

CITY OF MAUPIN

DONKEY TRAIL PLAN

DRAFT

SEPTEMBER 2024



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The contents of this document do not necessarily reflect views or policies of the State of Oregon.

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01. OVERVIEW

The Donkey Trail Plan (DTP) was developed through a collaborative partnership led by the City of Maupin and Oregon Department of Transportation (ODOT) with support and input from the community of Maupin and the project advisory committee (AC). The key objectives of the DTP are to:

1

Confirm the alignment of the existing unimproved Donkey Trail to serve as an accessible, safe, and efficient non-motorized alternative to Highway 197.

2

Establish the alignments for Maupin's Loop Trail concept: a continuous trail linking the different parts of Maupin that serves the transportation and recreational needs of the community.

3

Advance the design of the Donkey Trail, Maupin's Loop Trail concept, and develop planning level cost estimates to pursue grant funding opportunities for implementation.

Advancing, prioritizing, and implementing trail projects in Maupin supports the growing active transportation desires of Maupin residents and visitors. This plan documents the background, existing conditions, design standards, recommended concepts, and implementation process for realizing the Donkey Trail. The DTP was developed in parallel with the Street Design Standards Plan (SDSP) update.

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BACKGROUND

ROLE OF THE TRAILS IN MAUPIN

The Donkey Trail, and more broadly the expansion of the Maupin's trail network, addresses the community's desire for increased active transportation and recreational opportunities. The transportation network in the city today largely prioritizes motor vehicles, with Highway 197 serving as the transportation backbone within the community and sole access between the three different areas of Maupin:

- **Upper Maupin** refers to the area at the top of the northern Deschutes River canyon rim, near RiverCrest.
- **The Core Area** refers to the area between the two Highway 197 "hairpins", where most of Maupin's commercial and retail services are concentrated.
- **East Maupin** refers to the area southeast of the Deschutes River.

The development of the Donkey Trail and expansion of Maupin's trail network reflects the community's desire for alternative, low-stress, and comfortable active transportation connections that can serve transportation and recreation purposes.

RECENT PLANNING INITIATIVES

Recent planning and conceptual design efforts have started to envision what the Donkey Trail might look like. The 2018 Maupin Safe Routes to School Recommendations Report (SRTS) includes the Donkey Trail as a recommended improvement to encourage students to walk and bicycle to and from school. Additionally, the US197: Maupin to Bureau of Land Management (BLM) Access Improvements project, led by ODOT, provides initial concepts for a paved path along the Donkey Trail and curb ramps to enable a crossing on Highway 197.

These preliminary concepts focus on the segment that parallels Highway 197 from 6th Street to Mill Street and include infrastructure to support users crossing Highway 197. They both propose a paved path along the existing dirt/gravel trail, with sidewalk and ramp improvements at both ends of the trail. Both projects are described in more detail in the following sections.

Maupin Safe Routes to School Recommendations Report

The Maupin Safe Routes to School Recommendations Report identifies near- and long-term recommendations for continued evaluation and exploration of the Donkey Trail. The SRTS Recommendations Report also recognizes the potential functionality of the Donkey Trail serving as an alternative for emergency vehicle access when Highway 197 is blocked.

Appendix A shows the recommended improvements included in the 2018 SRTS Report.

US197: Maupin to BLM Access Improvements

An alignment for the Donkey Trail was identified in the US197: Maupin to Bureau of Land Management (BLM) Access Improvements Project, which is part of the ODOT 2024-2027 Statewide Transportation Improvement Program (STIP). The project aims to improve conditions for people walking, bicycling, and driving by implementing infrastructure improvements that connect residents and visitors to local recreation areas in Maupin. The project primarily focuses on improvements on Highway 197 in East Maupin, but also includes a potential Donkey Trail alignment featuring a 10-foot paved shared-use path with a short segment of 6-foot sidewalks on the north side of Highway 197 to connect to a crossing at Mill Street.

Appendix B shows the recommended improvements included in the US197: Maupin to BLM Access Improvements Project.

ENGAGEMENT

Public engagement was a critical part of advancing the DTP from concept to reality. During the first public event in January 2024, the desire to develop a "loop trail" was raised by community members as an asset and high desire for the community. The loop concept was discussed as a transportation and recreational opportunity to link the different areas of town, while creating a trail experience that does not require doubling back on the same route.

ADVISORY COMMITTEE

A project advisory committee (AC) met four (4) times throughout the development of the SDSP update and the DTP to provide input to the City, ODOT, and project team. Through these meetings, the AC discussed the initial goals and objectives for the DTP and explored concepts for the Donkey Trail and "loop trail".

PUBLIC EVENTS

Public Event #1 was held on January 23, 2024, and took place as a community walking tour. Community members were invited to participate in the walking tour with the primary objective of sharing their local knowledge of the transportation system needs with the project team. Key takeaways learned from the Public Event #1 regarding the Donkey Trail include:

- The Donkey Trail is used as a "short cut" from Upper Maupin to the Core area, especially for students who use it as a route to and from school.
- People use the Donkey Trail for both recreation and transportation purposes.
- Historically, the Donkey Trail has been used as a motor vehicle alternative to Highway 197 when an emergency shuts down highway access. Preserving the ability to provide motor vehicle access during emergency situations in the future is highly desirable.
- The Donkey Trail is a more convenient connection compared to Highway 197 from a grade and level of separation perspective.

