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Park Commission
Better Together
www.AshlandParks&Rec.org
340 South Pioneer Street
Ashland, Oregon 97520
541.488.5340

TRAILS ADVISORY COMMITTEE MEETING AGENDA

November 19, 2025
Lithia Park Cabin, 340 S Pioneer Street – 4:15 PM

To attend the meeting or to provide public input, see public participation instructions below.

I. **CALL TO ORDER**

II. **ROLL CALL**

III. **APPROVAL OF MINUTES**
1. Trails Advisory Committee September 22, 2025

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

V. **PUBLIC FORUM**

VI. **Director Update**

VII. **BUSINESS**
1. 2026 Trails Advisory Committee Meeting Schedule (Action)
2. Dormouse Trail Proposal (Information)
3. Fence Trail Redo Proposal (Information)

VIII. **UPCOMING MEETING DATES 2026**
1. January 21 4:15 – 5:45 PM, Lithia Cabin
2. March 18 or 25 (TBD) 5:00 – 6:30 PM, Lithia Cabin
3. May 20 4:15 – 5:45 PM, Lithia Cabin
4. July 15 5:00 – 6:30 PM, Lithia Cabin
5. September 16 4:15 – 5:45 PM, Lithia Cabin
6. November 18 5:00 – 6:30 PM

IX. **ADJOURNMENT**

If you need special assistance to participate in this meeting, please contact Nancy Mero at Nancy.mero@ashlandoregon.gov or (541) 552-2256 (TTY phone number (800) 735-2900). Notification at least three business days before the meeting will enable the City to make reasonable arrangements to ensure accessibility to the meeting in compliance with the Americans with Disabilities Act.

Participation Instructions

This meeting will be held in-person at the Lithia Park Cabin, 340 S. Pioneer Street. Those who wish to provide oral testimony must attend the meeting. Written testimony will be accepted via email sent to nancy.mero@ashland.or.us. Please include "**Public Testimony**" in the subject line. Written testimony submitted by 11:00 AM the day before the meeting will be made available to the committee members before the meeting. All testimony will be included in the meeting minutes.

340 South Pioneer Street
Ashland, Oregon 97520
541.488.5340

TRAILS ADVISORY COMMITTEE MEETING MINUTES

September 22, 2025

Lithia Park Cabin, 340 S Pioneer Street – 4:00 PM

Committee Members Present: Adams (Park Commission Liaison), Bender, Braught, Cott (Chair), E. Hansen (City Council Liaison), Heycke, Kuwabara, Seffinger
Staff Present: Parks Superintendent Caldwell, Parks Supervisor Minica, Executive Assistant Mero
Absent: B. Hansen (Vice Chair), Director Houston

I. **CALL TO ORDER** – Chair Cott called the meeting to order at 4:00 PM

II. **ROLL CALL** – Cott, Adams, Heycke, Braught, Hansen, Bender, Kuwabara, Seffinger all present

III. **APPROVAL OF MINUTES**

1. Trails Advisory Committee April 14, 2025
2.Trails Advisory Committee July 15, 2025

Chair Cott asked for approval of both sets of minutes. All ayes, minutes approved.

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

- Chair Cott addressed several housekeeping items
  - Due to the time required to get meeting minutes approved by the Committee and acknowledged by the Park Commission, would like draft minutes to be sent out/posted as soon as they are complete. No objections.
  - Would like TAC to meet every other month. No objections.
  - Asked members to send him their best days of the week/hours of the day for meeting as well as any days/hours they absolutely cannot meet.

V. **PUBLIC FORUM** – None

VI. **BUSINESS**

1. **Bylaws**

SITUATION - The Trails Advisory Committee (TAC) needs bylaws to assist with the management of the committee.

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ASSESSMENT - The Parks and Recreation Department (Department) developed draft bylaws, consistent with other Department committees to assist in the management of the TAC. At the April 2025 TAC meeting, committee members were provided with the draft. Based on information received to date, staff has updated the draft bylaws.

DISCUSSION QUESTIONS OR SUGGESTED NEXT STEPS

- Are there any edits of the bylaws that need consideration?
- Would TAC like to recommend the bylaws to the Park Commission now or at the next TAC meeting?

POLICIES, PLANS & GOALS SUPPORTED - Policy 1.01.001 – Policy Framework

FINANCIAL CONSIDERATIONS - These bylaws will not impact Department operations or capital budgets directly. The Department will manage the capital and operations budget within the current budget limitations.

ATTACHMENTS – Draft TAC Bylaws (see packet)

Motion: I move to approve the Trails Advisory Committee Bylaws and recommend them to the Park Commission.

Motion: Seffinger Second: Braught

Bender	Aye	Braught	Aye	Cott	Aye
Heycke	Aye	Kuwabara	Aye	Seffinger	Aye

All Ayes, motion passes.

2. **Trail Proposal Procedure** – Superintendent Caldwell

SITUATION - The Parks and Recreation Department (Department) needs to develop a procedure to formalize the process to assess trail proposals.

ASSESSMENT - The Department, with assistance from the trails ad-hoc committee, developed a process to review new trail proposals. With the adoption of Policy 1.01.001 – Policy Framework, the Department needs to formalize a procedure for this process. Staff utilized the prior process as a guide to develop the proposed procedure. Staff has incorporated an objective scoring criteria to assist in TAC and the Department working with proposers, the Park Commission, and the community to clearly and consistently justify recommendations.

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Staff reviewed the comments from TAC members at the 7/15/2025 TAC meeting. The primary item raised was the desire to not have a minimum score for trail proposals. Staff has kept the minimum score in the procedure.

This ensures that the recommendations to the Parks Commission have an objective measurement to support TAC's recommendation. Staff does not want TAC or the Parks Commission in a position where we are defending a trail proposal that was not recommended that had a lower score than one that was approved. In addition, the scoring criteria and score help demonstrate alignment with the Department's goals and objectives.

DISCUSSION QUESTIONS OR SUGGESTED NEXT STEPS

- Are there additional questions or suggested edits to the procedure?

POLICIES, PLANS & GOALS SUPPORTED - Policy 1.01.001 – Policy Framework, Parks, Recreation, Open space and Seniors Strategic Plan (PROS)

FINANCIAL CONSIDERATIONS - This procedure will not impact Department operations or capital budgets directly. The Department will manage the capital and operations budget within the current budget limitations.

ATTACHMENTS - Procedure 3.3.001 – Draft Trail Proposal Procedure (see packet)

Questions/Discussion:

- The draft trail proposal procedure is quantitative. Need to also include a qualitative appraisal.
- The Criteria is good – keep it.
- The scoring should be more objective – remove the point system.
- Example, there may be only one primary but strongly compelling reason to build a proposed trail. Points could be too low to move it forward.
- The assessment should be a narrative. Assess the proposal by value and reason(s) to move it forward.
- Assigning a number doesn't make an assessment objective.
- A recommendation could be both a narrative and a number to provide a metric.
- Maybe a high – medium – low rating?
- Don't want to reject a proposal with a scoring of 74 if it is high needs, high environmental, and a high priority.
- The committee should be evaluating trails for whether or not they should be built.
- Suggested that the rubric, numbers and matrix are not needed. Make it simple.

