



Trail System Plan

San Tan Mountains Regional Park

March 2004



Maricopa County
Parks and Recreation Department

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Introduction

about the overall management of the STM RP trail system.

Purpose

The purpose of the San Tan Mountains Regional Park (“STM RP”) Trail System Plan is to determine the desired future condition of the trail system, including trail access points and service road access, and prescribe actions to achieve the planned condition. It covers trails and access points within the park boundaries; Maricopa County Parks and Recreation Department (“MCPRD”) has no holdings (right-of-way, easement, permit, or other) adjacent to or in proximity to the park for purposes of trail-related recreation.

This plan is tiered to the 2004 STM RP Master Plan. All portions of the Master Plan regarding management of trails and related facilities are superseded by this Trail System Plan. If a new master plan is created or the current master plan is amended, it will include text which delegates trail planning to this plan.

This Trail System Plan (“Plan”) will guide the management of trails and access within the park by developing specific management actions for the STM RP trail system. It is consistent with federal, state and county laws and MCPRD rules and policies.

This Plan was developed with the involvement of the public and is of particular value to the Park Supervisor and the Trails Planner. It provides the needed framework for the management of STM RP’s trail system and the planning of specific trail work projects. Also, this Plan will be used to educate MCPRD personnel

The planning process

The planning team

This Plan was produced by a trail planning team consisting of: Bob Ingram, STM RP Supervisor; Andrew Fish, Trails Planner; and Jessica Nelson, Trails Technician; and Joseph Ballengee, Trails Technician. This team compiled and analyzed all pertinent information including public comments, recommendations of government agencies, natural and cultural resource protection issues, specifications and guidelines for MCPRD trails, MCPRD policies, and the STM RP master plan.

The scoping phase

During the scoping phase, MCPRD received written and oral comments from many individuals and organizations. The planning team also reviewed comments submitted to the STM RP Master Plan in order to include comments that fell within the scope of this plan. The planning team reviewed every comment submitted and then developed the draft plan.

The draft review phase

The draft Plan was mailed to citizens and organizations who were on the mailing list or otherwise requested a copy. No comments were received.

The approval phase

The final Plan was recommended for approval by the planning team and then

presented to the Parks and Recreation Commission and the Superintendent for review. Upon their recommendation, the Director approved the Plan. All recommendations and approval are indicated by signature on the title page.

Amendment process

As per policy in the PRD Trails Manual, additions and deletions of entire trails within the Plan (and subsequent construction or obliteration work in the field) requires an amendment to the Plan. The amendment process consists of the planning team gathering and analyzing data concerning a proposed action. The proposal is sent to participants on the Plan mailing list. The planning team compiles public comments and sends the information to the Director for approval or disapproval.

Comments

Scoping comments

Comments were received from many individuals and organizations interested in the management of trails. Comments submitted to the Master Plan that were within the scope of this plan were also included. A summary of the comments is listed below. Comments appear as received and have not been edited for form, spelling, grammar or content.

Public comments

Trails

- Provide 50 miles of trails for North American Trial Ride Conferences like what is held in Estrella

- A trail loop length of 8-12 miles with interior connections is ideal for mountain bike use.
- Think South Mountain Desert Classic Trail.
- Many of the trails in the County are pretty straight forward and don't have much variation through interior trails.
- Single track is least intrusive and if used by bikers only than less confrontational.
- Keep trails off jeep trails.
- Trail signs should be as simple as they are at Usery.
- Avoid having dead end trails
- Make the trails loops or connect to other trails to make loops
- Construct some technically difficult trails that traverse the tops of some of the peaks, for example, across the tops of the buttes in squares 21 through 24 and in squares 8 through 10. Connecting these sections will provide a nice mix of terrain for extended hikes/rides
- Squares 8 through 10 could have trails midway up.
- Avoid creating too many trails through low zones as the terrain is very soft and fragile for vegetation.
- Bring on the climbing.
- Narrow but well built trails through remote and rugged terrain offer the best outdoor experience.
- Specially accessible trails should be provided.
- My favorite trail system is at McDowell Mtn. Park.
- Trails should offer long loops with several trails cutting the circle. This allows for many riding and hiking options.
- Trails plan must mesh w/ trail plan that Pinal County is doing.

