



Parks & Recreation Commission Meeting Agenda

ASHLAND PARKS & RECREATION COMMISSION

STUDY SESSION MEETING AGENDA

Wednesday, August 5, 2026

Council Chamber, 1175 E Main Street - 6:00 PM

To attend the meeting or provide public testimony see participation instructions.

- I. CALL TO ORDER
- II. ROLL CALL
- III. TRAILS ADVISORY COMMITTEE RECOMMENDATION - LITHIA PARK EAST HILLSIDE MOUNTAIN BIKE TRAILS
- IV. LOOKAHEAD REVIEW
- V. 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.

Participation Instructions

This meeting will be held in-person in Council Chamber, 1175 E. Main St. Those who wish to provide oral testimony on an agenda item must attend the meeting, fill out a speaker request card, and give it to a staff member before the meeting begins. If you would like to give testimony electronically, please contact Nancy Mero at nancy.mero@ashlandoregon.gov by 10:00 AM the morning of the meeting. Please type “**Virtual Public Testimony**” in the subject line.

Written testimony will be accepted via email sent to Nancy Mero at nancy.mero@ashland.or.us. Please type “**Public Testimony**” in the subject line. Written testimony submitted by 11:00 AM the day before the meeting will be made available to the Park Commissioners before the meeting. All testimony will be included in the meeting minutes.

For ways to view this meeting and watch previously recorded Park Commission meetings, please visit this webpage. <https://ashlandoregon.gov/740/Watch-a-Meeting>





STUDY SESSION AGENDA REPORT

August 5, 2026

Agenda Item	Trails Advisory Committee Recommendation - Lithia Park East Hillside Mountain Bike Trails Proposal	
Presenter	Rachel Dials	Interim Parks Director
Item Type	Commission Requested ☐ Request for Direction ☐ Information ☒	

SITUATION

The Ashland Parks and Recreation Department (APRD) has received a trail proposal from the Rogue Valley Mountain Bike Association (RVMBA). Previously called the "Dormouse" trail it is now temporarily titled the Lithia Park East Hillside Mountain Bike Trails. The proposal was reviewed by the Trails Advisory Committee (TAC) 9/17/2025. At the 11/19/25 TAC meeting, the committee voted to recommend the proposal and move it forward in the trail proposal process. The Study Session on 8/5/26 will be a chance for the Park Commission to hear about the trail proposal and take public input. Representatives from RVMBA and Chris Chambers, Forestry Officer for the City of Ashland, will also attend the meeting and be available for questions from the Commissioners.

BACKGROUND

Originally submitted on September 17, 2025, the proposal is for low angle uphill and downhill mountain bike trails on the hillside between Glenview Street and the lower reaches of Lithia Park. In the proposal, the trails are described as beginner friendly, low angle and adaptive connecting to both Glenview and Pioneer Streets.

At their November 19, 2025, meeting, the Trails Advisory Committee (TAC) recommended the proposal move forward in the process for review by the Forest Land Management Advisory Committee (FMLAC) and then the Park Commission. Included in the packet is the memo from Forestry Officer Chris Chambers.

To recap what has been done regarding this trail proposal to date:

- A comment period opened on the City website on June 15. Comments will be received through September 3, 2026. There is a direct link on the main Parks and Recreation homepage that highlights the public process with ways to give input and includes a link to the trail proposal and map.
- The proposed trails are now marked with biodegradable paint. RED for the uphill section and ORANGE for the downhill section.
- As of July 22, the proposed trail crossings are marked with signage at each of the eight potential crossings and sandwich board signage is on the Pioneer extension and Glenview Street. The signs include the map, information on the trail and ways to give public input.
- RVMBA has produced drone footage and a handheld video that showcases the trails. The video is now posted online on the City of Ashland website along with the proposal and map.

ASSESSMENT

The guiding document for Lithia Park, the Lithia Park Master Plan was adopted by the Park Commission in October 2024. The plan was designed as a comprehensive 100-year management framework for the park's resources, facilities and visitor experiences. Identified within the document are 37 specific recommendations to guide future projects and priorities. The document does include specific current and future guidance recommendations related to bicycles in and around Lithia Park. They include:

General Park Rules

- The document notes that riding bicycles and other mechanized modes of transport are currently prohibited inside Lithia Park itself. Ashland Municipal Code (AMC) **AMC 10.68.210 Vehicles Use restricted** bans bikes.

