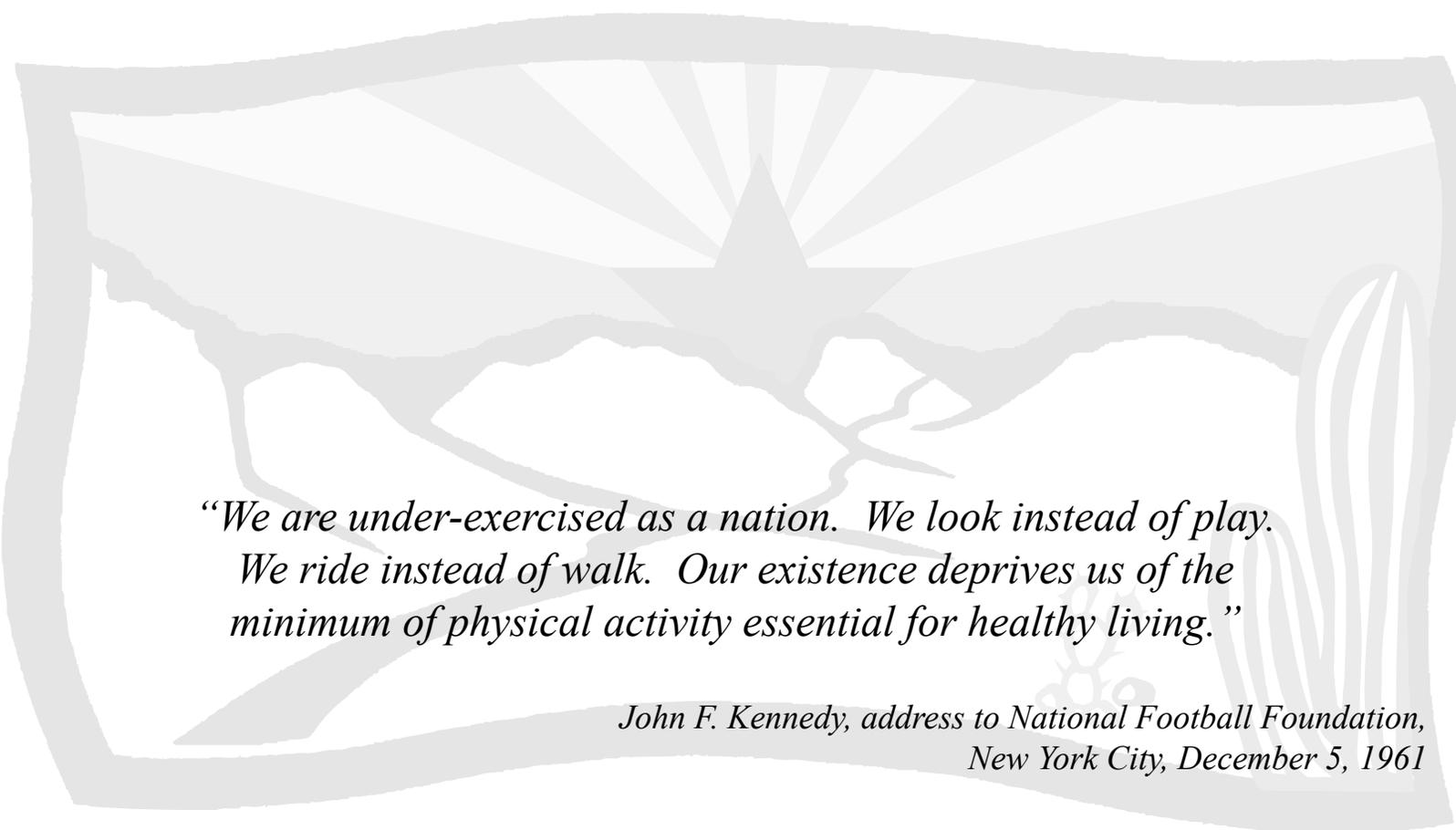


## *Chapter 4*

# *Recommendations*



*“We are under-exercised as a nation. We look instead of play.  
We ride instead of walk. Our existence deprives us of the  
minimum of physical activity essential for healthy living.”*

*John F. Kennedy, address to National Football Foundation,  
New York City, December 5, 1961*



The top recommendation for motorized trails: "Develop new motorized recreation opportunities," and for nonmotorized trails: "Maintain existing trails."

## Chapter 4: Recommendations

### **Priority Recommendations**

The priority issues for both motorized and nonmotorized trail recreation, in addition to other important issues that were discussed in Chapter 3, are derived from a comparative analysis of the findings from the *Arizona Trails 2005 Plan* public involvement process. Priority issues and recommendations from the *ARIZONA TRAILS 2000 PLAN* were considered as well.

This chapter takes these priority issues and presents them as recommendations for managers and trail users. The priority recommendations are from those issues that ranked the highest. Also included are other recommendations that did not rank as high. Some of the recommendations for motorized and nonmotorized trail uses are the same, some are different depending on the findings and priority level of the individual issues. These recommendations reflect statewide priorities; local and regional priorities may differ.

A summary listing of the recommendations for both motorized and nonmotorized trail use is provided followed by a more detailed explanation of each with recommended actions. While most of the recommendations are directed to managers, some focus on trail users.

Priority recommendations for motorized trail use are presented first followed by priority recommendations for nonmotorized trail use and then other recommendations for both motorized and nonmotorized trail use.

The following paragraphs cite the legislative references that mandate Arizona State Parks to prepare statewide OHV and Trails Plans and make recommendations to agencies and the private sector regarding expenditures from the OHV Recreation Fund, the trails component of the Arizona Heritage Fund, and the federal Recreational Trails Program.

The federal Recreational Trails Program (RTP) was authorized in the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) in 1998 (23 U.S.C. 206). The RTP is a Federal-aid assistance program to help states provide and maintain recreational trails for both motorized and nonmotorized recreational trail use. The Act authorizes funds to be distributed to each state. The Governor of Arizona designated the Arizona State Parks Board as the administrator of Arizona's portion of the RTP monies.

The RTP Act defines a recreational trail as a *“thoroughfare or track across land or snow, used for recreational purposes such as: pedestrian activities, including wheelchair use; skating or skateboarding; equestrian activities, including carriage driving; nonmotorized snow trail activities, including skiing; bicycling or use of other human-powered vehicles; aquatic or water activities; and motorized vehicular activities, including all-terrain vehicle riding, motorcycling, snowmobiling, use of off-road light trucks or use of other off-road motorized vehicles.”*

### **Mandate for Motorized Trail Use Recommendations**

Arizona legislation A.R.S. §41-511.04 directs the Arizona State Parks Board to *“maintain a statewide off-highway vehicle recreational plan which shall be updated at least once every six years and shall be used by all participating agencies to guide distribution and expenditure of monies under § 28-1176*



