



04

PROPOSED TRAIL SYSTEM



Urban rangers leading children on a hike along the BST.

PROPOSED TRAIL SYSTEM

OVERVIEW

Developing the trail network recommendations was a multi-step process involving ongoing dialogue with the public, Salt Lake City Parks and Public Lands Division and other stakeholders. Network recommendations were informed both by quantitative findings and a qualitative understanding of the Foothills Natural Area.

The project vision of providing a variety of recreational trail experiences for all ages and abilities while managing the Foothills' environmental resources for future generations, and its goals (environmentally-sustainable, enjoyable, accessible, safe, and low maintenance) were considered throughout the recommendation development process.

The proposed network seeks to:

- Establish a high-quality trail system for Salt Lake City;
- Address the needs of current and future users;
- Provide a variety of trail experiences and loop options that serve numerous trail user types;
- Reduce impacts and ensure effective management of the Foothills' environmental resources; and,
- Identify opportunity sites for potential trailheads or trail access locations for safer, easier access to the trail network.
- Manage long-term costs through sustainable design and proactive management.

Proposed trail alignments shown in this chapter are a 'planning-level' representation of intended routes, which provide connections between destination points, and desirable trail experiences for a variety of users. In the final implementation of proposed trail alignments, 'construction-level' adjustments and modifications to the alignments shown in this chapter are expected. Such 'construction-level' adjustments may be necessary in order to negotiate terrain features, avoid wildlife habitat, accommodate the requirements of landowners and land management agencies, and provide sufficient flexibility for trail builders to exercise their professional judgement, without compromising the original intent of the 'planning-level' alignment.

PROPOSED TRAIL SYSTEM

PROPOSED TRAIL NETWORK

OVERVIEW

The proposed trail network for the Foothills Natural Area includes an array of uses and experiences while prioritizing user safety and trail sustainability. It combines the improvement and incorporation of existing routes with the addition of new, sustainable, and enjoyable trails.

When fully constructed the system will be composed of:

- 45.77 miles multi-directional shared use trails
- 25.75 miles of uphill users/downhill bikes prohibited trails;
- 16.62 miles of downhill bike only trails;
- 18.35 miles of foot traffic only trails;

Of these miles, 41 already exist in the Foothills Natural Area, but will most likely require rehabilitation and maintenance as part of the new system. The remaining 65 miles of trails are new, connecting gaps and creating an environmentally sustainable, enjoyable, accessible, safe and low-maintenance trail system.

HABITAT STUDY AREAS

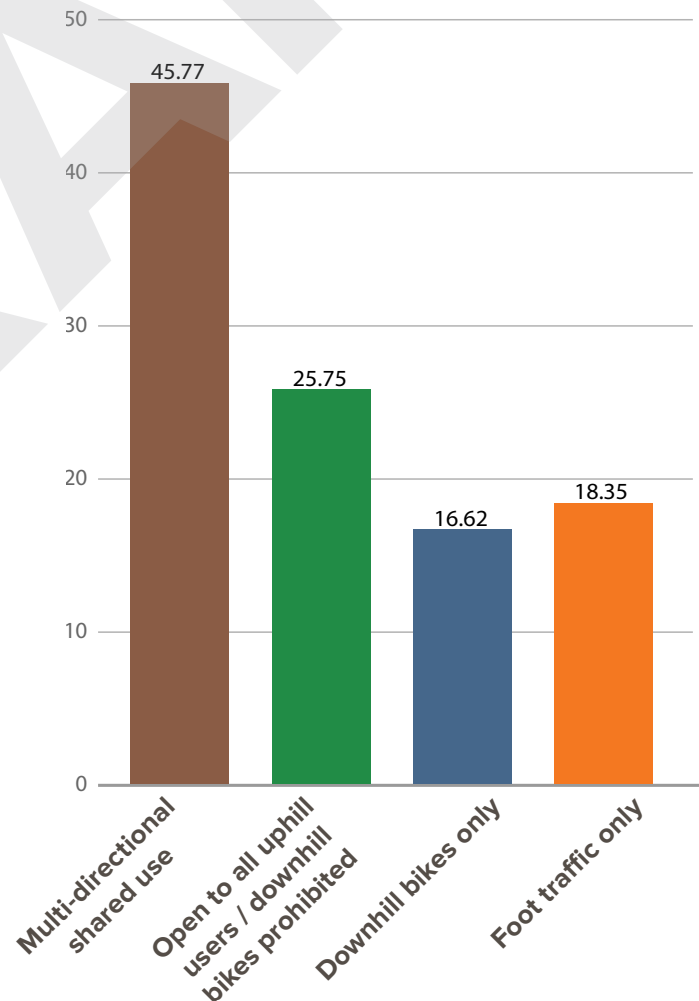
Habitat Study Areas represent areas of the Foothills Natural Area that currently receive relatively low recreational use, and are known to provide habitat for desirable plants and animals. Implementation of recommended trail segments within these Habitat Study Areas has the potential to significantly impact and/or disrupt native species populations, but a full assessment of that potential requires further study and is outside the scope of this plan. More complete biological impact assessments should be conducted by Salt Lake City for each Habitat Study Area, prior to new trail construction in those locations. Impact assessments should be conducted under the supervision of qualified biological scientists, and reviewed by environmental professionals prior to incorporation into the Foothills Trail System Plan. The Foothills Trail System Plan should be updated with recommended management strategies, trail segment realignments, and/or elimination of select trail segments within the Habitat Study Areas based on the findings from these impact assessments.

PROPOSED TRAIL NETWORK BY THE NUMBERS

65 miles of proposed new trails

+41 miles of existing trails incorporated into the trail system

=106 miles of trails at full build-out



PROPOSED TRAIL SYSTEM

PROPOSED TRAIL NETWORK

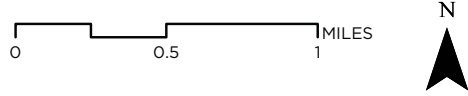
The proposed system combines existing and recommended routes to generate an environmentally sustainable, enjoyable, accessible, safe and maintainable trail system.

TRAIL NETWORK

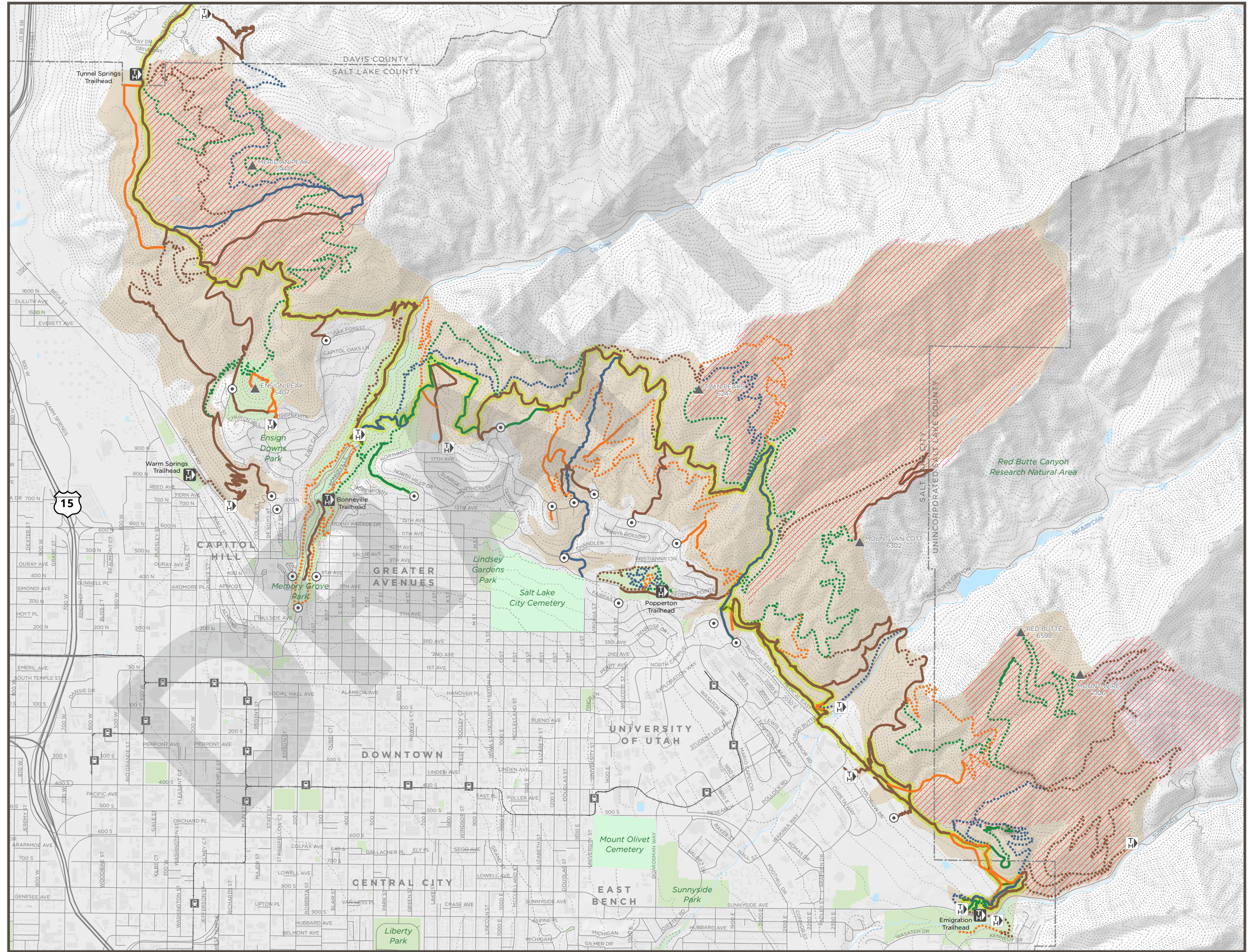
- EXISTING**
- Multi-directional Shared Use
 - Open To All Uphill Users/Downhill Bikes Prohibited
 - Downhill Bikes Only
 - Foot Traffic Only
 - Bonneville Shoreline Trail
- PROPOSED**
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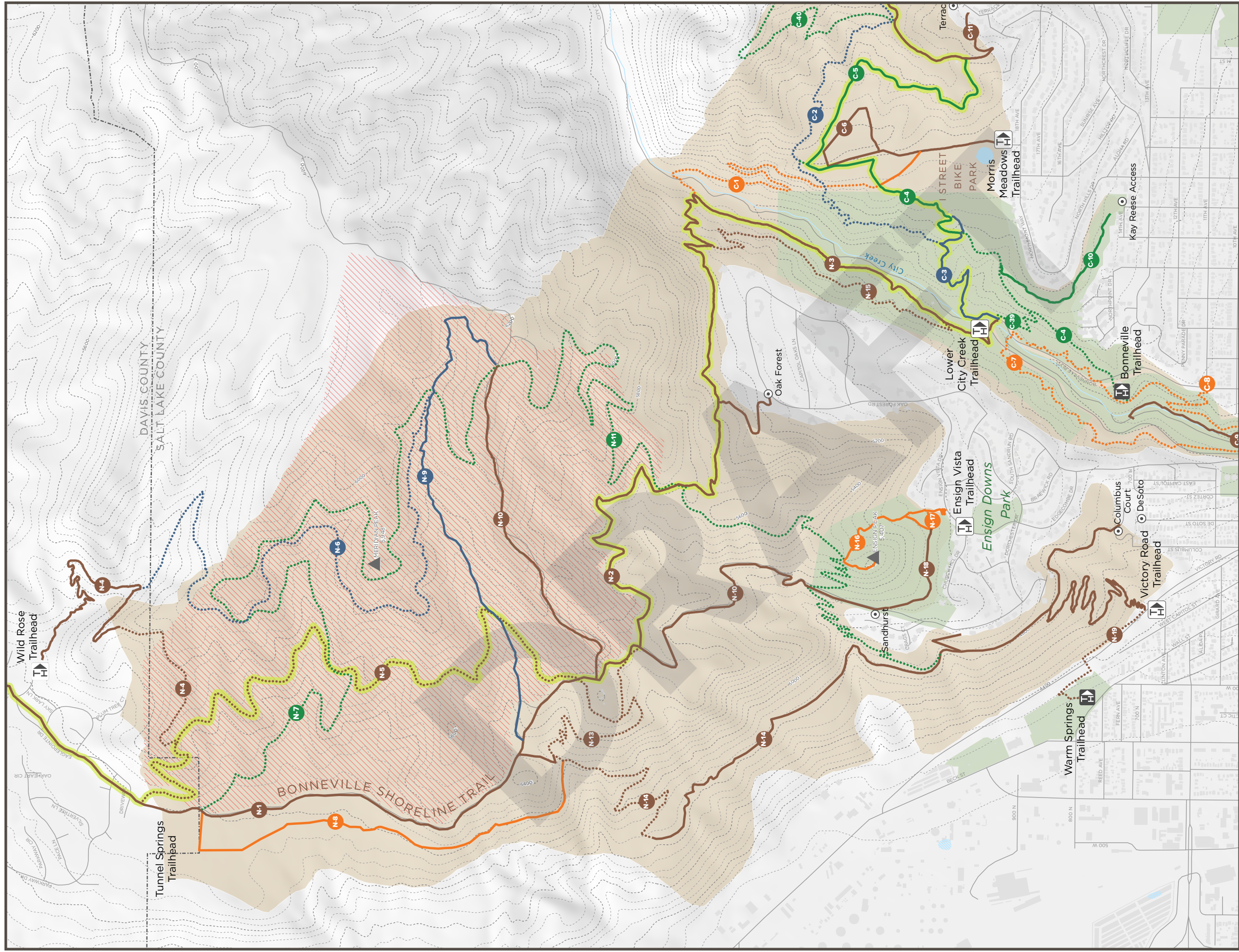
DESTINATIONS + BOUNDARIES