Perimeter Bicycle & Pedestrian Loop

- Identifies a 3-mile loop surrounding the park—utilizing Granite Street, Glenview Drive, Fork Street, Pioneer Street, and Winburn Way—used by cyclists, walkers, and dog walkers.

Highlights safety concerns along narrow/blind sections (such as upper Granite St and Glenview Dr) and recommends traffic calming, dedicated bike lanes/uphill bike paths, or reconfigured one-way streets.

Winburn Way & Road Redesigns

- Proposes concepts for Winburn Way to better accommodate bicyclists, such as an uphill dedicated bike lane paired with a shared downhill lane, or designated non-motorized space to improve safety. As a reminder, recommendations on Winburn Way are already in process by APRD staff with plans to bring back more information to the Parks Commission in Fall 2026.

Bicycle Infrastructure & Parking

- Recommends installing covered bicycle racks at major entry points and event spaces to encourage alternative/green transportation consistent with city climate goals while upholding the prohibition of bikes inside the park interior.

Mountain Biking

- Recommends supporting mountain biking opportunities through potential land acquisitions *adjacent* to the park rather than inside it.
- Recommends against bicycle trails in Lithia Park.
- Notes that if mountain bike access were considered in the future, the trails should avoid the ecologically sensitive and heavily trafficked riparian corridor along Ashland Creek.

Decision-making for Lithia Park should align with and reflect the vision, goals, and recommendations established within the Lithia Park Master Plan.

Public Input and Themes

As of July 30, Parks Commissioners have received over 260 public comments from unique individuals regarding the proposed Mt. Bike trails. Public comment will be taken through September 3. Every comment received has been – and will continue to be – forwarded to the Park Commissioners.

The primary themes from public input so far include:

Pros/Support Themes from Public Input

- Beginner mt. biker and adaptive access
- Safer route from watershed mt. bike trails to downtown
- Fire mitigation and deterrence of illegal camping
- Economic impact
- Increased recreational opportunities
- Draw for young families to move to Ashland

Cons/Concern Themes from Public Input

- Environmental damage and erosion
- Loss of tranquility
- Potential for issues between mt. bikers, other user groups and wildlife
- Lack of necessity
- Expense: concerns over initial construction expenses and ongoing maintenance costs
- Potential that mtn. bikers would stray from the designated trails, creating unofficial trails and enforcement issues.
- Safety concerns regarding the downhill exit onto Pioneer St. Extension
- Safety concerns regarding funneled bike traffic and pedestrians down Pioneer Street through the Oregon Shakespeare Festival campus

APRD staff are currently speaking with a geotechnical engineer regarding the proposed mtn. bike trails area. That engineer could produce a report that encompasses surface water drainage, erosion and slope instability of the Lithia hillside.

What other information does the Commission need to make a decision on this trail proposal?

FINANCIAL CONSIDERATIONS

Within their proposal RVMBA states the trail would cost around \$30,000.00 to build. There is currently money in the Parks Capital Improvement Plan for trail work. A potential contract with a geotechnical engineer to do a full report on the Lithia hillside, cost is to be determined.

ATTACHMENTS

Glenview Hillside Trails Proposal (Lithia Park East Hillside Mountain Bike Trails)

11-19-25 TAC meeting Minutes

FMLAC recommendations and mitigation memo

Proposed Lithia Park East Hillside Mt. Bike Trail Map

PREPARED BY: Rachel Dials, Interim Parks Director

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.

