

# 6.0

## OTHER PLANS FOR TRAILS AND URBAN PATHWAYS IN THE SEDONA REGION

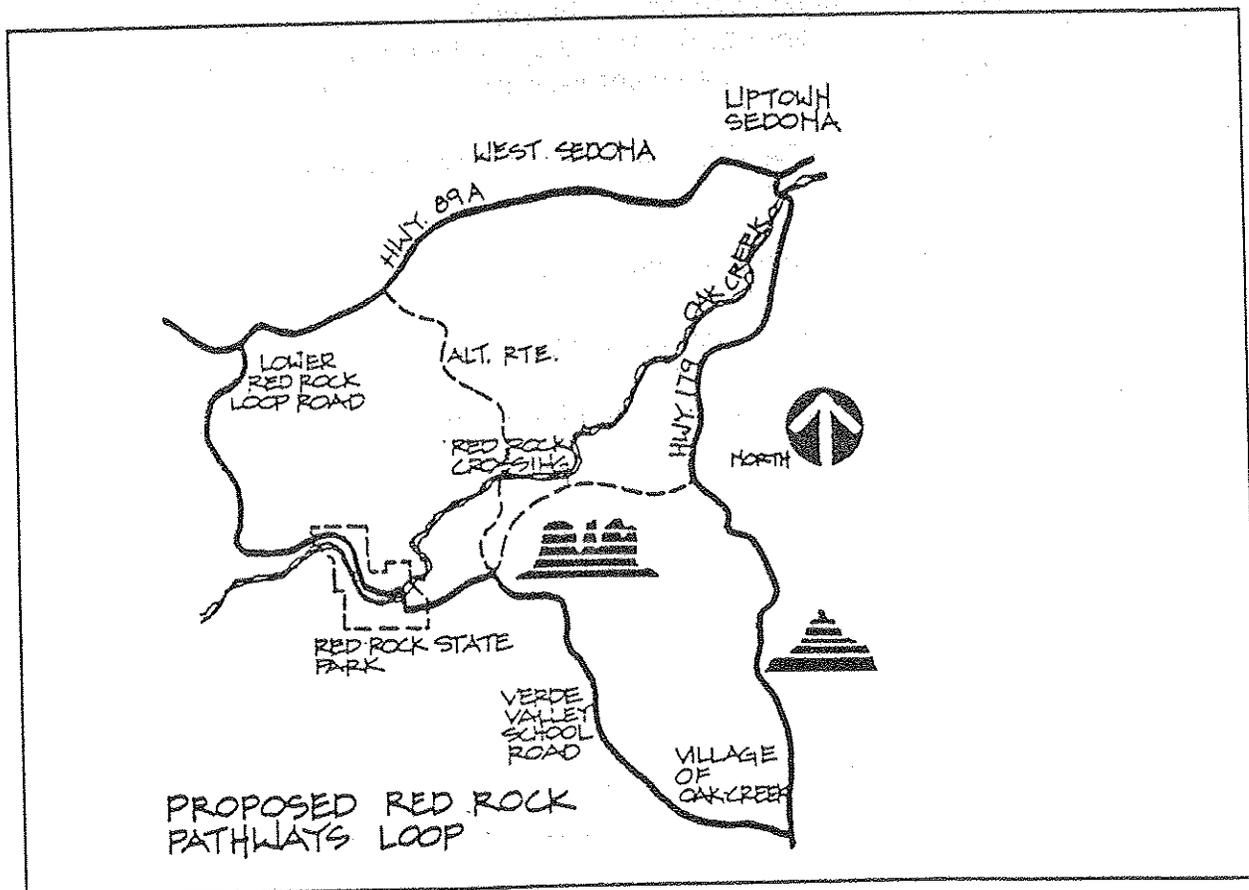


The City has conducted two studies focusing on the Uptown/Creek and West Sedona areas. Neither plan has yet been adopted by the City. It is recommended that, when the plans are completed, they are incorporated into this plan.

## 6.1 RED ROCK PATHWAYS PLAN

In 1993, the Red Rock Pathways, Yavapai, and Coconino Counties, and the City of Sedona pledged their support for this project by signing a Memorandum of Understanding. In 1994, these same entities were joined by the U. S. Forest Service and the Governor of the State of Arizona in signing a Letter of Intent, further committing to the goals of the Red Rock Pathways Plan.

The goal of the Red Rock Pathways is to provide non-motorized traffic and recreation corridors within the City of Sedona and surrounding areas in Yavapai and Coconino Counties. These corridors would provide alternate modes of transportation, hiking, jogging, and bicycling for residents and visitors. The heart of the Red Rock Pathways vision is a central thirty-mile loop connecting the City of Sedona via Highway 89A to the Red Rock Loop Road and Red Rock State Park, and then on via Verde Valley School Road to the Village of Oak Creek. From the Village of Oak Creek, the loop will parallel Highway 179 back to Sedona and Highway 89A at the "Y".