Public Event #2 took place as a public open house on May 28th, 2024, from 5:00 to 7:00 pm in the Maupin Civic Center. City of Maupin residents were notified of the event ahead of

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Public Event #1 attendees on a walking tour of the Maupin, including the Donkey Trail

time via text message for people subscribed to the City of Maupin text alerts, emails to people subscribed to project updates from the project website, flyers in public areas, and by word of mouth from the AC members. Feedback on the Donkey Trail was generally consistent with what was heard at Public Event #1.

Public Event #3 took place as a pop-up event outside of the Maupin Market on August 8th, from 1:00 to 3:00 pm. Community members expressed strong support for the Donkey Trail and an enhanced crossing on Highway 197 at Water Avenue.

PROPERTY OWNERS

The City will continue to communicate with private property owners to develop a solution that achieves the vision of the DTP and the Loop Trail concepts while also meeting the needs of the private property owner.

PROJECT WEBSITE

A website for DTP in conjunction with the SDSP Update was accessible to the public throughout the project.

[Link to project website](#)

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02. EXISTING CONDITIONS

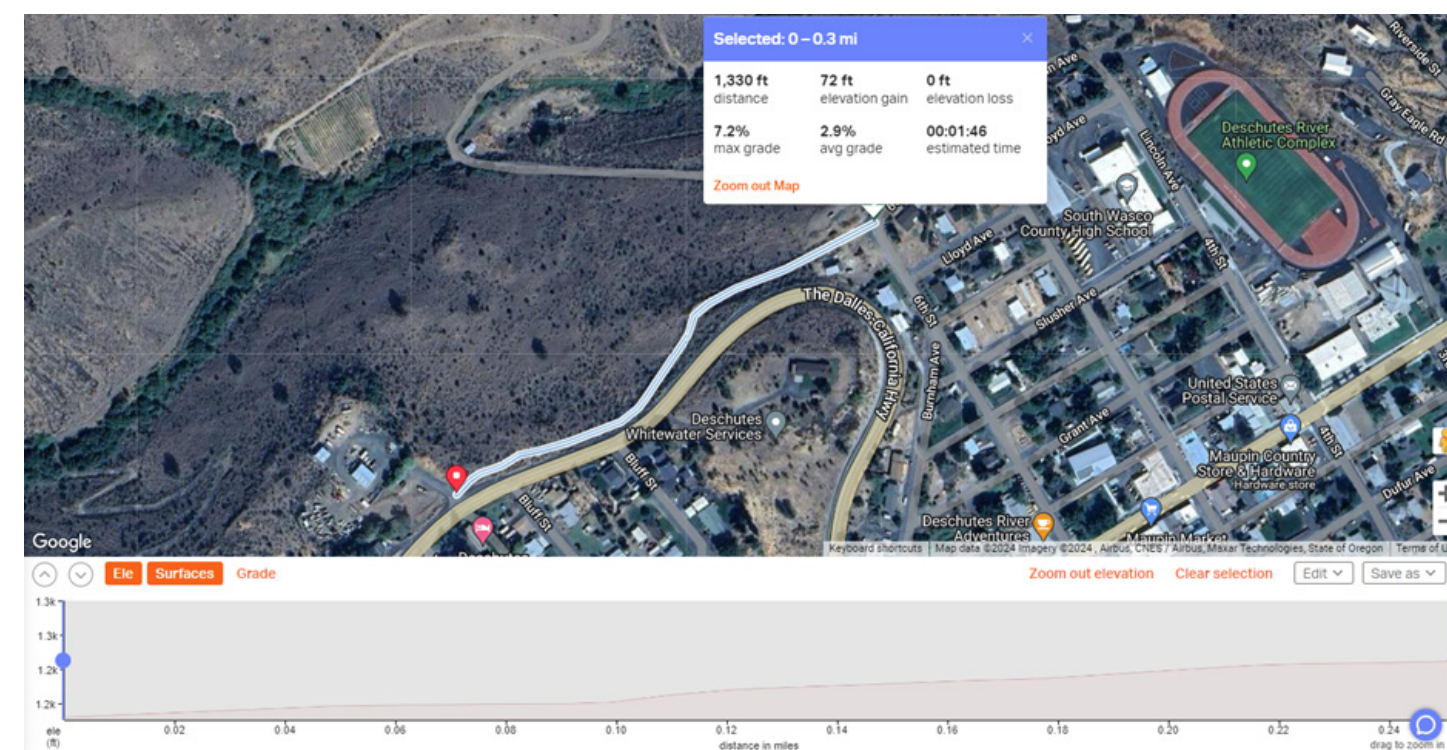
DONKEY TRAIL

The Donkey Trail, as it is known today, is a 0.3-mile informal dirt path that provides a fully separated connection parallel to Highway 197 from Lincoln Avenue to Mill Street. Portions of the trail are located on private property; however, the trail is actively used as a walking connection by members of the community, particularly students at South Wasco County Junior/ High School. Although the exact origin of the “Donkey Trail” is unknown, some community members believe the name comes from its similarity to trails used by hunters with their pack animals. The name has stuck over time, making it a familiar term in Maupin.

