

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 May 18, 2018 The Grove, Otte-Peterson Room—1195 E. Main Street

10:00 a.m.

- I. CALL TO ORDER
- II. APPROVAL OF MINUTES FROM APRIL 20 and 27, 2018
- III. PUBLIC PARTICIPATION & GUEST SPEAKERS
 - a. Open Forum
 - b. Review TMP Open House Public Input Sheets
 - c. Review Additional Public Input Since Last Meeting (if any)
- IV. ADDITIONS OR DELETIONS TO THE AGENDA
- V. UNFINISHED BUSINESS
 - a. Final Committee Review of Appendix C: Geology of Ashland: Foundations of our Trails (Jensen)
- VI. NEW BUSINESS
 - a. Review Chapter 8: Ashland Creek (Lewis)
 - b. Roundtable Discussion (All)
- VII. UPCOMING MEETING DATE
 - a. May 25 2018
 - Siskiyou Room, Community Development Building—10:00 a.m.
- VIII. ADJOURNMENT—11:30 a.m.

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.

City of Ashland
PARKS AND RECREATION COMMISSION
TRAIL MASTER PLAN UPDATE COMMITTEE
MEETING MINUTES
April 27, 2018

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

ABSENT: Committee Members Luke Brandy and Torsten Heycke; Commissioner Jim Lewis; APRC Director Michael Black; Division Chief-Forest Resource Chis Chambers

I. CALL TO ORDER

Chair Chapman called the meeting to order at 10:08 a.m. at The Grove 1195 E. Main, Ashland, OR. In response to a question by Chapman, Jensen reported that the Greenway (assigned to Gardiner), the Central Bike Path and the Ashland Canal (assigned to McGinnis) and the Ashland Creek Corridor (assigned to Lewis) remained to be completed. Pictures and maps were underway.

II. APPROVAL OF MINUTES

There were none.

III. PUBLIC PARTICIPATION & GUEST SPEAKERS

a. *Open Forum*

There was none.

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

There were none.

IV. ADDITIONS OR DELETIONS TO THE AGENDA

There were none.

V. UNFINISHED BUSINESS

a. *Continue Coordinating May 2 Open House for TMP Public Document Review (McFarland)*

McFarland reported that Richards completed eight maps for public review with the most up-to-date information available. He said office staff would be printing copies of the maps for display. Easels would be needed to display the maps and each station would be labeled by Corridor.

McFarland asked that Committee members represent the Chapters they had narrated. Chapters would be presented individually in stations, for public review. He asked that Chapter editors be prepared to answer questions. Richards agreed to greet people at the entrance and Chapman offered to help set up. He stated that Kristi Mergenthaler would also be present to answer questions about flora and fauna and the Imperatrice Property. Kevin Caldwell would be present to talk about the Ashland Canal.

McFarland stated that each station would have copies of the original Master Plan as well as draft updates prepared by Committee members. After a brief discussion, it was decided that take-home copies of the narratives would be limited. McFarland noted that snacks and drinks would be available on site.

Chapman asked that members of the Transportation Commission be invited to the event and that email notices be sent to the Trail Master Plan Committee members for forwarding to those wishing to attend.

b. Continue Reviewing Chapter 10: Cemetery-Clay-Hamilton Creek Corridors

Jensen reviewed edits provided by Heycke as follows:

- Paragraph 1: Jensen stated that the edits shortened and tightened the narrative.
- Paragraph 2 ... "rights-of-way to be secured as a condition of future development."
- Paragraph 3: The word "systems" was changed to "routes."

Richards noted that references to Lupine Way should be changed to Lupine Drive.

There followed discussion about the linkages along the Corridor with emphasis on future planned connections. Jensen commented that connecting to the Croman Mill Site qualified for mention in the Cemetery-Clay-Hamilton Creek Corridor as well as the Tolman Creek Corridor.