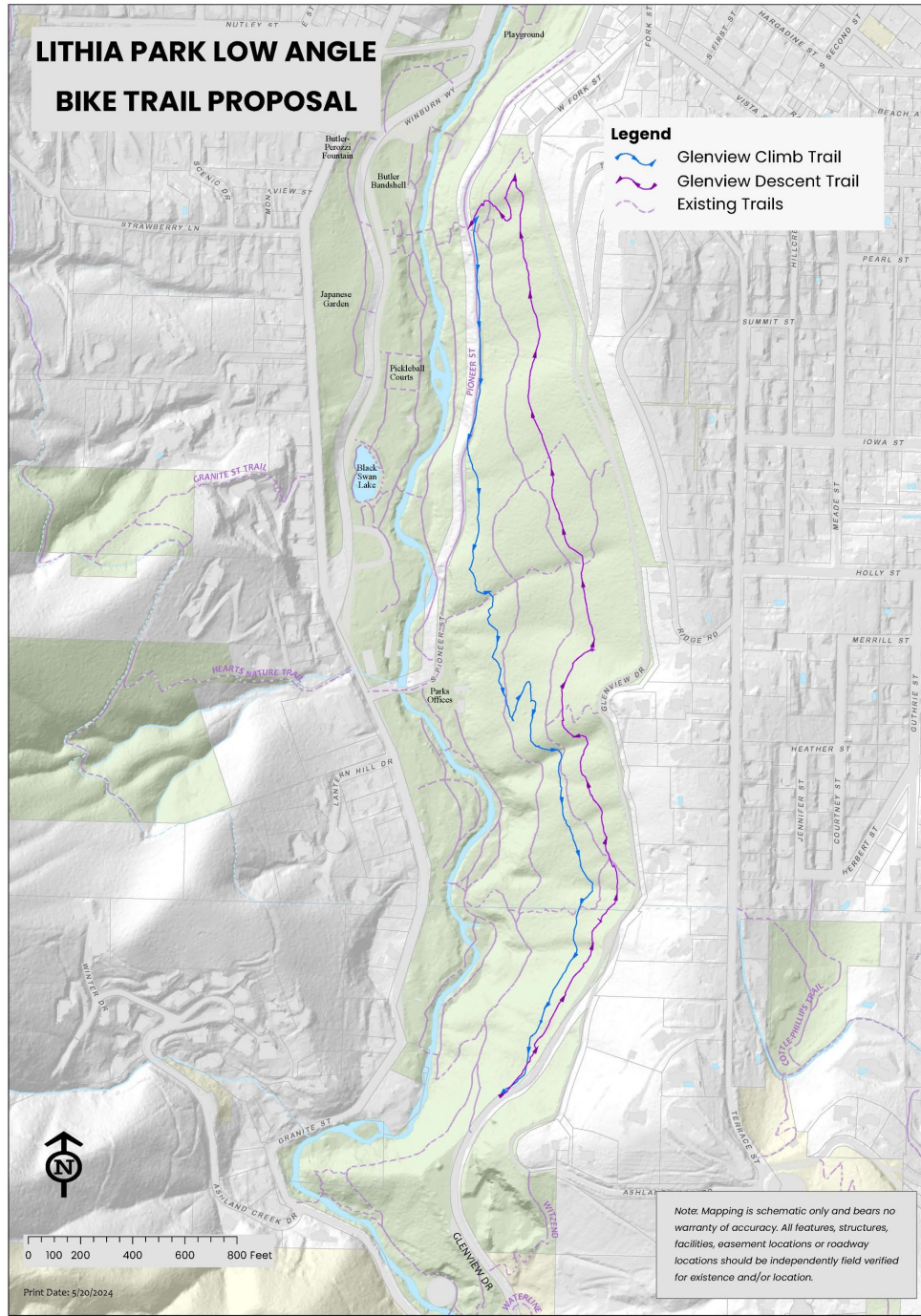
Please describe in detail the benefits that will be realized by the project. Include potential benefits to the citizens of Ashland, the environment, and users of the City of Ashland and APMC managed lands.

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).

RVMB, 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 RVMB 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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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: Public Works staff/GIS manager.

