

# **Bonneville Shoreline Trail**

## **Alignment Plan For Salt Lake County**



**January 2005**

**Bonneville Shoreline Trail Alignment Plan  
Salt Lake County**

**Table of Contents**

**Chapter 1 - Introduction**

Purpose and Methodology.....3  
Summary of Public Meetings.....5  
Summary of Proposed Alignment (Pocket Map in back cover).....5

**Chapter 2 - Route Description by Segment**

Davis County to Dry Creek (Maps 1, 2, 3).....13  
Dry Creek to Emigration Canyon (Maps 3, 4).....16  
Emigration Canyon to Parley’s Canyon “Connector” (Maps 4, 5).....17  
Parley’s Canyon to Mill Creek (Maps 5, 6).....18  
Mill Creek Canyon to Neff Canyon (Map 6, 7).....20  
Neff Canyon to Mile High Drive (Maps 7).....23  
Mile High Drive to Hughes Canyon (Map 8).....27  
Hughes Canyon to Big Cottonwood Canyon (Maps 8, 9).....29  
Big Cottonwood Canyon to Deaf Smith Canyon (Map 9, 10).....33  
Deaf Smith Canyon to Little Cottonwood Canyon (Map 10).....36  
Little Cotton Wood Canyon to South Fork Dry Canyon (Maps 11).....39  
South Fork Dry Canyon to Hidden Valley Park (Map 11, 12).....42  
Hidden Valley Park to Corner Canyon (Maps 12, 13).....44  
Corner Canyon to Point of the Mountain (Maps 13, 14, 15).....45  
Point of the Mountain to Jordan River Parkway (Map 15, 16).....48  
Camp Williams and Yellow Fork Canyon (Maps 16 through 21).....50  
Utah County Connections.....51  
BST in Western Salt Lake County.....53

**Chapter 3 - Public Use and Access**

Recreational Use, Land Use, and Topography.....54  
Trailheads and Access.....54  
Regional Trail System Connections.....61

**Chapter 4 - Development Standards/BST MOU**

Purpose of Development Standards.....62  
Trail Classification by Use and Function.....62  
Bonneville Shoreline Trail Standard.....63  
Bonneville Shoreline Trail Connector Standards.....64  
Landscaping.....64  
Signs.....65

**Chapter 5 - Implementation**

Ownership (Table 1).....66  
Partners.....70  
Cost Estimates and Priorities.....71  
Funding.....76  
Management and Maintenance.....77

**Chapter 6 – Maps**.....78

# CHAPTER 1 - INTRODUCTION

## **Purpose**

The Bonneville Shoreline Trail (BST) is a concept that involves a pathway on the west slopes of the Wasatch Range and the east slopes of the Oquirrh Range, on or near the shoreline bench of ancient glacial Lake Bonneville in Cache, Box Elder, Weber, Davis, Salt Lake, and Utah Counties. The trail may eventually connect from the Idaho border to Juab County, an airline distance of over 150 miles. The actual trail tread would far exceed that distance. In Salt Lake County alone, this plan defines 56 miles of trail route between the Davis County boundary and the Utah County line at Point of the Mountain in Draper. In addition, this plan proposes that the north-south alignment of the trail be expanded within Salt Lake County to include an east-west connection to the Provo/Jordan River Parkway, Camp Williams, Yellow Fork Canyon County Park, and a north-south alignment on the Oquirrh Mountains.

More important than the distance of the trail are the size of the population served, and the magnitude of recreational opportunity the trail would provide. Placed near the Bonneville Bench, the trail would skirt the developed areas of the Wasatch Front, often forming the boundary between urban subdivisions and National Forest Wilderness. This will be a long distance regional hiking, biking, and equestrian trail at the back door of more than one million people. The Bonneville Shoreline Trail will be the trunk of a branching regional system of trails linking city sidewalks to wilderness mountaintops.

Sections of the trail already exist in Cache, Weber, Davis, Salt Lake, and Utah Counties. While portions of the trail exist in Salt Lake County, a guiding vision for its completion is needed. The purpose of this plan is to provide a guideline for development of the Bonneville Shoreline Trail in Salt Lake County. It provides a preferred route for use by the county, municipalities, planners, and developers to guide residential and commercial development, avoid unnecessary conflicts with development, and encourage government and volunteer groups to construct a regional trail. The plan designates some existing trails as sections of the Bonneville Shoreline Trail. The plan designates bicycle and pedestrian routes on city streets as Bonneville Shoreline Trail "Connectors". In addition, the plan establishes standards for trail construction, trail use, and trail access. The plan discusses land ownership, partnerships, costs, funding sources, development priorities, and maintenance.

## **Methodology**

Salt Lake County Parks and Recreation Division has formed the proposals advanced in this plan through partnership with the U. S. Forest Service (USFS), the National Park Service Rivers, Trails and Conservation Assistance Program, Mountainland Association of Governments, the Bonneville Shoreline Trail Committee, and the Bonneville Shoreline Trail Coalition. An advisory committee of municipal representatives and landowners has

reviewed steps in the planning process. Other participants have included Davis County, North Salt Lake City, and the Utah National Guard located at Camp Williams.

A substantial effort has been made to identify possible trail routes on the ground in Salt Lake County, rather than to rely on existing mapping. Several participants walked portions of the trail proposed in the plan, first to find a feasible route, and again to map the route using Global Positioning Satellite (GPS) technology. By walking the route, several guiding design principals were applied to the proposed alignment.

Field investigations concentrated on finding a route for a soft surface primitive trail suitable for hiking, mountain biking, and equestrian use. Difficult topography and land use considerations, such as National Wilderness designation and watershed, exclude horses and bicycles from major sections of the route. The trail route attempts to follow land contours, avoiding steep changes in the trail that would be difficult to use and difficult to maintain. Walking “contours” showed the feasibility of reasonable trail grades despite considerable change of elevation in some sections of the route. While the Bonneville Bench is generally recognizable at elevation 5200 feet above mean sea level, the bench supports existing development in many areas. In fact, development frequently extends well above the Bonneville Bench.

