



Parks & Recreation Advisory Committee Meeting Agenda

ASHLAND PARKS & RECREATION ADVISORY COMMITTEE TRAILS ADVISORY COMMITTEE MEETING AGENDA

Wednesday, May 20, 2026

The Grove 1195 E Main Street - 4:15 PM

To attend the meeting or to provide public input, see public participation instructions at the end of the agenda.

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES

IV. ADDITIONS OR DELETIONS TO THE AGENDA

V. PUBLIC FORUM

VI. BUSINESS

VII. UPCOMING MEETING DATES

1. July 15, 5:00 - 6:30 PM at the Grove
2. September 16, 4:15 - 5:45 PM at the Grove
3. November 18, 5:00 - 6:30 PM at the Grove

VIII. 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 1.800.735.2900). 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.

Public Participation Instructions

This meeting will be held in-person in the Otte Peterson Room at the Grove, 1195 E Main Street. Those who wish to provide oral testimony must attend the meeting and fill out a speaker request card.

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 the day before the meeting by 11:00 am will be made available to the Trails Advisory Committee Members before the meeting. All testimony will be included in the meeting minutes.





TRAILS ADVISORY COMMITTEE MEETING MINUTES

November 19, 2025

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

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

- I. **CALL TO ORDER** – Chair Cott called the meeting to order at 4:15 PM
- II. **ROLL CALL** – Cott, B. Hansen, Kuwabara, Seffinger (additional TAC members arrived after the roll call – see above)
- III. **APPROVAL OF MINUTES**
 1. Trails Advisory Committee September 22, 2025
Seffinger moved to approve the minutes. Kuwabara seconded the motion. Chair Cott asked for unanimous approval. No objections. Minutes approved.

IV. ADDITIONS OR DELETIONS TO THE AGENDA

Chair Cott asked to add to the agenda a review of the Trail Proposal Procedure.

Questions/Discussion:

- The review process in the procedure is flawed, specifically section C 1a. and 2b.
- Concern that the Parks Department (Department) could refuse to move a trail proposal forward based on not enough staff to maintain the proposed trail and available volunteer hours aren't acknowledged in the procedure.
- Can the Fenceline trail proposal move forward? A: Not without getting a permit/permission from Jackson County as the land is outside the city limits of Ashland.
- Due to the concerns Houston offered to do another tracked changes version of the Trail Proposal Procedure.
- Acknowledgement that the TAC is at an impasse regarding trail proposals. There is no approved procedure for moving proposals forward.

- Houston said that a proposal could get approval retroactively, so it was okay to discuss/make a recommendation on proposals. However, public meeting law prohibits moving an agenda item listed as informational to an action item. The trail proposals on the agenda for this meeting were listed as informational items.
- Staff liaison Mero said that this question had previously been asked of the City recorder and legal counsel, and they said an agenda item could be changed from informational to action during a meeting.
- What is the process for moving the Trail Proposal Procedure forward?
- Chair Cott gave a brief recap.
- Suggestion was made to form a working group. Determined the working group will include Director Houston and TAC members Braught and Bender.
- Request for a site visit to proposed Dormouse Trail. E. Hansen and Adams volunteered to lead the visit(s). Mero will follow up with an email to the TAC members for logistics.

V. PUBLIC FORUM – Chair Cott asked the members of the public in attendance to introduce themselves and say why they were attending the meeting.

- Nancy Boyer: Attending because of interest in city/parks business.
- Barb McGee: Interested in how committees work. She is an avid hiker. Used to be a biker, too.
- Pat Turner: Always interested in what’s happening in Ashland.
- Shannon Bryson: Listening. Interested in City happenings.
- Dan and his daughter Maya Barklund: He’s a hiker himself, but his young daughter is into mountain biking. Supports having biking trails for kids particularly from the Watershed to town.
- Dave Richards: A member of the City’s Transportation Advisory Committee.
- Lea Richards: City employee on the GIS team. Trail advocate.

VI. BUSINESS

1. *2026 Trails Advisory Committee Meeting Schedule – Chair Cott

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 – N/A

ATTACHMENTS – 2026 Trails Advisory Committee Meeting Schedule

TRAILS ADVISORY COMMITTEE SCHEDULE OF MEETINGS FOR 2026

- 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

Motion: I move to approve the Trails Advisory Committee 2026 meeting schedule with the March meeting date confirmed as -----

Motion:

Second:

Bender		Brought		Cott	
Hansen		Kuwabara		Seffinger	

*Note: This business item was not addressed.