Chapman stated that he had proposed that the TSP (Transportation System Plan) include a pedestrian/bike crossing across I-5 for safe passage in that area. He also noted that there was a proposed crossing at Washington Street to the Croman site. Jensen agreed with the proposed routes, indicating that other trails such as the Central Bike Path did not provide sufficient connectivity. Gardiner noted that crossing the railroad could be problematic given the policy that a new crossing must take the place of a crossing that already exists – i.e. the total number of crossings in any given area is the maximum number of crossings allowed. McGinnis described rail crossings in the San Francisco Bay area in which pedestrians cross the rail line. He stated that the crossings were gated with an automatic locking system when the rail line was in use and signage urged caution when crossing.

Motion: Chapman moved to accept *Chapter 10: Cemetery-Clay-Hamilton Creek Corridors* as edited. Jensen seconded and the motion carried unanimously.

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

Jensen noted that he agreed with Heycke that talking about the legal implications of trespass was not necessary. He stated that parking edits had a few changes – the exchange of the word *desirable* instead of *necessary*. Discussion focused on the sentence "Standalone, full-service urban trailheads are not features that are in current development plans within the City of Ashland trail system." It was agreed that the sentence would be stricken.

McGinnis noted that homeowner Sean Moran was concerned about dogs off leash. McGinnis suggested that it would be good to post signs as a reminder to hikers to use the Woof Waste Stations and keep dogs on leash.

McFarland highlighted the original language regarding the significance of signage about the brown-on-tan background as the motif for APRC signs. Special signs such as those pointing the way to the Creek to Crest Trail are identified differently.

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

VI. NEW BUSINESS

a. *Committee Review of Chapter 11: Tolman Creek Trail Corridor*

Jensen reviewed edits provided by Heycke as follows:

Paragraph 1: Strike the words *trail patrons*

Paragraph 2: Insert the words *and the proposed route* and shorten the sentence.

Paragraph 2: Exchange the word *the* for *this*.

Paragraph 3: Strike the words *"thus obviating the need to use existing street system crossing infrastructures to complete this loop and connects to important linkages."*

Jensen suggested that the beginning of the Tolman Creek Corridor begin at the confluence of Neil Creek with Tolman Creek. Discussion focused on ways to traverse barriers such as the I-5 highway when following the Tolman Creek Corridor. It was agreed that the sentence *"However a small section is within the urban growth boundary...at Crowson Road"* would be stricken. Changes included changing *"...the route should be coordinated with the Bicycle and Pedestrian Commission"* to *"... the route should be coordinated with the Transportation Commission."*

McGinnis suggested improvements that would create a safe route to school for children. Another proposed change was to include reference to the Oak Knoll Golf Course owned by APRC. The third sentence would end at *"do not provide public access."* It was agreed that future plans for a citywide trail loop would be addressed in the Chapter on the Central Bike Path. References to other linkages would be stricken.

Motion: Jensen moved to accept *Chapter 11: Tolman Creek Corridor* as edited. McGinnis seconded and the motion carried unanimously.

In response to a question by Richards about mapping a future parallel loop on the Central Bike Path, Chapman replied that the TSP might weigh in on the issue.

b. *Committee Review of Chapter 18: Indigenous Peoples*

Jensen noted that the comments about the Chapter on Indigenous Peoples seemed overly long and that a link to a site that focused exclusively on indigenous peoples could be substituted for a more detailed history in the Trail Master Plan. An underlined section centered on their use of trails. After a brief discussion, it was agreed that the story was interesting enough to leave in as presented.

Motion: Jensen moved to approve *Chapter 18: Indigenous Peoples* as presented. McGinnis seconded and the motion passed unanimously.

c. *Committee Review of Appendix C: Geology of Ashland: The Foundation of our Trails*

Jensen introduced comments by Heycke that included a recommendation that the Appendix be limited to one page only. Heycke had also noted that the geologic scramble was, in his opinion, soil that worked like butter in the winter and concrete in the summer in areas where there were no boulders. Jensen explained that he had originally wanted to validate the geology of the region but that parts of the narrative might contain more information than was necessary. McGinnis noted that the predominant soils in the area were either clay or granite and should be the focus. Jensen agreed to simplify and condense the narrative and postpone approval until the edits were complete.

d. *Review of Appendix C: Flora and Fauna in Ashland Trails area*

Heycke proposed changes as follows:

Paragraph 1: Remove the word *quality* and rephrase as *should include an understanding*.