The attempt was made to provide a buffer of both lateral distance and elevation between the trail and existing development. Privacy of residences and a “natural” experience for the trail user both demand this buffer. In order to provide this buffer in mountainous topography, and avoid building trail on steep side slopes, the route often is located on smaller benches and ridges between 5,400 and 6,000 feet in elevation. The proposed route, while climbing to high elevations to find reasonable grades for the trail, also provides a substantial buffer between trail and development. This “buffer” guideline was also applied to private undeveloped lands, where benches, valleys, and ridgelines appeared to be accessible for development under current city and county regulations.

The route attempts to avoid U. S. Forest Service lands that are under “roadless” or “wilderness” designations. Because of the proximity of development to lands with these designations, and due to the realities of the topography, the proposed route unavoidably crosses wilderness and roadless areas. The plan assumes that a federal National Environmental Policy Act planning process will be required to finalize these sections of the route.

The plan assumes that the trail will be closed to bicycle use in the sections that cross National Forest Wilderness boundaries. The trail sections affected are also located in very difficult terrain. The combined effect of land use restrictions and topographical restrictions means that bicycle use is not recommended by the plan from Mill Creek Canyon to Hidden Valley Park in Sandy. However, Salt Lake County is planning a bicycle route along Wasatch Boulevard that will serve as a Bonneville Shoreline Trail “Connector” paralleling this section of the primitive trail route. Equestrian use is also limited by difficult topography and watershed use restrictions. The primary area for horseback travel will be in Draper, west of Corner Canyon.

The plan route takes advantage of existing trails, mine roads, and animal paths, where they fall within the feasible trail route, and where they provide the most convenient use of the topography. This should reduce the environmental impact of creating new trail. It may make trail construction easier. It may also reduce the impact of uncontrolled use, by consolidating the spider web of existing undesignated pathways.

The route planning identified a number of landscape features that serve as “control points.” These points are more than landmarks. They define and anchor sections of the proposed route. It will be important to retain the control points as trail development occurs and to protect the control points from other types of development. In most cases, if control points are lost, whole sections will require re-routing, and in some cases, re-routing is nearly impossible due to existing development and topography.

On-the-ground GPS survey data, collected using a high accuracy Trimble TSC1 Asset Surveyor, was provided to Mountainland Association of Governments, who is working with the Bonneville Shoreline Trail Coalition to provide a trail data base, mapping source, and a maintained website. Information on the route of the Bonneville Shoreline Trail can be accessed online at <http://www.maps.mountainland.org/bstmap.phtml>

### **Summary of Public Meetings**

At the completion of the mapping and document writing phases of the plan preparation review copies of the draft plan were printed and maps were mounted on presentation boards. A Stake Holders Meeting was held at the Salt Lake County Government Center, 2001 South State Street on September 12, 2004. Verbal and written comments were received from the meeting. A Public Open House was held in the Salt Lake County Government Center on September 25, 2003. Verbal and written comments were received from the meeting. The reviewers considered the comments from both meetings and appropriate revisions were made in the written document and on the maps.

### **Summary of Proposed Alignment**

The proposed route of the Bonneville Shoreline Trail is briefly described in the following text. Detailed maps and more detailed descriptions of the trail can be found in Chapter 2 - “Route Description by Segment”. A folded map of Salt Lake County, showing the entire proposed and existing trail route, can be found in the pocket in the plan cover. For sake of continuity, the route is described here beginning at the Davis County Line on the north end of the Salt Lake County and proceeding south to Point of the Mountain in Draper, where the trail would enter Utah County. Also included, is a brief discussion of possible trail extensions to connect with the Provo Jordan River Parkway, Camp Williams, Yellow Fork Canyon County Park, and the Oquirrh Mountains.

Development is occurring at a rapid pace on the Bonneville Bench in Davis County. Golf course and residential development is underway just north of the Salt Lake County boundary. The Bonneville Shoreline Trail in this area is currently designated on a wide

sidewalk within the development. Discussions with Davis County, North Salt Lake City, and the U. S. Forest Service indicate that the trail will be routed through the mountains above Eagle Wood golf course and residential development. A trailhead is being considered in a small canyon a short distance southwest of the golf course. Traveling south, it will descend to the Bonneville Bench and intersect with North Salt Lake City property that straddles the Davis and Salt Lake County lines. There is a dirt road, called Bonneville Drive on USGS maps, that runs along the lush, grassy bench above quarries, offering spectacular views of Great Salt Lake, Antelope Island, and the northern Wasatch Range. Following the road south of Lime Canyon, the trail would climb into the foothills to go around the ridge of Meridian Peak south and east toward Jones Canyon. The road becomes very steep crossing Jones Canyon, and an alternate route for the trail is planned for the crossing. Once across Jones canyon, the trail would rejoin the road going east, crossing the saddle between radio tower installations and descending to the point where the existing Bonneville Shoreline Trail intersects Bonneville Drive in the vicinity of Hell Canyon.

The developed trail is continuous from this point across the northern limits of Salt Lake City. From its intersection with Bonneville Drive, developed trail travels through the upper forks of Hell Canyon to cross the ridge north of Ensign Peak. It begins a long decent northeastward to reach the corner of the Bonneville Bench in City Creek Canyon. Several switchbacks take the trail down to intersect with the Pipeline Trail in City Creek Canyon, where it turns south to parallel and eventually intersect City Creek Canyon Road near the gatehouse. South of the gatehouse, City Creek Canyon Road meets the curved junction of East and West Bonneville Boulevard.

