SALT LAKE COUNTY
REGIONAL TRAILS MASTER PLAN UPDATE

SEPTEMBER 2021

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ACKNOWLEDGMENTS

The original trails masterplan was completed in 1993. Since 1993, many of the proposed or existing trails listed in the document have evolved. One of the highlights of the plan is that the 45-mile Jordan River Trail is now complete from Utah County to Davis County. However, a vast amount of planning is still needed in order to complete the network of recreation trails throughout Salt Lake County. The preparation of this master plan update has involved the efforts of many individuals and assistance from these organizations:

- Alta
- Bluffdale
- Copperton
- Cottonwood Heights
- Draper
- Emigration
- Herriman
- Holladay
- Kearns
- Magna
- Midvale
- Riverton
- Sandy
- Salt Lake City
- South Jordan
- South Salt Lake
- Taylorsville
- West Jordan
- West Valley City
- Utah State Parks and Recreation Department
- Wasatch/Cache/Uinta National Forests
- White City

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Dimple Dell Park

1 | INTRODUCTION

BACKGROUND

The Salt Lake County Parks and Recreation Division (Division) is commissioned to provide parks, facilities, and leisure-time activities to meet citizens needs for all ages, interests, and abilities. The development of trails is consistent with and part of the overall responsibility of the Division. Based on results of the countywide surveys, it is increasingly apparent that trails provide more recreation alternatives than a single parcel of land and are valuable in connecting people with natural and community resources.

As part of its responsibility to plan and provide recreation opportunities, Salt Lake County completed the County's first Regional Trails Master Plan in 1993. The Master Plan proposed a network of non-motorized recreation trails for pedestrians, bicyclists, and equestrians that spans the entire Salt Lake Valley with the Jordan River Trail being the central feature or "back bone."

Major trail corridors within the County limits were identified, which included existing urban trails in Salt Lake County, National Historic Trails, U.S. National Forest, and other mountain trails. It also included proposed regional trails: the Bonneville Shoreline Trail, Decker Lake/ Magna Trail, Dimple Dell Trail, Jordan River Parkway Trail, Parley's Creek/Southern Pacific Trail, and the Utah Salt Lake Canal Trail; as well as, five additional possible trail alignments – the West Jordan-Bingham Creek, UTA Trail, Provo Canal Trail, Utah Lake Canal Trail, and UP&L-Kern River Pipeline Trail. These trails and corridors were to act as the "Central Nervous System" for the regional trails network and be the focus of trail development for Salt Lake Countywith this plan in place.

PROJECT CONTEXT

Salt Lake County is comprised of 17 cities and 6 metro townships. Through collaboration and common goals, Salt Lake County and all municipalities within can work together to provide a safe, healthy and desirable place to live, work and play.

CITIES

- Alta
- Bluffdale
- Cottonwood Heights
- Draper
- Herriman
- Holladay
- Midvale
- Millcreek
- Murray
- Riverton
- Sandy
- Salt Lake City
- South Jordan
- South Salt Lake
- Taylorsville
- West Jordan
- West Valley City

METRO TOWNSHIPS

- Copperton
- Emigration Canyon
- Kearns
- Magna
- White City
- Brighton

PURPOSE OF MASTER PLAN UPDATE

Over the past 25 years, tremendous progress has been made in implementing the trail network. This Regional Trails Master Plan is an update of the 1993 Regional Trails Plan.

Goals for the project include:

- Gather trails data from local municipalities and trails groups related to the regional trails network.
- Provide a single source for all trail data in one location.
- Identify what sections of the regional trails network are existing and which are proposed.
- Identify gaps in the regional trails network and identify potential corridors to close those gaps.
- Prepare an updated Salt Lake County Regional Trail Plan for multi-use Trails that can be used to identify future regional trail projects and secure future funding to implement the regional trails network.
- Obtain participation and buy-in from Salt Lake County municipalities, trails groups, stakeholders, and the public to implement the updated plan.
- Respond to the tremendous population growth throughout the entire County.

In order to advance this undertaking, potential major trail corridors within the County limits have been identified. These trails and corridors will act as the "Central Nervous System" for the regional trails system. Each community will then be able to connect their local network of trails into this central system. As linkage occurs, the overall trail system will grow in complexity and offer a greater opportunity for muscle-powered movement throughout the entire County. Many of these trails have been installed over the past 25+ years. This plan update is to recognize the progress that has been made as well as identify remaining gaps within the Regional Trail network.

Coordination between all communities and government agencies will be important if an effective, functional, and practical regional trail system is to be provided for pedestrians, bicyclists, and equestrians.

Jordan River Trail

A VISION FOR COUNTY TRAILS

What would it be like to walk out of your front door and within 15 minutes be on trails that wind throughout the Salt Lake Valley and lead you back to your home without retracing your steps? Along the way people could visit shops or restaurants; go to work, school, or a park; visit a historic site or the zoo; and encounter natural outdoor environments without driving a car or bus. If the right path were followed, the trail could lead into the foothills or possibly link up with another trail whose terminus would be the Jordan River Trail. Trail users could travel across Salt Lake County on trails that connect one community with another.

This has been the vision for the Salt Lake County Regional Trail Plan since the beginning. Though the plan has come a long way over the years in creating an interconnected network, this update identifies the progress that has been made and the gaps that still remain.

TRAIL INFRASTRUCTURE

Creating an intgrated a network of trails was endorsed in 1987 by the President's Commission on American Outdoors when it called for a nationwide system of greenways within easy access of all Americans. The ability to create a regional system of trails depends on land-use decisions being made every day. To form a regional system, trails must be viewed as part of our whole infrastructure and be included along with highways, utility and sewer lines, airports, and other public facilities as a necessary part of community life. Trails must be seen in the larger context of the corridors and environments through which they pass, corridor protection being the primary goal. Developing a system close-to-home must be the highest priority, particularly where resources are closest to population centers. To develop a system, all land and water-based resources must be assumed to have trail potential.

Trails and greenways can satisfy the needs of a great number of people. They provide more recreation alternatives than a single parcel of land. Trails connect people with natural and community resources and provide safe scenic routes from home to shopping areas, schools, business centers, and recreation facilities. Trails unite neighborhoods and link urban, suburban, and rural environments. Not only are these corridors multiple-use in nature, they are also economical.

WHAT IS A TRAIL?

DEFINITION

For the most part, a trail is a narrow corridor of open space designated for public access and use. Trails are typically categorized by use designation and the standards by which they are constructed. Although the trail types described in this plan vary in actual infrastructure, they all prioritize and accommodate the non-motorized recreational users.

Trail survey types come in a variety of materials, including native soils, asphalt, concrete, sand, clay, gravel, wood chips, etc. Trails may follow the sidewalk of an existing street, connecting to several communities and locales. Trails may follow a river, a ridge line, a wildlife game trail, an abandoned railroad, a canal, or a highway. Trail corridors can help preserve natural open space without producing major disturbances, provide a natural respite in urban areas, help limit soil erosion in rural areas, buffer development from wetlands and wildlife habitat, and provide fire breaks and access for fire fighters and equipment. Trails may be maintained by federal, state, or local agencies; a local trails coalition; or a utility company.

ECONOMIC BENEFITS OF RECREATION TRAILS

An organized trail system is an asset that can contribute to the economic vitality of a community. National data indicates that proximity to an urban trail system substantially increases property values. A trail not only provides recreation opportunities, but can help support businesses by providing pedestrian and bicycle access to commercial districts.

RESOURCE PROTECTION

Designated trail corridors effectively preserve open space and minimize impacts to rare plants and wildlife not found elsewhere in the region. Trail corridors can be used to buffer conflicting land uses, separating commercial and residential areas. Trails can also be used to define areas where population growth is planned, or they can protect unique environments, such as flood plains or critical habitat areas. Trails and linear parks can be important components of riverfront rehabilitation as well as a means to buffer urban development from natural open space and resources.

NATURE EDUCATION

While trail corridors encourage protection of natural resources by prohibiting disruptive uses, they also provide first-hand experiences to educate people about the importance of natural environments. Whether a trail is used for a formal course or a simple afternoon walk, the user is exposed to countless outdoor experiences. Education about and hands-on involvement with trails can also foster an appreciation and respect for natural environments.

ALTERNATE TRANSPORTATION

Transportation is typically characterized by the movement of cars, buses or other motorized vehicles. Yet growing numbers of people are walking or bicycling to work, school, and other destinations and use sidewalks, paths, and roadways as routes of transportation. Trails can be designed as much for transportation as they are for recreation and allow people the freedom of movement in safer environments.

CLOSE TO HOME RECREATION

According to the Utah's Outdoor Recreation Plan-2019, hiking rated the top recreation activity for Utah Residents. In follow-up questions asking what top two recreation needs does their community have, trails and pathways ranked number one by more than 400 percent.

ADDITIONAL BENEFITS OF TRAILS

Trails have multiple values and their benefits reach far beyond recreation. Trails can enrich the quality of life for individuals, make communities more livable, and protect, nurture, and showcase natural environments, distinctive geography, historic significance, and ecological diversity.

COMMUNITY HEALTH

Awareness of health and physical fitness is a growing concern for a majority of people. The availability of safe opportunities for exercise and fitness is critical in every community. Local trails can provide such opportunities and accommodate a variety of users and activities. Walking, bicycling, jogging, and other aerobic activities can all be accomplished on trails.

Parley's Trail

THE DEMAND FOR TRAILS

TRAIL DEVELOPMENT

Americans are seeking trail opportunities as never before. No longer are trails only for the "rugged individualist" pursuing a solitary trek through breathtaking wilderness. Natural environments and open spaces conducive for trail development can be found within cities as well as in designated wilderness areas. Trail use can be expanded to include users of all ages and abilities; young people, senior citizens, families, individuals and organized groups, people with disabilities and the physically fit.

Activities that occur on trails are as diverse as the users. From walking to horseback riding to roller-blading and mountain biking to snow-shoeing and cross country skiing to skate boarding and bicycling, trails are used by people for all types of outdoor experiences.

National studies continue to document the importance of trails to the nation's population. Trail use was consistently cited among the five most popular outdoor recreation activities as reported in several recent national surveys conducted between 2015-2019.

FEDERAL GOVERNMENT RESPONSE TO PUBLIC DEMAND FOR TRAILS

The federal government has responded to trail development demands by creating funding mechanisms to assist local governments with this responsibility. Specific legislation by the federal government created specifically to support local governments include:

- **Congestion Mitigation and Air Quality Improvement (CMAQ) Program** – In 1990, through the passage of the Clear Air Act Amendments, Congress made strides in America to attain the National Ambient Air Quality Standards (NAAQS). One year later, the Congress passed the Intermodal Surface Transportation Efficiency Act-the ISTEA of 1991. This far-reaching legislation brought transportation into the multi-modal arena and also set the stage for an unprecedented focus on environmental programs. Part of this approach was the newly authorized CMAQ Program, which supported surface transportation projects and other related efforts that contribute to make air quality improvements and provide congestion relief.
- **Federal Highway Administration's (FHWA) TA Set-Aside** – The Fixing America's Surface Transportation (FAST) Act replaced the former Transportation Alternatives Program (TAP) with a set-aside of funds under the Surface Transportation Block Program (STBG). For clarity, the FHWA refers to these funds as the TA Set-Aside, which authorize funding for programs and projects defined as transportation alternatives, including but not limited to recreational trail projects.
- **Land and Water Conservation Fund (LWCF)** – LWCF was established in 1964 with the goal of saving costs for American taxpayers, provide access to the outdoors, conserve landscapes, as well as support national trails, urban parks, and working lands.

PUBLIC INTEREST IN TRAIL USE SPURS NEW STATE LEGISLATION

The Utah State Legislature has responded to the growing demand for statewide trail development by appropriating financial aid to development programs that support trails planning and construction. Three legislative programs were adopted that benefit trail development in Salt Lake County:

- **Utah Non-Motorized Recreation Trails Act** – The federal Recreational Trails Program (RTP) was authorized by Congress in 1991 as part of the Intermodal Surface Transportation Efficiency Act. This established the RTP Funding and the federal Recreational Trails Trust Fund. The FHWA administers the RTP and appropriates funds to individual states as authorized in the legislation and as appropriated by Congress.
- **The Riverway Enhancement Program** – The Provo-Jordan River Parkway Authority became part of the Division of Parks and Recreation and renamed to the Riverway Enhancement Program. This program allocates grant funding for improving states' river corridors by developing trails, recreation facilities and riparian zone improvements.

- **Jordan River Funding (HB0026)** – Signed and enacted in March of 2020, Jordan River Recreation Area Funding Management appropriated a one-time pass through of $500,000 for the year 2020. This bill will continue to appropriate $100,000 annually.

DEMAND FOR URBAN TRAILS IN SALT LAKE COUNTY

Salt Lake County completed a Needs Assessment Survey in 2012 and 2017 and is preparing the 2021 survey now. Based on the results of the earlier surveys, Salt Lake County's residents indicated an interest and demand for walking trails as well as building new trails and maintaining existing trails, which were also among the top five priorities. The surveys also showed that even though the County has been actively trying to meet the needs of all County residents, there is a demand for a higher level of operations and maintenance than currently provided. The survey results showed that trails are universally popular and should be a County priority.

REGIONAL TRAIL LOCATION / SELECTION CRITERIA

In order for a regional trail system to function well, it should be enjoyable to use; have scenic opportunities; link communities, recreation facilities and open spaces; serve as a non-vehicular transportation route; and perform as a resource for recreation and outdoor experiences. The regional trail system should form the "backbone" of a more complex network of local trails. The following characteristics were deemed most important in the selection process:

- Quality of experience
- Development feasibility
- Connections and geographic orientation

The more frequently these qualities can be identified in the selection process, the more feasible that trail is for development.

Olympus Hills Park

QUALITY OF EXPERIENCE

Trails must be more than simply the shortest distance between two points. They must have personality! They must stimulate the human senses: sight, hearing, smell, taste, and touch. Trails must incorporate elements which help satisfy various human wants and needs: solitude, adventure, relaxation, excitement, seclusion, challenge, and recreation. People will be more likely to use trails if they are satisfied with their experience.

DEVELOPMENT FEASIBILITY

The continuity of a trail corridor is a quality that describes the completeness of a proposed trail route. Land or easements that are obtainable by purchase or dedication make trail development more achievable. A trail becomes more workable if the flow of movement is not impeded by physical obstacles. Likewise, land which is not encumbered by streets, buildings, or other physical developments becomes more feasible for a contiguous trail alignment.

CONNECTIONS AND GEOGRAPHIC ORIENTATION

With some communities in Salt Lake County having already established a trails plan and most others planning for such a system, the task of connecting communities becomes very purposeful. Trails for non-motorized vehicles offer people a new choice for recreation and transportation; an alternative choice that is safe from traffic hazards as they travel throughout the Salt Lake Valley.

The next few pages of this document describe the process of updated the Regional Trails Master Plan; including existing and proposed trail alignments, trail classes, and trail types. On the maps you will see greatly increased connections made over the past 20+ years of trail development in Salt Lake County. The regional trail network has succeeded in developing north/south trail corridors. Future development should focus on continuing that network as well as adding a more comprehensive east/west regional trial network.

Trail planning is not an easy task, and its complexity lies primarily in the area of solving major obstacles. Major obstacles are considered to be unavoidable barriers that impede trail continuity.

Below are five major trail obstacles which could be encountered along both proposed and future alignments:

- Freeway and major highway crossings
- Private land ownerships
- Narrow, rocky, steep canyon crossings
- Major waterway crossings
- Railroad crossings

Bingham Creek Regional Park Site

SALT LAKE COUNTY'S RESPONSIBILITY FOR TRAIL PLANNING

The Division's mission is to enhance the quality of life for County residents by providing diverse recreational opportunities through its parks, facilities, and recreation programs. The Division is commissioned to provide parks, facilities, and leisure time activities to meet citizens needs for all ages, interests, and abilities. The development of trails is consistent with and part of the overall mission and goals of the Division. Increasingly, planners know that trails provide more recreation alternatives than a single parcel of land and are valuable in connecting people with natural and community resources.

The rate in which the State of Utah is growing, specifically Salt Lake County and adjacent counties, puts additional need to dedicate efforts towards trails to maintain the level of service in which Utahans need.

TRAIL PLANNING AND DEVELOPMENT IN SALT LAKE COUNTY

When the 1993 plan was first developed, the goal was to implement six main regional trails: Bonneville Shoreline Trail, Decker Lake/Magna Trail, Dimple Dell Trail, Jordan River Trail, Parley's Creek Trail, and the Utah-Salt Lake Canal Trail. Over the past 25 years, Salt Lake County and other municipalities have made significant progress in planning and developing these trails throughout the County. Major trail planning and improvements include the Jordan River Parkway Trail, the Bonneville Shoreline Trail, Parley's Trail, the 9-Line, Dimple Dell Trail, the Sandy/Draper Canal Trail, the ULD Canal Trail, the Utah-Salt Lake Canal Trail, the Porter Rockwell Trail, and many more. Salt Lake County is focused on planning and developing the regional trail systems throughout the County. Additionally, each municipality is planning and developing local trails that tie into the regional system. Please refer to the general plans and parks, trails, and open space plans prepared by each municipality for detailed information about existing and planned local trails within each community. Salt Lake County wants to connect our communities by way of trail systems. We want all regional parks to be connected by way of trail systems regardless if it is a regional or community trail network.

PLAN PREPARATION PROCESS

A great deal of research and field work was carried out in order to create the 1993 Regional Trails Plan. Laying the ground work entailed evaluating and appraising numerous trail planning documents from all areas of the United States. Extensive field reconnaissance provided hard evidence that the creation of a regional trail system is a real possibility, but not without overcoming some obstacles.

