

A photograph of three hikers walking away from the camera on a dirt trail. The trail is flanked by tall, dry, reddish-brown grass. In the background, there are dense green trees and a clear blue sky. The hiker in the foreground is wearing a light blue shirt and dark shorts. The hiker in the middle is wearing a blue shirt and a cap. The hiker in the background is wearing a white shirt and a cap.

# Urban Upland Trail Plan

The Town of Camp Verde

2020

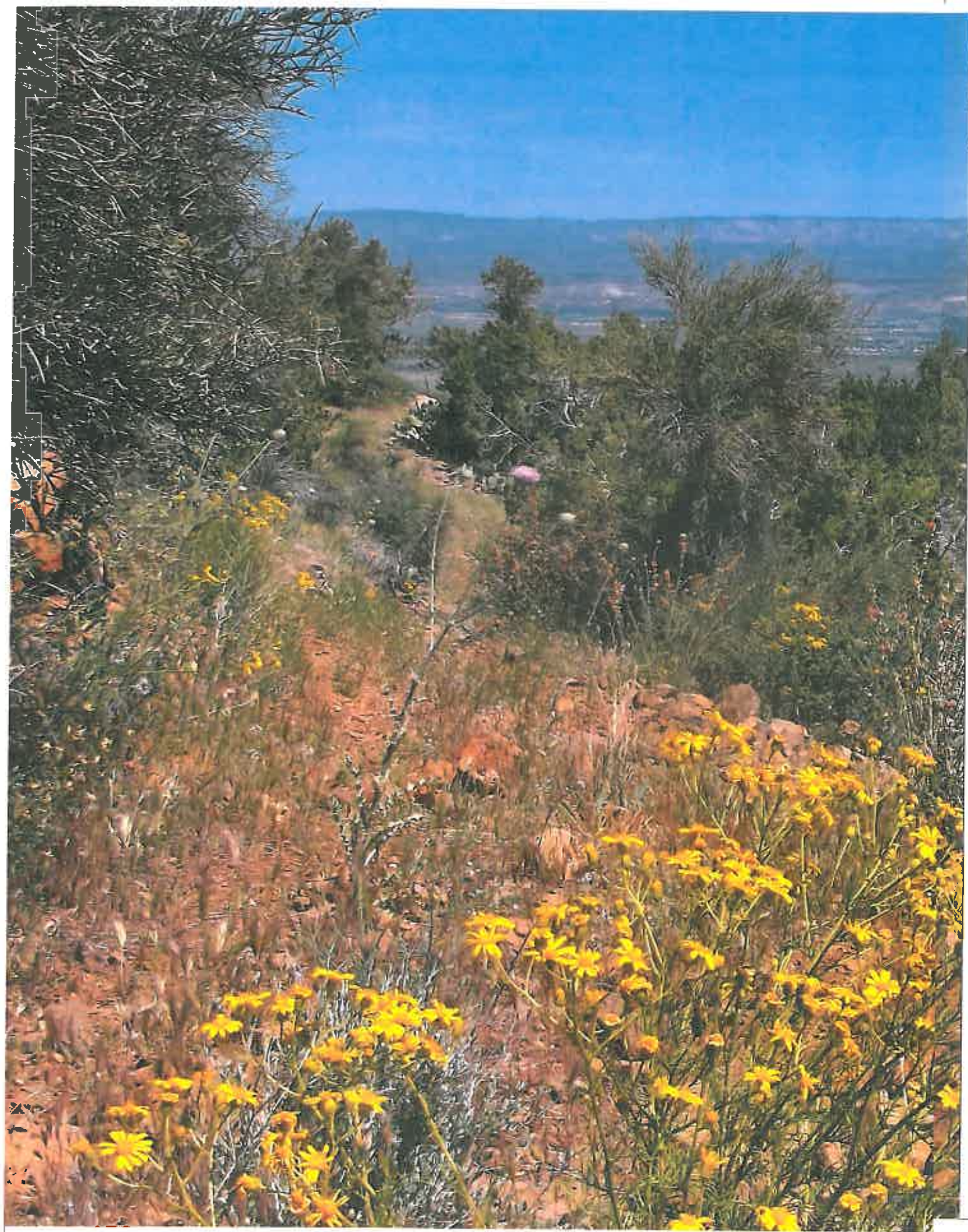
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# Acknowledgements

The Urban Upland Trail Plan has been a monumental undertaking and would not be possible without the collaborative efforts of several individuals and groups.

The Town of Camp Verde wishes to extend its gratitude to Michael Schwartz, Master in Urban Planning student at Arizona State University, for all his work putting the plan together. He brought order to chaos, turned raw GIS data into understandable maps and, in the end, played a pivotal role in creating a living document that will serve the Town of Camp Verde for years to come.

The Town of Camp Verde also wishes to thank all those who, over the last nearly four decades have given their time and energy to the idea of creating a system of trails and trailheads to serve the community, along with those who, whether or not they participated in this planning process, provided their support. Among the partners who supported this planning effort are the following:

- ☐ The residents of the Town of Camp Verde
- ☐ Town of Camp Verde- Community Development, Economic Development, Parks and Recreation
- ☐ U.S. Forest Service – Coconino National Forest and Prescott National Forest
- ☐ Verde Front Sustainable Recreation Collaborative
- ☐ Verde Valley Cyclist Coalition
- ☐ International Mountain Biking Association
- ☐ Arizona State University School of Geographical Science and Urban Planning
- ☐ Arizona State Parks and Trails
- ☐ National Park Service
- ☐ Beaver Creek Trails Coalition

Lastly, the Town of Camp Verde would like to thank the members of the Urban Upland Trail Plan advisory group for their insight, input and guidance:

James Cornelius  
Ed Mezulis  
David Anthony  
Chet Teague  
Dave Curtis  
Sandy Anderson  
Rick Ellis  
Brian Phelps

Joe Butner  
Peggy Kellogg  
Jessica Bryson  
Melinda Lee  
Mike Marshall  
Steve Ayers  
Stan Mish  
Bill Feldmeier

# Introduction

Located at the geographic center of Arizona, blessed with a year around temperate climate, surrounded by uncompromised beauty and laced by three of the state's last free flowing streams, Camp Verde is an outdoor recreation paradise. So, it is no surprise that those who live in Camp Verde consider access to the adjacent public lands a birthright.

The Town of Camp Verde incorporated in 1986 for a variety of reasons, one of which was to create recreational opportunities for its residents. Throughout the intervening years, residents have expressed a clear desire to hike, bike, ride and roam the landscape. Starting with the community's first General Plan in 1998, citizens voted to create a system of trails on the nearby public lands as well as within the boundaries of the Town. Again in 2005 and 2016, voters endorsed the creation of robust trail network, along with a River Recreation Master Plan.

In February 2020, an advisory committee of Camp Verde residents, hikers, mountain bikers, equestrians and town staff launched an effort to develop a trail plan. Their goal was to explore options for a managed trail system on the public lands, along with a web of pathways and trailheads within the community, connecting neighborhood to neighborhood, park to park and trailhead to trailhead. This planning effort was named the Urban Upland Trail Plan.

Guided by language in the 2016 General Plan, the advisory committee is proposing what follows as a guide to how the community might fulfil its long-awaited goals and desires. The committee believes that what is proposed in this plan will create a thoughtful, realistic and manageable system that will make for a healthier community, provide economic benefits and help define the course of growth in Camp Verde for years to come.



# Executive Summary

The Camp Verde Urban-Upland Trail Plan (UUTP) is a living document, dedicated to improving the quality of life of Camp Verde's residents and its visitors through the development of a managed system of trails and access points. It represents a compilation of all the trail planning that has taken place over the last four decades and is meant to serve as a primary point of reference for the system as it is built out.

The UUTP includes a review of past planning efforts, both locally and regionally, as well as a list of the trail system's intended benefits. Although the plan does not set design or maintenance standards, it does recognize the need to establish those guidelines, as well as the need to build out a signage program.

The UUTP also includes an asset inventory of urban and upland trail routes and trailheads—those proposed as well as those already part of the system. And it includes a list of anchor sites—those destinations where trails can lead, like parks, cultural sites or the historic downtown.

The plan also establishes a proposed action plan, laying out steps necessary for it to become part of the landscape. In fact, the UUTP's primary purpose is to serve as a blueprint for constructing an Urban Upland Trail System (UUTS)—a network of trails and pathways that connect people to places. The drafters of the plan believe its prioritization schedule is achievable.

The improvements suggested in the plan are seen as investments by the community. They have been developed through input and feedback of the Urban Upland Trail Plan Advisory Committee, from the public during the planning process and from a long history of community input dating back to incorporation.

Obstacles to our ability to develop the plan will dictate what is built, when and where. They include the community's ability to work within the framework of partners like the U. S. Forest Service and requirements they must follow relative the National Environmental Protection Act (NEPA). Those who drafted the plan and those who have worked diligently over the years to build the system to where it is today know that honest and respectful partnerships will yield the best result.

The plan will also be constrained by the community's ability to fund it. Money is a product of commitment, the proactive pursuit of opportunities and relationship building with individuals and organizations that share the same goals. But it will take more than money to do what needs to be done. Success will be measured in large part by the hard work of volunteers.

The UUTP planners accept the fact that priorities will change. Opportunities not previously considered will emerge. Projects slated for later phases may find themselves at the front of the line and those at the front, may be pushed to the back or dropped altogether. And the community's ability to carry out the plan will wax and wane over time. But the plan can and should live and breathe with those changes and, over time, fulfill its promise to the community.



## Priorities of the plan are as follows:

1. Develop design and maintenance standards for the urban portion of the UUTS that meets the needs of safety and sustainability for all user groups including equestrians, bicyclists, hikers and those with physical disabilities.
2. Explore funding options to include grants, partnerships and general fund allocations
3. Organize a trail advocacy group to help build, maintain and assist in funding of the UUTS
4. Develop and implement a trail signage program that will brand the system with a common identity and users with ease of navigation
5. Create a marketing and branding program to promote the UUTS to both residents and visitors
6. Assist the Prescott National Forest in implementing the elements of the Verde Trail and Access Plan within the scoping area of the UUTP
7. Work with the Coconino National Forest to plan and implement a long term multi-use trail expansion plan in the Jackson Flat planning area and in the White Hills planning area east of Beaver Creek and north of the Camp Verde Sports Complex
8. Build out a system of urban trails and pathways that connect the community to upland trailheads and access points.
9. Develop trail networks within both Parsons Riverfront Preserve and Homestead Park
10. Develop trailheads at Oasis, Grief Hill and Jackson Flat



## Planning Review

### Community Trail Planning Review

Since incorporation in 1986, the Town of Camp Verde, its residents and regional partners have initiated numerous trail planning projects. Much of the background research for the Urban Upland Trail Plan is derived from a review of those previous plans. The planning efforts initiated by the Town of Camp Verde have, for the most part, been carried out by Camp Verde residents, through Council-appointed committees and commissions. Regional planning initiatives have been led by nearly every municipality and agency within the region, at one time or another.



Camp Verde's planning efforts incorporated into the UUTP include the Town's three General Plans, regional multimodal transportation studies, small area transportation studies and most recently, the 2016 Camp Verde River Recreation Master Plan. In one fashion or another, they all say the same thing: "We want to be able to walk, hike, bike and ride horses around our community and access the adjoining public lands and publicly accessible stream banks, on a safe, well-planned, well-managed and well-maintained system of trails and pathway."

### Trail Committees

The Town's Parks and Recreation Commission, which existed from 1988 to 2009, was the first citizen-based group to take on the idea of creating a trail network for Camp Verde. The Parks and Recreation Commission oversaw the larger issues related to outdoor recreation, but the desire to build a trail network became such an important aspect of recreation, that a separate committee was eventually established in 2000, dedicated specifically to trail planning. It went through several name changes, starting out as the Trails Committee and eventually becoming the Trails and Pathways Commission.

The Trails and Pathways Commission was disbanded in 2009, along with the Parks and Recreation Commission, as a cost savings measure during the Great Recession. Since its demise there have been no formal trail planning efforts outside of the River Recreation Master Plan process in 2015-2016. However, a review of minutes from the two commissions clearly demonstrates the Camp Verde community's continuing commitment to developing a robust and managed trail system, linking parks, neighborhoods and the adjacent public lands. The commission created trail maps of existing social trails, proposed trails, pathways in the community and co-funded trail planning projects with the U.S. Forest Service.

"Townpeople of all ages who walk with their dogs, bike, and ride their horses have expressed a desire to continue to be able to enjoy multimodal transportation routes between neighborhoods and from neighborhoods to recreational areas."

-Introduction to the 1998 General Plan

### The 1998 and 2004 General Plans

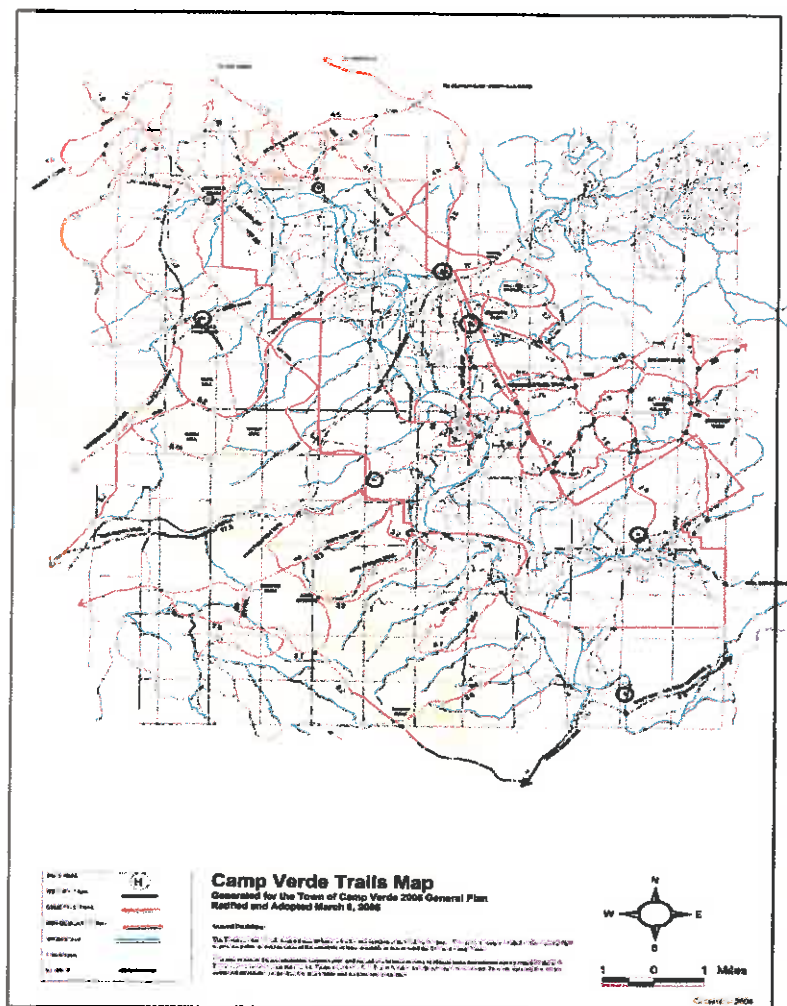
In 1998, the voters of Camp Verde passed the Town's first General Plan (GP), a planning document all Arizona communities are required to produce as a guide for future growth. The 1998 GP was also the Town's first voter-approved planning document to spell out in detail the community's desire to create a network of non-motorized trails. Much of its language in reference to trails has served as the basis for subsequent GP's. It spelled out a long list of goals, objectives and strategies, focusing on the development of trail easements, the linking of neighborhoods, the need to develop trails and trailheads for access to public lands and the community's collective desire to recreate on public lands adjacent to the Verde River.