At this curve, the Bonneville Shoreline Trail turns back north into City Creek Canyon and begins a switchback climb up the east slope to the Bonneville Bench. An access trail from Morris Reservoir Trailhead joins the trail on the bench. The trail continues east up a drainage, around a ridge, and intersects the water tank road above Terrace Hills Drive. The trail climbs farther to go around the upper reaches of Perry's Hollow and descend to a saddle at the top of Lime Kiln Canyon. Turning northwest, the trail descends from the saddle into Dry Creek Canyon. Once the trail reaches the drainage of Dry Creek, it turns southeast again and follows the creek to its intersection with a gravel road above Fort Douglas. It also intersects an access trail from Popperton Park at this location.

The trail climbs again east of Dry Creek Canyon to pass behind the University of Utah Medical Center and intersect Red Butte Canyon Road. Turning south briefly on Red Butte Canyon Road, the trail turns east to pass through Red Butte Gardens. Beyond Red Butte Gardens, the trail follows a Chevron pipeline road to a fence line and gate above "This is the Place" Heritage Park. Using single-track trail and sections of gravel road, the trail descends through Heritage Park to reach a trailhead on Emigration Canyon Road.

The trail becomes a bicycle and pedestrian "connector" following Crestview Drive and Wasatch Drive to Thunderbird Drive and its intersection with Foothill Drive. From this point south, a separated grade paved trail follows an old highway bed south and east into Parley's Canyon and crosses the Interstate 80 and 215 interchange on two

bicycle/pedestrian bridges. Late in 2003, a tunnel will be constructed under Interstate 215, connecting the Bonneville Shoreline Trail to Parley's Historic Nature Park west of the freeway.

On the south side of the interstate interchange, Salt Lake County has constructed a trailhead park and parking lot at the north end of Wasatch Boulevard. From this point at approximately 2800 South to Hidden Valley Park at approximately 11400 South, the Bonneville Shoreline Trail does not exist. There are a few existing trails that can be incorporated into a route, but much of the route is proposed for the first time in this plan.

The route would climb the hill east of the Parley's Canyon Trailhead, following a power line road and then turn south to climb gradually to the Bonneville Bench. An existing two-track road follows the bench to abandoned rock quarries. Climbing into the southernmost quarry on a branch of the road, the trail would then switchback up to the ridge above the quarries. Following a local path, the trail would go east into an unnamed canyon and climb again onto the ridge east of the Eastwood Hills water tank. Climbing east up the face of the ridge, the route would turn south again into Crestwood Gulch. Crossing Crestwood Gulch, the trail would turn west and climb to the end of the north ridgeline of Mill Creek Canyon.

On the point of the Mill Creek Ridge, the route intersects with the end of the existing Pipeline Trail, at the location of the abandoned aqueduct penstock. Turning east again, the route would follow the Pipeline Trail into Mill Creek Canyon. Intersecting with the Rattlesnake Gulch Trail, the route would descend on this trail to the trailhead in Mill Creek Canyon. At the west end of the trailhead parking lot, the route would follow a power line west, paralleling Mill Creek Road to a bridge over Mill Creek. This relatively new bridge has striped bicycle lanes on both sides, and is well located for a safe pedestrian crossing from the north side of the creek to the south side.

From here to Hidden Valley Park in Sandy, the route is recommended for hiking only, due to terrain difficulties and USFS Wilderness. The route climbs steeply out of Mill Creek Canyon across the talus of the south wall of the canyon, using major rock outcroppings as a series of landings. It crosses the ridge 400 vertical feet above Olympus Hills development on the Bonneville Bench, and follows a long, relatively level, side-hill route to the covered reservoir and trailhead parking lot in the mouth of Neff's Canyon. The Mill Creek Canyon part of this southbound route has high difficulty and should be designated hiking only. The terminus of the southbound route at Neff's Canyon passes between development and designated wilderness managed by the USFS.

Access is provided to the trail route at the Neff's Canyon Trailhead. South of the trailhead in Mount Olympus Cove, existing housing development occurs at high elevations, crowding very steep slopes, and adjoins USFS Wilderness boundaries. In order to gain elevation and pass well above development on reasonable terrain, the trail must pass through a corner of Wilderness on the south ridge of Neff's Canyon. The easiest climb and the least disruptive route follows the Neff's Canyon water tank road to its intersection with Neff's Canyon Creek, and then crosses the south face of the canyon

at a gentle contour grade. The route begins a long southward traverse across the west-facing slope to a dry drainage, around another point, into another dry drainage, before reaching a prominent rock outcropping. The prominent rock is about 300 feet up a very steep slope above a water tank in the development below. The route continues to climb to find a crossing of an unnamed canyon and high, narrow ridge to the south. This is the highest point on the proposed route between Parley's Canyon and Little Cottonwood Canyon.

Southbound the trail begins a descent into a broad bowl characterized by boulder ridges covered with tall, dense, oak forest. The route descends to connect with the top of the "Z" trail. The "Z" trail is an old mine road that climbs up Mount Olympus in three long grades connected by two switchbacks. The trail route would descend the "Z" from the upper terminus to a point on the lowest grade below the switchbacks.

From the "Z" Trail, the route goes south along a steep side slope following a dedicated trail easement, until it reaches the steep slopes above Mile High Drive, adjacent to the canyon on the USFS boundary. The route begins a switchback descent of the steep west-facing slope to reach an old mine road. Following one leg of the switchback road west, the route turns south and east into the canyon and enters the USFS boundary. The route continues to descend southwesterly across a side slope, and turns northwesterly to switchback down to Mile High Drive.

A corner of the USFS boundary crosses the south end of Mile High Drive creating a wedge of public land where the Bonneville Bench skirts the lower slopes of Mount Olympus. There is a private drive extending from the end of Mile High Drive to access two homes on the bench. This drive exists under a USFS Special Use Permit. The trail route will use this property corner to drop over the edge of the bench and access a way around and below the homes. South of the homes, the route climbs back onto the bench and follows an existing path to connect with a short section of the Mount Olympus Trail. The route then follows the Bonneville Bench into Tolcats Canyon and around the next ridge to the north slope of Hueghs Canyon. The route, following contours, reaches the creek in Hueghs Canyon where rock cliffs close in on a footpath that follows the stream.

