

# Gold Hill Pathways & Trails

## A Concept Plan – 2004

*The 'Gold Hill Trails' are a network of foot and bike paths along the Rogue River and throughout Gold Hill, where neighbors and visitors experience & enjoy our historic and friendly community.*

THIS IS THE  
TITLE PAGE;  
OUTSIDE COVER  
STILL TO BE  
DESIGNED

GOLD  
HILL  
LOGO

A cooperative effort of  
The City of Gold Hill  
The National Park Service  
Rivers, Trails, & Conservation Assistance Program



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### Acknowledgements

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# Executive Summary

*"Sometimes I wonder if leaving Gold Hill wasn't a mistake. There is no more beautiful place in all the world than this section of the Rogue River..."*

— Ben Hur Lampman, Poet Laureate of Oregon

Gold Hill (population 1,100) is a small bedroom community awakening after a long sleep. The town is nestled in a beautiful bend in the Rogue River below what was once called Tilomihk Falls, the site of a large Native American salmon festival. The spectacular hills surrounding the town are laced with gold, bringing miners as early as 1852. In the 1880's, the railroad came to town. Gold Hill was incorporated in 1895 and by 1910 Gold Hill boasted a hotel, a small hospital, and an opera house.

In 1913, ground was broken for a cement company that would grow to be the largest single industrial enterprise in southern Oregon. In 1923, the Pacific Highway (State Highway 99) came to town, further opening the river town to tourism. In 1944, a dam was built at Tilomihk Falls (Powerhouse Rapids) to divert water to a powerhouse to run the cement company.

In the 1950's, passenger train service to Gold Hill was discontinued and the quaint train station was dismantled. In the 1960's, Interstate 5 opened and tourist traffic was diverted away from town. In 1968, the concrete plant closed and Gold Hill lost its largest employer. The powerhouse was donated to the city but was not maintained. In 1972, the city lost the right to divert water to the powerhouse and the powerhouse became worthless. The slowing timber industry cost Gold Hill even more jobs.

As the 20th century closed, Gold Hill had become a small bedroom community bypassed by the economic boom experienced by the rest of the Rogue Valley. But the long slide was coming to an end.

The first sign of the rebirth of the new tourist economy came in 1982 when gas tax money funded a 1500' bike trail along the river from the Railroad Bridge upstream to the boat-launching ramp in the Sports Park. As the mayor would later point out, "The path didn't go anywhere – you couldn't get on it!" But in the 1997, with help from the Oregon Department of

Transportation (ODOT), as well as a huge community fund-raising effort, a gravel extension on one end brought the trail into downtown while the other end was paved up to the diversion dam at Tilomihk Falls

Around 2000, the revitalization of Gold Hill gathered steam. A donation of riverfront land extended the city park more than a quarter mile upstream of the diversion dam. Meanwhile, ODOT initiated plans to repave Highway 99 through town and Oregon Department of Fish and Wildlife (ODFW) initiated plans to improve fish passage by possibly removing the diversion dam at Powerhouse Rapids. These opportunities catalyzed an ad hoc group of city residents who re-formed the Gold Hill Trails committee (GHT) and collaborated with the city and the Rogue Valley Council of Governments (RVCOG) on a request for technical assistance from the National Park Service (NPS). Gold Hill was awarded assistance from the NPS Rivers, Trails & Conservation Assistance program and, over the course of more than two years, the trail committee worked with NPS staff, community members and other local, state and federal partners to frame a vision and develop this concept plan for a community-wide system of pathways and trails.

Over the last two years the progress has been phenomenal. On National Trails Day in 2004, Gold Hill was recognized as the southern portal for the Rogue-Umpqua National Scenic Byway which was named as one of the top 40 in Life Magazine's "America's Most Scenic Drives." That same day the paving of the gravel Bike Path into downtown was celebrated, as well was the opening of a new playground in Beach Park and a new walking trail connecting Beach Park with First Avenue. In the fall of 2004, completion of ODOT's \$2.3 million repaving project provided sidewalks and striped bike lanes, and effectively extended the city's pathways and trails system to the western city limits. By the end of the 2005 school year, a 'safe route to school' will be available for the 300+ students at Patrick Elementary School. As this document goes to press, a new county library branch is opening downtown – complete with a railroad theme to make up for the station that was taken away.

The GHT is presently working with Rogue River Greenway (RRG) on a 20-mile bike route to connect the City of Rogue River and Gold Hill along an "emerald necklace" of parks, picnic areas and boat-launches to

the existing Bear Creek Greenway in Central Point. Through Gold Hill, the greenway will utilize the new bike/ped facilities recently built along Highway 99. Already, a new connection between the bike route along Highway 99 and the Gold Hill Bike Path, through Beach Park, is being prepared for paving. The creation of new “pocket parks” where several city streets end at the river has also been proposed.

Meanwhile, in the Sports Park, a new walking trail is being created on the island from the abandoned powerhouse to Tilomihk Falls. When the diversion dam is removed, this site may become the site of a bridge for the Greenway across the Rogue River to Upper River Road. The abandoned powerhouse is also being cleaned up to become safe addition to the Beach Park. Future plans include the possibility of transforming this site into a performing arts center. Tilomihk Falls may be recognized as a Native American historic site as well as becoming a world-class kayak slalom course.

In the summer of 2005, the main bike path will likely be extended beyond the diversion dam at Tilomihk Falls when the city moves its water-supply intake upstream. Eventual plans call for extending the trail along the river to the Gold Nugget turnout on Highway 234.

With the continued expansion of Gold Hill’s Pathways and Trails system, the local economy will benefit from the increased demand for supplies and services. Plans are underway for new businesses, including a raft shop and coffee and snack shops. Antique and art galleries may be attracted by the newly walkable downtown and its connections to trails, parks and the river. Plans are also underway for a downtown music festival in the summer of 2005 as well as salmon and kayak festivals at Tilomihk Falls.

As Gold Hill is rediscovered, there is no question the city will be able to rebuild its tax base and help itself. In the meantime, what the GHT hopes to accomplish with this document is to focus attention on trail routes that should be recognized and secured now. Careful work now will insure the city and surrounding river area become and remain forever walkable by residents and tourists alike.

# Gold Hill: Natural & Cultural History

## Geology and Nature Around Us

The little town of Gold Hill is tucked into a bend on the Rogue River, on the flank of Gold Nugget Butte. The Rogue begins in a volcanic area high in the Cascade Mountains just inside Crater Lake National Park. The river enters the Bear Creek Valley from the east in the Agate Desert, an arid region surfaced by massive deposits of river gravel. Near the bottom of the valley, below Table Rock and near Gold Ray Dam, the Rogue River officially enters the Klamath-Siskiyou mountain system. This area contains a variety of geologic formations representing several periods of uplift and erosion, as well as intrusions of granitic rock. In places, the rock formations contain greenstone, partially metamorphosed basaltic lava from 150 million years ago. Cracks in the greenstone contain flakes of gold and silver. The area also contains gold-bearing quartz. Sedimentary limestone is located downriver from Gold Hill, as are rock formations metamorphosed into marble.

### MAP IMAGE

(Insert map of area and geology or a good regional/vicinity map – need to locate or create map)

The river directly above Gold Ray Dam is fairly placid. However, below the dam and near Gold Hill, the river presents both Nugget Falls and Tilomihk Falls (Powerhouse Rapids), Class IV whitewater challenges for rafters and kayakers. Nugget Falls is the venue each

fall for the “Whitewater Rodeo” which draws kayakers from across the country.

Hardwoods and conifers abound in the surrounding hills; California black oak, Oregon white oak, Pacific madrone, and Douglas-fir, are dominant. Red alder, black cottonwood and willow grow along the riverbanks. Shrubs include manzanita, Oregon grape, blackberry, and poison oak.

Many birds, such as Great Blue Heron, mergansers, kingfishers, and osprey, as well as many brush-loving birds, can be viewed along the Rogue River. Muskrat, porcupine, skunk, opossum, raccoon, several squirrel species, rabbit, and deer are among the animal population. Every year, sport fishers are lured to the river by the vast runs of salmon and steelhead trout.

#### Native Americans

Native Americans lived in small villages along the Rogue River around Gold Hill for as many as 12,000 years. They called themselves Takelma but the Euro-American newcomers referred to all Native American tribes living in the valley as Rogue River Indians. In 1827, Peter Ogden reported seeing six large houses on the north bank of the Rogue River. This was probably the village of Tilomihk (sometimes written Dilomi), located near Tilomihk Falls at the north end of Gold Hill’s Sports Park. The houses may have been occupied by as many as 20 people and used as a winter community.

There was abundant material for shelters and the river provided salmon, trout, and crawfish which were caught by hook or net. Tilomihk Falls was the site of a large annual festival where the Takelma gathered to celebrate the beginning of the summer salmon run. Acorns and camas bulbs were also dietary staples. Local oaks provided acorns that were processed and ground into mush.

While direct descendents of the Takelma still live in the Rogue Valley and work to keep their traditions alive, most Takelma who survived the Rogue Indian Wars of 1851-1856 were removed to reservations at Siletz and Grand Ronde in northern Oregon. “Lady Oscharwashna,” also known as “Jenny,” was identified as the last member of the Rogue River tribes in this photograph taken by Jacksonville photographer Peter Britt. When Jenny died in 1893, she was said to be

about 65 years of age. She was laid to rest in the traditional, elaborately-decorated buckskin robe she is seen wearing in the photograph. It was reported that efforts had been made to purchase the beautiful garment to exhibit at the World Fair in Chicago, but Jenny had refused all offers.



“Lady Oscharwashna” (photograph courtesy Southern Oregon Historical Society, negative #773).