## PRIORITY RECOMMENDATIONS



### MOTORIZED TRAIL USE

| <b>FIRST LEVEL PRIORITY<br/>MOTORIZED RECOMMENDATIONS</b> |
|---|
| Develop New Trails and Motorized Recreation Opportunities |
| Protect Access to Trails/Keep Trails Open                 |
| Renovation and Maintenance of Existing Trails             |
| Education and Trail Etiquette                             |
| <b>SECOND LEVEL PRIORITY MOTORIZED RECOMMENDATIONS</b>    |
| Enforcement of Existing Rules and Regulations/Monitoring  |
| Trail Information and Maps                                |
| Comprehensive Planning                                    |



### NONMOTORIZED TRAIL USE

| <b>FIRST LEVEL PRIORITY<br/>NONMOTORIZED RECOMMENDATIONS</b> |
|--|
| Renovation and Maintenance of Existing Trails                |
| Protect Access to Trails/Acquire Land for Public Access      |
| Develop Signage and Support Facilities                       |
| <b>SECOND LEVEL PRIORITY NONMOTORIZED RECOMMENDATIONS</b>    |
| Comprehensive Planning                                       |
| Trail Information/Maps                                       |
| Education and Trail Etiquette                                |

| <b>OTHER PRIORITY RECOMMENDATIONS</b>  |
|--|
| Reduce Cultural and Environmental Resource Impacts (both motorized and nonmotorized) |
| Seek Additional Funding Sources (both motorized and nonmotorized)                    |
| Interagency Coordination (both motorized and nonmotorized)                           |
| Develop Signage and Support Facilities (motorized)                                   |
| Develop New Trails (nonmotorized)  |
| Coordinated Volunteerism (nonmotorized)  |
| More Accessible Trails for Individuals with Physical Disabilities (nonmotorized)     |
| Enforcement of Existing Rules and Regulations/Monitoring (nonmotorized)              |

## **Motorized Trail Use Recommendations**

Managers of motorized recreational trails and roads are encouraged to concentrate on the following actions. Trail users can also assist with many of these recommended actions.



### **First Level Priority Recommendations for Motorized Trail Use**

#### ***Develop New Trails and Motorized Recreation Opportunities***

Issue: The demand for OHV opportunities is increasing. Land managers are behind the curve in planning for OHV demand. Many of the existing trails for recreational OHV use are not designed or constructed specifically for OHV use. Areas historically used for OHV use are often closed without providing alternate areas. Prohibiting use without providing for additional alternatives may lead to further unmanaged and unauthorized OHV use.

Actions:

- a. Develop more managed OHV areas
  - Land managing agencies need to acknowledge and identify motorized trail use as a valid form of recreation on public lands
- b. Consistently sign designated routes and provide up to date maps to users
- c. Before closing an existing OHV trail or area consider adequacy of trails in the vicinity
- d. Seek out grants and partnerships to develop new trails
- e. Inventory existing routes, analyze these trails depending on environmental factors for designation or closure

#### ***Protect Access to Trails/Keep Trails Open***

Issue: Access refers to the ability of the user to get to the trailhead or area where the recreational opportunities exist. Access is being diminished to OHV trails in two distinct areas. Land managers are closing areas to OHV use that have previously been open for OHV use. These areas may have been available for OHV use although not officially designated or acknowledged by the agency as use area. In addition, the continued development on Arizona's land encroaches on access to trails and OHV areas and can sometimes completely eliminate access.

Actions:

- a. Plan for access and acquire easements
- b. Identify unprotected access points to public recreation areas. Prioritize threatened access points, list protection strategies and develop a protection action plan.
- c. Develop OHV opportunities for specific activities
- d. Consider mitigation and education before closing a trail
- e. Consult with trail users before closing a trail or area
- f. Develop better regional planning
- g. Educate private land owners on recreation issues

#### ***Renovation and Maintenance of Existing Trails***

Issue: OHV roads and trails receive increasing and often intensive use and these routes are often not originally designed for such use. This use causes deterioration and erosion of the trails. Often badly eroded trails cause users to develop unauthorized alternate routes nearby. Land managers are

facing a lack of financial resources and cut backs on agency-funded crews often resulting in the closure of trails.

Actions:

- a. Identify and prioritize reconstruction and maintenance needs of trails
- b. Incorporate sustainable trail design when reconstructing/maintaining trails
- c. Employ grants, partnerships and volunteers to supplement trail budgets

### ***Education and Trail Etiquette***

Issue: Trail users who lack proper trail etiquette and environmental ethics can detract from other trail users' recreation experience and negatively impact the environment. Uneducated OHV users create negative impacts including adding to the negative perception of OHV use and possible closure of use areas for the rest of the OHV users. Littering, excessive speed, not staying on trails, vandalism and an inability of managers to enforce regulations leads to continued user conflicts and environmental impacts.

Actions:

- a. Increase education resources for trail etiquette and environmental education
  - Incorporate OHV recreation use into driver education (especially in high schools)
  - Incorporate trail etiquette and environmental ethics material into school and youth programs
  - Have agencies collaborate on education materials and programs to provide consistent messages and share resources. Educational messages should emphasize self-responsible behaviors, such as *Pack it in-Pack it out*.

- Have regulations posted at trailheads for user reference
- b. Improve land manager training
    - Provide environmental ethics training for personnel
    - Include all resource specialists in OHV training programs to increase awareness of management needs
  - c. Encourage shared use on trails
    - Recognize that certain trails are more appropriate for accommodating multiple use and others less so; visibly sign each trail accordingly
    - Promote "share the trail" and emphasize cooperation, tolerance and respect for other trail users
    - Make allowable trail uses known to users through signage

### **Second Level Priority Recommendations for Motorized Trail Use**

#### ***Enforcement of Existing Rules and Regulations/Monitoring***

Issue: Trail rules and regulations are often unknown or ignored by users. Land managers do not have the staff or time to constantly monitor trails or manage a vast number of trails over large areas and cannot effectively monitor all trails. The enforcement of existing rules and regulations gives weight and importance to the rules.

Actions:

- Promote volunteer programs with clubs and individuals to monitor trails use and educate users regarding the rules and regulations (peer patrols)
- Identify enforcement contacts or complaint registers for trail users to report information
- Impose heavier fines for repeat offenders
- Seek additional funding for monitoring and enforcement
- Employ consistent standards and procedures among agencies

### ***Trail Information and Maps***

Issue: Trail users need information and accurate maps that inform them where trails exist. In most cases, comprehensive maps do not exist and when they do the information is hard to find. Much of the information available is out-of-date, covers a small area or single trail or is too general.

Actions:

- Use the Internet to post maps and information so it is widely accessible
- Have maps cover regional areas
- Have accurate information on how to get to trailheads and the condition of trails
- Provide GPS coordinates and other location information
- Have fines for OHV offenses earmarked for education

### ***Comprehensive Planning***

Issue: There is a lack of long-term planning for trails. Current planning efforts revolve around a single trail and do not focus on the bigger picture of regional trail planning, interconnectivity between trail systems or advance planning to secure access from encroaching development.

Actions:

- Understand the regional aspect of trails when planning specific trails
- Collaborate with neighboring agencies to interconnect trail systems and share resources
- Develop regional trail system plans (emphasize multi-jurisdictional planning—involve adjacent communities, landowners and governments as well as trail users)
- Identify major trail access points in urban and developing areas and secure use for future generations

### **Other Priority Recommendations for Motorized Trail Use**

#### ***Develop Signage and Support Facilities***

Issue: In addition to the actual trail corridor, users require support facilities to the area's use and activities. Well-designed support facilities increase the user's experience and satisfaction along with protecting the resource.