Paragraph 1: Remove the words *of information* and change to *framework*.

Paragraph 1: Substitute *multi-use and on-street* for *urban and natural trails*.

Paragraph 1: Change or delete the sentence *"Specific flora and fauna interdictions or encouragements are not in the scope of this plan but overall support for informed and active care of the flora and fauna in the trail zones is an overarching responsibility."*

McFarland noted that a statement about the responsibilities of those who traverse the trails should be included in an effort to raise awareness and protect sensitive wilderness plants. Chapman noted that rare or endangered plants were considered when trails were designed. After some discussion, it was agreed that the sentence would be amended as follows: *"Specific flora and fauna interdictions or encouragements are not in the scope of this plan. However overall support for informed and active care of the flora and fauna in the trail zones is an overarching responsibility of all who use wilderness trails. It is also taken into consideration in the design of the trails themselves."*

Motion: Jensen moved to approve *Appendix D: Flora and Fauna* with the changes as proposed. Chapman seconded.

Discussion

McGinnis commented that there were fewer links to pursue for *Fauna* in comparison to *Flora*. McFarland replied that the recently completed Forestlands Master Plan, the updated list of sensitive plants on the Imperatrice Property and the City's own study of the area provided the plant references. Corresponding information for fauna was not necessarily comparable. McGinnis also noted a lack of narrative regarding reptiles, stating that rattlesnakes and other reptiles also share the wilderness area. Richards talked about a link to sensitive bird studies as well.

Motion: Jensen moved to approve *Appendix D: Flora and Fauna* with the changes proposed. Chapman seconded. McGinnis proposed an amendment to add a paragraph regarding reptiles to the narrative. Jensen seconded. McFarland asked that links also be included in the wildlife section. Jensen seconded and the motion to approve the narrative for *Flora and Fauna* as amended carried unanimously.

e. Roundtable Discussion

Jensen reviewed the narratives yet to be completed. He stated that he would not be available as a final editor from the 9th through the 24th of May. Chapman suggested that the final editing be completed in June and meetings in May could be concerned with completing the drafts of the remaining Chapters.

McFarland asked that copies of the original plan be brought to the Open House. He suggested that the incomplete drafts be accepted in Google Docs so that they could be displayed. After some discussion, it was agreed that the work-in-progress would not be prepared for public input – and comments would be solicited based upon the original 2006 Master Plan.

VII. UPCOMING MEETING DATE

May 4, 2018 – Siskiyou Room, Community Development Building @ 10:00 a.m.

VIII. ADJOURNMENT

There being no further business, the meeting was adjourned at 11:50 a.m.

Respectfully submitted,
Betsy Manuel, Minute-Taker

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PUBLIC INPUT FORM

Trail Master Plan Update

We value your comments/input to the Trail Master Plan (TMP) Committee. Your comments/input will become part of APRC's public record. Thank you!

Full Name: Joy Trevey Lowell

Phone: [REDACTED]

May we text you? yes no

Email: [REDACTED]

May we email you? yes no

TMP Update Comments/Input: _____

Please add additional signage where Snark + Bandersnatch converge as these become multi-use at this point and slower speeds will be necessary - OR find a way to separate users based on speed.

The other option to separate users would be to connect the section of Bandersnatch where it turns + joins Snark (BTI cut off) to connect Bandersnatch switch back section East + North.

Asking horseman to pick up their poop is not realistic because it is difficult to dismount on narrow trails.



PUBLIC INPUT FORM

Trail Master Plan Update

We value your comments/input to the Trail Master Plan (TMP) Committee. Your comments/input will become part of APRC's public record. Thank you!

Full Name: Joy Trevey Lowell

Phone: [REDACTED]

May we text you? yes no

Email: [REDACTED]

May we email you? yes no

TMP Update Comments/Input: _____

Please include equestrians in the Imperatrice, Grizzly Peak & Grizzly Peak Preserve + Immigrant Lake Area. Equestrians have long used the Imperatrice area because it was safe from bikes. We hope you will consider hike/horse trails and separate the bikes for everyone's safety!

