

Bear Creek Greenway Management Plan

2005-2010



December 2006
Rogue Valley Council of Governments
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Executive Summary

When the Bear Creek Greenway is completed by 2008 it will run from Nevada Street in Ashland to Pine Street in Central Point. An extension from Pine Street to Seven Oaks Interchange will be built in the not-too-distant future. Future extensions are planned from Emigrant Lake above Ashland, and possibly to the city of Rogue River and beyond. An extension from Pine Street to Seven Oaks Interchange will be built. Because the trail system is nearing completion in the urban area, a Management Plan is needed to guide operations for the Greenway as a whole unit.

Work on the Management Plan began in the fall of 2004 as a collaborative effort with representatives from Ashland, Medford, Phoenix, Talent, Central Point, Jackson County, ODOT, and the Greenway Foundation, as well as representatives from other organizations in the Rogue Valley. Other trails across the country were researched to get ideas about maintenance activities and how the trails were managed. A preliminary list of activities relevant for the Bear Creek Greenway was created, then grouped into categories:

- Management – Personnel / Administration
- Public Safety, Emergency Services, Litter and Vandalism Control
- Surface Management
- Vegetation Management
- Natural Resource Protection and Education
- Future Capital Improvements

The preliminary list was presented at an open house to ask for feedback from users of the trail. Other interested groups were also asked for ideas and feedback. This input was used to clarify and define activities considered essential for the Greenway.

A meeting was held with maintenance staff from all jurisdictions currently working on the Greenway to get more specific information about vegetation and surface management. Similarly, another meeting was held with fire, police, and emergency personnel for their input on safety aspects of the plan. In addition, a meeting was held with city and county Administrators / Managers to discuss what will be needed to proceed with plan adoption and implementation. All information is incorporated into this plan.

Guidelines for operations, maintenance, and management activities are grouped in the same categories as above. Under each category is a table listing the activity, the preferred frequency it should occur at, and an estimated cost. The table is followed by a written, detailed description of the activity and what it entails.

Effective, consistent management of the Greenway requires the coordinated participation, operation, and/or financial support of the following affected jurisdictions: Jackson County, Ashland, Talent, Phoenix, Medford, and Central Point. Implementing the

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Greenway Management Plan will be most effective if coordination is the responsibility of one local organization. Calculating the contribution each local government might agree to make should be based on population numbers and/or the number of miles of Greenway trail in each jurisdiction. In-kind contributions of staff time and/or equipment can also be used in calculations.

When a preferred option is chosen by the six local governments, intergovernmental agreements (IGAs) will be needed to be sure that responsibilities are understood and accepted by all parties. The IGAs will also define the membership, roles, and responsibilities of a joint managing committee. Cities and the County may choose to perform some functions individually and collaborate on others. Three possible options for managing the Greenway were explored:

- 1) Leadership by one local government (for example, Jackson County, Medford, or Ashland). The six local governments each contribute an agreed upon amount of money and/or labor. Greenway staff is hired through that agency and housed there. (This is the option selected at the end of the planning process.)
- 2) Creating a special district or service to manage the Greenway and staff is hired by the board.
- 3) Creating a non-profit to manage the Greenway and staff is hired by the board.

This plan was prepared from the perspective of the management issues that apply to the Bear Creek Greenway in June 2005. Additional trail extensions or capital improvements may be added to the plan over time.

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Section 1.0: Introduction

From its inception, the primary goals of the Bear Creek Greenway have been to provide public recreation and to enhance the natural environment of the Bear Creek corridor. Construction of the Greenway began in 1973. Four sections of the Greenway are completed:

- 5.75-mile strip connecting Pine Street in Central Point with Barnett Road in south Medford
- 5.75-mile section from Suncrest Road north of Talent that extends to Ashland
- The 3-mile trail connection from the new Medford Sports Park to Blue Heron Park in Phoenix, which was completed in the Spring of 2004
- The 2-mile Blue Heron to Suncrest Road section was built in 2005.
- A one-mile segment from Medford's Sports Park toward Barnett Road was built in 2006.

The remaining connection to Barnett Road will be completed in 2008. The 2.5-mile segment from Seven Oaks I-5 Interchange to Pine Street in Central Point remains to be constructed. One mile of this segment has already been designed and approved, with an estimated construction cost of \$800,000. (October 2006 estimate)

Completed sections of the Greenway trail are paved and suitable for walkers, joggers, bicyclists, skaters, strollers, and wheelchair users. When the Ashland to Pine Street section is complete, the Greenway will provide an uninterrupted 21-mile, multi-use path. Plans for the future call for a connection to Emigrant Lake and an extension to Rogue River. To date, approximately \$22.5 million has been invested in the Greenway, including land purchases, construction, staff, and operations/maintenance costs. An annual assessment identifies needed repairs and hazard trees. Local governments conduct policing, i.e., each municipality polices the section of the Greenway that runs through its community, and the sheriff's department patrols the land in between. There is some volunteer patrolling.

The need for effective, consistent, long-term management, operation, and maintenance of the Bear Creek Greenway is crucial. Neglect could lessen the trail's attractiveness and usage resulting in further deterioration and a decline in value to the community.

In the fall of 2004, Rogue Valley Council of Governments received funding through the Metropolitan Planning Organization and the Oregon Department of Transportation to develop a management plan for the Bear Creek Greenway. Developing the plan is a coordinated effort of the Greenway Advisory Committee, maintenance, and public safety/emergency response personnel of the five cities, Jackson County, and the public. A preliminary list of maintenance and operation needs was generated by looking at current greenway maintenance and researching comparable trails around the country (see Appendix A, Comparable Trails). Management functions were divided into high, medium, and low level options, then presented at a community open house requesting input on desired levels of operations and maintenance. This input was used in subsequent

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meetings with the Greenway Advisory Committee, maintenance, and public safety staff/emergency response personnel to determine preferred options.

This plan details the preferred options chosen with the above process, as well as optional activities not deemed essential, but important to consider if resources allow. The management needs were grouped into categories of similar activities. These are:

- Management
- Public Safety, Emergency Services, Litter and Vandalism Control
- Surface Management
- Vegetation Management
- Natural Resource Protection
- Future capital Facilities

Effective, consistent management of the Greenway requires the coordinated participation, operation, and/or financial support of the following jurisdictions: Jackson County, Ashland, Talent, Phoenix, Medford, and Central Point. Current maintenance on the Greenway is coordinated by Jackson County, with Medford and Ashland managing the sections that run through their cities. Effective management of the greenway also requires adequate allocation of resources. A comprehensive Greenway Management Plan will identify coordination strategies, resource needs, and means of implementation. Preliminary options for implementation are included in this document. Final management options will be contain future agreements among the local governments.

Section 2.0: The Bear Creek Greenway Management Plan

2.1: Public Safety, Emergency Services, Litter, and Vandalism Control

This category includes recommendations for patrolling the Greenway, minimizing vandalism, and controlling the amount of litter. Currently, each city patrols the Greenway within their city borders and the County patrols sections outside of city boundaries. Bike patrols are used in Central Point, Medford, and Ashland. Community Service Officers (CSOs) and volunteers are also used in the summer months to patrol the Greenway in some cities. Vegetation bordering the trail must be maintained to improve the line of sight along the trail. This is addressed in the “Vegetation Management” category.



Police bicycle patrol



Vegetation management in Medford

The activities listed in the following table were gleaned from lists of current activities, plans from comparable trail systems, and discussions with Bear Creek Greenway jurisdictions, other organizations, and the public.



Table 1. Public Safety, Emergency Services, Litter, and Vandalism Control

Activity	Interval	Preferred Equipment/Training	Estimated Cost in 2005
Essential			
1. Volunteer patrols on bikes or walking	Variable shifts, more in the spring-early fall, less in winter	Some full and part time CSOs supported by trained police officers. Recruiting and training program for volunteers. Vests with logos, cell phones, and/or radios.	For bike, \$1,800 start up cost.
2. Mileage markers on trail corresponding to map	1 mile permanent markers, 1/4 mile stenciled	GIS map Marker equipment Permanent sign posts Stencils and paint	Maps already generated. \$120 per permanent marker (\$120 ea. x 18 = \$2,160)
3. Combination locks with the same code	25 locks		\$20 per lock
4. Clearly worded trailhead signs to inform trail users of rules to observe: hours open, contact information, prohibited activities	At trailheads	Design standards will be adopted for all Greenway signs – “YOU ARE HERE” trail head signs needed soon	\$175 per sign includes fabrication and installation.
5. Trash cans at developed Parks only	Empty daily in high season		Each local government responsible for cans in their parks
6. Clear graffiti and damage ASAP, i.e., the day it is discovered	As needed	Manual labor Some labor can be provided by volunteers on approval by local government	Extremely variable - \$100-\$1,000
Maybe			
7. Lights	Selected areas	Lexan bulbs (very hard to break), solar panels for power	\$200 per light bulb plus fixture and installation

Essential Activities:

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1. **Bike or Pedestrian Patrol:** The visibility of uniformed personnel helps identify emergencies quickly, deter criminal activity, and encourage use. Community Service Personnel (CSOs) are essential to meeting this need. Police officers patrol the whole community and are unable to spend a lot of time solely on the Greenway. CSOs can log the continuous hours on the Greenway that the police can't. CSOs are paid, trained, wear a uniform, carry a radio and/or cell phone, and can provide first aid. A combination of CSO and volunteer foot patrol, bike patrol, and occasional golf cart will work best. Bikes are least disruptive to trail users and can cover a lot of ground. But bikes limit who can volunteer (only those in excellent physical condition can log 8 hours on a bike). Bikes also limit how much first aid and water a CSO can carry, and during the hot summer months, it is difficult to ride in the heat of the afternoon. Golf carts can be disruptive to the users of the trail because of their size, which can also present a safety hazard. However, using golf carts may widen the pool of available volunteers; they can cover a lot of ground during all hours of the day, and they can carry more emergency equipment and water. Once the Greenway is complete, stations should be established for bikes to re-supply, volunteers to check in and rest, and to restock emergency supplies. **A volunteer coordinator is critical for maintaining a consistent patrol, screening and training applicants, and arranging schedules, and must be able to work with all local governments.**
2. **Mileage markers on trail corresponding to map:** Currently it is difficult for users to describe where they are if there is an emergency. Once on the Greenway, it is hard to identify crossroads. It is also hard for dispatchers to tell emergency personnel where to go. Mileage markers on the Greenway are needed to address this problem. The Greenway is expected to eventually start at Emigrant Lake, so this will be the zero point. Permanent upright signs will mark every mile with painted mileage markers at every 1/4 mile in between.
3. **Standard combination locks for all gates and bollards:** Currently the gates and bollards have keys, with different keys for many of them. Finding the key that fits is not an option in an emergency situation. Combination locks will remedy this. The code will be the same for all locked access points to the Greenway. Dispatch operators will give the code to whoever responds to the emergency.
4. **Clearly worded trailhead signs informing trail users of rules to observe, hours the trail is open, and contact information:** There are established ordinances for the Greenway (Appendix B) that will be described at trailhead signs. This will clarify the rules of the Greenway and provide basic information to Greenway users. Greenway signs should follow a standardized design to help create a consistent Greenway "look".
5. **Trash Cans at Developed Parks:** Currently trashcans are only at developed parks. Adding trashcans to trailheads or on the trail adds substantial maintenance cost. There is also a high risk that they would be used for domestic trash. Trashcans may be added on a trial basis.

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6. Remove graffiti and repair damage ASAP, i.e., the day it is discovered:
Vandalism encourages more vandalism; quick response is important.

Maybe

7. Lights: Lighting the entire Greenway is not desirable or practical. Lighting can affect nocturnal wildlife and insect activity, which in turn impacts bats and birds. However, lighting very dark urban areas may deter criminal activity and assist early morning or evening commuters. Lighting should be done on a case-by-case basis weighing the benefits with the potential impacts. Vandalism is always an issue; the extra expense of Lexan bulbs is warranted because they are harder to break.

2.2: Surface Management

Surface management includes keeping the trail in good repair and free of surface hazards. It also includes shoulder and root damage repair, patching, resurfacing, and addressing drainage problems to extend the life of the asphalt. Currently surface management is coordinated by Jackson County, with Medford and Ashland maintaining the sections that run through their cities. This has resulted in some inconsistencies in trail quality from one jurisdiction to the next. Some sections require more annual repair than others. For example, the Ashland to Talent section has large numbers of cottonwoods next to the trail that cause buckling as the roots push through. An effective approach to surface management will be to survey the entire trail using the Pavement Management Program currently used by Jackson County. The results will prioritize asphalt maintenance and plan future maintenance. This will help retain the value of newer sections of trail, provide a logical basis for paving expenditures, and make it possible to plan ahead for resurfacing needs.

Table 2. Surface Management

Activity	Interval	Preferred Equipment	Estimated Cost
Essential			
1. Pavement Management Program for entire Greenway	Once every 3 years	Jackson County's Pavement Management Program	Set up \$7,900 (1 st year only), \$2,500 every 3 rd year for inspection
2. Shoulder repair and patching	Annual, to be determined by Asphalt Survey		\$12-\$14 per sq. ft.

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3. Resurfacing	Annual, to be determined by Asphalt Survey		\$15,000 approximate per year minimum budget
4. New stripes	Every 3-5 years		
5. Keep drainage channels and culverts open	Annually	Some have to be done manually	
Maybe			
6. Tree root barriers	As needed	Barriers	Expensive installation

Essential Activities:

1. Pavement Management Program for entire Greenway: Jackson County Roads has a computer program that rates the condition of pavement on roads throughout the country. This program will be used to assess the entire Greenway trail and rate the asphalt for deterioration, etc. The results will be used to prioritize sections of trail needing repair or resurfacing. Catching relatively minor repair problems early can prolong the life of asphalt. It is estimated it would take about 100 hours to set up the program, which will only need to be done once. Once the program is in place, rating the Greenway every three years will take about ten hours by an experienced staff person, with an additional ten hours to enter the data and generate a report. The results of this report will be used to set priorities for maintenance
2. Shoulder repair and patching: This is expensive, but important to address before the asphalt fails completely. The priority of repairs should be determined by the rating system described above. All asphalt work will follow the American Association of State Highway & Transportation Officials (AASHTO) guidelines. Root bumps may have to be dug out and repaired with asphalt patching.
3. Resurfacing: It is estimated that one section of asphalt will need to be resurfaced each year. By keeping up on repairs using the pavement management system, the overall life of the asphalt will be extended and costs reduced. All asphalt work will follow the AASHTO guidelines.
4. New stripes: Painting a centerline stripe or dashed lines the length of the Greenway every 3-5 years will keep the look of the trail consistent.
5. Keep drainage channels and culverts open: This needs to be done annually. Drainage problems can undermine the asphalt, necessitating more repairs, so drainage needs to be checked regularly.

Maybe:

6. **Root Barriers:** The roots of cottonwood trees along the trail present constant maintenance problems as they buckle the pavement creating hazards for the users and necessitating more repairs. Addressing the root problem came up frequently in public comments. No permanent solution has been found. Root barriers, either solid or porous treated with herbicide, do work, but occasionally fail. Nevertheless, root barriers can help reduce the problem, and different types can be tried to determine which would work best.

2.3: Vegetation Maintenance

Vegetation maintenance refers to all the activities required to keep the trail open and free of vegetation hazards such as tree limbs, overgrowth, or hazard trees. It also covers maintenance of vegetation that could cause a safety problem, such as overgrown blackberry patches that obstruct line of sight or provide hiding places for potential assailants.

Table 3. Vegetation Maintenance

Activity	Interval	Preferred Equipment & Training	Estimated Cost in 2005
Essential			
1. Remove hazard trees	Check twice a year	At least one arborist, trained in hazard tree identification	\$300-\$500 per tree
2. Mow vegetation to 10ft on either side of trail and in some adjacent areas to reduce fire fuel load	Once per year	Flail mower	\$1,500 per mile
3. Limited herbicide use, only where absolutely needed	Must be part of an enhancement and restoration plan (see section 2.4 Natural Resource Protection)	Certified herbicide applicator, use only the herbicides approved by NOAA Fisheries and Dept. of Agriculture, only with approved surfactants	All herbicides must be approved by NOAA fisheries and Dept. of Agriculture
4. General Maintenance (leaf blowing, trash pick up, inspection)	Quarterly	Leaf blower	

Essential Activities:

1. Remove hazard trees: Identification of hazard trees will be done by personnel who have hazard tree identification training. Any trees that are questionable will be referred to a licensed arborist. The trail will be assessed for hazard trees two times per year. Removal of hazard trees can be expensive depending on accessibility, estimated at \$300-\$500 per tree. The most dangerous hazard trees will be removed first. Some dead trees should be left standing to provide habitat and if possible, downed riparian hazard trees should be left in the floodplain.
2. Mow vegetation to 10 feet on either side of trail and in some adjacent areas to reduce fire fuel load: Ten feet should be a minimum, currently some sections are trimmed to 30 feet, but this adds cost and is not always necessary. The preferred equipment is a flail mower, which is faster, covers more terrain, and is efficient. This does not address removing non-natives, just keeping them trimmed.
3. Limited herbicide use: Widespread herbicide use is not recommended, but it can be an effective tool in combination with other methods to eradicate invasive species such as Himalayan blackberries. Many people like to pick blackberries along the Greenway so herbicide should be used sparingly and only as agreed to in a restoration and enhancement plan. Only certified applicators will apply herbicides in the riparian area. The timing of application is important for effectiveness as well as for minimal impact to wildlife.
4. Regular Maintenance: Leaf blowing, litter pick-up shoulder repair, signs, pavement marking, clearing graffiti, bollards, and inspections occur weekly. They can be combined and volunteers may be utilized for some of the work. Inspections will include checking drainages, double-checking hazard tree status, and checking for vandalism. Trash pick up will depend on where the receptacle is and time of year. It should be adjusted according to need.

2.4: Natural Resource Protection and Education

This section provides details for protecting natural resources while conducting maintenance activities, as well as a discussion of ways to intentionally enhancing natural resources. The “maybe” activities are highly desirable but will probably need to be funded through grants and private resources.

Table 4: Natural Resource Protection and Education

Activity	Description	Comments
Essential		
1. Comprehensive Enhancement and Restoration Plan for the	One document that establishes the goals of enhancement and	Maintenance and restoration efforts would be guided by one plan. This would cover

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entire Greenway, including the riparian corridor	restoration for the whole Greenway, including fire management, and is site-specific	replanting with natives, blackberry and noxious weed removal, fire management, and habitat enhancement.
2. Hazard trees identified by trained personnel and left as large woody debris	Snags should be left if possible, and downed trees left in the floodplain	Large woody debris provides wildlife habitat and nutrients as it decays.
Maybe		
3. Regular natural resource assessments to monitor restoration, plantings, and impact of vegetation maintenance.	Examples are using bird counts to monitor ecological effects, water quality monitoring, or fish presence/absence monitoring	Several groups have done monitoring, and may be available to monitor. Would not need staff time (see section 4.1, Collaboration)
4. Educational Strategic Plan to coordinate environmental education.	One document that outlines educational goals and possibilities for the whole Greenway.	Created as combined effort of educational groups in the Rogue Valley and approved by local governments.

Essential:

1. Comprehensive Enhancement Plan for the entire Greenway, including the riparian corridor: The goals for enhancement and restoration of the Greenway and the riparian corridor will be defined, including fire management. Wildlife that currently live or could live in the riparian corridor will be identified, their habitat needs described, and guidelines for creating this habitat outlined. This plan will describe a timeline for replacing non-natives (such as blackberries). Removal of large amounts of blackberries and other noxious weeds within the riparian area requires a restoration plan. Removing blackberries beyond what is recommended for vegetation maintenance (Table 3) can seriously impact bird populations. Blackberries will be replaced with wildlife friendly native vegetation, not equally invasive non-natives; for example, vinca (periwinkle), English ivy, and bamboo are highly invasive and are not recommended.