- There must be trails for various users, including competitive tracks if possible.
- Trail Construction should use IMBA guidelines.
- No waterbars.
- It is impossible to have walkers, equestrians, and bicyclists all using the same trail, they need different surfaces.
- Walkers and bicyclists need trails free of horse manure.
- Washes serve as good exercise trails for people because of the sand.
- Horses should not be in the washes as they spread the noxious weed "fiddlesticks" and the weed is taking over the wash.
- Take advantage of existing trails as it cuts down on further degradation.
- Trails should be "pack it in pack it out" and that is everything.
- Throughout the park in areas that are close to long established roads there are parking areas that have long been used.
- These should be utilized whenever possible to again cut down on degradation.
- Limit the extent of trails and keep activities in a limited area.
- As much of the park as possible should be trail accessible for all users.
- Be sure that there are trails for all levels of hiking, biking, and horse riding ability.
- The park needs a barrier free trail.
- Develop good trails along ridges or parallel to washes..
- Trails need to be developed first.
- Wants good hiking trails with signage that are safe and well kept.
- Develop interpretive trail.
- Likes trails and northern access.
- There are enough hiking trails in the park.
- Wants lots of hiking trails.
- Need spur trails for longer hike through GRIC.
- Doesn't like the riding stable because concessionaires would want private trails.
- Use north finger for a barrier free trail and an interpretive trail.
- Keep the roads open for more trail access.
- Cross Brenner Pass with an underpass.
- Won't need to develop trails in the SW portion of the park because it mostly solid rock.
- Walking trails.
- Bike trails are needed.
- Mountain bikes make trails wider and more compact.
- The park needs an area large enough for a large group of equestrians to take a large group ride.
- The park has a lot of opportunities for trails.
- Trails should provide many levels of difficulty.
- Would like to see mountain bike trails in park, says South Mountain is getting crowded.
- Trails should have alternatives to avoid shortcutting (like Hawes Trail).
- Wildlife or bird-watching trail would be good and could generate revenue for local economy (like southeastern Arizona).
- Wants barrier-free/handicapped trails. No arena or competitive trails.
- Connect to Queen Creek trail system.
- Connect to Regional trail system.
- Construct a tram or stairway leading to tall hill with views.
- Horse trails connecting to other parks

- Wants hiking, bike, equestrian trails to preserve natural beauty, plants, wildlife.
- Wants hiking paths with destinations, benches, and shade trees.
- Some hiking rails are too rocky and steep for kids.
- Repair current trails.
- Wants horse trails, not many within short driving distance of Gilbert.
- Wants horse, biking, hiking trails, armadas, parking, restrooms, camping.
- Make trails safe; Goldmine trail should be made safer.
- Don't let trails interfere with natural landscape.
- Likes to hike washes as trails to take photos.

Competitive Track

- Concern over potential visual impact of a track.
- A track might generate noise and other disturbances.
- The location of the course the technical level and slope, think White Tanks.
- Estrella is a great ride but a horrible race...due to twisty single track with hard turns and too few passing areas.
- When you lay out and build the course, do not walk the sections, ride them!
- Tires constantly rolling on the ground rolling is different from walking the course or driving it.
- Longer loops preferably in appropriate locations, away from residential.
- A competitive track is needed.
- As a member of Mountain Bike Association of Arizona (MBAA) I am very interested in having a competitive track at San Tan Mountains regional

park. My fellow team members and I have enjoyed riding and racing in the other County parks.

- The competitive track should be more technical than White Tanks track.
- Residents were told by realtors that the South Finger would contain only equestrian trails, not a track.
- Keep working on the competitive track.
- Competitive track needs to be longer and equal to those in other parks.
- Use Mineral Butte for part of the track.
- Don't allow youth camping to displace the competitive track or move the track to the Malpais Hills area.
- Move competitive track to finger space and move boy scouts to finger or by adult camping.
- Eliminate the Boy Scout area as it will negatively impact the competitive track.
- Strongly support the competitive track and oppose anything that detracts either the size or scope of the track.
- Build a track similar to the one in McDowell Mountain Regional Park.
- A 5 mile track is too short. 7 to 10 miles is better.
- An entrance to the Southern Finger off Gary Rd. makes more sense than off Brenner Pass. Gary will be paved and is a better location for users coming from Johnson Ranch, Florence, and Coolidge.
- The competitive track needs to be laid out.
- Please keep the competitive track.
- San Tan needs a competitive track as there is no similar facility in the southeast Valley/northwest Pinal County region.