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- The narrative is needed for information. For instance, information could help sway voters.
- The four categories are also important.
- As a part of the process, there should be a site visit to proposed trails to acknowledge the potential downsides and issues.
- Should include funding assigned in the CIP in the conversation.
- A list of the pros/cons of a proposal is a really good idea. Would aid the next group to review the proposal.
- If there are concurrent multiple trail proposals, the committee could rank them.
- Should consider/add in externalities like potential economic boost to the area and volunteerism.
- Suggested for Josh/Rocky to rework/wordsmith the scoring criteria.

3. **Trail Management Protocol** – Superintendent Caldwell

SITUATION - The Parks and Recreation Department (Department) currently does not have a trail management protocol for trails. There appears to be a body of work (practices) the Department has historically used to manage the trail system.

ASSESSMENT - Staff has reviewed trail management practices for other local, state, and federal land managers. In reviewing past practices and these documents, a trail fundamentals document and corresponding trail management protocol has been drafted for review by TAC. The first review occurred at the July 15, 2025, TAC meeting. Staff have integrated that feedback into the current version.
Key trail management items to address are the management of who the trail is designed for (user experience) and trail guidelines to inform development and operation of the trail system. The protocol outlines the core elements to meet these trail management needs.
The goal of the protocol is to inform the Department on trail operational guidelines to assist in prioritizing trail maintenance, guidelines for trails to provide a consistent and predictable trail experience, and to ensure our trail system is aligned with the Department's strategic direction, community needs, and Department resources.

DISCUSSION QUESTIONS OR SUGGESTED NEXT STEPS

- Is there any feedback on the trail management protocol?

POLICIES, PLANS & GOALS SUPPORTED - Policy 1.01.001 – Policy Framework, Parks, Recreation, Open Space and Seniors Strategic Plan (PROS)

FINANCIAL CONSIDERATIONS - The protocol will impact Department planning and operational costs associated with managing trails. The Department's capital and operations budgets will be managed via current limitations.

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ATTACHMENTS - Protocol 1.03.001 – Draft Trail Management Protocol (see packet)

Questions/Discussion:

- Dislike categorizing existing trails in this manner.
- A set up for problems.
- A committee member did a matrix using all of the existing trails and it proved to be an exercise in futility.
- Suggested that the committee decline to vote on the protocol.
- Puts Parks/the City in more jeopardy for litigation.
- Other entities like the State and Forest Service use a similar system. The Department has to have something.
- Because of the way a trail can vary in segments and certain weather, every trail would have to be a Black diamond.
- Unnecessary bureaucracy.

Motion: I move that the Trails Advisory Committee recommend against the use of the Trail Management Protocol.

Motion: Cott Second: Kuwabara

Bender	Aye	Braught	Aye	Cott	Aye
Heycke	Aye	Kuwabara	Aye	Seffinger	Aye

All Ayes, motion passes.

4. **PROS Plan – Trails Service Level Goal** – Superintendent Caldwell

SITUATION - The Department's Parks, Recreation, Open space & Senior services strategic plan (PROS) will be establishing a service level goal for trails.

ASSESSMENT

Trail Segment Type	Miles
Trail (outside of road ROW)	98.8

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Road (shared use/bike lane)	79.4
Proposed	25
Total	**203.2**

The level of service recommendation by Oregon Parks & Recreation, as found in their State Comprehensive Outdoor Recreation Plan (SCORP) Park Master Planning Guidelines, is 0.5 to 1.5 miles per 1,000 residents. Our initial data review has identified the following:

Trail Segment Type by City Ownership	Miles
Parkland	22.4
City Owned	31.7
Other	44.7
Total	**98.8**

Trail Segment Type	Bike Only (miles)	Ped Only (miles)	Bike & Ped (miles)	Mutli-Use (miles)	Ped-Equine (miles)
Trail	13.2	36	10.5	35	6.4
Road	26.4	0.00	0.00	51	0.00
Proposed	11.3	0.24	0.03	13.6	0.00
Total	**50.9**	**36.24**	**10.53**	**99.6**	**6.4**

The data we have gathered so far through the PROS planning process is as follows:

- Trails are a highly used park asset
- The community wants more trails
- The community wants existing trails to be managed well
- The community wants easy (green) trails

Based on this, staff has proposed the current Service Level Goal:

	Current number of Miles	Service Level Goal (# of miles)	Purpose
Trails			
Trails, Pathways, and Bikeways	56	64	Create 8 miles for trail connections & improve trail diversity
Actual Miles	**56**	**64**	**Proposed Miles**
Current Service Level (acres per 1,000)	**2.6**		
Draft Service Level (acres per 1,000)	**3.0**		

It is important to note that the PROS Plan is developing (2) types of goals:

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- Strategic Goals
    - Broader goals that will have objectives and actions to meet the community's recreational needs.
- Service Level Goals
    - Measurable outcomes for parklands, trails, park amenities and programming.

We are working with the Park Commission over the next few months to develop the strategic goals and setting the service level goals. Our intent is to bring back to the TAC draft objectives and actions for the strategic goals at the January meeting. The input we get on the service level goal will inform the final recommendation to the Park Commission.
The draft PROS plan is planned for February 2026, with adoption in April 2026.

DISCUSSION QUESTIONS OR SUGGESTED NEXT STEPS

- Questions or feedback on the draft service level goal for trails?

POLICIES, PLANS & GOALS SUPPORTED - PROS Plan (in process)

FINANCIAL CONSIDERATIONS – N/A

ATTACHMENTS – N/A

Questions/Discussion:

- Opposition to the use of Service Level Goals for determining miles of trail.
- Not a fair measurement – shouldn't be specifically by mile as in, "8 more miles of trail is all you get."
- Maybe use the number as a minimum.
- All levels of service are problematic. Comparing apples to oranges.

Motion: I move that we decline to participate in any further discussion of the levels of service.

Motion: Cott Second: Heycke

Bender	Aye	Braught	Aye	Cott	Aye
Heycke	Aye	Kuwabara	Aye	Seffinger	Aye

All Ayes, motion passes.

5. **Trail Proposal** – Superintendent Caldwell

SITUATION - The Department has received one trail proposal.

DRAFT

ASSESSMENT - The trail proposal was received on 9/17/2025. Staff has begun the review process, outlined in the draft trail proposal procedure. At the 7/15/25 TAC meeting, staff recommended using a trail proposal (like this one) to assess the draft procedure. Staff is recommending that this proposal, given its location and documented concerns about cycling on Lithia Park's trails, should have a public meeting and comment period if this proposal was to be recommended by the TAC prior to being presented to the Park Commission.

DISCUSSION QUESTIONS OR SUGGESTED NEXT STEPS

POLICIES, PLANS & GOALS SUPPORTED - PROS Plan (in process)

FINANCIAL CONSIDERATIONS – N/A

ATTACHMENTS - Dormouse Trail Application

Questions/Discussion:

- There was interest in a site visit to the proposed trail. Discussion ensued regarding limiting the number of committee members (voting) participating in the visit so as to avoid having a quorum present.

