

**Town of Wickenburg
Trails Connectivity and Transportation Study**

Final Report

Prepared for:



**Arizona Department of Transportation
Town of Wickenburg**

Prepared by:



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List of Acronyms

ADOT	Arizona Department of Transportation
ADT	average day traffic
AGFD	Arizona Game and Fish Department
ARZC	Arizona & California Railroad
ASLD	Arizona State Land Department
BLM	Bureau of Land Management
BNSF	Burlington Northern Santa Fe Railway
I-10	Interstate 10
I-11	Interstate 11
I-40	Interstate 40
LOS	Level of Service
MAG	Maricopa Association of Governments
MCDOT	Maricopa County Department of Transportation
OHV	off-highway vehicle
PARA	Planning Assistance for Rural Areas
ROW	right-of-way
RV	recreational vehicle
SR	State Route
TAC	Technical Advisory Committee
TAZ	Transportation Analysis Zone
US 60	US Highway 60
US 93	US Highway 93

1.0 INTRODUCTION

The Wickenburg Trails Connectivity and Transportation Study is a study administered through the Arizona Department of Transportation (ADOT) Planning Assistance for Rural Areas (PARA) program to improve multimodal connectivity throughout the Town of Wickenburg, Arizona and the surrounding area, which includes many trails and trailheads. This study presents an opportunity to integrate trails and a variety of other transportation modes into an overall circulation concept plan to provide multimodal connectivity and safe access throughout the study area. Improvements in connectivity considered in this study will support Wickenburg's economic development goals by linking the existing business core with residential areas and trails that are used by visitors. The information in this report will provide the foundation for updates to the transportation and open space elements of the Wickenburg General Plan, and includes a plan for improvements that prioritizes projects to implement future plans.

The main goals and objectives of the study include:

- Improve connectivity to provide for safe circulation and access throughout the Town of Wickenburg
- Promote interconnections among trail access points, downtown Wickenburg, and key activity centers
- Build upon prior trails planning efforts to develop a comprehensive trails component for the Town's General Plan
- Provide information to update Wickenburg's Transportation and Open Space General Plan Elements
- Establish an Improvement Plan that identifies and prioritizes projects

This report describes stakeholder input, existing conditions, and projected future deficiencies related to trails, open space, and transportation issues. The study evaluated and recommended alternatives and options to alleviate those issues. The recommendations in this report reflect input from the Town of Wickenburg, Technical Advisory Committee (TAC) members, stakeholder groups, and the public that has been provided through online surveys, agency and public meetings, public events, and an alternatives workshop. Recommendations and observations from previous studies were also considered.

1.1 STUDY AREA OVERVIEW

The Town of Wickenburg is located at the junction of US Highway 60 (US 60) and US Highway 93 (US 93) in northern Maricopa County on the Maricopa/Yavapai County border, approximately 55 miles northwest of downtown Phoenix. Wickenburg is accessed via US 60 from the south and west and US 93 and State Route (SR) 89 from the north. The US 93 bypass to circumvent downtown Wickenburg was completed in 2009. The study area extends west to match the municipal planning area identified as part of Wickenburg’s General Plan 2025. As shown in Figure 1, the study area includes major designated open space areas including the Hassayampa River Canyon and Harquahala Wilderness Areas and the Vulture Mountains Cooperative Recreation Management Area (Vulture Mountains Recreation Area). The Hassayampa River Preserve is located just southwest of the Town of Wickenburg along US 60 and is considered a major attraction for the region because of its wildlife habitat and year-round running water.



Other major transportation facilities within the study area include the BNSF Railway (BNSF) network and the shortline Arizona & California Railroad (ARZC). The BNSF mainline travels east/west across northern Arizona along the Interstate 40 (I-40) alignment and includes a southern spur that connects through Wickenburg and serves the Phoenix metropolitan area. Throughout the study area, the BNSF alignment follows SR 89 from the north into Wickenburg and transitions to the US 60 alignment between Wickenburg and Phoenix. The ARZC connects Cadiz, California, to Matthie, Arizona, just outside Wickenburg town limits. Within the study area the ARZC does not follow an existing roadway alignment but connects with US 60 just west of the study area near Aguila, Arizona.

There are many formal and informal trails throughout and surrounding Wickenburg. With extensive trail networks located on Bureau of Land Management (BLM), State Trust, and private lands there are options for both non-motorized and motorized activities throughout the study area. Established recreation areas within the study area include the Vulture Mountains Recreation Area to the south and Sophie’s Flat trailhead, located northeast of the town limits. These areas are subject to ongoing planning efforts by the BLM and Maricopa County.

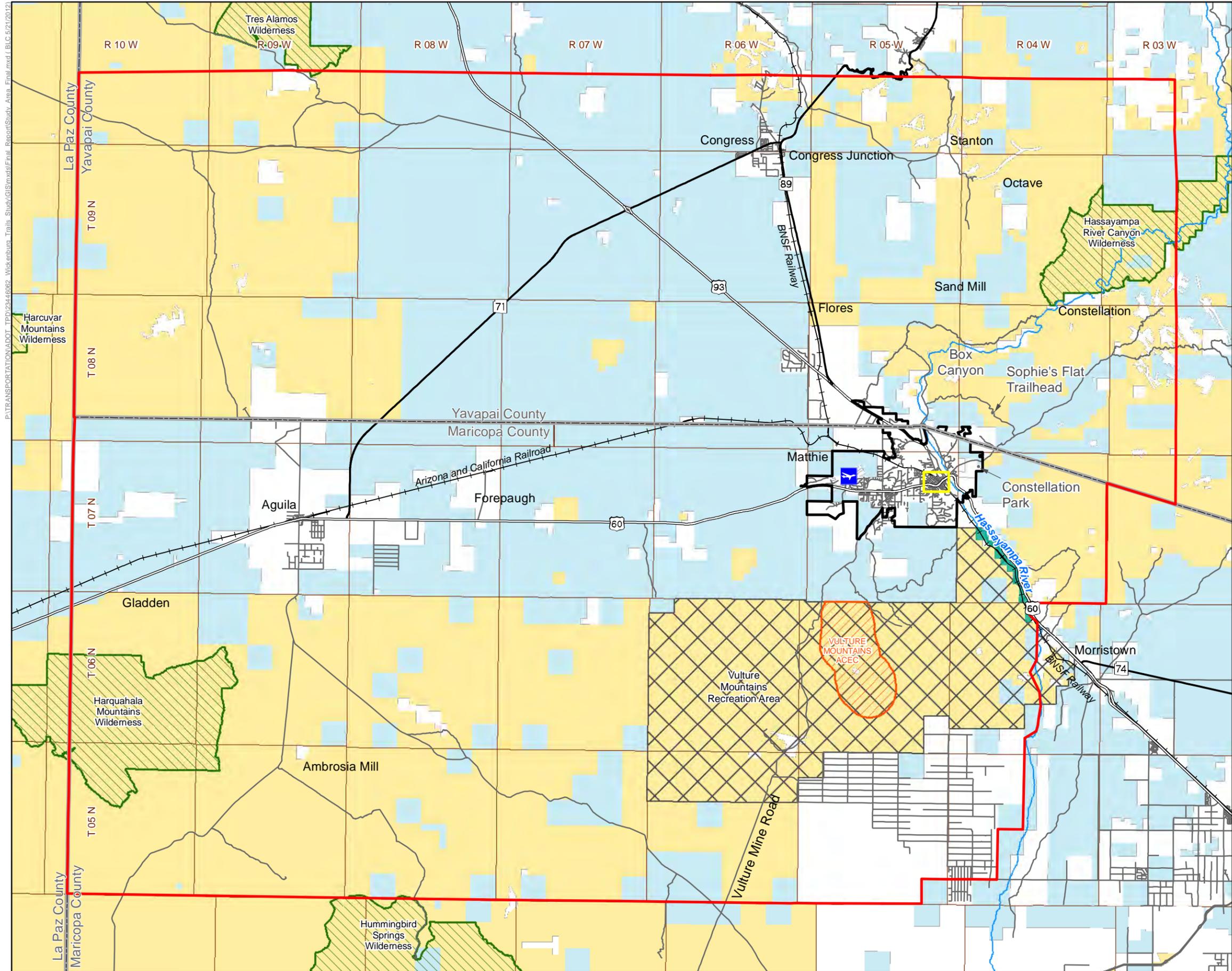
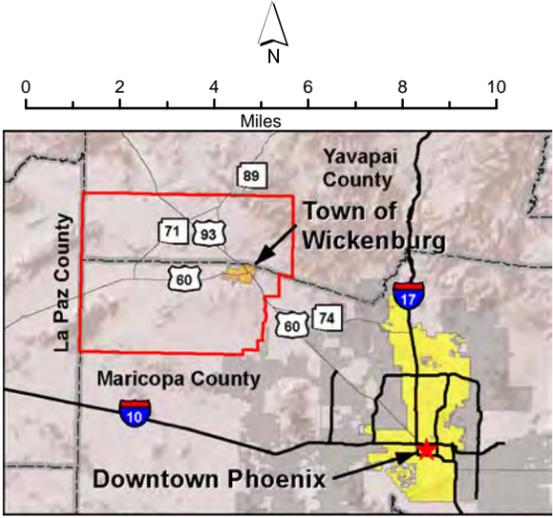


Figure 1
Study Area Overview

- LEGEND**
- Study Area Boundary
 - General Reference Features**
 - Town of Wickenburg Boundary
 - Downtown Wickenburg
 - County Boundary
 - U.S. Highway
 - State Highway
 - Local Road
 - Railroad
 - W Wickenburg Municipal Airport
 - River
 - Township and Range Boundary
 - Area of Critical Environmental Concern (ACEC)
 - Wilderness
 - Hassayampa River Preserve
 - Vulture Mountains Recreation Area
 - Surface Management**
 - Bureau of Land Management
 - State Trust*
 - Private
- *If not signed as open to public, State Land recreation permit required to cross.



1.2 STUDY PROCESS

Throughout the study, Working Papers were prepared to document the study tasks and were subject to review and comment from the Town of Wickenburg, ADOT, and members of the TAC. The Working Papers form the basis for this final report, and are available on the ADOT web site: http://www.azdot.gov/MPD/Systems_Planning/WickenburgTrails.asp.

The primary study tasks are summarized below:

Step 1: Understand Study Area Characteristics – In order to identify applicable project alternatives it was necessary to understand the existing and future conditions of the study area. This analysis provided a summary of the existing and future population as well as land use, transportation, open space, and trails conditions throughout the Town of Wickenburg. Future needs for the trails and open space and transportation networks were identified based on land ownership, land use patterns, and projected future growth. The results of this analysis are described in detail in Working Paper 1, *Existing Conditions and Future Deficiencies*.

Step 2: Identify Issues and Opportunities throughout the Study Area – A preliminary understanding of the primary trails and transportation issues and opportunities was identified based on a review of past studies, agency and public meetings, the Wickenburg General Plan Update process, an online survey, input from the TAC, and an Alternatives Workshop. The key stakeholder issues are chronicled as part of Working Paper 2, *Key Trails and Transportation Issues and Alternatives*.

Step 3: Identify Alternatives for Improvements – In response to the issues and opportunities analysis, the project team mapped the key components of the planned circulation and open space networks, and identified potential improvements and actions to achieve enhanced connectivity. This information was presented to the TAC, to several Wickenburg Town committees and the Town Council, and to the public in a public meeting. The revised set of alternatives—incorporating stakeholder and public input—are described in Working Paper 3, *Preliminary Plan for Improvements*, as well as an evaluation of priorities and preliminary improvement plan.

Step 4: Refine and Document Final Recommendations – Based on input from the Town of Wickenburg, the TAC, and the public, the project team identified and prioritized final recommendations for improvements to multi-modal motorized and non-motorized circulation throughout Wickenburg. As part of this process, recommendations for updates to the Wickenburg General Plan 2025 also were made.

1.3 AGENCY COORDINATION AND PUBLIC INVOLVEMENT

Ongoing public and agency coordination is a vital component of any successful transportation study. As part of the Wickenburg Trails Connectivity and Transportation Study, input was solicited from the general public, elected officials, community leaders, stakeholder agencies, and staff from the Town to more fully understand the issues, problems, and opportunities and

to generate ideas for solutions. Stakeholder agencies were able to provide technical input via the TAC and a variety of channels for public input were available at key milestones of the study.

1.3.1 Technical Advisory Committee

At the beginning of this study, a TAC was formed to provide technical input into the analysis and development of project alternatives. The members served as the sounding board for the study team, provided review and guidance on local issues, provided connections with other ongoing study efforts within the study area, and served as study champions for the agencies they represent. The TAC included representatives from ADOT, Arizona State Land Department (ASLD), Maricopa County, BLM, Arizona State Parks, Maricopa Association of Governments (MAG), Arizona Game and Fish Department (AGFD), and Yavapai County.