In 1994, the Red Rock Pathways organization obtained \$700,000 in Federal Intermodal Surface Transportation Efficiency Act (ISTEA) funds to begin construction of two segments of the pathway. One of the segments connects the City of Sedona and the Village of Oak Creek via a corridor running parallel with Highway 179. Construction was expected to be completed in 1995.

This plan strongly recommends that the City of Sedona work in partnership with the Red Rock Pathways organization to develop specific route plans. The City and Red Rock Pathways should also work together to secure funding for construction and maintenance of the portions of the Red Rock Pathways within the City.

## 6.2 VERDE VALLEY REGIONAL TRANSPORTATION STUDY BICYCLE ELEMENT

The Sedona Trails and Urban Pathways Plan incorporates the recommendations of the Verde Valley Regional Transportation Study Bicycle Element. In 1993, the Verde Valley Transportation Organization commissioned BRW, Inc. to prepare a twenty-year regional bicycle plan encompassing the areas of Jerome, Cottonwood, Camp Verde, Village of Oak Creek, and Sedona.

The bicycle element emphasizes the enhancement of cycling as a travel mode for both utilitarian and recreational purposes. The regional bikeway network is designed to help fulfill the mandate of the ISTEA, which calls for a balanced multi-modal transportation system. The element recommends the following goals:

- Enhance the convenience and appeal of cycling as a regional transportation mode
- Improve safety for bicyclists in the Verde Valley
- Increase recreational opportunities for cyclists
- Promote public awareness and recognition of cycling opportunities

## 6.3 COCONINO NATIONAL FOREST TRAILS SYSTEM PLANNING

The City of Sedona is surrounded by the Coconino National Forest (CNF). The recreational use of bicycles in the CNF is a relatively recent activity, since mountain bicycles have only been available since the early 1980's, while hiking and equestrian activities have been occurring in the CNF for decades.

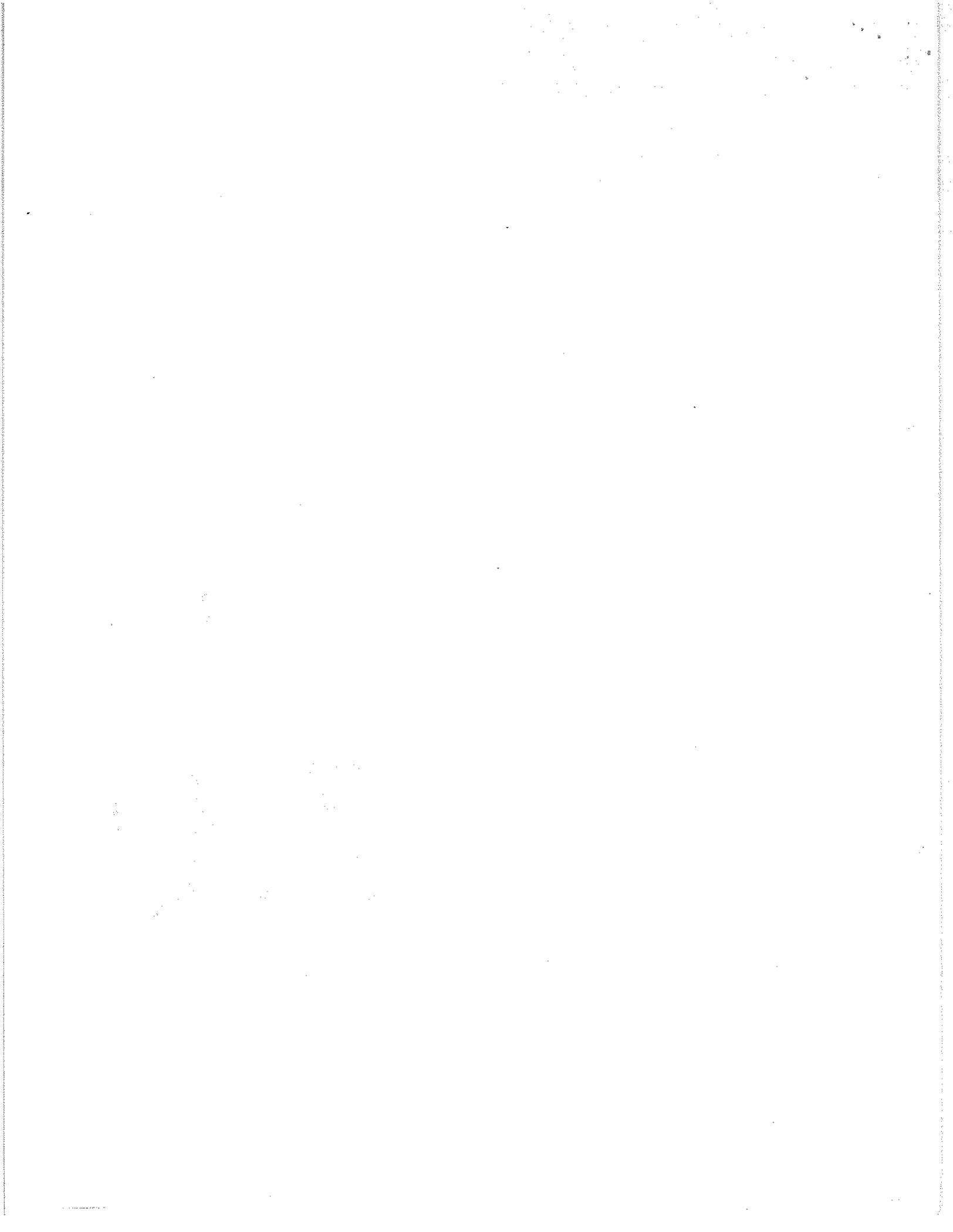
The popularity of all trails activities will continue to increase. In particular, mountain biking continues to show dramatic increases with advances in technology, allowing greater numbers of cyclists to access trails and backroad environments.