2. Dormouse Trail Proposal – Director Houston

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 – N/A

ATTACHMENTS – Dormouse Trail Application

PREPARED BY: Rocky Houston

- Commissioner Adams (author of the proposal) gave some background on the proposed trail then addressed some of the “whys” for the proposal
 - Traffic data: Most cyclist/car accidents on Winburn Way occur near the Ice Rink and the head in parking by Lithia Park. Reported four accidents involving bikes annually.
 - Safety: The trails in the watershed are wonderful, but a rider’s skill level needs to be intermediate or better. Need trail opportunities for children/new riders in Ashland.
 - Tourism: Offering mountain bike trails suited to a variety of skill levels will draw visitors. Having a safer route from the watershed trails to downtown will potentially increase revenue for businesses.
- The proposed trail was designed to avoid pedestrian/bike interactions
- Historically trails have been user created then legitimized by Parks.
- The pedestrian/bike crossings on the proposed trail were thoughtfully planned at places where bikes would naturally slow (uphill).
- Potential issue: the proposed trail is within the boundaries of Lithia Park where bikes are currently not allowed, but things change over time.

Questions/Discussion:

- Noted that the original proposed trail included a connector trail that would enter Lower Lithia park below the Pioneer street extension and exit near OSF/the lower duck pond. This plan was tabled for the future by the previous trails advisory committee (ATAC) then the entire proposal was delayed by the official formation of the TAC.
- Noted that the proposed trail would exit riders near parking lot on Hargadine and a bike shop.
- The Hillside area of Lithia Park is underutilized.
- Concern expressed that the proposal doesn’t address how trail would impact traffic on the Pioneer extension which is heavily used by people with mobility issues and dog walkers.

- Noted that the proposed trail runs from Glenview St. into the Lithia Park upper hillside area exiting onto the Pioneer extension (exit is near the stairs for the existing hillside ped trails not far from where the extension joins the paved portion of Pioneer).
- Noted that bikes are currently allowed on the Pioneer extension.
- Concern expressed regarding adverse interactions on the trails between different users.
- Suggested that the trail would potentially work to reduce adverse interactions between users.
- At this point in the meeting an audience member wanted to give public comment. As a point of order it was noted that the public forum period of the meeting had passed, and no audience members had asked to give comment.
- Suggested that 85% of the bikers currently using the Pioneer Extension would be enticed to use the proposed trail
- When the trail was first proposed, the topic of allowing dog walkers in the upper Lithia hillside area was raised.
- Noted this was a separate issue from the trail proposal under discussion.

Proposed Dormouse Trail review criteria (from draft Trails Proposal Procedure):

1. Does the proposal address a need:
 - Yes there is a lack of green rated trails in the current trail system.
 - Also addresses need for equity and inclusion. In the current trail system trail users might need a vehicle, potentially with a bike rack and potentially even a 4WD vehicle to access mountain bike trails/trailheads. Not fair to trail users unable to afford those things.
2. Does the proposal have support from trail users and a funding plan for construction/maintenance:
 - Is there funding for this trail proposal? A: No money currently earmarked for this proposal. The Parks Department's current CIP includes \$75,000.00 for trail work in Siskiyou Mountain Park. The allocated money could be moved by following an established process.
 - Majority of TAC members supported prioritizing the proposed Dormouse trail over the trail work in Siskiyou Mountain Park. One member did not support this idea.
 - The proposed trail would necessitate a robust community engagement process. Bikes are currently not allowed in Lithia Park.
 - Public engagement needs to have a clear, consistently followed process.
 - Once the proposal has been brought to the community, can it move forward regardless of the outcome?

