



**NOTICE OF A WORK SESSION OF THE PARKS AND RECREATION COMMISSION
OF THE TOWN OF CLARKDALE
WEDNESDAY, AUGUST 16, 2023 AT 5:00 PM**

In Person: Clark Memorial Clubhouse, 19 N. Ninth St., Clarkdale AZ

OR

Join Zoom Meeting

<https://us02web.zoom.us/j/83421170403?pwd=N3VnU3RFL3FuYzJBN1ZITW5jcTJWdz09>

Meeting ID: 834 2117 0403

Passcode: 896272

Town of Clarkdale Vision

The Town of Clarkdale connects our unique history, proximity to the Verde River, and small-town charm to a future with a vibrant economy.

We cultivate an environment where residents and businesses can thrive; providing services and jobs for our residents and capitalizing upon tourism.

We sustainably enhance our infrastructure, support the arts and education, and develop recreational opportunities to create a bright future for our entire community.

PURSUANT TO A.R.S. §38-431.02, NOTICE IS HEREBY GIVEN that the Parks and Recreation Commission of the Town of Clarkdale will hold a Special Meeting on Wednesday, August 16, 2023, at 5:00 PM. Members of the Parks and Recreation Commission will attend either in person, by telephone or via Zoom. A quorum of Town Council members may be present at this meeting; however, they will not deliberate or take any action on items. All members of the public are welcome to attend.

ALL ITEMS ON THIS AGENDA ARE SCHEDULED FOR DISCUSSION AND POSSIBLE ACTION, UNLESS OTHERWISE NOTED.

1. CALL TO ORDER

2. ROLL CALL

3. PUBLIC COMMENT

The Parks and Recreation Commission invites the public to provide comments at this time. Members of the Parks and Recreation Commission may not discuss items that are not specifically identified on the agenda. Therefore, pursuant to A.R.S. §38-431.01, action taken as a result of public comment will be limited to directing staff to study the matter, responding to any criticism, or scheduling the matter for further consideration and decision at a later date. Persons interested in making comments on a specific agenda item are asked to complete a brief form and submit it to

the Clerk or liaison during the meeting. Each speaker is asked to limit their comments to five minutes.

4. DISCUSSION ONLY

A. Trails Master Plan

Taylor Broyhill with Logan Simpson will provide a presentation of the progress made on the Trails Master Plan (TMP) to date, including the Preliminary Routes Map.

5. FUTURE AGENDA ITEMS

Parks and Recreation Commission may propose items to be placed on a future agenda. This item is for discussion only.

6. ADJOURNMENT

Values

Values are the guiding principles that provide an organization with purpose and direction. The Town of Clarkdale's organizational values are:

COPPER

Customer focused

Open, transparent and equitable

Preserving our history, charm, and environment

Planning for a sustainable future

Economic and social resiliency

Resourceful and innovative

Mission

The Town of Clarkdale serves the community by providing amenities, infrastructure, services, and public safety to enhance quality of life. We are stewards of our history while we sustainably and resiliently plan for the future with an emphasis on community engagement and transparency.

Persons with a disability may request reasonable accommodations by contacting the Town Hall at (928) 639-2400 (TTY: 1-800-367-8939) at least 72 hours in advance of the meeting.



Staff Report

Item Number: 4.A.

Agenda Item:**Trails Master Plan**

Taylor Broyhill with Logan Simpson will provide a presentation of the progress made on the Trails Master Plan (TMP) to date, including the Preliminary Routes Map.

Staff Contact:

Joni Westcott, Parks Manager
Taylor Broyhill

Meeting Date:

August 16, 2023

Strategic Goal:

- Goal Area 2 – Enhance the quality of life for residents, businesses, and visitors to Clarkdale.
- Goal Area 3 – Enhance the quality and availability of parks, recreation and cultural opportunities.

Background:

In February of 2023, the Town Council approved Logan Simpson Design (LSD) to begin the first phase of the Clarkdale Trails Master Plan (TMP). During the FY24 budget planning, the Council approved funds for the final phase of the TMP.

Trails Master Plan Objectives

To serve as a guide and implementation tool for the development and management/maintenance of trails in Clarkdale.

To meet the recreational needs of the Clarkdale community.

Trail Master Plan Criteria:

- Address community interest regarding trails.
- Increase trail opportunities within the Town and beyond, consistent with the Town Strategic Plan, the General Plan and the Park & Recreation Commission Vision and Mission statement.
- Accommodate a variety of trail users in a safe and environmentally sensitive manner.
- Provide equitable and inclusive access to trails.
- Site trails in areas highlighting Clarkdale's culture and history (Native American, railroad, etc.)
- Provide trail connectivity to surrounding communities and forest land.