The City and USFS should continue to coordinate efforts to ensure that trails and urban pathways planning and construction are done using the guidelines set forth in this plan. Furthermore, it is recommended that both agencies designate staff liaisons and create an advisory body which would include pertinent City staff and commission members, USFS staff, Yavapai and Coconino Counties, ADOT, and representatives of local hiking, biking, and equestrian organizations.



# 7.0

## EDUCATION AND PUBLIC AWARENESS



## 7.1 ADVOCACY

The following programs and activities are recommended to promote trails and pathways activities in Sedona:

- The City Parks & Recreation Department should advocate cycling and walking through a variety of activities such as "Ride or Walk to Work Days"; bicycle rodeos, clinics, and workshops; and children's bicycle "Treasure Hunts" or "Scavenger Hunts".
- Employers should be encouraged to promote bicycle commuting as a healthy, cost-effective form of transportation.
- The Chamber of Commerce should promote Sedona as a destination for recreational hiking, bicycling, and horseback riding. A brochure should be developed to include a map of the trails and pathways system. The brochure should also include information on safety, rules and regulations, and registration information.
- The City should encourage new commercial and public development to provide bicycle parking for their customers and employees.
- The City, Arizona State Parks, and USFS should sponsor a "Sedona Trails Day" to bring attention to trails development.
- The City, Arizona State Parks, and USFS should promote an on-going "Adopt-A-Trail" program where volunteers can become involved in trails construction, maintenance, and education efforts.
- Co-Sponsors are needed to promote trails and pathways programs. The Sedona Westerners, Red Rock Pathways, Friends of the Forest, Sedona Bicycle Club, service clubs, scouts, businesses, Arizona State Parks, and both counties should be encouraged to participate in partnership with the City and USFS to promote safety and education programs.

## 7.2 EDUCATION

- Safety and information packets should be distributed with each new bike sold in Sedona. The packet should include information on regulations and laws as well as a map of local routes.

- A bicycle safety program should be developed. Both the City and USFS should devise a program to educate children about safe bicycle use both on and off the road. This program could include a "Safety Town" and skill station, bicycle registration, and distribution and explanation of bicycle safety and information packets.
- The School District should be encouraged to include safe bicycling in its curriculum.
- The City, USFS, and Arizona State Parks should work with local merchants to distribute trails maps, rules and regulations.
- The City should sponsor periodic campaigns to publicize safety tips for cyclists and motorists. Using newspaper ads, public service announcements, brochures and posters, and school handouts are effective methods of promotion.
- Bicycling education should be included in driver's education classes in the public schools.
- The City, USFS, and Arizona State Parks should develop a *Hazard Reporting System* to rapidly identify and correct situations dangerous to trails and pathways users. Phone numbers and contact individuals for this service should be publicized to the public.

## 7.3 ENFORCEMENT

Regardless of educational efforts, there are some individuals who will bend or break the rules. Effective rule enforcement and appropriate penalties must supplement the educational program.

- The enforcement of bicycle laws is the function of the Sedona Police Department. The goal of enforcement should be to affect, in a positive way, behavior and attitude changes among cyclists and motorists.
- The enforcement of trails rules and regulations will fall upon the jurisdiction on which the trails facilities are located. The City, USFS, and Arizona State Parks should coordinate their law enforcement efforts.
- A volunteer trails patrol should be developed by the City, USFS, and Arizona State Parks to help supplement those agencies.

## 7.4 REGISTRATION

The City should develop a system to register and license bicycles used by residents of Sedona.