- Gary road should be the entrance, not Brenner Pass as there is too much dust and Gary will be paved.
- Don't support competitive track or Scout Camp in South Finger.
- No access from Brenner Pass.
- Does not support competitive track due to traffic down Brenner Pass, destruction of habitat.
- Heard that a BMX track would go into the South Finger and is upset because it will cause dust and complicate her health problems.
- Received form letter from the Lutteneggers saying a BMX track is bad so he thinks the track is bad.
- The track will cut into the mountains and ruin the views.
- The track will create dust and health problems.
- The track should be moved further west.
- Make a mountain bike course.
- The park needs a three loop competitive track with 25 miles of trail.
- A track would get lots of use.
- Wants a downhill track with a 5 minute ride similar to the one in Boulder City, NV.
- The competitive track needs to be bigger.
- There is a need for a downhill track.
- Competitive track should use existing roads in the Goldmine Mountains.
- Mineral Butte is a good place for mountain bikes.
- Track should be away from other events.
- Develop a paved loop for cyclists.
- Need road access and parking for competitive track.
- Move competitive track away from youth camping.
- Keep bike projects and tracks.
- Wants mountain bike access and race opportunities for the MBAA Arizona Championship Series.
- Mountain bikers would like to volunteer for design, building, maintenance. Would like competitive track like Estrella, White Tank, McDowell.
- Would like to see a downhill course in San Tan. It is a downhill track with numerous jumps and banked turns, takes 30-45 seconds to complete. There is no such course in Arizona, so it would attract lots of visitors.
- Would like an organized "race" loop to attract events.
- The team doesn't know anything about bike trails and should contact mountain bike clubs.
- Develop competitive tracks with future in mind so they don't become too easy.
- Competitive track would draw users from around the valley.
- Concerned that Boy Scout Camp would displace competitive track and be a revenue drain for the park.
- If the Boy Scouts are given exclusive use of the South Finger MCPRD should look for alternate locations for a competitive track.
- We will work with you.

Trail and Track Management, Signage

- The competitive tracks in other MCPRD parks as a general rule are designed to be "single track" and challenging. This should preclude equestrian riders from coming into the area.
- Promoting the track as a equestrian multi-use trail will only promote conflict on this fast, and technical course. As a rule it would be foolish

for a equestrian to put themselves on this track and not expect some conflict.

- Competitive tracks rarely (if ever) have equestrian usage on them. MCPRD should rethink how this trail will be promoted and labeled.
- Provide a paper map or a map that is downloadable from the web.
- The terms rugged and well built are not necessarily opposing ones.
- The park should maintain a rustic feel.
- The park should only have low impact activities like horse and hiking trails.
- Want more information on hiking, biking, and rollerblade trails in the park.
- Main trails should not be fenced off in the middle of the park, since park project has started everything has been a disaster.
- Develop a map, trail markings.
- MCPRD should make a trail map available on the website.
- Mountain bikers don't feel welcome by horse riders and hikers so trails should be user specific.
- Use volunteer work to build trails.
- Develop competitive track first.
- Don't limit dogs to certain trails.
- Develop horse and bike features first.
- Develop track first for more use and funding.
- Develop track first and expensive things later.
- All mountain bike trails should be open to everyone.
- More horse trails that are not shared with mountain bikes.
- Limit mountain bikes to their own trails.
- Mountain bikers need to be on separate trails from hikers because they spook horses and don't see people sometimes.
- Multi-use trails should be built when possible.
- Use volunteers to build and maintain trails.
- Most important activities are hiking, mountain biking, family trails, easy access from any direction.
- Supports multi-use trails.
- Trail maps should be provided.
- Separate bike trails from horses (they scare horses).
- Wants trail access for all user groups.
- Provide a hiker log book on what wildlife they have seen
- No horseback riding (don't pick up after themselves and hikers have to walk around).
- Do not mark trails, leave park as pristine as possible.
- Horse riding on some trails. The rest of the trails would be dual usage for hiking and biking.
- Wants trail signs like at Utery.
- Wants an extensive network of multiuse trails (biking, hiking, horseback). There are not many trails in this part of the valley.
- There needs to be more signage for parking and trails.
- No equestrian use because they don't pick up after themselves.
- Make park accessible fore everyone, lots of trails but regulated.
- Wants to see a dog friendly park with hiking trails.
- A disclaimer on the track is warranted, notifying users that it is technical, narrow and challenging.