Actions:

- Develop signage that includes route marking and access signage
- Develop consistent inter-agency standards for signage
- Develop trailheads with adequate parking, restrooms and litter control (such as individual litter bags and trash cans where appropriate)
- Develop staging areas for motorized use
- Provide bilingual signage

### **Nonmotorized Trail Use Recommendations**

Managers of nonmotorized recreational trails are encouraged to concentrate on the following actions. Trail users can also assist with many of these recommended actions.



#### **First Level Priority Recommendations for Nonmotorized Trail Use**

##### ***Renovation and Maintenance of Existing Trails***

Issue: Nonmotorized trails in the State are often eroded and deteriorated. This can be due to natural causes, overuse, improper design or lack of regular maintenance. Often badly eroded trails cause users to develop unauthorized alternate routes. Other trails are in need of tread maintenance and brush clearing. Land managers are facing a lack of financial

resources and cut backs on agency-funded crews. Trash and litter was identified as one of the public's largest concerns.

Actions:

- a. Identify and prioritize reconstruction and maintenance needs of trails
- b. Incorporate sustainable trail design when reconstructing/maintaining trails
- d. Employ grants, partnerships and volunteers to supplement trail budgets
- e. Provide trash receptacles or other litter control means and provide education about the litter problem

#### ***Protect Access to Trails/Acquire Land for Public Access***

Issue: Access refers to the ability of the user to get to the trailhead or area where the recreational opportunities exist. The continued development of Arizona's land encroaches on access to trails and can completely eliminate access if trails and access points are not incorporated into general plans.

Actions:

- a. Have more comprehensive planning for access and acquire trail easements
- b. Coordinate trail access needs with users/stakeholders
- c. Have ASCOT and/or other groups host conferences that educate the trails and planning community on how to address access issues
- d. Permanently secure access to public trails, trailheads and other access points
  - Enact city and county ordinances and codes to preserve public access to recreation

- Provide incentives to developers to preserve public access to trails

#### ***Develop Signage and Support Facilities***

Issue: In addition to the actual trail corridor, users require support facilities to the area's use and activities. Well-designed support facilities increase the user's experience and satisfaction along with protecting the resource.

Actions:

- Develop signage that includes route marking and access signage
- Develop inter-agency universal standards for signage
- Provide bilingual signage
- Develop trailheads with adequate parking, restrooms, drinking water and litter control (such as providing individual litter bags or trash cans where appropriate)

#### **Second Level Priority Recommendations for Nonmotorized Trail Use**

##### ***Comprehensive Planning***

Issue: There is a lack of long-term planning for trails. Current planning efforts usually revolve around a single trail and do not focus on the bigger picture of regional trail planning, interconnectivity between trail systems or advance planning to secure access from encroaching development.

Actions:

- Prioritize the regional aspect of trails when planning specific trails
- Collaborate with neighboring agencies to interconnect trail systems and share resources
- Develop regional trail system plans (emphasize multi-jurisdictional planning—involve adjacent communities, landowners and governments as well as trail users)

- Identify major trail access points in urban and developing areas and secure use for future generations
- Have a trails presence on related planning boards and committees such as the Transportation Board and the Growing Smarter Council

### ***Trail Information/Maps***

Issue: Trail users need information and accurate maps that inform them where trails exist. In most cases, comprehensive maps do not exist and when they do the information is hard to find. Much of the information available is out-of-date, covers a small area or single trail or is too general.

Actions:

- Use the Internet to post maps and information so it is widely accessible
- Have maps cover regional areas
- Have accurate information on how to get to trailheads and the condition of trails
- Provide GPS coordinates and other location information
- Incorporate maps into the library system

### ***Education and Trail Etiquette***

Issue: Trail users who lack proper trail etiquette and environmental ethics can deter from other trail users' recreation experience and negatively impact the environment. Littering, excessive speed, not staying on trails, vandalism and an inability of managers to enforce regulations leads to continued user conflicts and environmental impacts.

Actions:

- a. Increase education resources for trail etiquette and environmental education
- Incorporate trail etiquette and environmental ethics material into school and youth programs
  - Have agencies collaborate on education materials and

programs to provide consistent messages. Educational messages should emphasize self-responsible behaviors, such as *Pack it in-Pack it out*.

- Have rules and regulations posted at trailheads for users
- b. Encourage shared use on trails
- Recognize that certain trails are more appropriate for accommodating multiple use and others less so; visibly sign each trail accordingly
  - Promote "share the trail" and emphasize cooperation, tolerance and respect for other trail users
  - Make allowable trail uses known to users through signage

### **Other Priority Recommendations for Nonmotorized Trail Use**

#### ***Coordinated Volunteerism***

Issue: Volunteers can be a valuable supplement to an agency's labor force. Trail users are often willing volunteers to help build and maintain trails along with monitoring or educating users. Land managers lack the time to effectively coordinate, manage and train volunteers to use them to their potential.

Actions:

- Provide volunteer trainings for trail design and maintenance techniques
- Enlist a volunteer to be the liaison between the agency and volunteers and to coordinate trail projects
- Recognize and support the need to allocate staff time to volunteer coordination
- Seek grants and partnerships to support volunteers

#### ***Develop New Trails***

Issue: There is demand for new trail opportunities in areas experiencing high growth rates. Also, as the types of activities change and new ones emerge, trails that provide for a specific type of activity may be needed.

## Actions:

- Develop trail opportunities for specific activities (i.e., single-track trails for mountain bikes, competitive events, geo-caching) where appropriate
- Develop and promote trail networks or long distance trail opportunities
- Develop more close-to-home trail opportunities

***Enforcement of Existing Rules and Regulations/Monitoring***

Issue: Trail rules and regulations are often unknown or ignored by users. Land managers do not have the staff or time to constantly monitor trails or manage a vast number of trails over large areas and cannot effectively monitor all trails. The enforcement of existing rules and regulations gives weight and importance to the rules.

## Actions:

- Promote volunteer programs with clubs and individuals to monitor trail use and educate users about the regulations
- Identify enforcement contacts or complaint registers for trail users to report information
- Impose heavier fines for repeat offenders

***More Accessible Trails for Individuals with Physical Disabilities***

Issue: The need for trail experiences for people of differing physical abilities is becoming prevalent. Trails should be available to all users including the first time user, wheelchairs users and families with strollers. “Baby boomers” will soon be classified as senior citizens and the rising obesity rate in America brings new issues when designing trails for all populations.

## Actions:

- Offer trails of differing difficulty levels that still incorporate the natural setting and experience
- Incorporate standards for barrier-free access to trails as specified in the American with Disabilities Act (ADA)
- Evaluate trails regarding their standards and conditions to accommodate various abilities (i.e., the Universal Trail Assessment Process)

**Other Priority Recommendations for both Motorized and Nonmotorized Trail Use*****Seek Additional Funding Sources***

Lack of funding for trails emerged as a priority. More funds are needed for personnel, volunteer programs, trail maintenance and development, planning and support facilities. Managers and users often perceive funding as an issue they have no control over and can do little about.