VII. **UPCOMING MEETING DATES** - TBD

VIII. **ADJOURNMENT** – Chair Cott adjourned the meeting at 5:30 PM

Respectfully submitted by Nancy A. Mero, Executive Assistant

DRAFT

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TRAILS ADVISORY COMMITTE MEETING
AGENDA BRIEF

November 19, 2025

Agenda Item	VII1. 2026 Meeting Schedule	
Presenter	Josh Cott	Chair of Trails Advisory Committee
Item Type	Action ☒ Information ☐	

SITUATION – Chair Cott of the Trails Advisory Committee (TAC) has created a meeting schedule for 2026.

ASSESSMENT – Chair Cott created the meeting schedule based on input received from the members of the TAC and confirmation from staff that the Lithia Park Cabin was available.

DISCUSSION QUESTIONS OR SUGGESTED NEXT STEPS

The date of the March 2026 TAC meeting still needs to be determined. Suggested dates are March 18 or March 25. The date will be determined by a vote of the members of TAC.

FINANCIAL CONSIDERATIONS

Not applicable

ATTACHMENTS

2026 Trails Advisory Committee Meeting Schedule

PREPARED BY: Nancy Mero, Executive Assistant

ASHLAND PARKS AND RECREATION DEPARTMENT

TRAILS ADVISORY COMMITTEE SCHEDULE OF MEETINGS FOR 2026

All meetings will be held at the Lithia Park Cabin, 340 Pioneer Street

January 21, 2026 4:15 – 5:45 PM

March 18 or 25, 2026 TBD

May 20, 2026 4:15 – 5:45 PM

July 15, 2026 5:00 – 6:30 PM

September 16, 2026 4:15 – 5:45 PM

November 18, 2026 5:00 – 6:30 PM

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TRAILS ADVISORY COMMITTE MEETING
AGENDA BRIEF

November 19, 2025

Agenda Item	VII2. Dormouse Trail Proposal	
Presenter	Rocky Houston	Director
Item Type	Action ☐ Information ☒	

SITUATION

The Department has received a trail proposal

ASSESSMENT

The trail proposal was received on 9/17/2025. Staff has begun the review process, outlined in the draft trail proposal procedure. At the 7/15/25 TAC meeting, staff recommended using a trail proposal (like this one) to assess the draft procedure.

Staff is recommending that this proposal, given its location and documented concerns about cycling on Lithia Park's trails, should have a public meeting and comment period if this proposal was to be recommended by the TAC prior to being presented to the Park Commission.

DISCUSSION QUESTIONS OR SUGGESTED NEXT STEPS

POLICIES, PLANS & GOALS SUPPORTED

PROS Plan (in process)

FINANCIAL CONSIDERATIONS

Not applicable.

ATTACHMENTS

Dormouse Trail Application

PREPARED BY: Rocky Houston

Ashland Parks and Recreation Trail Application
SUMMARY SHEET

Project Sponsor:
Sponsored by Rogue Valley Mountain Bike Association.
Authored by Justin Adams, APRC Commissioner #4, Chair of Ashland Trails Advisory Committee, member of the Glenview Hillside Trail Subcommittee, with input editing from ATAC members and other stakeholders.

Project Name:
Glenview Hillside Trails (Official name TBD, perhaps Dormouse)

Other Land Ownership Involved:
City of Ashland/Ashland Parks and Recreation

Concise Project Description:
Create a low angle, adaptive- and beginner-friendly, downhill mountain bike trail connecting the trailhead and parking area on Glenview Street to Pioneer Street and a separate mountain bike climbing trail running in the opposite direction. The downhill trail would be machine-built (by a professional trail builder) smooth and flowing and built specifically to be beginner-friendly. The uphill trail would be narrower and hand build with a steady, enjoyable grade for uphill riders. Each trail will be about 0.5 miles long for just over 1 mile of new trail.

Project Benefits:
This project would create a safe, fun, car-free access connecting the Ashland watershed mountain bike trails and downtown Ashland and businesses. Currently mountain bikers' only access is via narrow roads with blind corners, including the Lithia Park "gauntlet" where cars backing out of head-in parking spaces pose a particular hazard. This trail would provide the final half mile of connection from Ashland's renowned and growing trail network to the homes, food and entertainment of downtown Ashland and neighborhoods.

This would also provide the first true beginner mountain bike trail in Ashland with low-angles (all grades 4% or less with short uphill sections to allow for break-free slowing for beginner riders) and trail widths to allow for adaptive riders. The trail is designed with high visibility to allow trail uses of different ability levels to interact safely. Being close to town, riders that are new to the sport could do laps on the trails to their heart's-content

and then retire to town for a post-ride treat. Once they have built their skills and confidence, access to intermediate and advanced trails will be at their disposal.

Project Costs:
Approximately $30,000, based on the similar sized Wasabi Trail project.

Funding Source:
APRC CIP trail budget

Maintenance Plan Summary:
- Design trail in a way to keep maintenance down
- Dedicate 2 volunteer trail workdays per year to “Dormouse trails” (supported by RVMBA, Ashland Devo or other community organization)
- Consider a machine rebuild/clean up after minimum of 3 years in existence. (This will be contingent on funds available, and actual need based on usage over the course of the first 3-5 years.)

APPLICATION CHECKLIST

1. Summary Sheet
2. Part A: General Information
3. Part B: Project Description
4. Part C: Map and Fire Risk
5. Dedicate one half-page to construction proposal and one-half page to maintenance (both can appear on the same page). Probably include boilerplate that the expectation is that the organization proposing the new trail or trail modification is responsible for both construction and maintenance. If expectation is that City will somehow pitch in, then ask for cost estimates and what the expectations are (person-hours, equipment, etc).
6. Add one page for all of the following (i.e., one page total for all below):

- Impact on parking, if any
- Impact on foot or car traffic
- Impact on neighborhood(s)
- Impact on flora and fauna
- Impact on drainage, soils
- Impact on other trails (adverse: traffic, shortcut opportunities, dropping down, etc, but also beneficial: loops and connections afforded etc)
- Aesthetic Impacts

Part A: General Information

1. Name of Organization Proposing Project
Rogue Valley Mountain Bike Association. Authored by Justin Adams, APRC Commissioner #4, Chair of Ashland Trails Advisory Committee, member of the Glenview Hillside Trail Subcommittee, with input editing from ATAC members and other stakeholders.

2. Address or P.O. Box
PO Box 202
Ashland, OR 97520

3. Contact Person
Ryan Hawk
E-mail: hawkazulu@gmail.com
Justin Adams, APRC Commissioner #4, Chair TAC.
E-mail: commissioner_adams@external.ashland.or.us

4. Classification of Project
New Trail

5. Project Location
The hillside below Glenview Street. The trail would run between the area just north of the current parking area at the city quarry on Glenview Street and the area near the current trailhead south of the gate on the northern end of the car-free, dirt section of Pioneer Street with an uphill trail running in the opposite direction.