2. Hazard trees identified by trained personnel and left as large woody debris: Snags provide important wildlife habitat, such as nesting sites and insects. Only those trees that are truly a hazard will be removed. It is important to use trained staff for this. Once cut, hazard trees will be left on the ground as they provide wildlife habitat and release nutrients as they decay.

Maybe:

3. Natural resource monitoring to assess the success of restoration, plantings, and impact of vegetation maintenance: One of the primary objectives of the Greenway is to enhance the natural environment of the Bear Creek corridor. Natural resource monitoring is important to determine if this is occurring. Monitoring can be expensive, time consuming, and in most cases must be done for several years before

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trends can be determined. Groups in the Rogue Valley such as the Bear Creek Watershed Council, Rogue Valley Audubon Society, and Klamath Bird Observatory are ideal candidates to undertake monitoring, with established protocols and experience.

4. Educational Strategic Plan to coordinate environmental education: This will be one document that outlines educational goals and options for the whole Greenway. This will be a guide to educational opportunities and will contain contact lists of educators and organizations. Healthy Waters Institute of Oregon Trout, Regional Environmental Education Leaders, and Bear Creek Watershed Educational Partners are ideal organizations to undertake this element.

2.5: Capital Facilities

Although capital facilities are not directly related to maintenance and operations, they are mentioned here as a reminder that when discussing capital improvements, maintenance needs to be taken into account. Along with the cost of building the structure, cost of maintaining the structure and countering the risk of vandalism must be factored in. For each improvement considered, standards will be followed to keep the trail consistent. Whichever management option is chosen, a five-year capital expense plan should be created.

Any naming right opportunities need to follow the guidelines of the established naming rights policy (Appendix B). New names should have a purpose (i.e., express appreciation, educate, or provide a link with the past), be suitable to the Greenway Committee and Greenway Foundation, and approved by the appropriate local government.

Table 5. Capital Facilities

Capital	Estimated Cost	Comments
Maybes		
1. Interpretive Signs		Could be designed and built by a group such as BCWEP, Audubon, Klamath Bird Observatory. Follow sign design standards.
2. Information Kiosks		Same as above
3. Off street parking at trailheads		Should be considered as part of new trail construction.
4. Restrooms		There is an automatic locking system for \$2,100 per restroom. Pre-cast concrete restrooms cost \$100,000 each. Vandalism and locking them at night is additional maintenance and operation.

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5. Drinking Fountains		
6. Benches		

Maybe:

- 1., 2. Interpretive Signs and Information Kiosks: Interpretive signs and information kiosks will enhance the look of the Greenway, educate the public, and provide additional information about the Greenway that will increase safety and encourage use. Public feedback (Section 3.0) supported having interpretive signs and information kiosks. Both can be expensive to build, and it is important to keep the information current and maintain the signs. Lastly, they can be a magnet for vandalism. These types of signs could be “adopted” by a local group, but vandalism will still be a Greenway maintenance challenge.

- 3.-6. Off Street parking, Restrooms, Drinking Fountains, Benches: These are all improvements that will be considered on a case-by-case basis. Risk of vandalism will always be taken into account. Improvements should be part of a five-year capital expense plan. Refer to naming rights (Appendix B) for guidelines. New names should have a purpose (i.e., express appreciation, educate, or provide a link with the past), be suitable to the Greenway Committee and Greenway Foundation, and be approved by the appropriate local government.

Section 3.0: Public Feedback

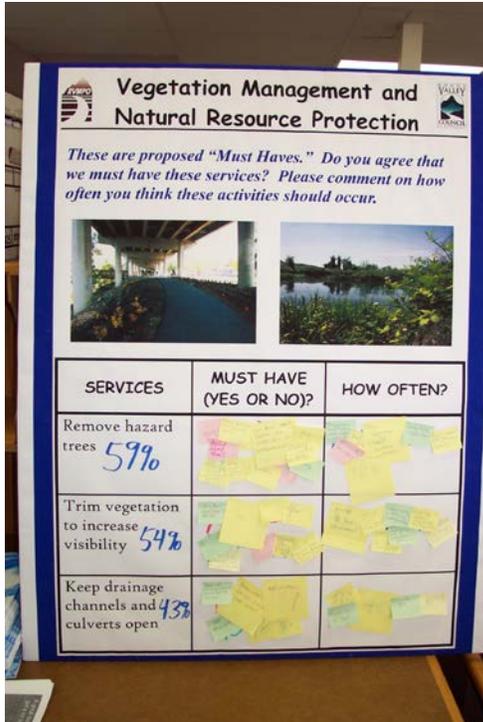


Open house, Phoenix City Hall, April 2005

This planning effort has received significant public interest, support, and comment. Comments and feedback on the plan were solicited from the public via the media and two open houses. The first Open House was held April 14, 2005. Preliminary ideas that had been generated by the Greenway Advisory Committee were divided into the same categories as presented in this report.

Four “stations” were set up, each with lists of the ideas for that category on posters. Attendees were encouraged to comment on whether or not they liked the idea, provide comments about the idea, and give additional ideas. Comments were written on sticky notes, verbally, or on feedback forms. These comments were used to help refine ideas and determine which ideas were essential to the Management Plan.

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A poster from the April 2005 open house with comments

There were 37 attendees at the April 14th Open House, including representatives from Rogue Valley Audubon Society, Klamath Bird Observatory, Sims Cycle and Fitness, and the Greenway Foundation. The categories generating the most comments were:

- Remove Hazard Trees - 22 of 37, 59% response. Yes, 77%, No, 23%
- Mileage Markers on Trail - 21 of 37, 57% response. Yes, 90%, Maybe, 5%, No, 5%
- Bike Patrols - 21 of 37, 57% response. Yes, 100%
- Trash Cans at Trailheads - 21 of 37, 57% response. Yes, 90%, No, 10%

Attendees were concerned with safety and managing the vegetation, but wanted to maintain the natural feel of the Greenway.

A second public meeting was held June 14. This was a presentation of the Management Plan draft. Eleven people attended. The meeting was also filmed for Channel 5 (local NBC affiliate) with information on where to give comments. Comments were given on improving sections of the plan, which were incorporated into the final document. The plan as a whole was supported.

Section 4.0: Implementing the Plan

4.1: Collaboration

The Bear Creek Greenway Management Plan will be used immediately as a guideline for each of the cities and the County to work towards consistent management of the Greenway. The Greenway Advisory Committee's preferred alternative is to have one entity manage major maintenance on the Greenway. There are several options for establishing agreements among the cities and the County. Having one entity coordinate the Greenway communication has many advantages:

1. **Improved safety:** The public, law enforcement, fire, and emergency personnel agree that it would be beneficial to have regular patrols along the entire Greenway. Sharing officers and establishing a bike patrol for the whole Greenway could make this a reality.
2. **Efficient Maintenance:** Currently some cities have timesaving equipment that other cities can't afford. By sharing equipment and personnel, maintenance of the Greenway will be more consistent and ultimately maintenance may be more cost effective.
3. **Improved Prioritization:** By surveying the trail as a whole, funds can be directed to areas that most need repairs or improvements. This is especially true for asphalt repair and resurfacing. This would also make it possible to plan ahead for surfacing needs.

Research of other trail systems revealed that there are as many different ways of managing them as there are trails. Establishing agreements between the cities and county and delegating who does what will take time. However, using this management plan as a guide to maintaining the Greenway as a whole system will save time. The meetings that have taken place in preparing the management plan have already started the process of managing the Greenway, and should continue. They are:

1. **Annual meetings with Maintenance Staff:**
As part of the process for developing the Management Plan, meetings were held with the maintenance staff from all five municipalities and Jackson County. Updates were shared about current maintenance strategies, current equipment available, ideas about improving efficiency, and how to reduce workloads by sharing equipment and maintenance tasks. The meeting lasted two hours and was very helpful, not only for the Management Plan, but for determining the current maintenance of the Greenway. Managing the Greenway as a whole unit starts with the maintenance crews. Meeting once a year will keep everyone updated and decisions on Greenway maintenance issues can be made as a group. Appendix D is a list of contacts for these meetings.

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2. Annual meetings with police, fire, and emergency personnel:
A meeting was also held with police, fire, and emergency personnel from all five jurisdictions and Jackson County. Issues discussed were patrol frequencies, access, bike patrols, volunteer patrols, fire, and emergency access. Safety is a big concern, and keeping everyone up to date on patrol assignments, where access is, signage and maps, and any safety incidents and how they were handled, is essential to keeping the Greenway as safe as possible. Appendix E is a list of contacts for these meetings.
3. Annual meetings with a Greenway Natural Resource Collaboration group and a Greenway Education Coordination group: This Management Plan identifies a need for natural resource protection and an education program. There are many groups in the Rogue Valley with extensive experience in these areas. By meeting once a year, this experience can be combined and coordinated. Jefferson Nature Center, Greenway Foundation, Klamath Bird Observatory, Audubon, Bear Creek Watershed Council, Headwaters, Oregon Trout, Klamath-Siskiyou Wildlands, Bear Creek Watershed Council, Bear Creek Watershed Education Partners, North Mountain Park Nature Center, and the Greenway Foundation are organizations that may be included.
4. Monthly meetings of the Greenway Advisory Committee. The Greenway Advisory Committee (see Appendix F for contact list) is an established forum with representatives from each city and the County. They meet monthly to discuss management of the Greenway. These monthly meetings will continue.