## Actions:

- Research and apply for grants and other funding sources
- Encourage volunteerism
- Provide relevant information regarding the importance and benefits of trails to decision-makers and elected officials

***Interagency Coordination***

Issue: Interagency cooperation and consistency was a common theme throughout the public input process. Better communication between agencies is important to ensure a clear understanding of agency plans and policies. Interagency coordination would allow for shared resources

and interconnecting of trails and systems. There is a need to standardize trail rules, regulations and enforcement.

Actions:

- Include relevant agencies, organizations and users in all planning efforts

***Reduce Cultural and Environmental Resource Impacts***

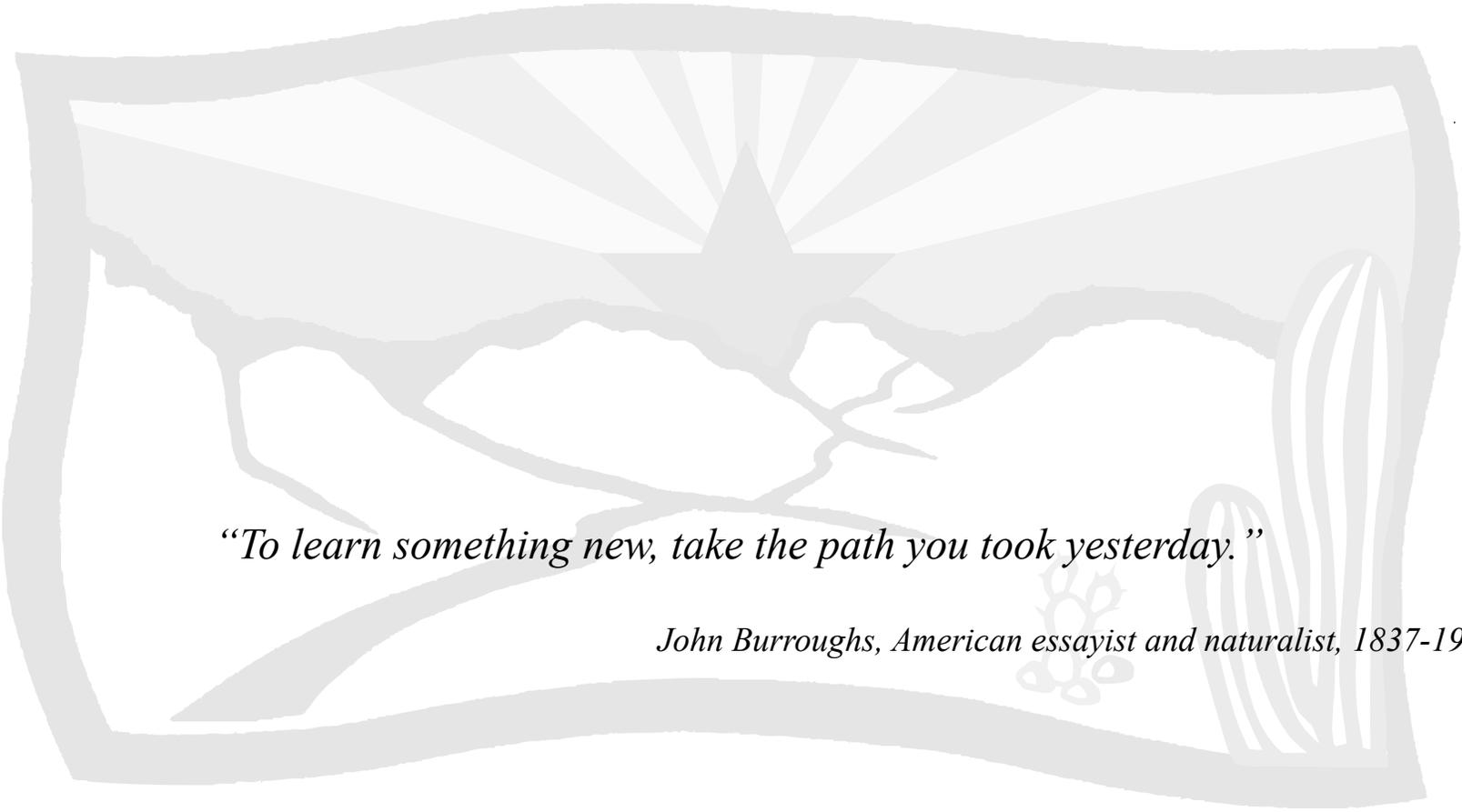
Issue: A balance needs to exist between resource protection while maintaining access to recreational opportunities. Trails that are not properly designed and managed can impact natural, cultural and archaeological resources.

Actions:

- Provide environmental educational information to users
- Consider impacts to the natural and cultural resources, wildlife and sensitive areas when planning and designing trails
- Understand that wildlife viewing and visiting archaeological and historical sites are the top reasons for recreational trail use and plan accordingly

# *Chapter 5*

## *Accomplishments and Trends Over The Past Five Years*



*“To learn something new, take the path you took yesterday.”*

*John Burroughs, American essayist and naturalist, 1837-1921*



### CANYON LOOP TRAIL

**MANAGING AGENCY / CONTACT INFORMATION:**  
Catalina State Park, Box 35986,  
Tucson, AZ 85749; 520-638-5758

**RECOMMENDED MONTHS OF USE:**  
September through April

**USGS TOPO MAPS:**  
One Valley

**NEAREST COMMUNITY:**  
Tucson

**SIGNAGE:**  
Trailhead, Directional

**FACILITIES:**  
Parking area, Restrooms, Picnic area,  
Campgrounds, Horse staging

**TRAIL LENGTH:**  
0.9 mile

**ALLOWED TRAIL USES:**  
Hiking, Equestrian, Biking

**SPECIAL CONSIDERATIONS:**  
State park fees required. Water along trail should be treated before drinking.

**DIRECTIONS:**  
From I-10 and Tangerine Rd., head east on Tangerine Rd. 12.7 miles, and turn south (right) onto Oracle Rd. ( Hwy. 77), drive 0.8 miles to the signed entrance to Catalina State Park. Turn east (left), drive 1.0 miles to the parking area. Canyon Loop Trail heads east from trailhead at the end of the main park road.

**TRAIL DESCRIPTION:**  
This short trail travels mainly through a scenic canyon area that gets colored with wildflowers after a wet winter. The trail rubs up across Sutherland Wash, which flows during wet weather, then climbs steeply out of the wash. A bench at an overlook of the canyon offers a place to rest and watch the wash's meander to the northeast. The trail continues past a mesquite bosque, almost to Montrose Pools before which it veers left toward the Sutherland Trail. At the Sutherland Trail junction, the trail bends westward, passing a rich gathering of saguaro cacti as it heads back to its start.

