

would be helpful. It was agreed that dogs off leash was another hot button issue and working together with public involvement could be beneficial.

McGinnis committed to finishing the Chapter covering the Ashland Canal during the upcoming week. Black reported that trail routes to expand the Greenway had been narrowed down to two possibilities. He asked about mapping the two that have been recommended versus depicting all potential routes. It was agreed that the Greenway map would be limited to the two options.

b. Continue Reviewing Chapter 13: Trail Standards & Basic Design Elements

Jensen indicated that a meeting held with Director Black and Interim Parks Superintendent McFarland had resulted in explicit definitions for trail uses.

Heycke suggested the first sentence under Trailheads be edited to read “*Trailheads provide access for citizens arriving by auto or other means.*” He proposed striking the sentence referring to management challenges with regard to trailheads.

Black noted that Ashland had few trailheads and APRC had no plans to build any at this time. He suggested that City parks could function as trailheads. In the second paragraph, the word *may* would be changed to *could have*.

McGinnis asked for clarification of the definition for multi-use trails. Black explained that in the context of the Trail Master Plan, those trails would be considered separated from parallel streets. On-street trails were defined differently – as attached to streets – such as bike lanes. Jensen stated that using the term urban trails was found to be problematic because of its broad range of criteria. McGinnis suggested removing the term “*parallel*.” Heycke also noted that multi-use trails were defined differently in Ashland’s watershed. Black replied that natural area trails have sub-categories of which two are referenced in the Master Plan update. McGinnis suggested adding the word *paved*.

Lewis talked about permitting motorized vehicles on trails. Black stated that to his knowledge, there were no trails on which motorized vehicles were permitted. He indicated that the standards for motorized vehicles had not yet been developed and therefore were not addressed in the Master Plan.

McGinnis suggested that on-street trails should be referred to as separated or not separated.

It was agreed that the sentence “*On-street trails with anticipated bicycle use ideally should be at least eight feet wide*” would be removed from the narrative. There followed an extensive discussion about the distinctions between shared usages, transportation connectivity and the characteristics of various trail uses.

Signage

Heycke suggested changing the term “*would require*” to “*would appreciate*.”

Motion: McGinnis moved to accept Chapter 13: *Trail Standards & Basic Design Elements* as edited. Lewis seconded and the motion carried unanimously.

NEW BUSINESS

a. Committee Review of Chapter 9: Roca Creek Trail Corridor

Richards expressed concern that not all of the Corridors were described directionally from north to south. Jensen agreed that it was generally assumed that the Corridors were initiated from the Greenway – from the north.

Discussion of the Roca Creek Corridor recognized that the Roca Creek Trail route was mostly on-street and that most of the trail was tentative. Once it reaches a residential area, there is an identifiable crossing at Walker. From

there, the creek goes underground throughout the SOU campus to the Roca Canyon area. McFarland noted that most of the canyon was private property. He also recommended that the wording be changed to *near the top of Elkader* rather than “*at the top of Elkader.*”

Linkages were said to include Walker Avenue, Wightman Street and the Central Bike Path. It was agreed that there were opportunities for trails along the Corridor that would provide a Safe Route to School for Ashland Middle School, Walker Elementary School, Willow Wind and Southern Oregon University. Richards suggested that John Muir School be added to the list.

Motion: Heycke moved to accept the Roca/Paradise Creek Trail Corridor Chapter as edited. Lewis seconded and the motion carried unanimously.

b. Committee Review of Chapter 10: Cemetery-Clay-Hamilton Creek Corridors

Heycke expressed a concern about the sentence in paragraph two that read “*There are concerns that this improved route may offer a superhighway for transients into the heart of the town.*” It was agreed that the sentence would be stricken.

Jensen stated that a description of the route was problematic – that a possible connection to the Greenway was tentative at best. He suggested that a stronger connection might be East Main.

Richards stated that for the new Normal Neighborhood Plan, a potential trail was outlined through the subdivision. Lewis noted that connection to East Main was possible. There followed some debate about tracing a route along Clay Street south to Siskiyou Blvd and beyond. It was agreed that further discussion was needed to separate the Corridor from Tolman Creek Corridor and provide a clear description of the Corridor and its possibilities.

c. Roundtable Discussion

Jensen reviewed the Chapters that remained to be completed.

VII. UPCOMING MEETING DATE

April 27, 2018 – The Grove, Otte-Peterson Room @ 10:00 a.m.

VIII. ADJOURNMENT – 11:35 a.m.

There being no further business, the meeting was adjourned at 11:35 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.