Part B: Project Description

1. If this is a new project or section of trail, please identify the affected area or new sections on an accompanying map.

Is this a new project?
Yes

Does this project involve an existing recognized trail system?
Yes. The uphill end of the trails is located at the parking area where BTI and Jabberwocky mountain bike trails (the two most popular mountain bike trails in the watershed according to Strava Heat-Map data) and Snark multi-use trails end. The general area traversed by the trails also currently has several unnamed pedestrian-only trails.

Total length of trail or square footage of land involved in the proposed project: Each trail is approximately 1/2 mile long with approximately 250 ft elevation gain/loss, for a total of just over a mile of new trail.

Please list all other trails or trails systems under any management that may be impacted by this project.

Unnamed pedestrian trails on the Glenview hillside would be impacted. Care was taken to minimize crossings and place them only in high visibility areas to minimize conflict between different user types. The downhill trail as flagged is also designed with short uphill segments prior to the crossing with pedestrian trails to help ensure that even faster cyclists will be going slow as they approach intersections.

Check the land managers involved in the management of all trails or trails systems impacted by this project.

City of Ashland and Ashland Parks Department

Please describe in detail the proposed project. Include the need for the project as well as any other information that would be helpful in evaluating the proposal.

Current Status: Most mountain bike trails in the Ashland watershed funnel to the parking area at the quarry on Glenview Street or at the parking areas above the swimming reservoir on Granite Street. All current access routes to/from these trailheads have vehicular traffic and car vs bicycle conflicts, accidents and near accidents are unfortunately common on all of these routes. Given the lack of sanctioned car-free options, some mountain bikers choose to ride through the area of this proposed trail which has created some conflict with pedestrians and erosion in areas where “volunteer trails” have been created.

The area in question is largely un-landscaped and is lightly used relative to the more heavily trafficked riparian corridor along Ashland Creek. Due to light use and its proximity to downtown, this area has also unfortunately become a popular illegal camping destination and in the summer of 2022, there were two fires on this hillside that could have been catastrophic if not for the rapid response of the Ashland Fire Department.

Finally, while being an amazing mountain bike destination, Ashland currently lacks any beginner-friendly or adaptive mountain bike trails. This has been highlighted in many recent public meetings, comments to APRC commissioners and in responses to PROS plan surveys. There was hope that the recently built Wasabi trail would fill this gap. However, despite the efforts of planners and builders, the steepness of the hillside upon which the trail is constructed leads to steep, banked switchbacks that are not safe or comfortable for beginners and it is only accessed by a steep climbing trail with tight switchbacks that requires intermediate to advanced skills and fitness to navigate. Wasabi trail remains an excellent trail providing mountain-bike opportunities on the beautiful west side of the Ashland watershed, but it does not meet the needs of children and other beginner mountain bikers. The area proposed for this project is on a much more gradual slope and is much broader, requiring very few switchbacks.

Assessment:

A low-angle beginner friendly trail on the hillside between the trailhead on Glenview Street and Pioneer Street where it enters downtown Ashland is the final link between downtown Ashland and the outdoors for mountain bikers. Adding the proposed adaptive- and beginner-friendly single-track mountain bike trail to the Ashland trail system will increase mountain bike tourism to the City. Increased access to the national $133 billion/year cycling industry will strengthen and diversify the local tourism economy. The adaptive-friendly design of the proposed trail will cater to a user group that is underserved by mountain bike trail destinations elsewhere.

The proposed trail for children and beginners will provide local and visiting families with an accessible and safe venue to build the skill and conditioning necessary to progress. toward riding Ashland’s existing but more challenging trails. The downhill trail will have widths (3-4') and grades (less than 4%) appropriate to adaptive and beginner riders. The trail will also have rolling features that will provide opportunities to slow down without braking. For more advanced riders, these same features will provide opportunities for pumping, small jumps and flow, all more advanced (and fun) riding skills. A sign at the top of the trail could remind advanced trail riders that this trail is frequently used by beginners and adaptive riders and to check their speed and watch out for slower riders, passing only when it is safe to do so.

The trails have been specifically designed and located to have high levels of visibility, both for riders of different speeds to be able to share the trail safely and allow for safe intersections with currently existing pedestrian trails. As in other areas of the watershed, separate, specifically designated bike and pedestrian trails are safer and

help to avoid conflicts between different user types. Finally, giving cyclists a fun, safe way to travel between the trailheads and town will help to decrease the use of pedestrian-only trails by cyclists and the construction/use of unsanctioned trails in this area, thereby decreasing erosion on this hillside. (During the construction period, builders would also be instructed to decommission all unsanctioned/volunteer trails that intersect the new trails and this would also be true of twice annual maintenance days.)

Increasing the numbers of users in this area also puts more “eyes on the ground” looking out for illegal camping and fires like those that happened in the summer of 2022. Additional trails would also help to break up fuel continuity on the hillside and could have a benefit in preventing spread should we be unfortunate enough to have another fire in this area. It also has the potential to decrease vehicular traffic on Windburn Way, Granite Street, Glenview Street, Fork Street and Vista Street and fewer users will feel the need to drive to the trailhead, as locals choose to ride from their houses and visitors, from downtown hotels and guest houses.

Finally, a trail connecting more recreational users to the downtown area is likely to create additional benefit for downtown businesses where mountain bikers will access pre- and post-ride services, food and beverages. (Numerous studies support the positive impact of mountain bikers on local economies. See sources 1-10 below.) Finally, the end of the trail on Pioneer Street will be just a couple of blocks from the paid city parking lot, which is currently under-utilized.

Proposed Change:
Creation of separated uphill and downhill trails connecting the north end of the dirt section of Pioneer Street and the parking area at the city quarry at the trailheads for BTI, Jabberwocky, Snark and Bandersnatch trails. The downhill trail would be low-angle (4% or less grade throughout), machine-built, undulating trail designed to be beginner-friendly and to give riders of all ability levels direct access between downtown Ashland and the watershed trails. The uphill trail would be similarly low-angle but narrower and hand-built with a steady gradient to facilitate climbing.

Current Proposal Status:
There have been several meetings of the Glenview Hillside Trail Subcommittee that included representatives from Ashland City Council, APRC, Forest Lands Commission, RVMBA, APR staff and other members of the public. The group met, set goals, flagged potential trail routes and walked using GPS, with a trail map attached to this application. Two versions of the trail application were initially

submitted to the full Ashland Trails Advisory Committee, one with the lower end of the trail terminating on Pioneer Street and the other extending below Pioneer to terminate at the Ashland Plaza. ATAC recommended considering only the shorter version at this time and the application under submission represents a revision of this proposal, including concerns and suggestions of committee members and other stakeholders. This new draft of the proposal is being presented to the newly reconstituted TAC.