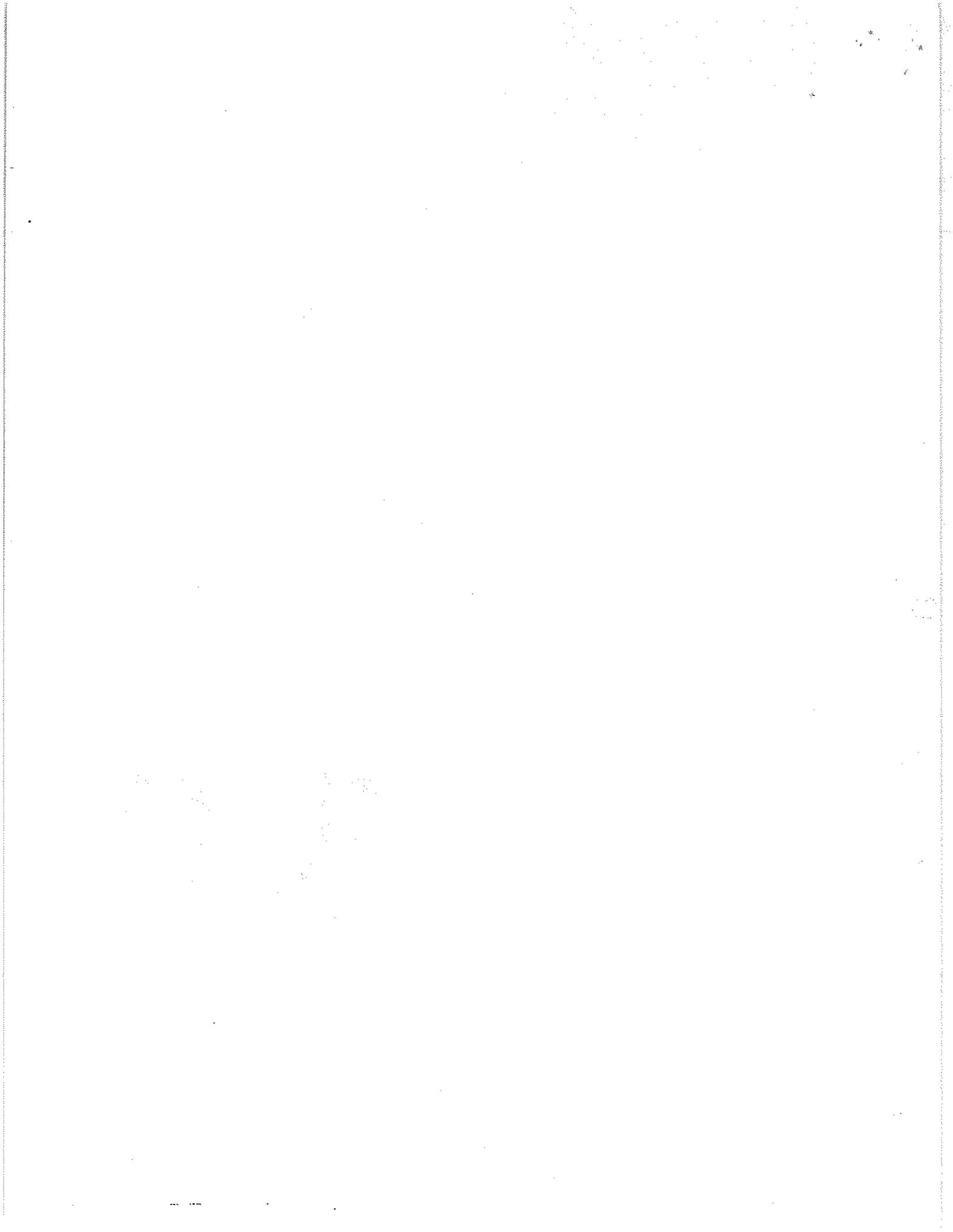
Registering a bicycle facilitates the return of stolen bicycles recovered by the Police. Another advantage of registration is that it aids in identifying accident victims who may not be carrying identification, especially children. In addition, registration offers an excellent opportunity for distributing safety and regulations information, especially to adults. Finally, fees generated through registration can be used to help finance the production of route maps and safety and educational materials.

# ALFALFA

The alfalfa plant is a member of the Leguminosae family. It is a perennial plant that grows in temperate regions. The plant is characterized by its deep root system and its ability to fix nitrogen in the soil. Alfalfa is a high-protein feed for livestock and is also used as a green manure crop. The plant is typically grown in rows and is harvested by cutting it at the base of the stem. The cut alfalfa is then dried and baled for storage and transport. Alfalfa is a valuable crop for farmers and ranchers alike.

# 8.0

## IMPLEMENTATION



## 8.1 IMPLEMENTATION STRATEGIES

A comprehensive trails and urban pathways program should include education, enforcement, encouragement, and engineering. All aspects of the program should be evaluated and prioritized based on effectiveness.

This section will provide general examples of types of projects. Individual project costs may vary widely. Grants may be available for some projects. Other factors should be considered such as life-cycle costs, safety concerns, coordination with other projects, and changing community goals. The project types are grouped in general terms according to range of cost: Low Cost Projects (Less than \$15,000); Medium Cost Projects (\$15,000 to \$50,000); and High Cost Projects (\$50,000 or more).