Trailheads, Access Points, and Trail Support Facilities

- Concerned that a track parking lot on the west side of south finger would have an impact on the neighborhood.

- The parking lot should be moved to the east side of the south finger.
 - No need for water or porta-potties if that exists close by at the park entrance or staging area.
 - MCPRD should use various techniques to mitigate impacts from staging areas.
 - Major trailheads need restrooms.
 - More access for mountain bike, horses, hiking, and local residents should be added.
 - More access points with trailheads and parking.
 - Six trailheads and 3-4 entry points needed.
 - Need access to private land.
 - More entrances needed for resident convenience. Someone with a horse does not need to trailer it when they live right next to the park.
 - Develop trailhead comfort stations and water storage first.
 - Develop visitor center, trailheads, monument signs showing trails, and trail markers first.
 - Trails first, picnics and armadas later.
 - Develop trailheads, trails, roads, and water first. Campgrounds and competitive track later.
 - Develop a comfort station at trailhead.
 - Develop a water source at the trailhead.
 - Would like more horse, pedestrian and bike access points.
 - No more step throughs on the north side of the park as it may cause problems.
 - Develop parking and equestrian staging first.
 - Keep existing trail access from Olberg Rd.
 - Put an entrance at the end of Ellsworth so that hikers can get into the Goldmines.
 - Make trail access available near Olberg and Victor and Olberg and the south finger connection.
 - Like a north trailhead and amenities.
 - Build trailheads first and educational stuff later.
 - An entrance is needed at Ellsworth.
 - Would also like water tanks and bathroom facilities for horses.
 - More trailer parking.
 - The parking in the lot is very difficult because it's too busy, residents would like a step-through to alleviate some of this congestion.
 - Keep park simple and natural but provide several access points.
 - Wants trails with access points, more access similar to Utery.
 - Two access points (Wagon Wheel and Skyline, Skyline and Lazy Loop) would be great for equestrians.
 - Provide access to private land using existing trails.
 - Keep trails accessible through private land.
 - Wants horse trails and safe/adequate parking for horse trailers (separate from other parking).
 - Keep trails that access private land.
 - Would like to see more access, at a minimum more equestrian step-throughs.
 - Homeowners adjacent to the west side of the south finger, understandably, feel their privacy will be disturbed by the arrival of a trailhead and users. although maybe unwarranted.
- Comments Beyond the Scope of this Plan
- Uses pedestrian bridge or walkway for park users rather than road.
 - No comeial use!

- This is an Equi-Bike-Hike Park with great potential!
- We must stop county officials from giving land without working on plan set by paid planners (and the planning meetings) We do not need politicians running park plan!
- Scotts have mule trails and stables planned.
- The expansion of the Scott area must be stopped.
- The park needs to stop mine claims!
- Pinal County won't take responsibility for signing Brenner Pass so MCPRD should.
- Many accidents occur on Brenner Pass road through the North Finger.
- Do not give Boy Scouts exclusive use of the south finger.
- Do not build a Boy Scout camp in the south finger.

Planning Criteria

Determining if there should be a trail and where it should go is an involved process. Laws and regulations, department policies and standards, environmental protection, visitor desires and experiences, safety, engineering, and costs all must be considered to produce a functional, high-quality trail. Below are some of the policies that control trail development and management. Also included are some guidelines that assist in making decisions.

Policies

Type of use

MCPRD policy encourages designating trails for multiple-use whenever possible. This means pedestrians, equestrians, and cyclists should be allowed to use all of the designated trails in STMRP. Where essential, for visitor safety or special use conditions, use may be restricted (e.g., interpretive or barrier-free trails).

Standards and objectives

Standards and management objectives for classifications of trails and tracks are directed by the MCPRD Trails Manual. Classifications are listed as primary, secondary, interpretive, and barrier-free trails, and competitive track. A summary of standards and objectives for each classification is attached.

Definitions

Classification: A category of management objectives and standards directing the design, construction, and maintenance of designated trails aimed at providing an appropriate visitor experience.

Maximum sustained grade: Maximum inclination allowed for the tread. Grade is a function of rise over run expressed as percent (i.e., rise/run = %).

Trail: A recreational facility designed, constructed, and maintained to serve non-motorized modes of transportation. Motor travel is permitted for suitable wheelchairs and administrative and emergency vehicles.

Tread: Maintained surface of trail; may be natural earth or imported material.