### CANYON LOOP TRAIL

**LEGEND**

- Canyon or Ridge
- Trail
- Mountain
- Seasonal Spring
- Saguaro Water
- Trail Number
- Structure
- Point of Interest
- Permit Road
- Secondary Road
- Primitive Road
- Campground
- Trailhead
- Equestrian Staging

**ELEVATION**

High: 300' Low: 300'

Zone 3

THE ARIZONA STATE TRAILS GUIDE

## Nature Rules.

Stay on  
the trails.

**PLAN AHEAD  
PACK A MAP  
RESPECT THE LAND**

**OHV**  
off-highway vehicle campaign  
**1-866-INFO-OHV**  
www.pra.state.az.us



Filming new "consequence-based" TV ads for the "Nature Rules" OHV education campaign and publishing the new edition of the Arizona Trails Guide were just two of the major accomplishments since the last trails plan.

## Chapter 5: Accomplishments and Trends Over the Past Five Years

There have been significant accomplishments in trail advocacy, trail information and trail improvements in Arizona over the past five years. Substantial progress was made on the long-distance Arizona Trail and the Great Western Trail. There were also numerous successful trail partnerships made since 2000. This chapter highlights some of the accomplishments of the past five years. This chapter also demonstrates how Arizona State Parks has distributed trail funds according to the priority recommendations of the ARIZONA TRAILS 2000 PLAN.

In addition, the *Trails 2005: A Study of Arizona's Motorized and Nonmotorized Trail Users Survey* followed the well-received ARIZONA TRAILS 2000 PLAN and incorporated many of the same questions. This allows for trend analysis and comparison through the years. It also summarizes the differences and similarities of the findings of the two plans.

### Accomplishments of the Off-Highway Vehicle Program

***"Nature Rules. Stay on the trails."* Education Campaign**  
In June 2001, Arizona State Parks, represented by Cooley Advertising and Public Relations, launched an OHV educational campaign known as "*Nature Rules. Stay on the trails.*" This multi-media statewide campaign was in response to one of the top priority recommendations in the TRAILS 2000 PLAN, "Promote Trail Etiquette and Environmental

Ethics." Arizona State Parks staff and Cooley PR developed a marketing plan and educational ads for television, radio and print media after conferring with partner agencies and OHV organizations regarding the campaign direction and message content.

The purpose of the campaign was to educate OHV users toward responsible use and respectful recreational attitudes and behaviors. The primary targets for this campaign were adults ( $\geq 18$  years of age) who own and use a recreational off-highway vehicle, and specifically males 18-44 years of age. The campaign was further supported by use of outdoor mediums such as billboards, brochures and trail signage, a comprehensive website accessed on the State Parks' homepage, extensive public relations efforts, and a quarterly newsletter, *TrailScape*, to facilitate open discussions among OHV clubs about key issues. Booths were staffed at many special events.



The second year of the campaign built upon the successes of the first year and expanded the campaign in new directions. Through new TV, radio and print ads, the second year addressed the consequences when OHV recreationists do not stay on designated trails (i.e., area/trail closures, environmental damage, personal injuries, vehicular repairs). New billboard ads were placed along major highways and in four Cactus League baseball stadiums in Phoenix.

The second year also included a series of hands-on four-wheel drive training clinics for new and intermediate four-wheel drive owners and a week-long OHV Management Workshop to bring together land managers and OHV groups to discuss specific issues and establish a common direction for the future.

This educational effort was to be a long-term campaign designed to not only make people more aware of responsible OHV use, but also to change behaviors. Evaluations of the campaign demonstrated successful results, but due to the Legislative sweep of the OHV Recreation Fund, the program was only funded for two years. On a positive note, many of the ads are still in use statewide as public service announcements.

**Partnerships**

As a result of the last planning process for TRAILS 2000, State Parks modified how Arizona’s two motorized trail fund sources administered by State Parks were allocated. The federal partners said they needed to undertake a public involvement process to revise their land management plans to incorporate OHV recreational use management strategies. Both federal and state agencies expressed the need to conduct inventories of OHV routes and implement a determination process of which routes were environmentally and culturally sound.

State Parks entered into partnership agreements with the Bureau of Land Management, U.S. Forest Service and State Land Department to conduct these planning and inventory projects, also requiring them to complete on-the-ground projects such as signing designated routes, improving access and staging areas and creating new trail maps. Three years of the State OHV Recreation Fund were allocated to these efforts, but due to the Legislative sweep of the fund, State Parks was required to cancel the agreements in the second year and turn over any unspent monies to the General Fund. Unfortunately, less than two years of the agreement scopes of work were accomplished. In addition, loss of the OHV Recreation Fund terminated not only State Parks’ OHV Program and staff, but also a substantial part of the Game and Fish Department’s and State Land Department’s OHV management efforts.

**Grants**

The Arizona State Parks Board awards competitive grants to eligible entities to support motorized trail projects across the State. The grants are recommended to the Arizona State Parks Board by the Off-Highway Vehicle Advisory Group (OHVAG). A task force representing all land management agencies and trail user types was formed to develop criteria based on the needs identified in the *ARIZONA TRAILS 2000 PLAN* for rating motorized grant applications for the next five years. Following are the criterion developed by the task force and the number of projects funded from FY 1999 to FY 2003 that include elements that address that criterion.

*Table 21: OHV Recreation Fund and RTP Motorized Portion Grant Project Summary FYs 1999-2003*

| <b>MOTORIZED TRAIL PROJECTS</b>  |                               |
|--|-------------------------------|
| <b>Grant Rating Criterion</b>  | <b># of Project Elements*</b> |
| Preserve existing motorized trails/areas   | 9                             |
| Renovate trails/areas  | 9                             |
| Protect access (acquisition)   | 1                             |
| Promote trail etiquette and environmental ethics   | 10                            |
| Develop new trails/areas   | 6                             |
| Partnership/Donations  | 5                             |
| Reduce environmental/cultural impacts  | 12                            |
| Provide information/maps   | 14                            |
| Enhance support facilities   | 14                            |
| *A total of 15 grant projects with multiple elements were funded from FY 1999 to FY 2003 for \$3,856,800 |                               |

A change to the OHV grant program occurred as the result of public comment and response to the OHV community in

Arizona. Previously, nonprofit organizations were not eligible to apply for motorized grant funds unless as a third party to a governmental agency. In January 2003, the Arizona State Parks Board approved to allow nonprofit entities be eligible for grants funded by the Recreational Trails Program (motorized portion).