The 2004 GP parroted the 1998 GP in terms of trails. It was the first GP that called for the creation of a formal trail plan and to update that plan on a regular basis. Like the 1998 GP, the 2004 GP included a detailed trail map, showing a web of upland trails and urban connector trails. The plan also put a major emphasis on preserving historic trails and including them in a comprehensive system of recreational trails.

## Town of Camp Verde 2016 General Plan

The 2016 GP, also contains carryover language regarding trail needs, dating back to the two previous GP's. At the time the 2016 GP was being updated it was noted that the goal of creating a comprehensive trail plan outlined in the 2004 GP, had never happened. However, as the 2016 GP was being drafted, the 2016 Camp Verde River Recreation Master Plan was completed. It was the community's first planning document to take an in-depth look at recreational opportunities and concerns for lands along the Verde River and its tributaries. It also included an element addressing upland trail needs and desires.

The consensus of those drafting the 2016 GP was that the community needed a document similar to the River Recreation Master Plan that did the same thing for urban and upland trails. The drafters of the 2016 GP not only added implementation of the River Recreation Master Plan as a goal, they set a goal of creating what was referred to as an "Open Space Plan." That goal is the basis for the creation of the 2020 Urban-Upland Trail Plan.





The 2016 GP suggested the following topics for inclusion into a comprehensive Open Space Plan, the vast majority of which apply to trail planning:

- Inventory Town open space, riparian, and trail features in a format that can be easily updated for the plan.
- Recommend that new developments have trails and trailheads within the property and along their borders for interconnectivity.
- Identify and designate public accessibility for trails.
- Designate rights-of-way within easements designated for hiking, walking, bicycling, jogging, equestrian or other non-motorized forms of transportation.
- Promote recreational uses along the Verde River and other natural watercourses close to existing neighborhoods, by using voluntary conservation easements, acquisition of development rights, grants and other funding sources.
- Collaborate with land management agencies to gain additional improved access to the Verde River, Beaver Creek, and West Clear Creek for recreational activities.
- Coordinate with surrounding agencies to encourage development of large joint-use regional parks. Regional parks would provide a comprehensive multi-use trail system, including equestrian, walking paths and other types of trails for the community, while providing access to historic/proposed trail systems.
- Work closely with appropriate agencies and organizations to protect, enhance and provide access to historic trail systems.
- Explore fair and reasonable revenue sources to fund open space acquisition/preservation and explore additional organizations for funding and partnership opportunities.

The 2016 GP also called for the development of a comprehensive trail planning map. Previous efforts in the 1998 GP and 2004 GP showed a web of trails desired by the community, but not yet vetted with land managers of the adjacent public lands. Agency coordination will be crucial to the success of the UUTP.

### 2016 Camp Verde River Recreation Master Plan

The Camp Verde River Recreation Plan rose out of three expressed needs, 1) to manage trails so that private and public property owners are not adversely impacted, 2) to develop managed, publicly accessible recreation sites and recreational opportunities and 3) to protect the river's natural resources, wildlife and habitat. In 2014, the Town of Camp Verde was awarded a \$50,000 grant from the Walton Family Foundation to develop just such a plan. Additional grants from the National Park Service and American Rivers assisted with the community engagement portion of the project and the drafting of the plan itself.

The goals of the plan, as adopted by the Camp Verde Town Council and approved by the voters as part of the 2016 General Plan, are:

- Connect residents and visitors to the river
- Respond to private property owner and public land manager concerns
- Provide a safe, healthy, quality river experience
- Provide family-friendly outdoor activities
- Manage recreational use to ensure that sensitive habitat is protected
- Support economic development



The plan calls for the development of four publicly accessible parks on the Verde River. The plan also specifies differing levels of development at each site given the location, proximity to private lands and resource management needs:

- Rezzonico Family Park, a 10-acre riverfront park owned by the Town at Black Bridge,
- A 32-acre collection of parcels owned by the Town and located at the Interstate 17 and the Verde river, now named Parsons Riverfront Preserve
- An 80-acre site jointly owned by the Prescott National Forest and Arizona State Parks, located on the Verde River between Parsons and Rezzonico, called for planning purposes Homestead Park
- Rockin' River Ranch State Park, a 205-acre property owned by Arizona State Parks, located at the Town's southern boundary

Additional recreational opportunities the plan calls for include:

- The designation of an Important Birding Area, a designation that promotes the rich bird watching opportunities of the river corridor
- The development of upland trails, leading to Montezuma Castle, the Beaver Creek Communities, the White Hills area and the Town's 118-acre Camp Verde Sports Complex
- The continued exploration of potential trails that would connect the park properties and the creation of a systems of upland trails that connect the community with the public lands adjacent to the town.

Of note during the public outreach for the 2016 River Recreation Master Plan was the public's continuing calls for more trails:

"The number-one recreational activity that Camp Verde residents reported interest in expanding opportunities for are trail related recreational activities, such as walking, hiking, running, biking, and horseback riding. A large majority of survey respondents felt that development of a network of trails along public lands should be a priority, indicating that trails connecting the Town to parks, and trails connecting the Town to the Verde River were most broadly supported."

### IMBA Camp Verde Trails Concept Plan

In 2019 the Town of Camp Verde received a grant-funded assessment of trail options through the International Mountain Biking Association (IMBA). The IMBA Camp Verde Trails Concept Plan has

accomplished for the Coconino National Forest side of the Verde River what Verde Trail and Access Plan (VTAP) did for the Prescott National Forest side, at least as far as creating a realistic plan for trail development. Similar to a system of ski trails, the concept plans show a system of easier/green, more challenging/blue and most challenging/black routes.

The plan concentrated on the White Hills area east of Beaver Creek and Jackson Flat east of the Camp Verde Unified School District (CVUSD) complex.

But it also included a long-range mountain biking trail that followed the alignment of the historic General Crook Trail between SR260 and West Clear Creek and propose the development of pedestrian trails, bike trails and a bike park within the Camp Verde Sports Complex. The trails IMBA proposed are, for the most part, included in the UUTP and serve as the basis for a network of trails in the White Hills area.



# Regional Trail Planning Review

## Prescott National Forest Verde Trail Access Plan

Starting in 2008, the Prescott National Forest engaged individuals, state and federal agencies, trail user groups, and local governments in developing a strategy that focused on building and maintaining sustainable recreation infrastructure. That planning initiative led to the creation of a Verde Valley recreational planning organization called the Verde Front. Beginning in 2010, the Verde Front Trails Committee, a subcommittee of the larger organization, worked collaboratively to further develop a sustainable trail plan to meet the need for additional trails and access within the Verde Ranger District of the Prescott National Forest.

Officially adopted by the Forest Service in 2018, VTAP will improve trail connectivity, trail opportunities and forest access on the Verde Ranger District by constructing 128 miles of new non-motorized trails, 4 miles of motorized trails, 30 dispersed staging areas, improving the Grief Hill Trailhead and West Mingus Avenue Staging Area and authorizing 2 new designated dispersed recreation areas. The project will also decommission 20 miles of exiting trails, 9.5 miles of existing forest system roads, and two user-created staging areas. All of the elements of VTAP that apply to the planning area around Camp Verde are adopted into the Urban-Upland Trail Plan.

## Verde Valley Transportation Master Plan

The Verde Valley Transportation Master Plan completed in 2015 looked at the need for additional pedestrian and bicycle pathways as the Verde Valley Region grows. Among the list of deficiencies called out in the study were sidewalks, bike lanes, trails connecting communities, pedestrian and bicycle safety along the SR260 corridor and recreational trails across the valley.

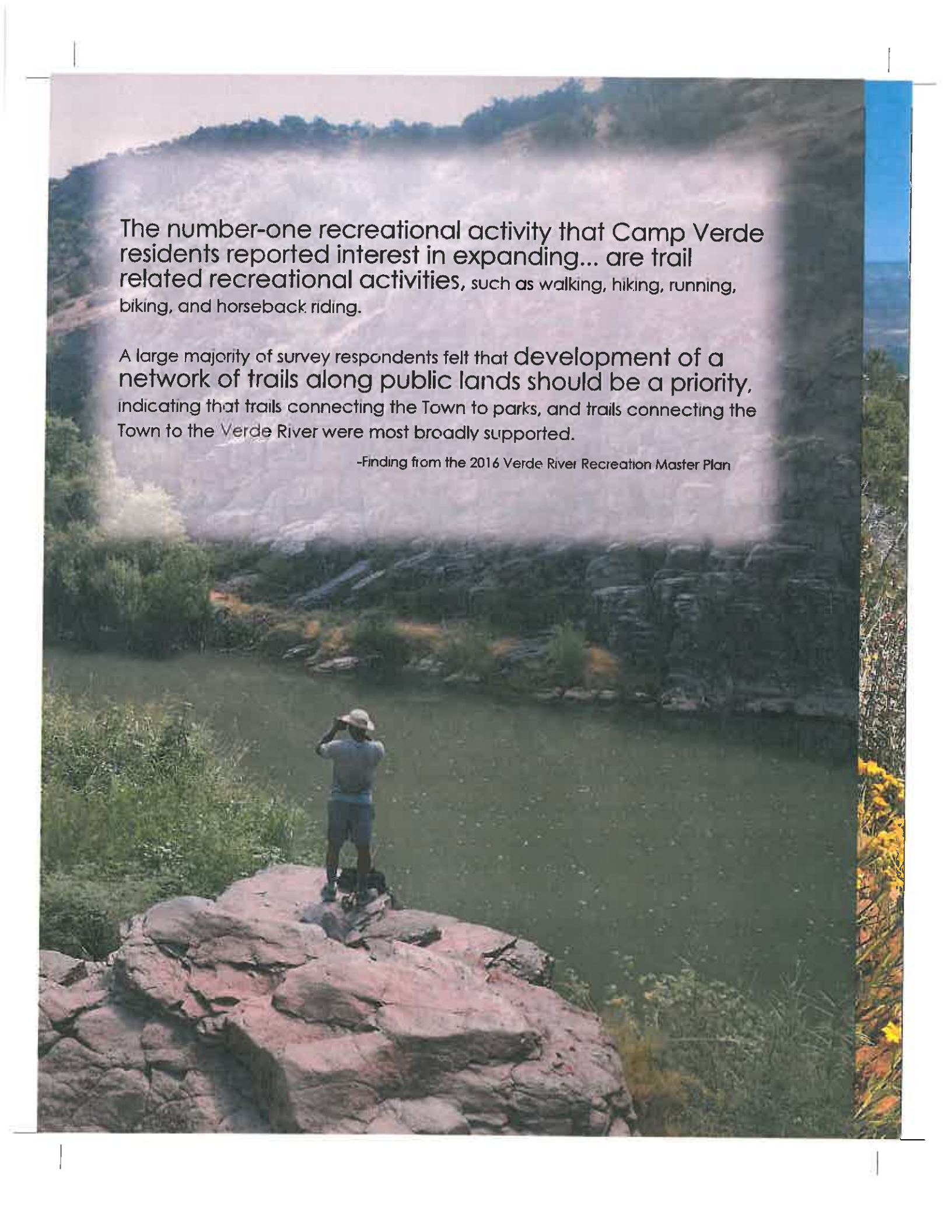
This plan was instrumental in acquiring the funding used to build a multi-use pathway along SR 260 between I-17 and Cherry Road as part of the SR260 road widening project. It is also a guiding document for the Town as it designs projects such as the Finney Flat Road enhancement project and improvements planned at the junction of Main Street and Montezuma Castle Highway.

## Verde Valley Regional Trails Concept Plan

The regional trails concept plan was a collaborative project between fifteen entities, including federal and state agencies and local user groups, under the direction of Yavapai County. Completed in 2009, the plan's goals were to 1) promote connectivity between public lands, incorporated cities and towns and unincorporated communities in the Verde Valley through a valley-wide, shared use, non-motorized trail system, 2) provide resources for grant funding or other possible funding for trail development, 3) build collaboration between the different jurisdictions and 4) provide technical assistance to map potential trail connections and proposed corridors for future trail planning efforts.

The regional trail plan defined a long-range vision for how trails and open space networks could fit into the future vision for the Verde Valley and serve as a practical resource guide for all of the communities and land agencies. The plan also made recommendations for implementation, strategies, enforcement and education, funding opportunities and risk management. Design guidelines and trailhead design were included to instill a blueprint for trail network consistency throughout the Verde Valley.



A photograph of a person standing on a rocky outcrop, looking out over a river. In the background, a waterfall cascades down a rocky cliff. The scene is surrounded by lush green vegetation and trees. The person is wearing a hat and a light-colored shirt.

The number-one recreational activity that Camp Verde residents reported interest in expanding... are trail related recreational activities, such as walking, hiking, running, biking, and horseback riding.

A large majority of survey respondents felt that development of a network of trails along public lands should be a priority, indicating that trails connecting the Town to parks, and trails connecting the Town to the Verde River were most broadly supported.

-Finding from the 2016 Verde River Recreation Master Plan



## Verde Front

Initiated in 2008 as a sustainable recreation planning project of the Prescott National Forest, the Verde Front has, over the years, become what many have described as a "one stop shopping" organization for the county, municipalities and land managers throughout the Verde Valley in regards to outdoor recreation planning. Lead by a Leadership Council consisting of mayors, county supervisors, state and federal agency regional managers, tribal leaders and at large members, the Verde Front has become one of the most effective recreation planning organizations to date. Much of the public land and river recreation planning currently going on in the Verde Valley is being coordinated through the Verde Front and its various subcommittees.

## Verde River Connections

Verde River Connections is a comprehensive and strategic action plan funded primarily by Yavapai County to support sustainable recreation development and management along the Verde River and its tributaries. The scope of the planning area extends from Sycamore Canyon to Beasley Flat. The plan articulates a region-wide recreational vision and seeks to address cross-cutting regional management issues.

The plan's primary focus is on recreation management issues requiring regional cooperation and coordination, such as law enforcement and resource monitoring, as well as addressing recreation development in the unincorporated areas outside of local jurisdictions. When adopted, Verde River Connections will be integrated with locally developed river recreation master plans. The plan is intended to be implemented by the partners within the Verde Front collaborative.

# Benefits and Assets

Trails are a significant economic, cultural, environmental, and social asset to the communities they serve. They connect residents and visitors to the surrounding landscape and provide a healthy recreation resource that contributes to improved quality of life. Trails also add character and value by drawing people together and develop a spirit of civic improvement. They allow the community to explore its past, bring residents in contact with the natural world, and instill an ethic of stewardship that only personal experience can give.

Well planned and properly managed trails systems are closely related to environmental resource protection and restoration. As trails are properly designated and signed, the reduction in social trails that follows helps reduce negative impacts to our natural resources, trespass on private land and degradation of cultural sites. People will also be encouraged to turn to trail usage as a means of commuting within town, thus reducing the overall carbon footprint.

