



# Town of Dewey-Humboldt



## Open Space & Trails Plan

August 17, 2010



in association with



SWI





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*A regular meeting of the Dewey-Humboldt Open Space and Trails Committee (OSAT)*



*Researching cultural resources*



*Conducting field research*

## **PLAN PARTICIPANTS**

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Carol Barker, Vice Chair  
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Heidi Remakel  
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Vice Mayor Denise Rogers  
Dave Hiles  
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## **ACKNOWLEDGEMENTS**

### **INDIVIDUAL AND ORGANIZATION ACKNOWLEDGEMENTS**

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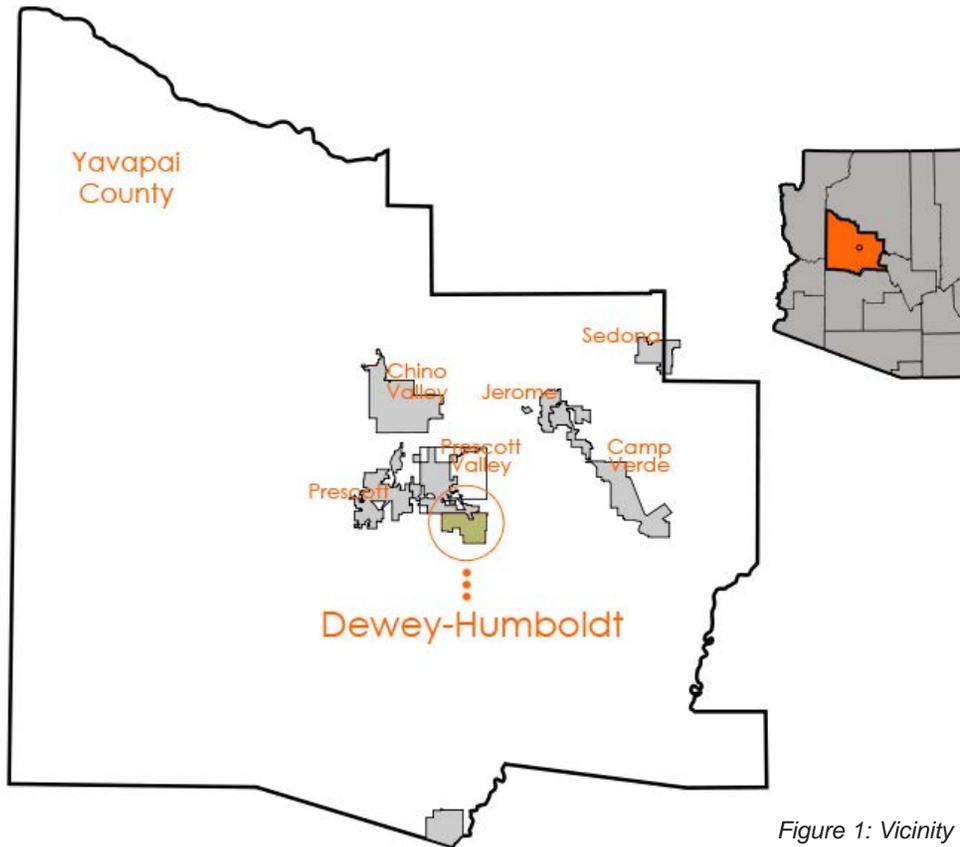


Figure 1: Vicinity Map



View east from the Old Black Canyon Highway

## CHAPTER ONE: WHAT WE NEED

### Introduction

The Open Space and Trails Master Plan (OSAT) is written to give vision, guidance and substance to the Town of Dewey-Humboldt for preserving open spaces within and adjacent to the Town, and for developing a trail system within the Town that connects to trails in the Region.

The Plan follows from the expressed desire of the citizens to keep the rural character and spacious atmosphere of the Town, as described in the 2009 General Plan for the Town of Dewey-Humboldt Open Space and Trails Element. The Plan addresses primarily recreational trails rather than transportation needs.

*Open Space and Trails Plan  
Town of Dewey-Humboldt  
August 17, 2010*

Embedded in the Plan is the direction and will of its citizens as expressed by the Open Space and Trails advisory committee (OSAT Committee), formed January 6, 2010 by the Town Council. The OSAT Committee, was charged by the Town Council mission to make recommendations and contributions toward the completion of the OSAT Master Plan.

The Plan is divided into four chapters:

- 1) What We Need: the Need for a trail system and open space preservation,
- 2) What We Found: the Findings of the study and what citizens said they wanted,
- 3) What We Propose: the Recommendations, proposed new policies, and priorities for making the plan become reality, and



*Dewey-Humboldt today boasts views, vistas, and open space.*

#### 4) How We Get There: the Action Plan and who can help get the Plan completed.

An extensive Appendix is included, listing resources, people to contact, and minutes from the Open Space and Trails advisory committee meetings.

### Why Open Space?

Open space can be defined loosely as land predominantly open and undeveloped, in a natural state. "Open space provides a range of benefits to citizens of a community. Parks and natural areas can be used for recreation; wetlands and forests provide clean water supply (for groundwater), (prevent erosion), and provide wildlife habitat; farms and forests provide aesthetic benefits to surrounding residents." (source: The Value of Open Space: Evidence from Studies of Nonmarket Benefits, 2005).

Open space is a refuge for people and nature, a visual relief for people from the urban environment and from the stresses of everyday life, and a natural buffer between communities. Open space can preserve a community's rural character for the long term. Wildlife habitat, wetlands and watersheds, native plant habitat, stream and river corridors, stewardship in perpetuity of the natural environment; archaeological and historic sites and resources are all areas that benefit from open space conservation. It is an essential part of sustaining the quality of life for residents and future generations.

Arizona state law recognizes that the preservation of open space can benefit Arizona citizens today and into the future through the state trust land. The Arizona Preserve Initiative (API) was passed and signed into law in 1996. API, administered by the State Land Department, is designed to encourage the preservation of select parcels of state Trust land in and around urban areas for open space to benefit future generations.

The Town of Dewey-Humboldt values and prizes its location within a special area of Arizona. For Town citizens and future generations, the benefits are immeasurable and lasting.

### Why Trails?

The Arizona Trails 2010: a Statewide Motorized & Non-Motorized Trails Plan, adopted September 2009, states that "trails have been an integral part of human civilization... to follow game, trade goods, and explore uncharted territories. Today trails ... exercise our bodies and quiet our minds, ... lead us to places of inspiration and challenge, ... and are avenues to quality family time and social interaction. Simply put, trails improve our quality of life."

From the 2008 Statewide Comprehensive Outdoor Recreation Plan (SCORP), "84% of all trail users and 99% of 'involved users' said trails are important to their quality of life." As part of the statewide 2009 trail planning effort, surveys conducted in 2008 revealed 68.6% of Arizonans use trails. Of that number, 63.7% are non-motorized users, 21.5% are motorized users, and 14.8% are non-users. Yavapai County has the second highest number of trail users in the state next to Coconino County, with 64.4% non-motorized, 12.1% motorized, and 23.5% non-trail users.



*Springtime in Dewey-Humboldt*

The top 10 reasons why people use Arizona trails, according to Arizona State Parks 1999 are:

1. observe the scenic beauty
2. enjoy the sounds and smells of nature
3. be away from crowds
4. enjoy the solitude
5. be in the mountains
6. be by a stream or river
7. explore new areas
8. improve physical health
9. be by a lake
10. be with family and friends

Using trails, according to Arizona Trails 2010, have been shown to lead to:

- Better physical and mental health by helping prevent disease and reduce health care costs. This is especially true in Arizona where the climate allows for year-round enjoyment for a wide range of people, including persons with disabilities, children and youth, the elderly and others who might otherwise be less physically active.
- Contribute to local economies by creating jobs and tourism dollars. The sale of sporting goods and equipment supports local businesses; vacation dollars are spent at local restaurants, for lodging, and for local guides and outfitters.
- Strengthen the social fabric of communities and neighborhoods by inspiring a sense of belonging and appreciation of local culture. Volunteer groups are a measure of community cooperation, where people work together toward common goals in socially valuable and meaningful activities. Trails are a great way to volunteer. The Black Canyon Trail Association and Yavapai Trails Association are local examples of trail building user support groups.
- A more valued and better stewardship of the

environment, for the benefit of generations to come, teaching trail ethics and trail user respect. Knowing the rules of the trail and respecting other users means more people can enjoy them and limits damage to natural resources. Trails are good for families and children – inexpensive outings, with educational, recreational, and lasting memories of family life.

The citizens of Dewey-Humboldt, being situated in a lightly developed, scenic landscape with access to public land and trails, stand to benefit from all these attributes of a trail system.



*The tall treeline follows the flow of the Agua Fria River.*



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## CHAPTER TWO: WHAT WE FOUND

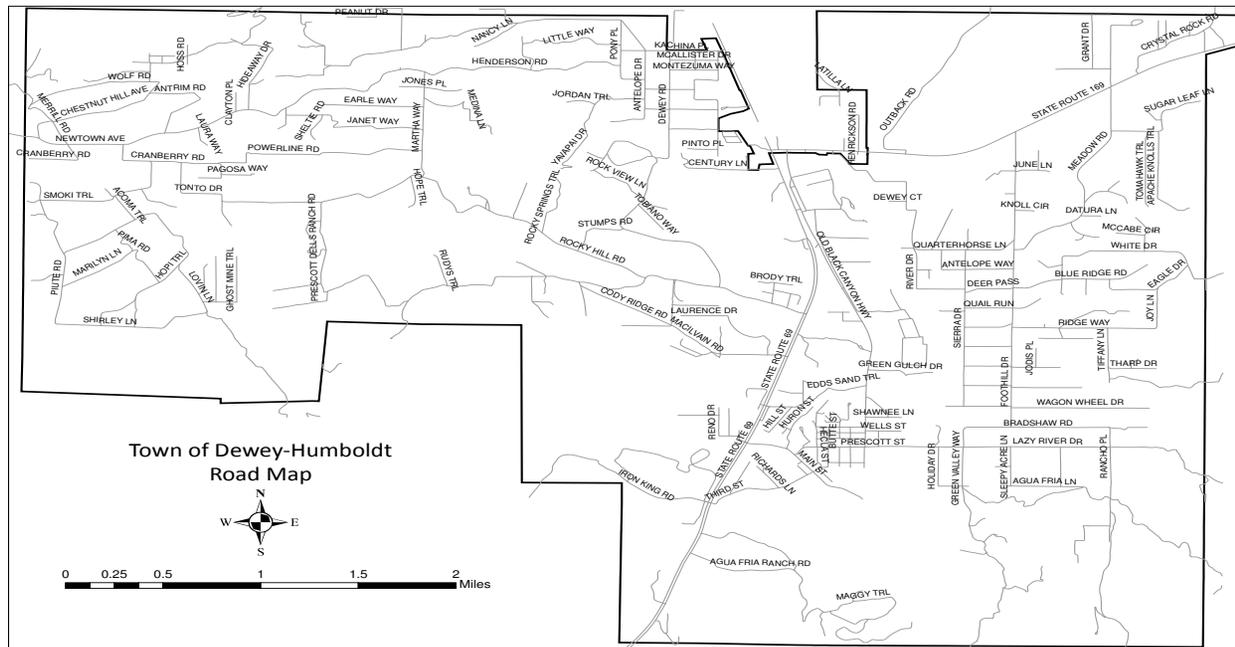
### Context

Dewey-Humboldt is located in the high desert of Northern Arizona within central Yavapai County, and is 85 miles north of Phoenix and 15 miles east of Prescott. The 2008 population was estimated at 4,452 hardy souls. At an elevation of 4,556 feet, town residents enjoy a mild four season climate which includes an occasional snowfall during the winter months. This makes it a very desirable place to enjoy the outdoors year-round, whether as an Off-Highway user, equestrian, hiker, walker, or cyclist.

The Town of Dewey-Humboldt was incorporated effective December 20, 2004. The Town was created to “preserve the low-density lifestyle that area residents had come to enjoy and were fearful of losing.” The people of Dewey-Humboldt like “a slower pace, more elbow room, and a more rural character, with views of the mountains, clear skies, clean water, and fresh air.”

Dewey and Humboldt comprise two distinct communities evolved over the last 100 + years, with Dewey (to the north) providing an agricultural and ranching economy, while the Humboldt area (primarily to the south) had an economy based in mining, with the presence of the Humboldt Smelter and Stack and Iron King Mine. The Town is bisected east/west by State Route 69 which travels up from Interstate 17 at Cordes Junction through the Lonesome Valley and the Town of Prescott Valley to the City of Prescott, a former territorial capitol. Near its northern boundary is State Route 169, which serves as a link northeast to Interstate 17. Also bisecting the Town is the Agua Fria River, flowing north to south along a highly visible corridor of tall cottonwood trees, and which is one of the few rivers to flow year-round in Arizona. The Town limits generally follow the ridgeline, marked by prominent knolls such as Round Hill and El Capital to the south and east in the Black Hills, and Spud Mountain to the southwest.

The rural flavor of Dewey-Humboldt remains largely intact, with residential lot sizes typically greater than 1/2 acre, and most areas 1.6 acres



Rolling hills, grasslands, blue skies, and desert plants characterize Dewey-Humboldt.



View of Humboldt Smelter site and stack.

or greater. The Town motto is -- "Arizona's Country Town." Its mining heritage is still evident with the Humboldt Stack rising 235 feet on a hill above the old Town of Humboldt, the Iron King Mine, and numerous tailings on hillsides around the town.

The Humboldt Stack is notable as the most visible local landmark and monument – you know you are in Dewey-Humboldt when you see the Stack, the tallest remaining smelter stack in Arizona! A former railroad grade still traverses the town parallel to the Aqua Fria River and Old Black Canyon Highway, formerly serving the ranching and mining operations in the area.

### **Biological Resources**

A preliminary Habitat Assessment (HA) report on local biological resources within the Town limits was prepared in anticipation of providing this information to BLM and the State Land Department as part of petitioning for open space preservation. The HA described dominant habitats within the Town limits, and determined whether special status species may have suitable habitat there. This information is intended as a guide for the OSAT master plan to minimize impacts on these species and their habitat.

The HA noted a general lack of biological data and records of special status species (threatened, endangered, or candidate), likely because most of Dewey-Humboldt is private land (75%). The limited information is from studies on federal projects (e.g. transportation, public lands, and mines).

Five of 18 candidate, threatened, and endangered species that occur in Yavapai County have suitable habitat and may occur in the Town. Thirteen BLM Sensitive Species have suitable habitat and may occur within the Town limits. The Granite Mountain-Black Hills Wildlife Corridor may traverse proposed trails and Trail Parks in the southeast part of the

Town.

Further study and follow-up may be needed to evaluate the effects of the OSAT plan on special status species and their habitats. The BLM will likely require further study of sensitive species to ensure that transfer of lands for Public or Recreation Purposes does not significantly contribute to impacts that warrant protection under the Endangered Species Act. This further study can be accomplished through preparation of a Biological Evaluation. Potential and likely affects to special status species and general habitats are construction, surface disturbance, soil erosion, degradation of water quality, and increased noise levels.

### **Cultural Resources**

A preliminary report on local archeological resources was also written in anticipation of providing information to BLM and the State Land Department as part of petitioning for open space preservation.

A limited area has been investigated in the Dewey-Humboldt area, typically associated with ADOT road construction or maintenance. There are 38 known cultural sites within the Town of Dewey-Humboldt. Twenty-one (21) archeological studies have documented lithic scatters and habitations from AD 700 to 1500. The presence of mining features ranks high, with



Old railroad grade still has crossing markers.



Iron King Mine today.

shafts, adits, (mine entrances), and prospects dating from 1875 to 1969 (closing of Iron King Mine/Humboldt Smelter).

As with the biological assessment, additional surveys can be conducted to determine sites to avoid. Prehistory and history is rich in Dewey-Humboldt, with plentiful stories to tell and places to interpret and understand.

## Prior Planning and Policies

### 2009 General Plan

In 2009, the Town Council adopted a General Plan with several elements referencing Open Space and Trails development for Dewey-Humboldt. Vision 2028 from the 2009 General Plan states that within the next 20 years, the Town of Dewey-Humboldt will be able to distinguish itself from its neighbors to the north and south by keeping development low-density, with a look that promotes openness and protects views, and that protects its natural resources – the surrounding mountains and hills, natural open space, public lands, rivers, and streams. This is also a perfect setting for trail users of all kinds, and for appreciating the natural landscape of the Town and surroundings ridges, hills, and mountains.

The Town Council promotes:

- development that will foster the look and feel of openness and protect the view-scape, and
- protection and non-destructive use of our natural resources including the surrounding mountains and hills, natural open space, public lands, rivers, and streams. (page 2-3)

Within the Vision are seven community values, 2 of which are directly related to Open Space/ Trails:

- Sustainable Development – the land regulated by the Town should be developed such that it remains at least as valuable

in future generations as it is today, ceteris paribus, with no additional external resources;

- Creating Community – Town activities should tend to create mutual respect and understanding between citizens; shared resources such as air, the River, the mountains, and the feeling of openness should be preserved by governance, public investment and celebration.

The General Plan includes an Open Space/ Trails Element as well as several other elements that are supportive of open space protection and trail development.

### LAND USE ELEMENT

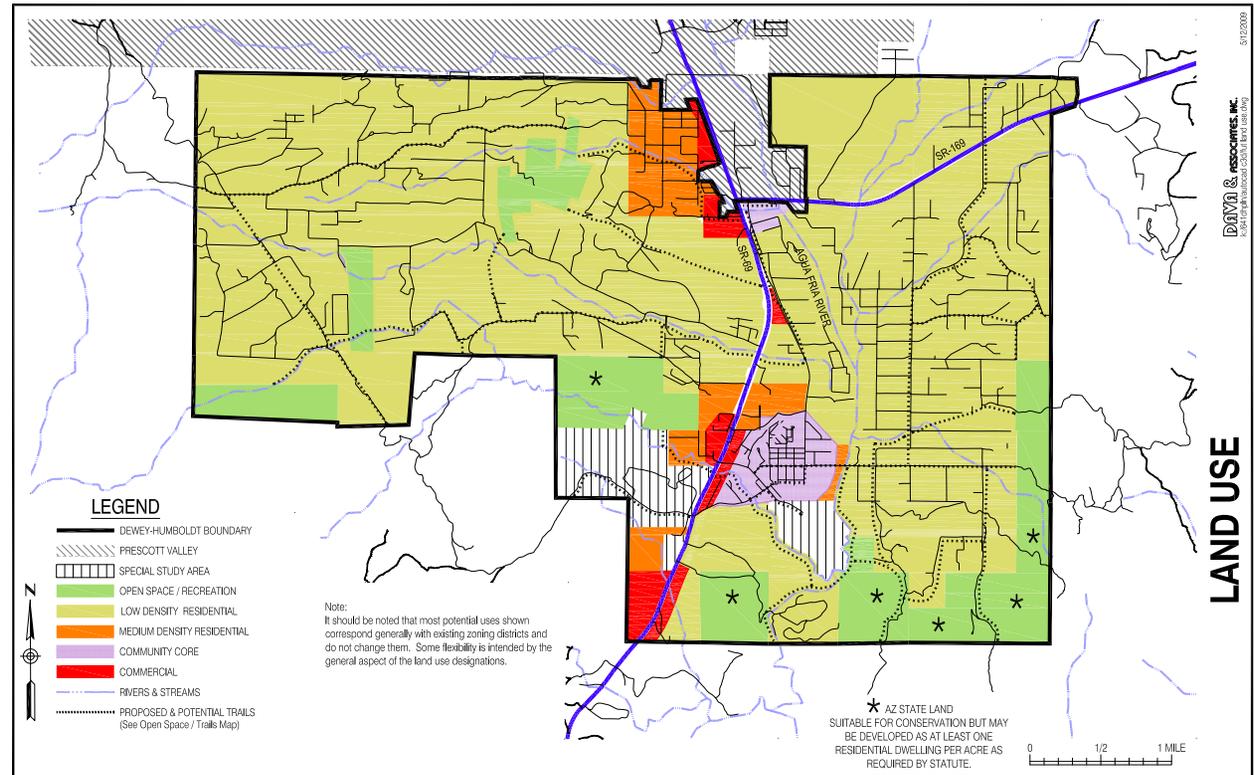
The commitment to “Preserving Smarter” rather than “Growing Smarter” for the citizens of Dewey-Humboldt means keeping the Town a great place to live. Under the Goal – “preserve Dewey-Humboldt’s low density, rural small town character” - objectives such as “maintaining the spacious residential setting”, and “seeking continued cooperation with public land agencies in and around the Town” supports protection of views and the preservation and/or acquisition of BLM and State Trust lands.

Within the Goal “meet the needs and desires of the present without compromising the ability of future generations to meet their own needs”, objectives such as “designating walkable, multiple activity areas” supports trails and open space.

The General Plan defines open space as “lands that are undeveloped and potentially obtainable for open space or recreational uses or in large acreage areas.” Lands considered Open Space within the Town include BLM holdings, historic areas such as the Humboldt Smelter and Iron King Mine sites, large lots or parcels. (Note: State Trust Land is also considered desirable open space but recognized as held in trust as state assets. However, under



*Citizens of the Town expressed interested in maintaining views and vistas in order to protect the Town's character.*



the Arizona Preserve Initiative, lands can be designated “Suitable for Conservation”.)

The Town is about 18.9 square miles (12,000 acres). The Town is 75.6% privately owned, including private roads; 6.3% is BLM; and 13.7% is State Trust land. The remaining 4.4% is publicly owned road right-of-way. (Source: Yavapai County Assessor records)

### Finding

*Dewey-Humboldt believes in the long term benefits of open space, to preserve its history and spacious, residential character.*

### CIRCULATION ELEMENT

Dewey-Humboldt is a vehicle-dependent community, with no public transit, but promotes

a non-urban circulation system, supporting improved connectivity and encouraging multi-modal opportunities for pedestrians, cyclists, and equestrians. While it is also a goal to bring roads up to approved standards, supporting other modes will be enforced as part of road design criteria. Another goal is to “expedite the orderly acquisition of private roads” into public rights of way, making it a priority to resolve connection and access problems with willing property owners.

Given the high percentage of private land including roads privately owned, both BLM (public land) and State Trust land (publicly owned but designated to support state education funding) are valuable open space commodities within the Town. The status of many roadways not public right-of-way but available for public access is unknown; many are easements allowing public access. Clarification will be

needed for their use as trails.

Average Daily Traffic (ADT) for SR 69 ranges from 14,000 south of SR 169 to over 24,000 north of SR 169. (source: ADOT) Travel on roads within Town is light to moderate. Four roads (Foothills Drive, Henderson Road, Old Black Canyon Highway, and Prescott Street have ADT data from 2004; average counts range from as low as 235 to less than 2000 ADT. Certain stretches of roadway are higher, but do not exceed 3,000 ADT. Road conditions vary from narrow dirt roads suitable for 4WD to chip-sealed pavement.

The General Plan mentions the possibility of Potential Connector, Corridors, and Bypass opportunities to improve general emergency access and bottleneck situations on the 2 highways. On the Circulation Plan map, a Potential Alternative Connector Corridor is

shown east of SR 69 from Main to Prescott to Lazy River to Foothills Drive connecting to SR 169; on the west side of SR 69, Henderson Drive and Prescott Dells Road is shown as a potential connector loop, with intermediate connections to be determined.

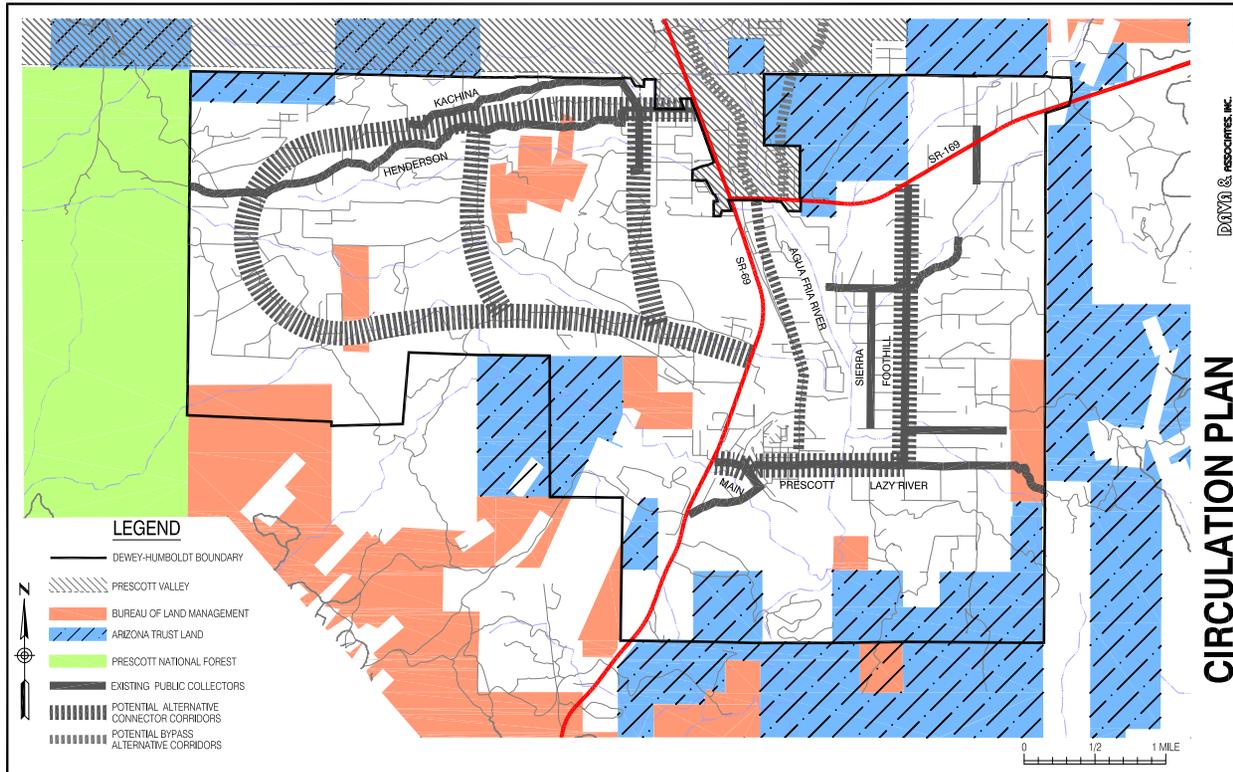
The General Plan intention is to allow sufficient area for trail development within any of these corridors as part of any roadway improvement.

