

**Trails Master Plan
Ashland Watershed
Ashland, Oregon**



Photo by Sean Bagshaw, Outdoor Exposure Photography

**Submitted to
USDA Forest Service
Rogue River-Siskiyou National Forest**

**By
Ashland Woodlands and Trails Association**

TABLE OF CONTENTS

EXECUTIVE SUMMARY 1

 INTRODUCTION 1

 MISSION STATEMENT 3

 GOALS 3

 MASTER PLAN DEVELOPMENT 4

 AREA DESCRIPTION 5

A BRIEF HISTORY OF TRAIL CREATION IN THE ASHLAND WATERSHED 6

EXISTING TRAIL SYSTEM..... 15

 WHY ASHLAND TRAILS ARE SO POPULAR..... 17

 WHAT ARE THE PROBLEMS?..... 25

 1. Explosive User Growth 25

 2. Lack of a Comprehensive Design 25

 3. Trail Congestion..... 25

 4. Lack of Modern Trail Design 32

 5. Illegal Trail Construction 33

 6. Fewer Trails on West Side 33

 7. Legal Status of Trails Unclear..... 34

 8. Lack of Maps and Signage..... 34

 TRAIL USER TYPES 35

 Mountain Bikers 35

 Hikers..... 36

 Trail Runners..... 36

 Equestrians 36

PURPOSE AND NEED SUMMARY TABLE 37

TRAIL DESCRIPTIONS 40

 GUIDE TO UNDERSTANDING THE TRAIL DESCRIPTIONS 40

 PROPOSED NEW TRAILS 41

 DOG WALK 42

 DOWNHILL FUN (LOWER) 43

 DOWNHILL FUN (UPPER) 45

 EASTVIEW (UPPER)..... 47

Trails Unlimited Report: 48

 FELL ON KNEE 49

Trails Unlimited Report: 49

 HITT LOOP 51

 JABBERWALKIE 53

 JABBERWOCKY 55

Trails Unlimited Report 56

 LEWIS LOOP 57

 MAGICAL 58

 MAGICAL (UPPER) 59

 MARTY’S (LOWER SECTION)..... 62

Trails Unlimited Report 63

 MISSING LINK (LOWER)..... 64

Trails Unlimited Report 65

 MISSING LINK (UPPER) 66

Trails Unlimited Report 66

 NO CANDIES..... 68

Trails Unlimited Report 68

 SPLIT ROCK 70

SWOOPY, FLOWY 72

TIME WARP (UPPER) 74

WAGNER GLADE..... 76

Trails Unlimited Report 76

WAGNER-WARP TRAIL..... 78

Trails Unlimited Report 79

TRAIL BENEFITS IN GENERAL 81

 1. ECONOMIC BENEFITS..... 81

a. Money Spent in Communities by Trail Users..... 81

b. Property Value Impacts 81

c. Attracting Businesses 81

d. Deterring Forest Lands Encampments 82

 2. HEALTH AND FITNESS BENEFITS 82

 3. SOCIAL BENEFITS 85

 4. EDUCATIONAL BENEFITS..... 86

 5. RECREATION BENEFITS 87

 6. PRESERVING OUR HISTORY AND CULTURE 87

TRAIL CREATION AND MAINTENANCE 89

 TRAIL CONSTRUCTION AND MAINTENANCE METHODS 90

 FUND-RAISING EVENTS 90

 TRAIL WORK INCENTIVE AS A MEANS TO EVENT ENTRY 91

 GRANTS..... 91

 COLLABORATION WITH UNIVERSITY, LOCAL HIGH SCHOOLS AND CIVIC GROUPS..... 91

SIGNAGE AND MAP PLAN 92

 LARGE TRAILHEAD KIOSKS..... 92

 COMPREHENSIVE MAPS 93

 INTERSECTION POSTS 94

 INTERSECTION SIGNS FORM FACTOR 94

Executive Summary

Introduction

The trails on Forest Service land in the Ashland watershed are immensely popular. On virtually any given day you will see bikers, runners, hikers, dog walkers, and the occasional equestrian. Locals love their trails and, increasingly, others do too. Mountain bike magazines tout the Ashland trails to ride and one even devotes an article to “the perfect Ashland downhill bike.” Rated the top city for trail running in the nation by Outside Magazine (2010), Ashland was also ranked one of the top *recreational* cities in the country, partially based on its network of trails.

Reading some of the positive press, one might be tempted to think that trails in the Ashland Forest Service land are relatively problem-free. However, many hikers and runners have expressed their frustration at near misses with mountain bikers. Many mountain bikers, in turn, have expressed their displeasure at poorly designed trails with poor sight lines that don’t ride safely and lead to rutting, erosion and trail blowouts. Forest Service personnel are exasperated with rogue trail building and one user group—the equestrians—feels almost driven out of the watershed. Public comments regarding the future of trails suggest strongly that addressing potential user conflict is of paramount importance.

In recent years, unauthorized trails—often ill-conceived—have proliferated with increasing frequency, challenging the Forest Services’ ability to contain them. In some cases, new trails and accompanying “features”(such as “double-dip” jumps) have been created with large earth-moving machinery, causing great concern regarding the adverse impact on wildlife, soils, water and other natural resources.

The number of miles of illegal trails now far exceeds the number of legal trails, though the distinction between the two is often blurred. Some of the illegal trails are older historical trails in use for many decades.

In short, a dramatic increase in trail popularity and the rapid creation of new, illegal trails has raised concerns about:

- trail user conflict and safety
- erosion
- fire danger
- habitat encroachment
- deleterious effects on Ashland’s water supply
- the lack of a sustainable plan for the future

This has been the motivation for developing a comprehensive trail plan for the area--an Ashland Watershed Trails Master Plan.

The [Ashland Woodlands & Trails Association](#) (AWTA) is the umbrella group spearheading this effort. A coalition of non-motorized user groups based in Southern Oregon, AWTA has worked under the guidance of the US Forest Service, Ashland Parks and Recreation and the Pacific Crest Trail Association to create and maintain a variety of trails used by hikers, runners, bikers, dog walkers, equestrians and other users.

Under the direction of the US Forest Service and with considerable public input, AWTA has undertaken a multi-phase approach to the creation of the Ashland Woodlands Trails Master Plan. Phase I represents an effort to:

- Formally authorize several historical trails
- Formally authorize several existing, well-conceived trails
- Avert user conflict by creating alternatives to main trail choke points
- Avert user conflict by creating some “encouraged use” trails: some mainly for foot/h hoof traffic and some mainly for mountain bike use
- Divert/augment some existing, authorized trails to remedy problems
- Decommission some poorly designed trails to prevent further damage.

The Ashland watershed is one of the most scrutinized of any area in the Forest Service lands, most recently for the Ashland Forest Resiliency project, so there is a wealth of information about the geology, botany, endangered species, cultural and historical concerns. The availability of this information should assist in the environmental review that is part of the National Environmental Policy Act (NEPA) process.

The public, Ashland businesses, members of local city government, and several environmental groups have expressed support for the trails master plan effort.

A US Forest Service affiliated agency, Trails Unlimited, recently issued an evaluation of the Ashland watershed trail system concluding that “the trail users and community are ready to put forth the hard work needed for a sustainable multiple-use trail system...The Forest Service has all the elements in place to provide a world class trail system that protects and manages the watershed while meeting the recreational needs of locals and visitors.”

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2011 Trails Unlimited Report on the Ashland Trails

Mission Statement

The mission of Ashland Woodlands Trails Master Plan is to create a blueprint for a safe and sustainable, enjoyable network of non-motorized recreation trails for a variety of user groups in Forest Service Land primarily within the Ashland watershed.

Goals

1. Increase safety of trail system by:

- a. Distributing traffic within the watershed to limit congestion.
- b. Developing “encouraged use” trails. Some trails may become more pedestrian-oriented and some trails may become more bike-oriented. Bike-oriented trails will have a natural bike flow to them which will lend themselves to primarily biking, while other trails will be engineered--through mostly natural features--to be discouraging to bike users and more desirable to pedestrians and equestrians.
- c. Developing better sight-lines
- d. Informative signage

2. Protect sensitive resources

Reroute some trails, and create new ones to avoid water sources (creeks, Reeder Reservoir, etc), Threatened and Endangered Species (TES), the Research Natural Area (RNA)

3. Increase sustainability of trails

Modern bike equipment has evolved so that many existing trails don't "ride" well, which often results in ruts, blowouts, washboards, etc. Reroute some trails and create new ones such that there is a “flow” to these trails. Eliminate narrow switchback turns and other undesirable traits.

4. Further engage user communities in the creation and maintenance of trails

Expand on existing trail user groups with better volunteer coordination, training, and management. Increase the sense of “buy-in” of existing trail users so they will embrace the trails plan, rather than creating their own trails.

5. Decommission poorly designed trails

Discourage use and establish to rogue trail builders that their work may be lost.

6. Establish clearly which trails are legal and which are not

Eliminate some of the confusion regarding sanctioned and unsanctioned trails by going through the necessary process to approve certain trails.

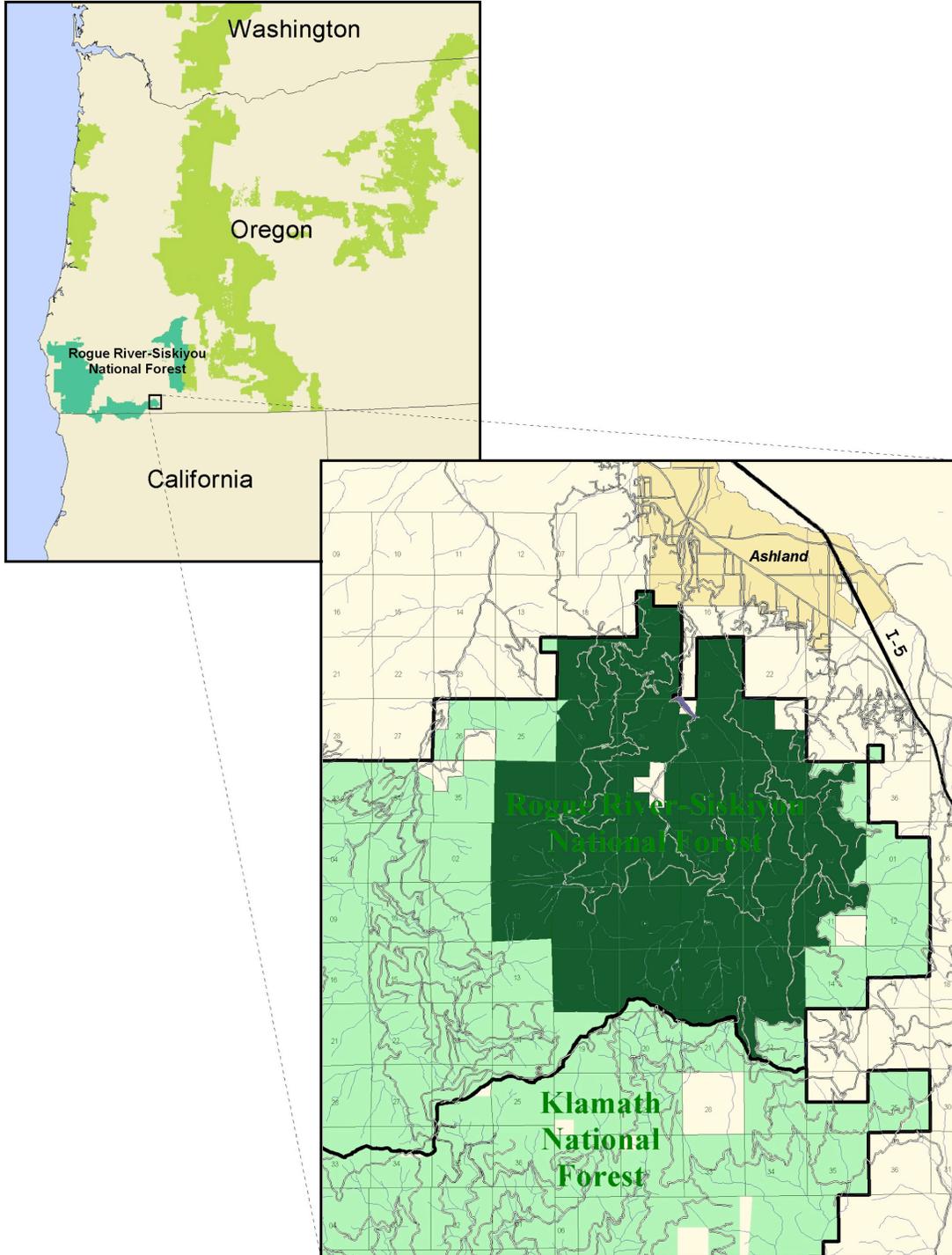
Master Plan Development

The Master planning process has been structured into 4 steps:

1. **ANALYZE:** inventory existing trails, gather trail use data, review existing trail use conditions and issues, gather history, review existing plans and procedures.
2. **UNDERSTAND:** gather initial public comment, identify additional issues, facts, needs, ideas, opportunities and constraints leading to a clearer understanding of how the Ashland Trails System currently functions and how the Trail System might better function in the future.
3. **IDEATE AND ITERATE:** propose new trails, suggest trails to be eliminated, offer alternative design of some current trails, gather more public input, review and amend, compose a draft plan.
4. **IMPLEMENT:** production of the final recommended trails plan with implementation strategies.

Area Description

The area under consideration is a roughly 12,700 acre area in the Rogue River-Siskiyou National Forest, Ashland Ranger District, broadly known as the Ashland Watershed, represented by the dark green area below.



Derived from Ashland Forest Resiliency: Final Environmental Impact Statement

A Brief History of Trail Creation In the Ashland Watershed

Some of the present Ashland watershed trails derive from historic trails and roads. Mountain bikers created many others. Some of those may have originated as skid roads, flume trails, old mining roads and sheepherding trails. Understanding some of this history may be helpful in evaluating some of the trails in this proposal.

Name	Historic Name (or route)
Split Rock	McDonald Peak to Wagner Glade Gap
No Candies	Skyline Mine Trail
Time Warp	Mt Ashland Trail
Wagner Glade	Mt Wagner Trail
Wagner-Warp	Combination of Lower Mt Wagner Trail (Wagner Glade Trail) and lower Mt Ashland Trail (Time Warp)

Beginnings: Indians and Fur Trappers

Shasta Indians apparently established themselves in an area near Lithia Park near Ashland. Latgawa-Takelma and/or Dakubetede tribes may have lived in the higher elevations of the Ashland Creek watershed. It is certainly possible that some of our present trails are derived from Indian use.

In the early 1800s, British and American fur-trappers killed beavers along Ashland Creek. It is likely that these trappers created trails along various parts of Ashland Creek, though we have no idea which remaining trails, if any, were used by them. Trappers may have used previously existing Indian trails.

Mining, Cattle Grazing and Wood Mills—Mid 1800s

The discovery of gold in 1851 in nearby Rich Gulch (Jacksonville) brought a large influx of newcomers, many of whom took advantage of the 1850 Donation Land Claim Act. Among those was Abel D. Helman, who, along with a few others built the first sawmill along Ashland creek. Helman and his mill owner partners must have undoubtedly explored some of the area and begun to create trails, if for no other reason than to create a flume to harness the water power of Ashland creek as well as to cut down trees.

Sheepherders—Mid 1800s

Sheepherders began grazing in the area as early as 1853, when 1700 sheep were brought to the Rogue Valley. Responding to the need for processed wool, the Ashland Woolen Mill was erected, leveraging water power from Ashland Creek using a flume and wooden pipe. Both the sheepherding and the continued trail use along Ashland creek for hydropower continued the expansion of trails well up into the Ashland watershed. Sheep grazing on the slopes of Mt Ashland continued well into the 1900s.



Sheep grazing on the Southwest slope of Mt Ashland (1915)

This photograph is part of the Historical Records Collection of the Rogue River National Forest, and made available courtesy of Southern Oregon University Hannon Library.

Preservation Efforts—Late 1800s

The publication in 1864 of George Perkins Marsh's "Man and Nature: The Earth as Modified by Human Action" spurred awareness of the Ashland watershed as an important source of water to be protected.

Efforts by William Gladstone Steel and John B. Waldo to establish protection of Crater Lake and large parts of the Cascade Range eventually led to legislation to allow the President to proclaim "forest reserves." Ashland was one of two communities in the West to petition for and receive the forest reserve designation. In 1893, President Grover Cleveland set aside nearly 18,500 acres of Ashland watershed for protection.

Homestead in the Ashland Watershed (1899) and Early Hikers and Equestrians

In 1899, Nimrod and Anna Long built a summer cabin on what would become known as the Winburn property near the confluence of the West Fork of Ashland Creek and Weasel Creek. Located almost 5 miles from Ashland and about halfway on the trail up to Mt Ashland and Wagner Butte (then called Wagner Peak), the cabin was a popular place for

hikers and cross-country skiers to stop. In 1905, the Ashland Commercial Club built a road from Ashland to the Long Cabin; a brochure promoting tourism to Mt Ashland from town indicates that tourists could drive to the Long Cabin and rent horses for the rest of the journey up to Mt Ashland. The Longs sold the property to Jesse Winburn, who built several more substantial cabins and entertained many visitors. This area is near the intersection of the lower Wagner Glade trail and lower Time Warp trail and the proposed Wagner-Warp trail.

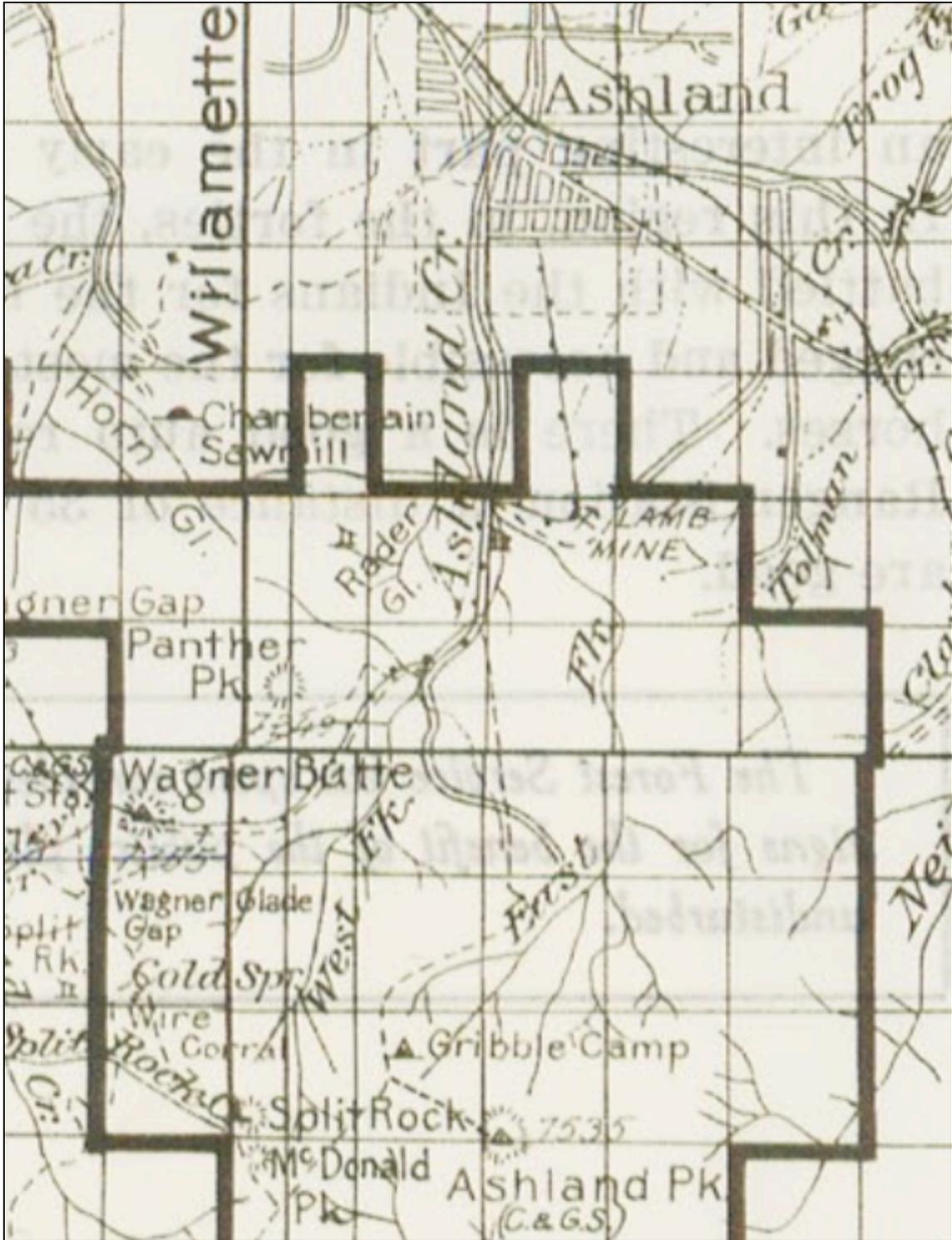
Fire Lookouts and Pleasure Riding

Both Mt Ashland and Wagner Butte featured fire lookouts in the early 1900s. Trails to these vantage points emanated from Ashland and were popular among equestrians on day excursions. Called the Mt Ashland Trail and the Mt Wagner Trail, respectively, these paths were significant enough to show up on many published maps of the times.



"On the Trail to Summit of Mt Ashland – Oregon, May 11 –1910"
This photograph is part of the Historical Records Collection of the Rogue River National Forest, and made available courtesy of Southern Oregon University Hannon Library.