Perimeter access points

Access points may be developed to allow connecting trails from the STMRP trail system to adjacent land. Department policy covering access notes that trail access points may be located along park boundaries if:

1. There is a demonstrated public need and demand.
2. The access is legally guaranteed, long-term for the general public.
3. Other adjacent landowners concur with the establishment of access.
4. Access would be compatible with management objectives.

Access may be granted to a private commercial trail guide service if it is in the best interest of the public, serves the general public, and the operator is under contract or permit to the County.

Note that County Board of Supervisors action established a new fee schedule effective July 3, 2003. All persons entering the park at any entry point are subject to payment of an entry fee.

Washes

Wash trails have specifications equal to primary trail standards. Since natural openings of wash bottoms typically exceed specifications for primary trails, the primary standards are considered minimum specifications for wash trails. Where vegetation growth or other obstacles encroach upon the trail width, action is taken to remove the obstacles to meet the minimum specifications for tread width and vegetation clearance width.

Trail signs

The signs marking the trail system will be consistent with the MCPRD Trail Manual standards. This includes colors of beige on brown, trail name and directional arrows on junction signs, and trail name and user type on terminus signs.

Markers may be posted along trails where determined to be essential for visitor safety, such as vague section that are difficult to follow. When the tread is reconstructed and following the trail is no longer a problem, the markers shall be removed.

Regulatory or warning signs may be posted on trails where determined to be essential for safety, resource protection, etc.

Guidelines

Trail planning includes analysis of physical, social, and managerial settings, which exist in the present and may exist in the future.

Managerial Setting

Managerial settings include determining objectives for trails and other resources. Trail proposals must be compatible with other resource management activities.

The land ownership status and associated regulations must be identified. It is subject to certain restrictions by the federal government such as public parks and recreation land uses only, mineral rights are retained by the federal government, etc.)

Actions required to manage the trail and associated costs must be determined. Funds, personnel, and equipment must be available not only for construction but also for long-term maintenance. Resources must be available for providing support facilities such as parking lots, restrooms, drinking water, etc.

Physical Setting

Trail planning includes knowing the local geography, climate, vegetation, wildlife, watershed, soil type, and other characteristics of the area. Managers must avoid impacts to physical, visual, cultural, and other resources.

Social Setting

When planning a trail, managers must determine the expected type of use, volume of use, past and projected trends, and expected conflicts between visitors. Public issues include concerns about

littering, visitor behavior, safety,
crowding, and vandalism.

Trail system plan

The Plan is based on public, organization, agency comments, and trail planning criteria. Execution of the Plan is described under “Actions” below. A quick reference chart titled “Summary of Action Items” can be found on page 15.

The included map shows the planned trail system. If a pre-existing designated trail or an unauthorized route currently used by the public does not appear on the map, it is slated for closure and obliteration. The locations of trails on the plan map are general corridors and not intended to be precise; new trails will be located according to MCPRD standards and area topography.

All of the trails are subject to modifications and improvements as needed to eliminate hazards, prevent erosion, or address other management concerns. Trails may be reconstructed or re-aligned if they exceed standards.

Please note: planned trails are not open to travel until properly constructed, posted, and designated by MCPRD. Traveling on these undesignated routes causes damage to the land, may be hazardous, and is in violation of park rules.

Action Items

The following action items provide direction for the establishment of the STM RP Trail System and access to trails. Each action item’s number corresponds to numbers on the attached chart and map. Unless otherwise indicated, all trails are designated for non-motorized, multiple-use by hikers, cyclists, and equestrians.

Trail Management

1-1. Construct and maintain a trail from the north entrance to a junction with the entry station trailhead.

- Classification is secondary from the north entry approximately 1 ½ miles through the Goldmine Mountains; then primary to the terminus at the entry station trailhead.
- The primary section 1-1 south of the Goldmine Mountains shall not be constructed prior to the completion of the planned entry station and entry station trailhead.
- The “secondary” section of 1-1 shall not be constructed prior to the completion of the planned north entrance parking lot.

1-2. Construct and maintain a trail from trail 1-1 to the entry station trailhead.

- Classification is primary.
- 1-2 shall not be constructed prior to the completion of 1-1 between its planned junctions with 1-2 and 1-4.

1-3. Construct and maintain a loop trail adjacent to the planned interpretive center.

- Classification is barrier free and interpretive.
- Construction shall be contingent upon the development of an access road suitable for travel by a low clearance passenger vehicle and the construction of support facilities such as restrooms and a potable water source.