4.2: Management Options

Effective, consistent management of the Greenway requires the coordinated participation, and/or financial support of the following affected jurisdictions: Jackson County, Ashland, Talent, Phoenix, Medford, and Central Point. Current Greenway maintenance is coordinated by Jackson County, with Medford and Ashland maintaining and patrolling the sections that run through their cities. The cities of Talent and Central Point also provide police patrols through their city limits.

Implementing the Greenway Management Plan will be most effective if it is the responsibility of one local organization. Options are listed below. When the six local governments choose a preferred option, intergovernmental agreements will be required to ensure that management details are clear with all parties. A draft intergovernmental agreement (Appendix G) and draft joint powers agreement (Appendix H) are provided in this document. Cities and the County may choose to retain some tasks and collaborate on others.

Calculating the contribution of each local government could be based on population numbers and/or the number of miles of Greenway trail in each jurisdiction. In-kind contributions of staff time and/or equipment can also be used in calculations.

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One point of contact, a single phone/email for the entire Greenway system, will help avoid user and management conflicts/confusion and assure a consistent level of quality for the public. The single contact should know what is going on in the whole system.

Whichever management option is chosen, the minimum staff requirements are for one full time coordinator and one full time volunteer coordinator.

Table 6. Minimum Management Staff

Staff	Duties	Estimated Cost
Full Time Coordinator	Coordinates the maintenance and operations of the Greenway, tracks budget, adjusts schedules, and coordinates with any other maintenance efforts. Each local government responsible for annual regular maintenance within their boundaries.	\$50 per hour which includes benefits and overhead \$124,800
Full Time Volunteer Coordinator	Coordinates all volunteer efforts on the Greenway, collaborates with other volunteer efforts.	\$40 per hour which includes benefits and overhead \$104,800

Possible options for managing the Greenway by one organization are:

1. One local government (for example, Jackson County, Medford, Ashland, RVCOG) assumes the lead. The six local governments each contribute an agreed upon amount of money and/or labor.

Pros: Local governments have the requisite experience to handle managing the Bear Creek Greenway. A single contact phone/email can be established. An office and phone can be secured.

Cons: If budgets fall short, the lead agency might feel obligated to make up budgetary deficits.

2. A special district or service district is created to manage the Greenway and staff is hired by a board.

Pros: This would create a separate entity so there would be no confusion on where to call and who is responsible.

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Cons: Either a special or service district would have to secure equipment and office space. If this option is chosen, the board of directors would have a steep learning curve, there could be a decline in service for a while, and funding and coordination could initially be difficult. Public funding of a special district must be approved by the voters. A special district can be very complex.

3. Coordination by a private not-for-profit organization was discussed with the importance of professional park management capability considered essential.

Pros: Separate entity may have access to funding sources that governments do not and may encourage more public activity.

Cons: Board may have limited knowledge of park management, so may have to hire professional park management staff. Steep learning curve and temporary decline in service level are possibilities. Maintaining oversight, funding, and organizational stability could be difficult.

APPENDICES

Appendix A: Comparable Trail Systems

There are thousands of multi-use trail systems in the United States. The following trail systems were selected for comparison because they have features in common with the Bear Creek Greenway, ranging from staged development, and a rural/urban mix of trail sections, to multiple-jurisdiction management arrangements. This is not an exhaustive survey of comparable systems.

North Idaho Centennial Trail – Coeur d'Alene, Idaho:

Overall management of the entire 23-mile length of the North Idaho Centennial Trail will be performed by the North Idaho Centennial Trail Foundation in cooperation with the four government agencies through an interagency cooperative agreement entered into by Kootenai County, City of Coeur d'Alene, and City of Post Falls. This interagency agreement will be helpful in the development of intergovernmental agreements for the Bear Creek Greenway. The Idaho State Parks Department is also involved with the east end of the trail. The North Idaho Centennial Trail Foundation assists with the management of 23 miles of the Centennial Trail corridor from the Washington - Idaho border to Higgens Point on Lake Coeur d'Alene. Kootenai County is responsible for management of adjacent buffer lands and maintenance and operation on or within the trail corridor from the current east boundary of the Washington border to the west boundary of the City of Post Falls and from the east boundary of the City of Post Falls to the west boundary of the City of Coeur d'Alene. The City of Coeur d'Alene is responsible for the management of adjacent buffer lands and maintenance and operation on or along the trail corridor within the current City limits of the City of Coeur d'Alene. The City of Post Falls is responsible for the management, maintenance, and operation of the trail corridor within the current city limits of the City of Post Falls. The Idaho State Parks Department is responsible for management and maintenance of the Centennial Trail from the eastern city limits of Coeur d'Alene to Higgens Point, approximately 5 miles east. The trail also extends from the Idaho-Washington border to Spokane, but is managed under a different framework.

Contact: North Idaho Centennial Trail Foundation – (208) 769-2252;
www.northidahocentennialtrail.com

Bill Chipman Palouse Trail – Pullman, WA to Moscow, ID:

Seven miles of paved pathway connect Washington and Idaho, Pullman and Moscow, University of Idaho and Washington State University. Long-term stewardship, maintenance, and management of the trail are carried out by a coalition of park and trail representatives from the City of Moscow, City of Pullman, University of Idaho, Washington State University, and Whitman County. The trail is part of the national Rails to Trails program. A ten foot wide paved trail, accessible to people of all ages and abilities, extends over seven miles of scenic Palouse country while crossing Paradise Creek twelve times. Three emergency phones, two handicap accessible restrooms, benches, bike racks, and trash receptacles are all located along the trail. An interpretive signage program describes local human and natural history as well as agriculture and ecology topics. The City of Pullman planned to construct the final link of the trail during 2004, and create a new way to walk or bike into downtown. Extensions and linkages for the trail are planned and continue to be constructed throughout Moscow, Latah County, and the University of Idaho.

Contact: Whitman County Parks – 509-397-6238;
<http://www.pullmancivictrust.org/Chipman.html>

American River Parkway Trail – Sacramento, CA:

The American River Parkway Trail extends more than 30 miles from Old Sacramento to Folsom Dam with relatively few street crossings. In the future, the remaining street crossings will be eliminated. Once called the Jedediah Smith Memorial Trail, the Trail hugs the banks of the American River as it flows through riparian habitat preserved by the American River Parkway. The Trail, the American River, several parks, beaches, and recreational areas make up the Parkway, a greenbelt area that runs from the Sacramento River to Nimbus Dam. From the dam to Folsom Reservoir, there are additional parkway lands through which the trail runs. The two-lane trail is completely paved, with mile markers, trailside maps, water fountains, restrooms and telephones along the way. Only two miles of the route take users next to roadways, but bike lanes are designated. Sixty percent of the trail is shaded. Being a multi-use area, there are places for picnicking, fishing and swimming. More than five million visitors use the Parkway each year, which is more than any other recreational area in the Sacramento region.

Contact: American River Parkway Foundation – 916-456-7423
County of Sacramento – 916-875-6672;
<http://www.arpf.org/>

Springwater Trail Corridor – Gresham Trails:

The Springwater Trail is part of the 40-Mile Loop regional trail system developed in the Portland Metropolitan Area. The trail system uses the abandoned Portland Traction Company railroad right-of-way. The objective of creating the trail was to link a continuous greenway through Gresham, preserve the natural features, vegetation and wildlife habitat, and provide non-motorized access through the greenbelt alongside Johnson Creek. The 17-mile trail travels through low-density residential areas, some higher density sections, as well as through riparian wetlands and floodplain meadows to upland woodlands. The paved surface is ten feet wide, with two-foot wide soft shoulders on each side. The hard surface trail is designed to accommodate a wide range of uses including walkers, joggers, hikers, bicycles, wheelchairs, and strollers. There are 12 road crossings. The managing agency is the City of Gresham with the primary responsibility falling to the Parks and Recreation Division of the Department of Environmental Services. A group of citizens formed the Friends of Springwater Trail Corridor to promote and develop the project by advising the City Parks and Recreation Division, patrolling the trail for litter, helping to raise funds, promoting the trail, and educating users by developing an interpretive brochure and a school interpretive program. They also develop trail enhancement projects such as brush removal, interpretive signs, etc. Costs for basic maintenance (garbage, leaf blowing, mowing, and sign upkeep) of a 4.8-mile section of the Springwater trail through Gresham are \$12,936 per mile. This 4.8-mile section of trail has 1.3 million trail users annually and travels through an urban area. Maintenance is a high level and includes weekly garbage pickup, monthly blowing off the surface, mowing the edges of the trail, and spraying trail shoulders with an herbicide 3 times per year.

Contact: Portland Parks & Recreation 503-823-PLAY or 503-823-2223 v/tt
<http://www.parks.ci.portland.or.us/Trails/SpringwaterCorridor>

Appendix B: Greenway Ordinances

JACKSON COUNTY, OREGON BEAR CREEK GREENWAY CORRIDOR ORDINANCE

Section 1. PURPOSE

These Rules are promulgated by the Jackson County Board of Commissioners to establish common enforceable regulation of activities throughout the Bear Creek Greenway Corridor. The provisions of this Ordinance, unless agreed otherwise, are not intended to preempt any other local government law, ordinance, rule, or regulation, or any property transaction, easement, covenants or similar agreement between any local government and those adjacent landowners with whom those agreements were made.

Section 2. DEFINITIONS

For the purposes of sections to , unless the context requires otherwise, the following definitions apply:

Camp - To set up, occupy, or to remain in or at a campsite.

Campsite - Any place where any bedding, sleeping bag or other material used for bedding purposes. or any stove or fire, is placed, established, or maintained for the purpose of maintaining a temporary place to live, whether or not such place incorporates the use of any tent, box, lean-to, shack or any other structure, or any vehicle or part thereof.

Bear Creek Greenway Corridor (Greenway) - That publicly owned 20-mile corridor of parks, trails, and adjacent land and waters open to the public that is located running north and south and includes sections of Bear Creek between North Mountain Avenue, City of Ashland to Seven Oaks Interchange, City of Central Point.