- Suggested that the proposal go first to the Park Commission then garner public input.
 - Director Houston: First the proposal needs to be assessed as a trail. It can be recommended to move forward in the process with the noted caveat of potential impact on the City.
 - Is conducting a public process outside of the TAC's purview? A: Yes. Public process would be at the request of the Park Commission.
3. Does the proposal create a sustainable/pleasing user experience:
 - This trail would be the first adapted trail in the trail system. The trail width would allow the use of three and four wheeled bikes.
 - Noted that there are two adapted trails in the USFS portion of the trail system.
 - The proposed trail is low angle and sustainable.
 4. Does the proposed route minimize impact on water quality, habitat, existing rec uses, etc.:
 - The trail is likely to positively affect existing trails.
 - Was there a study done on erosion? A: The proposal includes a lot of information on this.
 - Erosion is often introduced as an objective way of saying, "I don't like this proposal".
 - Construction of proposed trail might require several small culverts. There are no seeps, swales, or creeks that would qualify as seasonal.
 5. Does the proposal address the closure of similar unauthorized trails:
 - The area currently has multiple skid trails. If the proposed trail is fun to ride, riders will use it instead of the skid trails.
 6. Does the proposal address externalities such as impact on parking lot congestion, traffic flow, impact on other user groups, larger citywide economic impact, etc.:
 - The proposal would bring users closer to established, underused parking (Hargadine lot).
 - Noted that the Pioneer extension is a designated route for David's Chair.
 - Concern expressed regarding cyclists ending up on Pioneer right at OSF.
 - Noted that there have only been one or two recent accidents in that location. Safer than Winburn Way.
 - This trail proposal would help reduce bike traffic on Winburn Way.

Clarification on moving forward with this vote noted previously in these minutes (above).

From IV. Additions or Deletions to the Agenda:

- Houston said that a proposal could get approval retroactively, so it was okay to discuss/make a recommendation on proposals. However, public meeting law prohibits moving an agenda item listed as informational to an action item. The trail proposals on the agenda for this meeting were listed as informational items.
- Staff liaison Mero said that the question of moving an agenda item for an advisory committee meeting from information to action had previously been asked of the Ashland’s City Recorder and Legal counsel. They both replied that an advisory committee agenda item could be changed from informational to action during a meeting.
- From the notes under Trail Review Criteria point 2:
 - First the proposal needs to be assessed as a trail. It can be recommended to move forward in the process with the noted caveat of potential impact on the City. Chair

Chair Cott offered to write a narrative to be submitted with the proposal. He will share it with the TAC members for feedback. The members supported this idea.

Motion: I move to recommend the Dormouse Trail proposal and move it forward to the Park Commission.

Motion: Cott

Second: B. Hansen

Vote:

Bender	Yes	Brought	Yes	Cott	Yes
Hansen	Yes	Kuwabara	Yes	Seffinger	No

VII. ITEMS FROM COMMITTEE MEMBERS/STAFF – N/A

VIII. UPCOMING MEETING DATES

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 – Chair Cott adjourned the meeting at 5:45 PM

Respectfully submitted by Nancy A. Mero, Executive Assistant



Council Business Meeting

Date: May 20, 2026

Agenda Item	Election of Vice Chair
Department	Parks & Recreation
From	

TIME ESTIMATE

CATEGORY

Contract Approval - as the contract board, confirm proper procedure with a motion to approve.

SUMMARY

POLICIES, PLANS & GOALS SUPPORTED

BACKGROUND AND ADDITIONAL INFORMATION

FISCAL IMPACTS

SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS

REFERENCES & ATTACHMENTS

1. VI1. Election of Vice Chair





TRAILS ADVISORY COMMITTEE MEETING AGENDA BRIEF

May 20, 2026

Agenda Item	VII. Election of Vice Chair	
Presenter	Josh Cott	Chair of TAC
Item Type	Action <input checked="" type="checkbox"/> Information <input type="checkbox"/>	

SUMMARY

The vice chair of the Trails Advisory Committee (TAC) Brooke Hansen has resigned from the committee due to work conflicts. The members of TAC will need to nominate and elect a new vice chair.

PROPOSED ACTIONS OR MOTION(S)

Move to approve (nominated individual) as the vice chair of TAC.

PREPARED BY: Nancy A. Mero, Executive Assistant



Council Business Meeting

Date: May 20, 2026

Agenda Item	TAC Schedule of Remaining Meetings for 2026
Department	Parks & Recreation
From	

TIME ESTIMATE

CATEGORY

Contract Approval - as the contract board, confirm proper procedure with a motion to approve.