Equestrians would appreciate being included in Lambs Mine trail.

We would also appreciate continued inclusion on White Rabbit trail.



PUBLIC INPUT

Trail Master Plan

Equestrians
want to
continue to
ride on this
land please
IMPERATRICE

We value your comments/input to the (TMP) Committee. Your comments/input will become part of APRC's public record. Thank you

re Appendix A.
Trails Safety + Protocol
Equestrians
I approve of 2+3
however item # 1
is simply NOT
practical.

Full Name: ANNETTE BROTH

Phone: [REDACTED]

May we text you? yes

Email: [REDACTED]

May we email you? yes

TMP Update Comments/Input: _____

Please give some
for equestrian users that have
for many years availed of the
trails at IMPERATRICE. The prospect
of continuing access up to
Grizzly Peak is encouraging. Ideally
allocation of equestrian AND
hiker only trails assure the
ongoing safety of both these user
groups free from being concerned
about conflicts with mountain bikes.
Ditto Grizzly Peak Reserve.



Also re Appendix A Trails Safety + Protocol
re Equestrians - I approve of #2+#3 However item #1
is simply NOT workable/nor practical. *P.T.O.*

PUBLIC INPUT FORM

Trail Master Plan Update

We value your comments/input to the Trail Master Plan (TMP) Committee. Your comments/input will become part of APRC's public record. Thank you!

Full Name: David Browne

Phone: [REDACTED]

May we text you? yes no

Email: [REDACTED]

May we email you? yes no

TMP Update Comments/Input: _____

Please include Equestrians in the Imperatrice, Grizzly Peak and In Grizzly Peak Preserve including the Sampson Creek Preserve.
Equestrians have long used the Imperatrice area, because it was safe from bikes. I hope you will consider hiking + horse trails separate from bikes for everyone's safety * At the intersection of Bendershatch and Snark where trail intersects to be multi-use for a short distance I recommend that another trail be made to separate bikes from equestrians and hikers.



PUBLIC INPUT FORM

Trail Master Plan Update

We value your comments/input to the Trail Master Plan (TMP) Committee. Your comments/input will become part of APRC's public record. Thank you!

Full Name: Cyndi Rach

Phone: [REDACTED]

May we text you? yes no

Email: [REDACTED]

May we email you? yes no

TMP Update Comments/Input: Please do include
equestrian usage in the planning of trails
in the Imperatice, Sampson Creek Preserve,
Grizzly Peak & Grizzly Peak Preserve.
For safety of both hikers & equestrians
please consider separate trails for bikes
as they travel at a much higher speed
than either hikers or equestrians!



PUBLIC INPUT FORM

Trail Master Plan Update

We value your comments/input to the Trail Master Plan (TMP) Committee. Your comments/input will become part of APRC's public record. Thank you!

Full Name: Judy Klein

Phone: [REDACTED]

May we text you? yes no

Email: [REDACTED]

May we email you? yes no

TMP Update Comments/Input: Please include equestrians in the master plan. We are willing to work on maintaining & developing trails. We are especially interested in hike/equestrian trails only with bicycles having their own trails as that is the SAFEST alternative. The Imperatrice area has "always" been open to equestrians and we would like to maintain this as equestrian designated without the danger of adding bicycles. Both the Grizzly Peak & Grizzly Peak Preserve areas we would like to have equestrians included. BCHO is presenting a Share Trails Safety Program which we would like to present to all multi-use organizations. Please see attached flyer.



PUBLIC INPUT FORM

Trail Master Plan Update

We value your comments/input to the Trail Master Plan (TMP) Committee. Your comments/input will become part of APRC's public record. Thank you!

Full Name: Stephen Forester

Phone: [REDACTED]

May we text you? yes no

Email: [REDACTED]

May we email you? yes no

TMP Update Comments/Input: _____

- I love the idea of Cascade foothills trail system potential up Grizzly Peak. That would be wonderful.

- Please pursue trails along Ashland Creek between Helman and Oak St.

- A bike trail to avoid travel along A street is definitely needed.

- Thank you!