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## Gold Hill’s Beginnings

The Euro-American history of this area began with some sparse settlement on donation land claims, and the discovery of gold on “Big Bar” (Where is Big Bar?) on the Rogue River in the early 1850’s. In 1852, Colonel William T’Vault and his family took up a donation land claim on the south side of the river opposite the present site of Gold Hill, naming it Dardanelles. Postal service was initiated and a small settlement de-

veloped. In 1860, the first steam quartz stamp mill in southern Oregon was brought in to replace the mule-driven arrastas used to refine the gold found along the Rogue River and the creeks feeding it. The mill was operated day and night to crush ore from the rich



“Gold Hill” pocket mine discovered earlier that year in the hills on the south side of the river by a farmhand of local land baron, Thomas Chavner. A daily stagecoach from the mining town of Jacksonville brought miners, visitors, and the curious to Dardanelles.

Thomas Chavner, local land baron and one of five original partners in the pocket mine ( photograph courtesy of Gold Hill Historical Society).



Downtown Gold Hill, before the turn of the twentieth century (photograph courtesy Southern Oregon Historical Society, negative #1203).

The fertile land, as well as mining opportunities, attracted early settlers. The Donation Land Act of 1850 offered free land to those who could “prove it up” within a specified time period. It was not until the coming of the railroad to southern Oregon, however, that the town of Gold Hill developed. In competition with Rock Point three miles downriver for placement of a train station, Thomas Chavner sold the right-of-

way through his land to the Oregon and California Railroad in 1883. When the Oregon and California Railroad Company announced a contest to name the new town site where a train station would be built, it was Johnny Griffiths who submitted the winning name: “Gold Hill.” He was awarded a half-acre building plot bordering the river on which he built a house for his widowed mother and family.

The next year, Mr. Chavner hired surveyor J.S. Howard to plot a town site. Mr. Chavner and his wife, Rosa, donated land for the town site giving the streets and alleys to the public. The railroad built a station, a large section house for their foreman, and a tool shed. Most of the odd-number lots were sold to the railroad landholding company, while Mr. Chavner offered the even-numbered lots for public sale. The first lot, where the Gold Hill United Methodist Church now stands at \_\_\_\_\_ and \_\_\_\_\_ avenues, was sold to M. E. Pogue for a store. He soon added a storehouse for his large inventory of farm equipment. Gold Hill was incorporated as a city on February 12, 1895. While serving as the center of the quartz mining industry, Gold Hill also became an important railroad station for agricultural and livestock products.



Gold Hill's depot and rail service (photograph courtesy Southern Oregon Historical Society, negative #10975).



J. J. Houck and Brothers Flouring Mill, Gold Hill (photograph courtesy The Daily Oregonian Statesman, October 1st 1903\_\_\_\_\_).

Local farmers brought their crops, mainly corn, wheat, and barley, to be milled in Gold Hill. The grist mill was developed by the Trumble brothers, Eugene and Julius, in the early 1880's in the area where the relic power plant remains today. The mill was purchased in 1890 by Jesse and A.J. Houck, who increased capacity of the Rogue River Milling Co. by changing to rollers. Local farmers continued to be the primary customers, but reportedly grain came in from as far as Klamath County, 60 miles away. Heavily laden wagons of grain were pulled by four- and six-horse teams, the lead horses wearing bells that could be heard from afar. The milled goods were a local market product. A two-stamp quartz mill from the local Ross Mine (operated by Jesse Houck) was added to the property for reduction of ore. A power plant built on the river in 1902, behind the flour mill, provided electricity for the mills as well as for the town of Gold Hill. Earlier,



Margaret Griffiths Patrick, Gold Hill educator (photograph courtesy of Gold Hill Historical Society).

Margaret Ellen Griffiths Patrick was born in Stockton, California in 1865. She moved with her parents, John and Martha Griffiths, and brother, Johnny, to Sardine Creek in 1882. Margaret began teaching her first class in a one-room schoolhouse at Rock Point when she was 17 years old. She taught a subscription school in Gold Hill until the first public school was built in 1888, where she also taught. In 1904, she married orchardist George Patrick, and they resided on his farm in Gold Hill. After her husband's death, she again taught school. Margaret devoted 50 years to education in the Rogue Valley and Gold Hill's Patrick Elementary School is named in her honor.

## The 20th Century in Gold Hill

From 1906 through 1907, issues of The Gold Hill

News reported a renewed vigor in the many gold mines in the area. By 1911, a large business district along Gold Hill's Fourth Avenue consisted of a drug store, barber shop, meat market, bakery, hotel, small hospital, jewelry store, brick and tile factory, rolling flour mill, Methodist Church, school, weekly newspaper, Wells Fargo Express Company, Western Union telegraph office, telephone company, furniture store, an opera house (on the second floor of Lance & Company store) which also served as a dance hall and skating rink, rooming houses, restaurants, large general stores, and a large railway depot across from the hotel. Livery stables and blacksmith shops were located across the railroad tracks on Second Avenue. Major events, such as boxing, basketball games, dances and even the county fair, were held in a huge building called the Pavilion, located at the site occupied today by Sweed Machinery Company on Second Avenue at \_\_\_\_\_ Avenue. A special train brought local baseball teams to play at the field next to the Pavilion. During salmon season, Fourth Street, next to the Gold Hill Hotel, was blocked and long tables were set up for a community salmon feed. The large, brick Gold Hill High School, built on the hill in 1910, graduated its first class in May of 1913.

The years 1912 to 1916 were also when the man who would become Oregon's Poet Laureate, Ben Hur Lampman, was the owner, editor and publisher of the only newspaper in town, The Gold Hill News. On June 21, 1947, Gold Hill brought him back to town for a huge celebration in his honor. Nearby Lampman State Park was named after him at that time. He was so pleased that he commented in his celebratory speech, "Sometimes I wonder if leaving Gold Hill wasn't a mistake. There is no more beautiful place in all the world than this section of the Rogue River..."

The City of Gold Hill, 1902 (photograph courtesy of the Southern Oregon Historical Society, negative #5231). CAPTION WILL BE MOVED TO PHOTO LOCATION

Also in 1912, a geological survey by the Beaver Portland Cement Company concluded there was enough lime and shale in the hills west of Gold Hill to warrant cement production and ground was broken in 1913, with operations beginning in 1914. At the time, it was the largest, single industrial enterprise in southern Oregon. Generations of Gold Hill residents were employed here. In 1941, Pacific Portland Cement Company acquired the cement plant, and in 1952,



the company merged with, and became known as, the Ideal Cement Company. Due to increases in transportation costs over the years, the Gold Hill plant closed in 1968 and moved operations to Seattle where less expensive ocean shipping was available for their product. The closure had a severe economic impact on the area as it was the largest employer between Grants Pass and Medford. Currently, only a few light industries and service-related businesses are located in Gold Hill.

In the early days of the cement company, Gold Hill prospered with the influx of professionals and laborers drawn to the city by the construction work. The hotel, rooming houses, and restaurants enjoyed this surge in business. Years later, in 1944, the Pacific Portland Cement Company built a power plant on the Rogue River in what is now the Sports Park. The plant supplied power for the operation of the cement plant, as well as providing electricity to light the city streets. However, the power plant's three turbines functioned perfectly only when the water flow from the river was just right; they couldn't operate when the water was too high or too low. During the down times, power was purchased from the California Oregon Power Company (COPCO), the electric company that supplied residential power (generated further upriver at Gold Ray Dam) to Gold Hill and other communities in the valley. The deserted power plant can still be seen from the Gold Hill Bike Path, behind the Little League fields at the Gold Hill Sports Park on Highway 234.

Gold Hill experienced its first large fire on May 5,

1915. Editor Ben Hur Lampman reported in *The Gold Hill News* that the fire “started in or close to the livery and feed market of Darling & Hodges on the south side of Second Avenue”. It was suspected the fire was started by children playing with matches. Water from the reservoir and quick work by the “fire boys” soon extinguished the fire before it spread to the entire business area. However, Darling & Hodges lost two barns and a house, McFarren lost his jewelry store

and dwelling, one of the blacksmiths lost his shop, and several other homes were lost. Few were insured. Those that rebuilt used brick.



The Gold Hill fire, 1915, on Second Avenue North, looking east (photograph courtesy of Gold Hill Historical Society, #1190).

During the years before World War I, the Rogue Valley experienced a bust in the orchard boom that had developed in the first decade of the 20th century. One of the causes for this loss was the lack of orchard irrigation in the valley until 1923. Orchard crops failed and owners' investments disappeared. The overseas market was closed with the advent of the war. Del Rio Orchard, near Gold Hill, was able to survive through sales to the local market. Those employed by other orchards were not as fortunate.

By 1923, the Pacific Highway, known to many as



Highway 99, was paved from Washington to California. Small towns in southern Oregon, including Gold Hill, benefited from the influx of motorists attracted by the scenic drive or local recreational opportunities, like the opportunity to fish the Rogue River. Until the Great Depression, area gas stations, restaurants, and auto travel camps and courts prospered.

## 20's IMAGE

(Historic photo from the 20's, of Highway 99 in Gold Hill, or an auto camp in the area?)

During World War II, gasoline was rationed and civilian travel was curtailed. However, employment opportunities arrived with the opening of Camp White, the \_\_\_\_\_, in \_\_\_\_\_, in 1942. Gold Hill residents obtained rationing stamps for gasoline in order to carpool to jobs at Camp White. Servicemen based at Camp White took advantage of recreation along the Rogue River.

The "Siskiyou Line," operated by Southern Pacific Railroad since 1887, was the only direct rail route north and south through Oregon until 1927, when a new passenger and freight line through Klamath Falls was opened and the Rogue Valley was bypassed. Connections for passenger service in southern Oregon were now made in Dunsmuir, California; passenger service between Ashland and Portland, through Gold Hill, continued until August 1955. In April 1956, Southern Pacific reported excessive financial losses in operating the route and the Gold Hill Station was closed. The depot was purchased by a square dance club in 1962, dismantled, and rebuilt in Medford for use as the club's activity center. The last vestige of the passenger rail service that had been a force in the development of Gold Hill and the everyday lives of its residents was gone.

