

Trail Descriptions

The following trail descriptions are listed in alphabetical order.

Guide to Understanding the Trail Descriptions

Trail Names

Many proposed trail names are essentially placeholders for future names. Some trail names may be confusing or misleading and deserve more attention.

Status

There are two status categories:

1. existing trails that have not been approved
2. proposed trails

In some cases, the status is blurred. An un-maintained old or historic trail is generally listed as existing.

Map

In most cases, a map accompanies the trail under discussion, though in some cases, a proposed route or reroute may not have been established (e.g., Downhill Fun). Map contours, if displayed, are 40 feet. Current full map is available at: <http://www.mtashlandrun.com/AshlandTrailsProposed2011126.pdf>

Trails Unlimited Reports

Where available, the Trails Unlimited Report (December 2010) for the specific trail is included.

Elevations

Start and end elevations are provided, as well as elevations at relevant intersections. For consistency, the start elevation is always the lower of the two and elevation gain is the difference between the lower and upper trail intersections. This ignores the fact that some trails may be used primarily in a downhill direction.

Primary and Secondary Users

These are generally pedestrians, cross-country mountain bikers, downhill mountain bikers and equestrians.

Eastside vs Westside of the Trail System

Many of the following trail descriptions identify a trail as existing on the west-side or the east-side of the trail system. Ashland Creek below Reeder Reservoir and Reeder Reservoir are the nominal dividing points between east and west for the purposes of these descriptions. Virtually all of the trails are quite clearly east or west-side, with the possible exception of Wagner-Warp.

Proposed New Trails

The trails in the table below are the proposed new trails. Their full descriptions follow in the next section along with the other existing and unapproved trails.

The Split Rock trail is a special case as it existed, at least in part, historically and is still used. However, the entire trail does not presently exist, so it is considered a new trail here.

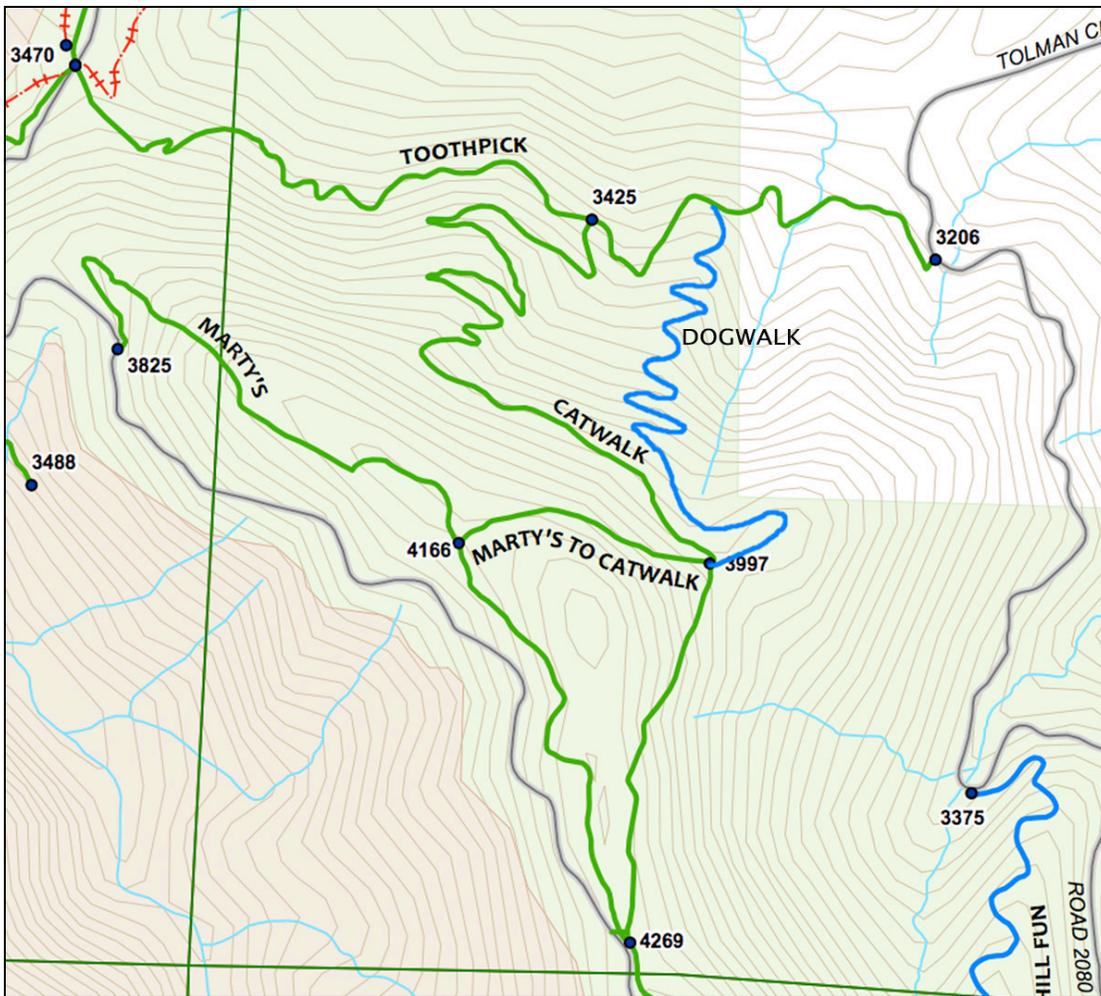
Jabberwalkie is not to be confused with Jabberwocky. Jabberwocky is an existing trail, while Jabberwalkie is the proposed pedestrian/equestrian trail that is roughly parallel to Jabberwocky.

Trail Name	Distance
Dogwalk	1.3
Downhill Fun, Lower	0.9
Downhill Fun, Upper	0.6
Hitt Loop	2.3
Jabberwalkie	1.2
Lewis Loop	1.1
Magical, Upper	0.7
Magical, Lower	1.2
Split Rock	3.5
Swoopy Flowy	0.4
Total	13.2

Dog Walk

- Status: Proposed
- Length: ~1.3 miles
- Lower Elevation Trail Intersection: 3,425 ft
- Upper Elevation Trail Intersection: 4,270 ft
- Elevation gain: 845 ft.
- Primary user: Pedestrians
- Secondary user: Equestrians

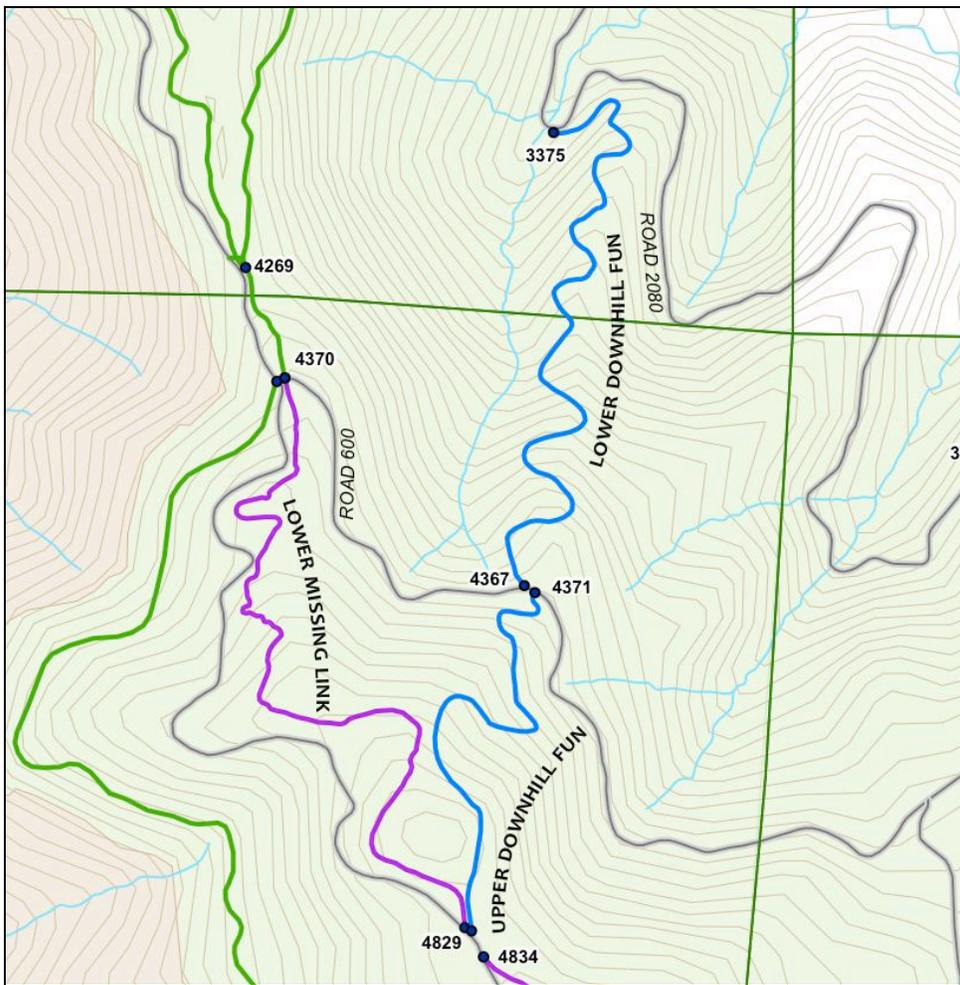
This proposed trail is an alternative to Catwalk and would be designed for pedestrians. The goal is to fully separate user types on this heavily used corridor by keeping Catwalk for bikes as originally intended, and create something more in keeping with pedestrian and equestrian needs. Our measurement devices on upper Catwalk counted 200-250 users a week, with 150 of those typically being mountain bikers. Of those, 75% continued down Catwalk, while the remaining used lower Marty's. Neither Catwalk nor lower Marty's are safe pedestrian or equestrian trails, making Dogwalk a high priority as there is no other trail route down to Lamb Saddle or the Tolman Creek trailheads.



Downhill Fun (lower)

Status: Proposed
Length: .9 miles
Lower Elevation Trail Intersection: 3375 ft
Upper Elevation Trail Intersection: 4367 ft
Elevation gain: 992 feet
Primary user: downhill mountain bikes
Secondary user: no one

This trail begins on Forest Rd 2080 and climbs to the intersection of Forest Rd 600 where it meets Upper Downhill Fun.



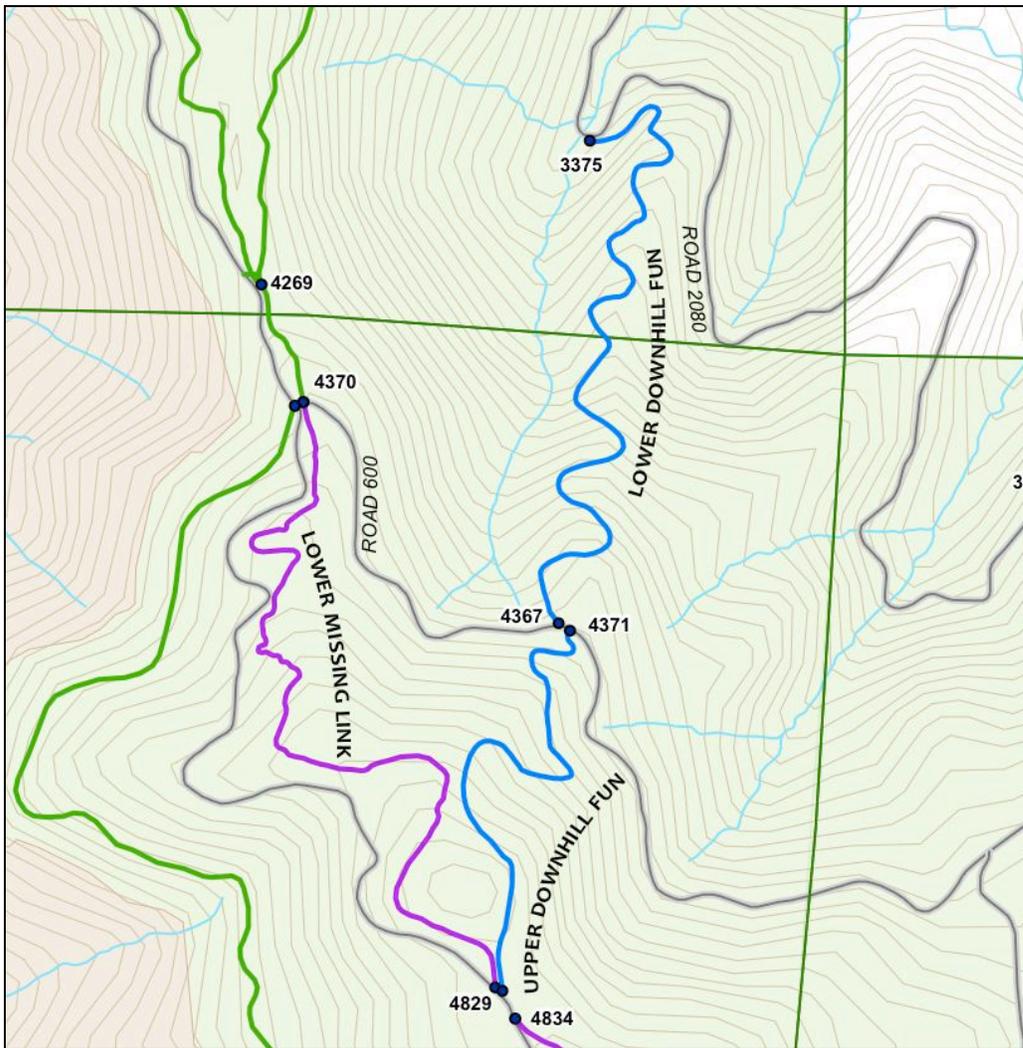
Proposed as part of a route to encourage downhill mountain bike traffic away from the choke points near 4 Corners, Lamb Saddle and White Rabbit trailhead, this trail would be designed to offer a compelling downhill biker experience. A successful result would be funneling a large percentage of downhill bikers eventually to Forest Service Road 2080 (Tolman Creek Rd), thus mitigating some of the existing and anticipated trail user congestion in the main trail arteries (Marty's, Catwalk, Alice in Wonderland and Caterpillar).