- Promote Clarkdale sustainably.

Logan Simpson conducted community outreach in the form of focus group meetings, discussions with Town Council, and a public open house. They have also visited Clarkdale trails and conducted ground truthing hikes for trail viability. A Preliminary Routes Map document has been created. The map shows existing trails, planned trails/corridors, road treatment connectivity and opportunities for trail heads.

Budget Impact: \$52,000- Acct. 24-5-0800-8023 FY24

Recommendation: Worksession only. No recommendation.

Preliminary Route Review and Project Prioritization

Preliminary trail routes and connections were identified after weeks of analysis considering locations where trails would be feasible based on previous planning efforts, existing social trail locations, input from trail groups and advocates, and the public during meetings in May. These routes are mapped on the Preliminary Routes Map:

<https://experience.arcgis.com/experience/794a1a38f1e64aa0a31c9f57169432ad/page/Page/>

(A PDF of the map is also attached, but the online version will provide a more detailed review experience.) The routes are organized into two systems: *Near Term* projects and a *Long-Term* system build-out that will take more time to complete.

At the May meetings, the community identified many connections and trail projects as highly important. Thirteen projects are identified on the map by letters A-M. Given the reality of limited resources, it is necessary to prioritize projects that best meet community needs, **so by 5:00pm on August 14, please rank these 13 projects in order of priority in this online survey, or tell us if there is a connection missing from our list:** <https://survey123.arcgis.com/share/95d6cbd5d4d94453bdcbcc85887f4d1c>

The project letters on the map correspond with the project names in the online survey question.

Keep the Preliminary Routes map open in a different browser window so you can refer to it as you rank the projects. You may also find it helpful to consider how each route or project meets the attached Prioritization Criteria. These are the criteria that will be used to produce the final priority list at the end of this planning process.

A few additional notes about the Preliminary Routes Map:

1. There are some areas where private tracts of land have been identified as possible locations for future trails. However, without the voluntary willingness of landowners, the trail routes will either be relocated or not constructed. These routes are still in a conceptual state and have only been shared with this select group for review prior to broader dissemination and public review. They should not yet be shared with others outside of this meeting. The project team will use feedback from this group to further refine the routes and will then continue ongoing discussions with private property owners and prepare the map for public review in the fall.
2. The Clarkdale Spur of the Verde Valley Circle Trail (VVCT) is a combination of multiple trail or bicycle/pedestrian projects. This route is identified by a thick, light green line.
3. Change the basemap (background) by clicking this icon in the upper left corner. 
4. Click on the letter (A-M) to see the name of the project.

Proposed Pathway and Trail Types are also attached for your information and will be presented at the August 16th meeting.



TRAIL & CONNECTIVITY MASTER PLAN PROJECT PRIORITIZATION CRITERIA

To help prioritize projects that best meet the needs of the community despite limited capacity and funding sources, the following criteria are proposed for project evaluation.

The criteria are grouped according to four overarching categories: Financial Viability, Immediate Need, Benefit-driven and Opportunity-driven. All projects should demonstrate financial viability prior to inception. Projects that address immediate public health and safety needs, code compliance, and Federal and State requirements should take precedence over other choices. It is also critical to address deferred maintenance needs to provide a high quality and safe parks and recreation system.

As funding and resources become available, or as citizen needs evolve, prioritization may change in response to new opportunities, constraints or community preferences.

ALL PROJECTS

FINANCIAL VIABILITY

All projects must demonstrate that funding is available for both capital *and* long-term operations and maintenance costs. The Town should not take on a project that it cannot afford to maintain.

IMMEDIATE NEED

HEALTH, SAFETY, WELFARE AND REGULATORY COMPLIANCE

Does the project involve upgrades that will bring a site or facility into compliance with codes and regulations (such as ADA), and improve the health, safety, and welfare of users.

PROTECT EXISTING INVESTMENTS

The project is necessary to protect the Town's current investment in facilities including lifecycle replacement and enhancement to existing parks, trails, and facilities.

BENEFIT-DRIVEN

Projects that meet the parkland and amenity needs of the community, complete a partially-developed project and/or serve as a potential catalyst for economic development.

COMPLETING CURRENT PROJECTS

Does the project help to complete ongoing phases of current projects that have yet to be finished? Completion realizes full benefit of the project.

COMMUNITY SIGNIFICANCE

Does the project provide benefits to a large number of people within the community?