Five TAC meetings were held throughout the study to share information, develop or modify public outreach, and review progress in addition to the workshop described below.

1.3.2 Alternatives Workshop

An alternatives workshop was conducted on August 10, 2011 with members of the TAC, the Town, and additional stakeholders including members of the Wickenburg Chamber, Transportation and Trails Committee, and the Wickenburg Conservation Foundation. The workshop provided an opportunity for additional stakeholders to provide input on project issues, alternatives identification, and possible solutions.

1.3.3 Public Meetings

Two public meetings were held over the course of the study, both of which were held at the Wickenburg Community Center. The first meeting was held on October 4, 2011, to present the existing and future conditions analysis, initial alternatives recommendations, and get public input via comments and an online survey. The second public meeting was held on February 22, 2012 to present recommended alternatives, priorities identified for the draft Improvement Plan, and how comments received at the first public meeting were integrated into the study.

During each public meeting, a 15 to 20 minute presentation was made to outline study accomplishments and the floor was opened to questions. The remainder of each meeting was devoted to one-on-one conversations in an open house setting. Comment cards were provided and the public was urged to provide their input in written form as well.

1.4 REVIEW OF RELEVANT PREVIOUS STUDIES

To understand the context of the study area, a review of findings from previous studies and existing plans in the study area was conducted. Table 1 provides summary information for previous studies and their applicability to this study. For a detailed summary of each previous relevant study, refer to Working Paper 1 – *Existing Conditions and Future Deficiencies*.

Table 1 Relevant Previous Studies Summary

Study or Plan	Date	Applicability	Comments
Local Plans			
Wickenburg General Plan Update	Ongoing	The draft land use and economic development elements provided a context for understanding travel patterns and future open space/trails needs.	Final adoption and ratification is expected by the end of 2012
Wickenburg Strategic Plan for Economic Development	2010	The outcome and recommendations from this study shape the future economic development objectives for the town, influencing areas of projected growth and areas of future transportation needs.	Planning reference
Bradshaw-Harquahala Resource Management Plan (RMP)	2010	The BLM Hassayampa Field Office prepared and EIS and the Approved Bradshaw-Harquahala RMP to provide comprehensive current and future management of nearly one-million acres of BLM administered land north and west of Phoenix. The RMP guides management of the Wickenburg Community Recreation Management Zone and Vulture Mine Recreation Management Zone which encompass this project study area.	Planning reference
Regional Transportation Plans			
Hidden Waters Parkway Corridor Feasibility Study	2012	If constructed, this Parkway would not provide direct access to Wickenburg but may provide a bypass to the planned Hassayampa Freeway.	Planning reference
Hassayampa Valley Framework Study for the Wickenburg Area	2011	The proposed Hassayampa Freeway would bypass the Town of Wickenburg but provide improved access to the planning area. Study includes other recommendations (e.g., Cherokee Lane) that are reflected in maps for this study.	Planning reference
Grand Avenue Commuter Rail Corridor Development Plan	2010	Commuter rail service to the Town of Wickenburg was identified beyond 2030. Under the conceptual operating plan, it is proposed that service would connect downtown Wickenburg to downtown Phoenix.	Planning reference

Study or Plan	Date	Applicability	Comments
CANAMEX Corridor Overview	2007	The CANAMEX Corridor would utilize US 93 north of the Town of Wickenburg. The alignment south of Wickenburg is not currently identified; however, it is anticipated to bypass the town, potentially using the planned Hassayampa Freeway corridor.	Planning reference
Open Space and Trails Plans			
Wickenburg Community Trails Master Plan	Ongoing	This effort will result in identification of key access points and staging areas for the trails system on BLM land, which will be important locations for connectivity to Wickenburg.	Planning reference for trail connections
Vulture Mountains Recreation Area Master Plan	2012	This effort resulted in identification of key facility development sited in concert with locating staging areas for the trails system, which will be important locations for connectivity to Wickenburg. In addition, the development of this area as a BLM and County Cooperative Regional Management Area may promote additional visitation to Wickenburg and may affect travel patterns.	Planning reference for future cooperative management, park development, and phasing.
Preliminary Wickenburg Regional Trails Plan	2009	The assessment of critical trail corridors was integrated into the overall inventory of the existing trails network.	Planning reference for initial alternatives recommendations
Arizona Trails 2010: A Statewide Motorized and Non-motorized Trails Plan	2009	This plan provides guidelines and recommendations for trail use, management and identification of future trails throughout the state. These recommendations should be considered when identifying alternatives for this study.	Planning reference
Maricopa County Parks and Recreation Strategic System Master Plan	2009	Recommendations and guidelines identified in this system master plan should be taken under consideration throughout the development of alternatives for this study.	Planning reference

Source: Project Team, 2011.

1.5 FINAL REPORT ORGANIZATION

The remainder of this report is organized as follows:

Chapter 2: Existing and Future Conditions – Provides a summary level analysis of the existing conditions and future deficiencies for the Town of Wickenburg and the surrounding areas that was compiled in Working Paper 1 – *Existing Conditions and Future Deficiencies*. This information

provides an understanding of the baseline conditions and future growth patterns that could affect travel patterns or open space/trails needs.

Chapter 3: Issues – Describes the trails, open space, and transportation issues that were identified based on stakeholder input, and the analysis of existing conditions and projected future deficiencies as identified in Working Paper 2 – *Key Trails and Transportation Issues and Alternatives*.

Chapter 4: Evaluation of Alternatives – Describes the evaluation criteria that were applied to each alternative and the recommendations that resulted from the evaluation as identified in Working Paper 3 – *Preliminary Plan for Improvements*.

Chapter 5: Plan for Improvements – Summarizes recommendations for prioritizing improvements (over short-, mid-, and long-term) that are based on the evaluation in Working Paper 3 – *Preliminary Plan for Improvements* and subsequent public input. In addition, potential funding opportunities have been identified that could help the Town of Wickenburg address implementation costs.

Chapter 6: Conclusion – Describes potential next steps towards implementing the recommendations.

2.0 EXISTING AND FUTURE CONDITIONS

An analysis of the existing and future conditions for the Town of Wickenburg and its surrounding areas will provide an understanding of the baseline conditions and future growth that could affect travel patterns or open space/trails needs. This section addresses the following elements:

- Land Use and Development Patterns;
- Socioeconomic Characteristics;
- Transportation; and
- Trails and Open Space.

Data were collected for the municipal planning area that was identified for the ongoing update of the Town of Wickenburg General Plan 2025. This area encompasses downtown Wickenburg and outlying growth areas that are currently undergoing major trails and recreation planning efforts, and potential growth areas to the west and north of downtown Wickenburg.

2.1 LAND USE AND DEVELOPMENT PATTERNS

Over 90 percent of the study area is undeveloped and the majority of this area is Arizona State Trust Land or federal land managed by the BLM. Low density residential (<1 du/acre) developments are located in Wickenburg and nearby communities including Morristown, Forepaugh, and Aguila. Existing, medium density residential (1-4 du/acre) development is typically concentrated near downtown Wickenburg and along Wickenburg Way. Commercial land uses comprise less than one percent of the total land within the study area. The limited commercial developments are located along US 60 and US 93 within the town limits as well as near the Wickenburg Airport.

Future land uses are identified in the draft General Plan 2025, as illustrated in Figure 2. The plan identifies areas of commercial and mixed use developments surrounding downtown Wickenburg that transition into single family high density (5-10 du/acre) and medium density (2-5 du/acre) developments outside of the downtown core. Commercial developments are also identified along both US 60 and US 93 alignments throughout town and into southern Yavapai County. Low density (0-2 du/acre) and rural residential (<1 du/acre) compromise the majority of the remaining land use designations throughout the study area. An enhanced employment and industrial core is projected for the area surrounding the airport along the western edge of the town. The future land uses on Figure 2 reflect the 2011 draft of the General Plan Update and may be subject to change prior to adoption by Council of the General Plan Update.

2.2 SOCIOECONOMIC CHARACTERISTICS

A review of existing and future population and employment growth trends was conducted to understand the demographic and socioeconomic characteristics in the study area. Due to the location of the study area on the border of Maricopa and Yavapai Counties, both MAG regional

data as well as US Census data were used for this analysis. MAG data are organized by Transportation Analysis Zones (TAZs) within the study area while the US Census data are broken down by census blocks.

2.2.1 Existing Population

According to Census data, Maricopa and Yavapai Counties had populations of 3,817,117 people and 211,033 people, respectively, in 2010. The study area has a 2010 population of 12,945 people; Wickenburg accounts for 6,363 people, approximately 49 percent of the study area (US Census Bureau 2011). Since the 2000 census, each of these areas has experienced various levels of population growth. Table 2 identifies population growth for the study area compared to growth throughout Arizona, Maricopa and Yavapai Counties, and the Town of Wickenburg.

Table 2 Existing Population – 2000 and 2010 Census Data

Area	2000	2010	Percent Growth
Wickenburg	5,082	6,363	25%
Study Area	11,688	12,945	11%
Yavapai County	167,517	211,033	26%
Maricopa County	3,072,149	3,817,117	24%
Arizona	5,130,632	6,392,017	25%

Source: US Census Bureau 2011

Transportation planning in Maricopa County generally is based on MAG data for TAZs. Based on the initial 2005 MAG population data, estimates for 2010 showed growth to over 4.2 million people countywide and over 9,000 people in the Town of Wickenburg (see Table 3). When compared to Census information, MAG 2010 projections overestimated 2010 population growth by more than 10 percent throughout Maricopa County and more than 42 percent for the Town of Wickenburg.

Table 3 Existing Population – MAG Data

Area	2005	2010	Percent Growth
Wickenburg	8,250	9,048	10%
Study Area	9,606	11,022	15%
Maricopa County	3,681,025	4,216,499	15%

Source: Maricopa Association of Governments 2007a

2.2.2 Future Population

The analysis of future population is based on MAG population projections as well as the application of potential growth rates to Census 2010 data consistent with the recent Town of Wickenburg General Plan 2025. Population projections have not been prepared for Yavapai County.

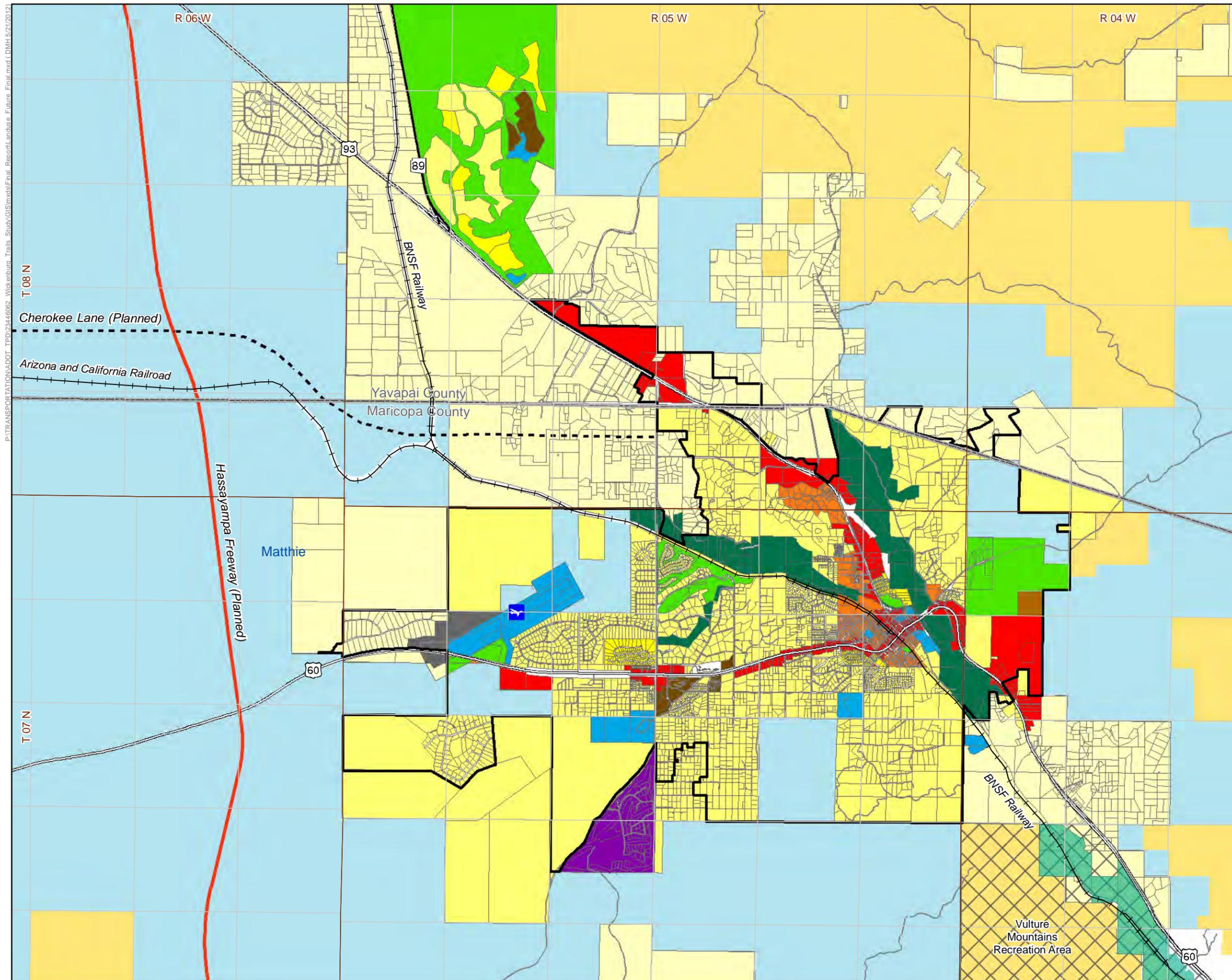
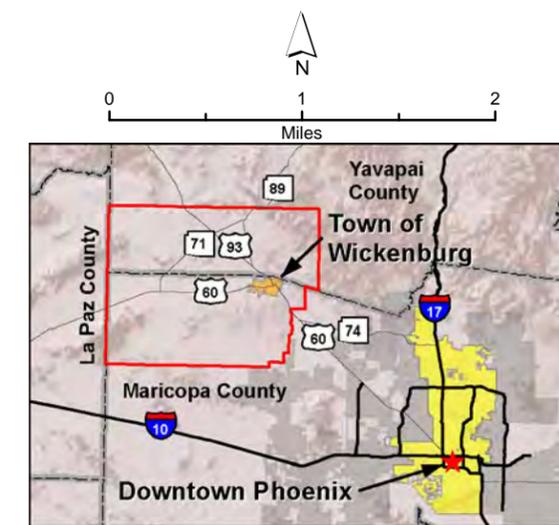