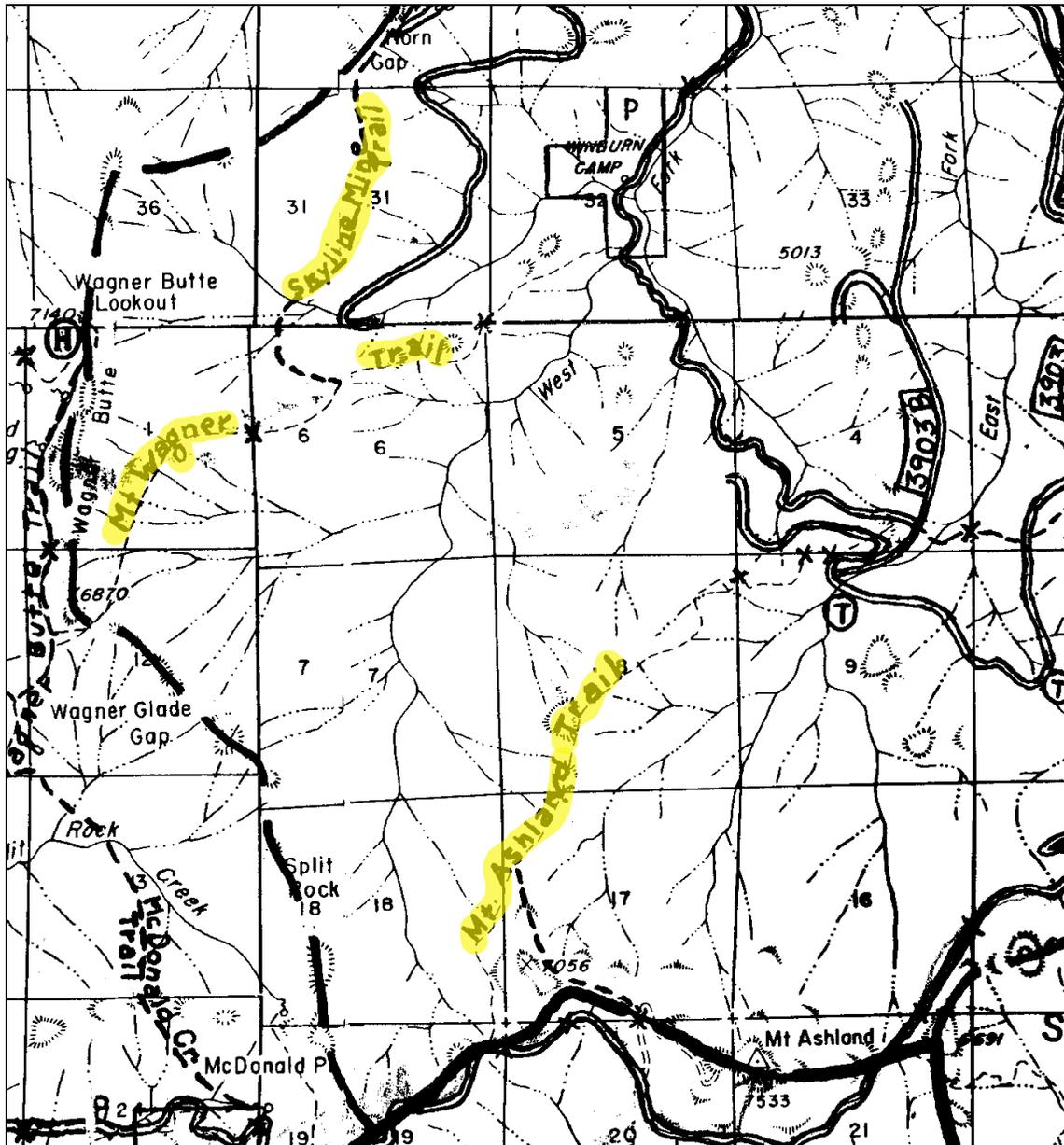
Another trail of interest in this proposal, which may relate to either the fire lookouts or the increasingly exploratory equestrian excursions, is one that connects McDonald Peak to Wagner Glade Gap (called the Split Rock trail in this proposal). This trail appears in various Forest Service maps beginning in 1919.



1922 Crater National Forest Map depicting a trail between Split Rock and Wagner Glade Gap (as well as the Wagner Glade Trail and Mt Ashland Trail). Note: Mt Ashland is called Ashland Pk in this map.

More Mining—Early 1900s

In about 1908, an Ashland storekeeper named Lamb built a ridge-top wagon road to his gold mining operation on the divide between Bear Creek and Ashland Creek. Traces of the old Lamb Wagon Road and Lamb Mine can still be found parallel to the lower section of Forest Service Road 2060 along the Lamb Mine trail. Mining activities near Ostrich Peak (Skyline mine) led to a smattering of trails in that area, including the Skyline Mine trail (now used by hikers and bikers and renamed *No Candies*).



1963 Fireman's Map, courtesy USDA Forest Service depicting the Skyline Mine Trail, among others.

Civilian Conservation Corps—1930s

In the 1930s and early 1940s, the CCC built much of what became known as the Mount Ashland Loop Road, a part of which has become the Bull Gap Trail.

Roads in the Watershed—1950s and '60s

In the 1950s and '60s, fifty-three miles of roads were built in the watershed. A subsequent road moratorium in 1969 halted further construction. Mountain bikers, runners, equestrians and hikers use these roads to connect to trails. Some roads have essentially become trails. The Forest Service actually lists FS 2060 under trails as the Lithia Loop Mountain Bike Route. However, few mountain bikers actually ride the loop, eschewing the roads for actual trails.

Early Mountain Biking Trails—1980s and '90s

In the 1980s and early 1990s mountain bikers began to link old trails and roads as well as build new trails. Many of the most popular trails in the watershed were built by mountain bikers, possibly contributing to a dynamic of: “don’t ask for permission now, ask for forgiveness later”. Some of these are listed below:

Alice in Wonderland - this trail was modified and named by the early mountain bikers in the '80s. Characterized by a long section that got very narrow and featured a canopy of thick Manzanita, the trail provided a riding experience like descending through a tunnel. Riders had to duck and get very low on their bikes to avoid the overhead branches. Think “down the Rabbit Hole” and one begins to understand the origin of the name “Alice in Wonderland.”

White Rabbit - Named by now-retired Forest Service recreational specialist Phil Ackermann who was instrumental in the design and building of the White Rabbit Trail system and chose the name to fit in with the existing Alice in Wonderland theme. Trails in that system include Queen of Hearts, Mad Hatter, March Hare and Cheshire Cat.

Catwalk - Originally built by mountain bikers, its original name was Jed and Eric's trail, The trail was unauthorized so the builders decided they didn't want it to be named after them, so they changed it to Catwalk.

Marty's Trail - Named for its primary builder, mountain biker Marty Cochrane, this trail descends from 4 Corners to Lamb Saddle.

Time Warp - this trail, which starts near the Mt Ashland ski area and wends it way down to Rd 2060, was brought back to life by local mountain biker, Marty Cochrane. This trail appears on older maps, as the Mt Ashland Trail.

Mystical – A local mountain bike race organizer originally built Mystical for the Spring Thaw mountain bike race course and called it the Bank Trail. Because the trail connects Ostrich Peak with Hitt Road, people began calling it the Connecting Trail, but eventually the trail became known as Mystical.

Some observations about these early mountain bike trails include:

- Many of the currently popular trails were built by mountain bikers for bikes of that era (1980s)
- Some trails were less designed than adapted from existing trails
- Many trails were built without authorization

Several of these trails (e.g., Alice in Wonderland, White Rabbit, Catwalk, Marty's and Time Warp) form some of the main arteries of the current trail system. Created primarily for mountain bikers, they have served for runners, hikers and equestrians, but are straining under the frequency and kinds of usage. As discussed earlier, many of these trails aren't designed for modern mountain bikes and serve neither that community nor the pedestrian and equestrian traffic particularly well.

The Forest Service formally authorized some of these (e.g., White Rabbit, Catwalk and others), while others have remained more controversial, with occasional closure efforts. In many cases, the legal status of a trail is unclear.

Late 1990s, early 2000s: Trail Advisory Committee

In the late 1990s and early 2000s, a joint City of Ashland/Forest Service initiative produced a "Trails Advisory Committee" (headed by Mike Ricketts from the Forest Service and Jeffrey McFarland from the City of Ashland) with citizen volunteers to address some of the trails issues and concerns including unauthorized trail construction. This group contributed to the closing of some trails leading to Reeder Reservoir, the closing of FS Road 2060 to motorized traffic at the White Rabbit trailhead, the creation of the Creek to Crest trail and, with Southern Oregon Mountain Biking Association (SOMBA) and the International Mountain Biking Association (IMBA), the creation of the Caterpillar Trail.

Downhill/FreeRide Mountain Bikes 2000-present

Early mountain bikes were only slightly different from existing road bikes of the time but with smaller frames, knobby tires and cantilever brakes. Most riders rode up *and* down trails. The lack of shock absorbing suspension systems and good brakes tended to limit downhill speeds. Since then, the development of front and rear suspension systems, disc brakes, better tires and other equipment has allowed riders to descend at much greater speeds as well as stop much more quickly.

This technology development has spawned a variety of mountain-biking sub-groups, including the downhill and freeride mountain bikers, most of whom exclusively descend. These riders typically get driven to the Mt Ashland ski area parking lot and ride down to Ashland, dropping close to 5,000 feet of elevation in the process. This is a fairly unique experience and it attracts many locals as well as out-of-town visitors.

Several Ashland businesses shuttle riders to the top of Mt Ashland. Bill Roussel, of Ashland Mountain Adventures, estimates his company shuttles up to 3000 people a year. He also estimates that the number of other downhill riders is twice or three times that.

During the winter months, shuttles sometimes drive up Tolman Creek Road to Four Corners, or up FS Road 2060 to the White Rabbit trailhead to drop off riders.

The new bike technology has changed the way many mountain bikers ride trails. These riders would prefer to navigate sweeping, banked turns and carry speed where possible. Many of the existing trails do not accommodate this type of riding well. These trails are narrow, have abrupt switchback turns and blind corners, all of which forces most riders to use their brakes and skid their tires around corners.

Some of the new breed of mountain bikers have taken the initiative to create trails, better suited to the new equipment and their capabilities. These trails include Jabberwocky and Upper and Lower Missing Link.

Early 2000s and Beyond: Ashland Woodlands and Trails Association

During 2002, Ashland Woodlands and Trails Association formed as an advocacy group for open space and trails in or near Ashland. The organization began in response to some trail closures and open space opportunities in Ashland. During the first years, AWTA primarily concerned itself with trails within the confines of Ashland and their efforts eventually led to a Trails Master Plan for the City of Ashland. That plan, resulting from hundreds of hours of work, public input, mapping efforts and a strong partnership between the City of Ashland, Parks and Recreation Department, and AWTA defined long-term trail strategies. It continues to guide City of Ashland planning efforts today.

As AWTA evolved, its efforts began to shift towards trails within the watershed and beyond. In 2007, AWTA adopted approximately 40 miles of the Pacific Crest Trail. This agreement resulted in 4-5 work-parties each year, maintaining and improving one of signature trails in the area. The Pacific Crest Trail Association used this understanding as a model, to develop similar approaches in other areas with similar volunteer organizations.

During this time, the watershed trails became more of a focus for AWTA. While hosting the occasional maintenance project for approved trails, the AWTA Board recognized the need for establishing new trails. Approaching the USFS, AWTA was able to get temporary approval to improve Upper Time Warp Trail and re-commission Upper Wagner Glade Trail. Further requests for approving unapproved trails, or establishing new trails were met with the requirement for NEPA studies; along with a mention there was no available funding for such a study.

In the years 2007-2009 rogue trail building was at its zenith. The Missing Links were built. The upper part of Marty's was "enhanced" using mechanical means. Upper Eastview and Jabberwocky were created, as were scores of other unsustainable trails.

In 2010, the Forest Service began working with AWTA to develop a Trails Master Plan. The goal of the plan was to establish what the users of the watershed trails desire,

establish system-wide priorities, and create a phased approach for the NEPA work. AWTA began the initial work by mapping the entire trails system. The inventory categorized the trails into approved and unapproved. The USFS used this work to have a qualitative study done on the sustainability of each trail. Trails Unlimited, a quasi-government group, walked and reviewed each trail to assess sustainability.

Building on the inventory and qualitative study, the AWTA Board and others developed an initial proposal for a trails system that was presented to the public for comments during February and March of 2011. The public input was incorporated into the final trails plan.

It is also noteworthy to mention, since the public became aware of the trails planning efforts, the rogue trail building has all but stopped. Although it would be highly speculative to assume the trails planning efforts were the reason, very little has changed otherwise.



AWTA project on the PCT

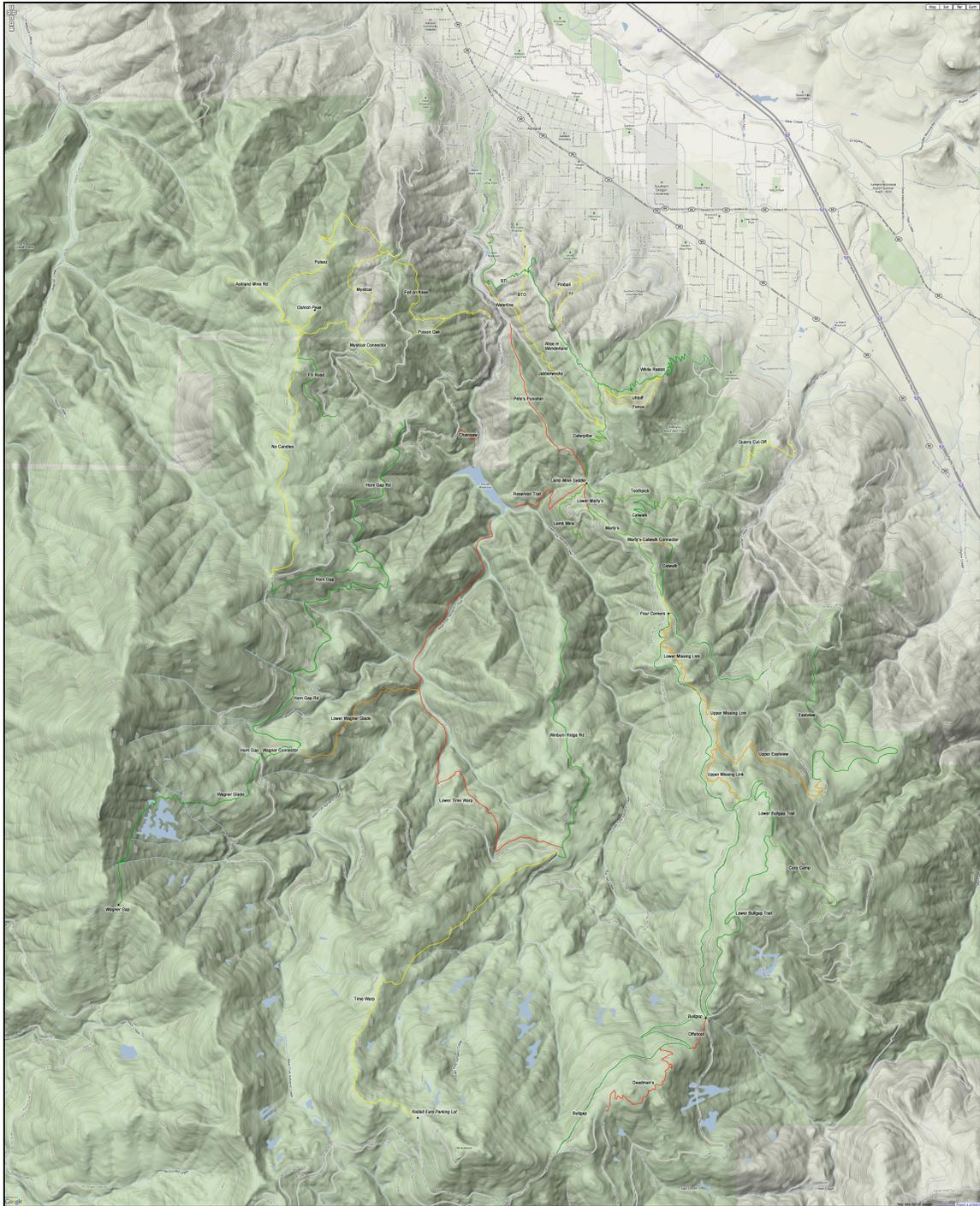
Existing Trail System

14.4 miles of Forest Service approved trails exist in the area under consideration (see map below). For the purposes of this plan, Forest Service roads are not considered trails (though clearly they are used as such).

~25 miles of unapproved trails exist, some of which are slated for decommission in this plan. The second table below lists only those unapproved trails that are part of this plan.

FS Approved Trails	Mileage	Notes
Alice In Wonderland	1.0	Part on city or private land, subject to closure.
Bull Gap	3.2	
Caterpillar	1.1	
Catwalk	1.7	
Corp Camp	1.0	
Eastview	2.5	
Horn Gap Connector	1.2	
Lamb Mine	0.7	
Marty's	0.8	
Toothpick	1.2	Partially on private land.
Total	14.4	

Unapproved Trails	Mileage	Notes
Marty's	0.5	Extension of Marty's. In use.
Jabberwocky	1.2	In use.
Fell On Knee	1.0	In use.
Upper Missing Link	1.2	In use.
Lower Missing Link	1.0	In use.
No Candies	2.5	In use.
Upper Eastview	1.3	In use?
Upper Time Warp	3.8	Historical, in use.
Wagner Glade	2.2	Historical, in use.
Wagner-Warp	3.7	Historical, not in use, downed trees.
Total	18.4	



Existing trails authorized and unauthorized

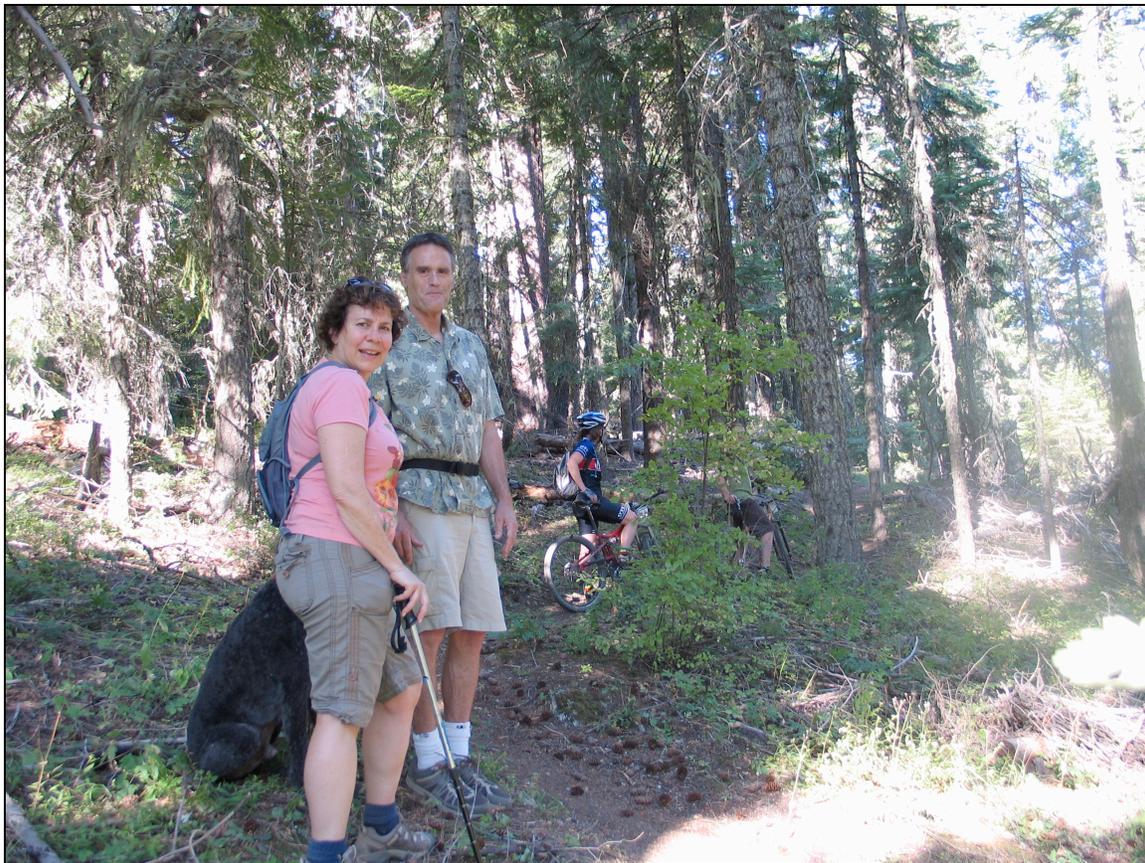
Why Ashland Trails are So Popular

Trail use has flourished in Ashland for a variety of reasons; a better understanding of some of these may help guide future planning.

The proximity of trails to the City of Ashland, the Pacific Crest Trail, I-5 and Mount Ashland.

The Ashland trail system is relatively easy to access. Lithia Park leads right up to some of the trails. The Mt Ashland parking lot, a 35-minute drive away mostly on Interstate -5, also connects directly to the upper trail system. The PCT traverses right below Mt Ashland and the Creek to Crest trail serves to connect much of these points.

Trail systems in other areas are often only accessible via dusty, rutted and bumpy gravel or dirt roads; Ashland's trail system is comparatively convenient and accessible.



The amount of elevation difference between Mt Ashland and Ashland.

Up to 5000 feet of descent makes this an attractive downhill biking area. Very few places in the country can match that kind of elevation change.

Mountain biking has hit critical mass.

In the 1980s, Ashland was host to one of the early mountain bike races, *Revenge of the Siskiyous*. Since that time, many Rogue Valley residents have embraced mountain biking

in the Ashland watershed. Several businesses target the downhill mountain biking community and several events attract hundreds of participants. The Spring Thaw is a three-day mountain biking festival attracting nationwide participants and the Ashland Super D/Ashland Mountain Challenge has grown to nearly 500 participants and included World Downhill, National Cross Country and Super D champions. In a review of the latter, the magazine *Mountain Bike Action* (Oct 2010 issue) writes: “the 12-mile race covers some of the best single-track trails in the country.”



Rider descending Jabberwocky

The framework of existing Forest Service and other roads.