- Proposed Major Trailhead
- Proposed Minor Trailhead
- Existing Access Point
- TRAX Station
- School
- Project Boundary
- Habitat Study Area
- Cemetery
- Parks
- Water Body
- Salt Lake City



alta Data provided by the SLC Parks & Public Lands, AGRC and Trailforks.com
Map produced June 2018





PROPOSED TRAIL SYSTEM

TRAIL NETWORK
NORTH SUB AREA

The north sub area includes the recommended and existing trails from Davis County to City Creek.

TRAIL NETWORK

- EXISTING**
- Multi-directional Shared Use
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 - Foot Traffic Only
 - Bonneville Shoreline Trail
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DESTINATIONS + BOUNDARIES

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Map produced June 2018

NORTH SUB AREA

Trail ID	Name	Existing Mileage	Proposed Mileage	Total Mileage	Management Controls	Trail Narrative	Tread Width
N-1	Terraces Trail	2.11	0	2.11	Multi-directional shared use	This trail (a former jeep road) will continue to provide an easy, low-grade route for out-and-back trips in the Bonneville Shoreline Preserve, and facilitate longer loop trips via connections to new alignments upslope, including the Under the Cliffs Trail, Lakeview Trail, Meridian Peak Trail, Towers Trail, North City Creek Ridgeline Trail, and a new alignment of the Bonneville Shoreline Trail (BST). This route also facilitates access for bikes climbing to the Hell Canyon, Jones Canyon, or Prime Meridian downhill trails from Tunnel Springs Trailhead. The trail is wide enough to easily accommodate multi-directional foot traffic and cyclists. A steep, eroding section near the south end of the trail may be considered for future closure and restoration.	40"
N-2	Bonneville Shoreline Trail - Hell Canyon Section	1.21	0	1.21	Multi-directional shared use	This moderately-wide trail across the head of Hell Canyon facilitates foot and bicycle traffic in both directions. In addition to accommodating through-traffic along the BST, this trail segment also provides the northern-most connection for loop trips from the City Creek or Victory Road Trailheads, and the southern-most connection for loop trips from the Tunnel Springs and Wild Rose Trailheads.	40"
N-3	Bonneville Shoreline Trail - City Creek Section	2.08	0	2.08	Multi-directional shared use	This moderately-wide trail provides for multi-use, multi-directional trail traffic between the City Creek gate and the ridgeline north of Ensign Peak. Switchbacks on this trail segment are difficult to navigate by bicycles, and directional traffic or use limitations may be considered in the future after the construction of the proposed North City Creek Trail N-15.	40"
N-4	NSL BST	1.0	0.96	1.96	Multi-directional shared use	This new trail alignment will connect with the planned extension of the multi-use Bonneville Shoreline Trail heading northward into Davis County. This moderately-wide trail will accommodate foot traffic and bicyclists in both directions, heading out from or returning to the Tunnel Springs Trailhead. Connections include the new mid-slope alignment of the Bonneville Shoreline Trail between the Tunnel Springs Trailhead and the City Creek communications towers, the Wild Rose Trailhead, and the bottom of the Prime Meridian downhill MTB trail. An existing trail connection to the Wild Rose Trailhead in North Salt Lake makes up the northern portion of this trail.	40"
N-5	New BST - North Foothills	0	2.28	2.28	Multi-directional shared use	This trail will provide a new, mid-slope elevation for the Bonneville Shoreline Trail between Hell Canyon and North Salt Lake, effectively maintaining elevation between the existing Hell Canyon segment and the proposed North Salt Lake segment planned for implementation in the near future. This moderately-wide, gently rolling trail will accommodate foot traffic and bicyclists in both directions, provide scenic views of the Great Salt Lake, and take trail users on short, interesting jogs into the many small canyons that cut westward down through the North Foothills, including Jones Canyon and Lime Canyon. The intersection with the Jones Canyon downhill MTB trail will be designed to mitigate conflict with downhill bicyclists.	40"
N-6	Prime Meridian Trail	0	2.35	2.35	Downhill Bikes Only	This trail will provide a long, fun cross-country style descent trail from the north City Creek ridgeline down to the Wild Rose Trailhead in North Salt Lake. This narrow, intermediate-level MTB trail will accommodate an enjoyable MTB loop trip from the Wild Rose or Tunnel Springs Trailheads while keeping descending bicycles off of the Meridian Peak Trail. This trail is closed to uphill traffic for user safety and enjoyment.	40"
N-7	Meridian Peak Trail	0	3.47	3.47	Open to All Uphill Users/Downhill bikes prohibited	Well-graded trail intended for foot traffic and uphill bikes only. Provides a route to/from Meridian Peak and the communications towers on the north City Creek ridgeline. Expected use either as an out-and-back, or loop trails of varying length when combined with the multi-use Bonneville Shoreline Trail and/or under The Cliffs Trail. Trail intersections with the downhill MTB Jones Canyon and Prime Meridian Trails will be designed to mitigate conflict with downhill cyclists.	40"
N-8	Under The Cliffs Trail	1.24	0	1.24	Foot Traffic Only	This narrow, existing trail will provide a quiet, scenic option for hikers looking for a relatively flat out-and-back or loop hike while avoiding higher user traffic on the old Bonneville Shoreline Trail through the Bonneville Shoreline Preserve. The downhill side of this trail should be well-marked with signage to prevent unauthorized access into the active Beck Street quarries.	30"

Planning level alignments and mileages are approximate, and may be modified in the field during final pre-construction surveying.

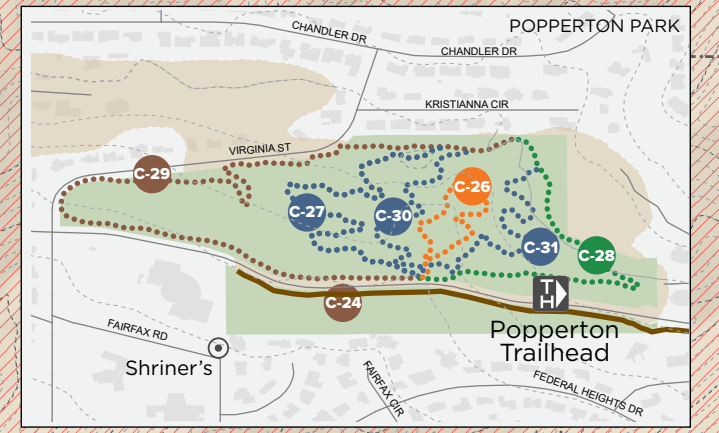
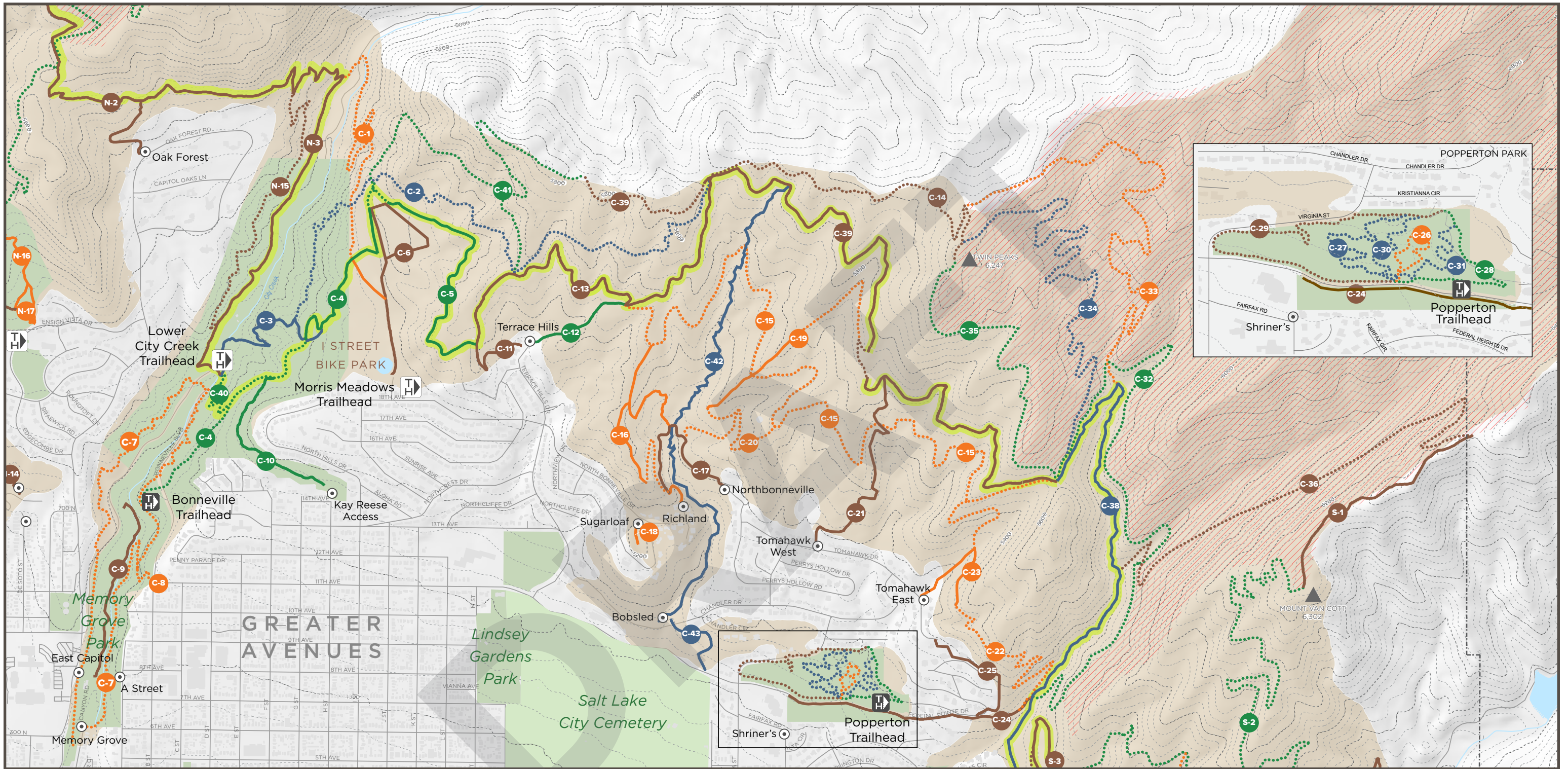
- Multi-directional shared use
- Open to all uphill users/downhill bikes prohibited
- Downhill bikes only
- Foot traffic only

