finalize preparations for the event.

b. *Reassign Three Trail Corridors: Roca/Paradise, Hamilton/Clay and Tolman*

Chapman stated that the final editors were in need of additional materials to edit.

Jensen stated that most of the general chapters had been prepared and edited. He indicated that the corridors needed to be finalized. Chapman agreed to complete the Tolman Corridor. Heycke stated that he would take the remaining corridors under consideration.

V. NEW BUSINESS

a. *Committee Review of Appendix A: Trail Safety and Etiquette*

Jensen proposed that the title be re-named *Trail Safety and Protocol*. Heycke suggested that the word *overland travel* be substituted for “*overland bushwhacking*”. Other changes that were agreed upon included an excerpt in General Safety and Trail Protocols that directed hikers to acknowledging their presence verbally if approaching an equestrian. Doing so would minimize potential hazards because horses would respond less negatively if they were able to recognize a disturbance.

b. *Committee Review/ Approval of Chapter 7: Wright's Creek Trail Corridor*

Richards noted that the map of the Wright's Creek Corridor did not include areas west of the Ashland City limits. A possible conflict could arise because the narrative referred to places/names outside the Corridor

such as Ashland Mine Road. After some discussion, it was agreed that the narrative would mention areas outside the City's boundaries as opportunities for additional connectivity.

Heycke proposed changes to the narrative under LINKAGES by removing references to links for Westwood (remove the word proposed) and Hald-Strawberry (remove existing).

Discussion focused on common names for properties versus references to private lands by owner. Gardiner suggested that the *Billings family property* be replaced by designating it as private property. Black noted the common use of names in a historical context, proposing instead to refer to the historic Billings Ranch property.

In response to a question by McGinnis, it was agreed that Ashland Pond was considered *open space* and that the proposed route on the south side of North Main Street would link to several *open space sites*.

Heycke advised that mention of *Strags Peak* and *Ostrich Peak* should be stricken (*Strags Peak* does not exist and *Ostrich Peak* is on private land) and reference to forest service road 2050 be changed to FS Road 2060-500. After a quick review, it was agreed that the sentence "*As the trail continues south, it would connect to Hitt Road, Birdsong Lane, Strags Peak, Ostrich Peak and to the existing FS 2050 Road*" would be shortened to "*As the trail continues south, it would connect to Hitt Road and Birdsong Lane.*"

There followed discussion regarding the newly named Acid Castle forestlands. It was agreed that the reference to Acid Castle would be covered in the narrative for the West Side.

c. Committee Review of Chapter 13: Trail Standards and Basic Design Elements

It was agreed that the heading **GENERAL** would be tentatively changed to **OVERVIEW**. The first sentence would be changed to read "*The Ashland Parks and Recreation Commission (APRC) strives to be a responsible and collaborative neighbor...*" The wording "*The City of Ashland through the Ashland Parks and Recreation...*" would be removed. Reference to "*APRC will provide creative long-term solutions...*" will be changed to *APRC may provide creative long-term solutions...*"

After a detailed discussion, it was agreed that the sentence "*APRC will offer details of the benefits and legal rights-of-way across private property including the legal implications of trespass on private land*" would be removed from the overview. The next sentence states that "*Existing public processes will properly notify...*" would be changed to "*Existing public processes can properly notify...*" APRC's role was described as public process for easements and/or trail mitigation or negotiations to establish new trails. Black stated that the overview should ensure stakeholders that there are benefits for property owners who are interested in facilitating trail development or allowing trails to traverse private property. Jensen agreed to work with Black to craft language to replace portions of the first paragraph of the **GENERAL** section.

Black suggested that the sentence "*APRC will continue to shield neighboring property owners from possible undesirable impacts of trails.*" should be reworded to imply that APRC would continue to work with property owners to mitigate possible impacts. Black noted that protecting the rights of private

property owners was a sensitive issue, one that APRC could assist with but not always solve or completely mitigate. The sentence “*Trail corridors that come close to existing residences should be mitigated...*” was changed to read “*Trail corridors that come close to existing residences could be mitigated through fencing, buffering, screening, signage and other buffering measures ...*” with removal of the words “*to maintain privacy and insulation from undesirable trail use*”. The next sentence should read as follows “*The trail system will use existing trails and easements where they are available.*”