The existing Forest Service roads predate most of the popular trails and have provided a backbone for the network of trails. It is hard to imagine the trail system without FS 2060, FS 200, etc.

The 9-month long Oregon Shakespeare Festival.

OSF brings in tens of thousands of tourists each year, many of whom seek exercise or an outdoor experience while they are in Ashland.

Southern Oregon University and several thousand students.

SOU is located in Ashland and attracts many students interested in outdoor recreation, including hiking and mountain biking.

United Bicycle Institute.

UBI, a bike mechanic certification school, brings in many cyclists turned mechanics. Some of the employees are notable local riders and racers and have constructed local

bicycle trails. Graduates of the program return to their communities and spread the word of the Ashland trails.

Local trail running has hit critical mass.

Some of the nations best ultra-runners moved to Ashland a few years ago and more have arrived since. Local events such as the Lithia Loop Marathon (the trail marathon national championship in 2010), the Mt Ashland Hill Climb Run, the Pine to Palm 100-mile race, and the Siskiyou Outback (SOB) attract national level competitors.



Runner on Caterpillar Trail

The forest, the weather, and the terrain.

Many of the trails are available year-round, while others are available for a majority of the year. The tree-canopy provides welcome shade in the summer and protects some trails from too much snow in the winter. The terrain, while involving a fair amount of elevation gain and loss, affords wonderful views of the Ashland watershed, the Rogue valley, the Cascades, the Siskiyou, Mt Shasta, the Marble Mountains and the Trinity Alps. The decomposed granite soil in most Ashland watershed trails makes for great all-weather use. While trails in other areas (e.g., Bend, Oarkridge and Falls City) suffer from mud during the winter and spring and are frequently closed, Ashland trails tend to shed water quickly and remain firm.

The attractiveness of the town of Ashland.

The small town of Ashland has a very concentrated downtown with many shops and restaurants, making it an appealing place to visit and stay. Many of the trails culminate in downtown Ashland. Since the town has a significant tourist economy there are many opportunities for recreationalists to enjoy a post-hike/ride dinner and libation.

The proximity of Ashland to outdoor recreation opportunities.

Crater Lake National Park, the Rogue River, Mt Shasta and a host of recreational activities—rafting, kayaking, backpacking, skiing, fishing, etc—make Ashland an excellent place to base a recreational vacation or lifestyle.



Equestrian and dog on the Caterpillar Trail

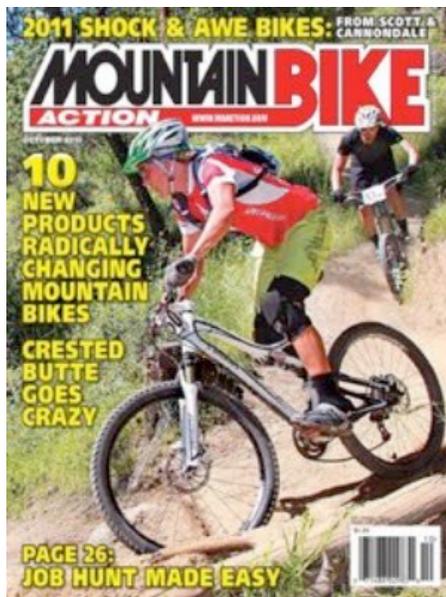
Media coverage

Magazines, websites and other media have, in the last few years, escalated the praise for Ashland and its trail system. It's easy to imagine that this attention will serve to substantially increase trail use.

- Outside Magazine's August 2010 issue named Ashland the top city for trail running in the nation.



- Outside Magazine had previously named Ashland **one of the top ten small towns in the U.S.** saying: "you can bike or trail-run right from town".
- A recent Mountain Bike Action issue (October 2010) featured an 8-page article based on Ashland trails riding, another on the United Bicycle Institute and one on "The perfect Ashland bike."



One of Ashland's trails on the cover of Mountain Bike Action (Oct 2010)

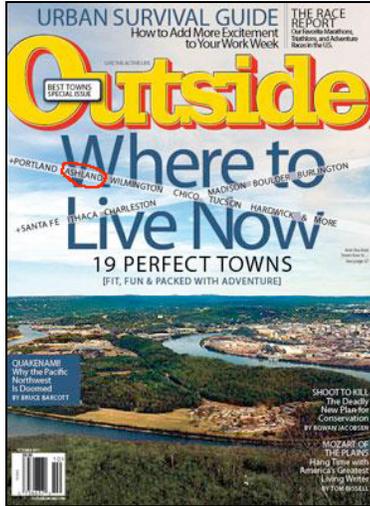
- The Cycling News website (June 16, 2010) featured an article describing one racer’s perfect Ashland mountain bike.



- Another mountain biking magazine, *Decline*, offered a five-page article in their October 2010 issue, with comments like “there are some really cool trails in the area and it’s hard not to ride them...”
- An article in the June 2009 issue of Running Times Magazine calls Ashland the “new trail running mecca ”



- More recently, Ashland is ranked in the top-20 in Outside Magazine’s “Best Town in America--2011”, based partially on the potential of its watershed recreational activities.



October 2011 Issue of Outside Magazine

- The Outside online version offers an interactive gadget to select your favorite town among the top 19. As long as affordability isn’t too high a priority, Ashland routinely emerges near the top.

Best Towns

Discover your own perfect adventure burg. Use the sliding scales on the categories below to get a customized ranking of this year's 19 Best Towns.

Rate by importance:

Not at all Very much

Nightlife and Culture

Affordability

Population

Less People More People

Weather

Running

Road Biking

Mountain Biking

Paddling

Your Best Town results:

1. [Ashland, OR](#)
2. [Flagstaff, AZ](#)
3. [Missoula, MT](#)
4. [Durango, CO](#)
5. [Santa Fe, NM](#)
6. [Boulder, CO](#)
7. [Tucson, AZ](#)
8. [Chattanooga, TN](#)
9. [Portland, OR](#)
10. [Burlington, VT](#)
11. [Issaquah, WA](#)
12. [Hardwick, VT](#)
13. [Madison, WI](#)
14. [Chico, CA](#)
15. [Traverse City, MI](#)
16. [Portland, ME](#)
17. [Charleston, SC](#)
18. [Ithaca, NY](#)
19. [Wilmington, NC](#)

From <http://www.outsideonline.com/adventure-travel/best-towns>

- Some quotes from Mountain Bike Action magazine:

“The Ashland trails...are built with a flow that is hard to find in most places. Ashland has a ton of trails to choose from, and the weather is perfect. I have been going to Ashland for many years now, and I never get tired of the place.”

“The more I ride in Ashland, the more I wish I lived there. I don’t know if they have pixie trail builders up there in the hills, or what’s going on, but every time I go up, there is a sweet new section of trail.”



AWTA volunteers working on the White Rabbit Trail

What Are The Problems?

Reading some of the positive press in the previous section, one might be tempted to think that the Ashland trail system is relatively problem-free. However, many hikers and runners have expressed their frustration at near misses with downhill mountain bikers. Forest Service personnel are exasperated with rogue trail building and one user group—the equestrians—feels almost driven out of the watershed. Upon closer examination, some of the above problems derive from one or more of the problems listed below. The trails plan is, in significant part, problem-driven, so a brief trail solution is introduced here with more in-depth analysis later in this document.

1. Explosive User Growth

Trail counters and anecdotal accounts document the increased use of many of the watershed trails. There is no reason to believe that trail use will diminish any time soon.

2. Lack of a Comprehensive Design

Virtually none of the trails in the Ashland watershed were designed with the whole in mind. As the history of the trail system demonstrates, many, if not most, trails were created by individuals as personal motivation dictated. Probably the only network of trails that could be said to be “designed” is the White Rabbit-affiliated network (White Rabbit, Queen of Hearts, Mad Hatter, March Hare and Cheshire Cat), but these are a tiny fraction of the existing watershed trails. The effort by SOMBA and IMBA to create a trail (Caterpillar) parallel to the road was also a step in the design direction, though as discussed later, the design was for a different era of mountain bikes.

Trails continue to be created in a piece-meal fashion—most of them unauthorized—and it is fairly clear that this method is not effectively addressing the major concerns.

This trails master plan addresses the trail system as a whole. It aims to address the traffic patterns, all of the different user groups and their unique trail considerations, the habitat of threatened and endangered species, as well as the preservation of some of the resources in the area.

3. Trail Congestion

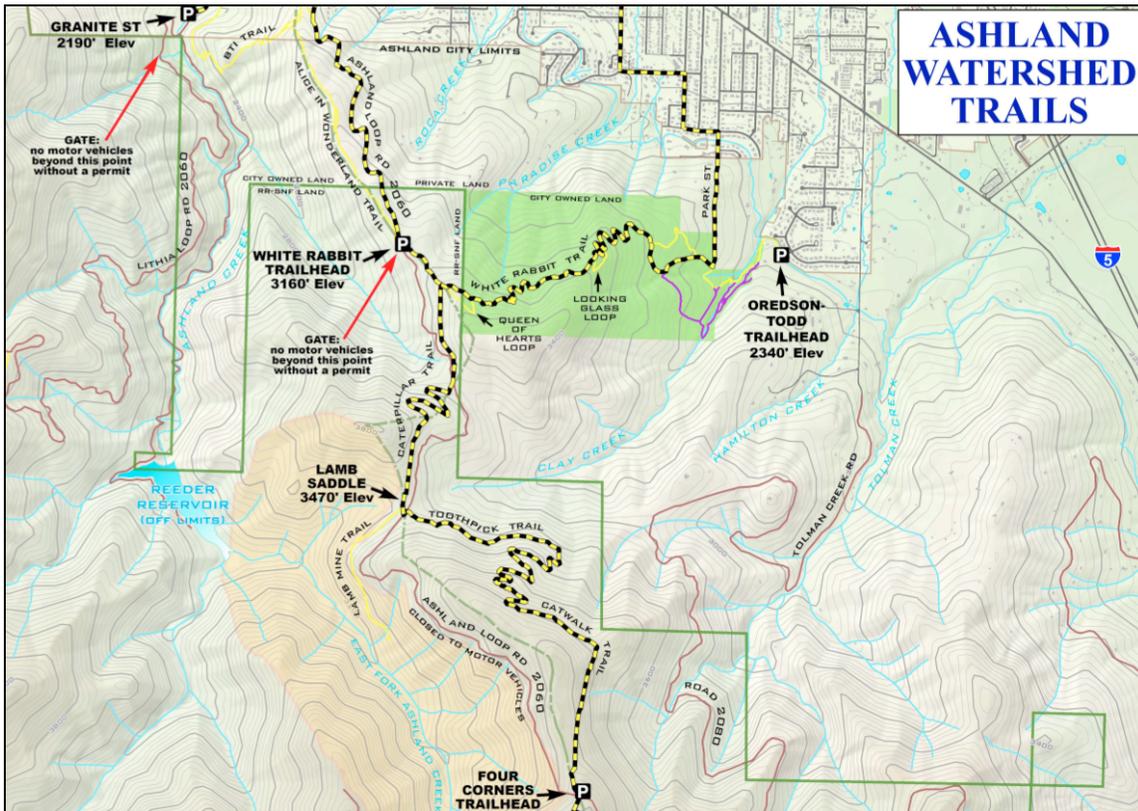
Most of the watershed traffic is concentrated in a relatively narrow corridor in the northeast section of the watershed. Bounded by Four Corners to the South, Toothpick, and White Rabbit to the East and BTI and Jabberwocky to the North (see map below), this sliver of the watershed sees the lion’s share of traffic. This is born out by trail use data, user surveys and anecdotal evidence. This is not surprising given that:

- This area is very close to the city of Ashland (Lithia Park/downtown) and south Ashland (near Park St)
- This area is served by four trailheads, one at the White Rabbit/FS2060 intersection, one at Park Street, one at the Toothpick/Tolman Creek Rd intersection and another at 4 Corners.

- This area is served by several dirt roads (FS 2060, FS 2060-200 and Tolman Creek Rd)
- This area is the logical place to end up for gravity-assisted riders descending from Mt Ashland or Four Corners. Downhill or freeride mountain bikers will avoid the west side of the watershed because they would have to climb to get to town.
- This area offers the highest concentration of trails.

Problem Area 1: Alice in Wonderland/White Rabbit

At the present time, the only authorized Forest Service trails leading to town are Alice in Wonderland and White Rabbit. This statement seems extraordinary given the number of trails in the Ashland watershed trail system, but it is nevertheless accurate.



Forest Service approved trail map

Alice in Wonderland currently passes through private property for which no permanent easements exist. AWTA and the City have both tried to obtain the necessary easements with no success. Alice in Wonderland could close at any time, and therefore cannot be relied on as a major traffic conduit in the future. This leaves White Rabbit trail and FS Rd 2060 as the major authorized routes.

Downhill mountain bikers, who comprise a large amount of the user traffic in the trail system, generally won't take White Rabbit because it has a significant climb. In fact, trail counts reveal that over 80% of *all* mountain bike traffic (including cross-country riders) descending from Caterpillar will take Alice in Wonderland over White Rabbit. While this may be a blessing for many of the hikers on White Rabbit, it means the only authorized

trail—for practical purposes—for downhill mountain bikers is Alice in Wonderland, a trail subject to closure if just one of the several property owners decides to develop their property or becomes concerned about potential liability litigation.

Alice in Wonderland links to BTI, an overused city trail and another site of potential user conflict. BTI has over 300 users in a typical week, with 265 of them being bicycles.

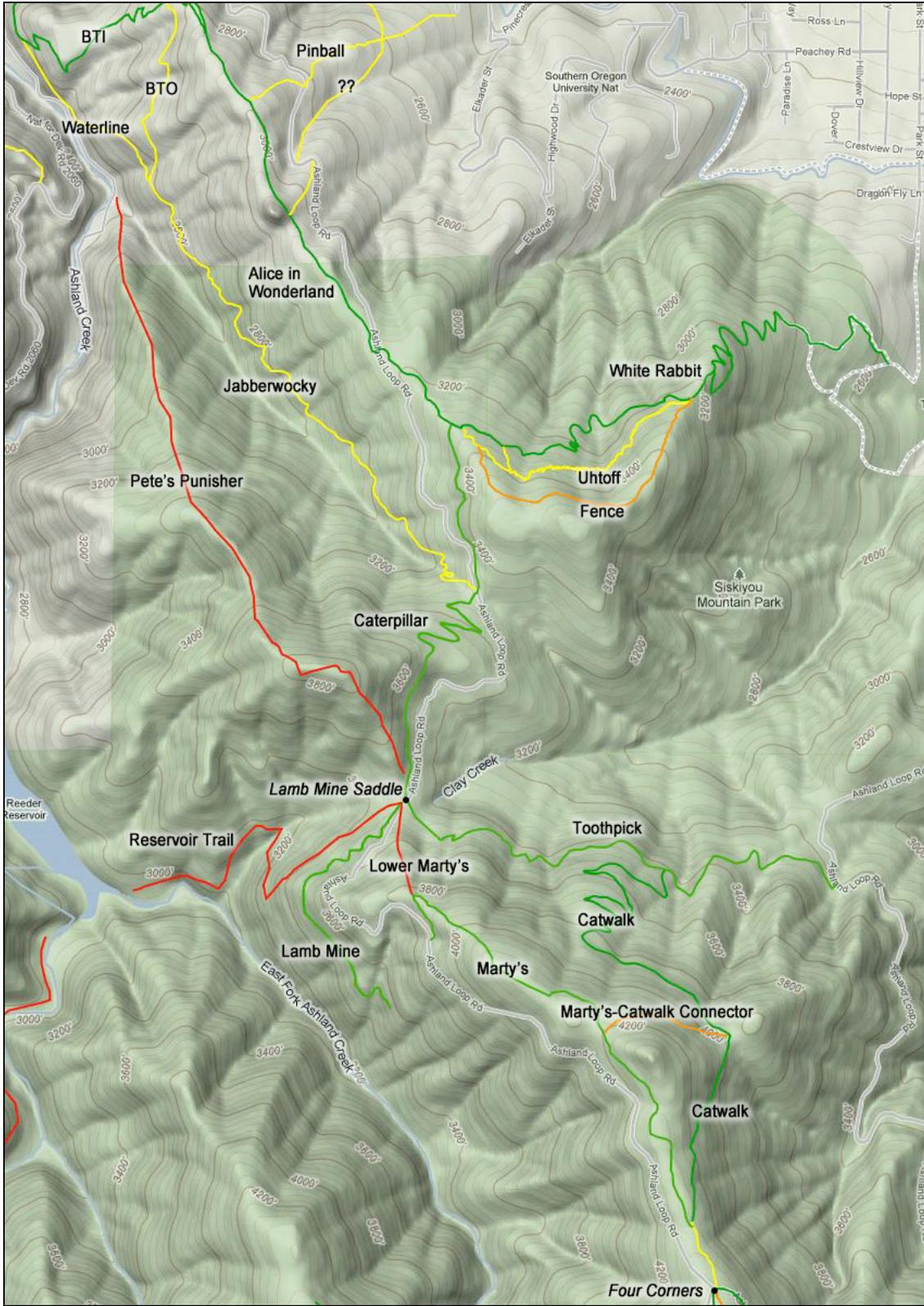
FS Road 2060 (Ashland Loop Road) is open to motorized traffic from Morton St to the White Rabbit trailhead. It has large ruts, potholes, limited visibility turns and off-camber corners. It is a poor pedestrian and bicycle experience.

In short, there is a substantial need to create new routes and/or authorize existing unauthorized routes in this, the most-trafficked area of the Ashland watershed.

Jabberwocky (depicted below) is an existing alternative mountain bike trail explained in detail in a later part of this proposal. While it may require some rerouting and/or some erosion mitigation, Jabberwocky represents a successful way to route a substantial amount of mountain bike traffic away from Alice in Wonderland. Another proposed alternative (not depicted here) is Jabberwalkie, a designated pedestrian/equestrian trail, again addressing the need to redirect traffic away from Alice in Wonderland.

Pete's Punisher is an unauthorized trail that is slated for decommission in this plan.

NOTE: Forest Service land is represented by the green-tinted area and some of the trails (e.g. BTI, BTO, Waterline, parts of Jabberwocky) are outside that area. Technically they are within the jurisdiction of the City of Ashland and are not part of this plan. However, they are part of an AWT effort pursued in conjunction with the City of Ashland.

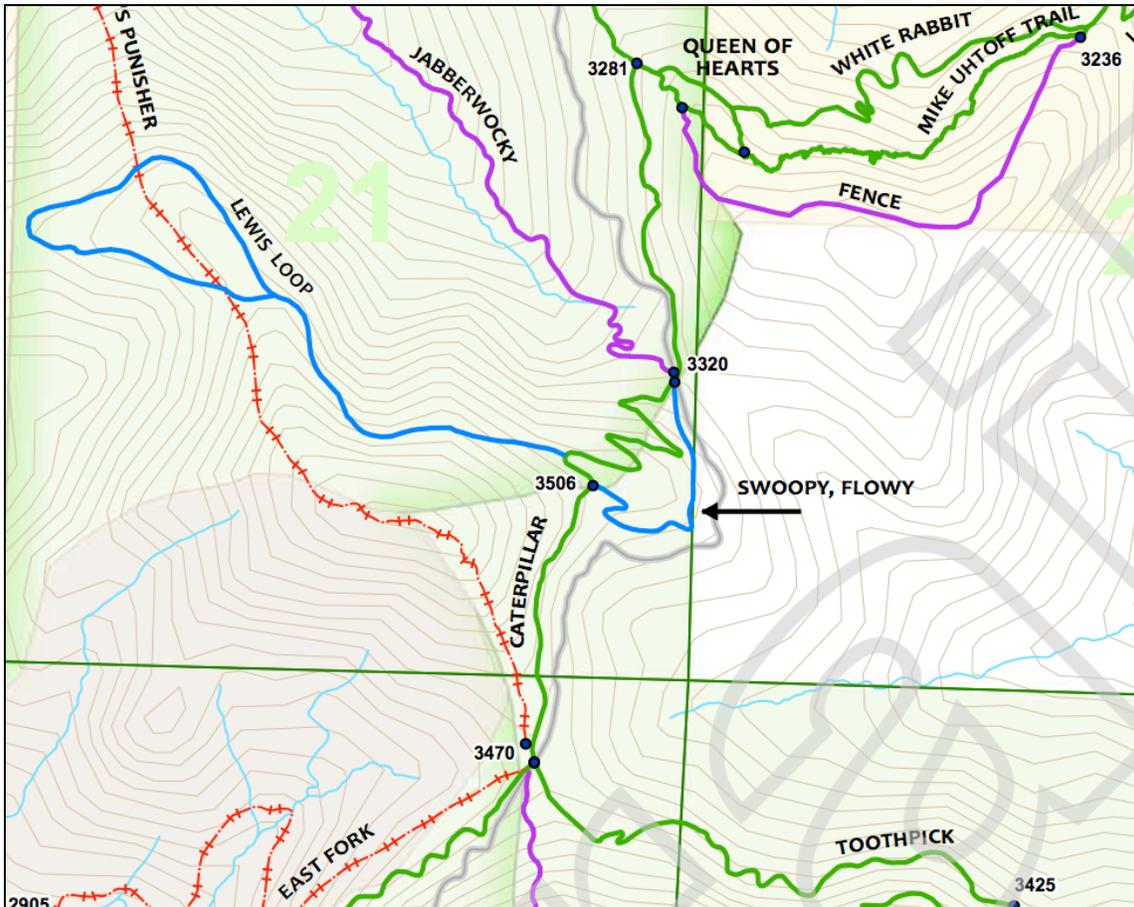


Problem Area 2: Caterpillar

Caterpillar, as mentioned earlier, was a joint project between local mountain bike group SOMBA and a international mountain bike advocacy group, IMBA. It was well constructed for the mountain bikes of the era but has not stood up well under constant use by more modern mountain bike equipment. In fact, the middle section features too many narrow switchback turns and blind corners and thus has been shredded, rutted, and blown out by mountain bikers trying to contain their speed. This trail is the *only alternative* to FS Road 2060 and, as such, is quite popular with all manner of traffic. Virtually all users prefer to be on trail if possible.