Gold Hill was bypassed a second time in the early 1960s, when through traffic was rerouted from Highway 99 and the center of Gold Hill to Interstate 5. Many of those involved in service industries reliant on the through traffic, faced unemployment. This significant economic loss for the city occurred in the same decade as the cement plant closure. At the same time, the timber industry was declining steadily and some workers were forced to leave the industry or only work a few months out of the year.

As the 20th century closed, Gold Hill had become a small bedroom community bypassed by the economic boom in most of the Rogue Valley, but the decline was coming to an end as more people began to realize what Ben Hur Lampman said in 1947, "There is no more beautiful place in all the world than this section of the Rogue River."

## Rebirth in the New Century

Gold Hill has now turned its hopes toward rebuilding its community and claiming a stake in the region's expanding tourism economy. Local community leaders and elected officials have capitalized on opportunities for revitalization, bringing national attention. In June 2004, a dedication ceremony for the Rogue-Umpqua National Scenic Byway was held in Gold Hill, the southern portal, as part of the city's 2nd Annual National Trails Day event. In Fall 2004, an ODOT repaving project through Gold Hill included sidewalks and striped bike lanes and effectively extended the city's pathways and trails system to the western city limits. A new Jackson County Library branch opened downtown – with a railroad theme. \_\_\_\_\_ (ODDA) and \_\_\_\_\_ grants for downtown and community park planning and help from the National Park Service with "trail" planning were obtained.

The city and civic leaders are investing energy in the arena of tourism: marketing the pioneer cemetery and museum to attract visitors; making plans for a Rogue River Greenway (RRG), a nonmotorized transportation route with parks, picnic areas, and boat launches for local residents and tourists, to connect the cities of Rogue River and Gold Hill with the Bear Creek Greenway in Central Point; and supporting local businesses like the Del Rio Vineyards, the largest planted vineyard in southern Oregon, established at the former Del Rio Orchard where the historic 1864 Rock Point



Stage Hotel is now the tasting room. And the “Gold Hill Pathways and Trails” will reconnect Gold Hill neighbors; link schools, parks, and downtown; and give the city a place in the regional network of trails.

## Gold Hill Pathways and Trails System

### Background

Gold Hill is a small town (population 1,100) with big, that is persistent, footpath and trail advocates. It was a fluke of opportunity and funding in 1982 that allowed Jackson County to pave the first 1500' of a multi-use walking and bike path on the outskirts of town, from the Railroad Bridge to the boat ramp access road, with the city furnishing the land and the State of Oregon funding construction from 1% gas tax monies (later that year the law changed, prohibiting the use of these funds for projects outside the right-of-way). But as Art Campbell, mayor during the early 1990's and trail advocate, says, “The path didn't go anywhere – you couldn't get on it!” The city connected the path to downtown in 1997, between 1st and 4th Streets, with a 1,000 foot long gravel path on a 50 foot wide corridor leased annually from the Southern Pacific Railroad (now the California-Oregon Railroad). More than 20 years after the first isolated section was built, a grant from the NPS Challenge Cost Share Program, made it possible to ‘close the gap’ and pave this critical connection in 2004.

A 1990 survey of Gold Hill merchants and residents indicated that completion of the path was a high priority. In February 1993, a proposal to extend the bike path was submitted to the RVCOG (project screener for ODOT's 1995-2000 funding). The proposal was chosen as one of 10 local priorities, which fueled the formation of the “Gold Hill Bike Path Committee” as a subcommittee of the Gold Hill Parks and Recreation Commission. Notified by ODOT later that year that Gold Hill would receive the requested Intermodal Surface Transportation Efficiency Act funding, the committee undertook a major fundraising campaign to raise the required matching funds: \$44,000. The first appeal for donations, made with 4,200 flyers

hand-stuffed into the telephone directories, did not get any response. Over the next four years the committee organized several fundraising events: “Bingo for the Bike Path”; a lunch stop for 2,200 Cycle Oregon riders; a bucket-brigade of children carrying collection cans in the annual parade; and “Pennies for the Path” collection cans in each school classroom. Besides raising private donations, the committee wrote and was awarded several grants and the city's \$15,000 purchase of railroad right-of-way for the bike path applied “in-kind” towards the required match. With local cash and in-kind match, and the \$219,800 state and federal funds through ODOT, the path was paved in 1997, extending the path north 1,800 feet along the Rogue River from the boat launch (?), through a greenbelt towards the city limit to the diversion dam at Tilomihk Falls.

A key to the advocates' successes has been keeping the “bike path” project in front of the community over several decades. A children's poster contest was held, with a \$50 grand prize and 1st through 3rd place prizes awarded for each school grade; winning posters were displayed by local businesses. A bike decorating contest was held in conjunction with the Gold Dust Days parade and trail advocates pedaled in the parade to show their support.



Trail advocates Brad and \_\_\_\_\_ Jacobsen pedal in the 2002 Gold Dust Days parade, stating their support on placards (photograph courtesy of NPS-Rivers and Trails, David Chui photographer).

Around 2000, circumstances offered new and synergistic opportunities for walking and biking in Gold Hill: a private donation of riverfront land to the city expressly for public recreation; ODOT plans to repave Highway 99 through town; and the prospect that a

diversion dam and fish barrier on the Rogue River may be removed. These opportunities catalyzed an ad hoc group of city residents who re-formed the Gold Hill Trails committee and collaborated with the city and RVCOG on a request for technical assistance from the NPS. Gold Hill was awarded assistance from the NPS Rivers, Trails & Conservation Assistance program and over the course of more than two years the trail committee worked with NPS staff; community members; and other local, state and federal partners to frame a vision and develop this concept plan for a community-wide system of pathways and trails. The efforts of GHT were further bolstered by the City's growing awareness of the importance of recreation issues to both the quality of life and the economic development of the community. Benefiting from the support of the City Council and the Public Works Department, paths and trails were fully integrated into the City's vision of its parks, neighborhoods, and streets. This support was formalized in October 2003 by the Gold Hill City Council:

The City of Gold Hill is committed to the development of pathways which afford our citizens an opportunity to enjoy our community in a safe and healthful manner. Trails provide a vehicle-free experience of Gold Hill in all its diversity; from the pristine beauty of our river side greenway, to a safe, dedicated route along Highway 99 to our Elementary school.

## Planning a System of Pathways & Trails

**Vision:** The 'Gold Hill Trails' are a network of foot and bike paths along the Rogue River and throughout Gold Hill, where neighbors and visitors experience & enjoy our historic and friendly community.

Community trail advocates worked together as an official subcommittee of the Gold Hill Parks and Recreation Committee. GHT and NPS staff launched the project in spring 2002, and organized their work around public meetings held the 2nd Tuesday of each month.

Building public awareness of the trail planning project was a priority from the outset. The GHT had a presence at the city's June 2002 Gold Dust Days Festival. Walking, bicycling, and the benefits of community

trails were promoted with several events for children and youth. At the beginning of the 2002 school year, the committee helped the Gold Hill Police Department organize the city's first bicycle safety rodeo with support from the Medford Police Department (?).



"Gold Hill Trail Committee" started community outreach at the 2002 Gold Dust Days Festival (photograph courtesy of NPS-Rivers and Trails, David Chui photographer).



International Walk to School Day 2002: Students, parents, and community leaders arrive at Patrick Elementary School (photograph by Cheryl Joseph).

The following month the committee partnered with Patrick Elementary School and the Parent Teacher Organization to commemorate International Walk-to-School Day with a walk/ride from downtown to the school. Committee members, the police chief, and city council members met the students at the downtown park at 7:30 a.m. with a healthy snack for the walk to school. Participation (45 children and 20 parents) and press coverage exceeded everyone's expectations. A grant from the Jackson County Health



District made possible the purchase and raffle of two bicycles at the event, and Washington Mutual Bank handed out water bottles. International Walk-to-School Day was again celebrated in 2003.

International Walk to School Day 2002: Walkers and winners of the bicycle raffle, Dillon Burton and Mattea Hagglund. (photograph by Cheryl Joseph).

To reach more Gold Hill and area residents and learn what kind of uses and facilities they wanted on pathways and trails, the committee distributed a newsletter and community assessment survey (see Appendix for the March 2003 survey). A newsletter and survey was mailed with utility bills (? or to all households in the GH zip code???) to all households in Gold Hill and to

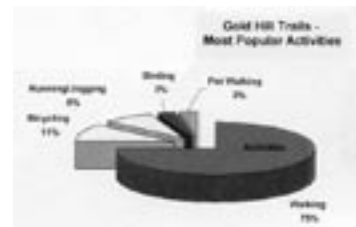


many area residents outside the city limits through local civic and business groups (?). Survey returns were encouraged with an entry in the raffle at the upcoming National Trails Day events.

The Gold Hill Trail Committee reached Gold Hill and area residents with a newsletter. SEE APPENDIX?

Results of the survey showed very positive community support for pathways and trails. Most respondents listed walking as their most preferred trail activity in Gold Hill, paralleling the value found by the Oregon Parks and Recreation Department in a statewide survey earlier the same year. Besides walking, the top five most popular trail activities identified by the Gold Hill assessment were bicycling, running and jogging, nature observation and bird watching, and pet walking.

Most common uses desired by Gold Hill residents for pathways and trails (graph represents responses to the 2003 community assessment).



While working to inform and involve the public, the committee continued planning –outlining goals, taking resource inventories, establishing partnerships, and identifying a potential network of walking and biking routes.

