

# COUNCIL DECISION REQUEST

SUBJECT: Payson Area Trails System (PATS)

MEETING DATE: 3/1/07

CSP ITEM: Yes  No  KRA#6-1

ITEM NO.:

TENTATIVE SCHEDULE:

SUBMITTED BY: Mary McMullen

AMOUNT BUDGETED: N/A

SUBMITTAL TO AGENDA  
APPROVED BY TOWN MANAGER

EXPENDITURE REQUIRED: To be determined

CONT. FUNDING REQUIRED: To be determined

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EXHIBITS: See attached Letter of Support from Payson Ranger District dated January 31, 2007; Payson Area Trails System (PATS) Final Draft Map; Attachments from Engineering Department on Street Specifications to accommodate trails

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## **RECOMMENDED MOTION**

I move to approve adoption of the Payson Area Trails System (PATS), formerly referred to in its planning stages as the Community Trails Network. A motion was made and unanimously supported by Town Council on November 2, 2006 to direct Town Personnel to analyze recommendations made by Councilmember Romance regarding an improved Community Trail Network in a memo dated September 30, 2006, and prepare a comprehensive recommendation ready to Council approval in 90 days. Since this time, the Town Parks and Recreation, Fire, Engineering and Community Development Departments, in collaboration with the US Forest Service and Trails Task Force, have been working diligently towards an implementation plan that can begin tomorrow with Town Council approval.

**SUMMARY OF THE BASIS FOR RECOMMENDED MOTION:** The PATS proposal is a 2007 version and implementation of the original Trails Master Plan completed in 1998. It utilizes the concept identified in Councilmember Romance's Community Trails System memo of incorporating the firebreak around Payson into the trails system, but does not include it uniformly around Town; only where it made sense to do so. The PATS Draft Map and proposal provides the framework for involved Town Departments, the Town Council, Forest Service and land developers to incorporate multi-use trail development in Town and out of Town limits.

The PATS Draft Map shows how the trail system will look when it is in its completed state. The current PATS map that will be available to the public will show trails in and around Town that already exist, are usable and will be signed. These trails are planned to form linkages to activity and interest generators, and connect logically to origin points, such as residential areas, parks and trail head parking lots and access points. Trails were selected with both present and future conditions in mind by Town Staff, Forest Service administrators and Trails Task Force members. Proposed trail usage in Town will be limited to non-motorized traffic, but usage on Forest Service trails and roads will be determined by the Forest Service through their "Travel Management Rule" by the year 2009. Until this time, current usage of Forest Service roads and trails that will be incorporated into the PATS will not be changed and will be signed with the PATS and Forest Service Logos per Forest Service sign specifications. In addition, NEPA permitting will begin on proposed and/or existing trail segments with the Forest Service's assistance.

As outlined in Councilmember Romance's memo, the categories below were addressed in the multiple meetings between Town Staff, Trails Task Force and Forest Service Administration and summarize the PATS proposal.

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# **COUNCIL DECISION REQUEST**

## **IDEA & SYSTEM ELEMENTS**

- Interconnecting trails system inside and outside of Town limits
- Incorporates the fire break where it makes sense geographically to do so
- Modifications of current street standards to enable new roads & developments to have the information necessary to incorporate the trails specifications for a consistent and assured trail system in the future
- 8-12 foot pathways per Councilmember Romance's specifications. Although typical preferred trail surface is compacted stabilized earth, trail surface will be determined on a site and user-needs specific basis.
- Common signage using a PATS logo and arrow on all Town streets that already have sidewalks/bike lanes and are included in the PATS network
- Common signage using a PATS logo, along with a Forest Service logo and a mini-map with a "You Are Here" arrow on larger signs at trail intersections and on Forest Service roads/trails
- Maps distributed at local centers of interest of PATS in its current, usable state – e.g. Forest Service office, Chamber of Commerce, Centers of Interest on the PATS, like Rumsey Park, Green Valley Park, Gila Community College or Sawmill
- Americans with Disabilities Act (ADA) trail recommendations will be accommodated where feasible and necessary