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

Memo

DATE: June 4, 2026

TO: Ashland Parks and Recreation Commission

FROM: Chris Chambers, Forestry Officer

DEPT: Fire & Rescue

RE: Dormouse Trail Application

The Ashland Forestlands Management Advisory Committee and City Staff discussed the proposed Dormouse Trail proposal at the May 12th meeting. Parks Commissioners Weiner and Adams were present to answer questions about the proposal, approval process, and relation to existing Parks and Rec planning and budgets. The Forestlands MAC was requested to review the application for potential impacts to site ecology and sustainability, and some recommendations touch on public safety as well. Overall, the proposal can avoid direct impacts to soils and plants if planned, implemented, and monitored carefully. Having a well-used trail (mostly the downhill route) stands to have a positive impact on fire danger by increasing the number of people who can report illegal activities as well as the trail itself being a more formidable barrier to grass fires than the smaller existing trails that have not hindered recent fire spread on this hillside due to their narrow nature. The downhill route is located in a useful location for prescribed fire operations aimed at fortifying Glenview Drive just above by reducing fuels on the Lithia Park side of the road.

ASHLAND FIRE & RESCUE

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TTY: 800.735.2900

Memo

Specific recommendations and mitigations are as follows:

1. Sign pedestrian trail crossings with downhill bike route for public safety. Consider public safety on Pioneer Street if bikes are exiting Dormouse toward OSF and downtown.
2. Decommission trails that cross proposed Dormouse routes that are not mapped trails. If possible, achieve a net-zero trail impact by removing as much mileage as proposed.
3. Use steps on mapped crossings of pedestrian trails with proposed Dormouse downhill trail to help call out the crossing to pedestrians as they enter the intersection.
4. Avoid populations of locally rare plants: Milkweed and California Lomatium (*Asclepias* and *Lomatium* species). See maps below.
5. Avoid the rare shrub called silk tassel (*Garrya fremontii*). Take care not to confuse it with birch-leaf mountain mahogany (*Cercocarpus betuloides*), which are numerous.
6. Use guidance from the Ashland Municipal Code (AMC) for tree protections (AMC 18.4.5.030) when considering layout and excavation of the downhill trail. Unlike many surface trails dug by hand, machine trails have more potential to disrupt root zones and drainage patterns of adjacent trees. Pay close attention to larger trees of all species, as defined in AMC.
7. Monitor disturbed areas where bare dirt will likely attract invasive species. Invasive plant establishment can be minimized by pre-treating known populations that the trail will intersect and by seeding bare dirt with native species after construction (on side-cast dirt below the trail).
8. Avoid wood cribbing as much as possible to reduce damage during prescribed fire operations.
9. Remove dead and/or dying trees along the trail route for public safety.

ASHLAND FIRE & RESCUE

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Memo

10. Make trail users aware that periodic closures for forest and fire management activities will take place and precedence over trail use while providing for organized event and training days where trails have to be open.
11. Consult with the City's Forestry Officer during trail layout and construction to avoid specific sensitive species and trees of concern listed above.
12. While difficult to quantify or mitigate, it is nonetheless important to acknowledge that consistent bike and human presence has an impact on wildlife species and habitat by altering movement patterns and removing/altering certain habitat structures like dead trees and fallen logs. This location is already inside the city's urban core and likely has less wildlife use than forests connected to the broader landscape.
13. Ground disturbing activities in forestry operations permitted through the Oregon Department of Forestry (this trail proposal is not subject to these rules) strongly suggest a review for cultural and historical resources through the [State Historic Preservation Office, or SHPO](#). Given longstanding human use and occupation of sites in the core area of Ashland, there could be archaeological sites in the area of the proposed trail.
14. Specify maintenance schedules, conditions to be remedied, and responsibility. Major storms or fires should trigger immediate monitoring and maintenance as needed for safety and integrity of the trail, trail users, and soils.