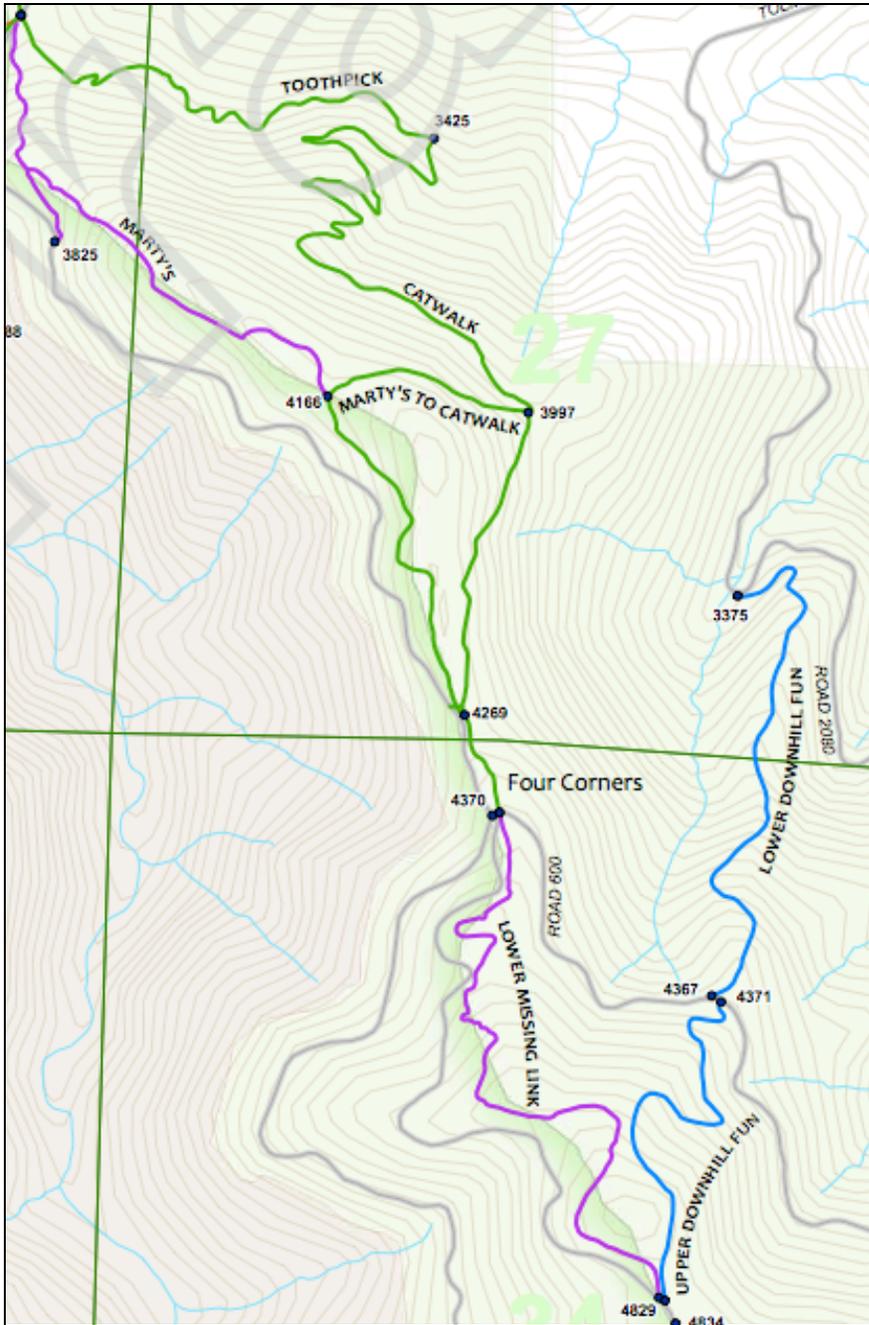
Our trail counter data shows Caterpillar has 250 users a week with upwards of 500 during April and May. Half of the users are mountain bikers. Caterpillar is the second-most used trail in the watershed after Toothpick according to our data.

This proposal includes a parallel section called Swoopy, Flowy which would address the problems of the Caterpillar middle section. Additionally, a primarily pedestrian/equestrian side loop is proposed (see Lewis Loop).



Problem Area 3: Four Corners and Immediately North

The Four Corners area is an intersection of several roads and trails: FS Roads 2060, FS 2060-600, FS 2060-200, Lower Missing Link trail (currently unauthorized) and Marty's Trail (authorized) all join here. One can drive and park at this area, so it both a trailhead and a major intersection. In all seasons, but particularly winter, it is often used as a shuttle drop-off point. Virtually all downhill mountain bike traffic goes through this point. Some equestrians drive here as this is one of the few places they can park. Cross-country teams from Ashland (SOU and AHS) drive here to do flat running workouts.



Problems arise below Four Corners (i.e., to the north) as most downhill traffic eschews Forest Service Road 2060 to choose either Marty's Trail or Catwalk. Traffic congestion is at its worst here as is the potential trail conflict between different user groups.

Both Marty's Trail and Catwalk have been significantly modified by mountain bikers in a manner not conducive to other users. Several jumps and berms have been added to these trails, making for awkward hiking and equestrian use.



Hiker and dog between mountain bike jump and landing.

Catwalk is characterized by numerous 180 degree switchback turns which become rutted. Efforts by some mountain bikers to alleviate this by creating banked turns has helped, but again made for awkward footing for runners, hikers and equestrians.

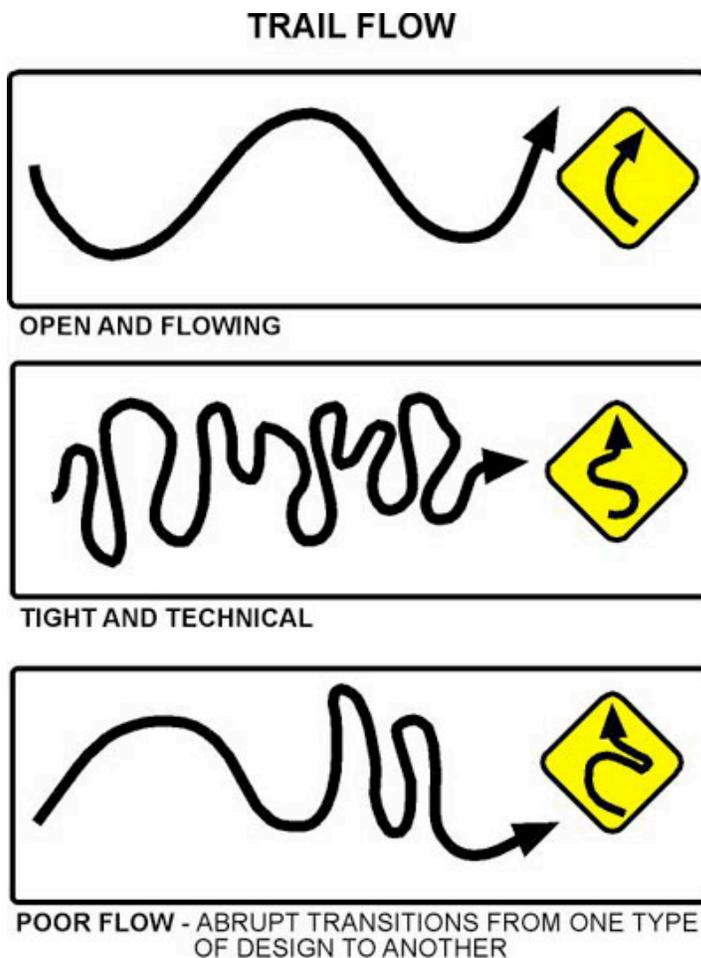
Catwalk is also characterized by many blind corners and slight rises that obscure sight lines. This trail is narrow and offers little room for pedestrians to avoid downhill cyclists. Equestrians have largely given up on this trail because of the potential hazards.

This proposal offers two new trails: Upper and Lower Downhill Fun to channel traffic away from these two major arteries to Tolman Creek Road. Additionally, this proposal suggests an alternative to Catwalk, tentatively called Dog Walk, which would provide a pedestrian/equestrian route to the Toothpick trail.

4. Lack of Modern Trail Design

Most trails were built by individuals and the vast majority were built for mountain bikes of a certain era and prior to modern mountain bike design. The result is current mountain bikers, with their front and rear suspension systems, can carry much more speed over rough terrain, and with their disc brake systems can stop more quickly. Speed carried into a switch-back turn may force a rider to lock up their wheels which leads to skidding, which, in turn, leads to ruts and blow-outs. Examples of this phenomenon are visible on Catwalk, Caterpillar, White Rabbit, Time Warp and many other trails.

At the bottom of the graphic below, note the “Poor Flow” depiction. This, unfortunately, describes some of our trails.



Trail Flow graphic from <http://www.imba.com/resources/trail-building/twists-and-turns>

This trails plan seeks to fix some existing trails and provide appropriate trail design in new trails. Some trails may become more pedestrian-oriented and some trails may become more bike-oriented. Bike-oriented trails will have a natural bike flow to them which will lend themselves to primarily biking (and mitigate against some of the ruts,

blowouts and other problems), while other trails will be engineered--through mostly natural features--to be discouraging to bike users and more desirable by other users.

Specifically, Louis Loop, Jabberwalky, Dogwalk, Split Rock will be designed for pedestrian and equestrian “encouraged use” and may feature characteristics that may be unappealing to mountain bikers. Other trails, such as Swoopy, Flowy, and Upper and Lower Downhill Fun will be designed for downhill mountain bike riders.

5. Illegal Trail Construction

Many illegal trails spring up in the watershed area. Some of this trail building is presumably inspired by the search for alternatives to fire roads. A revealing comment appears in one of the mountain bike magazines (Decline, Oct 2010) about how roads are regarded relative to trails:

“There is one contentious joke that people say about the [Ashland] 12-Mile Super D: the race course is actually the worst route down the mountain. To clear things up, the reason that riders say that is because there are some really cool trails in the area...[the race organizer] has been working really hard to get a trail in the middle of the racecourse—aptly named Missing Link—sanctioned and into the event. It [would] replace the second fire road section and turns it into a meandering single track, which would be really cool.”

Some new trail construction is probably undertaken to simply have some new trail to ride. At the present time, the only authorized path downhill from the Mt Ashland parking lot to Four Corners is the Bull Gap trails (upper and lower) or FS Road 2060-200.

Part of our proposal suggests authorizing Upper and Lower Missing Link (existing, unauthorized trails) because they provide a compelling alternative to FS Road 2060-200. Relatedly, Upper Eastview (existing, unauthorized) connects Upper Missing Link to Eastview for another variation on a theme. The more variations, the less inclination there may be to construct new trails.

6. Fewer Trails on West Side

The east side of the watershed boasts a variety of trails, but the west side is comparatively lacking. In fact, beyond FS Roads, the only two authorized trails are the Horn Gap trail and the unnamed connector trail between the end of Horn Gap Rd and FS Rd 2060. This lack of legal trails contributes to the relative dearth of mountain bike traffic or more importantly to the relative concentration of traffic on the east side of the watershed.

The west side has potential for some excellent trails, particularly for cross-country mountain bikers, vigorous hikers, equestrians and long-distance runners. This proposal suggests authorizing some existing and partially existing trails such as Time Warp, Wagner Glade, No Candies, Wagner-Warp Loop, Split Rock, Fell on Knee, and Hitt

Loop to channel more traffic to this side of the watershed, to provide connectivity between various trails and roads, and to provide authorized alternatives to the FS roads.

7. Legal Status of Trails Unclear

Forest Service law enforcement presence in 2011 confused many trail users. These users, primarily bikers, weren't sure if they were violating the law by riding certain trails. Is Time Warp a legal trail? Jabberwocky? Upper and Lower Missing Link? No Candies? In fact, it appears that some decades-old trails have an unclear legal status.

Some trails may even have dual status. For instance, part of Marty's is an approved trail, but part isn't. How would one know?

8. Lack of Maps and Signage

One of the adverse consequences of so many unauthorized trails in the watershed is that it is hard to create a meaningful trail map. In fact, just a small percentage of existing trails appear on the approved map, jointly produced by the Forest Service, SOMBA, AWTA and the City of Ashland. Besides being confusing, this becomes a safety issue.

This trails plan proposes the authorization of many existing trails and the creation of signs and maps to representing all authorized trails.

Lack of accurate and meaningful signs at trail intersections and trailheads leads to users getting lost or disoriented. Rescue personnel may also have a difficult time reaching injured people if they use different names for unauthorized trails, or describe a trail that isn't on the rescuer's map.



Some current signs: good as far as they go, but missing more than 50% of trails and posted in only a few places.

Trail User Types

Mountain Bikers

Cross-country

Cross-country mountain bikers ride up and down trails and roads. Their bikes are a compromise between climbing and descending so they tend not to have quite as much suspension travel and they generally weigh less than downhill-only bikes. Riders tend to wear helmets, but no other protective gear. Most cross-country mountain bikers begin their rides in Ashland and ride up on some of the popular roads (Ashland Loop Road, Tolman Creek Rd) and then onto single-track trails. Most riders appear to prefer to descend on single-track trails. Because of the grade of some of the roads and trails, a climbing cross-country mountain biker may move uphill at the same speed as a trail runner.

Downhill

Downhill mountain bikes typically have dual-suspension (front and rear) shocks with significant amounts of “travel” to absorb bumps at high speeds. Large disc brakes allow quick stopping. These bikes tend to be heavier than cross-country bikes, often equipped with double or triple crowns to allow the 8 or more inches of suspension travel. Weight isn't the greatest consideration because most downhillers seek out gravity-assisted routes: uphills are avoided. The Ashland trails are immensely popular with the downhill riders because of the virtually unsurpassed vertical available for descending. There are few places in the United States that offer well over 5000 feet of descent with little to no climbing necessary.

Riders will often wear protective gear, including “body armor” and full-face helmets. To non-riders, these outfits make riders look like Storm Troopers from Star Wars.



Downhill bikers may comprise up to half of the number of mountain bikers in the watershed. Most will start their rides by being driven to the Mt Ashland parking lot, 4 Corners, White Rabbit or some other location from which to descend.

Free Riders

Free riders tend to seek out man-made and natural obstacles including ramps, raised platforms, stumps, rocks, and fallen trees from which to jump, drop, and perform balancing acts and tricks. The primary goal is not speed but technical challenge, style and amplitude (on jumps). Freeriders have built various structures in the Ashland watershed on which to practice their craft.

Freeride bicycles are lighter than most downhill bikes and some freeride cyclists will begin their rides in downtown Ashland and ride uphill on roads and trails. However, many, if not most of the freeriders will start by being driven to the Mt Ashland parking lot, 4 Corners or some other location, from which to descend.

Free riders tend not to ride as fast as downhillers and some only have a single gear.

Hikers

This category includes pedestrians, dog-walkers, nature enthusiasts, photographers, etc. Hikers tend to enjoy some of the same trails as cross-country mountain bikers and runners. Most hikers tend to use the Northern-most trails as these are closer to town and feature more trailheads and parking. Many of the same trails enjoyed by hikers are also used by other trail user types including downhill mountain bikes: these are the popular trail corridors including White Rabbit, BTI and FS Road 2060.

Hikers may not be as well organized as mountain bikers, equestrians or runners. Sierra Club outings tend to be outside the watershed and other hiking gatherings tend to be less formal.

Trail Runners

Trail runners tend to start in Ashland and run up the trails and roads and come back down. A small group will drive to a trailhead at White Rabbit, 4 Corners or somewhere else to begin their runs. The trail running community is growing at a rapid rate and several weekly organized runs with groups of 10-20 start in downtown.

Equestrians

Equestrians comprise a very small and diminishing fraction of the number of users. Equestrian use has diminished significantly in the last decade, with some citing conflicts with mountain bikers.

Purpose and Need Summary Table

In general, this plan seeks to:

- Minimize user conflict
- Distribute more users to the west side
- Distribute users to different trails on the east side
- Provide compelling alternatives to existing main trail arteries
- Discourage illegal trail construction by providing compelling trails
- Provide access to vistas and historical locations
- Provide longer riding options for equestrians, cross-country bikers
- Provide separate biker and pedestrian/equestrian trails in highly trafficked areas
- Provide connectivity to existing trails and roads and with other trail systems
- Reduce erosion and ecological impact.

This table briefly addresses the purpose and need of the various trails in this plan. A more detailed description of the individual trails is provided later in this document.

Trail	Status	Purpose	Need
Dog Walk	Proposed	Provide a full pedestrians/equestrian only alternative to Catwalk.	Avert user conflict on one of the most trafficked and dangerous trails in the watershed. The goal is to fully separate user types on this heavily used trail by keeping Catwalk for bikes as originally intended, and create a nearby pedestrian and equestrian alternative.
Downhill Fun (upper and lower)	Proposed	Offer a compelling downhill mountain bike experience with the kind of trail that offers “good flow” possibly with banked turns and good sightlines. A successful result would be diverting some percentage of downhill bikers eventually to Forest Service Road 2080 (Tolman Creek Rd).	Encourage downhill mountain bike traffic away from the choke points near 4 Corners, Lamb Saddle and White Rabbit trailhead, thus mitigating some of the existing and anticipated trail user conflicts in the main trail arteries (Marty’s, Catwalk, Alice in Wonderland and Caterpillar).
Eastview (Upper)	Existing	Extend existing Eastview trail and create several interesting loops from 4 Corners (using the two Missing Links, Forest Service Roads 600 and 2080 and the existing Eastview trail).	Avert user conflict by distributing traffic to other trails. Equestrians desire longer loops and this would be one, with not too much elevation gain or loss.
Fell On Knee	Existing	Provide alternative route (to Hitt Rd) to the City of Ashland, using the proposed Quarry Trail. Provide another alternative and shorter west-side loop.	Offer a compelling west-side trail to mountain bikes, thereby distributing traffic and averting user conflict. Reduce mountain bike traffic on Hitt Rd.

Trail	Status	Purpose	Need
Hitt Loop	Proposed	Replace the existing ridge top Poison Oak Trail with a more gradual, sustainable trail. Take users from the quarry off Granite Street to the southern terminus of Fell-on-Knee. The proposed Magical trail will terminate into Hitt Loop, providing alternatives for both bikers and pedestrians.	Distribute users to Westside with compelling shorter and longer loops. Distribute users from Road 2060 and Hitt Road. Avert user conflict.
Jabberwalkie	Proposed	Provide a full alternative to Jabberwocky for pedestrians-only.	Reduce traffic on White Rabbit and Alice in Wonderland trails by providing compelling alternative trail. Avert user conflict by distributing pedestrian users to this trail. Provide alternate path in case Alice is closed.
Jabberwocky	Existing	Provide an approved alternative to White Rabbit and Alice in Wonderland for downhill bikers.	Reduce user conflicts by diverting substantial number of downhill bikers to this biking-only trail.
Lewis Loop	Proposed	Provide relatively flat pedestrian/equestrian out and back/loop trail easily combined either with Toothpick or White Rabbit trailhead parking area.	Dearth of flat trails. Lack of scenic vista points. This would be a welcome sanctuary between two of the busier trails in the watershed.
Magical (Upper and Lower)	Proposed	Provide a single-track alternative (to FS Rd 2060) for west side trail users. 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 are few Forest Service approved trails on the west-side, so most west-side traffic is on FS Rd 2060. This will provide a compelling alternative, hopefully drawing some users to this side of the watershed.
Marty's	Existing and Proposed	Provide a sustainable continuation of Marty's trail with a logical conclusion at or near Lamb Saddle.	The current approved Marty's ends abruptly at an intersection with Catwalk, with unapproved section deteriorating into several unsustainable drops onto FS Road 2060 and other erosive locations. One of the major trafficked areas, it needs to be addressed before it gets worse.
Missing Link (upper and lower)	Existing	Provide a compelling alternative to FS Rd 2060. Separate downhill and uphill traffic (uphill goes on road, downhill on Missing Link).	This area is one of the few on the east-side that does not have approved single-track trail. This trail would distribute users and thereby reduce some user conflict.

Trail	Status	Purpose	Need
No Candies	Existing, Historic	Provides an interesting, relatively flat connection between Ostrich Peak (FS Road 400, Hitt Rd, Mystical) and top of Horn Gap trail, creating interesting single-track and road combinations. Has historic value.	Addresses the issue of attracting more users to the west-side of the watershed.
Split Rock	Partially Existing, Historic	Provides a scenic connection between Road 20, Mt Ashland, McDonald Peak, Wagner Glade Trail and Wagner Butte.	Contributes another west-side trail and significantly adds to the upper trail system.
Swoopy Flowy	Proposed	Provides a biker alternative to the currently unsustainable and dangerous section of Caterpillar. Leaves the parallel section of Caterpillar for pedestrian and equestrian traffic.	Addresses (erosive) switchback turns on Caterpillar and, by providing an alternative route, reduces user conflict. This should lead to a safer experience for all users.
Time Warp	Existing, Historic	Provides one of the more compelling downhill mountain bike experiences in the watershed.	Uncertain legal status needs to be resolved. Trail would help distribute downhill bikers to different parts of the upper watershed (as opposed to Bull Gap, etc)
Wagner Glade	Existing, Historic	Provides an interesting connection between the Ashland watershed and Wagner Gap/Wagner Butte	Significantly contributes to upper trail system, provides connectivity with other trail system, uncertain legal status but already used in popular local endurance run.
Wagner Warp	Existing, Historic	Provides compelling loops and connections between various trails. Provides access to some of the most beautiful section of the watershed.	Addresses dearth of approved west-side trails. Provides a rare, longer route, which could be compelling for equestrians, cross-country mountain bikers and distance runners.

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.