NORTH SUB AREA

Trail ID	Name	Existing Mileage	Proposed Mileage	Total Mileage	Management Controls	Trail Narrative	Tread Width
N-9	Jones Canyon Trail	1.47	0	1.47	Downhill Bikes Only	This existing downhill bike trail accommodates intermediate to advanced mountain bikers on a fast and exciting descent from the City Creek ridgeline down Jones Canyon to the Bonneville Shoreline Bench. Uphill traffic on this trail is prohibited for safety reasons.	40"
N-10	North City Creek Ridgeline	2.01	0	2.01	Multi-directional shared use	This existing trail also serves as a maintenance vehicular access for the communications towers along the North City Creek ridgeline. The road may be uncomfortably steep for some users, but is wide enough to easily accommodate multiple uses. The uppermost section provides a connection from the top of the Towers Trail to the start of the Jones Canyon and Prime Meridian downhill MTB trails. The lower section accommodates loop options around Ensign Peak.	40"
N-11	Towers Trail	0	3.67	3.67	Open to All Uphill Users/Downhill bikes prohibited	This moderately-wide trail accommodates multi-directional hiking traffic to and from a variety of destinations including Ensign Peak, the BST, the City Creek microwave towers, and Meridian Peak. The trail also accommodates uphill bikes accessing the Hell Canyon, Jones Canyon, and Prime Meridian downhill trails and the multi-use BST.	40"
N-13	Over The Cliffs	0	0.58	0.58	Multi-directional shared use	This trail provides a sustainably-graded connection between the Bonneville Shoreline Trail and the Lakeview and Under-the-Cliffs Trails, and would retain access should the south (steep) end of the Terraces Trail be closed and restored. This relatively-wide trail would facilitate two-way traffic by foot traffic and cyclists, and would provide excellent views of Antelope Island to the west.	40"
N-14	Lakeview Trail	2.1	0.75	2.85	Multi-directional shared use	This wide trail, formerly the historic Bonneville Boulevard route, provides a long, gentle route along an ancient shoreline bench with excellent views of the Great Salt Lake. The trail traverses above active and inactive open pit quarries, climbing back up to the trail network above before reaching the south end of the Eagle Ridge pit mine. This trail will accommodate mellow out-and-back hikes and bike rides, as well as longer loops when combined with the Bonneville Shoreline Trail to City Creek or the Towers Trail in Hell Canyon. Primary access to this trail is from the Victory Road Trailhead. Signage along this trail should provide information about several interesting historic and geologic features.	40"
N-15	North City Creek Trail	0	0.92	0.92	Multi-directional shared use	This rolling contour trail provides an alternative to the steep, tight switchbacks climbing out of City Creek Canyon, and will likely be popular with ascending cyclists. This route will also help decrease congestion on the BST climbing north out of City Creek Canyon, and could become a directional or use-restricted trail in the future if bike-hiker conflicts increase in lower City Creek. This trail, combined with the existing City Creek BST section, will also provide a moderate-length loop option for those looking for a quick outing while avoiding City Creek Canyon Road.	40"
N-16	Ensign Peak Trail	0.52	0	0.52	Foot Traffic Only	This popular hiking trail currently accommodates over 100,000 visitors annually (based on automated trail counts), and is likely the most heavily-used single trail in the Foothills Natural Area. Steep grades and fall-line alignments currently create substantial erosion issues, but user demand for a direct route to the summit of Ensign Peak makes major grade reductions unlikely to succeed. Aggressive water management, trail width reductions, minor realignments, and trail hardening interventions should be used to maintain acceptable trail conditions. Due to the large amount of foot traffic and steep grades, use is limited to foot travel only.	30"
N-17	Ensign Vista Lower Viewpoint Trail	0.12	0	0.12	Foot Traffic Only	This existing trail is paved in the lower (steeper) section and moderate grades in the upper section make it highly sustainable. Mountain bikers on the Ensign Fire Road Trail should be made to dismount and walk their bikes on this section to prevent conflicts.	30"
N-18	Ensign Fire Road Trail	0.28	0	0.28	Multi-directional shared use	The Ensign Fire Road Trail should continue to accommodate loop hikes around Ensign Peak, and facilitate bicycle loop trips from the Lower City Creek & Bonneville Boulevard Trailheads. Bicyclists will be required to walk their bikes on the short, paved segment of the Ensign Vista Lower Viewpoint Trail, for safety reasons. Shortcutting from the Ensign Fire Road Trail up to the Ensign Peak summit, or down to Churchill Drive, should be discouraged with signage and/or fencing.	40"
N-19	Switchback Trail	1.51	0	1.51	Multi-directional shared use	This wide and gradual trail provides a critical connection from Victory Road and the Marmalade neighborhood up to the Lakeview and Towers Trails, with connectivity to the rest of the North Foothills section of the Foothills Natural Area. The trail is not optimized for any one use, but will comfortably accommodate both uphill and downhill foot and bike traffic. The trail provides a longer approach to Ensign Peak with more sweeping views. The Switchback Trail and the easternmost portion of the Lakeview Trail make a pleasant, short neighborhood loop. The lower section of the trail could connect to Warm Springs Park via a future undercrossing beneath Victory Road.	40"

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- Multi-directional shared use
- Open to all uphill users/downhill bikes prohibited
- Downhill bikes only
- Foot traffic only



PROPOSED TRAIL SYSTEM

PROPOSED TRAIL NETWORK

CENTRAL SUB AREA

The central sub area includes the recommended and existing trails from City Creek to Dry Creek

TRAIL NETWORK

EXISTING

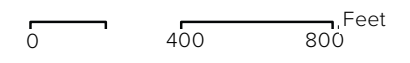
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DESTINATIONS + BOUNDARIES

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alta Data provided by the SLC Parks & Public Lands, AGRC and Trailforks.com
Map produced June 2018

CENTRAL SUB AREA

Trail ID	Name	Existing Mileage	Proposed Mileage	Total Mileage	Management Controls	Trail Narrative	Tread Width
C-1	Morris Creek Trail	0.14	1.03	1.17	Foot Traffic Only	This trail provides a desirable connection from Morris Meadows to the start of the switchbacks climbing north out of City Creek Canyon, and eliminates substantial elevation gain/loss currently required for trail users wishing to travel either east or west across City Creek Canyon on the Bonneville Shoreline Trail. It also provides additional loop options for hikers and joggers from the Lower City Creek and Bonneville Boulevard Trailheads. Due to recurring bicycle closures in City Creek Canyon (closed to bicycle users on even days between Memorial Day and the end of September), foot traffic only is recommended for this alignment. Anticipated replacement of a water pipeline in the vicinity should be allowed to occur prior to construction of this trail segment.	30"
C-2	Long Way Home Trail (Upper)	0	1.94	1.94	Downhill Bikes Only	This XC-style trail alignment will provide a fun, sustained downhill directional trail for mountain bikes, connecting the five-way junction on the ridgeline east of Morris Mountain to the Lower City Creek Trailhead. In addition to providing a more enjoyable downhill experience for westbound bicyclists dropping into City Creek, this alignment is expected to substantially reduce trail congestion and user conflicts on other trail alignments between Morris Meadows and Perry's Hollow. It will also encourage bicyclists to utilize major trailheads on Bonneville Boulevard, helping to relieve pressure from the minor trailhead on Hilltop Road (off of 18th Ave).	40"
C-3	Long Way Home Trail (Lower)	0.57	0	0.57	Downhill Bikes Only	Like the upper segment of the Long Way Home Trail, this XC-style trail alignment will provide a fun, sustained downhill directional trail for mountain bikes, connecting the five-way junction on the ridgeline east of Morris Mountain to the Lower City Creek Trailhead. In addition to providing a more enjoyable downhill experience for westbound bicyclists dropping into City Creek, this alignment is expected to substantially reduce trail congestion and user conflicts on other trail alignments between Morris Meadows and Perry's Hollow. It will also encourage cyclists to utilize major trailheads on Bonneville Boulevard, helping to relieve pressure from the minor trailhead on Hilltop Road (off of 18th Ave). The lower segment utilizes the existing alignment of the Bonneville Shoreline Trail, but limits the usage to downhill bicycles. Foot traffic and uphill bicycle traffic will be accommodated by new BST alignments a short distance upslope. A short additional segment connects to the bottom of the I-Street Bike Park, allowing bike park users an option to descend directly downhill from the bottom of the park, back to City Creek, avoiding the primary trail that is restricted to foot traffic and uphill bicycles	40"
C-4	New Bonneville Shoreline Trail Alignment	0.4	0.68	1.08	Open to All Uphill Users/Downhill bikes prohibited	This moderately-wide, gradual trail will connect the proposed Bonneville Boulevard Trailhead to Morris Meadows, utilizing the upper section of the existing BST alignment. This trail is intended to accommodate the majority of trail users accessing trails above the upper Avenues, including foot traffic in both directions, and uphill bicycle traffic. Downhill bicycles are prohibited in order to reduce conflicts and collisions.	40"
C-5	Bonneville Shoreline Trail	1.22	0	1.22	Open to All Uphill Users/Downhill bikes prohibited	This wide, gradual trail accommodates the majority of traffic ascending to the trails above the Avenues from Morris Meadows. It follows an existing alignment, except the northernmost segment, which should be realigned to eliminate a steep and eroding section in a wooded gully. This realignment also helps separate trail users in Morris Meadows from general BST traffic. Due to high usage, downhill bicycles are prohibited to reduce conflicts except between Trails C-2 and C-11.	40"
C-6	Morris Meadows Loop	0.78	0	0.78	Multi-directional shared use	This existing, mellow trail loops around one of the largest shoreline benches in the Foothills Natural Area, and is very popular among nearby residents and many others, especially dog owners. The trail is wide and flat, and can accommodate multiple users. The alignment utilizes an existing trail that is slightly separated from the main Bonneville Shoreline Trail in order to reduce user conflicts.	40"
C-7	Memory Grove	0	2.56	2.56	Foot Traffic Only	This moderately-wide, rolling contour trail traversing the slopes above Memory Grove provides a desirable natural-surface alternative to the popular walking and jogging routes on the Freedom Trail and Bonneville Boulevard. It also creates multiple loop options of various lengths, and substantially increases the available trail mileage accessible from Memory Grove, the western parts of the Avenues, and the State Capitol. Due to high anticipated user traffic, only foot traffic is allowed for safety reasons.	30"
C-8	11th Ave Connector	0	0.09	0.09	Foot Traffic Only	This short trail provides a direct connection between 11th Avenue and the Memory Grove Hiking Trail.	30"
C-9	Freedom Trail	0.52	0	0.52	Multi-directional shared use	This existing trail follows City Creek above Memory Grove and is very popular with dog walkers. The trail is designated as open to off-leash use.	40"
C-10	Kay Reese Trail	0.48	0	0.48	Open to All Uphill Users/Downhill bikes prohibited	This narrow, existing trail provides neighborhood connectivity to the Foothill Trail System, especially for residents in and around the Northpointe area. Downhill (southbound) bicycles are prohibited on this trail for safety reasons.	40"
C-11	West Terrace Hills Trail	0.23	0	0.23	Multi-directional shared use	This popular trail provides access to the Foothills Trail System from the end of Terrace Hills Drive. It is wide enough to accommodate bicycles and hikers in both directions. It is also used occasionally by utility maintenance vehicles.	40"
C-12	East Terrace Hills Trail	0.29	0	0.29	Open to All Uphill Users/Downhill bikes prohibited	This popular trail provides access to the Foothills Trail System from the top of Terrace Hills Drive. The existing alignment follows a steep gully, and is highly prone to erosion, which causes washout problems at the Terrace Hills cul-de-sac and threatens the physical sustainability of this alignment. However, this wide trail (a former jeep road) would be very difficult to realign due to terrain and property constraints. Downhill bicycles are prohibited on this alignment to reduce user conflicts and reduce skidding and related soil loosening. Frequent maintenance of this segment, including installation of soil traps, is advised.	40"

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- Multi-directional shared use
- Open to all uphill users/downhill bikes prohibited
- Downhill bikes only
- Foot traffic only

