



Meeting Summary

Klamath Falls Urban Trail Master Plan

CAC/TAC Meeting #1

September 9, 2015

Klamath County Community Development Conference Room

In Attendance:

Ashleigh Griffin, Kittelson & Associates, Inc.
Nick Foster, Kittelson & Associates, Inc.
Jeremy Morris, Adkins Consulting Engineering
Stan Strickland, Klamath County
Erik Nobel, City of Klamath Falls
Joe Wall, City of Klamath Falls
Mark Willret, City of Klamath Falls
John Bellon, City of Klamath Falls
Devin Hearing, Oregon Department of Transportation
Butch Hansen, Oregon Department of Transportation
Jarod Johnson, Oregon Department of Transportation
Mark Ahalt, Klamath County Planning Commission
Jim Chadderdon, Discover Klamath
Jennifer Little, Sky Lakes Wellness Center
David Scott, Klamath Falls Resident/Business Owner
Randy Shaw, Klamath County Economic Development Association
Scott Preson, Klamath County Bike and Pedestrian Trail Advisory Committee
Scott Edelman, Oregon Department of Land Conservation and Development
Sean Price, Oregon Parks and Recreation Department
Mike Green, Bureau of Reclamation
Rick Williams, Oregon Department of Transportation
Jessie DuBose, Blue Zones
Bob Shingler, City of Klamath Falls Planning Commission

Overview of Existing Conditions

- Maintenance costs presented cover about 15 miles
- Maintenance conditions vary across trails
- Multiple agencies are responsible for different trails
- One outcome of the plan could be a framework for long-term maintenance of the trails
 - Obstacles to maintenance include more than just funding, but also staff resources and the size of equipment

- Some funds can't be used for maintenance, especially if the trail is not in road right-of-way (County made sure to build Foothills trail within the right-of-way for this reason)
- Randy - Determining how trails will be maintained should be a priority before building new ones
- State parks is installing new trail counters on the OC&E
 - They need an expert on how to count the OC&E- there's no way to account for everyone who uses the trail at various points on the trail
 - Not all of the new trail counters are going in on the urban section
- Does the city or county have a citizen advisory committee that looks at the trails (conditions) on a regular basis?
 - The county has an advisory committee, but the city does not
 - The Klamath Trails Alliance (KTA) does a lot of work, but they are focused on soft-surface trails
 - A citizen advisory group could be one of the final outcomes of this project
 - There are technology based options to crowdsource trail condition information from users of the trail system. For instance, Boston has an app where citizens can self-report pot holes on the street.

Gaps and Deficiencies

- The plan is primarily focused on utilitarian/commuting trips, but recreational routes are also worth considering.
 - Old Fort Road and Lakeshore Drive are popular recreational cycling routes
- Strava can be used to understand where avid cyclists and runners are currently traveling to get an idea of what areas are most popular
- Crime data is not included in the analysis
 - There are areas on the OC&E trail where people are uncomfortable
 - State parks will share this information with KAI
- The project team will overlay transit stops onto the crash data map to see if there are any correlations
- The next phase of the project will involve looking at improvement options.
 - The specific context of areas will help determine what is appropriate and some areas may require more detailed study beyond what is in the scope of this plan
 - Feedback from TAC/CAC members will be important to help determine what is recommended.
- State parks is looking at OC&E trail crossings in a separate project and the project team will reach out to learn more about where this project stands
- Summary of System Gaps and Needs:
 - "A" Canal Trail at S 6th should be highlighted
 - Connectivity in the southern part of the UGB is limited
 - Many north-south routes are highlighted in the southern area

- Sidewalks are present in much of the southern area, but mailboxes limit the ability to bike on them
- Would it make sense to designate part of the trails for people walking and part for people biking (similar to what is done on some paths in San Francisco and Vancouver, BC)?
 - The project team will look into what guidance is available regarding this type of design treatment

Gaps, Deficiencies, and Improvements Worksession

- Committee members provided a number of comments on maps regarding gaps and deficiencies and ideas for improvement
 - The project team will use this information to help guide the next phase of analysis

Upcoming Activities

- The virtual public open house is open on the project website (www.klamathfallstrailplan.com). **Please help the project team advertise the open house (let them know if you could use some assistance with this)**
- The project team will develop improvement options for gaps/deficiencies and present those at the next meeting
 - Projects will be prioritized after this

Closeout

- **The next meeting will be October 21st from 3 to 5 p.m. at a location TBD**
- **Comments on Tech Memo #2 are due to the project team by Friday, September 11th**