1-4. Construct and maintain a trail from trail 1-1 to another junction with trail 1-1.

- Classification is primary.
- 1-4 shall not be constructed prior to the completion of 1-1.

1-5. Construct and maintain a trail from trail 1-4 to trail to a junction with trail 1-1.

- Classification is primary.
- Trail 1-5 shall not be developed prior to the completion of the planned day use area and the completion of 1-1 and 1-4.

1-6. Construct and maintain a trail from a junction with trail 1-1 to another junction with 1-1.

- Classification is primary.
- 1-6 shall not be constructed prior to the completion of 1-1.

1-7. Construct and maintain a trail from a junction with 1-1 to a junction with 1-8.

- Classification is primary.
- 1-7 shall not be constructed prior to the completion of trail 1-8 and the completion of 1-1.

1-8. Construct and maintain a loop trail on the perimeter of the planned campground.

- Classification is primary.
- 1-8 shall not be constructed prior to the completion of the planned campground.

1-9. Construct and maintain a trail from 1-1 to another junction with 1-1.

- Classification is secondary.
- 1-9 shall not be constructed prior to the completion 1-1.

1-10. Construct and maintain a trail from the planned trailhead to a junction with trail 1-1.

- Classification is primary.
- A step through gate shall be installed at 1-10's junction with Brenner Pass road.

1-11. Construct and maintain a loop trail in the North Finger.

- Classification is Primary.
- Trail 1-11 shall not be constructed prior to development of the planned parking lot.

1-12. Construct and maintain a connector trail from a junction with Trail 1-11 to another junction with Trail 1-11

- Classification is Secondary.
- Trail 1-12 shall not be constructed prior to the completion of Trail 1-11.

1-13. Construct and maintain a connector trail from a junction with Trail 1-11 to another junction with Trail 1-11

- .Classification is Primary.
- Trail 1-13 shall not be constructed prior to the completion of Trail 1-11 and 1-12.

Access Management

3-1. Maintain a service road.

- Dirt surface.
- Maintain to MCDOT specifications for a Class IV Administrative Park Road.
- Use restricted to authorized personnel only.
- Construct end of road to allow convenient turn-around of vehicles. Install barriers and regulatory signs if needed.

3-2. Maintain a service road.

- Dirt surface.

- Maintain to MCDOT specifications for a Class IV Administrative Park Road.
- Use restricted to authorized personnel only.
- Install fence and gates west of entry station necessary to deter unauthorized use.
- Construct end of road to allow convenient turn-around of vehicles. Maintain locked gate on west end.

3-3. Maintain a service road.

- Dirt surface
- Maintain to MCDOT specifications for a Class IV Administrative Park Road.
- Use restricted to authorized personnel only.
- Maintain fence and locked gates at terminal points to deter unauthorized use.
- Construct end of road to allow convenient turn-around of vehicles.

3-4. Maintain a service road.

- Dirt surface.
- Maintain to MCDOT specifications for a Class IV Administrative Park Road.
- Use restricted to authorized personnel only.
- Install fence and gates if necessary to deter unauthorized use.
- Construct end of road to allow convenient turn-around of vehicles. Install barriers and regulatory signs if needed.

3-5. Construct and Maintain a service road between loop trail in North Finger

- Dirt surface.
- Maintain to MCDOT specifications for a Class IV Administrative Park Road.

- Use restricted to authorized personnel only.
- Install fence and gates if necessary to deter unauthorized use.
- Construct end of road to allow convenient turn-around of vehicles. Install barriers and regulatory signs if needed.

Other Actions Related to Trails

Maintenance

Trail maintenance is scheduled on an as needed, on-going basis throughout the county parks. Routine maintenance work includes repair of eroded tread, clearance of encroaching vegetation, installing surface water control structures (waterbars, dips). Reconstruction is heavy maintenance that brings a severely degraded or improperly constructed trail into compliance with the standards according to its classification. This may involve reconstructing tread to comply with standard gradient and width, constructing tread stabilizing structures (walls, rip-rap, block and fill), and/or re-aligning segments of tread.

Obliteration of paths and roads

Undesignated paths and roads not planned for inclusion into the trail and access system will be obliterated and “naturalized” by scarifying the tread, planting native vegetation and/or scattering native debris as directed by the MCPRD Trails Manual.