Bicycle: ■Bicycle• has the meaning given that term in O.R.S. 801.150.

Destructive device -Any device with an explosive, incendiary or poison gas component including but not limited to a bomb, grenade, rocket having a propellant charge of more than four ounces, missile having an explosive or incendiary charge of more than one-quarter ounce, mine, or any combination of parts either designed or intended for use in converting any device into any destructive device described in this paragraph and from which a destructive device may be readily assembled.

Dwell - To regularly or intermittently remain for such a period of time at or near a particular location, premises, or area so as to create a circumstance normally or

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reasonably associated with inhabiting, living, or assuming a possessory interest in such area.

Firearm - ■Firearm• has the meaning given that term in O.R.S. 166.210.

Fireworks- ■Fireworks• has the meaning given that term in O.R.S. 480.110.

Greenway Authority- Unit of local government, their designee, or their employees, who have lawful control of regulating use of the Greenway by nature of jurisdiction, ownership, tenancy, or official position.

Horse - ■Horse•, in addition to its ordinary meaning includes mules, donkeys and other rideable animals.

Keeper - ■Keeper• means a person who owns, possesses, controls, or otherwise has charge of a companion animal.

Livestock - "Livestock" means equines, cattle, sheep, goats, llamas, alpacas, and swine.

Occupy- ■Occupy• or ■Occupancy• means the purpose for which a premises or structure, or parts thereof, is used or intended to be used. The definition of ■Occupy• is not limited to human or animal habitation and can include the improvement, development, or the placement of a structure or building on a premises, or any condition thereof.

Open to the public - Premises that, by their physical nature, function, custom, usage, notice or lack of notice, or other circumstances at the time, would cause a reasonable person to believe that no permission to enter or remain is required.

Possess - ■Possess• has the meaning given that term in ORS 161.015.

Premises - Includes any real property, facility, structure, shelter, or building whether privately or publicly owned.

Skate - Skating includes roller-skating, skate boarding or roller-blading, or otherwise the use or application of a similar contrivance propelled exclusively by human power.

Weapon - means any instrument, article, or substance specifically designed for and presently capable of causing death or serious physical injury. A weapon includes any knife having a blade that projects or swings into position by force of a spring or by centrifugal force and commonly known as a switchblade knife, any dirk, dagger, ice pick, slingshot, metal knuckles, or any similar instrument by the use of which injury could be inflicted upon the person or property of any other person. A ■deadly• weapon has the meaning given that term in ORS 161.015(2).

Section 3. INTENDED USES

Uses - The Greenway is intended for multiple use for recreational and non-motorized transportation activities. None of the provisions of the Bear Creek Greenway Ordinance relieves the pedestrian or relieves the cyclist, skater, or equestrian from the duty to exercise due care concerning other users of the Greenway or adjacent landowners.

- 1) All Greenway users should maintain their own common or standard lane of travel without impeding travel of other users.
- 2) Bicyclists and skaters yield to all other trail users, and hikers yield to equestrians.
- 3) Unless otherwise marked, Greenway users are permitted only on paths or paved trails specifically designed for such use.
- 4) Companion animals are allowed if on a leash no longer than 6 feet and in strict control of its keeper. Keeper shall remove the animal's waste.
- 5) All users are expected to observe and obey all Oregon State and Greenway traffic, informational, warning, and closure signs.
- 6) All persons within the Greenway will be held responsible for any damage they cause. Parents or guardians will be held responsible for the damage caused by their children under the age of 18 years old, whether or not the parent or guardian is present.

Section 4. AUTHORITY; CLOSURE OF GREENWAY; USE LIMITATIONS

- 1) The Greenway Authority is hereby authorized to establish and post regulations governing the use of the Greenway which are not inconsistent with regulations contained in Jackson County Code Sections to and which promote public health and safety and the preservation of property.
- 2) The Greenway Authority is hereby authorized to close to public use the Greenway corridor or any portion thereof, restrict the times when the same shall be open to such use and limit or prohibit any recreational use whenever such action is necessary to protect the health or safety of the public or the safety of the Greenway or its facilities. Causes for Greenway closure or limitations on Greenway use include, but are not limited to scheduled public events, fire hazard, dangerous weather or water conditions, sanitary protection of the watershed, park construction or repairs, conservation of fish and wildlife, unsafe or overcrowded shoreline, ramp, parking or road conditions, the prevention of damage to the Greenway or any of its facilities or any dangerous, unsafe or unhealthful condition.

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- 3) Unless otherwise posted, Greenway closure shall occur between the hours of 10:00 p.m. and 6:00 a.m. except as follows:
 - a) Pedestrians crossing the Greenway on a paved section of the path;
 - b) Participants or spectators of an athletic contest or approved public event in Greenway areas;
 - c) Persons attending a scheduled event in a Greenway building designated for community recreation or instruction; and
 - d) Government employees during the course of official activities.
- 4) The Greenway Authority shall have the authority to eject from the Greenway any person acting in violation of regulations contained in sections to .

Section 5. REGULATIONS; PROHIBITIONS

All ordinances of the Greenway shall apply to and be in full force and effect within the Greenway area unless otherwise specifically authorized by sections to or by declaration of the Greenway Authority or local unit of government independent of each other as a representative of each applicable jurisdictional boundary affected by the Greenway.

- a) Closure: No person shall enter the Greenway or area which has been closed if notice of prohibited entry has been posted.
- b) Basic Speed Rule: 1) A person commits the offense of violating the basic speed rule if the person drives a bicycles, skates or rides a horse upon the Greenway at a speed greater than is reasonable and prudent, having due regard to all the following:
 - (a) The traffic.
 - (b) The surface and width of the pathway.
 - (c) The hazard at intersections.
 - (d) Weather.
 - (e) Visibility.
 - (f) Any other conditions then existing.
- 2) In no case shall a person drive a bicycle, skate or ride a horse in speeds in excess of fifteen (15) miles an hour, unless otherwise posted.
- c) Obstruction of the Right of Way: No person, unless specifically authorized, shall:

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- 1) Stand, gather with others upon any street, street crossing, sidewalk, trail or area within the Greenway in a manner that obstructs free passage of users of the Greenway; or
 - 2) Place, cause to be placed, or permit to remain on any street, sidewalk, trail, or area within the Greenway anything that obstructs or interferes with such area or interferes with the normal flow of users of the Greenway.
- d) Vehicles/horses: 1) No unauthorized person shall operate, park, stand or use any motorized vehicle, or ride or lead a horse within the Greenway except in areas provided, maintained or designated for such purpose.
- 2) Horses are permitted only on posted equestrian trails, where located.
 - 3) The provisions of sections 1) and 2) of this Section do not apply to governmental officials or their agents acting within their official capacity.
- e) Animals: 1) No person within the Greenway shall allow any pet or animal in his or her custody:
- (a) to annoy or molest any person; or
 - (b) to be tied up and left unattended; or
 - (c) except for areas provided, maintained or designated for such purpose, to deposit its waste on any street, sidewalk, trail or managed landscape area unless the person immediately removes the waste from the area.
- 2) No horse or pack animal shall be tied, secured, or hobbled in such a manner as to injure any tree, shrub, or Greenway improvement.
 - 3) No person shall cause or knowingly permit livestock within the Greenway.
- f) Access to Private Lands:

No person shall use the Greenway to gain unauthorized access to private property adjacent or otherwise to the Greenway.

- g) Property Destruction: No unauthorized person shall:
- 1) Pick, cut, mutilate, blaze, paint or remove any flowers, shrubs, foliage, trees or plant life or products of any kind within the Greenway area without written permission therefore from the Greenway Authority;
 - 2) Mutilate, deface, damage, move or remove any Greenway equipment, including, but not limited to streets, sidewalk, bicycle paths or any part of the public right-of-way, tables, benches, buildings, signs, markers,

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- plaques, barriers, fountains, faucets, traffic recorders or other structures or facilities of any kind within the Greenway area; or
- 3) Dig, dredge, deface or remove any dirt, stones, rocks, artifacts or other substances, make any excavation, quarry any stones or other objects or cause or assist in doing any of such things within the Greenway area, except upon written permission from the Greenway Authority.
- h) Fires: 1) Unless specifically authorized, no person shall build, light or maintain any fire, portable gas, gasoline or oil stoves or other portable cooking devices, leave a fire unattended, throw or deposit any burning substance, or other substance capable of burning or combustion within the Greenway.
- 2) A person shall be responsible for damage resulting from fires caused by said person and for the cost of suppressing such fires.
- i) Offensive littering: No person shall:
- 1) Throw, dump, deposit or leave any trash, refuse, garbage, litter, cigarettes or tobacco products, or waste material within the Greenway area, except in receptacles designated by the Greenway Authority for that purpose;
- 2) Bring into such a park any trash, refuse, garbage, litter, waste material, or vehicle for the purpose of leaving it therein;
- 3) Wash any clothing or other materials in the waters of any pond or stream, or throw, dump or deposit into such waters, or onto the banks thereof, any trash, refuse, garbage, litter, waste material or other polluting product of any kind. Pollution and waste, for the purpose of this section, are as defined in ORS 468B.005(3) and (7).
- 4) In addition to fine imposed pursuant to violation of any provision of this section, violator is responsible for any and all costs resulting from necessary response, clean up, or damage caused by act of offensive littering.
- j) Camping: 1) Unless specifically authorized, no person shall camp or dwell within the Greenway, public right-of-way, any other publicly owned property, or under any bridge or viaduct within the Greenway area.
- 2) Violation of sub-section 1) is subject to the rules of notification, and removal of persons and property set forth in O.R.S. 203.077 and adopted under Jackson County Code ●_____. Standard penalties as set forth in Section _____ shall not be imposed for the first violation of this section.
- k) Peddlers and Solicitors; Advertising; Signs: 1) Unless otherwise specifically permitted by the Greenway Authority, no person shall, within the Greenway:

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- (a) Operate a concession, either fixed or mobile, or engage in the business of soliciting, selling or peddling goods, wares, merchandise, liquids or edibles for human consumption;
- (b) Advertise in any manner, including but not limited to distributing circulars, or using fixed or mobile display; or
- (c) Erect any sign, marker, or inscription.