### 8.1.1 LOW COST PROJECTS

Installation of signed routes is a relatively low-cost measure resulting in a high degree of return. Some existing roadways designated for bicycle use can easily be signed. Assessment, standardization, and installation of a city-wide urban pathways signage system on all proposed routes can be considered as a low-cost, high-impact project. Signs should include route numbers or names and include destination and distance.

A number of streets shown in the urban pathways map can receive striped bike lanes for the cost of painting lines. The primary cost will be staff time for design, installation, and coordination.

Bicycle racks could be installed in commercial and public facilities areas inexpensively.

Assign a staff person as a part-time coordinator of trails and pathways.

Create and staff a Trails & Urban Pathways Committee.

Constructing and maintaining trailhead kiosks at existing trailheads.

Development of educational and safety programs.

Application and nomination of the trails system to the Arizona State Trails System administered by the Arizona State Parks Board.

Coordinating volunteers to construct trails segments.

## 8.1.2 MEDIUM COST PROJECTS

Install bicycle-activated mechanisms at traffic signals, such as buttons accessible from on-street lanes and pavement loop detectors. Include provisions for these mechanisms in all new traffic signal projects.

Production of maps or brochures will be beneficial to residents and visitors. Professional graphic design should be utilized in the production of a map/brochure.

Minor construction projects can provide continuity to the system. Examples are paving roadway shoulders, curb cuts, widening routes at intersections, or short sections connecting routes.

Plan specific trails and pathways segments. Segments could be designed by staff from the City and USFS to reduce direct costs.

## 8.1.3 HIGH COST PROJECTS

Construction of new pathways and inclusion of adequate right-of-way for on-street bike lanes. A commitment is required to ensure that the City has an effective and fully functioning urban pathways system.

Develop major trailheads to include parking, restrooms, and other site amenities.

Develop pocket parks in conjunction with major trailheads.

# 8.2 FUNDING STRATEGIES

A major concern will be finding adequate funding for trails and pathways development and maintenance. A number of potential funding sources are available:

## 8.2.1 FEDERAL

Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 provides a variety of funding sources for the construction and maintenance of bicycle facilities. ISTEA provides several opportunities for funding of non-motorized transportation modes. The Verde Valley Transportation Planning Organization, Northern Arizona Council of Governments, and ADOT determine how federal monies will be spent in this area.

**Surface Transportation Program (STP) Funds** may be used for either the construction of bicycle transportation facilities or non-construction projects such as brochures, maps, and public service announcements related to bicycle use. Projects must be located and designed pursuant to the state's transportation plan. A proposed TEA ("Transportation Enhancement Activities" - see below) must have a direct relationship to the intermodal transportation system but not necessarily to a currently planned highway project. An off-street bicycle/pedestrian trail is an eligible TEA, provided that it functions as a component of the regional transportation system and provides connections with other transportation modes.

Ten percent of ADOT's annual STP funds are reserved for TEAs. Transportation enhancement funding is designed to encourage activities and projects that go beyond traditional transportation improvements. Any proposed non-ADOT enhancement projects for Sedona must be submitted to the Verde Valley Transportation Organization and adopted by NACOG in its Transportation Improvement Program. Eligible NACOG projects are referred to a state-wide Transportation Enhancement Review Committee and considered against established selection criteria. STP funds must be matched with non-Federal funds.

**Federal Lands Highway Funds** may be used to construct bicycle and pedestrian facilities in conjunction with roads, highways, and parkways on Federal lands. In the Sedona area this funding could be applied to USFS routes in the Coconino National Forest. Facilities must be located and designed pursuant to an overall plan developed by the State. In Arizona, ADOT and the USFS have established an agreement whereby each has control of these funds in alternate years.

**Scenic Byways Program Funds** may be used to construct facilities along the highway for the use of pedestrians and bicyclists.

**National Recreational Trails Funds**, also called "Symms Funds," may be used for a variety of trails programs to benefit bicyclists, pedestrians, and other non-motorized users. Unlike other funding sources, National Recreation Trails Funds are designated for recreational rather than transportation purposes. To be eligible for funding, projects must be designed consistent with the State Comprehensive Outdoor Recreation Plan that is published every five years by the Arizona State Parks.

**USFS Challenge Cost Share Program** is a successful example of stretching limited Federal dollars by attracting outside funding and support from potential partners. To participate, an organization or individual must enter into a Challenge Cost Share Agreement with the USFS. The "challenger" can match the USFS funds with funding, labor, equipment, supplies or technical skills. The match with USFS funds can be in any reasonable ratio ( i.e. 50:50, 20:80, etc.). The application process is done at the local ranger station.

## 8.2.2 STATE

In 1990 Arizona voters overwhelmingly supported the **Arizona Trails Heritage Fund** proposition. This program commits \$500,000 annually to trails development in the State and is administered by the Arizona State Parks Board.

**Arizona Conservation Corps (ACC)** provides employment, educational, and personal development opportunities for young adults ages 18 to 25 engaged in conservation and community service projects. Fifty percent of ACC projects have involved trail building along with revegetation and assisting in construction of campgrounds and parks. Administrative support for ACC is provided by the Arizona State Parks Board.