**Finding**

*Traffic is very light in Town; ownership of roads varies from public rights of way, public use easements, and private roads.*

**OPEN SPACE/TRAILS ELEMENT**

The Open Space/Trails Element of the 2009 General Plan starts by saying:



Roadway conditions vary from narrow dirt roads to 4WD chip-sealed pavement within the Town of Dewey-Humboldt.



*Existing hiking trail on BLM land.*



*The natural water systems that run through the Town of Dewey-Humboldt are assets to the community.*

“Open Space is the Element that most distinguishes Dewey-Humboldt from its neighbors. One of the main reasons for incorporating as a town was the value its residents put on retaining natural open space. The hills, river, and stretches of undisturbed lands are, in many ways, more characteristic of the community than its built environment. Town citizens place a high value on the open, undeveloped areas that are integral to the community’s rural character. Preferences run to celebrating the River, the hills and high desert spaces rather than formal parks or lush landscaping that are inconsistent with these surroundings.”

The Open Space/Trails Element has 3 goals, two of which mention the benefits of open space and why lands need protection in Dewey-Humboldt.

- Protect scenic vistas, wildlife corridors and habitats, major washes, and riverbeds”.
  - o Objectives include:
    - 1) Identify the Town’s natural resources that require protection;
    - 2) Recognize State requirements for the preservation of cultural and historical resources;
    - 3) Define guidelines for maintaining wash, viewshed, and other visually sensitive open space areas;
    - 4) Limit development potential on sensitive lands such as steep terrain, floodplains, and locations where threatened, endangered, or desirable indigenous species may be found.

What those vistas see today is primarily private land, dotted occasionally with single family homes on large lots. Within the town limits are parcels of State Trust Land and isolated parcels of Bureau of Land Management (BLM) lands. Beyond to the ridgelines and horizon are the Prescott National Forest (to the west), and various parcels of BLM and State Trust land

parcels, whose configuration reflect overlapping mining claims and homesteads.

Therefore, another goal of the Open Space/ Trails Element is to:

- Coordinate with neighboring jurisdictions and agencies to achieve regional open space goals.
  - o Objectives include:
    - 1) strive to retain spacious, scenic views among low density development, even along busy transportation corridors;
    - 2) respect State and Federal agencies’ land management purposes, while gaining their recognition of the Town’s open space planning.

Given the Town’s topography, most citizens have expansive views across the Agua Fria River valley to the Bradshaw Mountains on the west and Mingus Mountains on the east. Certain landmarks are highly visible – the Humboldt Stack, Round Mountain, and Spud Mountain are prominent within Town. You can trace the Agua Fria River from the lush, tall vegetation of cottonwoods and willows. While the riverbed is privately owned, any development would be subject to County Flood Control and Clean Water Act restrictions.

The final goal speaks to access to the outdoors:

- Encourage accessibility to outdoor enjoyment by residents and visitors
  - o Objectives are:
    - 1) develop appropriate entry points to public lands
    - 2) develop or coordinate a comprehensive trail and trailhead system to provide access to the many adjacent public open spaces and forests
    - 3) encourage proposal by organizations and landowners to

conduct recreational activities on private sites

Several proposed trails are shown on the Open Space /Trails map, slated for implementation within the 2010/2019 Capital Improvement program (CIP). These trails are intended for Non-Motorized travel and to follow existing roads and public use easements. Potential trails are also shown, to show the possible future intent for trail connections.

#### **Finding**

*Dewey-Humboldt has the intent to preserve BLM and State Trust lands within and adjacent to the Town in order to protect its own character of scenic views, openness, and natural setting. The town intends to petition the State Land Department to designate certain state trust lands "suitable for conservation" and to apply to BLM for parcels within the Town to become designated for "Recreation and Public Purposes" under the federal Act.*

### **ENVIRONMENTAL PLANNING ELEMENT**

The General Plan recognizes the integral relationship of open space priorities and environmental planning; they are considered "core components" embedded within the Vision 2028.

Two of the three goals of this element relate directly to the OSAT Master Plan. By "highlighting community sustainability by preserving the quality of air, water and scenic resources", viewsheds and vistas are mentioned as significant features to retain along with roads, trails, and washes in the Black Hills and Blue Hills, and maintaining Dark Skies.

To further its goal to "extend positive environmental influences beyond the Town's boundaries", the Town encourages participation in regional planning efforts, cooperation with the County and other agencies on viewshed protection, and

promotes its citizens' participation in voluntary regional environmental initiatives like trail associations and environmental protection.

#### **Finding**

*Preserving and conserving its natural resources including viewsheds is linked by the citizens of Dewey-Humboldt to sustaining a healthy citizenry and community. This understanding is in line with a national and statewide understanding of the benefits of open space and trails to citizens and community.*

### **WATER RESOURCES ELEMENT**

Largely directed at the need for water conservation, one important reference in this element is to "protect and sustain the Agua Fria River's viability" through maintaining riparian habitat along the River and other watercourses.

This aligns well with Open Space goals and objectives with limiting development within the River corridor, identifies the River as a major natural resource in the Town, and protecting scenic resource of the riparian environment and the cottonwood-willow-walnut-sycamore trees and other associated vegetation. Other watercourses of note are Chaparral Gulch, Green Gulch and Texas Gulch.

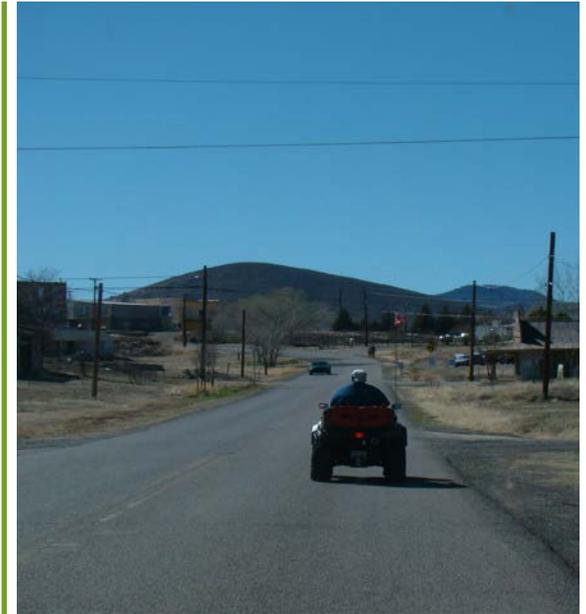
#### **Finding**

*The Agua Fria River corridor is important as a natural and water resource to the Town, and is integrally connected with goals for Open Space, which seek to protect the riparian environment.*

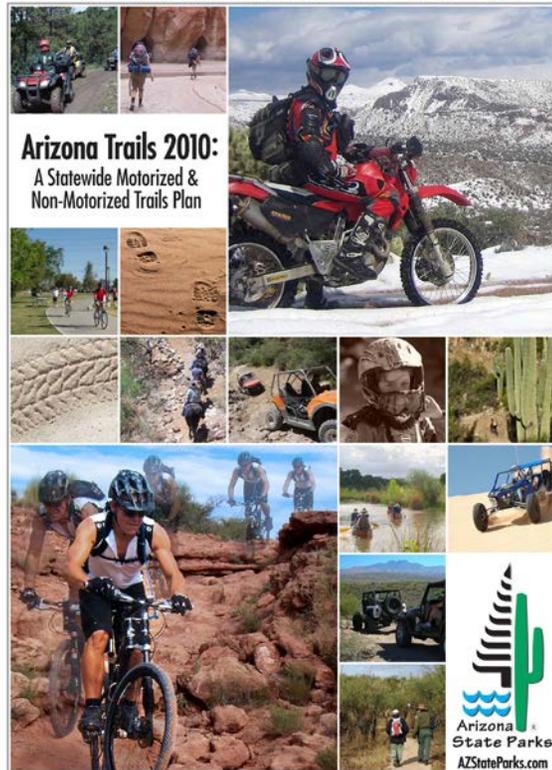
### **State and Regional Plans**

#### **STATE TRAILS PLAN 2010**

The State Trails Plan, in order to describe a profile of trail users in the state, conducted numerous



Many OHVs are legally able to share the road with vehicles.



**Arizona Trails 2010:**  
A Statewide Motorized &  
Non-Motorized Trails Plan

The Arizona Trails Plan 2010 has a wealth of information on Arizona trail users.

surveys with motorized and non-motorized trail users to determine their preferences and concerns. The Trails Plan concentrated on 'core' users, those who reported that their trail use was the majority of their recreational time.

Ten percent (10%) of adult Arizonans consider themselves primarily motorized trail users. Some relevant statistics from these 'core' users are summarized below:

- Quad or all-terrain vehicles have the highest use type of motorized users/ year (72%); 82% also hike at least once a year
- Dirt biking has increased 45% in last 5 years
- Quad or 4WD use has increased 30% in last 5 years
- Top reasons for use are:
  - 1) To go sightseeing/ driving for pleasure
  - 2) to go camping or picnicking
  - 3) To get to a hunting/fishing area

Sixty-four (64%) of adult Arizona residents have used a trail; 58% reported that trail use accounts for the majority of their recreational trail time. Data on these 'core' non-motorized trail users are summarized below.

- Hiking is the highest non-motorized use (85% at least one a year among interested users)
- Mountain-biking: 23% at least once a year
- Seventeen (17%) of Arizonans are equestrians & participate annually
- Top reasons for use are:
  - 1) Exercising
  - 2) Visiting historic or archeological sites
  - 3) Wildlife viewing/ bird watching

Both types of trail users have expressed common concerns about trail use statewide:

- Trail closures and loss of access will continue, closing off places they have historically been able to use;
- Increased use from the growth in Arizona's population will endanger trails, leading to their physical deterioration and closure
- With more people in Arizona, the need for people with disabilities who need access to the outdoors has also increased
- Concern that state budgets are limited and where will funding be available to fund trails
- Safety and enforcement of trail 'rules of the road' so that users respect one another on the trail

In 2008, an Arizona law (SB 1167) was enacted to help manage rapidly growing OHV use. The law strengthens safety on equipment; institutes laws that govern safe, ethical and responsible operation; and requires an annual user decal for PHVs under 1800 pounds.

Proceeds from the decal (70%) contribute to the OHV Recreation Fund. The Fund is distributed to Arizona Game & Fish (35%) for information, education, and law enforcement; and to the Arizona State Land Department (5%) for compliance, mitigation of resource damages, and enforcement on state Trust lands.

The remaining 60% goes to the Arizona State Parks Department for such purposes as maintenance of OHV trails, acquisition of access roads, law enforcement, signage, environmental education, and mitigation and prevention of OHV damages to land. Each year, beginning in 2011, an annual report will be prepared outlining the accomplishments of the Fund.

**Finding**

*The Arizona Trails Plan 2010 has a wealth of information on trail users within the state. The Plan offers profiles of user preferences, basic needs and desires for trail design for OHV and non-motorized, and a review of other Arizona trail planning efforts.*

**PRESCOTT NATIONAL FOREST (PNF)**

As part of updating the PNF Plan, the Forest was one of three National Forests selected to participate in a comprehensive recreation planning effort called Sustainable Recreation. The planning process will assess and collaboratively develop a sustainable recreation plan. The term “sustainable recreation” refers to the need for all members and organizations within a community to participate in determining the future of recreation in their geographic area, so that the uses on national forest, county, city or other lands can be sustained over time for future generations.

This strategic planning process commenced during the OSAT plan development as a collective effort involving local recreation organizations as sponsors. PNF believes that partnering with local recreation organizations is the best way to plan for recreation to benefit residents and visitors alike. The plan will address ecological, economic, and social sustainability for recreation on public lands.

United States Forest Service (USFS) has fashioned a community vision from preliminary public involvement that expresses residents’ desire for a healthy environment. In the Dewey-Humboldt/ Mayer/ Poland Junction/ Cordes Junction area, partners such as the Black Canyon Trail Association, Agua Fria Open Space Alliance, and Yavapai Trails Association were local sponsors for community meetings held in Black Canyon City, Mayer, and Prescott Valley.

The Yavapai County area is divided into three

Zones, Dewey-Humboldt is part of Zone 1, Prescott to Prescott Valley is Zone 2; Chino Valley is Zone 3. Feedback from a Zone 2 meeting in Prescott Valley indicated there is a higher level of interest in recreation here than other parts of the state. A local history theme has big interest among visitors to the area – people want to know the backstory behind the place. The meetings were dynamic with lots of different recreation user groups attending.

Feedback from a Zone 1 meeting held in Mayer in March 2010 indicates some of the values that were important to the group that attended: respecting ranching activities, maintaining access; restricting and separating motorized users from other trail users; keeping the integrity of the land; educating residents and visitors about safety, local history, and low impact use. Some suggestions for resolving regional trail issues included a seamless map public lands showing motorized trails; designation of camping areas; use of public land for rodeo arenas; trash/ dumping cleanup and enforcement; and education of the public (especially youth) on ranching, outdoor ethics; and control of OHVs.

**Finding**

*The Sustainable Recreation planning process for the Prescott National Forest Plan update is ongoing through October 2010. This process represent a window of opportunity for Dewey-Humboldt to: 1) express its recreation needs; 2) collaborate with other communities and the National Forest on collective funding; 3) combine efforts with PNF and other organizations to support recreation planning for the benefit of locals and visitor alike; and 4) illustrate desired connections to other communities and through public lands for protection of open space and development of trails.*

**BLM RESOURCE MANAGEMENT PLAN  
(EXECUTIVE SUMMARY FEIS 4/15/2010)**

The Resource Management Plan (RMP)

for the Agua Fria National Monument/Bradshaw Harquahala Resource Planning area encompasses Dewey-Humboldt and surrounding public lands. Written in 2006, the RMP proposes decisions on management of BLM and explains the environmental consequences.

One category of note is Lands and Realty where isolated parcels of BLM land area are discussed for potential disposal through leases, sales, and exchanges. While the RMP notes these lands are available, the RMP acknowledges there is “ample land available for future development from sources other than public lands.”

Riparian areas and the protection of riparian areas is a priority as are cultural resources. Prohibition of recreational target shooting is proposed to protect public safety; hunting is allowed in conjunction with Arizona laws and regulations. The RMP establishes Recreation Management Zones, and “emphasizes community partnerships to develop recreational opportunities that support resource conservation and public education.”

On the Recreation Opportunity Spectrum map, BLM lands surrounding Dewey-Humboldt are designated “semi-primitive motorized”. All motorized and mechanized vehicles would be limited to designated open routes. Designated travel routes will protect natural and cultural resources while allowing recreational opportunities. The RMP also has an Abandoned Mines map, which shows a high concentration of abandoned mines in the Dewey-Humboldt area.

#### ***Finding***

*Isolated BLM lands such as those within Dewey-Humboldt are available and at risk for sale, lease, or exchange. BLM supports protection of riparian areas; most forms of recreation are allowed but limited to designated travel routes.*

#### ***BLM TRAVEL MANAGEMENT PLAN (UNDER DEVELOPMENT)***

BLM began designating all public lands in one of three Off-Highway Vehicle (OHV) designation categories in the 1980's. Arizona has 12.2 million acres of public lands: less than 1 percent is designated “open,” 88 percent “limited,” and 11 percent “closed” to OHV use. This is BLM's response to the public's concern about “proliferation of unplanned roads and trails and their impact on the landscape”.

On a national level and in response to increasing demand for trails recreation on the public lands, BLM has become “proactive in seeking travel management solutions that conserve natural resources while providing for ample recreation opportunities”.

According to the BLM's website, travel management in Arizona will be comprehensive, looking at all motorized and non-motorized travel that occurs on public lands; multi-functional with broad participation from all resource disciplines from within BLM; be a collaborative, industry, and community based process; outcome based and designed for safe and efficient transportation; and implemented in a holistic approach that provides clear direction for access and recreation opportunities while protecting sensitive areas. This includes signs, maps, education, maintenance, construction, reconstruction, planning, field presence, law enforcement, and monitoring.

A Travel Management Plan for the BLM lands in and around the Dewey-Humboldt area is referenced in the RMP, and may be in development in the future.

BLM has also recently adopted Strategic Goals for Arizona. The Strategies support goals for sustaining “living desert rivers”, stewardship of heritage resources, and community use. Of particular note to Dewey-Humboldt's goal for petitioning BLM to designate open space and retain BLM land as public, is discussion of its

role in Community Infrastructure, where support of local government planning and infrastructure needs and to collaborate on projects of common need and interest.

**Finding**

*BLM has stated a desire to work with local governments in stewardship, infrastructure needs, and other areas of mutual interest. A Travel Management Plan in the Bradshaw/Harquahala Resource Planning area is likely in the near future.*

**BLM RECREATION AND PUBLIC PURPOSES (R&PP) ACT**

Recognizing the strong need for parks and other recreational and public purposes, the Recreation and Public Purposes Act (1954) authorizes the sale or lease of public lands for recreation or public purposes to state and local governments, or qualified non-profit organizations.

Applicants must define a Project, describe the need for the project, a development and management plan, a construction schedule, and describe maintenance responsibilities. BLM will require environmental investigations of biological, cultural, and other consideration such as unpatented mining claims. This is a very popular program, with an extensive backlog of requests.

**Finding**

*The R&PP Act is a mechanism for designating open space, but any designation must be accompanied by a specific "public purpose", with a defined project, need and rationale for the project, financing, management and development plan, construction schedule, and detailed information about the project. Environmental investigations will also be required.*

**YAVAPAI COUNTY MASTER TRAILS PLAN (MTP)**

Adopted in 1995, the Yavapai County MTP established a system of non-motorized trails within the County. Viewed as a perpetual effort, the MTP has mechanisms for coordinating with adjacent jurisdictions, encourages development of trails on public lands, utility easements, old railroad beds, and greenbelts. The Yavapai County Master Trails Plan Map was adopted in 1995, separate from the Plan, as a separate resource document.

Of particular concern is maintaining access to trails. Acquisition is preferred as fee simple for rights of way. The County works in conjunction with community partnerships, improvements, trail development and maintenance.

A Yavapai County Trails Committee was charged with implementation of the MTP and responsibilities to develop trail standards and maintenance objectives. Several local groups are identified as potential sources of labor for building and maintaining trails. Criteria for including a trail within the Yavapai Trails system are extensive, with the minimum tread width for a trail set at 24 inches. Relevant information on Volunteer Waiver of Liability, Maintenance Records, and other useful information is listed in the MTP.

The MTP also references Arizona Revised Statute (ARS) Section 33-1551, which limits liability for public and private landowners that make land and water areas available to the public for educational or recreation purposes. ARS Section 12-982 is also described, which limits the liability of volunteers.

**Finding**

*Yavapai County has been and is actively developing trails. The County can be a continuing resource for information, local experience, and support as the OSAT plan is developing.*

TOWN OF PRESCOTT VALLEY (PV) PARKS AND RECREATION MASTER PLAN (2007) AND PEDESTRIAN/BICYCLE SYSTEM (2006)

The goal of the Pedestrian/Bicycle system is to provide non-motorized alternative transportation facilities to encourage bicycling and walking with the Town of Prescott Valley. The Pedestrian/Bicycle System map shows a shared use path labeled "Greenbelt/Landscaped Shared Use Path" just north of the Town limits of Dewey-Humboldt along the Agua Fria River to Bradshaw Mountain Road. Intended as an off street, hard surface bike/ped path for the high speed commuter or recreation user, the path will be 10 feet wide, set back from the street from 10 to 50 feet with open or landscaped area in the setback (preferred). Alternatively, the PV road standards also permit a 5 foot/5 foot path on either side of the roadway.

PV has built most of its trails system using development agreements as land was subdivided. New development is required to provide trails, public access, and meet requirements/standards in zoning code. Most are minimum 10 feet wide, hard surface (concrete or asphalt), multi-use; all are non-motorized.

The Old Black Canyon Highway right of way (purchased by PV) and abandoned railroad grade are or will be used as multi-use paths. PV has worked with ADOT to use existing underpasses under state highways for path access. PV is using the whole length of Agua Fria flood plain for its trail system.

HISTORIC HUMBOLDT/ MAIN STREET VISION CHARETTE (OCTOBER 2009)

Town planning staff, volunteer planning professionals from the Arizona Planning Association, and other participants conducted a workshop to understand the existing conditions, opportunities and constraints, and to develop a Vision for the Main Street of Historic Humboldt.

Adjacent to the Humboldt Smelter site, a site identified for open space, the group identified an opportunity for Historic Humboldt to play a role in open space and recreation for the Town. With the Smelter as an easily identifiable landmark, Historic Humboldt/Main Street could be an area friendly to all trail users and become a tourist destination. The EPA Superfund requirements was cited as a constraint as cleanup activities proceed.

In crafting a Vision for Historic Humboldt, types of activities noted besides festivals and farmers' market were to build on the historic theme and provide a social gathering area or park with picnic tables and trees, outdoor amphitheater, and walking routes, including a trail to the Agua Fria River across the Smelter site.

Among the recommendations was to partner with the OSAT Committee to integrate identified trail/pathway connections to community areas (Library/Activity Center, Humboldt Smelter site, and Agua Fria River) and other areas suitable for open space and park locations. Various trail groups were seen as key to encouraging the area to improve on a healthy lifestyle through providing services for pedestrians, cyclists, and equestrians.

**Finding**  
Historic Humboldt revitalization can provide *mutual benefit to the OSAT plan, through its juxtaposition with the Smelter site, and by providing support for important trail connections in the center of Town.*

ARIZONA STATE TRUST LANDS-ARIZONA PRESERVE INITIATIVE (API) – 2010 WEBSITE INFORMATION

The Arizona Preserve Initiative (API) is designed to encourage the preservation of select parcels of state Trust land in and around urban areas for open space to benefit future generations. Under ARS Section 37-312, state Trust land can be leased for up to 50 years or sold for conservation purposes. Leases and sales must



Access to Humboldt Smelter site from Historic Humboldt

both occur at a public auction.

Conservation is defined in the law as “protection of the natural assets of state Trust land for the long-term benefit of the land, the beneficiaries, lessees, the public, and unique resources such as open space, scenic beauty, protected plants, wildlife, archaeology, and multiple use values.” Trust land within incorporated cities and towns, within one mile of incorporated municipalities of less than 10,000 persons, or within three miles of municipalities equal to or greater than 10,000 persons may be reclassified for conservation purposes.

A public-private matching grant program was created for acquisition or lease of state Trust lands for conservation. Proposition 303, passed in 1998, funds the grant program for 11 years beginning in July, 2000.

A state or local government, business, state land lessee or a group of citizens may petition the State Land Commissioner to have certain Trust land nominated and reclassified for conservation purposes. After notifications, public hearings, consideration of physical and economic impacts to lessees and the Trust, the land may be reclassified as suitable for conservation purposes.

Consideration is given to recommendations from a five-member Conservation Advisory Committee as well as consult with local and regional planning authorities. Existing leases on any land reclassified for conservation purposes may not be canceled or impaired in any way.

Once the land is reclassified, a coordination plan is adopted, prepared by the interested parties, for the property to protect conservation values. Land may also be withdrawn from sale or lease for three to five years (with the possible extension for up to three more years) to allow prospective lessees or purchasers time to prepare the plan for the property and to raise funds.

With one independent appraisal and an independent review appraisal of the fair market value and required legal notice, a conservation lease or sale may be auctioned. The land value cannot be reduced because of the conservation purpose.

If an existing lease is not renewed because a conservation lease is issued, the former lessee must receive compensation for the loss of lease and reimbursable improvements.

If the land is sold for conservation purposes, the lease must be allowed to continue to the end of its term. If that lease were to be modified or canceled by the new owner, the law provides for compensation by the new owner to the lessee.

An API Eligible areas map shows Dewey-Humboldt and other urbanized area of Yavapai County as having eligible state Trust land to designate for conservation. To date (March 2010), 33 petitions have been received to place under conservation approximately 220,000 acres within the state. Local petitions include a joint petition by the City of Prescott and Town of Prescott Valley for the Glassford Hill area (1900 acres); and petitions by the Open Space Alliance of Yavapai County for Badger Mountain (1500 acres) and 2800 acres in the Yavapai Strip east of Prescott. These lands have a Reclassification Order and Five-Year Withdrawal Order, but no lease or sale application has been filed.

A letter of intent to petition was sent by the Town of Dewey-Humboldt in February 2010 to the State Land Commissioner putting the State Land Department on notice that the Town would be petitioning to have reclassified 6 parcels considered suitable for conservation under ARS criteria. The letter states that the lands are an essential part of the Town’s General Plan and would be included in the OSAT plan (pending) as part of its desire for regional connectivity to other public lands.