2) Unauthorized signing or trail marking is prohibited.

l) Alcoholic Beverages:

Possessing or drinking alcoholic beverages within the Greenway is prohibited.

m) Firearms, Air Guns, and Other Weapons:

1) No person, other than a law enforcement officers while performing their official duties, shall:

- (a) Discharge any firearm, air guns, pellet gun, bow and arrow, sling shot or other projectile propelling device within the Greenway; or

n) Fireworks:

No person shall possess or use fireworks or explosives of any type within the Greenway.

o) Hunting:

Unless specifically authorized, no person shall or attempt to pursue, hunt, trap, kill, or injure any wild bird or animal within, into or out-of the Greenway area.

p) Noise:

Loudspeakers, public address systems, and amplified musical instruments are allowed within the Greenway only upon approval from the Greenway Authority.

Section 6. SEVERABILITY

If any section, subsection, sentence, clause, phrase, or portion of Sections to is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions thereof.

Section 7. JURISDICTION; ENFORCEMENT

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- 1) Persons are subject to the jurisdiction of that unit of local government in which the violation has alleged to have been committed.
- 2) Enforcement of this code may be performed by any law enforcement officer whose jurisdictional boundaries include or are adjacent to the Greenway, or any enforcement personnel as designated by the Greenway Authority.

Section 8. VIOLATIONS/PENALTY:

- 1) Unless provided otherwise, violations of any provision of this ordinance shall, upon conviction, be punished by a fine set by that unit of local government in which the violation has been committed and, if violation committed within Jackson County jurisdiction, not more than \$250.00 per incident.

Appendix C: Naming Rights

NAMING FACILITIES OR AREAS WITHIN THE BEAR CREEK GREENWAY

Consistent, clear guidelines and a process for naming facilities or areas within the Bear Creek Greenway corridor will add to the significance of the program and community sense of ownership and avoid controversy. New names should have a purpose (i.e., express appreciation, educate, or provide a link with the past) and be suitable to the Greenway Committee and Greenway Foundation. Plaques bearing donor names will be installed for the following categories.

Greenway facilities or areas may be named for:

- Living People
 1. When 50% or more of the value of the land or facility was donated
 2. When a person is determined to have played an essential role in the evolution of the Greenway
- Deceased People

Such an honor may be awarded to a person who made a major contribution to the community or who was instrumental in acquiring or developing Greenway lands or programs.
- Organizations

When 50% or more of the land or facility was donated

Donors may choose to make their contributions anonymously in lieu of their individual or business name.

The name of an area or facility may assist the public in easily locating a specific site. Only individual, foundation, business, public agency, or historic names (local Native American or pioneer) will be recognized on donor boards and plaques. Logos will not be used. The value of a gift is not always equivalent to the cost of the site/structure/item being named.

All memorial gifts and donations to the Greenway program will be recognized on a commemorative wall in a prominent location.

All naming opportunities will be reviewed in advance of their designation by the Jackson County Board of Commissioners or appropriate City Council.

The Greenway Foundation reserves the right to refuse contributions.

Approved by Jackson County Board of Commissioners August 13, 2002

Appendix D: Contact List for Maintenance Personnel

Central Point		
Katherine Boxer	Central Point Parks	664-7272
Medford		
Bruce Galloway	Parks Maintenance	774-2691 or 261-5940
Phoenix		
Bob Lewis	Phoenix Public Works Director	535-2226
Ashland		
Steve Geis	Parks Superintendent	488-5340
Don Robertson	Ashland Parks Director	488-5340
Talent		
Lester Naught	Public Works	535-1566
Jackson County		
Frank Barrata	County Vegetation Management	774-6307 or 601-2843
Tom Stiers	Jackson County Park Ranger	774-6306
Carl Rhoten	Asphalt Manager	774-6234

Appendix E: Contact List for Police, Fire, and Emergency Personnel

Central Point			
	Chuck Newell	Police	664-5578
	Jeff Britton	Police	664-5578
Medford			
	Mike Moran	Police	774-2200
	Tim George	Police	774-2200
	Mark Burns	Fire Deputy	774-2200
Phoenix			
	Bob Kershaw	Police Chief	535-1113
	Matt Lichtenstein	Fire Chief	535-2883
Talent			
	Bob Rector	Police Chief	535-1253
Ashland			
	Mike Bianca	Police Chief	482-5211
	Teresa Selby	Police	482-5211
	Keith Woodley	Fire Chief	482-2770
	Greg Case	Fire Department	482-2770
Jackson County			
	Dewey Patten	Sheriff's Dept	774-8614
	Rod Countryman	Sheriff's Dept.	774-6790
	Don Hickman	Fire District #3	826-7100
	Darren Ledly	Fire District #5	826-7100
Dispatch			
	Kelly Dutra	Medford Dispatch	774-2226
	Chad Plieler	SORC County Dispatch	776-7213

Appendix F: Greenway Advisory Committee Contact List

Organization	Contact	Phone	E-mail
Cities			
<i>Medford</i>			
Public Works, City Engineer	Larry Beskow	774-2115	larry.beskow@ci.medford.or.us
Medford Parks Commission, Greenway Advisory Committee	Jerry Macleod	770-6746	macfish@charter.net
Medford Parks Director, Greenway Advisory Committee	Brian Sjothun	774-2400	brian.sjothun@cityofmedford.org
Medford Parks	Bruce Galloway	890-7900	Bruce.Galloway@cityofmedford.org
<i>Phoenix</i>			
Public Works Director	Bob Lewis	535-2226	phoenixpwbob@charterinternet.com
Phoenix, Greenway Advisory Committee	Bruce Sophie	535-1216	bsophie@charter.net
Planning Department	Laura LeCornu	535-2050	phoenixplanlaura@charterinternet.com
<i>Talent</i>			
Public Works	Lester Naught	535-1566	pubworksles@cityoftalent.org
Talent City Council, Greenway Advisory Committee	Bob Wilson	535-3387	clairebob@charter.net
Talent City Administrator	Betty Wheeler	535-1566	betty@cityoftalent.org
<i>Ashland</i>			
Public Works	Jim Olson	488-5587	olsonj@ashland.or.us
Ashland Parks and Rec. Dept.	Don Robertson	488-5340	roberts@ashland.or.us
Ashland City Council, Greenway Advisory Committee	David Chapman	482-3111	davidchapman@ashlandhome.org
<i>Eagle Point</i>			
Public Works Director	Gary Shipley	826-4212	garyshipley@cityofeaglepoint.org
City Manager	Dave Hussell	826-4212	davidhussell@cityofeaglepoint.org
Eagle Point Parks Director	Sherry Bailey	826-4212 x. 113	sherrybailey@cityofeaglepoint.org

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Central Point			
Public Works Director	Bob Pierce	664-6384	bobp@ci.central-point.or.us
City Council, Greenway Advisory Committee	Dick Halley	664-1453	halleyscomet07@yahoo.com
Parks Manager	Matt Samitore	664-3321	matts@ci.central-point.or.us

Jackson County

Bear Creek Greenway Special Projects Manager	Karen Smith	774-6231	smithks@jacksoncounty.org
Director of Roads & Parks	Paul Korbolic	774-8183	KorbulPE@jacksoncounty.org
Engineer	Dale Petrasek	774-6202	petrasdw@jacksoncounty.org
Parks Advisory Committee, Greenway Advisory Committee	Mike Evans	840-7396	mmevans@jeffnet.org
Vegetation Management	Frank Baratta	774-6307	baratta@d@jacksoncounty.org

Appendix G: Sample Intergovernmental Agreement Document for the Bear Creek Greenway from 1999

INTERGOVERNMENTAL AGREEMENT FOR THE ENFORCEMENT OF ORDINANCES ESTABLISHED FOR THE BEAR CREEK GREENWAY CORRIDOR

USE OF MULTI-JURISDICTIONAL LAW ENFORCEMENT

This agreement, hereinafter referred to as **■Agreement■**, is made and entered into this ____ day of _____, 19____, by and between the County of Jackson, Board of Commissioners, herein after referred to **■County■**, the State of Oregon, hereinafter referred to as **■State■**

and the Cities of Ashland;
Central Point;
Medford;
Phoenix; and
Talent,

hereinafter referred to as **■Cities■**.

1. STATUTORY AUTHORITY

- a. In accordance with and pursuant to the provisions of ORS Chapter 190, entitled **■INTERGOVERNMENTAL COOPERATION■**, the County and State are authorized to jointly provide for the performance of a function or activity in cooperation with a **■unit of local government■** that includes a city or authority in Oregon. By acceptance of this Agreement, the Cities certify that they meet the above criteria for eligibility for such cooperation with the County.
- b. As a result of this Agreement and pursuant to ORS 190.030, any unit of local government, consolidated department, intergovernmental entity or administrative officers designated herein to perform specified functions or activities is vested with all powers, rights and duties relating to those functions and activities that are vested by law in each separate party to the Agreement, its officers and agencies.

2. COOPERATION AND SERVICES TO BE SHARED

- a. The County, the State, and Cities enter into this Agreement for the purpose of providing for more optimal health, safety, and enjoyment of the public use of the Greenway. Included in that purpose is more adequate

protection of persons and property within, adjacent to, or otherwise affected by the Bear Creek Greenway Corridor (Greenway) as follows:

- The County, the State, and Cities will adopt an ordinance regulating activities on the Greenway. The County and Cities will provide for the performance of such regulation by agreeing to create an intergovernmental entity governed by a board appointed by, responsible to and acting on behalf of the County, the State, and Cities that are parties to this Agreement. Such board will be called the Greenway Authority, and it will adopt and enforce rules necessary to carry out its powers and duties under this Agreement.
- The Greenway Authority will be responsible for protecting and advancing the purposes of the Greenway corridor as a transportation and recreational resource.
- The Greenway Authority will coordinate with the participating agencies to create uniform information pertaining to the Greenway, install signs, markings, and maintaining the Greenway and its facilities.
- The Greenway Authority will be responsible for combining and coordinating patrolling and enforcement resources within the Greenway corridor pursuant to Jackson County Ordinance _____ and therein adopted by the State and Cities.
- That sworn personnel assigned to supervisory and patrol duties on the Greenway will be required to have minimum standard training required by the State of Oregon Bureau of Public Safety, Standards and Training.