Control of off-trail use

As per Park Rules R-118-3 and R-118-4, trail users must stay on designated trails. Trail user education and, if necessary, law enforcement will be used to attain compliance. Signs will be posted and barriers constructed at obliterated paths, roads, and undesignated washes if these areas are subject to continued use after closure.

Trail names

New names will be chosen for new trails established in the park. Some segments of previously designated trails may be renamed to provide an easier to follow trail system.

Trail and access signs

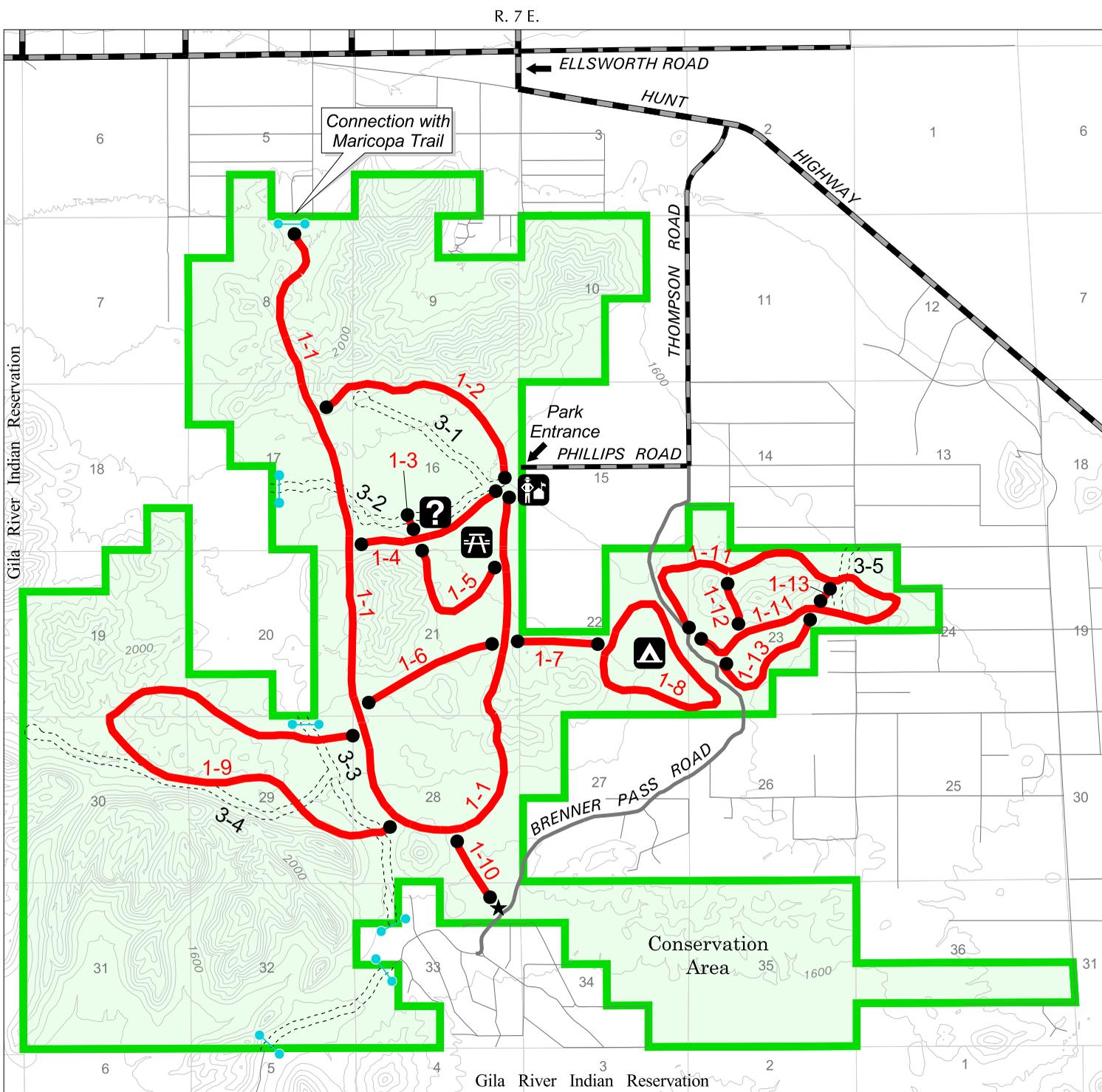
Signs will be posted in accordance with the MCPRD Trails Manual. Directional signs will be posted at junctions and terminus points. Markers, regulatory, and warning signs may be posted where essential for visitor safety and resource protection. Damaged signs will be replaced in a timely manner. All unauthorized signs will be removed.