**Off-Highway Vehicle Economic Impact Study**

Arizona State Parks conducted a yearlong OHV Economic Study with the Arizona Game and Fish Department and Arizona State University (ASU) in 2003. The study showed that people who enjoy OHV recreation spend a considerable amount of money buying vehicles, equipment, insurance, repairs and other related expenses. They also spend money in local communities close to areas they recreate in for gasoline, food and lodging. (See Appendix F for more details).

| <b>Economic Importance of OHV Recreation in Arizona</b>                                |
|--|
| • <b>Creates a statewide economic impact of \$4.25 billion</b>                         |
| • <b>Contributes \$3.1 billion to local economies through OHV-related retail sales</b> |
| • <b>Adds \$187 million to annual state tax revenues</b>                               |
| • <b>Provides \$1.1 billion in household income (salaries/wages) for AZ residents</b>  |
| • <b>Supports 36,951 full-time and part-time jobs in Arizona</b>                       |

**Other Activities in the Motorized Trail Community**

**Forest Service Environmental Impact Statement for Cross-County Travel by OHVs**

In Spring 2003, the U.S. Forest Service announced a draft environmental impact statement (DEIS) and proposed plan amendment which discloses the potential environmental consequences of managing motorized, wheeled cross-county travel on lands of five national forests—Apache-Sitgreaves, Coconino, Kaibab, Prescott and Tonto National Forests—in Arizona. The Forest Service is proposing to limit/restrict motorized wheeled cross-country travel on lands administered by the agency in Arizona. The purpose of the proposal is to avoid future impacts to public resources likely to result from the increasing use of OHVs on these lands and to provide direction for subsequent site-specific planning for motorized opportunities.

Specifically, the Forest Service is proposing a new rule (36 CFR Parts 212, 251, 261, and 295 – Travel Management; Designated Routes and Areas for Motor Vehicle Use) to identify appropriate uses of off-highway vehicles in the National Forest System.

The Forest Service acknowledges that motor vehicle use is an appropriate way to recreate in the National Forests, access hunting and fishing opportunities, sightsee, and otherwise enjoy recreational experiences on National Forest System lands. The establishment and clear identification of a transportation and use system for motor vehicles on each National Forest will enhance management of National Forest System lands; sustain natural resource values through more effective management

of motor vehicle use; enhance opportunities for motorized recreation experiences on National Forest System lands; address needs for access to National Forest System lands; and preserve areas of opportunity on each National Forest for nonmotorized travel and experiences.

As demand for a greater variety of recreation uses increases, managing an appropriate balance between motor vehicle use and nonmotorized recreational activities has become an important priority. A designated system of trails and areas for motorized use established with public involvement would enhance public enjoyment of the National Forests, while maintaining other important values and uses on National Forest System lands.

The proposed rule defines an OHV as a motor vehicle that is designed or retrofitted primarily for recreational use off-road, including minibikes, amphibious vehicles, snowmobiles, off-highway motorcycles, go-carts, motorized trail bikes, and dune buggies. Under the rule each Forest would identify roads, trails, and areas that are appropriate for OHV use and include them on the Forest Transportation Atlas. OHV use would be restricted to identified (designated) roads, trails and areas.



The criteria for designating trails and areas would include consideration of effects on the following, with the objective of minimizing: (1) Damage to soil, watershed, vegetation, and other forest resources; (2) Harassment of wildlife and significant disruption of wildlife habitats; (3) Conflicts between

motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands; and (4) Conflicts among different classes of motor vehicle uses of National Forest System lands or neighboring Federal lands. In addition, the responsible official would consider: (5) Compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors; and (6) Consistency with trail management objectives. The rule requires public involvement in the designation process.

### **Bureau of Land Management Establishes a National Management Strategy on Motorized OHV Use**

In an effort to accommodate growing OHV use on the public lands while protecting natural resources, the Bureau of Land Management (BLM) released its National Management Strategy in January 2001. The strategy offers general guidance to land managers and recommends numerous actions aimed at creating a local framework for reviewing and resolving motorized OHV issues. BLM also has a current workplan that outlines priorities for recreation and visitor services with goals, objectives, milestones and actions. Arizona BLM is in the process of establishing a designated travel network. This will be accomplished through its land use planning efforts currently in progress.

### **Southwest Motorized Access Work Group**

The Southwest Motorized Access Work Group was established in 2004 through a Memorandum of Understanding signed by participating state and federal agencies in New Mexico and Arizona. The group had met informally for several years before formalizing as an interagency group.

Purpose: Consistency in management of off-highway vehicle use is needed by federal and state agencies and tribes to establish effective, uniform, and understandable guidelines for the public. Consistent management is key to the success of management on public, state and tribal lands and other areas of mutual interest.

Mission: This work group will focus on identifying inconsistencies in off highway vehicle management and will recommend ways to standardize management on public, state and tribal lands and other areas of mutual interest.

This work group will work to develop mutual trust, effective communication, and to cooperatively identify solutions to inconsistent off-highway vehicle protocols and regulations in order to provide a common message to the public.

Objectives: Identify and become more knowledgeable with tribal, state and federal off-highway vehicle protocols, procedures, and regulations. Increase commitment and follow-up by federal and state agencies and tribes to effectively address off-highway vehicle issues.

Develop consistency and coordination in:

- laws and enforcement
- vehicle “legality”
- inventory, assessment and monitoring methodology
- designation process for routes
- signage for routes
- information (including mapping and brochures) and education

## Accomplishments of the Nonmotorized Trail Program

### Arizona State Trails System

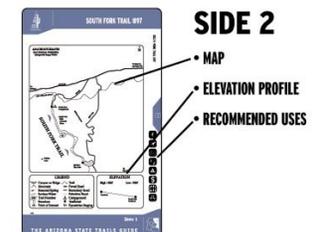
#### New Vision Statement

*Arizona’s State Trails System is invaluable, offering a diversity of quality nonmotorized trails that inspire people to experience the State’s magnificent outdoor environment and cultural history.*

The Arizona State Trails System is a partial inventory of Arizona’s nonmotorized trails. The State Trails System is a listing of existing and proposed nonmotorized trails in Arizona that have been formally nominated by land managing agencies and accepted by the Arizona State Parks Board, based on established eligibility criteria.

Since 1999, 75 trails have been accepted into the State Trails System bringing the total number of trails in the System to 638.

The fourth edition of the Arizona State Trails Guide was developed in 2003. The guide includes all existing trails in the State Trails System and provides a trail description, map, elevation profile and contact information for each trail. The Guide has been widely popular around the State.



The Arizona State Committee on Trails (ASCOT) and other volunteers work each year to monitor the trails in Arizona. By monitoring, ASCOT aids the State in assuring the trails in the State Trails System are safe and maintain the quality of the System.

**Arizona State Committee on Trails Hosted Workshops**

Arizona State Parks and the Arizona State Committee on Trails hosted four workshops in the past five years to bring together the trails community to learn and discuss current trail issues.

The first workshop ‘Regional Trails Planning’ was held in Spring 2000 and focused on partnerships, funds available and programming steps involved in regional planning for trails. The second workshop “Trail Funding” was held in spring of 2001 to highlight the various sources of funding for trail related projects.

The third workshop “Trail Management in Lean Times” was held in January 2003 and focused on differing opportunities and aspects of trail management in a time of decreasing budgets. The fourth workshop “Trails for All People” was held in February 2004 and focused on the increasing need to make trails physically accessible for all populations.

**Recreational Trails Program Trail Maintenance**

The nonmotorized portion of the Recreational Trails Program monies was dedicated solely to maintenance of existing trails starting in 2001. The need for maintenance on existing trails in Arizona encompassed the top two priority recommendations of the ARIZONA TRAILS 2000 PLAN. Money for trail maintenance is not available through many sources including agency budgets and grants.