Numerous trail planning meetings were held with agencies who will be directly involved and interested in the development of the regional trails system. Existing trail ordinances, policies, and legislation were studied. Trail user groups and organizations were conferred with in the early stages of the planning process to understand their concerns. Additionally, most municipalities, the U.S. National Forest Service, and other agencies were consulted for their input.

During preliminary planning, certain land uses were identified as being generally the probable options for trail routes; utility rights-of-way, railroad rights-of-way, river and canal corridors, and undeveloped parcels of land that lend themselves as natural trail routes. The criteria used to select corridors as potential trail routes are: (1) quality of experience, (2) development feasibility, and (3) connections and geographic orientation.

In 2019, Salt Lake County requested data of existing and planned trails from all the municipalities within the County. This information was compiled with neighboring municipalities' data and used to identify existing and proposed trail corridors throughout the County. Additionally, the County conducted four public meetings held in various locations throughout the County. The purpose of those meetings was to introduce the purpose and goals of the update, present the County's existing regional trail network, and gather the public's input on where they would like to see regional trail connections. Using this data and input, the County has developed this network of existing and proposed multi-use regional trail corridors that form Salt Lake County's Updated Regional Trail Plan.

This effort is primarily targeted at identifying multi-use recreation trails throughout the county that are designed to serve pedestrians, joggers, roller bladers, skateboarders, dog walkers, cyclists, etc. These trails typically consist of a smooth hard surface such as concrete or asphalt. The County has identified eight types of Multi-Use Trails (defined in Chapter 4 of this document).

Through these coordination efforts, with the County, a map was created that reflects existing and proposed regional trail corridors within the County.

The S-Line

Dimple Dell Regional Park

2 | REGIONAL TRAILS

EXISTING TRAILS IN SALT LAKE COUNTY

There are two types of trails discussed in this update, existing and proposed trails. The definition that will be used to identify an existing regional multi-use trail is that it *is* currently in use and can be identified as one of the classes described in Chapter 3, meaning it *must have* existing trail/roadway infrastructure. The definition that will be used to identify a proposed regional recreational multi-use trail may be shown on a map, but *is not* currently in use or *does not have* any trail/roadway infrastructure. It is important to note that the network of regional trails in the valley connects users to National and Historic Trails, National Forest and Other Mountain Trails, Regional Trails and Local Trails.

This Regional Trails Master Plan references other regional trail networks (shown below) in relationship to the proposed existing trail corridors identified. You can find more information regarding trail networks by contacting the corresponding jurisdiction.

- National and Historic Trails
- National Forest and Other Mountain Trails

Mt. Olympus Trailhead

EXISTING NATIONAL AND HISTORIC TRAILS

Salt Lake County is fortunate to have four historic trails. The Great Western Trail is the only existing trail out of the four. The Donner-Reed Trail, Mormon Pioneer Trail, and Pony Express Trail are three historic trails that do not have any associated infrastructure; however, these trails provide value to the county's and state's history and should be noted.

GREAT WESTERN TRAIL

Type of Trail: Existing Scenic
Point of Entry: Mueller Park Area Point of Exit: South of Summit Park
General Route: Follows Wasatch Crest of City Creek Canyon, crosses I-80 near Parley's Summit and skirts Murdock Peak, crosses Guardsman's Pass and goes along Clayton Peak and leads toward Mt. Timpanogos.

DONNER-REED TRAIL

Type of Trail: Historic, not existing
Point of Entry: East Canyon
Point of Exit: Black Rock
General Route: Down Emigration Canyon, along Emigration Creek, crosses the Jordan River near 3300 South, goes west to the Magna area and onto the Great Salt Lake skirting the south end of the lake.

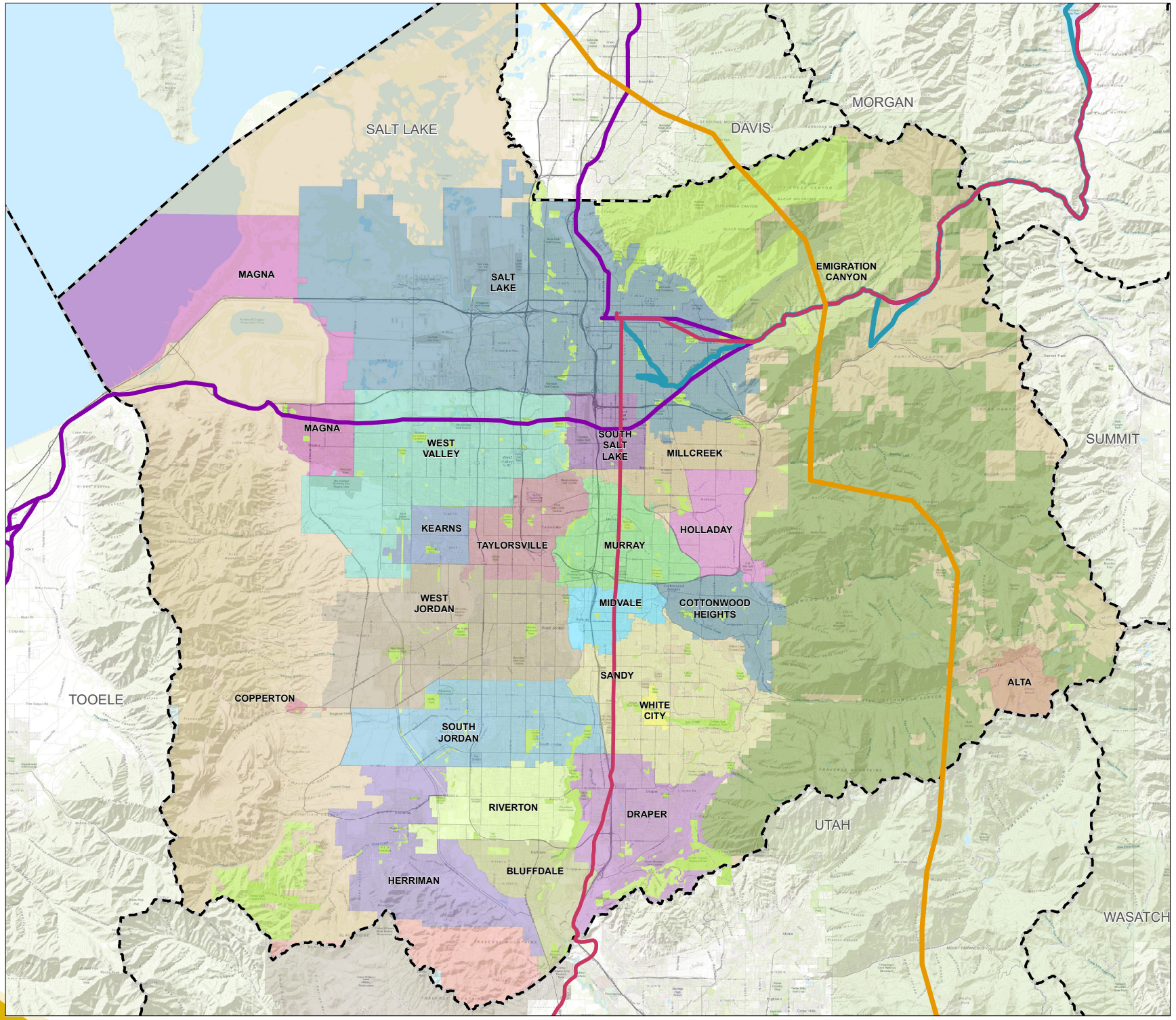
MORMON PIONEER TRAIL

Type of Trail: Historic, not existing
Point of Entry: East Canyon
Point of Exit: Washington Square
General Route: Runs down Emigration Canyon, follows Emigration Creek and north to the mouth of City Creek.

PONY EXPRESS TRAIL

Type of Trail: Historic, not existing
Point of Entry: East Canyon
Point of Exit: Point of Mountains
General Route: Runs down Emigration Canyon to a station near the Tribune Building on Main Street, then south on Main Street to the Point of the Mountain near Bluffdale.

Desert News, 'Picturing history: Big Mountain to Little Mountain on the Pioneer Trail', September 25, 2019, Kenneth Mays



Salt Lake County Regional Trails Master Plan Update

Regional Trail Alignments

National Historic Trails

Legend

- Donner-Reed Trail
- Great Western Trail
- Morrmon Pioneer Trail
- Pony Express Trails
- Road
- Parks and Open Space

0 2.5 5 Miles

SALT LAKE COUNTY PARKS & RECREATION

epg design planning + landscape architecture

NATIONAL FOREST AND OTHER MOUNTAIN TRAILS

Salt Lake County is fortunate for the close proximity to a variety of National Forest and other Mountain Trails. The County is directly adjacent to the Unita National Forest and the Wasatch Mountain Range. It is important for Salt Lake County's regional trail system to provide connections to the adjacent mountainous areas to allow access to these recreational amenities.

XANDER BASIN TRAIL
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest
Trailhead Location: Millcreek Canyon

ALTA-BRIGHTON TRAIL
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest
Trailhead Location: Brighton Ski Resort

THE ANTENNAE
Trail Classification: Soft Surface
Jurisdiction: Salt Lake City
Trailhead Location: City Creek Canyon

AVENUES TWIN PEAKS
Trail Classification: Soft Surface
Jurisdiction: Salt Lake City
Trailhead Location: Top of Avenues

BEARTRAP FORK TRAIL
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest
Trailhead Location: Big Cottonwood Canyon

BELLS CANYON TRAIL
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest
Trailhead Location: Sandy City Water Tank

BIG WATER TRAIL
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest
Trailhead Location: Millcreek Canyon

BONNEVILLE SHORELINE
Trail Classification: Soft Surface
Jurisdiction: SLC
Trailhead Location: Several on the Wasatch Front

BOWMAN FORK TRAIL
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest
Trailhead Location: Millcreek Canyon

BRIGHTON TO SOLITUDE
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest
Trailhead Location: Big Cottonwood Canyon

BROADS FORK TRAIL
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest
Trailhead Location: Big Cottonwood Canyon

BURCH HOLLOW TRAIL
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest
Trailhead Location: Millcreek Canyon

BUTLER FORK TRAIL
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest
Trailhead Location: Big Cottonwood Canyon

CARDIFF FORK ROAD TRAIL
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest
Trailhead Location: Big Cottonwood Canyon

CECRET LAKE TRAIL
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest
Trailhead Location: Little Cottonwood Canyon

CHURCH FORK TRAIL
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest
Trailhead Location: Millcreek Canyon

CITY CREEK CANYON
Trail Classification: Soft Surface
Jurisdiction: Salt Lake City
Trailhead Location: City Creek Canyon

CLAYTON PEAK TRAIL
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest
Trailhead Location: Little Cottonwood Canyon

DAY'S FORK TRAIL
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest
Trailhead Location: Big Cottonwood Canyon

DESOLATION TRAIL
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest
Trailhead Location: Millcreek Canyon

DOUGHNUT FALLS TRAIL
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest
Trailhead Location: Big Cottonwood Canyon

ELBOW FORK TRAIL
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest
Trailhead Location: Millcreek Canyon

GAS VALLEY TRAIL
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest/ Alta
Trailhead Location: Little Cottonwood Canyon

GERMANIA PASS
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest/ Alta
Trailhead Location: Little Cottonwood Canyon

GRANDEUR PEAK TRAIL
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest
Trailhead Location: Millcreek Canyon

LAKE BLANCHE TRAIL
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest
Trailhead Location: Big Cottonwood Canyon

LAKE MARY TRAIL
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest
Trailhead Location: Little Cottonwood Canyon

LAMBS CANYON TRAIL
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest
Trailhead Location: Lambs Canyon

LITTLE MOUNTAIN SUMMIT (KILLYON CANYON)
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest
Trailhead Location: Top of Emigration Canyon

LONE PEAK TRAIL
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest
Trailhead Location: Wasatch Blvd.

MAYBIRD GULCH TRAIL
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest
Trailhead Location: Little Cottonwood Canyon

MILL D NORTH TRAIL
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest
Trailhead Location: Big Cottonwood Canyon

MILE 5 NORTH TRAIL
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest
Trailhead Location: Big Cottonwood Canyon

MINERAL FORK ROAD TRAIL
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest
Trailhead Location: Big Cottonwood Canyon

MOUNT AIRE TRAIL
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest
Trailhead Location: Millcreek Canyon

MOUNT OLYMPUS TRAIL
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest, Salt Lake County
Trailhead Location: Wasatch Blvd.

MULE HOLLOW TRAIL
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest
Trailhead Location: Big Cottonwood Canyon

MURDOCK PEAK TRAIL
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest
Trailhead Location: Lambs Canyon

NEFFS CANYON TRAIL
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest
Trailhead Location: Millcreek Canyon

PERUVIAN GULCH TO GAD VALLEY
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest/ Alta
Trailhead Location: Little Cottonwood Canyon

PORTER FORK TRAIL
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest
Trailhead Location: Millcreek Canyon

RED PINE TRAIL
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest
Trailhead Location: Little Cottonwood Canyon

SILVER FORK TRAIL
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest
Trailhead Location: Big Cottonwood Canyon

SILVER LAKE LOOP TRAIL
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest
Trailhead Location: Big Cottonwood Canyon

STORM MOUNTAIN TRAIL
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest
Trailhead Location: Big Cottonwood Canyon

TERRACES TO YELLOW FORK TRAIL
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest
Trailhead Location: Millcreek Canyon

UPPER CORNER CANYON ROAD
Trail Classification: Soft Surface
Jurisdiction: Draper City
Trailhead Location: Wasatch Blvd.

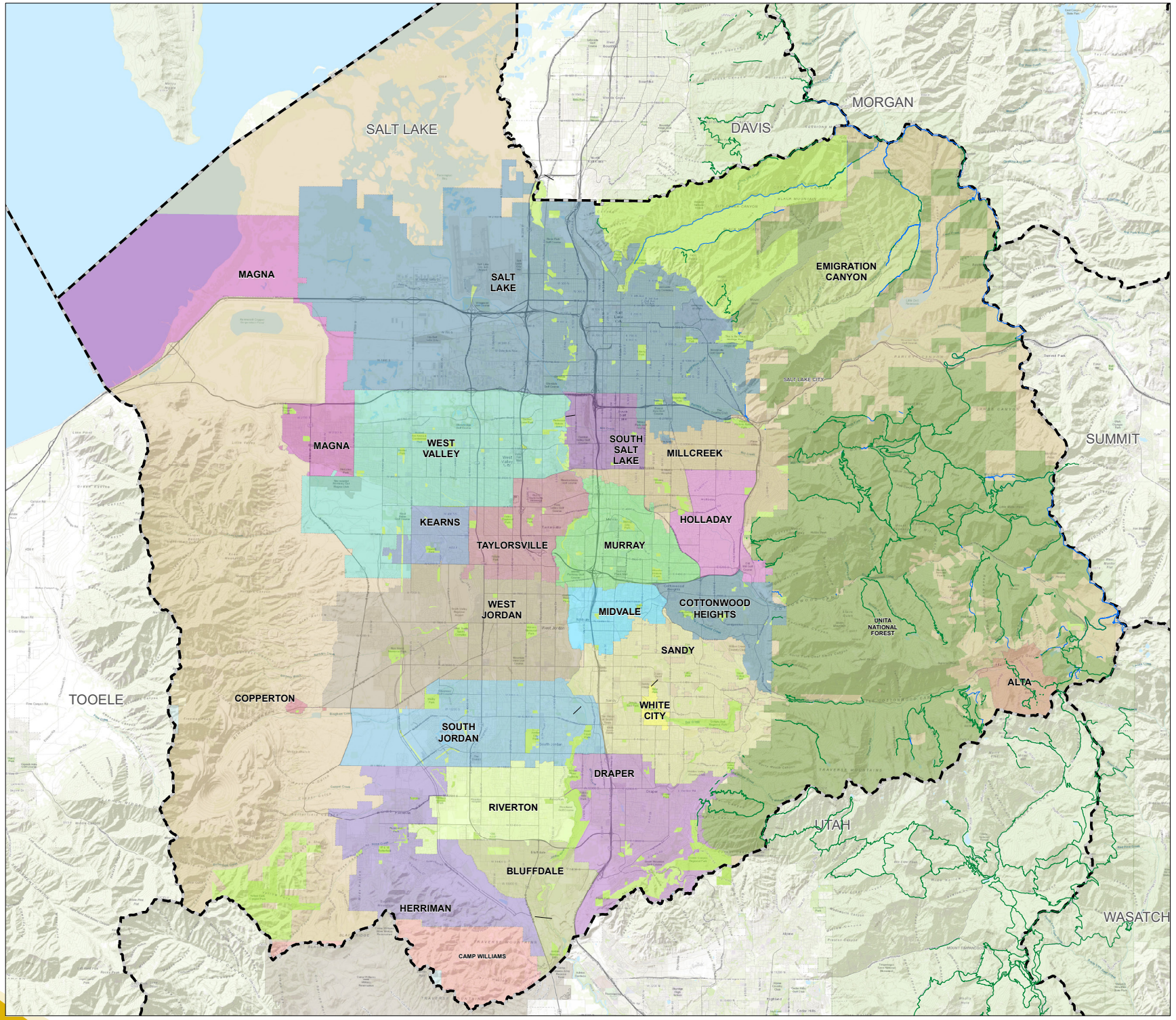
UPPER MILL CREEK TRAIL
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest
Trailhead Location: Millcreek Canyon

UPPER PIPELINE TRAIL
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest
Trailhead Location: Millcreek Canyon

WASATCH CREST TRAIL
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest
Trailhead Location: Millcreek Canyon

WHITE PINE TRAIL
Trail Classification: Soft Surface
Jurisdiction: Wasatch-Cache National Forest
Trailhead Location: Little Cottonwood Canyon


Jordan River Trail



Salt Lake County
Regional Trails Master Plan
Update

Regional Trail Alignments

United States Forest Service Trails

Legend

- USFS Trail
- Private Trail
- Road
- Parks and Open Space

0 2.5 5 Miles

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REGIONAL TRAIL CORRIDORS

The regional trail system of Salt Lake County had a long list of existing and proposed trail corridors. See the list below and maps following that reflect these existing and proposed corridors. Many trails listed as existing are not at their final condition, some trails may only be a striped bike lane at this time. Trails not at their final condition have additional work to be done in order to reach the most comfortable/safe condition. The county looks forard to partnering with local municipalities for these projects.