CENTRAL SUB AREA

Trail ID	Name	Existing Mileage	Proposed Mileage	Total Mileage	Management Controls	Trail Narrative	Tread Width
C-13	Old Bonneville Shoreline Trail	1.02	0	1.02	Multi-directional shared use	This popular trail segment accommodates many trail users traveling between the BST on the south City Creek ridgeline and Morris Meadows or Terrace Hills. It is generally wide enough to accommodate foot traffic and mountain bikes in both directions, but use dispersion onto other trail alignments will help reduce conflicts. The upper portion of the trail is steep and actively eroding, and aggressive water control and soil stabilization measures should be taken to slow trail damage. The intersection with the East Temple Hill Trail needs to be clearly marked with signage.	40"
C-14	Avenues Ridgeline Trail	0	1.18	1.18	Multi-directional shared use	This scenic, gently climbing trail provides access from the five-way junction east of Morris Mountain to the summit of Twin Peaks, and opens up loop options around Twin Peaks. It eliminates the unsustainable, very steep ridgeline ascent of Twin Peaks. It also provides trail users with an alternative to going up and down the smaller "peaks" on the south City Creek ridgeline, which most trail users will appreciate.	40"
C-15	Gullies & Hollows Trail	0	2.79	2.79	Foot Traffic Only	This relatively narrow, mellow trail follows the (approx.) 5,500' contour from the saddle west of Dry Creek to the west ridge of Perry's Hollow, with bends and twists into the many gullies that cut down through the foothill open spaces above the avenues. This trail is optimized for hiking and limited to foot-traffic only to provide a peaceful, relaxing trail experience. The intersection with the Bobsled Trail should be carefully designed to mitigate user conflicts.	30"
C-16	Perry's Hollow West Loop Trail	1.02	0	1.02	Foot Traffic Only	This mostly-existing hiking trail provides short loop options and connectivity from Perry's Hollow access points up to mid-elevation hiking trails. It is popular with neighborhood trail users. Realignment of a short section just above Richland Drive will eliminate a steep and unsustainable trail section that is actively eroding.	30"
C-17	North Bonneville Fire Road	0.46	0	0.46	Multi-directional shared use	This flat, wide trail follows a public easement that contours around the mid-elevation portion of Perry's Hollow and is popular with neighborhood trail users. It provides important connectivity between the Foothills Trail System and neighborhood access points in the central upper Avenues neighborhood. Multiple uses are easily accommodated, but measures should be taken to educate trail users crossing the Bobsled Trail and mitigate conflicts at that intersection.	60"
C-18	Sugarloaf Trail	0.06	0	0.06	Foot Traffic Only	This very short trail follows a public easement to a viewpoint at the top of Sugarloaf. Connectivity to other trails is probably not feasible, and use is expected to be primarily by neighborhood residents.	40"
C-19	East Fork Perry's Trail	0.3	0.5	0.8	Foot Traffic Only	This hiking trail provides a desirable route from Perry's Hollow up to the BST with connectivity to Twin Peaks and multiple loop options. The bottom section of the trail follows a public trail easement along a gentle ridgeline. Above the gas pipeline, the trail contours across the east fork of Perry's Hollow, connecting with the BST near the Twin Peaks Trail. While some trail users may prefer to remain on the ridgeline, many will appreciate a more gradual, interesting trail through an oak forest. This also reduces use pressure on a fall-line social trail. Realignment of the lowermost portion will eliminate an unsustainably steep and eroding section.	30"
C-20	East Fork Parleys Trail (Alternate)	0	0.47	0.47	Foot Traffic Only	This short trail provides a connection between the East Fork of Perry's Hollow and the Gullies and Hollows Trail, making possible a short, enjoyable loop hike.	30"
C-21	Tomahawk Trail	0.67	0	0.67	Multi-directional shared use	This steadily-climbing trail provides neighborhood connectivity to the BST from Tomahawk Drive, with scenic views of Spring Gulch.	40"
C-22	Block U Hiking Trail	0.17	1.18	1.35	Foot Traffic Only	This hiking trail provides public access to the Block U from the mouth of Dry Creek, as well as connectivity to the Gullies & Hollows hiking trail. It also provides a foot-traffic-only alternative from the mouth of Dry Creek to the trail system above the Avenues, helping to reduce congestion in Dry Creek. This trail alignment will also help reduce parking pressure on New Bedford and East Tomahawk Drive, related to hikers accessing the Block U.	30"
C-23	Limekiln Gulch Trail	0.19	0	0.19	Foot Traffic Only	This short hiking trail follows a public pedestrian easement across private property up Limekiln Gulch to a large, historic limekiln structure. It also provides connectivity from Tomahawk Drive to the Block U and Gullies & Hollows Trail.	30"
C-24	Federal Pointe Trail	0.69	0	0.69	Multi-directional shared use	This wide, mostly paved trail is the primary connector for foot traffic and bikes between the major Popperton Trailhead and the Foothill Trail System (via the mouth of Dry Creek). The alignment of this trail should be adjusted if feasible in order to eliminate the steepest sections just east and south of the Federal Pointe vehicle gate.	60"
C-25	Federal Pointe Connector Trail	0.36	0	0.36	Multi-directional shared use	Short, utilitarian connection between New Bedford Drive and the BST.	40"
C-26	Popperton Nature Gulch Trail	0	0.25	0.25	Foot Traffic Only	This foot traffic-only trail provides a nice hiking experience through Popperton Park's scenic ravine.	24"
C-27	Popperton - Beginner Mountain Bike Trail	0	0.4	0.4	Downhill Bikes Only	Beginner-level downhill bike trail for fun and skill-building by beginner riders and children. Compatible with adaptive cycles for users with physical disabilities. Adoption, maintenance and stewardship by experienced organization should be formalized.	40"

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- Multi-directional shared use
- Open to all uphill users/downhill bikes prohibited
- Downhill bikes only
- Foot traffic only

CENTRAL SUB AREA

Trail ID	Name	Existing Mileage	Proposed Mileage	Total Mileage	Management Controls	Trail Narrative	Tread Width
C-28	Popperton Climbing Trail	0	0.35	0.35	Open to All Uphill Users/Downhill bikes prohibited	A compacted-surface all-weather walking path and uphill climbing trail would provide access to several downhill mountain bike trails. The trail would connect to Popperton Loop Trail to provide a complete loop route through the Popperton open space area. This would substantially increase public enjoyment of this area, and realize plans developed years ago by the neighborhood but never implemented.	40"
C-29	Popperton Loop Trail	0	0.74	0.74	Multi-directional shared use	A compacted-surface all-weather multi-directional shared use trail would be a continuation of the Popperton Climbing Trail. An optional suspension footbridge across the prominent ravine would add an interesting and unique feature.	40"
C-30	Popperton - Blue Square Descending	0	0.24	0.24	Downhill Bikes Only	Descending-direction, bike-only trail to provide fun and skill-building for intermediate riders. Short length encourages looping for practice. Built features are discouraged but natural features (e.g. rocks) are encouraged to provide technical challenge. Adoption, maintenance, and stewardship by experienced organization should be formalized.	40"
C-31	Popperton - Black Diamond Descending	0	0.3	0.3	Downhill Bikes Only	Descending-direction, bike-only trail to provide fun and skill-building for intermediate to expert riders. Short length encourages looping for practice. Built features are discouraged but natural features (e.g. rocks) are encouraged to provide technical challenge. Adoption, maintenance and stewardship by experienced organization should be formalized.	40"
C-32	New Bonneville Shoreline Trail (Dry Creek Section)	0	2.13	2.13	Open to All Uphill Users/Downhill bikes prohibited	This proposed trail segment would provide the primary access to the Foothill Natural Area trail system above the Avenues via Dry Creek. To mitigate hiker/biker conflicts in Dry Creek, downhill bicycles are prohibited on this trail, while the original BST location in the gully bottom becomes a downhill-only trail. At the very bottom of this segment, a multi-use connection between the BST and Medical Drive is recommended, in conjunction with development of a new Huntsman Cancer Center building.	40"
C-33	North Fork Dry Creek Trail	0	1.64	1.64	Foot Traffic Only	This narrow, rugged backcountry-style trail provides a quiet, hiking-only option for climbing to or descending from Twin Peaks and the south City Creek ridgeline via the broad, gentle, oak-timbered benches above the North Fork of Dry Creek.	24"
C-34	Dry Spell	0	1.92	1.92	Downhill Bikes Only	This trail provides an intermediate bike-optimized descending trail from Twin Peaks. This trail will provide a sustained and fun flow trail with technical challenges, but easier and more physically-sustainable than existing user-created downhill trails from Twin Peaks. The trail empties into the Dry Creek Downhill Trail, which provides additional bike-optimized trail miles for a run with substantial vertical loss (or drop).	40"
C-35	Twin Peaks Trail	0	1.13	1.13	Open to All Uphill Users/Downhill bikes prohibited	This trail provides a more direct route to the summit of Twin Peaks for users ascending from Dry Creek. This provides loop options around Twin Peaks, and will reduce proliferation of social trails. To reduce erosion and prevent user conflicts, downhill bicycles are prohibited.	40"
C-36	South Fork Dry Creek Trail	0	1.41	1.41	Multi-directional shared use	This trail provides surprising solitude only a short distance from the BST. The trail is open to both foot and bicycle traffic, but the rugged nature of the trail will keep all users moving slowly and preclude high speeds, which will help mitigate user conflicts on the narrow trail. Trail construction should coincide with removal/revegetation of the social trail in the wet bottom of the ravine. This trail provides access to the summit of Mt. Van Cott via the ridgeline north of the peak.	30"
C-38	Dry Creek Downhill	1.65	0	1.65	Downhill Bikes Only	This existing trail currently provides the primary access to the Foothills Natural Area trail system above the Avenues, but trail user conflicts and safety hazards are commonplace. With the creation of a parallel hiking / uphill biking trail on the north-facing slope above, this gully-bottom trail will be limited to descending bicycles, and allow cyclists a fun and speedy descent.	40"
C-39	Bonneville Shoreline Trail & New BST	2.08	0.57	2.65	Multi-directional shared use	This scenic, moderately-wide, gently rolling trail provides primary E-W connectivity across the Foothills Natural Area above the Avenues, and accommodates hikers, runners, and mountain bikers in both directions. Clear sight lines and wide areas allow users to safely pass each other, but dispersion on alternate trail alignments will also help reduce crowding. A small realignment in the eastern portion of this trail segment will eliminate an unsustainably steep segment. A new alignment on the western end of this segment will connect to the top of the Morris Mountain Trail for improved connectivity. While some trail users prefer the steep, undulating social trail on the ridgetop, most users will prefer this more moderate and physically-sustainable alignment.	40"
C-40	City Creek Ponds Trail	0	0.22	0.22	Open to All Uphill Users/Downhill bikes prohibited	This short trail segment will provide needed connectivity for trail users parking at the Lower City Creek Trailhead, with access to Morris Meadows and points beyond. The trail will climb to a connection with the new BST alignment between the Bonneville Boulevard Trailhead and Morris Meadows, and will be limited to foot traffic and uphill bicycles only.	40"

Planning level alignments and mileages are approximate, and may be modified in the field during final pre-construction surveying.