Does the project contribute to the broader Town vision and community goals, such as economic development, increased tourism, environmental sustainability, and non-vehicular connectivity?

COMMUNITY BALANCE

Does the project contribute to the balance of needs across the community, such as geographic equity, and providing for unmet needs of segments of the population? The land or the project is located in a trail or amenity-deficient area.

SATISFIES CONNECTIVITY NEED

Does the project fill a gap in the overall connectivity of the system by connecting assets, destinations, neighborhoods, or other trails and pathways?

ECONOMIC REVITALIZATION

Potential for project to serve as a catalyst for other investment.

OPPORTUNITY-DRIVEN

Projects that leverage resources and offer partnership opportunities, are located on a significant site and/or promote economic development opportunities.

PARTNERSHIPS FOR FUNDING

Does the project leverage available partnership or grant opportunities for funding (e.g. School District, Verde Valley Trails Fund, ADOT, private landowners, etc.)?

ABILITY TO LEVERAGE RESOURCES

Are other projects occurring on or near the site that can be leveraged?

EASE OF IMPLEMENTATION

Does the project capitalize on opportunities that are easily implemented (e.g. low cost project with large gains, available property, etc.)?

ECONOMY OF SCALE

Does implementing several projects or portions of projects simultaneously save money or time (e.g. bulk purchase of materials, more efficient management, lower mobilization costs, etc.)?

ONGOING MAINTENANCE COSTS

Are the future ongoing maintenance costs funded and proportionate to the benefit that the community receives? Is the project built in a way that **minimizes** long-term maintenance costs and/or generates revenue and offset maintenance costs?

PATH AND TRAIL TYPES

This guide suggests design standards for pathway and trail types represented in the Clarkdale trails and connectivity master plan.



MULTI-USE PATH

Multi-purpose paved trail located at-grade within or adjacent to street right-of-way. Requires physical separation between vehicle lane and trail in the form of curb and gutter (with or without landscaped verge), bollards, or other physical barrier. Accommodates the greatest number of users including: cyclists, walkers/runners, bike commuters, and other non-vehicular wheeled devices.



- Surface:** Concrete or Asphalt
- Corridor/Easement Width:** 20-30ft. or within public ROW
- Tread Width:** 10-12ft.
- Shoulder Width:** 2ft.
- Vertical Clearance:** 12ft.
- Horizontal Clearance:** 14-16ft.
- Grade:** Up to 8.3% for ADA compliance; ideally 5% or less
- Lighting:** At trailheads and access points, underpasses, crosswalks and intersections
- Signs:** Regulatory, wayfinding, interpretive, mile or confidence marker

BIKE ROUTE

Low-stress series of contiguous street segments that have received minor improvements to function as a through street for bicyclists. Bicyclists share the low-traffic, low-speed roadway with other traffic. Bike routes should have signs and pavement marking to provide wayfinding for cyclists and notify vehicle drivers of the shared-use street.



- Surface:** Existing street surface (typically asphalt)
- Corridor/Easement Width:** N/A; located within street ROW
- Tread Width:** Shared with existing roadway
- Shoulder Width:** N/A
- Vertical Clearance:** 12ft.
- Horizontal Clearance:** N/A; roadway land width
- Grade:** N/A; consistent with roadway
- Lighting:** At intersections, collocate wayfinding signs with lighting. Utilize adjacent. roadway lighting
- Signs:** Regulatory, wayfinding at intersections, Sharrows on the pavement

YIELD ROADWAY

Yield roadways are low-stress street connectors for cyclists and pedestrians on a shared secondary roadway They are appropriate on local, rural roads operating at very-low volumes and low speeds so that pedestrians, bicyclists, and equestrians are comfortable walking within the travel area of the roadway. Yield Roadways should be improved with wayfinding signs for trail users and to notify drivers of the shared-use street.



- Surface:** Existing street surface (gravel, dirt, asphalt)
- Corridor/Easement Width:** Shared with existing roadway
- Tread Width:** Shared with existing roadway
- Shoulder Width:** N/A
- Vertical Clearance:** 12ft.
- Horizontal Clearance:** N/A; roadway width
- Grade:** N/A; consistent with roadway
- Lighting:** At intersections, collocate wayfinding signs with lighting. Utilize adjacent. roadway lighting
- Signs:** Regulatory, wayfinding at intersections

CONNECTOR TRAILS

Connect local neighborhoods to adjacent communities, parks, schools, civic destinations, and downtown commercial districts for commuting or recreation. Trail tread is decomposed granite or compacted natural soil. Primary user groups: cyclists, walkers/runners, bike commuters, equestrians.