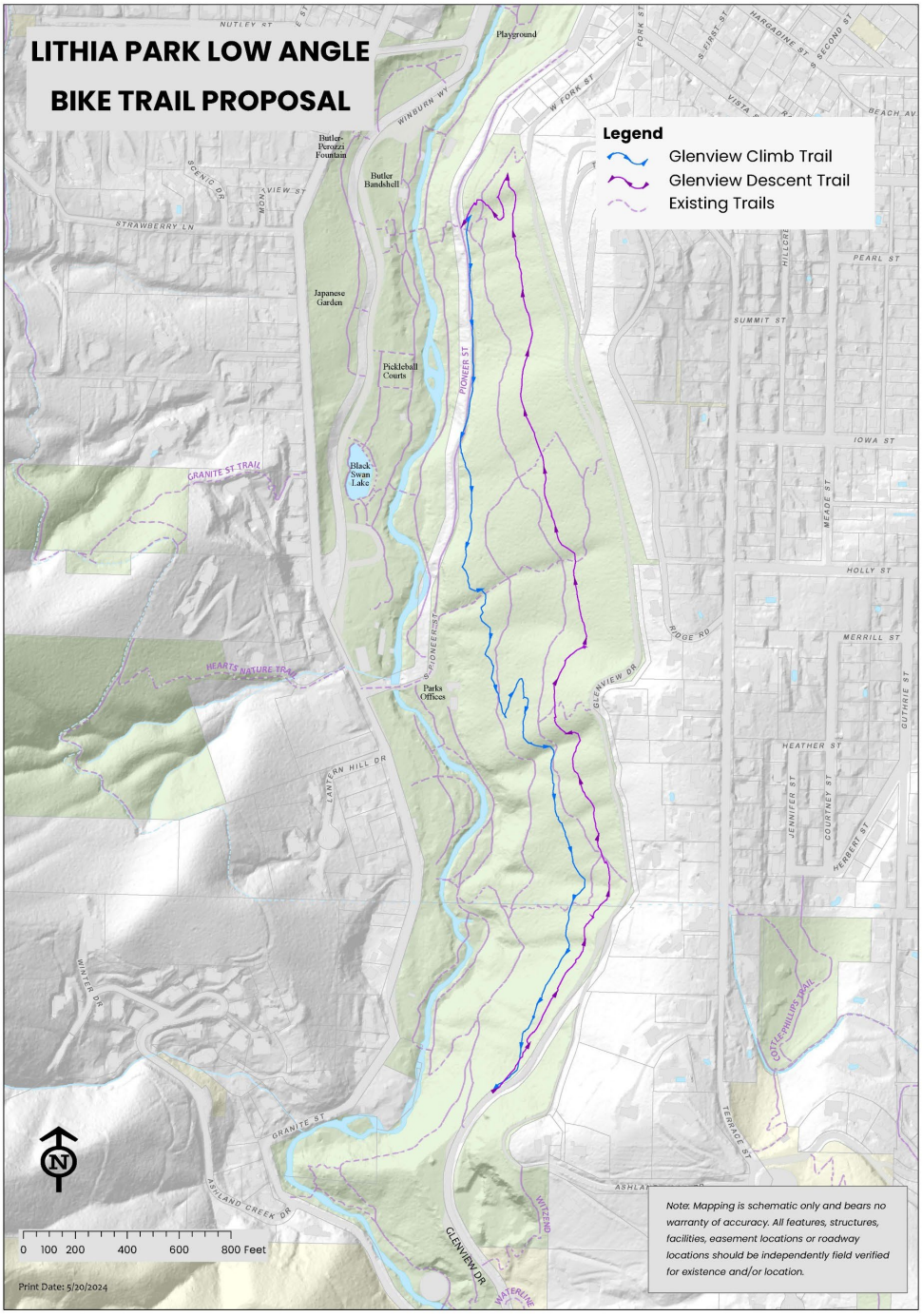
Please describe in detail the benefits that will be realized by the project. Include potential benefits to the citizens of Ashland, the environment, and users of the City of Ashland and APRC managed lands.

As detailed above, this trail would:

- Create a safe, car-free, route for mountain bikers to access the downtown area from the watershed trails.
- Create the first adaptive- and beginner-friendly mountain bike trail in the Ashland watershed with easy access for those new to the sport.
- Decrease user conflicts by giving mountain bikers a fun, safe alternative to riding trails that are designated for pedestrian traffic only. A high-visibility design will also help keep trail crossings safe and allow riders of different speeds and abilities to enjoy the trail together.
- A sanctioned, well-built mountain bike trail (coupled with decommissioning unsanctioned trails in the area) will decrease the creation and use of unsanctioned trails in this area and thereby reduce erosion.
- More trail users on the hillside will increase visibility and the likelihood of reporting illegal and dangerous campsites and fires on the hillside.
- Decrease vehicular traffic through and around Lithia Park.
- Decrease motor vehicle vs bicycle accidents on road that currently access the trailhead on Glenview St, especially on Windburn Way.
- Providing mountain bike enthusiasts safe, fun, direct access to downtown Ashland is also a potential boon to business. It would also be another feather in the cap of our city as we become a mountain biking destination, diversifying our tourist economy as we draw visitors to our town for a variety of reasons.

Part C: Map and Fire Risk

Please attach a screenshot of a map of the trail. Provide a GPS'd map link to the same (e.g., Caltopo) and a statement about which fire zone this is in (refer to Ashland Forest Plan interactive map).



According to the Ashland Forest Plan Interactive Map, our route is primarily in unit UL-5. This unit is rated Extreme. As mentioned above, there were two fires in this area in 2022 started by people camping illegally on the hillside.

Construction Proposal: What tools will be needed to construct the trail? What labor force will be used?

Members of the subcommittee would like to hire a professional trail builder to construct the downhill trail with a mechanical trail building machine, most commonly a mini excavator. Track widths of 38”-52” are commonly used for trails of this length/style, which , coupled with the low angle of the trail meets the requirements for adaptive riders. The advantages of machine-built trails vs hand built include: -

- Appropriate backslope/bench cut, which is very hard (but not impossible) to achieve with volunteer labor.
- Ability to add features like rollers without asking volunteers to move large quantities of dirt by hand.
- Ability to move large boulders/rocks either out of the way or into place with minimal effort.
- Speed of construction goes from 2-3 months to 2-3 weeks.
- A trail like this built and compacted by machine is less likely to wear and erode with time.
- A team of 2-6 experienced volunteers to help hand finish the trail, and/or provide a larger volunteer pool to compact the trail before opening.

The uphill trail could be far narrower, much like the current pedestrian trails and would not have features or need a significant bench cut. We estimate a total of 3-5 trail building days over 3 months to complete the project. The trails would not have to open concurrently. For these trails, necessary tools (shovels, picks, mcleod tools) could be supplied by volunteers themselves and by sponsoring organizations like RVMBA.

The process for trail planning, construction: -

- Create RFP for downhill trail construction, released for a 45 day window.
- TAC chair and APR staff review RFP submissions and select a contractor based on scoring rubric.
- Issue Notice to Mobilize/Proceed with Construction to contractor.
- Subcommittee members and APR staff hike/lay out trail design with contractor.
- Contractor mobilizes equipment and builds trail.
- Volunteers assist the contractor in hand finishing/shaping/compacting trail.
- Contractor ensures rehab occurs as they build, including any damage from tracks/ machine being rehabbed appropriately.
- TAC members and APR staff walk finished trail for final approval.

