



ELEPHANT HILL TRAIL FINAL DESIGN

CONCEPT DESIGN MEMO - JUNE 4, 2020



Mountains Recreation &
Conservation Authority

alta
PLANNING + DESIGN

Recommended Trail Alignment

Alta prepared the “Elephant Hill Trail Conceptual Trail Design” report for the Mountains Recreation and Conservation Authority (MRCA) in 2017. As a result of the conceptual design process, the overall trail alignment was divided into three segments based on existing conditions and a set of alternatives for each segment was developed and analyzed based on existing constraints to trail functionality.

Western Segment: Of the three alternatives developed for the Western Segment, A1 and A2 are entirely located on MRCA-owned property. As such, these alternatives are preferred over A3 which would require additional purchase of privately-owned parcels. Of the two less costly alternatives, **A2 is recommended** because it has fewer tight switchbacks and less overlap with existing OHV trails.

Central Segment: Two alternatives were developed for the central segment of the trail. B1 is entirely on MRCA-owned property or City paper streets, while B2 will need to cross 140 feet of privately owned properties. **B1 is the recommended alignment**, as it will not have the additional costs associated with property acquisition.

Eastern Segment: Only one alignment exists for this segment, located entirely on MRCA-owned property. This segment will not realign significantly.

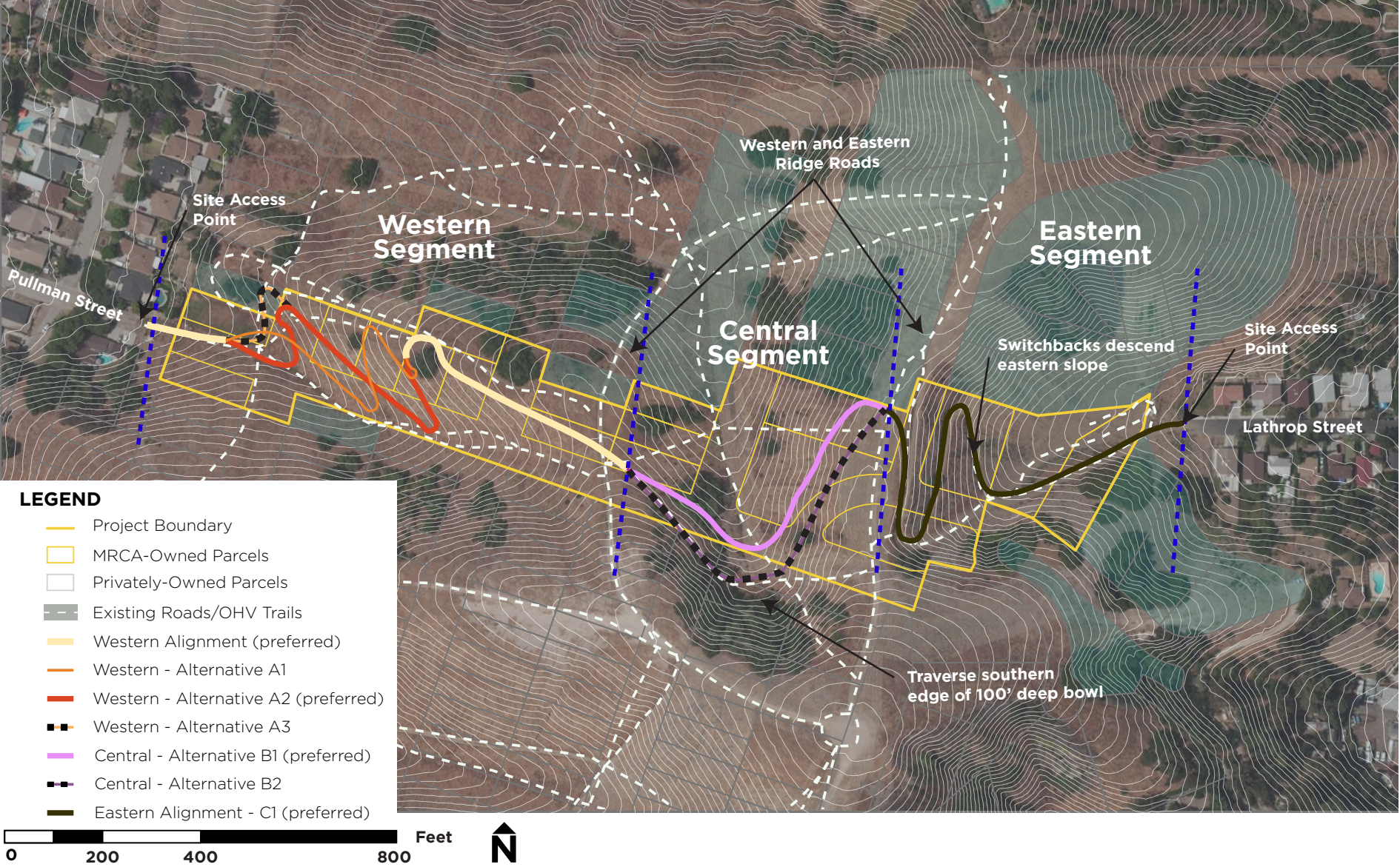
The trail width should be 4-6 feet to help discourage vehicular use and minimize cuts into the existing hillsides.