- Surface:** Decomposed granite or compacted natural soil
- Corridor/Easement Width:** 10-15ft.
- Tread Width:** 4-8 ft.
- Shoulder Width:** 2ft.
- Vertical Clearance:** 12ft.
- Horizontal Clearance:** 8-12ft.
- Grade:** Up to 8.3% for ADA compliance; ideally 5% or less
- Lighting:** At trailheads and access points, underpasses, crosswalks and intersections. Utilize adjacent. roadway lighting where appropriate.
- Signs:** Regulatory, wayfinding, confidence markers, interpretive

1 SOURCES: AASHTO Guide for the Development of Bicycle Facilities 2012; FHWA Rural And Small Town Multimodal Networks Guide, 2016; NACTO Designing for Things With Small Wheels Working Paper 2023; Uniform Standard Specifications and Details for Public Works Construction, Maricopa Association of Governments, 2023

PATH AND TRAIL TYPES



NATURE TRAIL

River corridor or backcountry context; natural surface. Nature Trails in Clarkdale are volunteer maintained and many require reconstruction after flood events. Primary user groups: hikers, trail runners, equestrians, mountain bikers, where properly constructed.



Big Spring Trail

- | | |
|--|------------------------------------|
| Surface: Natural soil | Horizontal Clearance: 4ft. |
| Corridor/Easement Width: 4-6ft. | Grade: 5-15% |
| Tread Width: 3ft. | Lighting: N/A |
| Shoulder Width: N/A. | Signs: Regulatory as needed |
| Vertical Clearance: 8ft. | |

RAIL WITH TRAIL

Rails-with-trails are multi-use paths that are located within or immediately adjacent to active railroad rights-of-way. Primary user groups: cyclists, walkers/ runners, bike commuters, equestrians



Santa Fe Rail Trail

- | | |
|--------------------------------------|---|
| Surface: Decomposed Granite | Grade: Up to 8.3% for ADA compliance; ideally 5% or less |
| Corridor/Easement Width: 20ft | Lighting: At trailheads and access points, underpasses, crosswalks and intersections |
| Tread Width: 10 ft. | Signs: Regulatory, wayfinding, interpretive, mile or confidence markers |
| Shoulder Width: 2ft. | |
| Vertical Clearance: 12ft. | |
| Horizontal Clearance: 14ft. | |

BIKE LANE

Bike lanes designate an exclusive space for bicyclists through the use of pavement markings and signs. A bike lane is located directly adjacent to vehicle travel lanes and follows the same direction as vehicle traffic. Bike lanes should be delineated from the adjacent travel lanes with a solid white line and may be painted a different color than the adjacent vehicle travel lane. Bike lanes can be protected with a striped buffer zone, bollards, or other barrier. Preferred design standards are listed below, but bike lanes should be constructed according to the Town's standards and specifications.



AZ Highway 179

- | | |
|--|--|
| Surface: Consistent with paved street surface (asphalt, concrete) | Grade: N/A; consistent with roadway |
| Corridor/Easement Width: Within street ROW; ideally 10-15ft. | Lighting: At intersections, and driveways. Utilize adjacent. roadway lighting. |
| Tread Width: 4-7ft. from edge of pavement or gutter pan | Signs: Regulatory, wayfinding at intersections; pavement markings 100 to 1000ft. apart and after each intersection or signalized driveway |
| Shoulder Width: 1.5-4ft. | |
| Vertical Clearance: 12ft. | |
| Horizontal Clearance: 7-15ft. | |

SIDEWALK

Sidewalks provide dedicated space intended for use by pedestrians that is safe, comfortable, and accessible to all. Sidewalks are physically separated from the roadway by a curb or unpaved buffer space. Preferred design standards are listed below, but sidewalks should be constructed according to the Town's standards and specifications.



Highway 89A

- | | |
|---|---|
| Surface: Concrete | Lighting: At intersections, and driveways. Utilize adjacent. roadway lighting where adequate |
| Corridor/Easement Width: Within street ROW; ideally 10-15ft. | Signs: Regulatory, wayfinding |
| Tread Width: 4-6 ft. | |
| Shoulder Width: 1.5-3ft. | |
| Vertical Clearance: 8ft. | |
| Horizontal Clearance: 7-12ft. | |
| Grade: Up to 8.3% for ADA compliance; ideally 5% or less | |

Clarkdale Trails Master Plan - Preliminary Routes