The GHT, the city, and partners made a big event of National Trails Day 2003 to unveil the draft concept plan for a system of pathways and trails. The vision and maps of the proposed system, along with natural and cultural history, a timeline showing progress since 1982, results of the survey, and regional connections were displayed. The day-long event started early with the Grange's pancake breakfast, got moving with the Gold Dust 5k/10k run, and included tours of the Gold Hill Historical Museum



The draft "Gold Hill Pathways and Trails Concepts" were presented at the city's [first annual] National Trails Day celebration in June, 2003 (photograph courtesy of NPS-Rivers and Trails, David Chui photographer). Photo stored on NPS CD, PICT0084

## Goals & Benefits to the Community

Given the charge to plan "trails" for Gold Hill, the GHT identified a number of primary goals and a number of potential strategies. The committee sought to create a system of pathways and trails throughout Gold Hill and along the Rogue River that enrich the lives of residents and visitors and foster a sense of community. Pathways and trails will provide people with beautiful, common space and a place for environmental, educational, and recreational interests. As a focal point for Gold Hill, the pathways and trails will connect schools, parks, city services, and downtown

businesses and provide safe and appealing routes for walkers and bicyclists throughout town. Ultimately, it is hoped that getting people out of their cars more frequently and on the pathways and trails together – in town, through the parks, along the river – will help develop the community’s sense of unity.

Like many small, rural Oregon towns, the local financial resources needed to make change and develop facilities or programs have nearly evaporated. By finding partners and identifying shared goals, with coordination, and pooling and leveraging resources, many of the goals this committee recommends can be realized.

## Long Term Goals and Strategies

### 1. A **community-wide network** of pathways and trails:

Gold Hill, with 1,000 residents and little more than a mile long, is the center of community life and services for many residents outside its city limits. Since the city is small and compact, it should be an easy place to get around by foot or bicycle, but highway, railroad, and river crossings present significant impediments. Few students walk or bike to Patrick Elementary School from nearby neighborhoods because of these barriers.

- a. Build sidewalks and bike lanes along Highway 99, the main street through town, from the Gold Hill Bridge to Patrick Elementary School (this was completed in autumn 2004 in partnership with ODOT).
- b. Link the City Beach Park to the existing bike path and the new Highway 99 bike lanes and sidewalks.
- c. Create a loop footpath and safe access on the Old Powerhouse Island.
- d. Enhance the Sports Park to make it a more valuable destination, including integrating pathways and trails (a Sports Park Master Plan was completed in 2003 and grant funding is being sought to resurface the tennis courts).
- e. Install historic and cultural interpretive signs along the system of pathways and trails.
- f. Develop and maintain trails for hiking on the hillside above Gold Hill, principally in partnership with the Bureau of Land Management (BLM).

- g. Extend the trail system upriver to BLM’s Gold Nugget Wayside.
- h. Connect the Gold Hill Pathways and Trail System to recreation sites upriver, to the Bear Creek Greenway, and the City of Rogue River (in 2004 the “Rogue River Greenway” formed, a committee of trail advocates from the cities of Rogue River and Gold Hill).

### 2. Capitalize on the city’s **scenic beauty** and riverside setting

- a. Increase the number of scenic viewpoints along the Rogue River accessible to people with disabilities.
- i. Create street-end “pocket parks” overlooking the river.

Promote Gold Hill as a recreational destination and a “gateway” to Crater Lake and the Rogue-Umpqua National Scenic Byway.



The scenic Rogue River, at the diversion dam (photograph by Barbara N. Finnie).

3. Enhance **livability and a healthy community**, attracting visitors and supporting the city’s economy
  - a. Adaptive reuse of the Old Powerhouse for a museum, recreation facility, or lease for commercial enterprise.
  - b. Develop a white-water kayak park.
4. Build **Partnerships**
  - a. Bureau of Land Management (see Goals 1-f and 1-g).
  - b. Scenic Byway Program (see Goal 2-b).

- c. National Park Service (see Goal 2-b).
- d. Oregon Department of Transportation (see Goal 1-a).
- e. Gold Hill Community Development Organization (Can-DO) (see Goal 1-d).
- f. Rogue River Greenway Committee (see Goal 1-h)

## Gold Hill Pathways and Trails System: Concepts

Gold Hill's pathway and trail system will provide a variety of choices and experiences, in mode, purpose, destinations, and scenery. Whether one is walking, bicycling, in a wheelchair, pushing a stroller, skating, or boarding, there will be a path or trail for you in Gold Hill. The system will offer routes that are direct and serve efficiently for cross-town commuting or errands, and other routes affording active recreation or quiet contemplation. The Gold Hill system connects residential areas, city parks, the Rogue River, the elementary school, downtown, nearby natural areas, and eventually the greater Rogue Valley as the Bear Creek Greenway is extended and the Rogue River Greenway is developed. Gold Hill's scenic setting on a bend of the Rogue River and the flank of Nugget Butte, and its small town character, lends special appeal to this varied network of pathways and trails.

The Gold Hill Pathways and Trails is a network of six types of routes:

1. **"Main Street"**
2. **Paved, separated foot/bike paths**
3. **Local connectors**
4. **Spur trails**
5. **Unpaved nature walks**
6. **Regional connections**

### "Main Street" (.95 miles)

The "Main Street" route, also called 2nd Avenue or Highway 99, shares the public right-of-way and provides sidewalks and bike lanes through the center of the city to connect Patrick Elementary School on the west end of town with downtown and the "Gold Hill Bike Path." Main Street" is a complex and exciting area, the city's heart containing the commercial district, post office, new city library, a signaled railroad

crossing, portal to Rogue-Umpqua National Scenic Byway/Highway 234 and gateway to Crater Lake National Park, and central-city links to the city's path/trail system and city Sports and Beach parks on the east. It is hoped this confluence sparks a new vitality in Gold Hill, with residents literally "running errands" downtown or riding out to a ballgame and visitors stopping to enjoy the scenery and purchase supplies downtown.

### WALK/BICYCLE IMAGE

Redevelopment of Highway 99 through Gold Hill in 2004 made the city center a safe and appealing place for residents and visitors on foot and bicycle (sidewalk/bike lane plan; ODOT OR illustration from ODDA plan along with a photograph of walkers and bicyclists on the completed sidewalk & bike lane).

### Paved, Separated Foot/Bike Paths (.96 miles)

Paved foot and bike paths, separated from streets and motorized traffic, generally follow the Rogue River on public lands and a portion of the [leased] railroad right-of-way. Currently, one mile, or almost half of the proposed Gold Hill Bike Path is developed, that is, paved and furnished (benches, trash cans, shade trees, etc.) and connecting the city's Sports and Beach parks with the center of town and neighborhoods. Eventually, the separate, paved path will run from the west city limit and connect with the regional system (the future Rogue River Greenway, including Valley of the Rogue State Park and the City of Rogue River), east to the opposite city limit and connect with the BLM Gold Nugget Wayside and the regional Bear Creek Greenway.



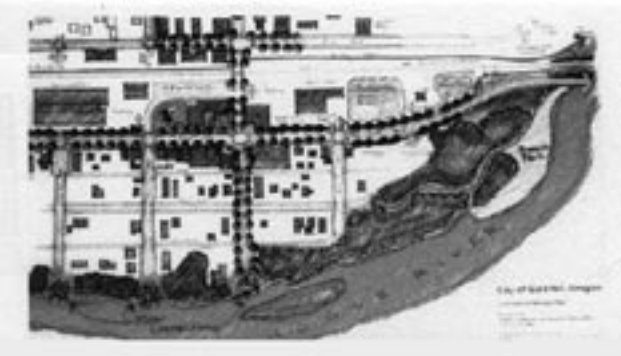
\_\_\_\_\_ and \_\_\_\_\_, Gold Hill residents, walking the “Bike Path” (photograph by Barbara N. Finnie).

**Local Connectors (0.5 miles)**

To make the system functional, several city streets will be used to connect the Main Street, the primary pathways and trails and key destinations like City Hall and the Nugget Butte Nature Walk. Streets will be improved and signed to make the recommended routes safer, readily apparent and appealing enough to attract use.

**Spur Trails (1.25 miles)**

The “spurs” lead to a single destination, for example a street-end overlook above the Rogue River or the boat launch, and require retracing ones steps. These are generally short legs that lead off from Main Street, only two city blocks in length; however the spur to the BLM Gold Nugget Wayside on the north end of town is \_\_\_\_\_ miles at the end of the Gold Hill Bike Path.



A short spur trail leads to a view of the Rogue River from a street-end overlook (illustration excerpted from \_\_\_\_\_).

**Unpaved Nature Walks (0.5 miles to more than 6.0 miles)**

Gold Hill is blessed by its proximity to scenic public lands, both along the Rogue River and on Nugget Butte. A designated, unpaved loop trail is being developed from the primary bike path across the diversion channel to the Island to provide a short, close-to-the-city nature walk. The city will collaborate with the BLM’s Medford District to establish and maintain nature walks and viewpoints on the federal agency’s lands above the city on Nugget Butte.