114000 SOUTH
Trail Classification: Multi-use Trail
Jurisdiction: Draper, Salt Lake County, Sandy, South Jordan
Status: Existing + Proposed (see map)
Existing Length: 3.6 miles

1700 SOUTH
Trail Classification: Multi-use Trail
Jurisdiction: Salt Lake County
Status: Proposed

11TH AVENUE
Trail Classification: Multi-use Trail
Jurisdiction: Salt Lake City
Status: Existing
Existing Length: 1.6 miles

200 EAST
Trail Classification: Multi-use Trail
Jurisdiction: Salt Lake City
Status: Existing
Existing Length: 3.6 miles

3900 SOUTH
Trail Classification: Multi-use Trail
Jurisdiction: Holladay, Millcreek, South Salt Lake
Status: Existing
Existing Length: 6.3 miles

4000 WEST
Trail Classification: Multi-use Trail
Jurisdiction: Kearns, Salt Lake City, Taylorsville, West Jordan, West Valley City
Status: Proposed

4100 SOUTH
Trail Classification: Multi-use Trail
Jurisdiction: Millcreek, Taylorsville, West Valley City
Status: Existing
Existing Length: 5.6 miles

5400 SOUTH
Trail Classification: Multi-use Trail
Jurisdiction: Kearns, Taylorsville, West Valley City
Status: Existing + Proposed (see map)
Existing Length: 6 miles

5820 WEST POWER CORRIDOR
Trail Classification: Multi-use Trail
Jurisdiction: Kearns, West Jordan, West Valley City
Status: Proposed

8000 SOUTH
Trail Classification: Multi-use Trail
Jurisdiction: Midvale
Status: Existing
Existing Length: 2.4 miles

8-13 TRAIL
Trail Classification: Multi-use Trail
Jurisdiction:
Status: Existing
Existing Length: 10.6 miles

9-LINE
Trail Classification: Multi-use Trail
Jurisdiction: Salt Lake City
Status: Existing + Proposed (see map)
Existing Length: 6.3 miles

94000 SOUTH
Trail Classification: Multi-use Trail
Jurisdiction:
Status: Existing
Existing Length: 5.4 miles

ANTELOPE ISLAND
Trail Classification: Soft Surface Trail
Jurisdiction: Salt Lake City, Salt Lake County
Status: Proposed

BACCUS
Trail Classification: Multi-use Trail
Jurisdiction: Magna, Salt Lake City, Salt Lake County, South Jordan, West Jordan, West Valley City
Status: Existing + Proposed (see map)
Existing Length: 1.8 miles

BARNEYS WASH
Trail Classification: Multi-use Trail
Jurisdiction: Salt Lake City, Salt Lake County, West Jordan
Status: Existing + Proposed (see map)
Existing Length: 3.1 miles

BENNION
Trail Classification: Multi-use Trail
Jurisdiction: Kearns, Murray, Taylorsville, West Jordan, West Valley City
Status: Existing + Proposed (see map)
Existing Length: 6.6 miles

BIG COTTONWOOD CANYON (BCC)
Trail Classification: Multi-use Trail
Jurisdiction: Murray
Status: Existing
Existing Length: 4.8 miles

BINGHAM CREEK
Trail Classification: Multi-use Trail
Jurisdiction: Midvale, South Jordan, West Jordan, Salt Lake County, South Jordan
Status: Existing + Proposed (see map)
Existing Length: 6.6 miles

BONNEVILLE SHORELINE TRAIL
Trail Classification: Multi-use Trail + Soft Surface Trail
Jurisdiction: Draper, Salt Lake City, Sandy
Status: Existing + Proposed (see map)

BRIDLE CREEK
Trail Classification: Multi-use Trail
Jurisdiction: West Jordan
Status: Existing + Proposed (see map)
Existing Length: 1.1 miles

BUTTERFIELD
Trail Classification: Multi-use Trail
Jurisdiction: Draper, Herriman, Riverton, Salt Lake County
Status: Existing + Proposed (see map)
Existing Length: 7.2 miles

CENTENNIAL
Trail Classification: Multi-use Trail
Jurisdiction: Magna, Salt Lake County, South Salt Lake, West Valley City
Status: Existing
Existing Length: 9.8 miles

CITY CREEK
Trail Classification: Multi-use Trail
Jurisdiction: Salt Lake City, Salt Lake County
Status: Existing
Existing Length: 1.7 miles

CORNER CANYON CONNECTOR
Trail Classification: Multi-use Trail
Jurisdiction: Draper
Status: Existing
Existing Length: 1.4 miles

CORNER CANYON CREEK
Trail Classification: Multi-use Trail
Jurisdiction: Draper
Status: Existing + Proposed (see map)
Existing Length: 1.6 miles

DAYBREAK
Trail Classification: Multi-use Trail
Jurisdiction: Salt Lake County, South Jordan
Status: Existing + Proposed (see map)
Existing Length: 7.2 miles

DIMPLE DELL
Trail Classification: Multi-use Trail
Jurisdiction: Salt Lake County, Sandy, White City
Status: Existing + Proposed (see map)
Existing Length: 6.3 miles

FOOTHILL
Trail Classification: Multi-use Trail
Jurisdiction:
Status: Existing
Existing Length: 2.8 miles

HIGHLAND
Trail Classification: Multi-use Trail
Jurisdiction: Cottonwood Heights, Draper, Holladay, Millcreek, Murray, Salt Lake City, Salt Lake County
Status: Existing
Existing Length: 12 miles

HUNTER VILLAGE
Trail Classification: Multi-use Trail
Jurisdiction: West Valley City
Status: Existing
Existing Length: 1.2 miles

I-80
Trail Classification: Multi-use Trail
Jurisdiction: Magna, Salt Lake City, Salt Lake County
Status: Existing
Existing Length: 16.4 miles

JORDAN RIVER TRAIL
Trail Classification: Multi-use Trail
Jurisdiction: Bluffdale, Draper, Midvale, Murray, Sandy, State of Utah, South Salt Lake City, Salt Lake City, Salt Lake County, South Jordan, West Valley City
Status: Existing
Existing Length: 52.5 miles

JUNIPER BEND - 144TH
Trail Classification: Multi-use Trail + Soft Surface Trail
Jurisdiction: Salt Lake County
Status: Existing
Existing Length: 4.1 miles

KENSINGTON
Trail Classification: Multi-use Trail
Jurisdiction: Salt Lake County
Status: Existing
Existing Length: 6.0 miles

LITTLE COTTONWOOD CANYON (LCW)
Trail Classification: Multi-use Trail
Jurisdiction: Salt Lake County, Salt Lake City
Status: Existing
Existing Length: 0.6 miles

LITTLE COTTONWOOD CREEK TRAIL
Trail Classification: Multi-use Trail
Jurisdiction: Cottonwood Heights, Midvale, Salt Lake City, Salt Lake County, Sandy
Status: Existing
Existing Length: 5.4 miles

LEGACY PARKWAY TRAIL
Trail Classification: Multi-use Trail
Jurisdiction: Salt Lake County
Status: Existing
Existing Length: 1.0 miles

MAIN STREET
Trail Classification: Multi-use Trail
Jurisdiction: Midvale, Murray, Salt Lake City, South Salt Lake, White City
Status: Existing
Existing Length: 11.0 miles

MCCLELLAND
Trail Classification: Multi-use Trail
Jurisdiction: Salt Lake City
Status: Existing
Existing Length: 3.4 miles

MIDAS CREEK
Trail Classification: Multi-use Trail
Jurisdiction: Herriman, Riverton, Salt Lake County, South Jordan
Status: Existing
Existing Length: 4.0 miles

MIDTOWN DECKER LAKE
Trail Classification: Multi-use Trail
Jurisdiction: West Valley City
Status: Existing
Existing Length: 5.9 miles

MIDVALE - 7200
Trail Classification: Multi-use Trail
Jurisdiction: Midvale
Status: Existing
Existing Length: 3.0 miles

MILLCREEK
Trail Classification: Multi-use Trail
Jurisdiction: South Salt Lake
Status: Existing
Existing Length: 1.5 miles

MOUNTAIN VIEW CORRIDOR
Trail Classification: Multi-use Trail
Jurisdiction: Herriman, Riverton, Salt Lake City, Salt Lake County, South Jordan, West Valley City
Status: Existing
Existing Length: 18.1 miles

NORTH TEMPLE TRAIL
Trail Classification: Multi-use Trail + Soft Surface Trail
Jurisdiction: Salt Lake City
Status: Existing
Existing Length: 5.3 miles

OQUIRRH
Trail Classification: Multi-use Trail
Jurisdiction: Kearns, Riverton, South Jordan, West Jordan
Status: Existing
Existing Length: 9.9 miles

PARLEY'S TRAIL
Trail Classification: Multi-use Trail
Jurisdiction: Millcreek, Salt Lake City, Salt Lake County, South Salt Lake, West Valley City
Status: Existing
Existing Length: 8.9 miles

POINT OF THE MOUNTAIN
Trail Classification: Multi-use Trail
Jurisdiction: Draper, Salt Lake City
Status: Existing
Existing Length: 2.4 miles

PORTER ROCKWELL TRAIL
Trail Classification: Multi-use Trail
Jurisdiction: Bluffdale, Draper, Sandy
Status: Existing
Existing Length: 14.6 miles

PROSPERITY
Trail Classification: Multi-use Trail
Jurisdiction: Herriman, Riverton, Salt Lake County, South Jordan, West Jordan
Status: Existing
Existing Length: 3.5 miles

ROSE CREEK
Trail Classification: Multi-use Trail
Jurisdiction: Herriman, Riverston, Salt Lake County
Status: Existing
Existing Length: 4.0 miles

ROSECREST
Trail Classification: Multi-use Trail
Jurisdiction: Salt Lake County
Status: Existing
Existing Length: 4.1 miles

SANDY DRAPER CANAL
Trail Classification: Multi-use Trail
Jurisdiction: Draper, Midvale, Salt Lake County, Sandy, White City
Status: Existing
Existing Length: 6.2 miles

SHIELDS LANE
Trail Classification: Multi-use Trail
Jurisdiction: Sandy, South Jordan
Status: Existing
Existing Length: 5.5 miles

SOUTH TEMPLE
Trail Classification: Multi-use Trail
Jurisdiction: Salt Lake City
Status: Existing
Existing Length: 1.7 miles

TAYLORSVILLE
Trail Classification: Multi-use Trail
Jurisdiction: Taylorsville
Status: Existing
Existing Length: 3.7 miles

UNIVERSITY
Trail Classification: Multi-use Trail
Jurisdiction: Salt Lake City
Status: Existing
Existing Length: 2.2 miles

UTAH AND SALT LAKE CANAL
Trail Classification: Multi-use Trail
Jurisdiction: Bluffdale, Kearns, Magna, Riverton, Salt Lake County, South Jordan, West Jordan, West Valley City
Status: Existing
Existing Length: 4.2 miles

VICTORY ROAD
Trail Classification: Multi-use Trail
Jurisdiction: Salt Lake City
Status: Existing
Existing Length: 3.5 miles

VINE STREET OLD MILL
Trail Classification: Multi-use Trail
Jurisdiction: Cottonwood Heights, Holladay, Murray, Salt Lake County
Status: Existing
Existing Length: 8.9 miles

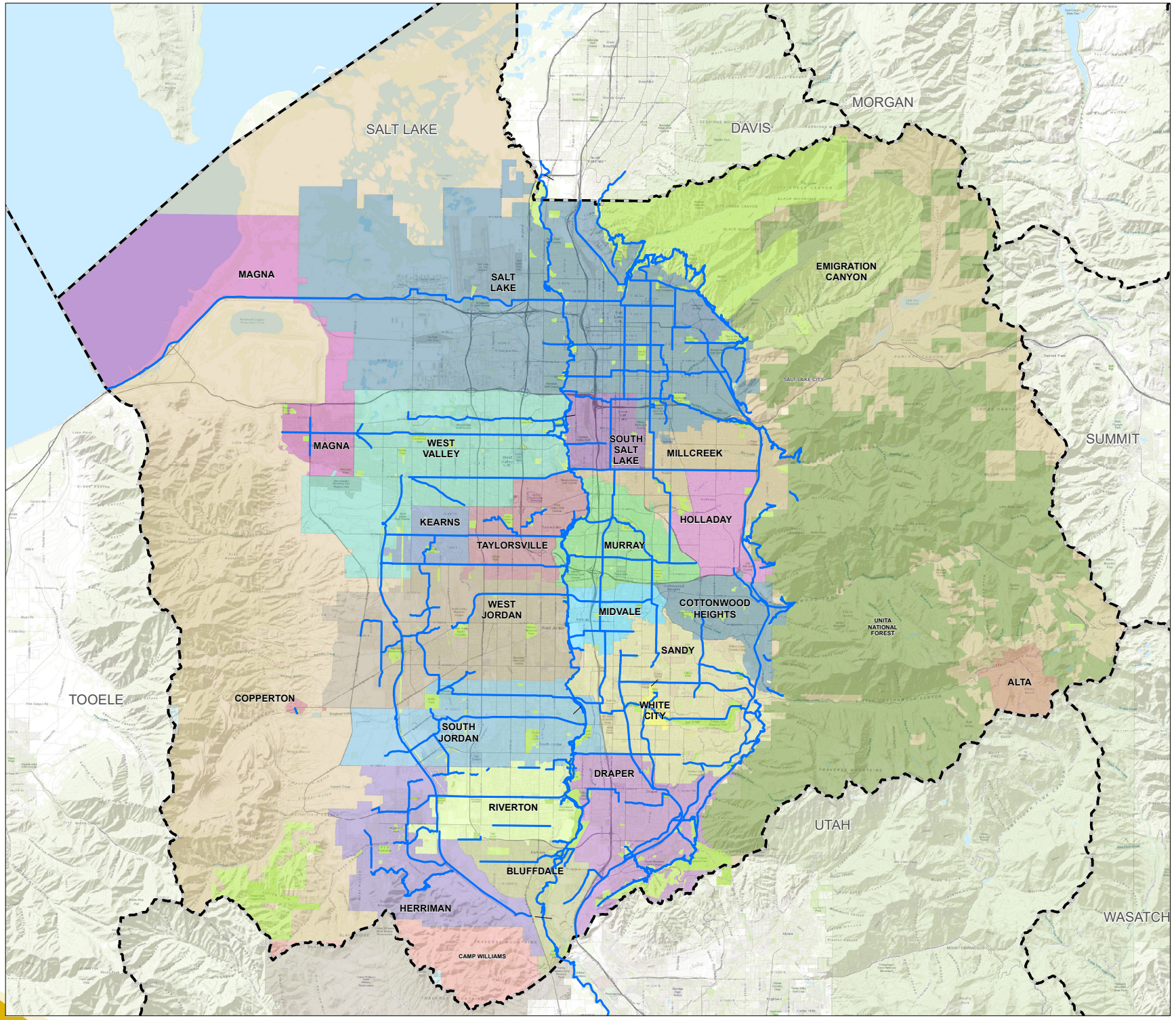
WASATCH BOULEVARD
Trail Classification: Multi-use Trail
Jurisdiction: Cottonwood Heights, Holladay, Murray Salt Lake County
Status: Existing
Existing Length: 14.3 miles

WHEADON CONNECTOR
Trail Classification: Multi-use Trail
Jurisdiction:
Status: Existing
Existing Length: 0.4 miles

WHITE CITY CANAL
Trail Classification: Multi-use Trail
Jurisdiction: Sandy, White City
Status: Existing
Existing Length: 0.7 miles

WILLOW SPRINGS
Trail Classification: Multi-use Trail
Jurisdiction: Draper
Status: Existing
Existing Length: 4.1 miles