- Multi-directional shared use
- Open to all uphill users/downhill bikes prohibited
- Downhill bikes only
- Foot traffic only

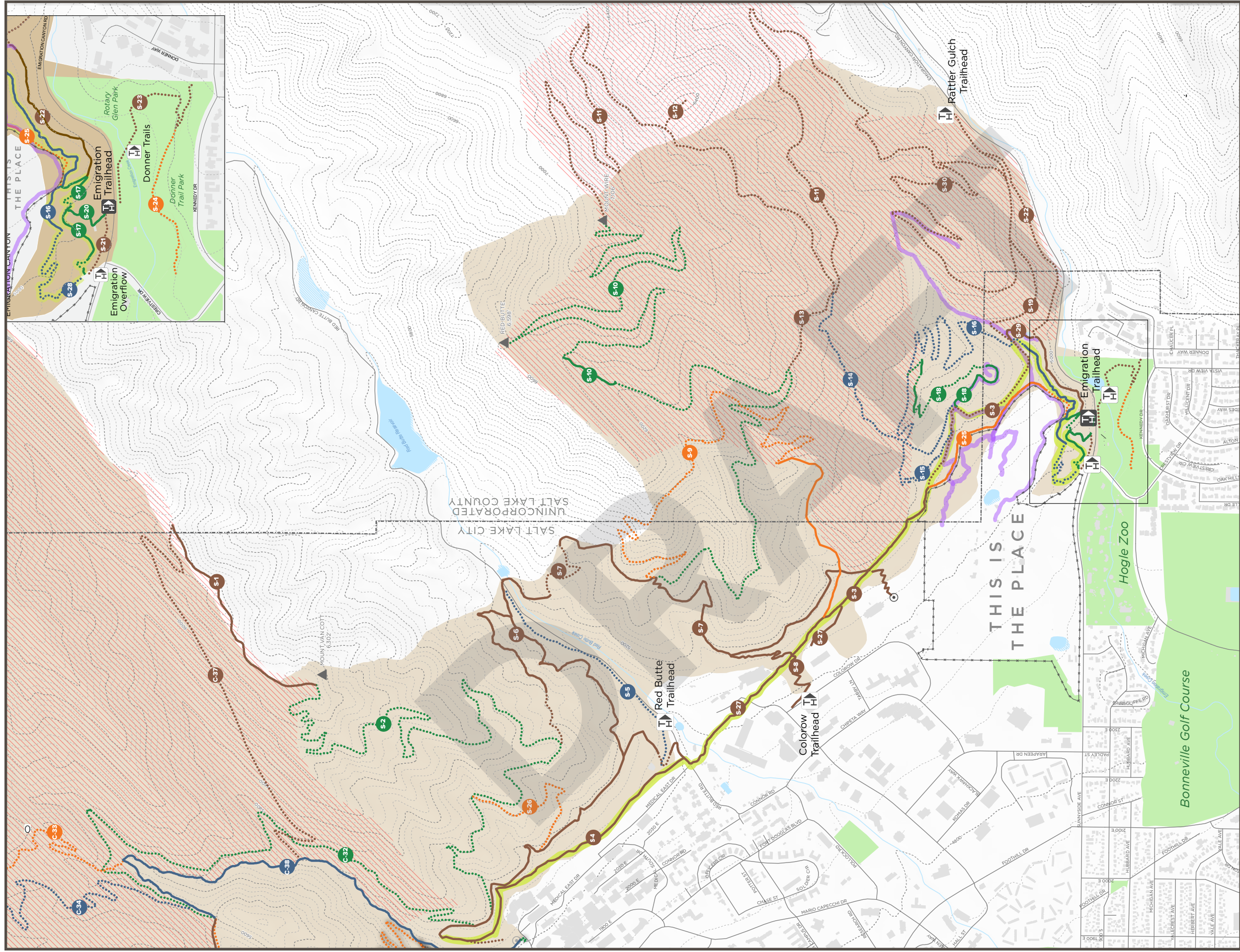
CENTRAL SUB AREA

Trail ID	Name	Existing Mileage	Proposed Mileage	Total Mileage	Management Controls	Trail Narrative	Tread Width
C-41	New BST / Morris Mountain Trail	0	1.4	1.4	Open to All Uphill Users/Downhill bikes prohibited	This moderately-wide, gradual trail alignment provides an alternative access route for trail users climbing to (or descending from) the ridgeline BST alignment above the Avenues. The trail also creates longer loop options from Morris Meadows and the Lower City Creek / Bonneville Boulevard Trailheads, and a desirable, sustainable route to the excellent viewpoint atop Morris Mountain. The alignment will help take pressure off of the heavily-used, steep, and eroding “old BST” between the ridgeline above Terrace Hills and the “starfish” junction east of Morris Mountain. It should also help reduce use and the creation and perpetuation of unsustainable social trails in the vicinity of Morris Mountain. This trail will accommodate foot traffic in both directions, as well as uphill bicycles en route to Twin Peaks, Dry Creek, the Bobsled, or return loops via the “old BST” or the Long Way Home Trail. Downhill bicycles are prohibited on this trail in order to reduce conflicts.	40”
C-42	Bobsled Downhill	1.56	0	1.56	Downhill Bikes Only	This exciting, well-established free-ride downhill trail is popular among intermediate- to advanced mountain bikers and is regionally-renowned. Terrain features provide jumps and drop-ins for expert cyclists. Trail adoption and stewardship by knowledgeable riders should be formalized to ensure proper maintenance and education. Public right-of-way just below the North Bonneville Fire Road should be resolved with the landowner.	40”
C-43	Bobsled Extension	0.23	0	0.23	Downhill Bikes Only	This extension of the popular Bobsled Trail provides a downhill connection to 11th Ave, with signage at the bottom directing trail users to return to the Popperton or Bonneville Boulevard Trailheads via the 11th Ave bike lanes. Freeride features may be added to improve the trail experience. Downhill bike traffic only for safety reasons. Signage and markings at Chandler Drive to stop trail traffic prior to the at-grade road crossing is recommended. Gates are needed to prevent unauthorized motor vehicle use.	40”

Planning level alignments and mileages are approximate, and may be modified in the field during final pre-construction surveying.

DRAFT

- Multi-directional shared use
- Open to all uphill users/downhill bikes prohibited
- Downhill bikes only
- Foot traffic only



PROPOSED TRAIL SYSTEM

TRAIL NETWORK

SOUTH SUB AREA

The south sub area includes the recommended and existing trails from Dry Creek to Emigration Canyon.

TRAIL NETWORK

- EXISTING**
- Multi-directional Shared Use
 - Open To All Uphill Users/
Downhill Bikes Prohibited
 - Downhill Bikes Only
 - Foot Traffic Only
 - Bonneville Shoreline Trail
 - This is the Place Horse/Handcart Trails
- PROPOSED**
- Multi-directional Shared Use
 - Open To All Uphill Users/
Downhill Bikes Prohibited
 - Downhill Bikes Only
 - Foot Traffic Only

DESTINATIONS + BOUNDARIES

- Major Trailhead
- Minor Trailhead
- Access Point
- Train Stations
- School
- Project Boundary
- Habitat Study Area
- Cemetery
- Parks
- Water Body
- Salt Lake City



Data provided by the SLC Parks & Public Lands, AGRC and Trailforks.com
Map produced June 2018

This is the Place Heritage Park

SOUTH SUB AREA

Trail ID	Name	Existing Mileage	Proposed Mileage	Total Mileage	Management Controls	Trail Narrative	Tread Width
S-1	Van Cott Ridgeline Trail	1.34	0	1.34	Multi-directional shared use	This existing, narrow and primitive trail roughly follows the ridgeline rising to the north from Mt. Van Cott, and provides connectivity to the South Fork Dry Creek Trail. Minor trail improvements and realignments on this trail may be warranted for sustainability.	30"
S-2	Mt. Van Cott Trail	0	3.17	3.17	Open to All Uphill Users/Downhill bikes prohibited	This well-graded, approachable trail provides a scenic, enjoyable climb that gradually ascends Mt. Van Cott via long switchbacks that contour in and out of the peaks many interesting gullies. Downhill bicycles are prohibited for safety reasons. Uphill cyclists looking for a good workout and slow but technically-challenging descent can return via the South Fork Dry Creek Trail.	40"
S-3	Bonneville Shoreline Trail	2.3	0.79	3.09	Multi-directional shared use	This trail provides the primary alignment of the Bonneville Shoreline Trail above the University of Utah and This Is The Place Heritage Park. The trail is relatively wide and flat and easily accommodates multiple uses and trail users going in both directions. Good signage is important along this trail segment, as many designated and social trails branch off of the BST and can create confusion for users. Access to this section of the BST is dispersed across many small access points, especially on the University of Utah campus. Controlled access at designated locations should be encouraged with signage, fencing, and formalized trail improvements. Trail users driving cars to access this section of the BST and adjoining trails should be encouraged to utilize the Popperton, Colorow, or Emigration Trailhead parking areas. Other access points (Medical Drive, Red Butte Canyon, Natural History Museum, etc.) should support access for those arriving via active transportation.	40"+
S-4	Med Campus Trail	0.88	0	0.88	Multi-directional shared use	This trail alignment contours just above the University of Utah's medical campus. The trail provides loop options for walkers, joggers and bicyclists. The trail surface should be improved so that it is highly compatible with adaptive cycles, and connections maintained to the University Hospital so that rehabilitation patients can utilize the trail to aid in recovery.	40"
S-5	Red Butte Canyon Downhill	0	0.73	0.73	Downhill Bikes Only	Easy mountain bike trail for less-skilled riders. Very mellow grades and wooded environment highlights the joys of riding natural surface trails. Compatible with adaptive cycles. The existing Red Butte Canyon access road adjacent to this trail will also continue to serve uphill and downhill users of all types.	40"
S-6	Skyline Nature Trail West	1.1	0.17	1.27	Multi-directional shared use	This existing, narrow trail facilitates enjoyable loops along the west side of Red Butte Canyon for hikers, trail runners, and bicyclists. Limited trail improvements and widening will allow trail users to more easily pass each other and reduce conflicts. An extension of the upper section of the Skyline Trail to connect with the Mt. Van Cott Trail will allow hikers and bicyclists an option to connect from Dry Creek to Red Butte Creek via an upper and more interesting trail alignment.	30"
S-7	Skyline Nature Trail East	0.27	1.84	2.11	Multi-directional shared use	This existing, narrow trail facilitates a long loop around lower Red Butte Canyon, as well as connectivity to the Living Room and Mt. Wire Trails. Trail improvements (grade reductions and widening) where the trail climbs out of Red Butte Canyon will allow trail users to more easily pass each other and reduce conflicts and trail erosion. Substantial signage and active decommissioning of social trails will be required to prevent confusion and keep users on the primary route.	30"
S-8	Museum Trail	0.49	0	0.49	Multi-directional shared use	This multi-use trail provides connectivity between the Colorow Trailhead, the Natural History Museum of Utah, the Bonneville Shoreline Trail, and the Skyline Trail.	40"
S-9	Living Room Trail	0.61	1.89	2.5	Foot Traffic Only	Hiking-only loop trail to the Living Room. Expected to have high foot traffic, primarily from Colorow Road Trailhead and Red Butte Canyon. Loop trail will help disperse traffic and reduce short-cutting.	40"
S-10	Mt. Wire Trail	0.17	4.6	4.77	Open to All Uphill Users/Downhill bikes prohibited	A backcountry-style trail with a light footprint that brings users to the top of Mt. Wire. Connects to the Skyline Trail East and the Living Room Trail. No downhill bicycles to avoid collisions, but bicyclists looking for a good challenge can use the trail in the uphill direction to reach the top of The Slip Trail, or the Lithograph Fork Trail from the Mt. Wire summit.	30"
S-11	Lithograph Fork Trail	0	4.3	4.3	Multi-directional shared use	This long, gradual, and relatively narrow trail climbs to Mt. Wire from Rattlesnake Hollow and the Wagner Peak Trail via several long switchbacks that cross back and forth across Rattlesnake Hollow and Lithograph Fork. This is a backcountry-style trail, and use is expected to be relatively dispersed. Hikers and runners looking for a longer excursion, and mountain bikers looking for a challenging cross-country experience will enjoy this trail.	30"
S-12	Lithograph Point Trail	0	0.1	0.1	Multi-directional shared use	This short spur trail provides access to a scenic overlook between Lithograph Fork and Gold Gulch.	30"
S-13	Lithograph Fork Connector	0	0.26	0.26	Multi-directional shared use	This short trail segment provides connectivity between the west-facing Mt. Wire Trail and the southeast-facing Lithograph Fork Trail, and facilitates a wide variety of loop options on the slopes of Mt. Wire. The trail also provides access to the top of The Slip Trail for bicycles climbing from the Skyline Trail in Red Butte Canyon via the lower Mt. Wire Trail.	40"
S-14	The Slip Trail	0	0.8	0.8	Downhill Bikes Only	This downhill trail provides a fast, technical, and challenging descent for advanced to expert riders.	40"
S-15	Colossus	0	0.69	0.69	Downhill Bikes Only	Fast, smooth, rolling downhill with an uphill facing intersection at The Slip Trail. Perfect trail for skill-building in beginning riders and fun for intermediates.	40"

Planning level alignments and mileages are approximate, and may be modified in the field during final pre-construction surveying.