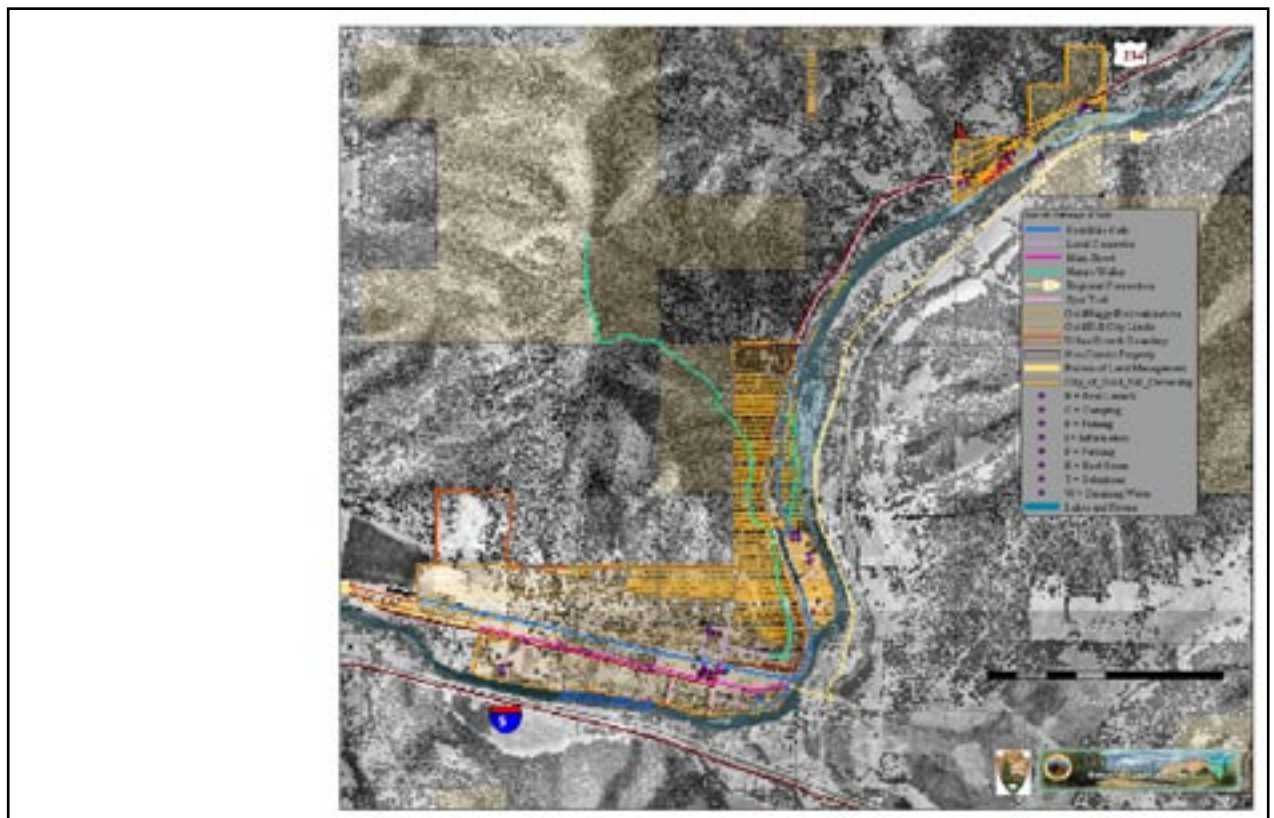
Use Brad Jacobsen’s three maps of potential nature trails – or put in the Appendix??? (will have to scan or photocopy his originals). SEE APPENDIX

**Regional Connections (20 miles)**

Currently, Gold Hill is on the fringe of the regional Bear Creek Greenway (BCG) system of on-road bike routes and separated foot/bike trails that has been developed in the Rogue Valley over the last 30 years. A preliminary evaluation made with Jackson County staff showed it is feasible to extend the BCG from Central Point to Gold Hill, following Blackwell Road, Gold Ray Road, and Upper River Road (13 miles) – all low-volume county roads, and a significant portion unpaved. The most challenging element of the BCG extension may be crossing the Rogue River at Gold Hill. The newly formed Rogue River Greenway Foundation is already pursuing development of this greenway corridor, including connections to the west with Valley of the Rogue State Park (4 miles) and the City of Rogue River (7 miles).

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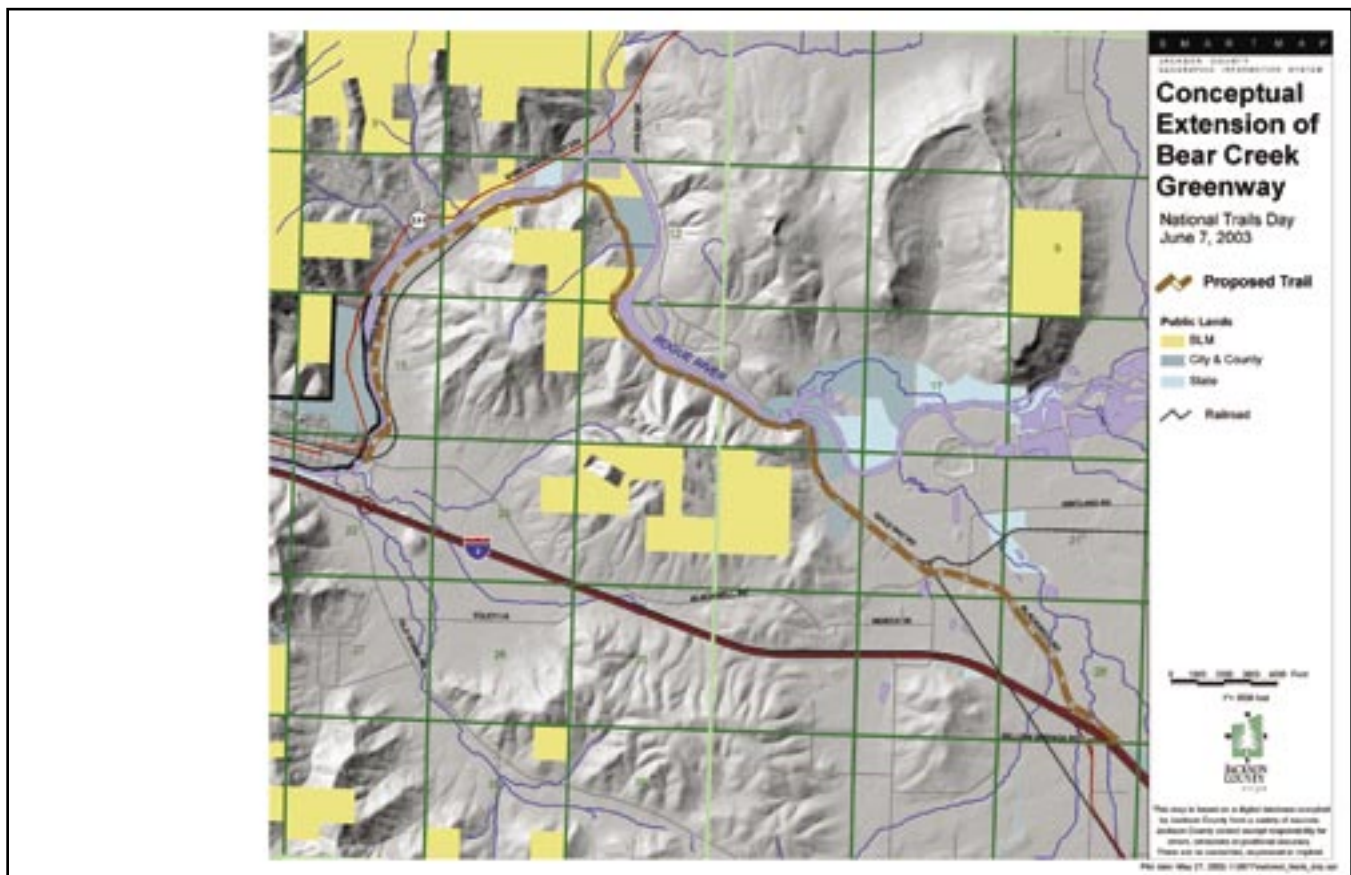
Gold Hills Pathways and Trail System Concept Plan  
(map created by Don Kreitner, GIS; BLM-Medford  
District).





11x17 foldout:

Gold Hill plans to be connected to the greater Rogue Valley and the Bear Creek Greenway by a multi-use trail in the future (map created by Keith Massie, Jackson County Information Technology).



# Implementation and Future Opportunities

A reinvigorated Gold Hill Parks & Recreation Committee will develop the system of pathways and trails, and plan and promote outdoor programs for residents and visitors. Guided or self-guided walks to observe birds and other wildlife are a popular educational activity (ranked among the top five trail activities in the community assessment survey), as is historical information about Native Americans, Euro-American settlement, and mining activity in the area. The benefits of exercise should be promoted in the community, with special classes for children and seniors. A bicycle event could be staged from Gold Hill to the City of Rogue River and back to promote the cooperative and collaborative relationship between the neighboring cities. Such an event is a good opportunity to celebrate the new bike/ped facilities completed in Gold Hill while introducing the developing system to users who are unfamiliar with the trails. Development of the Rogue River Greenway, north along the Rogue River, could offer a nonmotorized route to reach and view the annual world-class Whitewater Rodeo and advance tourism and the local service industry. The Gold Hill Community Development Organization (Can-DO) has committed its current fundraising efforts to support implementation of the Gold Hill Sports Park Master Plan, in partnership with the City (accessible public restrooms are the current priority). Design and installation of informational kiosks and interpretive signs along the pathways and trails will support public awareness of the system and destinations, and the abundance of nature and history in Gold Hill.

**The Rogue River Greenway (RRG)** is a committee established jointly by the Rogue River Trails and Gold Hill Trails committees, Jackson County, and the cities of Rogue River and Gold Hill. RRG mission is to develop an alternative, nonmotorized, multi-use trail (approximately 20-miles) between the City of Rogue River and the Bear Creek Greenway in Central Point, with principal connections to Valley of the Rogue State Park and the City of Gold Hill enroute. Through Gold Hill, the RRG will utilize the new bike/ped facilities recently built along Highway 99 and will have connections made to the Gold Hill Beach Park, Gold Hill Bike Path along the Rogue River, and the Gold Hill Sports Park.

**Water trails** are planned as part of the RRG and will link existing boat, raft, and kayak launches with additional launches and parks to be developed, including facilities in Gold Hill and ODFW property downstream from the city at Sardine Creek.

The abandoned, city-owned **power house**, built in 1944 to power the Pacific Portland Cement, is located on the Rogue River in the Gold Hill Sports Park. Investigations will soon begin to determine how this property can be redeveloped. One concept is to transform this site into a performing arts center, connected to the city by the Gold Hill Bike Path.

The southern portal of the **Rogue-Umpqua National Scenic Byway** is in Gold Hill. This beautiful 172-mile byway travels next to the Rogue River on Highway 234, past the Gold Hill Sports Park and the iconic Table Rocks, to Highway 62 and into the Cascades to its northern portal in Roseburg. Visitors can enjoy the recreational opportunities in Gold Hill, from a picnic at the Gold Hill Sports Park or panning for gold at BLM's Gold Nugget Wayside, to a walk from the downtown post office on the bike path along the Rogue River.