PUBLIC INPUT FORM

Trail Master Plan Update

We value your comments/input to the Trail Master Plan (TMP) Committee. Your comments/input will become part of APRC's public record. Thank you!

Full Name: Richard Thomas

Phone: [REDACTED]

May we text you? yes no

Email: [REDACTED]

May we email you? yes no

TMP Update Comments/Input: _____

Looking forward to extension of bike trail
to Emigrant Lake



PUBLIC INPUT FORM

Trail Master Plan Update

We value your comments/input to the Trail Master Plan (TMP) Committee. Your comments/input will become part of APRC's public record. Thank you!

Full Name: Linda Thomas

Phone: [REDACTED]

May we text you? yes no

Email: [REDACTED]

May we email you? yes no

TMP Update Comments/Input: _____

Oak St. should not be used as a bicycle path -- Very dangerous for bikes!

⊗ Ped/bike bridge across Nevada St. should be built.



PUBLIC INPUT FORM

Trail Master Plan Update

We value your comments/input to the Trail Master Plan (TMP) Committee. Your comments/input will become part of APRC's public record. Thank you!

Full Name: Trina Bastion

Phone: [REDACTED]

May we text you? yes no

Email: [REDACTED]

May we email you? yes no

TMP Update Comments/Input: _____

I fully support the development of the trails that are proposed for the Cascade Foothills Area. I feel this area is ideal for multiuse including equestrians. There will need to be considerations taken for adequate parking of multiple large vehicles. The Jack-Ash trail system that is currently under development is also very important to myself and other equestrians. The parking for some of the sections does seem limited, this could be improved in the future.



More on Beck

PUBLIC INPUT FORM

Trail Master Plan Update

We value your comments/input to the Trail Master Plan (TMP) Committee. Your comments/input will become part of APRC's public record. Thank you!

Full Name: Aaron Bastion BCHA Sourdough Chapter

Phone: [REDACTED]

May we text you? yes no

Email: [REDACTED]

May we email you? yes no

TMP Update Comments/Input: _____

Adequate space to turn vehicles w/trailers around at trail heads is important to equestrians. Many riders will travel hours for the opportunity to ride & explore a new trail unaware of what parking conditions will exist at their destination. Designated turn grounds & parking for trailers would be great where practical & possible. A study in Washington state revealed how many millions of dollars Equestrians contributed to the local economies of King & Pierce County. If Jackson & Josephine County were conduct a similar study, I expect the local equestrian also contribute millions & will continue to do so if they have trail systems friendly to their needs & interests.

Thank you.



PUBLIC INPUT FORM

Trail Master Plan Update

We value your comments/input to the Trail Master Plan (TMP) Committee. Your comments/input will become part of APRC's public record. Thank you!

Full Name: Judy Klein

Phone: [REDACTED]

May we text you? yes no

Email: [REDACTED]

May we email you? yes no

TMP Update Comments/Input: There is a multi-use section on the Bander-snatch Trail where mountain bikes come down fast without awareness of hikers or horses. Please post signs identifying this as multi-use and the need to slow down. Posting Trail Courtesy signs would be helpful for all.



PUBLIC INPUT FORM

Trail Master Plan Update

We value your comments/input to the Trail Master Plan (TMP) Committee. Your comments/input will become part of APRC's public record. Thank you!

Full Name: John Hamilton

Phone: [REDACTED]

May we text you? yes no

Email: [REDACTED]

May we email you? yes no

TMP Update Comments/Input: Formally develop the
Imperatrice property, please.



PUBLIC INPUT FORM

Trail Master Plan Update

We value your comments/input to the Trail Master Plan (TMP) Committee. Your comments/input will become part of APRC's public record. Thank you!

Full Name: Bill Kuhn

Phone: _____

May we text you? yes no

Email: [REDACTED]

May we email you? yes no

TMP Update Comments/Input: Great plans! There is a big need for dirt trails that are appropriate for beginner and youth mountain bikers. The Ashland watershed primarily has trails designed for intermediate to advanced mountain bike rides. Many in town wish there were a trail system for kids and beginners. A youth mountain biking league is starting in Oregon with at least one team located in Ashland. Mountain biking is a big and fast growing sport/activity for all levels of riders. It would be great to offer an easy trail system to those unwilling or unable to do the steep watershed trails. A potential new system of trails could be multi-use, not for mountain biking only. Hikers would come too!