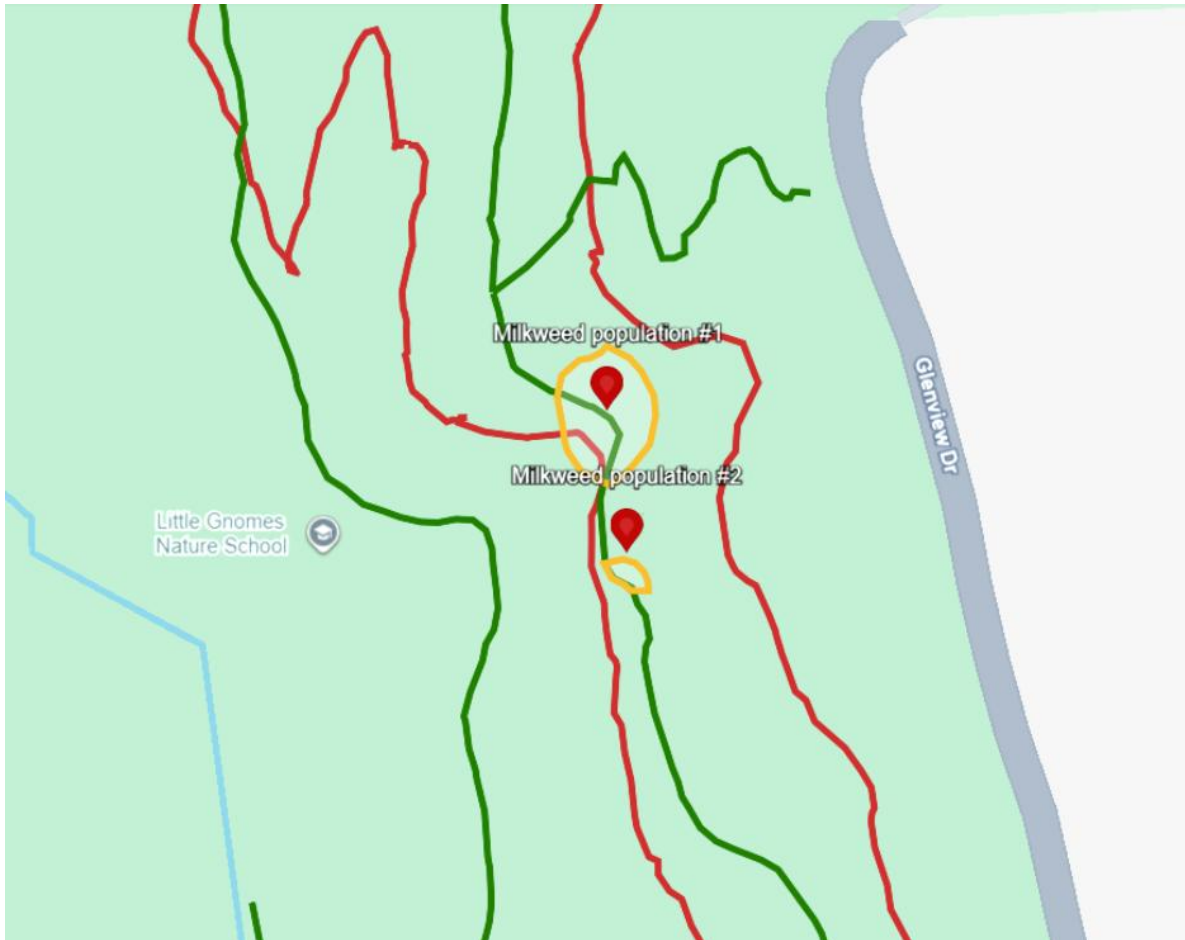
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Memo