- Multi-directional shared use
- Open to all uphill users/downhill bikes prohibited
- Downhill bikes only
- Foot traffic only

SOUTH SUB AREA

Trail ID	Name	Existing Mileage	Proposed Mileage	Total Mileage	Management Controls	Trail Narrative	Tread Width
S-16	Wild Mouse	0.29	1.1	1.39	Downhill Bikes Only	Fast, flowy, and semi-technical downhill with lots of small drops and banked turns. Good skill-building for intermediate riders.	40"
S-17	Emigration Ascending Trail	0.2	0.08	0.28	Open to All Uphill Users/Downhill bikes prohibited	This trail provides the primary access between the Emigration Trailhead and the Bonneville Shoreline Trail. Downhill bikes are prohibited and redirected to the Emigration Bike Descent Trail, to reduce congestion and improve safety for trail users.	40"
S-18	Rollercoaster Uphill	0.39	0.4	0.79	Open to All Uphill Users/Downhill bikes prohibited	This trail already exists but the last climb is really steep and loose. A couple switchbacks should be cut in to replace this last steep climb. For uphill mountain bikes this is a fun, challenging, and short route up to the Rollercoaster downhill trails.	40"
S-19	Wagner Hollow Trail	0	0.44	0.44	Multi-directional shared use	This short, traversing trail connects from the Wagner Peak Trail to Wagner Hollow, and facilitates loop options for hikers and bicyclists.	40"
S-20	Emigration TH Return Trail	0.09	0	0.09	Open to All Uphill Users/Downhill bikes prohibited	This route provides the return to the Emigration Trailhead. Uphill bikes with multi-directional hiking traffic is permitted to manage volumes in this congested area.	40"
S-21	Emigration Trailhead Connector Trail	0	0.1	0.1	Multi-directional shared use	This short trail segment provides a connection between the main (upper) Emigration Trailhead Parking Area and the existing small (lower) parking area. Multi-directional traffic is easily accommodated.	40"
S-22	Wagner Spring Trail	0.27	0.63	0.9	Multi-directional shared use	This trail provides a gradual, pleasant route through shady oak forest past Wagner Springs, and a connection between the Rattlesnake Hollow and Emigration Trailheads.	40"
S-23	Rotary Donner Connector	0	0.38	0.38	Multi-directional shared use	This trail provides a connection between Donner Trail Park and a future undercrossing beneath Emigration Canyon Road, with connectivity to the Emigration Trailhead and on-road sections of the BST along Vista View Drive to the south.	40"
S-24	Secret Garden trail	0	0.26	0.26	Foot Traffic Only	This short trail parallels the hillside below Donner Park and provides a nice hiking-only connection to the Rotary Donner Connector Trail. The trail could serve dog walkers or park users looking for a more natural experience through the trees.	30"
S-25	Sagebrush Flats Trail	0.5	0.11	0.61	Equestrians and Foot Traffic Only	A foot traffic only trail that provides a low-stress route for foot traffic between the Emigration Trailhead and the BST above Research Park. Well signed to prevent cross-over with This Is The Place facilities, and with "Yield to Equestrians" signs due to horse back rides from This Is The Place.	40"
S-26	Battle Gulch Trail	0	0.54	0.54	Foot Traffic Only	The Battle Gulch Trail enables a short loop for lunch-time or after-work outings for nearby workers and students. This moderately-wide trail traverses Battle Gulch and provides substantial scenic interest just off the BST. The trail is gradual and relatively smooth, allowing it to be used by University Hospital patients in physical rehabilitation. To that end, the trail is restricted to foot traffic only.	30"
S-27	Peach Grove Access Trail	0.14	0	0.14	Multi-directional shared use	This existing trail provides access to the BST from the back of the Navigen Pharma building in Research Park.	48"
S-28	Emigration Bike Descent	0.09	0.26	0.35	Downhill Bikes Only	This trail provides a downhill route for bicycles only, at a sustainable grade. All other users are prohibited (and directed to nearby trail segments) for safety purposes, and to reduce congestion on the hillside just above the popular Emigration Trailhead.	40"
S-29	Wagner Spring Connector	0.11	0	0.11	Multi-directional shared use	This short and wide existing trail provides a connection between the BST, Wagner Spring, and Wagner Hollow Trails, facilitating numerous short and long loop options.	48"
S-30	Wagner Peak Loop Trail	0	2.1	2.1	Multi-directional shared use	This relatively wide trail will provide a scenic loop up and around the summit of the prominent knoll overlooking the mouth of Emigration Canyon, and connect several other loop options in the vicinity of Wagner Spring. The trail will have a low grade and frequent wide sections to accommodate safe multi-directional traffic by both hiker and bicyclists.	40"

Planning level alignments and mileages are approximate, and may be modified in the field during final pre-construction surveying.

- Multi-directional shared use
- Open to all uphill users/downhill bikes prohibited
- Downhill bikes only
- Foot traffic only



PROPOSED TRAIL SYSTEM

DECOMMISSIONING PLAN

TRAIL DECOMMISSIONING

In addition to constructing 65 miles of new trails, decommissioning unsustainable trails is an important component of realizing the vision for the Salt Lake City Foothills Trail System. A majority of the existing trails within the Foothills, with the exception of the BST, are social trails that have not been planned or sustainably constructed. Many of these trails are steep, fall-line trails that directly follow ridgelines, gullies, and/or utility corridors.

In order to protect the environmental resources within the Foothills Natural Area and provide a more intuitive wayfinding experience for trail users, some of these trails have been recommended for closure or decommissioning. The map on page 61 specifies trails that should be either actively or passively decommissioned based on their potential to erode and scar the landscape. Existing trails that are not recommended for active or passive decommissioning will remain as part of the official Foothills Trail System, or as an unofficial trail. Unofficial trails will not be supported with signage or maintenance, and will be considered candidates for abandonment, as described on page 86.

Passive Decommissioning (20.9 miles)

Passive decommissioning has been recommended for trails that are stable under existing usage levels and pose limited danger to sensitive natural resources. Treatments for these locations focus on deterring trail use through signage and/or slash piles and allowing the trail to re-naturalize over time. Worsening erosion on these trails could make them candidates for additional interventions.

Active Decommissioning (4.4 miles)

Active decommissioning has been recommended for trails that are actively eroding, highly susceptible to erosion, or are near sensitive environmental resources such as high quality habitat or watershed lands. Treatments for these locations attempt to deter trail user access and mitigate existing erosion. With management and time these trails may be restored to a more natural state. Trail closure signs should be placed at entrances to the existing trail, and numerous strategies may be used to improve drainage and revegetate the trail. See page 84-86 for design guidance related to active decommissioning treatments.

Decommission Type	Unit Cost	Estimated Project Area Cost
Passive Decommissioning	\$200 / trail junction	\$14,000 (70 locations)
Active Decommissioning	\$1.00 / linear foot	\$23,000

PROPOSED TRAIL SYSTEM

DECOMMISSIONING PLAN

Decommissioning of eroding or poorly planned trails will contribute to an environmentally sustainable Foothill Trail System.

TRAIL NETWORK

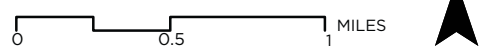
- Existing Trails
- Proposed Trails
- Bonneville Shoreline Trail

TRAIL DECOMMISSIONING

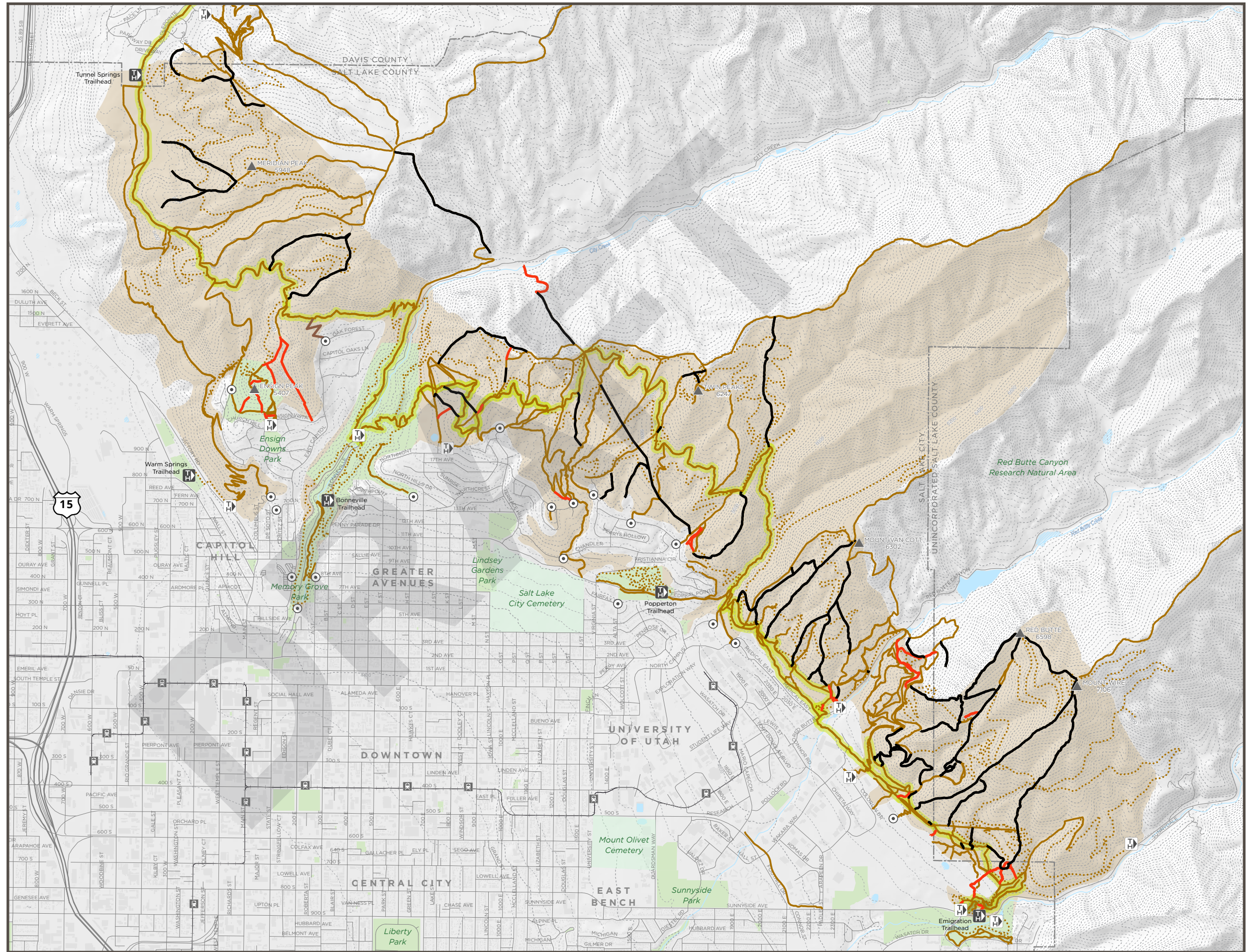
- Passive Decommissioning**
Recommended for trails that are generally stable and pose limited danger to sensitive natural resources. Treatments for these locations focus on deterring trail use and allowing the trail to re-naturalize over time.
- Active Decommissioning**
Recommended for trails that are actively eroding, highly susceptible to erosion, or are near sensitive environmental resources such as high quality habitat or watershed lands. Treatments for these locations attempt to deter trail user access and stop existing erosion. With management and time these trails should be restored to a more natural area.

DESTINATIONS + BOUNDARIES

- Major Trailhead
- Minor Trailhead
- Access Point
- Train Stations
- School
- Project Boundary
- Habitat Study Area
- Cemetery
- Parks
- Water Body
- Salt Lake City



Data provided by the SLC Parks & Public Lands, AGRC and Trailforks.com
Map produced June 2018









PROPOSED TRAIL SYSTEM

PROPOSED ACCESS IMPROVEMENTS







Access to the Foothills Trails System has been designed to encourage biking and walking to the Foothills Natural Area. For those who drive to the Foothills Natural Area, regional trailheads have been focused in areas outside of residential neighborhoods to limit conflicts. Bus and light rail connectivity is discussed in Access Point descriptions on Pg. 63-66.