McGinnis proposed changing the sentence “*The maintenance and construction of City trail systems are recommended to be an integral component...*” to “*The maintenance and construction of City trail systems is an integral component...*”

A short discussion about **ACCESSIBILITY** followed. “*Every attempt*” was changed to “*reasonable attempts.*”

Discussion about **TRAIL USER GROUPS** included the definition of a multi-use trail. Black stated that when references to a multi-use trail pertain to transportation, it was generally accepted that the trails were paved. McGinnis noted that the opening sentence that states “*Nature trail users will usually include walkers, bicyclists and a limited number of equestrians...*” should be changed to “*Nature trail users include...*”

It was determined that the paragraph describing urban trail users would reference *motorized vehicles* rather than a list of the different power assisted devices. Black suggested additional work on defining the user groups, partly because of the similarities between urban trails and multiuse trails. Jensen proposed an informal meeting to further discuss the terminology.

The section on equestrian users was removed from the section.

VII. UPCOMING MEETING DATE

- d. **April 20, 2018**
 - The Grove, Otte-Peterson Room @ 10:00 a.m.

Chapman announced that the next meeting regarding the TID Piping Project would be held on April 18, 2018, at 5:00 p.m. at the SOU Arena. He encouraged participation for informational purposes.

VIII. ADJOURNMENT – 11:30 a.m.

There being no further business, the meeting was adjourned at 11:30 a.m.

Respectfully submitted,

Betsy Manuel, Minute-Taker

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 available upon request.

ROCA/PARADISE CREEK CORRIDOR TRAIL

ROUTE DESCRIPTION

The Roca/Paradise Creek Trail is a corridor that is approximately two miles in length and runs from the Bear Creek Greenway to the Ashland Canal. Currently, none of the trail formally exists and most of any future trail will likely be located within existing public lands.

The corridor initiates at the proposed Bear Creek Greenway route and would follow the east side of Paradise Creek, through Ashland School District (ASD) property at Willow Wind Community Learning Center. Crossing East Main Street at a pedestrian-signalized crosswalk, the central portion of the route would cross the entire SOU campus, roughly following Roca Creek which flows in underground storm drains before daylighting in the Roca Creek canyon and connecting to the Ashland Canal at the top of Elkader and Roca Streets. Due to development, lack of easements, and the steep terrain, some alternate routing using existing streets and sidewalks may be necessary.

Both SOU and the ASD have expressed an interest in promoting the trail and are expected to be willing partners in future development. **????**

Route signage could be installed across the several campuses demonstrating the underground nature of the creek. Opportunities to daylight the creek along these campus routes would offer intermittent waterways, greenways and natural areas.

Wetland and wildlife ecology should be considered when designing the trail alignment along Paradise Creek and Roca Creek.

LINKAGES

A trailhead could be located at Willow Wind Community Learning Center. The trail will cross and connect with several important commuter and recreation routes, including bike lanes on East Main Street, the Central Bike Path, Ashland Street and Siskiyou Boulevard. The crossing locations of these arterials will need careful direction. Crossing the railroad tracks will require the use of an existing crossing at either Walker Avenue or Wightman Street. After crossing the railroad, both of these crossings deliver users to a vital intersection with the Central Bike Path offering a key link to all of west Ashland as well as to

points east including the future Normal Neighborhood.

The Roca Creek Trail corridor is an important commuter and *Safe Routes to School* trail opportunity and would improve general access to Ashland Middle School, Walker Elementary School, Willow Wind, SOU, the SOU student housing complexes, and the business nexus surrounding the SOU campus. A single, well-planned trail should be designed and appropriately marked as it navigates these important campuses to avoid conflicts with other site activities.

The ASD has expressed an interest in a trail connection to North Mountain Park with the sports fields and the Nature Center providing a broad venue for school activities. At the south end of the corridor, opportunities to connect this route via the Ashland Canal Trail or other easements to the East Side Forest Lands Trails should be an important priority.

CHARACTER

The character of the route is open, riparian woodlands and fields at the north end. The central section is developed, yet with intermittent landscaped and manicured park-like spaces as it traverses several campuses. Approaching the south end, the trail traverses hilly woodlands with a north-aspect and the corridor becomes steeper south of SOU as it approaches the Ashland Canal. This area is the wildland-urban interface and offers views across the valley.