Lower Downhill Fun has been walked but not mapped yet.

Downhill Fun (upper)

Status: Proposed
Length: .6 miles
Lower Elevation Trail Intersection: 4371 ft
Upper Elevation Trail Intersection: 4829 ft
Elevation gain: 458 feet
Primary user: mountain bikers
Secondary user: no one

This trail begins on Forest Rd 600 and climbs to the intersection of Forest Rd 500 and Upper and Lower Missing Link trails.



Proposed as part of a route to encourage downhill mountain bike traffic away from the choke points near 4 Corners, Lamb Saddle and Alice trailhead, this trail would be designed to offer a compelling downhill biker experience. A successful result would be funneling a large percentage of downhill bikers eventually to Forest Service Road 2080, thus mitigating some of the existing and anticipated trail user conflicts in the main trail arteries (Marty's, Catwalk, Alice in Wonderland and Caterpillar).

Upper Downhill Fun has been walked but not mapped.

Eastview (Upper)

Status: Existing, Unapproved

Length: 1.30 miles

Lower Elevation Trail Intersection: 4,715 ft

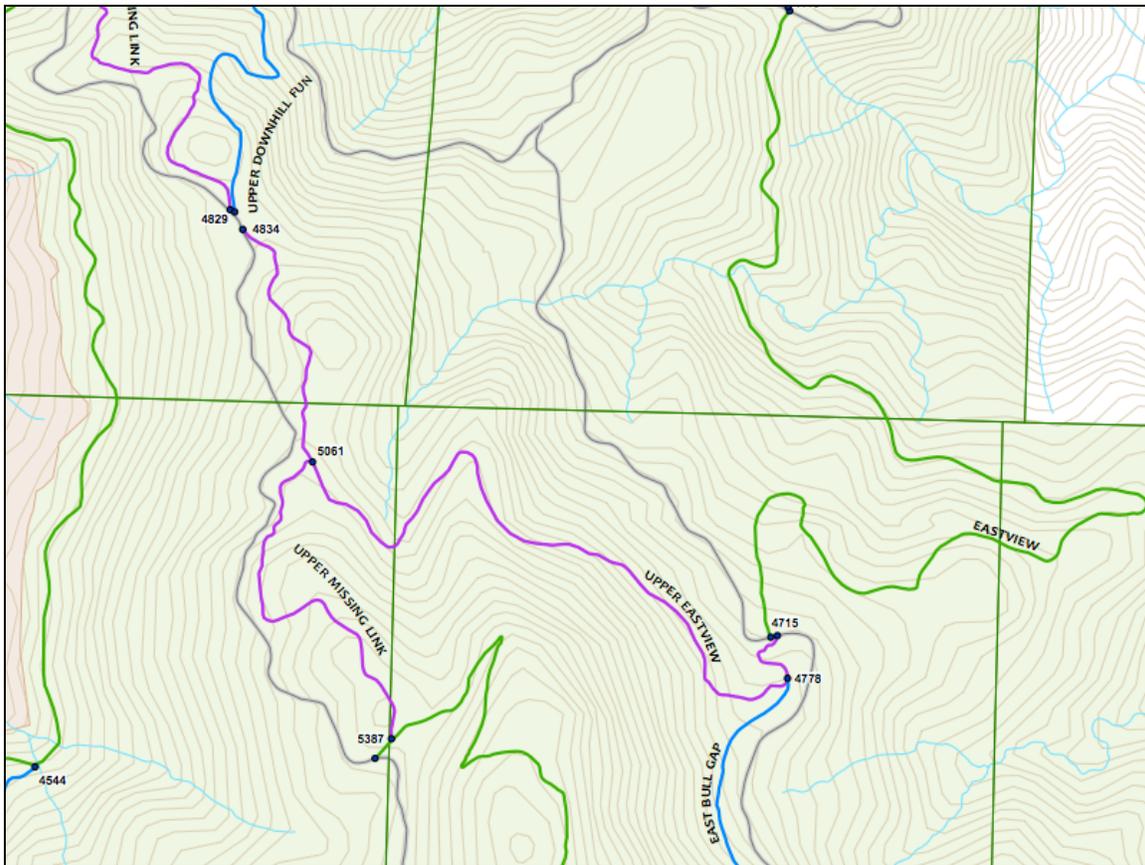
Upper Elevation Trail Intersection: 5,061 ft

Elevation gain: 346 ft

Primary user: cross-country mountain bikers

Secondary user: equestrians and the occasional pedestrian

This trail begins at the top-end of the existing Eastview Trail and climbs at a ~5% slope to bisect the Upper Missing Link Trail. It extends the Eastview trail and potentially creates several interesting loops from 4 Corners (using the two Missing Link trails, Forest Service Roads 600 and 2080 and the existing Eastview trail).



This trails holds considerable interest for cross country mountain bikers, equestrians and distance runners. It offers a pleasant, relatively easy grade, via trail instead of road, to the Missing Link trails. Prior to this trail's existence, hikers and mountain bikers climbing on Eastview would emerge on FS Road 2080 and, most likely, descend on the road.

In conjunction with nearby trails, Upper Eastview provides some longer loops which may be appealing to equestrians, particularly those starting near Bull Gap or the Mt Ashland Access Road.

Trails Unlimited Report:

Upper Eastview is an illegal trail. Five percent requires minor rerouting to establish breaks in grade. Five percent requires drainage work to install rolling dips in areas with long runs between drainage features. This trail should be added to the designated system as it completes Eastview as a cross country loop. This trail appears to be an old (previous) trail and is a great connector trail. This trail adds considerably to the loop opportunity with only a minor investment.

Upper Eastview should be designated as encouraged for cross country bike users.

Fell On Knee

Status: Existing and unapproved
Length as drawn: 1.0 mile
Lower elevation intersection: 3,400 ft
Upper elevation intersection: 3,425 ft
Elevation gain: 25 ft.
Primary user: Pedestrians
Secondary user: Cross country bikes

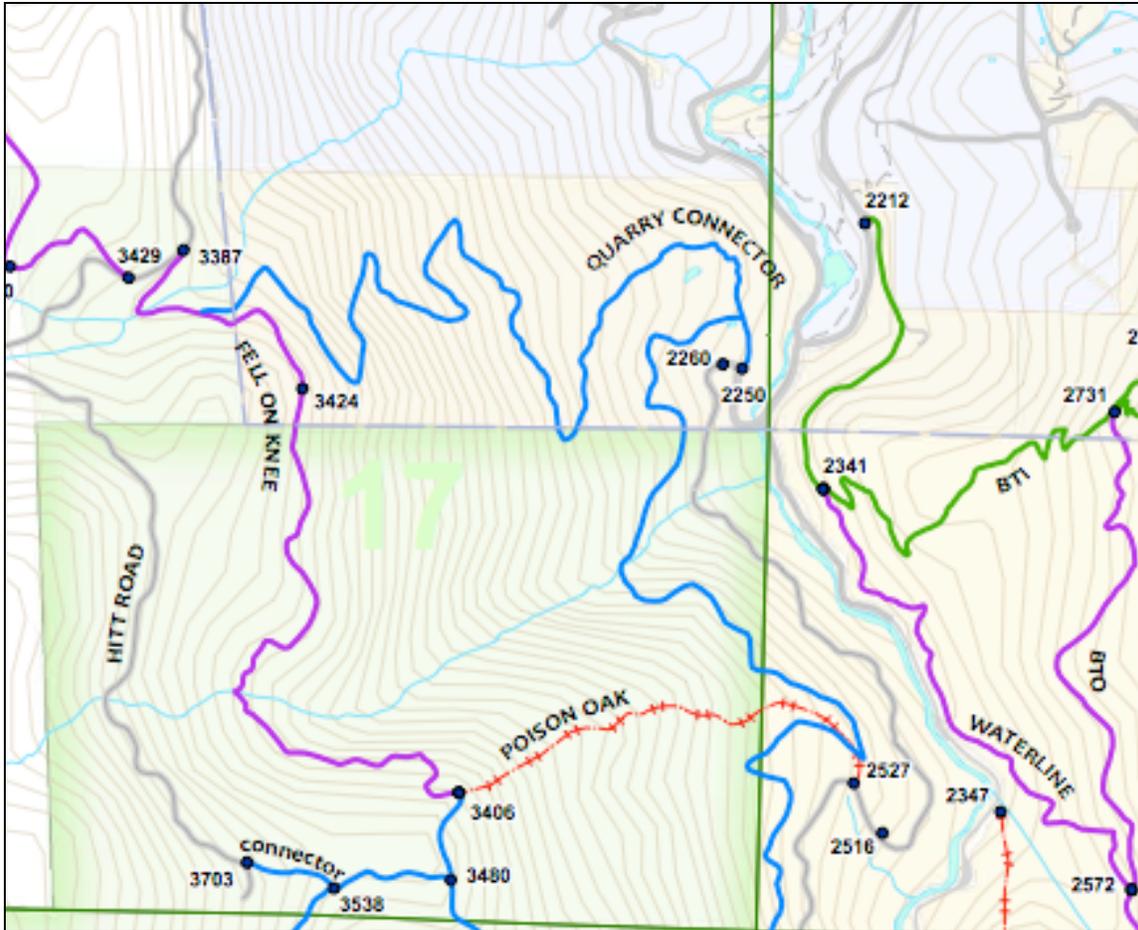
This existing trail begins on Hitt Road just below the Mystical intersection. Initially on private land, this trail follows an old skid road for approximately .6 of a mile. The trail currently runs into Poison Oak Trail at the south. The proposal would be to create a new single track leading down to the quarry off Granite Street. This continuation is Hitt Loop and is described later in this document.

In combination with the Hitt Loop trail, Fell On Knee provides users of the west side a shorter alternative to the full Hitt Road Loop, which runs approximately ten miles. This shorter loop is less than six miles and would experience less snow due to lower overall elevation. The current tie-in to Poison Oak Trail minimizes its usefulness due to the extreme slope of Poison Oak Trail. Poison Oak is not a sustainable trail.

Additionally, the Quarry Trail would tie into the northern end of Fell On Knee. The intent is to offer single track into town for cross-country mountain bikes and reduce the number on Hitt Road. The northern end of this trail would be suitable for bikes and not create much conflict due to the relatively good sight lines.

Trails Unlimited Report:

This is not included because it appears to conflate another trail, Poison Oak, with Fell on Knee. This is easily understood because at present, Poison Oak is the most common way to access Fell On Knee.