PUBLIC INPUT FORM

Trail Master Plan Update

We value your comments/input to the Trail Master Plan (TMP) Committee. Your comments/input will become part of APRC's public record. Thank you!

Full Name: SUE NEWBERRY

Phone: [REDACTED]

May we text you? yes no

Email: _____

May we email you? yes no

TMP Update Comments/Input: _____

WOULD LIKE TO SEE A CONNECTION
BETWEEN DOWNTOWN & BERR
CREEK TRAIL. I REALIZE THIS
DOESN'T SEEM FEASIBLE
NOW, BUT IT IS NEEDED. ~~IT~~
EVERY SOME WAY FINDING SIGNS
SHOWING STREETS TO RIDE/WALK
& DISTANCES WOULD HELP.



PUBLIC INPUT FORM

Trail Master Plan Update

We value your comments/input to the Trail Master Plan (TMP) Committee. Your comments/input will become part of APRC's public record. Thank you!

Full Name: Ron Demele

Phone: _____

Email: _____

May we email you? yes no

TMP Update Comments/Input: _____

Dogs are a problem on trails. People do not control them. I was bit last year. Perhaps we could designate some Dog free! encourage some for use - some not!

let's get connected to the Grizzly Peak from Ashland property w/ a trail!



PUBLIC INPUT FORM

Trail Master Plan Update

We value your comments/input to the Trail Master Plan (TMP) Committee. Your comments/input will become part of APRC's public record. Thank you!

Full Name: Aaron Bastion BCHO Sourdough Chapter

Phone: _____

Email: _____

May we email you? yes no

TMP Update Comments/Input: _____

Asking Equestrians To Carry out the horse's waste is an impractical suggestion/request. The amount of waste a horse can produce is significantly greater than a dog but with few comparable bacteria or parasites considering their diet is grass. A more practical approach would be to expect equestrians to pick manure off the trail and clean up + remove the waste they produce at the Trail head/parking area

Thanks

Aaron



PUBLIC INPUT FORM

Trail Master Plan Update

We value your comments/input to the Trail Master Plan (TMP) Committee. Your comments/input will become part of APRC's public record. Thank you!

Full Name: John Hamilton + Lavri Hoagland

Phone: _____

Email: _____

May we email you? yes no

TMP Update Comments/Input: We are concerned about the section of the TID that has recently been blocked off at the upper end of Paradise Street to dogs

We live on Park St. and use this ditch trail nearly every day. I have talked with the landowner. His ~~main~~ primary argument is fear of litigation. Yet, the city protects landowners like them from lawsuits if there is a problem/injury!! It would be great to have users engage the owners (Steve + wife) to understand them + come up with a solution to maintain dog access. If an easement through the Brook's property up hill is possible, the city should make that a priority. The ditch is ~~still~~ being blocked off piece by piece. Residents want access! If there is abuse of the privilege to use the ditch we all need to better understand each other.



PUBLIC INPUT FORM

Trail Master Plan Update

We value your comments/input to the Trail Master Plan (TMP) Committee. Your comments/input will become part of APRC's public record. Thank you!

Full Name: John Hamilton & Lauri HONGLAND

Phone: [REDACTED]

Email: [REDACTED]

May we email you? yes no

TMP Update Comments/Input: We are concerned about the

section of the TID that is blocked off 3/8 mile east

of PARK ST. Is there a way to re-engage the

landowner + try to reopen that section to public

access? The ditch is being blocked off piece by

piece. Resident walkers + dog owners need access.

The city should make increased ditch access a

priority.



GEOLOGY OF ASHLAND AREA: THE FOUNDATIONS OF OUR TRAILS

The city of Ashland and surrounding area sits on a geologic scramble sometimes defying interpretation yet remaining uniquely interesting and always challenging for trail building and maintenance. The town sits on the northern edge of the Siskiyou Mountains which extend west to east from the Pacific Ocean and eventually abuts into the north-south running Cascade Range. Thus, the geologic history of Ashland is the story of two mountain ranges, both of which are major players in the geologic history of Oregon in general.