SUMMARY

POLICIES, PLANS & GOALS SUPPORTED

BACKGROUND AND ADDITIONAL INFORMATION

FISCAL IMPACTS

SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS

REFERENCES & ATTACHMENTS

1. VI2. TAC Schedule of Remaining Meetings
2. VI2. Trails Advisory Committee Schedule of Remaining Meetings for 2026





REGULAR BUSINESS MEETING AGENDA BRIEF

May 20, 2026

Agenda Item	VI2. TAC Schedule of Remaining 2026 Meetings	
Presenter	Josh Cott	Chair of TAC
Item Type	Action <input checked="" type="checkbox"/> Information <input type="checkbox"/>	

SUMMARY

Based on input received from the TAC members, in 2025 Chair Cott created a 2026 meeting schedule for the Committee. The schedule has yet to be approved by the Committee. In the interim, the meeting place was changed from the Lithia Cabin to the Grove. Several Committee members have also asked if the meeting time might be changed to better accommodate working members' schedules.

DISCUSSION QUESTIONS OR SUGGESTED NEXT STEPS

Should the meeting time be changed?

PROPOSED ACTIONS OR MOTION(S)

I move to approve the schedule of remaining TAC meetings in 2026.

ATTACHMENTS

Trails Advisory Committee schedule of remaining meetings for 2026

PREPARED BY: Nancy A. Mero, Executive Assistant

TRAILS ADVISORY COMMITTEE

SCHEDULE OF REMAINING MEETINGS FOR 2026

All meetings will be held at the Grove 1195 E Main Street

July 15, 2026 5:00 – 6:30 PM

September 16, 2026 4:15 – 5:45 PM

November 18, 2026 5:00 – 6:30 PM



Council Business Meeting

Date: May 20, 2026

Agenda Item	Trails Proposal Procedure Draft
Department	Parks & Recreation
From	

TIME ESTIMATE

CATEGORY

Contract Approval - as the contract board, confirm proper procedure with a motion to approve.

SUMMARY

POLICIES, PLANS & GOALS SUPPORTED

BACKGROUND AND ADDITIONAL INFORMATION

FISCAL IMPACTS

SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS

REFERENCES & ATTACHMENTS

1. VI3. Trails Proposal Procedure Draft
2. VI3. Draft Trails Proposal Procedure





TRAILS ADVISORY COMMITTEE MEETING AGENDA BRIEF

May 20, 2026

Agenda Item	VI3. Trails Proposal Procedure Draft	
Presenter	Rachel Dials	Acting Director
Item Type	Action <input checked="" type="checkbox"/> Information <input type="checkbox"/>	

SUMMARY

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 previous trails advisory 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.

The Trails Proposal Procedure (Procedure) was introduced at the July 15, 2025, Trails Advisory Committee (TAC) meeting. The primary issue raised by TAC members was the preference to eliminate the staff recommended scoring system. A working group was formed to provide TAC with an opportunity to edit the Procedure. The draft Procedure is inclusive of the working group’s proposed edits.

POLICIES, PLANS & GOALS SUPPORTED

Policy 1.01.001 – Policy Framework

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.

PROPOSED ACTIONS OR MOTION(S)

motion to approve the draft Trails Proposal Procedure.

ATTACHMENTS

Trail Proposal Procedure (draft)

PREPARED BY: Nancy A. Mero, Executive Assistant



PROCEDURE

PROCEDURE: 3.3.001 – Trail Proposals			
EFFECTIVE:	DATE APPROVED	CANCELS:	PRIOR EFFECTIVE DATE
DIVISION(S):	Park Operations	NEXT REVIEW:	2 TO 5 YRS
KEY TERMS:	Trails, New trails, Re-route of trails, Trails Advisory Committee		
APPROVED:	Name, Director		Name, City Attorney

I. PURPOSE

- A. The purpose of this procedure is to define the process the Parks and Recreation Department (Department) follows to assess trail proposals from trail proposers and for the Department. The goal is to ensure that all trail proposals are consistent with Department adopted plans, address recreational needs, and that the community has an opportunity to review the proposal before action is taken.

II. SCOPE

- A. This procedure applies to trail proposers, Department staff, the Park Commission, and the Trails Advisory Committee (TAC).