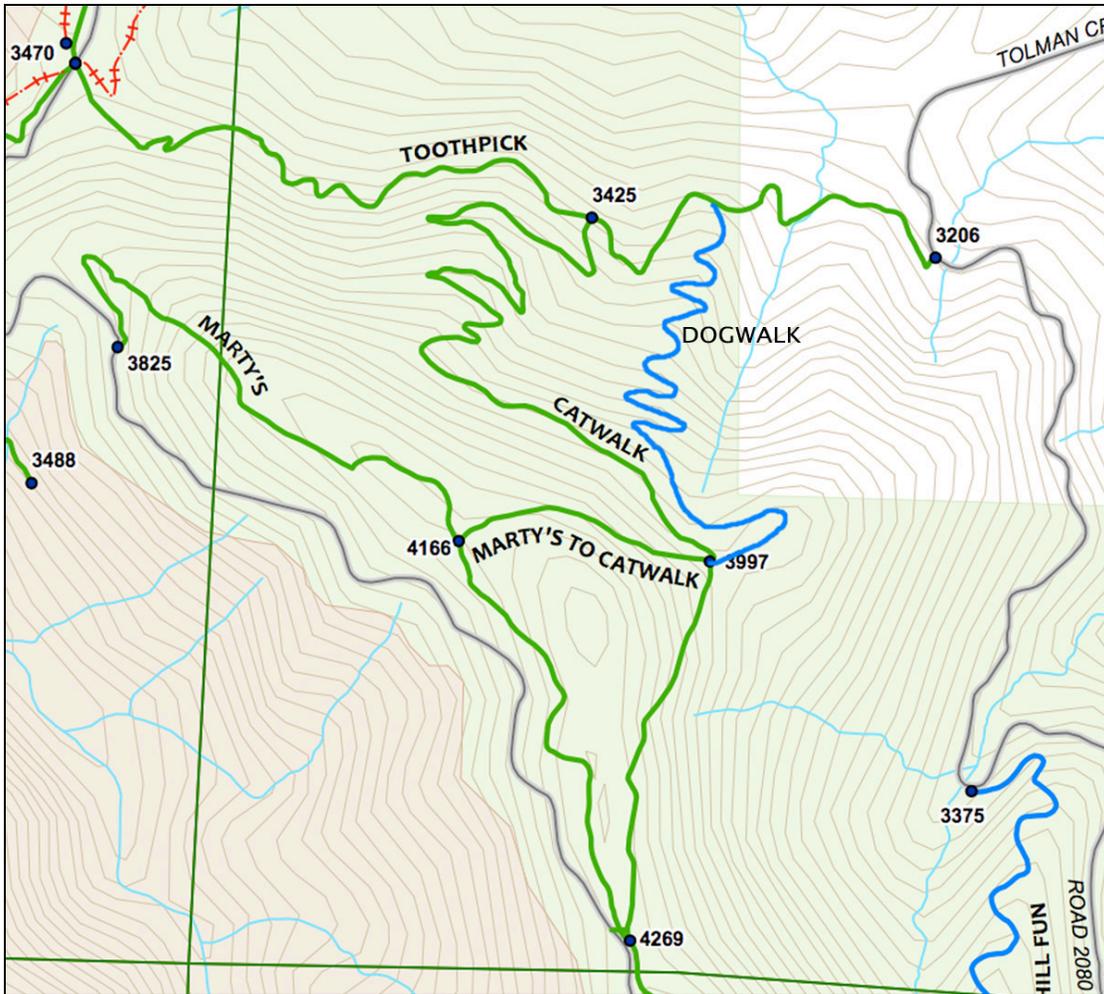
Jabberwalkie is not to be confused with Jabberwocky. Jabberwocky is an existing trail, while Jabberwalkie is the proposed pedestrian/equestrian trail that is roughly parallel to Jabberwocky.

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

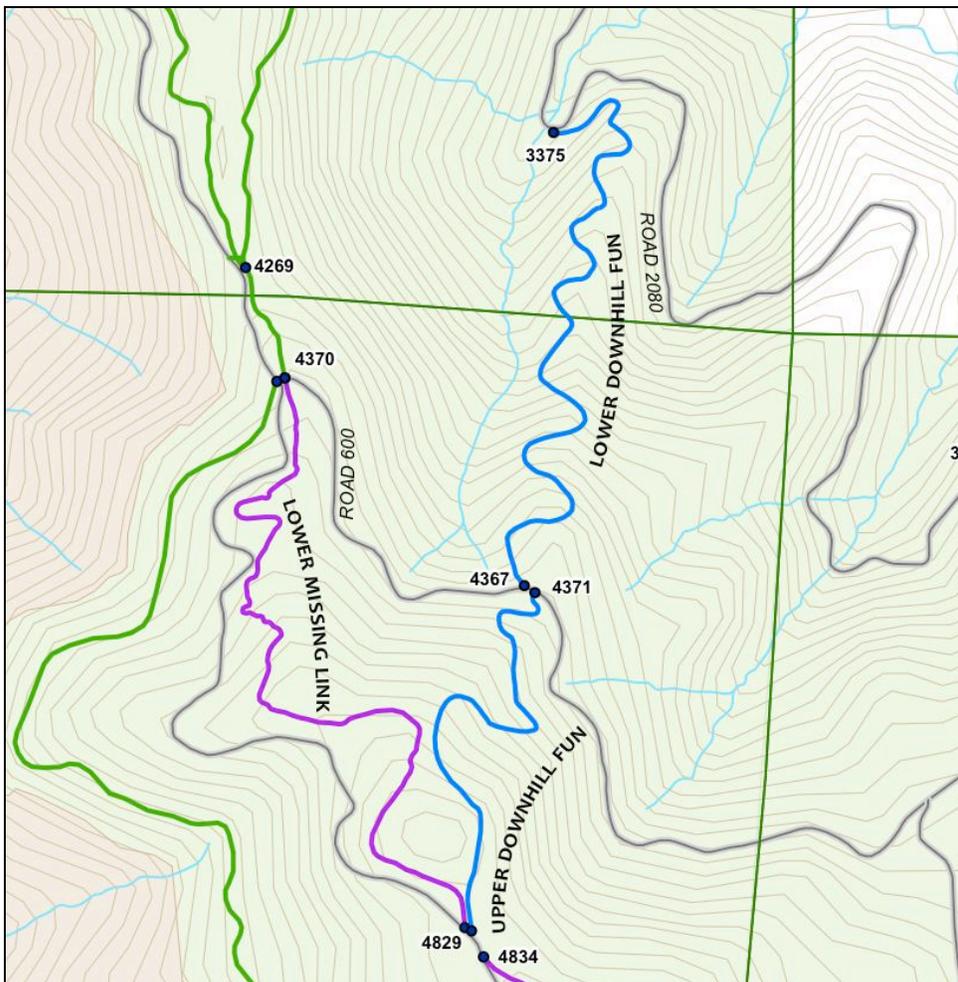
This proposed trail is an alternative to Catwalk and would be designed for pedestrians. The goal is to fully separate user types on this heavily used corridor by keeping Catwalk for bikes as originally intended, and create something more in keeping with pedestrian and equestrian needs. Our measurement 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.



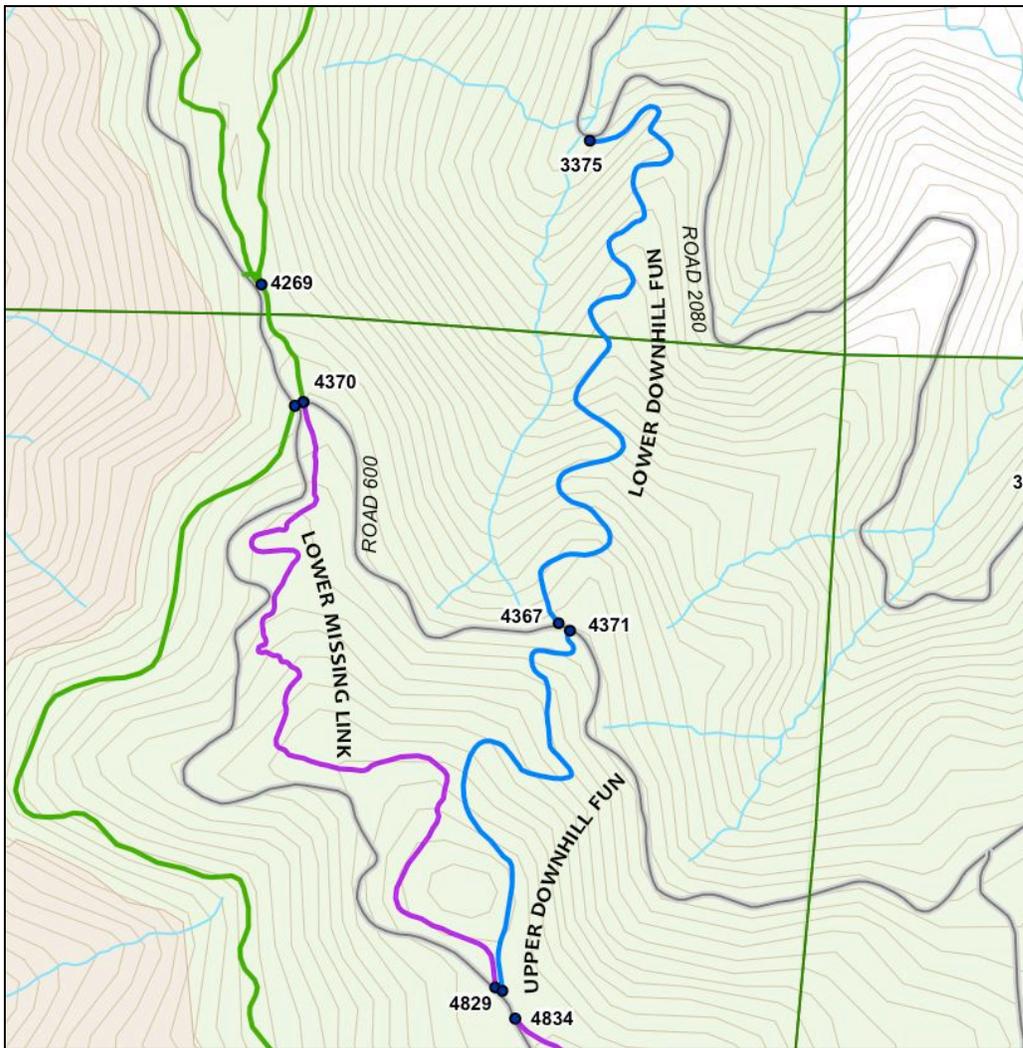
Proposed as part of a route to encourage downhill mountain bike traffic away from the choke points near 4 Corners, Lamb Saddle and White Rabbit trailhead, this trail would be designed to offer a compelling downhill biker experience. A successful result would be funneling a large percentage of downhill 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

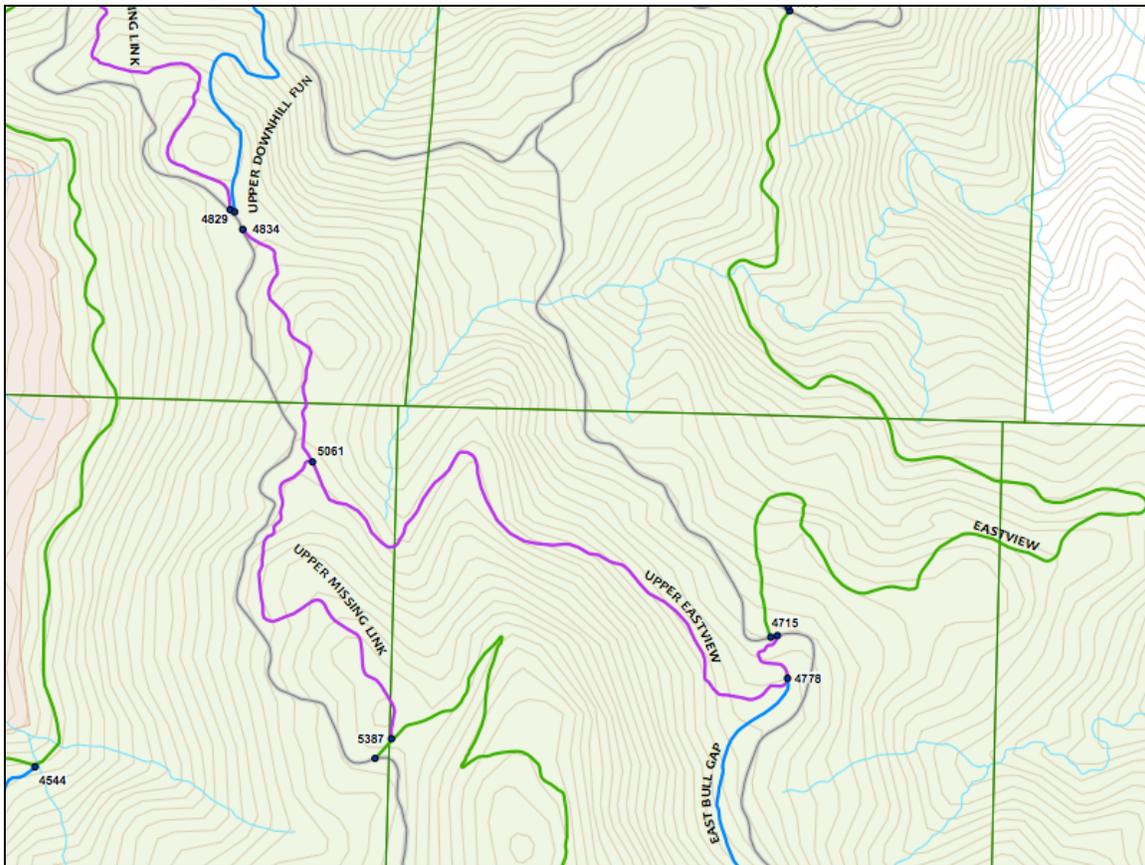
Upper Elevation Trail Intersection: 5,061 ft

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

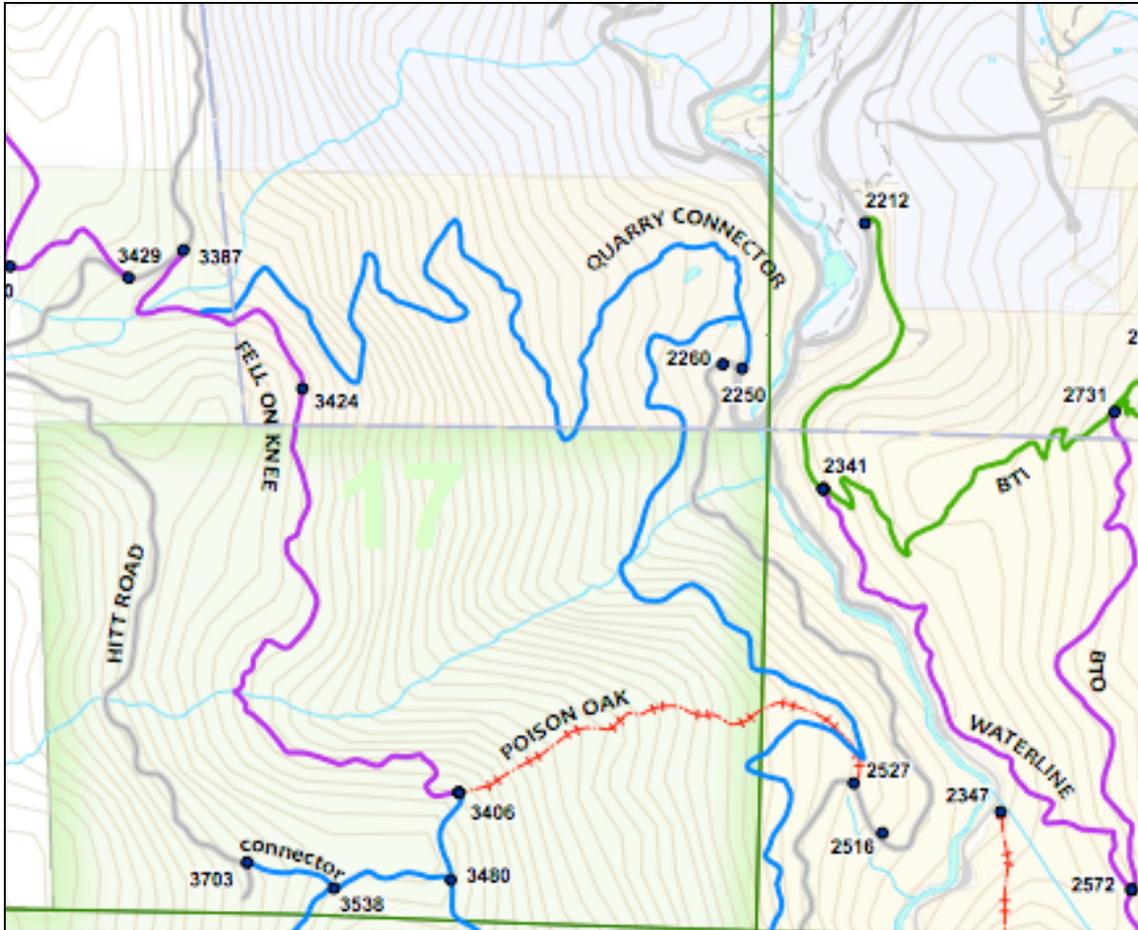
This existing trail begins on Hitt Road just below the Mystical intersection. Initially on private land, this trail follows an old skid road for approximately .6 of a mile. The trail currently runs into Poison Oak Trail at the south. The proposal would be to create a new single track leading down to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



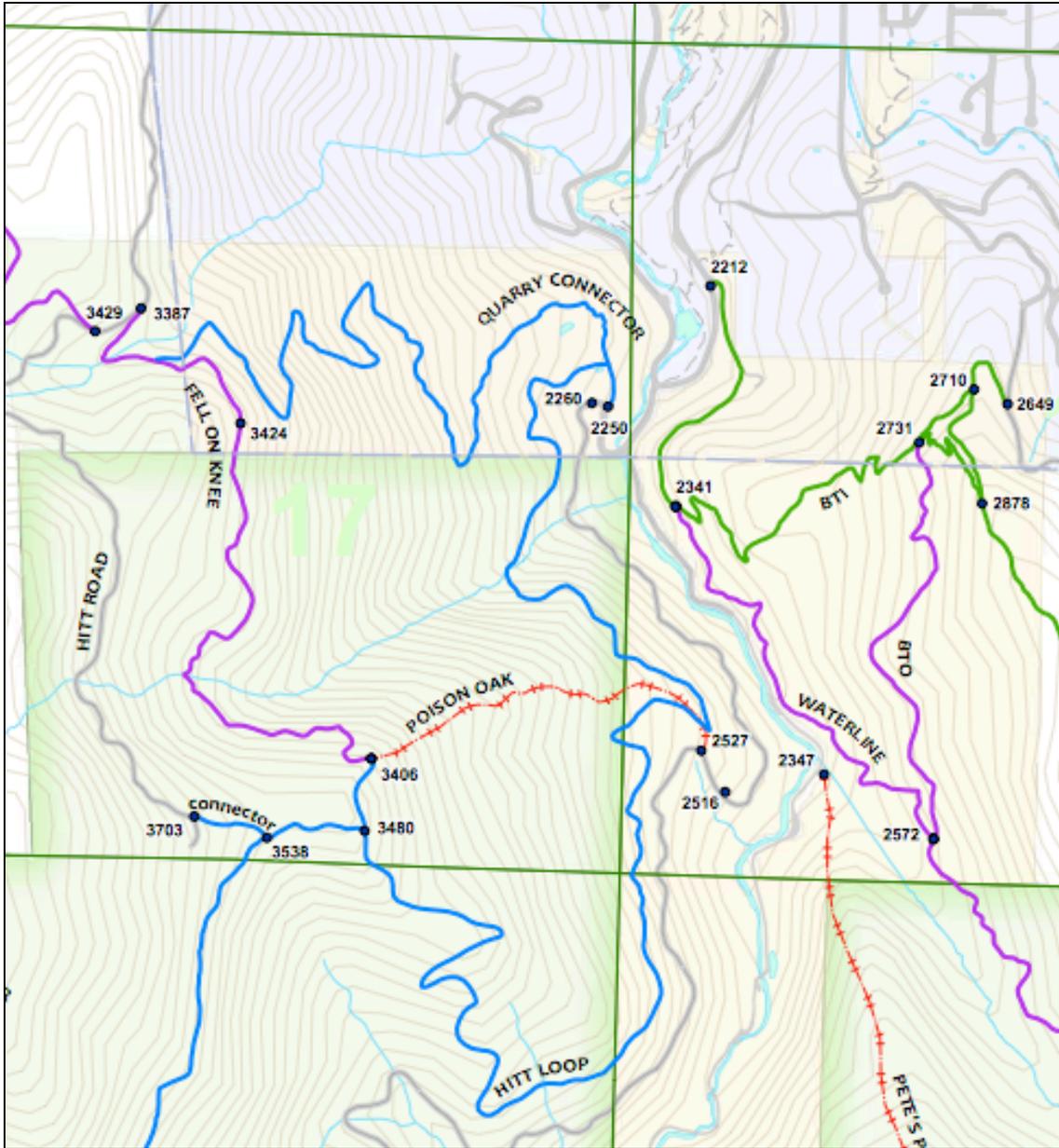
Hitt Loop

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

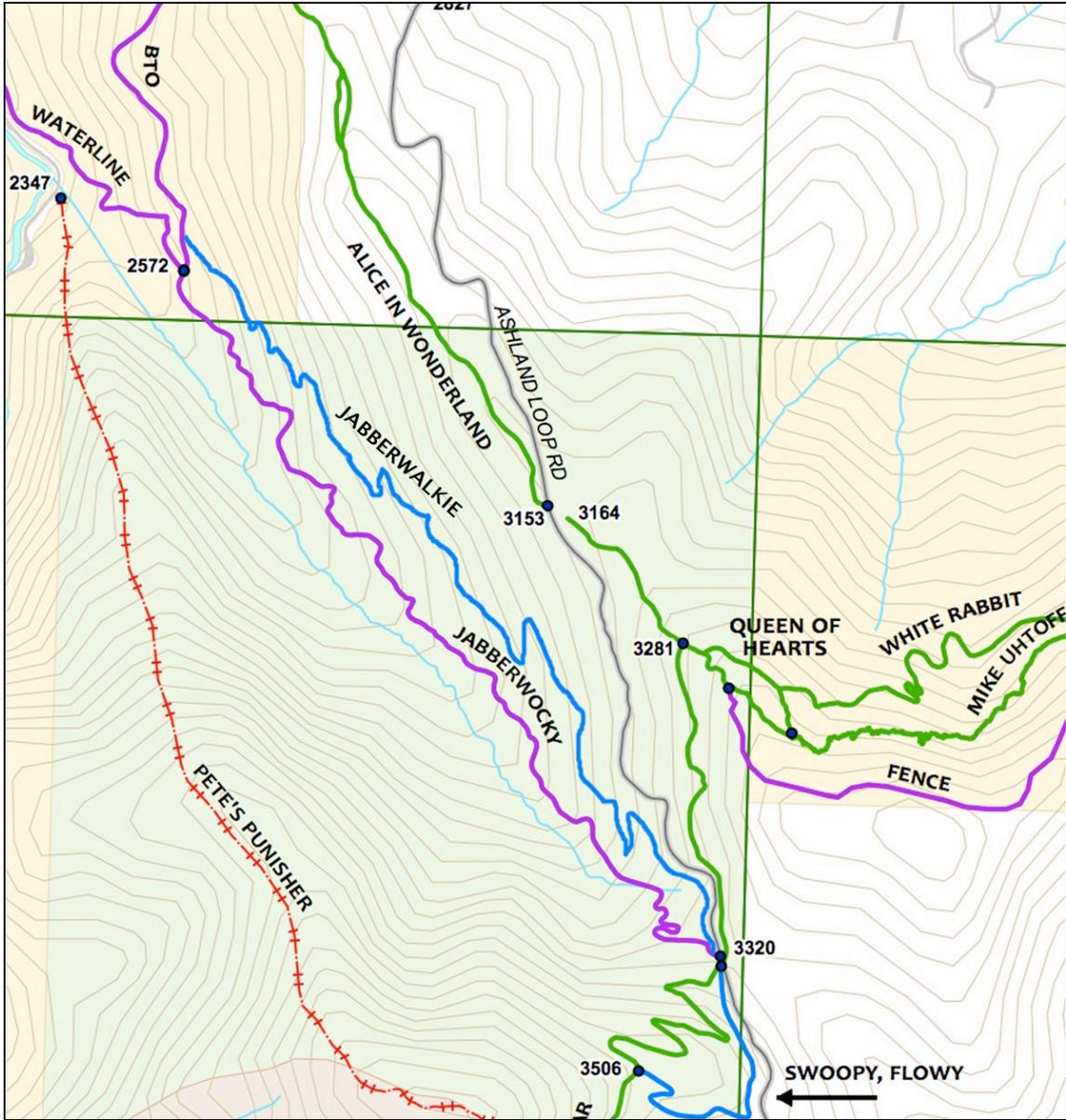
Secondary user: Equestrians??

