

**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 6, 2018**

**Siskiyou Room, Community Development Building—51 Winburn Way**

**10:00 a.m.**

- I. CALL TO ORDER
- II. APPROVAL OF MINUTES FROM MARCH 23, 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. Plan / Coordinate May 2 Open House for TMP Public Document Review (McFarland)
  - b. Reassign Three Trail Corridors: Roca/Paradise, Hamilton/Clay and Tolman (Chapman)
- VI. NEW BUSINESS
  - a. Committee Review of Appendix A: Trail Safety and Etiquette
  - b. Committee Review of Chapter 7: Wright's Creek Trail Corridor
  - c. Committee Review of Chapter 13: Trail Standards and Basic Design Elements
  - d. Roundtable Discussion (All)
- VII. UPCOMING MEETING DATE
  - a. April 20, 2018
    - The Grove, Otte-Peterson Room—10:00 a.m.
- VIII. ADJOURNMENT—11:30 a.m.

City of Ashland  
PARKS AND RECREATION COMMISSION  
TRAIL MASTER PLAN UPDATE COMMITTEE  
MEETING MINUTES  
March 23, 2018

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

**ABSENT:**       Parks Commissioner Mike Gardiner; Committee Member Torsten Heycke

**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.   February 23, 2018 and March 9, 2018**

For the March 9 meeting, Richards noted that the reference to the Ashland Planning Department should have been *Ashland Public Works*. The date of the community-wide meeting is *April 18, 2018* – not April 15, 2018.

**Motion:** Lewis moved to approve the Minutes of February 23, 2018 as presented and the Minutes of March 9, 2018 as amended. McGinnis seconded and the motion carried unanimously.

**III.     PUBLIC PARTICIPATION & GUEST SPEAKERS**

**a.   Open Forum**

There was none.

**b.   Review Any Public Comments Received Since Last Meeting**

McFarland stated that there had been an email to the City Council regarding concerns over mountain bikers on the Snark and Waterline trails and possible erosion on the mountainsides. The respondent highlighted the mixed use of the trail, stating that permitting mountain bikes on forestland trails was dangerous.

McFarland reported that he and Heycke had responded to the comments, noting that signs regarding shared use that includes mountain bikers and hikers had been in place for a number of years – not only on this trail but on others as well. He stated that Parks was aware of the issues with regard to the different uses and was actively working toward solutions such as separate trails for each use. He stated that one of the factors that would determine the outcome of for the Waterline Trail would be a decision by Ashland Public Works to move the water treatment plant. If that were to happen, the trail could be separated via the water treatment access road.

There followed a brief discussion regarding the hurdles and possible solutions that could remedy that specific issue. Chapman suggested meeting with Public Works to review the situation.

Brandy talked about the service road, stating that it was also used for maintenance of the Waterline by vehicular traffic. Chambers indicated that vehicles could not travel beyond Bandersnatch junction. He noted that the lower portion of Waterline to Bandersnatch was an area that should be addressed. It was agreed that removal of the “junk pile” could facilitate development of a trail to the Ashland watershed.

McFarland noted that there were several issues to be taken into account. He stated that until a more permanent solution could be accomplished, Parks crews checked the trail weekly to ensure that signage alerting hikers to the multiuse nature of the trail remained in place.

#### **c. TID Piping Project**

McFarland relayed that he was receiving emails regarding the TID piping project. He stated that one property owner was concerned about encroaching trails as a result of the project. He stressed that there were no easements from Starlite to Parks Street where the Paradise Creek corridor was located, and that TID and the Bureau of Reclamation had jurisdiction in that area. McGinnis offered to discuss potential options with a homeowner in the area. He indicated that the biggest issue was the presence of dogs on the trails – something that was difficult to control. Lewis suggested mention of mitigation as one of the services offered by Parks where there were potential conflicts between property owners and hikers. Chapman noted the importance of public outreach as an antidote to confrontations with homeowners. It was agreed that every effort would be made to reach out to concerned citizens – not just regarding the TID piping project, but in regard to the promotion and preservation of trails.