Figure 2
Future Land Use and Transportation

LEGEND

- Study Area Boundary
- Future Land Use**
 - Rural Residential (.25 to 1.0 du/ac)
 - Single Family Low Density (0-2 du/ac)
 - Single Family Medium Density (2-5 du/ac)
 - Single Family High Density (5-10 du/ac)
 - Multi-Family Residential (10+ du/ac)
 - Mixed Use
 - Commercial
 - Employment/Industrial
 - Public Facility
 - Resort Health Facility
 - Open Space
 - Environmentally Sensitive Areas
- Planned Roadway**
 - Arterial
 - Freeway
- Surface Management**
 - Bureau of Land Management
 - State Trust*
 - Private

*If not signed as open to public, State Land recreation permit required to cross.
- General Reference Features**
 - Town of Wickenburg Boundary
 - County Boundary
 - U.S. Highway
 - State Route
 - Local Road
 - Railroad
 - Wickenburg Municipal Airport
 - Township and Range Boundary
 - Section Boundary
 - Hassayampa River Preserve
 - Vulture Mountains Recreation Area



MAG projections show increased population growth areas along the US 60 and Hassayampa River corridors within the Town of Wickenburg and areas to the southeast. As identified in Table 4, the population in the study area within the MAG region is projected to grow to nearly 18,000 people by the year 2030, an increase of almost 85 percent from 2005. In that same time period, the Town of Wickenburg is expected to grow to over 13,500 people, an increase of 64 percent from 2005. It should be noted that the 2010 Census data indicated that the Town of Wickenburg had a population of about 6,363 in 2010, which suggests that these projections are based on a high estimate for 2005.

Table 4 Future Population – MAG Projections

Area	2005	2010	2020	2030
Wickenburg	8,250	9,048	10,932	13,562
Study Area	9,606	11,022	13,311	17,732
Maricopa County	3,681,025	4,216,499	5,230,300	6,135,000

Source: Maricopa Association of Governments 2007a

The Town of Wickenburg General Plan 2025 identifies three different growth rate scenarios for the town between 2010 and 2025. Applying historic (2.3 percent annually), moderate (3.0 percent annually), and aggressive (5.0 percent annually) growth rates allows for a range of future population scenarios. The data in Table 5 show an application of this range of growth rates to the 2010 Census population numbers. If the historic growth rate continues, the Town of Wickenburg would be expected to increase about 40 percent by 2025. MAG’s population projections correspond with the more aggressive development scenario.

Table 5 Future Population – Town of Wickenburg Projections

Area	2010	2015	2020	2025
Historical Growth Rate (2.3%)	6,363	7,129	7,989	8,951
Moderate Growth Rate (3%)	6,363	7,378	8,553	9,915
Aggressive Growth Rate (5%)	6,363	8,121	10,365	13,228

Source: Town of Wickenburg 2011b; US Census Bureau 2010

For detailed information on additional demographic characteristics throughout the Town of Wickenburg including environmental justice considerations refer to Working Paper 1 – *Existing Conditions and Future Deficiencies*.

2.2.3 Employment

According to MAG data, employers within the Town of Wickenburg provided nearly 90 percent of all jobs in the Maricopa County portion of the study area in 2005, supplying over 4,000 jobs. Future growth projections suggest that job growth in Wickenburg will more than double by 2030. Comparatively, the study area is expected to experience an even greater increase in total employment (144 percent) over that same time period.

Table 6 identifies the existing and future employment projections for the Town and study area based on MAG data. Note that 2010 data identified in Table 6 are derived from an estimate based on 2005 information and does not reflect current 2010 employment data from the US Census.

Table 6 Employment Change – MAG Data

Area	2005	2010	2020	2030	Percent Change
Wickenburg	4,384	5,512	7,295	9,620	119%
Study Area	5,055	6,622	8,921	12,316	144%
Maricopa County	1,747,532	2,157,424	2,788,101	3,378,800	93%

Source: Maricopa Association of Governments 2007a

2.3 TRANSPORTATION

An inventory of the current transportation system throughout the town and the study area was conducted to assess current conditions on the transportation network and identify any current or anticipated deficiencies. A detailed analysis of the existing and future transportation conditions surrounding Wickenburg including functional street classification, traffic volumes, levels of service, intersection controls, parking, transit service, railroad characteristics, traffic patterns, and aviation can be found in Working Paper 1 – *Existing Conditions and Future Deficiencies*.

2.3.1 Existing Roadways

The Town of Wickenburg has three primary arterial streets that provide regional connectivity. US 93 is considered an arterial roadway within town limits and provides regional access from the northwest, ultimately reaching I-40 near Kingman, Arizona. US 60, also an arterial roadway throughout Wickenburg known as West Wickenburg Way, provides regional connectivity to the west as well as to Phoenix and Interstate 10 (I-10) to the southeast. Tegner Street is being reclassified as a rural minor arterial. The remaining streets in Wickenburg are minor collectors and local streets that provide access to commercial and residential areas of the town.

2.3.2 Planned Network Improvements

Future network improvements are expected to be limited to localized intersection improvements, local trail and multi-modal improvements and local street connection improvements. Local improvements to US 60 through the Town of Wickenburg include widening to four through lanes and adding a multi-use path on the north side. Regional improvements include planned alignments of the Hassayampa Freeway, also known as Interstate 11 (I-11), west of Wickenburg. Connection to the I-11 is shown through a future service interchange planned at US 60. In addition, Vulture Mine Road is planned as a future Arizona Parkway that will connect US 93 north of Wickenburg to the planned Hassayampa Freeway southwest of the town limits. According to the Maricopa County Department of Transportation (MCDOT) Design Guideline Recommendations for the Arizona Parkway (2008),

the standard minimum roadway right-of-way (ROW) for this corridor should be 200 feet. Currently, Maricopa County owns and/or maintains roughly 65 feet of ROW along Vulture Mine Road within Wickenburg town limits.

2.3.3 Existing and Future Traffic Volumes

The three major roadways located throughout the study area are all part of the ADOT traffic count program. Table 7 presents the 2010 average day traffic (ADT) on each segment of the roadways, both within and approaching Wickenburg. In general, traffic volumes are higher within Wickenburg compared to volumes outside the town limits.

Table 7 Existing and Forecasted Arterial Highway Volumes

Highway	Segment	Classification	2010 ADT	2031 ADT
US 60	Aguila to Wickenburg Airport	Rural Highway	1,500	2,630
US 60	Wickenburg Airport to Vulture Mine Road	Rural Highway	4,000	6,300
US 60	Vulture Mine Road to US 93	Major Arterial	13,000	18,330
US 60	US 93 to Mockingbird Road	Major Arterial	15,500	21,830
US 60	Mockingbird Road to SR 74	Major Arterial	11,500	19,640
US 60	SR 74 to Wittman	Major Arterial	8,300	20,490
US 93	SR 89 to Vulture Mine Road	Major Arterial	10,500	12,750
US 93	Vulture Mine Road to US 60	Major Arterial	9,4000	11,950

Note: Shaded cells represent sections of roadway within the Town of Wickenburg
 Source: Arizona Department of Transportation 2011

Traffic volumes in the Wickenburg area are expected to increase based on 2031 regional transportation plans and forecasts. Future land use projections result in an annual increase in traffic of about 2 percent per year. Extended over a 21-year time frame to the year 2031, volumes within Wickenburg are forecast to be 1.5 to 2 times more than existing volumes. Forecast volumes for arterial and major collectors within Wickenburg are also provided in Table 7.

As illustrated on Figure 3, the future Level of Service (LOS) conditions result in a daily LOS C or better on all arterial and major collector roadways throughout the Wickenburg area based on the 2031 daily forecast volumes illustrated in Table 7.

The assessment of traffic volumes and level of service indicates that current and anticipated future levels of service are acceptable within the study area. Projected growth areas are located within the Town along key thoroughfares (US 93 and Wickenburg Way) and to the north along US 93 into Yavapai County. Available data suggest that the capacity of the current roadways appears to be adequate to meet the needs of the current and future population.

2.3.4 Existing and Planned Transit Service

In 2006, Valley Metro introduced regional bus service to the Town of Wickenburg, however that service was discontinued in October 2011. Route 660, the Wickenburg Connector, had provided four buses per day between the Arrowhead Towne Center in Glendale, Arizona, and

Wickenburg. Currently, the town does not have any internal transit operations and the draft 2025 General Plan Update has identified a need to provide future service.

Future regional transit services to Wickenburg have been included in long-range planning efforts. MAG has conducted studies of a potential Grand Avenue commuter rail corridor that would extend from downtown Phoenix to Morristown and/or Wickenburg along the existing BNSF rail corridor that parallels US 60. The timeline for providing service to downtown Wickenburg is unknown and funding has yet to be identified.

2.4 TRAILS AND OPEN SPACE

Within this study, the discussion of open space encompasses designated protected areas and public land that is managed for recreation use; trails and trailheads; and developed recreation facilities such as parks and campgrounds. Trails and trailhead facilities or staging areas may be designed for off-highway vehicle (OHV) use, equestrian use, or both. This section provides an inventory of the existing trails and open space network within the study area based on available studies and mapping. The discussion of existing trails and open space within the study area is focused on (1) trails networks, (2) trailheads and staging areas, and (3) park and recreation facilities.

2.4.1 Trails Networks

Maricopa County and BLM are developing a cooperative agreement to manage existing trails networks within the study area and are engaged in major planning efforts to designate roads and trails for both motorized and non-motorized uses. These regional planning efforts provide the framework of opportunities for the Town to connect with key access points to major recreational areas. Wickenburg is situated in the center of these ongoing planning efforts: (1) the Community Trails Master Plan, which will identify staging areas and trails on BLM-managed land in the study area, and (2) the master plan process for the Vulture Mountains Recreation Area, which will outline the County's management of this area including the development and operation of activity nodes in the park. The recreational nodes would be located near the Hassayampa River Preserve/ADOT rest area and along Vulture Mine Road (see Figure 4). Possible activities and facilities could include pedestrian/bike, equestrian, and motorized staging areas and trails; picnic and camping areas; natural and historical interpretation; recreation activity concessions; and hunting.