III. REFERENCES

- A. Are there any state, local or federal laws that relate to this procedure? Does this procedure support or promote compliance with any state, local or federal laws? Is this procedure linked to any other county policies or procedures? All references should be hyperlinked.
- B. Forest Lands Management Advisory Committee, AMC



C. TAC Charge/Formation

D. Other references?

IV. DEFINITIONS

- A. Demand trail: an unauthorized or unmanaged route.
- B. Forest Lands Management Advisory Committee (FLMAC): The FLMAC is a City management advisory committee.
- C. Proposal – A formal application for a new trail or trail project from outside of the Department.
- D. Proposer – The individual or group who submits a proposal for a trail or trail project.
- E. Trail: a non-motorized route that is authorized, developed, and managed.
- F. Trail Advisory Committee (TAC): a seven-member advisory committee charged with advising the Department on matters pertaining to trails.
- G. User created trail: a route that is not authorized or managed by the land manager.

V. PROCEDURE

- A. Proposal Application
 - 1. Application will be considered complete when the following information is submitted.
 - a. Proposal Application Form
 - i. The Department's proposal application form is required to be used to be deemed complete.
 - b. Map
 - i. A USGS map or topographical map, with the proposed trail alignment, existing trails and/or roads, and a map legend is required to be deemed complete.
 - c. Additional information
 - i. Additional information on construction details, property lines, other land manager approvals, or similar information may be required to assess the proposal.



B. Proposal Submission

1. External Proposals

- a. Proposals can be submitted in person or electronically.
 - i. In person: The Grove 1195 E. Main Street
 - ii. Electronically: Submit at parksinfo@ashland.or.us with title: Trail Proposal – Name of proposal in the subject line

2. Department Proposals

- a. Proposals will be routed through the TAC staff liaison.
- b. Trail maintenance projects are exempt from the proposal process.

C. Review Process

1. Department review

- a. Staff liaison will complete a review to determine the following:
 - i. Completeness of the application
 - ii. Review of Department adopted plans and levels of service to ensure the proposal is supported by the Department's direction.
- b. If deemed complete, the proposal will be forwarded to the TAC for review.

2. TAC review

- a. TAC will review the proposal based upon the criteria established in section E.
- b. TAC will provide one of the following recommendations:
 - i. Resubmit
 - (1) TAC will provide what would need to be addressed in the proposal prior to any resubmittal of the proposal
 - (2) The proposal will not move forward in the process and will need to be resubmitted
 - (3) The proposal must be submitted to the Department 30 days prior to the next TAC meeting to be considered at the next TAC meeting.
 - ii. Deny
 - (1) TAC will outline the reasons that the proposal is denied
 - (2) The proposal will not move forward in the review process
 - iii. Recommend
 - (1) TAC will outline the reasons that the proposal is recommended. If there are multiple proposals currently under consideration TAC will assign an order of priority to the proposals.
 - (2) The proposal would move forward to the FLMAC for review

3. FLMAC review

- a. FLMAC will review the proposal for wildfire risk and natural resource impacts.
- b. FLMAC will provide Department staff a written opinion on the proposal that outlines the following:
 - i. Recommendation on proposal
 - ii. Identification of benefits or impacts of proposal
 - iii. Mitigation actions, if applicable, for the proposal



Better Together



- c. The proposal would move forward to the Park Commission review only if there is a favorable recommendation or if the proposer has addressed the mitigation actions in their proposal to FLMAC recommended level
 - i. Staff will determine when and/or if the proposal is moved forward to the Park Commission for review.
- 4. Public Review
 - a. The Department will provide a 30-day comment period for all trail projects that are for new trails.
 - i. The 30-day comment period will begin 14 days prior to the Park Commission study session where the proposal will be reviewed.
 - ii. Public testimony on the proposal will be gathered at the Park Commission study session and at the Park Commission regular business meeting when the approval of the proposal is reviewed.
- 5. Park Commission review
 - a. The Department will present the findings from TAC and FLMAC to the Park Commission
 - i. The proposal will first be presented at a study session to provide an overview of the proposal
 - (1) Staff will address any questions or identified revisions to the proposal and determine if the proposal should be returned to the TAC for review or be moved forward with staff making the revisions
 - ii. A proposal will be approved at a Regular Park Commission business meeting.
- D. Agreement
 - 1. All approved trail proposals will require the proposer to enter into a trail construction and operation agreement with the Department.
- E. Review Criteria
 - a. Does the proposal address an identified need?
 - b. Does the proposal have support from trail users and a plan for funding (or otherwise address) construction costs and maintenance?
 - c. Does the proposal create a sustainable and pleasing user experience?
 - d. Does the route minimize impact on water quality, habitat, existing recreational uses, etc.?
 - e. Does the proposal address the closure of similar unauthorized trails?
 - f. Does the proposal address externalities such as impact on parking lot congestion, nearby traffic flow, impact on other user groups, larger City-wide economic impact, etc.?