The trail provides a more direct route avoiding Highway 197 between the Core and Upper areas of Maupin. Highway 197 does not have sidewalks west of Burnham Avenue and the “hairpin” curves create limited sight distance and speed concerns that increase risk for people walking or biking. The Donkey Trail provides an alternative route to Highway 197 that addresses the existing gaps in pedestrian facilities between major pedestrian traffic generators in the city.

PROFILE AND GRADE

As described previously, the Donkey Trail provides an alternative, low stress, more direct, and more comfortable connection for people walking between the Core and Upper areas of Maupin compared to Highway 197. One of the primary factors contributing to convenience is the minimal grade of the Donkey Trail. Moving east to west, the Donkey Trail gains a total of approximately 72 feet with an average grade of 2.9 percent and a max grade of 7.2 percent. Figure 1 shows a snippet of the approximate profile and Figure 2 shows the existing Donkey Trail alignment.



Source: RidewithGPS

Figure 1: Approximate Profile and Grade of the Donkey Trail



Figure 4. Existing Donkey Trail Alignment

03. MAUPIN'S LOOP TRAIL CONCEPT

Through public engagement and AC input, the concept for a trail "loop" was identified as a strong desire for the community. The Loop Trail concept creates opportunities for recreational use while also providing convenient, low-stress access to Maupin's major activity centers for non-motorized users.

This section describes the proposed trail alignments and characteristics for each segment of the Maupin Loop Trail concept, including cross-sections for proposed path facilities, crossing treatments, and potential locations for other trail amenities.

LOOP TRAIL SEGMENTATION

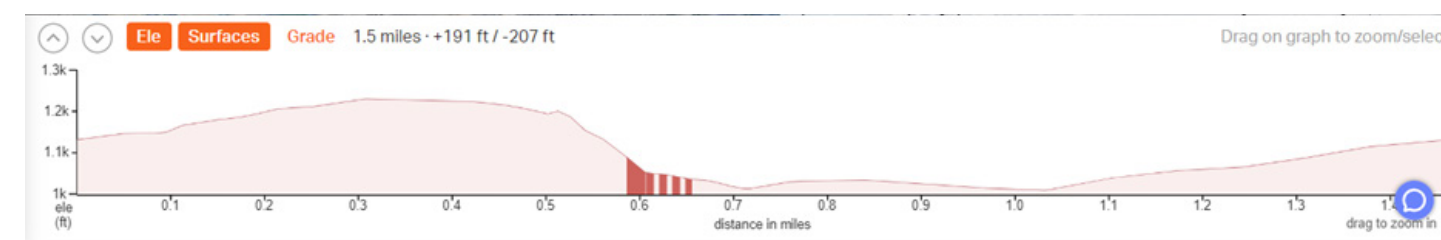
Maupin's Loop Trail concept is 1.5 miles long and includes three (3) unique segments. Each segment will require specific needs and has been developed to be implemented as a standalone project to allow for flexibility with implementation and funding sources.

- **Segment 1:** Donkey Trail (Lincoln Avenue to Water Avenue)
- **Segment 2:** Canyon Rim Trail (Water Avenue to 6th Street); exact alignment to be determined
- **Segment 3:** Neighborhood Route (Staats Avenue, 4th Street, Lloud Ave, Lincoln Avenue)

The loop connects key destinations in the Upper and Core areas of Maupin, including the Mountain Fir Park, South Wasco County Library, South Wasco County Junior/Senior High School, Maupin Lower School, Deschutes Athletic Complex, and other major activity centers on Highway 197.

PROFILE & GRADE CHANGE

Preliminary trail grades and elevation change were measured for the Loop Trail. In the counterclockwise orientation starting at Lincoln Avenue/6th Street, the 1.5-mile Loop Trail contains a total elevation change of +191/-207, an average grade of -1.3 percent and a max grade of 6 percent as shown below in Figure 3.