Beginning at a crossing of the creek in Hueghs Canyon that is approximately on the USFS boundary, the route climbs to benches above the Canyon Cove development to reach the very difficult terrain of Dry Hollow. Descending across a rocky cliff face to the bottom of Dry Hollow and climbing the steep south ridge, the route emerges high above the gun club firing range located on the Bonneville Bench at the mouth of Big Cottonwood Canyon. Staying on high contours, the route connects to the west end of the abandoned Granite Aqueduct, before descending to the power line that enters Big Cottonwood Canyon. The power line access road leads to Highway 190. Crossing the highway and following the south shoulder for a short distance east, the route reaches a bridge over Big Cottonwood Creek into an abandoned USFS picnic area, once known as Oak Ridge Picnic Ground.

From the abandoned Oak Ridge Picnic Ground, the route climbs west and south to an old aqueduct and to a power line to reach a bench in the mouth of Big Cottonwood Canyon. After traveling the narrow bench, it climbs again to go above the Prospector Hills development, crossing open steep slopes to the Bonneville Bench in a corner of USFS property beyond the mouth of the canyon. The route turns south again to cross the mouth of Ferguson Canyon and connect with the developed Ferguson Canyon Trail. Following the trail to its trailhead at the Ferguson Canyon water tank, the route descends the water tank road about one tenth of a mile. Diverting from the road, the route crosses open west facing slopes and small canyons, staying well above the Golden Hills development and avoiding developable areas of this private property, going south to the mouth of Deaf Smith Canyon. The trail must stay at a high elevation above the development in the mouth of Deaf Smith Canyon, until descending to cross Deaf Smith Creek west of its forks, approximately on the USFS boundary.

After crossing Deaf Smith Canyon Creek below its forks, the route climbs to follow contours across west facing slopes. The route turns east into a steep unnamed canyon, still following contours. Crossing the dry drainage of the canyon, the route climbs steadily to the south ridge of the canyon and intersects an old mine road. From this point the trail would begin to a long steady descent past abandoned mine tailings and through boulder fields to reach a power line. Crossing the power line and descending farther, the route intersects a pipeline road leading east into Little Cottonwood Canyon. The route would use this pipeline, paralleling Highway 210, to enter the canyon. It will be necessary to detour to the north around one private property before reaching the park-and-ride lot on the north side of Highway 210.

Crossing the highway at the 210 and 209 intersections in the mouth of Little Cottonwood Canyon, the route reaches the USFS Temple Quarry Trailhead parking lot. The route would cross Little Cottonwood Creek near the west end of the trailhead parking lot and climb the slope westward to go above residential development on the south face of the canyon. Once above development, the trail can parallel the USFS boundary westward, traverse the slope above the Sandy City water tank, and following contours, reach the long moraine ridge extending from the mouth of Little Cottonwood Canyon. The route can follow this ridge to intersect with the Bell Canyon Trail where it crosses the ridge. The Bell Canyon Trail parking lot on Highway 209 is at the toe of the ridge a short distance north.

The Bonneville Shoreline Trail will follow the existing Bell Canyon Trail from the moraine ridge to Bell Canyon Reservoir, and pass the reservoir on newly constructed trail east of the lake. Leaving the loop trail around Bell Canyon Reservoir at its southernmost point, the route would go through a rock cut to the old penstock pad south of the reservoir. Turning east from this point, the trail will cross brushy slopes into the Dry Creek Drainage well above Seven Springs development. It will cross the north fork of Dry Creek maintaining a relatively level contour and go below the cliffs at the mouth of Middle Fork Canyon. Crossing Middle fork, the trail will climb to west facing slopes and cross at a high contour to the ridge above South Fork. The route turns east into South Fork Canyon, descending steadily to cross the creek and climb a steep short slope to

reach the broad gently sloping basin above the South Fork water tank. The route intersects an existing local path that climbs into South Fork Canyon from the water tank road.

The route crosses the water tank path and climbs steep side slopes to go around a point of the mountain at a high contour on a narrow bench. Crossing Dry Gulch, the trail reaches the steep west facing slopes north of Rocky Mouth Canyon. The route must descend in a series of long switchbacks in order to cross Rocky Mouth Canyon below its waterfall. The route crosses the access trail from Rocky Mouth Trailhead on Wasatch Boulevard and descends into Rocky Mouth Creek. Crossing the creek, the route will require switchbacks again to reach a narrow bench leading south to Big Willow Canyon, staying above anticipated housing development. Turning east into Big Willow Canyon, the route intersects a water company access road along the creek. The trail can follow this road down to the gate, where the road intersects the developed Bonneville Shoreline Trail on the Bonneville Bench at Hidden Valley Park.

The Bonneville Shoreline Trail is developed from Hidden Valley Park in Sandy to the Upper Corner Canyon Road in Draper. It traverses wooded and rocky west-facing slopes to cross Little Willow Canyon and reach a narrow portion of the Bonneville Bench. The trail climbs steeply and descends steeply to negotiate a rocky outcrop at the mouth of Bear Canyon. Crossing Bear Canyon on a bridge, the trail travels a wider Bonneville Bench and begins a fairly level and open route past Cherry Canyon. Picking up an old two-track road, the developed trail ends at Upper Corner Canyon Road. The trail is paralleling the USFS boundary in the vicinity of Upper Corner Canyon Road, and could use an alternate route within USFS lands, rather than the old two-track road.