Maintenance Proposal: NOTE: the organization proposing the new trail or modification is responsible for the maintenance of that trail. If the expectation is that City will somehow pitch in, please provide cost estimates and what the expectations are (person-hours, equipment, etc).

RVMBA, Ashland Devo, Team Handlebar and others in the local community complete roughly 1700 hours of volunteer service yearly. More maintenance is required on trails that see the most usage. Certain trail features can be implemented to control maintenance needs, such as average grades of < 10%, grade reversals, and implementing natural rocks where appropriate. Glenview Hillside Trail has been flagged with these considerations in place (for example, the grade is kept at under 4% for beginner riders throughout). We would anticipate 2 volunteer days per year needed to upkeep this trail, and the organizations above have expressed willingness to add this new trail to the list of trails maintained by volunteers with their organizations. Easy access, and low elevation create easier opportunities for work parties. Volunteer days take place between November-March, during our rainiest months. Maintenance cannot be completed outside of this window unless water is brought in off site. Expectations would be a yearly inspection to ensure integrity of structure. As this trail is being proposed as partially machine built, it would be reasonable to consider a machine pass every 3-5 years for a rebuild, using the same standards (ie same size machine or smaller, same trail width, etc) to give the trail a cleanup and reset that's difficult to accomplish fully with hand crews. The cost could come from the APRC trails budget if adequate or a public/community partnership with user groups (principally RVMBA and Ashland Devo). Assuming there are no changes to current staffing, any such work would be contracted, not performed by APRC staff.

Part E: Additional Information

Impact on parking, if any:

It is anticipated that this trail's creation would decrease parking pressure above the swimming reservoir at the top of Lithia Park and at the quarry on Glenview as recreational users can access the trail network directly from their homes and from downtown Ashland. The downhill end of the trail will be within two blocks of the paid public parking lot on Hargadine, which is currently lightly utilized and may create opportunities for parking revenues for the city.

Impact on foot or car traffic:

We anticipate these trails will decrease bicycle and vehicle traffic on Winburn Way, Glenview, Fork and other streets that access the current trailhead, helping to decrease congestion and decrease the risk of collisions between cyclists and motorists, especially in the area of head-in parking on Winburn Way and on narrow dirt roads above the park. (There are many trail users who already utilize Pioneer for this purpose and there has

been talk of a “Pioneer Promenade” to encourage more use). The trails in question cross the pedestrian trails currently on the hillside and care was taken to keep these intersections in high-visibility areas and in areas where cyclists are likely to be traveling at low speeds (i.e. short sections of uphill in the downhill trail). Since unsanctioned use of the current pedestrian trails by cyclists is occurring now, we anticipate that conflicts with pedestrian trail users would be likely to decrease once cyclists have an enjoyable dedicated route to safely access the amenities of downtown Ashland.

Impact on neighborhood(s):

This trail is likely to increase bicycle traffic on Pioneer street, including on the paved section that has houses on the east side and Lithia Park on the west side and the section that goes into downtown through the OSF where there is a crosswalk connecting the Thomas Theater to “the bricks” outside the entrance to the Elizabethan and Bowmer theaters where the Greenshow stage is located. Current Strava use data does show fairly high levels of both foot traffic and bicycle traffic in these areas, including at times when OSF may have theater goers crossing the street.

Review of 10 years of accident data From 2014 to 2024 from the City of Ashland transportation department shows a total of 6 accidents involving bicycles on Pioneer Street above East Main. During this same time period, there were 35 reported bicycle-involved accidents on Winburn Way between Nutley and the Plaza and an additional 16 between the parking area at the Quarry on Glenview, Granite above Winburn Way and Winburn way above Nutley. Accident data can be found at https://gis.ashland.or.us/accident/. The map posted below pulls data from this database, filtered by data from 2014 to 2024 and accidents that involved bicyclists. Each dot on the map represents a reported accident that involved a bicyclist during that time period. Not included, of course, are near misses or accidents that were not reported.

Were this proposal to be adopted, we may consider collaborating with the transportation safety commission and transportation department to discuss additional interventions to further reduce risk of negative interactions between motor vehicles, pedestrians and bicycles. This could include a sign to remind cyclists of motor vehicles coming down Fork Street and pedestrians on Pioneer between Hargadine and East Main. Relative to having cyclists on Winburn Way, this data supports that directing bicycle traffic on Pioneer still represents a net benefit as there is much less motor vehicular traffic, well-marked pedestrian through-ways and traffic signals where bicycles would enter downtown traffic.

Impact on flora and fauna (if known, or potential):

The downhill trail bed will be approximately 36-48” wide and small shrubs/grasses will need to be removed in the trail path. Care has been taken to avoid the root systems of larger trees. Several large branches/offshoots of larger clumps of Madrone, Doug Fir, and Oaks will need to be removed. These branches are not more than 10” DBH. There are already existing trails in the area. This area is already traversed by pedestrian trails and is bordered by the heavily utilized riparian corridor of Lithia Park below and by a trafficked road and houses above. Any wildlife currently utilizing this area would by necessity already have a relatively high tolerance for human interaction. Certainly, any animals that are not tolerant of the level of noise created by a mountain bike would not be expected in the area immediately adjacent to the trail while it is in use. Multiple studies support that there is little difference between the impact of mountain biking on well-built trails upon flora, fauna and soils relative to pedestrian (or equestrian trail use) and that the impacts of mountain bikes are less than motor vehicles and roads. (See sources 11-24 below.)

Impact on drainage, soils (if known, or potential)

The soils are a mix of decomposed granite and sandy loam. The trail crosses at least one draw which did not appear to have any active flow of surface water, even in the rainy season. If there appears to be more active drainage in that area on construction, a culvert or similar pass-through could be considered, though pedestrian trails in the area have not required this. The construction of any trail and the subsequent use thereof has impacts on erosion, primarily impacting the area immediately downhill of the trail. Because this trail is low-angle throughout and will be constructed in accordance with current best practices, we anticipate little in the way of additional erosion due to the trail.

Impact on other trails (adverse: traffic, shortcut opportunities, dropping down, etc, but also beneficial: loops and connections afforded etc)

Positive Impacts:

-Creates direct access for mountain bikers between downtown Ashland and the mountain biking trails in our watershed which is safe, fun and avoids conflict with motor vehicles and pedestrians.

-Creates Ashland's first true beginner and adaptive mountain bike trail where adaptive riders, children and other beginners can hone their skills close to town before moving on to the more advanced trails in the rest of the watershed.

Negative Impacts:

-There are some pedestrians who currently utilize the trails on Glenview Hillside that may consider the addition of a mountain bike trail to this area to be a detriment to their enjoyment of the area. Care was taken on the downhill trail in particular to keep it as far from the pedestrian trails as possible in this limited area.