Source: RidewithGPS

Figure 3. Profile and Grade Change of the Loop Trail

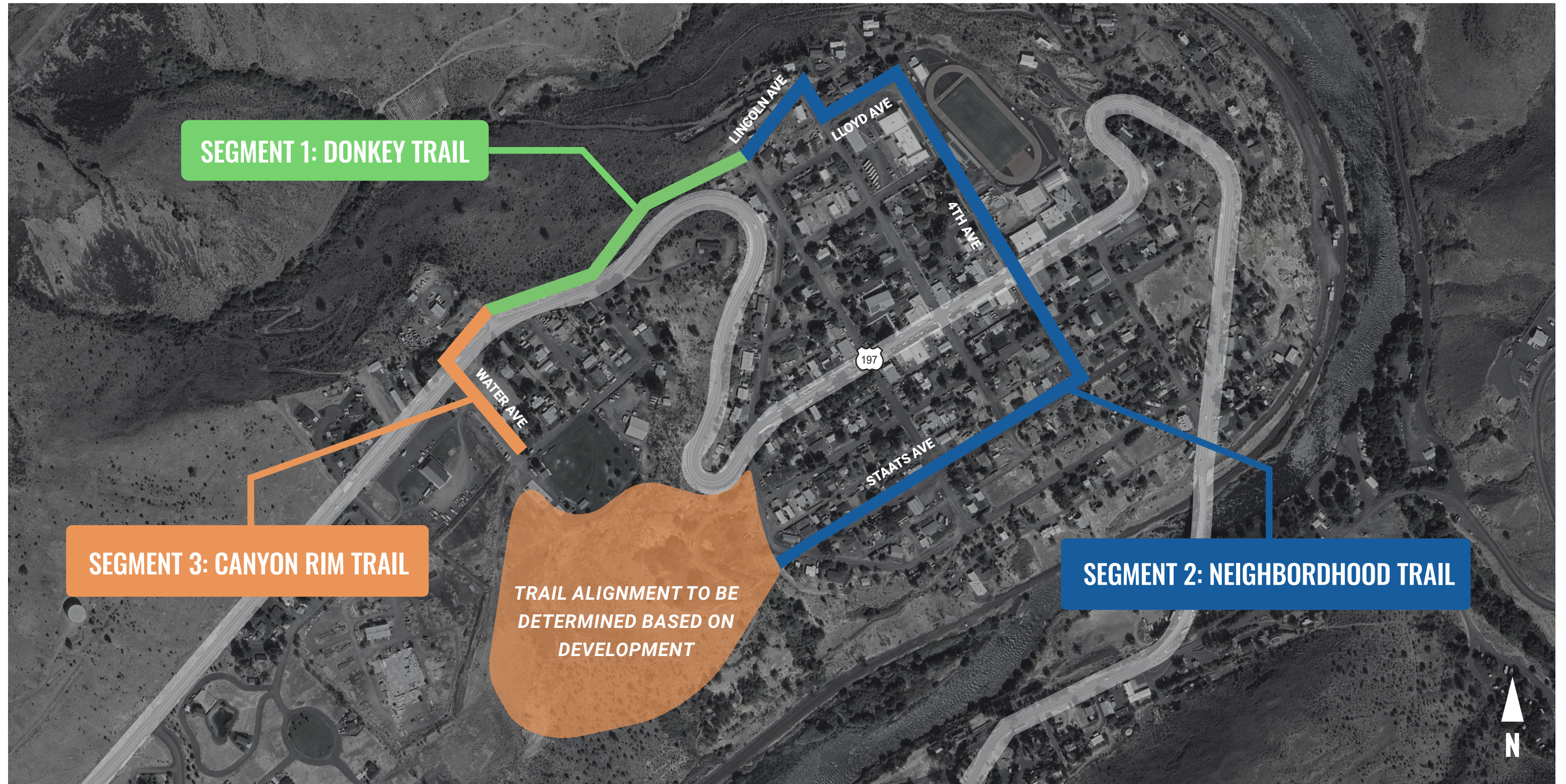


Figure 4. Maupin's Loop Trail Concept



SEGMENT 01

Donkey Trail

Segment 1 includes the alignment of the Donkey Trail as it is known today. The existing unpaved trail is approximately 0.3-mile in length and stretches from Lincoln Avenue/6th Street to Mill Street/Highway 197. Most of the trail is located on private property.

The area surrounding both ends of the trail is primarily residential, with key activity centers within the proximity of the trail heads. The west end of the trail terminates in Upper Maupin, which is primarily characterized by residential areas, some businesses like Holy Roasters Coffee Company and River Drifters, Mountain Fir Park, and essential services like Canyon Rim Assisted Living and the Deschutes Rim Medical Clinic. At the east end of the trail in the Core area, the trail connects to Lincoln Avenue/6th Street, with South Wasco County Junior/ Senior High School located a few blocks to the east and the downtown area located a few blocks to the south.

An enhanced crossing is proposed on Highway 197 at Water Avenue to connect Segment 1 of the Loop Trail to Segment 2.

PROFILE & GRADE CHANGE

Preliminary trail grades and elevation change were measured for the Donkey Trail alignment using RidewithGPS. As previously described, the current alignment is approximately 0.3 miles in length with an elevation change of approximately 72 feet, an average grade of 2.9 percent, and a max grade of 7.2 percent.

RECOMMENDED IMPROVEMENTS

The Donkey Trail is envisioned as a 10-foot wide paved shared-use path that follows the alignment of the existing dirt path. Figure 5 illustrates the envisioned typical section of the Donkey Trail.

The Donkey Trail is located on private property and maintaining vehicular access to the surrounding private property is a priority. Vehicular access to future private property development is envisioned to utilize the segment of the Donkey Trail between Lincoln Street and approximately 500 feet west. Within this segment of the Donkey Trail, trail users and vehicles will share the space. Vehicular access will be limited to residents only. Paving the path would necessitate a new culvert at the wash across from Bluff Street and stormwater runoff considerations.