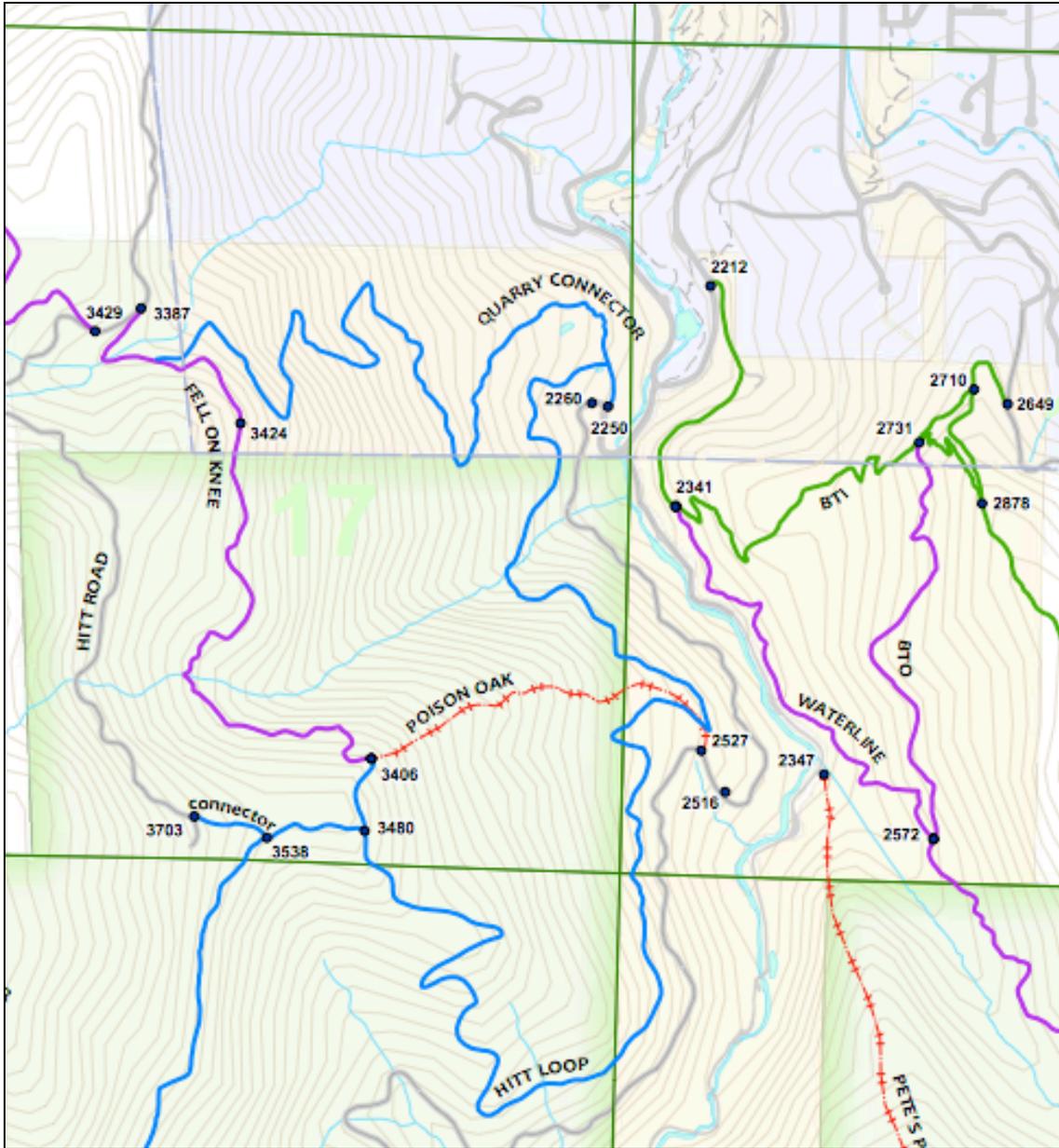
Hitt Loop

Status: Proposed
Length as drawn: 2.3 miles
Lower elevation intersection: 2,516 ft
Upper elevation intersection: 3,406 ft
Elevation gain: 890 ft.
Primary user: Cross Country Bikers
Secondary user: Pedestrians

Hitt Loop is designed to replace the existing ridge top Poison Oak Trail with a more gradual, sustainable trail. The trail is designed to take users from the quarry off Granite Street to the southern terminus of Fell-on-Knee. The proposed Magical trail would also terminate into Hitt Loop, providing alternative loops for both bikers and pedestrians.

This substantial trail provides a single-track alternative that will take many of the existing users off Road 2060. Various shorter loops and longer loops can be strung together for various user types. There is one possible steam crossing that the design attempted to circumvent.

As with other west-side trails, the purpose is, in large part, to provide a compelling reason to spend more time on this side of the watershed and thereby distribute users and reduce user congestion and conflict.



Jabberwalkie

Status: Proposed pedestrian alternative to Jabberwocky.

Length: 1.16 miles

Lower elevation intersection: 2,572 ft

Upper elevation intersection: 3,320 ft

Elevation gain: 748 ft

Primary user: pedestrians

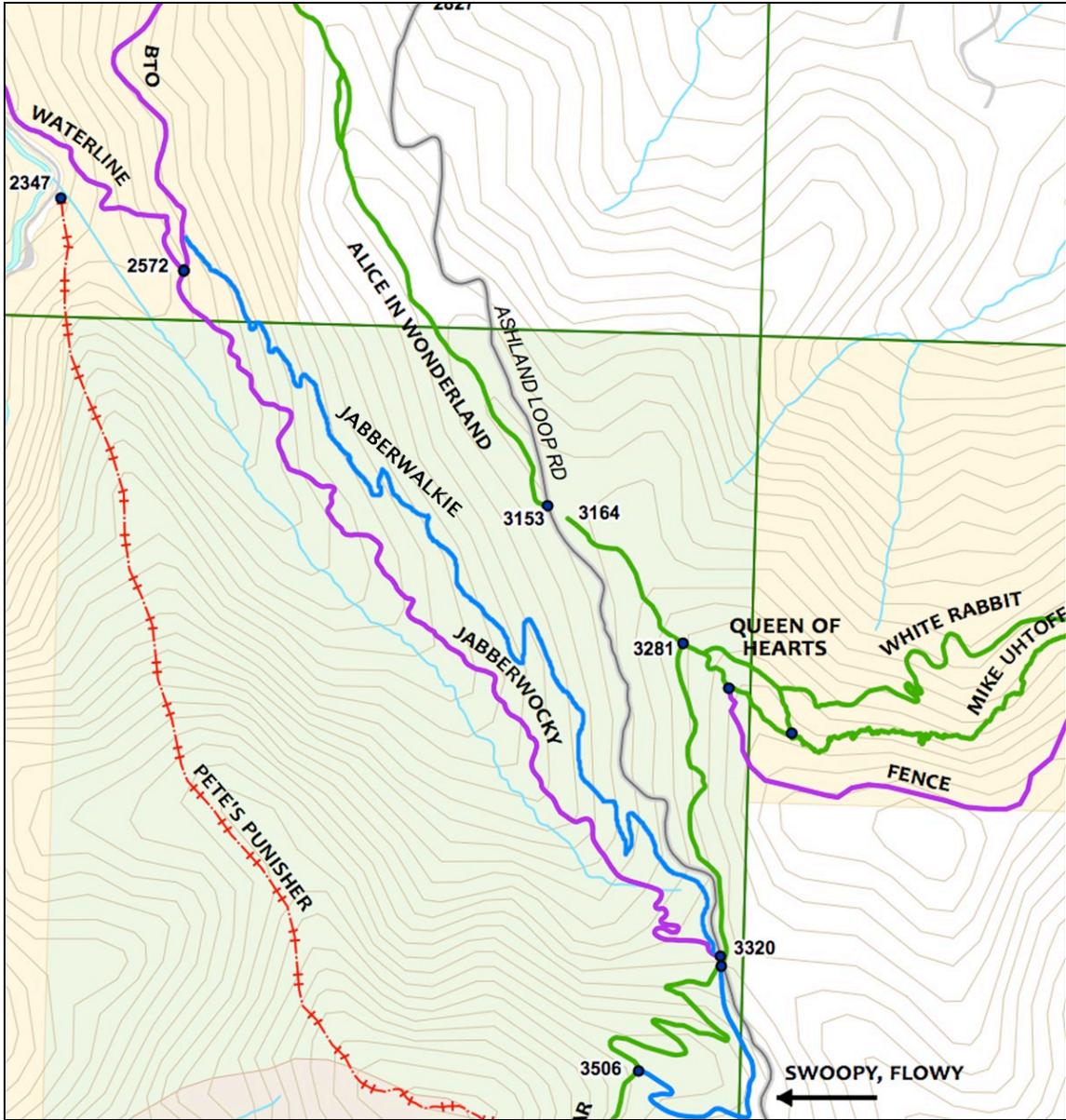
Secondary user: Equestrians??

Jabberwalkie (not to be confused with Jabberwocky) would begin at the end of the Waterline trail at the intersection with lower part of BTO and climbs to Ashland Loop Road near its intersection with Caterpillar trail. The map below depicts the current Jabberwocky; Jabberwalkie is will be in a similar area and roughly parallel.

Jabberwalkie addresses two critical needs: to find a pedestrian alternative to Alice in Wonderland (should we lose access to that trail located on private land) and to reduce user conflict by offering a pedestrian-only trail.

Jabberwalkie could become one of the preferred pedestrian routes leading to the City of Ashland, supplanting the overused Alice in Wonderland/BTI combination. BTI (on City property) is a popular mountain bike route.

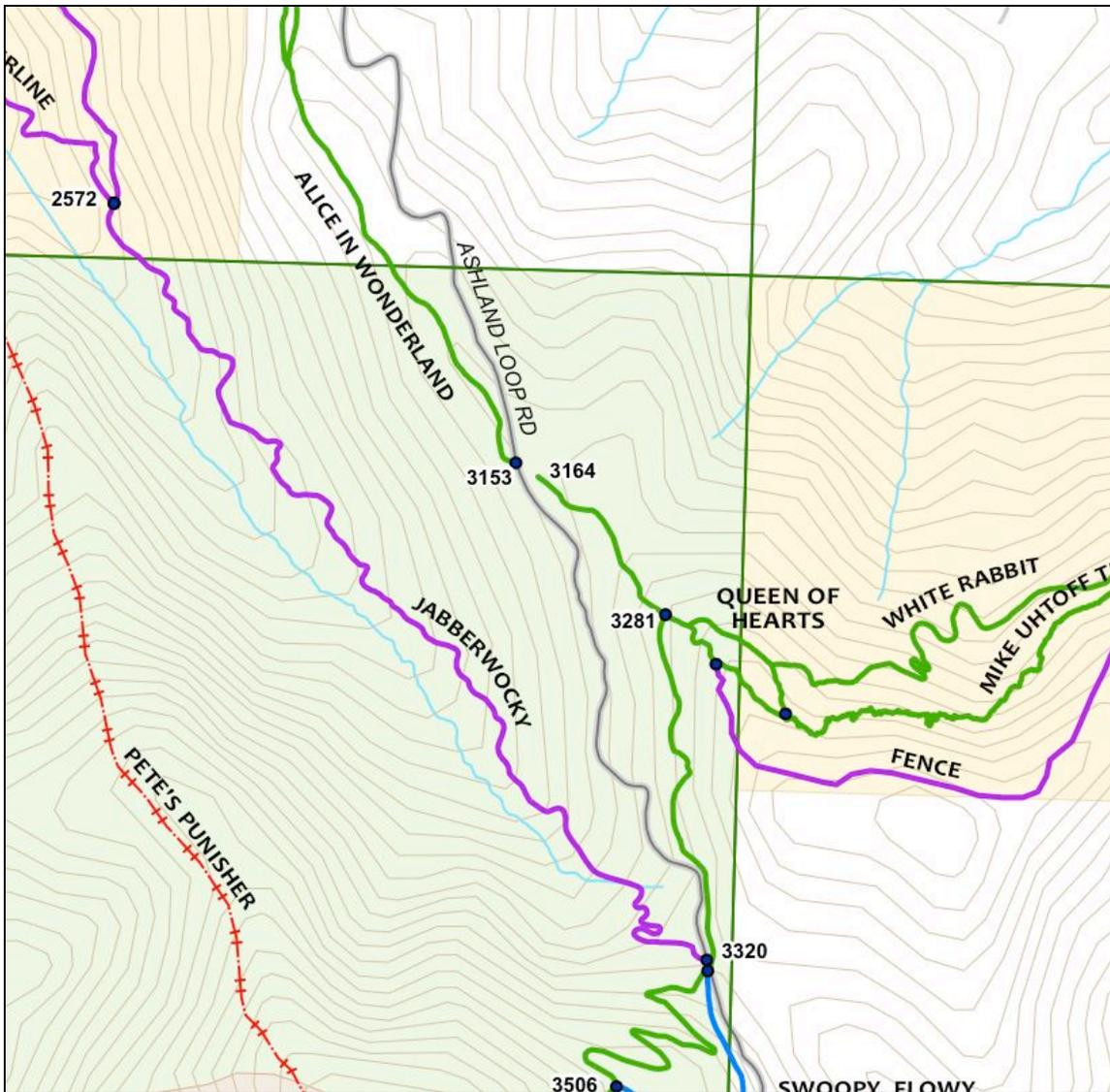
A group of AWTA members plus a Forest Service employee and a Pacific Crest Trail Association member walked a proposed route with GPS and inclinometers recently. The map below does not capture the precise route, but we were able to determine that a reasonably sloped trail (less than 11% average grade) would be possible.