### **Finding**

*API is an effective way for local communities like Dewey-Humboldt to designate open space. Precedence has been set in the filing of petitions for reclassifying lands as suitable for conservation within Yavapai County. The Town of Dewey-Humboldt has stated its intention to the State Land Department to petition for state Trust land parcels reclassification. Once the OSAT plan is adopted, the petitioning process can begin in earnest.*

## **Process and Public Feedback**

### **Open Space and Trails advisory committee (OSAT Committee)**

In January 2010, the Town Council established the OSAT Committee, appointing 9 local citizens. From January to June 2010, the OSAT advisory committee and a consultant team worked to define what the OSAT master plan should be and what the trails system should look like. The Town Council established OSAT Committee with the following mission and duties:

**Mission:** Make recommendations and contributions toward the completion of the OSAT master plan.

**Duties:**

- identify current and future trails and open space needs of the community
- identify opportunities and options, and analyze alternatives for maximum potential benefit
- suggest recommendations on open space and trails policies and design issues
- suggest recommendations on acquisition and development of trail facilities and trail use
- consider potential methods to provide maintenance and promote safety

- review and comment on public and private development schemes to promote interest in open space and trails

The OSAT Committee conducted a total of ten meetings, on selected Wednesday afternoons, with public notice made by the Town of all meetings according to the Open Meeting Law. Each meeting had a specific agenda, and articulated new and old business topics. Meeting minutes are included in the Appendix.

### **OPEN SPACE DISCUSSION**

The OSAT committee established what constituted open space within Dewey-Humboldt, defined desired trail character, drafted a Vision Statement for the plan, and contributed knowledge of trail usage within and surrounding the Town. Their input was essential to defining why, what, and where open space should be in the Town.

Opinions about Open Space in Dewey-Humboldt capture a sense of the town's spacious character, views of nature, and a sense of home for residents. As expressed by the OSAT Committee, Open Space is needed:

- To appreciate and see nature at its best
  - o To have views to the mountains, cliffs, geology/rocks
  - o To observe the diversity of the natural landscape (the Rivers, washes, mountains)
  - o To have views of land unobstructed by structures, powerlines, fences
- To see vistas, not houses, similar to what it was like 100 years ago
- For quietness, solitude, spiritual quality
- To see the night sky
- To observe wildlife in their natural habitat
  - o Deer, rabbits, birds, coyotes, javelina, bobcat

- For walks with family
- For a sense of home
  - A view of the Humboldt Stack, a community landmark
- To appreciate prehistoric and recent cultures and history
- To provide a sense of adventure and exploration

The OSAT Committee defined what open space means to Dewey-Humboldt as:

- open area, spaciousness, vistas
- the river, hills and desert spaces
- the natural environment we have
- PASSIVE recreation only (not ballfields and traditional developed parks)
- native landscape of Chaparral which is prized here and the natural ecosystem – wildlife and vegetation

### TRAILS DISCUSSION

The OSAT Committee concurred with the survey findings of the state Trails Plan regarding statistics about trail users and preferences, based on their experience with trail users in and around the Town. Trails are needed in the Town:

- to provide trails for the elderly and for bicyclists
- to access BLM for motorized users
- to reach destinations for young/old such as going to the library, town hall, commercial centers, post office
- for people to have a safe place to walk, not on a road

A desire for local trails was mentioned that involved routes and possibly loops of various lengths, connecting east and west of the highway that provided access to the River and

wildlife. Local trails should connect to areas that are available, using roads already used as trail routes within the Town. These trail routes should be enhanced for safety, especially for non-motorized uses. New trails opportunities were also suggested:

- a loop trail within the Town east of the Aqua Fria River, using existing tunnels under SR 69 to connect to trails into the Bradshaw Mountains (a trail that connects east and west D/H) with 2 crossings and staging areas for users
- trails of different types that offer various lengths such as a 1 hour experience or longer
- a nature walk and bird watching trail
- a trail/walkway along Prescott Street to be used by the elementary school (K-5)
- a trail near the Old Black Canyon Highway

Committee members also expressed the need to connect to regional trails on Forest Service (USFS) or BLM lands, connecting through State Trust lands (STL), as well as create loop trails within the Town. The Town sits between these public lands where developed trails and 4WD roads already exist, making Dewey-Humboldt a potential hub for connections to these existing trail systems due to its central location and geography.

The proposed Black Canyon Trail will connect the Black Canyon area with Camp Verde to the west of Interstate 17. Dewey-Humboldt has the potential to be connected to 3 planned loops (10 mile, 12 mile, and 17 mile), as planned by the Yavapai County Trails Committee. The OSAT Committee expressed the need for the Dewey-Humboldt trail system to connect to this new regional trail. This would create a trail around the town limits between Mayer/Poland Junction up to Prescott Valley like Prescott's Circle Trail:

- connecting northeast to Camp Verde along SR 169 (Orme Road and General Crook Trail) to three planned/



*Evidence of a desired trail along Lazy River Road.*

existing loops

- o connecting south to a spur of the Black Canyon Trail (Cathy Hubbard Trail) at the existing Iron King Mine trailhead on BLM at the DH town limits Mayer to past Poland Junction

- o connecting northwest to the USFS Lynx Lake recreation area on to Prescott's Circle Trail

- o connecting north under SR 169 to the Prescott Valley trail system

## OUR TRAIL USERS

### Walkers/ Runners/ Hikers/ Pedestrians

As described and observed, people like to walk in Dewey-Humboldt, but have trouble finding a safe space to walk. Road shoulders are narrow, and terrain is challenging. School children attending the Humboldt Elementary School find little space to walk next to the road, as do the Seniors at the Kate Garber Center. Runners and hikers typically prefer a soft natural surface trail. Walkers and pedestrians prefer a smooth, stable surface material. This can be either pavement or a compacted/ stabilized natural surface.

### Equestrians

This is horse country, with many citizens of Dewey-Humboldt owning horses. With the prevalence of lightly traveled dirt roads, most ride right from home onto Town roads and into adjacent public lands (national forest, BLM, and state Trust land). Some will trailer their horses to national forest or BLM trails in the vicinity. Equestrians prefer a natural surface trail.

### Off Highway Vehicles (OHVs)

This is also OHV country, where many citizens have an ATV or "side-by-side" ATV. As with equestrians, the prevalence of lightly traveled dirt roads makes it

seamless to travel right on Town roads, and also into adjacent public lands (national forest, BLM, and state Trust land). Some will trailer their vehicles to national forest or BLM trails in the vicinity, where off road use is permitted. OHV riders prefer a natural surface trail or unpaved road. (Note: OHVs have to be street legal to travel on any portion of the Town's right of way.)

### Bicyclists (road/ touring)

Cycling is more popular in communities north of Dewey-Humboldt where paved multi-use paths, bike routes and lanes are provided. Individuals, local bicycle clubs such as the Prescott Bicycle Club, and commercial bicycle tour groups occasionally use SR 69 and SR 169 for travel touring through the region. SR 69 is 4 lanes through the Town, with wide shoulders. Arizona Department of Transportation (ADOT) allows use of the highway for bicycles. Wherever roads are paved in Town, cyclists can ride; however, the condition of the pavement varies and may not be conducive to riding.

### Mountain Bikes

Mountain biking is very popular in areas around the City of Prescott, where there are numerous trails in the Prescott National Forest. Mountain bikes would be suitable to both the paved and dirt road conditions in Dewey-Humboldt, whether for basic transportation or recreation. The terrain is challenging, with steep hills common. Mountain bikers prefer a natural surface trail or unpaved road.

### Persons with Special Needs

Terrain in Dewey-Humboldt is challenging even for the able-bodied, where hills and valleys are steep and tough to negotiate on foot. A walkway in Town leads from the Town Hall complex, past the Post Office to Historic

Humboldt. The natural terrain and narrow right of way makes this and other locations even more of a challenge to provide for persons with disabilities or the elderly. Areas mentioned where this type of trail/ path would be needed were around the Kate Garber Senior Center, Library, Elementary School, Main Street of Historic Humboldt, and in a natural setting as a nature walk near the river.

#### Trailheads

The Committee also discussed developing trailheads where feasible within Town, as well as supporting places to stage and get to existing surrounding trails on public lands. Local volunteers have been used to build many trails in the Yavapai County area, including using students from the Orme Ranch and Spring Valley Schools.

#### Trail Character

The Open Space and Trails Committee wanted the trail system to blend into the area's rural and natural setting. Therefore, trails were agreed to be narrow, have a natural surface, and generally be primitive in character. The OSAT Committee wanted the trail system to accommodate the existing use of trails in the Town both non-motorized for horse riders, walkers, and hikers, and for motorized OHV riders.

### **Community Feedback**

On April 20th and 21st, 2010, community meetings were held in a variety of locations and times to solicit feedback from the citizens of Dewey-Humboldt.

- Kate Garber Senior Center April 20, 2010 8:30am
- Town Council April 20, 2010 6:00pm

- Goodwin Residence April 21, 2010 10:00am
- OSAT Committee April 21, 2010 3:00pm
- Library – J.W. Mitchell Room April 21, 2010 6:30pm

A total of 20 citizens participated, contributing a range of answers to 2 questions:

- Where do you use trails in Dewey-Humboldt area?
- What do you value about open space in Dewey-Humboldt?

#### *TRAILS - WHERE DO YOU USE TRAILS IN DEWEY-HUMBOLDT AREA?*

Trails used in and around Dewey-Humboldt include the national forest, BLM, state Trust lands, town streets and roads. Some trail users seek opportunities to get out of town or walk to scenic views, like to hike and discover new trails, such as the Lynx Lake area; others like to walk around the neighborhood, stopping to socialize with the horses. Others use trails to access destinations outside of town, where dogs are less likely to harass the horses, with some traveling short distances on streets. Ultimately, equestrians would like to be off the streets.

Trails are believed to have been lost over time, due to overgrowth and/or flooding. Washes provide access to nature, gold, rocks, tracking animals, deer, javelina, hawks and owls. They are a place to take grandchildren when they visit to explore.

The Seniors' have a Walking Club – 10-15 people, who mostly walk in the evening in the summer for an hour (1 to 2 miles). Problems arise walking on streets due to traffic; often there are opportunities for residents to walk from home and meet for lunch. They would appreciate some way to measure distance. Gathering area is usually at the Kate Garber Center. Trails would be good as an option with a gathering area at a trailhead elsewhere than

the Center. These trails should offer a variety of difficulties.

Some trail users take their quads on roads to reach trails on BLM, but would rather access BLM via a trail system as many riders are unsure of the ownership of the land over which they travel. Bicycles and road bikes currently use the shoulder of roads. Horse trails are generally found on the streets and along the river. Animal trails are sometimes used particularly in the Meadow Ranch area. Even 'Found' Trails are often utilized. Some riders prefer going out during the week to avoid crowds.

Some use roads to walk 2 to 5 miles (dependent on walking partner). Others like using Sierra Drive/Trails End as a route to get to the river, but while the neighbors are friendly along this route, ownership is unclear. Once at the river, they travel along the river's edge to Prescott Valley (cool & shady).

A local loop on dirt streets informally named Humboldt Loop is a local loop on dirt streets, along washes on land without houses. Many walk with horses on road shoulders, but also have seen women with children in strollers on shoulders or on the roads where there is little room to walk.

Rocky Hill Road was mentioned as a dirt road that is a great trail currently used by OHVs & equestrians. A 1 mile walk to Fire Road on the west side of town is a favorite, since it forms a Loop. Some have the ability to use their own property (2.5 acres) for trails to walk dogs and goats. Most roads are believed to be trail-like now such as Dewey Road & Rocky Hill Road.

#### Concerns

Concerns raised were that homes may be built which will cut off a trail; that OHVs will destroy the native vegetation, i.e. the riders will "love it to death", especially in large numbers where they can damage washes and create noise and dust. Concern was

expressed that BLM Travel Management Plan will limit ability to use those trails.

Concerns were common regarding having no room to walk off the roads due to weeds and traffic, and that there was trash /clutter along streets and on properties. On the other hand, proximity of trails to residences was a concern for others.

Terrain is an issue for older participants. For example, a local runner said he would take his children if there was a trail to run on, but since there is only the option to run on the street, it is not safe for children. For some homeowners, visitors trespass by turning around at their house because they are looking for trail access. Laws governing OHVs are confusing as to what is considered 'street legal'.

Some attending were quite concerned about target practice and conflicts with hunters within the town limits, and whether hunting was permitted, thinking they had witnessed poaching within the Town limits.

Others were concerned with the loss of trails and access to places for grandchildren. Financial concerns were discussed as to who would pay for trails, and the liability and responsibilities that the Town may be undertaking. Since the demographic of the town's population is older, one wondered whether people would use trails. A concern for peace and quiet and to be left alone was also expressed.

#### Suggestions

Everyone had suggestions about what could or should be done:

Having a trail system would be an Image builder for the Town. Perhaps a connection to Dewey-Humboldt via Iron King Mine could be built; signs could help people from getting lost, and trails should be kept to 2'-4' wide, quiet and clean. The use of volunteers to

build trails was seen as a cost effective way to get trails.

Trails were needed that provided for both motorized and hiking connections to the National Forest; that provided a range of options and experiences; that provided a place for walkers and hikers to use as well as families; and that provided for every type of ability.

While most OHV users are polite when they encounter other users like horses, even stopping and turning off their engines so as not to spook horses, most felt that this combination was not advised, since it created a potentially dangerous encounter. There was consensus that the Town should pass an ordinance to prevent hunting and target shooting within the Town limits.

Trails should be next to roadways since most of the roadways are dirt. New roads could be realigned to accommodate a trail on one side. Dirt bike and motorcycle trails need to be located closer to housing. More diversity in the trail experience was desired with access from home rather than driving to a trailhead.

Maintenance of trails is necessary, especially for some uses such as OHVs and mountain bikes, and should be planned for with a need to identify a responsible party.

Making regional connections from Town, exploring the use of the under-crossings of State Route 69, and being able to walk in Historic Humboldt on Main Street was mentioned. The possibility of developing various kinds of trailheads was offered to accommodate limited use, or large enough for access by horse trailers. Generally people wanted the dirt roads to remain graded roads to facilitate trail use.

### *OPEN SPACE - WHAT DO YOU VALUE ABOUT OPEN SPACE IN DEWEY-HUMBOLDT?*

Residents like open space the way it is, in its natural state, and prefer it non-motorized, with

an unobstructed view of the night sky. "It is a legacy of land and we have an interest in its preservation and protection". Preservation was linked to ensuring preservation of residents' current life style, and some were not averse to buying and secure open space. Some felt funding would have to be justified in this economy, and that money should be spent elsewhere when economic times are tough.

Some mentioned that lots are large, 2-3 acres; when most is left in natural state, private land is also considered open space. Open space helps meet a desire for clean air and a place for our natural systems, to create a 'feeling of community' that results from a community that has open space – OUR open space.

Most felt open space should be kept tranquil, quiet, peaceful, less used and safe, where wildlife habitat can live and migration routes can be respected. Consideration should be given to its aesthetic appeal, the trees & shade they offer, so there is a "place for painters to paint". Protection of the Humboldt Stack as the most visible landmark and a historic resource was also described.

Most recognized the need to preserve open space for future tranquil use, that it should remain untouched and natural. BLM land was thought of as open space, but there was disagreement on whether to develop trails or other recreation facilities. Some stated the need to build a trail within open space, or add limited use, building on some of the open space but preserve the rest, so wildlife would not be disturbed. Smoking and indiscriminate shooting was a concern for risk of wildfire and personal harm. (Note: Arizona Revised Statute (ARS) Title 13-3107 is already in place and addresses the unlawful discharge of firearms within the boundaries of any municipality.)

Some suggested the need for a park, but not too developed or commercial, which could become too crowded. A goal of the last Agua Fria Festival last October was to raise funds

for a park, but some felt it had lost momentum. The Kate Garber Activity Center needed a place to hold the June 5th Humboldt Homecoming Picnic which would not have occurred had not a citizen donated private property for the event. So there is a need for a park even if it is simple with just a bench and a place for children, with hiking trails, without OHV noise, with picnic tables & BBQs.

The two central areas west of SR 69 could be parks, offering water and shade. The Young's Farm area was cited as a potential park site, where future access through the property would bring a trail through the big trees.

## **The Vision**

With their input, and with regard to the public's sentiments, a Vision of the OSAT Master Plan was crafted.

The Open Space and Trails system will:

- seek to preserve the spacious quality of the Chaparral environment native to Dewey-Humboldt, including those lands held by the state of Arizona as state trust land and by the Bureau of Land Management located within town borders, and
- create an interconnected, manageable, and sustainable trails system of unimproved, natural surface trails where Town citizens and visitors alike can access the river, hills and washes, and natural and historic landmarks that represent the Town of Dewey-Humboldt.



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## CHAPTER THREE: WHAT WE PROPOSE

### Introduction

This Plan for the open space and trails system for the Town of Dewey-Humboldt consists of four main elements:

- Trail Parks within Open Space

Trail parks provide a variety of trails, trailheads and services within Town controlled lands. Each Trail Park will need to be master planned through an extensive public involvement process to determine the uses most desired by the residents of Dewey-Humboldt.

- Regional Trail Connectors

These corridors provide motorized and non-motorized connections to regional trails and/or destinations (typically large public lands) within the Town or at the Town's border. They follow existing public road right of way (ROW) or existing river corridors where the Town has obtained legal access from private landowners.

- Neighborhood Trail Routes

To provide nearby trail opportunities, these motorized and/or non-motorized routes occur along existing public ROW or existing river corridors where the Town has obtained legal access from private landowners. Some routes may contain more than one trail type.

- Floodplain Conservation

The Town's river, washes, and other watercourses are important as valuable open space corridors and assets in maintaining the Town's quality of life. This Plan recommends defining the Town's floodplains as areas to protect and conserve, while at the same time, supporting property owners that want to keep their access to the river private. The Plan also recommends that the Town explore opportunities for appropriate

access that the general public can enjoy in the riparian environment in respectful ways that do not adversely impact the ecosystem.

Within these four main elements are the specific features of the Plan that correspond to specific design standards discussed later in the Chapter. They include:

- Trail Types:

- o Regional Connector Trail
- o Neighborhood Trail
- o Backcountry Trail (anticipated to be within Trail Parks)
- o Accessible Trail (anticipated to be within Trail Parks)
- o OHV Trails
- o Interpretive Trail (anticipated to be within Trail Parks)
- o Multi-use Path
- o Bicycle Route

- Trailhead Types:

- o Standard Trailhead
- o Trailheads with Equestrian Facilities or OHV Staging
- o Walk-in/Ride-In Trailhead

- Grade-Separated Crossings (underpasses)

- Signs

### Trail Parks within Open Space

According to the General Plan, "citizens in Dewey-Humboldt share communities that aim at *land stewardship rather than land use*. Preferences for preserving open space, a clean environment, and historical resources are considered more important than development growth." Furthermore, the General Plan notes, "state law requires that State Trust lands cannot be designated as open space, recreation, conservation or agriculture unless the Town

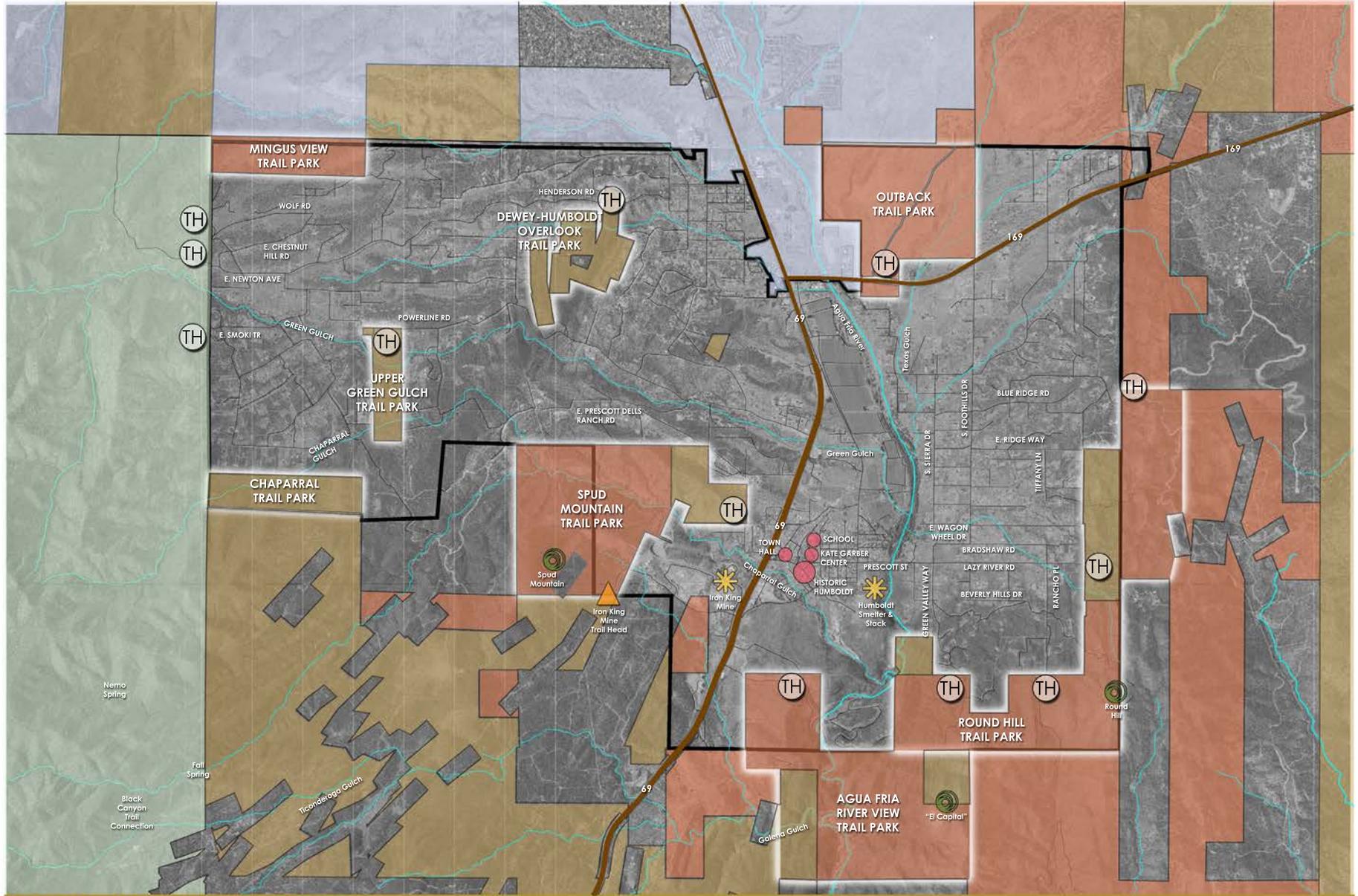
provides an alternative, economically-viable designation allowing at least one residential dwelling per acre.” The Town of Dewey-Humboldt is largely defined by its dramatic landscape. State and Federal lands exist within and around the Town. The surrounding Federal lands provide many benefits. The Bureau of Land Management (BLM) and State Trust lands within the Town can provide additional benefits that can eventually be controlled by the Town.

In order to preserve views, wildlife habitats, cultural/ historic sites, and drainage corridors; and provide motorized and non-motorized linkages and destinations within and around the Town of Dewey-Humboldt, this Plan recommends securing defined open space areas within the Town boundaries and adjacent, specifically BLM and State Trust lands, as Trail Parks. For the purpose of BLM, trail use would constitute the land’s “public purpose”, thereby allowing its transition to the Town and use by the general public under the stewardship of the Town. The specific mix of trail types, approved trail users and support facilities like trailheads and picnic areas, would be expressed in a Master Plan for each site that is developed through a planning process with significant public involvement and consultation with public land managers.

As envisioned in this Plan, Trail Parks would accommodate a variety of recreational trail types, both motorized and non-motorized with minimal disturbance to vegetation, wildlife, and other natural systems. Narrow “Backcountry Trails” would be most appropriate; however, other trail types might also be appropriate such as OHV, Interpretive and Accessible Trails. In most locations, a Regional Connector Trail or Neighborhood Trail would link to the site. A Trail Park’s location and site features would help to guide its most appropriate use. Each Trail Park should not strive to provide for all users, rather, a goal of the overall Trail Park system should be to meet the needs of all types of trail users from OHV riders to equestrians and those with limited mobility.

A total of eight (8) Trail Parks are proposed, each with their own special attributes. The following provides an initial assessment of each site highlighting key opportunities and constraints and offering a “most suitable” list of uses. This information provides a starting point to continue a more in-depth site master planning process for each Trail Park site.

FIGURE 1



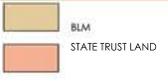
DEWEY-HUMBOLDT TRAILS & OPEN SPACE MASTER PLAN - OPEN SPACE & TRAIL PARK PLAN DRAFT 06.30.2010

- 

NATURAL FEATURE  
SIGNIFICANT FEATURE
- 

STATE HWY
- 

AGUA FRIA RIVER  
WASH
- 

TRAIL HEAD  
(PROPOSED)  
EXISTING BLM TRAIL
- 

BLM  
STATE TRUST LAND
- 

TOWN LIMITS
- 

PRESCOTT VALLEY  
PRESCOTT NATIONAL FOREST



Area offers great views of the town & east horizon

## 1. Dewey-Humboldt Overlook Trail Park



**The Dewey-Humboldt Overlook Trail Park** is most suitable for picnicking north of Henderson Road, a small trailhead access south of Henderson Road, non-motorized use due to close proximity to residences, a variety of loop trails with multiple overlooks, and interpretive/educational information at the dump/mine tailings and the wash.\*

BLM = APPROX. 194 ACRES

Refer to Figure 1 for overall Trail Park Plan

### Opportunities \*

- Henderson Road provides excellent trailhead access
- Large contiguous space allows variety of loops and levels of challenge
- Wash with riparian habitat with interpretive and education opportunity
- Exceptional overlook of the Town, Agua Fria River, Iron King Mine, the Humboldt Smelter & Stack and surrounding mountains and countryside
- Potential public access on southern end at Rocky Hill Road
- Five separate summits for trail overlooks
- Accessible trail near Henderson Road @ trailhead
- Existing road to the dump/tailing site could act as a trail
- Dump/tailing site provides interpretive opportunity

- CIP identifies picnic site on north side of Henderson Road

### Constraints \*

- Private residence on isolated parcel in middle of site
- Some areas of steep terrain
- Dump and tailings site requires clean-up
- Existing access to dump/tailing site may cross private property
- BLM requires biological/cultural and hazardous material assessment

\*Initial assessment only. Needs further evaluation through a comprehensive study and public involvement process.