3. ORGANIZATION

- a. The Bear Creek Greenway Corridor Authority (Greenway Authority) shall be under the direct control and supervision of the Jackson County Parks Department (Parks). The Greenway Authority shall function as an administrative unit. It is not a public body or legal entity of any kind.
- b. The department head of each participating agency and the Oregon Department of Transportation shall constitute an advisory board which shall be responsible for advising Parks on Greenway Authority matters. The advisory board shall be known as the Intergovernmental Greenway Corridor Advisory Council.

- c. A chairman shall be elected by a majority of the Greenway Authority members on the first meeting in July of each calendar year. The person selected shall chair meetings of the council, designate an acting chair in his/her absence, appoint special committees on the council and act as chair of the Greenway Authority's budget committee if any is formed. Responsibility for administration of the Greenway Authority law enforcement shall be retained by the Sheriff.
- d. Members of the council may appoint a designee from his/her agency to represent him/her on the Advisory council. The appointed designee shall have full authority to act in place of the council member. The designee shall not be assigned to enforcement of ordinances on the Greenway.

4. APPORTIONMENT FOR FUNDING

- a. Participating units of government will fund a Greenway Authority Account established by Parks through the Jackson County budget procedure. All funds for the Greenway authority shall be deposited by Parks in a revenue account and will be part of the Park's budget. The account shall be subject to periodic audits. Accountability of the expenditures of funds is vested in Parks and the Sheriff.
- b. For the first year of Greenway Authority operation, the participating units of government shall provide a cash contribution as follows:

Jackson County
State of Oregon
City of Ashland
City of Central Point
City of Medford
City of Phoenix
City of Talent

5. TRANSFER OF PERSONNEL

- a. The law enforcement agencies of the County, the State, and Cities agree to continue to enforce the civil and criminal laws of the State, the County, and/or Cities within the Greenway administered by the Greenway Authority within the normal scope of duty to the extent of current financial and manpower resources without reimbursement from the Greenway Authority.
- b. That the parties will cooperate in assigning trained personnel to assist with patrol of the Greenway.

6. Limitations of Liability

- a. All parties agree that each party shall not be subject to claim, action, or liability arising in any manner whatsoever out of any act or omission, interruption, or cessation of services by another party under this agreement. The parties shall not be liable or responsible for any direct, indirect special or consequential damages sustained by another party to this agreement, including, but not limited to, delay, or interruption of business activities that may result in any manner whatsoever from any act or omission, interruption, or cessation of services.

7. Indemnification

- a. Subject to the limitations and conditions of the Oregon Tort Claims Act, ORS 30.260 *et seq.*, and Article XI, Section 7 of the Oregon Constitution, each Party to this agreement shall hold each other harmless from and against liability for damage to life, person, or property arising solely from the negligence of any one or combination of parties, their respective officers, divisions, agents, employees, and members in providing services to any party under this Agreement.

8. TERM OF AGREEMENT

- a. The period of performance of this agreement shall begin upon the date of execution of this agreement and shall be renewable on a yearly basis beginning the fiscal year of July 1, 1999.

9. RIGHT OF TERMINATION

- a. Any agency desiring to terminate its participation in the Greenway Authority shall notify such intent, in writing, to Parks. Termination of participation in the Greenway Authority shall be deemed to take effect thirty (30) days after receipt by Parks of such notice.

- Construction, Modifications of This Agreement

- If any provision of this Agreement shall be held invalid or unenforceable by any court or tribunal of competent jurisdiction, such holding shall not invalidate or render unenforceable any other provision. If any term or provision of this Agreement is declared by a court or tribunal of competent jurisdiction to be illegal or in conflict with any law, the validity of the remaining terms and provisions shall be construed and enforced as if the Agreement did not contain the particular term or provision held to be invalid.
- This agreement may not be amended, changed, or modified in any way,

except by written agreement signed by all parties hereto.

- This agreement shall be construed and enforced in accordance with the laws of the State of Oregon.
- This Agreement shall not become effective until all parties hereto have executed this Agreement and until the express conditions as set forth herein have been met.
- This Agreement contains the entire agreement between the parties hereto and supersedes any and all prior express and/or implied statements, negotiations, and/or agreements between the parties, either oral or written.

IN WITNESS WHEREOF, the parties hereby enter into this agreement.

Each party, by signature below of its authorized representative, hereby acknowledges that it has read this Agreement, understands it, and agrees to be bound by its terms and conditions. Each person signing this Agreement represents and warrants to have authority to execute this Agreement.

JACKSON COUNTY

STATE OF OREGON

By: _____ Date

By: _____ Date

CITY OF ASHLAND

CITY OF CENTRAL POINT

By: _____ Date

By: _____ Date

CITY OF MEDFORD

CITY OF PHOENIX

By: _____ Date

By: _____ Date

CITY OF TALENT

By: _____ Date

Exhibit A.

INTERGOVERNMENTAL AGREEMENT FOR THE JOINT MANAGEMENT OF THE BEAR CREEK GREENWAY CORRIDOR

This Agreement, hereinafter referred to as “Agreement”, is made and entered into this _____ day of _____, 200__, by and between Jackson County, acting by and through its Board of Commissioners, hereinafter referred to as “County”, and the cities of Ashland; Central Point; Medford; Phoenix; and Talent, acting by and through their respective elected officials, hereinafter referred to as “Cities.”

STATUTORY AUTHORITY

- A. By the authority granted in ORS 190.010 County and Cities may enter into cooperative Agreements for the performance of any or all functions and activities that Parties to the Agreement have authority to perform. By signature on this Agreement, Cities certify that they meet the criteria of ORS 190.010 to participate in this cooperative Agreement.
- B. By the authority granted in 190.010(5) County and Cities agree to form an intergovernmental entity, to be known as the Bear Creek Greenway Joint Powers Committee (JPC). The JPC will be governed by a board appointed by and responsible to and acting on behalf of the Parties to this Agreement.

DEFINITIONS

As used in this Agreement:

- A. “Agreement” means this document, amendments to this document, and documents incorporated by reference.
- B. “Board” means the Board of Directors of JPC.
- C. “Director” means a person appointed to the Board by the governing body of a Party.
- D. “Fiscal Year” means 12 months, which shall run from July 1st through midnight of June 30th of the following year.
- E. “Governmental Agency” means any federal, state, or local governmental body, department, or agency with jurisdiction over JPC.
- F. “May” signifies a discretionary or permissive act.

- G. “Party” means any governmental entity formed and existing under the laws of the State of Oregon that joins and participates in JPC.
- H. “JPC” means the Bear Creek Greenway Joint Powers Committee, the intergovernmental entity formed pursuant to this Agreement.
- I. “Will,” “shall,” and “must” signify mandatory obligations.
- J. Unless the context implies otherwise, definitions contained in applicable laws shall apply to words and phrases that are not specifically defined in this Agreement.
- K. Unless the context implies otherwise, words used in the present tense include the future, words in the plural number include the singular, and words in the singular include the plural.
- L. References to paragraphs herein means paragraphs of this Agreement.

RECITAL

WHEREAS, the Bear Creek Greenway is near completion; and

WHEREAS, it is the desire of the County and the Cities of Ashland; Central Point; Medford; Phoenix; and Talent, to promote and maintain the Bear Creek Greenway as a whole unit from Nevada Street in Ashland to Pine Street in Central Point; and

WHEREAS, effective, consistent management to promote and maintain Bear Creek Greenway requires the coordinated participation, operation, and financial support of the County, and the Cities of Ashland; Central Point; Medford; Phoenix; and Talent; and

WHEREAS, the County and the Cities of Ashland; Central Point; Medford; Phoenix; and Talent, hereinafter referred to collectively as the “Parties”, desire that a joint powers Agreement be entered into in order to provide for the promotion and maintenance of the Bear Creek Greenway, hereinafter referred to as the “Greenway”.

NOW THEREFORE IT IS AGREED AS FOLLOWS:

1. The Parties intend to create, pursuant to ORS 190.010(5), an intergovernmental entity governed by a board appointed by, responsible to, and acting on behalf of the County and the Cities that are Parties to this Agreement. Such board will be called the Bear Creek Greenway Joint Powers Committee (JPC), and pursuant to

- ORS 190.080 (c), it will adopt and enforce all rules necessary to carry out its powers and duties under this Agreement.
2. The Parties enter into this Agreement and form the JPC to ensure consistent financial support, management, promotion, and maintenance of the Bear Creek Greenway.
 3. The JPC will be formed when this document has been fully executed by each Party to this Agreement.
 4. Prior to the effective date of this intergovernmental Agreement creating the JPC, each of the Parties to this Agreement shall enact an ordinance ratifying the creation of the intergovernmental entity pursuant to ORS 190.085(1)(a-d).
 5. Not later than thirty (30) days after the effective date of this intergovernmental Agreement creating the JPC, the Parties to the intergovernmental Agreement shall file with the Secretary of State copies of the ordinances required under ORS 190.085(1)(a-d), together with a statement containing the name of the intergovernmental entity created, the Parties to the Agreement, the purpose of the Agreement and the effective date of the Agreement.
 6. The governing body of each of the Parties shall select one of its members to serve on the JPC. The JPC shall elect, by majority vote, a chair and a vice chair on a yearly basis. The JPC shall establish a quarterly meeting schedule, or more frequent as needed, and provide proper notice of said meetings to the public in accordance with the instructions of the chair and applicable law. Staff support will be provided in accordance with Exhibit A (funding Table).
 7. All decisions made by JPC shall be made per simple majority vote unless otherwise provided herein.
 8. Each Party shall pay its annual obligation for major maintenance and staffing of JPC as shown in Exhibit A, Table II, Column C, to the Bear Creek Greenway Trail Major Maintenance Fund. Initial payments shall be made within six (6) months of the signing of this Agreement. Subsequent annual payments shall be made on August 1 of the following years. Said Fund shall be established within the Jackson County budget. Jackson County will have fiduciary responsibility for the Fund. Expenditures from this Fund will only be made by approval of the JPC by a two-thirds majority vote.
 9. Each jurisdiction will be responsible for regular annual operation and maintenance funding of the trail within their respective city limits or boundaries approved by JPC as shown in Exhibit A, Table I, Column D. Each year the jurisdictions shall strive to appropriate at least the same amount. Regular, routine maintenance is described in the Bear Creek Greenway Management Plan, which is herein incorporated in its entirety by reference, and footnote 2 of Exhibit A.