Jabberwocky

Status: Existing, Unapproved
Length: 1.16 miles
Lower elevation intersection: 2,572 ft
Upper elevation intersection: 3,320 ft
Elevation gain: 748 ft
Primary user: downhill mountain bikers
Secondary user: runners, hikers

Jabberwocky begins at the end of the Waterline trail at the intersection with BTO and climbs to Ashland Loop Road near the lower intersection with Caterpillar trail (at 3,320 ft, see below).



Jabberwocky has rapidly become one of the more popular trails in the Ashland watershed, particularly with the downhill mountain bike community, but also with some pedestrians and runners. Recorded trail use data indicates 50-60 users a week.

More than any other trail, Jabberwocky has successfully routed downhill mountain bike traffic away from some of the more popular walking areas (notably Alice in Wonderland and lower Caterpillar, as well as the Ashland Loop Rd and BTI).

Unfortunately, Jabberwocky in its current incarnation suffers from several highly erosive sections. Because of this and its dual popularity among bikers and runners, we propose to reroute Jabberwocky with two roughly parallel trails (current route is depicted on map).



Upper end of Jabberwocky, from Ashland Loop Road, near intersection with Caterpillar.

Trails Unlimited Report

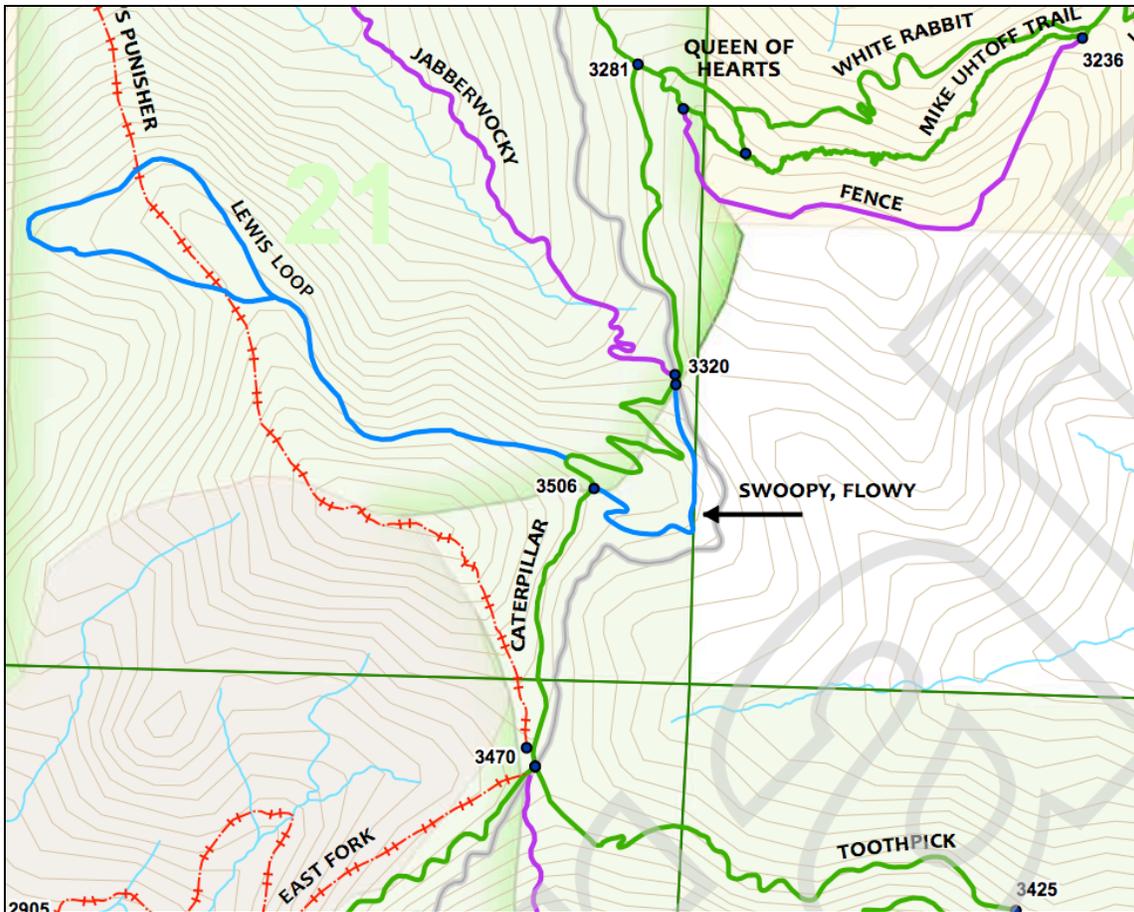
This trail is recommended for closure. Only five percent of the trail is sustainable, 10 percent requires minor rerouting and 85 percent is in need of major rerouting. Although the trail offers downhill opportunities it would be better to start from scratch in a different location. It is recommended that the Forest Service locate a new trail for downhillers using sustainable trail criteria. The new location will not include constructed features on Forest Service lands.

Lewis Loop

- Status: Proposed
- Length as drawn: 1.1 miles
- Lower elevation intersection: 4,190 ft ??
- Elevation gain: 0 ft.
- Primary user: Pedestrians
- Secondary user: Equestrians

Lewis Loop begins off Caterpillar at one of the top switchbacks after crossing the Loop Road near Jabberwocky. This trail is designed as a relatively flat out-and-back trail, taking users west to a clearing providing views towards Reeder Reservoir and beyond. The layout of this trail will not appeal to bikes. We hope it will be a significant draw for pedestrians, when combined either with Toothpick or up from the White Rabbit trailhead parking area. This trail is possible for equestrians, but possibly too short to be of interest.

If Swoopy, Flowy is also implemented, a significant part of Caterpillar (depicted below from 3,506 to 3,320) will also become primarily pedestrian and equestrian oriented.



Magical

Status: Proposed

Length: 1.2 miles

Lower elevation intersection: 3,316 ft

Upper elevation intersection: 3,669 ft

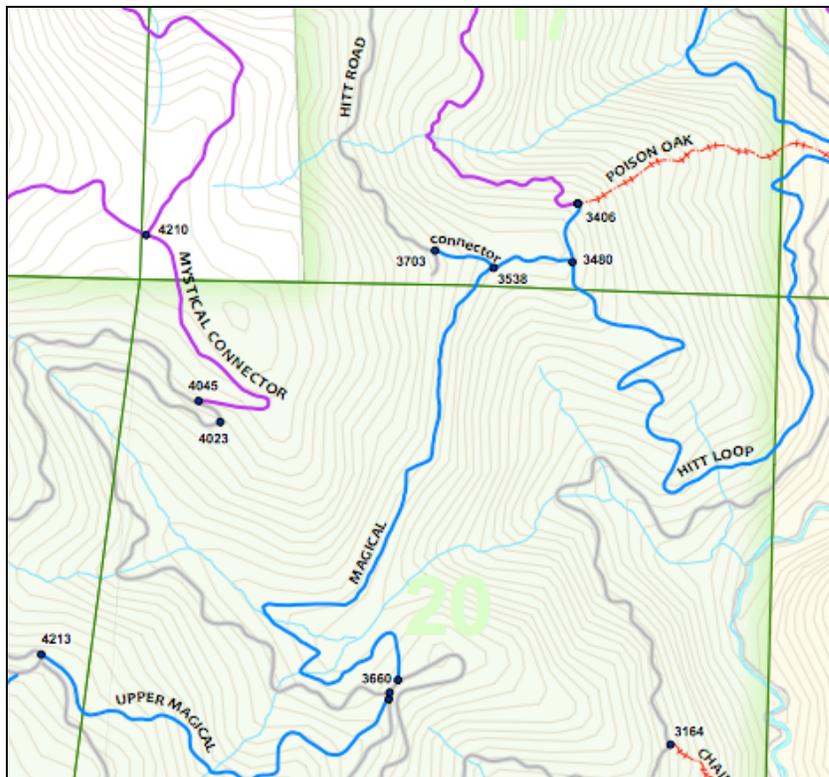
Elevation gain: 353 ft.

Primary user: Cross country mountain bikers

Secondary user: Pedestrians

Magical provides a single-track alternative to FS Road 2060 for trail users on the west side of the trail system. The upper trailhead begins at the intersection of FS Road 2060 and the Horn Gap Road (FS Road 206-200), possibly at the helipad opening to the north. The lower trail intersection is designed to begin where the proposed Hitt Loop begins, near the existing (unapproved) Fell-on-Knee. This trail is designed to provide a single-track link from the upper west side trails to trails leading back to town, either via Hitt Road or the proposed Quarry Connector or Hitt Loop. There may be some old skid roads that can be used to help aid construction.

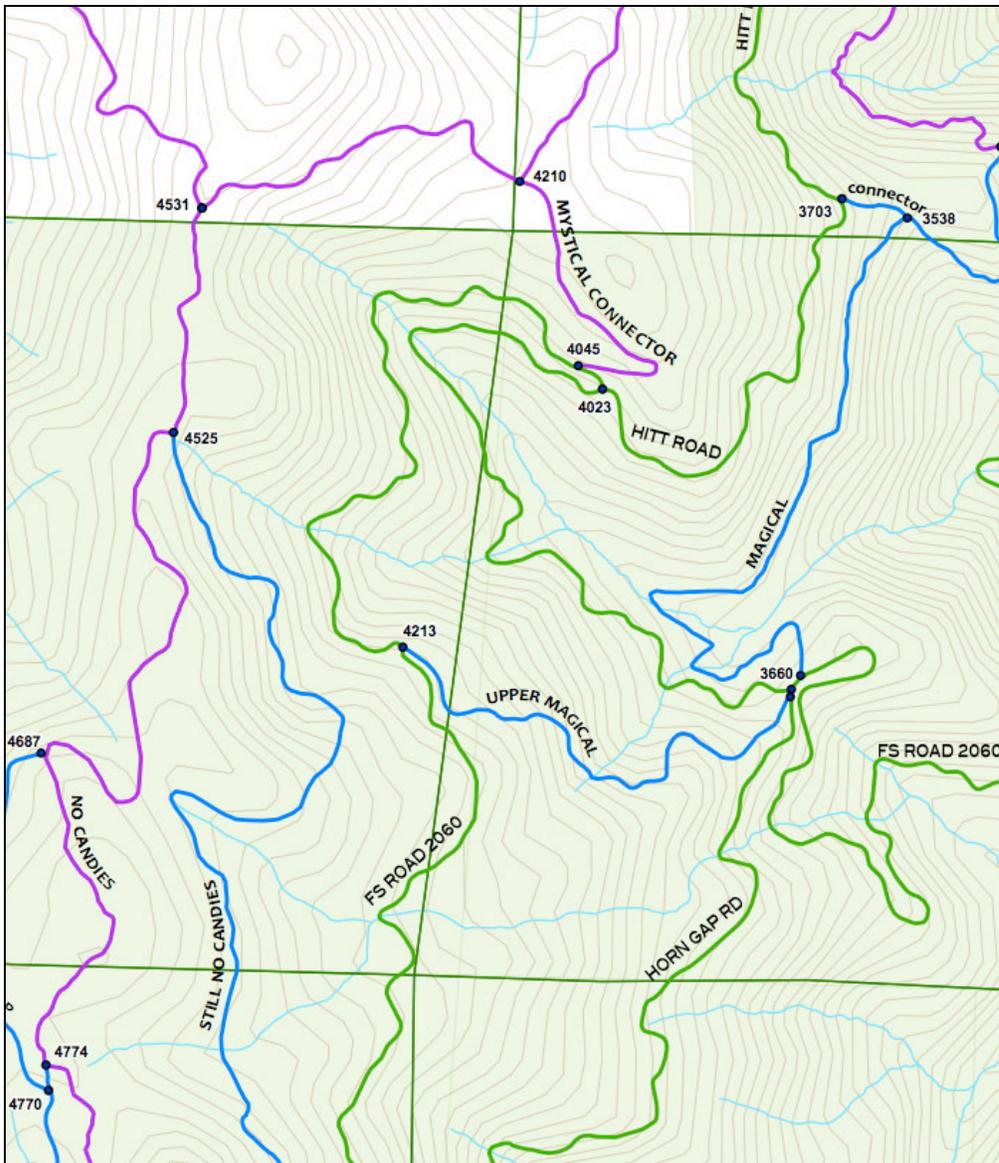
Magical would be a considerable contribution to the west-side trail system, helping attract users to this side and thus help reduce user conflict on the east side. This trail would contribute to a variety of interesting short and longer loops in conjunction with neighboring trails and Hitt Road.