MAPS



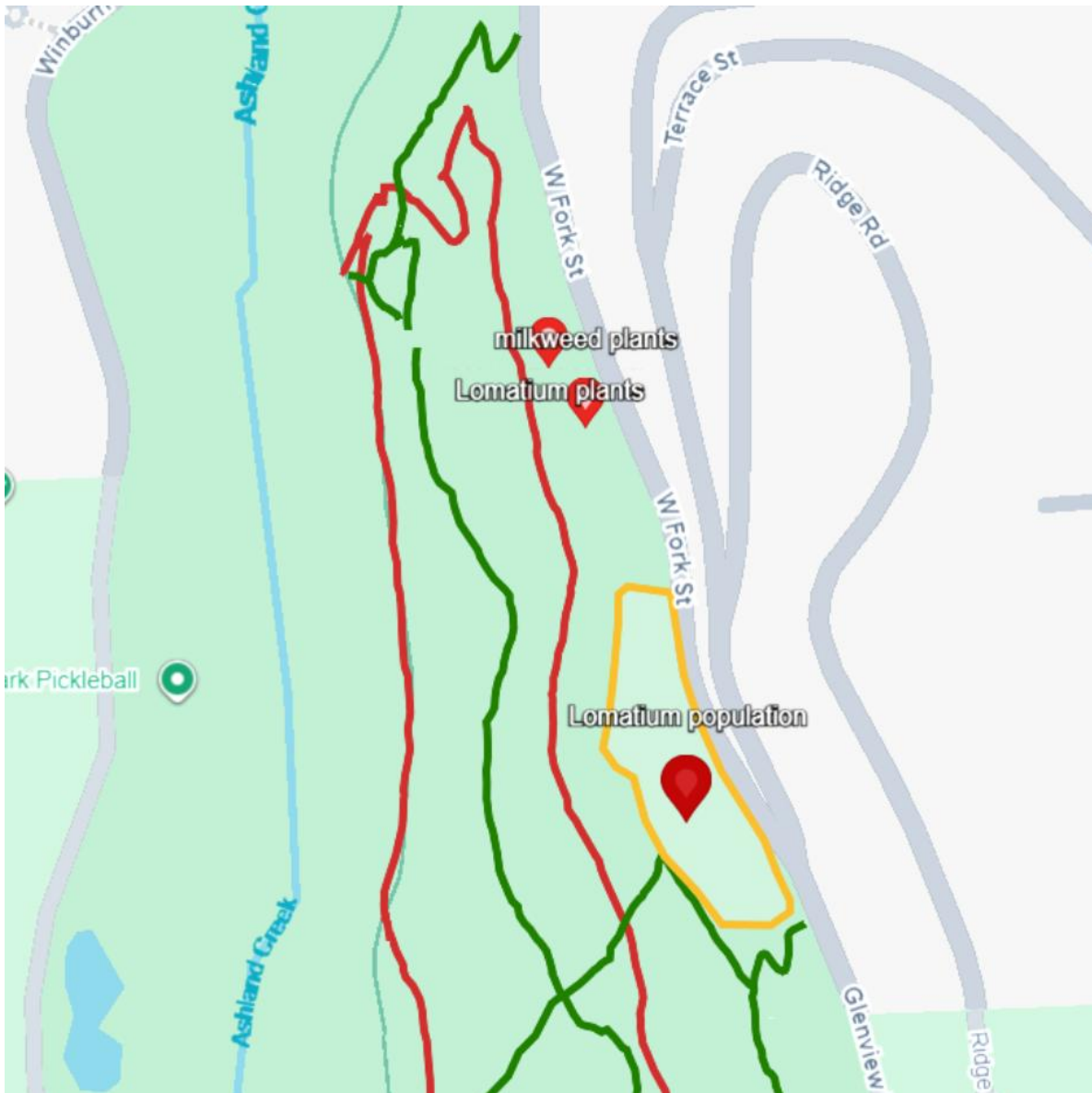
Milkweed populations (yellow circles) along proposed Dormouse (red lines) and existing trails (green lines). Overlap appears to only be with proposed uphill trail in this section.