The proposed route would descend from Upper Corner Canyon Road, using the sides of steep slopes to reach the level of the Salt Lake Aqueduct and descend again to cross Corner Canyon Creek. The trail route would follow the west fork of Corner Canyon, climb the south slopes of the canyon to go around proposed development, and descend to an existing trail that parallels Rambling Road westward. The route crosses the lower slopes of South Mountain above Rambling Road, past Potato Hill and Red Rock on a developed portion of Bonneville Shoreline Trail. The existing BST crosses Rambling Road at a pedestrian crosswalk, and descends below the Bonneville Bench level to go around the ridges of Maple Hollow and Oak Hollow. Developed trail ends at a pedestrian/bike/equestrian tunnel under Traverse Mountain Road.

Emerging from the tunnel, the undeveloped route would begin a long climb up the east side of Oak Hollow to the ridgeline of Widowmaker Hill. Crossing the ridgeline at a high saddle, the route descends across the slopes of Steep Mountain to intersect a developed section of Bonneville Shoreline Trail above Centennial Heights Subdivision. This section connects westward to the Salt Lake County Flight Park on the Bonneville Bench at Point of the Mountain. This section is accessed by short trail easements between residences in the subdivision. The developed trail ends at the eastern park boundary. The route would continue west along the same contour at the base of Steep Mountain to the Utah and Salt Lake County line.

Draper City, Lehi City, and Utah County are actively planning the primary Bonneville Shoreline Trail route on the south side of the Traverse Range to connect with developed sections of the BST in Highland. In addition to a Bonneville Shoreline Trail connection with Utah County at Point of the Mountain, it may be possible to connect by going over the saddle of Corner Canyon to Hog Hollow, or by climbing Maple Hollow on the north side of South Mountain to reach another Maple Hollow on the south side.

This plan proposes the extension of the Bonneville Shoreline Trail in Salt Lake County to intersect with the Provo Jordan River Parkway and reach into the Oquirrh Mountains on the west side of the county.

A connection is needed between the Bonneville Shoreline Trail route on the slopes the Traverse Range and Porter Rockwell Trail in Draper, which can provide access to the Draper/Bluffdale (Mile 291) Interstate 15 interchange. Draper City plans a trail from the Bonneville Shoreline Trail at the Traverse Ridge Road tunnel in Oak Hollow, down Oak Hollow, under the traffic circle bridge next to the Salt Lake County Swimming Pool, to connect with Highland Drive. From Highland Drive to the Porter Rockwell Trail on the UTA railroad bridge at 300 East, sidewalks will likely provide the most feasible connection.

The Porter Rockwell Trail will become the Natalee Brooke Wilson Memorial Trail following the UTA railroad right-of-way where it crosses a bridge over Highland Drive. At this point, the Bonneville Shoreline Trail could depart from the Porter Rockwell Trail, pass under Interstate 15, and pick up the Draper Irrigation Canal right-of-way just west of the interstate interchange. The trail route could follow the canal to the Jordan River. The Provo Jordan River Parkway in Bluffdale is planned to cross from the east side to the west side of the river near the point where the Draper Irrigation Canal reaches the river.

The Bonneville Shoreline Trail could join the Provo Jordan River Parkway at this crossing and use the parkway to pass through The Narrows canyon. There are two possible points where the Bonneville Shoreline Trail could depart from the parkway. First, the most direct route west to the Oquirrh Mountains would be to ascend the first drainage south of the Jordan River crossing, pass under Camp Williams Road, and reach the northeast boundary corner of Camp Williams. Second, the Bonneville Shoreline Trail could follow the parkway to Salt Lake County's parkway trailhead on the bluff above The Narrows Dam. From the trailhead, the Bonneville Shoreline Trail could depart from the parkway, go around the east and south sides of the Veterans Memorial into Beef Hollow, and cross under Camp Williams Road. Following the west side of the road right-of-way and the east boundary of Camp Williams, the route would reach the Camp Williams northeast boundary corner.

From the northeast corner of Camp Williams the route follows an old roadbed that parallels the north boundary of the military reservation to the mouth of the Wood Hollow. The route climbs westward to follow ridge tops, weaving in and out of the reservation boundary before dropping into the north side of the upper Wood Hollow drainage in

Section 24. Climbing to the watershed dividing ridge, and maintaining a route close to the north Camp Williams boundary, the trail would cross into the bowl on the south side of South Mountain and connect to the east end of Black Ridge. The route would attempt to stay north of the ridge top and parallel to the camp boundary to the point where Black Ridge begins to descend into a saddle connection to the Oquirrh Mountains at the head of Rose Canyon. The route descends to the northwest in a series of long turns from Black Ridge to the private gate on Rose Canyon Road. Crossing the road and following the lower part of the hillside west of Rose Canyon Creek, the trail would go north to Salt Lake County's Yellow Fork Canyon Park Trailhead.

At this point, the trail route connects with the Oquirrh Mountains and can make the connection with Kennecott lands to the north. A conceptual route north along the east slopes of the Oquirrh Mountains has been determined. It would fall almost entirely on Kennecott properties. The proposed route has not been verified in the field, as have the other proposed alignment sections of the Bonneville Shoreline Trail in Salt Lake County. Nor has this route been entered into the global positioning satellite system.

## CHAPTER 2 - ROUTE DESCRIPTIONS BY SEGMENT

### Segment 1: Davis County Line to Dry Creek (Maps 1, 2, 3) – 11.7 miles

Development is occurring at a rapid pace on the Bonneville Bench in Davis County. Golf course and residential development is underway just north of the Salt Lake County Boundary. The Bonneville Shoreline Trail in the developed area of North Salt Lake City is currently designated on a wide sidewalk within the community. Discussions with Davis County, North Salt Lake City, and the U. S. Forest Service indicate that the trail will be routed through the mountains above Eagle Wood golf course and residential development. Routing the trail above development in North Salt Lake City and Bountiful City may effect the Davis and Salt Lake BST connection.