-Unsanctioned trails: the hillside below Glenview Street currently has a number of poorly built (or "ridden-in"), unsanctioned trails. (This hillside's history is interesting in that most of the current pedestrian trails were never designed and instead were adopted and modified after being created by unsanctioned use.) Many of the current unsanctioned mountain bike trails are too steep ("fall-line" or "skid" trails), likely cause undue erosion and may access more sensitive and highly trafficked areas in the riparian area of Lithia Park along Ashland Creek. This could lead to concern that inviting bike traffic into this area could increase the proliferation of these trails. However, if we look at other areas of the watershed where purpose-made, bike-only trails have been built (Jabberwocky, Lizard, BTI and Wasabi) we see little to no activity off-trail and little to no use of pedestrian-only alternatives. (In the case of Jabberwocky, there was a long-standing unsanctioned trail in the area that managers were able to successfully decommission

once the new, better trail was built.) The well-built, sanctioned alternatives simply obviate the need or motivation for such undesirable activities. (A study out of Australia noted that “formal” trails in a park were more than 6 times as popular as “informal” trails and had less erosional impact. [18].)

Aesthetic Impacts: (What efforts will be made to respect the aesthetic beauty of the natural surroundings? How will the project contribute or detract from the natural surroundings):

The trail build will follow guidelines from BLM’s Guidelines for a Quality Trail Experience Handbook and IMBA Trail Solutions Handbook. These guidelines explain and address all issues to create a well-rounded, modern-day trail addressing all of the potential impacts listed above. One of those impacts is to build trails in an aesthetically neutral way, blending into the landscape by utilizing existing terrain features, both geographical and topographical. The entirety of the trail will be “swept” by the contractor and volunteers to ensure any exposed soils/ holes/or track marks are cleaned up by the machine. This is common practice in the industry.

Well-designed signage will be needed at both trail entrances and the trail exits, and there is ample space to place a few signposts. In keeping with the current aesthetic of the hillside, we recommend minimal signage on the hillside itself (perhaps only low small [~3-4” square] signs that point bicycles to continue along the designated path at intersections with pedestrian trails). A mountain bike on a trail can also be louder that the average pedestrian user, including the sound of tires on dirt, freewheel mechanisms of some rear hubs, potential for squealing brakes and other various rattles, etc. Overall, we do not anticipate significant detraction from natural surroundings. Positive contributions will be introducing new users to what is currently an under-utilized area quite close to downtown Ashland.

There are some in our community who may be resistant to the idea of the first mountain bike trails in Lithia Park and those community members should have the opportunity to have their concerns heard and, when possible, addressed before proceeding with the project. Specifically, those living on Pioneer Street and representatives from the Oregon Shakespeare Festival should be invited to any and all opportunities for public comment on the proposal. While we do not anticipate universal, enthusiastic support for this project, over time, we are confident that the benefits will become apparent including to community members who do not mountain bike and even those that were initially reticent about the project.

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Better Together

TRAILS ADVISORY COMMITTE MEETING
AGENDA BRIEF

November 19, 2025

Agenda Item	VII3. Fence Trail Redo Proposal	
Presenter	Josh Cott	Chair of Trails Advisory Committee
Item Type	Action ☐ Information ☒	

SITUATION – Trails Advisory Committee Chair Cott has submitted a proposal for a trail redo in Siskiyou Mountain Park currently called the Fence Trail Redo Proposal.

ASSESSMENT – Pending Parks staff review.

DISCUSSION QUESTIONS OR SUGGESTED NEXT STEPS

POLICIES, PLANS & GOALS SUPPORTED

PROS Plan Department Strategic Plan (in development)

FINANCIAL CONSIDERATIONS

Not applicable

ATTACHMENTS

Fence Trail Redo Proposal

PREPARED BY: Nancy Mero, Executive Assistant

APRC Trails Application Process

- Proposing group completes an APRC Trails Application and submits to APRC via email: parksinfo@ashland.or.us (A proposal may also originate within the Trails Subcommittee)

- Application is reviewed by the APRC Trails Subcommittee. The Subcommittee may elect to form a working group to address or mitigate specific concerns. The Trails Subcommittee has 60 business days to complete its initial review of an application.

- Trails Subcommittee shall vote to approve trail proposal in-concept ***or*** deny the proposal. If the proposal is denied, the proposer will receive a communication within 14 business days explaining the reason(s) for denial and what concerns have to be addressed before a resubmission. The reasoning may be the applicable meeting minutes. (Applicants must wait a minimum of 90 business days before re-submitting a modified proposal for a denied project)

- If approved by the Trails Subcommittee, the Trails Application will be sent to the Forest Lands Management Advisory Committee (FLMAC), to be placed on the agenda of their next upcoming business meeting if received 10 or more business days before the meeting. If not received in time for that meeting, it will be placed on the agenda for the next FLMAC meeting.

- FLMAC will review the Trails Application in regards to wildfire risk and natural resources at-risk and provide a written opinion and recommendation on the potential benefits and/or impacts and possible mitigation actions. Written response should be provided to APRC within 30 business days of the business meeting.

- Based on Trails Subcommittee and FLMAC reviews, the APRC Commissioners serving on the Trails Subcommittee will determine if a proposal will progress to the full APRC Commission, or should go back to Trails Subcommittee to further investigate concerns and possible mitigation.

- Trails Application review will be placed on APRC agenda as an action item. APRC will vote to approve or deny the application.

Ashland Parks and Recreation Trails Application
SUMMARY SHEET

Project Sponsor: AWTA

Project Name: Fence trail redo

Other Land Ownership Involved: None

Concise Project Description (500 character limit):

The "Fence trail" is a user generated (unofficial) trail in Siskiyou Mountain Park (SMP) which receives substantial foot traffic. It has become badly eroded in places. The proposal is to fix the eroded areas and make it an official trail in the SMP system.

Project Benefits:

Lessened environmental impact (from the eroding trail) and improved user experience. The addition of this trail to the SMP network will enable enjoyable loops for trail users.

Project Cost:

None to very minimal.

Funding Source:

Ashland Woodlands and Trails Association (AWTA)

Maintenance Plan Summary:

Once built this trails should require little additional maintenance; Spot work can be done by AWTA as is done on other local trails.

Part A: General Information

1. Name of Organization Proposing Project AWTA

2. Address or P.O. Box 1467 Siskiyou Blvd, #2077, Ashland OR

3. Contact Person Josh Cott

Home Telephone Cell Telephone

(541) 538-0687

E-mail joshcott@gmail.com

Organization Website www.ashlandtrails.org

4. Classification of Project (Check one)

- (•) Trail Modification
- ( ) New Trail
- ( ) Special Use
- ( ) Other

5. Project Location – Please give a general location of the project. (A more detailed GIS generated location summary will be required under Part C.)

Eastern end of the trail is just above the top bench on the Mike Uhtoff trail. Western end is at the boulders above Queen of Hearts.

Part B: Project Description

If this is a new project or section of trail, please identify the affected area or new sections on an accompanying map.