Council Business Meeting

Date: May 20, 2026

Agenda Item	Glenview Hillside Trail Proposal
Department	Parks & Recreation
From	

TIME ESTIMATE

CATEGORY

Contract Approval - as the contract board, confirm proper procedure with a motion to approve.

SUMMARY

POLICIES, PLANS & GOALS SUPPORTED

BACKGROUND AND ADDITIONAL INFORMATION

FISCAL IMPACTS

SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS

REFERENCES & ATTACHMENTS

1. VI4. Glenview Hillside Trail Proposal
2. VI4. Glenview Hillside Trails Proposal Application





TRAILS ADVISORY COMMITTEE MEETING AGENDA BRIEF

May 20, 2026

Agenda Item	VII4. Glenview Hillside (Dormouse) Trail Proposal	
Presenter	Rachel Dials	Acting Director
Item Type	Action <input checked="" type="checkbox"/> Information <input checked="" type="checkbox"/>	

SUMMARY

The Department has received a trail proposal.

ASSESSMENT

The trail proposal was received on 9/17/2025. Staff have 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.

The Forest Lands Management Advisory Committee has reviewed the proposal. Ashland’s Forestry Officer Chris Chambers is preparing a memo with an official recommendation summarizing the pertinent feedback for the Parks Commission.

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 prior to any decisions being made by the Parks Commission.

ATTACHMENTS

Glenview Hillside (Dormouse) Trail Application

PREPARED BY: Nancy A. Mero, Executive Assistant

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 users 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.

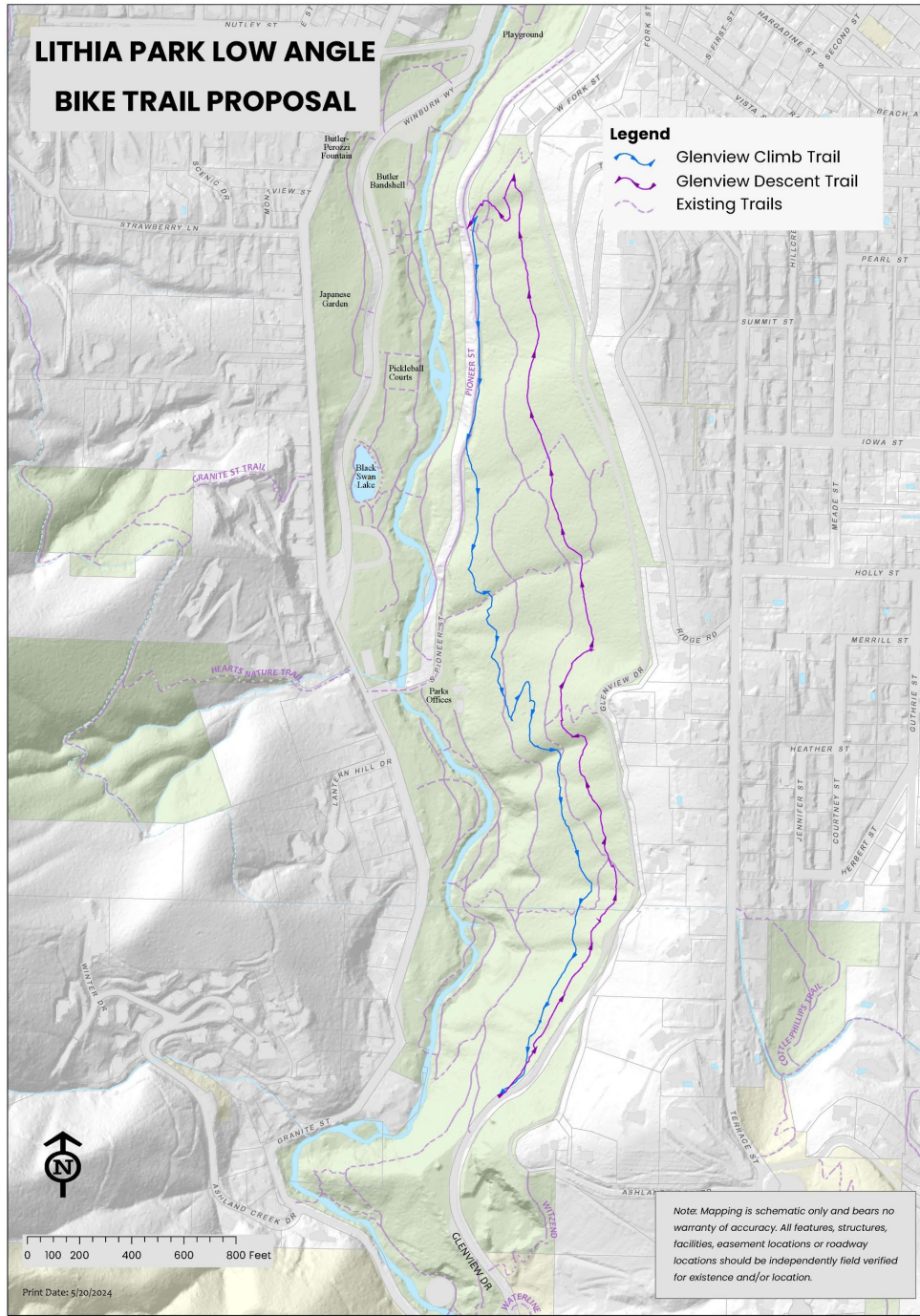
Please describe in detail the benefits that will be realized by the project. Include potential benefits to the citizens of Ashland, the environment, and users of the City of Ashland and APRC managed lands.