Prior to 200 million years ago, Oregon lay under a shallow sea and the western shore of North America was located roughly where Oregon and Idaho meet today.

This situation began to change when the North American continental plate began to drift westward resulting in the first of a succession of subduction zones where each new subduction zone marked a place where the Pacific plate slid beneath the North American plate. Two consequences of this subduction process helped to create the terrestrial Oregon we know today.

The first consequence: Several times between 200 and 50 million years ago, fragments of the eastward drifting Pacific plate, including volcanic islands and thick deposits of sediment, collided and subducted under the North American plate. At times however, rather than subducting, these fragments stopped subducting and became welded onto the North America plate, such that Oregon grew westward, ultimately reaching its present size. Some of these welded-on, accreted terranes are among the oldest and are now exposed at the surface in the Bear Creek Valley characterized by gneiss and metamorphosed sedimentary rocks. *The second consequence:* Subduction processes often cause melting of the earth's upper mantle. This developing magma was hot and buoyant, and it rose, melting and pushing its way upward through the overlying crust, erupting and creating volcanoes, lava flows and volcanic ash. In some instances, the magma never rose all the way to the surface and instead cooled and solidified within the crust and the result was a collection of slow-cooling granite and diorite plutons often many miles wide. These plutons formed beneath southwestern Oregon and several of them make up much of the base rock of Mount Ashland and Wagner Butte. Rock debris from the Mount Ashland pluton is common in the stream gravels of North Mountain Park and along the Bear Creek Greenway.

Other very ancient subduction processes have had a major role in creating the Siskiyou Mountains. These are very geologically complex mountains existing here a long time and they have also been eroding for a long time, depositing significant quantities of clay, silt, sand, pebbles, and cobbles into low-lying areas at their base. The result of this erosion and layered deposition is the formations that comprise most of the surface rocks of our area.

The older of these formations were marine deposits on the bottom of the Cretaceous sea that covered much of Oregon roughly 90 million years ago. These sedimentary beds, called the Hornbrook Formation, consist mostly of sandstone and shale. They contain fossils of ammonites, clams, snails, and sharks' teeth. Many trails in Ashland are built on Hornbrook rocks, which erode easily, often crumbling into piles of grayish or greenish rock debris.

The younger of the two formations, the Payne Cliffs Formation is mostly terrestrial conglomerate and sandstone and emerges just east of Bear Creek and includes Pompadour Bluff.

Smooth, very well rounded pebbles and cobbles of quartzite rock have eroded free from this formation and can occasionally be found in the stream gravels of Bear Creek Valley and on the shoreline of Emigrant Lake.

THE ASHLAND CREEK TRAIL CORRIDOR

ROUTE DESCRIPTION

The Ashland Creek trail corridor is visualized as the natural extension of the existing trails within Lithia Park as it follows Ashland Creek to its confluence with Bear Creek. It could create a pedestrian route nearly three miles long. Broadly, the corridor extends south from the Bear Creek Greenway at the confluence of Ashland Creek and Bear Creek to the upper reaches of Lithia Park. Approximately one-half of the trail currently exists. The corridor was part of the original Regional Greenway Plan of 1966, which was approved by voters in 1974 and reaffirmed in Ashland's 1974 Comprehensive Plan. There are several existing city parks and other city properties as well as easements within the corridor that could be folded into a corridor trail alignment. The new section of multi-use trail that connects the Bear Creek Greenway to Nevada Street through Verde Village is a vital addition. The only current viable route from Nevada Street south to the Ashland Creek Park is to use the on-street trail of Oak Street. An alternative route would be coming up Helman Street to avoid the bumps and traffic of Oak Street. From the Ashland Creek Park the best multi-use route is up the less vehicle-impacted Water Street to the pedestrian crossing at North Main Street, through the plaza and into Lithia Park. In this section existing alternate pedestrian paths parallel the creek: 1) the improved natural area trail next to the Ashland Christian Fellowship that delivers users to the problematic intersection of Oak-railroad-A St.-Van Ness, 2) the pedestrian walkway off of Water Street alongside the Plaza Hotel and ending at Bluebird Park. From the entrance to Lithia Park to the corridor's southern terminus in the Ashland Watershed there are trails a plenty: on-street for bikers, multi-use trails, natural area trails both improved and native. Safe crossings would need to be provided at Nevada Street and Hersey Street. The railroad tracks could be crossed at the Water Street underpass.