## 8.2.3 LOCAL

This plan strongly recommends the City include trails and urban pathways in its **Capital Improvements** budget. In addition, adequate general funds should be set aside annually to ensure that planning and maintenance efforts receive the proper level of attention. If no designated money is set aside, then trails and pathways efforts may pass by the wayside.

Issuing **Bonds** is another means in which to provide revenue for trails and urban pathways development.

**License or registration fees** are also sources of revenue but account for a small amount of funds.

**Gifts and Donations** provide temporary financial assistance but rarely can be relied upon as a source of continuing income. However, the City, USFS, and Arizona State Parks should work together to develop a charitable giving program to secure private funds.

Hundreds of miles of trails in Arizona have been constructed by the generous donations of volunteer labor. The City, USFS, and Arizona State Parks are strongly encouraged to pursue and develop a successful Adopt-A-Trail program for trails construction, education, and maintenance.

## 8.3 PLAN REVIEW AND AMENDMENT PROCESS

The Trails and Urban Pathways Plan outlines a policy for trails and urban pathways construction that is based on prevailing community needs and attitudes, existing land ownership, neighboring land uses, natural constraints, and accepted trails and urban pathways planning practices. Over a period of time, any of these variables are subject to change. Consequently, the plan must periodically be reviewed and amended if it is to remain effective.

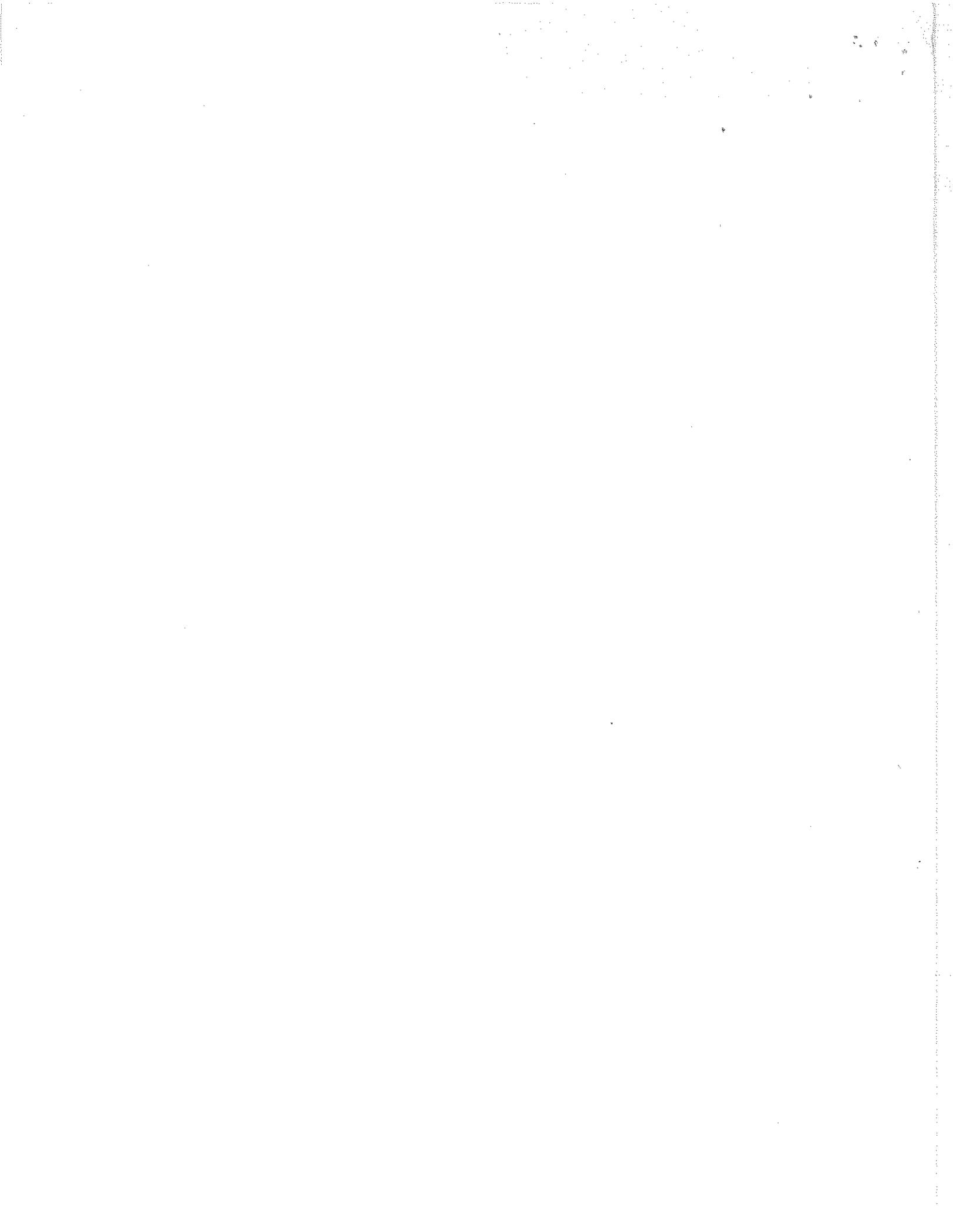
Yet, amendments to the plan should never be allowed to occur in a haphazard manner. Amendments to the Trails and Urban Pathways plan should only occur after careful review and public hearing(s) by the Parks and Recreation Commission, Planning and Zoning Commission, and City Council.