EXPECTED USERS

Expected users are bicyclists, pedestrians, runners, families with strollers, and maintenance vehicles. Pedestrians would most likely be the main users at the southern end.

TYPICAL SECTION

Typical trail sections will vary from eighteen to forty-eight inches for native natural trails,

depending on terrain and location. Campus sections, ideally, would be designed as a paved multi-use system or a native improved trail type.

CEMETERY-CLAY-HAMILTON CREEK CORRIDORS ROUTE DESCRIPTION

Cemetery Creek, Clay Creek, and Hamilton Creek are parallel streams less than one-half mile apart. A single trail system would serve a majority of the same users, with the goal to provide one multi-use trail to serve as a main corridor that may switch back and forth between the three subsidiary corridors. Additional linking to neighborhood routes would be needed to bring users to the main route. While the goal is to provide a trail experience separated from automobiles, many sections of the main route may need to use bike lanes and intermittent widened sidewalks due to much of these corridors having been consumed by development occurring without securing public rights-of-way along the creeks. This main corridor would extend from Bear Creek at the north end to the Ashland Canal, Oredson-Todd Woods, and Siskiyou Mountain Park at the south end. The distance is approximately two miles but this may increase as the trail necessarily weaves through the constraints of the existing urban routing.

Traveling south from the Bear Creek Greenway, the trail route could follow Hamilton Creek, pass under the Interstate 5 Hamilton Creek Bridge, (with an easement from the Federal Highway Administration) and then turn west to join Tolman Creek Road. A safe crossing will be needed where the route crosses East Main Street. There are concerns that this improved route may offer a “superhighway” for transients into the heart of town.

Much of Tolman Creek Road has been widened to include bike lanes along its central portion from East Main Street all the way to Siskiyou Boulevard. Tolman Creek Road has a signaled/crossarm railroad crossing. Cyclists would use the Tolman Creek Road bike lanes to continue south to Siskiyou Boulevard. However, after crossing the railroad tracks, a secondary route could follow Takelma Way to Jacquelyn Street and up Clay Street to Siskiyou Boulevard.

There is a signaled, safe crossing of Siskiyou Boulevard at Tolman Creek Road near Bellview Elementary School. The trail would then continue south, following neighborhood streets, all without sidewalks, along Black Oak, Bellview, and Greenmeadows to the existing Oredson-Todd Woods / Ashland Canal trailhead that serves as an integral hub connecting the Eastside Forest Lands Trails.

Benefits of establishing a full-service trailhead at this location include public restrooms, dog waste station, trash receptacles, and parking. Just west of this corridor is the Park Street entry into Siskiyou Mountain Park. This route has been designated as part of the Creek to Crest Trail which connects Ashland heading south to the Pacific Crest Trail. Upper Park Street is very steep with limited parking and, therefore, an alternate access point for this area is warranted. The full-service trailhead at Greenmeadows suggested above would relieve the congestion, parking, and safety issues that currently make both the Park Street and Clay Street trailheads problematic. Appropriately placed signage could effectively direct users to the higher capacity trailhead at Greenmeadows.

LINKAGES

Along the Cemetery-Clay-Hamilton corridor, there are several important existing and potential connections. The area near the north end of Hamilton Creek is one of the few opportunities for a trail to cross under Interstate 5 and continue north or east with future connections to both the proposed Bear Creek Greenway and the Cascade Foothills Trail system. A well-developed trailhead in this area could serve as an important hub to the above significant trail systems.

The trail system crosses three main arterials: East Main Street, Ashland Street, and Siskiyou Boulevard, offering a vital connection to their respective bike lanes. These linkages would provide the opportunity for cycling connections to many important city entities.

One of the significant future neighborhood-linking routes could be a trail through the Croman Mill site that should be part of any subdivision design and development, yet independent of streets and sidewalks. This connection to the Cemetery-Clay-Hamilton corridor should be on a separate trail that is independent of existing or future streets using a possible easement across the northern boundary of the Oregon Department of Transportation property to connect to Tolman Creek Road and points beyond. In addition, the confluence of any of the Croman Mill site trails with the existing and future extension of the Central Bike Path is an obvious essential linkage.

An additional trail segment could start behind Bellview School and follow the Mistletoe Road right-of-way to the future extension of the Central Bike Path. This would offer an off-street alternative to school commuters.