Jensen asked about the design phase of the canal. Chapman stated that he would be attending the public comment meetings about the TID project, as an independent person rather than a representative of the Trails Master Plan Committee. After some discussion, it was agreed that Chapman would officially represent the Committee.

**Motion:** McGinnis moved to appoint David Chapman as a representative of the Advisory group for the TID project. Jensen seconded and the motion carried, with Chapman abstaining.

### **IV. ADDITIONS OR DELETIONS TO THE AGENDA**

#### **d. Public Outreach**

Chapman noted that APRC had recommended that public input be solicited prior to sending the updated Master Plan to Mark Mularz - the final format editor.

Lewis stated that there was some concern that input from the public might not be as robust if presented when the plan was ready for publishing. Holding an open house prior to completion would allow for input while the Master Plan was still in draft form. Lewis described a structured process of gathering information called a *Charette*. He highlighted the value of collecting public input while changes could still be made.

Black suggested that the first meeting be all about the maps. He stated that it helped to focus on visuals and could result in information that might affect the chapter narratives. Black noted that people would be pleased to see the Committee respond to public input at a follow-up meeting – one that incorporated some of the information gathered.

Lewis recommended that people be encouraged to visit the Parks website in advance to become better acquainted with the Plan and its vision for the future.

McGinnis commented that handing out Save the Date type cards to fellow hikers or those who would be interested in attending the meeting was one way of ensuring public participation. Richards noted that other groups might be interested in the trails as well – such as runners or bikers who use the trails for special events.

McFarland suggested public outreach for the end of April with maps, and the second meeting by the end of May. It was agreed that the first meeting would tentatively be held on May 2, 2018, at 6:00 p.m. Black proposed that a smaller group form to plan meeting details.

## V. UNFINISHED BUSINESS

### a. *Final TMPC Review and Approval of Chapter 12 – Regional Trails*

McFarland introduced the Chapter, noting that it had been re-named Regional Trail Connections. Brandy stated that he was OK with the edits proposed at the previously held meeting.

In response to a question by Jensen about *passive parks* referenced in the Cascade Foothills section of Regional Trails, Black indicated that passive parks were considered open spaces. There followed a discussion about use of the term. McGinnis noted that the Cottle Property would qualify as a passive park. Black advocated against pairing the word with parks. It was agreed that the chapter would reflect that change.

McFarland stated that it had also been proposed that the Creek to Crest section of Chapter 12 be eliminated from the document. Lewis commented that removal of the section warranted a second look. McGinnis indicated that in his opinion, a chapter on regional connections should include enough information for people to know that the Creek to Crest designation referred to an area nearby that is just outside Ashland's watershed. Jensen suggested that the area be discussed in a way that is similar to the section on Emigrant Lake – i.e. that it is an area of interest.

McFarland summarized input from Heycke about where to draw the boundaries, asking about regional trails that connect with the Rogue Valley, versus areas of interest that are not connected but nearby. Lewis noted that the connections to the Creek to Crest are tenuous at best, but given the 10-year timeframe, mention of it might indicate a desire to expand Ashland's connectivity.

McGinnis proposed removal of the section descriptors in favor of more general information. McFarland talked about highlighting areas that might lead to increased connectivity in the future. Chapman distinguished between regional trail connections and regional destinations such as Grizzly Peak where trail connectivity would be desirable. He questioned the rationale for choosing regional destinations when some are mentioned and some are not. He listed Sky Lakes and Red Buttes as examples that are no longer mentioned in the document.

Brandy referred to the goals adopted by the Statewide Comprehensive Outdoor Recreation Plan such as the goal to encourage urban trails to connect with outlying Federal trail systems. He proposed eliminating mention of the goals. There followed further discussion that led to an agreement to shorten but not delete information about regional destinations.