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Memo



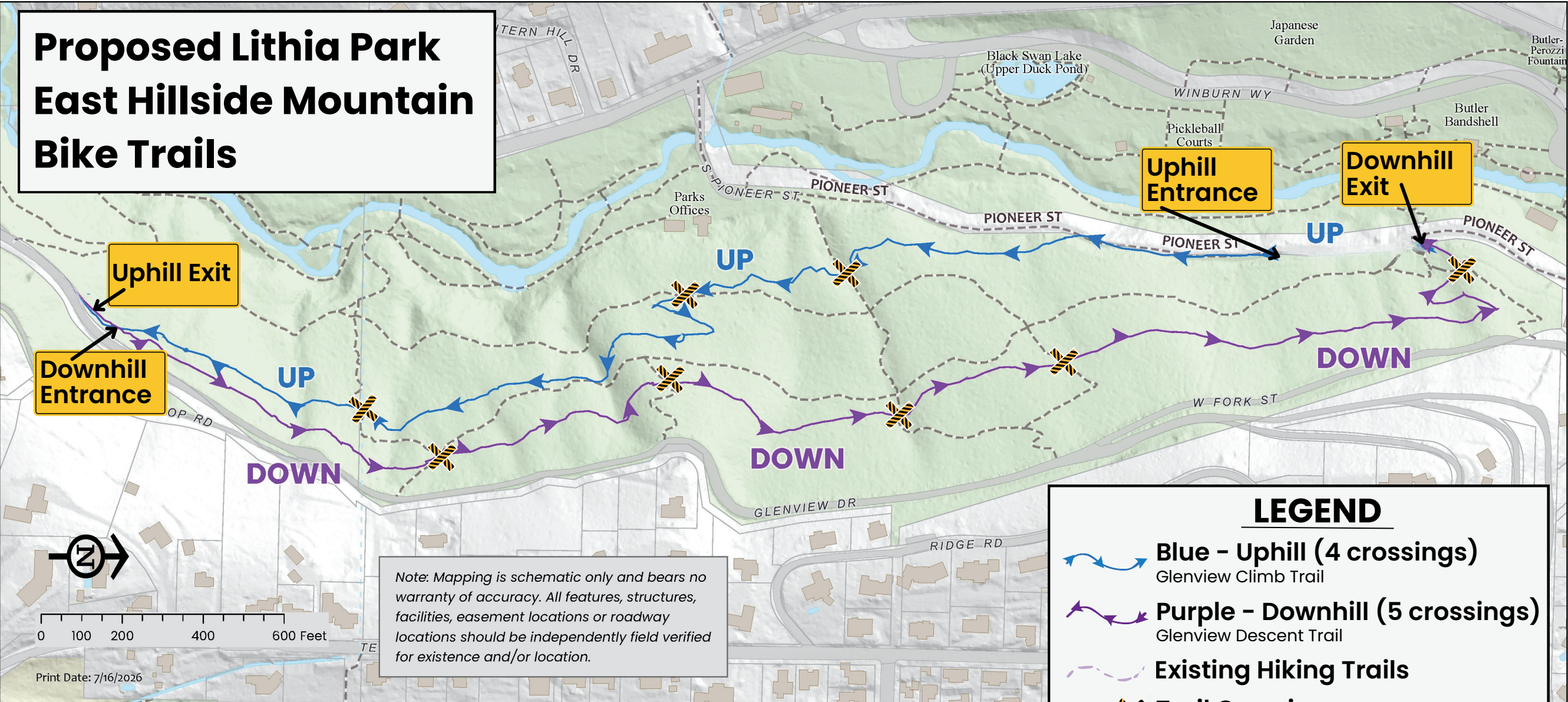
Populations of California lomatium (yellow circle and red symbols) and a small milkweed plant (red dot) on northern section of proposed trail area. Keeping the downhill proposed trail below plant populations appears feasible.

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Proposed Lithia Park East Hillside Mountain Bike Trails



Glenview Dr | Exit & Entrance are approximately **100 feet** away from each other.

Pioneer Rd | Exit & Entrance are approximately **100 yards** away from each other.