CHARACTER

Portions of the northern end of the corridor are still undeveloped and remain in a relatively natural state.

The central portion of the corridor has become urbanized and opportunities for a stand-alone trail are already limited.

EXPECTED USERS

Expected users throughout the corridor include bicyclists, pedestrians, runners, mountain bikers, and families with strollers. In the northern portion, users

will likely be local residents accessing the Bear Creek Greenway and the Central Bike Path. The middle section of the trail would offer general commuting and provision of a safe route for children to Bellview Elementary School, Walker School, Ashland Middle School and the Siskiyou School on Clay Street. In the southern portion, users are likely to be residents, hikers, and mountain bikers accessing the Ashland Canal and the Eastside Forest Lands Trails.

TYPICAL SECTION

The Cemetery-Clay-Hamilton corridor simply takes advantage of existing paved streets and sidewalks with future extensions to be determined. New extensions or spoke connections would be built to multi-use trail standards.

NATURAL AND CULTURAL RESOURCES

Oredson-Todd Woods is owned by the Southern Oregon Land Conservancy and managed by the Ashland Parks and Recreation Department. This parkland is over ten acres and is designed to provide “recreation, education, research, open space, a public park, a wildlife refuge, or such similar natural use purposes.” The primary feature of the woods is Hamilton Creek and Clay Creek which straddle the area with its associated riparian landscapes running the length of the preserve.

Historical note: Hamilton Creek was probably named for early Ashland-area settler R. J. Hamilton, a Tennessean who farmed along the lower stretches of this stream. The upper portions of Hamilton Creek flow through steep granite terrain. The falls on upper Clay Creek are formed by a hard granite ledge and below the falls, for some distance above the end of Clay Street, the stream- bed exposes shale and sandstone of the Hornbrook Formation. The sandstone contains small marine fossil shells from the time when most of southwestern Oregon lay beneath

a shallow sea. Some of the Hornbrook deposits have weathered into a reddish (and, when wet, very sticky) clay. In the early 20th century, a small brick factory located near Hillview Drive mined this clay for making bricks.

THE TOLMAN CREEK CORRIDOR

ROUTE DESCRIPTION

The Tolman Creek Corridor can be confusing to trail patrons because only in the uplands at the south end of the corridor does Tolman Creek follow Tolman Creek Road before the creek veers sharply to the northeast where it crosses under Siskiyou Boulevard to the east of Crowson Road. From there it crosses under both the railroad tracks and Interstate 5 and follows Crowson Road through extensive private properties crossing under Crowson Road adjacent to the Oak Knoll Golf Course. Emerging from a corner of the golf course, Tolman Creek crosses under Highway 66 and then crosses private property to its confluence with Neil Creek. The Tolman Creek corridor would be the easternmost trail in a future loop surrounding the city.

Little of an actual trail exists in this corridor and currently consists of making the best of existing streets, crossings, underpasses and sidewalks. The proposed route is approximately two miles long and roughly parallels Tolman Creek. The corridor, as previously outlined, begins at the confluence of Tolman Creek with Neil Creek, would follow Crowson Road to Siskiyou Boulevard, and then follow the creek all the way up to its end at the junction of the TID Ditch with the Ashland Canal.

Existing barriers to any future stand-alone trail are Highway 66, Interstate 5, the railroad tracks, and Siskiyou Boulevard thus obviating the need to use existing street system crossing infrastructures to complete this loop and connect to the important linkages. The long term plan for the southwestern portion of the corridor above Siskiyou Boulevard is to follow the creek more closely and provide a less urbanized experience. This would require an extensive and forward-looking acquisition of trail easements through a considerable expanse of private property. Most of the route is outside the urban growth boundary in unincorporated Jackson County. However, a small section is within the urban growth boundary, from just east of Tolman Creek Road running northeast to the intersection of Siskiyou Boulevard at Crowson Road.

Because of the trail's relationship to and dependence upon roadways in the corridor, the route should be coordinated with the Bicycle and Pedestrian Commission.

LINKAGES

This route offers connections to the Oak Knoll neighborhood and APRC-owned golf course. It also connects to the proposed extension of the Central Bike Path as it extends through the Croman Mill site. This corridor currently crosses many private properties that do not provide public access, therefore linkages other than the citywide "loop" concept are limited. **Should loop**

concept be more clearly delineated elsewhere?