## 2. Mingus View Trail Park



**The Mingus View Trail Park** is best suited for overlooks, an Accessible Trail and/or non-motorized Backcountry Trails due to proximity to residences, small picnic area, and Prescott National Forest (PNF) access. \*

STATE TRUST LAND = APPROX. 160 ACRES NW CORNER OF TOWN

Refer to Figure 1 for overall Trail Park Plan

### Opportunities \*

- Buffer to Prescott Valley future development
- Good views to the Mingus Mountains/ Black Hills
- Potential accessible trail across relatively flat ridges
- Access to two washes is interpretive and education opportunity
- Direct link to National Forest (USFS Trail #9419, #9419A, and Trail #43/ WAPA transmission line access)
- Terrain (ridges and washes) allows for trails to be visually unobtrusive to nearby neighbors

### Constraints \*

- No existing public right of way access; need to determine legal status of access
- Existing State Trust land that must be designated as "Suitable for Conservation" under the Arizona Preserve Initiative and may require purchase
- Requires cooperation with the PNF for trail connections
- In full view of nearby residences

\*Initial assessment only. Needs further evaluation through a comprehensive study and public involvement process.



Looking northeast to Mingus Mountains and Prescott Valley



Looking northwest to Bradshaw Mountains



Current access to national forest

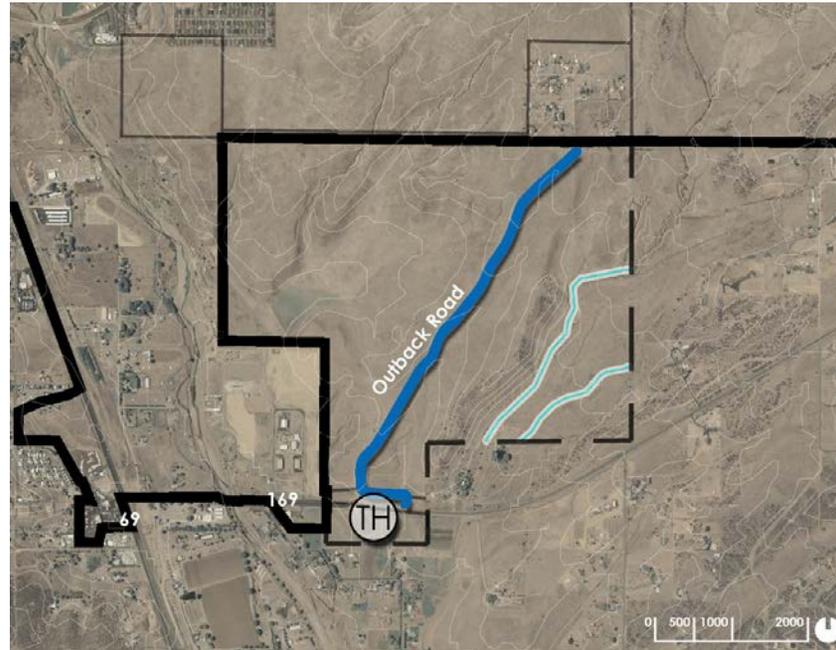


Open grassland



Outback Road - public right of way

### 3. Outback Trail Park



**The Outback Trail Park** is suited to accommodate large gatherings of non-motorized events. A loop trail up and along the ridge features panoramic views. Any future improvements of the area should be mindful and respectful of the nearby private cemetery. \*

STATE TRUST LAND = APPROX. 486 ACRES

Refer to Figure 1 for overall Trail Park Plan

#### Opportunities\*

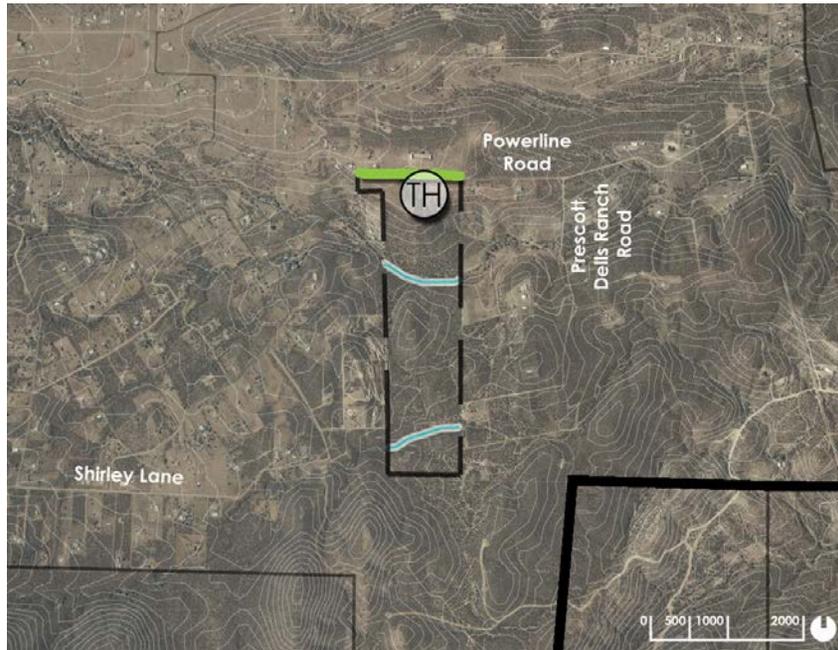
- Direct access from SR 169
- Road right of way is owned by the Town
- Large flat area for trailhead parking area
- Attractive for picnic or other passive recreation on top of ridge w/ panoramic views
- Level site provides for accessible path for disabled/ elderly

#### Constraints\*

- State Trust land may have existing lessee
- Lack of shade
- Access must be maintained to residences at north end
- Privacy must be maintained to the private cemetery on the ridge
- Extensive public participation needed for development of any large facility

\*Initial assessment only. Needs further evaluation through a comprehensive study and public involvement process.

## 4. Upper Green Gulch Trail Park



**The Upper Green Gulch Trail Park** is best suited for a non-motorized (due to proximity to residences) loop trail through 2 riparian areas, and for a trailhead large enough for horse trailers at north end.\*

*BLM = APPROX. 91 ACRES*

*Refer to Figure 1 for overall Trail Park Plan*



*View to Spud Mountain*



*View to Round Hill*

### Opportunities \*

- Access by west Dewey-Humboldt neighborhoods (Blue Hills Farms)
- Large flat entry area off Cranberry Road for trailhead
- Great views of Spud Mountain and Round Hill from a small summit within the parcel
- Access to two washes with riparian vegetation
- Education and interpretive potential at riparian environment

### Constraints \*

- At the north end, trailhead site opposite residences
- Need to determine legal status of access
- BLM requires biological, cultural and hazardous material assessment

\*Initial assessment only. Needs further evaluation through a comprehensive study and public involvement process.

## 5. Chaparral Trail Park



**The Chaparral Trail Park** is best suited for making an important connection between existing National Forest trails and the proposed Kathy Hubbard Trail near Spud Mountain. \*

(BLM = APPROX. 155 ACRES)

Refer to Figure 1 for overall Trail Park Plan

### Opportunities \*

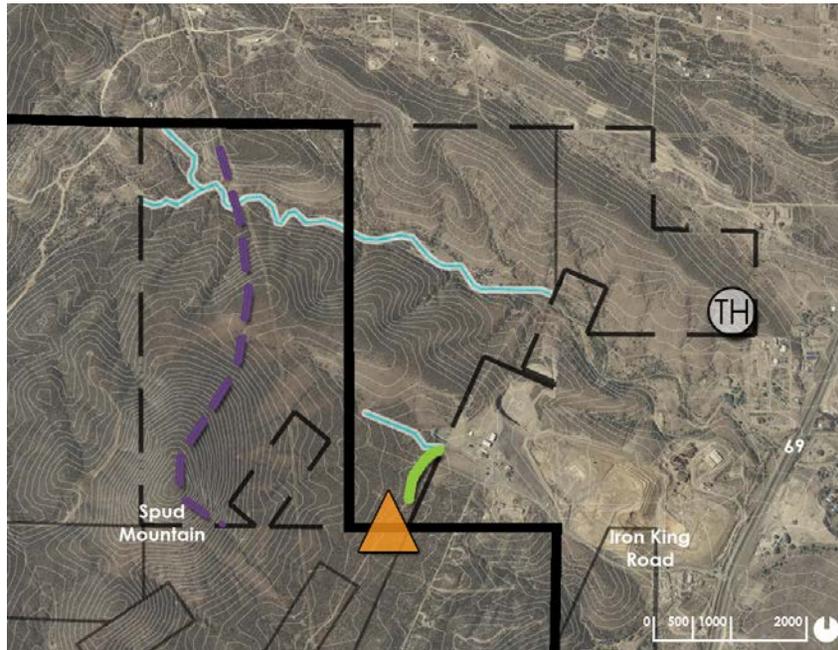
- Provides access to regional trails, including proposed Black Canyon trail spur, National Forest trails #9419 & #9405, and proposed Kathy Hubbard Trail
- Connects large areas of PNF and BLM lands
- Access to a wash & interpretive opportunity
- Views of Bradshaw Mountains from small summit

### Constraints \*

- No public access from within Town
- BLM requires biological, cultural and hazardous material assessment

\*Initial assessment only. Needs further evaluation through a comprehensive study and public involvement process.

## 6. Spud Mountain Trail Park



**The Spud Mountain Trail Park** is best suited for a trail along Chaparral Gulch, protection of the viewshed of Spud Mountain from within the Town, connection to existing and proposed regional trails (Kathy Hubbard Trail, Forest trail #9405, 4WD roads on BLM), and developing a Spud Mountain summit trail all of which can use the new Iron King Mine Trailhead. \*

STATE TRUST LAND & BLM

Refer to Figure 1 for overall Trail Park Plan

### Opportunities \*

- Protects the viewshed of Spud Mountain from within the Town, if STL and BLM land included
- Public access from existing Iron King Mine trailhead on BLM land
- Iron King Mine trailhead large enough for parking and OHV/ horse staging
- Protects approx. 1 mile section of Chaparral Gulch
- Chaparral Gulch is a dry wash with riparian vegetation
- Possible summit trail to top of Spud Mountain
- Possible education and interpretive stories about mining activities seen from the park (Iron King Mine tailings; Humboldt Smelter and Stack)

### Constraints \*

- Combining management of State Trust land and BLM lands as one trail park requires mutual agency coordination
- Access to BLM parcel very limited
- State Trust land may have existing lessee
- Need to determine legal status of access
- BLM requires biological, cultural and hazardous material assessment

\*Initial assessment only. Needs further evaluation through a comprehensive study and public involvement process.



Spud Mountain

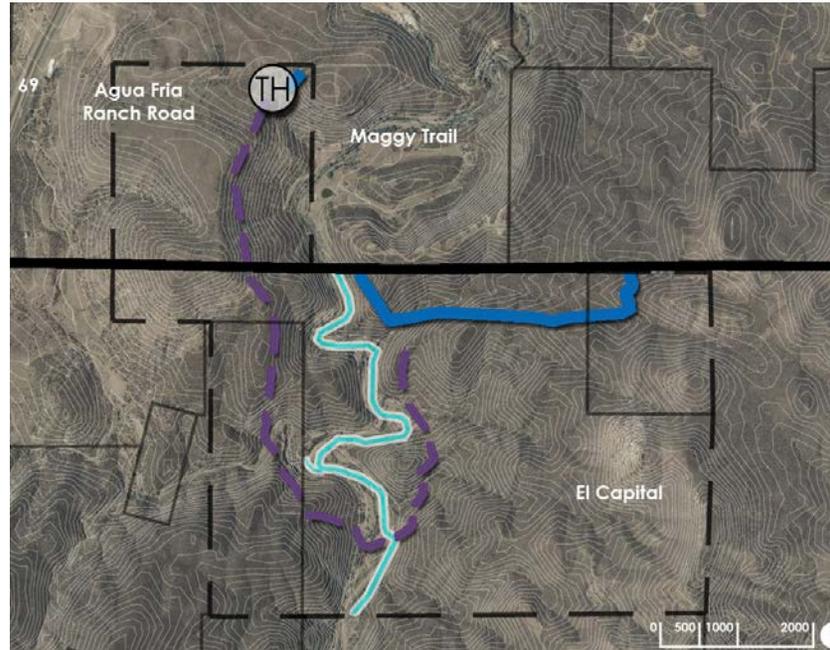


View to Agua Fria River Canyon



Cottonwoods at Agua Fria River

## 7. Agua Fria River View Trail Park



**The Agua Fria River View Trail Park** is best suited for a trailhead with parking and horse staging, protection of the Agua Fria River riparian corridor, protection of the southern viewsheds of the Town, and making regional connections to existing and proposed trails. \*

STATE TRUST LAND & BLM

Refer to Figure 1 for overall Trail Park Plan

### Opportunities \*

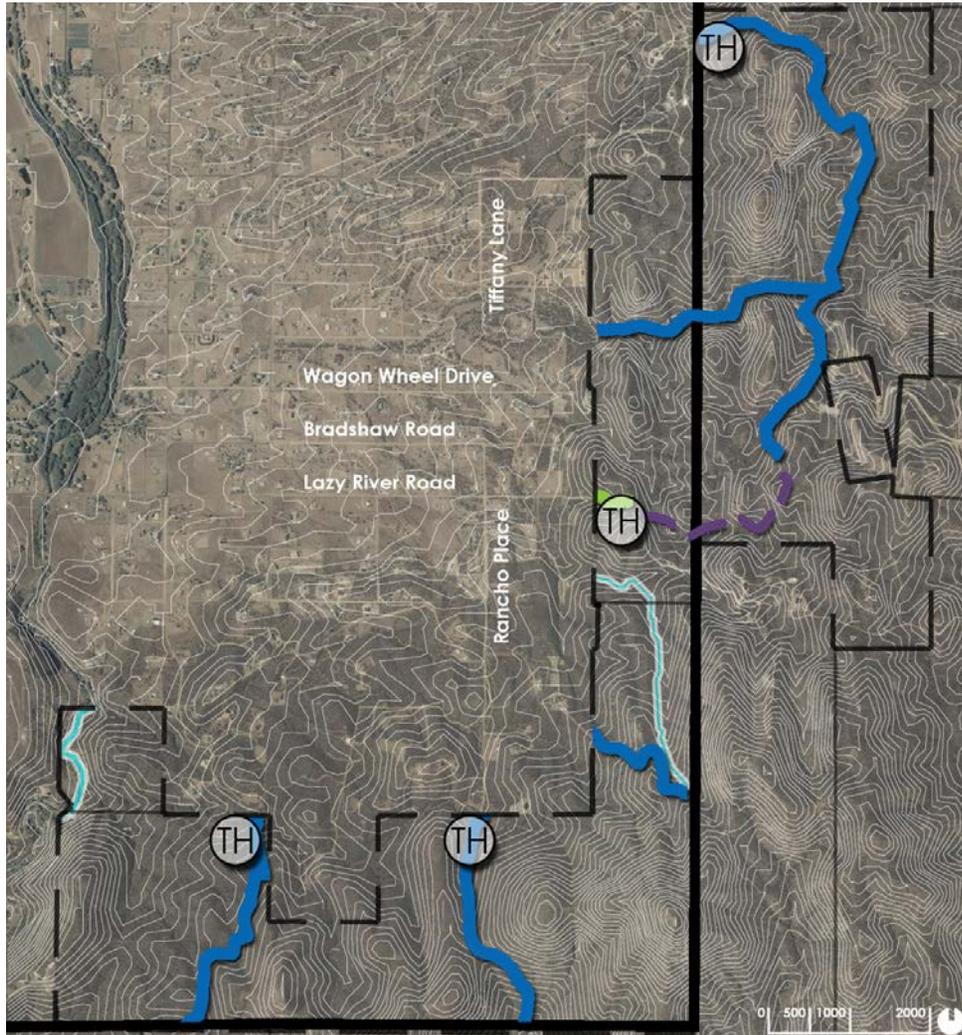
- Protects a 1 mile+ section of Agua Fria River (canyon and riparian areas) at south end of Town
- Protects viewshed to El Capital and other promontories along the south edge of Town
- Provides a connection to regional trails on BLM and State Trust lands (Black Canyon Trail spur) and trail routes in Town
- Large enough flat terrain for parking and OHV/ horse staging at north end

### Constraints \*

- Combining State Trust land and BLM lands requires mutual agency coordination to make this trail park meet its potential
- Rugged terrain next to the canyon makes building a trail challenging
- Pristine backcountry is largely undisturbed; may be important wildlife habitat
- BLM requires biological, cultural and hazardous material assessment (NEPA)
- State Trust land may have existing lessee
- Need to determine legal status of access

\*Initial assessment only. Needs further evaluation through a comprehensive study and public involvement process.

## 8. Round Hill Trail Park



**The Round Hill Trail Park** is best suited for trail connections as part of Neighborhood Trail routes, and protection of viewsheds (Round Hill) and a section of the Agua Fria River environment.  
\*

**BLM = APPROX. 600 ACRES & STATE TRUST LAND = APPROX. 559 ACRES**

\*Initial assessment only. Needs further evaluation through a comprehensive study and public involvement process.

Refer to Figure 1 for overall Trail Park Plan

### Opportunities \*

- Protects the viewshed to Round Hill and surrounding ridges at the south and east edges of Town
- Protects a ¼ mile section of the Agua Fria River, riparian environment and an unnamed wash
- Provides Neighborhood Trail route connections from Green Valley Way, Beverly Hills Drive, Rancho Place, Lazy River Drive, and Blue Ridge Road

- Largest contiguous area for a Trail Park

### Constraints \*

- Combining management of State Trust land and BLM lands requires mutual agency coordination
- Need to determine legal status of access
- State Trust land may have existing lessee
- BLM requires biological, cultural and hazardous material assessment



View to Round Hill



Typical trail access on local road



Main Street/ Lazy River Road  
Regional Connector

## Regional Trail Connectors

This Plan recommends the creation of corridors that connect to regional trails and destinations within the Town or at the Town's border. These corridors provide motorized and/or non-motorized access along existing public road ROW, or existing river corridors where the Town has obtained legal access from private landowners. Where appropriate, these corridors may also serve as Neighborhood Trail Routes; however, it is not a requirement. The corridor would be marked clearly by signage.

### **Henderson Regional Connector**

This Regional (trail) Connector links the Town of Dewey-Humboldt to Prescott National Forest, becoming Trail #9419. From this connection point, trail users may access regional trails and destinations such as Lynx Lake, and in the future, Poland Junction, per USFS & BLM trails.

This existing roadway corridor comprises several existing roads located on the west side of SR 69 that access the northwest area of Town. The following roadways create the Henderson Regional Connector: Kachina Place, South Pony Lane, Henderson Road, and Newtown Avenue. Most of the roads are either public right-of-way owned by the town or on public access easements. **(See Trail System map for alignment detail).**

### **Main Street/Lazy River Regional Connector**

This connection corridor links the Town of Dewey-Humboldt to BLM lands at SR 69 and Main Street. At the Town limits, trail users can access regional trails and destinations such as the planned Black Canyon Trail Spur and local natural features such as Round Hill.

This Regional (trail) Connector on the east side of SR 69 is a combination of existing roadways

that access the southeast side of town. The following roadways create the Main Street/Lazy River Regional Connector: Main Street, Phoenix Street, Prescott Street, Lazy River Drive. **(See Trail System map for alignment detail.)** Most of the roads are public right-of-way owned by the town; the remaining are on public access easements.

### **Prescott Dells Ranch Road/ Rocky Hill Road Regional Connector**

This connection corridor connects the Town of Dewey-Humboldt to Prescott National Forest land from SR 69 at Prescott Dells Ranch Road. At the Town limits, trail users can access regional trails and destinations such as Lynx Lake, and in the future, Poland Junction.

This existing roadway corridor comprises several existing roads located on the west side of SR 69 that access the northwest area of Town. The following roadways create the Prescott Dells Ranch Road/Rocky Hill Road Regional Connector: Prescott Dells Ranch Road, Rocky Hill Road, Powerline Road, and Newtown Avenue. **(See Trail System map for alignment detail.)** Most of the roads are public right-of-way owned by the town; the remaining are on public access easements. Rocky Hill Road sections are very steep and require 4WD.

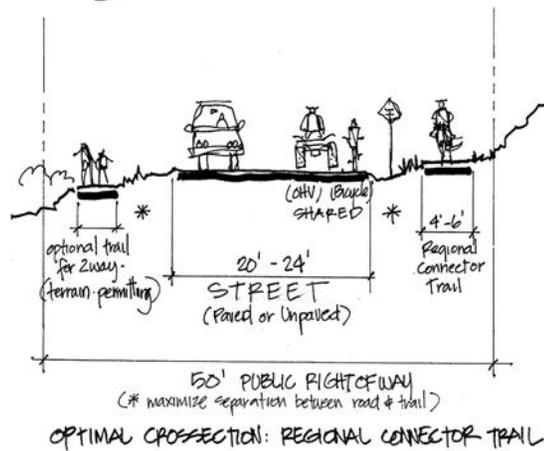
## Neighborhood Trail Routes

The purpose of Neighborhood Trail Routes is to identify, maintain and preserve the recreational trail opportunities that exist today in the Town of Dewey-Humboldt. These routes are close-to-home (or right outside the door) that the citizens of the Town of Dewey-Humboldt use today. Seventy-five percent (75%) of the land within the Town is privately owned; the majority of public property the Town owns is public rights of way; therefore, these routes are intended as neighborhood connections, located adjacent to and/or on the roadway surface of public local and collector roads.

These roads are used today as trails, with users traveling on the roadway surface. The low numbers of vehicles today on the local roads, for the most part, does not create very frequent conflicts for trail users.

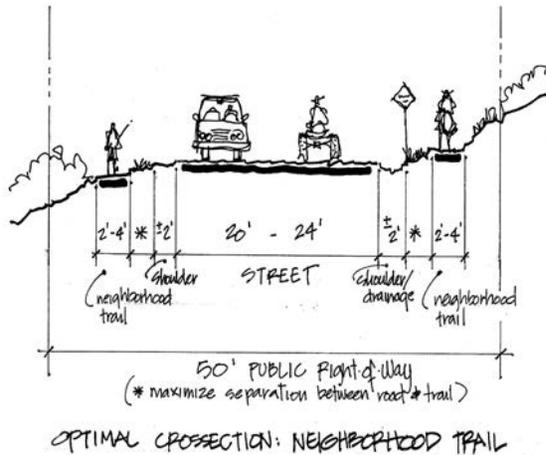


Separate trails should be built where feasible, within public right of way to reduce conflicts between vehicles and non-motorized trail users such as pedestrians, hikers, and equestrians. As the trail system develops and as use increases, additional trail routes can be identified.



Certain roadways have more heavily traveled sections, and should be considered the first to be studied for a separate trail within the right of way.

Unless there is sufficient right of way to create a separate OHV trail, OHV access is typically on the road surface. Particular uses on the Neighborhood Trail Routes would be marked clearly by signage.

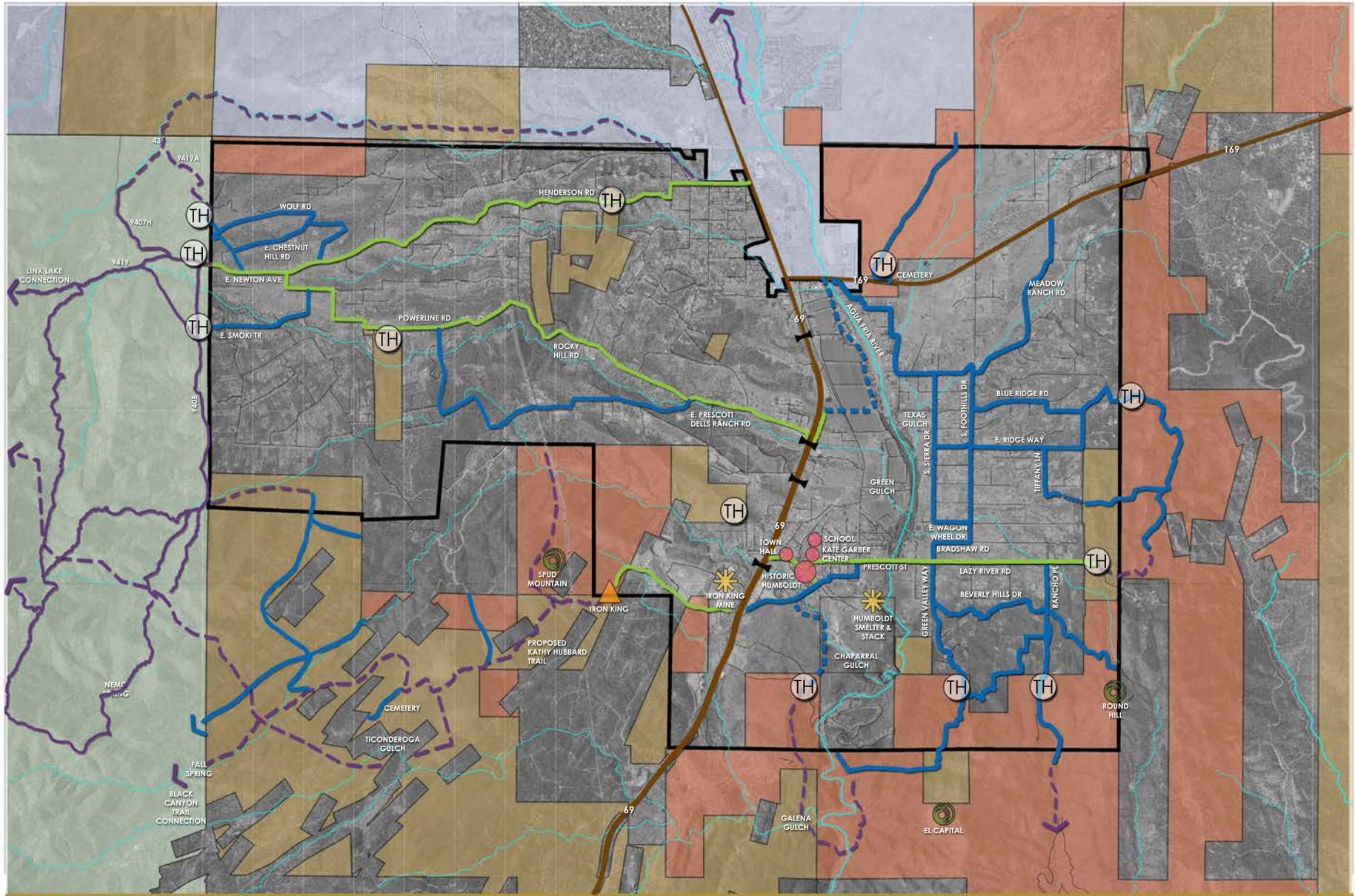


The Plan identifies certain roads within the Town that are suitable trail routes that, in some cases, are opportunities to travel in a loop of varying distance.