Mt. Olympus Trailhead



Salt Lake County
Regional Trails Master Plan
Update

Regional Trail Alignments

Existing Trails

Legend

- Existing Trails
- Road
- Parks and Open Space

0 2.5 5 Miles

SALT LAKE COUNTY PARKS & RECREATION

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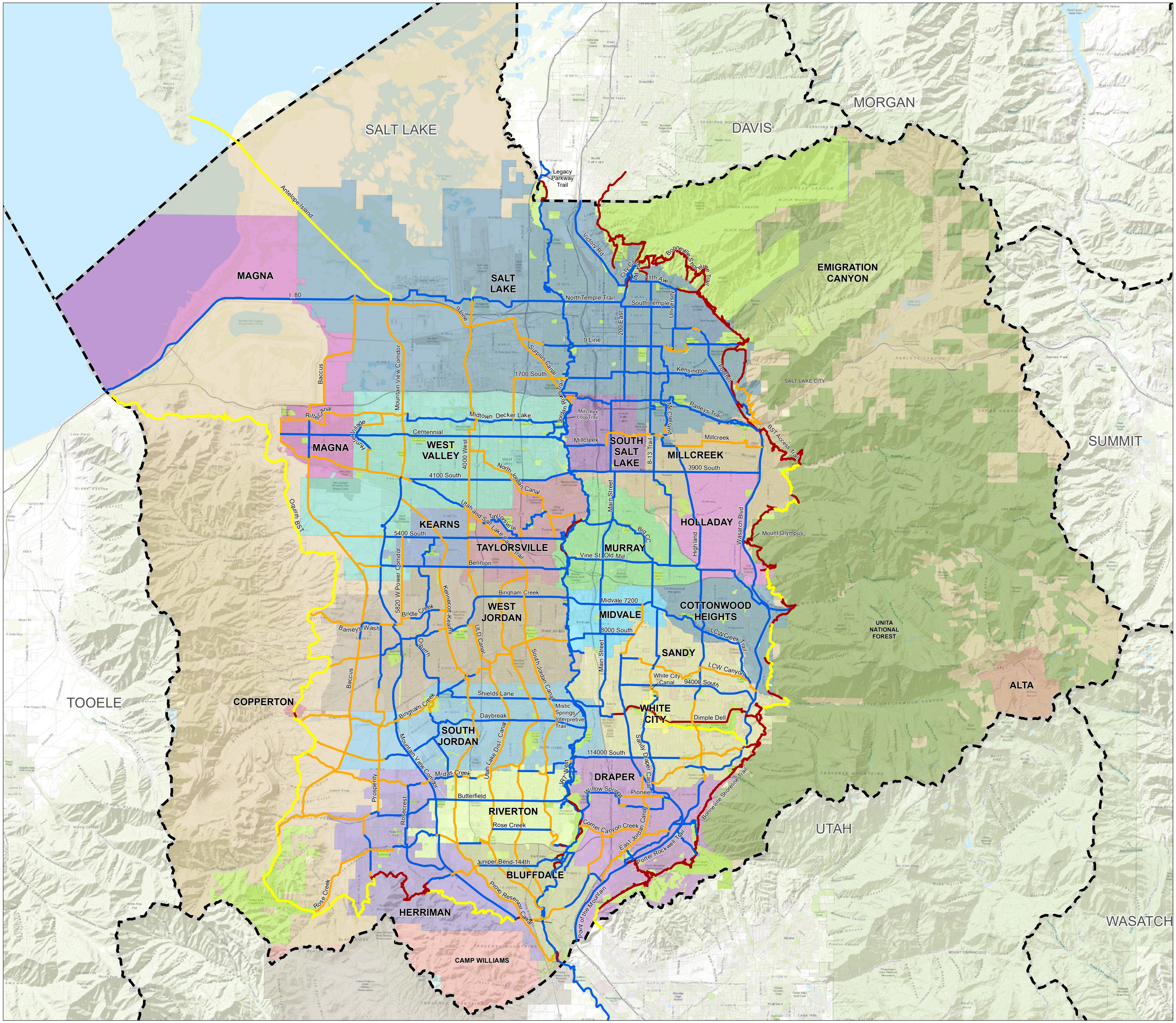

Salt Lake County Regional Trails Master Plan Update

Existing and Proposed Regional Trail Corridors

Legend

- Existing Multi-Use Trails
- Proposed Multi-Use Trails
- Existing Soft Surface Trails
- Proposed Soft Surface Trails
- Road
- Parks and Open Space

SALT LAKE COUNTY PARKS & RECREATION

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3 | TRAIL DEVELOPMENT STANDARDS

TRAIL DEVELOPMENT TYPES AND CLASSIFICATIONS

Salt Lake County has identified four types of trails within their regional trail system: Active Transportation, Multi-Use, Soft-Surface, and Water. Within each trail type there are various trail classifications representing different configurations and amenities. The four classifications of trails within each type and description for each classification are described below.

ACTIVE TRANSPORTATION TRAILS (BIKEWAYS)

Active transportation is a form of transportation that only uses non-motorized options, physical activity of human beings such as walking and biking for the movement. Typically, active transportation trails are associated with bikeways. Salt Lake County Planning & Transportation has identified seven bikeway types: The County's Bikeway Design manual provides a detailed description and design guidelines for each bikeway type and illustrates the varying degrees of comfort people can generally expect when riding a bicycle on each bikeway type.

Multi-Use Trail, Protected Bike Lane, Buffered Bike Lane, Conventional Bike Lane, Shoulder Bikeway, and Shared Roadway bikeway types correspond with the Multi-Use Trails types when combined with a side path (See Multi-Use Trails).

Although this document is not specifically covering the Active Transportation Trail network, The Regional Trails Plan and the Active Transportation Plan often overlap and connect. You can find more information regarding The Active Transportation plan on the Salt Lake County website.

MULTI-USE TRAILS

Multi-use trails provide both recreation and transportation opportunities for a variety of users like pedestrians, joggers, people on roller blades and skateboards, dog walkers, cyclists, etc. The trail surface is aa variety, typically a smooth hard surface such as concrete or asphalt.

Salt Lake County has identified eight classifications of Multi-Use Trails:

- Type 1 – Separated Multi-Use Path
- Type 2a – Roadway with Protected Bike Lane and Separated Multi-Use Path
- Type 2b – Roadway with Protected Bike Lane and Attached Multi-Use Path
- Type 3a – Roadway with Buffered Bike Lane and Separated Multi-Use Path
- Type 3b – Roadway with Buffered Bike Lane and Attached Multi-Use Path
- Type 4a – Roadway with Bike Lane and Separated Multi-Use Path
- Type 4b – Roadway with Bike Lane and Attached Multi-Use Path
- Type 5 – Shared-Use Shoulder

While it is generally preferable to select path alignments in independent rights-of-way, there are situations where existing roads provide the only corridors available. In these cases, a bike lane with a multi-use side path may function as a multi-use trail that runs adjacent to the roadway, where right-of-way and other physical constraints dictate. In some locations, only a shared-use shoulder is available. Shared-use shoulders are the least-preferred option for a multi-use trails.

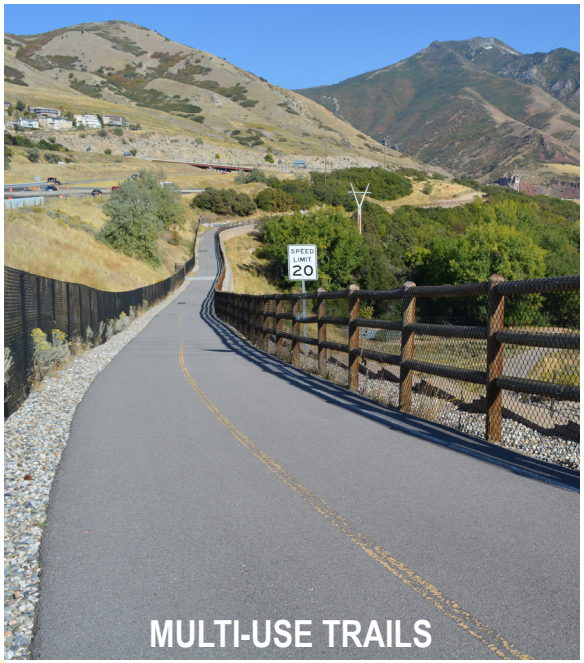
SOFT SURFACE TRAILS

Soft-Surface Trails stil Multi-Use Trails but may not accommodate the full breadth of trail users like a multi-use trail would. However, Soft-Surface Trails are typically used by pedestrians, mountain bikers, and equestrian and form an important part of the recreation trail network. The County has identified five types of soft-surface trails:

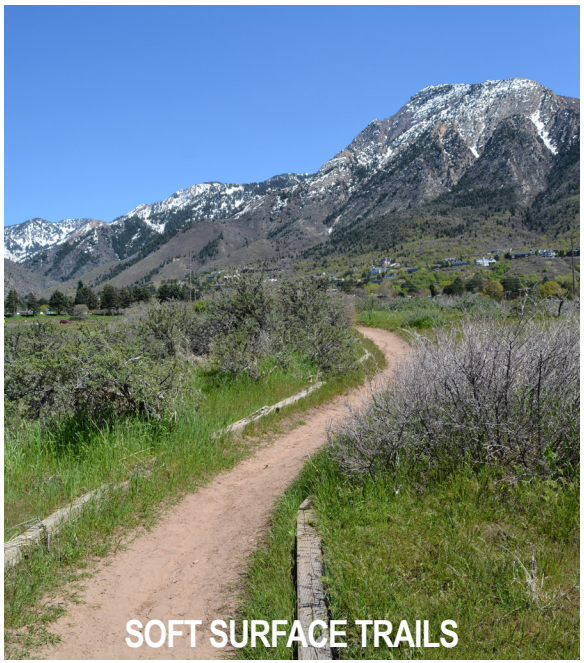
- Type 6 – Shared-Use Gravel Trail
- Type 7 – Shared-Use Wood Chip Trail
- Type 8 – Shared-Use Primitive Trail
- Type 9 – Designated Mountain Bike Trail (future master plan update)
- Type 10 – Designated Equestrian Trail (future master plan update)

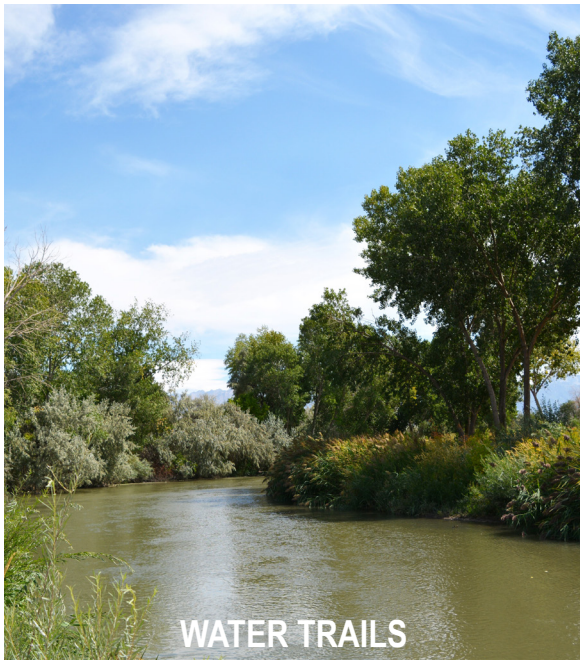
WATER TRAILS

Since the focus of this Master Plan Update is to address Multi-Use Trails, the Water Trails definition and information will be added by the Salt Lake County at a later date. Please refer to the 2020 Jordan River Water Trail Master Plan for water trail development guidelines.



MULTI-USE TRAILS


SOFT SURFACE TRAILS


WATER TRAILS

MULTI-USE TRAILS

Multi-use trails are a form of infrastructure that support multiple recreation and transportation opportunities; such as walking, cycling, in-line skating, skateboarding and wheelchairs all at the same time. Multi-use paths are generally created out of a smooth hard surface, such as concrete or asphalt. Motorized vehicles are often prohibited.

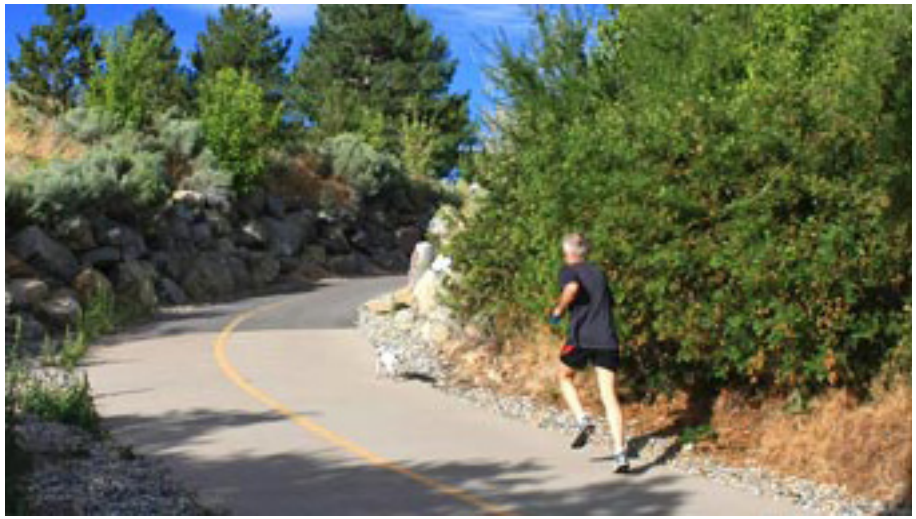
MULTI-USE TRAILS

GENERAL DESIGN STANDARDS

Multi-Use Trails should follow American Association of State Highway and Transportation Officials (AASHTO) guidelines and American Disabilities Act (ADA) standards and should have a smooth hard surface such as concrete (preferred) or asphalt with a 1 percent (recommended) cross slope (not to exceed 2 percent) and 3 to 5 feet of recoverable shoulders with a maximum 6:1 cross slope. An 8-foot vertical clearance should be maintained above the path, as well as a 2-foot minimum horizontal clearance on both sides. The vertical gradient should be kept to a minimum and where possible between 0.5 and 3 percent. The maximum grade should not exceed 5 percent; however, the gradient may range from 5 to 8.33 percent for up to 200 feet, 8.33 to 10 percent for 30 feet, and 10 to 12 percent for 10 feet when necessary. Where a multi-use path runs along a roadway with a grade that exceeds 5 percent, the side path grade may exceed 5 percent but must be less than or equal to the roadway grade. AASHTO provides options to mitigate excessive grades on multi-use pathways including the following:

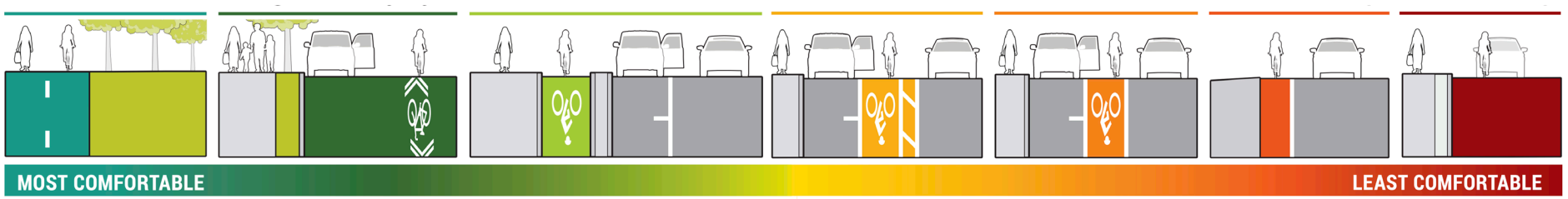
- Use higher design speeds for horizontal and vertical curvature, stopping sight distance, and other geometric features.
- Consider an additional 4 to 6 feet of width to permit slower bicyclists to dismount and walk uphill and provide more maneuvering space for fast downhill bicyclists.
- Install hill warning signs for bicyclists and advisory speed plaques, if appropriate.
- Exceed minimum horizontal clearances, recovery area, and/or protective railings.
- If other designs are not practicable, use a series of short switchbacks to traverse the grade. If this is done, an extra 4 to 6 feet of path width is recommended to provide maneuvering space.
- Provide resting intervals with flatter grades to permit users to stop periodically and rest.

Separate crosswalks at driveways and intersections should be provided. Care must be taken to design intersections so pedestrians and cyclists safely cross when their travel route is perpendicular. The use of additional signage and signals may be required. However, there may be situtations and conditions where these standards and guidelines may not be possible.



TRAIL DEVELOPMENT TYPES

Continued development of the Salt Lake County Regional Trails Master Plan will need to include additional field work to identify the type of trails for all existing trails as well as desired types for proposed trail. Since this work will be part of a future effort, the general goal will be to develop trails with the highest level of comfort based on the Stress Continum Graphic shown below. You can find more specific descriptions of the Multi-Use Trail types in the coming pages. Each trail will have the type determined by working with the County and/or appropriate jurisdiction to evaluate the existing trail condition if applicable and determine the most feasible and comfortable trail type that can be implemented at the time. In some cases, an intermediate type of trail may be installed before the final condition is feasible.