Trails also provide significant economic benefits for the local and regional economy. Tourists are often drawn to areas with outdoor recreation options, which in turn increases the demand for tourism-driven lodging, restaurants, and recreation-focused businesses. The improved economic climate adds jobs, increases property values, grows the town's tax base and adds to the overall marketability of the community in attracting new investment.

The interconnected nature of the UUTS, the product to be constructed out of the UUTP, will provide all these benefits to the Camp Verde community and do it in ways that are manageable and supported by the community. An easily-accessible UUTS will help families enjoy healthy outdoor activities, hike or bike between



parks, neighborhoods, river access points, the historic downtown area, the farmers market and the Camp Verde Sports Complex, while allowing them to experience the rich cultural heritage that Camp Verde has to offer.

## Cultural

The Town of Camp Verde and its neighboring uplands enjoy a rich heritage and history which should be cherished and preserved. Countless archaeology sites are nestled amongst the surrounding hilltops, and the Town of Camp Verde is home to the Verde Valley Archaeological Center. The indigenous peoples who inhabited the Verde Valley for thousands of years still play an important and vital role in today's Camp Verde culture. The National Parks System has recognized the contributions of the ancient Sinagua culture by designating Montezuma Well and Montezuma Castle as protected places. Components of the UUTS will support efforts to not only preserve and interpret this rich history, but better connect those sites to the community.

Downtown Camp Verde is home to Fort Verde State Historical Park, which preserves the historical significance of the military presence during the community's infancy. The site was the base of operations for General George Crook in the 1870's and located along a trail he developed to transport men and supplies during the Indian wars. The trail, known as the General Crook Trail, is active today as a recognized historic trail. The UUTS will honor the historical and cultural significance of Fort Verde by incorporating General Crook National Historic Trail into the system and by allowing access to Fort Verde State Historical Park through the interconnectivity of the trails system with downtown Camp Verde.

The UUTP, in conjunction with the Prescott National Forest's VTAP, calls for the development of an interpretive trail on the property known as the Verde Salt Mine. The site was actively mined by the Sinagua people and provided much needed jobs for the area more recently during the Great Depression of the 1920's and 30's. In addition, the UUTS will provide access to the Verde River corridor, so residents and visitors can experience the historically significant asset that has attracted human occupation of the Verde Valley for the last 10,000 years.

The following guidelines are incorporated into the UUTP to better preserve and recognize the cultural aspects of Camp Verde:

1. Incorporate interpretive signage that explain the significance of cultural and historical sites
2. Develop managed trails in order to minimizing social trails that potentially damage cultural sites
3. Build an appreciation among trail users for our cultural assets
4. Identify and protecting archaeology sites in the interest of preservation

## Environmental

There is a distinct nexus between trails and environmental resource protection and restoration. Trails help protect critical habitat by managing how and where the public experiences those areas. They help protect wildlife by creating buffers between human traffic and wildlife corridors. Trails can also assist in providing natural buffer zones from pollution run-off and become important tools for improving water quality and reducing soil erosion. Trails can also help to improve air quality through the protection of plants that create



oxygen and filter pollutants.

Designing trails requires careful balance between the desires of users to recreate and the necessity to protect natural resources. When trails are properly constructed, managed and maintained, the environmental benefits can be realized for generations to come. Proper designation and trail signage helps direct users, allowing them to enjoy the scenery, wildlife, and streams, and by interpreting what they see, thereby creating a greater appreciation for the natural world and a sense of stewardship.

Reducing social trails helps reduce destruction of these environmental assets and distinguishing motorized and non-motorized trails ensures that everyone can enjoy the trail system safely. Also, providing an alternative mode of commuting through town also helps reduce vehicular emissions and ultimately reduces the carbon footprint produced by residents and visitors of Camp Verde.

The Urban Upland Trail System will abide by the following guidelines to better protect the environment:

1. Preserve associated open space and buffering land uses with non-motorized pathways
2. Providing an opportunity for increased understanding and appreciation of the natural resources and protection of their inherent value
3. Reducing air, light and noise pollution by providing an alternative to motorized transportation
4. Designating and maintaining system trails to reduce social trail creation and providing managed access
5. Preserving and protecting wildlife habitats and other environmental assets

## Social and Health

The social benefits of trails have been recognized and clearly documented. They provide a meeting place for the community, encouraging recreational opportunities for friends and families to gather and organized trail groups to enjoy. Trails foster community involvement and corresponding pride, and also provide opportunities for users to interact with people of varying backgrounds and experiences. The opportunity to meet and interact with neighbors contributes to a more defined sense of community, and the integration of trails into communities provide a sense of place and community pride.

The recreation, health, transportation, and environmental benefits collectively contribute to an overall enhanced quality of life in a community. Trails provide a controlled, inexpensive avenue for regular exercise for people living in rural areas. There is scientific evidence that supports the notion that providing convenient access to places for physical activity, such as trails connecting to parks or other recreational facilities, increases the level of physical activity in a community. Furthermore, in regard to safety, a study by the Rails-to-Trails Conservancy (1998) found that trails can reduce crime and illegal activity through their regular use and high visibility of users.

Social benefits of the Urban-Upland Trail System include:

1. Promotion of physical fitness and healthy lifestyles through easily-accessible recreation options
2. Educational opportunity for youth and the public at large
3. Venues for social interaction
4. Improvement of community image, coordination and aesthetic appeal
5. Partnership opportunities to foster community and business involvement



## Economic

Trails bring distinct economic benefits that cannot be negated and should be capitalized on. Trails are considered to be lifestyle enhancements and they provide the potential to draw visitors and increase tourism for rural communities. Trails have also been proven to increase commerce, support and create jobs, increase property values, reduce commuter costs, and provide low-cost health benefits. There is a nationwide trend of residential community developers incorporating trails into their community plans and marketing the trail access as assets to potential property owners.

In terms of tourism, trails are one element of a larger visitor experience and providing recreational opportunities drawing a more diverse group of visitors. The influx of visitors translates into a greater variety of businesses, job creation, increased revenue for local businesses, and increased tax base for municipalities. As visitors come to Camp Verde to experience the unique recreational offerings, they will also bring with them the need for lodging, food, and an overall "rural America experience."

In the global economy, companies can locate just about anywhere and many families will make location decisions based on quality of life. A community with ample opportunities for trail recreation can leverage this advantage for economic development purposes.

The Economic benefits of the Urban Upland Trail System include:

1. Increased property values, increased sales for businesses, and increased local tax revenues
2. Increased entrepreneurial and business opportunities related to outdoor recreation
3. A tourist draw that generates expenditures in lodging, food, and recreation-related services
4. Local expenditures to construct, maintain and manage the trails
5. Increase in the Town's quality of life, thus becoming more attractive to businesses and families considering relocation

## Design and Maintenance

The Urban Upland Trail System is a web of multi-use pathways serving hikers, bicycle riders and equestrians. It is also a system that will follow public roads, neighborhood streets and pathways, public rights-of-way and, in the uplands, cross long stretches of undeveloped land. Designing such a system will require a variety of approaches and will be guided by established standards, suitable to users' needs with considerations for safety and functionality.

A number of non-profit trail advocacy organizations, along with state and federal agencies, offer guidelines for trail design. On the public lands within the planning area, the vast majority of which are managed by the U. S. Forest Service, that agency's standards will guide trail design. Trails and pathways with the Town's boundary, the urban portion of the trail system, will be designed using standards and guidelines established in consultation with the Town Engineer.

It is not the intent of the UUTP to set the Town's trail design standards or establish guidelines. But for reasons of safety, cost of maintenance and aesthetics, this plan recognizes the need to have roadway/trail design



standards in place. Those standards will create a blueprint for trail and pathway development and speed up construction. They will also assist developers in understanding what is required to match the quality and function of existing trails.

Current plans for improvements to major thoroughfares in Camp Verde follow the modern "Complete Streets" model, a set of design standards where roadways are considered multi-modal transportation corridors, not exclusively for motorized vehicles. One of the goals of the UUTP also needs to be the adoption of design standards within the context of Camp Verde's rural character and the limitations of available funding.

## Pedestrian Standards

Pedestrian users, whether out for a stroll, walking a pet, hiking or running, generally tend to have few design requirements other than a relatively smooth surface, free of holes, trip hazards, rocks and other obstructions. Softer surfaces are preferable, such as natural soil, decomposed granite or vegetative mulch.

Ideally, tread width should be six feet to eight feet, but it is understood that in some instances reduced widths may be necessary to accommodate the available right of way or obstructions adjacent to the trail. Adequate separation from vehicle traffic is imperative and the addition of protective barriers may be necessary. Trees and other vegetation should be maintained to a minimum height of seven feet.

## Bicycle Standards

Bicyclists vary greatly in terms of user type and skill levels, and as a result have various needs when it comes to bike trail design. It is important to note that the UUTS will accommodate all skill levels, incorporating trails with various degrees of difficulty from easy to difficult. This plan recognizes the need to consult with organizations such as the International Mountain Biking Association to develop a system and standards that balances user satisfaction for bike riders with safety considerations of other user groups.

In addition to including bike paths along roadways, within park properties and on the uplands, the UUTP also calls for the development of "flow trails." A relatively recent addition to the mountain bike lexicon, the term "flow trails," is used to describe a trail, usually machine made, that's full of berms and rollers. These types of trails are often dubbed a "dirt carnival ride" that almost any ability and skill level can utilize.



## Equestrian Standards

Special consideration should be given to the needs and safety of equestrians using the trails within the Town. Hard surfaces like asphalt and concrete that are located on, or cross trails, are undesirable and hazardous for equestrians because they can injure horses' hooves and can present a slippery surface. Granular stone may also present problems because loose aggregate can get caught in hooves. Dirt, decomposed granite or stabilized dirt is a preferred surface.



Vertical clearance needs to be considered for equestrians and should be at least 10 feet, with a horizontal clearance of at least 5 feet. Low-hanging tree limbs should be cut flush with the trunk. Sight distances for equestrians, who usually travel between 3 and 6 miles per hour, need to be considered. Support facilities for horses and their riders should be provided at useful locations. Parking and staging areas are particularly critical and can require a substantial amount of space to accommodate horse trailers.

## Trail Design Resources

There are dozens of publications and websites that offer guidelines and standards for trail design, safety, avoiding user conflict, satisfying user expectations, environmental protection, and minimizing maintenance costs. In developing standards and designing trails, the following documents can provide useful information:

- The American Association of State Highway and Transportation Officials: Guide for the Development of Bicycle Facilities, 1999
- The American Association of State Highway and Transportation Officials: Guide for the Planning, Design, and Operation of Pedestrian Facilities, 2004
- US Department of Transportation: Bikeway Selection Guide, February 2019
- U. S. Department of Transportation: Manual on Uniform Traffic Control Devices (MUTCD) 2020
- National Park Service: Planning Handbook for Trail Design, Construction and Maintenance 1998
- USDA Forest Service: Equestrian Design Guidebook for Trails, Trailheads, and Campgrounds, 2007
- Minnesota Department of Natural Resources: Trail Planning, Design & Development Guidelines, 2007
- USDA Forest Service: Universal Access to Outdoor Recreation: A Design Guide, 1993
- Rails to Trails Conservancy: Trails for the Twenty-First Century: Planning, Design, and Management Manual for Multi-Use Trails, Rev. 2001

## ADA Access

It is a goal of the UUTP to provide all users with access to trails, trailheads and anchor sites in Camp Verde, regardless of physical limitations. The challenge will be striking a balance between accessibility and the uniqueness of the outdoor environment. Trails and pathways within the urban planning area provide an opportunity to find that balance, more so than those that access the uplands. For that reason, the adoption of the UUTP commits the Town of Camp Verde to constructing handicapped accessible trails and access points within the guidelines of the Americans with Disabilities Act.

## Trailhead Design

One of the most important keys to a functioning trail system that provides access across a diverse urban area and onto public lands, is the development of a network of trailheads. Trailheads are the focal point of any system. Neighborhood trails and pathways serve a localized user group and can provide access for those



traveling between neighborhoods. But the vast majority of trail users, regardless of user group, gain access to the system from a trailhead typically by driving there.

A high priority expressed by the community as well as the drafters of the UUTP is the development of well-designed and adequately functioning trailheads. To meet that goal, trailheads serving the UUTS will need to be strategically located, designed to handle a variety of user groups, adequate in size and sufficient in number to serve current and future demands of the system.

The UUTP also recognizes that in order to create a robust network of trailheads it will take collaboration between the Town, Forest Service, regional planning groups, developers and funding sources. Trailheads are expensive and typically require an acre or more of space. Designed much like pocket parks, all trailheads should provide, at a minimum, parking and informational kiosks. Some will require higher cost and higher maintenance amenities such as restrooms, ramadas, fencing, picnic tables and outdoor grills.

The Town of Camp Verde is well situated to develop an exemplary system of trailheads. Currently the only site with a developed trailhead in the Camp Verde area is Copper Canyon Trailhead on the Prescott National Forest. The UUTP planners recognize that certain anchor sites will eventually serve as trailheads, such as Rezzonico Park, Camp Verde Sports Complex/Equestrian Facility and Homestead Park.

Ryal Canyon Trailhead, Grief Hill Trailhead and a future Box T Trailhead will serve a multi-use network that includes motorized trails. The UUTP also calls for the establishment of a trailhead off of Montezuma Castel Highway to serve the Jackson Flat area, as well as an additional trailhead on a four-acre site the Town owns off Oasis Drive and SR260.

## Maintenance

A community trail system is only as good as the community's commitment to maintain it. And to repeat a well-worn phrase, it takes a village. The UUTS will be designed with maintenance in mind, but like all things, it won't last forever. Trail, trailheads and other components of the UUTS require regular maintenance of facilities, trail surfaces, drainage, parking lots and vegetation.

A large portion of the UUTS, because it is located within Town's rights of way or located on Town owned properties, will be maintained by the Town of Camp Verde as part of its facilities maintenance schedule. It is also a given that as each component of the UUTPS within the Town's prevue is added, it will be necessary for the Town to provide adequate funding for its maintenance.

But it cannot be assumed that all of the maintenance requirements will be met by Town staff and resources alone. One of the primary reasons that many individuals volunteered to be part of the UUTP advisory group and why many of members of the public participated in the trail planning outreach, was their desire to help build and maintain the proposed trail system. It will take a committed group of volunteers to ensure the system is kept up and remains functional.

Along with the Town owned components, volunteers from the community will also be needed to lend their spirit of service to partners such as the Forest Service and Arizona State Parks so that portions of UUTS located on their properties also continue to function.



# Signage

Among the defining features of successful, well-used trail networks are a common identity throughout the system, and clarity on how to navigate the system. The first feature will brand the product, opening the door to a robust marketing plan and letting users know they are on an integrated network of trails. The second ensures that users have a rewarding and safe experience. Both are dependent upon development of a clear, concise and complete signage plan.