## VI. NEW BUSINESS

### a. *Committee Review/ Approval of Chapter: East Side Forest Lands*

McFarland highlighted the proposed edit by Heycke that described the southern border as the Mt. Ashland crestline. Chambers suggested changing the designation to Forest Service lands. It was agreed that the new designation would be appropriate.

Chambers questioned the number of trails in the area – noting that there were dozens of trails but mention of the history for only four. Jensen noted that if the history was described for some, then it should be described for most of the trails. McFarland suggested that the history be included for new trails rather than all trails.

McGinnis indicated that the Lamb Mine Trail (a Forest Service trail) should be a part of the regional trail system, with only a mention in the East Side narrative. Brandy countered stating that in his vision, regional connections were outside Ashland's watershed. He explained that in his opinion, the Creek to Crest is the link to get to the Pacific Crest Trail and beyond.

There followed a short debate about Catwalk Trail and Lamb Mine – two trails not listed in the compilation of trails. Lewis suggested categorizing the connections to Forest Service trails as goals. McFarland commented that the narrative could reflect that while the Creek to Crest is not a direct link, it is still a close link to the Pacific Crest Trail.

It was agreed that Lamb Mine Trail has merit but mention of the trail along with Catwalk should be removed from the East Side discussion and included in the Regional Chapter.

**Motion:** Jensen moved to approve the East Side narrative as amended. McGinnis seconded and the motion carried.

### b. *Committee Review/ Approval of Chapter: West Side Lands*

McGinnis recommended that the references to the Mystical Trail be removed. Under the **CHARACTER** section, the reference would be of Mt. McLoughlin rather than Wagner Butte.

McFarland noted that the reference to Strawberry-Hald should be Hald-Strawberry. Chambers suggested that the sentence "AWTA has plans for an additional trail in the area called Wonder, which may start near the defunct granite quarry at the top of Granite St. and continue..." be changed to say "AWTA has plans for an additional trail in the area called Wonder, which may start near the defunct granite quarry at the top of Granite St on City-owned forestlands."

McGinnis initiated a discussion about the mention of rogue trails and unsanctioned trails in paragraphs under **ROUTE DESCRIPTION**. He noted that referring to trails as "*popular rogue trails*" for example might encourage people to hike there rather than discouraging travel on trails that are not recognized. It was agreed that the references would be eliminated.

Minica talked about vegetation along Hitt Rd. under **CHARACTER**. He proposed that the term "transitioning" be substituted for "*grading*." After additional discussion, it was agreed that the sentence would end after "occasional open-grown pine trees" – removing the comment "*grading into Douglas fir*". Richards asked about the reference to *City and private lands* along Hitt Rd. There followed a brief debate

about the reference, and it was agreed that the sentence would read: "*Hitt Road climbs considerably gaining 1000 feet on City and private lands in just 1.5 miles*" would be removed from the narrative. In addition, the reference "Hitt Road provides a critical link..." would be changed to read "*Hitt Road could provide a critical link...*" McGinnis proposed that the sentence "*The TID traverses along a closed forest canopy offering a more secluded and shady trail outing*" would also be removed. The final narrative prior to editing would read as follows:

#### **"CHARACTER**

Hitt Road was once a logging and mining road but is no longer a navigable four-wheel vehicle route. It still retains the character of a steep mountain road in places, with an average grade of 12%. It holds appeal for hikers, runners and mountain bikers as a single-track trail. Hitt Road provides a critical link to other important West Side Forest Land trails and, together with FS Rd 2060, is one of the two main arteries into the West Side Forest Land trail system.

Vegetation at the bottom of the trails begins with a mix of chaparral, white oak, madrone and occasional open-grown pine trees. Large granite boulders are perched in the Acid Castle Rocks area on Fell on Knee Trail, as well as higher up on the West Side Forest Service trails.