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).

RVMBBA, 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 RVMBBA 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 than 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 detracting 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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Council Business Meeting

Date: May 20, 2026

Agenda Item	Alice in Wonderland - Mimsy Trail Proposal
Department	Parks & Recreation
From	

TIME ESTIMATE

CATEGORY

Contract Approval - as the contract board, confirm proper procedure with a motion to approve.

SUMMARY

POLICIES, PLANS & GOALS SUPPORTED

BACKGROUND AND ADDITIONAL INFORMATION

FISCAL IMPACTS

SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS

REFERENCES & ATTACHMENTS

1. VI5. Alice in Wonderland - Mimsy Trail Proposal
2. VI5. Alice-Mimsy Trail Proposal Application (PDF)
3. VI5. Alice-Mimsy Map





TRAILS ADVISORY COMMITTEE MEETING AGENDA BRIEF

May 20, 2026

Agenda Item	VI5. Alice in Wonderland - Mimsy Trail Proposal	
Presenter	Torsten Heycke	President Ashland Woodland & Trails Association President
Item Type	Action <input checked="" type="checkbox"/> Information <input type="checkbox"/>	

SUMMARY

On January 13, 2026, the Department received a trail proposal to separate downhill mountain bike traffic from pedestrian and uphill bike traffic on the existing Mimsy trail by creating two new sections of trail and possibly decommissioning a section of existing Alice in Wonderland trail. Both downhill bike and uphill paths would be less steep than the existing trail increasing the safety for users.

POLICIES, PLANS & GOALS SUPPORTED

Trails Advisory Committee Bylaws/Charge

FINANCIAL CONSIDERATIONS

The Ashland Woodland & Trails Association (AWTA) will be responsible for funding the proposal. The AWTA and the Rogue Valley Mountain Bike Association could maintain the trail.

PROPOSED ACTIONS OR MOTION(S)

I move to recommend the Alice in Wonderland - Mimsy Trail Proposal

ATTACHMENTS

Alice in Wonderland – Mimsy Trail Proposal Application

Map of trail proposal

PREPARED BY: Nancy A. 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:

Project Name:

Other Land Ownership Involved:

Concise Project Description (500 character limit):

Project Benefits:

Project Cost:

Funding Source:

Maintenance Plan Summary:

Part A: General Information

1. Name of Organization Proposing Project

2. Address or P.O. Box

3. Contact Person

Home Telephone Cell Telephone

E-mail

Organization Website

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.)

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?

Does this project involve an existing recognized trail system?