Along with developing trail design standards the UUTP calls for creating a signage plan. The fact that the trail system will remain in flux well into the future should not be an obstacle, as the goal of a signage plan is to create commorality in design and standards, applicable at all phases of system development. Among the elements a signage program should consider are:

- Design consistency
- Logo usage
- Directional signs
- Interpretive signs
- Location guidelines
- Materials
- Guidelines for naming trails
- Trail difficulty rating
- Safety, regulatory and cautionary information
- Trail etiquette

Some of the preliminary work of the signage plan was done during the planning process. The advisory group developed and unanimously approved a UUTS logo. In addition, the public also provided input that will prove useful in helping develop the design of trail signs.

## Action Plan

The heart of any planning document is the action plan. The action plan for the UUTP is, as noted earlier, a presumed course of action based on best available information. The UUTP action plan has taken into consideration all past planning efforts, mapping of community supported trails, the plans of our regional partners and a best guess of available funding. The plan calls out specific projects where the general belief is that they can be completed within a set timeframe.

Some projects have already been funded, including the construction of a multiuse trailhead at Ryal Canyon and construction of the Camp Verde Loop Trail connecting the Camp Verde Sports Complex/Equestrian Facility and the White Hills. Other projects listed in Phase 1 were developed during UUTP process and need to take place in advance of extensive trail construction or simultaneous to it. These items include development of a signage plan, creation of a trail guide and further planning for the Verde Lakes area.

The plan also reflects the primary goal of the plan which calls for the complete buildout of the urban portion of the UUTP. Because the Town is not generally subject to NEPA requirements and because much of the proposed urban trail routes are within Town of Camp Verde public roads and rights-of-way, it is presumed



these pathways can be constructed over the next two years, depending on the availability of funding and volunteers.

Collaborative projects (highlighted) reflect plans currently in place or plans that are currently being formulated with our partners. The Prescott National Forest (PNF) has already begun implementation of the Verde Trail and Access Plan (VTAP). VTAP projects are included in the UUTP action plan, based on PNF's proposed timeline. PNF is also working on a second sustainable recreation plan, known as the Verde Recreation Action Plan (VRAP), which will need to be integrated into the UUTP.

Arizona State Parks and Trails (ASP&T) is currently working on plans to develop Rockin' River Ranch State Park, a 205-acre property off of Salt Mine Road at the Town's southern boundary. The property will host several trail opportunities as well as an added river access point. The Town will continue its collaboration on the Rockin' River project as well as the development of the Homestead Park property, an 80-acre property on the Verde River, which is co-owned by ASP&T and PNF.

The Town of Camp Verde and the Coconino National Forest (CNF) have recently begun discussions on the development of trails in the White Hills area, north of the Camp Verde Sports Complex (CVSP) and east of Montezuma Castle Highway. Those discussions have resulted in National Environmental Policy Act (NEPA) clearance and full funding for the Camp Verde Loop Trails, as well as trail development on the Toy Property parcel at the confluence of Beaver Creek and the Verde River.

The goal going forward is to create a plan similar to the PNF's VTAP, on the Coconino National Forest lands in the White Hills. Such a strategy may take longer to set in place, but the belief is that once the NEPA requirements are satisfied and the plan in place, the development of a CNF trail and trailhead system could proceed at a faster pace than if each component had to go through NEPA process individually.

## Proposed Plan

### Phase 1: Fall 2020-Summer 2021

- **Construct Ryal Canyon Trailhead**
- Construct Camp Verde Loop Trail (CNF)
- PNF will initiate the VTAP decision implementation of trails and trailheads
- Begin construction of the Urban Trail system with the trail from downtown to the sports complex
- Develop Signage Plan
- Develop marketing program along with a trail guide
- Develop a trail plan for Parsons Preserve and Homestead

### Phase 2 Fall 2021-Summer 2022

- Develop trail connecting the sports complex with/Rezzonico Park (CNF)
- Work with CNF to create a trailhead plan for Jackson Flat
- Develop Oasis Property as an anchor site/trailhead
- Construct a trail from Oasis to Copper Canyon
- Layout of 12 miles of trail system, including a segment of Black Canyon National Recreation Trail, out of the Grief Hill Trailhead
- Potential start of Grief Hill trails and trailhead construction in Spring 2022 (depending on available funding and volunteers)
- Consultation with Tribes to make determination on path forward for Salt Mine Interpretive Site



- Continue building out elements of the Urban Trail System
- Develop a Verde Lakes park and trail plan
- Begin development of trailhead and trails at Parsons Riverfront Preserve and Homestead

#### **Phase 3 Fall 2022-Summer 2025**

- Complete construction of the Urban Trail System
- Determine the best pathway for a trail from the CVSC to Verde Lakes
- Continue construction of trails at Grief Hill
- Collaborate with CNF on a landscape NEPA for the White Hills
- Revisit UUTP and set next phases covering 2024-2026

## Funding

Funding of the UUTS has already begun. With substantial inter-agency planning and multiple regional plans recognizing the importance of a trail network in and around Camp Verde, further funding will be a priority. All avenues for developing Town revenue sources and exploration of federal, state, local and private funding will need to be pursued if the UUTS is to become a reality.

There are multiple methods and sources for funding trail development. The following methods are worth considering:

- The Town of Camp Verde's General Fund and Capital Improvement Plan Fund
- Dedicated Sales Tax
- General Obligation Bonds
- Private Foundation Grants
- Non-Governmental Organizations (NGO)
- Arizona State Parks Grants: Land and Water Conservation Fund, Recreational Trails Program and Off Highway Vehicle Recreation Fund
- Yavapai Resource Advisory Committee (RAC) Grant Program
- Federal MAP-21 Transportation Alternatives Program – Categories include both infrastructure and non-infrastructure safe routes to school. The grant program has goals including:
  1. Improve pedestrian and bicyclist accessibility and connectivity on the transportation network
  2. Assist in providing a safe environment for bicyclist and pedestrians on both the on-street and the off-street transportation networks
  3. Make bicycling and walking to K-8 schools a safer and more desirable transportation alternative to motorized vehicles.
- National Park Service's River Trails and Conservation Assistance Program
- Other grant providers for trail/trailhead funding include The Nature Conservancy, Audubon Arizona, National Geographic, and private companies such as Patagonia or REI.



## Cost Estimates

Trails may represent a significant financial burden if the construction and maintenance is obtained solely from an external source. However, this financial burden can be significantly reduced if the Town's personnel and a solid volunteer base are involved in the construction and maintenance activities. Two main components must be considered when discussing the costs associated with a trail system; new construction and maintenance costs.

### New Construction

The costs of constructing a new trail and accompanying trailhead are difficult to generalize because of the many variables involved. Trail surface, width, location, structures, signage and other amenities all affect the total construction cost. An example of the costs associated with a new trailhead buildout- including everything from the land purchase to finishing touches- may include, but are not limited to, the following:

<b>Ryal Canyon Trailhead</b>	
<b>Item</b>	<b>Budget</b>
Land Appraisal	\$5,000
Alta Survey	\$4,000
Cost to Purchase Land (4.4 acres)	\$100,000
Restroom (Single Vault)	\$22,500
Picnic Tables	\$2,000
Ramadas	\$24,000
Fencing	\$18,000
Grills	\$1,600
Horse Gate	\$5,000
Kiosk w/Signage Panels	\$6,200
Entry Sign	\$2,500
Site Prep & Grade	\$7,000
Dump Truck Services	\$5,000
Spread Millings	\$7,000
Establish Drainage	\$2,000
ATV Cattle Guard	\$1,500
Trailhead Design	\$12,500
Engineering/Grading	\$12,000
Millings	\$7,500
Project Management	\$3,254
Cattle Guard Installation	\$600
Excavation of the Land	\$7,000
ATV Ramp	\$1,400
Fence Survey	\$1,000
Trailhead & Kiosk Installation	\$274
	<b>\$258,828</b>



An example of the costs associated with a new trail buildout, alone may include, but are not limited to, the following expenses:

<b>Camp Verde Loop Trail</b>			
	<b><u>Cost</u></b>	<b><u>Time</u></b>	<b><u>Total</u></b>
8 person ACE crew	\$6000 per week	8 weeks	\$48,000
Forest Service Staff	2 FS staff (120 person/day)	8 weeks	\$9,600
Gates	\$500 per gate	3 locations	\$1,500
		<b><u>Total</u></b>	<b><u>\$59,100</u></b>

According to the VTAP Environmental Assessment document (page 28), "The current average cost to construct 1 mile of new trail 30 inches wide using traditional hand crews is about \$11,000. This is based on the assumption of 10 feet/hour/person production rate. This does not include planning and design costs. In recent years, many new trails are constructed using a combination of paid trail crews or supervisors, volunteers, and mechanized equipment. Generally, constructing the standard 30-inch trail with all volunteer hand labor is about \$2,500 per mile."

### **Maintenance**

Maintenance costs also vary depending on the trail surface, amenities, structures, and the general level of use that a given trail receives. A volunteer base that promotes trail stewardship will almost certainly reduce the cost of trail maintenance. Routine maintenance of trails typically includes the following activities:

- Regular evaluation to determine the need for repairs
- Removing encroaching vegetation
- Mowing/landscape care of areas surrounding the trail/trailhead
- Map and signage updates
- Trash removal/litter cleanup
- Flood or rain damage repair

According to the VTAP Environmental Assessment document (p.28), "The average cost of maintaining (a trail) can range from \$200 to \$2,000, if there is no backlog and the trail only requires basic maintenance to keep it to standard." The drastic variance in maintenance costs may be due to funding, maintenance needs, volunteer participation/capacity, and staff levels, which may vary annually. With trail availability and usage steadily increasing, it is imperative that regular maintenance is performed to ensure the most traversable trail system possible.

### **Volunteers and Trail Stewardship Program**

As noted previously, volunteers will play a critical role in the success of the UUTP, both during development of the UUTS and for its continued maintenance. To that end, this plan strongly suggests that a Trail Stewardship program be developed as early in the process as possible. The Trail Stewardship Program will provide community members a sense of ownership and provide the



manpower needed for the plan's success.

Trail Stewards who participate in construction will need to be trained in construction methods as well as safety. Therefore the program will need partners with the necessary expertise in teaching those skills. The Forest service, Arizona State parks and Trails and other organization will be called upon to help train trail crews. It is envisioned the Trail Stewards would also act as monitors of the system alerting the appropriate agency when repairs, maintenance and perhaps even enforcement actions need to be taken.

The idea of an "Adopt-a-Trail" program came up several times during the planning process. Such a program would offer civic groups, churches, school clubs and other organizations in the area, the opportunity to express their pride of ownership in the UUTS. Lastly, it was suggested that a trail committee, under the auspices of the Town, could reform in the future and help coordinate funding, construction and maintenance of the UUTS.



## Branding & Marketing

Trails are valuable community assets and attractive destinations for visitors. Trails draw visitors to neighboring communities and stimulate local business through spending on meals, lodging, and gear. Marketing the Urban-Upland Trail System should be a collaborative effort between the Town of Camp Verde, trail groups, community members and businesses. Marketing of the UUTS can be accomplished through various methods such as print media (brochures, rack cards, and maps), newsletters, social media, and through incorporating the system into online trail apps such as All Trails, Trail Forks and Map My Hike.



## **Branding**

Developing an identifiable brand is the first step in successfully marketing the Urban Upland Trail System. A distinct brand helps deliver a consistent, unified message. The UUTS brand will clearly demonstrate the connection between the urban trails and the upland trails. The brand will communicate a certain level of quality and expectations that are characteristic of its associated trails. A well-developed brand creates excitement among trail users and developers, and encourages trail use. The UUTS logo, which is an element of the brand, will be a key part of the system's branding and will be used on signage and marketing materials associated with the system as an identifiable mark of quality, safety, and adventure.

## **Marketing**

The mere presence of a trail network is not usually enough for a town to reap its economic returns and, therefore, specific strategies must be employed to market the UUTS. It is critical that the Town effectively communicate the availability and benefits of the UUTS to our target audience: residents and visitors. The marketing of the Urban Upland Trail Systems will be the responsibility of the Camp Verde Parks and Recreation Division and the Camp Verde Economic Development Department.

Marketing the UUTS as a public health benefit, a positive commitment to the environment, and an economic asset will help encourage regular use as an alternate mode of transportation and a healthy outdoor activity. It will also help residents instill trust in Town government, which has fulfilled an important, long-awaited promise.

Marketing the trail system in combination with the Verde River will draw visitors to the area who seek a diverse array of outdoor recreation activities. Trail-related events - such as benefits, trail runs, and mountain bike races - which utilize the UUTS, present another opportunity to promote Camp Verde and capitalize on the economic benefit of increased tourist traffic.

## **Trail Guide**

This plan also encourages the development of a trail guide, both in print form and as an online product. The guide will include maps of the trails, maps to the trails, outline the length, difficulty, and location of system trails, include a brief narrative and will serve as a quick-reference for users to utilize in planning their next outdoor adventure. Both the print version and the online version will need to be easily editable as the system will change frequently over time.





# Trail Inventory

Throughout the planning process, determining which trails to place in the trail inventory was a subject of debate. There were existing trails to choose from and trails that existed only as concepts. There were multi-use, motorized, non-motorized and historic trails. There were trails that only served a single property, such as a community park or a heritage site. There were regional connector trails like the Verde Valley Circle Trail and the Black Canyon National Recreation Trail. And then there was the idea of including trails located outside of the scope of the planning area of the UUTP. Ultimately, it was decided to make as comprehensive an inventory as possible, taking into consideration what's already out there, what has been discussed in various planning efforts and the future marketability of the system to both residents and visitors to the community.

## Existing Trails

The inventory of existing trails includes those upland trails currently recognized and maintained by the Forest Service on both the Prescott and Coconino National Forests. Many of them are outside of the planning area, but because they are just a short drive outside of Camp Verde and many of them are widely used, they add significant value when it comes to marketing Camp Verde as a place to go hiking. In the Urban area, existing trails only include those that have been built and serve the community as designated pathways, such as the new asphalt trail along SR260 between I-17 and Cherry Road and the recently completed Toy Trail from Rezzonico to the Toy property.

## Concept Trails

At the heart of the UUTP are those trails the community has conceived over the last three decades. But as concepts, the trails are meant to reflect the notion that, given the terrain in a certain area, accessibility, user needs and other factors, the opportunity for a trail exists within a certain area. Concept trails will shift, merge with other concept trails or altogether disappear as the system is built out. A prime example is the extensive network of concept trails proposed by International Mountain Biking Association (IMBA). Although those concept trails were "ground truthed" by IMBA's experienced trail designers, Progressive Trail Design, they must ultimately fit into the plans of the Coconino National Forest.