TRAIL NETWORK












EXISTING

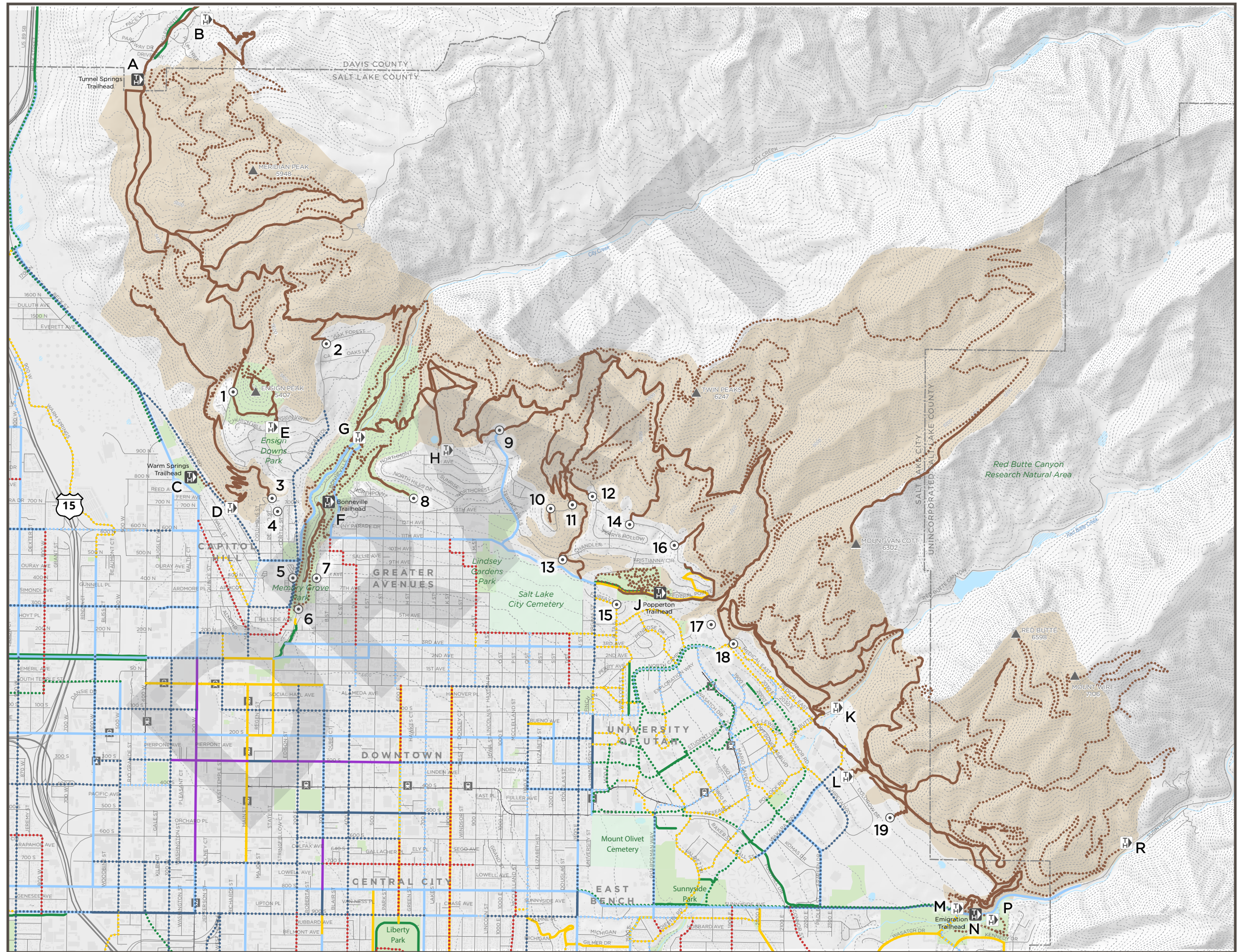
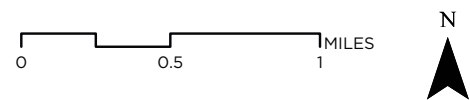
-  Natural Surface Trails
-  Shared Use Paths
-  Protected Bike Lane
-  Buffered Bike Lane
-  Bike Lane
-  Shared Roadways

PROPOSED

-  Natural Surface Trails
-  Shared Use Paths
-  Separated Bike Facility
-  Bike Lane
-  Shared Lane
-  Neighborhood Byway

DESTINATIONS + BOUNDARIES

-  Major Trailhead
-  Minor Trailhead
-  Access Point
-  Train Stations
-  School
-  Project Boundary
-  Habitat Study Area
-  Cemetery
-  Parks
-  Water Body
-  Salt Lake City



PROPOSED TRAIL SYSTEM

PROPOSED ACCESS IMPROVEMENT

ID	Name	Type	Narrative
North Sub Area			
A	Tunnel Springs Trailhead	Major Trailhead	Primary Trailhead for Bonneville Shoreline Preserve, Meridian Peak, Jones Canyon, and BST North Salt Lake Section (future). Tunnel Springs Trailhead is already ideally located and developed to serve as a major trailhead for access to the North Foothills Natural Area. 1) SLC should work with North Salt Lake to substantially improve TH signage, including wayfinding, regulatory, and interpretive signage at this site.
B	Wild Rose Trailhead	Minor Trailhead	Primary Trailhead for Wild Rose Loop Trails. This popular North Salt Lake trailhead above the Eagle Ridge subdivision provides 33 parking spaces, restrooms and picnic space, a playground, play field and amphitheater and access to the foothill trail system in Davis County. The trailhead is located on approximately 1 acre of land a short distance off Eaglepointe Drive, and is a good model for trailhead improvements in SLC, particularly the Morris Meadows Trailhead.
C	Warm Springs Trailhead	Major Trailhead	Primary Trailhead for: Hell Canyon Trails Lakeview Trail Ensign Peak Northside Make strategic improvements at Warm Springs Park to encourage use and activation as primary trailhead for North Foothills Natural Area. 1) Utilize under-used existing parking, restrooms & infrastructure at both North Gateway and Warm Springs Park. 2) Contemplate hiring security services to mitigate vehicle theft. 3) Install undercrossing of Victory Road, above RMP substation, to provide maximum proximity to existing uphill trail from Victory Road. 4) Install trail connection from north end of undercrossing to connect with existing uphill trail from Victory Road. 5) Construct a geologic interpretive area with information about the Warm Springs Fault, Wasatch Fault, and nearby hot springs and geology. 6) Install high-quality signage that makes BST trail connections obvious and also encourages users to linger in Warm Springs Park & North Gateway Park. 7) Aggressively control and educate about noxious weeds. 8) UTA bus route information for routes 455, 460, 462, 470, 471, 472, and 472 should be prominently posted to encourage alternative transportation to this trailhead.
D	Victory Road Trailhead	Minor Trailhead	Primary Trailhead for: Switchbacks Trail Lakeview Trail Ensign Peak summit via Towers Trail Hell Canyon Downhill Lakeview loop via BST or Towers Trail Improve Victory Road Trailhead to accommodate significant parking. Until the completion of an undercrossing with access to Warm Springs Park, this site will serve as the primary access to the North Foothills from the Capitol Hill Neighborhood. 1. Pave a parking area with marked parking spaces, preventing blockage of access to the Victory Road water reservoir and preventing cars from backing onto Victory Road when departing trailhead. 2. Install trailhead kiosk signs. 3. Coordinate with UDOT to facilitate construction of undercrossing with access to Warm Springs Park. 4. UTA bus route information for routes 461 & 463 should be prominently posted to encourage alternative transportation to this trailhead.
E	Ensign Vista Trailhead	Minor Trailhead	Primary Trailhead for: Ensign Peak Summit Ensign Peak loop This trailhead is located on a narrow residential street and the trailhead is very popular, often accommodating up to 100 parked cars and the occasional school bus or tour bus. Impacts to nearby residents come primarily from after-hours use of the Ensign Peak trail and associated unwanted activities. Recommended Improvements: 1. Create ~ 20 angle parking spaces in the north end of Ensign Vista Park. Parking should be accessed via the northbound-lane of Ensign Vista drive. 2. Substantial decorative fencing and gates should be installed and maintained to eliminate after-hours access to the Ensign Peak Natural Area, and associated vandalism and disruptions. 3. Clear, durable signage should be placed at multiple locations to remind visitors of key regulations.

PROPOSED TRAIL SYSTEM

PROPOSED ACCESS IMPROVEMENTS

ID	Name	Type	Narrative
North Sub Area (continued)			
1	Sandhurst Access	Access Point	This access point is in a gated subdivision. Foot and bicycle traffic originates from other access points or parking areas.
2	Oak Forest Access	Access Point	This access point is in a gated subdivision. Foot and bicycle traffic originates from other access points or parking areas.
3	Columbus Court Access	Access Point	This trailhead is behind a gated subdivision, but an open gate during daytime hours may facilitate very limited on-street parking. A small amount of additional parking is available nearby on public streets. This trailhead provides neighborhood access to the Lakeview Trail, and also facilitates a nice loop option utilizing the Switchbacks Trail, the south end of the Lakeview Trail, and Columbus Street. SLC should improve signage at the access point, and a short distance away at the north end of Columbus Street.
4	DeSoto Access	Access Point	This access primarily serves residents on DeSoto Street walking or biking to the Lakeview Trail. For trail users connecting from the Lakeview Trail to City Creek via 500 North, utilizing the cutoff to this access point slightly reduces the elevation gain required on 500 North.
5	East Capitol Access	Access Point	On-street parking is available along the entire east side of East Capitol Blvd at this location, but is not limited to trail users. During most times of the year, ample parking is available for trail users. Bicyclists can also utilize this parking as overflow if the Lower City Creek and Bonneville Boulevard Trailheads are full, and bicycle to access trails via Bonneville Boulevard. SLC should install kiosk signage with maps and information at this access point. Information for UTA route 500 should be prominently posted to encourage non-automobile transportation to this trailhead.
Central Sub Area			
F	Bonneville Trailhead	Major Trailhead	Primary Trailhead for: City Creek Canyon road BST connection to Ensign Peak Morris Meadows / Morris Mountain I-Street Bike Park Bobsled Loop Twin Peaks from west Steiner BST Segment Loop Improve this site to serve as a primary access point to the trails above the Avenues, City Creek, and the open space above Ensign Peak, and reduce pressure on minor access points elsewhere in the Avenues. 1) Establish as many designated parking spaces as possible to maintain safe entry/exit. Contemplate creating additional parallel parking spaces along the east side of Bonneville Boulevard to allow overflow parking. Regardless of whether overflow parking is added, curb and gutter or concrete barrier should be constructed along Bonneville Boulevard near the trailhead prior to trailhead improvements, to prevent overflow parking from occurring over dry grass. 2) Use existing water line to support tree plantings, turf area & drinking fountain 3) Install restroom w/ sewer connection. 4) Construct new access trail to BST to create an easy, gradual access. 5) Create a crosswalk or RRFB crossing on Bonneville Blvd, and intervention to slow DH cyclists, for safety. 6) Install high-quality signage. 7) Aggressively control and educate about noxious weeds. 8) Investigate multi-season use of amphitheater (concerts? interpretive exhibits?) and salt storage needs of Street Dept. Existing salt storage November - March is not ideal but workable.
G	Lower City Creek Trailhead	Minor Trailhead	This parking area just south of the City Creek gate can accommodate about 20 cars, and includes restrooms and a drinking fountain. No substantial additional improvements are recommended.
H	Morris Meadows Trailhead	Minor Trailhead	Expand and improve parking and signage infrastructure at Morris Meadows, with the goal of accommodating existing use levels while reducing impact on surrounding residents. Trailhead improvements should be limited, so as to discourage this site from becoming a major trailhead.