### Trail System Design Guidelines

The Trail System Design Guidelines are intended as guidelines only and identify ideal relationships between users, adjacent uses, properties, physical conditions, trails and other features in order to maintain safety, respect for neighbors and the environment.

FIGURE 2



DEWEY-HUMBOLDT TRAILS & OPEN SPACE MASTER PLAN - TRAIL SYSTEM

DRAFT  
06.30.2010

- |                              |                         |                                     |                     |                    |                 |                         |                  |                          |                          |
|------------------------------|-------------------------|-------------------------------------|---------------------|--------------------|-----------------|-------------------------|------------------|--------------------------|--------------------------|
| STATE HWY                    | SR 69 CULVERT/UNDERPASS | GAS LINE EASEMENT (POTENTIAL TRAIL) | TOWN LIMITS         | NATURAL FEATURE    | AGUA FRIA RIVER | PROPOSED REGIONAL TRAIL | BLM              | NEIGHBORHOOD TRAIL       | PRESCOTT VALLEY          |
| POTENTIAL NEIGHBORHOOD TRAIL | TRAIL HEAD (PROPOSED)   | EXISTING BLM TRAILHEAD              | SIGNIFICANT FEATURE | LOCAL DESTINATIONS | WASH            | EXISTING REGIONAL TRAIL | STATE TRUST LAND | REGIONAL CONNECTOR TRAIL | PRESCOTT NATIONAL FOREST |

The trail system is recommended to be shared or multi-use. The various trail types satisfy the particular needs for all types of users with various skills and abilities. For non-motorized users, emphasis is placed on trail alignments that are separate from the roadway since trail users are particularly sensitive to conflicts with vehicles.

For motorized users, the road is an integral part of their trail experience; however, some circumstances may require a separate offstreet facility for an OHV. The guidelines address both of these requirements.

Trailheads accommodate all user types and are located off roadways with public access where users are easily, safely, and legally able to access the trail system.

#### For Motorized Use:

- Access provided on ALL Town streets (street legal with applicable permits per state law)
- Provide separate accommodation when on-road is not feasible
- Coordinate signage on public lands that allow motorized trail use with public land managers
- Provide “Rules of the Road” and promote safety
- Promote respect for other trail users and neighbors
- Designate certain roads as shared, until separate trails can be built within the right of way

#### For Non-motorized Use:

- Provide for hikers, walkers, runners, equestrians, mountain bikes and other users preferring an unpaved surface
- Provide a safe space for the underserved trail user
- Designate certain roads as ‘shared’ routes

- Build, where feasible, trails within the public right of way separate from the road
- Develop a trail system on public lands within the Town
- Provide for road cyclists on paved shoulders where practical (ADOT right of way and certain paved town streets)

### **Guidelines for Trail Parks**

Trail Parks could accommodate a variety of recreational trail types within a defined open space area with minimal disturbance to vegetation, wildlife, and other natural systems. The trails within these parks would be built with sensitivity to the existing natural environment and would therefore primarily be narrow “Backcountry Trails”. However other trail types might also be appropriate, most particularly, Accessible Trails and Interpretive Trails. Some Trail Parks may be most appropriate for separate OHV Trails.

Trail Parks would typically provide some combination of trailheads with vehicular parking and walk-in/ride-in trailheads so access into the Trail Park is convenient and close-by to neighborhoods. Depending on the specific site, Trail Parks may also provide picnicking, restrooms and other support services for passive recreation.

Components could be chosen from:

- Standard or Trailhead with Equestrian Facilities or OHV Staging
- Walk-in/Ride-in Trailhead
- Looped trail systems
- Overlooks
- Accessible trails
- Accessible interpretive trail
- OHV Trails
- Backcountry Trails
- Regional Connector Trail
- Neighborhood Trail

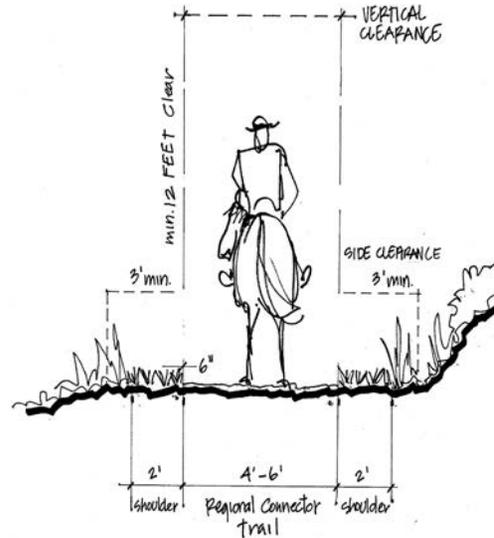
- Wildlife habitat preservation, restoration, or re-creation
- Picnicking
- Special events and activities

### Trail Types

A variety of trail types provide for a variety of linkages, user types and abilities for both motorized and non-motorized users.

#### REGIONAL CONNECTOR TRAIL

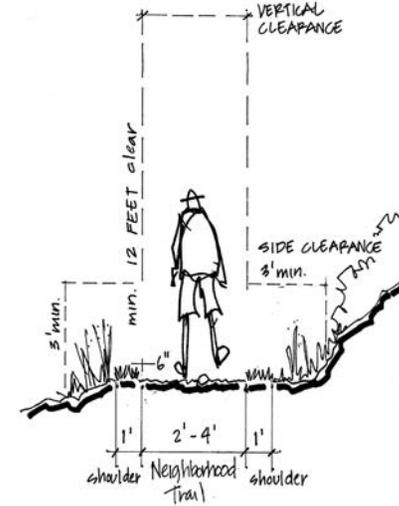
This trail type provides non-motorized access along existing public road ROW or existing river corridors where the Town has obtained legal access from private landowners. Because it is typically longer than Neighborhood/Loop Trails and likely would carry more users, it has the largest width of non-motorized trail types. See the table below.



#### NEIGHBORHOOD TRAIL ROUTE

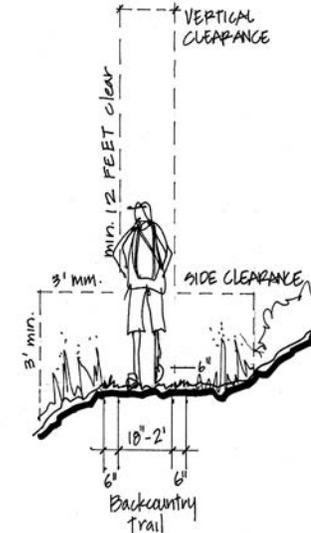
Neighborhood Trails are typically adjacent to public local and collector roads within the right of way, or along existing river corridors where the Town has obtained legal access from private landowners. They accommodate more

localized and shorter distance trips, so are narrower than Regional Connector Trails. See the table below.



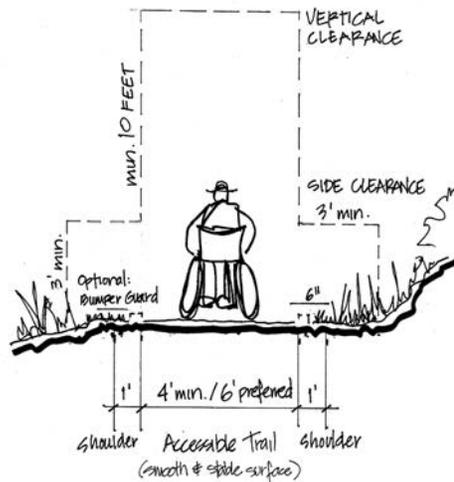
#### BACKCOUNTRY TRAIL

These trails are located within preserved open space and/or Trail Parks. They lay light on the land with minimal disturbance, and therefore have the narrowest width of all of the non-motorized trail types. See the table below.



## ACCESSIBLE TRAIL

This trail type will accommodate people with lessened physical abilities and mobility. They meet the Americans with Disabilities Act requirements for accessibility which requires a smooth and consistent surface material, widths to accommodate wheelchairs, minimal cross and horizontal slopes. See the table below.

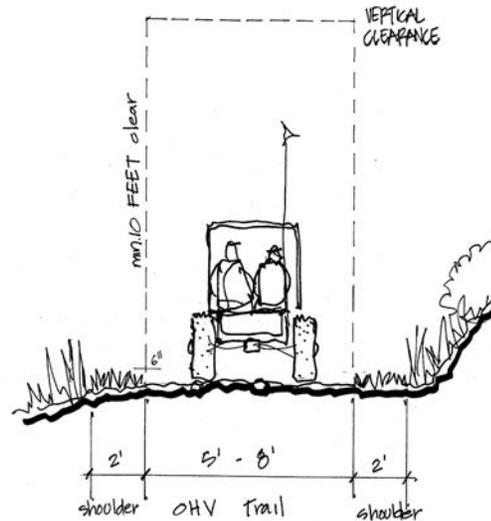


## INTERPRETIVE TRAIL

Most of the proposed Trail Parks contain significant natural features as well as cultural features that tell the story of Dewey-Humboldt area from pre-history to its significant mining history. Interpretive Trails present this information through signs and other displays. They lend themselves, but are not required to have, docents or volunteers that can guide hikes. They can become field trip destinations for local school children to help gain an appreciation of the history that shaped the region. They typically would be relatively easy to travel with gentle slopes, ample resting spots with benches and designed in a loop. See the table on the following page.

## OHV TRAIL

Where width is available in a public ROW to allow an OHV to travel off of the road surface, a dedicated OHV Trail is preferred. These trails provide direct access to areas with more opportunities for OHV use. This trail should be separate from any non-motorized trail that might also follow the same road or other corridor. See the table below.



## BICYCLE ROUTE

The Town has limited paved streets, with pavement often a rough 'chip seal' surface. Typical road bicycles require a relatively smooth paved surface similar to those found on highways. Mountain bikes, and so-called hybrid bicycles with tougher tires, would be a more likely user group. However, certain routes such as the Old Black Canyon Highway (OBCH), Foothills Drive, and portions of other streets with smoother pavement would be a pleasurable diversion from using the shoulders of the State highway system where traffic is often and fast. Bicycles in general are great ways to get around town, for short trips to local destinations. Giving this user group room on any roadway would help general mobility, especially for children getting to school.

## TRAIL TYPE GUIDELINES SUMMARY

Trail Type	Trail Width	Shoulder	Side Clearance	Vertical Clearance	Turning Radius	Surface material	Running Grade	Cross Slope
<b>Regional Connector Trail</b>	4'-6'	Min. 2' width each side soft /mowed with max. 6" ht. herbaceous plants/native soil	No vegetation or obstacles within a 3' h by 3' w space each side. 3' min to signs, benches, other vertical elements.	12' min.	12' min.	Compacted native	Less than 5% = 1500', 5-8% = 800'-1500', 8-10% = 500'-800', Greater than 10% = max 5000' length.	2-5%. 4% max. at paved crossing
<b>Neighborhood Trail</b>	2'-4'	Min. 1' width each side soft /mowed with max. 6" ht. herbaceous plants/native soil	No vegetation or obstacles within a 3' h by 3' w space each side. 3' min to signs, benches, other vertical elements.	12' min.	5' min.	Compacted native	Less than 5% = 1500', 5-8% = 800'-1500', 8-10% = 500'-800', Greater than 10% = max 5000' length.	2-5%. 4% max. at paved crossing
<b>Backcountry Trail</b>	18"-2'	Min. 6 inches width each side soft/mowed with max. 6" ht. herbaceous plants/native soil	No vegetation or obstacles within a 3' h by 3' w space each side. 3' min to signs, benches, other vertical elements.	12' min.	5' min.	Native material	Less than 5% = 1500', 5-8% = 800'-1500', 8-10% = 500'-800', Greater than 10% = max 5000' length.	2-5%. 4% max. at paved crossing
<b>Accessible Trail</b>	4' minimum 6' preferred	Min. 1' width each side soft /mowed with max. 6" ht. herbaceous plants/native soil; optional 4 inch bumper guard	No vegetation or obstacles within a 3' h by 3' w space each side. 3' min to signs, benches, other vertical elements.	10' min.	10' min.	Stabilized fines, concrete or asphalt	Less than 1:12 (8%) (max. length 30') - railing required; > 1:5 (20%) - no railing required	2% max.
<b>OHV Trail</b>	5'-8'	Min. 2' width each side soft /mowed with max. 6" ht. herbaceous plants/native soil	3' min to signs, benches, other vertical elements.	10' min.	12' min.	Compacted native	Less than 5% = 1500', 5-8% = 800'-1500', 8-10% = 500'-800', Greater than 10% = max 5000' length.	2-5%. 4% max. at paved crossing
<b>Interpretive Trail</b>	5'-8'	Min. 1' width each side soft /mowed with max. 6" ht. herbaceous plants/native soil; optional 4 inch bumper guard	No vegetation or obstacles within a 3' h by 3' w space each side. 3' min to signs, benches, other vertical elements.	10' min.	5' min.	Stabilize fines, concrete or asphalt	Less than 1:12 (8%) (max. length 30') - railing required; > 1:5 (20%) - no railing required	2% max.
<b>Bicycle Route</b>	Paved shoulder	5' min.	See ADOT Bike & Pedestrian Plan	10' min.	5' min.	Concrete or asphalt	See ADOT Bike & Pedestrian Plan	2% max.
<b>Multi-Use Path (NOT SHOWN)</b>	10'-12'	Min. 2' soft/mowed each side	3' min to signs, benches, other vertical elements. 10' to new thorny plants.	10' min.	Base upon 20 mph design speed	Concrete or asphalt	6% up to 800' length, 7% up to 400', 8% up to 300', 9% up to 200', 10% up to 100', 11% & + up to 50'	2% max.

## **Trailhead Types**

Trailheads are important for trail users not only to access and identify trail locations, but also to stage or “set-up” for use. Trailheads always provide non-vehicular access to local or regional open space trail systems and some trailheads provide areas for parking, staging horse trailers, and OHV unloading.

### **STANDARD TRAILHEAD**

Standard Trailheads provide trail users with a vehicular entry point to the Trail Parks from a public road. Standard Trailheads vary in size and may accommodate as few as two vehicles to as many as the surrounding context allows and is desired by the Town.

Features include:

- Signs with trail maps
- Signed information and regulations
- Clear entry/markers or signs
- Parking with dust control measures in place
- Bike racks
- Seating/benches (Optional)
- Trees and/or Shade Ramadas with picnic table/s (Optional)
- Entry gates and treadle (Optional)
- Restrooms (Optional)

### **TRAILHEADS WITH EQUESTRIAN FACILITIES OR OHV STAGING**

Trailheads with Equestrian Facilities or OHV Staging provide the same amenities as Standard Trailheads with the addition of accommodating horses and/or parking for at least one trailer if not many. Therefore site selection becomes an important consideration. Gentle slopes (1 to 3 percent), good soil conditions for water percolation, existing vegetative shade, existing clearings of vegetation, and size are high

priorities when creating a staging location for activities involving trailers.

- Signs with trail maps
- Signed information and regulations
- Clear entry/markers or signs
- Parking for vehicles and horse or OHV trailers with dust control measures in place
- ¼” minus decomposed granite surface for equestrian parking and off-loading areas
- Pull-through, circular roadway and parking stalls
- Bike racks
- Trees and/or Shade ramadas with picnic table/s(Optional)
- Hitch rails
- Mounting platform (Optional)
- Restrooms (Optional)
- Separation of equestrians or OHV users from other users in parking and trail access
- Perimeter fencing and self-closing gates and treadle at pedestrian and trail entrances near streets where equestrians are accommodated
- OHV staging located in the least environmentally sensitive location that provides direct and reasonably easy access to OHV Trails

### **WALK-IN/RIDE-IN TRAILHEAD**

This smallest type of trailhead provides trail users with a non-automobile entry point to the Trail Parks from the surrounding neighborhood from a public road or ROW.

Features include:

- Trail maps
- Signed information and regulations

- Clear entry/markers or signs
- Shade trees (optional) Seating/benches (Optional)
- Seating/benches (Optional)

All types of trailheads should include a regulatory sign and a trailhead/map. Depending on the connections made from a particular trailhead, the bulletin board sign might also be appropriate. Trailheads with vehicular entries should also include entry monument.

### **Grade-separated Crossings (underpasses)**

In an effort to further decrease any potential conflict between street traffic and trail users, four (4) grade-separated crossings are included in the Plan. All four are currently existing drainage structures under SR 69. Whenever possible, the improvement of these grade-separated crossings to make them functional for trail users, is to be coordinated with ADOT capital improvements. Where a trail passes under a road or railroad in a separate structure like a culvert or a tunnel, the following standards apply. This is a structure exclusive to path/trail and drainage use (except emergency and maintenance vehicles) and does not include a roadway.

- Minimum 12-foot vertical clearance
- Minimum 12-foot width plus path or trail clearance standards
- As close to perpendicular as possible to minimize length
- Continuous, all day lighting
- Air/light tunnel when as long as the width of a four-lane road
- Continuous sight line distance from beginning to end
- Multi-use trail signs at both ends including Trail Etiquette Signs
- Trail graded above the low-flow channel to

minimize maintenance and maximize usability

### **Sign Types**

Trail signs serve many purposes including regulation, information, interpretation, education, and community branding. Each Trail Park, trail, and trailhead will require wayfinding and information signs. It is recommended that the Town of Dewey-Humboldt create a sign plan for its trails and open space in order to create an effective communication and education program. Local examples of simple, budget conscious signage are PNF trails and City of Prescott bicycling trails. The following are general recommendations for signs located along Dewey-Humboldt's trails and open space:

- Control signs for vehicles shall first meet town, state and federal requirements
- Sign locations along trails shall be setback a minimum of 3' and between 4' and 5'-6" in height
- Signs shall be simple, clear, and contrast letters from sign background to improve readability
- Signs should be noticeable but not intrusive
- Signs shall use universal national symbols for quick comprehension and language barriers
- Materials shall be vandal resistant, durable, and fade resistant
- Signs should be kept to the minimum necessary with regard to number and content
- Provide flexibility and modularity so that portions of signs can be replaced or changed to accommodate changing schedules, events, or notices
- Satisfy industry standards for directional signage so that the three desired functions are performed:



One of the four underpasses under SR 69.

- 1) identify a place and indicate whether it is accessible to everyone
  - 2) indicate warning where necessary
  - 3) give routing information
- Fabrications, ordering and installation procedures should be simple. They could be done either in-house or specifications developed to allow outside bidding.

### TRAILHEAD ENTRY SIGN

Entry monument signs are used to identify and set the theme for each Trail Park while marking a main entrance. The primary information should be the name of the facility. Also consider including the facility address and the Town logo. A large and small entry monument standard would allow larger and smaller sites to be signed accordingly.

### PARK REGULATIONS SIGN

These signs should incorporate the Town logo; facility name; regulation descriptions and ordinance number; room for additional information and directional panels to key site features.

### TRAILHEAD/ MAP SIGN

These signs should incorporate the town logo; facility name; a map of the area with "You Are Here" identification (consider using aerial maps); room for additional information; and directional panels to key site features. In order to provide critical information to all users, objective information about the conditions of paths and trails should be included either on the map or in other formats such as brochures available at the site. This information should document trail name or number; permitted users; trail length; change in elevation over the total length and maximum elevations obtained; average running grade and maximum grades that will be encountered; average and maximum cross slopes; average tread width and minimum clear width; type of surface; and firmness, stability

and slip resistance.

### BULLETIN BOARD SIGN

This sign type should include the Town Logo; facility name; bulletin board with space for brochures, fliers, pamphlets, small maps and temporary warnings, etc., preferable in a locations protected from rain and direct sunlight; room for additional information; and directional panels to key site features.



Universal Trail Access information (Pima County)

### SPECIAL REGULATION / INFORMATION SIGN

This sign type would apply to very site specific circumstances such as "No Fires", "No Motorized Vehicles", "No Vehicles Beyond This Point", or "Private Property Beyond This Point" or unique or special information. These signs should include the Town logo, special issue regulations and where appropriate, the facility name.



A special information sign (Pinnacle Peak, Scottsdale, AZ)

### TRAIL CORRIDOR SIGN

There are numerous sign types that should be applied to a trail system. The basic sign component along these corridors should be a 4"x4" square steel tube placed in a concrete footing



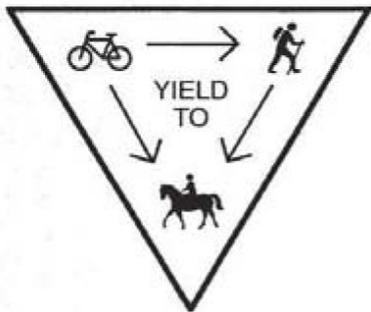
A Park Regulatory Sign



A Trailhead/Map Sign



A simple Trail Corridor sign



The typical "Trail Etiquette" sign

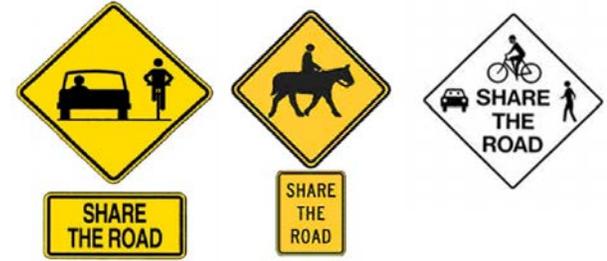
with sign panels are attached to this tube. The sign types include:

- Single trail number/name with a directional arrow
- Multi-trail numbers/names with at least two directional arrows on perpendicular or parallel panels
- Trail regulatory/approved uses with graphic symbols to illustrate approved or disapproved trails use such as "Hiking and Bicycling Only" or "Equestrians Only". Disapproved uses are shown with slashes through graphic symbol or use. This information can be used with directional arrows and placed on parallel or perpendicular panel
- Small-scale trail directional with names or graphic symbols with directional arrows to key locations
- Trail etiquette refers to the trail user yield triangle that is used throughout the United States. It is typically yellow and graphically illustrates that all uses yield to equestrians and bicyclists yield to hikers. This should be applied to trail sign posts at all entrances to the trail system.

### SHARE THE ROAD SIGNS

Since some public road pavement and right of way configurations do not currently allow for a separate trail, this Plan recognizes that trail users and vehicles often share the same route on a road. Combining an equestrian, bicyclist, OHV and/or pedestrian warning sign with a Share the Road message alerts motorists and others that they are sharing the road. Some examples of these types of signs are shown here. More information is available in the Manual of Uniform Traffic Control Devices.

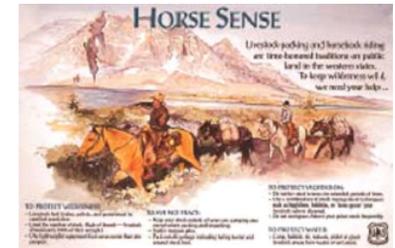
(Note: Horses, bikes, street legal OHVs, and pedestrians have a right to use the roadway. Per ARS 28-858 and ARS 12-820.03, the Town should put up signs reminding of drivers' duty of care and taking responsibility for



addressing known hazards. The kind of signs being proposed for on-road use are "cautionary" yellow signs, designed to warn as well as to guide.)

### INTERPRETIVE SIGNS

Interpretive signs, whose purpose is to creatively convey important information, such as functional, historical, natural or cultural, can be done in a variety of ways, sizes and formats. An Interpretive Trail could use both minimal signs and a corresponding brochure. Or the signs can tell the story without any additional printed material. Some examples are shown here.







## CHAPTER FOUR: HOW WE GET THERE

### Introduction

This Chapter follows on the basic major themes of the OSAT Plan:

- Preserve the open space you have (BLM & state Trust land);
- Build a trail system from what you own (rights of way) or seek to control (BLM & State Trust Land);
- Influence regional agencies to enhance connections to the backcountry (trailheads); and
- Request trails on large parcels in Town (Aqua Fria River access)

A plan of this magnitude, that breaks new ground for a young Town, has a long list of To-Do's, all of which everyone wants accomplished immediately. The first several priorities recommended by the OSAT Committee for Fiscal Year 2011 maintain momentum of the Plan and show results on the ground. The OSAT Committee recognizes that priorities for projects are only suggestions and that the ultimate selection and timing of their implementation will be decided through the Capital Improvement Planning process (CIP), as approved by the Town Council.

These first priorities have concurrent timelines, since they involve different groups doing separate activities to be accomplished as part of the first actions of the Plan. Therefore, they are not numbered or listed in order of importance, but are described as a group of actions.