Trails in this area offer views of Mount Ashland, Grizzly Peak, the city of Ashland and the central Rogue Valley."

**Motion:** McGinnis moved to approve the modifications to the West Side Forest Lands chapter. Lewis seconded and the motion carried unanimously.

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

No action was taken.

#### **d. *Roundtable Discussion***

Minica noted that he and Torsten Heycke had recently hiked the Bandersnatch and Snark trails. He stated that there had been some unauthorized work done in the forest that included the removal of healthy pine trees. He stated that many were six inches in diameter, located approximately two feet from the trails. Minica stated that the person or persons responsible for the work were damaging the forest ecosystem.

Minica asked that Committee members report any sightings of unauthorized work to Parks.

### **VII. UPCOMING MEETING DATE**

**April 6, 2018**

- a. Siskiyou Room, Community Development Building – 10:00 a.m.

### **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  
Trail Ashland Parks and Recreation Commission

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

# THE WRIGHTS CREEK TRAIL CORRIDOR

## ROUTE DESCRIPTION

The Wrights Creek Trail Corridor is an approximately two-mile route along the northwestern edge of the city of Ashland and loosely follows Wrights Creek. Due to steep slopes along the eastern side of the drainage and existing development, any proposed trail may need to be placed primarily on the creek's west side. Aside from existing FS roads and Bird Song Trail and a few areas where the trail may follow paved city streets or widened sidewalks for a few blocks, little of the Wrights Creek Trail currently exists.

However, this corridor represents a crucial link to complete a ring of trails around the city of Ashland and is, therefore, an integral part of the TMP..

At the northern end, the proposed route would begin at the confluence of Wright's Creek and Bear Creek following the creek through the Billings family property. It would cross under the railroad tracks at Jackson Road, cross North Main Street and the (proposed)

Central Bike Path where it would connect with Fox Street as the jumping off point to the southern end of the corridor.

The route would then follow Wrights Creek south eventually connecting to Westwood and Hald-Strawberry Parks.

## **LINKAGES**

Jackson Road should be considered as part of the Wrights Creek Trail system as it offers an existing, albeit oblique, linkage to the northbound Bear Creek Greenway using a short section of Highway 99 for transit. The proposed section of trail that follows Wrights Creek through the Billings family property to its confluence with Bear Creek and a connection to the southbound Bear Creek Greenway will need a bridge across Bear Creek. Development of the Ashland Pond park area with proposed fish habitat restoration and riparian zone improvements along the Ashland Creek confluence with Bear Creek could include a bridge across Bear Creek thus completing the Wrights Creek component of linkage around the entire city of Ashland. On the south side of North Main Street, the proposed route would link to several city park sites: Westwood (proposed) and Hald-Strawberry (existing). A trailhead, including parking and a restroom, should be considered for this vital hub area. The future Westwood Park site is an ideal location for such a full-service trailhead. As the trail continues south, it would connect to Hitt and Bird Song Roads, Strags Peak, Ostrich Peak, and to the existing FS 2050 Rd and FS 2060 Rd. Hikers and mountain bikers currently use these roads to connect to the Westside Forest Lands Trails and beyond. It has been observed that corridor neighbors use existing paths to currently access components of the Wrights Creek Trail system. When eventual planning and land-use actions take place as part of the development of this system, neighborhood meetings should be held to uncover additional useful connections and easements. Another long-term goal would be to connect westerly to Talent over Ashland Mine Road, Forest Service trails, and/or along the path of the TID.

## **CHARACTER**

The trail corridor is largely outside the Ashland city limits on unincorporated Jackson County traversing through a mostly undeveloped wooded creek area. The corridor contains wildlife habitat and would likely be sensitive to certain types of trail development. The corridor has a more natural character at the northern and southern ends, while the central portion has some existing development, a major arterial, railroad tracks and a small web of residential streets.