ID	Name	Type	Narrative
J	Popperton Trailhead	Major Trailhead	Primary Trailhead for Popperton Natural Area, Bobsled, Block U, Mt. Van Cott, Twin Peaks (from Dry Creek), Steiner Segment BST Loop, and Red Butte Canyon trails (from the north). SLC should improve Popperton TH to encourage use as the primary access point for trails above the east Avenues and west U of U campus, Bobsled Trail, and Cemetery walking paths. SLC should establish 50-100 designated parking spaces (consider angle parking), use the existing water line to support tree plantings, turf area, drinking fountain, and install a restroom w/ sewer connection. If possible, SLC should realign the access trail through the Federal Pointe subdivision to eliminate steep sections. A downhill extension of the Bobsled Trail from Chandler Drive should be constructed to connect bicyclists to 11th Ave, with decision signage guiding them to the Popperton or Bonneville Trailheads. SLC should install high-quality signage and aggressively control and educate about noxious weeds. Accessible parking stalls and curb cuts should be included with accessibility signage. Information for UTA Route 11 should be prominently posted to encourage non-automobile transportation to this trailhead.
6	Memory Grove Access	Access Point (vehicle)	Limited public parking is available on Canyon Road, but this is a popular access point for people visiting Memory Grove, the Freedom Trail, Ottinger Hall and Memorial Hall, as well as some who visit City Creek Canyon and the BST through Memory Grove. Signage directing trail users to the Memory Grove hiking trail and Freedom Trail should be placed near the south entrance to Memory Grove.
7	A Street Access	Access Point	On-street parking without permit restrictions is available along the west side of A Street near 8th and 9th Avenues, and a paved path provides access to the Memory Grove Hiking Trail and the Freedom Trail. Minor signage improvements identifying access to the Memory Grove hiking trail and Freedom Trail should be installed.
8	Kay Rees Access	Access Point	Trail access from the back of Kay Rees Park provides a route to and from the BST via the Kay Reese Trail. No designated parking. This access is expected to primarily serve residents within walking and bicycling distance.
9	Terrace Hills Access	Access Point	Primary access for Terrace Hills loop hike. Very limited parking with high potential for residential impacts as trails grow in popularity. Trail use limitations and new trail alignments should encourage parking at the Lower City Creek and Bonneville trailheads.
10	Sugarloaf Access	Access Point	Easement provides access to Sugarloaf summit and no other trail connections. Signage may not be advisable unless Salt Lake City is prepared to mitigate possible partying and undesirable uses.
11	Richland Access	Access Point	Provides access to Perry's Hollow trails. The City should work with the private landowner to modify the public trail easement and realign first 200' of access trail to improve physical sustainability.
12	North Bonneville Access	Access Point	Provides access to Perry's Hollow trails. If additional property is acquired west of here, it may be possible to create a small off-street parking area and reduce parking impacts on residents.
13	Bobsled Access	Access Point	This "access" point really serves as an exit for the Bobsled Trail. Uphill traffic from this point should be strongly discouraged for safety reasons.
14	Tomahawk West Access	Access Point	Provides access to BST alignments above the Avenues neighborhood.
15	Shriner's Access	Access Point	Minor access point to access Popperton Park trails.
16	Tomahawk East Access	Access Point	Hike-only access to Lime Kiln trail and BST alignments above the Avenues.

PROPOSED TRAIL SYSTEM

PROPOSED ACCESS IMPROVEMENTS

ID	Name	Type	Narrative
South Sub Area			
K	Red Butte Trailhead	Minor Trailhead	Primary Trailhead for Red Butte Canyon trails, Skyline Trail, The Slip Trail via Skyline & Mt. Wire Trails, and Mt. Van Cott via the Skyline Trail. Parking at this trailhead is very limited and frequently used for parking by Red Butte concert-goers, hospital & med campus staff, and students. Consider regulated access by permit or other measures.
L	Colorow Trailhead	Minor Trailhead	Primary Trailhead for Living Room Trail, Red Butte Trail, Mt. Wire Trail, and the BST. Information for UTA bus Routes 228, 313, 455 and 473 should be prominently posted to encourage non-automobile transportation to this trailhead. Note that a one-block walk to/from Chipeta Way is required.
M	Emigration Overflow Trailhead	Minor Trailhead	Provides additional overflow parking for the Emigration Trailhead.
N	Emigration Trailhead	Major Trailhead	Primary Trailhead for BST (U of U / This is the Place section), Wagner Springs Trail, Living Room loop hike, and Red Butte Canyon trails (from the south). SLC should develop this site to serve as the primary access point for foothill trails above This Is The Place and Research Park, future Emigration Canyon trails, the future 9Line trail, and a future BST extension south of Sunnyside Ave. SLC should establish 50-100 designated parking spaces on the north side of the road and work with SLCo to design the site to ensure the safety of motorists and bicyclists on Emigration Canyon Road*. If feasible, SLC should reopen and improve the existing (closed) large restroom at This Is The Place and construct a drinking fountain. Trails above the trailhead should be realigned to improve ease of access and physical trail sustainability. SLC should explore the feasibility of an undercrossing under Emigration Canyon Road, connecting to existing trailhead infrastructure at west end of Rotary Glen Park. SLC should install high-quality signage that clearly designates that parking for trail users, not for Hogle Zoo overflow. SLC should provide wayfinding for all linked trail systems and aggressively control and educate about noxious weeds. SLC should consider creating an interpretive site with information about pioneer history. Signage that educates trail users about property ownership and discourages improper use or access in This Is The Place Heritage Park should be installed. <i>*This may require modifications to the roadway.</i>
P	Donner Trails Trailhead	Minor Trailhead	Primary Trailhead for Donner loop trails, Rotary Glen off-leash area.
R	Rattler Gulch Trailhead	Minor Trailhead	This site located east of the Emigration Trailhead could provide additional / overflow parking for the Emigration Trailhead and an alternate approach to the Wagner Springs Trail.
17	Power Station Access	Access Point	Minor access point to the BST and Dry Creek Canyon.
18	Dry Creek Access	Access Point	For those using public transit, this access provides a convenient connection to the BST via Dry Creek, Block U, and Red Butte Canyon trails (from the north). SLC and the University should encourage substantial use of this access point (despite lack of parking) using proximity to transit. The connection to the Red TRAX stop should be highlighted with painted sidewalks, signage, and the TRAX schedule posted at the access point. The University should consider continuing the sidewalk across the (former) Children's Center frontage and constructing a ramp climbing to the bench from the Medical Center Drive sidewalk. Information for UTA bus Routes 2, 2X, 6, 11, 213, 354, 313, and 473 should be prominently posted to encourage alternative transportation to this trailhead.
19	BioFire Access	Access Point	Constructed switchbacks access the BST from the large parking area behind the BioFire building. Public parking spots may or may not be accommodated in the future. Expected primary use by BioFire employees.

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PROPOSED TRAIL SYSTEM

PLANNING JUSTIFICATION

The proposed trail system illustrated in Chapter Four is firmly rooted in pursuit of the project's overall goals. The following section describes specific features and characteristics of the proposed Foothills Trail System and how they support the goals of the plan.



ENVIRONMENTALLY SUSTAINABLE

The proposed Foothills Trails system seeks to balance the needs of trail users with the protection of natural resources and wildlife that inhabit the . Frequent coordination with Salt Lake City Public Utilities Watershed Program has sought to promote a trail plan that allows for recreation while protecting the city's critical drinking water. As such, no trails are proposed within the protected watershed areas of City Creek canyon or Red Butte Canyon and careful consideration has been given to any trail alignments that approach watershed boundaries.

In addition, the plan also seeks to protect the wildlife residing with the Foothills Natural Area. After coordinating with the Utah Division of Wildlife Resources, the Planning Team determined that some current undeveloped zones within the Foothills Natural Area would benefit from additional environmental study prior to the implementation of proposed trails. These areas exist chiefly in the Foothills north of City Creek, in upper Dry Creek Canyon, and along the north face of Emigration Canyon. Primary concerns in these areas include winter range for elk and mule deer. Future environmental study of these areas will identify whether the proposed trail alignments identified in this plan are appropriate, require modifications, or require special management strategies such as seasonal closures.



ENJOYABLE

People derive enjoyment from the Foothills trail system through a variety of trail-related activities including dog-walking, hiking, trail running, mountain biking, wildlife watching, or simply socializing with friends. These activities create a tremendous public benefit for Salt Lake City residents and contribute to our community's quality of life. However, in open spaces along the urban fringe like the Foothills Natural Area, this variety of activities and intense user demand occasionally degrade the trail experience. Dog-walkers periodically conflict with mountain bikers, mountain bikes conflict with hikers, and large volumes of trail users can reduce wildlife/nature viewing experiences.



Furthermore, the trail features and characteristics that appeal to various user groups are fundamentally different. To combat these issues, the Foothills Trail System plan takes a two-fold approach: 1) The plan recommends more trail mileage. Additional trails will provide more opportunities for people to experience the Foothills Natural Area and disperse use over a larger system. 2) The plan recommends the development of new trails with special management restrictions. Currently, all trails within the Foothills are "shared use" and are open to all non-motorized users (hikers, bikers, and equestrians). The Foothills Trails System plan recommends the development of 61.5 miles of single-use trails. These include:

- Foot traffic only (hike)
- Downhill bike only
- Open to all uphill users / downhill bikes prohibited

By providing specific trails for particular trails users, the Foothills Natural Area can effectively manage large trail user

volumes while providing specialized trail experiences for certain user groups. Page 73 in the design guidelines gives an overview of the pro's and cons of shared use vs. single-use trail management.

The Foothills Trails System has been developed to accommodate all types of non-motorized trail users, whether it's a University of Utah Medical Center employee on 30-minute lunchtime walk, or a weekend warrior mountain biker seeking a four-hour ride. The plan specifies a variety of loops, difficulties, lengths, and experiences. Appendix A & B illustrate the various hiking and biking loop options available via the proposed trail system.



ACCESSIBLE

One of the major benefits of the Foothills Natural Area is its proximity to Salt Lake City residents. Approximately 21,000 residents live within a 10-minute walk of the Foothills Natural Area, and nearly 177,000 residents live within a 12-minute bike ride. Proposed access improvements have been developed to further promote bicycling, walking, and transit connections to the Foothills, including identifying locations for regional trailheads at lower elevations, and integration with the city's urban trails network and UTA Trax and bus routes.

Additionally, the plan seeks to provide strategic improvements to trailhead and access infrastructure. In general, the efforts have focused on routing regional trailhead traffic to locations outside of residential neighborhoods with fewer neighborhood impacts. Trailhead improvements at the Emigration Canyon Trailhead, Bonneville Drive salt storage property, Popperton Park and Warm Springs Park will seek to take the pressure off of other locations such as Hilltop Road. Page 62 illustrates



active transportation connections to the Foothills Natural Area and proposed improvements to trailheads and access points.

SAFE

Single-use trails can alleviate safety concerns related to conflicts between user groups while providing a targeted, higher quality trail experience for a particular user. In addition, single-use trails can be used around congested trail areas (such as trailheads) to limit conflicts between users. Guidelines for the design of intersections where

downhill bike only trails cross other trails has been carefully crafted to promote trail user safety (see page 80).

The Foothills Trail System Plan also specifies the development of a logical, consistent, and attractive wayfinding system to support a safe trail user experience. The proposed wayfinding system is illustrated in Chapter Five and includes a comprehensive family of elements.



Proposed trail markers will be georeferenced and supplied to the Salt Lake City Fire Department to aid in locating emergency response calls within the Foothills Natural Area.

LOW-MAINTENANCE

In order to create a lasting, community asset that can be enjoyed by future generations, the Foothills Trail System has been designed with maintenance in mind. Most of the existing trails in the Foothills Natural Area (with the exception of the BST) are unplanned, social trails that were never formally routed or professionally constructed. These trails often exhibit erosion and trail braiding that degrades the Foothills Natural Area. The Foothills Trail System Plan seeks to repair and revegetate existing "problem" trails as shown in the Decommissioning Plan on page 61.

New trails proposed in the Foothills Trail System Plan will be built to sustainable trail construction standards as illustrated in Chapter Five. These design guidelines provide a comprehensive description of trail routing and construction details to guide the development of the Foothills Trail System Plan. If implementation of the proposed trail segments follow these guidelines, ongoing annual maintenance expenses can be kept to only about 4% of construction costs, even under substantial increases in user traffic.