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PHYSICS

# REFERENCES



## REFERENCES

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USDA Forest Service and University of Georgia, Athens, GA, 1994 Survey on Recreation and the Environment

*Public Input from Open Houses*

Findings from the 1993 Parks, Recreation, Trails and Non-motorized Bikeways Needs Assessment

Results from the Arizona State Parks 1992 Outdoor Recreation Needs Assessment

Verde Valley Regional Transportation Plan Bicycle Element

Typical pavement markings for bicycle lanes

Bicycle route signs

Bicycle route number sign

USFS Challenge Cost Share Application example

Criteria for Nominating Trails into the Arizona State Trails System

Supporting Goals

# RESOURCE ORGANIZATIONS



## RESOURCE ORGANIZATIONS

### American Hiking Society

P.O. Box 20160

Washington, DC 20041-2160

National society involved in various trail issues; often credited with stopping the decline of trail miles through its lobbying and education efforts

### American Trails

P.O. Box 200787

Denver, CO 80220

(303)321-6606

Leads the nation in the creation of trail systems for all Americans by fostering communication and complementary action.

### Arizona Bicycle Task Force

c/o ADOT

206 South 17th Ave., 340B

Phoenix, AZ 85007-3213

(602)255-8010

Advises Governor, ADOT, Arizona State Parks, and local jurisdictions on bicycle standards, planning, safety, education, and legislation.

### Arizona State Parks Board

Arizona State Committee on Trails

1300 West Washington

Phoenix, AZ 85007

(602)542-7116

The Arizona State Committee on Trails (ASCOT), an advisory committee to the State Parks Board, comprised of 25 members representing trail user groups and land managing agencies from around the state, works with the State Trails Program staff to advance and promote non-motorized trail use.

### Arizona State Parks

State Trails Program

1300 W. Washington

Phoenix, AZ 85007

(602)542-7116

Promotes, develops, and preserves non-motorized trail opportunities throughout the state through education, organizing conferences, producing publications, providing funding, and offering technical assistance.

Bicycle Federation of America

Bicycle Institute of America

1818 R Street N.W.

Washington, D.C. 20009

National lobbying group and clearinghouse for bicycling policy

Friends of the Forest

Mary Lee Dunning

4111 Palisades

Sedona, AZ 86336

Local volunteer organization dedicated to providing the Sedona Ranger Station staff assistance in preserving Coconino National Forest areas and facilities and implementing programs

International Mountain Bicycling Association

Route 2 Box 303

Bishop, CA 93514

Membership group advocates off-road access for cyclists and promotes responsible off-road riding

Red Rock Pathways

P.O. Box 20711 V.O.C.

Sedona, AZ 86341

Local Kiwanis Club-sponsored group devoted to creating a 55-mile-long system of multi-modal, non-motorized pathways in the Sedona region

Sedona Bicycle Club

50 Yucca Street

Sedona, AZ 86351

Local club promoting involvement in all aspects of bicycling, promoting and defending bicycle access and cyclist's rights, providing bicyclist education

Sedona Westerners

P.O. Box 967

Sedona, AZ 86339

Local club devoted to trails development and education, conducting group hiking, and advocating trails

Sedona Saddle Club

P.O. Box 3584

Sedona, AZ 86340

Represents and advocates equestrian interests and rights

Sierra Club

Sedona Chapter

Bennie Blake

P.O. Box 2604

Sedona, AZ 86339

# ACKNOWLEDGMENTS



## ACKNOWLEDGMENTS

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### Sedona City Council

Thron Riggs, Mayor  
Sheri Graham, Vice-Mayor  
Si Birch  
Charlie Crick  
Gary Davis  
Ivan Finley  
Isabel Rennie

### Parks & Recreation Commission

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Cindy Rovey, Vice-Chairperson  
Penny Burns  
Dick Canby  
Norm Herkenham, Trails Representative  
Fred Johnson  
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# Introduction

The purpose of this document is to provide a comprehensive overview of the project's objectives, scope, and the methodology used to achieve the results presented in the following sections.

- 1.1. Project Objectives
- 1.2. Scope of the Project
- 1.3. Methodology
- 1.4. Results
- 1.5. Conclusion

The project was conducted in accordance with the following methodology: [Detailed description of the methodology used, including data collection, analysis, and interpretation.]