The new **Gold Hill Branch of the Jackson County Library**, under construction in downtown, is \_ block from the multi-use bike path and will be completed by the end of 2004. The community rooms may be used by the Parks & Recreation Committee's programs and classes on local history, the environment, and health.

With the continued expansion of Gold Hill's Pathways and Trails system, **the local economy will benefit** from the increased demand for supplies and services. Small businesses, such as a raft shop, pedicabs, and coffee and snack shops, could be established. Antique and art galleries may be attracted by the walkable downtown and its connections to trails, parks, and the river.

## Funding Pathways & Trails in Gold Hill

The GHT knows from experience that developing a system of pathways and trails will depend on funding from multiple sources. The municipal tax base is

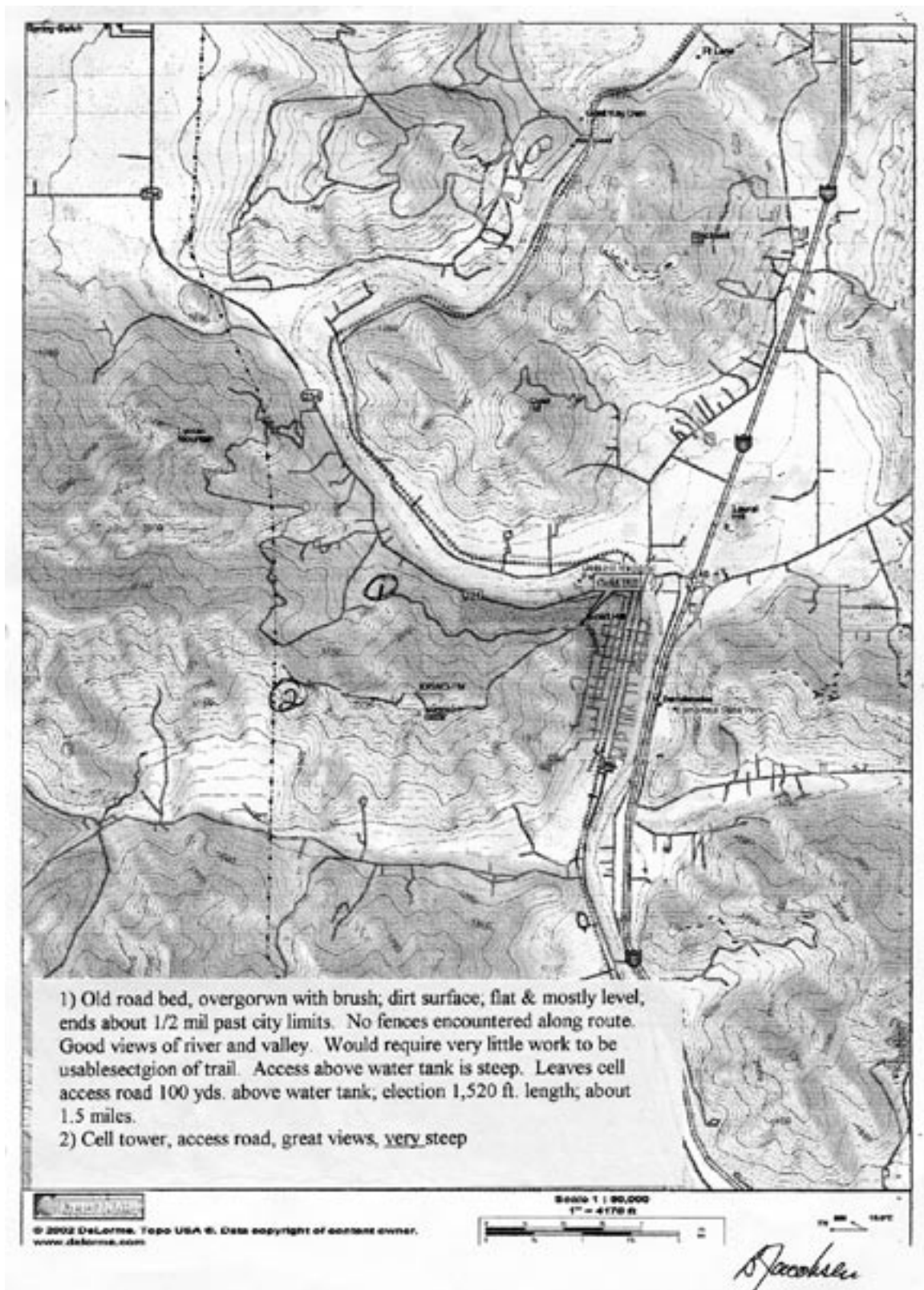
very low but the city is on record, in formal resolution and adoption of this plan, as a supportive partner for trail development. Maintenance will continue to be provided by the Public Works Department and, where possible, trail development will be incorporated in the city's transportation projects. GHT will meet the challenge to promote the community's pathways and trails and raise the necessary funds from donations – cash, volunteer labor, materials and property – and grants to complete the system.

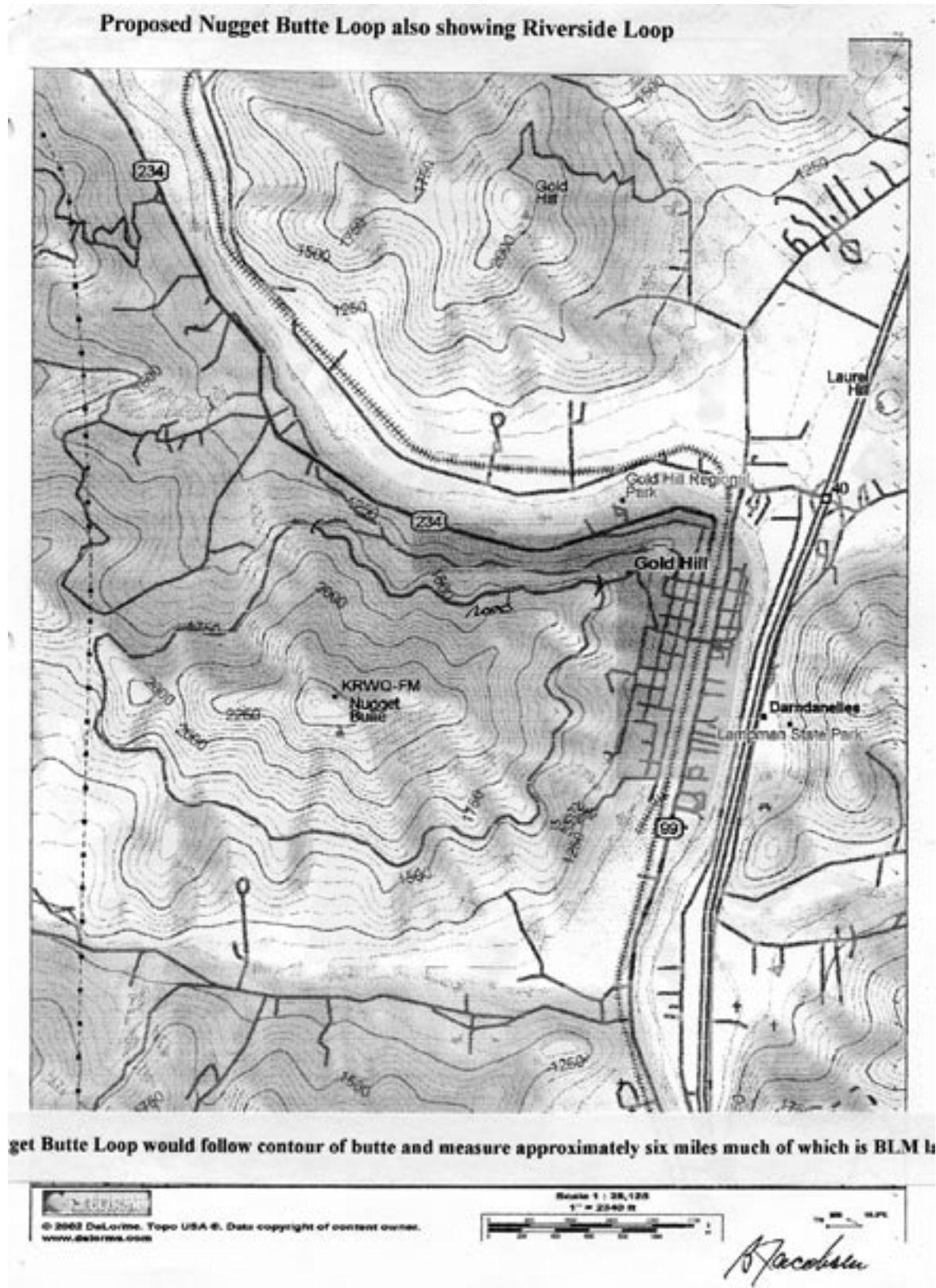
See the appendix for a short list of potential funding sources.