10. If any Party acts without JPC approval or authority, the Party shall defend, indemnify, and hold harmless the Parties and their officers, employees, and agents from all claims and resulting damages, judgments, penalties, attorney fees, litigation expenses, arbitration expenses, and other expenses and liabilities that arise from unapproved or unauthorized act or acts.
11. At three (3) year intervals, the Bear Creek Greenway Management Plan and the Funding Table (Exhibit A) will be examined and revised as necessary and approved by a two-thirds majority vote of JPC.
12. For the initial three (3) year period, Jackson County will house the JPC staff support position and pay for the position from the Bear Creek Greenway Trail Major Maintenance Fund and the Jackson County Pedestrian/Trails Fund. Subsequent funding for staff support will be negotiated among the member jurisdictions and approved by a two-thirds majority vote of JPC.
13. The JPC or a JPC-approved project administrator may hire contractors to perform major maintenance and capital improvements. Up to five percent (5%) of project costs will be reimbursed to the project administrator. Project costs include PE, CE, and construction costs. Proper documentation of costs shall be presented to JPC for approval.
14. The JPC shall, on an annual basis, establish a priority schedule for major maintenance projects.
15. For the purposes of this Agreement, operational guidelines, capital improvement projects and major and ordinary maintenance activities are described in the Bear Creek Greenway Management Plan, 2005-2010.
16. This Agreement shall be of perpetual duration unless any Party gives written notice to each Party of its election to withdraw at least one hundred and eighty (180) days prior to the due day of an annual payment as described in paragraph 8, above.
17. Notwithstanding any other provision of this Agreement to the contrary, in the event insufficient funds are appropriated for the payments under this Agreement and the County has no other lawfully available funds, then the County may terminate this Agreement at the end of its current fiscal year, with no further liability or penalty to JPC. The County shall deliver written notice to JPC of such termination no later than thirty (30) days from the determination by the County of the event of non-appropriation.
18. Each Party to this Agreement shall maintain self insurance or insurance coverage.
19. During the term of this Agreement, JPC shall maintain commercial general liability insurance, Directors and Officers Insurance, Employee Liability

Coverage, and comprehensive automobile insurance. JPC will establish an amount of insurance for each category stated above after appropriate consultation and advice, but said amount will not be less than one million dollars for the categories of general liability and Director’s and Officer’s Insurance coverage.

- 20. Subject to the limitations and conditions of the Oregon Tort Claims Act, ORS 30.260 *et seq.*, and Article XI, Section 7 of the Oregon Constitution, each Party to this Agreement shall hold each other harmless from and against liability for damage to life, person, or property arising solely from the negligence of any one or combination of Parties, their respective officers, divisions, agents, employees, and members in providing services to any Party under this Agreement.
- 21. This Agreement may not be amended, changed or modified in any way, except by written Agreement signed by all Parties hereto.
- 22. This Agreement contains the entire Agreement between the Parties hereto and supersedes any and all prior express and/or implied statements, negotiations and/or Agreements between the Parties, either oral or written.

IN WITNESS WHEREOF, the Parties hereby enter into this Agreement.

Each Party, by signature below of its authorized representative, hereby acknowledges that it has read this Agreement, understands it, and agrees to be bound by its terms and conditions. Each person signing this Agreement represents and warrants to have the authority to execute this Agreement.

CITY OF ASHLAND

CITY OF CENTRAL POINT

By: Date

By: Date

CITY OF MEDFORD

CITY OF PHOENIX

By: Date

By: Date

CITY OF TALENT

JACKSON COUNTY

By: Date

By: Date

Exhibit A. Bear Creek Greenway Funding Table

			D
	Population of Greenway users (2005 PSU estimates)	Estimated mileage	Estimated cost to maintain section of trail within each jurisdiction (2)
Jackson Co.	(1) 59,975	6.0	\$39,600
Medford	70,860	6.9	\$45,540
Phoenix	4,660	1.6	\$10,560
Central Point	15,645	1.5	\$9,900
Ashland	20,880	1.9	\$12,540
Talent	6,255	2.0	\$13,200
Totals	178,275	19.9	\$131,340

- (1) The Jackson County population excludes Butte Falls, Eagle Point, Gold Hill, Jacksonville, Rogue River, and Shady Cove because residents of these cities are less likely to use the Greenway. Residents of these cities and other rural residents might use the Greenway occasionally, but less often than urban residents.
- (2) Estimated cost is \$6,600 per mile for regular, routine maintenance, which includes activities such as mowing vegetation, leaf blowing, clearing of graffiti, shoulder repair, sweeping, lighting, signs, pavement marking, restroom maintenance, bollards, bike racks, crack sealing, etc. It does not include asphalt replacement or other major maintenance. This cost is borne entirely by the jurisdictions, and may vary.

II. Contributions for Joint Powers Major Maintenance and Staff

			A	B	C (A+B)	E (C+D)
	Population of Greenway users (2005 PSU estimates)	Estimated mileage	Amount to contribute to major maintenance fund (3)	Amount to contribute to staff the Joint Powers (4)	Total amount for major maintenance and staff	Total amount to budget for (standard + major maintenance + staff)
Jackson Co.	(1) 59,975	6.0	\$22,851	\$42,000	\$64,851	\$104,451
Medford	70,860	6.9	\$28,381	\$2,600	\$30,981	\$76,521
Phoenix	4,660	1.6	\$0	\$2,600	\$2,600	\$13,160
Central Point	15,645	1.5	\$6,437	\$2,600	\$9,037	\$18,937
Ashland	20,880	1.9	\$9,331	\$2,600	\$11,931	\$24,471
Talent	6,255	2.0	\$0	\$2,600	\$2,600	\$15,800
Totals	178,275	19.9	\$67,000	\$55,000	\$122,000	\$253,340

- (3) Major maintenance includes asphalt repair or replacement costs based on actual costs from 2005, funding for the Pavement Management Program, which evaluates the condition of the entire Greenway trail, and other projects prioritized by the Joint Powers Committee. How much each jurisdiction is asked to contribute is based on the number of miles they will maintain within their UGB, their population, and other factors as reflected on page 2 of Exhibit A.
- (4) The County will provide an employee for staffing the Greenway for 24 hours per week. The County will pay \$42,000 for labor and absorb the overhead cost for housing the employee (estimated at \$18,700 per year). The total labor cost for staffing is \$55,000. The 5 cities will each pay \$2,600 of the remaining \$13,000 labor. Costs will be re-evaluated, and may be adjusted as necessary, on three (3) year intervals.

Bear Creek Greenway Management Plan – December 2006

	A	B	C	D	E (D-C)	F	G	H (E-G)
	Population of Greenway users (2005 PSU estimates)	Estimated mileage	Cost to maintain Gwy within jurisdiction (\$6,600 x estimated mileage)	Predicted maintenance cost based on population (jurisdiction population x cost per user)	Amount to contribute to major maintenance fund (predicted maint. by pop. minus maintenance cost per mile)	Percent of mileage within each jurisdiction calculated without Talent and Phoenix	Amount to subtract if Talent and Phoenix pay \$0 (vs. receiving payment). Split \$11,617 by % of mileage each city is responsible for.	Amount to contribute to major maintenance fund with Talent and Phoenix paying \$0
Jackson County	59,975	6.0	\$39,600	\$66,725	\$27,125	36.8%	-\$4,275	\$22,851
Medford	70,860	6.9	\$45,540	\$78,835	\$33,295	42.3%	-\$4,914	\$28,381
Phoenix	4,660	1.6	\$10,560	\$5,184	-\$5,376	NA	\$0	\$0
Central Point	15,645	1.5	\$9,900	\$17,406	\$7,506	9.2%	-\$1,069	\$6,437
Ashland	20,880	1.9	\$12,540	\$23,230	\$10,690	11.7%	-\$1,359	\$9,331
Talent	6,255	2.0	\$13,200	\$6,959	-\$6,241	NA	\$0	\$0
Totals	178,275	19.9	\$131,340	\$198,340	\$67,000	100.0%	-\$11,617	\$67,000
Amount for major maintenance Fund =			\$67,000					
Total needed for maintenance =			\$198,340					
Maintenance cost per user (total maintenance cost/total population)			\$1.11					

Amount for Major Maintenance Fund					
Annual Needs	Pavement Managemt. Program - 1st year	Asphalt Repair at \$14.67 per sq. ft. (3,000 sq. ft./year)	Resurfacing (approximately 1 section per year)	Annual Amount Needed	
1st year	\$7,900	\$44,000	\$20,000	\$71,900	First year
2nd year	(not needed annually)	\$44,000	\$20,000	\$64,000	2nd year
every 3rd year	\$2,500	\$44,000	\$20,000	\$66,500	3rd year
				\$67,467	Average
Estimated amount needed (rounded average)				\$67,000	