Graphic from: Salt Lake County Transportation and Planning Bikeway Design

TYPE 1 – SEPARATED MULTI-USE PATH

TYPE 2A – ROADWAY WITH PROTECTED BIKE LANE & SEPARATED MULTI-USE PATH

TYPE 2B – ROADWAY WITH PROTECTED BIKE LANE & ATTACHED MULTI-USE PATH

TYPE 3A – ROADWAY WITH BUFFERED BIKE LANE & SEPARATED MULTI-USE PATH

TYPE 3B – ROADWAY WITH BUFFERED BIKE LANE & ATTACHED MULTI-USE PATH

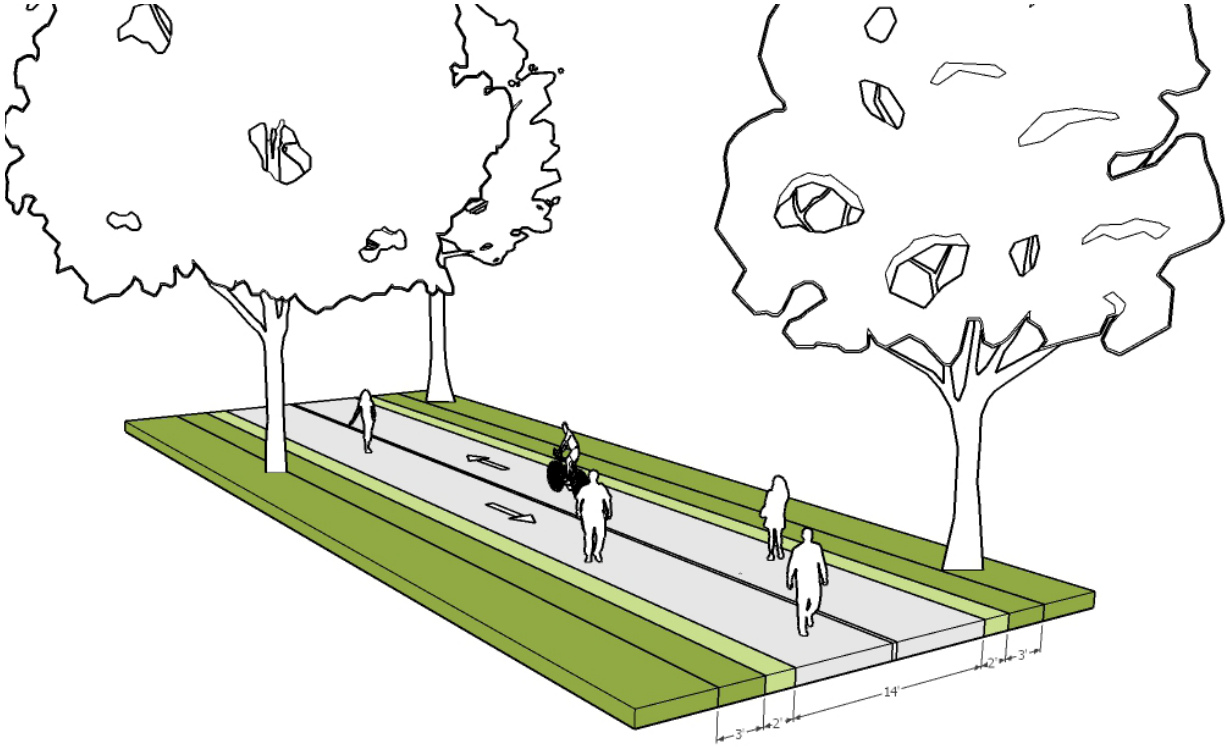
TYPE 4A – ROADWAY WITH BIKE LANE AND SEPARATED MULTI-USE PATH

TYPE 4B – ROADWAY WITH BIKE LANE AND ATTACHED MULTI-USE PATH

TYPE 5 – SHARED USE SHOULDER

TYPE 1 – SEPARATED MULTI-USE PATH

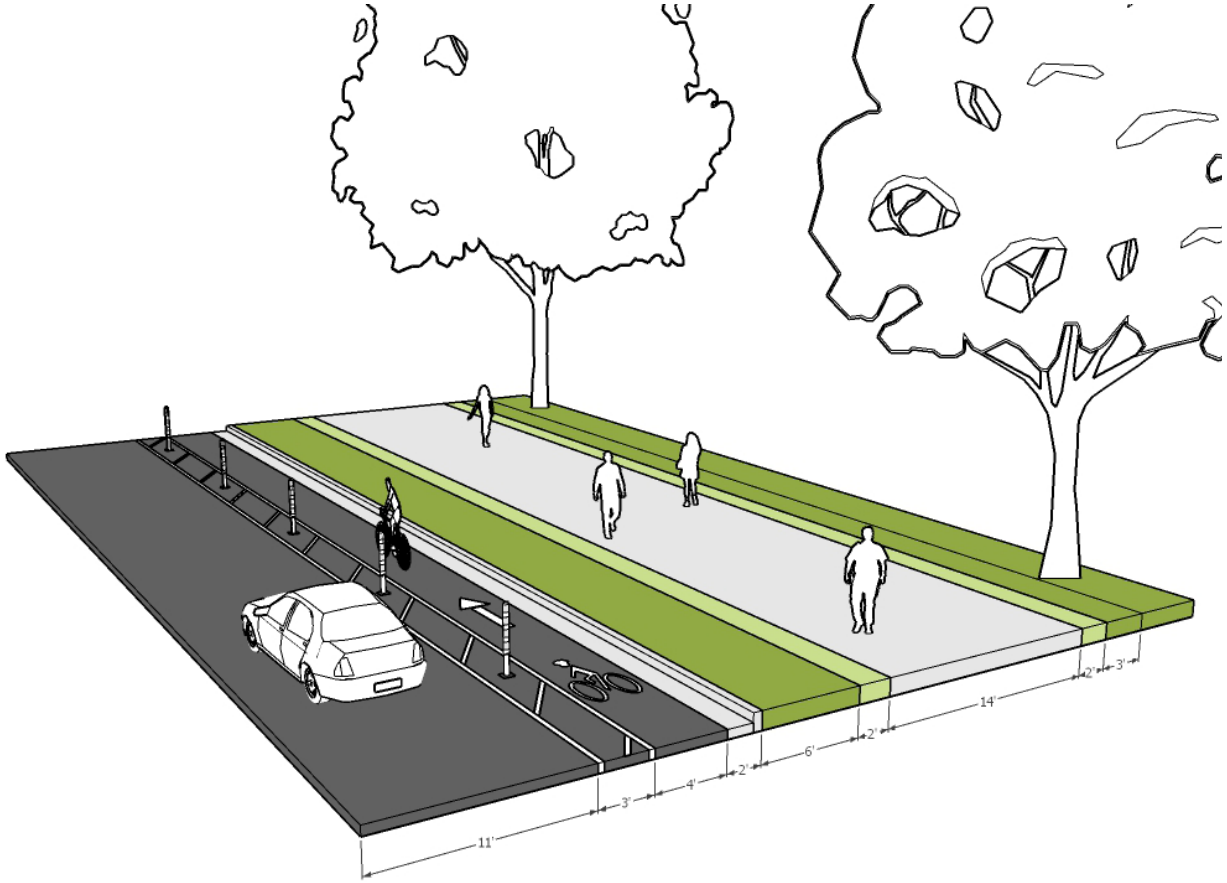
Type 1 trails are multi-use paths generally located in rights-of-way separate from roadways with very few roadway crossings. They are two-way directional and consist of a 10-foot-wide path to a preferred 14-foot-wide path. Less experienced cyclists and other trail users prefer them over bikeways because of their separation from traffic, generous width, and divided directional markings. More experienced cyclists, commuters, and users may avoid them as they are frequently used by slower cyclists and other trail users. Joshua Tree National Park



Snow removal and sweeping along these paths may require specialized equipment. Furthermore, nearby tree roots may require periodic maintenance to preserve a smooth and safe pathway surface.

TYPE 2A – ROADWAY WITH PROTECTED BIKE LANE & SEPARATED MULTI-USE PATH

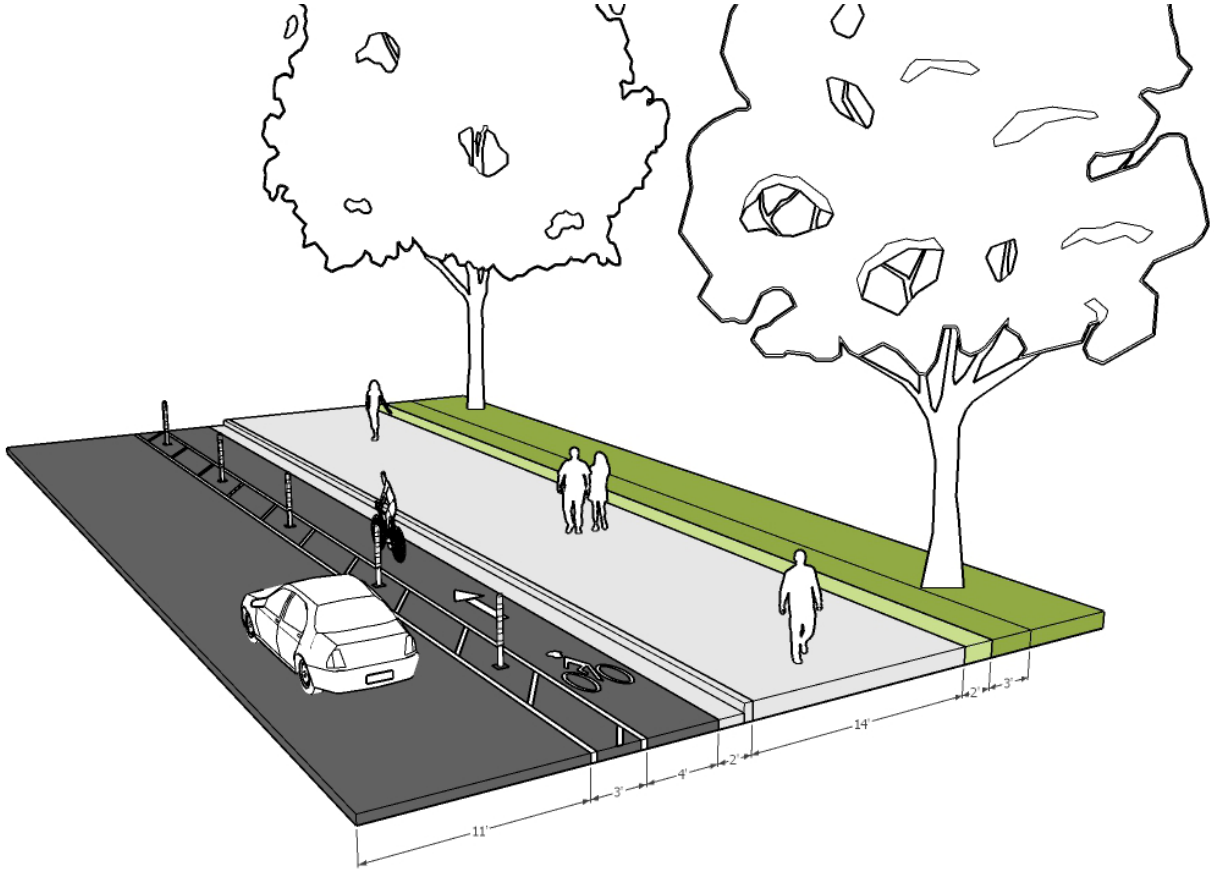
Type 2a trails typically fall within a roadway right-of-way. They combine a separate multi-use sidepath with on-street infrastructure of bike lanes separated from vehicular traffic with a physical barrier. The side path is typically separated from the roadway/bicycle lane with a 5- to 10-foot (or larger) landscaped buffer area. The side path is typically 6 to 10 feet wide and two-way directional.



The bicycle lanes are either one-way or two-way directional, have a 4-foot minimum width for one-way travel and are either level with or elevated above the adjacent vehicular travel lanes. Separation from vehicular traffic can be achieved with vertical physical elements such as flex posts, planters, curbs, or a parallel parking lane with striping. Protected bike lanes have added design considerations at driveways, transit stops, and intersections (especially for two-way protected bike lanes) to manage conflicts with turning vehicles and crossing pedestrians. Protected bike lanes may require bicycle-specific signals or phasing. Colored pavement can also be used to visually designate the bike lane and create visual awareness for all users.

TYPE 2B – ROADWAY WITH PROTECTED BIKE LANE & ATTACHED MULTI-USE PATH

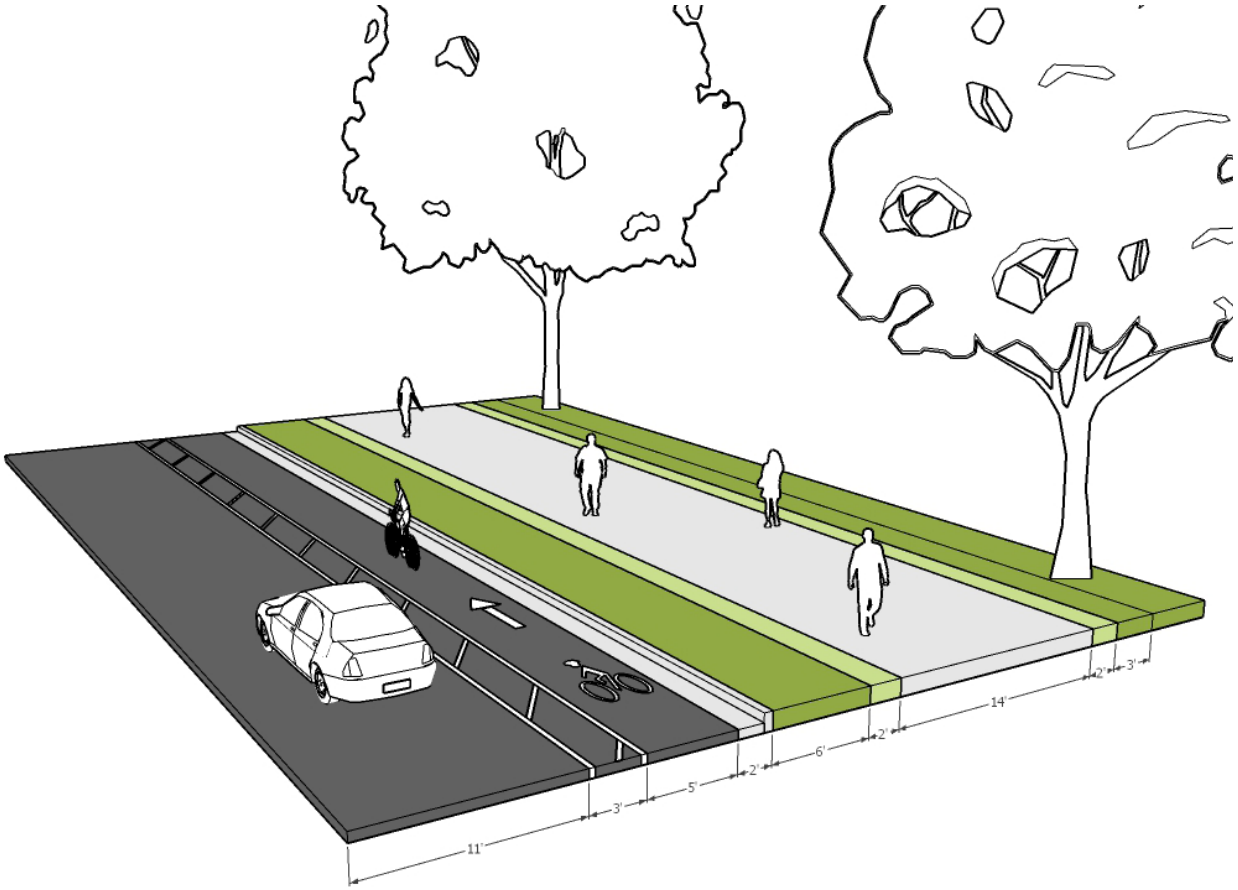
Type 2b trails typically fall within a roadway right-of-way and combine an attached multi-use side path with on-street infrastructure of bike lanes separated from vehicular traffic with a physical barrier. The bicycle lane and side path are separated generally by a vertical curb. The side path is typically 6 to 10 feet wide and two-way directional.



The bicycle lanes are either one-way or two-way directional, have a 4-foot minimum width for one-way travel (not including gutter or rumble strip width), and are either level with or elevated above the adjacent vehicular travel lanes. Separation from vehicular traffic can be achieved with vertical physical elements such as flex posts, planters, curbs, or a parallel parking lane with striping. Protected bike lanes have added design considerations at driveways, transit stops, and intersections (especially for two-way protected bike lanes) to manage conflicts with turning vehicles and crossing pedestrians. Protected bike lanes may require bicycle-specific signals or phasing. Colored pavement can also be used to visually designate the bike lane and create visual awareness for all users.

TYPE 3A – ROADWAY WITH BUFFERED BIKE LANE & SEPARATED MULTI-USE PATH

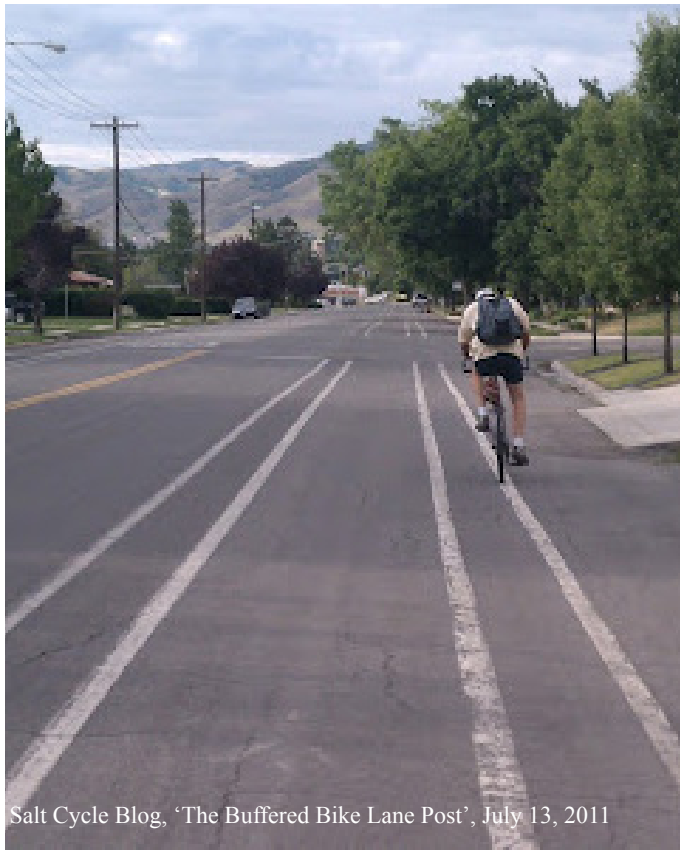
Type 3a trails typically fall within a roadway right-of-way and combine a separate multi-use side path with on-street infrastructure of bike lanes buffered from vehicular traffic by way of a lateral painted buffer between the bike lane and either the travel lane or parked cars (or both). The side path is typically separated from the roadway/bicycle lane with a 5- to 10-foot (or larger) landscaped buffer area. The side path is typically 6 to 10 feet wide and two-way directional.