# Appendix

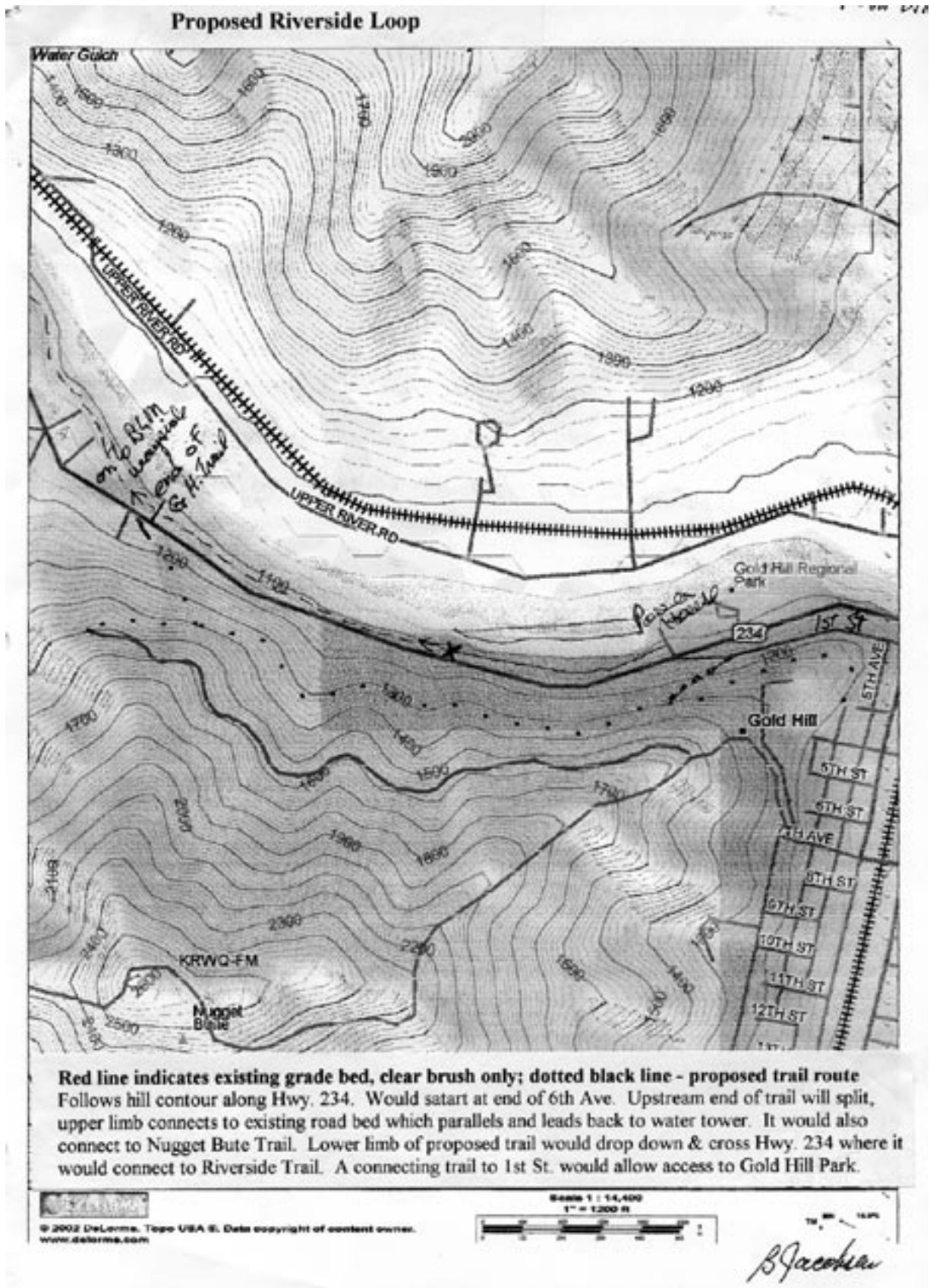
## Jacobsen Trail Map - 1

8.5x11 color? (would add to cost)











## Community Survey for Gold Hill Trails

The Gold Hill Park and Recreation Committee's "Trails Subcommittee", with a grant of technical assistance from the National Park Service, is developing a plan for a comprehensive system of pathways and trails. Our vision is that 'Gold Hill Trails' will be *A network of foot and bike paths along the Rogue River and throughout Gold Hill, where neighbors and visitors experience & enjoy our historic and friendly community.*

With this community survey, the City hopes to hear what you want the "Gold Hill Trails" system to be. We value your comments and ideas, so please take a few moments to help the committee design the Gold Hill trail system. The kind of paths and trails developed will truly reflect the interests and activities of the people in our community. **Thank you for your participation.**

1. What kinds of activities do you feel the Gold Hill trail system should support? Please rate the activities listed below.

U – I will use the trail for this activity

A – I think this activity should be accommodated, but I will not use the trail in this way.

I – I think this activity is inappropriate for trail use.

- |  |   |  |
|--|---|--|
| <input type="checkbox"/> Running/Jogging | <input type="checkbox"/> Nature Observation/Birding | <input type="checkbox"/> Skateboarding                     |
| <input type="checkbox"/> Walking         | <input type="checkbox"/> Historic Walking Tours     | <input type="checkbox"/> Scooters                          |
| <input type="checkbox"/> Bicycling       | <input type="checkbox"/> Commuting to Work          | <input type="checkbox"/> Outdoor Education                 |
| <input type="checkbox"/> Roller Blading  | <input type="checkbox"/> Commuting to School        | <input type="checkbox"/> Connection to BLM Park on Hwy 234 |
| <input type="checkbox"/> Pet Walking     | <input type="checkbox"/> Going shopping             | <input type="checkbox"/> Connection to Bear Creek Greenway |
|  | <input type="checkbox"/> Group Outings/Events       |  |

☐ Other (specify) \_\_\_\_\_

2. From the list of activities above, please indicate the top three in which you are most likely to participate:

1. \_\_\_\_\_ 2. \_\_\_\_\_ 3. \_\_\_\_\_

3. Please check the landscape and design elements that will enhance your experience on the paths and trails:

- |  |  |
|--|--|
| <input type="checkbox"/> Paved surface                     | <input type="checkbox"/> Viewing areas/overlooks |
| <input type="checkbox"/> Dirt surface                      | <input type="checkbox"/> Benches                 |
| <input type="checkbox"/> Compacted gravel/crushed rock     | <input type="checkbox"/> Water fountains         |
| <input type="checkbox"/> Dual surface path (dirt or paved) | <input type="checkbox"/> Picnic tables           |
| <input type="checkbox"/> Posted regulations                | <input type="checkbox"/> Covered picnic shelters |
| <input type="checkbox"/> Art (sculptures, murals, etc.)    | <input type="checkbox"/> Garbage cans            |
| <input type="checkbox"/> Historical/interpretive signs     | <input type="checkbox"/> Emergency phones        |
| <input type="checkbox"/> Native plant landscaping          | <input type="checkbox"/> Bike racks              |
| <input type="checkbox"/> Shade Trees                       | <input type="checkbox"/> Mile markers            |
| <input type="checkbox"/> Public toilets                    | <input type="checkbox"/> Other (specify) _____   |

4. From the list of design elements above, please indicate the top five of most importance to you:

1. \_\_\_\_\_ 2. \_\_\_\_\_ 3. \_\_\_\_\_ 4. \_\_\_\_\_ 5. \_\_\_\_\_

5. Do you want to help make the Gold Hill paths and trail a reality? Circle as many interests as apply:

- |   |   |
|---|---|
| <input type="checkbox"/> Volunteer trail projects | <input type="checkbox"/> Historical and interpretive walks or materials |
| <input type="checkbox"/> Special events           | <input type="checkbox"/> Public Art                                     |
| <input type="checkbox"/> Fundraising              | <input type="checkbox"/> Path and trail planning/design                 |
| <input type="checkbox"/> Promotion and PR         | <input type="checkbox"/> Make a donation for the Gold Hill trails       |
| <input type="checkbox"/> Maps and GIS             | _____ (other)   |

*March 28*  
Return your survey by **April 7th, 2003**, for a chance to win a gift basket donated by Del Rio Vineyards.

Please enter me into the drawing: *on National Trails Day June 7*

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Phone: \_\_\_\_\_

E-mail: \_\_\_\_\_

GH Trails survey

Return completed survey to City Hall or:

Gold Hill Park & Recreation Committee

P.O. Box 308

Gold Hill, OR 97525

March 2003





### Did you know...?

The first 1500 foot section of the Gold Hill Bike Path was installed By Jackson County Parks in 1982!

Are you interested in helping develop hiking and bike trails around Gold Hill?

The 'Gold Hill Trails' group meets the second Tuesday of each Month, at 4pm in City Hall.

**Please Join Us !**

For info : 855-1525

Recorder@ci.goldhill.or.us

Published by the Gold Hill Parks & Recreation Committee

March 2003

## Enjoying your Gold Hill Trails

We are fortunate to live in a community blessed with a scenic river, wooded hills and plenty of open space. Whether your pleasure is fishing, biking or just walking the family dog, Gold Hill offers the outdoor adventure you crave. Our mild climate and Family friendly town combine to create a real appreciation of our City Parks and Trails. The City Council has created a *Parks and Recreation Committee* which is charged with creating recreational opportunities for our Citizens and visitors to Gold Hill. We have received grants to help us plan and develop a trail system for walkers, joggers and bicyclists. 'Gold Hill Trails' is a volunteer group dedicated to making these dreams come true. Some of our ideas for the future include:

⇒ Extend the *Gold Hill Bike Path* to connect with The *BLM* recreation sites upriver.

⇒ Create safe *Sidewalks and Bike Lanes* along Hwy 99 through town—from the Bridge to Patrick School.

⇒ Create footpaths and safe access to the 'Old Powerhouse' island.

⇒ Build a hiking and Mountain Bike trail system in the hills around us.

⇒ Create a *scenic viewpoint* along the River accessible to disabled persons.

⇒ Utilize the 'Old Powerhouse' for a museum, recreation or ???

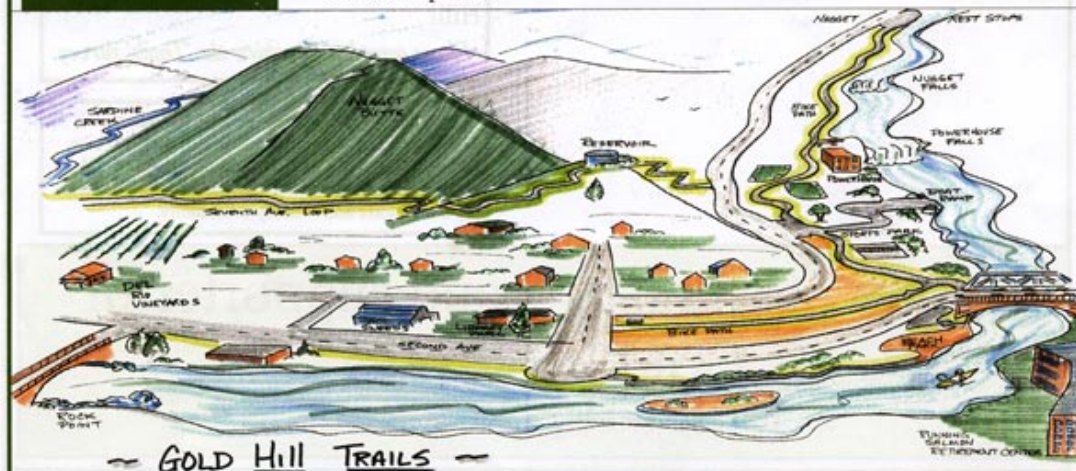
⇒ Enhance and improve our *Sports Park*.