The remainder of the Chapter recommends a systematic approach to modifying Town policies and procedures, an approach to prioritizing projects, ways to promote awareness and education, and how to add future trails or update the Plan. Funding opportunities and resources are described, with ways to solicit community involvement and enlist volunteers. A proposed

list of responsibilities and the continuing role of the OSAT Committee is included. (Refer to the Appendix for more detailed information on these topics.)

#### FISCAL YEAR (FY) 2011 RECOMMENDED IMMEDIATE PRIORITIES:

- Resolve any conflicts between the Town codes, regulations and ordinances and the OSAT master plan, so that the Town incorporates and updates strategies and priorities adopted for open space and trails into the Town's way of doing business.

*Timeline: FY 2011 (June 2011)*

- Immediately incorporate maintenance of shoulder areas for trail use, such as mowing of tall vegetation and trash removal, on streets designated for neighborhood trails.

*Timeline: FY 2011 Summer 2010*

- Develop a policy that any new road construction, or major existing road reconstruction, be offset within the right of way to allow for trails. This concept is described below in greater detail under Policy and Procedure Recommendations.

*Timeline: FY 2011 December 2010*

- Designate certain public roads as trail routes, considering connectivity, visibility, suitability, relative cost, and existing use, as shown in the OSAT Plan. Design and implement a trail route signage program along these public roadways that acknowledges their trail use today and in the future.

*Timeline: FY 2011*

- File a petition with the State Land Department for reclassification of state Trust lands identified in the OSAT Plan to "Suitable for Conservation"; pursue a Reclassification Order and Five-Year Withdrawal Order.

*Timeline: FY 2011 December 2010*





Access to National Forest

- Prepare and present to BLM land managers a detailed letter of intent to apply for Recreation and Public Purposes for all BLM parcels identified in the OSAT Plan, accompanied by a description of each parcel, its intended public purpose, the need and rationale for stewardship of the land by the Town, and a project for each site as identified in the OSAT Plan.

*Timeline: FY 2011 December 2010*

## Policy and Procedure Recommendations

For the remaining sections of this Chapter, recommendations and actions are prioritized by a timeline of short term, mid-term, and long term.

- Short Term FY 2011 to FY 2012
- Mid-Term FY 2013 to FY 2015
- Long Term FY 2016 to FY 2021

## COMPLETE STREETS

Throughout the country, streets are being recognized as more than a place to move vehicles. The Complete Streets Movement believes that all streets (public rights of way) should be designed to appropriately accommodate all possible users of the streets including children walking or on bikes, people in wheelchairs, bicycle riders, cars, trucks and transit.

Jurisdictions from small towns to large regional planning districts are adopting "Complete Streets" policies to ensure that existing streets are upgraded and new streets include appropriate accommodations for multiple modes of transportation.

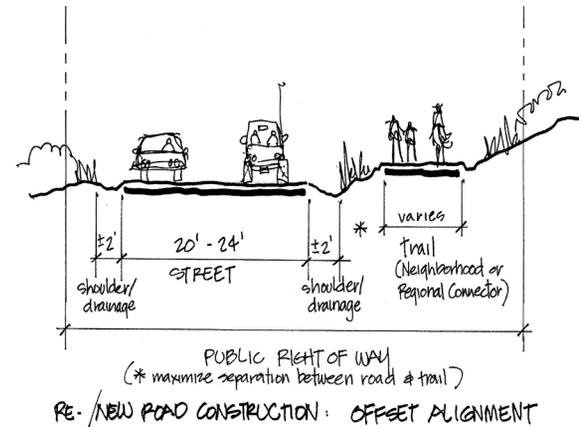
According to The Complete Streets Coalition, ([www.completestreets.org](http://www.completestreets.org)), "streets of our cities and towns are an important part of the livability of our communities. They ought to be

for everyone, whether young or old, motorist or bicyclist, walker or wheelchair user, bus rider or shopkeeper. States, cities and towns are asking their planners and engineers to build road networks that are safer, more livable, and welcoming to everyone."

ADOT is pursuing a complete streets approach within its Multi-Modal Planning Division/ Bicycle and Pedestrian Program to increase safety for pedestrians and bicyclists statewide. Instituting a complete streets policy for Dewey-Humboldt will ensure that Town policy will evaluate adding trails to any existing and new roads with all users of all ages and abilities in mind.

**Action:** Adopt a Complete Streets Policy for the Town of Dewey-Humboldt.

**Timeline:** Mid-term



**Action:** Develop a new policy that when building new roads the roadway should be off-set within the ROW to allow for trail development on one side of the roadway.

**Timeline:** Immediate FY 2011 (see above.)

## TOWN DESIGN STANDARDS UPDATE

This Plan identifies various trail types and related features on a map, relating them directly to specific design standards in Chapter 3. These design standards are not exhaustive, however. Many resources are available and listed in the Appendix for all types of trail facility details from water bars to railings to the design of switchbacks. Both the design standards and the map are critical for trail system development initiated by the Town and private development.

**Action:** Update the Town's construction and design standards to include the trail system features in this Plan including all trail types, trailheads, crossings, and signs.

**Timeline:** Short term

## Master Plan Review, Update and Revision Procedures

This Plan provides a vision and roadmap for the Town's open and space and trail system. Changes will occur over time; however, any adjustments will need to be made relating to possible development, available budget, and public need. Some trails, trailheads and trail components will be developed and improved over time. Certain corridors may be relocated or modified based upon unforeseen circumstances. Levels and types of use will be better known. Therefore, review and evaluation of this Plan should be part of the regular implementation program.

In order to maintain focus on the intent and scope of this plan, it is recommended that two processes be put into place.

### MAJOR UPDATES AND REVISIONS

The Open Space and Trails Master Plan should have a comprehensive update every ten (10) years. If major revisions or updates occur in the interim, such revisions must be reviewed

and recommended by the Open Space and Trails Committee to be forwarded for review and approval by Town Council. Major revisions are those items deemed by the Community Development Director to significantly alter the intent or spirit of the plan (such as the deletion of a trail from the trail network). The major updates and revisions conducted at the ten-year intervals will follow the adoption and approval process as outlined in the following chart.

**Action:** Update the entire Open Space and Trails Master Plan document every ten years beginning ten years after initial approval.

**Timeline:** Mid-Term

**Action:** As necessary, revise the Open Space and Trails Master Plan and follow the above process.

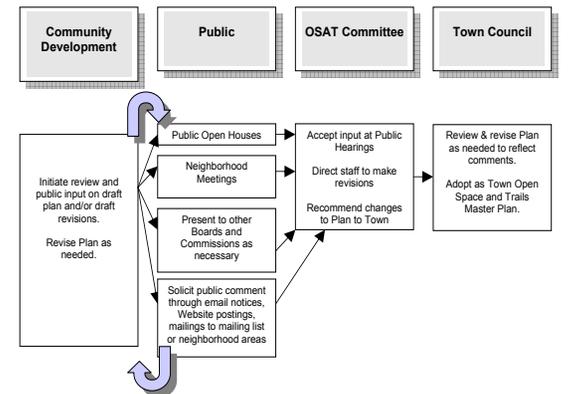
**Timeline:** Mid-Term

### MINOR UPDATES AND REVISIONS

Minor changes do not significantly alter the intent or spirit of the plan such as minor relocations of trails. Minor revisions to the plan will be subject to staff review and will be sent to the Open Space and Trails Committee as deemed necessary by the Community Development Director. All modification made by staff will need to be reviewed on a yearly basis by the Town Engineer.

**Action:** As determined by the CIP process, bring minor revisions to the Open Space and Trails Committee for review, discussion, and recommendation, to be reviewed and approved by Town Council.

**Timeline:** Short Term



Major Plan Update Process



## Private Development Plan Review Process

The majority of trails proposed in this Plan occur within public right-of-way or on public lands. Some trails, however, may be developed on private land as a result of private development zoning or planning negotiations. The following recommendations aim to streamline this process by improving the tools available to Town plan reviewers as well as improving the construction/inspection process.

### OPEN SPACE AND TRAILS CHECKLIST

The developer/property owner typically meets with Town staff early in the process and presents a conceptual site plan of the proposed development or construction. During this meeting, Town staff would describe Town requirements and expectations. An Open Space and Trails checklist should be available at this step in the process if some element of this Plan may affect a proposed development. This checklist would include questions and/or direction to ensure proper placement of the trail(s), investigate open space and trail connections, drainage conditions, utility connections and placement, street crossings and cross-section standards, and ensure the correct trail classification and design standards use.

**Action:** *Develop an Open Space and Trails Checklist that could be incorporated into the plan review process.*

**Timeline:** *Short Term*

### OPEN SPACE AND TRAIL STIPULATIONS

Like the checklist above, standardized stipulations would greatly improve the manner in which trail and open space requirements are consistently communicated to private developers. These stipulations should address easement width, location, and language; trail classification and standards application; trail

placement; inspection, review and approval procedures; dedication requirements; signage requirements; and maintenance responsibilities.

**Action:** *Write standard Open Space and Trail Stipulations that address the specifics of trail dedications, construction and maintenance.*

**Timeline:** *Short Term*

### CONSTRUCTION AND INSPECTION PROCESS

Often, the weakest point in the implementation process is during construction and inspection. Improving this process requires inspectors who are knowledgeable about specific trail and open space standards.

**Action:** *The Community Development Director should conduct a formal training with the Town's Inspectors and other staff responsible for public works construction, of the various components and design standards included in this Plan.*

**Timeline:** *Short Term*

### Trail System Maintenance and Operation Plan

The long term success of the trail system requires users to always feel safe and comfortable. Proper trail maintenance requires pruning of encroaching plants, trail tread repair after washouts, as well as trash removal and quick repair of any vandalism. A regular maintenance cycle should be established for every trail under the Town's responsibility.

An **Evaluation Checklist** should be created to aid the Town and volunteers in the evaluation and documentation of trail conditions on all trails within the Town on a pre-determined

schedule. This checklist should identify the trail standard, location, trail name, and notations of deficiencies. From these checklists, repair work orders can be written and/or volunteer efforts can be organized.

**Action:** Develop a trail system maintenance and operations plan that would include a listing of typical maintenance tasks required at pre-determined intervals and a Trail Evaluation Checklist.

**Timeline:** On-going and Short Term

**Action:** Include typical trail maintenance costs in annual budgets and/or volunteer maintenance schedules.

**Timeline:** On-going and Short Term

## Awareness & Education

The trail and open space system is only as good as the public's ability to safely and easily access, use, and enjoy it. Their ability to do all these things is largely dependent upon how the system is promoted. Trail users want to know, first of all, where to go. They want to know the rules to follow to minimize their impact on others and to ensure their own safety and enjoyment.

Likewise, the public who may not use the trails, but may have them in their neighborhoods, want to know what responsibilities the town has towards those trails, who to call with concerns, and the rules that apply to users. Many residents are concerned about their private property rights and the rights of trail users on public or private property.

**Action:** Make copies available of the Arizona Recreation Use Statute on the Town's website and in print available at Town facilities. (In Appendix D)

**Timeline:** Short Term

**Action:** Make this Plan available on the Town's website.

**Timeline:** Short Term

**Action:** Produce a map/brochure of the Town's trail system that distinguishes between existing and proposed trails. Include trail etiquette, rules, applicable Town ordinance information and appropriate phone numbers for maintenance and emergencies.

**Timeline:** Short Term

**Action:** Institute a "Name-the-Trail" contest for the Town's trail corridors, thereby publicizing their existence and importance and to directly involve the community in "taking ownership" of the system.

**Timeline:** Long Term

## Project Prioritization Process

Some projects are more important than others and deserve to be built sooner rather than later. Prioritizing a list of possible open space and trail related projects was one of the most important needs of this Plan. Evaluation criteria were developed to help determine a potential project's relative implementation priority from numerous other trail planning processes, as examples of how to prioritize projects. One criteria set was used for trails, another for access areas and crossings, and another for Open Space.

This Plan identifies relative implementation priorities for projects identified through this planning process using a simple "Short-Term", "Mid-Term", and "Long-Term" timeframes. This allows the Town to be more flexible and responsive to changing priorities, additions and possible project changes. With each project's Priority Rating and project cost estimates, the Town can develop a CIP program that is most responsive to the particular goals, needs and available dollars of the Town. Therefore, the CIP program should be modified annually in a systematic way.





**Action:** Adopt the following or similar formal processes for evaluating trail and open space related implementation priorities.

**Timeline:** Short to Mid-Term

The following process was used to determine the implementation priorities identified in this plan, and is applicable to future project priority evaluations.

This evaluation process takes several steps:

1. Identify the criteria that would affect priorities
2. Assign weights to those criteria
3. Identify all possible projects to be evaluated
4. Analyze each project using the criteria and weights to determine their score
5. Analyze breakdown of numerical scores and divide into priority levels of Short Term, Mid-Term and Long Term
6. Compare priority levels for trails, access areas/crossings and open space
7. Match project cost estimates to available revenue per year in response to priority level and assign CIP fiscal years per project.

See the Appendix for the full Project Prioritization Process.

### Future Trail Corridor Analysis

This Plan identifies the most critical trail corridors for the Town as identified during the planning process. It is possible that residents will want more trails in the future.

**Action:** Adopt the following or similar formal process for adding trails to the trail system.

**Timeline:** Mid-Term

The following provides a way to determine the best possible routes among potential trail corridors and is referred to as a "Suitability Analysis".

A suitability analysis takes several steps:

1. Identify the features that would create the best possible trail
2. Assign weights to those features
3. Define the potential corridors to be analyzed
4. Analyze each corridor using trail features and weights and determine their score
5. Analyze breakdown of numerical scores and divide into suitability levels
6. Map all corridors by suitability level
7. Select the best possible trail corridors from among those with the highest suitability

See the Appendix for the full process.

### Project Recommendations

#### PRIORITIZING PROJECTS IN THE CAPITAL IMPROVEMENT BUDGET

This Plan recognizes that trails will be built and open spaces protected through a variety of means. Trails can occur through their own Capital Improvement Plan (CIP) budget or as a part of transportation projects. Numerous opportunities are available for preserving and protecting conservation and reclamation open space.

The open spaces identified in this plan are

*Open Space and Trails Plan  
Town of Dewey-Humboldt  
August 17, 2010*

under public ownership. Implementation opportunities might occur through flood protection projects, mining reclamation projects such as environmental clean-up, utility corridor acquisition, water recharge or dedication through adjacent private development. In certain instances, the Town of Dewey-Humboldt may have an opportunity to acquire particularly sensitive parcels of land along the Agua Fria River.

The following tables identify the trail and open space related projects that would likely be implemented through the Capital Improvement Program or other grants. In some cases, the Town's current CIP Budget has already identified the project and assigned it to a fiscal year(s) for implementation.

**Action:** Use the following tables as guidance in determining trail project priorities in the annual Capital Improvement Program for Community Facilities, General Government, Transportation and Utilities.

**Timeline:** Short Term

### SIGN MASTER PLAN

Signs are a critical component of any trail system. As trails are developed, it is critical to concurrently install proper trail signs. Signs:

1. Allow maintenance crews to see where maintenance responsibilities begin and end
2. Tell the public they are on an officially designated public trail
3. Provide directional guidance and information to the trail user
4. Direct trail users away from private property
5. Promote proper trail etiquette
6. Tell of illegal use and other Town ordinances
7. Give visibility and identity to the Town's trail system

8. Alert adjacent neighbors that the trail is open for public use

**Action:** Develop a Sign Master Plan which will include design, fabrication, and a detailed and prioritized location plan.

**Timeline:** Immediate

### PRESCOTT NATIONAL FOREST (PNF) PLAN UPDATE

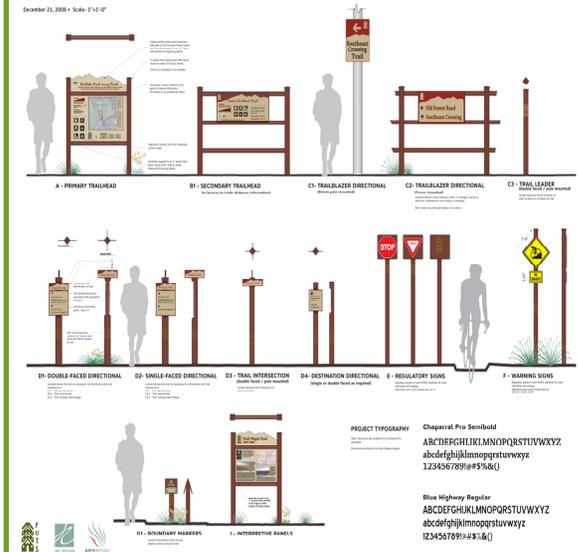
In order to take advantage of the sustainable recreation planning effort underway for the PNF, the Town can get directly involved through staff or the OSAT Committee to make sure interests of the Town are noted in the plan update.

**Action:** Get involved directly in the planning and public involvement sessions for upcoming community meetings planned through October 2010. Appoint a representative from the OSAT Committee to ensure continuity between national forest planning and the Town's OSAT master plan. Make the Town's needs and desires known in the Environmental Impact Statement process that will follow the 2010 community meetings.

**Timeline:** Immediate

### HISTORIC AND CULTURAL RESOURCES

Dewey-Humboldt is rich in pre-history and history associated with human settlement on the land. Telling these stories to residents and visitors alike while being on a trail in the outdoors is an opportunity to improve one's own sense of community and belonging, developing a sense of pride about local heritage and history.





SR 69 underpass near Old Black Canyon Highway

**Action:** Support the revitalization and preservation of historic properties such as Historic Humboldt and cultural sites that represent the heritage and history of the Town and its environs that serve trail users eager to learn about Dewey-Humboldt. Make Old Town a trailhead and hub for information about trails and open space in Dewey-Humboldt.

**Timeline:** Short Term

**Action:** Develop an interpretive program in conjunction with the local Historical Society to tell the stories of the prehistoric and historic settlement of Dewey and Humboldt towns, mining, and ranching. Develop Trails that focus on the landscape and people who settled the area.

**Timeline:** Mid-Term

#### SERVING THE UNDERSERVED POPULATION CONNECT TO NATURE WITH TRAILS

Having a vision and a plan of action based on community support can translate into real places on the ground. A plan for involving people gives everyone a chance to connect with neighbors and visitors in the wonder of the outdoors for exercise, socialization, and appreciate life.

- develop a connection from the school to the river for a nature walk
- develop a connection from the senior center to the river for a nature walk

**Action:** Provide a place for seniors to walk and enjoy nature, by planning and developing an accessible nature trail. Help school children connect to nature by developing and planning a connection from the Elementary School to a natural area such as the Agua Fria River. Reach out and collaborate with the school district and teachers to develop a program for environmental education and local history based on the goals of the OSAT master plan.

**Timeline:** Mid-Term

#### UNDERCROSSINGS OF STATE ROUTE 69

Given the barrier that SR 69 presents to non-motorized and motorized trail users, the fact that there are large culverts under the roadway that may be suitable for grade separated trail crossings presents a great opportunity to connect the trail system across this barrier. Using these connections would help connect the town socially, economically and physically while encouraging safer trail use by avoiding heavy traffic on the roadway. There is precedence for this in the surrounding communities of Prescott and Prescott Valley.

**Action:** Coordinate with ADOT on a study of each of the four under-crossings as to their potential use for trails.

**Timeline:** Short Term

Generalized cost estimates are provided in the Appendix to assist in developing future budgets for future trail projects.

#### FOR PRIORITIZATION OF PROJECTS

*(Suggestions for Categorizing Project Priorities)*

### Prioritized Trail Project List

Project	Description	Budget	Priority
			Short-Term
			Mid-Term
			Mid-Term
			Long-Term
			Long-Term

### Prioritized Trailhead Project List

Project	Description	Budget	Priority
			Short-Term
			Short-Term
			Short-Term
			Mid-Term
			Mid-Term
			Long-Term
			Long-Term

### Prioritized Special Crossings Project List

Project	Description	Budget	Priority
			Short-Term
			Short-Term
			Mid-Term
			Mid-Term
			Long-Term
			Long-Term

### Prioritized Open Space Project List

Project	Description	Budget	Priority
			Short-Term
			Short-Term
			Mid-Term
			Mid-Term
			Long-Term
			Long-Term

### Potential Trail and Open Space Related Projects: General Government

Project	Description	Budget	Fiscal Year

### Potential Trail and Open Space Related Projects: Transportation

Project	Description	Budget	Fiscal Year

### Potential Trail and Open Space Related Projects: Utilities

Project	Description	Budget	Fiscal Year

### Funding Opportunities

There are many sources of funding available for trails, trailheads, bridges, underpasses, recreation equipment and furnishings, signage, and other trail amenities. Some funds are available from government/agency sources and others are from the private sector. Developers, associations, foundations, corporations, trails organizations, private companies, and individuals often participate in the process of funding trails, trail amenities or entire trail systems.

Opportunities for trail project funding and the creation of new trail funding partnerships have never been greater than they are now. The sources for this funding are very broad based, and it is important to “cast a large net” to maximize opportunities.





Trails help connect children to nature

Some funding sources provide 100% grants, while others require matching funds and/or in-kind matching resources. Some funds are directed toward supporting specific user-groups such as hiking, biking, horseback riding, physically challenged individuals, youth, seniors, and health-oriented activities.

Donated funds, the value of “in-kind” contributions and labor can be greatly expanded upon by making use of matching grant programs at the state and national levels. The Trails Grant Fund Program of the Arizona State Parks Heritage Fund offers a 50% matching grant program for trails listed on the State’s Trail System. See the website for the current status of the fund at [http://azstateparks.com/publications/downloads/Grants\\_2009\\_Annual\\_Report.pdf](http://azstateparks.com/publications/downloads/Grants_2009_Annual_Report.pdf). The Arizona State Trails System has been established to recognize and promote non-motorized trails that are of special interest or significance to both Arizona’s residents and visitors. Trails offer a wide variety of recreation opportunities. The System currently contains over 600 trails. Arizona State Parks and the Arizona State Committee on Trails (ASCOT) monitor these trails conditions and promote the trails in various ways.

SafetyLu (“GreenTEA” as it may be referred to in the current federal funding authorization) is a federal program that provides matching grants for eligible transportation projects. The “enhancement” section of this program allocates funding statewide for bicycle and pedestrian related projects as well as other project types. The fund is overseen by the Arizona Department of Transportation (ADOT) at the state level and through the Central Yavapai Metropolitan Planning Organization (CYMPO) and/or the Northern Arizona Council of Governments (NACOG) at the regional level. Projects compete first regionally, then statewide.

**Action:** Submit the entire Town of Dewey-Humboldt Trail System to the Arizona State Committee on Trails for inclusion in the State Trail System, thereby making all trails eligible for matching grants from The Trails Grant Fund Program of the Arizona State Parks Heritage Fund.

**Timeline:** Short Term

**Action:** Select projects from the “Short-Term” project lists to make annual grant applications to the Heritage Fund and other grant programs. Consider Safety LU grant applications for the larger capital projects such as grade-separated crossings (under and overpasses) that will serve “multiple non-vehicular transportation needs”.

**Timeline:** Short Term

See the Appendix for more information on funding opportunities.

## Citizen Involvement Opportunities

### Volunteerism/Stewardship/Community Support

The most successful open space and trail programs have a well-established volunteer program. These programs complement government-sponsored efforts and can lend visibility to a program while expanding available resources. The most comprehensive volunteer program will have well-organized stewardship recruitment, training, retention and reward or recognition elements that can be managed in a wide variety of ways. Many communities assist citizens in establishing neighborhood or town-wide volunteer organizations. They work in tandem with the community agencies to help monitor and maintain trail corridors and open spaces to maximize volunteer opportunities for the community’s citizens and visitors.

Existing youth, senior, health-care, school, church, business, conservation, environmental, land trust, and a wide variety of trail-user clubs and organizations are already well equipped to assist their community in volunteer activities. These organizations and others can provide the basis of an effective community stewardship program. Through these in-kind volunteer activities, a community can accelerate the implementation of an entire community-wide trail and open space system.

**Action:** Develop an adopt-a-trail program. Explore existing trails advocacy groups as potential first adopters, such as the Mountain Bike Association of Arizona (MBAA) and the Arizona State Horseman's Association (ASHA). Encourage neighborhoods to adopt neighborhood and local trails.

**Timeline:** Short Term

**Action:** Develop a "Citizen Watch" program for Town open space area. Encourage neighborhood and user groups to get involved.

**Timeline:** Mid-Term

This document provides implementation direction for the Town's open space and Trail system. Ongoing public support and advocacy for the trails and open spaces is necessary for lending strength to grant applications and ensuring these facilities are included in any new public or private development. Neighborhoods, business and individuals will benefit from a well planned, built and maintained open space and trail system. All can assist in informing residents and visitors about the benefits of Dewey-Humboldt's Open Space and Trails system.

**Action:** Encourage neighborhoods or organizations to become advocates for a trail or open space. This could include the maintenance of existing facilities, lobbying for funding during capital budgeting cycles, tracking development proposals that could implement portions of this plan, looking for grant funds and writing grant applications, or providing in-kind labor for limited construction activities.

**Timeline:** Short Term

**Action:** Work with businesses to provide volunteer time and funding for trail and trailhead construction, signs, habitat preservation, etc. These entities could be organized to focus on a project each year and provide cash or materials that could result in funding specific improvements.

**Timeline:** Short Term

**Action:** Encourage non-profit and other existing volunteer organizations to support Dewey-Humboldt's open space and trail implementation efforts. Involve these groups in various funding or volunteer efforts.

**Timeline:** Short Term

## Trails and Open Space Committee

The Trails and Open Space Committee provided critical input and direction for the preparation of this Plan. They represented neighborhood, Town and user needs for open space and trails. The Committee was originally charged by the Town Council with the mission of making recommendations and contributions toward the completion of this Open Space and Trails Master Plan. In order to implement this Plan, the committee's continued involvement and expertise is invaluable and necessary.



A "Citizen Watch" program can help get citizens and neighborhoods involved with trails and open space.