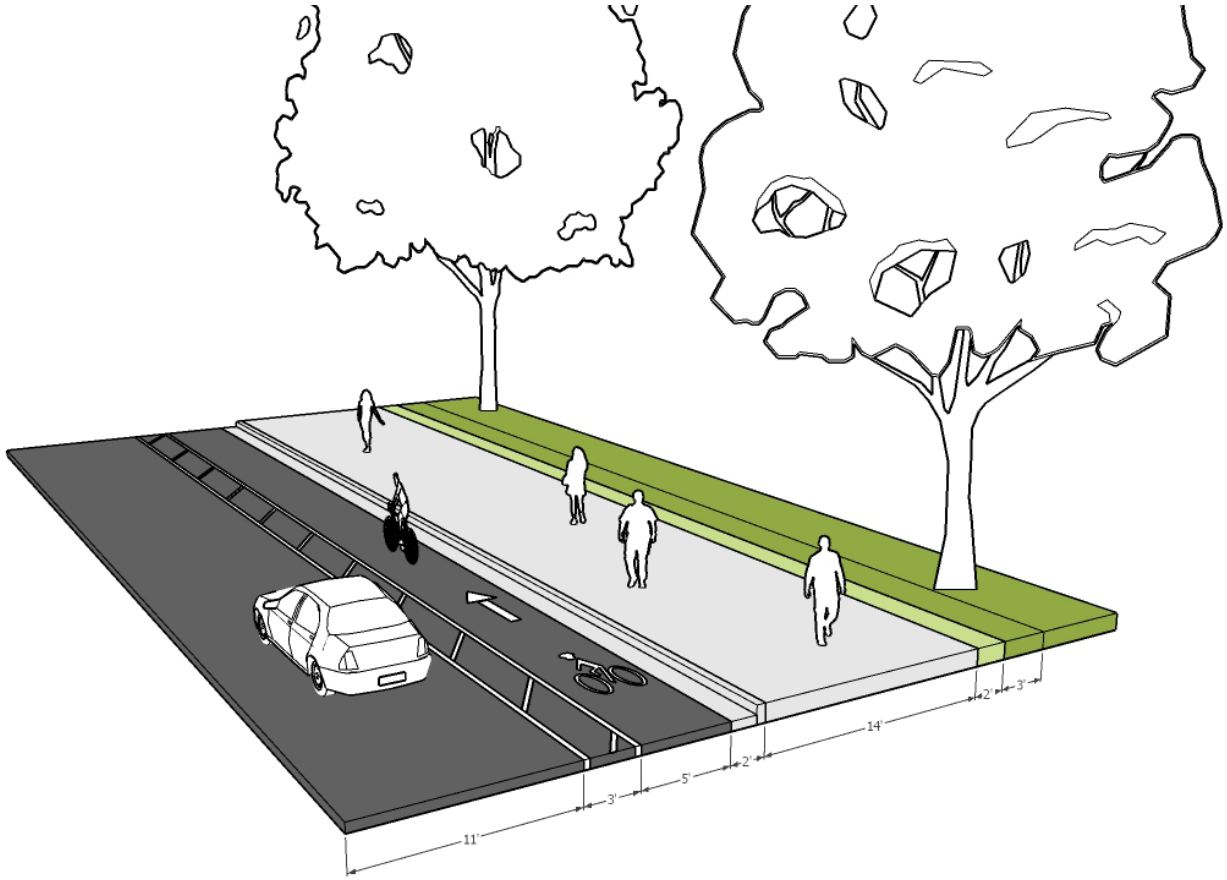
The bicycle lanes are one-way directional paralleling the flow of vehicular traffic, are level with vehicular travel lanes, and have a minimum width of 5 feet (not including gutter or rumble strip width). The buffer is demarcated with two longitudinal strips and diagonal pavement (i.e., gore) striping. A raised profile stripe or rumble strip may be added to deter motor vehicles from encroaching into the bike lane. While being more compatible with snow plows, they would make access to and from the buffered lanes more difficult for cyclists. Additional design considerations include intersections at driveways, transit stops, and traffic intersections.

TYPE 3B – ROADWAY WITH BUFFERED BIKE LANE & ATTACHED MULTI-USE PATH

Type 3b trails typically fall within a roadway right-of-way and combine a separate multi-use side path with on-street infrastructure of bike lanes buffered from vehicular traffic by way of a lateral painted buffer between the bike lane and either the travel lane or parked cars (or both). The side path is typically separated from the roadway/bicycle lane with a 5- to 10-foot (or larger) landscaped buffer area. The side path is typically 6 to 10 feet wide and two-way directional.



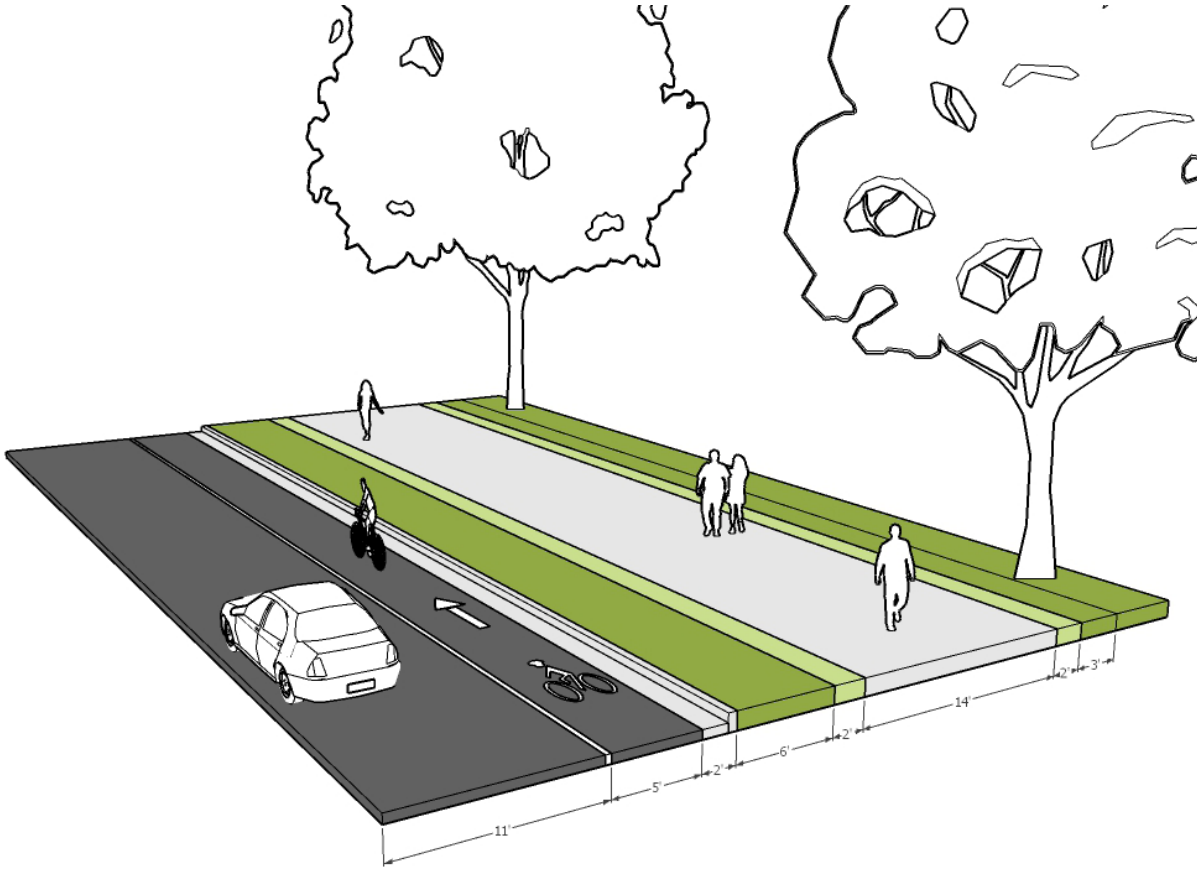
Salt Cycle Blog, 'The Buffered Bike Lane Post', July 13, 2011



The bicycle lanes are one-way directional paralleling the flow of vehicular traffic, are level with vehicular travel lanes, and have a minimum width of 5 feet (not including gutter or rumble strip width). The buffer is demarcated with two longitudinal strips and diagonal pavement (i.e., gore) striping. A raised profile stripe or rumble strip may be added to deter motor vehicles from encroaching into the bike lane. While being more compatible with snow plows, they would make access to and from the buffered lanes more difficult for cyclists. Additional design considerations include intersections at driveways, transit stops, and traffic intersections.

TYPE 4A – ROADWAY WITH BIKE LANE AND SEPARATED MULTI-USE PATH

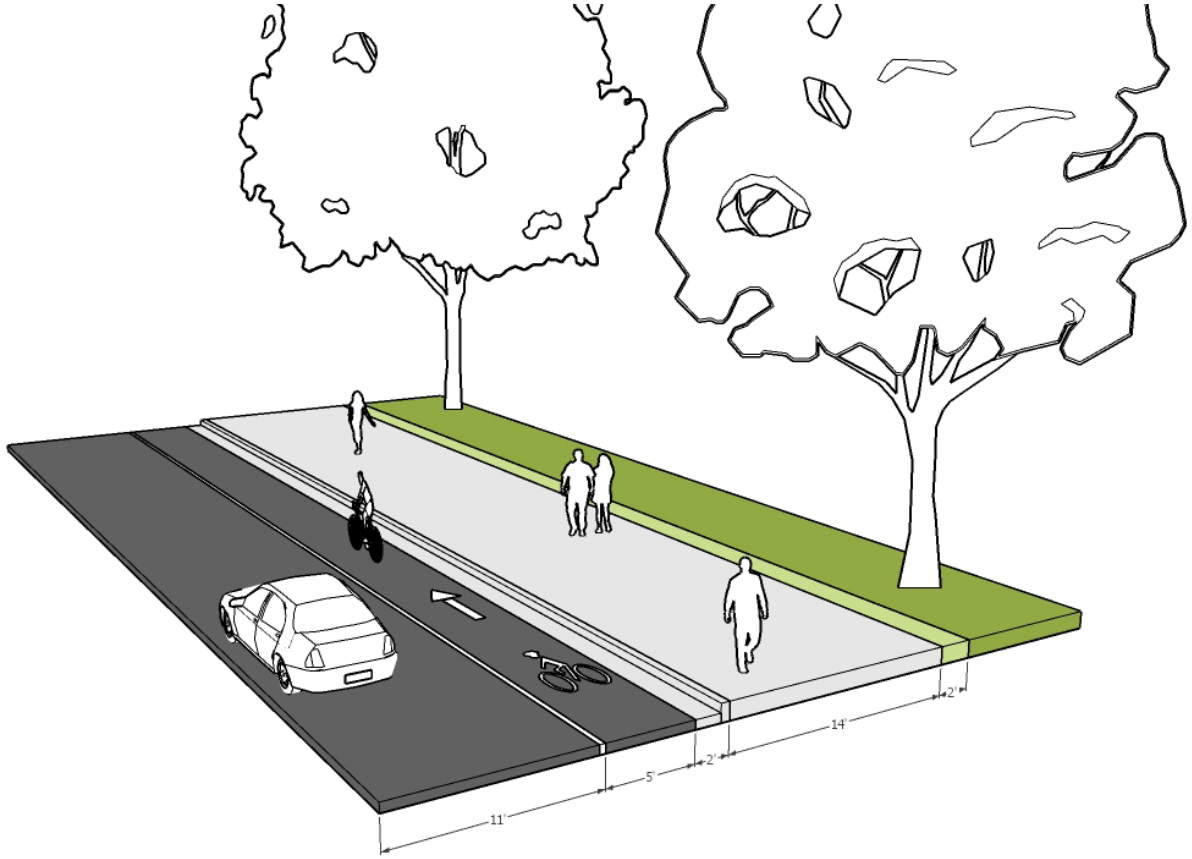
Type 4a trails typically fall within a roadway right-of-way and combine a separate multi-use side path with on-street infrastructure of bike lanes. The side path is typically separated from the roadway/bicycle lane with a 5- to 10-foot (or larger) buffer area. The side path is typically 6 to 10 feet wide and two-way directional.



Bicycle lanes must meet or exceed national minimum standards and restrict parked vehicles in the lanes. They are one-way directional paralleling the flow of vehicular traffic, are level with vehicular travel lanes, and have a minimum width of 5 feet (not including gutter or rumble strip width). Extra caution must be taken to design the bike lanes for user safety. Pavement markings should be continuous between travel lanes and dedicated turn lanes as well as continue through intersections. The potential for conflicts between various users is greater with this type of classification. When the bike lane ends or transitions to an alternate travel path, advanced warning through signage and pavement markings instructing cyclists how to proceed must be implemented.

TYPE 4B – ROADWAY WITH BIKE LANE AND ATTACHED MULTI-USE PATH

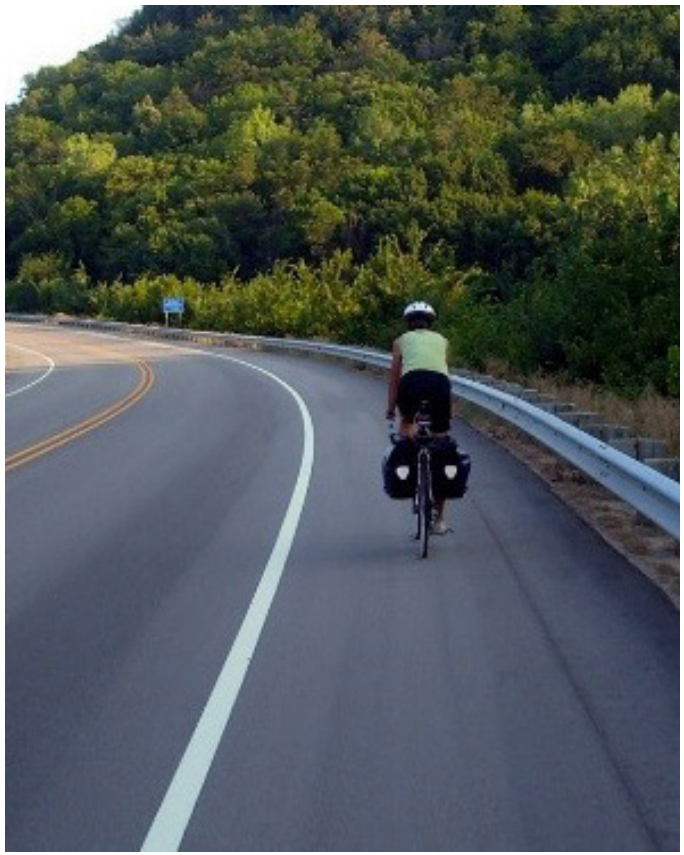
Type 4b trails typically fall within a roadway right-of-way and combine a separate multi-use side path with on-street infrastructure of bike lanes. The side path is typically attached to the roadway/bicycle lane. The bicycle lane and side path are separated generally by a vertical curb. The side path is typically 6 to 10 feet' wide and two-way directional.

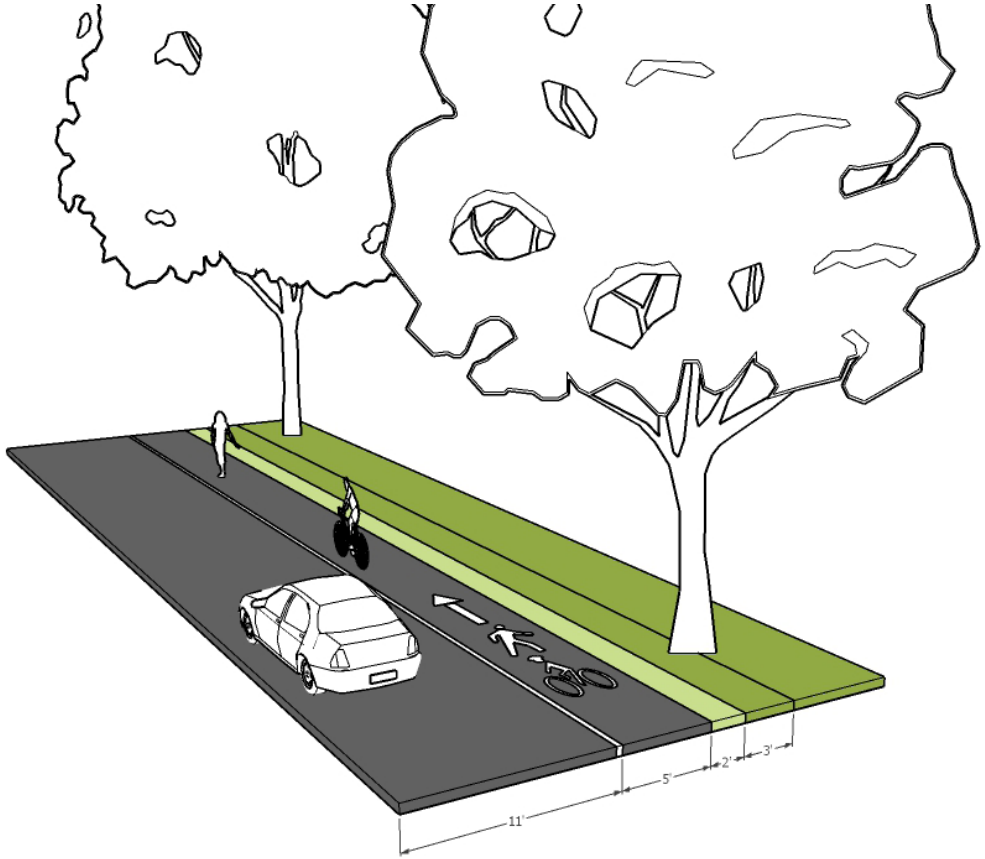


Bicycle lanes must meet or exceed national minimum standards and restrict parked vehicles in the lanes. They are one-way directional paralleling the flow of vehicular traffic, are level with vehicular travel lanes, and have a minimum width of 5 feet (not including gutter or rumble strip width). Extra caution must be taken to design the bike lanes for user safety. Pavement markings should be continuous between travel lanes and dedicated turn lanes as well as continue through intersections. The potential for conflicts between various users is greater with this type of classification. When the bike lane ends or transitions to an alternate travel path, advanced warning through signage and pavement markings instructing cyclists how to proceed must be implemented.

TYPE 5 – SHARED-USE SHOULDER

Type 5 shared-use shoulder lanes are typically 4 to 8 feet wide along the edge of a roadway and generally occur in rural areas or along urban fringes. They are paved with the same material as the roadway. In urban settings, a raised curb is generally present and parallel parking may be permitted. In rural areas, raised curbs are eliminated and a single pavement stripe delineates the vehicular travel lane from the shoulder, which may be used by pedestrians and cyclists alike.