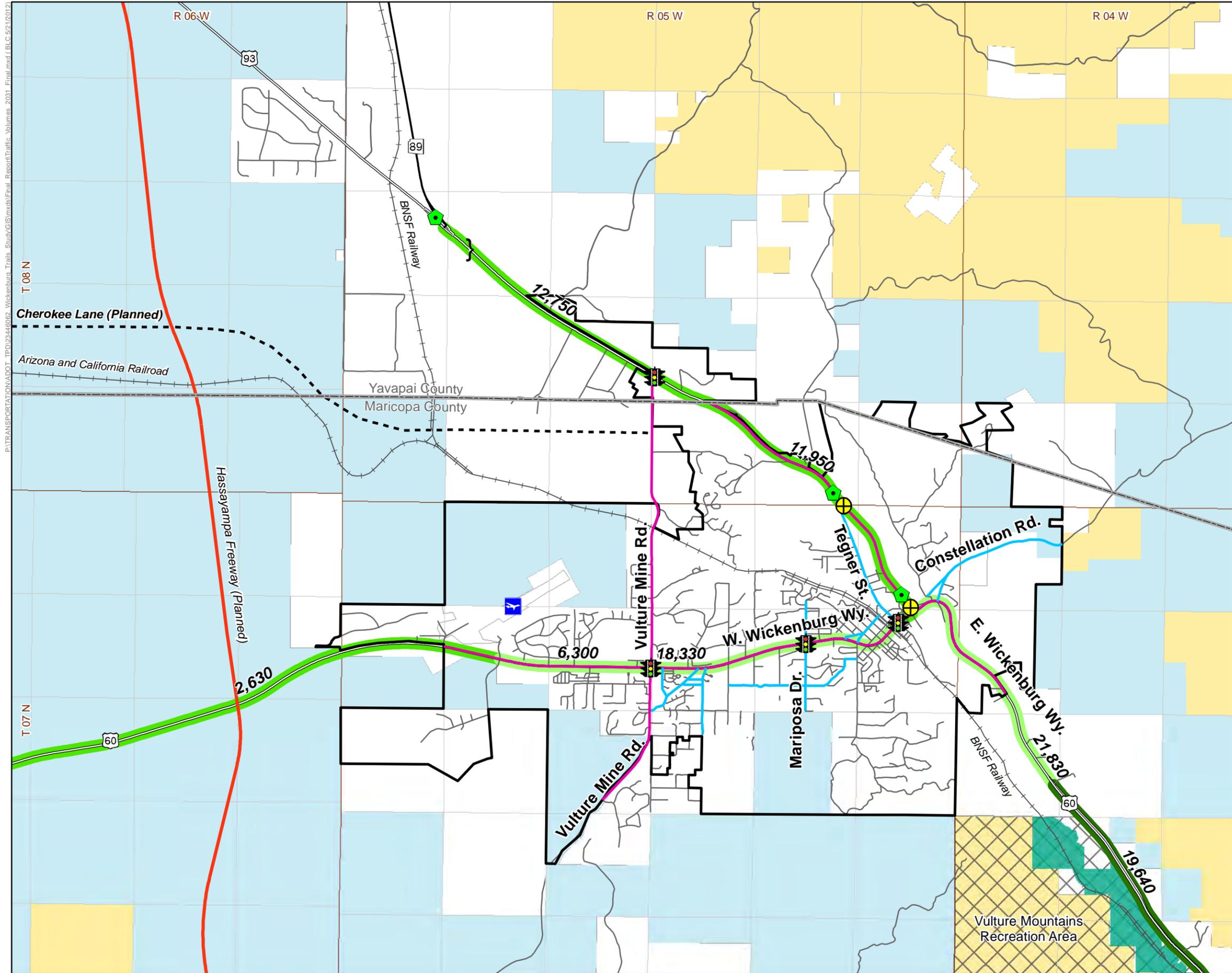
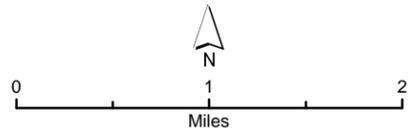


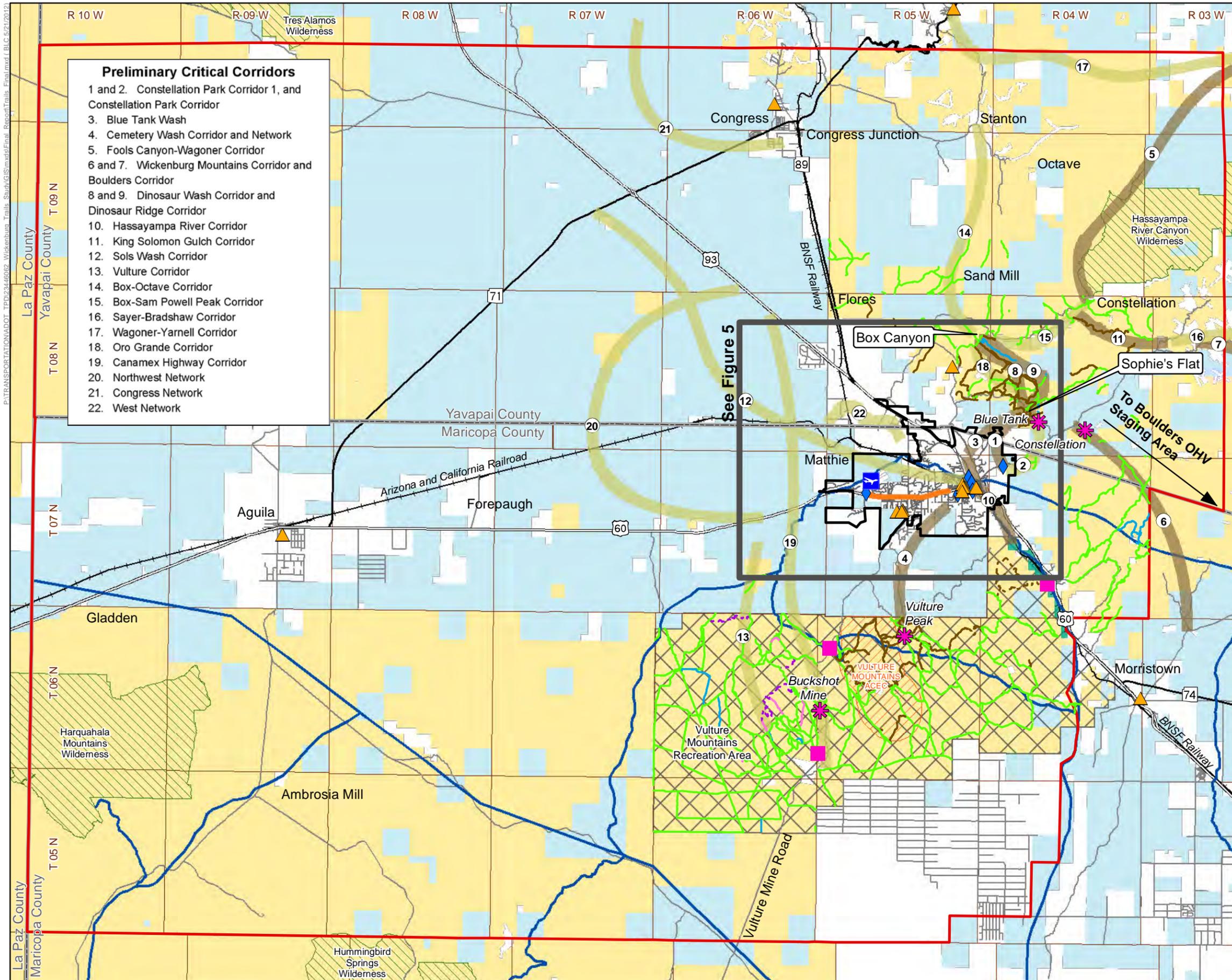
Figure 3
Transportation- 2031 Conditions

LEGEND

- Study Area Boundary
- 2031 Level of Service (LOS)**
 - A
 - B
 - C
- Functional Classification**
 - Principal Arterial
 - Collector Street
 - Local Road
- Planned Roadway**
 - Arterial
 - Freeway
- Traffic Features**
 - Highway Junction
 - Roundabout
 - Traffic Signal
- Traffic Volumes**
 11,950 = Daily Volume (2031)
- Surface Management**
 - Bureau of Land Management
 - State Trust*
 - Private
- General Reference Features**
 - Town of Wickenburg Boundary
 - County Boundary
 - U.S. Highway
 - State Highway
 - Railroad
 - Wickenburg Municipal Airport
 - Township and Range Boundary
 - Section Boundary
 - Hassayampa River Preserve
 - Vulture Mountains Recreation Area

*If not signed as open to public, State Land recreation permit required to cross.





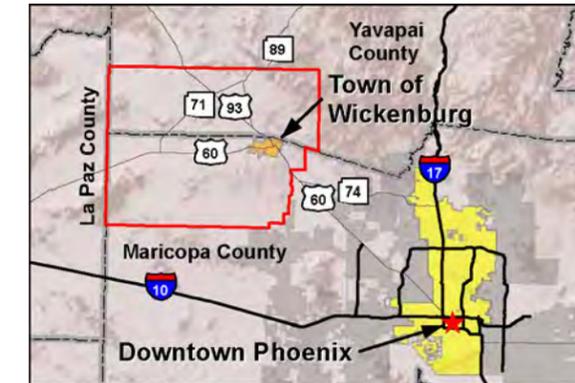
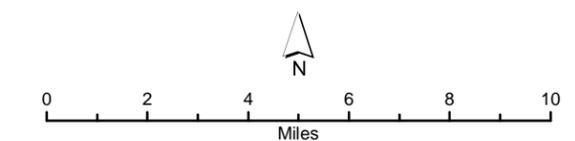
- Preliminary Critical Corridors**
- 1 and 2. Constellation Park Corridor 1, and Constellation Park Corridor
 3. Blue Tank Wash
 4. Cemetery Wash Corridor and Network
 5. Fools Canyon-Wagoner Corridor
 - 6 and 7. Wickenburg Mountains Corridor and Boulders Corridor
 - 8 and 9. Dinosaur Wash Corridor and Dinosaur Ridge Corridor
 10. Hassayampa River Corridor
 11. King Solomon Gulch Corridor
 12. Sols Wash Corridor
 13. Vulture Corridor
 14. Box-Octave Corridor
 15. Box-Sam Powell Peak Corridor
 16. Sayer-Bradshaw Corridor
 17. Wagoner-Yarnell Corridor
 18. Oro Grande Corridor
 19. Canamex Highway Corridor
 20. Northwest Network
 21. Congress Network
 22. West Network

Figure 4
Regional Existing and Planned Trails and Open Space Network

LEGEND

- Study Area Boundary
- Preliminary Critical Corridors**
 - Primary Critical Corridor
 - Secondary Critical Corridor
- Trails and Trailheads**
 - Maricopa Regional Trail System
 - Wickenburg Town Trail
 - Open to All Uses
 - Vehicles 24" or Less
 - Vehicles 60" or Less
 - Non-Motorized Use Only
 - BLM Future Trails (Draft)
 - Open to All Uses
 - Vehicles 60" or Less
 - Vehicles 24" or Less and Non-Motorized Use Only
 - Non-Motorized Use Only
- BLM Designated Trails (Draft)**
 - Maricopa Regional Trail System
 - Wickenburg Town Trail
 - Open to All Uses
 - Vehicles 24" or Less
 - Vehicles 60" or Less
 - Non-Motorized Use Only
- BLM Future Trails (Draft)**
 - Open to All Uses
 - Vehicles 60" or Less
 - Vehicles 24" or Less and Non-Motorized Use Only
 - Non-Motorized Use Only
- Surface Management**
 - Bureau of Land Management
 - State Trust*
 - Private
- General Reference Features**
 - Town of Wickenburg Boundary
 - County Boundary
 - Township and Range Boundary
 - U.S. Highway
 - State Highway
 - Local Road
 - Railroad
 - Wickenburg Municipal Airport
 - Township and Range Boundary
 - Area of Critical Environmental Concern (ACEC)
 - Wilderness
 - Hassayampa River Preserve
 - Vulture Mountains Recreation Area
 - Town Park
 - School

*If not signed as open to public, State Land recreation permit required to cross.



Source:
 Base Map: ADOT 2009, ALRIS 1997-2010, BTS 2011
 Trails: Maricopa County 2011, BLM 2011, Town of Wickenburg 2003
 Critical Corridors: Wickenburg Conservation Foundation 2009



Maricopa County has several planned non-motorized trail corridors as part of the Maricopa Trail System in the study area, as shown in Figure 4. Additionally, BLM is developing the Wickenburg Community Trails Master Plan for public land within its Wickenburg Community Recreation Management Zone. The draft Trails Master Plan proposes the various existing and new roads and trails on public land as closed, seasonal, non-motorized, motorized, and open to all as shown in Figure 4. Figure 4 also illustrates Primary and Secondary Critical Corridors, which resulted from prior studies and were determined based on the highest priorities for obtaining formal or permanent trail easements. Detailed descriptions of regional trail corridors throughout the Wickenburg area are provided in Working Paper 1 – *Existing Conditions and Future Deficiencies*.

