

## Alice Proposal DRAFT Proposal

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### Summary

This subcommittee's mission was to evaluate RVMBA's proposal for an Alice in Wonderland (AIW) climb trail on city property. RVMBA's original proposal consisted of two components:

- 1) Reroute the downhill portion of AIW from BTI to the Loop road.
- 2) Add an uphill climb/hiker only trail to parallel the current Alice in Wonderland trail from White Rabbit Parking Lot to the entrance of BTI.

This proposal only evaluated the first component of the RVMBA proposal. The subcommittee evaluated these components as a starting point, but also looked at other possible ways to achieve the same (or similar) final outcomes and benefits listed by RVMBA in the Sustainable Trails Plan. Those are pasted below under "Purpose and Need".

Ultimately, the subcommittee felt the existing proposal added more trails in an area of already high trail density. Upon walking the area, the subcommittee felt there was a way to achieve the stated goals of RVMBA by modifying the existing trail configuration and altering a small section of "ped-only" trail to a "ped-bike uphill only" designation. However, significant challenges exist to any proposal in this area, due to unresolved issues with private property owners higher up along the Alice Ridge.

### Purpose and Need

The purpose is to facilitate an uphill bike trail route from Ashland Loop Road (just above the Ashland Loop Road and Morton Street intersection) to the White Rabbit parking lot, allowing bikers to access BTI, AIW and trails higher in the watershed using single track (as opposed to climbing Ashland Loop Road).

Final Outcome and Benefits of AIW Trail Modifications (as stated in the RVMBA Sustainable Trails Plan)

- *A useable climb trail utilizing existing legal bike trail from the Loop Road to BTI entrance, followed by a new climb/hike trail from BTI to the White Rabbit parking lot.*
- *Separates hikers/uphill bikes from downhill bike traffic in a highly impacted area.*
- *Creates the opportunity for beginner, low angle loops for kids and beginner riders. Low angle opportunities are few and far between in the watershed, yet this ridgeline is a great location. Fills the need for an uphill, singletrack climb trail, separating bikes and cars from the narrow, windy loop road.*
- *Allows riders to access via either BTI/Snark, OR the beginning of the Loop Road.*

- *Creates a positive environmental impact by decommissioning an erosive, seldom-used trail*
- *A collaborative design and build process with AWTA would ensure that all user groups are represented and that there is a plan that works for everyone. This also fosters community and stewardship by sharing resources, ideas, and work time with multiple land stewards.*

### **Proposed Changes**

The subcommittee proposal achieves many of the above-stated benefits, and eliminates the need to build new trails in an area of high trail density.

- 1) Recommend to APRC and AWTA to refocus efforts on securing all legal easements necessary (or purchase appropriate parcels) to make AIW trail complete and without conflict.** Without first securing these rights-of-way, any recommendations to alter MTB or ped traffic through this area is problematic.
- 2) Keep the existing trail configuration currently on City property.**

With some modifications, the subcommittee determined that the existing trails can achieve similar results as creating new trails.

- 3) Allow uphill-only MTB traffic on Bandersnatch East to ALR section**

There are approximately 8 switchbacks on the existing section of Bandersnatch that connects Ashland Loop Road with AIW. That section of Bandersnatch is currently designated as “ped/horse”. The subcommittee recommends that this section be changed to “ped, horse and uphill bike only” (NOTE: switchbacks will likely need to be widened and optimized for MTBs). This will allow bikers to access AIW and BTI trails via an uphill climb trail. Working Group recommends public input from both MTBers and pedestrians on the desirability of this change.

- 4) Restore and improve existing bottom “gully” at the bottom of the AIW trail for downhill MTB traffic,**

The subcommittee determined that the existing AIW “gully” can be improved and restored to improve drainage and better control erosion. The committee discussed (but did not do an in-depth analysis or design) adding decomposed granite or other material, french drains and large berms to make the trail sinuous, fun and more efficient at shedding run-off and resisting erosion.

## Challenges of the proposed changes

- The owner of the last parcel needed to complete AIW trail (“Palen Property”) has shown little interest in the past in either an easement or sale.
- AWTa has spent much energy and social capital establishing trust between the other two land owners (Wollenweber, Rollins) and has committed to doing all they can to reduce traffic on this trail until it can be moved to the established easement corridor.
- Design and construction costs of restoring lower Alice “gully” may be significant
- Drainage and erosion control in this area is a primary concern

## Potential Adverse outcomes

- Proposal may increase uphill bike traffic into private property parcels on Alice trail
- Potential increase in biker/pedestrian conflict on section of Bandersnatch East recommended to be multi-use