Magical (Upper)

- Status: Proposed
- Length: .7 miles (as mapped below)
- Lower Elevation trail connection: 3,665 ft
- Upper Elevation trail connection: 4,213 ft
- Elevation gain: 550 ft.
- Primary user: Cross Country Bikers
- Secondary user: Pedestrians and Equestrians

Upper Magical provides a single-track alternative to FS Road 2060 to trail users in the west trail system. The lower trailhead begins on Horn Gap Road (FS Road 206-200) near the intersection of FS Road 2060. It utilizes an old skid road its entire length with an average grade just under 15%.



The upper trailhead is on 2060 near where the road to Ostrich Peak begins. This trail is designed to provide multiple single-track alternatives when combined with other proposed trails. For example, this trail can be combined with No Candies and the existing Horn Gap Trail to make a loop. Additionally, when combined with Lower Magical and Hitt Loop, a trail user could enjoy a complete single-track experience from Ashland and back.

The width of the skid road presents an opportunity to build enhanced downhill features banked curves, dips and jumps that might entice more bikers to use the west side of the watershed.

With the relatively flat terrain near the top, additional length could be offered.

A seasonal creek near the mid-point of the trail will require some work to stabilize the roadbed. The picture below details the existing situation.



Skid road has eroded near seasonal creek. Fabric retaining netting is evident.



A typical section of the skid road. Width varies from ten to fifteen feet wide.

Marty's (Lower Section)

Status: Existing (upper Marty's is approved)

Length: .5 miles

Lower elevation intersection: 3,825 ft

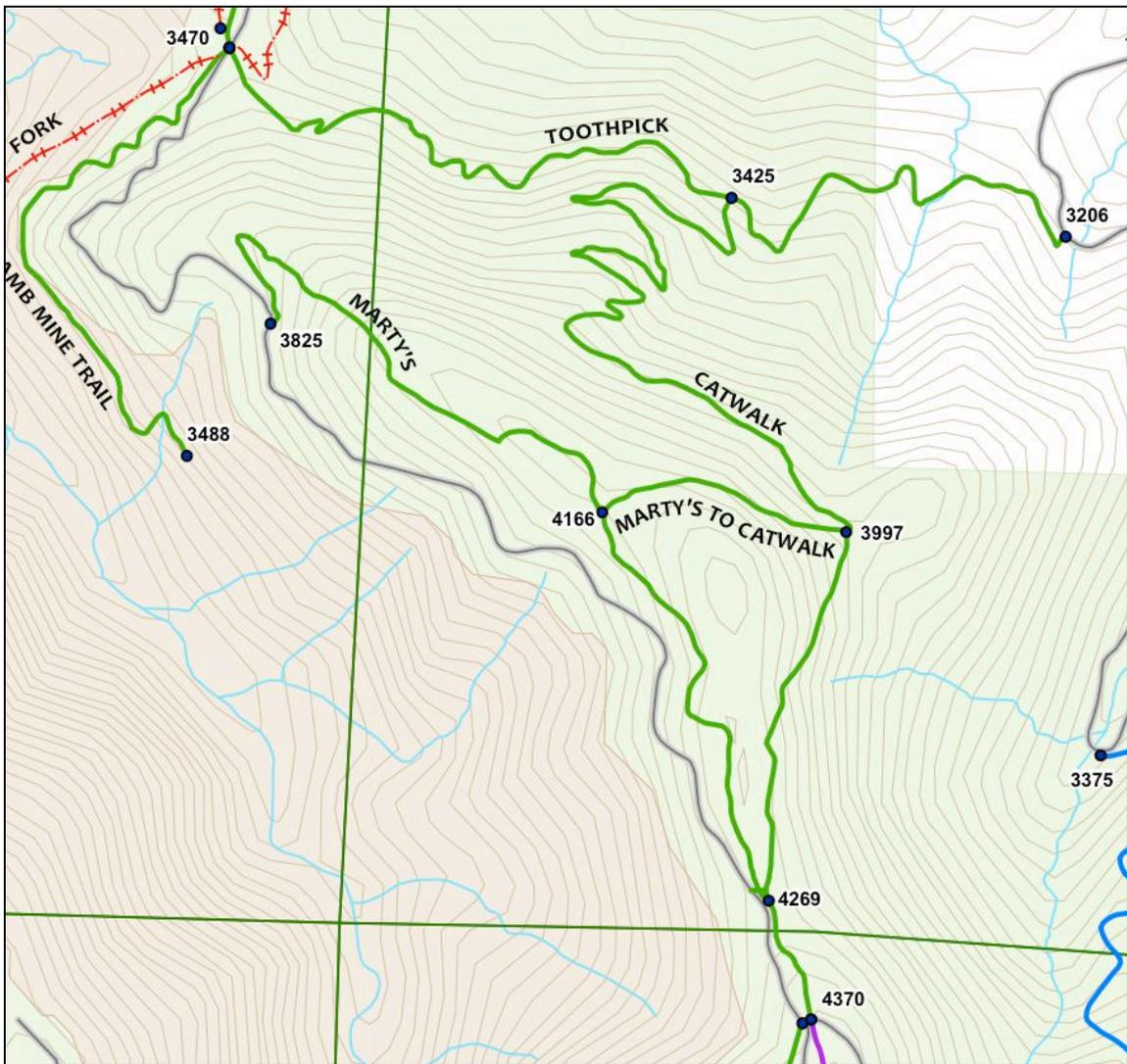
Upper elevation intersection: 4,370 ft

Elevation gain: 444 ft

Primary user: mountain bikers

Secondary user: pedestrians

Several variations on the lower end of Marty's emerge on Ashland Loop Road in different locations, including Lamb Saddle (near the intersection of Toothpick and FS Road 2060). Marty's climbs to 4 Corners (shown below at elevation 4370). Marty's trail is bisected by a connector trail leading to Catwalk.



Lower Marty's is not depicted as it consists of several different trails.

One of the more popular mountain biking trails, this trail offers a mix of gentle and steeper downhill with views. Few folks bike or hike *up* Marty's trail; most descend.

The lower part of Marty's trail siphons off a significant amount of mountain bike traffic off both Catwalk and Ashland Loop Road.

Some hikers have been known to create a 4.5 mile loop of Toothpick, Catwalk and Marty's Trail, starting from the small parking turnout area on Tolman Creek Road.

At the lower sections of Marty's the trail fans out in a myriad of paths, many of which are unsustainable. This section of the trail needs substantial help.

Although Marty's is an approved trail, the lower section of it is not. The purpose of the inclusion of this trail in this plan is to provide a sustainable lower section and gain an approved status for the entirety of this popular downhill mountain bike trail.

Any redesign of the lower part of Marty's is going to require a significant amount of design work. It is hoped the bike community can make Marty's a showpiece with interesting features and compelling flow lines on a sustainable trail. The current configuration of fall-line trails need to be closed, but until a clearly better alternative exists any efforts to stop use may be futile.

Trails Unlimited Report

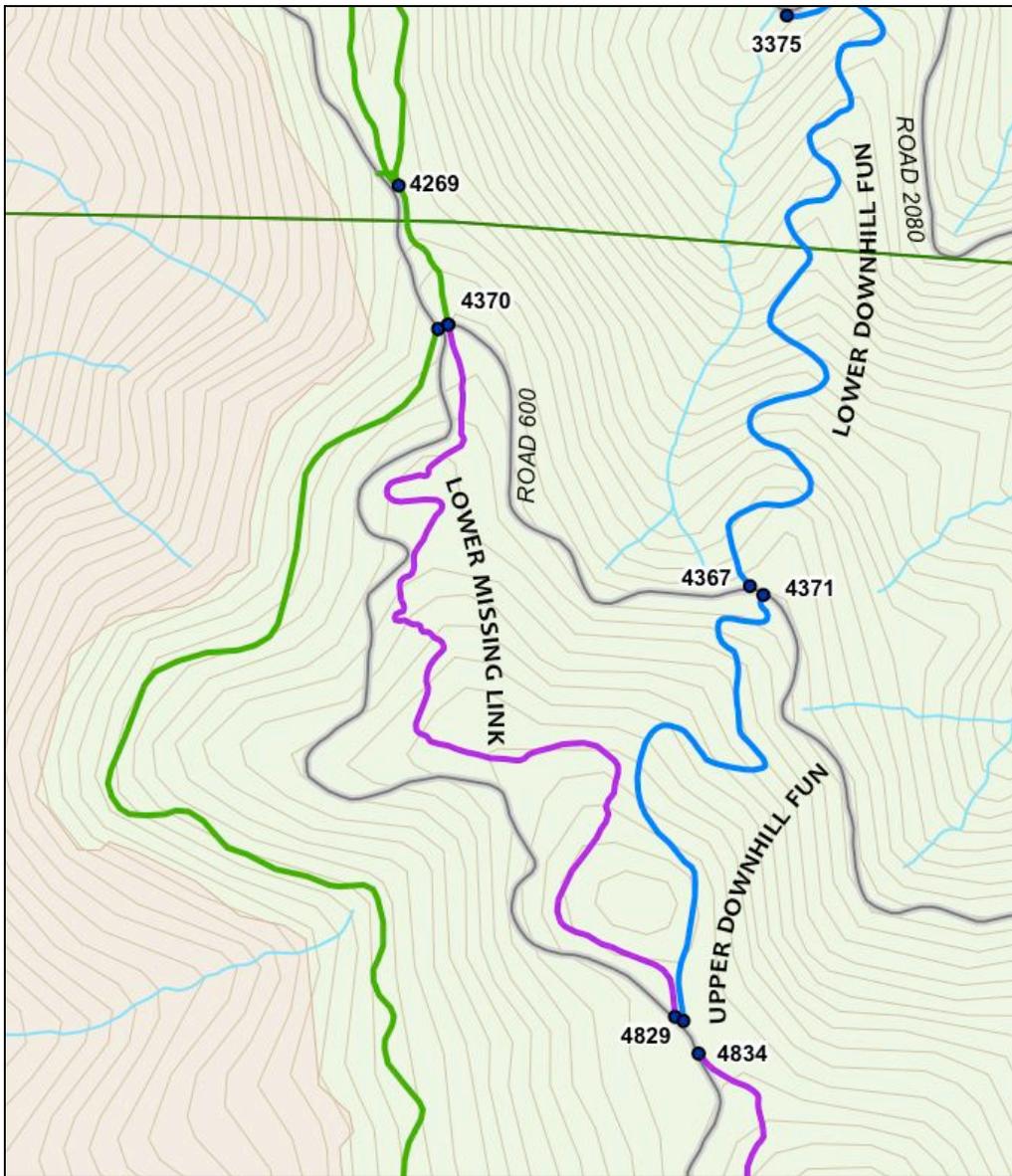
Although only 25 percent of this illegal (*sic*) trail is sustainable, it is an important link to separate cross country bike users from downhill users. This trail will require both minor (10 percent) and major (60 percent) rerouting to the east side of the ridge in order to be sustainable. Five percent requires drainage work to install rolling dips in areas with long runs between drainage. The old trail will need restoration (going in with an excavator and restoring original contours) to take care of existing illegal trails and braided trails that take off from Marty's.

Marty's should be designated as encouraged for downhill bike users.

Missing Link (lower)

Status: Existing, unapproved
Length: 1.0 mile
Lower elevation intersection: 4,370 ft
Upper elevation intersection: 4,827 ft
Elevation gain: 457 feet
Primary user: cross-country mountain bikers
Secondary user: pedestrians

Lower Missing Link begins at 4 Corners and climbs to Forest Service Rd 200 near the intersection of Upper Missing Link.