Is this a new project? No

Does this project involve an existing recognized trail system?

As noted above this is a long-standing and heavily used unofficial trail.

Total length of trail or square footage of land involved in the proposed project:

The entire Fence trail is 0.6 miles. Half of this length is in good shape and doesn't need any work done. The other half needs to be updated to mitigate the effects of erosion.

Please list all other trails or trails systems under any management that may be impacted by this project.

It will provide an additional loop option with the SMP trails.

Check the land managers involved in the management of all trails or trails systems impacted by this project.

- [ ] USFS
- [ ] BLM
- [x] City of Ashland
- [ ] Jackson County
- [x] City of Ashland Parks Department
- [ ] Private

Please describe the proposed project. Include the need for the project as well as any other information that would be helpful in evaluating the proposal.

This trail is heavily used by hikers and runners. Portions of the trail have degraded significantly. From east to west:

1. Starting from the bench at the top of the Uhtoff trail, the Fence trail heads directly up the ridgeline. It's too steep and the trail has become eroded into a "V" (when seen in cross section) from water flowing down the center of the trail. This section (approximately 670' long) needs to be redone as a series of switchbacks heading up the ridgeline.

2. The next part of the trail is along the top of the ridgeline and it's in excellent shape as is, so needs no significant work.

3. The third portion of the trail traverses along the hillside just below the Epstein property line. This section (about 850' long) needs to be widened and leveled out (it's currently eroding and sloping downhill).

4. The last portion of the trail is in excellent shape as is and needs no significant work.

AWTA has communicated with Dr. Epstein (it's his fence that gives the trail its name) and he is in agreement with the proposed plan.

Please describe the benefits that will be realized by the project. Include potential benefits to the citizens of Ashland, the environment, and users of the City of Ashland and APRC managed lands.

This trail is already widely used. The proposed improvements would make the trail safer and more enjoyable for users, and reduce erosion.

Part C: Map and Fire Risk

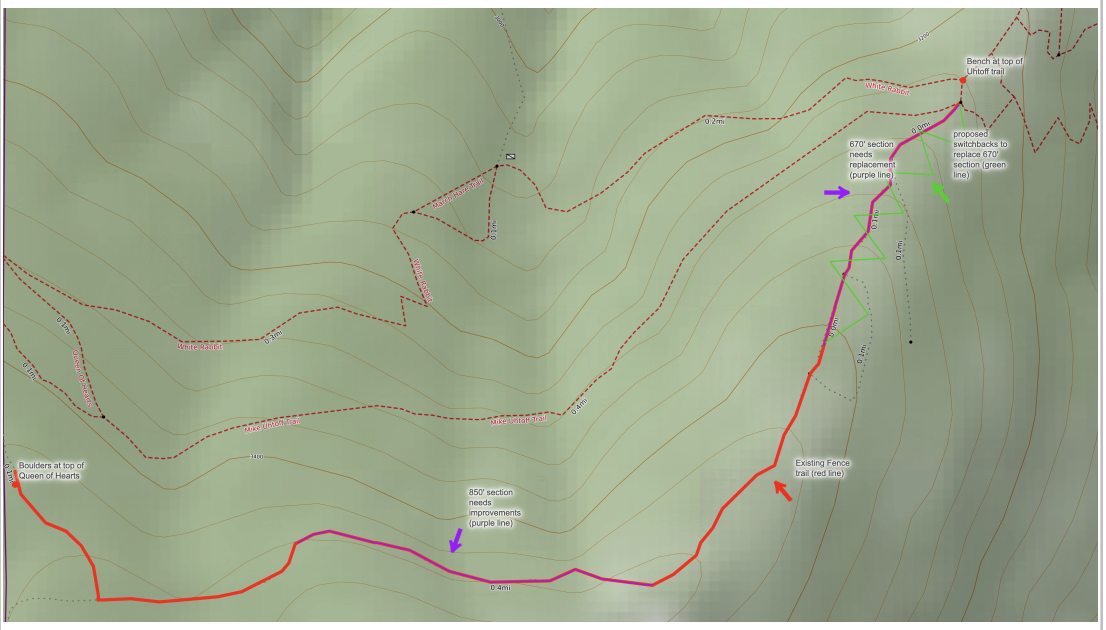
Please attach a screenshot of a map of the trail. Provide a GPS'd map link to the same (e.g., Caltopo) and a statement about which fire zone this is in (refer to Ashland Forest Plan interactive map).

GPS'd Map Link https://caltopo.com/m/L7TCN71

Fire Zone Statement

Within SMP

Screenshot Upload


Bench at top of Uhlhoff trail
White Rabbit
0.2mi
670' section needs replacement (purple line)
proposed switchbacks to replace 670' section (green line)
0.1mi
0.1mi
0.1mi

Part D: Construction and Maintenance

Construction Proposal: What tools will be needed to construct the trail? What labor force will be used? How much time is needed to build the trail (approx.) and best time of year.

AWTA can build the trail in a few days with hand tools and volunteer labor. Best time of year is fall/winter/spring.

Maintenance Proposal: NOTE: the organization proposing the new trail or modification is responsible for the maintenance of that trail. If expectation is that City will somehow pitch in, please provide cost estimates and what the expectations are (person-hours, equipment, etc).

Minimal maintenance should be needed, as per the other trails in SMP.

Part E: Additional Information

NOTE: Applicant is not responsible for completing a thorough impact analysis for items below. However, potential impacts may be known or considered likely to the proposers and should be included. Any information that can be provided here will facilitate the APRC process

Impact on parking, if any:

None--this is already a highly used trail.

Impact on foot or car traffic:

None--this is already a highly used trail.

Impact on neighborhood(s):

None--this is already a highly used trail.

Impact on flora and fauna (if known, or potential):

None--this is already a highly used trail.

Impact on drainage, soils (if known, or potential)

Improvement to areas of erosion and poor drainage.

Impact on other trails (adverse: traffic, shortcut opportunities, dropping down, etc, but also beneficial: loops and connections afforded etc)

This will allow a nice loop to be done via the Uhtoff trail and Queen of Hearts.

Aesthetic Impacts: (What efforts will be made to respect the aesthetic beauty of the natural surroundings? How will the project contribute or detract from the natural surroundings

Switchbacks will be a more aesthetic way to ascend the ridge than the current trail.

APRC TRAILS APPLICATION CHECKLIST

1. Summary Sheet
2. Part A: General Information
3. Part B: Project Description
4. Part C: Map and Fire Risk
5. Part D: Construction and Maintenance
6. Part E: Additional Information

    - Impact on parking, if any
    - Impact on foot or car traffic
    - Impact on neighborhood(s)
    - Impact on flora and fauna
    - Impact on drainage, soils
    - Impact on other trails (adverse: traffic, shortcut opportunities, dropping down, etc, but also beneficial: loops and connections afforded etc)
    - Aesthetic Impacts

7. Include any documentation or relevant communications from previous and/or historic consideration of the trail if applicable (Ex. Trails Subcommittee report, relevant sections of group's master plan)