The route is expected to begin its journey southward from Davis County at a potential trailhead in a small canyon southwest of the end of the golf course, at elevation 5223 feet. It will cross a low ridge headed southwest, pass a pump station for an underground pipeline, and join a dirt two-track road, named Bonneville Drive, on the Bonneville Bench within North Salt Lake City property

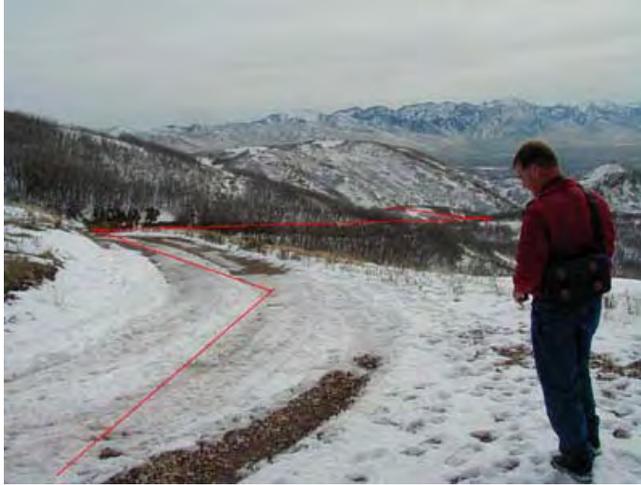
at about elevation 5200 feet. Following the dirt road south, the trail stays on the bench and crosses into Salt Lake County. This area is part of the North Salt Lake City water well field and has tall grasses and cattail wetlands near the road. The road enters a small parcel of private land at the Lime Canyon Crossing. The parcel is marked with posts beside the road at elevations 5224 feet on the north and 5233 feet on the south.



The road begins to climb at Lime Canyon into USFS property and passes around the ridge of Meridian Peak, turning southeast to reach a saddle above Jones Canyon at elevation 5391 feet. The road descends steeply into Jones Canyon, and the USFS plans to construct a separate pathway for the trail around the north end of the canyon. The route would rejoin the road and climb southeastward out of the canyon, passing a USFS boundary gate at elevation 5545 feet, and

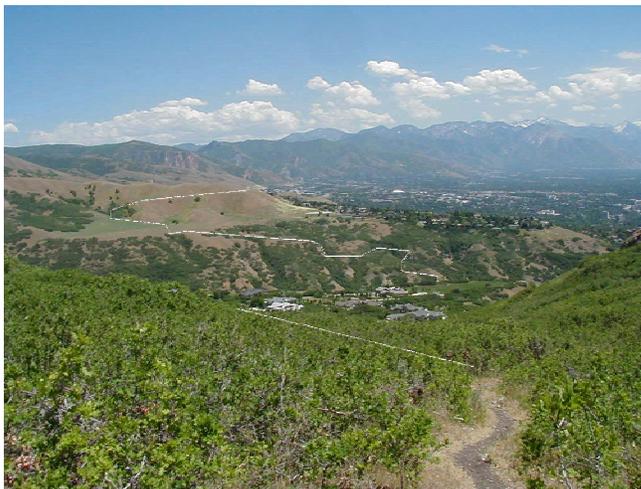
reaching a saddle between radio tower installations at elevation 5591 feet. Roads north and south to the radio towers intersect on the saddle.

The route continues southeast and descends on the road to an intersection with a



developed section of the Bonneville Shoreline Trail at elevation 5497 feet. The trail section is signed at the road and turns nearly due east on steep side slopes. From the potential trailhead in Davis County to the intersection with the developed BST is 2.49 miles.

The developed trail is a dirt path about two-feet wide. It crosses side slopes and climbs gently through the four forks of Hell Canyon, crossing the main fork at elevation 5552 feet and reaching the ridge north of Ensign Peak at elevation 5611 feet. On the east side of the ridge, the trail intersects a trail coming from Ensign Peak and begins a long descent to the Bonneville Bench on the west wall of City Creek Canyon. The trail intersects the Bonneville Bench where the bench blends into the canyon wall north of a gated community at a narrow draw at elevation 5232 feet. A series of eight switchbacks take the trail down through tall forest to intersect the Pipeline Trail at elevation 4923 feet. Turning south, the trail follows the canyon to an intersection with paved City Creek Canyon Road. Following the road a short distance, the route reaches the road gate and restroom building. There is a water fountain at this location also. South of the gate is roadside trailhead parking. A short distance farther is the intersection with the curved junction of East and West Bonneville Boulevard at elevation 4669 feet. From Bonneville Drive near the



radio towers to Bonneville Boulevard in City Creek Canyon is 2.78 miles.

The route crosses City Creek at the Bonneville Boulevard intersection and turns back north into City Creek Canyon. The trail becomes a dirt path again, ascending the east wall of the canyon in long turns and five switchbacks. The trail passes under a power line at elevation 5071 feet and intersects an access trail from Morris Reservoir Trailhead at elevation 5146 feet on the Bonneville Bench. Continuing east, the trail climbs a drainage and switchbacks onto a ridge above Morris Reservoir at elevation 5376 feet. Continuing to climb, the trail intersects a water tank road at elevation 5430 feet. This water tank road descends to connect with a cul-de-sac at the end of Terrace Hills Drive that serves as a trailhead for two BST access trails. At the intersection of Terrace Hills Drive and the water tank road, a resident has provided a water fountain beside the trail.