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.

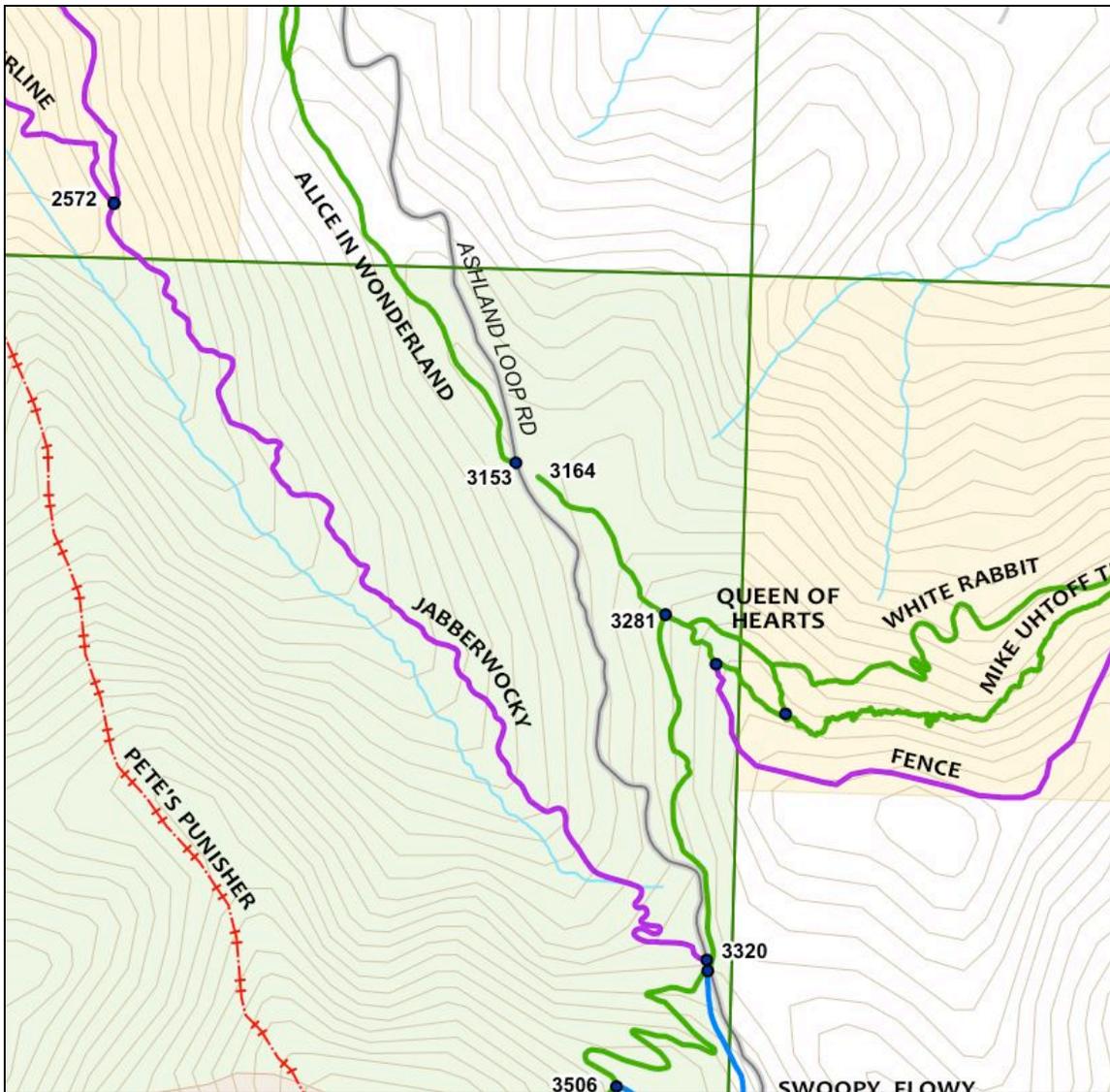
A group of AWTA members plus a Forest Service employee and a Pacific Crest Trail Association member walked a proposed route with GPS and inclinometers recently. The map below does not capture the precise route, but we were able to determine that a reasonably sloped trail (less than 11% average grade)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

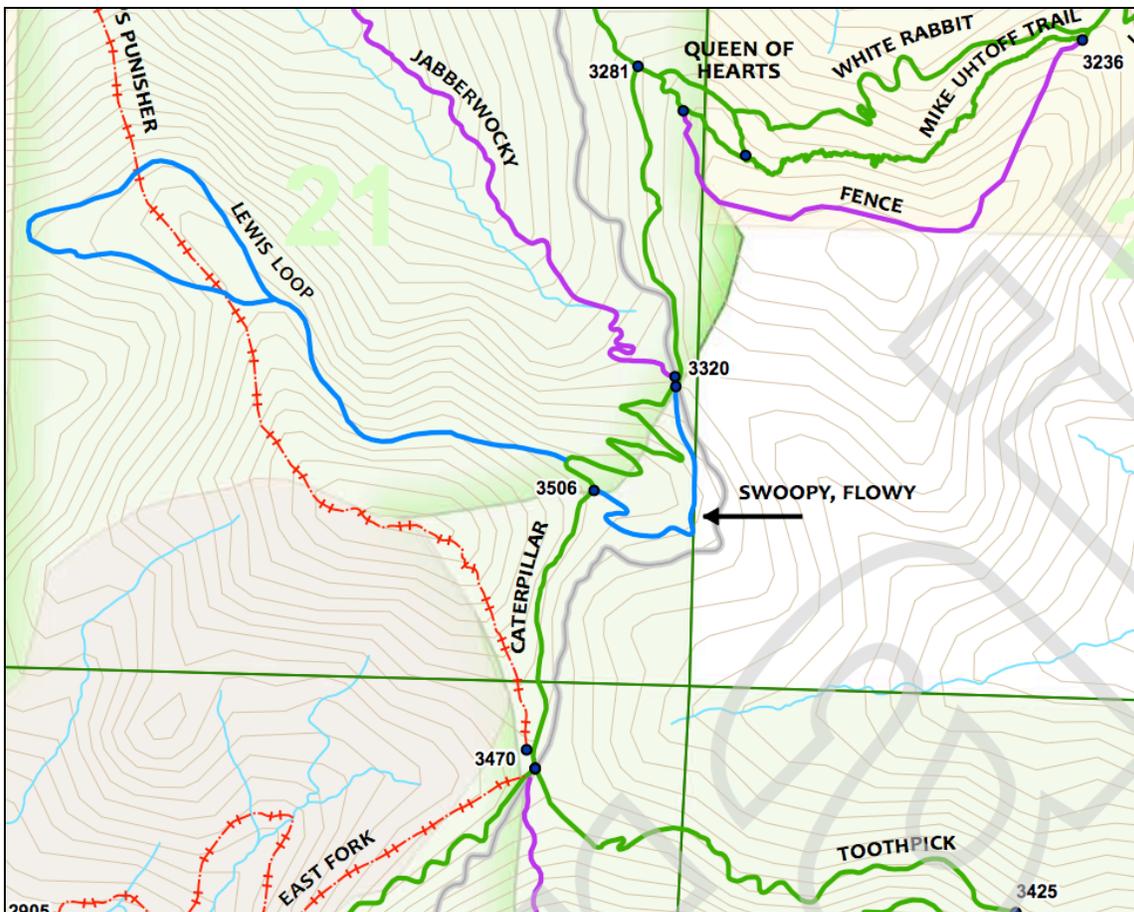
This trail is recommended for closure. Only five percent of the trail is sustainable, 10 percent requires minor rerouting and 85 percent is in need of major rerouting. Although the trail offers downhill opportunities it would be better to start from scratch in a different location. It is recommended 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

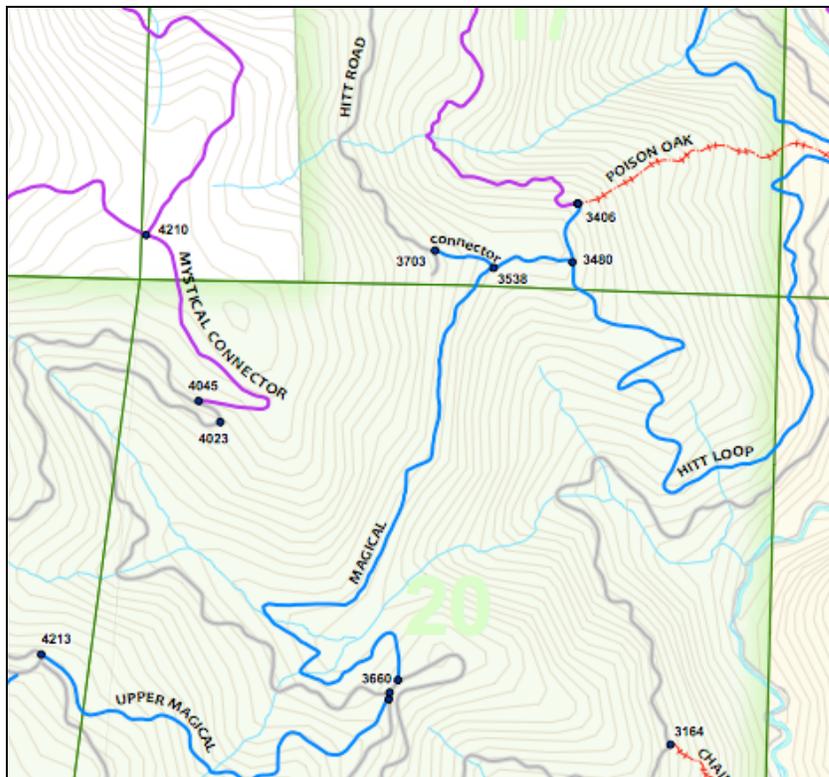
Elevation gain: 353 ft.

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.

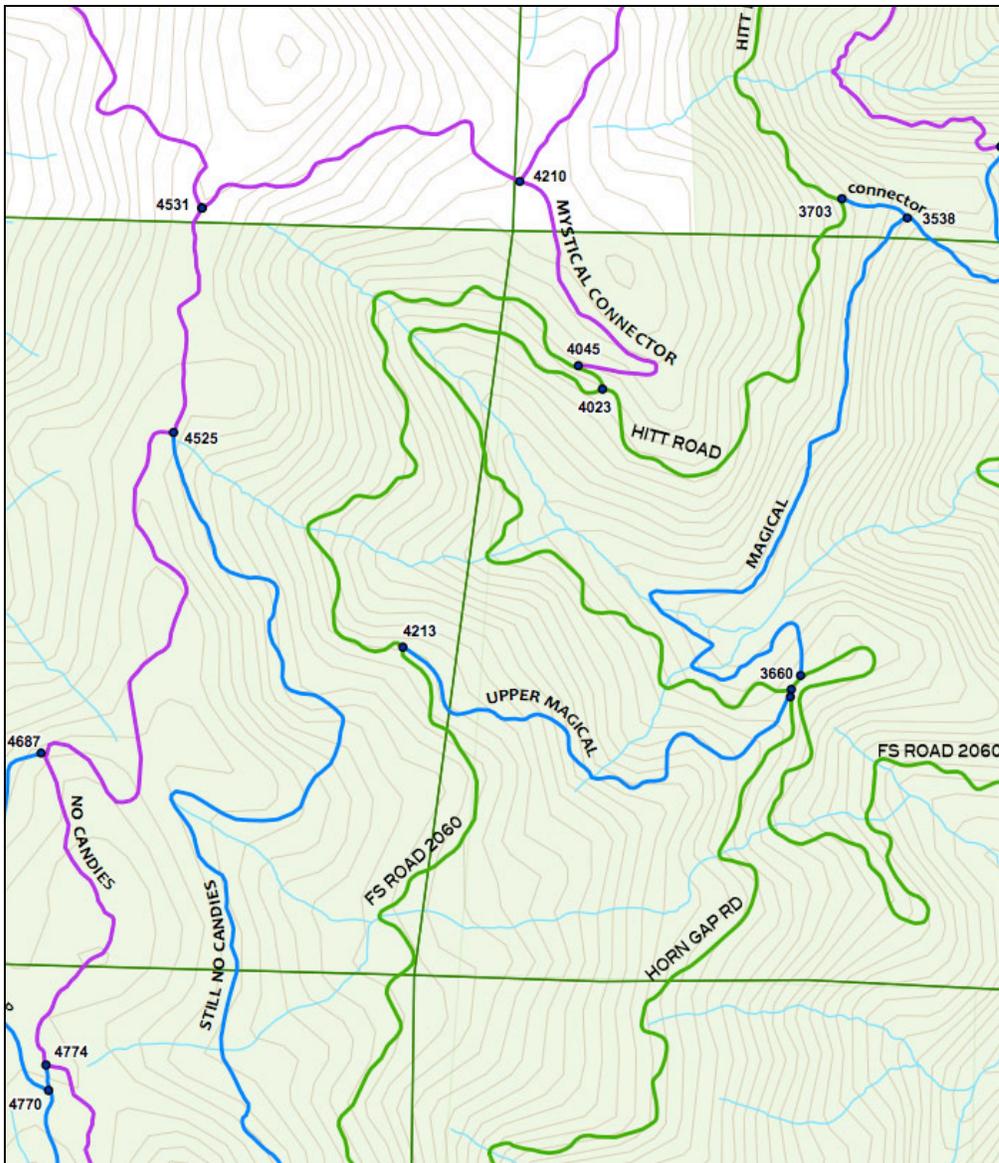
Magical would be a considerable contribution to the west-side trail system, helping attract users to this side and thus help reduce user conflict on the east side. This trail would contribute to a variety of interesting short and longer loops in conjunction with neighboring trails and Hitt Road.



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

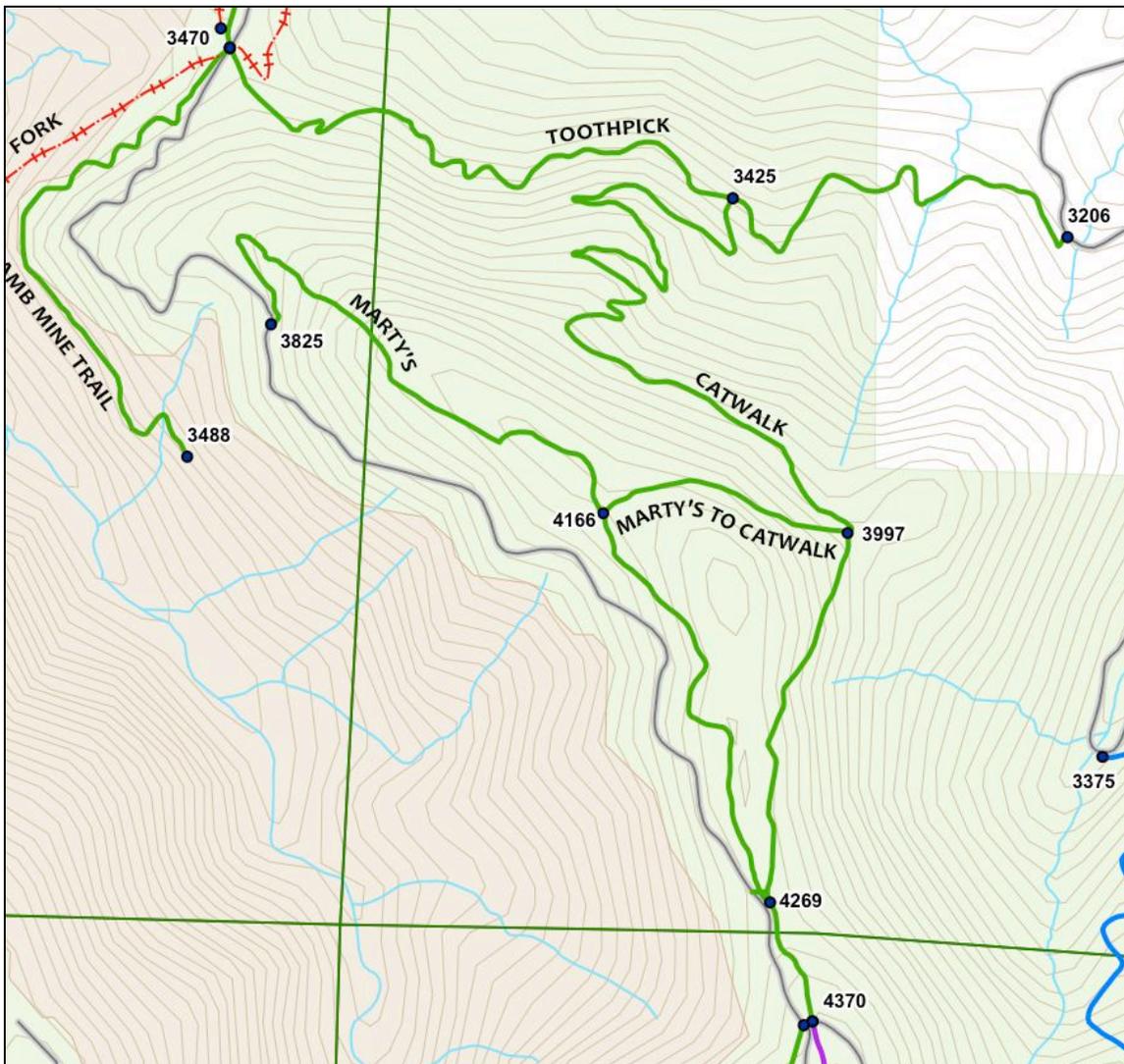
Upper elevation intersection: 4,370 ft

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

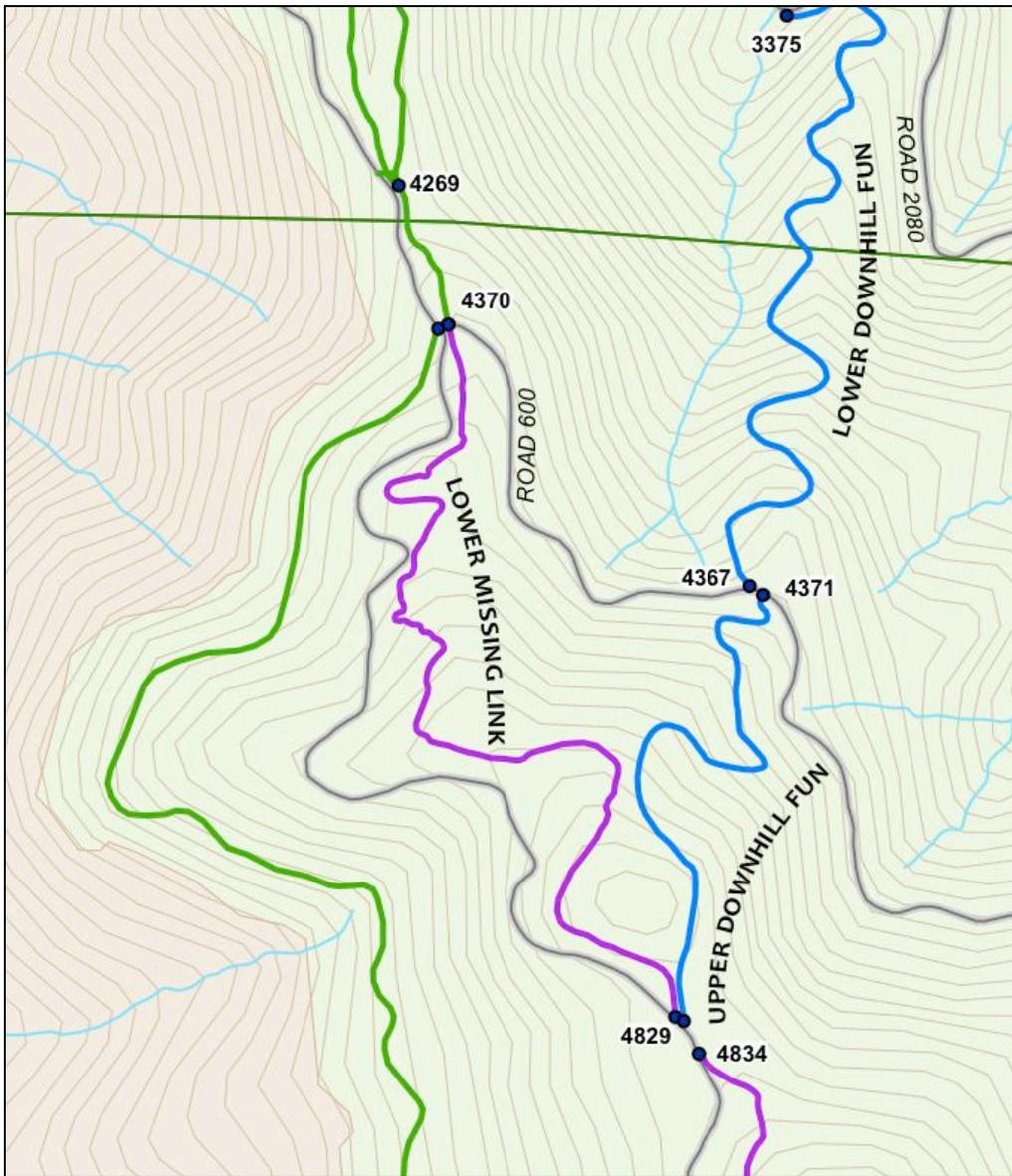
Although only 25 percent of this illegal (*sic*) trail is sustainable, it is an important link to separate cross country bike users from downhill users. This trail will require both minor (10 percent) and major (60 percent) rerouting to the east side of the ridge in order to be sustainable. Five percent 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