## **BENEFITS**

- Provides trail-users with safe and enjoyable routes within and outside of Town
- Implementing of the original Trails Master Plan, which had considerable investment from the Town in its plan completion in 1998
- An established, connected trails system would enhance the economic development of Payson by bringing more people to the Rim Country
- Improves quality of life for residents by providing additional, safe places to recreate and enjoy nature
- Encourages collaboration between other governmental entities and special interest groups, as all have a vested interest in the trails system becoming a reality
- Provides additional opportunities for local groups to conduct service projects and contribute to citizen "buy-in" - Adopt a Trail option for trail maintenance

## **CHALLENGES**

- Crossing highways will occur at a couple of spots in the Draft PATS map - Would be logistically possible with adequate funding
- Local resident "buy-in" may be difficult in areas where trails are adjacent to private property
  - Trails Task Force meetings have been good venues for discussion of public concerns and several issues of this type have already been addressed and resolved
- Multi-use issue on roads & trails on Forest Service lands – Motorized use will be determined by 2009 when the Forest Service makes its road/trail designations final
- Trail maintenance responsibilities – May mesh efforts of "Adopt a Trail" organizations, Town Personnel and/or an IGA with the Forest Service to establish a maintenance plan

## ***COUNCIL DECISION REQUEST***

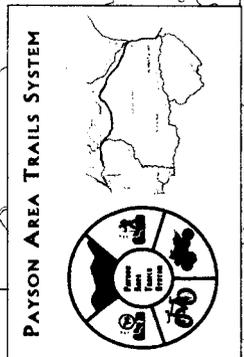
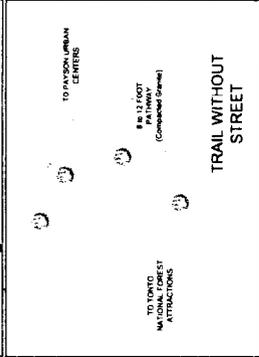
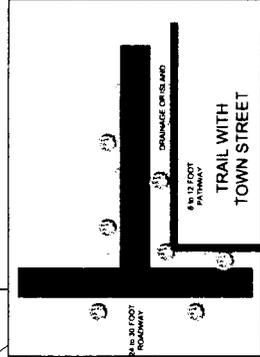
<b>FUNDING</b>	<ul style="list-style-type: none"> <li>• State funds are available for non-motorized trail development and archaeological preservation through the Arizona State Parks Heritage Fund Grants             <ul style="list-style-type: none"> <li>- Grants typically do not cover operations, administration, overhead or maintenance costs associated with the project awarded</li> <li>- 50% matching funds are required up to approximately \$700,000/year</li> </ul> </li> <li>• Federal funds are available through the Department of Natural Resources Federal Recreation Trail Program for motorized and non-motorized trail development             <ul style="list-style-type: none"> <li>- Can cover maintenance, as well as development</li> <li>- 50% matching funds are required up to \$100,000/year</li> </ul> </li> <li>• County funding exploration</li> <li>• Town funding through budget for the PATS to enable it to have consistent funding and prioritization to become a reality             <ul style="list-style-type: none"> <li>- Staffing considerations – more maintenance, PATS coordinator, etc.</li> <li>- Monies available for purchases, capital improvements &amp; trail development</li> </ul> </li> </ul>
<b>NEXT STEPS</b>	<ul style="list-style-type: none"> <li>• Town Personnel – completed analysis and prepared a recommendation, as above</li> <li>• Revision of Street Standards in the UDC – See Attachments on specifications for roadways with detached PATS trails for “Typical Minor Arterial Section” and “Typical Minor Arterial/Collector Section Specifications”</li> <li>• Motorized vehicle restrictions/allowances – Trails Task Force and Town Staff will provide group input on wishes for motorized/non-motorized trail use to the Forest Service in their Travel Management Plan forums. Decision to be made by Forest Service in 2009, which will then determine what portions of the PATS will remain motorized access</li> <li>• Budget Town funds based on service level expectations. Additional Town funding would be required to ensure a successful and sustainable trails system.</li> </ul>

**PUBLIC INPUT (if any):**

**BOARD/COMMITTEE/COMMISSION ACTIONS/RECOMMENDATIONS (if any) (give dates and attach minutes):**

The Parks and Recreation Board reviewed the Trails Master Plan and Councilmember Romances’ Community Trails System proposal at its October 18, 2006 meeting and made a motion to support Town Staff to review this proposal with the Town Council. The motion was passed 4-1, with 1 abstaining. The Parks and Recreation Board expressed apprehension that the existing Parks and Recreation budget should not incur additional strain in providing public services.