At the location approximately 500 feet west of Lincoln Street, private property access is envisioned to deviate north from the Donkey Trail, while the Donkey Trail continues west along its current alignment. The continuation of the Donkey Trail segment will be accessible for people walking and biking only and controlled by bollards that can be removed to allow temporary vehicular access during an emergency on Highway 197. Figure 6 illustrates the access-controlled portion of the Donkey Trail with bollards.

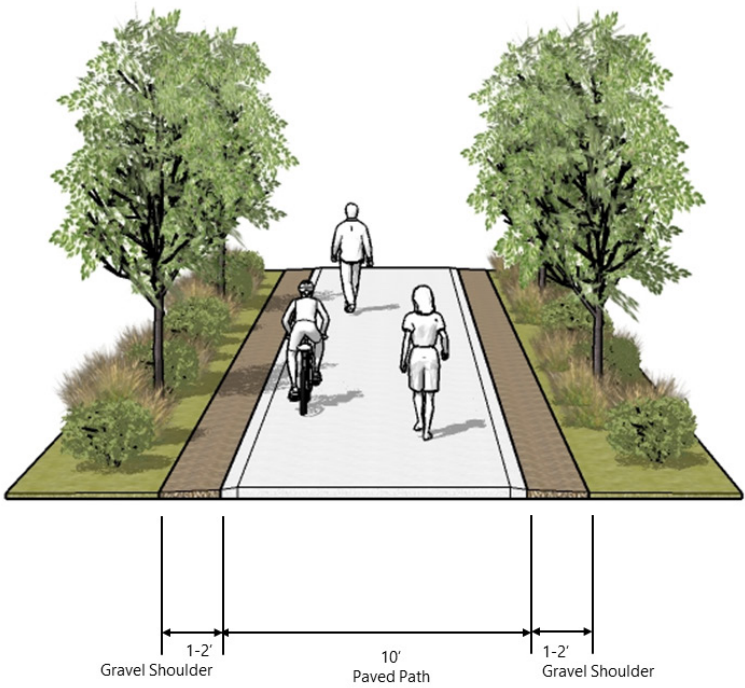


Figure 5. Typical Donkey Trail Section

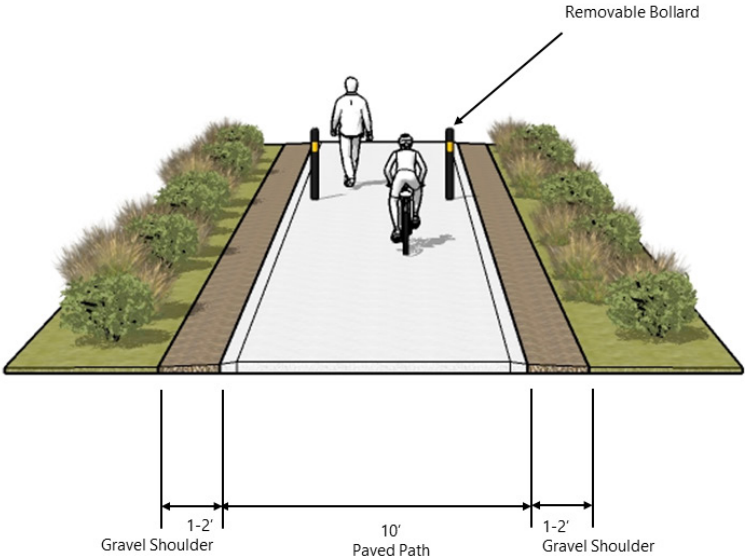
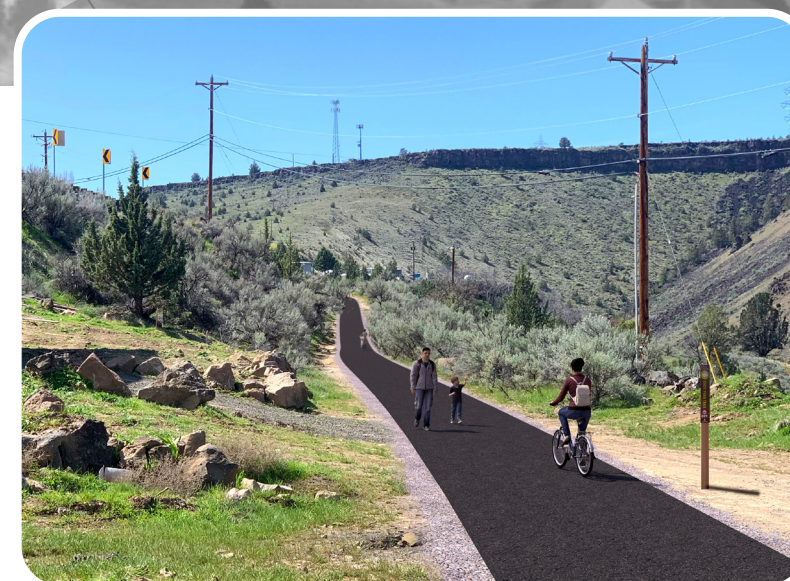


Figure 6. Typical Donkey Trail Section (Access Controlled)

Visualization of Removable Bollards on the Donkey Trail to restrict private vehicle access between the private driveway and Highway 197



Visualization of Enhanced Crossing at Water Avenue with a Rectangular Rapid Flashing Beacon (RRFB).