### **EXPECTED USERS**

It is expected that eventual trail users would initially be pedestrians, runners, and perhaps mountain bikers. Mountain biking is more appropriate at the southern end, especially downhill mountain biking would be a more appropriate use on some of the existing FS roads if riders can be kept to these areas and safely share the trail with other users. The requirements of maintenance vehicles will need to be considered.

### **TYPICAL SECTION**

The trail initially would be three feet wide with a crushed rock surface. A higher standard trail may be warranted in the future.

### **NATURAL AND CULTURAL RESOURCES**

The long-closed Ashland Mine, a producer of gold during the late 19th and early 20th centuries, is situated in the upper reaches of the Wrights Creek drainage. Much of the area was burned in the 1959 Ashland Fire, which was ignited by youngsters playing with matches near Jackson Hot Springs. The fire spread upslope and to the southeast, reaching into the lower portions of the Ashland Creek Watershed.

### **Glossary**

**Downhill mountain biking**

## **GENERAL**

The City of Ashland acting through 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 provide creative long-term solutions for landowners who are concerned with trails on or near their property. The APRC will offer details of the benefits and legal implications of trail easements and rights-of-way across private property including the legal implications of trespass on private land. Existing public processes will properly notify owners whose properties lie next to or near trail developments. Trail development will occur on private property only with owner consent and all trails crossing private property shall be constructed only after trail easements have been legally acquired and recorded. The APRC will continue to shield

neighboring properties from possible undesirable impacts of trails. Trail corridors that come close to existing residences should be mitigated through fencing, screening, signage and other buffering measures to maintain privacy and insulation from undesirable trail use. The trail system will use existing trails and easements where they are available and can meet city standards.

The maintenance and construction of the City trail systems are recommended to be an integral component in the planning of future projects (e.g. building, roadway, and infrastructure) and that projects adjacent to these trails be given full and intentional consideration from planning to completion

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

Other considerations shall 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. Every attempt 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 or reasonable. Trails may be exempt from certain ADA requirements if “reasonable accommodation” cannot be met.<sup>2</sup> This is most typical in areas of steep terrain.

### **TRAIL USER GROUPS**

*Nature trail* users will usually include walkers, runners, bicyclists, and limited numbers of equestrians (on designated sections only).

*Multi-use trail* users may include, but are not limited to, pedestrians, bicyclists, non-motorized scooters, skaters, wheelchair users, and equestrians. Since trails will be developed to a level appropriate to their surroundings, all trail user classes will not be accommodated on all trails.

*Urban trails* will often accommodate users of slower, quieter, electric power assisted/wheeled devices, such as wheelchairs, Segways, scooters and bicycles, along with foot traffic. Motorized vehicles—including gas-powered scooters, carts, motorcycles, and others—shall not be allowed on trails unless specially designated for such use. Motorized vehicle restrictions shall not apply to emergency, security, and maintenance vehicles.

*Equestrian users*, while permitted, are somewhat limited. Where permitted, widened shoulders could be included in design and maintenance. It is anticipated that equestrians will not use many of the Ashland trails due to safety, trail width, steepness, urban cross-traffic and other issues.

### **TYPES OF TRAILS**

Current and future trails fall into three general categories: *multi-use, urban, and forest/natural area trails*. Any of these may be used as interpretive trails: natural, historical, and cultural. Width,

surfacing, and other trail standards may vary from proposed standards based upon issues around available land, adjacent development, site-specific concerns, appropriate uses, and wetland/riparian preservation.

### **MULTI-USE TRAILS**

Trails that have regional or community-wide significance will usually be of this type. *Multi-use trails* will be designed to provide safety for each user group. These improvements are necessary 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. Design considerations shall include, but not be limited to, site lines, grade, erosion, and regulation development. Multi-use trail surfacing shall 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.