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

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

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

USFS

BLM

City of Ashland

Jackson County

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.

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.

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

Fire Zone Statement

Screenshot Upload

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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.

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).

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:

Impact on foot or car traffic:

Impact on neighborhood(s):

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

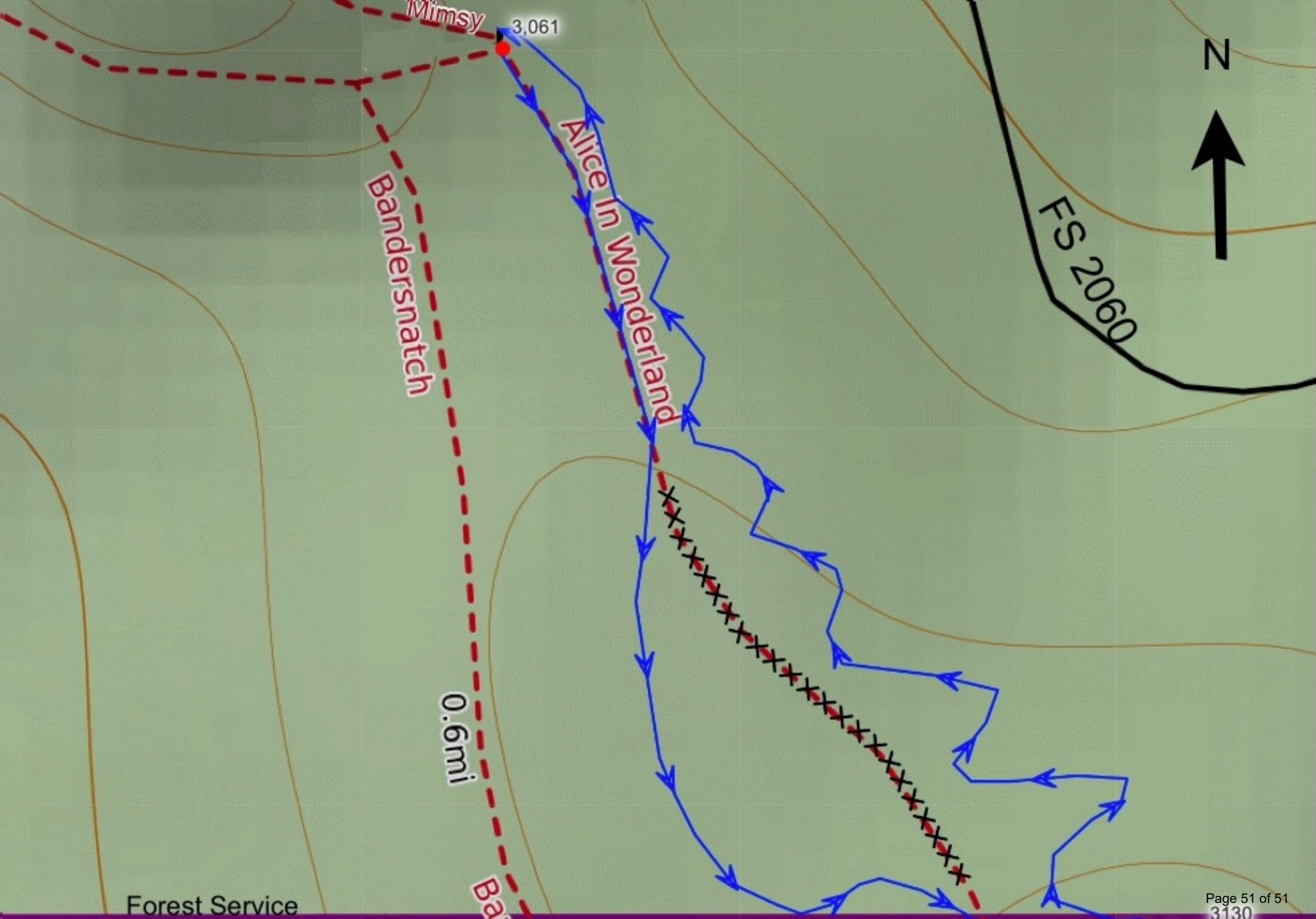
Impact on drainage, soils (if known, or potential)

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

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)

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)



Mimsy 3,061

Bandersnatch

Alice In Wonderland

FS 2060



0.6mi