Visualization of Donkey Trail viewed from 6th Street/Lincoln Street

Figure 7. Donkey Trail Overview



CANYON RIM TRAIL

SEGMENT 02

Canyon Rim Trail

Segment 2 includes the connection between the end of Segment 1 near Water Avenue and the lower connection of Segment 3 near the Staats Avenue/Burnham Avenue/Elrod Avenue intersection. As described in Segment 1: Donkey Trail, the location of the enhanced crossing is recommended at the intersection of Highway 197/Water Avenue.

Water Avenue is paved and primarily used as access for visitors and bus drivers to the River Drifters building, with parking areas available on both sides. There is one residential driveway on Water Avenue at the property closest to Mountain Fir Park. This segment sees frequent bus traffic during the summer months as River Drifters shuttles visitors and rafting guides to and from the Deschutes River.

Southwest of Mountain Fir Park, the top of the canyon rim mostly features natural high desert plants and shrubbery. The canyon rim geographically separates the Upper area of Maupin from the Core to the east by a steep ridge line, primarily consisting of rocks, shrubs, and trees. There is an informal footpath located on private property that traverses the steep ridge. At the bottom of the canyon rim, there is an open natural area and creek crossing that could provide an opportunity for a potential trail connection to the Staats Avenue/Burnham Avenue/Elrod Avenue intersection.

RECOMMENDED IMPROVEMENTS

Segment 2 features access to Mountain Fir Park and the opportunity for a picturesque descent to Staats Avenue down the canyon rim. Despite its relatively steep terrain, and based on preliminary observations, this is the most feasible trail connection between Upper Maupin's canyon rim to the Core area.

Segment 2 is likely to present challenges for people using mobility devices and will generally serve people interested in a more strenuous hike. The section of the trail between Highway 197/Water Avenue to Mountain Fir Park will be paved before transitioning to an unpaved trail surface as the trail starts to descend along the rim. The top of canyon rim also provides opportunities for establishing a scenic viewpoint of the Lower Deschutes River, with amenities such as benches or an informational sign. Wayfinding signage will be located at this intersection to notify drivers and trail users of the trailhead location.

The alignment of Segment 2 is to be determined dependent on development. The City is communicating with the private property owner of the land between Mountain Fir Park and Staats Avenue to explore opportunities implementing the canyon rim trail concept. If future development occurs within this parcel, it should consider trail access.



NEIGHBORHOOD ROUTE

SEGMENT 03

Neighborhood Route

This section of the trail features connections to residential areas, activity centers and businesses on Highway 197, the Maupin Lower School, South Wasco County Junior/ Senior High School, and the Deschutes River Athletic Complex. Segment 3 is primarily located along existing local streets within the Core area of Maupin. These include:

- Staats Avenue from Burnham Avenue/Elrod Avenue to 4th Street
- 4th Street from Staats Avenue to Lloyd Avenue
- Lloyd Avenue between 4th Street and 5th Street
- 5th Street between Lloyd Avenue and Lincoln Avenue
- Lincoln Avenue from 4th Street to the Donkey Trail trailhead

These street segments generally support two-way local traffic with posted speeds of 25 mph. Their surfaces are paved, and some areas have gravel shoulders for on-street parking except for the east side of 4th Street, which provides angled on-street parking adjacent to the Deschutes River Athletic Complex frontage.

PROFILE & GRADE CHANGE

Preliminary trail grades and elevation change were measured for the neighborhood route using RidewithGPS. The current alignment is approximately 0.7 miles in length with an elevation change of approximately +110 feet, an average grade of 1.4 percent as shown in Figure 8.

RECOMMENDED IMPROVEMENTS

The primary improvements considered for the neighborhood route portion of Maupin's Loop Trail concept are traffic calming and wayfinding. Traffic calming measures can increase comfort for people walking and biking at a relative low-cost while still providing adequate levels of separation between vehicles.

Potential traffic calming elements include crosswalk markings, bicycle "sharrows", speed humps, quick-build "armadillo" curbs, and wayfinding signage to increase driver awareness of trail users and increase the attractiveness of the route.

TRAIL CROSSINGS

Enhancements to trail crossings at Water Avenue at Highway 197 and 4th Street at Highway 197 (Deschutes Avenue) are envisioned as part of the Loop Trail concept to improve user experience and comfort.

ENHANCED CROSSING TREATMENTS

Enhanced crossings include elements that increase the visibility of people walking or biking while increasing motorist yielding compliance. Examples include:

- High visibility crosswalk markings
- Advance pedestrian or bicycle warning signage on Highway 197
- Rectangular Rapid Flashing Beacons (RRFB)
- American with Disability Act (ADA) compliant curb ramps
- Adequate nighttime lighting levels
- Highway 197 at Water Avenue

HIGHWAY 197 AT WATER AVENUE

Based on feedback received from the AC and preliminary sight distance measurements conducted during the project team field visit, the recommended location for an enhanced crossing is Highway 197 at Water Avenue. An RRFB and high visibility crosswalk markings are envisioned for this location.