⇒ Create a White-water *Kayak Park*.

⇒ Link the City "Beach Park" to the Bike Path

⇒ Install Historic & Cultural interpretive signs along the Bike Path.

⇒ **Incorporate your ideas into Gold Hill Trails !!**



# Funding

## Federal

**TEA-21:** The most significant funding source for bicycle and pedestrian facilities is the Transportation Equity Act for the 21st Century (TEA-21). It provides for planning, design, and construction and reconstruction of the nation's transportation facilities.

TEA-21 contains designations of money for specific program areas. Each state is required to set aside 10 percent of its annual Surface Transportation Program funds for Transportation Enhancement Activities (TEAs). The program is up for reauthorization of funding in October 2003. This program has already had profound trail benefits for communities across the country and its potential cannot be understated. Eligible funding categories include:

- pedestrian and bicycle facilities;
- pedestrian and bicycle safety and educational activities; and
- conversion of abandoned railway corridors to trails.

Other programs of TEA-21 include:

- National Scenic Byways Program (may be used for "construction along a scenic byway of a facility for pedestrians and bicyclists");
- National Highway System funds (may be used to construct bicycle and pedestrian facilities on land adjacent to a highway that is part of the National Highway System - see [www.byways.org](http://www.byways.org) and [www.scenic.org](http://www.scenic.org)). Contact Oregon Department of Transportation – \_\_\_\_\_, (\_\_\_\_) \_\_\_\_-\_\_\_\_.

Another program of interest in TEA-21 is the Recreation Trails Program that provides funding for construction and maintenance of both motorized and non-motorized trails. For more information, go to <http://www.fhwa.dot.gov/environment/rectrail.htm> or contact the Oregon State Parks: Trails Coordinator \_\_\_\_\_, (\_\_\_\_) \_\_\_\_-\_\_\_\_.

**EPA Environmental Education Grants:** The U.S. Environmental Protection Agency (EPA) administers a grant program for environmental education projects. Grants of under \$5000 are encouraged, but can be higher. Contact: Sally Hanft 206 553-1207 or 1-800 424-4EPA

**Natural Resources Conservation Service:** NRCS has two relevant grant programs:

- Resource Conservation and Development Program: Funds projects that include natural resource improvements, community improvement, recreation, information/education, forestry, economic development, and fish & wildlife. Local governments and nonprofit organizations can apply. The project must be located in an area that is a designated Resource, Conservation and Development (RC&D) area. Grants fund up to twenty-five percent of the total project costs, with a limit of \$50,000 per project. Contact Oregon \_\_\_\_\_, (\_\_\_\_) \_\_\_\_-\_\_\_\_; or the National Coordinator, Terry D'Addio, National RC&D Program Manager, 202-720-0557 or [terry.daddio@usda.gov](mailto:terry.daddio@usda.gov).
- Watershed Protection and Flood Prevention Program: This program provides technical and financial assistance for a wide range of watershed protection and improvement projects. A watershed plan must be completed and approved before grants are issued. The watershed area must not exceed 250,000 acres. State and local governments and non-profits may apply. Cost share percentages vary depend on the type of project. Recreation features have a 50/50 percent cost share ratio. Contact Oregon \_\_\_\_\_, (\_\_\_\_) \_\_\_\_-\_\_\_\_; or Bruce Julian, National Policy Coordinator, Water Resources, 202-720-3042 or [bruce.julian@usda.gov](mailto:bruce.julian@usda.gov).

For more information about these programs, see the Natural Resources Conservation Service's website at <http://www.nrcs.usda.gov>.

**Bureau of Land Management (BLM):** BLM has two programs that provide funding for projects on BLM land:

- Cultural Resource Management Program provides grants to increase public awareness and appreciation of cultural resources; projects can include interpretive signage (grants are usually around \$10,000). Contact: BLM, Group Administrator, Cultural and Recreation Group, (202) 452-0330.
- Recreation Resource Management provides

grants to increase public awareness and appreciation of recreation values. Projects include partnerships in Tread Lightly, Leave No Trace, interpretive programming, recreational fishing, and river corridor trail management. Contact: BLM, Group Manager, Recreation Group, (202) 452-5041.

## **State**

### Land and Water Conservation Fund (L&WCF):

LWCF was enacted by Congress in 1964 to establish a funding source for grants to state and local governments for land acquisition and/or development of outdoor recreation areas and facilities. The program is managed by the NPS but administered in each state through a governor-appointed state agency responsible to the NPS (i.e. federally funded/state-administered program). L&WCF grants require a 50% match from state or local funds. Eligible applicants include cities, counties, and recreation and park districts authorized to provide public park and recreation facilities. Lands and facilities funded through L&WCF grant assistance are required to be dedicated in perpetuity for public recreation.

Contact Oregon State Parks: Marilyn Lippincott, (503) 378-4168 ext. 241.

Oregon State Lottery: Oregon voters passed an initiative in 1998 authorizing a percentage of state lottery money to be dedicated to an acquisition and development grant program for parks and recreation.

Contact Oregon State Parks: Marilyn Lippincott, (503) 378-4168 ext. 241.

Oregon Bicycle and Pedestrian Program: 1% of state gas taxes are set aside in a fund for projects benefiting non-motorized transportation projects in Oregon.

Contact Oregon Department of Transportation – \_\_\_\_\_, Manager, (503) 378-3433.

### Local Government Grant Program

### Urban Forestry Grants

## **Private Businesses and Foundations**

There are a number of private businesses and foundations that provide grants for trails and environmental education projects. Grants given through these orga-

nizations are harder to track because in any given year some of the grant opportunities will have been discontinued and new opportunities from other organizations will have appeared. A sampler of grants offered is listed below. However due to the frequent changes, the best way to capitalize on these types of grants is to research grant opportunities close to the time of implementation through libraries and the internet. See Information Sources below, for publications/sites to use for completing the research.

The Kodak American Greenways Awards Program provides small grants (from \$500 to \$2,500) for greenway and trail projects throughout America.

Contact: Denise Swol at The Conservation Fund, (703) 525-6300 or dswol@conservationfund.org.

The Bikes Belong Coalition awards grants of up to \$10,000 each to assist local organizations, agencies, and citizens in developing bicycle facilities projects that will be funded by TEA-21, the Transportation Equity Act for the 21st Century.

Contact: Bikes Belong Coalition, (617) 734-2800 or mail@bikesbelong.org.

## **In-Kind Contributions**

Many grant programs require a local match to help demonstrate the community's commitment to the project. Often this 'match' requirement can be met with what is referred to as an 'in-kind' contribution. In-kind contributions are non-monetary donations of labor, equipment and materials to the overall cost of completing a project that can be translated to a dollar value used to meet the matching requirement. Volunteer labor for tasks such as clearing, grading, and construction can go a long way towards meeting local match requirements when applying for grants.

### Volunteers:

Individuals, community organizations, corporations and businesses may volunteer for many of the tasks required for development and maintenance of the trail. Volunteer sources include youth groups such as the boy and girl scouts; historical societies; the arts community; senior citizen groups; service clubs and organizations (e.g., Can-DO, Rotary, Lions, Kiwanis); church groups; and business and/or employee associations. High school and college students seeking internships with recreation or conservation projects

may be recruited, too.

#### Youth Conservation Corps

Youth corps work groups can provide assistance either free of charge or at significantly reduced costs and can support a variety of labor-intensive projects such as trail construction, streambank restoration, habitat improvement, and tree planting.

#### Prison Crews/Juvenile and Adult Offenders

Prison crews and juvenile and adult offenders required to perform community service are another potential source of assistance for trail projects at significantly reduced costs. This can be a win/win situation because many social workers believe that positive work experiences involving conservation and recreation projects play an important role in juvenile rehabilitation programs.

### **Community Fundraising and Donations**

#### Fundraising

Local service clubs and organizations have been significant contributors to trail development, and their active support will be needed to complete Gold Hill's system of pathways and trails. The GHT will collaborate with these groups to organize a wide range of activities to generate revenue for construction and maintenance. Car washes, bake sales, rummage sales, are all possibilities. One idea for an organization, like \_\_\_\_\_, is a '\_\_\_\_\_ for the Trail' project: \_\_\_\_\_ with contributions and proceeds deposited into the account set up to support trail construction and maintenance.

#### Donations

Donations are often a big part of funding a trail project. As Gold Hill has discovered in past trail projects, combined individual and corporate sponsors can potentially contribute a significant proportion of the needed funds through direct contributions, endowments, employee challenge/match programs, or donations of necessary construction materials and maintenance supplies.

### **Information Sources**

A valuable source of information for all federal grant programs is the "Catalog of Federal Domestic Assistance," a compendium of federal programs, projects, services, and activities that provide assistance

or benefits to the American public. The catalogue is organized by agency, function, subject, and applicant eligibility. The catalog is available at most libraries. Also, a website has been developed that describes Federal Assistance Grants, called e-grants; visit <http://www.grants.gov>. The "Catalog of Federal Domestic Assistance" can be found there.

The 'Trails and Greenways Clearinghouse' provides technical assistance and information about creating trails and greenways. The clearinghouse is jointly sponsored by the 'Rails-to-Trails Conservancy' and 'The Conservation Fund'.

Contact Betsy Goodrich, Manager, Trails and Greenways Clearinghouse, at (202) 974-5123 or visit <http://www.trailsandgreenways.org>.