The OSAT Committee hears from a member of the Yavapai Trails Association about trail opportunities.

**Action:** Continue the active status of the Committee in an advisory capacity to the Town Council on open space and trail issues.

**Timeline:** Short Term

**Action:** Continue to make recommendations and contributions toward the implementation of the Open Space and Trails Master Plan. Represent, promote, protect and assist in the development of enjoyable, safe, convenient open space and trail opportunities for pedestrians (hikers), bicyclists, ATV operators, and equestrians.

*Their duties will include:*

- *Monitoring the progress and quality of open space and trail projects*
- *Identify opportunities for additions to the open space and trail system*
- *Provide input and review of annual Plan revisions*
- *Provide input and review of annual CIP project priorities*
- *Seek partners and grant opportunities*
- *Seek and participate in the development of volunteer programs*
- *Oversee the development of trail maintenance standards*
- *Suggest recommendations on open space and trails policies*
- *Review and comment on public and private development projects to insure compliance with this Plan*

**Timeline:** Short Term

## Partnership Opportunities (a partial list)

Agua Fria Open Space Alliance  
 Ambassador Club  
 Arcosanti  
 Arizona Riparian Council  
 Arizona State Land Department  
 Arizona Wilderness Coalition  
 Black Canyon Trail Association  
 Bureau of Land Management (BLM)  
 Chino Winds Natural Resource Conservation District  
 Friends of the Agua Fria River Basin  
 Prescott Alternative Transportation  
 Prescott National Forest  
 Prescott Open Trails Association  
 Saddlebags  
 Site Stewards/Arizona State Parks  
 Schools and School Districts (i.e. Humboldt Elementary, Bradshaw Mountains Middle School, Mingus Mountain High School, Orme Ranch School, Spring Valley School)  
 Sonoran Audubon Society  
 Town of Prescott Valley  
 Upper Agua Fria Watershed Partnership  
 Yavapai County  
 Yavapai Horsemen's Association  
 Yavapai Trails Association





## **APPENDIX**

- A. References/Bibliography**
- B. Sources for Potential Partners/Funding**
- C. Trail Related and Open Space Project Prioritization Process**
- D. Arizona Recreational Use Statute**
- E. Future Trail Corridor Analysis**
- F. Typical Construction & Maintenance Costs**





## References/Bibliography

*Accommodating Bicycle and Pedestrian Travel: A Recommended Approach.* A Joint Statement on Integrating Bicycling and Walking into Transportation Infrastructure. PDF format © 1999, National Center for Bicycling and Walking, 1506 21st St., NW Suite 200, Washington, DC 20036, [info@bikefed.org](mailto:info@bikefed.org)

*Arizona Bicycle Facilities Planning & Design Guidelines.* November 1988, by Facilities Planning Committee: Arizona Bicycle Task Force.

*Statewide Bicycle and Pedestrian Plan, 2003*, by Arizona Department of Transportation Governor's Arizona Bicycle Task Force. <http://www.azbikeped.org/statewide-bicycle-pedestrian.html>

*Equestrian Design Guidebook for Trails, Trailheads, and Campgrounds.* 2007, by United States Department of Agriculture, Forest Service, Technology & Development Program, In cooperation with United States Department of Transportation, Federal Highway Administration, Jan Hancock, Kim Jones Vander Hoek, Sunni Bradshaw, James D. Coffman, Jeffrey Engelmann <http://www.fhwa.dot.gov/environment/fspubs/07232816/index.htm>

*Back Country Horsemen Guidebook*, prepared by the Back Country Horsemen of America (BCHA) and published in partnership with the Northern, Intermountain, Pacific Northwest, Rocky Mountain and Pacific Southwest Regions USDA Forest Service, January 1997, BCHA, 22815 168th Avenue E, Graham, WA 98338-7609 or PO Box 597, Columbia Falls, MT 59912.

"Barrier Free Horse Ramp", by Deborah Dorman and Jill Bard, article in *Engineering Field Notes Journal*, January/April issue, Volume 24, 1992. This abstract contains materials list and drawings of a ramp that allows a rider in a

wheelchair to mount and dismount a horse.

*Conflicts on Multiple-Use Trails: Synthesis of the Literature and State of the Practice.* The Federal Highway Administration and the National Recreational Trails Advisory Committee, US Department of Transportation, Federal Highway Administration Publication No. FHWA-PD-94-031 HEP-50/9-94 (IOM) E.

*Construction and Maintenance of Horse Trails in Arkansas State Parks*, by Jay Miller. Arkansas Department of Parks and Tourism, State Parks Division, 1983. Publication No. 501-682-1301. This 32-page booklet includes specifications for trail alignment, clearing, tread, drainage, water and road crossings, and signing and marking.

*County Trails Plan, San Luis Obispo County Parks*, San Luis Obispo, CA, 1991. Available from San Luis Obispo County Parks, Department of General Services, Attn: Parks, County Government Center, Room 460, San Luis Obispo, CA 93408. This plan is intended to accomplish coordination with other jurisdictions and county trails and provide a variety of multi-use trails for hiking, biking, and equestrian experiences from and between inland areas, the mountains, and the ocean. The plan provides for a means of prioritizing trails through the use of 9 specific criteria: Trail purpose, Estimated public use, Anticipated mix of users, trail features, Accessibility, Environmental impacts, Cost of development (including acquisition costs), Cost of Operation and Maintenance, and Agricultural and other land-use impacts.

*Desert Spaces: An Open Space Plan for the Maricopa Association of Governments.* The MAG Regional Council adopted the Desert Spaces Plan on October 25, 1995. Final Report, undated, prepared for the Maricopa Association of Governments (MAG).

*Easement Guide for Equestrian Use*, compiled by the Equestrian Land Conservation Resource, PO Box 335, Galena, IL 61035 (815) 776-0150, [www.elcr.org](http://www.elcr.org). This 26-page booklet is a

6-year collection of copies of easements from throughout the nation that serve in protecting equestrian activity. Information includes traditional easements, conservation easements permitting equestrian use, and conservation easements that requires the land to be open for specified equestrian use. In all categories the primary purpose of the easement is protection of conservation values, not promotion of equestrian activity, although equestrian activity may be an allowable secondary purpose.

Environmental Impact of Equestrians Trails in an Arid Ecosystem, by George Carver. US Department of the Interior, National Park Service, Western Archeological Center, Tucson, AZ, 1979. This study outlines the analysis of the impact of horseback riding and hiking trails on the Saguaro National Monument in Tucson, AZ. The study selected sites and measure parameters to determine impacts. Analyses made were topographical transects, infiltration rates, bulk density, particle size distribution, slope, sampling frequency, and infrared counters and rain gauges.

Guide for the Development of Bicycle Facilities, August 1999, by the American Association of State Highway and Transportation Officials (AASHTO) Task Force on Geometric Design.

Guide for Mountain Trail Development. US Department of Agriculture, Forest Service, Rocky Mountain Region, Lakewood Colorado, 1990. Publication ID: TE304, G84. This handbook defines the trail development process, including location, design, construction and operations guidelines.

Horse Industry: Land Use, Zoning and Trails Resource File, compiled by Nancy Deuel for University of New Hampshire, 1988, Publication No. 603-862-2130. A compilation of information gathered by the author by contacting state horse councils and state extension horse specialists nationwide regarding land use, zoning, and trails issues.

Horse Trail Study: Rock Creek Park, Washington, DC, US Department of the Interior, National Park Service, 1993. Report ID Number D-64/Sept. 1993. This study was prepared by the Denver Service Center, National Park Service, and trail consultant Robert Proudman. The study describes and assesses the 12 miles of urban horse trails in Rock Creek Park, Washington DC and makes specific recommendations for the management and maintenance of the trail system and trail standards, directional signing, and multiple-use trail guidelines.

Horse Trails in Arizona, by Jan Hancock, second edition 1998, Golden West Publishing, 4001 N. Longview Drive, Phoenix, AZ 85014.

Improving Conditions for Bicycling and Walking: A Best Practices Report, January 1998. Rails-to-Trails Conservancy, 1100 17th Street, 10th Floor, Washington DC 20036, (202) 331-9696, [www.railtrails.org](http://www.railtrails.org). Written by the Rails-to-Trails Conservancy staff and members of the Association of Pedestrian and Bicycle Professionals for the Federal Highway Administration, 400 Seventh Street SW, HEP-10, Washington, DC 20590, (202) 366-5007.

Land Use Planning Guidelines for Horses, by Nancy Deuel. American Horse Council, Inc., Washington, DC, 1988. Suggested guidelines for equestrians working with local planning departments in urban areas, including factors such as acreage and density, public health and safety, noise and lighting, and maintenance.

Leave No Trace! An Outdoor Ethic. US Department of Agriculture, Forest Service, 1992. Booklet produced in cooperation between the USDI Bureau of Land Management and National Park Service, and the Izaak Walton League, which promotes the leave no trace land ethic. Covers planning, travel, camping, fires, sanitation, pack animals, historical and archeological sites, and backcountry courtesy.

National Bicycling and Walking Study – Federal Highway Administration Case Study No. 1:





Reasons Why Bicycling and Walk Are and Are Not Being Used More Extensively As Travel Modes, Publication No. FHWA-PD-92-001 (Undated), US Department of Transportation, Federal Highway Administration, 400 Seventh Street SW, Washington, DC 20590.

National Bicycling and Walking Study – Federal Highway Administration Case Study No.19: Traffic Calming, Auto-Restricted Zones and Other Traffic Management Techniques – Their Effects on Bicycling and Pedestrians. Publication No. FHWA-PD-93-028, January, 1994, US Department of Transportation, Federal Highway Administration, 400 Seventh Street SW, Washington, DC 20590.

National Bicycling and Walking Study – Federal Highway Administration Case Study No. 24: Current Planning Guidelines and Design Standards Being Used by State and Local Agencies for Bicycle and Pedestrian Facilities, Publication No. FHWA-PD-93-006, August 1992, US Department of Transportation, Federal Highway Administration, 400 Seventh Street SW, Washington, DC 20590.

National Trails Assessment, US Department of Interior, National Park Service, Washington, DC, 1986. This document is part of a process to develop a National Trails System Plan. The Plan, which is to indicate the scope and extent of a complete nationwide system of trails, is called for in a 1983 amendment to Public Law 90-543, the National Trails System Act. This Assessment provides information on trail activities in which American citizens participate, and on trail needs as perceived by users nationwide. It indicates to some extent what other federal agencies, states, counties, municipalities and the private sector are doing to provide trail opportunities for Americans. Includes models on how trails may be planned, developed and maintained.

Public Participation Guidance – Guidelines for Metropolitan Planning Organizations and Communities in Developing a Public Participation

Process – Wisconsin TransLinks21, November, 1993, Wisconsin Department of Transportation, Division of Planning and Budget, <http://www.bts.gov/ntl/DOCS/wtlppg.html>.

Recreational Trail Design and Construction, by David Rathke and Melvin Baughman, 1994. Minnesota Extension Service, University of Minnesota, St. Paul, MN, Publication Report ID Number: NRBU-6371-BC1302. This publication describes step-by-step construction methods, ways to handle trail obstacles, and recommended standards for the most common types of trails including hiking, horseback riding, mountain biking and cross-country skiing.

Regional Off-Street System (ROSS) Plan, 2001. Maricopa Association of Governments, 302 North First Avenue, Suite 300, Phoenix, AZ 85003, (602) 264-6450. The ROSS Plan, initiated by the MAG Regional Bicycle Task Force, reveals a region-wide system of off-street paths/trails for non-motorized transportation. This Plan provides guidance to help create an off-street non-motorized transportation system, and it focuses on potential corridors that form the backbone of a regional system of off-street routes and also helps to provide support for federal funding requests.

Selecting Roadway Design Treatments to Accommodate Bicycles, Publication No. FHWA-RD-92-073, (undated), National Technical Information Service (NTIS), Department of Commerce, 5285 Port Royal Road, Springfield, VI 22161.

“Trail Sharing – Horses Vs. Mountain Bikes,” article for Equestrian Trails, by Sharon Gibson, October, 1991 issue. The author lists the International Mountain Bike Association’s trail rules and recommends behaviors on ways to co-exist and advocates joint educational programs to solve user conflicts.

Tourism Development Through Equestrian Trails and Campgrounds, by Anne-Marie Blackwell. Published by Clemson University,

College of Architecture, Arts and Humanities, Clemson, SC, 1996. This 26-page publication presents a plan proposed by the community of Patrick, in Chesterfield County, SC for an equestrian campground that would access trails on adjacent public land. The author surveys other equestrian areas in South Carolina and used the Internet to survey equestrian needs in a campground.

Walkable Communities: A Search for Quality, by Dan Burden, March 1997.

## Sources for Potential Partners/ Funding

**The Foundation Center** – An independent national service organization established by foundations to provide an authoritative source of information on foundations and corporate giving. The New York, Washington, DC, Atlanta, Cleveland and San Francisco reference collections operated by the Foundation Center offer a wide variety of services and comprehensive collections of information on foundations and grants. All five Center libraries have FC Search: The Foundation Center's Database on CD-ROM available for patron use at Phoenix Public Library, Information Services Department, 1221 N. Central Avenue, Phoenix, AZ 85004, (602) 262-4636.

**Sonoran Institute Conservation Assistance Tools** – This organization offers a website with a Directory of Programs that provide funding from various national and state sources that can provide matching funds and project grants for trails programs. <http://www.sonoran.org/cat/search.asp>

**The Conservation Alliance** – Outdoor business giving back to the outdoors - The Conservation Alliance is a group of 57 outdoor businesses whose collective contributions support citizen action groups and their effort to protect wild

and natural areas where outdoor enthusiasts recreate. The Conservation Alliance, through annual membership dues, provides these groups the necessary funding to complete their projects to protect, restore, and educate. [www.outdoorlink.com/consall](http://www.outdoorlink.com/consall)

**Environmental Support Center** – Supporting the environmental movement from the grassroots up – The Environmental Support Center's goal is to improve the environment in the United States by enhancing the health and well being of these organizations.

**Arizona State Parks Heritage Fund** – A source of funding for new trail construction in the state of Arizona, with required matching funds from land management agencies. Monies for this program are derived from proceeds set aside from the Arizona Lottery.

**Land Conservation, Preservation and Infrastructure Improvement Trust and the Recreational Trails Program**, which help to maintain existing trails and recreational facilities, provide financial resources for preserving open space, and allocates approximately \$50 million in funding annually to state agencies. In Arizona these funds are administered by Arizona State Parks.

<b>FUNDING SOURCE</b>	<b>CONTACT INFORMATION</b>	<b>MAJOR AREAS OF SUPPORT</b>	<b>NOTES</b>
<b><i>The Foundation Center</i></b>			
79 Fifth Avenue NY, NY 10003			
212.620.4230			
www.fdncenter.org/library			
The Foundation Center is a huge clearinghouse that provides a free comprehensive collection of information on foundations and grants listed by state.	There are 5 Center libraries in the U.S.: New York, Atlanta, Washington DC, Cleveland, and San Francisco		
<b><i>The Conservation Alliance</i></b>	<b><i>Casey Sheahan</i></b>		
Kelty Pack, Inc.			
6235 Lookout Road			
Boulder, CO 80301			
(303)262-3322			
Fax: (303)262-3343			
www.conservationalliance.com			
A group of 57 outdoor businesses support citizen-action groups and their effort to protect wild and natural areas where outdoor enthusiasts recreate.	This group strongly supports projects to protect, restore and educate.		
<b><i>American Express Foundation</i></b>	<b><i>Director, Cultural Heritage Program</i></b>		
American Express Tower			
World Financial Center			
200 Vesey Street			
New York, NY 10285			
212.640.5660			
www.envsc.org			
The Foundation supports resource conservation, parks, and volunteer services for 501 © (3) organizations in states where they have operations.	The Company operates in AZ, NM, NV, OK, TX, UT and WA.		
<b><i>Environmental Support Center</i></b>			
1500 Massachusetts Ave. NW Suite 25			
Washington, DC 20005			
202.331.9700			
www.americanexpress.com			

FUNDING SOURCE	CONTACT INFORMATION	MAJOR AREAS OF SUPPORT	NOTES
Support for grassroots organizations in funds for planning, management, advocacy, and leadership for environmental activities.	The Center provides an Environmental Loan Fund that can be used to leverage a funding base for organizations.		
<b>Transportation Equity Act (SAFETLU)</b> Note: this is federal legislation that is periodically renamed and modified.)	Contact your state department of transportation (or your metropolitan planning organizations for urbanized areas with 50,000 or more in population.)		
www.TEA3.org			
TEA/ Enhancements provides for the safe accommodation of non-motorized users in the planning, development, and construction of all Federal-aid transportation projects and programs.	Partnering here is a must! These funds provide for trails for walking and bicycling, and are almost always open to equestrian use.		
<b>State Offices of Tourism</b>	Contact your state's office of tourism, generally located in the capitol city.	Many state tourism offices offer financial assistance for projects that help create tourism opportunities, including the printing of brochures and maps, and other marketing activities.	These funds can be used to match other grants and do not have to go to a 501 (c) (3) organization.
<b>National Park Service (NPS)</b>	<b>Cate Bradley</b>		
Rivers, Trails, & Conservation Assistance Program  <b>cate_bradley@nps.gov</b> <b>(520) 791-6472</b>  <b>Fax (520) 791-6465</b> <b>www.nps.gov/rtca</b>	<b>Western Archeological and Conservation Center</b> <b>255 N. Commerce Park Loop,</b> <b>Tucson, AZ 85745</b>	RTCA works collaboratively, by invitation, with partners on a wide variety of conservation and recreation projects. RTCA provides a variety of assistance tailored to the partner's needs, but does not provide direct grants.	
<b>Challenge Cost Share Program</b>	Contact your state office of the National Park Services' Rivers, Trails and Conservation Assistance Program (RTCA)	This program provides a maximum 50% cost-share grant to complete mutually beneficial projects with NPS partners.	Partners include individuals, groups, companies, corporations, state and local agencies. Projects are generally for completion in one year.

<b>FUNDING SOURCE</b>	<b>CONTACT INFORMATION</b>	<b>MAJOR AREAS OF SUPPORT</b>	<b>NOTES</b>
<b>USDA Forest Service</b>			
<b>Rural Community Assistance Program – Rural Development</b>	Contact the Forest Service Community Assistance Coordinator in your local USDA Forest Service Supervisor's Office	For communities located in close proximity to National Forests, where resource management activities have affected economic, social and environmental opportunities.	80/20 matching grants intended to assist communities that have had some dependency on National Forests for their economy.
<b>Recreation Improvement Fund and Recreational Trails Program of 1998</b>	Funds are administered by State Parks and Recreation Departments in each state.	Provide funds for trail restoration and maintenance, environmental and safety education, development of trailhead facilities and trail linkages.	At least 30 percent of the funds each year are allocated to non-motorized projects, and 40 percent can be mixed use (motorized/non-motorized)
<b>National Trails Endowment</b>	American Hiking Society (AHS)		
1422 Fenwick Lane			
Silver Spring, MD 20910			
301.565.6704			
www.americanhiking.org			
The AHS manages a fund of money through its endowment to provide \$1000-\$10,000 for projects that establish, protect, and maintain foot trails.	Another partnership opportunity! This fund goes directly to local, regional, state grassroots projects for trails.		
<b>Community Facility Districts (CFDs)</b>	Contact your local community/municipal government or parks and recreation department.	A sponsoring municipality may use CFDs to provide for the acquisition, construction, operation, and maintenance of open space areas for recreational purposes.	Can be used for trails along river corridors and open space. CFDs are formed by majority vote of landowners or petition signed by all landowners.
<b>The Educational Foundation of America</b>	Education Foundation of America		
35 Church Lane			
Westport, Connecticut 06880-3515			
203.236.6498			
www.efa@efaw.org			
Foundation supports smaller, more grass roots organizations and projects with sustainability, replicability and potential for long-term impact. Interests include conservation and environmental education.	Grants range from \$10,000 to \$200,000. Provides opportunity for partnering between public agencies and non-profits to develop environmental education projects for trails and riparian areas.		

<b>FUNDING SOURCE</b>	<b>CONTACT INFORMATION</b>	<b>MAJOR AREAS OF SUPPORT</b>	<b>NOTES</b>
<b><i>EPA Environmental Education Fund</i></b>	Office of External Affairs		
<b><i>Environmental Protection Agency</i></b>			
Contact your local EPA office or call for further information: 415.744.1161			
www.epa.nsw.gov.au/envtrust/enveducation.htm			
Supports projects which design or demonstrate environmental education practices, for education institutions, public agencies, and nonprofit organizations.	Opportunity for partnering with local public agency for multi-use trail development.		
<b><i>Federal Highway Administration</i></b>	Office of Environmental Planning		
Department of Transportation			
400 Seventh St., SW			
Washington, DC 20509			
202.366.0150			
www.fhwa.dot.gov			
Provides funds to the States to develop and maintain recreational trails and trail-related facilities for non-motorized and motorized recreational trail uses.	Opportunity to partner with county and municipalities for developing multi-use trails.		
<b><i>General Obligation Bonds</i></b>	Contact the individual municipalities or county for planned bonding activities to benefit trails and recreation.	Bond proceeds can be used for most any community purpose and the bonds can benefit the county as well as the community.	Good opportunity to develop a partnership with communities for multi-use trails and associated amenities.
<b><i>Bikeway Demonstration Program</i></b>	U.S. Department of Transportation		
<b><i>Federal Highway Administration</i></b>			
400 Seventh Street, SW			
Washington, DC 20590			
202.366.4045			
www.fhwa.dot.gov			

FUNDING SOURCE	CONTACT INFORMATION	MAJOR AREAS OF SUPPORT	NOTES
Provides funding for research, planning and construction of bicycle facilities and trails for commuting in urban areas. Can use 100% of funds for project costs for state and local governments.	Opportunity for partnering to gain neighborhood access to municipal and regional trail systems and multiple-use trails and associated amenities.		
<b>Scenic America</b>	Scenic America Development and Membership Assistant		
801 Pennsylvania Avenue, SE			
Suite 300			
Washington, DC 20003			
202.543.6200			
www.scenic.org			
Grants designed to preserve and enhance the scenic character of America's communities and countryside. Protects special landscape and views. Non-profits and state and local governments apply.	Opportunity for partnering to protect scenic trails and landscapes, as well as multi-use trail corridors and associated amenities.		
<b>Rails to Trails Conservancy</b>	1100 17th Street, NW		
Washington, DC 20036			
202.331.9696			
www.railstotrails.org			
Rail-trails are multi-purpose public pathways created from former railroad corridors for recreational use. A nonprofit organization dedicated to a nationwide network of trails.	Opportunity for partnering with tourism, recreation, and local business, linking trails systems and creating greenways through developed areas.		
<b>Land Alliance Trust (LTA)</b>	1331 H Street, NW, Suite 400		
Washington, DC 20005			
202.638.4725			
www.lta.org			

FUNDING SOURCE	CONTACT INFORMATION	MAJOR AREAS OF SUPPORT	NOTES
<p>Founded in 1982, a national nonprofit association providing leadership, information, skills and resources land trusts need to conserve land for the benefit of communities and natural systems.</p>	<p>In less than 20 years this organization has helped to protect over 4.7 million acres of land.</p>		
<p><b>Surface Transportation Policy Project (STPP)</b></p>	<p>STPP</p>		
<p>1100 17th Street, NW, 10th Floor</p>			
<p>Washington, DC 20036</p>			
<p>202.466.2636</p>			
<p>www.transact.org</p>			
<p>The STTP helps to conserve energy, protect environmental quality, and make communities more livable, emphasizing the needs of people to use non-motorized methods to access jobs, services and recreational opportunities.</p>	<p>A resource to encourage linking urban trails to public amenities, including recreational areas for equestrian use.</p>		
<p><b>Land Conservation, Preservation and Infrastructure Improvement Trust</b></p>	<p>Contact your state's congressional delegation for up-to-date funding opportunities.</p>	<p>Created in 2001 Interior Appropriations Bill, this Trust has the potential to bring new and increased dollars to creating parks and open space and taking care of existing public lands and recreational facilities over the next 6 years.</p>	<p>Funds will grow from \$1.76 billion in FY 2002 \$2.4 billion in 2006. These will double federal land acquisition and preservation spending nationally in 2001.</p>
<p><b>The Trust for Public Land (TPL)</b></p>	<p>116 New Montgomery St., 4th Floor</p>		
<p>San Francisco, CA 94105</p>			
<p>415.495.4014</p>			
<p>www.tpl.org</p>			
<p>Founded in 1972, this is the only national nonprofit working exclusively to protect land for human enjoyment and well-being. Creates urban parks, greenways, and sets aside open space in the path of growth for close-to-home recreation.</p>	<p>TPL promotes connecting people to land to deepen the public's appreciation of nature and the commitment to protect it. Has protected more than one million acres in 45 states from development.</p>		

FUNDING SOURCE	CONTACT INFORMATION	MAJOR AREAS OF SUPPORT	NOTES
<b>Land and Water Conservation Fund</b>	Contact your state recreation liaison office or the National Park Service offices in your state or region.		
www.nps.gov/ncrc/programs/lwcf			
Established in 1964, the fund provides for the acquisition of public lands and to guarantee quality outdoor recreation opportunities for all Americans. Protects habitats, creates parks and open space, and provides state matching grants for the development of recreation projects.	Allocated close to \$900 million annually until 1980, then funding was curbed dramatically. Being revitalized as outer continental shelf oil and gas receipts grow.		
<b>Walkable Communities</b>	320 S. Main St.		
High Springs, FL 32643			
386.454.3304			
www.walkable.org			
A nonprofit corporation established in Florida in 1996 to help communities become more walkable and pedestrian friendly.	Excellent partnering organization for creating underpasses, overpasses, and other urban trail corridors.		
<b>Bureau of Land Management (Department of the Interior)</b>	Office of Public Affairs		
1849 C Street, Room 406-LS			
Washington, DC 20240			
202.452.5125			
www.blm.gov			
Receives over \$100 million annually in funding to provide recreation management that is divided into regional and state programs for recreational opportunities, often in remote areas appropriate for equestrian use.	This agency manages many wilderness areas that are ideal for equestrian use, as well as National Conservation Areas, National Monuments, and National Historic and Scenic Trails.		
<b>Bay Area Barns and Trails</b>	400 Ralston Ave.		
Mill Valley, CA 94941			
415.383.6283			

FUNDING SOURCE	CONTACT INFORMATION	MAJOR AREAS OF SUPPORT	NOTES
www.bayareabarnsandtrails.org			
Equestrian grants for projects that help landowners enhance ecosystems around equestrian trails, stables pastures, and staging areas located in specific California counties.	Financial assistance for mitigating erosion, reducing sedimentation, reseeding grazing areas, manure management, and removing invasive plants.		
<b>U.S. Fish and Wildlife Service</b>	Contact the office in your state for more information about funding		
www.fws.gov			
Protects and manages wildlife conservation programs, stewardship, and Wilderness areas with \$5 million in funding.	Wilderness areas managed by this agency are ideal equestrian recreational opportunities.		
<b>USDA Forest Service</b>	Contact the office in your state for many different levels of funding, including Challenge Cost Sharing Programs.		
www.fs.fed.us			
The nation's largest outdoor recreation provider managed over 133,000 miles of trails and 31 national recreation areas and 191 million acres of land. Has a budget of \$200 million for recreation management as well as restoration of existing facilities and trail systems.	Provides volunteer opportunities to partner with USDA Forest Service to improve trail conditions and trail access in lands managed for recreational use, as well as increase trail miles accessible to equestrians.		
<b>International Mountain Bicycling Association</b>	207 Canyon – Suite 301		
Boulder, CO 80302			
303.545.9011			
888.442.4622			
www.imba.com			
The national association that supports mountain bicycling activities in the nation, with many state affiliates. Has programs of partnerships for funding mountain bicycle trails.	A partnering opportunity for matching funds, developing multi-modal trail systems that would not be otherwise funding for only equestrian use.		