HIGHWAY 197 AT 4TH STREET

The intersection of Highway 197 at 4th Street currently includes a marked crosswalk. High visibility pavement markings, advance pedestrian or bicycle warning signage, and parking wayfinding signage are envisioned for this location.

TRAIL AMENITIES

The Loop Trail concept will include a range of trail amenities aimed at enhancing the trail user experience, such as:

- Wayfinding signage
- Informative kiosks highlighting Maupin’s distinctive features and history
- Enhanced crossings designed to prioritize trail user safety when crossing roads.
- Bicycle racks and repair stations
- Benches
- Wayfinding signage to indicate a recreational route or directions to destinations in Maupin

The City, community, and AC have expressed interest in installing interpretive signs or kiosks throughout Maupin that feature stories about Maupin’s history, unique geography, or other local information. There is also a desire to install “Pedestrian/Bicycle Access Only” signage at both ends of the Donkey Trail where vehicles are restricted. Examples of trail amenities that are already located in Maupin are shown below.

TRAIL DESIGN STANDARDS



Informational Kiosk – Maupin City Park



Bicycle Repair Station - Maupin City Park

Table 1 identifies the proposed trail facility type and design standards for each segment of the Loop Trail concept. These trail design standards are based on current best practice for designing trails identified in the ODOT Highway Design Manual, Federal Highway Administration (FHWA) Small Town and Rural Multimodal Networks, and American Associate of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities.

A “path” refers to a paved facility and a “trail” refers to an unpaved facility, typically consisting of soil, dirt, wood chips, or another natural surface. Trail alignments may be further refined as projects enter the design phase.

Table 1. Donkey Trail and Donkey Trail Loop Facilities

SEGMENT	EXTENTS	FACILITY TYPE	RECOMMENDED WIDTH
1: Donkey Trail	Lincoln Avenue/6th Street to Water Avenue/Highway 197	Shared-use path	10 - 12 ft
2: Canyon Rim Trail	Water Avenue from Highway 197 to Mountain Fir Park	Shared-use path or trail	10 - 12 ft
	Mountain Fir Park to Staats Avenue. Exact alignment to be determined.	Trail	To be determined
3: Neighborhood Route	Staats Avenue from Burnham Avenue/ Elrod Avenue to 4th Street	On-street route	See Street Design Standards Plan for design guidance on traffic calming treatments
	4th Street from Staats Avenue to Lloyd Avenue	On-street route	
	Lloyd Avenue from 4th Street to 5th Streett	On-street route	
	5th Street from Lloyd Avenue to Lincoln Avenue	On-street route	
	Lincoln Avenue from 5th Street to 6th Street	On-street route	

04. IMPLEMENTATION

This section describes the priorities for implementing, funding, and prioritizing trails projects in Maupin. Table 2 summarizes projects related to trails as they are listed in the SDSP, including the Donkey Trail (P-1), Canyon Rim (P-2), and Neighborhood Route projects (P-3). The list also includes a Maupin Trails Plan, which was identified as a community need through SDSP and DTP public outreach activities. The Maupin Trails Plan will address broader trail connectivity needs such as a pedestrian and bicycle bridge over the Deschutes River or connections from Maupin to areas outside of the UGB, increasing recreational access to places like Sherar's Falls or viewpoints of Mt. Hood.

FUNDING

Appropriate and applicable funding sources for the Loop Trail concept and Donkey Trail are identified within the funding section of the Street Design Standards Plan (SDSP). Based on project team review, the initial funding sources that appear most applicable for implementing trail projects in Maupin include the Oregon Community Paths (OCP) Program, the ODOT Safe Routes to School (SRTS) Competitive Construction Grant Program, and the ODOT Carbon Reduction Program.

PHASING AND PRIORITIZATION

Implementing the Loop Trail concept is likely to be completed in phases given the scope, needs, and funding sources available, as well as other considerations impacting project timing such as private property coordination, development, and investigation.

The highest priority trail connection is Segment 1: Donkey Trail. The estimate is approximately \$630,000 which includes design, construction, City staff time, and contingencies. Segment 2: Canyon Rim Trail will likely require additional assessment to evaluate feasibility and location of the trail route. The planning-level cost of implementing Segment 3: Neighborhood Route depends on the exact features that the community wishes to implement. For Segment 3, the approximate costs of traffic calming features are provided in Table 2 for reference.

Table 2. Planning-Level Cost Estimates

SDSP PROJECT ID	PROJECT	DESCRIPTION	COST ESTIMATE (2024 DOLLARS)
P-1	Segment 1: Donkey Trail	Paved shared-use path between 6th Street/ Lincoln Avenue and Water Avenue. Includes enhanced crossing at Water Avenue.	\$630,000 ¹
P-2	Segment 2: Canyon Rim Trail	Trail along the canyon rim that connects Mountain Fir Park to Burnham Avenue.	Further assessment is needed to identify preferred alignment based on discussions with the property owner
P-3	Segment 3: Neighborhood Route	Traffic calming features and enhanced crossing at 4th Street.	High-visibility crosswalks: \$3,000 Rubber armadillo curbs: \$50 per 3-foot curb Wayfinding/advanced warning signage: \$300 per sign assembly Speed humps: \$2,500 per hump Sharrow markings: \$300 per marking
P-9	Maupin Trails Plan	Consider a Trails Plan to identify and evaluate a recreational trails network in Maupin including a potential pedestrian/ bicycle bridge over Deschutes River	\$75,000 - \$150,000

¹A detailed planning-level cost estimate is provided in Appendix C.