LINKAGES

Connectivity could be greatly improved in the Ashland Creek corridor by completing the trail connection between the newly developed Ashland Creek Park and APRC owned land at Nevada Street. Several trail easements have been secured along this corridor over the last ten years, with only a several more critical pieces needed to complete the connection between the Bear Creek Greenway and the central area corridor which includes Ashland's civic and business center, City Hall and the Chamber of Commerce. This central business area is also popular with tourists and is adjacent to the Oregon Shakespeare Festival grounds and other tourist attractions and services. The central section of the Ashland Creek corridor also offers new linkage possibilities to the Central Bike Path and the newly acquired APRC property

alongside Bear Creek below Clinton Street. An important section of the southern trail corridor is located along the City water treatment plant access road. The existing Bicycle Technical Institute (BTI) Trail and other less developed trails terminate on the access road above the recently upgraded security gate. To remedy this conflict, and to make available a desirable stretch of the creek to the public, the Parks and Recreation Department will open a dialogue with the Public Works Department on the feasibility of moving the security gate back by approximately one-half mile. (I believe this is a significant work in progress and should be addressed as such for purposes of this TMP).

The Ashland Creek corridor passes through or near several city parks, including Ashland Ponds (near the Bear Creek Greenway), the Dog Park, Ashland Creek Park, the Skate Park, Oak Meadows Park (donde ?????), Blue Bird Park, and Lithia Park. The former Briscoe Elementary School and playground are within close proximity to the corridor. Helman School and playground are located on the west edge of the corridor. The trail could provide a safe route for students to walk or bicycle to these schools and playgrounds. The trail would also provide easy access to the Plaza and Calle Guanajuato. North-south bike routes within the corridor are Oak and Helman Streets, and east-west bike routes are Nevada Street, Glenn/Orange Street, Hersey Street, and Lithia Way.

The Creek to Crest Trail is also located within this corridor. Until this corridor is fully developed, users may reroute to the Creek to Crest Trail. A trailhead at the top of Granite Street could provide a point of entry for equestrians to Forest Service Road 2060. A trail access point should be considered at Ashland Creek Park with generous parking offered by the Ashland Christian Fellowship.

CHARACTER

The route is characterized by open riparian woodlands and residential neighborhoods at the north, urban development in the central area, and groomed parkland and natural areas as well as public woodlands to the south. The corridor contains many opportunities for enjoyment of Ashland Creek, which is the backbone of Lithia Park and one of the main tributaries to upper Bear Creek.

EXPECTED USERS

Expected user groups are pedestrians, runners, families with strollers, and maintenance and emergency vehicles. The desire is to continue the overall character of Lithia Park along this route.???

Due to the primarily riparian character of the trail location and related environmental concerns, pedestrian use is the most appropriate. Bicyclists and horses are not allowed on the trail from upper Lithia Park to Nevada Street.??? Alternate bicycle routes shall be established to allow cyclists to travel the corridor and reach city facilities. The northern and southern trail sections may present an opportunity for equestrian use.

TYPICAL TRAIL SECTION

The typical trail section is eighteen to forty-eight inches in width and surfaced in crushed rock. The width, surfacing, and other trail standards may vary based on site-specific opportunities and constraints, including available land, appropriate use, and wetland and wildlife concerns.

NATURAL AND CULTURAL RESOURCES

Early settlers referred to Ashland Creek as Rock Creek and then Mill Creek. The creek originates on the summit of Mt. Ashland and is still the main source of municipal drinking water.

The fast-flowing stream, where it first emerges from the mountains, provided power for Ashland's earliest lumber and flour mills and is where the community of Ashland first formed with the plaza as the nexus of civic discourse, governance and commerce.