### **URBAN TRAILS**

When appropriate and possible, *urban trails* will be ADA compliant. Trails that have local significance or are in developed open spaces will usually be of this type. Urban trail surfacing shall be asphaltic concrete or concrete over a compacted crushed rock base. Depending on the approved categories of trail users, crushed rock or wood chip surfacing may be approved. Crushed rock surfacing shall be fine decomposed granite from the local area. 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. Urban trails with anticipated bicycle use shall be at least eight feet

wide.

### **FOREST AND NATURAL AREA TRAILS**

In the placement of *forest or natural area trails*, first consideration has been given to environmental impacts. Forest and natural area trails have two categories: *unimproved* and *improved*.

*Unimproved* natural area trail tread width shall be a minimum of 18 inches to a maximum of four feet wide. Unimproved trail surfacing shall be compacted native soils. Occasional crushed granite and/or wood chip surfacing to limit erosion will 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.

*Improved* natural area trail tread width shall be a minimum of 32 inches to a maximum of eight feet wide (preferred width) with six inch native soil shoulders. Improved natural area trail surfacing shall be a compacted crushed rock base with screened granite and/or wood chip surfacing to limit erosion. Surfacing material shall 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.

Forest and natural area trails will be developed using FS standards as a model. APRC currently uses "USFS National Design Parameters" as a model for the development, construction, and maintenance of City trails.<sup>3</sup>

Trails and trail street crossings must 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.

## **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. It is preferable to route users to existing intersections where sufficient protection should be provided. If use of an existing intersection is not practical, mid-block street crossings may be considered. 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.

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 or other community centers. Some trailheads exist as cooperative agreements with schools to increase use and to reduce duplication of support facilities (restrooms, parking, ADA access). In natural areas or areas with slope or environmental constraints, trailheads will 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
- Per the APRC policy regarding the exclusion of non-native species on park lands, possible placement of signs educating the public about non-native species (to encourage participation in the removal of the plants). ??????

The City 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. An essential part of trail signage will delineate private and public lands. Trail use rules shall clearly be posted at the entrance or major intersection of each trail segment.

Signage at trailheads may include laminated maps of

the trail area, posted rules and uses of the trail system (see Trail Safety and Protocols in Appendix A), appropriate flora and fauna information including warnings of such things as poison oak or other hazard conditions within the area This information shall be contained on a durable trailhead kiosk or billboard.

## **TRAIL ART**

Art installations along trails provide functional places to rest and play while enhancing a trail's aesthetic appeal. Trail corridors offer great potential for community art installations, interpretive rest areas and signage.

### Glossary

nature trail  
multi-use trail  
urban trails  
refuges  
bollards

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 \(September 2016\)](#)

## **GENERAL SAFETY AND TRAIL PROTOCOLS**

1. Stay on the trail. Overland bushwhacking can be dangerous and harmful to ecosystems.
2. On multi-use trails: bikers yield to pedestrians and everyone yields to equestrians.
3. Obey trail designations (e.g., pedestrian-equestrian trails, mountain bike only trails, etc).
4. Respect wildlife.
5. Respect private property.
6. Do not use off-trail switchbacks even if they exist.
7. Pack out your trash

## **CYCLISTS**

1. Stop your bike for equestrians.
2. Slow down on hidden corners.
3. Stop for pedestrians when descending steep grades.
4. Warn others when passing or when sight distance is limited.
5. Do not ride muddy trails.

## **DOG OWNERS**

1. Keep your dog on a leash and under control at all times.
2. Clean up after your dog.
3. Carry out your dog waste. Never leave bagged dog feces along the trail even while you complete your hike.

## **EQUESTRIANS**

1. Clean up after your horse.

## **HOW YOU CAN HELP**

1. Pack out other trash you may find.
2. Join volunteer trail work parties through APRC or AWTA.
3. Report trail maintenance needs to APRC.
4. Report safety issues or illegal activity and problems to APRC, APD or Ashland Fire and Rescue.
6. When accessing trails or trailheads, park only in parking areas or along public streets that are approved and designated for public parking.