A relatively new trail, Lower Missing Link has become an instant hit with the cross-country mountain bike community, averaging about 125 users a week. Virtually all bikers descend down this trail, rather than climb it. A small number of hikers and runners enjoy this trail as well. Because of its relatively remote nature (7 miles from town), this trail is less likely to get much foot traffic except from ultrarunners.

This trail provides a single-track alternative to FS Road 200 and provides loop opportunities with the proposed Downhill Fun (Upper).

Trails Unlimited Report

This trail is a priority to link the East Side Trail system for downhill bike users. Most of this trail is sustainable in its current condition (83 percent sustainable). Seven percent needs minor rerouting and 10 percent needs drainage. The trail functions to keep downhill bike users mostly off the road thus limiting user conflict. This is a critical link to provide for shuttle opportunities for downhill biker users.

It is recommended that Missing Link be designated as encouraged for downhill bike users.

Missing Link (upper)

Status: Existing, unapproved
Length: 1.15 miles
Lower elevation intersection: 4,834 ft
Upper elevation intersection: 5,387 ft
Elevation gain: 553 ft
Primary user: cross-country mountain bikers
Secondary user: pedestrians

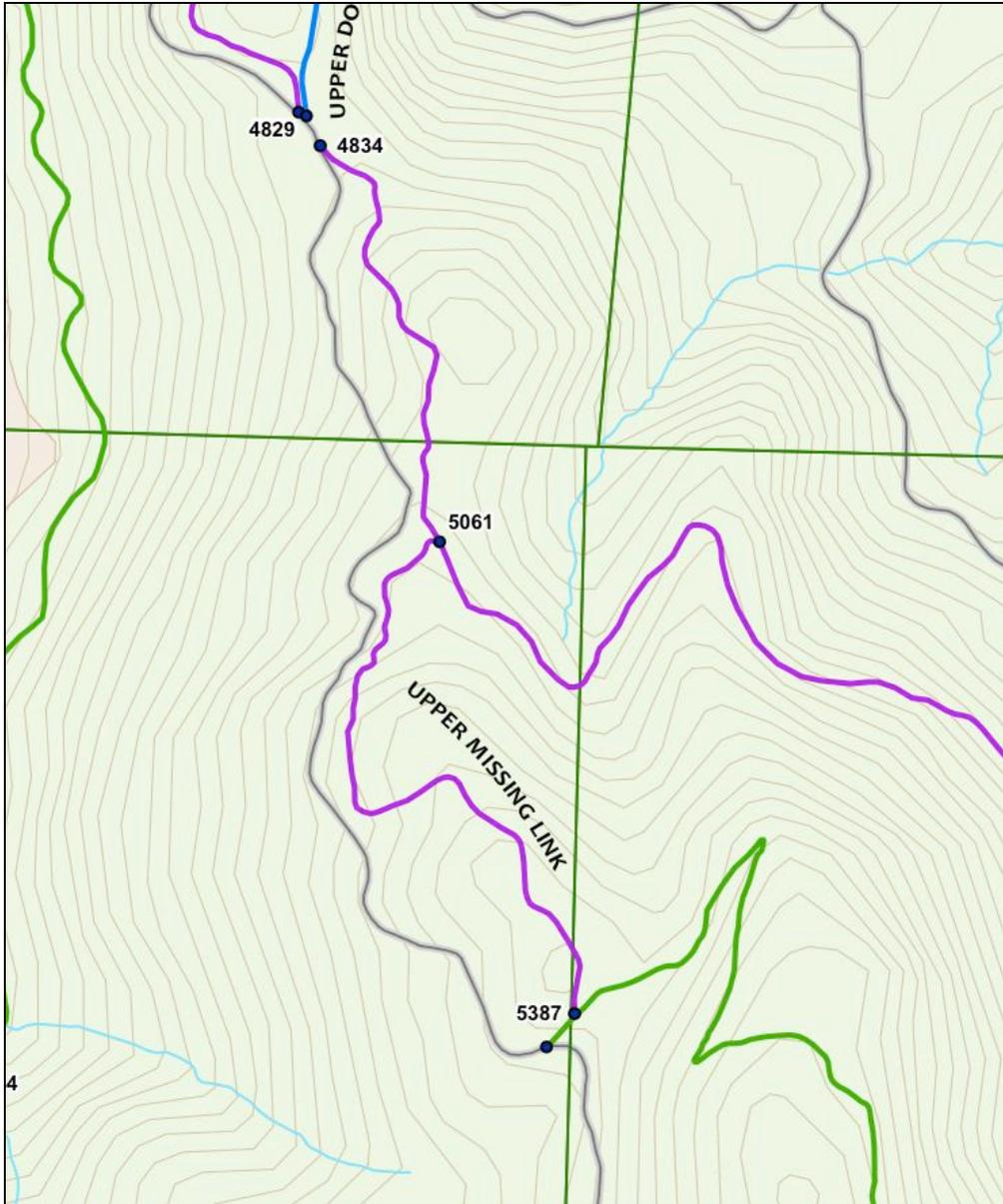
Upper Missing Link starts just above the upper end of Lower Missing Link and its intersection with Forest Service Rd 200 and climbs to the lower end of Lower Bull Gap trail (el 5387).

This trail provides a single-track alternative to FS Road 200 and provides loop opportunities with the proposed Downhill Fun, the proposed Upper Eastview, Forest Service Roads 600 and 2080 and the existing Eastview trail.

Trails Unlimited Report

This trail is a priority to link the East Side Trail system for downhill bike users. Most of this trail is sustainable in its current condition (83 percent sustainable). Seven percent needs minor rerouting and 10 percent needs drainage. The trail functions to keep downhill bike users mostly off the road thus limiting user conflict. This is a critical link to provide for shuttle opportunities for downhill biker users.

It is recommended that Missing Link be designated as encouraged for downhill bike users.



A relatively new trail, Upper Missing Link has become an instant hit with the mountain bike community, with virtually all users descending. A small number of hikers and runners enjoy this trail as well. Because of its relatively remote nature (8+ miles from town), this trail is not likely to get much foot traffic except from ultrarunners.

No Candies

Status: Existing, unapproved
Length: 2.5 miles
Lower elevation intersection: 4,531 ft
Upper elevation intersection: 4,700 ft
Elevation gain: 169 feet
Primary user: cross-country bikers
Secondary user: pedestrians

No Candies Trail begins on the opposite side of Road 2060 from the top of Horn Gap Trail and ends at Road 400 near Ostrich Peak. While unmarked and somewhat unmaintained, the trail gets a reasonable amount of use from cross-country mountain bike riders and runners. It crosses at least two old Forest Service roads, which can lead to some confusion as to where the trail is located since there is no signage providing direction. The trail goes by Skyline Mine at about the halfway point.

The desired trail system would include No Candies as one of the options in this area. Still No Candies (another trail) would provide a lateral alternative and potential loop course with No Candies, as does the proposed No Candies Loop. Additionally, a connection to the Wagner Creek watershed via Chucks Chips Connector would provide a significant long ride for cross-country mountain bikers.

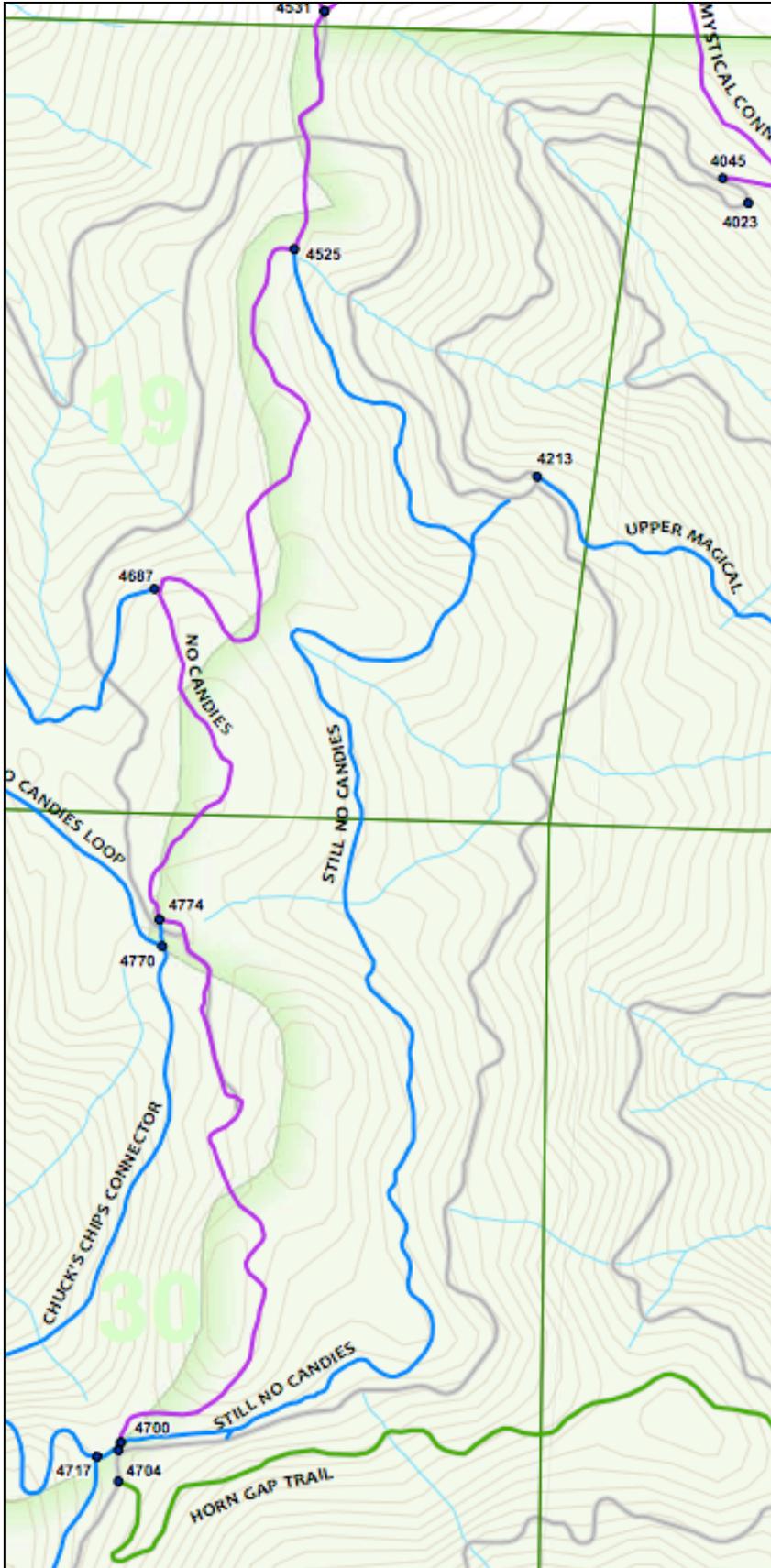
This trail helps create a variety of interesting loops with the Horn Gap Trail, with Mystical and Hitt Road, with FS Road 2060 and with the proposed Hitt Loop trail. All of these collectively contribute to a more attractive east-side of the watershed leading to distribution of user traffic and fewer potential conflicts.

Trails Unlimited Report

No Candies is an illegal trail but is 95 percent sustainable in its present condition. This trail should be included in the system as a cross country bike loop opportunity due to its proximity to town and separation from downhill trail users. Since the trail is linked with the road, riders can use it to shorten their loop or make the loop easier. It provides a moderate family ride opportunity.

Five percent of No Candies needs drainage work to install rolling dips in areas with long runs between drainage.

No Candies should be designated as encourage for cross country bike users and foot travel.