<b>Map Title</b>	<b>Map Reference Number</b>
UUTP East	1
UUTP Northeast	2
UUTP Southwest	3
UUTP West	4
IMBA Front Country	5
IMBA General Crook Trail (Zone 9)	6
VTAP Grief Hill	7
IMBA Sports Park (Zone 1)	8
UUTP Urban	9



### Camp Verde Urban Trails

<u>Name</u>	<u>ID</u>	<u>Jurisdiction</u>	<u>Map</u>	<u>Mode Type</u>
<b>EXISTING</b>				
SR260-Pathway to I-17 to Cherry Rd	701	ADOT/Camp Verde	9	Non-Motorized
VVAC Interpretive Trail	702	VVAC	9	Interpretive
<b>CONCEPT</b>				
Homestead Park to Rezzonico	704	AZSP/PNF/Camp Verde	9	Non-Motorized
Oasis to Downtown CV	705	Camp Verde	9	Non-Motorized
Finnie Flat to Homestead	706	ADOT/Camp Verde	9	Non-Motorized
Homestead to Downtown	707	Camp Verde	9	Non-motorized
Downtown to CVSP	708	ADOT/Camp Verde	9	Non-Motorized
CVSP to Verde Lakes	901	Camp Verde	6	Non-Motorized
Verde Lakes Trail	902	Camp Verde	6	Non-Motorized
Montezuma Castle Highway	703	Camp Verde	9	Non-Motorized
Homestead Parkway	709	Camp Verde	9	Non-Motorized
Montezuma Castle Hwy to Montezuma Castle	712	Camp Verde	9	Non-Motorized
Toy Trail	711	Camp Verde	9	Non-Motorized

### Prescott National Forest Upland Trails

<u>Name</u>	<u>ID</u>	<u>Map</u>	<u>Mode Type</u>
<b>EXISTING</b>			
Ladders Trail	16	3	Non-Motorized
Cold Water Springs	27	3	Non-Motorized
Tule Rim	162	3	Non-Motorized
Oxbow Trail	163	3	Non-Motorized
Chasm Creek	164	3	Non-Motorized
Copper Falls	504	4	Non-Motorized
Dripping Spring Trail	508	3	Non-Motorized
Box T	511	3	Multi-Use
Tompkins Trail	513	3	Motorized
Gap Creek Trail (River Trail)	517	3	Non-Motorized
Squaw Peak Trail	518	3	Non-Motorized
Ryal Canyon	521	3	Multi-Use
Middle Sandwash	525	4	Motorized



**Prescott National Forest Upland Trails, continued**

<u>Name</u>	<u>ID</u>	<u>Map</u>	<u>Mode Type</u>
<b>EXISTING</b>			
Blue Monster	526	4	Motorized
Sand Wash Trail	527	4	Motorized
Underhill	528	4	Motorized
Lower Cedar Bench	540	3	Non-Motorized
Hell Hole	541	3	Non-Motorized
Goat Springs Trail	542	3	Non-Motorized
Grapevine Trail	543	4	Motorized
Camp Verde Trail	545	4	Motorized
Aultman Trail	546	4	Motorized
Black Canyon Trail NRT	561	4	Non-Motorized
Hull Hill	563	4	Non-Motorized
Basalt	564	4	Non-Motorized
Table Mountain	569	7, 4	Non-Motorized
<b>CONCEPT</b>			
Salt Mine Interpretive Trail		Not Pictured	Interpretive
VTAP-Lucky Canyon Crossover	568	3	Non-Motorized
VTAP-Oasis to Copper Canyon	505	7	Non-Motorized
VTAP-Allan Canyon	507	7	Non-Motorized
VTAP-Grief Hill DDR-VR	561	7	Non-Motorized
VTAP-Grief Hill DDR Area	563	7	Non-Motorized
VTAP-Grief Hill DDR Area	564	7	Non-Motorized
VTAP-Grief Hill DDR Area	565	7, 4	Non-Motorized
VTAP-Grief Hill DDR Area	569	4	Non-Motorized
VTAP-Black Canyon NRT		7	Non-Motorized
Verde Valley Circle Trail		Not Pictured	Non-Motorized

## Coconino National Forest Upland Trails

<b>Name</b>	<b>ID</b>	<b>Map</b>	<b>Mode Type</b>
<b>EXISTING</b>			
Bell Trail	13	2	Non-Motorized
Apache Maid	15	2	Non-Motorized
West Clear Creek	17	2	Non-Motorized
Blodgett Basin Trail	31	2	Non-Motorized
Long Canyon Trail	63	2	Non-Motorized
Towel Creek Trail	67	1	Non-Motorized
Doren's Defeat	75	1	Non-Motorized
Walker Basin Trail	81	2	Non-Motorized
Sacred Mountain	83	2	Hiking
Mail Trail	84	1	Non-Motorized/Historic
Weir	85	2	Non-Motorized
V-V	94	2	Heritage Site
General Crook National Historic Trail	130	6	Multi-Use/Historic
Flume Trail	154	1	Multi-Use
Sycamore Springs Trail	175	1	Non-Motorized
Buckskin	179	1	Non-Motorized
Bruce Brocket Trail	185	2	Non-Motorized
White Hills Loop	1020	4	Motorized
White Hills Loop	1021	4	Motorized
Apache Maid Spur	15A	2	Non-Motorized
<b>CONCEPT</b>			
CVSP to Rezzonico	401	5	Non-Motorized
*see IMBA upland Coconino section for additional Coconino Concept trails			
<b>PLANNED</b>			
Camp Verde Loop Trail	204	5	Non-Motorized



## Coconino National Forest IMBA Concept Trails

<u>Name</u>	<u>ID</u>	<u>Map</u>	<u>Mode Type</u>
<b>CONCEPT</b>			
IMBA- Concept White Hills	124	8	Non-Motorized
IMBA- Concept White Hills	201	5	Non-Motorized
IMBA- Concept White Hills	202	5	Non-Motorized
IMBA- Concept White Hills	203	5	Non-Motorized
IMBA- Concept White Hills	205	5	Non-Motorized
IMBA- Concept White Hills	206	5	Non-Motorized
IMBA- Concept White Hills	301	5	Non-Motorized
IMBA- Concept White Hills	302	5	Non-Motorized
IMBA- Concept White Hills	303	5	Non-Motorized
IMBA- Concept White Hills	304	5	Non-Motorized
IMBA- Concept White Hills	305	5	Non-Motorized
IMBA- Concept White Hills	402	5	Non-Motorized
IMBA- Concept White Hills	403	5	Non-Motorized
IMBA- Concept White Hills	404	5	Non-Motorized
IMBA- Concept White Hills	405	5	Non-Motorized
IMBA- Concept White Hills	406	5	Non-Motorized
IMBA- Concept White Hills	407	5	Non-Motorized
IMBA- Concept Beaver Creek Connector	408	5	Non-Motorized
IMBA- Concept White Hills	410	5	Non-Motorized
IMBA- Concept Jackson Flats Trail	501	5	Non-Motorized
IMBA- Concept Jackson Flats Trail	502	5	Non-Motorized
IMBA- Concept Jackson Flats Trail	503	5	Non-Motorized
IMBA- Concept Jackson Flats Trail	504	5	Non-Motorized
IMBA- Concept Jackson Flats Trail	505	5	Non-Motorized
IMBA- Concept Jackson Flats Trail	506	5	Non-Motorized
IMBA- Concept Jackson Flats Trail	507	5	Non-Motorized
IMBA- Concept Jackson Flats Trail	508	5	Non-Motorized
IMBA- Concept Jackson Flats Trail	509	5	Non-Motorized
IMBA-Concept Beaver Creek Connector	601	5	Non-Motorized
IMBA-Concept- 260/Crook	903	6	Mtn Bike-Long Distance
IMBA-Concept- 260/Crook	904	6	Mtn Bike-Long Distance
IMBA-Concept- 260/Crook	905	6	Mtn Bike-Long Distance
IMBA-Concept- 260/Crook	906	6	Mtn Bike-Long Distance
IMBA-Concept- 260/Crook	907	6	Mtn Bike-Long Distance
IMBA-Concept- 260/Crook	908	6	Mtn Bike-Long Distance

### Camp Verde Sports Complex IMBA Concept Trails

<u>Name</u>	<u>ID</u>	<u>Jurisdiction</u>	<u>Map</u>	<u>Mode Type</u>
<b>EXISTING</b>				
CVSP Circle Trail	101	Camp Verde	8	Hike/Bike
CVSP Circle Trail	102	Camp Verde	8	Hike/Bike
CVSP Circle Trail	103	Camp Verde	8	Hike/Bike
<b>CONCEPT</b>				
IMBA-Concept	104	Camp Verde	8	Hike/Bike
IMBA-Concept	105	Camp Verde	8	Hike/Bike
IMBA-Concept	106	Camp Verde	8	Hike/Bike
IMBA-Concept	107	CNF, Camp Verde	8	Hike/Bike
IMBA-Concept	108	CNF, Camp Verde	8	Hike/Bike
IMBA-Concept	109	Camp Verde	8	Hike/Bike
IMBA-Concept	118	Camp Verde	8	Hike/Bike
IMBA-Concept	119	Camp Verde	8	Hike/Bike
IMBA-Concept	110	Camp Verde	8	Bike
IMBA-Concept	111	Camp Verde	8	Bike
IMBA-Concept	112	Camp Verde	8	Bike
IMBA-Concept	113	Camp Verde	8	Bike
IMBA-Concept	115	Camp Verde	8	Bike
IMBA-Concept	116	Camp Verde	8	Bike
IMBA-Concept	117	Camp Verde	8	Bike
IMBA-Concept	118	CNF, Camp Verde	8	Bike
IMBA-Concept	119	CNF, Camp Verde	8	Bike
IMBA-Concept	120	CNF, Camp Verde	8	Bike
IMBA-Concept	121	CNF, Camp Verde	8	Bike
IMBA-Concept	122	CNF, Camp Verde	8	Bike
IMBA-Concept	123	CNF, Camp Verde	8	Bike
<b>PLANNED</b>				
Camp Verde Loop	114	Camp Verde	8	Hike/Bike
Camp Verde Loop	202	Camp Verde	8	Hike/Bike



# Trailhead Inventory

<u>Name</u>	<u>Jurisdiction</u>	<u>Mode Type</u>	<u>Status</u>
<b>EXISTING</b>			
Hayfield Draw	Prescott NF	Motorized	Improved
White Hills Loop	Coconino NF	Motorized	Improved
Grief Hill	Prescott NF	Multi-Use	Unimproved*
Copper Falls	Prescott NF	Multi-Use	Improved
Box T	Prescott NM	Multi-Use	Unimproved*
Ryal Canyon	Camp Verde/Prescott NF	Multi-Use	Improved
McDonald	Archaeology Conservancy	Non-Motorized	Private
Chasm Creek	Prescott NF	Non-Motorized	Unimproved
Goat Springs Trail	Prescott NF	Non-Motorized	Unimproved
Squaw Peak Trail	Prescott NF	Non-Motorized	Unimproved
Dripping Spring Trail	Prescott NF	Non-Motorized	Unimproved
Gap Creek Trail (River Trail)	Prescott NF	Non-Motorized	Unimproved
Ladders Trail	Prescott NF	Non-Motorized	Unimproved
Walker Basin Trail	Coconino NF	Non-Motorized	Unimproved
Bell Trail	Coconino NF	Non-Motorized	Improved
West Clear Creek Campground	Coconino NF	Non-Motorized	Improved
Rezzonico	Camp Verde	Non-Motorized	Improved
Camp Verde Sports Complex	Camp Verde	Non-Motorized	Improved
Bullpen Day Use Ara	Coconino NF	Non-Motorized	Improved
<b>CONCEPT</b>			
Jackson Flats	Coconino NF	Non-Motorized	Concept
Elementary School-Jackson Flats	Camp Verde	Non-Motorized	Concept
Oasis	Camp Verde	Non-Motorized	Concept
Verde Valle Archaeology Center	VVAC	Non-Motorized	Concept
Homestead Park	Private/Camp Verde	Non-Motorized	Concept
Parsons Riverfront Preserve	Camp Verde	Non-Motorized	Concept
*Improvements Planned w/VTAP			

# Anchor Site Inventory

Name	Jurisdiction
<b>EXISTING</b>	
White Bridge Picnic Area/RAP	Coconino NF
Beasley Flat Day Use Area	Prescott NF
Clear Creek RAP	Prescott NF
Rezzonico Park	Camp Verde
Camp Verde Sports Complex	Camp Verde
Beaver Creek Day Use Area	Coconino NF
Bull Pen Day Use Area	Coconino NF
Lawrence Crossing Campground	Coconino NF
Verde Valley Archaeology Center	VVAC
<b>CONCEPT</b>	
Parsons Riverfront Preserve	Camp Verde
Homestead Park	Prescott NF & AZSP&T
Rockin' River Ranch State Park	AZSP&T
Oasis Trailhead & Picnic Area	Camp Verde
Fort Verde State Historical Park	AZSP&T
Salt Mine Interpretive Site	Prescott NF

## Mapping

At the heart of any trail plan are lines on maps. Those lines become the graphic representation of a community's dreams and desires as well as a way for users of existing trails to navigate the system. Included in the UUTP are maps of both—those trails currently approved and managed by their respective land management agencies and those trails and pathways the community has deemed worthy of future consideration.

Rather than attempt to put all the lines on a single map, as has been done in the past, the UUTP has broken down the mapping for the UUTS into several sectional maps. The inventory includes maps specifically created for the UUTP, which depict individual planning areas, maps produced for the Verde Trail and Access Plan by Prescott National Forest and the two voter approved trail maps from the town's General Plans.

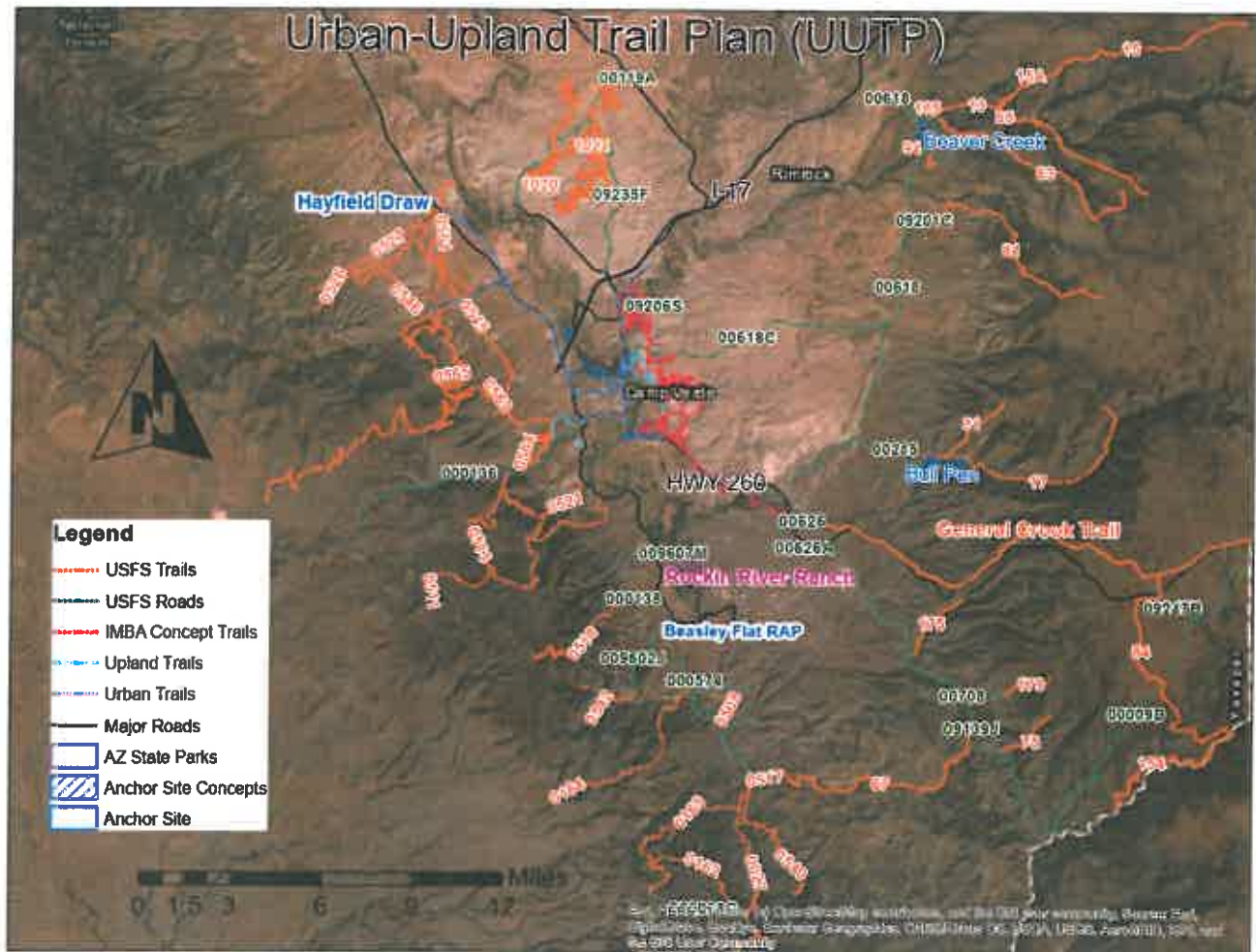
The individual maps created for the UUTP include existing trails, concept trails and trails from the VVTAP. The IMBA concept trail maps cover the trails proposed in the White Hills planning area north of the Sports complex and east of Wet Beaver Creek, proposed trails and bike-park features inside the Sports Complex, and a proposed long-distance mountain biking trail parallel to the General Crook National Historic Trail.