2.4.2 Trailheads and Staging Areas

Just like the casual-use trails, there are many casual-use trailheads and staging areas on private, State Trust, and public land. The Town does not have any formal trailheads; however, it has obtained a grant to develop the Kerkes property as a staging area and trailhead, located south of downtown and adjacent to The Nature Conservancy’s Pulte Mitigation parcel. This location would enable access for motorized trail users to the north and non-motorized trail users to the south. In addition, a series of borrow pits was created when the US 93 bypass was constructed; these are informally used by Town residents for recreation including fishing and camping. Wickenburg is considering designating the borrow pits as a recreation area for day-use, equestrian staging, and camping. These opportunities are centrally located and would facilitate access to the regional trail system.

BLM’s Vulture Peak Trail is accessible to passenger vehicles just off Vulture Mine Road and leads to Stewart trailhead and accessible to 4-wheel drive vehicles further up the mountain. Sophie’s Flat Trailhead has a day-use parking area and an overnight staging area. Equestrians and hikers use the non-motorized trail system and motorized trail users use the surrounding casual-use “trails” and washes.

2.4.3 Park and Recreation Facilities

The Town has seven parks, all with picnic areas, as shown on Figure 5. Stone, Boetto, Maguire, and Festival parks are neighborhood parks near the town center. Festival Park consists of the former US 60 bridge over the Hassayampa River and its approaches. Coffinger Park, north of the town center, is a community park with sports facilities and a swimming pool. It is on the north edge of Sols Wash and separated from it by a floodwall. Sunset Park is a west side community park with sports facilities. Constellation Park, on the east end of town, is a regional-level park with rodeo grounds, recreational vehicle (RV) camping, and shooting ranges. The Wickenburg Community Center is near the town center on the south side of Sols Wash and separated from it by a floodwall. The site provides facilities for recreational vehicles.

The Town does not have any district-level parks. According to town park standards, there is a current shortage in neighborhood and district parks. Town of Wickenburg staff indicated a need for organized sports fields (football, baseball) and other district-level facilities.

2.4.4 Legal Access and Land Ownership Issues

The most significant issue associated with trail connectivity is legal access across private and state land, both within the Town and between the Town and public land. A formal and informal trail network crosses the Town and the region and is used by both residents and visitors to the area's guest ranches and recreation areas. Prior studies have indicated that trails connectivity is a key issue to address through acquisition of formal rights-of-way and signage/communication to users as to how trails are properly accessed. The current informal trail system relies in part on traversing privately owned and State Trust lands for which formal ROW may not be present.

If a formal easement is not in place, state law requires an ASLD recreation permit and OHV tag to cross State Trust land. Trust lands may be sold for development, especially those parcels near the Town, and without a formal easement trails and access could disappear. Some land in the Hassayampa River and along street and road rights-of-way is owned by the Town and ADOT. The Town of Wickenburg has been working with landowners and ASLD to address issues associated with informal trail use across their properties.

Legal access issues extend to some maintained roads. Some sections of existing roads are currently located on trust land without a formal ROW but are maintained by Maricopa and/or Yavapai County. Roads within the study area currently maintained by Maricopa County include parts of Constellation Road, Rincon Road, and Vulture Mine Road. Yavapai County also maintains parts of Constellation and Rincon Road.

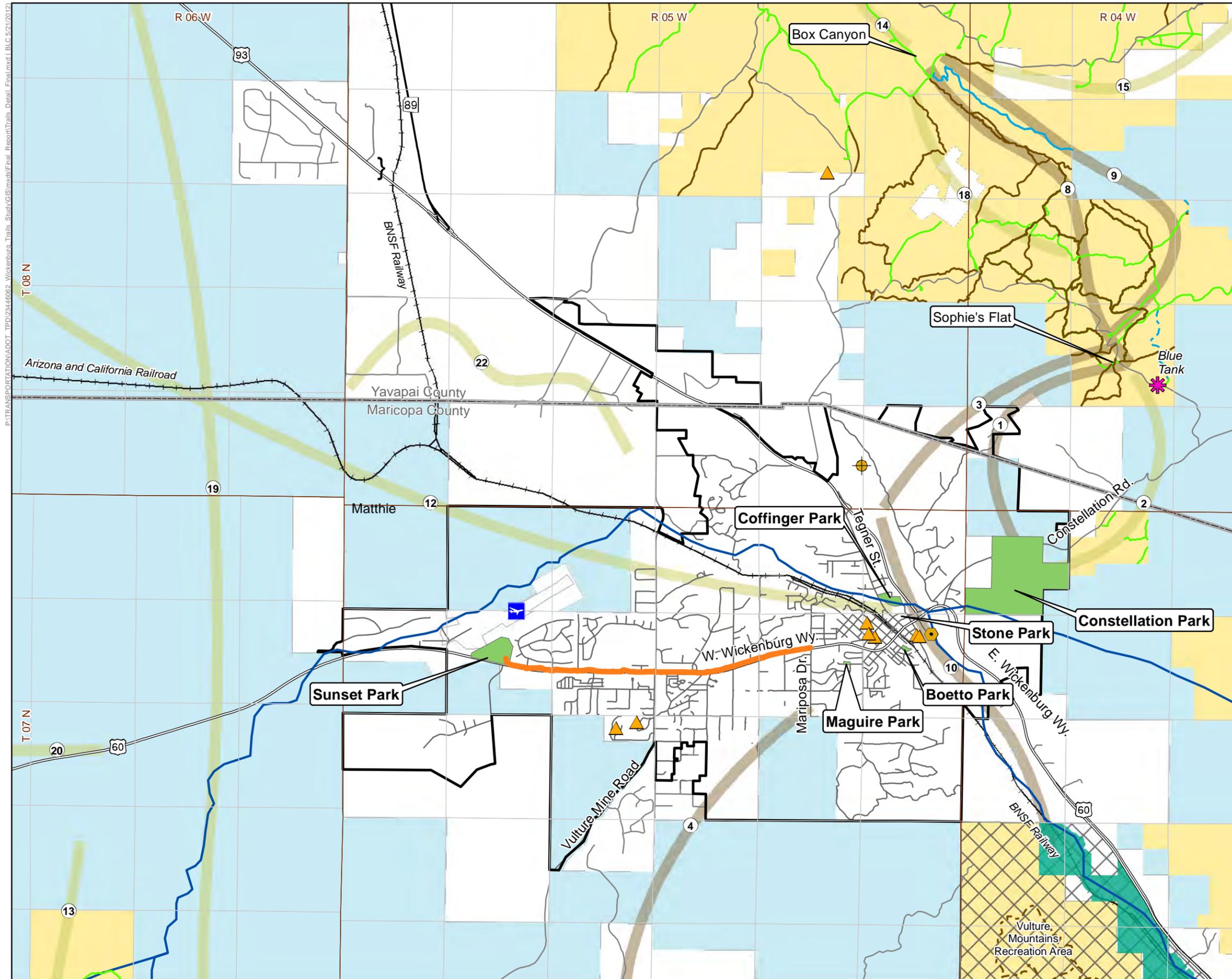
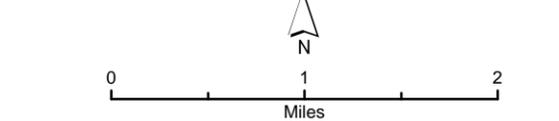


Figure 5
Town of Wickenburg Existing and Planned Trails and Open Space Network

LEGEND

- Study Area Boundary
- Trails and Trailheads**
 - BLM Designated Trails (Draft)
 - Open to All Uses
 - Vehicles 60" or Less
 - Non-Motorized Use Only
 - - - BLM Future Trails (Draft)
 - - - Open to All Uses
 - - - Vehicles 60" or Less
 - - - Vehicles 24" or Less and Non-Motorized Use Only
 - - - Non-Motorized Use Only
 - Maricopa Regional Trail System
 - Wickenburg Town Trail
 - * Proposed County Activity Node/Trailhead
 - * Proposed BLM Staging Areas
- Preliminary Critical Corridors (See Fig. 4)**
 - Primary Critical Corridor
 - Secondary Critical Corridor
- Surface Management**
 - Bureau of Land Management
 - State Trust*
 - Private
 - *If not signed as open to public, State Land recreation permit required to cross.
- Town Parks and Open Space**
 - Borrow Pits
 - Proposed Trailhead
 - ▲ School
 - Town Park
- General Reference Features**
 - Town of Wickenburg Boundary
 - County Boundary
 - U.S. Highway
 - State Highway
 - Local Road
 - Railroad
 - ✈ Wickenburg Municipal Airport
 - Township and Range Boundary
 - Section Boundary
 - Hassayampa River Preserve
 - Vulture Mountains Recreation Area



Source:
 Base Map: ADOT 2009, ALRIS 1997-2010, BTS 2011
 Trails: Maricopa County 2011, BLM 2011, Town of Wickenburg 2003
 Critical Corridors: Wickenburg Conservation Foundation 2009

3.0 ISSUES

The initial study tasks were focused on understanding the key issues to be addressed in promoting connectivity in the study area. Input was provided by the Town of Wickenburg, TAC members, the public and stakeholder groups to identify important issues throughout this study.

3.1 KEY TRAILS AND OPEN SPACE ISSUES

Trails and recreation/open space uses throughout the Town of Wickenburg and the surrounding area are woven into the fabric of the community. The Town of Wickenburg is pursuing the development of a trail network that seamlessly integrates the Town with regional recreation amenities. However, as identified in Working Paper 1 – *Existing and Future Conditions*, the study area includes a mix of federal, State Trust, and privately owned land that host numerous informal trails but no formally designated system outside of BLM-managed land. The following items were identified as key issues regarding the future of the trails and open space network in the study area:

1. **OHV use on private land and liability issues, particularly at Box Canyon** – Box Canyon, located northwest of Wickenburg city limits, is considered by Wickenburg to be a significant recreation draw, an important generator of visitors that support local businesses, and an amenity to residents. OHV use on private inholdings within the Box Canyon area causes liability and trespass issues because it is not designated as a public OHV area.
2. **Legal access on currently used trails** – Throughout the study area, there are informal use trails without legal easements across land managed by ASLD and private owners. It is critical to obtain the appropriate easements and to acquire the necessary ROW to legalize the motorized and/or non-motorized use of existing trails in order to consolidate use areas, manage trail use, guide users to a trail system, and be able to reserve ROW for the protection of future access.
3. **Prioritization of needed actions on key trail corridors** – There is a need to identify and prioritize key trail and open space corridors located on State Trust and private land.
4. **Signage and wayfinding** – Comments from the public consistently noted that it is difficult to understand where and how to access trails.
5. **Development and maintenance of trails and staging areas to meet demand** – The campground near the rodeo grounds on Constellation Road is a high-use facility and could be expanded. A new staging area that is under development near downtown Wickenburg is expected to be at capacity as soon as it opens. The demand for parking, staging, and access to the trail network is expected to grow as visitation increases due to the establishment of Vulture Mountains as a recreation area and the master planning/designation of trails on BLM-managed land draw additional visitors.

6. **Designated staging areas in Wickenburg** – Currently, there are no designated staging areas located within the Town of Wickenburg. Planners in Wickenburg would like to connect with the regional trails and open space network, by providing locations where trail and OHV users can park and access recreation areas in and around Wickenburg.
7. **Potential for user conflicts** – Although conflicts between OHV and equestrian trail users are not presently identified as a major issue, there is potential for this to occur. Horses may be affected by the noise and speed of OHVs.
8. **Overall connectivity** – Improving the overall connectivity of the regional trails and open space network would link downtown Wickenburg with the regional trail system, promoting visitation in town and making Wickenburg a focal point for visitors to the area.