## Methodology

The methodology employed in this study is based on a combination of qualitative and quantitative research methods. The data was collected through a series of interviews and surveys, and the results were analyzed using statistical software. The methodology is detailed in the following sections.

# GLOSSARY



## GLOSSARY

**AASHTO** - American Association of State Highway and Transportation Officials.

**ABTF** - Governor's Arizona Bicycle Task Force. Advises ADOT and State Parks on bicycle issues.

**ADOT** - Arizona Department of Transportation.

**ALIGNMENT** - The layout of a trail in horizontal and vertical planes (bends, curves, uphill and downhill). The more the alignment varies, the more challenging the trail usually is.

**BICYCLE FACILITIES** - A general term denoting improvements to accommodate bicycling, including parking facilities, signage, all bikeways and routes.

**BICYCLE LANE (CLASS II)** - A portion of a roadway or shoulder which has been designated for use by bicyclists. It is distinguished from the portion of roadway for motor vehicle travel by a paint stripe, curb or other similar device.

**BICYCLE PATH (CLASS I)** - A separate trail or path from which motor vehicles are prohibited and which is for the exclusive use of bicycles or the shared use of bicycles and pedestrians. Where such trail or path forms a part of a highway, it is separated from the roadway, and from vehicular traffic, by an open space, grade separation, or barrier.

**BICYCLE ROUTE** - A system of bikeways designated by appropriate route markers and by the jurisdiction having authority.

**GRADE** - The slope the trail maintains in its direction of travel, measured in percentage (feet change in elevation for every 100 horizontal feet).

**LOOP CONCEPT** - Designing trail systems so that the routes form loops, giving users the option of not travelling the same section of trail more than once on a trip.

**MULTIPLE-USE TRAIL** - A trail that permits more than one user group at a time.

**MULTI-MODAL TRANSPORTATION** - Refers to trip events where an individual incorporates more than one mode of transportation, i.e. public transit, private automobile, walking, bicycling.

**OBSTACLES** - Physical objects that are large enough to impede or slow travel. Logs, roots, rocks, and ledges are common obstacles.

**PEDESTRIAN** - A person whose mode of transportation is on foot, including walking a bicycle, or person using a wheelchair or similar device.

**RIGHT-OF-WAY** - A general term denoting land, property, or interest therein, for transportation purposes, but with other associated uses such as utilities, water and sewer lines, or buffer zones.

**RUMBLE STRIP** - A linear strip at the edge of pavement or separating travel lanes, consisting of indentations formed perpendicular to the road surface, usually when asphalt is still hot, approximately 7/8 inch in depth, eight inches on center, one to two feet wide.

**SHARED ROADWAY (CLASS III)** - A roadway which is officially designated and marked as a bicycle route, but which is open to motor vehicle travel and upon which no bicycle lane is designated.

**SIGHT DISTANCE** - A measurement of the trail or pathway user's visibility, unobstructed by traffic, landscape, or buildings, along the normal travel path to the furthest point of the trail or pathway surface.

**TRAFFIC CONTROL DEVICES** - Signs, signals, or other fixtures, whether permanent or temporary, placed on or adjacent to a travelway to regulate, warn, or guide traffic.

**TRAILHEAD** - The beginning of a trail system; a staging area.

**TREAD** - The portion of a trail on which users actually travel.

**WATER BAR** - Low stone, log, earthen, cement block, or hardened rubber barriers designed to channel water from the trail tread.

**WIDE CURB LANE** - A portion of the roadway designated for shared use by bicycles and motorized traffic. Width of lane is typically 12 to 15 feet.

● - vehicles allowed

BEAVER CREEK

TRAIL	WILDER		NON-WILDER		SUB-TOTALS		TOTAL LENGTH	
	STD	< STD	STD	< STD.	STD	< STD		
BELL #13	3	.5	2.5	5*	5.5	5.5	11	
APACHE MTD #15	1.5			10.5*	1.5	10.5	12	
W. CLEAR CR. #17	2	5.5			2	5.5	7.5	
BLOCKET BASIN #31			2.5●		2.5		2.5	
LONG CANYON #63			1.5●	8.5●	1.5	8.5	10	
TOWER PEAKS #67			7.4 no. by (2.0)	1	7.4	1	8.4	
WALKER BASIN #81			8●		8		8	
MAIL #84		2.5				2.5	2.5	
WEIR #85	.5				.5		.5	
WHITE MESA #86	1				1		1	
GEN. CROOK #130			18**		18		18	
FLORE ROAD #154			3.5		3.5		3.5	
Total Wilderness = 16.5								
								<u>84.9</u>

\* MOSTLY ON LEVEL 2 ROADS

\*\* NO TREAD WORK ON HISTORIC TRAIL

Amusement track code different

Code	Description	Code	Description
100	Amusement	100	Amusement
101	Amusement	101	Amusement
102	Amusement	102	Amusement
103	Amusement	103	Amusement
104	Amusement	104	Amusement
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106	Amusement	106	Amusement
107	Amusement	107	Amusement
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