CHARACTER

Other than paved roads with marked bike lanes, the area is sparsely developed in small farms and pastureland and generally opens onto a few wooded areas. Narrow shoulders and higher speed traffic can make this route problematic for pedestrians.

EXPECTED USERS

Expected users include bicyclists, pedestrians, runners, and equestrians.

TYPICAL SECTION

Existing trail sections are mainly on-street trails with future sections consisting of a mix of multi use and nature trails.

NATURAL AND CULTURAL RESOURCES

Tolman Creek was named for Oregon surveyor general and Jackson County judge, James C. Tolman. This five-mile-long creek flows to Neil Creek, which in turn joins Emigrant Creek to form Bear Creek.

TRAIL STANDARDS AND BASIC DESIGN ELEMENTS

OVERVIEW

The City of Ashland and the Ashland Parks and Recreation Commission (APRC) strives to be a responsible and collaborative neighbor when determining locations for trails and maintenance of existing trails. The APRC will work with property owners to create long-term solutions for landowners who are concerned with trails on or near their property. Through the rigorous use of existing public processes, owners whose properties lie next to or near trail developments will be apprised of the benefits and legal implications of trail easements and rights-of-way across their property including the legal implications of trespass on or near private land. Trail development will occur on private property only with owner consent and all trails crossing private property should be constructed only after trail easements have been legally acquired and recorded. The APRC will continue to work with adjacent property owners to reduce possible undesirable impacts of trails. Trail corridors that come close to existing residences could be mitigated through fencing, screening, signage and other buffering measures.

The design, construction and maintenance of the city trail systems should be an integral component in the planning of future projects: building, roadway, infrastructure. The trail enhancement opportunities identified in the TMP should be given full and intentional consideration by City planning staff from initial planning to project completion.

All trail construction and maintenance will consider aquatic ecosystems, vegetation suitability, and wildlife habitat. Trail development should conform to City riparian ordinances and regulations such as erosion control and setbacks.¹ When appropriate, a geologist or geotechnical engineer will be consulted in areas of steep terrain, unstable soil conditions, or severe erosion areas.

Other considerations should include possible impacts on water quality, archaeology, and native plant species. When appropriate, a riparian specialist should be consulted when designing trails in these areas. Trail improvement or development can provide coordinated opportunities for broader environmental enhancement projects in addition to improved maintenance.

ACCESSIBILITY

Trails will be designed and constructed to applicable accessibility standards, best practices, and current professional guidelines at the time of implementation. Reasonable attempts will be made to comply with the Americans with Disabilities Act (ADA) trail grade requirements and other important safety features. However, this may not always be practical. Trails may be exempt from certain ADA requirements if “reasonable accommodation” cannot be met.² This is most typical in areas of steep terrain.

TYPES OF TRAILS

Current and future trails in the city of Ashland fall into three general categories: *multi-use*, *on-street*, and *natural area trails*. Any of these may be used as interpretive trails for purposes of natural, historical, and cultural offerings. Width, surfacing, and other trail standards may vary from accepted standards based upon issues around available land, adjacent development, site-specific concerns, appropriate uses, and wetland/riparian preservation.

Trails and trail street crossings should be designed to meet applicable standards such as ADA, Oregon Department of Transportation (ODOT), American Association of State Highway and Transportation Officials (AASHTO), the Manual on Uniform Traffic Control Devices (MUTCD) standards, and other State and Federal guidelines.

MULTI-USE TRAILS

Multi-use trails are generally trails that are separated from parallel streets. Trails that have regional or community-wide significance will usually be of this type. They are designed to provide safety for each user group and be ADA compliant. *Multi use trails* are designed to assure that the trail will accommodate two-way wheelchair navigation, stroller, bicycle, skater, pedestrian, and possibly others, as well as maintenance, security, and emergency vehicles. Motorized vehicles including gas-powered scooters, carts, motorcycles, and others shall not be allowed on *multi use trails* unless specifically designated.

Design considerations should include, but not be limited to, site lines, grade, erosion, and local regulations. The surfacing of *multi use trails* should be asphaltic concrete or concrete over a compacted crushed rock base (impervious surfaces are preferred). The paved trail tread width should be a minimum of six to ten feet, with two to four foot-wide crushed rock shoulders or planted strips.