NEXT STEPS

The following steps are recommended to continue advancing the implementation of the Donkey Trail and Loop Trail Concept.

- 1

City Council to adopt the SDSP update and DTP.
- 2

City Council to adopt the proposed amendments to the Comprehensive Plan, Subdivision Ordinance, and Zoning Ordinance as outlined in the 2024 SDSP update. The proposed amendments include language that promotes opportunities for the trails and paths in Maupin, which could help advance implementation of the concepts identified in the DTP.
- 3

Continue ongoing conversations with private property owners to explore opportunities for trails and paths development.
- 4

Continue identifying opportunities for additional trail connections that help establish a well-connected recreational and transportation trail network in Maupin.
- 5

Pursue local, state, and federal funding opportunities for design and construction of trails and paths concepts identified in the DTP; particularly ODOT’s Community Path’s Program.

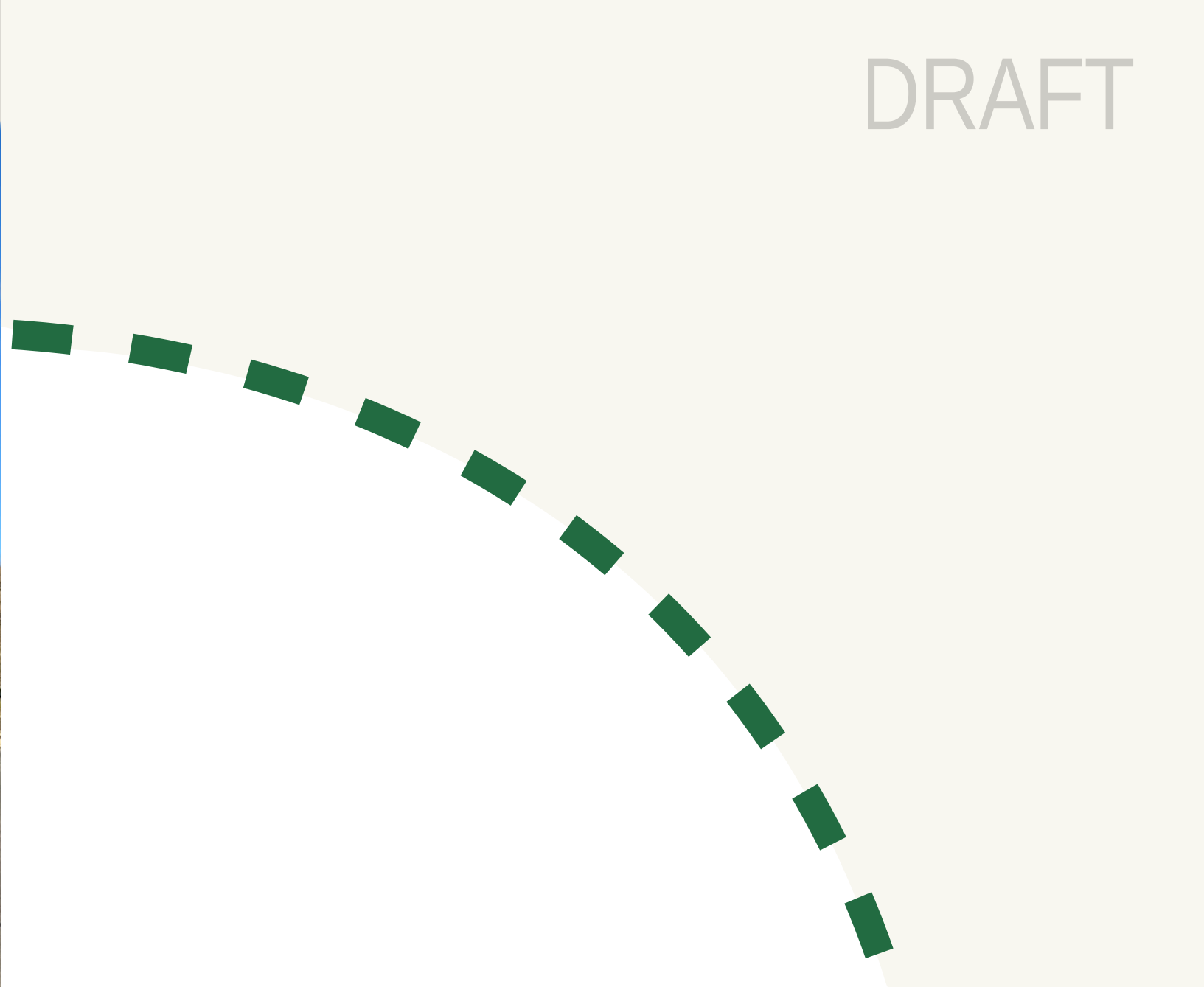


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05. APPENDICES