The General Plan trail maps are included in the appendix as a reference to past planning efforts. The first one was produced for the 1998 General Plan. The second was produced and approved by voters as part of the 2004 General Plan, then approved again as part of the 2016 General Plan. It contains 206 miles of proposed trails. The two maps are included in the UUTP because they reflect the robust nature of trail planning and desires expressed by the residents of Camp Verde over more than two decades.

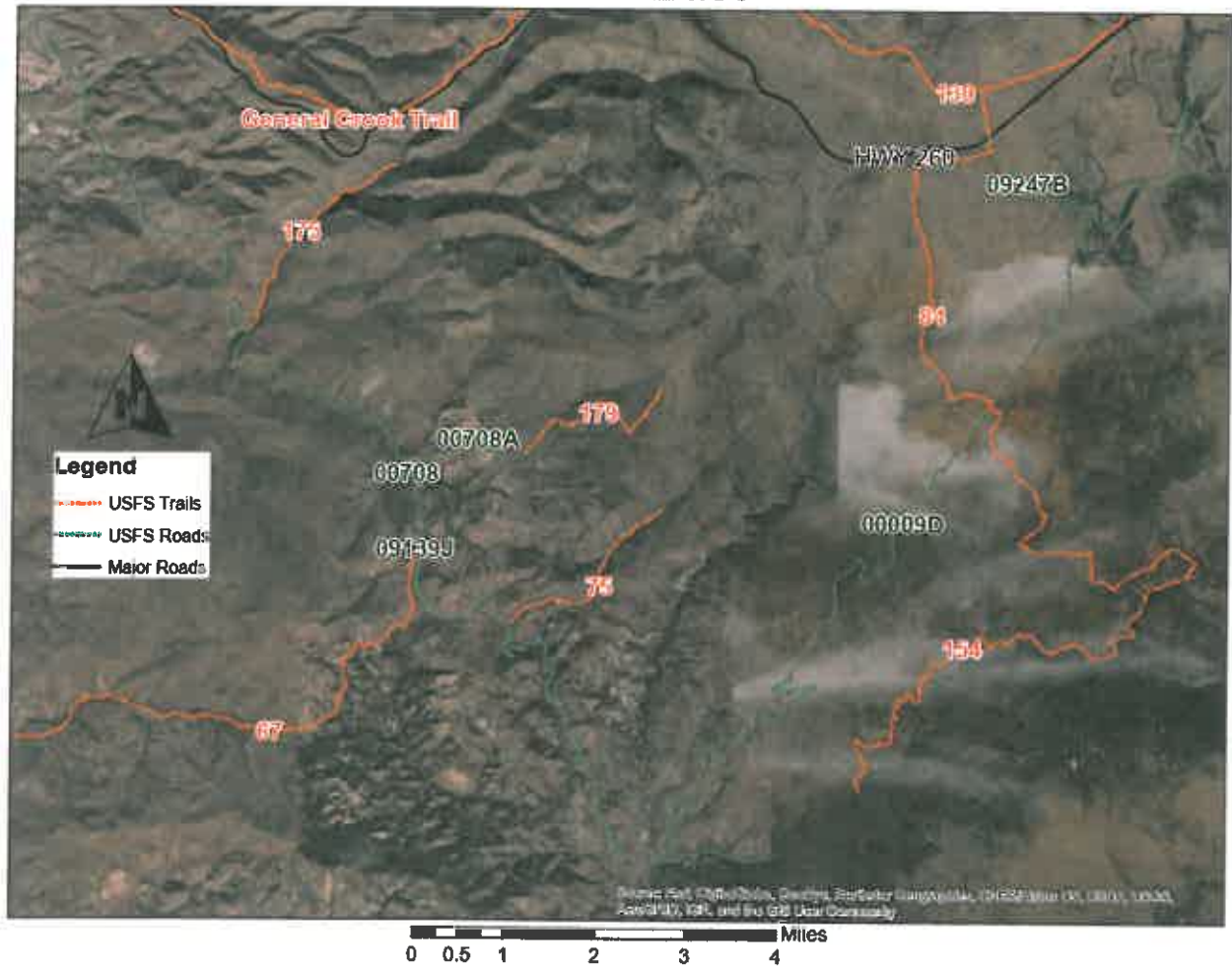
There are other regional trail planning maps depicting regional connectors that will, at some point in the future, become part of the UUTS. Specifically, the Verde Valley Circle Trail, an initiative of Yavapai County, shows a connection within the UUTP's planning area. Because of the uncertainty of the proposed trail route and the size and scope of the Circle Trail's planning area, it is not included in the UUTP.