Shared-use shoulders dictate that pedestrians and cyclists travel in the same direction as vehicular traffic and two-directional travel is prohibited on the same side of the roadway. The potential for conflicts between various users is greater with this type of classification.

The shoulder should be a minimum of 4 feet wide and 5 feet wide if there is an elevated curb, (not including gutter or rumble strip width). Markings indicating their use as a multi-use, shared lane is encouraged. Where markings are provided, pavement markings should be carried through intersections as well for continuity and clarity between users.

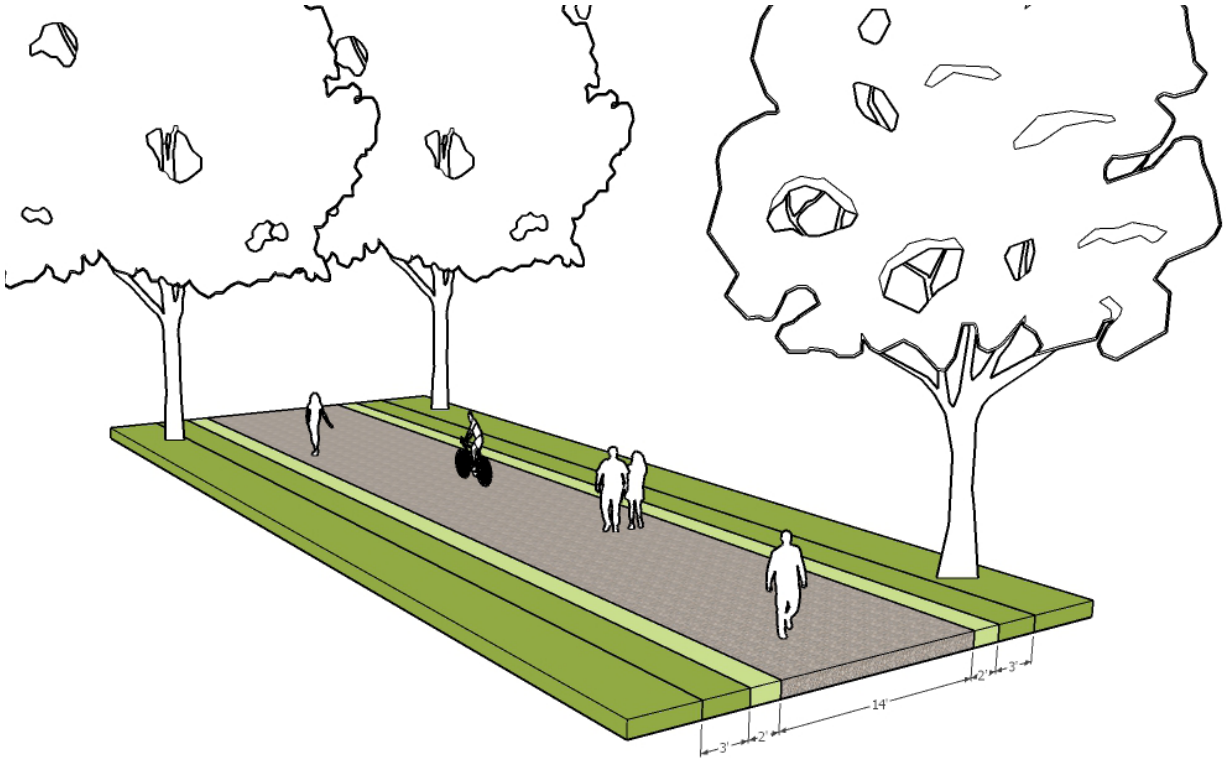
Care must be taken to design intersections so pedestrians and cyclists safely cross together. The use of additional signage and signals may be required for optimum safety.

SOFT SURFACE TRAILS

Soft surface trails are typically used by pedestrians, mountain bikers, and equestrian users. These trails are generally rough and made from either compacted dirt, gravel, or wood mulch. Soft surface trails are often located in more wild areas versus urban areas. Motorized vehicles are often prohibited.

TYPE 6 – SHARED-USE GRAVEL TRAIL

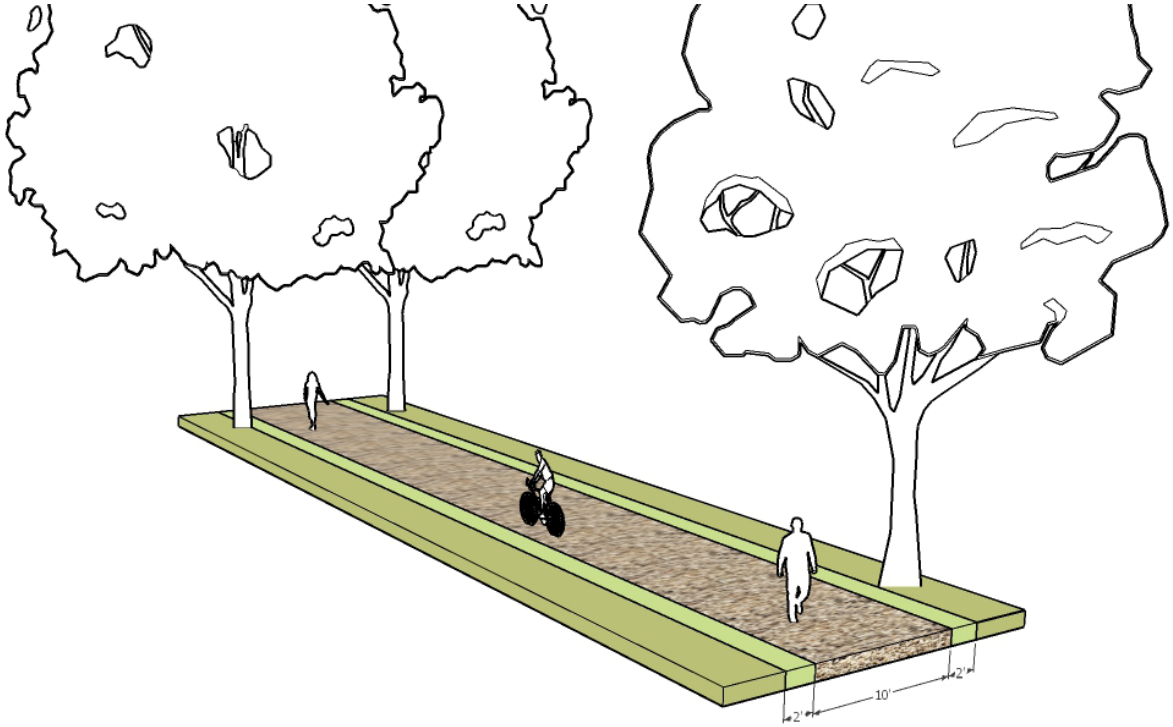
Type 6 trails are typically located in rural or under-developed areas away from vehicular traffic. These trails are designed for pedestrians and off-road cyclists. Their surface consists of ½-inch crushed gravel with a 1 percent (recommended) cross slope (not to exceed 2 percent) and 3 to 5 feet of recoverable shoulders with a maximum 6:1 cross slope. An 8-foot vertical clearance should be maintained above the path, as well as a 2-foot minimum horizontal clearance on both sides. Vertical gradient can vary up to 3 percent (desirable); however, 5 percent is acceptable for short distances when necessary.



Vertical gradient should be less than 3 percent (preferred) and can vary up to 12 percent (maximum); however, 15 percent is acceptable for short distances when necessary. Vertical gradient should not exceed a 5 percent maximum slope; however, they may range from 5 to 8.33 percent for up to 200 feet, 8.33 to 10 percent for 30 feet, and 10 to 12 percent for 10 feet when necessary. Vertical gradient for outdoor recreation accessible routes should not exceed a 5 percent maximum slope; however, they may range between 5 and 8.33 percent for up to 50 feet and between 8.33 and 10 percent for 30 feet when necessary.

TYPE 7 – SHARED-USE WOOD CHIP TRAIL

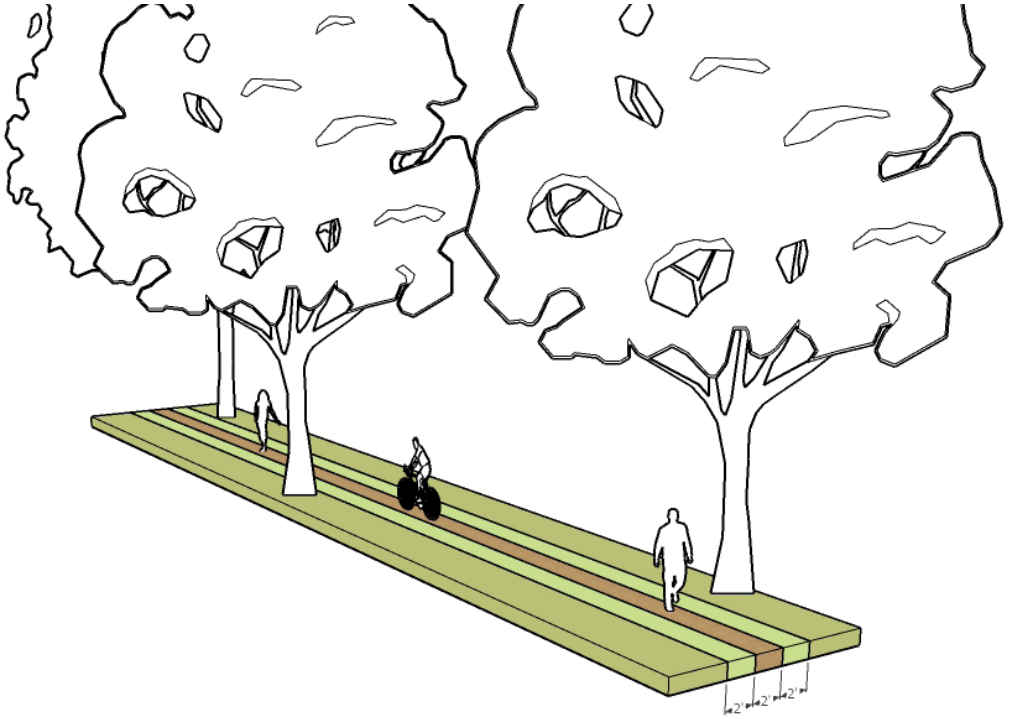
Type 7 trails are designed for pedestrians, off-road cyclists, and equestrian users. Generally, these trails are located adjacent to multi-use paths; in rural areas; and across nature corridors, parks, and preserves away from vehicular traffic. They are 4 to 6 feet wide, and their surface consists of a 4-inch depth of fine shredded wood mulch free of weeds, rocks, boulders and other obstructions.



They should be maintained with a 3- to 5-foot minimum horizontal clearance on either side of the trail and a minimum of 12-foot vertical clearance above the trail. Vertical gradient can vary up to 10 percent (desirable) to 15 percent (maximum) slope. Sight distances should be preferably 100 feet minimum.

TYPE 8 – SHARED-USE PRIMITIVE TRAIL

Type 8 trails are designed for all user groups and are located in rural areas; mountain lands; and nature corridors, parks, and preserves away from vehicular traffic. They are 3 to 5 feet wide, and their surface consists of native ground free of rocks and debris. They should be maintained with a 2-foot minimum horizontal clearance on either side of the trail and a minimum of 12-foot vertical clearance above the trail.



Vertical gradient can vary up to 10 percent (desirable) to 20 percent (maximum) slope; however, a 25 percent maximum slope is allowable for short distances when required.

WATER TRAILS

Water trails are marked routes on navigable waterways such as rivers, lakes, canals, and coastlines for recreational use. They allow access to waterways for non-motorized boats and sometimes motorized vessels, innertubes, and other water crafts.

WATER TRAILS

Since the focus of this Master Plan Update is to address Multi-Use Trails and Soft Surface Trails, this space will be filled in at a future date by Salt Lake County to describe water trail characteristics. In the meantime, refer to the 2020 Jordan River Water Trail Master Plan for water trail development guidelines.

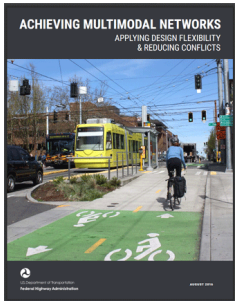
Millcreek Canyon

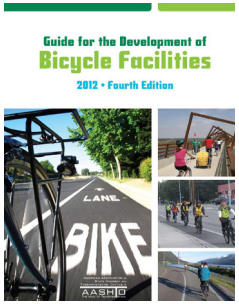
4 | DESIGN STANDARDS AND GUIDELINES

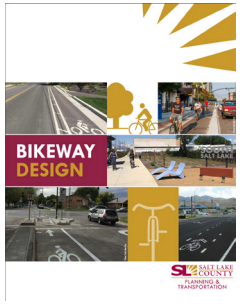
DESIGN STANDARDS AND GUIDELINES

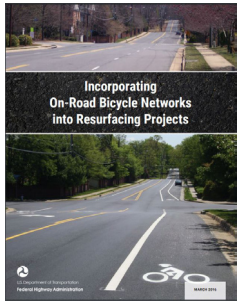
The following manuals provide more detailed information on designing and constructing multi-use paths, bicycle facilities, and roadways should be referenced early in the design process.

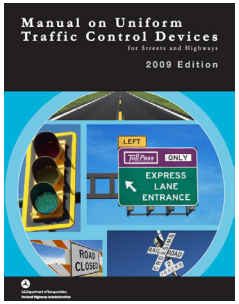
- Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts, FHWA, 2016
- Guide for the Development of Bicycle Facilities, American Association of State Highway and Transportation Officials, AASHTO, 2012
- Bikeway Design, Salt Lake County Planning & Transportation, 2019
- Incorporating On-Road Bicycle Networks into Resurfacing Projects, FHWA, 2016
- Manual on Uniform Traffic Control Devices (MUTCD), FHWA, 2009
- Urban Bikeway Design Guide, National Association of City Transportation Officials, NACTO, 2014
- Separated Bike Lane Planning and Design Guide, FHWA, 2015

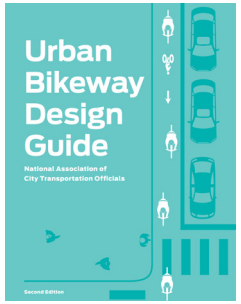


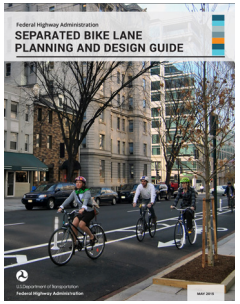












TRAIL-SIDE AMENITIES

Trail-side amenities provide rest areas for trail users while they are participating in trail activities. The most common trail-side amenities are the periodic placement of picnic tables and benches along the trail. Other trail amenities may include remote picnic tables, drinking fountains, waste receptacles, bike racks, hitching posts, information kiosks, restrooms, trailhead, fencing, wayfinding signage, kiosk signage, or interpretive signage. These amenities will be decided on based on the classification and type of trail as well as project specific budgets, and jurisdictional coordination.

TRAILHEADS

Trailheads provide automobile parking and access for trail participants. For some trail activities such as horseback riding, trail-heads serve an important role for staging, preparing the rider and the horse for the trail experience. Trail-heads also serve as ideal locations to provide trail information for users. The minimum development requirements for trail-heads are: (1) automobile access and parking, (2) signage, (3) waste receptacles, and (4) access control. Landscaping and irrigation may be appropriate in some locations. Restrooms may also be necessary in high use areas.

TRAIL SIGNAGE

PURPOSE OF SIGNS

Signs are an important element in the trail environment. Whether they are intended for pedestrian, bicyclists, or equestrians, must adhere to five basic requirements to be able to perform their intended function. They must: (1) fulfill a need, (2) capture attention, (3) convey a clear, simple message, (4) encourage respect from trail users, and (5) depending on speed of travel, give adequate time for proper response based on AASHTO Standards. The design, placement, operation, maintenance, and uniformity of signage devices should meet the requirements described below.

SIGNAGE GUIDELINES

All trail corridors shall have a specific signage and graphics package that is developed in collaboration with the County and appropriate jurisdictions. Each trail corridor signage and graphics package shall cohesively reflect Salt Lake County's logo, appropriate jurisdiction's logo, as well as corridor branding. There will be three types of signage to be considered during regional trail design: regulatory, wayfinding, and directional and interpretive. All signage and graphics packages for regional trails shall follow the guidelines listed below.

Some signage and graphics guidelines are already established including:

- Entry Monuments, Park Wayfinding and Signage Guidelines
- Jordan River Corridor Signage Package
- Interpretive Signage Package
- Dimple Dell Park Signage Package
- AASHTO Guidelines

Yukai Peng, Desert News

Lynn Berni, deq.utah.gov

LANDSCAPING

PURPOSE FOR LANDSCAPING

The enhancement of existing native vegetation and the reclamation of disturbed areas parallel to most trails will be a concurrent task performed with actual trail construction activities. Reclamation and revegetation of trail corridors will help to embellish natural environments by improving forage and cover for wildlife habitat and enrich visual quality for trail users.

LANDSCAPING METHODS

The preservation of existing native and native adapted plant species will play an important role in exposing trail users to quality trail experiences. When revegetation and reclamation is necessary, natural transplanting techniques in areas with high water tables like “Pole” planting of deciduous trees and shrubs are extremely cost effective and ecologically desirable. Seeding with native plant species compatible with those already established in the area is preferable to experimenting with plant species not indigenous to the area. This is not to imply that introduced plants do not have a place in the natural landscape. Plants have evolved and adapted to thrive in non-native conditions. Introduced plant species can play an important role in special circumstances. All planting within trail corridors shall comply with the appropriate jurisdiction’s landscape guidelines. If the appropriate jurisdiction does not have landscape guidelines, planting shall follow Salt Lake County’s Watershed Planning and Restoration Choosing Native Plants guidelines.