SUMMARY OF ACTION ITEMS

Trail Management			
#	Action	Classification	Use
1-1	Construct and maintain trail.	Primary, secondary	Multiple-use
1-2	Construct and maintain trail.	Primary	Multiple-use
1-3	Construct and maintain trail.	Barrier-free, interpretive	Pedestrian only
1-4	Construct and maintain trail.	Primary	Multiple-use
1-5	Construct and maintain trail.	Primary	Pedestrian, cyclist
1-6	Construct and maintain trail.	Primary	Multiple-Use
1-7	Construct and maintain trail	Primary	Multiple-use
1-8	Construct and maintain trail.	Primary	Multiple-use
1-9	Construct and maintain trail.	Secondary	Multiple-use
1-10	Construct and maintain trail.	Primary	Multiple-use
1-11	Construct and maintain trail.	Primary	Multiple-use
1-12	Construct and maintain trail.	Secondary	Multiple-use
1-13	Construct and maintain trail.	Primary	Multiple-use
Access Management			
#	Action	Use	
3-1	Maintain service road.	Authorized only.	
3-2	Maintain service road.	Authorized only.	
3-3	Maintain service road.	Authorized only.	
3-4	Maintain service road	Authorized only.	
3-5	Construct and maintain service road	Authorized only.	

San Tan Mountain Regional Park

Final Trail Plan Map



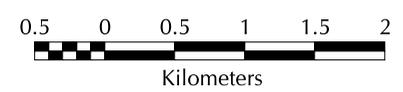
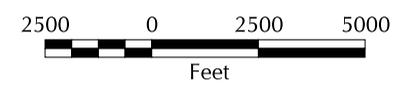
LEGEND

- San Tan Mountain Regional Park
- Trail Corridor
- Trail Corridor Endpoint
- Service Road Corridor
- Gate
- Step-through Gate
- Park Entrance/HQ
- Visitor Center (Future)
- Picnic Area (Future)
- Campground (Future)

T. 3 S.



1:54000



Contour Interval 80 Feet

SUMMARY OF STANDARDS AND SPECIFICATIONS

	BARRIER-FREE TRAIL	INTERPRETIVE TRAIL	PRIMARY TRAIL	SECONDARY TRAIL	COMPETITIVE TRACK
Management objectives	To provide outdoor recreation and remove barriers for visitors with mobility, sight, and hearing limitations. Has sitting benches and a hardened surface. Low speed. Non-motorized. ¹	To provide educational recreation away from distracting use and activities. Low speed. Non-motorized. ¹	To provide leisurely outdoor recreation which allows for side-by-side travel and easy passing. Medium speed. Non-motorized. ¹	To provide leisurely outdoor recreation in areas that may be distant from an access point or have rugged topography. Medium speed. Non-motorized.	To provide challenging, strenuous, and high speed outdoor recreation for individuals, groups, and organized events. Direction of travel is one-way. High speed. Non-motorized. ²
Experience objectives	To feel safe, socialize, and be surrounded by nature.	To anticipate, discover, gain environmental awareness, and be a part of nature.	To exercise, socialize, and be surrounded by nature.	To be adventurous, discover, obtain solitude, be remote, and be a part of nature.	To be challenged, take risks, be competitive, exercise, and be active in a natural setting.
User types	Pedestrians, including the physically disabled and toddlers.	Pedestrians.	Multi-use (hikers, equestrians, and bicyclists). ³	Multi-use (hikers, equestrians, and bicyclists). ³	Multi-use (runners, equestrians, and bicyclists). ⁴
Tread construction and maintenance standards	5% max. sustained grade. 8% (for 1/10th or less of total length) max. grade. ⁵ 7 ft. (two-way), or 5 ft. (one-way) width.	10% max. sustained grade. 15% max. grade. ⁵ 4 ft. width.	10% max. sustained grade. 15% max. grade. ⁵ 4 ft. width.	15% max. sustained grade. 20% max. grade. ⁵ 2 ft. width.	20% max. sustained grade. (No limit) max. grade. ⁵ Up to 10 ft. width.

¹ Except for wheelchairs, and administrative and emergency use.

² Except for administrative and emergency use.

³ Certain trails may be restricted where essential.

⁴ Use is restricted during organized events.

⁵ For specified short distances where essential.