# Urban-Upland Trail Plan (UUTP)





## UUTP East



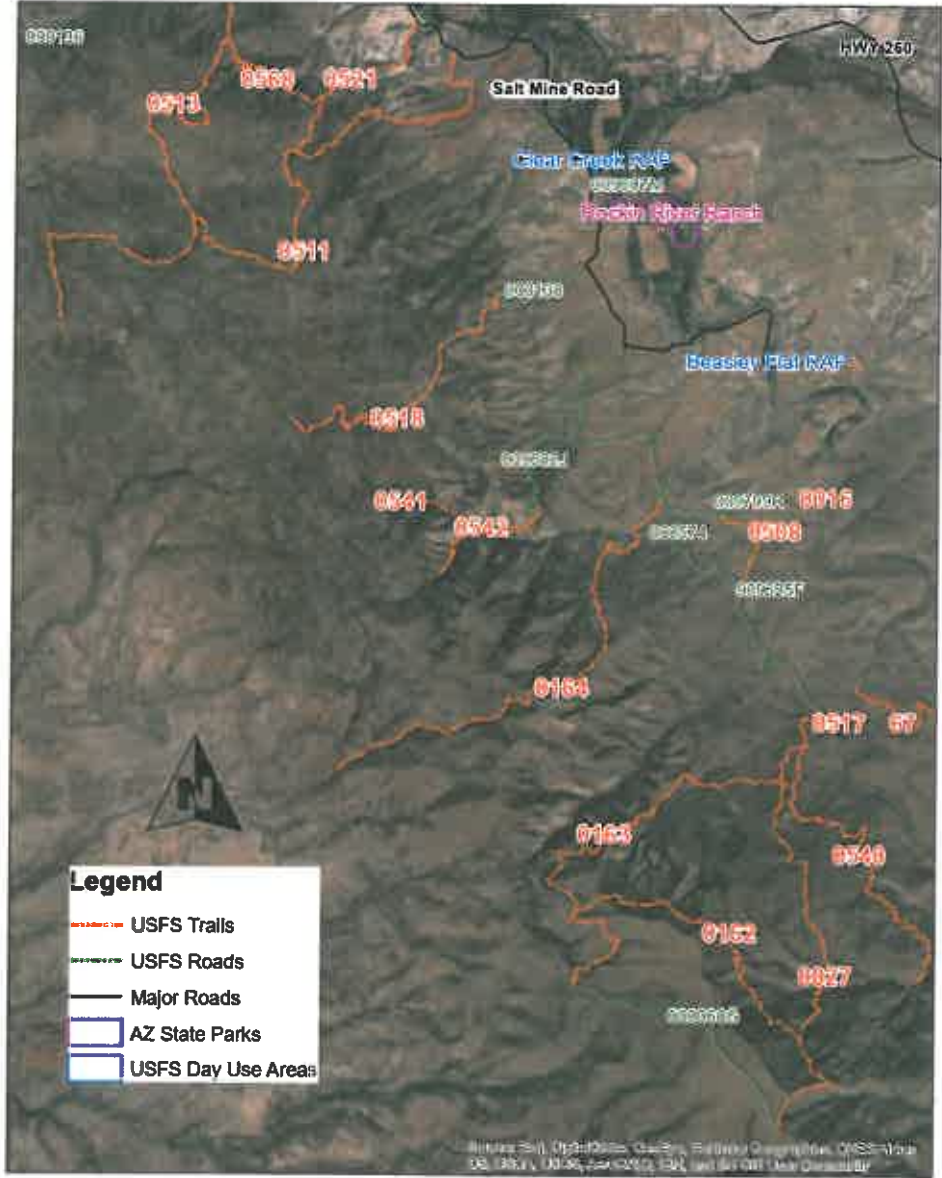
## UUTP Northeast



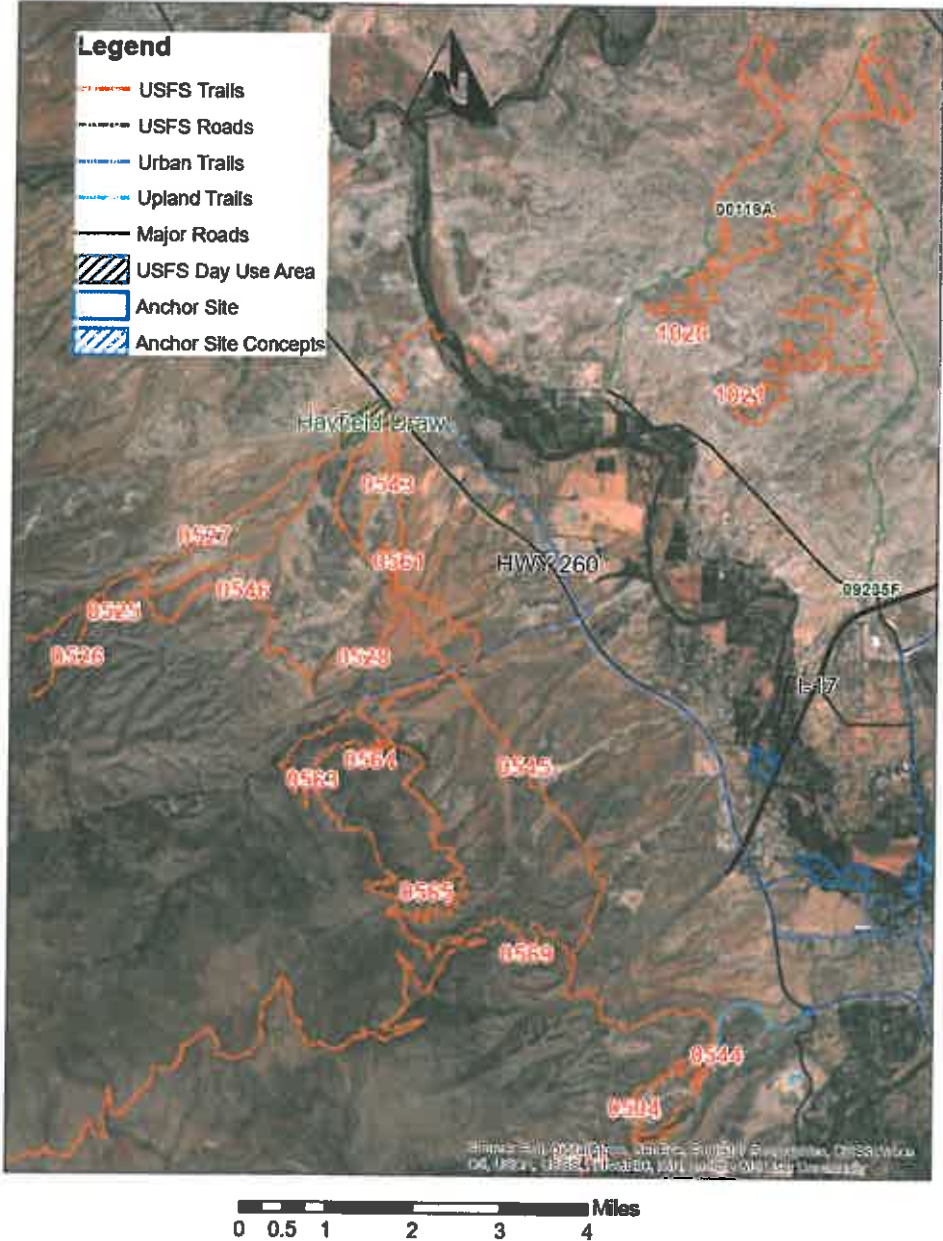
0 0.5 1 2 3 4 Miles



## UUTP Southwest

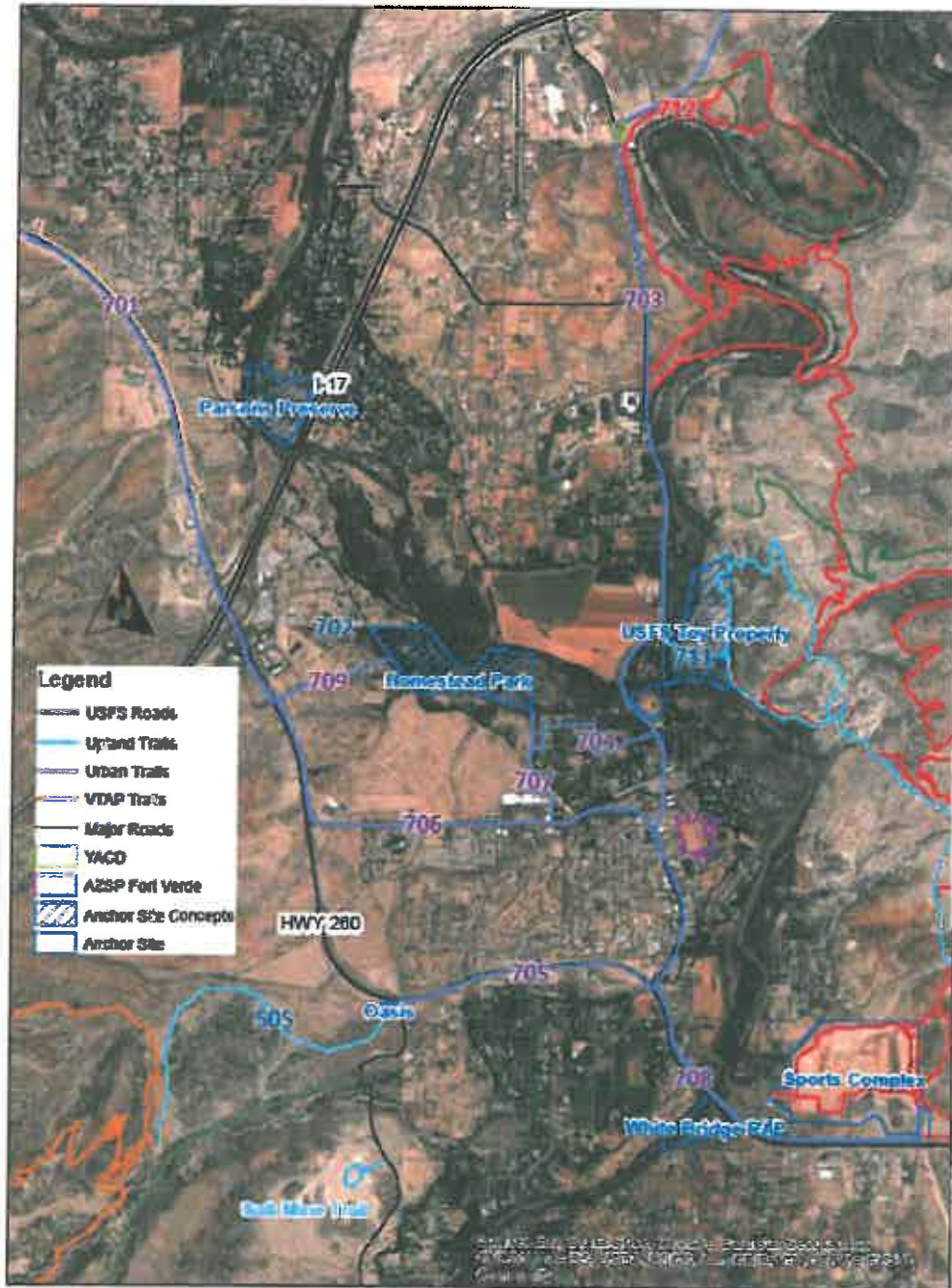


## UUTP West





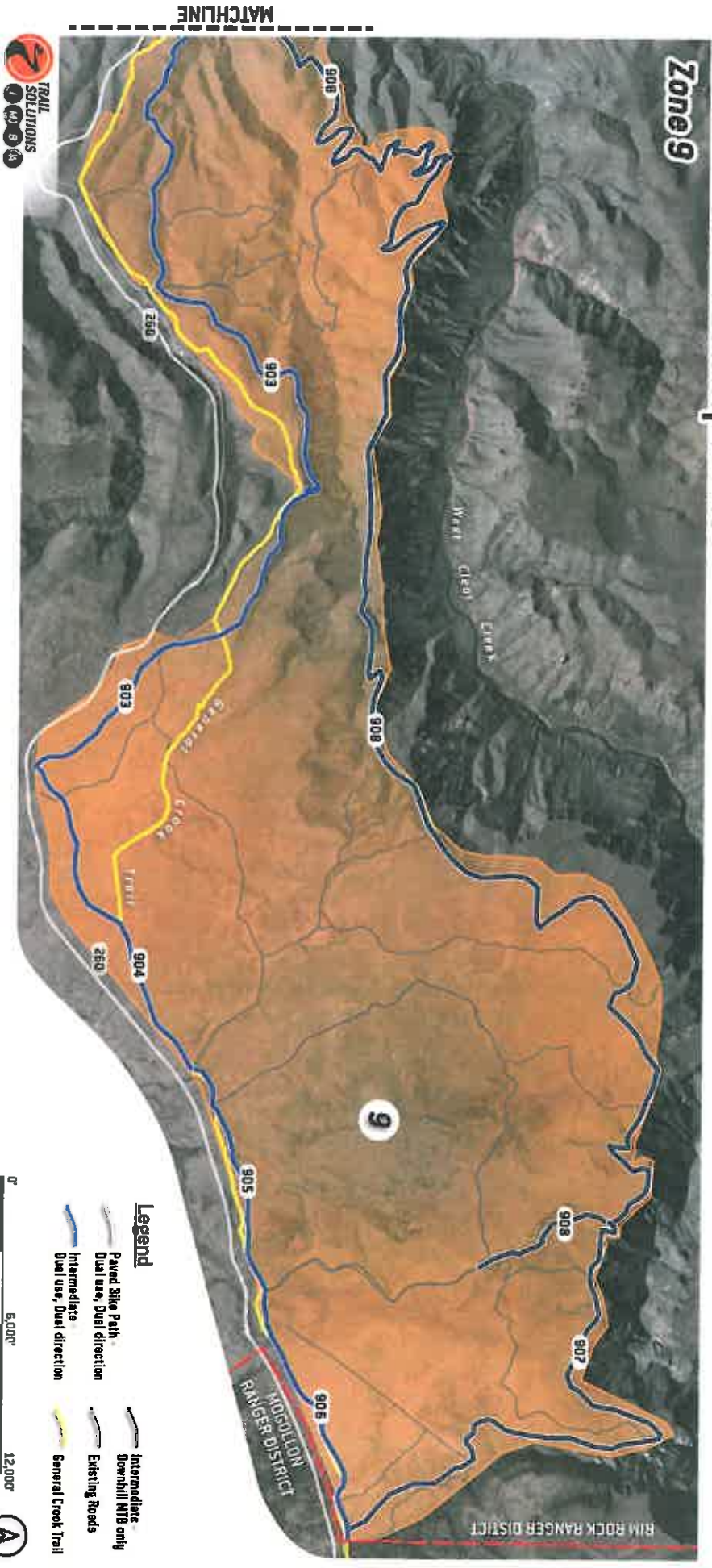
## UUTP Urban





MATCHLINE

Trail Data					
Trail ID	User	Skill	Direction	Status	Length
Zone 9					
901	MULTI	WHT	BI	CONCEPTUAL	0.85 mi
902	MULTI	WHT	BI	CONCEPTUAL	2.78 mi
903	MULTI	BLU	BI	CONCEPTUAL	11.5 mi
904	MULTI	BLU	BI	CONCEPTUAL	2.73 mi
905	MULTI	BLU	BI	CONCEPTUAL	1.87 mi
906	MULTI	BLU	BI	CONCEPTUAL	2.13 mi
907	MULTI	BLU	DN	CONCEPTUAL	5.27 mi
908	MULTI	BLU	DN	CONCEPTUAL	18.6 mi



**Legend**

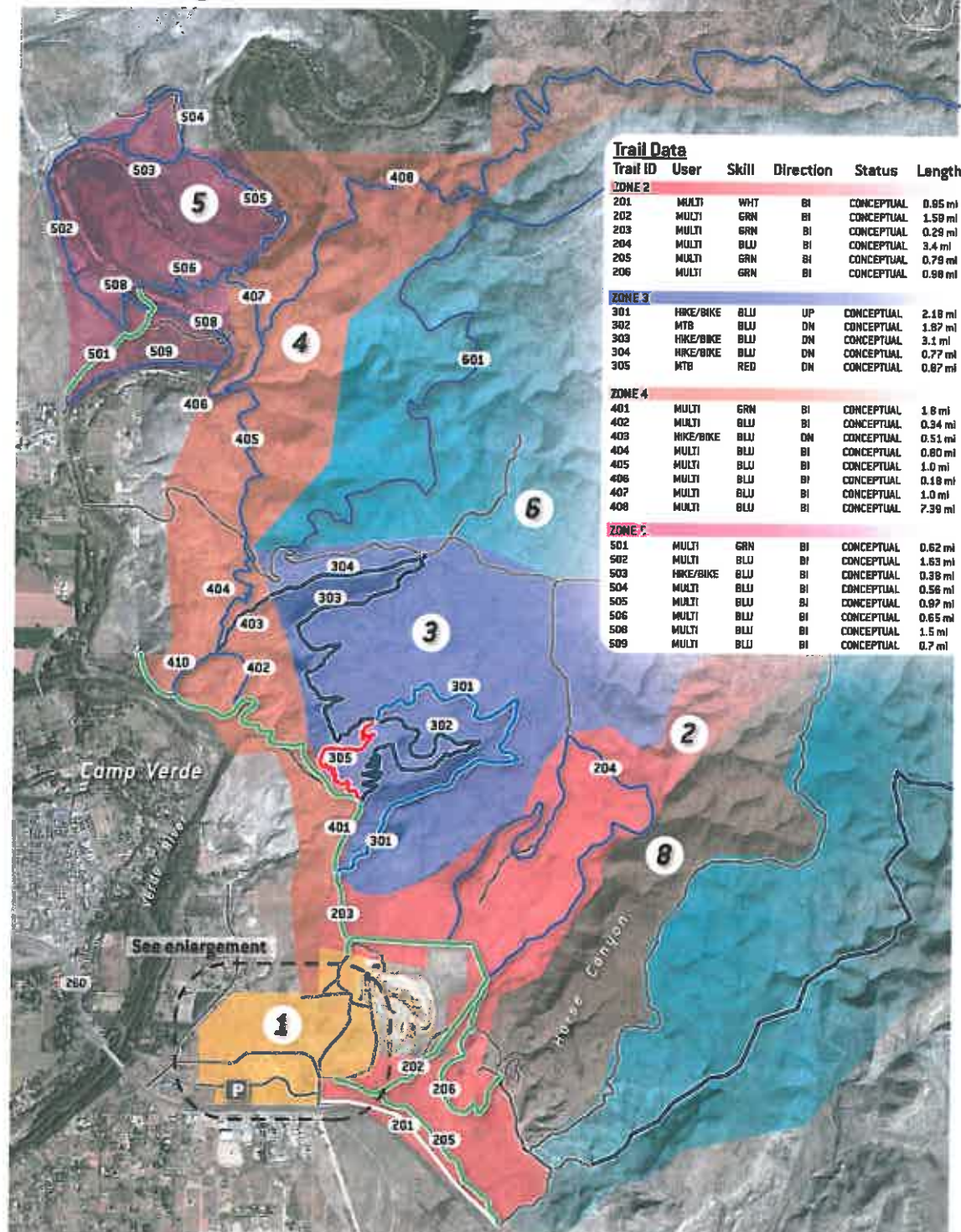
- Paved Bike Path
- Dual use, Dual direction
- Intermediate
- Dual use, Dual direction
- Intermediate
- Downhill MTB only
- Existing Roads
- General Creek Trail





# Camp Verde MTB Trails Concept Plan

## Front Country



### Trail Data

Trail ID	User	Skill	Direction	Status	Length
<b>ZONE 2</b>					
201	MULTI	WHT	BI	CONCEPTUAL	0.95 mi
202	MULTI	GRN	BI	CONCEPTUAL	1.59 mi
203	MULTI	GRN	BI	CONCEPTUAL	0.29 mi
204	MULTI	BLU	BI	CONCEPTUAL	3.4 mi
205	MULTI	GRN	BI	CONCEPTUAL	0.79 mi
206	MULTI	GRN	BI	CONCEPTUAL	0.98 mi
<b>ZONE 3</b>					
301	Hike/Bike	BLU	UP	CONCEPTUAL	2.18 mi
302	MTB	BLU	DN	CONCEPTUAL	1.87 mi
303	Hike/Bike	BLU	DN	CONCEPTUAL	3.1 mi
304	Hike/Bike	BLU	DN	CONCEPTUAL	0.77 mi
305	MTB	RED	DN	CONCEPTUAL	0.87 mi
<b>ZONE 4</b>					
401	MULTI	GRN	BI	CONCEPTUAL	1.8 mi
402	MULTI	BLU	BI	CONCEPTUAL	0.34 mi
403	Hike/Bike	BLU	DN	CONCEPTUAL	0.51 mi
404	MULTI	BLU	BI	CONCEPTUAL	0.80 mi
405	MULTI	BLU	BI	CONCEPTUAL	1.0 mi
406	MULTI	BLU	BI	CONCEPTUAL	0.18 mi
407	MULTI	BLU	BI	CONCEPTUAL	1.0 mi
408	MULTI	BLU	BI	CONCEPTUAL	7.39 mi
<b>ZONE 5</b>					
501	MULTI	GRN	BI	CONCEPTUAL	0.62 mi
502	MULTI	BLU	BI	CONCEPTUAL	1.63 mi
503	Hike/Bike	BLU	BI	CONCEPTUAL	0.38 mi
504	MULTI	BLU	BI	CONCEPTUAL	0.56 mi
505	MULTI	BLU	BI	CONCEPTUAL	0.97 mi
506	MULTI	BLU	BI	CONCEPTUAL	0.65 mi
508	MULTI	BLU	BI	CONCEPTUAL	1.5 mi
509	MULTI	BLU	BI	CONCEPTUAL	0.7 mi

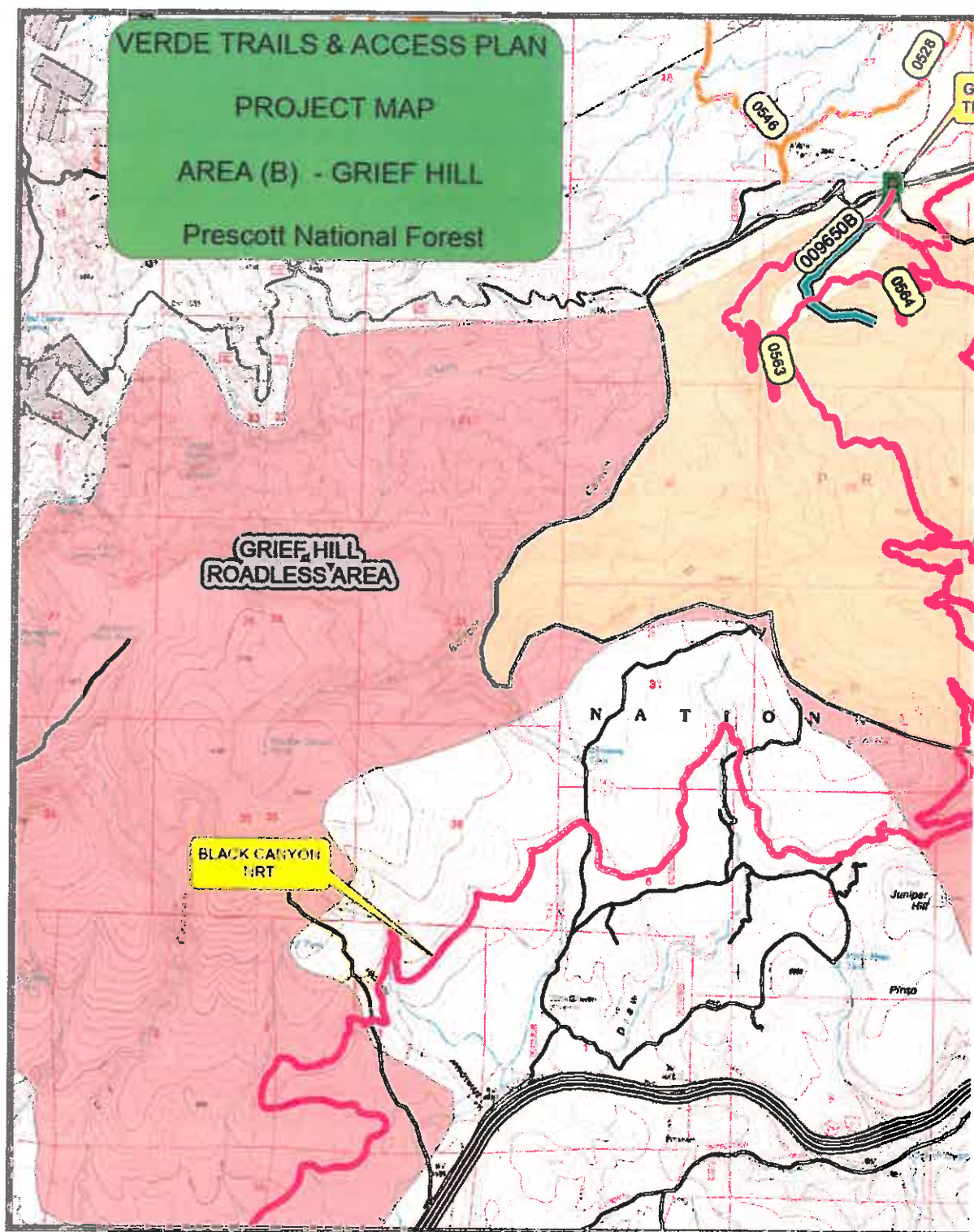
### Legend

- Beginner - Dual use; Dual direction
- Intermediate - Dual use; Dual direction
- Advanced Downhill MTB only
- Paved Bike Trail - Dual use; Dual direction
- Intermediate - Dual use; Uphill MTB
- Intermediate Downhill MTB only
- Existing Roads