For the first two-year cycle of the RTP Nonmotorized Trail Maintenance Program, Arizona State Parks partnered with 22 agencies across the State (see Table 22).

The program was well received and a second two-year cycle will continue in a revised format putting another \$1.5 million in trail maintenance projects with another 23 agencies in 2004 (see Table 22).

*Table 22: Nonmotorized Recreational Trails Program Trail Maintenance Partners FYs 2002-2004\**

| <b>Partnering Entity</b> | <b># of Projects</b> | <b>RTP Project Amount (estimated**)</b> |
|--------------------------|----------------------|---|
| Cities/towns             | 11                   | \$366,134                               |
| Counties                 | 5                    | \$282,354                               |
| State                    | 3                    | \$84,253                                |
| Federal                  | 24                   | \$1,417,311                             |
| Tribal                   | 2                    | \$32,187                                |
| <b>Totals</b>            | <b>45</b>            | <b>\$2,182,239</b>                      |

\* Federal Recreational Trails Program Source: Transportation Efficiency Act for the 21<sup>st</sup> Century (TEA-21) from the FHWA.

\*\* All projects have not yet been completed so the amount is estimated until expenditures are finalized.

**Arizona Trails Heritage Fund**

A task force representing all land management agencies and trail user types was formed to develop criteria based on the needs identified in the ARIZONA TRAILS 2000 PLAN for rating Trails Heritage Fund grant applications for the next five years. Following are the criterion developed by the task force and the number of projects funded from FY 1999 to FY 2004 that include elements that address that criterion.

Table 23: Trails Heritage Fund Grant Project Summary  
FYs 1999-2003

| NONMOTORIZED TRAIL PROJECTS  |                        |
|--|------------------------|
| Grant Rating Criterion   | # of Project Elements* |
| Renovate trails  | 27                     |
| Keep trails clean/clear  | 48                     |
| Promote trail etiquette/environmental ethics   | 25                     |
| Protect access (acquisition)   | 7                      |
| Promote partnership/volunteerism   | 9                      |
| Develop new trail opportunities  | 24                     |
| Reduce environmental/cultural impacts  | 34                     |
| Provide information/maps   | 37                     |
| Enhance support facilities   | 35                     |
| *A total of 48 grant projects with multiple elements were funded from FY 1999 to FY 2004 for \$2,489,747 |                        |

**Arizona Trail**

The Arizona Trail will eventually be an 800-mile nonmotorized trail that traverses the State from Mexico to Utah. The Arizona Trail is intended to be a primitive, long distance trail that highlights the State’s topographic, biologic, historic and cultural diversity. The cross-state trail now has approximately 700 miles developed. Roughly 200 miles were completed since the last plan.



**Trail Construction and Maintenance Trainings**

Arizona State Parks partnered with the Arizona Trail Association to host a series of trail construction and maintenance trainings. There is a need to train both agency personnel and trail volunteers in sustainable trail design and maintenance techniques. Land managers, trail partners and volunteers should utilize the resources of the National Trails Training Partnership (NTTP) whose mission is to improve opportunities for training for the nationwide trails community. Visit the website at [www.nttp.net](http://www.nttp.net) for more information and a calendar of events.

**National Trails Day**

National Trails Day, founded by the American Hiking Society, is held annually on the first Saturday in June. Arizona remains strong in its commitment to National Trails Day. For the past four years, Arizona has lead the way by incorporating the health community into the National Trails Day theme. Arizona averages around 50 events each year. Visit [www.nationaltrailsday.org](http://www.nationaltrailsday.org) for more information regarding National Trails Day.

**Trend Analysis of ARIZONA TRAILS 2000 PLAN and the Arizona Trails 2005 Plan**

The *Arizona Trails 2005 Plan* employed many of the same topics and questions in the phone and mail surveys as were used in the TRAILS 2000 surveys enabling State Parks staff to gain trend analysis within the trails communities over the past five years. Overall, it seems that many of the same needs, issues and preferences that were priorities the past five years will remain priorities for the next five years.

**Trail Designation Preference**

Comparison of the two plans' survey results show that motorized and nonmotorized users are going in divergent directions in their trail designation preferences (see Table 24).

Motorized users show a substantial increase in preferring trails accommodating multiple activities with motorized and nonmotorized uses combined. Nonmotorized users are increasing in the preference of trails accommodating multiple activities with motorized and nonmotorized uses separated or for a single use.

Table 24: Preference of Trail Designation

| Trail Designation  | Motorized 2005 | Motorized 2000 | Nonmotorized 2005 | Nonmotorized 2000 |
|--|----------------|----------------|-------------------|-------------------|
| Single activity  | 17.2%          | 14.0%          | 30.5%             | 24.0%             |
| Multiple activities but motorized and nonmotorized separated           | 34.8%          | 69.0%          | 68.0%             | 55.8%             |
| Multiple activities but motorized and nonmotorized activities combined | 40.4%          | 17.0%          | 8.0%              | 5.7%              |

**Trail Management Needs**

Trail management needs remain consistent with five years ago. The focus of most responses deal with maintenance of trails and the area around trails (see Table 25).

Enforcement of rules and regulations was a top priority for both motorized and nonmotorized in both surveys.

Table 25: Most Important Trail Management Needs

| Motorized Users 2005                      | Motorized Users 2000                | Nonmotorized Users 2005                   | Nonmotorized Users 2000             |
|---|-------------------------------------|---|-------------------------------------|
| 1. Keep area clean of trash/litter        | 1. Keep trail clean of litter/trash | 1. Keep area clean of trash/litter        | 1. Maintain existing trails         |
| 2. Enforce existing rules and regulations | 2. Mitigate or repair damage        | 2. Maintain existing trails               | 2. Keep trail clean of litter/trash |
| 3. Maintain existing trails               | 3. Maintain existing trails         | 3. Repair damage to trails                | 3. Mitigate or repair damage        |
| 4. Repair damage to trails                | 4. Enforce rules and regulations    | 4. Enforce existing rules and regulations | 4. Enforce rules and regulations    |
| 5. Develop new trails                     | 5. Renovate deteriorated trails     | 5. Develop support facilities             | 5. Renovate deteriorated trails     |

**Preference of Trail Location**

For location of trail activity done the most, motorized users are increasingly reporting either rural areas or remote areas since the ARIZONA TRAILS 2000 PLAN. This may be a result of closures in or near urban areas and/or development. For nonmotorized users the location of trail activity done the most has stayed constant.

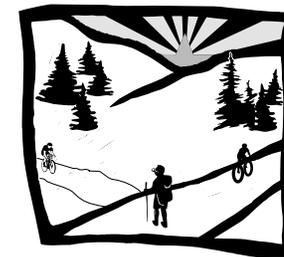
Table 26: Location for Trail Activity Done the Most

| Location–Done Most          | Motorized 2005 | Motorized 2000 | Nonmotorized 2005 | Nonmotorized 2000 |
|-----------------------------|----------------|----------------|-------------------|-------------------|
| In a city or town           | 5.4%           | 11.0%          | 26.0%             | 35.0%             |
| Just outside a city or town | 12.4%          | 22.0%          | 33.0%             | 32.0%             |
| Rural areas                 | 25.7%          | 23.0%          | 22.0%             | 21.0%             |
| Remote areas                | 56.4%          | 44.0%          | 18.0%             | 13.0%             |

For location of trail activity enjoyed the most, motorized preference shows a substantial increase in remote areas from ARIZONA TRAILS 2000 PLAN. Nonmotorized users show an increase in their preference to recreate in rural or remote areas.