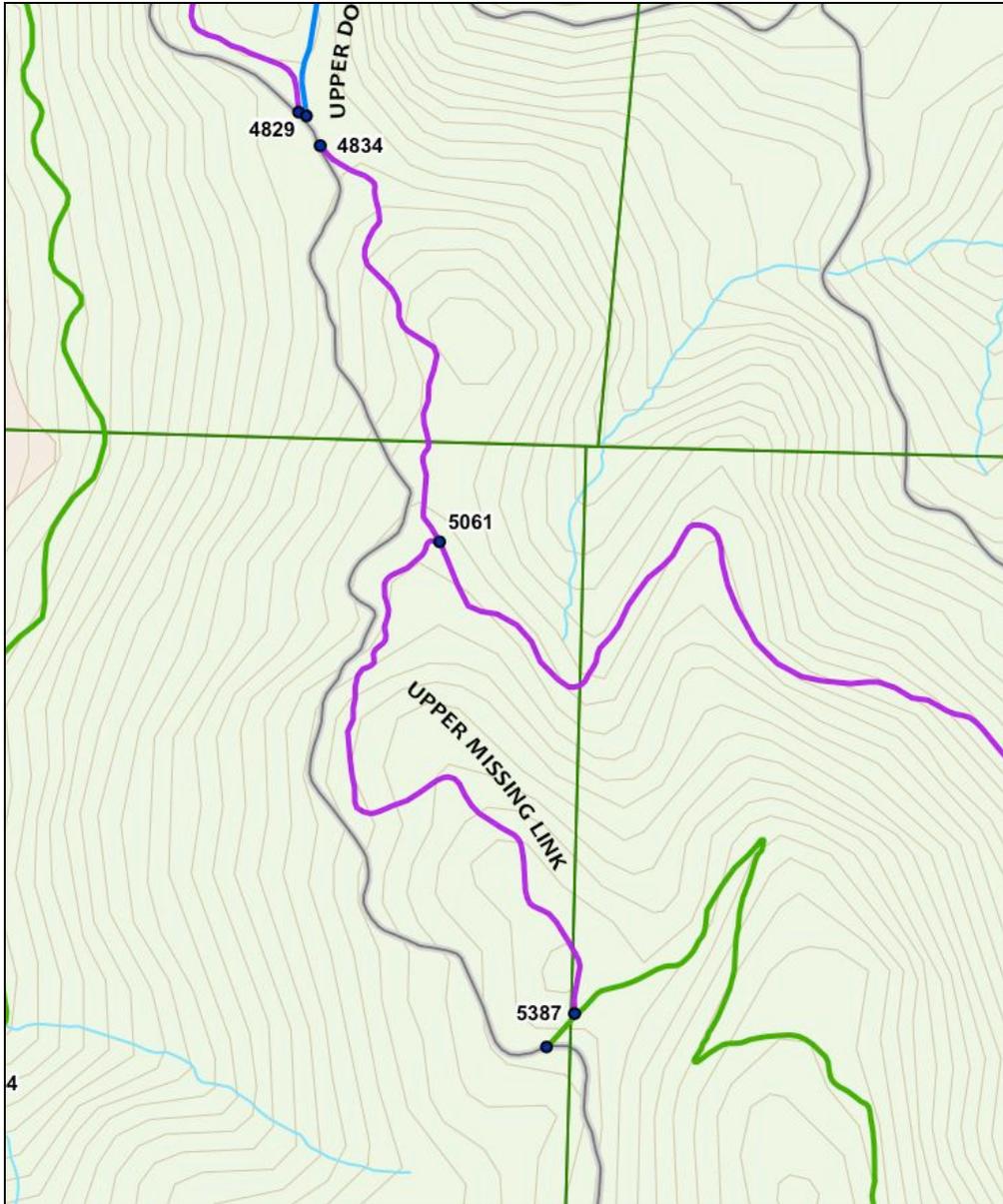
Upper Missing Link starts just above the upper end of Lower Missing Link and its intersection with Forest Service Rd 200 and climbs to the lower end of Lower Bull Gap trail (el 5387).

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.

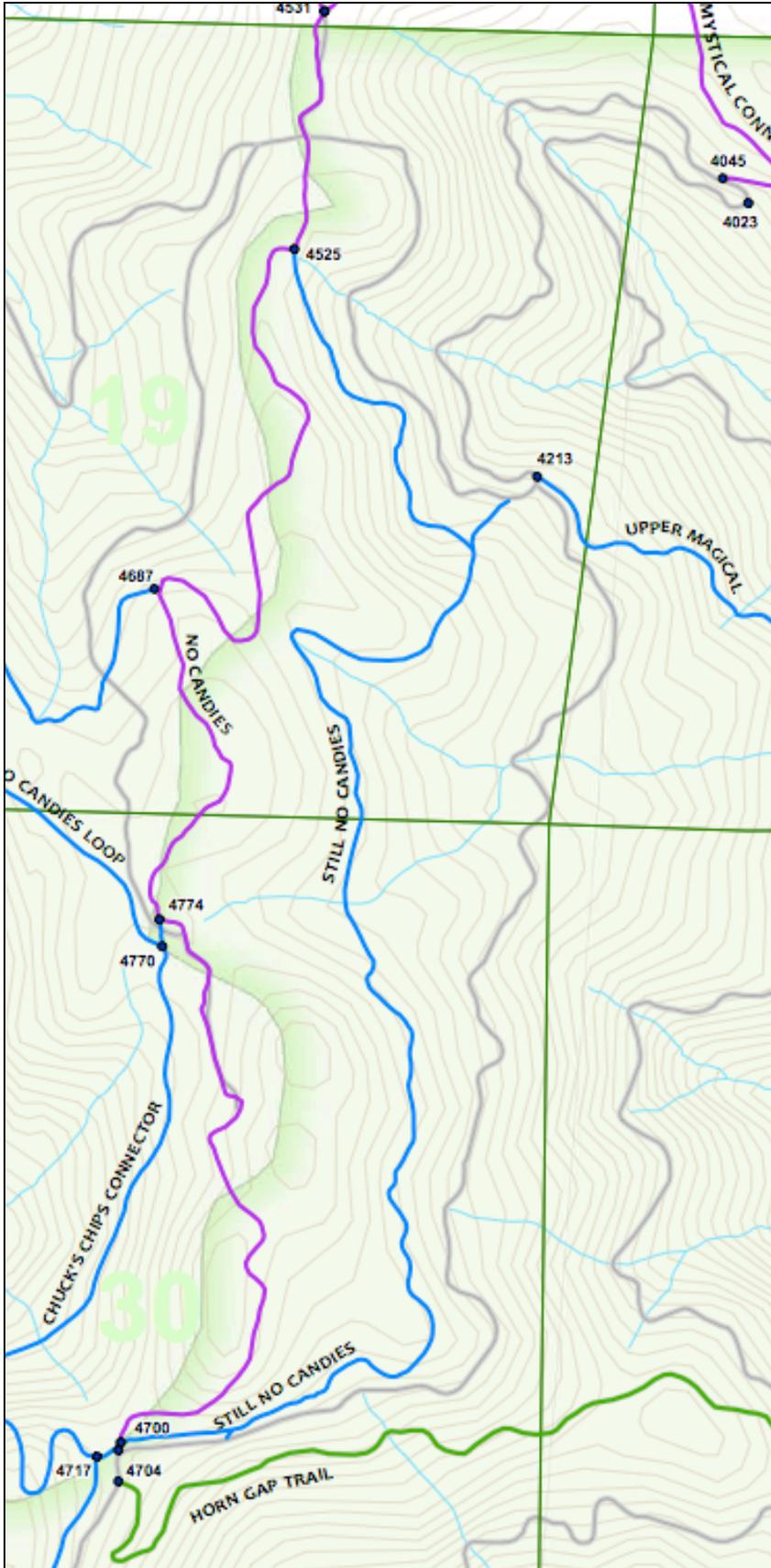
This trail helps create a variety of interesting loops with the Horn Gap Trail, with Mystical and Hitt Road, with FS Road 2060 and with the proposed Hitt Loop trail. All of these collectively contribute to a more attractive east-side of the watershed leading to distribution of user traffic and fewer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

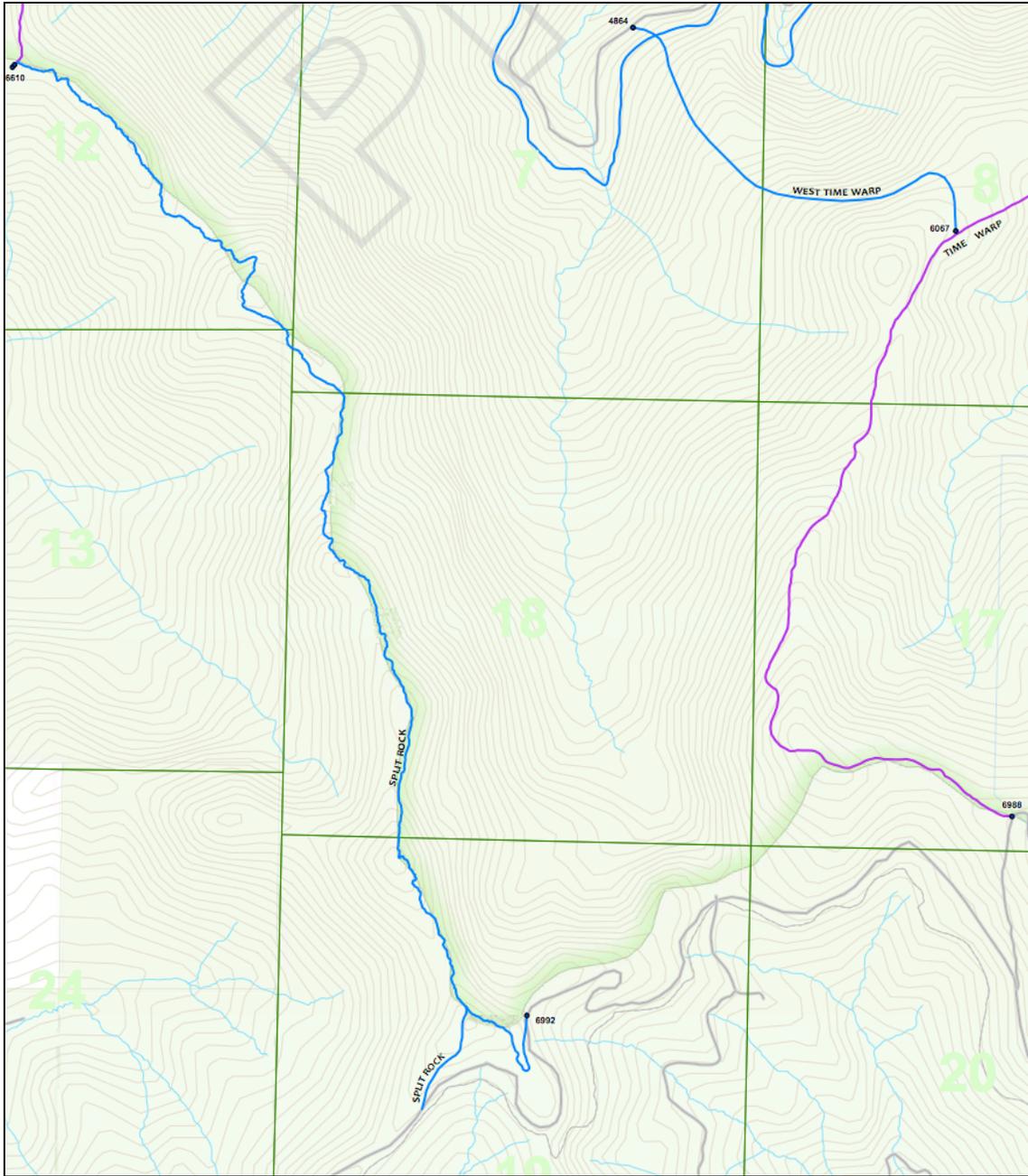
Status: Faintly existing, unapproved
Length: 3.5-3.7 miles
Lower elevation intersection: 6,610 ft (Wagner Glade Gap)
Upper elevation intersection: ~6,900 ft (at FS Road 20)
Elevation gain: 800 feet
Primary user: Pedestrians.
Secondary user: Cross Country Bikers (limited)

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.

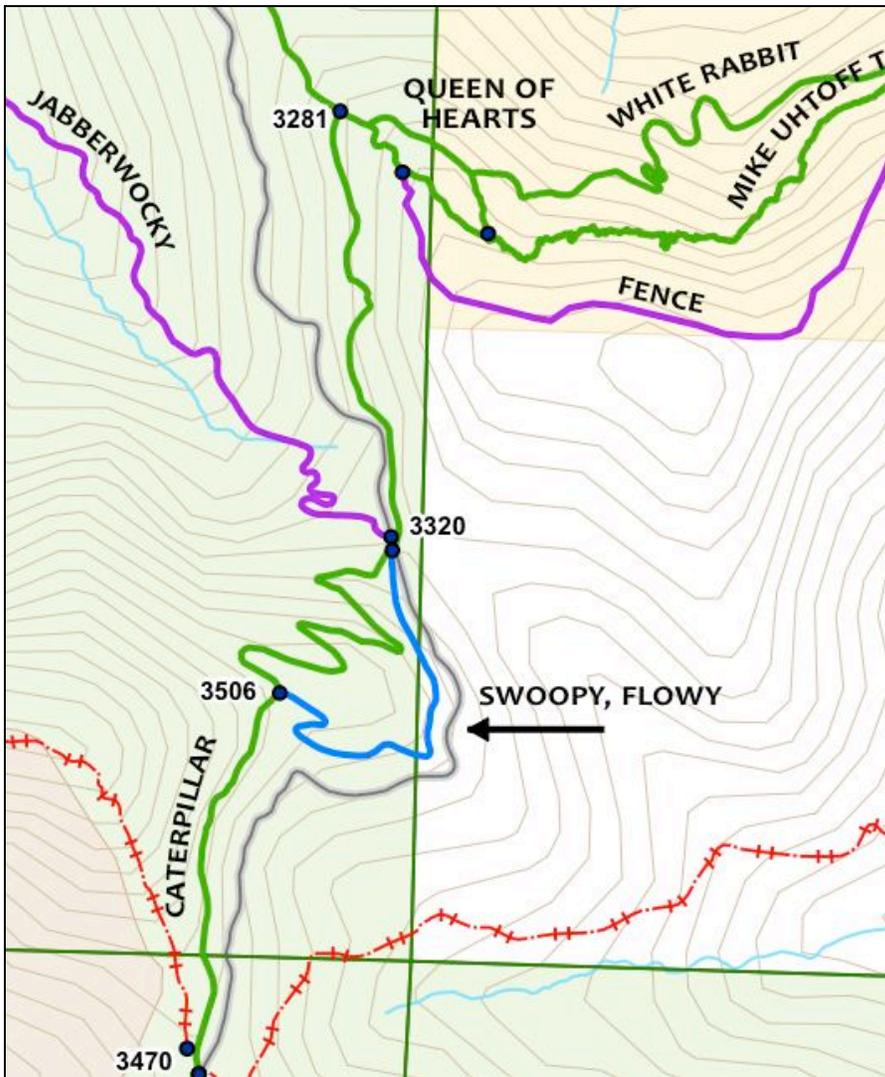
This trail would provide stupendous ridge-top views of both the Ashland watershed as well as the Wagner drainage, providing primarily hikers with a unique experience in a very brief snow-free season.



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

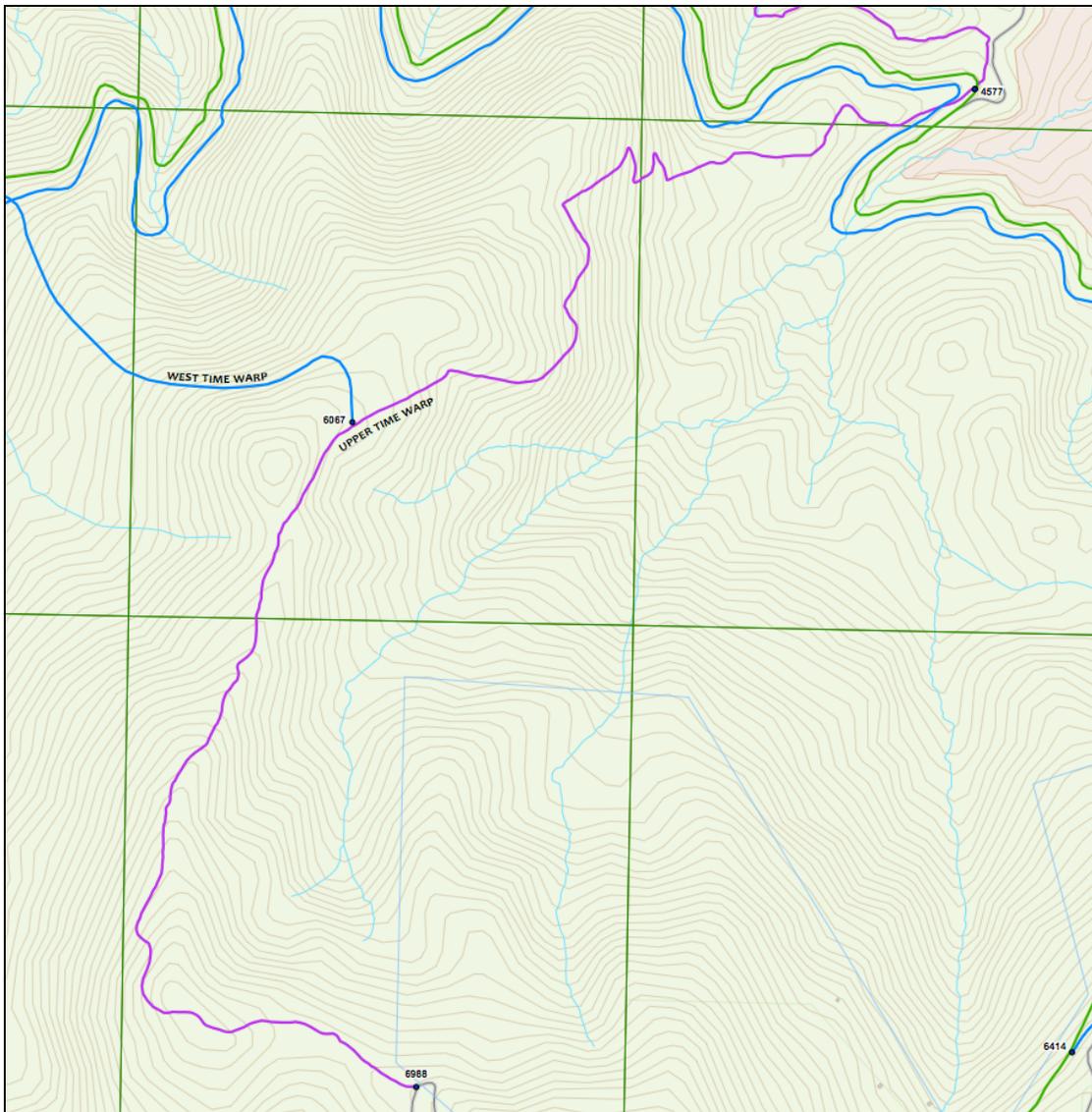
Upper elevation intersection: 6,988 ft

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.