Date	Agenda Item	Presenter
8/5	Park Commission Study Session Council Chamber 6:00 PM	
	TAC Recommendation – Lithia Park East Hillside Mt. Bike Trail & Public Input	Dials/TAC Committee
8/12	Parks/Council Joint Meeting Council Chamber 5:30 PM	PC Hosts
	Quarterly Financial Report (April – June 2026)	Morrison
	Parks Fee	Cotta/Dials
8/12	Parks Commission Regular Meeting Council Chamber 7:00 PM	
	Pickleball Noise Mitigation (Action)	Dials
	Mace Property/Riverwalk Trail Improvement & Connection to Bear Creek Greenway (Information)	BCG Foundation
9/2	Park Commission Study Session Council Chamber 6:00 PM	
	Daniel Meyer Pool-Progress Report and Capital Improvements	Dials
	Lithia Ice Rink Pavilion Update (Tentative)	Parks Foundation
	Mimsy Trail Proposal (Tentative)	Dials
9/9	Park Commission Regular Meeting Council Chamber 6:00 PM	
	Proposed Lithia Park East Hillside Mountain Bike Trail (Potential Action)	Dials
	Lithia Park Ice Rink Pavilion (Potential Action-Tentative)	Parks Foundation
10/7	Park Commission Study Session Council Chamber 6:00 PM	
	East Main Street Community Park Playground Concept Plan & Discussion	Dials
10/14	Park Commission Regular Meeting Council Chamber 6:00 PM	
11/4	Park Commission Regular Meeting Council Chamber 6:00 PM	
12/2	Park Commission Regular Meeting Council Chamber 6:00 PM	
	Commission Topics to be Scheduled	
	CIP- Pickleball Courts & Lithia Ice Rink Pavillion, Butler Perozzi ADA	Dials
	Mimsy Trail Proposal	Dials
	Winburn Way pedestrian walkway, Japanese Garden & Butler Perozzi ADA	Caldwell/Dials
	Lithia Park Ice Rink Pavillion-Progress Report and Next Steps	Parks Foundation
	Advisory Committees to MAC's	Dials



	City Strategic Plan Update	Dials/Rooklyn
PC Advisory and Management Advisory Committees		
11/19/2026	Recreation Division Advisory Committee, the Grove 3:30 PM (Tentative)	
10/12/2026	Ashland Senior Advisory Committee, the Senior Center 3:30 PM	
9/16/2026	Trails Advisory Committee, the Grove 4:15 PM	
Council Business/Budget Meetings/Commissions		
8/4/2026	Review of Parks IPM for Consideration for City Adoption, Consideration of Median Re-design Ad Hoc/MAC	Council
11/3/2026	Joint PC/City Council Meeting Council Chamber 6:00 PM	Council Hosts



Department Work Plan

1. Complete projects identified in the adopted Capital Improvement Plan for FY 26-27
 - Preventative Maintenance Projects
 - **In process**
 - Lithia – Butler Perozzi Fountain Restoration - **In process**
 - ADA Improvements – **In process**
 - Lithia – Master Plan work plan projects
 - Hunter Park – Tennis Court Rehabilitation – **Contract approved**
 - Irrigation Controllers - **Done**
 - Siskiyou Mountain – Trail Re-route
 - East Main – Phase I development – **Street Improvement Work Started**
2. Improve recreation and senior programming access by replacing staff eliminated during COVID-19 and developing a cost recovery policy.
3. Complete the Parks, Recreation, Open space, & Senior services strategic plan (PROS)
4. Establish Equipment Replacement and Repair program to be consistent with Citywide fleet standards.
5. Update employee onboarding, training, and safety program
6. Complete work plan items identified for FY 26-27 to implement the Lithia Park Master Plan
 - Fuels reduction between Glenview Rd & Ashland Creek
 - Hazard tree removal
 - Development and promotion of citizen science and/or other environmental education
 - Winburn Way traffic speed and road design – **In process**
 - Trail map update
 - Replacement of interpretive signs for flora
7. Develop funding strategy for future capital projects, specifically:
 - Pool replacement project
 - East Main future development phase(s)

**2026**

JULY	AUGUST	SEPTEMBER
July 4th Parade	Senior Services Ice Cream Social	
OCTOBER	NOVEMBER	DECEMBER
Return of the Salmon Family Field Day	Senior Services Annual Report Ashland Rotary Centennial Ice Rink Opens Senior Services + Ashland Firefighters Union Thanksgiving Pie	Ashland Parks Foundation Annual Report First Frost Community Skate Event Senior Services Holiday Party
JANUARY	FEBRUARY	MARCH
Budget Concepts (odd years) Adopt CIP (odd years) Golf Course Annual Report ✓	VIP Annual Report ✓ Budget Direction (odd years) Calle Guanajuato Lease Agreement ✓	Recommend Budget (odd years) Recreation Division Annual Report ✓
APRIL	MAY	JUNE
		Senior Services Cookout with APD ✓