3.2 KEY TRANSPORTATION ISSUES

The foundation of the transportation network in Wickenburg consists of two regional highways (US 60 and US 93) and a major arterial road (Vulture Mine Road). There are several collector streets and many local roadways, some paved and some not. While there were no significant transportation deficiencies identified in Working Paper 1 – *Existing and Future Conditions*, there are some issues that could warrant attention as future development occurs. The following were identified as key issues regarding the transportation network in Wickenburg:

1. **Internal circulation** – Currently, the majority of internal roadway circulation occurs on US 60, US 93, Vulture Mine Road, and Tegner Street; local roads generally do not provide cross-town movement. The identification of north/south and east/west cross town alternatives to function as collector roadways would improve access and circulation throughout town and lessen the amount of traffic and congestion on local roadways in the future.
2. **Pavement maintenance and dust control** – Many of the local roadways in Wickenburg are dirt roads. Other roads have been paved but not properly maintained and require improvements. Roadway improvements such as paving, pavement repair, and dust control will enhance the functionality of the existing network.
3. **Signage and wayfinding** – Improved signage and wayfinding would connect recreational visitors to their destinations and promote regional amenities. Wayfinding signs would connect trails with Wickenburg, directing visitors to designated trails and making the Town the starting point for the visitor experience.
4. **Downtown parking** – Stakeholder discussions indicated a need for parking in downtown Wickenburg, especially during special events.
5. **Sidewalk connections** – While most neighborhoods have sidewalks, many subdivisions and neighborhoods do not connect to the existing sidewalk network within town. It is important to identify locations for improved sidewalk connections and create future

development standards to enable improved non-vehicular connectivity and circulation around Wickenburg.

6. **Access management** – A long-term strategy for access management would maintain the flow of traffic along US 93 and US 60 in and around Wickenburg into the future. Multiple driveways that are close together may cause congestion and safety issues as cars merge with higher-speed vehicles along the highway.
7. **Transit service** – There is no internal transit service for the town. The identification of multi-modal options could improve overall circulation in the future and enable non-drivers to get around town.
8. **Improved railroad crossing infrastructure** – Wickenburg is concerned about inadequate truck clearance under the railroad crossing along Wickenburg Way. Analysis of the truck clearance and/or the identification of an alternate truck route are potential solutions to the railroad crossing clearance.
9. **Roadway access to trails and open space areas** – Access to existing and planned recreation, trails, and open space areas is limited on the current roadway network. Paving or enhanced access to these areas would improve overall circulation, particularly as visitation increases due to the establishment of Vulture Mountains as a recreation area.

4.0 EVALUATION OF ALTERNATIVES

Based on stakeholder and public input, this development of alternatives focused on the following key objectives:

1. Connect Wickenburg with public land trail systems along legal, publicly accessible trail and roadway corridors.
2. Provide opportunities for many transportation modes including vehicular, pedestrian, bicycle, and equestrian.
3. Encourage tourists to visit downtown Wickenburg as part of their travel route, thereby supporting local businesses and promoting Wickenburg as a hub for regional recreation opportunities.

4.1 CHARACTERIZATION OF TRAILS AND OPEN SPACE ALTERNATIVES

Table 8 describes each of the corridors illustrated in Figure 6, grouped by the key connections to be made. The connections identified in Figure 6 include some routes along existing arterials that are identified specifically for bike lanes or multi-use paths modeled after the existing path along Wickenburg Way (between Mariposa Drive and Sunset Park). The other connections link Wickenburg with regional recreation destinations and may be developed for bike, pedestrian, equestrian, OHV, or a combination of these modes.

Table 8 Potential Corridors for Wickenburg Area Trail Network

Key Connections	Corridors to Make the Connection	Key Opportunities and Constraints
Connect Wickenburg to Vulture Mountains Recreation Area	Vulture Mine Road	Expand ROW to enable multi-use path separated from traffic, could connect with existing multi-use path on Wickenburg Way.
	From Mariposa Drive, across State Trust Land	Current trail use occurs throughout this area, provides direct connection from residential area to Vulture Mountains Recreation Area. Easement acquisition would be required across State Trust Land.
	Vulture Peak Road via Vulture Mine Road	Connects Stewart Trailhead along Vulture Peak Road to the Vulture Mountains Recreation Area. Easement acquisition would be required across State Trust Land.
	Hassayampa River/BNSF Railway corridor	Direct connection to downtown and northern destinations via Hassayampa River. Trail use is designated as non-motorized in the Hassayampa River Preserve and on BLM trails in this part of the Vulture Mountains Recreation Area.

Key Connections	Corridors to Make the Connection	Key Opportunities and Constraints
Connect Wickenburg to BLM trails system (Sophie’s Flat and points east)	Rincon Road	Existing unpaved road connects to BLM designated trail system.
	Blue Tank Wash	Current trail use occurs in this area. Easement acquisition required from private owners and State Trust Land.
	Constellation Road	Connects with popular existing campground and rodeo facilities. ROW issues require resolution.
	Calamity Wash	Easement acquisition required from private owners and State Trust Land. Also crosses BLM-managed land.
Connect Wickenburg to Box Canyon	Scenic Loop Road	Existing road provides direct connection to BLM trail system. Box Canyon is an extremely popular OHV area to the north of Wickenburg.
	Rincon Road	Existing unpaved road connects to BLM designated trail system.
Enhance in-town multimodal connectivity	Connect Coffinger Park, Sols Wash, and Borrow Pit Area	Access has been cut off by fences, berms, and construction of SR 93 bypass.
	Extend existing multi-use path west of Sunset Park and east into downtown	Expansion of existing path on the north side of Wickenburg Way.

Notes: BLM = Bureau of Land Management
 BNSF Railway = Burlington Northern Santa Fe Railway
 OHV = off-highway vehicle
 ROW = right-of-way
 SR = State Route

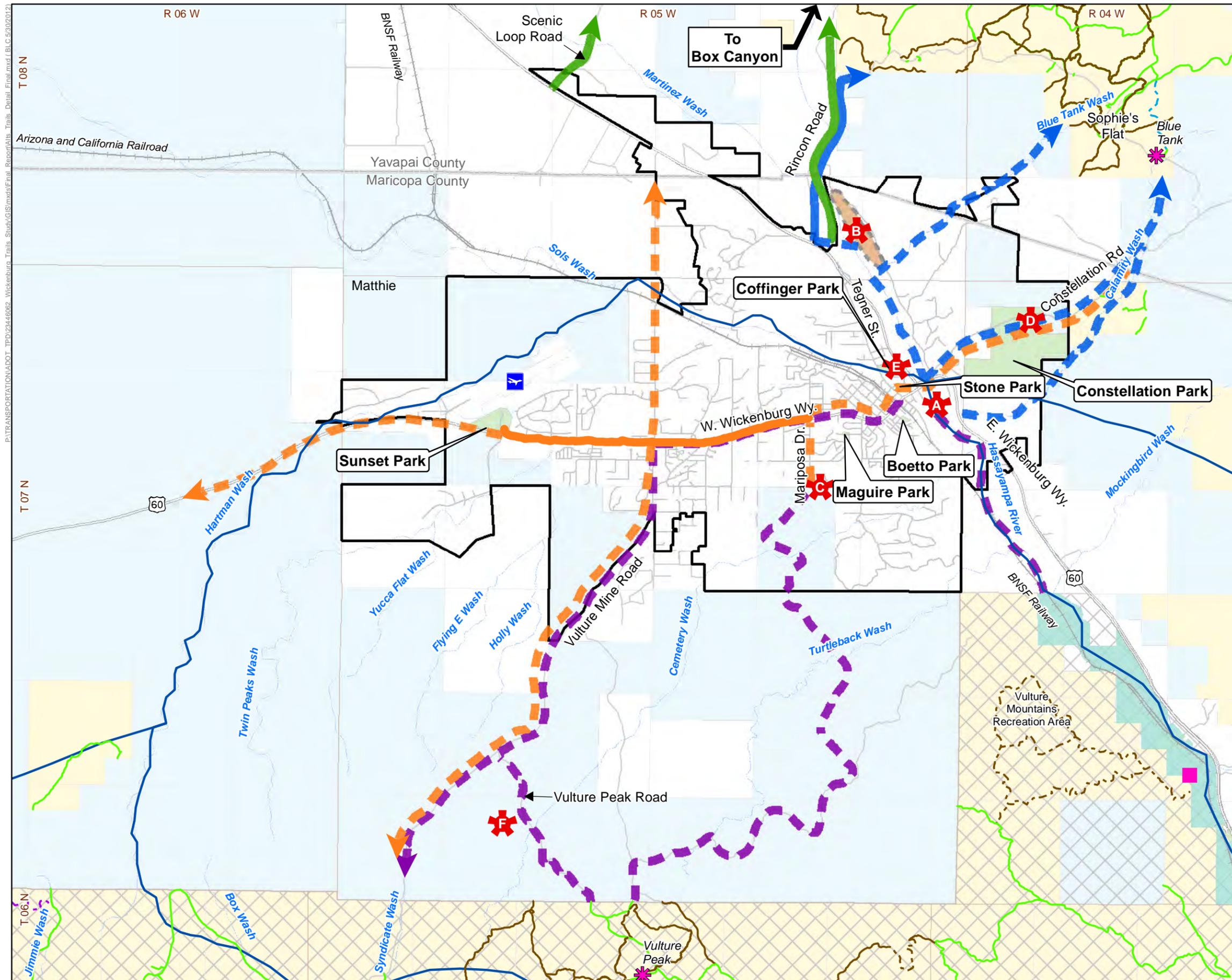
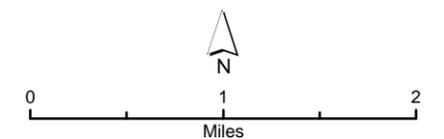


Figure 6
Existing and Planned Open Space and Trails Network

LEGEND

- Trails and Trailheads**
- BLM Designated Trails (Draft)
 - Open to All Uses
 - Non-Motorized Use Only
 - BLM Future Trails (Draft)
 - Open to All Uses
 - Vehicles 60" or Less
 - Vehicles 24" or Less and Non-Motorized Use Only
 - Non-Motorized Use Only
 - Maricopa Regional Trail System
 - Proposed County Activity Node/Trailhead
 - Proposed BLM Staging Areas
- Surface Management**
- Bureau of Land Management
 - State Trust*
 - Private
- *If not signed as open to public, State Land recreation permit required to cross.
- Town Parks and Open Space**
- Town Park
- General Reference Features**
- Town of Wickenburg Boundary
 - County Boundary
 - U.S. Highway
 - State Highway
 - Local Road
 - Railroad
 - River \ Wash
 - Wickenburg Municipal Airport
 - Hassayampa River Preserve
 - Vulture Mountains Recreation Area
 - Township and Range Boundary
 - Section Boundary
 - Borrow Pit Area
- Key Trail Connections**
- Access to Vulture Mountains Recreation Area
 - Access to BLM Trail Systems
 - Access to Box Canyon
 - Bike Lane/Multi-use Path
- NOTE: Dashed lines indicate easements to be acquired.**
- A** Proposed Recreation Node
- A = Kerkes Site
 - B = Borrow Pit Area
 - C = Mariposa Dr./Turtleback Mountain
 - D = Constellation Park Campground
 - E = Coffinger Park
 - F = Stewart Trailhead



Source:
Base Map: ADOT 2009, ALRIS 1997-2010, BTS 2011
Trails: Maricopa County 2011, BLM 2011, Town of Wickenburg 2003



The scenario illustrated in Figure 6 shows an extensive trail network with downtown Wickenburg as a hub. An evaluation was conducted to consider priorities for these opportunities, based on criteria to assess overall connectivity and acquisition requirements. This evaluation and public input resulted in the identification of the near-term recommendations. Each of these criteria is listed below and described in detail in Working Paper 3 – *Preliminary Plan for Improvements*.

1. Connects Wickenburg with recreation destinations
2. Consistency with BLM and ASLD plans
3. Community
4. Serves existing populations and planned growth areas
5. Accessibility and availability of right-of-way (ROW)
6. Length of easement
7. Partnership and coordination requirements

Several of the corridors emerge as more favorable due to higher effectiveness in promoting connectivity and/or reasonable feasibility. These include the corridors along Vulture Mine Road and Mariposa Drive/ State Trust Land that make the important connection to Vulture Mountains Recreation Area. Although an easement would be required to connect Mariposa Drive to the Vulture Mountains Recreation Area across State Trust Land, only one land owner (the State Trust) would be involved. In addition, the development of an established trail in this area may serve to consolidate existing use that is currently scattered throughout the property.

Box Canyon is considered to be a critically important and popular destination, and is located north of Wickenburg within parts of privately owned and BLM-managed land in Yavapai County. Wickenburg is interested in promoting links between the Town and Box Canyon since it is such a popular destination. Scenic Loop Road emerged as a recommended corridor for accessing Box Canyon because it is a legal road; wayfinding to this route is the primary need given there are multiple other routes to Box Canyon that are not necessarily public easements.

Among the connections to the BLM trail systems to the east of Wickenburg, Constellation Road is a recommended route for immediate action. There are ROW issues that require resolution on Constellation Road that should occur prior to any improvements; these include clarification of ownership and maintenance requirements among ASLD, Wickenburg, MCDOT, and Yavapai County. Blue Tank Wash is a trail that is currently used in the area and would effectively connect the Borrow Pit area with the BLM trails system, although establishment of a permanent easement would require working with multiple property owners.