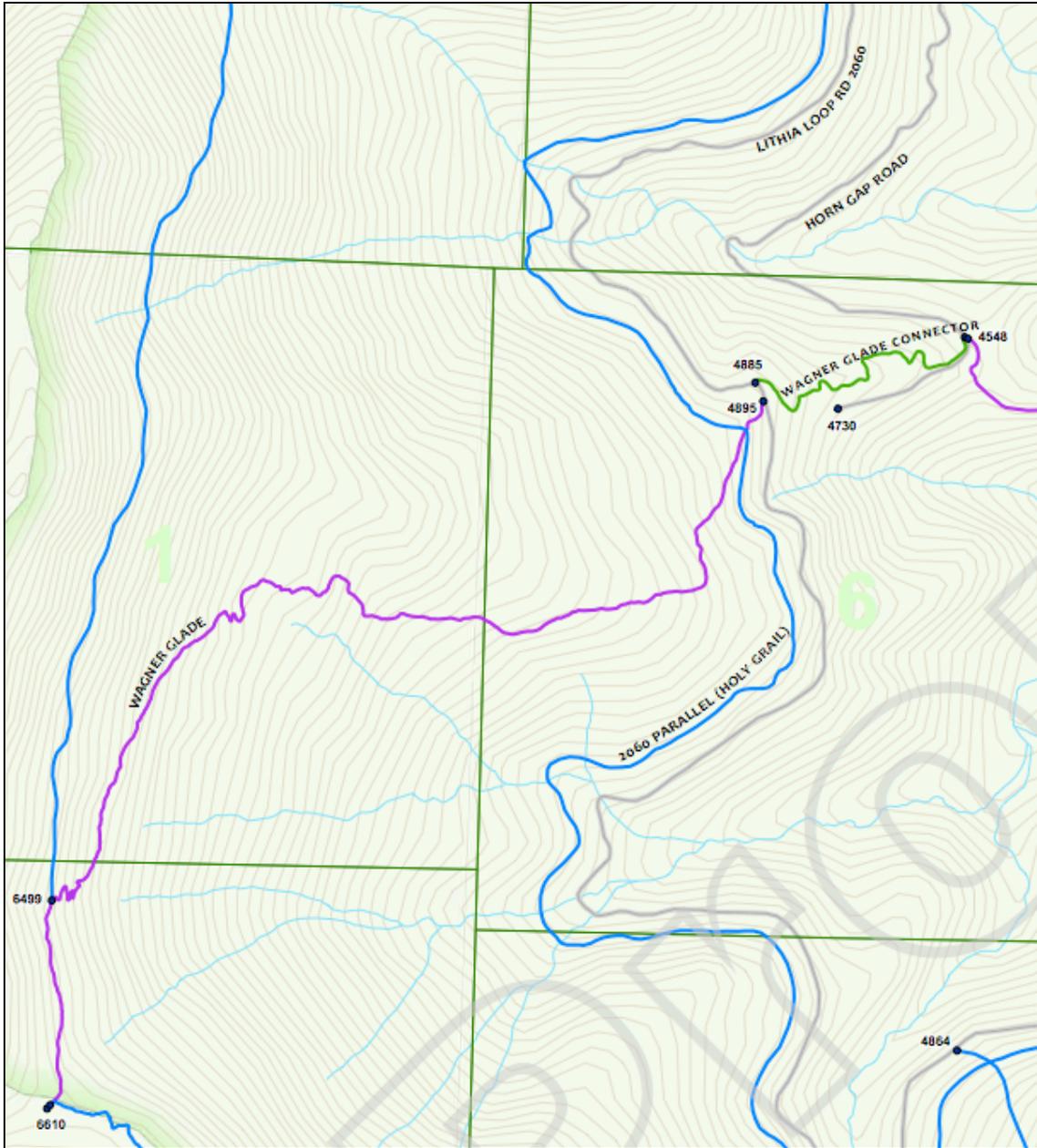
This trail connects to the Wagner Butte Trail at that trail's three-mile point (from the trailhead). The proposed Split Rock trail would connect to the Wagner Glade trail as well, near the Wagner Glade Gap, creating multiple options for long-distance hikers and runners. There is expected to be some bike 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.

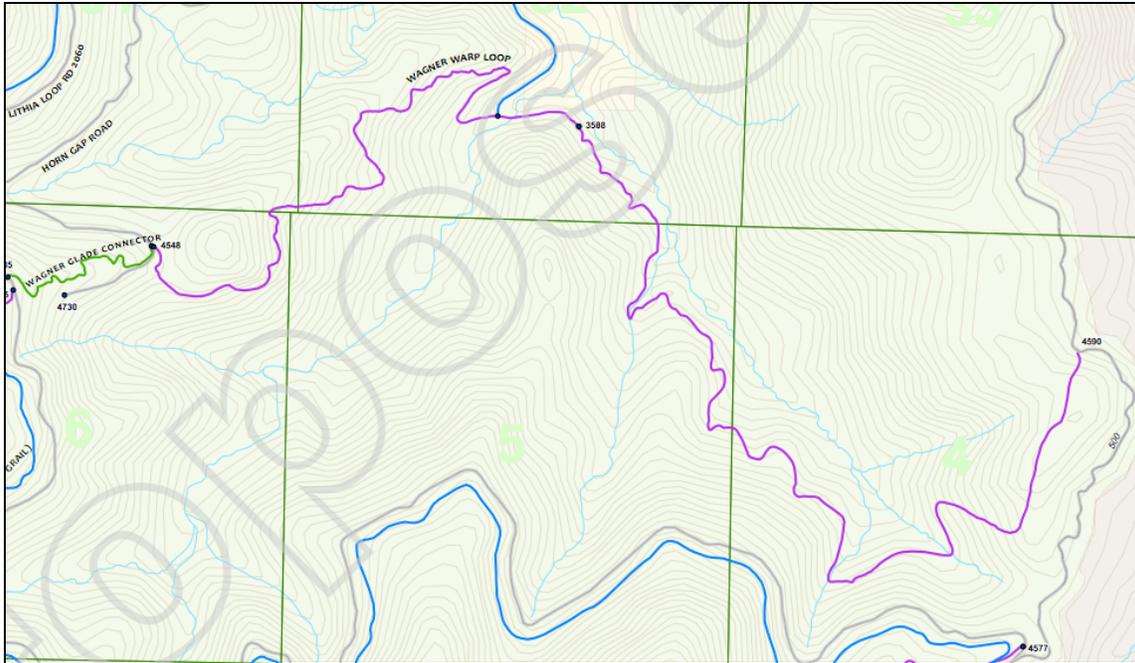
This trail is a combination of two historic trails, the Lower Wagner Glade Trail and the Lower Time Warp Trail. They have been combined for reasons discussed below.

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.

Trail Benefits in General

The “Oregon Trails 2005-2014: A Statewide Action Plan” enumerates many of the benefits of non-motorized trails, from which much of the material below was copied, paraphrased or adapted.

1. Economic Benefits

a. Money Spent in Communities by Trail Users

Local trail users and tourists provide direct economic benefit to restaurants, hotels, and other businesses for soft goods such as gasoline, food, drinks and durable goods such as clothing, bicycles, shoes, bike rentals, etc. This attracts new businesses and bolsters existing ones, which, in turn, creates jobs and increases public revenue.

Specific evidence of the economic benefits is available from various studies.

For example, in a 1992 study, the National Park Service estimated the average economic activity associated with three multi-purpose trails in Florida, California and Iowa was \$1.5 million annually.

b. Property Value Impacts

It is clear that home buyers make their house purchasing decisions based on a variety of extrinsic factors and these include such intangibles as availability of trails.

In a survey sponsored by the National Association of Home Builders, recent homebuyers 55 years and older were asked to identify amenities that would seriously influence their decision to purchase a home. According to study results, walking and jogging trails are the most desirable amenity, with roughly half of active adults and older seniors (52%) saying the presence of trails would seriously influence the home buying decision. This number increases substantially with annual incomes greater than \$75,000 (65%). Outdoor spaces (especially parks) were second on the list at 51%...

A study of property values in Eugene, Oregon examined the effects of the South Ridgeline Trail on the property values of nearby homes. The study found that distance to the nearest trailhead was strongly significant in the sale price of a home. The study concluded that the value of a home increased \$6.77 for every foot of decrease in this distance.

c. Attracting Businesses

Many communities want to attract new, expanding, or relocating businesses to their area in order to increase their employment and tax bases. The importance of "quality of life" is

increasingly cited as a major factor in corporate and business location decisions. As an amenity that plays an important role in increasing a community's "quality of life", trails are becoming more and more attractive to businesses and their employees.

The City of Pueblo, Colorado attributes the investment in trails and parks along the Arkansas River and Fountain Creek as one of the most important components in the economic revitalization efforts of this industrial city.

The River Walk is often visited by prospective businesses looking to relocate to the San Antonio, Texas area. A business location along the River Walk is considered very desirable because the pedestrian system provides a retreat for employees during lunch and access to valuable green space within the central business district.

A survey of 71 economists rated factors for Arizona's attractiveness as a place to live, work, vacation, retire, and locate future plants and corporate headquarters. The strongest factors contributing to Arizona's positive image were climate, job opportunities, and open space including abundant outdoor recreation opportunities. Seventy firms relocated or expanded their businesses in Arizona, creating 27,800 jobs and \$970 million in indirect salaries and wages. Chief executive officers of these firms said they chose Arizona for its "outdoor lifestyle and recreation opportunities.

d. Deterring Forest Lands Encampments

A growing cost to the Ashland community as well as the Forest Service is dealing with forest land encampments. Many folks pitch tents and bring their belongings into the forest lands above Ashland. Campfires, trash and human waste are just some of the many concerns.

Recently, communities are finding that trail user presence is enough to discourage many campers.

“If more people use city woods for recreational purposes, fewer homeless people may use those woods for campsites,” said city (Portsmouth, New Hampshire) environmental planner Peter Britz.”

While this plan does not take a stand on homelessness, it does have a vested interest in the mitigation of fire hazards and human waste in the watershed. If promoting trail use will help in that regard, this plan should include this as a benefit.

2. Health And Fitness Benefits

Trail activities such as walking, jogging or running, in-line skating, cross-country skiing, and bicycling are well documented to help improve health and fitness when done on a regular basis. Physical activity need not be unduly strenuous for an individual to reap significant health benefits. Even small increases in light to moderate activity, equivalent to walking for about 30 minutes a day, will produce measurable benefits among those

who are least active. This health benefit accrues to the individual, and, in the form of reduced health-care costs, to society as well.

Many people realize exercise is important for maintaining good health in all stages of life, however many do not regularly exercise. The U.S. Surgeon General estimates that 60% of American adults are not regularly active and another 25% are not active at all. In communities across the country, people do not have access to trails, parks, or other recreation areas close to their homes. Non-motorized trails provide a safe, inexpensive avenue for regular exercise for people living in rural, urban and suburban areas.

Exercise derived from trail-related activities lessens health related problems and subsequent health care costs. Regular, moderate exercise has been proven to reduce the risk of developing coronary heart disease, stroke, colon cancer, hypertension, diabetes, osteoporosis, obesity, and depression. This kind of exercise is also known to protect against injury and disability because it builds muscular strength and flexibility, which is important in later years of life.



Runners and hikers on the Ashland Loop Road

A nationwide study on the cost of obesity concluded that increasing participation in the amount of regular moderate activity by the more than 88 million inactive Americans over age 15 could reduce annual national medical costs by \$76 billion in 2000 dollars. A recently completed plan entitled, *A Healthy Active Oregon: The Statewide Physical Activity Plan*, points out that the current epidemic of obesity has also hit Oregon hard. At 22%, our state has the highest percentage of adult obesity of any state west of the Rockies. Add that to 38% of Oregon adults who are overweight and we have the startling total of 60% of Oregonians not at a healthy weight. Our youth follow closely behind, with 28% of eighth graders and 21% of eleventh graders currently overweight. The *Statewide Physical Activity Plan* is a call to action for all who can have an impact on promoting daily physical activity to improve the health of Oregonians. The plan has identified the need for more community trails as a top priority.

The Oregon Outdoor Recreation Survey was conducted over a one-year period from February 2001 to January 2002 by Oregon State University's (OSU) College of Forestry as a part of Oregon Parks and Recreation's Statewide Comprehensive Outdoor Recreation planning effort. The findings of the Oregon Outdoor Recreation Survey identified that the most popular everyday activities in Oregon are running and walking for exercise and walking for pleasure. According to the OSU report, these activities are generally engaged in near home, and on a regular basis. These findings help to make the case that neighborhood trails are essential in providing all Oregonians with a means to realize the health and fitness benefits associated with daily exercise.



Finally, every year, premature deaths cost American companies an estimated 132 million lost workdays at a price tag of \$25 billion. Each year, finding and training replacements costs industry more than \$700 million. In addition, American businesses lose an estimated \$3 billion every year because of employee health problems (National Park Service, 1983). Providing close-to-home access to trails can encourage regular exercise, improve overall employee health and help to reduce these work-related costs.

3. Social Benefits

Trail projects help build partnerships among private companies, landowners neighboring municipalities, local government, and advocacy groups. Each trail contains elements of local character and regional influence, and reflects the hard work, enthusiasm, and commitment of individuals, organizations, elected officials, and agencies. All are able to take pride in having worked together to successfully complete a trail project. In addition, when residents are encouraged to become involved in a trail project, they feel more connected to the community.



AWTA members and others in the community install a bench on the White Rabbit Trail

Because of their linear design, trails act as a meeting place for the community. As a result, trails promote family unity as well as strengthen friendships and neighbor relations. They are places where entire families, friends and neighbors can gather and recreate together safely.

Neighborhood trails can improve pride in a community in other ways as well. A trail that runs through a community often leads to the residents and business owners showing their "best side" by cleaning or fixing up their property. A popular and well-managed trail can also serve as a focal point for a community for special events and a gathering place. These activities can lead to greater interaction between residents and improve the cohesion of a community.



Local high school students gain some volunteer hours in an AWTA project

4. Educational Benefits

Trails present a unique opportunity for education. People of all ages can learn more about nature, culture or history along trails. Of particular importance, trails provide firsthand experiences that educate citizens about the importance of the natural environment and respect for nature. This education can be accomplished using comprehensive trail guides, signage, public outreach, and informative classes to encourage awareness of the natural, cultural, and historical attributes of the trail.



Never too young to start helping out

5. Recreation Benefits

Linear corridors offer several benefits over traditional park facilities. These benefits include providing greater perimeter area, multiple visitor experiences, increased access, and lower acquisition and development costs. Many trails provide access to areas for enjoying solitude, observing wildlife and experiencing the natural environment. Finally, multiple-use trails serve a wide range of recreationists including bicyclists, walkers, joggers, equestrians, hikers, bird-watchers, parents with strollers, picnickers, and people who just want to sit in the sunshine.

6. Preserving Our History And Culture

Trails have the power to connect us to our heritage by preserving historic places and by providing access to them. They can give people a sense of place and an understanding of the enormity of past events, such as Native American trails, the Lewis and Clark expedition, gold rush mining efforts and westward migration along the Oregon Trail. Much of the Ashland watershed trail history and culture is not clear or obvious. While Lamb Mine Trail clearly acknowledges the presence of an historic mine, many other trails could acknowledge mining and other activities.



"Sap and Salt" cabins formerly located in the Ashland Watershed near several trails.

Trail Creation and Maintenance



AWTA volunteers work on Marty's connector to Catwalk

Ashland Woodlands and Trails Association has been creating and maintaining trails for over a decade for the City of Ashland, the Forest Service and the Pacific Crest Trail Association. Other groups, notably mountain bikers under the aegis of various events

(such as the Super D) and/or groups such as SOMBA, SOFA and those affiliated with some bike shops have contributed to the maintenance of trails. A new group of mountain bikers, Rogue Valley Mountain Bike Association, is now forming and would be expected to contribute to the creation and maintenance of watershed trails.



An AWTA project on the PCT

Trail Construction and Maintenance Methods

AWTA follows the guidelines and suggestions in the USDA publication “Trail Construction and Maintenance Notebook”. We generally adhere to the suggestions made by the PCTA and their various hardcopy and online publications. Finally, we also pay significant attention to the IMBA’s *Trail Solutions* and *Managing Mountain Biking*.

Fund-raising events

AWTA organizes several fundraising events including:

- Siskiyou Out Back (SOB) Run
- The Mt Ashland Hill Climb Run
- The Mt Ashland Hill Climb Bike Race

Trail work incentive as a means to event entry

Most of the above events sell out, so organizers have implemented a strategy of “work trails, get automatic entry into an event” which should substantially increase trail work participation.

Grants

AWTA has applied for and received grants in the past and will continue to do so in the future.

Collaboration with University, local high schools and civic groups

AWTA has encouraged different groups to join in trail maintenance and construction projects. Over the years, these have included local high school and SOU students, Americorp participants and others.



An AWTA group of students and adults getting advice prior to setting out on the trail.

Signage and Map Plan

As mentioned earlier, signs and maps play an important part of this trails plan.

Large Trailhead Kiosks

The existing trailhead kiosks are good as far as they go. The biggest shortcoming of these currently is the inadequacy of the maps. The current maps display only a fraction of the existing trails.

The Ashland Forest Resiliency Stewardship Project (AFR) in conjunction with the USDA Forest Service is coordinating an interpretive plan for the watershed. This effort will result in designing and installing comprehensive interpretive signs in the following locations: the Granite Street swimming reservoir; the White Rabbit parking area; the Four Corners parking area; and the Mt. Ashland ski area parking lot. These sites were chosen because they are the most popular access points to the watershed trail system. Each interpretive sign will include educational and historical information pertinent to the region, trail use do's and don'ts, and safety reminders. These signs will also include a map of the entire watershed as well as smaller more detailed maps of trails in the surrounding area.

AWTA does not seek to reproduce this effort, but want to ensure that kiosks include:

- ❑ A comprehensive trail map with a “You Are Here” identifier arrow
- ❑ Risk and Hazard warnings
- ❑ Trail Etiquette Notes



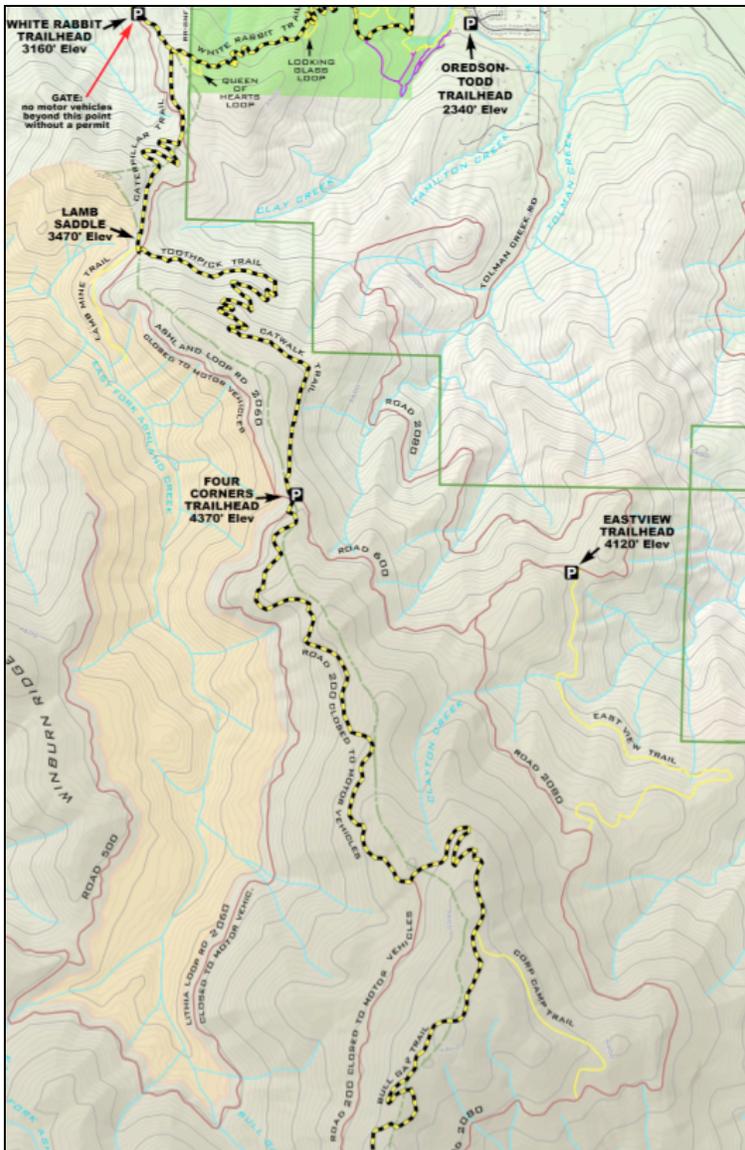
Current Kiosk Offerings

Comprehensive Maps

A good map can provide:

- ❑ A sense of distance and altitude change
- ❑ A sense of trail difficulty (blue circle easy to double-diamond difficult)
- ❑ Route reassurance and confirmation
- ❑ Guidance to destinations and interest points
- ❑ Resource protection
- ❑ Risk and hazard descriptions
- ❑ Safety information

We've looked at a lot of maps and believe we can significantly enhance the existing map, not just with more trails, but also with distance information, difficulty, etc.



Part of Current Ashland Watershed Trails Map

Intersection Posts

Within the trail system, we envision a significant number of trail posts, equipped with countersunk information plates (see below for form factor information). These seem to work well in other trail networks (for example, the Phil's network of trails in Bend, Oregon and the trail network in Sisters, Oregon)

Information we might convey:

- ❑ Names of trails
- ❑ Intersection numbers (corresponding to a map)
- ❑ Distance between next points (where possible)
- ❑ GPS coordinates (per Ashland fire chief suggestion)
- ❑ Trail difficulty ratings
- ❑ Trail user recommendations/limitations (e.g., pedestrian/equestrian only or mountain bike only)
- ❑ Directional use limitations (e.g., downhill only, or uphill only)

Intersection Signs Form Factor

We are looking at a wooden post with plates countersunk, something like this:



Sample post.