Split Rock

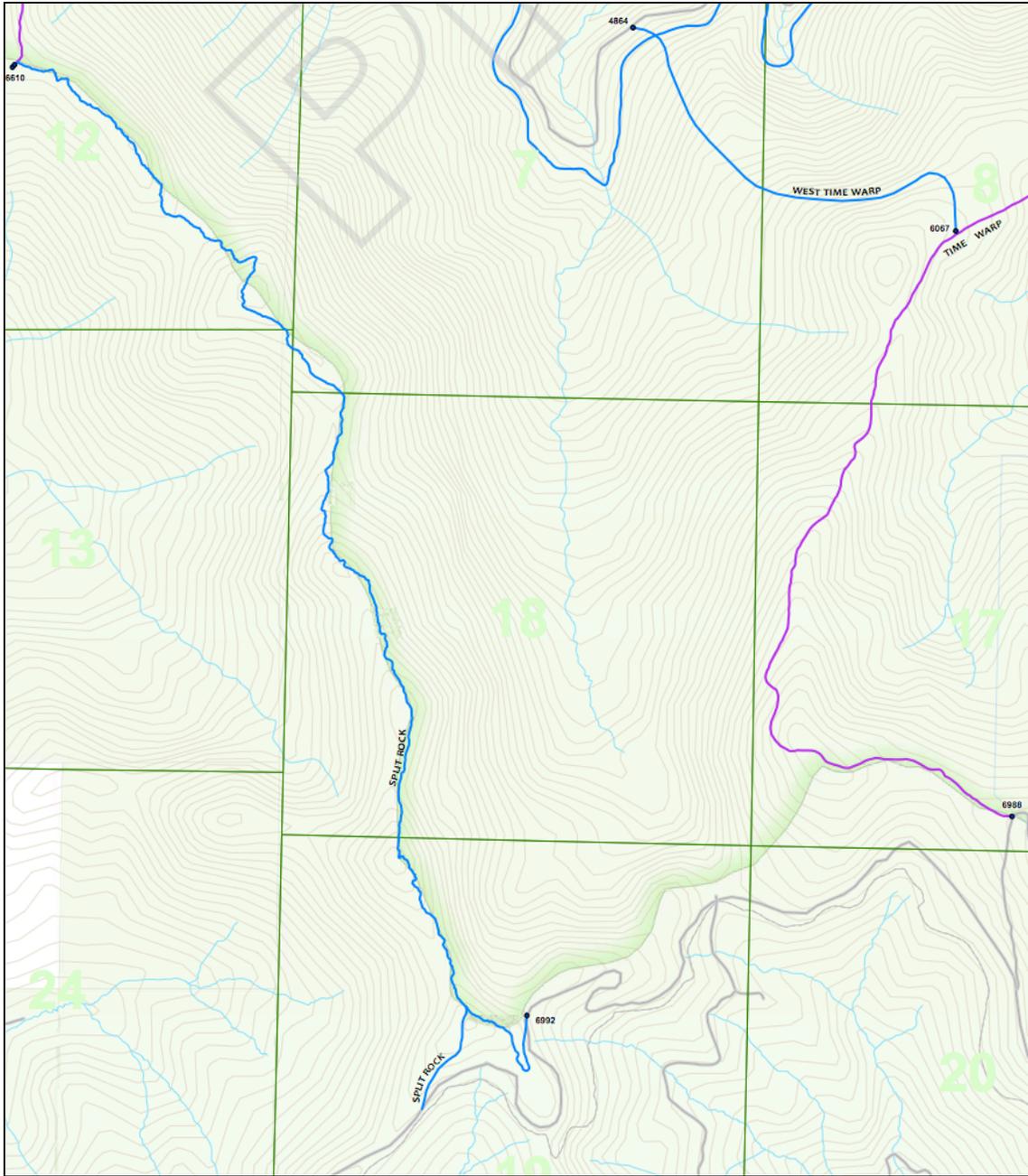
Status: Faintly existing, unapproved
Length: 3.5-3.7 miles
Lower elevation intersection: 6,610 ft (Wagner Glade Gap)
Upper elevation intersection: ~6,900 ft (at FS Road 20)
Elevation gain: 800 feet
Primary user: Pedestrians.
Secondary user: Cross Country Bikers (limited)

This historic trail begins at two access points on Road 20, west of Mt. Ashland. The first access point is at a disused bypass of Road 20, near the ridge where the PCT is the closest to the road. The second trailhead is less than a quarter mile west, at a clearing/parking lot. Both these locations have well used informal trails leading from the access point up toward McDonald Peak. Trails from these two points eventually run out and create multiple paths through the low Manzanita near the summit.

The trail eventually ties into the Wagner Butte Trail and the Wagner Glade Trail. The Split Rock Trail would be an interesting alternative to the Wagner Butte Trail to summit Wagner Butte. The Split Rock alternative would add less than a mile in distance but would reduce the climb by approximately 800 feet. Additionally, for those wanting more than an out-and-back, the tie-in to the Wagner Glade Trail could open the Ashland Watershed trails for multiple connections. This last possibility would be a significant resource for the running community.

From McDonald Peak to Split Rock, there continues to be multiple trails, all partially worn. Again, much like McDonald Peak, the paths run out and create a web of barely perceptible alternatives to reach the summit through the low growing Manzanita. From Split Rock the trail alternates from being easily identified to completely imperceptible. While staying on the ridge top for some of the time, the trail uses the gradual contour of the western slope at times, dipping down from the rocky sections on the ridgeline.

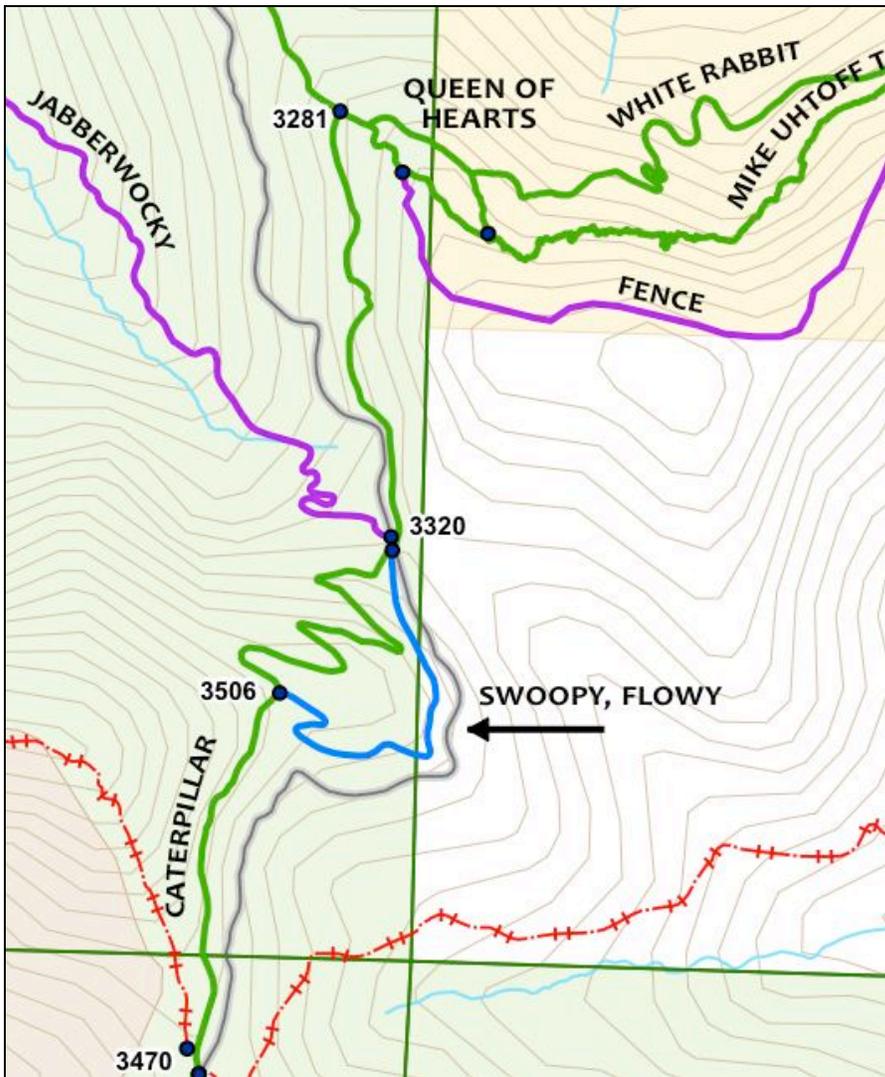
This trail would provide stupendous ridge-top views of both the Ashland watershed as well as the Wagner drainage, providing primarily hikers with a unique experience in a very brief snow-free season.



Swoopy, Flowy

Status: Proposed
Length: .36 miles
Lower elevation intersection: 3,320 ft
Upper elevation intersection: 3,506 ft
Elevation gain: 186 feet
Primary user: mountain bikers
Secondary user: none

Swoopy, Flowy starts at the intersection of Ashland Loop Road and Caterpillar and climbs to roughly the highest point on Caterpillar trail.



According to our trail use data, Caterpillar is the second most used trail in the watershed (after Toothpick). Caterpillar has 250 users a week with upwards of 500 during April and May. Half of the users are bikes.

The rationale behind Swoopy, Flowy is that Caterpillar has some unsustainable switchback turns (erosive) with poor biking sight lines that make for a harrowing experience for both downhill riders as well as pedestrians. The proposed trail would offer an alternative for bikers, with better sight lines, leaving the parallel section of Caterpillar for primarily pedestrian traffic. This should lead to a safer experience for all users.



Mountain bike rider negotiating rutted switchback turn. Swoopy Flowy would mitigate against this.

Time Warp (Upper)

Status: Existing, semi-authorized (unclear), historic

Length: 3.82 miles

Lower elevation intersection: 4,577 ft

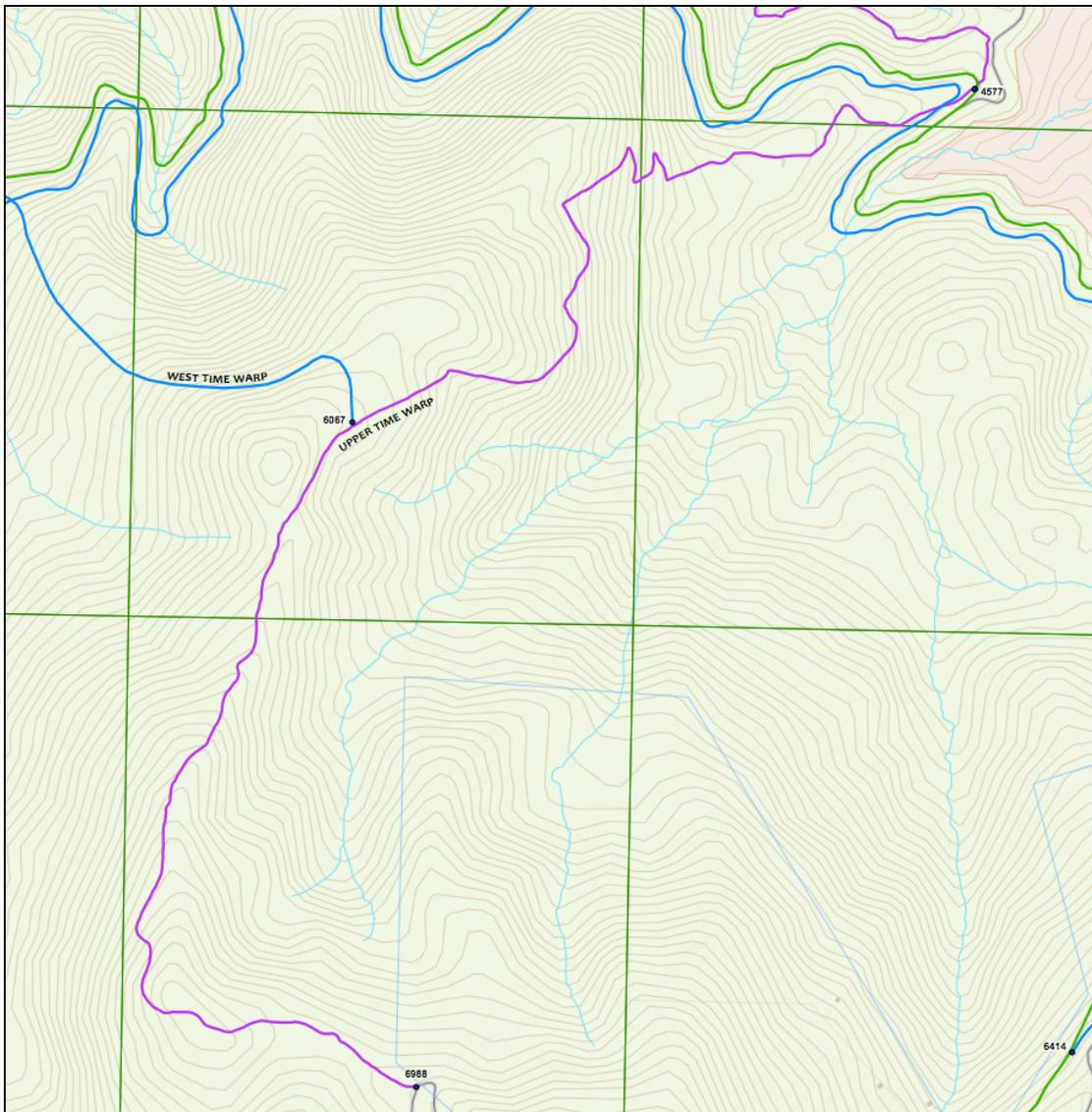
Upper elevation intersection: 6,988 ft

Elevation gain: 2411 feet

Primary user: mountain bikers

Secondary user: no one

Time Warp (Upper Time Warp on the map below) begins at the intersection of Forest Service Road 2060 and Winburn Ridge Road (Forest Service Road 500) and ascends to a parking area near what is called “Rabbit Ears” on the Mt Ashland summit access road.