From the water tank above Terrace Hills Drive, the trail turns north and climbs to over 5800 feet elevation near the east ridge of City Creek Canyon, in order to go around the upper reaches of Perry's Hollow. From the high point of the ridgeline east of City Creek Canyon, the trail descends to a draw and the intersection with a local access trail called the "Toboggan Run" at elevation 5668 feet. Crossing ridges and draws at

nearly the same contour, the trail reaches the ridge west of Lime Kiln Canyon at Elevation 5611 feet. The trail descends on a steep side slope to the saddle at the top of Lime Kiln Canyon at elevation 5590 feet. The Lime Kiln access trail climbs the canyon to intersect with the BST on this saddle. The trail turns northwest and begins a long

descent into the narrow upper reaches of Dry Creek Canyon. At a switchback at the bottom of the decline at elevation 5460 feet, the trail turns southeast to follow the bed of Dry Creek through a narrow, wooded canyon for well over a mile to the intersection with Popperton Park Access Trail at elevation 5033 feet.



Summary: Beginning on the Bonneville Bench in Davis

County at elevation 5200 feet, this section climbs through the ridge north of Ensign Peak at elevation 5611 feet and descends into City Creek Canyon, crossing at elevation 4669 feet. The trail climbs again to go around Perry's Hollow above elevation 5800 feet descends to the mouth of Dry Creek canyon at elevation 5033 feet. The total distance of this section is 10.4 miles.

**Segment 2: Dry Creek to Emigration Creek (Maps 3, 4) – 3.26 miles**

At the point where the trail exits the narrow natural portion of Dry Creek Canyon at elevation 5033 feet, it intersects a broad paved pathway that provides access from



Popperton Park to the west. The BST continues directly south on the east wall of the canyon following a gravel road. Where the road and the sloping canyon wall meet at elevation 5031 feet, an existing trail turns north and climbs steeply up to the Bonneville Bench at about elevation 5170 feet. The trail then turns east around a ridge and across Cephalopod Gulch at elevation 5190 feet. Continuing eastward around another ridge, the trail begins a long relatively

level traverse to an intersection with Red Butte Canyon Road, a paved street on the east boundary of the University Medical Center.



The trail jogs south following Red Butte Canyon Road to elevation 4994 feet, where it enters the grounds of Red Butte Gardens in the vicinity of greenhouses and maintenance yards. The first part of the trail is a well-manicured pathway and a drinking fountain is located next to the trail. Crossing a bridge over Red Butte Creek at elevation 5984 feet, the trail begins to follow a broad gravel path resembling a one-lane road. It crosses Red Butte Gardens

access road on a marked crosswalk at elevation 5037 feet and begins a long rolling route eastward. The trail surface continues to resemble a one-lane gravel road and it follows the Chevron Pipeline. It climbs gently to cross the mouth of George's Canyon at

elevation 5112 feet. East of the canyon, the trail parallels a gravel two-track road to a fence that crosses the trail at elevation 5189 feet. A narrow pedestrian and bicycle squeeze gate through the fence is provided. Immediately east of the gate, the trail departs from the pipeline and starts to descend on narrower dirt path to intersect with a gravel road in “This is the Place” Heritage Park at elevation 5134 feet. Following this road east for a short distance to elevation 5161 feet, the trail narrows again and descends toward

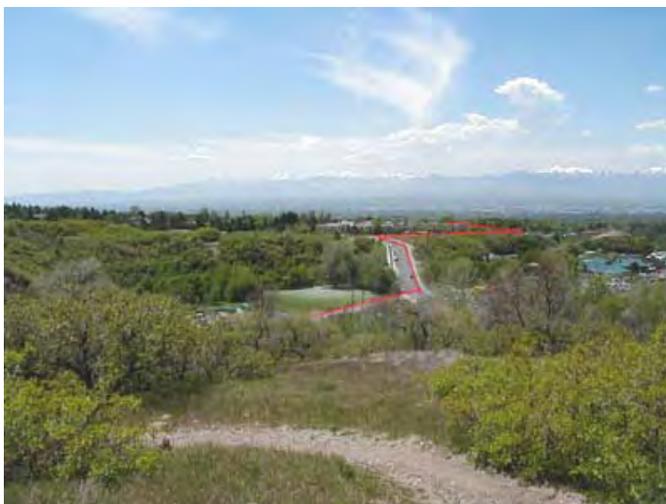


Emigration Canyon Road. The trail becomes a dirt pathway about two-feet wide, intersects with a local trail at elevation 5061 feet, and through turns and switchbacks, reaches a fence gate at elevation 4925 feet. The fence is the boundary of a trailhead parking area on the north side of Emigration Canyon Road at the intersection with Wasatch Drive. Directly southwest is Hogle Zoo. Crossing the intersection of these city streets, the trail passes by Rotary Glen Park on the

southeast side of the intersection. The park serves as a trailhead for the BST. Plans have been announced for the Heritage Park and Hogle Zoo to partner in an expansion of the zoo in the area of the park currently traversed by the BST. Zoo expansion plans will need to consider routing of the trail and placement of trailhead facilities.

Summary: From Dry Creek Canyon to Rotary Glen Park is a trail distance of 3.26 miles. The trail section begins at elevation 5033 feet, climbs to the Bonneville Bench at elevation 5190 feet, descends to Red Butte Canyon Creek at elevation 4984 feet, climbs again to the bench, and descends to Rotary Glen at elevation 4920 feet.

**Segment 3: Emigration Canyon to Parley’s Canyon Connector (Maps 4, 5)- 3 miles**



South of “This is the Place” Heritage Park to Parley’s Canyon, a separated grade, primitive trail route has not been defined. A bicycle and pedestrian route located on streets and sidewalks exists as a BST “connector” segment. One Branch of the connector follows Crestview Drive from its intersection with Emigration Canyon Road to Wasatch Drive. Wasatch Drive passes through Bonneville

Municipal Golf Course and neighborhoods south of the golf course. While these are low vehicular volume streets, this route is narrow, has on-street parking and may not meet standards for bicycle and pedestrian traffic. Before reaching Foothill Drive, Wasatch Drive turns southeast through a neighborhood and intersects with Thunderbird Drive. The BST connector route turns toward Foothill Drive on Thunderbird Drive. A parallel connector route follows Crestview Drive, Kennedy Drive, Vista View Drive, Sherwood Drive, and Devonshire Drive to connect with a short section of primitive trail. The trail then connects again to streets at Lakeline Drive and follows Scenic Drive to Thunderbird Drive. At the intersection of Thunderbird and Foothill Drives, a separated grade paved



bicycle and pedestrian trail begins. The paved trail turns east into the mouth of Parley’s Canyon and crosses the Interstate 80 and 215 interchange on two bridges to reach the Salt Lake County BST Trailhead at the north end of Wasatch Boulevard.