Table 27: Location for Trail Activity Enjoyed the Most

| Location–Enjoyed Most       | Motorized 2005 | Motorized 2000 | Nonmotorized 2005 | Nonmotorized 2000 |
|-----------------------------|----------------|----------------|-------------------|-------------------|
| In a city or town           | 0.2%           | 8.0%           | 8.0%              | 18.0%             |
| Just outside a city or town | 6.0%           | 16.0%          | 18.5%             | 27.0%             |
| Rural areas                 | 25.0%          | 22.0%          | 35.4%             | 24.0%             |
| Remote areas                | 70.9%          | 54.0%          | 38.0%             | 30.0%             |



**Importance of Support Facilities**

The need for support facilities such as trash cans, drinking water, restrooms and parking space remains consistent as the most important. For motorized users, they are rating motorized staging areas as of more importance than five years ago.

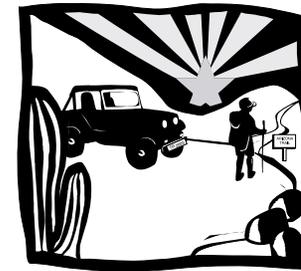


Table 28: Most Important Support Facilities

| Rank–<br>Support<br>Facilities | Motorized Users<br>2005 | Motorized Users<br>2000 | Nonmotorized Users<br>2005 | Nonmotorized Users<br>2000 |
|--------------------------------|-------------------------|-------------------------|----------------------------|----------------------------|
| 1.                             | Trash cans              | Trash cans/Dumpsters    | Trash cans                 | Drinking water             |
| 2.                             | Trail signs             | Drinking water          | Trail signs                | Trash cans/Restrooms       |
| 3.                             | Restrooms               | Restrooms               | Drinking water             | Trail signs                |
| 4.                             | Drinking water          | Trail signs             | Restrooms                  | Shade structures/ Ramadas  |
| 5.                             | Motorized staging areas | Picnic facilities       | Parking space              | Parking space              |

**Comparison of Priority Recommendations**

The priority recommendations from the two plans show clear themes that remain consistent among the years (see Tables 29, 30 and 31) and can show land managers areas on which issues and actions to concentrate their efforts.

For motorized trail users, the themes are preserving existing trails and OHV areas and keeping them open, planning and developing new opportunities and education of users. Topics that have increased in importance for motorized users are the enforcement of existing rules and regulations and providing trail information and maps to users.

For nonmotorized trail users, trail maintenance and renovation, protecting access to trails, planning for future use of trails and education remain top priorities. Topics that have increased in importance include developing signage and support facilities and providing trail information and maps to users.

Coordinated volunteerism became a priority issue for the first time. Aspects of volunteerism were included in the recommended actions of the *ARIZONA TRAILS 2000 PLAN*, but the issue emerged in a different form for the *Arizona Trails 2005 Plan*.

Table 29: Comparison of Motorized Priority Recommendations for Arizona Trails 2005 &amp; ARIZONA TRAILS 2000 Plans

| <i>Arizona Trails 2005 Plan</i>                           | <i>ARIZONA TRAILS 2000 PLAN</i>                     |
|---|---|
| <b>First Level Priority MOTORIZED Recommendations</b>     | <b>Priority MOTORIZED Recommendations</b>           |
| Develop New Trails and Motorized Recreation Opportunities | 1. Preserve Existing Trails and OHV Areas           |
| Protect Access to Trails/Keep Trails Open                 |   |
| Renovation and Maintenance of Existing Trails             | 2. Renovate Eroded or Deteriorated Trails           |
| Education and Trail Etiquette                             |   |
| <b>Second Level Priority Motorized Recommendations</b>    | 3. Protect Access to Trails and OHV Areas           |
| Enforcement of Existing Rules and Regulations/Monitoring  | 4. Promote Trail Etiquette and Environmental Ethics |
| Trail Information and Maps                                |   |
| Comprehensive Planning                                    | 5. Plan for and Develop New OHV Opportunities       |

Table 30: Comparison of Nonmotorized Priority Recommendations for Arizona Trails 2005 &amp; ARIZONA TRAILS 2000 Plans

| <i>Arizona Trails 2005 Plan</i>                           | <i>ARIZONA TRAILS 2000 PLAN</i>                        |
|---|--|
| <b>First Level Priority NONMOTORIZED Recommendations</b>  | <b>Priority NONMOTORIZED Recommendations</b>           |
| Renovation and Maintenance of Existing Trails             | 1. Renovate Eroded or Deteriorated Trails              |
| Protect Access to Trails/Acquire Land for Public Access   | 2. Keep Existing Trails Clean and Clear                |
| Develop Signage and Support Facilities                    |  |
| <b>Second Level Priority Nonmotorized Recommendations</b> | 3. Promote Trail Etiquette and Environmental Ethics    |
| Comprehensive Planning                                    | 4. Protect Access to Trails                            |
| Trail Information/Maps                                    |  |
| Education and Trail Etiquette                             | 5. Incorporate Trails Into Local and Regional Planning |

Table 31: Comparison of Other Priority Recommendations for Both Motorized and Nonmotorized Trail Use for Arizona Trails 2005 & ARIZONA TRAILS 2000 Plans

| <i>Arizona Trails 2005 Plan</i>   | <i>ARIZONA TRAILS 2000 PLAN</i>  |
|---|--|
| <b>Other Priority Recommendations</b>   | <b>Other Recommendations</b>   |
| Reduce Cultural and Environmental Resource Impacts<br>(both motorized and nonmotorized) | Promote Interagency Coordination and Consistency<br>(motorized trail use)                          |
| Seek Additional Funding Sources<br>(both motorized and nonmotorized)                    | Address User Conflicts and Safety Issues<br>(nonmotorized trail use)                               |
| Interagency Coordination<br>(both motorized and nonmotorized)                           | Develop New Trail Opportunities<br>(nonmotorized trail use)  |
| Develop Signage and Support Facilities<br>(motorized)                                   | Reduce Environmental and Cultural Resource Impacts<br>(both motorized and nonmotorized trail use)  |
| Develop New Trails<br>(nonmotorized)  | Provide Current Trail Information and Detailed Maps<br>(both motorized and nonmotorized trail use) |
| Coordinated Volunteerism<br>(nonmotorized)  | Enhance Support Facilities<br>(both motorized and nonmotorized trail use)                          |
| More Accessible Trails for Individuals with Physical Disabilities<br>(nonmotorized)     | Improve User/Manager Communication<br>(both motorized and nonmotorized trail use)                  |
| Enforcement of Existing Rules and Regulations/Monitoring<br>(nonmotorized)              | Seek Additional Funding Sources<br>(both motorized and nonmotorized trail use)                     |