Soft shoulders of crushed rock or wood chips may be provided for runners and equestrians

should space and approved use allow.

ON-STREET TRAILS

On-street trails are generally trails that are attached to a parallel street, i.e., no separation. An *on-street trail* would typically appear as a designated bike lane, wide shoulder, sidewalks or protected bike lane. *On-street trail* surfacing should be asphaltic concrete or concrete over a compacted crushed rock base. The tread width should be a minimum of three feet to a maximum of eight feet wide (preferred width) with three foot, crushed rock shoulders. *On-street trails* with anticipated bicycle use ideally should be at least eight feet wide.

NATURAL AREA TRAILS

In the placement of *natural area trails*, first consideration should be given to environmental impacts. *Natural area trails* have two categories: *native* and *native improved*.

Native trail width should be a minimum of 18 inches to a maximum of four feet wide. *Native* trail surfacing should be compacted native soils. Occasional crushed granite and/or wood chip surfacing to limit erosion could be allowed in areas associated with environmental need, safety, or other circumstances identified by APRC staff. Trails in undeveloped open spaces that provide a natural outdoor experience will often be of this type.

Native improved trail width should be a minimum of 32 inches to a maximum of eight feet wide (preferred width) with six inch native soil shoulders. *Native improved* trail surfacing should be a compacted crushed rock base with screened granite and/or wood chip surfacing to limit erosion. Surfacing material should be fine decomposed/screened granite from the local area. Trails in developed and undeveloped open spaces that provide a natural outdoor experience will often be of this type.

Natural area trails will be developed using Forest

Service standards as a model. APRC currently uses "USFS National Design Parameters" as a model for the development, construction, and maintenance of City trails.³

STREET CROSSINGS

In compliance with City standards, engineering studies will continue to establish the suitable level of traffic control and design. The TMP may suggest appropriate crossing options which must be verified and refined through traffic engineering and City transportation planning processes. Urban trail user improvements for major intersections and mid-block street crossings could include:

- median refuges
- a curved path approach to the crossing
- slow-down techniques
- user stop signs
- high visibility "ladder" type crosswalks
- other striping specific to crossings
- signage
- overhead lighting improvements,
- user-activated or pedestrian/bicycle detection systems
- curb ramps with widths matching the trail width
- specialized paving
- bollards
- curb extensions

TRAILHEADS

Trailheads provide access for citizens arriving by auto or other means and are an essential, yet problematic, feature of any trail system. The maintenance, regulation, and safety of trailheads can pose management challenges.

Depending on the level of development, a trailhead site may include off-street parking, information kiosks, signage, garbage receptacles, drinking water, benches, lighting, bike parking, a restroom or "porta-potty" facilities, and dog litter bags.

Trailheads may be stand-alone facilities or integrated within existing or proposed park properties, parking lots or other community centers. Some trailheads exist as cooperative agreements with schools to increase trail use and to reduce duplication of support facilities (restrooms, parking, ADA access). In natural areas or areas with slope or environmental constraints, trailheads should be placed in such a way to allow for maximum off-street parking where possible.

SIGNAGE

Effective signage will play a crucial role in ensuring successful trail use. Local residents and visitors alike will require guidance about permissible trail uses. The following types of signage will be considered:

- Directional and regulatory signage
- Continuous route signage for route identification, way-finding, and direction to recommended safe crossings of busy streets
- Periodic information regarding distance to areas of interest
- Interpretive information regarding ecological, historical, and cultural features found along and in proximity to trails

The APRC will continue to develop comprehensive yet minimal trail signage with particular attention given to curtailing visual impact due to unnecessary or inappropriate signage. A consistent sign motif should be implemented along the trail routes. Part of trail signage could delineate private and public lands.

TRAIL ART

Approved art installations along trails provide aesthetic appeal and certain trail corridors can offer unique potential for community art installations and interpretive signage.

Glossary

bollards

protected bike paths

1. Ashland Municipal Code, Water Resources Protection Zones
<https://ashland.municipal.codes/LandUse/18.3.1>
2. ADA Draft Final Accessibility Guidelines For Outdoor Developed Areas
<http://atfiles.org/files/pdf/draft-final-accessibility-guidelines-2009.pdf>
3. [National Design Parameters PDF \(September 2016\)](#)