Existing Trails

Existing trails on Elephant Hill consist of informal hiking trails, unauthorized OHV trails, and fire roads. The recommended alignment for the Elephant Hill Trail will come in close proximity to some of these trails. Of primary concern is OHV use, which can significantly impact the use and condition of any trail.

Existing OHV trail segments located on MRCA-owned parcels should be abandoned or separated from the trail with physical barriers to minimize encroachment to the trail by OHV. These barriers can take the form of added brush, new vegetation, berms, ditches, rocks, and boulders,

PROPOSED TRAIL OVERVIEW



Wayfinding and Site Amenities

A simple wayfinding system consisting of trail entrance signage and trail markers is recommended. The entrance signage should indicate trail name, identify the MRCA as operator, outline permitted uses and regulations, and provide information about the experience trail users can expect, such as slope, surface, and length. Optional information such as natural or historical reference material could be included to enhance user experience. Trail markers could be recycled plastic posts or flexible fiberglass

composite markers. The markers would require only a simple symbol or trail logo with an arrow to indicate the official route. Beyond wayfinding, additional site amenities could take the form of interpretive signs, trailside seating, and native landscape restoration plantings. Additional amenities will help enhance the appearance of the trail as a maintained and observed recreational asset, and discourage illegal uses, but will also likely be subject to vandalism over time.

WAYFINDING ELEMENTS



TRAILHEAD KIOSKS/MAPS



SEATING

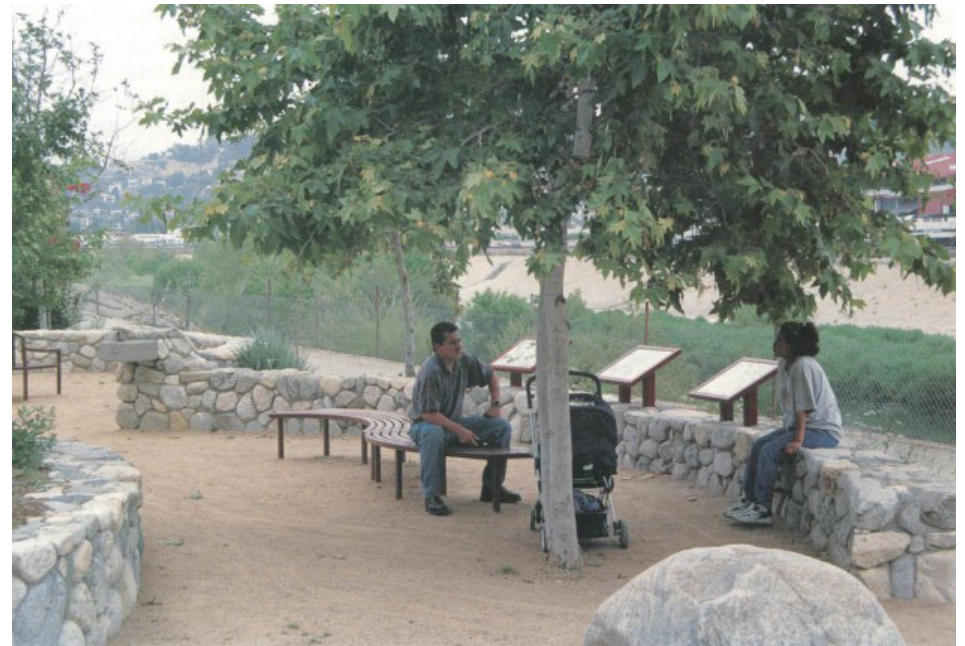


FENCING



Access Points / Gateways

The Elephant Hill Trail has two access points, each of which having the potential to be designed as a gateway. The western gateway is located at the terminus of Pullman Street adjacent to the residence at 1111 Pullman Street, and the Eastern Gateway is located at the terminus of Lathrop Street adjacent to the residence at 5309 Lathrop Street. The two gateways create an opportunity for establishing trail identity and branding, while incorporating physical controls aimed at discouraging OHV use on the trail. There is potential for design features such as seating, interpretive elements, water fountains, and landscaping with the goal of enhancing user experience. It is anticipated that no dedicated trailhead parking will be included in the final design.



ACCESS POINTS / GATEWAYS



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