FUNDING SOURCE	CONTACT INFORMATION	MAJOR AREAS OF SUPPORT	NOTES
<b><i>Back Country Horsemen of America</i></b>	PO Box 1367		
Graham, WA 98338-1367			
888.893.5161			
www.backcountryhorse.com			
A nonprofit organization dedicated to preserving the horsemen's historical right to use recreational stock in the back country.	Has more than 114 state organizations and affiliate members that exceed 12,000.		
<b><i>Americans for Our Heritage and Recreation (AHR)</i></b>	1615 M Street, NW		
Washington, DC 20036			
202.429.2666			
www.ahrinfo.org			
AHR is a broad and diverse organization seeking to revitalize the Land and Water Conservation Fund (LWCF) and the Urban Park and Recreation Recovery Program (UPARR).			
<b><i>Student Conservation Association (SCA)</i></b>	PO Box 550		
Charlestown, NH 03603-0550			
360.752.2479			
www.sca-inc.org			
This Association organized trail crews comprised of high school students who are available to work on trails projects for a 4-week period of time in a cost-sharing program with land managers.	Provided more than 90 trail crews with a total of more than 500 students for nationwide work on trail systems in 2000. They receive more than 1900 applications annually.		
<b><i>Americorps/National Civilian Community Corps</i></b>	Regional Project Director		
National Civilian Community Corps			
33500 Truxtun Road			
San Diego, CA 02133-1212			
800.942.2677			

FUNDING SOURCE	CONTACT INFORMATION	MAJOR AREAS OF SUPPORT	NOTES
www.americorps.org			
A national, residential service-learning program offering community service opportunities for your Americans in return for educational financial awards. They can be used for a variety of conservation-related projects.	There is a strong demand for the youth in this program, so you must apply early in partnership with a federal land management agency.		
<b>American Horse Council</b>	1700 K Street, NW., Suite 300		
Washington, DC 20006			
202.296.4031			
www.horsecouncil.org			
Established in 1969, now over 195 organizations to protect and promote the equine industry.	In 1998 secured \$230 million for building and maintaining the nation's recreational trail system over the next six years.		
<b>American Greenways</b>	American Greenways		
<b>The Conservation Fund</b>			
1800 North Kent St., Suite 1120			
Arlington, VA 22209			
703.525.6300			
www.conservationfund.org			
Provides small grants ranging from \$500-\$2,500 for community groups and nonprofit organizations for the development of trails, hiring consultants, incorporating land trusts, etc. for recreational use.	This funding source is very approachable and likes to award grants to creative small community projects that need grassroots assistance.		
<b>Sierra Club Service Trips</b>	Sierra Club		
Outings Department			
85 Second Street, 2nd Floor			
San Francisco, CA 94105			
415-977-5522			
national.outings@sierraclub.org			

<b>FUNDING SOURCE</b>	<b>CONTACT INFORMATION</b>	<b>MAJOR AREAS OF SUPPORT</b>	<b>NOTES</b>
This organization coordinates 'service trips' with an average of 15 participants for 8-day outings to work on trails projects.	A partnering volunteer opportunity where pack stock may be required to complete a trail projects.		
<b>Recreational Equipment Inc. (REI)</b>	Office of Public Affairs		
PO Box 88126			
Seattle, WA 98138-2126			
206.395.3780			
www.rei.com			
A national outdoor retailer that allocates a portion of its pre-tax profits to improving the quality of life through environmental efforts. Specialize in constituency building through its member mailing list.	A partnering opportunity with the outdoor community for both summer and winter outdoor sports to increase recreational opportunities.		
<b>Public Lands Challenge Cost Share Programs</b>	Contact the Challenge Cost Share Program Coordinator with USDA Forest Service, Bureau of Land Management or the National Park Service	Funding and labor resources from community and user groups are matched with similar resources from these agencies to develop trails on public lands.	Excellent partnering opportunity for trail development through volunteering trail horse and mule transport of trail construction equipment and materials to trail work sites, providing matching in-kind services for dollars in federal trail development and maintenance programs.
<b>Sundowner Trailers</b>	Contact a local dealer for information	Provide event/trail sponsorships	Excellent funding partner
<b>Featherlite Trailers</b>	"	"	"
<b>Dodge</b>	"	"	"
<b>Chevrolet</b>	"	"	"
<b>Ford</b>	"	"	"
<b>Subaru</b>	"	"	"
<b>Toyota</b>	"	"	"
<b>Lance Campers</b>	"	"	"
<b>Equine Feed Manufacturers</b>	"	"	"
<b>Equine Health Products Mfgs.</b>	"	"	"
<b>Equine Equipment Mfgs.</b>	"	"	"

## Trail Related Project Prioritization Process

### PROJECT EVALUATION CRITERIA

The following criteria reflect information gathered from various sources as an example of how to prioritize and compare various trail projects. Answer the following questions for each potential project to determine its implementation priority:

1. Does the project correct an existing **Safety** issue?
2. Does the project **Improve Access** to a local or regional destination (i.e. Trail Park, school, community center, shopping/offices, National Forest, local or regional trail) in a direct way?
3. Does the project provide a **Loop Link** that completes a portion of 1 or more loops, either local or regional?
4. Does the project connect to existing trails thereby creating more than 4 miles of **Continuous Trail**?
5. Is the project defined by **Positive Features** such as scenic vistas, proximity to historic or cultural sites and/or natural features?
6. Is there a **Window of Opportunity** that makes the project time-sensitive relative to other projects?
7. Does the project **Link to a Sidewalk or Other Transportation Modes**?
8. Does the project provide **Educational Opportunities** with unique natural or cultural features?
9. Does the project Improve **Mobility for Special Populations** such as children or the elderly?

The range of answers or scores for each question is from zero to three, with zero being a “No” and three being the strongest “Yes”. For example, a project might receive a zero for

“Safety” if it does not correct an existing hazard. A project might receive a score of three for “Mobility for Special Populations” if it provides direct access to a Senior Center or Elementary School.

### Trail Project Criteria Weighting

Some trail project criteria might be considered more important than others and should be given a heavier weight when being scored. The Open Space and Trails Committee felt that a “Loop Link” was approximately three times more important than “Sidewalk/Mode Link” and was therefore given a weight of 3. The Committee determined relative weights of each of the evaluation criteria by rank ordering each of the project criteria from 1 to 9 with 1 being the most important and 9 being the least. The results of this exercise follow.

### Trail Project Scoring

The following table provides an example of possible weights and scores that would result from the trail project scoring process.





### Trail Project Scoring

Trail Criteria	Weight Factor	Total Point Range	Total Possible Score
Loop Link	3	0 - 3	0 – 9
Continuous Trail	2	0 - 3	0 – 6
Improved Access	1.4	0 - 3	0 – 4.2
Time Sensitive	1.4	0 - 3	0 – 4.2
Safety	1.4	0 - 3	0 – 4.2
Educational Opportunities	1.4	0 – 3	0 – 4.2
Positive Features	1.4	0 - 3	0 – 4.2
Mobility for Special Populations	1	0 - 3	0 – 3
Sidewalk/ Mode Link	1	0 - 3	0 - 3
Total Score			0 – 42

### Trail Project Priority Breakdown

Based on this scoring method, each trail project would be given a total score from 0 – 42 that reflects how well it satisfies each of the desired trail project criteria. The scores can be broken down into three priority ratings: Short-Term, Mid-Term, and Long-Term. A sample scoring breakdown follows:

### Trail Project Priority Breakdown

Priority Score Range	Priority Rating
29 – 42	Short-Term
15 - 28	Mid-Term
0 - 14	Long-Term

### TRAILHEAD PROJECTS

### Trailhead Evaluation Criteria

The following criteria reflect comments heard through the planning process as well features of the trail corridors recommended in this Plan. To determine a trailhead project's implementation priority, answer the following questions for each potential project:

1. Is the Trailhead/Walk-In/Ride-In Area providing New or Unique Access to an area that is lacking in formalized access areas?
2. Is the Trailhead/Walk-In/Ride-In Area in an area of existing or potential High Demand/Use?
3. Is the Trailhead/Walk-In/Ride-In Area along or at the end of a Significant Trail or OHV Corridor?
4. Does the Trailhead/Walk-In/Ride-In Area have the ability to serve the greatest Variety of Use (equestrian, pedestrian, bicycle, ATV, special needs, education, etc.)?

The range of answers or scores for each question is from zero to three, with zero being a “No” and three being the strongest “Yes”.

### Trailhead Project Criteria Weighting

Some trailhead projects criteria might be considered more important than others and should be given a heavier weight when being scored. For example, the Open pace and Trails Committee determined that the ability to provide for a wide “variety of use” is more important than providing for a “new or unique access”. The Committee determined relative weights of each of the evaluation criteria by rank ordering each of the project criteria from 1 to 4 with 1 being the most important and 4 being the least. The results of this exercise follow.

### Trail Trailhead Project Scoring

The following table provides the Committee weighting and an example of the possible outcome of a scoring process for potential

projects.

### Trailhead Project Scoring

Trailheads/ Walk-In/Ride-In Areas Criteria	Weight	Total Point Range	Total
Variety of Use	2	0 - 3	0 - 6
Significant Corridor	1.7	0 - 3	0 - 5.1
High Demand/ Use	1	0 - 3	0 - 3
New/Unique Access	1	0 - 3	0 - 3
Total Score		0 - 12	0 - 17.1

### Trailhead Project Priority Breakdown

Based on this scoring method, each project would be given a total score from 0 – 17.1 that reflects how well it satisfies each of the desired project evaluation criteria. The scores can be broken down into three priority ratings: Short-Term, Mid-Term, and Long-Term. A sample scoring breakdown follows

### Trailhead Project Priority Breakdown

Priority Score Range	Priority Rating
12 – 17.1	Short-Term
7 - 11	Mid-Term
0 - 6	Long-Term

### **GRADE-SEPARATED (UNDERPASSES) CROSSINGS PROJECTS**

#### **Grade-Separated Crossings Project Evaluation Criteria**

The following criteria would be used to prioritize these project types. Answer the following questions for each potential project to determine its implementation priority:

1. Does the project improve a potentially **Dangerous Interaction** with a high speed, high traffic volume and/or wide roadway?
2. Is the project **No Closer than ¼ Mile** from another special or improved crossing?
3. Does the project make an **Important Linkage** along a corridor with significant destinations?

The range of answers or scores for each question is from zero to three, with zero being a “No” and three being the strongest “Yes”.

#### **Grade-Separated Crossings Project Criteria Weighting**

Some trailhead projects criteria might be considered more important than others and should be given a heavier weight when being scored. For example, the Open Space and Trails Committee determined that “1/4 mile spacing” of underpasses is more important than providing for an important linkage. The Committee determined relative weights of each of the evaluation criteria by rank ordering each of the project criteria from 1 to 3 with 1 being the most important and 3 being the least. The results of this exercise follow.

#### **Grade-Separated Crossings Project Scoring**

The following table provides an example of the possible outcome of a scoring process for potential projects.



**Grade-Separated Crossings Project Scoring**

Special Crossings Criteria	Weight	Total Point Range	Total Possible Score
¼ Mile Spacing	1.5	0 - 3	0 – 4.5
Important Linkage	1.5	0 - 3	0 – 4.5
Dangerous Interaction	1	0 - 3	0 – 3
Total Score			0 - 12

**Special Crossings Project Priority Break-down**

Based on this scoring method, each project would be given a total score from 0 – 12 that reflects how well it satisfies each of the desired project evaluation criteria. The scores can be broken down into three priority ratings: Short-Term, Mid-Term, and Long-Term. A sample scoring breakdown follows:

**Grade-Separated Crossings Project Priority Breakdown**

Priority Score Range	Priority Rating
9 -12	Short-Term
5 – 8	Mid-Term
0 - 4	Long-Term

***OPEN SPACE PROJECT PRIORITIZATION PROCESS***

**Open Space Project Evaluation Criteria**

The following criteria reflect comments heard through the planning process as well features of the open space areas recommended in this Plan. To determine an open space project’s implementation priority, answer the following questions for each potential project:

Evaluation Criteria for Open Space Projects

1. Does the open space area exhibit exceptional **natural/aesthetic quality** with significant viewsheds?
2. Does the open space project **protect or enhance wildlife areas** of importance?
3. Does the open space project provide or enhance a **critical linkage** between other meaningful open space?
4. Does the open space project contribute to the **unique character** of Dewey-Humboldt?
5. Can the open space area be effectively **maintained and monitored** over time without excessive expense?
6. Can the open space area accommodate a **variety** of passive recreation, scientific or educational uses?
7. Is the open space project **time sensitive** relative to other projects (price or partners)?
8. Does the open space area provide opportunities to **view wildlife**?
9. Is the open space area **suitable for open space** as referenced in the 2009 Dewey-Humboldt General Plan?
10. Is the open space area of **sufficient size** to encompass numerous positive attributes?
11. Are **historic or cultural features** present within the open space area?
12. Does the open space area **enhance adjacent** public/quasi-public land uses?
13. Does/can the open space area successfully accommodate **heavy existing or potential** appropriate use?
14. Does the open space area include unique or **specimen** natural resources?

### **Open Space Project Criteria Weighting**

The relative importance of each criterion varies, so a scoring system that incorporates weighted criteria was devised to give more weight to those attributes that are more important than others. The Open Space and Trails Committee determined that protecting or enhancing wildlife areas and maintaining critical open space ranked among the highest criteria. The Committee determined relative weights of each of the evaluation criteria by rank ordering them from 1 to 14 with 1 being the most important and 14 being the least.

### **Grade-Separated Crossings Open Space Project Scoring**

The following table provides an example of the possible outcome of a scoring process for potential projects using the weighted criteria as discussed above.

#### **Open Space Project Scoring**

Attribute/ Criteria	Weight	Total Point Range	Total Possible Score
Critical Linkage	3	0 - 3	0 – 9
Natural/ Aesthetic Quality	2.5	0 - 3	0 – 7.5
Protect or Enhance Wildlife	2.5	0 - 3	0 – 7.5
	2	0 - 3	0 – 6
Wildlife Viewing	2	0 - 3	0 – 6
Cultural/ Historic Value	2	0 - 3	0 - 6
Variety of Use	1.5	0 – 3	0 – 4.5

Time sensitive	1.5	0 - 3	0 – 4.5
Unique Character	1.5	0 - 3	0 – 4.5
Enhance Adjacent	1.5	0 - 3	0 – 4.5
Sufficient Size	1	0 - 3	0 – 3
Suitability	1	0 - 3	0 - 3
Level of Use	1	0 - 3	0 – 3
Specimen	1	0 - 3	0 – 3
TOTAL POSSIBLE SCORE			0 - 72

### **Open Space Project Priority Breakdown**

Based on this scoring method, each project would be given a total score from 0 – 72 that reflects how well it satisfies each of the desired project evaluation criteria. The scores can be broken down into three priority ratings: Short-Term, Mid-Term, and Long-Term. A sample scoring breakdown follows:

#### **Open Space Project Priority Breakdown**

Priority Score Range	Priority Rating
60 - 72	Short-Term
30 - 59	Mid-Term
0 - 20	Long-Term



## Arizona Recreational Use Statute

[http://www.imba.com/resources/trail\\_issues/land\\_liability.html#private](http://www.imba.com/resources/trail_issues/land_liability.html#private)

### Private Landowner Liability

Often, private landowners are unwilling to open up their land to public use for the simple reason of liability. While this is no doubt a valid concern, every state has legislation on its books that addresses this issue and usually offers private landowners protection from liability. Generally, these laws are called Recreational Use Statutes. While each state has some form of Recreational Use Statute, the protection offered to landowners varies greatly from state to state. The following provides a general outline of how these laws operate and who qualifies for their protection.

### What is a Recreational Use Statute?

“Recreational Use Statute” is a term given to legislation generally intended to promote public recreational use of privately owned land. The statute does this by granting landowners broad immunity from liability for personal injuries or property damage suffered by land users pursuing recreational activities on the owner’s land. The underlying policy of a Recreational Use Statute is that the public’s need for recreational land has outpaced the ability of local, state, and federal governments to provide such areas and that owners of large acreages of land should be encouraged to help meet this need. Changes in lifestyle and the environment during the last few decades further support this rationale. These changes include increases in the material wealth and leisure time of urban residents enabling them to spend more time on recreation, a decline in the amount of public recreational space available to urban residents, an increased awareness of the health and fitness benefits of recreation, a desire to provide the public with opportunities

to enjoy the benefits of modern environmental control, and a response to increased private tort litigation of recreational accidents.

### Arizona Recreational Use Statute

TITLE 33: PROPERTY

CHAPTER 12: LIABILITIES AND DUTIES ON PROPERTY USED FOR EDUCATION AND RECREATION

ARTICLE 1: GENERAL PROVISIONS

#### **§ 33-1551. Duty of owner, lessee or occupant of premises to recreational users; liability; definitions**

A. A public or private owner, easement holder, lessee or occupant of premises is not liable to a recreational or educational user except upon a showing that the owner, easement holder, lessee or occupant was guilty of wilful, malicious or grossly negligent conduct which was a direct cause of the injury to the recreational or educational user.

B. This section does not limit the liability which otherwise exists for maintaining an attractive nuisance, except with respect to dams, channels, canals and lateral ditches used for flood control, agricultural, industrial, metallurgical or municipal purposes.

C. As used in this section:

1. “Educational user” means a person to whom permission has been granted or implied without the payment of an admission fee or other consideration to enter upon premises to participate in an educational program, including but not limited to, the viewing of historical, natural, archaeological or scientific sights.

2. “Grossly negligent” means a knowing or reckless indifference to the health and safety of others.

3. "Premises" means agricultural, range, open space, park, flood control, mining, forest or railroad lands, and any other similar lands, wherever located, which are available to a recreational or educational user, including, but not limited to, paved or unpaved multi-use trails and special purpose roads or trails not open to automotive use by the public and any building, improvement, fixture, water conveyance system, body of water, channel, canal or lateral, road, trail or structure on such lands.

4. "Recreational user" means a person to whom permission has been granted or implied without the payment of an admission fee or other consideration to travel across or to enter upon premises to hunt, fish, trap, camp, hike, ride, exercise, swim or engage in similar pursuits. The purchase of a state hunting, trapping or fishing license is not the payment of an admission fee or other consideration as provided in this section.

## Future Trail Corridor Analysis Process

The following provides a way to determine the best possible routes among potential trail corridors and is referred to as a "Suitability Analysis".

A suitability analysis takes several steps:

1. Identify the features that would create the best possible trail
2. Assign weights to those features
3. Define the potential corridors to be analyzed
4. Analyze each corridor using trail features and weights and determine their score

5. Analyze breakdown of numerical scores and divide into suitability levels
6. Map all corridors by suitability level
7. Select the best possible trail corridors from among those with the highest suitability

### Trail Features for the Best Possible Trail

The following trail features reflect comments heard through the planning process as well features of the trail corridors recommended in this plan. Answer the following questions for each potential trail corridor to determining the best or most suitable route for a new trail.

1. Does the trail corridor **Improve Access** to a local or regional destination (i.e. Trail Park, school, community center, shopping/offices, National Forest, local or regional trail) in a direct way?
2. Does the trail corridor provide a **Loop Link** that completes a portion of 1 or more loops, either local or regional?
3. Does the trail corridor **Link to a Sidewalk or Other Transportation Modes**?
4. Does the trail corridor minimize impacts on **Adjacent Land Uses** and properties?
5. Is the trail corridor defined by **Positive Features** such as scenic vistas, proximity to historic or cultural sites and/or natural features?
6. Does the trail corridor have a **Logical Flow** with numerous access points?
7. Does the trail corridor create a **Sense of Personal Safety and Security** by being largely visible and hazard free?
8. Does the trail corridor minimize existing or potential **Traffic Conflict** along or across a roadway?
9. Does the project provide **Educational Opportunities** with unique natural or cultural features?





10. Does the project Improve **Mobility for Special Populations** such as children or the elderly?

The range of answers or scores for each question is from zero to three, with zero being a “No” and three being the strongest “Yes”. For example, a trail corridor might receive a zero for “Sense of Personal Safety and Security” if it has numerous hazards. A trail corridor might receive a score of three for “Positive Features” if it provides great views within a lush environment.

**Trail Feature Weighting**

Some trail features might be considered more important than others and should be given a heavier weight when being scored. For example, it is likely that most people would feel that “Sense of Personal Safety and Security” is more important than “Positive Features”. A simple exercise can be used to determine relative weights of each of the trail features. This would involve people rank ordering each of the trail features from 1 to 8. Compiling the results would lead to relative weights. An example is provided of possible weights that might result from a public process. The following table provides an example of possible weights and scoring potential that might result from a public process.

**Suitability Analysis Trail Feature Weighting**

Trail Features	Weight Factor	Total Point Range	Total Possible Score
Sense of Personal Safety & Security	2	0 - 3	0 - 6
Improved Access	1.5	0 - 3	0 - 4.5
Positive Features	1.5	0 - 3	0 - 4.5

Logical Flow	1.5	0 - 3	0 - 4.5
Trail Conflict	1.5	0 - 3	0 - 4.5
Loop Link	1	0 - 3	0 - 3
Sidewalk Link	1	0 - 3	0 - 3
Adjacent Land Use	1	0 - 3	0 - 3
Total Score			0 - 33

**Corridor Suitability Breakdown**

Based on this scoring method, each trail corridor would be given a total score from 0 – 33 that reflects how well it satisfies each of the desired trail features. The scores can be broken down into three suitability levels: high, moderate, and low. A sample scoring breakdown follows:

**Corridor Suitability Breakdown**

Suitability Score Range	Suitability Rating
25 - 33	High
12 - 24	Moderate
0 - 11	Low

With this final Suitability Score, those trails with a “High Suitability” would be the most logical corridors to add to the Town’s Trail System. Those scoring lowest would be the least likely to add to the Town’s Trail System.

## Typical Construction & Maintenance Costs

The following numbers are for budgeting purposes only. Detailed cost estimates should be prepared for any project that address site specific issues and specific design parameters.

### Generalized Trail Cost Per Mile

Trail Type	Cost per Mile
Regional Connector Trail (4'-6' width non-paved, native surface, primarily vegetation clearing, signing, with minimal tread construction)	\$8,700- \$9,800
Neighborhood Trail (2'-4' width non-paved, native surface, primarily vegetation clearing, signing, with minimal tread construction)	\$3,600- \$4,700
Backcountry Trail (18"-2' width non-paved, native surface, primarily vegetation clearing, signing, with minimal tread construction, but more difficult terrain)	\$3,400- \$4,700
Accessible Trail (4'-6' width stabilized fines surface, signs)	\$83,000- \$125,400
OHV Trail (5'-8' width, native surface primarily vegetation clearing, signing, with minimal tread construction)	\$9,300- \$10,900

Interpretive Trail (5'-8' width, stabilized fines surface, signs)	\$104,600- \$167,300
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### Generalized Trailhead Costs

Trailhead Type	Cost
Walk-in/Ride-in	\$5,000- \$10,000
Standard Trailhead (no restroom)	\$100,000- \$250,000
Trailhead with Equestrian or OHV Facilities (no restrooms)	\$100,000- \$250,000

### Generalized Grade-Separated Crossing Costs

Crossing Type	Cost
Grade-Separated (underpass)	\$250,000 (retrofit)- \$1,000,000 (new)

### Generalized Maintenance Costs

Trail Classification	Cost/Mile/Year
Regional Connector Trail	\$2,100
Neighborhood Trail	\$1,500
Backcountry Trail	\$1,750
Accessible Trail	\$3,000
OHV Trail	\$2,300
Interpretive Trail	\$3,000