Refer to Working Paper 3 – *Preliminary Plan for Improvements* for the results of the detailed evaluation of trails corridors.

4.2 CHARACTERIZATION OF RECREATION NODES

Figure 6 identifies a set of potential recreation nodes (see items A through F). These are options for the development of staging areas, trailheads, or parking facilities that would provide amenities to the community and support the planned trails network.

Table 9 lists each of the nodes, opportunities and constraints associated with each location, and suitable amenities and facilities based on existing conditions and stakeholder input.

Table 9 Potential Recreation Nodes in Wickenburg Area

Recreation Node (Letter corresponds to location on Figure 1)	Opportunities	Constraints	Suitable Facilities/ Amenities
A Kerkes Site	<ul style="list-style-type: none"> • Under development as staging area • Provides access to Hassayampa River corridor 	<ul style="list-style-type: none"> • Limited space • Adjacent to Hassayampa Elementary School 	Shelter and picnicking Trailhead Restrooms
B Borrow Pits	<ul style="list-style-type: none"> • Currently used by local residents as recreation spot (fishing, hiking, staging) • Access to Blue Tank Wash and Hassayampa River corridors • Relatively large area with ephemeral ponds • Land owned by Town and ADOT 	<ul style="list-style-type: none"> • Located in floodplain, which may limit the types of facilities • Difficult to access 	Camping (overnight staging) Trailhead Shelter and picnicking Portable restrooms
C Mariposa Drive/Turtleback Mountain	<ul style="list-style-type: none"> • Currently used as staging area and to access State Trust Land to the south • Adjacent to undeveloped State Trust Land 	<ul style="list-style-type: none"> • Must acquire easement to cross State Trust Land 	Camping (overnight staging) Trailhead Shelter and picnicking Water and restrooms
D Constellation Park	<ul style="list-style-type: none"> • Currently used as campground, casual trailhead, and rodeo grounds • Town leases from BLM 	<ul style="list-style-type: none"> • Difficult to access water • Campground expansion would require lease from ASLD 	Camping (overnight staging) Rodeo and other events Trailhead Shelter and picnicking Gun range

Recreation Node (Letter corresponds to location on Figure 1)	Opportunities	Constraints	Suitable Facilities/ Amenities
E Coffinger Park Wickenburg Community Center	<ul style="list-style-type: none"> • Access to Sols Wash and planned Maricopa County trail system • Existing RV parking • Downtown location 	<ul style="list-style-type: none"> • Berm between Community Center and wash • Limited parking at Coffinger Park • Limited undeveloped space • ADOT fence between park and ramp to Sols Wash • SR 93 bypass cut off access to Hassayampa River 	Trailhead Limited overnight RV parking
F Stewart Trailhead	<ul style="list-style-type: none"> • Existing use as trailhead and access to Vulture Peak area 	<ul style="list-style-type: none"> • Must acquire easement across State Trust Land • Outside of Town limits 	Trailhead

A comparison of the options for each recreation node was conducted using the following criteria:

- Connectivity
- Stakeholder and community input
- Serves existing population density and planned growth areas

All of the recreation nodes experience existing use and could be formalized or expanded. Of the locations assessed, Stewart Trailhead compares less favorably because of its distant location from downtown and the existing population. Refer to Working Paper 3 – *Preliminary Plan for Improvements* for a detailed evaluation of potential recreation nodes.

4.3 CHARACTERIZATION OF TRANSPORTATION ALTERNATIVES

The analysis conducted as part of Working Paper 1 – *Existing Conditions and Future Deficiencies* concluded that Levels of Service for the roadway network are expected to be acceptable into 2030. Thus, the analysis of potential improvements was focused on:

1. Updating the mapping of the primary roadway network in the Wickenburg planning area
2. Identifying potential new transportation corridors through town that may be required to respond to future development depending on location and pace of development in planned growth areas as well as emergency access considerations
3. Noting opportunities to provide transit services to respond to local needs
4. Identifying specific issue areas that could benefit from improvements

Figure 7 illustrates the existing and proposed transportation network throughout the Town of Wickenburg.

4.3.1 Primary Roadway Network

The primary principal arterial roadways in Wickenburg are US 60, SR 93, and Vulture Mine Road. Cherokee Lane is planned as a future arterial that would connect the northern portion of Wickenburg (at Vulture Mine Road) with the proposed I-11/Hassayampa Freeway (see Figure 7). Additional roadway corridors were identified as part of the Town’s primary road network for preservation, improvement and/or improved maintenance. Table 10 identifies the components of Wickenburg’s primary roadway network and potential improvements or actions that have been identified to respond to specific issues.

Table 10 Primary Roadway Network in Wickenburg

Roadway	Description	Potential Improvements/Actions
Vista Drive	<ul style="list-style-type: none"> East-west local roadway south of US 60; not currently a continuous road between Vulture Mine Road and South Kellis Road 	Improve to continuous roadway to provide residents alternative to US 60 and access to proposed Mariposa Drive/Turtleback recreation node.
Tegner Street	<ul style="list-style-type: none"> Main roadway through downtown Wickenburg 	Parking management
Rincon Road	<ul style="list-style-type: none"> Runs north from SR 93 into Yavapai County, serves residences Unpaved roadway maintained by Maricopa and Yavapai Counties 	Will continue to be maintained to provide access to residences and for emergency services
Blue Tank Drive	<ul style="list-style-type: none"> Connects Rincon Road and Constellation Road across BLM-managed land Enables alternative routes back to Wickenburg for residents, especially for emergency access Unpaved roadway maintained by Yavapai County 	None identified
Constellation Road	<ul style="list-style-type: none"> Connects to US 60 Provides access from residences and recreation destinations to downtown Wickenburg Maintained by Maricopa and Yavapai Counties 	Promote coordination among Wickenburg, Maricopa County, Yavapai County, and ASLD on issues of ownership and maintenance

Notes: ASLD = Arizona State Land Department
 BLM = Bureau of Land Management
 SR = State Route

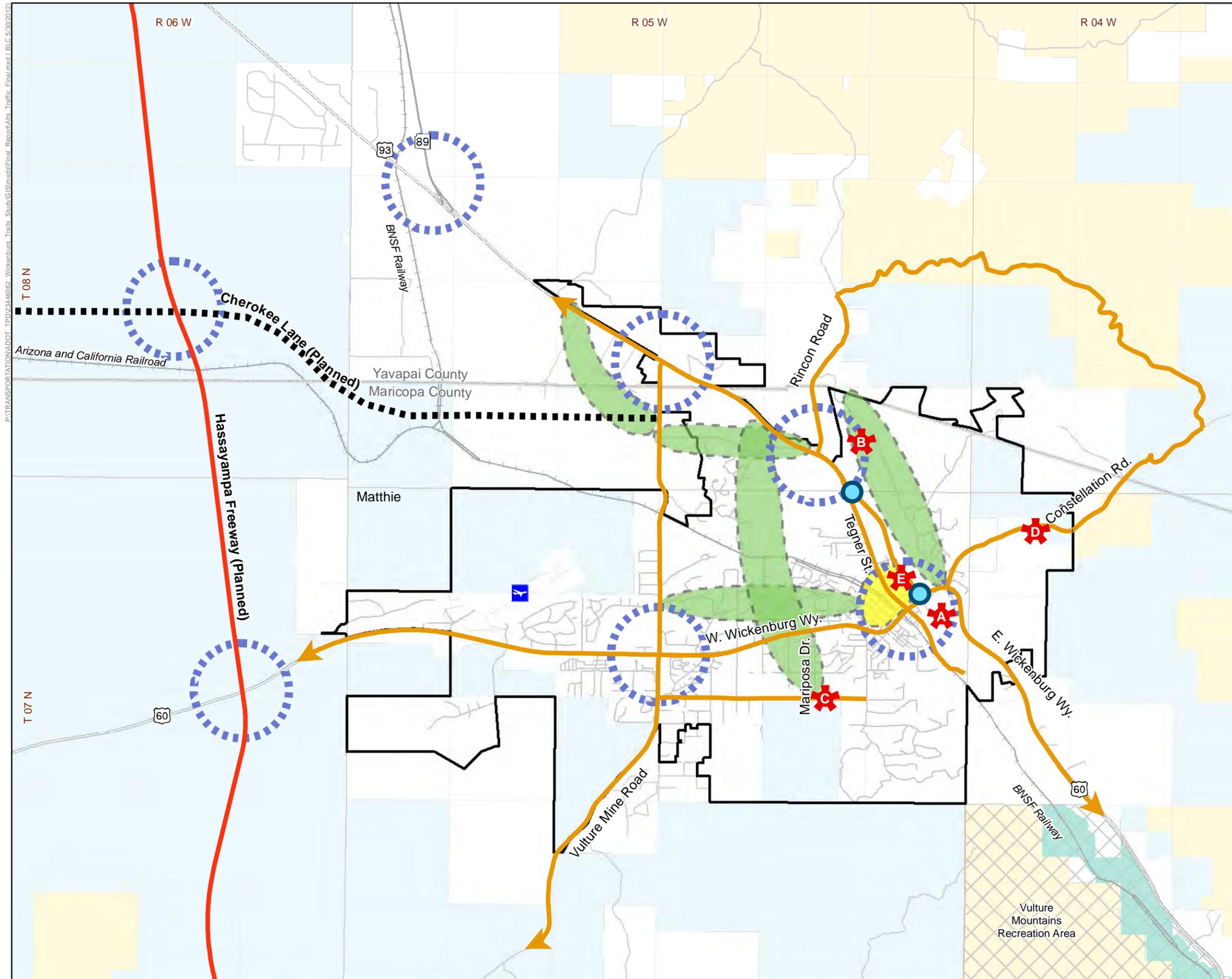
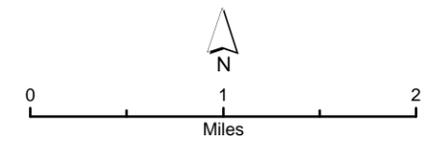


Figure 7
Existing and Proposed
Transportation Network

LEGEND

- Surface Management**
- Bureau of Land Management
 - State Trust*
 - Private
- *If not signed as open to public, State Land recreation permit required to cross.
- General Reference Features**
- Town of Wickenburg Boundary
 - County Boundary
 - U.S. Highway
 - State Highway
 - Local Road
 - Railroad
 - River \ Wash
 - Wickenburg Municipal Airport
 - Hassayampa River Preserve
 - Vulture Mountains Recreation Area
 - Township and Range Boundary
 - Section Boundary
 - Future Transportation Corridors
 - Parking Management
 - Primary Roadway Network
 - Roundabouts
 - Proposed Recreation Node
 - A = Kerkes Site
 - B = Borrow Pit Area
 - C = Mariposa Dr./Turtleback Mountain
 - D = Constellation Park Campground
 - E = Coffinger Park
 - Growth Node



Source:
Base Map: ADOT 2009, ALRIS 1997-2010,
BTS 2010
Traffic Data: ADOT 2011



PATRANSPORTATION\ADOT_TPD\23446062_Wickenburg_Traffic_Study\GIS\Sim\Map\Traffic_Final.mxd (BLC:5/30/2012)

4.3.2 Future Transportation Corridors

Potential future transportation corridors were identified based on Town, stakeholder, and public input as well as the projected growth areas for the Town. Figure 7 identifies these as broad corridors; specific alignments would require additional site-specific analysis. Table 11 summarizes the recommended future transportation corridors throughout Wickenburg.

Table 11 Future Transportation Corridors

Future Corridor	Description	Rationale
East-West alternative to Wickenburg Way	North of Wickenburg Way and south of BNSF Railway corridor and Sols Wash	<ul style="list-style-type: none"> • Improve cross-town connectivity • Emergency access alternative to Wickenburg Way • Additional access to downtown Wickenburg
Extend Cherokee Lane to SR 93	Connect SR 93 and Cherokee Lane	<ul style="list-style-type: none"> • Provide local or emergency alternate route to SR 93 • Improve cross-town connectivity • More direct connection between planned Hassayampa Freeway and SR 93 • Serves planned growth area at Rincon Road
North-South corridor	Connect Mariposa Drive to Cherokee Lane alignment	<ul style="list-style-type: none"> • More direct north-south access • Local alternative to SR 93 and Vulture Mine Road • Connect future growth nodes
Jack Burden Road	East of SR 93, connecting Rincon Road and Constellation Road	<ul style="list-style-type: none"> • Local alternative to SR 93 • Improved local emergency access • Access to planned recreation area at the borrow pits

Notes: BNSF = Burlington Northern Santa Fe Railway
SR = State Route

4.3.3 Transit Service Recommendations

The Wickenburg Connector that provided service between Wickenburg and Surprise was discontinued in Fall 2011. In its last full fiscal year in operation, the ridership on the Wickenburg Connector totaled 5,174 weekday riders and 39 Saturday passengers. There are potentially cost-effective options for accommodating these riders and to serve local need for transit services that previously were met through the Connector. One option is vanpool service, which would serve commuters with similar employment destinations. Non-profit federally supported programs serve elderly and disabled persons in many communities through volunteer driver, demand-response, or other similar local transportation options. These types of service may be funded through grant opportunities or public-private partnerships.