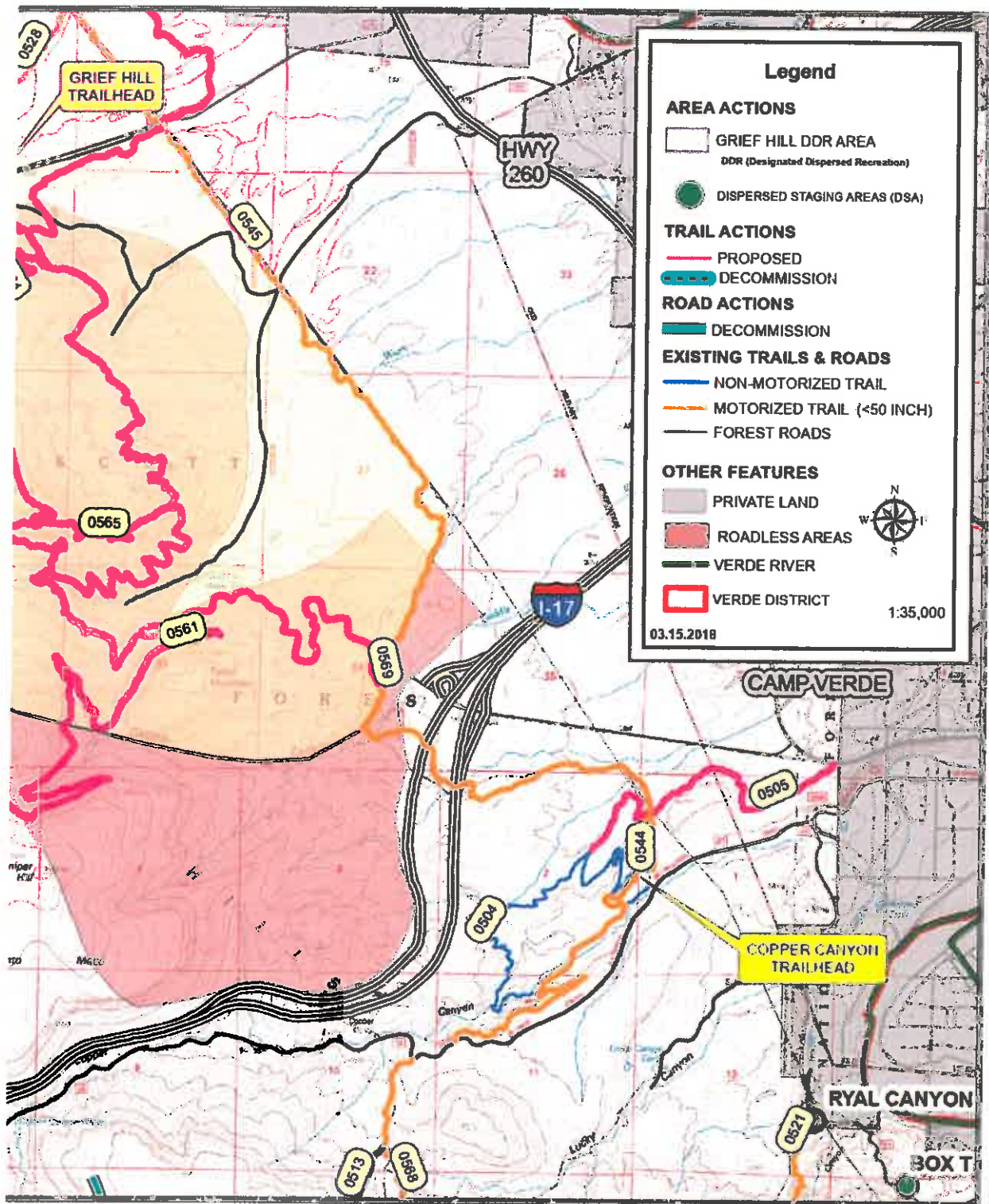
P Parking



0' 3,000' 6,000'

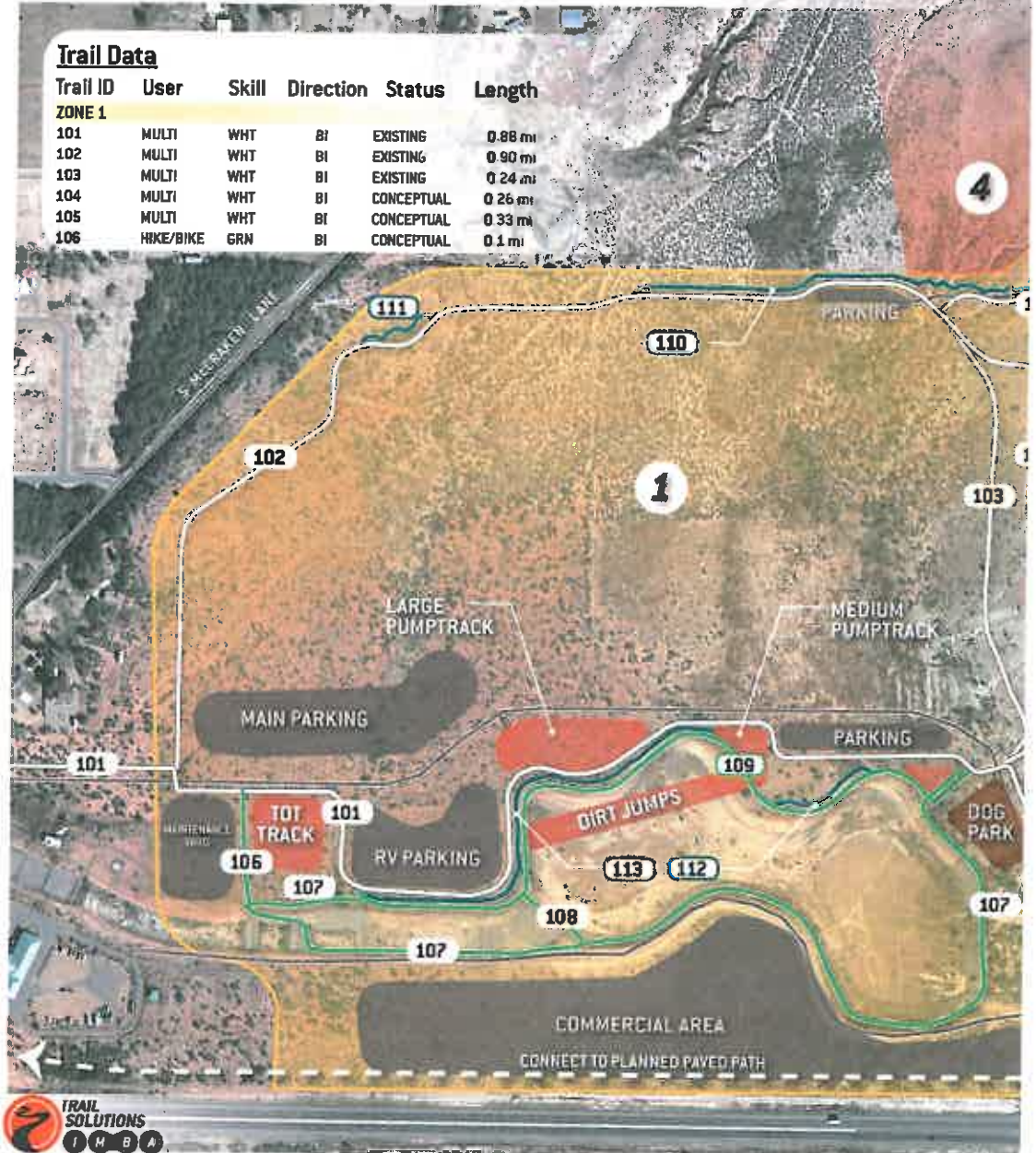




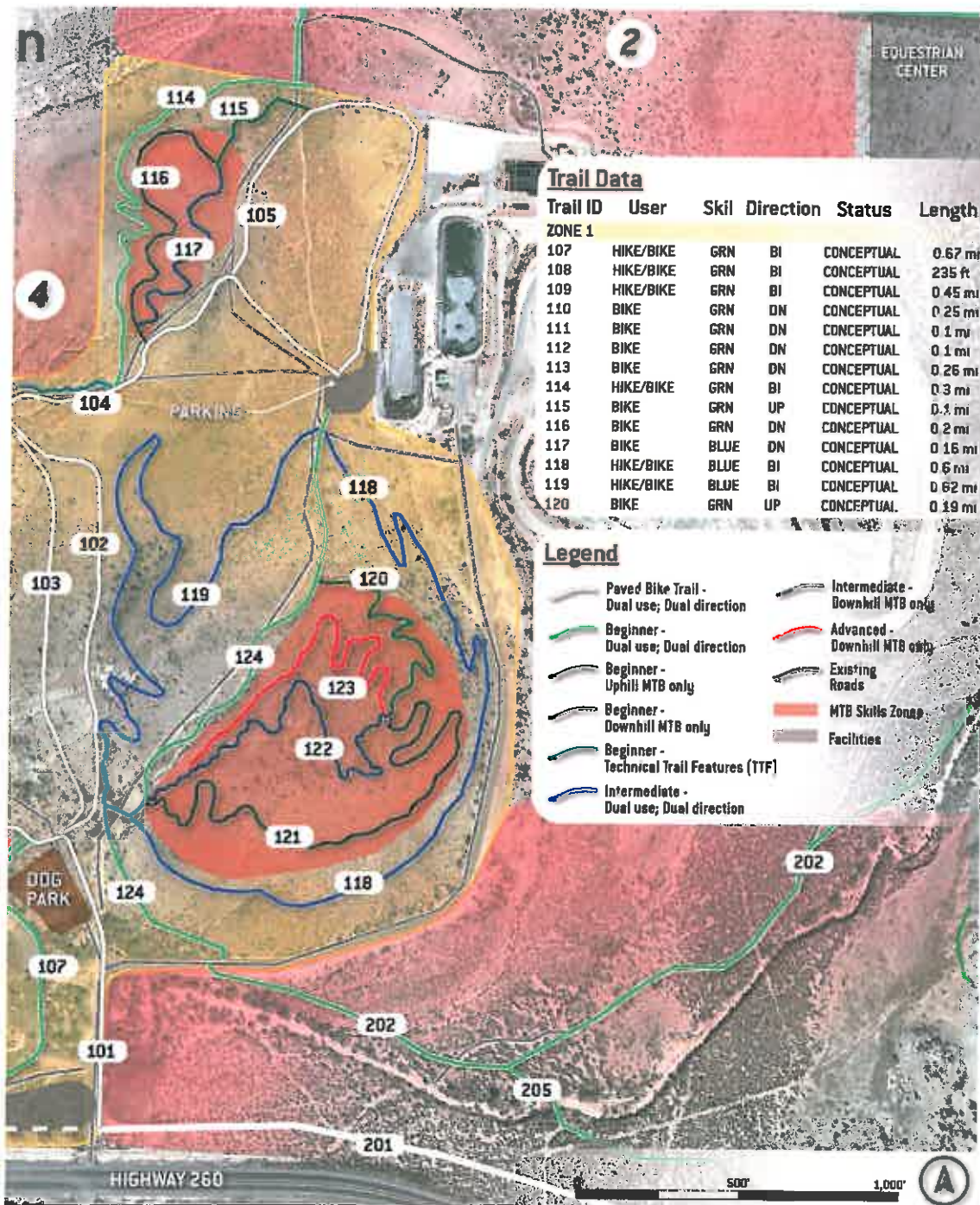


# Camp Verde MTB Trails Concept Plan

## Zone 1







### Trail Data

Trail ID	User	Skill	Direction	Status	Length
ZONE 1					
107	HIKE/BIKE	GRN	BI	CONCEPTUAL	0.67 mi
108	HIKE/BIKE	GRN	BI	CONCEPTUAL	235 ft
109	HIKE/BIKE	GRN	BI	CONCEPTUAL	0.45 mi
110	BIKE	GRN	DN	CONCEPTUAL	0.25 mi
111	BIKE	GRN	DN	CONCEPTUAL	0.1 mi
112	BIKE	GRN	DN	CONCEPTUAL	0.1 mi
113	BIKE	GRN	DN	CONCEPTUAL	0.26 mi
114	HIKE/BIKE	GRN	BI	CONCEPTUAL	0.3 mi
115	BIKE	GRN	UP	CONCEPTUAL	0.1 mi
116	BIKE	GRN	DN	CONCEPTUAL	0.2 mi
117	BIKE	BLUE	DN	CONCEPTUAL	0.16 mi
118	HIKE/BIKE	BLUE	BI	CONCEPTUAL	0.6 mi
119	HIKE/BIKE	BLUE	BI	CONCEPTUAL	0.62 mi
120	BIKE	GRN	UP	CONCEPTUAL	0.19 mi

### Legend

- Paved Bike Trail - Dual use; Dual direction
- Beginner - Dual use; Dual direction
- Beginner - Uphill MTB only
- Beginner - Downhill MTB only
- Beginner - Technical Trail Features (TTF)
- Intermediate - Dual use; Dual direction
- Intermediate - Downhill MTB only
- Advanced - Downhill MTB only
- Existing Roads
- MTB Skills Zone
- Facilities



# Appendices





# 1998 General Plan Map