Jordan River

Olympus Hills Park

5 | IMPLEMENTATION

TRAIL IMPLEMENTATION

ASSISTANCE PROVIDED BY SALT LAKE COUNTY

The task of filling in the gaps within the Regional Trail networks that has been developing over the past 25+ years and will require the continued involvement of all jurisdictions. In addition to preparing this Regional Trails Plan, Salt Lake County Parks and Recreation can assist in the trail planning and development effort by (1) preparing individual plans for each regional trail, (2) suggesting jurisdictional responsibilities for trail planning, development, and maintenance, (3) establishing trail development standards, (4) providing general cost information for developing trails, and (5) when necessary and possible, assisting municipalities who lack sufficient resources to carry out trail planning and implementation. The county looks forward to partnering with local jurisdictions to develop more detail in the planning document and implementation of additional trail projects to provide a comprehensive regional trail network.

DETAILED REGIONAL TRAIL PLANNING

All trails segments identified in this plan will require detailed development plans. In-depth planning for the proposed and future trails will compel planners to negotiate a number of obstacles, both physical and economic. As a starting point though, this plan sets the stage and prepares the way for the detailed planning of each trail segment and trailhead facility that needs planning and design.

Full access for the disabled will be provided on segments of some regional trails. During detailed planning for each trail, these areas will be determined.

GOVERNMENT AGENCY RESPONSIBILITY

The purpose for defining jurisdictional responsibility for segments of each trail is to facilitate a coordinated effort in the development of a uniform, regional, recreation trails system county wide.

Since Salt Lake County has some cross-jurisdictional responsibility, it is the logical body to do general county wide trail planning. The County will work with all jurisdictions to complete the trails. Cities within Salt Lake County should also commit their resources to acquiring land and easements, in addition to planning, constructing, and maintaining the proposed and existing regional trail segments and local trails within their jurisdictional boundaries.

TRAIL SEGMENTS FOR INITIAL ACQUISITION AND DEVELOPMENT

Chapter two identifies a number of regional trail alignments throughout Salt Lake County. Critical access points and segments of these proposed trail alignments are in jeopardy of being lost because of extreme development pressure. An important first step that needs to be taken in the implementation process will be to make strategic land acquisitions to guarantee and protect rights of passage for these trails. The benefit of making strategic land acquisitions now will be two fold. First, the development of the proposed trail corridors will be ensured, and secondly, the certainty that land will be available to develop the future trails will also be secured.

At the present time, Salt Lake County has prioritized development of the following trail systems:

- Utah-Salt Lake Canal Trail as the top priority because the corridor is in place and an ongoing project.
- Bonneville Shoreline Trail as the second priority because it was identified in the 1993 plan and is an ongoing project and priority.
- Parley's Trail as the third priority because the corridor has been acquired and is an ongoing project.
- Five major East/West Corridors as the final priority, because east/west connections have been identified by the County as a high priority:
  - Bingham Creek
  - Corner Canyon Creek
  - Dimple Dell
  - Little Cottonwood Canyon
  - Midas Creek

TRAIL DEVELOPMENT FUNDING SOURCES

Salt Lake County will be relying on a number of different funding sources to carry out regional trail development. Funding mechanisms tailored towards trail development include County general funds, state grants (such as the Utah Non-motorized Recreational Trail Program, the Riverway Enhancement Program, and Utah Outdoor Recreation program), federal Grants (such as the Land and Water Conservation Program and Federal Highway Administration's TA Set-Aside fund), impact fee and trail dedication ordinances, general bonds, user fees, special taxing districts, private donations, and volunteer labor from public and recreational clubs.

TRAIL DEVELOPMENT STRATEGY

The philosophy that will drive trail development will be based on opportunity and the progression of events that make it favorable for trail implementation. In other words, trail development will be initiated as funding sources become available, consummated, and made available as agreements for rights-of-way and land acquisitions are consummated, and as joint efforts between Cities, State, Counties, and private industry produce fortuitous environments for development. This approach will allow the County to prohibit development encroachments and acquire land that would otherwise deny completion of these trails.

TRAIL DEVELOPMENT COSTS

This document provides only general, typical trail development costs. It does not take into account land costs, which in the final analysis of trail development will need to be considered. Items considered in the following cost information include trail amenities, landscaping, and features to resolve trail obstacles such as bridges and overpasses.

The costs shown below are based on 2020 average costs.

TRAIL CONSTRUCTION (COST PER MILE)*

Multi Use Path Type 1	$580,800/mile
Multi Use Path Type 2a	$1,338,6600/mile
Multi Use Path Type 2b	$1,180,200/mile
Multi Use Path Type 3a	$898,600/mile
Multi Use Path Type 3b	$740,200/mile
Multi Use Path Type 4a	$845,500/mile
Multi Use Path Type 4b	$687,150/mile
Multi Use Path Type 5	$185,550/mile
Soft Surface Trail Type 6	$385,440/mile
Soft Surface Trail Type 7	$211,200/mile
Soft Surface Trail Type 8	$126,720/mile

*Per mile costs include: striping, buffer element (when applicable), asphalt path and subgrade, landscape buffer (when applicable), curb and gutter (when applicable)

POTENTIAL TRAIL AMENITIES*

Picnic Tables	$3,000
Drinking Fountains	$5,000
Benches	$2,500
Waste Receptacles	$1,200
Bike Racks	$1,500
Hitching Posts	$1,500
Information Kiosks	$5,000
Restroom (4-Fixture)	$250,000
Restroom (12-Fixture)	$350,000
Trailhead	$250,000
Control Fencing	$150/lf
Path Lighting	$5,500/ea

*Trail amenities will differ in design and quantity depending on jurisdiction and available project funding, local support, available grants, and etc.

ROAD CROSSING FEATURES

Crosswalk Striping	$2,600
Signal Crossing	$250,000
Pedestrian Activated Signal	$100,000
Pedestrian Activated Beacon	$75,000

TRAIL SIGNAGE

Regulatory Signage	$1,000/sign
Wayfinding Signage	$2,000/sign
Kiosk Signage	$5,000/sign
Interpretive Signage	$3,000/sign

6 | CONCLUSION

Jordan River

FUTURE PLANNING

This Regional Trails Master Plan Update is conceptual in nature and proposes a network of non-motorized recreational trails for pedestrians, bicyclists, and equestrians that spans Salt Lake County. Some additional regional trails are recommended for future development. The completion of this Regional Trails Plans Update is only a first step in the trail planning and development process; additional planning will be required. Salt Lake County has Additional planning work will need to be completed for the soft surface and water trail networks and will become an appendix to this document at a later date.

JURISDICTIONAL RESPONSIBILITIES

Each governmental jurisdiction can respond to this plan by securing easements and property for the proposed trail corridors as soon as possible. It is strongly encouraged that each jurisdiction pass a trail dedication ordinance and begin obtaining trail easements. Concurrently, jurisdictions should strategize how they plan to fund trail development. Identification and planning of local trails should begin so they can link into the regional trails system.

INDIVIDUAL REGIONAL TRAIL DEVELOPMENT PLANS

During the planning process for the original Regional Trail Plan document (1993), each trail corridor was field verified to determine conceptual alignments and major obstacles that would deter the continuation of the trail with the completion of this Regional Trails Master Plan. The County will need to further develop this plan by identifying trail type for each existing and proposed corridor. Salt Lake County will take the lead in coordinating this detailed planning. This planning project is an enormous undertaking and will probably take several years to complete.

CANYON ACCESS PLAN

With subdivision development pressure continuing along the bench and canyon areas, traditional access points into the mountains are being blocked. Points of access into the public lands along the Wasatch Front and the Oquirrh Mountains still need to be evaluated, and proposedaccess points to mountain trails will need to be identified through the preparation of individual Regional Trail Plans.

LOCAL CITY TRAIL PLANS

Many cities have completed trail and open space plans; others are just now beginning this work. It is strongly encouraged that all cities complete comprehensive trail plans as soon as possible. These plans should be planned with the County's Regional Trail Master Plan in mind to ensure the appropriate connections are made to the existing and proposed regional trail corridors to create a through network of trails. Cities and other local jurisdictions should begin identifying opportunities for planning, including acquiring ROW or easements ,within the identified trail cooridors to gain maximum value of trail implementation to the user.

TRAIL MAINTENANCE GUIDELINES

Trails, like any other public facility, need to be maintained. Salt Lake County currently does not have funding for snow removal on trails. Each jurisdiction should maintain trails within their boundaries.

SALT LAKE COUNTY ACTIVE TRANSPORTATION PLAN

Salt Lake County continues to make improvements to bicycle safety and designing a connected bicycle network that will provide more active transportation options for residents and contribute to better air quality. Salt Lake County's Active Transportation Implementation Plan builds upon previous planning efforts conducted by the County, individual cities, and regional partners such as Utah Department of Transportation (UDOT) and Utah Transit Authority (UTA). The Active Transportation Plan's purpose is to identify and prioritize specific routes and spot improvements throughout the valley that contribute to safe connection between cities, townships, neighborhoods, schools, commercial centers, transit, parks and regional off-street paths (like the Jordan River Trail).

Decker Lake

LOCAL PLANNING RESOURCE INFORMATION

During the preparation of the Regional Trails plan, information was gathered and developed that may be useful for continued trail planning. The following were produced locally and may be obtained from the source listed.

SALT LAKE COUNTY ACTIVE TRANSPORTATION PLAN

Salt Lake County Planning & Transportation Division.

WASATCH CANYON GENERAL PLAN

A comprehensive, long-range plan addressing present and future needs, growth, and development issues in the five major canyons of the Salt Lake County Wasatch Front. Salt Lake County Planning Division.

GENERAL PLANS FOR METRO TOWNSHIPS

Salt Lake County Planning Division.

CITY TRAIL PLANS

Most cities have their own trails plans. Contact individual city offices.

THE FOREST SERVICE TRAILS HANDBOOK

A manual for planning and maintaining forest trails. Wasatch/Cache National Forest or Salt Lake Ranger District.

SALT LAKE COUNTY

SALT LAKE COUNTY
REGIONAL TRAILS MASTER PLAN

Salt Lake County Planning & Development Section

Salt Lake County Government Center

2001 South State Street, Suite S-4700, Salt Lake City, Utah 84190

Walt Gilmore

Associate Division Director, Parks & Recreation Division

Park Planning & Development Section

PREPARED BY:

epg design

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Salt Lake County Regional Trails Master Plan Update

Regional Trail Alignments

Legend

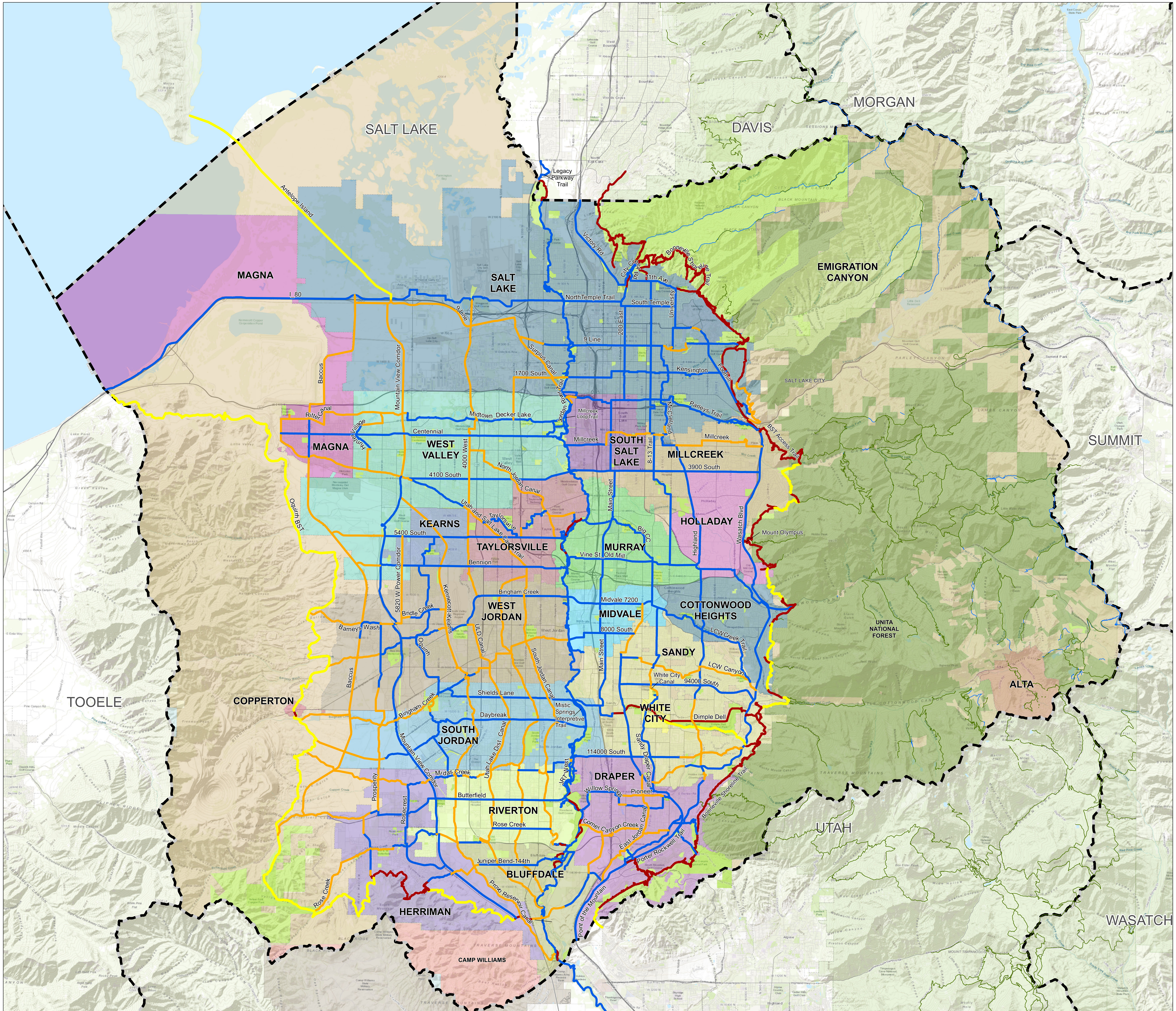
- Existing Multi-Use Trails
- Proposed Multi-Use Trails
- Existing Soft Surface Trails
- Proposed Soft Surface Trails
- Road
- Parks and Open Space

0 2.5 5 Miles

SALT LAKE COUNTY PARKS & RECREATION

epg design planning + landscape architecture

SALT LAKE
DAVIS
MORGAN
SUMMIT
WASATCH
UTAH
TOOELE
MAGNA
SALT LAKE
EMIGRATION CANYON
SALT LAKE CITY
MAGNA
WEST VALLEY
SOUTH SALT LAKE
MILLCREEK
HOLLADAY
KEARNS
TAYLORSVILLE
MURRAY
WEST JORDAN
MIDVALE
COTTONWOOD HEIGHTS
UNITA NATIONAL FOREST
SANDY
ALTA
WHITE CITY
COPPERTON
SOUTH JORDAN
DRAPER
RIVERTON
BLUFFDALE
HERRIMAN
CAMP WILLIAMS


SALT LAKE
DAVIS
MORGAN
SUMMIT
TOOELE
UTAH
WASATCH
MAGNA
SALT LAKE
EMIGRATION CANYON
WEST VALLEY
SOUTH SALT LAKE
MILLCREEK
KEARNS
TAYLORSVILLE
MURRAY
HOLLADAY
WEST JORDAN
MIDVALE
COTTONWOOD HEIGHTS
SANDY
COPPERTON
WHITE CITY
SOUTH JORDAN
DRAPER
RIVERTON
BLUFFDALE
HERRIMAN
CAMP WILLIAMS
ALTA
UNITA NATIONAL FOREST
Legacy Parkway Trail
Antelope Island
I- 80
North Temple Trail
South Temple
9 Line
1700 South
Surplus Canal
Jordan River Trail
Parleys Trail
Kensington
BST Access Trail
Midtown
Decker Lake
Centennial
4100 South
North Jordan Canal
4000 West
Mountain View Corridor
Baccus
Riter Canal
Oquirrh BST
5400 South
Bennion
Millcreek
3900 South
Wasatch Blvd
Highland
Mount Olympus
Vine St
Old Mill
Bingham Creek
Midvale 7200
8000 South
LCW Creek Trail
LCW Canyon
White City Canal
9400 South
Dimple Dell
Shields Lane
Daybreak
Mistic Springs Interpretive Trail
114000 South
Sandy Draper Canal
Butterfield
Rose Creek
Juniper Bend-144th
Porter Rockwell Trail
Corner Canyon Creek
East Jordan Canal
Bonneville Shoreline Trail
Willow Springs
Pioneer
Provo Reservoir Canal
Point of the Mountain
Midas Creek
Prosperity
Rosecrest
5820 W Power Corridor
Barneys Wash
Kennecott Kearns
ULD Canal
South Jordan Canal
Utah Lake Dist. Canal
Bingham Creek
Victory Rd
City Creek
University
200 East
11th Ave
Big CC
Main Street
Utah and Salt Lake Canal
Taylorsville
Oquirrh

Salt Lake County Regional Trails Master Plan Update

Regional Trail Alignments

Legend

- Existing Multi-Use Trails
- Proposed Multi-Use Trails
- Existing Soft Surface Trails
- Proposed Soft Surface Trails
- PrivateTrail
- USFS Trail
- Road
- Parks and Open Space

0 2.5 5 Miles

SALT LAKE COUNTY PARKS & RECREATION

epgdesign planning + landscape architecture