*Payson*



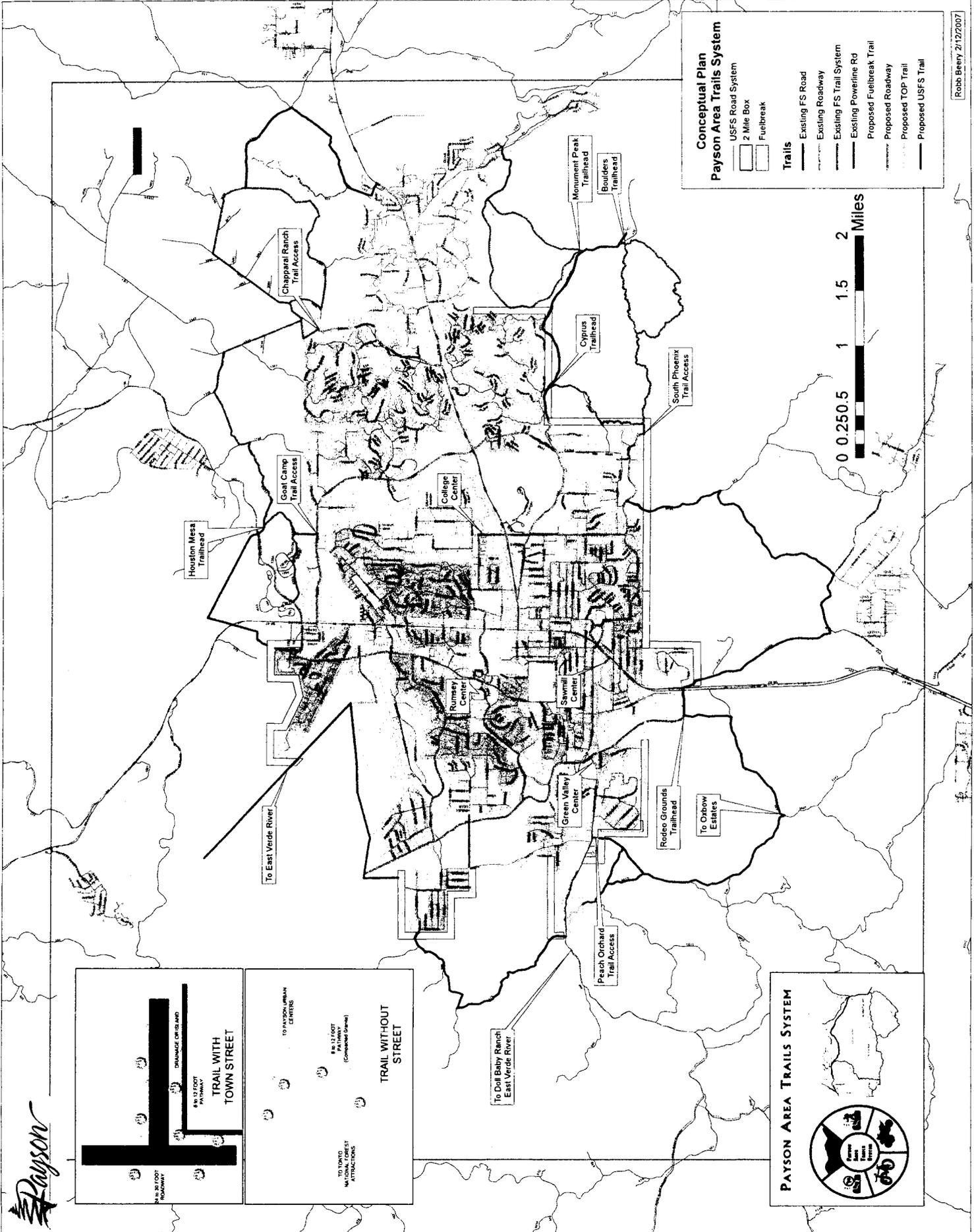
**Conceptual Plan**  
**Payson Area Trails System**