4.4 SPECIFIC ISSUE AREAS

In addition to the trails and transportation alternatives identified, there are several specific actions that are recommended for future pursuit, which include:

Railroad crossing improvement – In its current configuration, the BNSF crossing of Wickenburg Way located west of downtown Wickenburg is creating issues with under passing trucks due to height limitations. The crossing configuration requires updates that would allow the larger trucks travelling along Wickenburg Way to pass safely underneath. According to town reports, there have been multiple accidents associated with trucks not clearing the underpass.

Access management policies on SR 93 – The existing land uses along SR 93 north of downtown Wickenburg extending into Yavapai County include some residential, commercial, and vacant lands. Currently, access to these areas is direct from SR 93. Future development scenarios indicate an increase in residential density and commercial land uses. Based on these future scenarios, it is recommended that an access management plan for new developments along SR 93 be pursued as a coordinated effort by ADOT, the Town of Wickenburg, and Yavapai County. Future land uses will require improved access management based on future increased traffic volume and safety standards.

OHV use of roadways – With the extensive use of OHVs in the area, one area of concern is use of registered and unregistered OHVs on public roads. Under Arizona statutes (ARS 28-627), jurisdictions may designate routes on streets and highways for the purpose of allowing OHV operators to access designated OHV facilities, including unregistered vehicles. OHVs with only an OHV sticker are considered unregistered. Registered (street legal) OHVs will also have a typical vehicle registration sticker in addition to the OHV sticker. These designations should be signed, and may be incorporated into an overall wayfinding program.

5.0 PLAN FOR IMPROVEMENTS

Recommendations for prioritizing improvements (over short-, mid-, and long-term) were identified based on the performance of the options in the assessments. Because of the wide variety of actions that were identified throughout the course of the study, each planning horizon is addressed in terms of Policies and Programs; Easement/ROW Acquisition; and Projects/Improvements.

5.1 SHORT-TERM PRIORITIES (THROUGH 2015)

The identification of short term actions was based on actions/improvements to enable or improve connectivity to the most popular regional destinations.

Policies and Programs

- Initiate wayfinding program to affirm/promote legal access corridors throughout the area (e.g., mapping program or signage program). The program should coordinate with existing ADOT and BLM signage and integrate educational material about sharing trails among different user groups and safety information.
- Determine routes to be designated for OHV use per Arizona Revised Statutes 28-627.

Work with ADOT, Valley Metro, and MAG to identify opportunities for ridesharing, transit, and other transportation assistance for commuters, the elderly and disabled. Easement/ROW Acquisition

- Work with ASLD to investigate temporary easement (e.g., special land use permit) and permanent easement to address legal access for a trail between Mariposa Drive and the Vulture Mountains Recreation Area. Additional legal access issues may also warrant a Memorandum of Understanding or Intergovernmental Agreement between the Maricopa County Parks and Recreation Department and the Town of Wickenburg.
- Convene ad hoc group including ASLD, MCDOT, Town of Wickenburg, and Yavapai County to resolve ROW issues on Constellation Road. ROW must be clarified before other improvements can be completed and for consistent maintenance.
- Secure and develop public access to Borrow Pits area.

Projects/Improvements

- Extend multi-use path along Wickenburg Way and Vulture Mine Road.
- Study options to improve underpass safety at railroad crossing at Wickenburg Way, including alternative truck routes. .
- Create pedestrian access from Community Center to Coffinger Park.

5.2 MID-TERM OBJECTIVES (THROUGH 2020)

Policies and Programs

- Initiate access management program on SR 93 as coordinated effort with ADOT, Town of Wickenburg, and Yavapai County to develop policies in advance of development activity. This program may involve several components, including:
 - Public involvement and education on access management
 - Identification and implementation of planned access improvements

Easement/ROW Acquisition

- Expand recreational facilities at Constellation Park.
- Acquire other trail corridors in the vicinity of Wickenburg that would provide for better connectivity (e.g., Blue Tank Wash, Hassayampa River corridor) as opportunities become available.

Projects/Improvements

- Continuous roadway along Vista Drive.
- Extend multi-use path along Constellation Road.
- Expand recreational facilities at Kerkes Site as needed.
- Develop recreational facilities at Borrow Pits.
- Improve Rincon Road to provide emergency access (coordination with Yavapai County).

5.3 LONG-TERM OBJECTIVES (BEYOND 2020)

This planning horizon assumes minimal transportation capacity issues, but development may occur in locations or at a pace that would warrant consideration of some of the projects that are more dependent on development in the Wickenburg area beyond what is currently projected.

Easement/ROW Acquisition

- Acquire other trail corridors in the vicinity of Wickenburg that would provide for better connectivity as opportunities become available.

Projects/Improvements

- Evaluate improvements to respond to development in growth areas or elsewhere in Town.

5.4 POTENTIAL FUNDING MECHANISMS

The success of implementation of the proposed projects and improvements relies on stable funding sources. This section describes funding options available to Wickenburg and projects that would be applicable to those opportunities.

5.4.1 Trails and Open Space Funding Sources

Table 12 describes various funding sources for trails and open space projects made available in some cases through authorization from U.S. Congress by way of the Federal Transit Administration. Project recommendations based on applicable funding opportunities are also identified.

Table 12: Trails and Open Space Funding Options

Funding Option	Summary Requirements	Applicable Projects
Section 5320 – Paul S. Sarbanes Transit in Parks	Addresses the challenge of increasing vehicle congestion in and around national parks and other federal lands. Sarbanes funding provides for alternative transportation systems, such as shuttles, rail connections and bicycle trails. Section 5320 may support capital and planning expenses for new or existing alternative transportation systems in the vicinity of an eligible area	<ul style="list-style-type: none"> • Shuttles • Bike Lanes • Multimodal trails • Wayfinding
National Park Foundation – Active Trails Grant	Designed to promote healthy lifestyles while protecting and enhancing our National Parks’ trail resources.	<ul style="list-style-type: none"> • Trails maintenance • Trails preservation • Trails construction
National Park Foundation – Impact Grant	Designed to help parks which need a small amount of additional funding to accomplish something they could not otherwise. The National Park Foundation looks to fund projects that meet a critical need and/or are innovative, that have budgets appropriate to the project and that leverage resources where possible.	<ul style="list-style-type: none"> • Trails construction • Wayfinding
Federal Highway Administration – Recreational Trails Program	Provides funds to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses. This program supports recreational trails for hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles.	<ul style="list-style-type: none"> • Trails construction • Trails preservation • Trails maintenance • Wayfinding • Trailheads and trailhead facilities
Growing Smarter State Trust Land Acquisition Grant Program	Provides funds to assist eligible applicants in purchasing or leasing State Trust land that has been reclassified for conservation through the Land Conservation Fund. These funds should be used to conserve open spaces in or near urban areas and other areas experiencing high growth pressures. Eligible applicants include State Agencies, Counties, Incorporated Cities or Towns, School Districts, and select Nonprofit organizations.	<ul style="list-style-type: none"> • Trails construction • Trails preservation • Easement acquisition

Funding Option	Summary Requirements	Applicable Projects
Donor Efforts	Donations of labor, tools, and supplies can help to stretch trail funds, and may even be the only way a trail gets built or maintained. Donations can come from a wide variety of sources at the local, regional, and national levels. Examples of donor groups include Users, Trail related advocates and companies, and trail specific donors.	<ul style="list-style-type: none"> • Trails construction • Trails maintenance • Trails preservation • Equipment

Sources: Arizona Department of Transportation 2011; http://www.azdot.gov/mpd/Transit_Programs_Grants/ and Federal Transit Administration 2011; http://www.fta.dot.gov/grants_263.html

5.4.2 Transportation Funding Sources

Table 13 identifies transportation project funding opportunities available through state and federal sources authorized by various federal agencies. Project recommendations are also identified based on specific funding requirements.

Table 13: Transportation Project Funding Opportunities

Funding Options	Summary Requirements	Applicable Projects
Section 5309 – Bus and Bus Facilities Discretionary Program	Provides capital assistance for new and replacement buses, service equipment, and facilities (including intermodal transit centers). A grant recipient may use this program to fund the purchase of buses, bus maintenance and operator administrative facilities, park and rides, and passenger amenities.	<ul style="list-style-type: none"> • Vanpool Service • Dial-A-Ride Service • Park-and-Ride Lots
Section 5310 – Transportation for Elderly Persons and Persons with Disabilities	Provides federal funding for capital assistance, traditionally by way of vehicles at an 80 percent federal, 20 percent local share. Vehicles are used for trips to medical appointments, grocery stores, and other needs, exclusively for the elderly and persons with disabilities.	<ul style="list-style-type: none"> • Vanpool Service • Dial-A-Ride Service
Section 5316 – Job Access Reverse Commute	Addresses unique transportation challenges faced by welfare recipients and low-income persons seeking to obtain and maintain employment. Can be applied and used for capital, planning and operating expenses for projects that transport low income individuals to and from jobs and activities related to employment, and for reverse commute projects.	<ul style="list-style-type: none"> • Vanpool Planning • Vanpool Service • Dial-A-Ride Service
Section 5317 – New Freedom Program	Seeks to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of Americans with Disabilities Act. Federal funds can be applied and used for capital and operating expenses for new public transportation services and new public transportation alternatives.	<ul style="list-style-type: none"> • Vanpool Service • Dial-A-Ride Service

Funding Options	Summary Requirements	Applicable Projects
Section 5320 – Paul S. Sarbanes Transit in Parks	Addresses the challenge of increasing vehicle congestion in and around national parks and other federal lands. Sarbanes funding provides for alternative transportation systems, such as shuttles, rail connections and bicycle trails. Section 5320 may support capital and planning expenses for new or existing alternative transportation systems in the vicinity of an eligible area.	<ul style="list-style-type: none"> • Shuttles • Bike Lanes • Multimodal trails • Wayfinding
Public Lands Highways Discretionary Program	Funds are available for any kind of transportation project eligible for assistance that is adjacent to, or provides access to Federal lands or facilities. Funds are available for transportation planning, research, engineering, and construction of the highways, roads, and parkways, and of transit facilities within the Federal public lands.	<ul style="list-style-type: none"> • Roadway maintenance • Trails preservation • Facilities • Dial-a-Ride Service
Safe Routes to School	The Safe Routes to School Program is administered through Arizona Department of Transportation (ADOT) and is part of the federal transportation bill called SAFETEA-LU. This program is designed to provide funds for schools and communities to implement infrastructure projects and non-infrastructure programs. One of the main goals of this program is to improve walk and bike access to schools by creating an appealing transportation alternative.	<ul style="list-style-type: none"> • Trails • Sidewalks • Traffic calming • Traffic diversion
Transportation Enhancement Program	The Transportation Enhancement program is administered through ADOT and the Federal Highway Administration and was developed to improve and enhance surface transportation activities. Transportation Enhancement funds are available for surface transportation projects only.	<ul style="list-style-type: none"> • Railroad underpass • Access management • Roadway maintenance • Wayfinding

Sources: Arizona Department of Transportation 2011; http://www.azdot.gov/mpd/Transit_Programs_Grants/ and Federal Transit Administration 2011; http://www.fta.dot.gov/grants_263.html

5.5 ENFORCEMENT

Enforcement of applicable laws on trails throughout the area is the responsibility of the Town of Wickenburg and/or the Arizona Department of Game & Fish. Signage will be a key component of enforcement, to advise trail users on where to go. In addition, the development of educational materials and publicly available maps will provide information on using trails. The Town of Wickenburg also is supporting the development of a local OHV Ambassador program.

6.0 CONCLUSION

Prior to the conclusion of the study, the Town of Wickenburg had already engaged in activities to advance work on the near-term recommendations including obtaining grant funding for facilities at the Kerkes site, initiating discussions with private landowners about access to the borrow pits, and including some items in the upcoming Capital Improvement Plan. In addition, geographic information system data for trail corridors on State Trust land between Wickenburg and Vulture Mountains will be submitted to ASLD to facilitate further discussion of how to move forward toward temporary or permanent trail easements. It is hoped that the cooperation exhibited as part of the TAC provides a foundation for continuing to implement the recommendations in this study.