This trail is part of the Old Mountain Ashland Trail, a historical trail that appears on older Forest Service maps. Revived by a mountain biker, the trail became known as Time Warp. It is used almost exclusively by downhill mountain bikers, most of whom descend to Forest Service Road 2060 and turn right toward 4 Corners.

Time Warp is one of the jewels of Ashland downhill mountain biking. It is a trail that attracts people from out of town, as it is truly one of the more epic descents in the Northwest.

Local mountain bike groups and Ashland Woodlands and Trails Association have worked to keep this in sustainable shape.



Crew of mostly mountain bikers working on Time Warp

This trail and the continuation to Ashland via 4 Corners and subsequent downhill trails provide over 5,000 feet of vertical descent, more than virtually anywhere in the Northwest. This vertical rivals some of the most available in the country. This trail also distributes some of the downhill mountain bike traffic away from the Bull Gap trail.

Wagner Glade

Status: Historical, semi-authorized, in use
Length: 2.2 miles
Lower elevation intersection: 4,895 ft
Upper elevation intersection: 6,499 ft
Elevation gain: 1,714 ft.
Primary user: pedestrians
Secondary user: cross country mountain bike riders

Upper Wagner Glade trail was reclaimed in 2008 as an old historical trail. Originally used as a supply route from Ashland to the Wagner Butte Lookout, the trail was remarkably identifiable at the time it was reclaimed. The trail is steep in sections, particularly towards the top prior to reaching the Wagner Butte Trail. The lower part of this trail is almost ten miles from the gates on FS Road 2060, so anyone desiring to use it from the Ashland side has a long hike. Bike traffic would be severely limited from the Ashland side as well due to the immense climb starting at Road 2060.

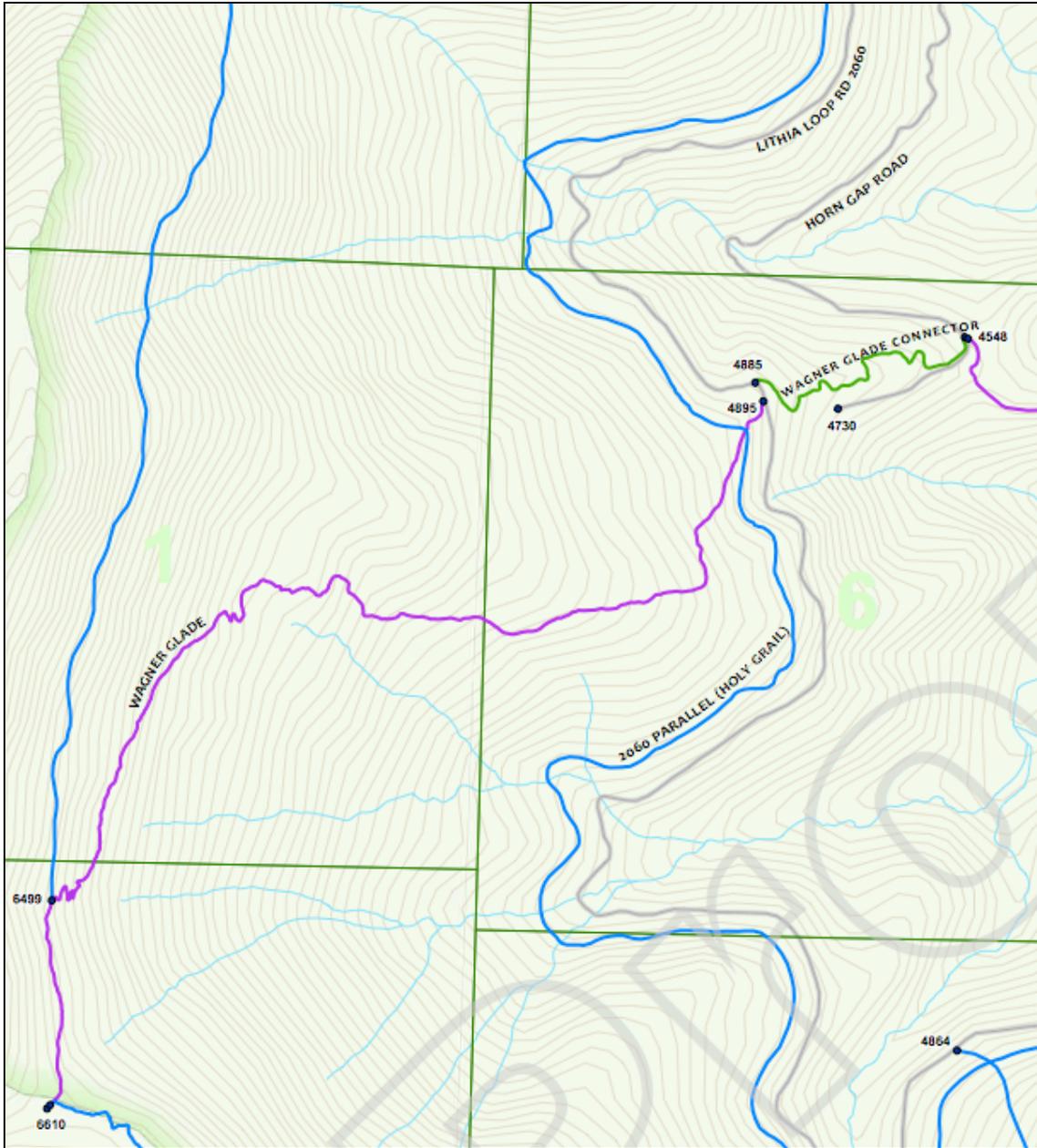
This trail connects to the Wagner Butte Trail at that trail's three-mile point (from the trailhead). The proposed Split Rock trail would connect to the Wagner Glade trail as well, near the Wagner Glade Gap, creating multiple options for long-distance hikers and runners. There is expected to be some bike traffic from the Split Rock trail, but due to the climbing involved, most bikers will prefer other options within the nearby area.

Trails Unlimited Report

Upper Wagner (called Wagner Glade in this report)

Upper Wagner is 85 percent sustainable. Five percent needs minor rerouting to establish breaks in grade. Ten percent needs drainage work to install rolling dips in areas with long runs between drainage features.

It is recommended that Upper Wagner be designated as encouraged for foot travel because it ties into Wagner Butte Trail (Trail #1011), a hiking only trail.



Wagner-Warp Trail

Status: Existing, unapproved, unusable
 Length: 3.7 miles
 Elevation gain: 40 feet (descends and climbs roughly 1,000 ft)
 Primary user: Cross-country mountain bikers
 Secondary user: Pedestrians, equestrians.

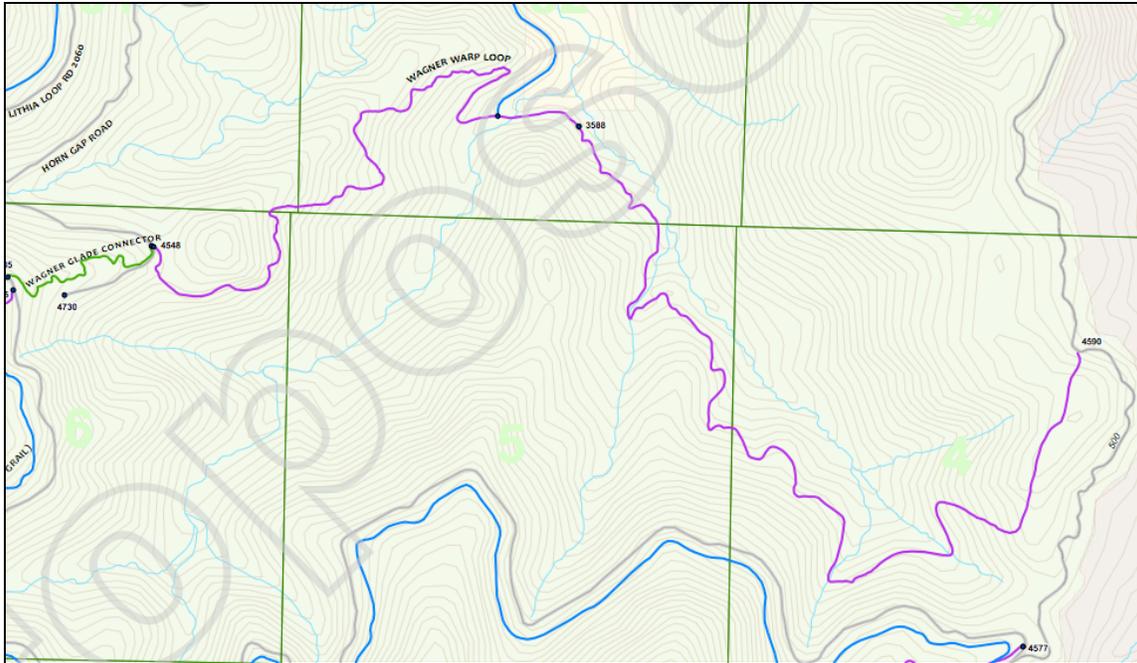
This trail is a combination of two historic trails, the Lower Wagner Glade Trail and the Lower Time Warp Trail. They have been combined for reasons discussed below.

Lower Time Warp partially follows an existing roadbed from the Winburn property, near the West Fork of Ashland Creek at elevation 3,590 up to a connection at FS Road 2060 at an elevation of 4,577. This road is currently covered by many fallen trees. We propose to re-route part of this to the Winburn Ridge Road. The rerouting would include a small amount of uphill, just enough to discourage downhill mountain bikers from continuing down from Upper Time Warp.



Possibly a historical precursor to the proposed Wagner-Warp Trail?

The Lower Wagner Glade trail portion begins at the end of the Horn Gap Road. An existing single-track connection (labeled Wagner Glade Connector below) leads from FS Road 2060 to the Horn Gap Road, provides further connection to the proposed (existing) Wagner Glade Trail. The Lower Wagner Glade trail exists, albeit overgrown, and winds its way down to the Winburn property near the West Fork of Ashland Creek. The connection to the Winburn property is very much overgrown, and for a substantial part, doesn't exist. The trail is approximately 1.4 miles in length, and drops 1,050 feet.



Originally, the lower parts of both these trails merged to become a road used by, among other things, mule trains to supply the Wagner Butte Lookout from Ashland. The proposed loop is designed to keep users away from Reeder Reservoir by creating a clear route back to FS Road 2060 (in either direction).

This trail affords an incredibly scenic, longer loop for cross-country mountain bikers, long-distance hikers and runners, and, with some probably expensive trail construction, equestrians.

Trails Unlimited Report

Lower Wagner

Forty percent of the 1.6-mile Lower Wagner trail is sustainable in its present condition. Twenty percent needs minor rerouting to establish breaks in grade. Thirty percent of the trail needs major rerouting. It is recommended that this trail be rerouted to provide a loop opportunity as it is critical to tie into Lower Time Warp. Ten percent of the trail needs drainage work to install rolling dips in areas with long runs between drainage. Drainages are full of large trees and debris.

It is recommended Lower Wagner be designated as encouraged for cross country bike users and foot travel. An opportunity exists for offering interpretation along the trail for the Winburn historic cabin that was once located on the site.

Lower Time Warp

Lower Time Warp is an illegal trail, but can be made sustainable once the drainage is installed. It should be included in the system as it provides a loop opportunity for Lower Wagner and an opportunity for a new loop to Horn Gap Trail for cross country bike users. Ten percent of the trail needs minor rerouting to establish breaks in grade. Ninety

percent needs drainage work to install rolling dips in areas with long runs between drainage.

Lower Time Warp should be designated as encouraged for cross country bike users.