USFS Road System  
 2 Mile Box  
 Fuelbreak

**Trails**  
 Existing FS Road  
 Existing Roadway  
 Existing FS Trail System  
 Existing Powerline Rd  
 Proposed Fuelbreak Trail  
 Proposed Roadway  
 Proposed TOP Trail  
 Proposed USFS Trail



Robb Beery 2/12/2007





United States  
Department of  
Agriculture

Forest  
Service

Payson  
Ranger  
District

1009 E. Highway 260  
Payson, AZ 85541  
Phone: 928.474.7900  
Fax: 928.474.7999

File Code: 1560/2350

Date: January 31, 2007

Mayor Bob Edwards and Payson Town Council  
303 N. Beeline Hwy  
Payson, AZ 85541

Dear, Mayor Bob Edwards and Payson Town Council

This is a Letter of Support from the Payson Ranger District to the Town of Payson for the proposed Urban Trails System.

On January 23, 2007, I met with Town Council member Andy Romance, and Town of Payson staff members, Mary McMullen, and Rob Beery, to review the proposed Town of Payson Urban Trails System proposal. The proposal was is consistant with the Trails Master Plan for the Town of Payson that was adopted on December 10, 1998. The only change to the Trail Master Plan was the incorporation of some segments of the recently constructed fuelbreaks.

It was agreed that the Town could start signing the following existing Forest Service travel-ways that will be incorporated into the Urban Trails System : 543A, 543, 1260, 633, 441, 441D, 510, 475, and 508. The signing will need to follow Forest Service trail sign standards. Prior to installing the trails signs, a volunteer agreement will need to be approved by the Forest Service for those segments of trail that will be worked on.

It was also identified that the Town of Payson and the Payson Ranger District will need to work together to complete the required environmental analysis to implement the Urban Trails System. An environmental analysis will be required, an a decision made by the Forest Service, prior to adding any trail segments to the trail system. In addition, the Forest Service will be starting an environmental analysis in the fall of 2007 that will address whether motorized travel will be allowed not only on the proposed Urban Trails System but will include all National Forest Lands on the Payson Ranger District. The planning effort is known as the "The Travel Management Rule" and requires that an environmental analysis be completed and a decision made to designate where motorized travel will be allowed. The Travel Management Rule planning is scheduled to be completed in 2009. Currently, the Tonto Forest Plan does not restrict cross country motorized travel on the Payson Ranger District.

The Payson Ranger District supports the Urban Trails System proposal and looks forward to a positive partnership between the Forest Service and the Town of Payson. If you have any additional questions, please contact me or Walt Thole at the ranger station.

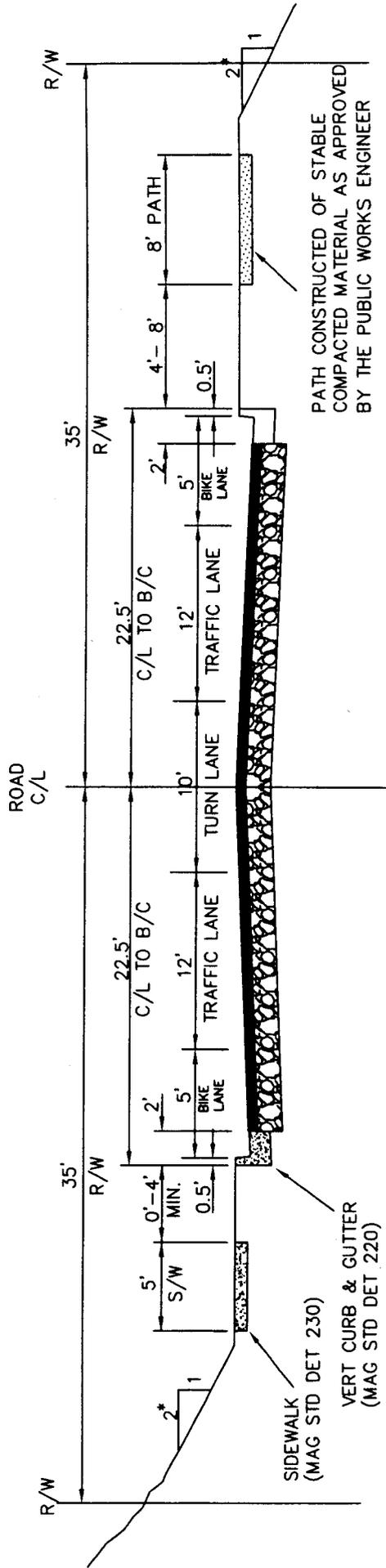


Sincerely,

A handwritten signature in black ink, appearing to read 'E. Armenta', written in a cursive style.

EDWARD E. ARMENTA  
District Ranger

Enclosures (1) Proposed Urban Trails System Map Town of Payson



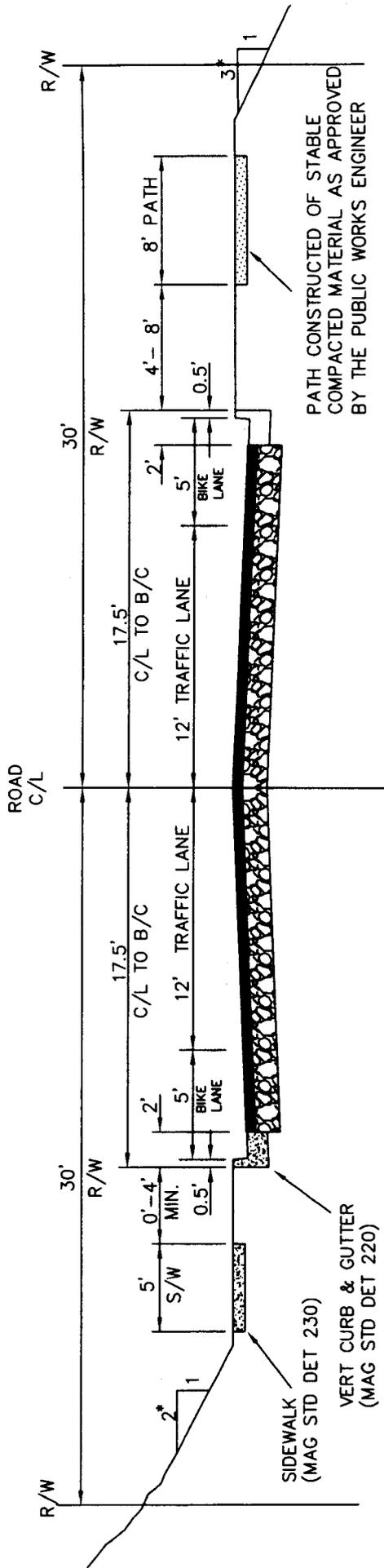
**NOTES**

1. THE PATH AND/OR SIDEWALK MAY BE PLACED OUTSIDE THE RIGHT OF WAY IF APPROPRIATE EASEMENTS ARE GRANTED, APPROVED AND ACCEPTED BY THE TOWN.
2. IF APPROVED BY THE PUBLIC WORKS DEPARTMENT, THE STREET CONSTRUCTION CENTER LINE MAY BE OFFSET FROM THE CENTER OF THE RIGHT OF WAY TO FACILITATE CONSTRUCTING THE SIDEWALK AND PATH WITHIN THE RIGHT OF WAY.
3. THE DETACHED SIDEWALK IS DESIRABLE. HOWEVER, IN SOME CASES, FIELD CONDITIONS MAY DICTATE THAT THE SIDEWALK MUST BE PLACED AT THE BACK OF CURB.
4. THE WIDTH OF THE SIDEWALK, PATH AND SEPARATION AREA MAY BE ADJUSTED AS NECESSARY BY THE PUBLIC WORKS DEPARTMENT IF FIELD CONDITIONS PROHIBIT CONSTRUCTING AS SHOWN.

\*MAX. SLOPE UNLESS SUBSTANTIATED BY A GEOTECHNICAL REPORT, THEN THE MAX. SLOPE IS 1:1.

# TYPICAL MINOR ARTERIAL SECTION

TWO TRAVEL LANES, CENTER TURN LANE, AND TWO BIKE LANES



PATH CONSTRUCTED OF STABLE  
COMPACTED MATERIAL AS APPROVED  
BY THE PUBLIC WORKS ENGINEER

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# TYPICAL MINOR ARTERIAL/COLLECTOR SECTION

TWO TRAVEL LANES AND TWO BIKE LANES