Late in 2003, a tunnel will be built under Interstate 215 connecting the BST connector route to Parley’s Historic Nature Park west of the interchange, and to the planned route of the Parley’s Creek

Corridor Trail. The on-street route is relatively level from Emigration Canyon and through the neighborhoods east of Foothill Drive. The interstate highway interchange crossing has a short grade and climbing turns at either end to cross Parley’s Canyon and access the bicycle/pedestrian bridges over the highway ramps. The distance from Emigration Canyon Road to Parley’s Canyon Trailhead is approximately 3 miles.

**Segment 4: Parley’ Canyon to Mill Creek Canyon (Maps 5, 6) – 4.24 miles**



The extraordinary Bonneville Shoreline Trail crossing of Interstate 80 at the mouth of Parley’s Canyon marks the beginning of the alignment mapped for this plan. While the crossing’s bridges and separated grade paved trail provide access to designated trail north of Interstate 80, a defined trail to the south has yet to be developed. The County has developed trailhead parking for 15 cars and a small picnic area

with a water fountain on the south side of the canyon at the end of Wasatch Boulevard. Major power lines ascend the mountainside east of the picnic area, offering open lands for the beginning of a southbound off-road non-motorized pathway. The open lands contain several existing footpaths and roads, most of which have steep and eroded sections.



At the northeast corner of the trailhead parking lot at 4948 feet elevation, an existing dirt road accesses the power line corridor. The trail should follow this road under the lines and up the ridgeline north and east for about 0.17 miles, to a place where the topography levels and the road bends northeast to a utility building. New trail development would begin here, proceeding south and east to climb the remaining elevation at a gentle grade for 0.11 miles to reach an exiting dirt road on the Bonneville Bench at 5160 feet elevation. The trail should follow the existing dirt road on the bench south for about 0.31 miles to reach an area of abandoned quarries.



A ramp curves up from the Bonneville Bench road to a higher quarry. The trail should begin to climb at this point in order to maintain a comfortable distance from neighborhood housing, and in order to begin a lengthy climb to high higher elevations at the mouth of Mill Creek Canyon. The ramp has a grade of about 15 percent and leads up to the last quarry site at 5250 feet elevation.



There is a deep unnamed canyon south of the quarries. The trail must climb to the ridgeline above the quarries in order to eventually find a crossing of this canyon and a reasonable ascent onto “Mexican

Ridge” south of the canyon. From the quarry at 5250 feet, an old quarry road begins to descend southward. The trail would climb from the point where the old road leaves the quarry. The trail would ascend through two or four long ramped switchbacks to cross the point of the quarry ridge at 5381 feet elevation. From the Bonneville Bench road to this point on the ridge above the quarries is approximately 0.3 miles.

The trail would proceed eastward up the canyon to a point where a local path has been constructed across the canyon drainage and up to the level end of Mexican Ridge using two long ramped switchbacks. The crossing point of the canyon drainage is about 5407 feet and the route reaches Mexican Ridge at about 5492 feet elevation. This section of route from the quarry ridge to Mexican Ridge has had some trail development, but more work would be needed to widen, stabilize, and reroute portions for use as the BST. A well-worn trail crosses USFS Property on the top of Mexican Ridge from north to south



and intersects a trail on the south side of the ridge that ascends from a water tank at the end of the ridge. This water tank is accessed by a gated dirt road from Teton Drive in Eastwood Hills neighborhood. The BST route should follow this well-worn path past the intersection with the water tank trail and around the ridge as the trail bends eastward toward Crestwood Gulch. At about 5525 feet elevation, the BST route should leave the established trail and begin winding

curves to a higher elevation on the slope above Mexican Ridge. Again, this gain in elevation is necessary to reach a high crossing of Crestwood Gulch, and a higher crossing of the north ridge of Mill Creek Canyon. In three climbing turns and long ramps, the BST would reach 5666 feet of elevation. From the quarry ridge to this point, the route will cover about 0.44 miles.



From this point above Mexican Ridge, the trail maintains a relatively level contour as it traverses west-facing slopes to the north ridgeline of Crestwood Gulch at elevation 5686 feet. It is possible in the section to follow well-established game trails. Once the trail turns eastward into Crestwood Gulch, the game trails give out, but the trail can continue in a relatively gentle climb on an open grassy slope. The drainage area of Crestwood Gulch and the

south face of the gulch are heavily wooded in oak and maple. The crossing point of the gulch drainage is at 5843 feet elevation. The trail turns westward again along the south face of Crestwood Gulch in a steady gentle climb to the north ridge of Mill Creek Canyon



at elevation 5968 feet. At the north ridge point of Mill Creek Canyon, the trail route intersects the west terminus of the existing Pipeline Trail. At this location, the remnants of the old penstock pipes are visible above ground. The trail route follows the Pipeline Trail eastward into Mill Creek Canyon to the junction of the Pipeline Trail and the Rattlesnake Gulch Trail. This is a distance of one mile and climbs in elevation to 5,981 feet.



The trail route descends Rattlesnake Gulch on the existing USFS trail to the trailhead parking lot on Boy Scouts of America land on the north side of Mill Creek Canyon Road. The elevation drops to 5348 feet in a distance of in 0.77 miles. At the northwest corner of the parking lot, a power line intersects the trail. Following the power line westward through oak forest and some rocky outcrops, the trail route reaches a road bridge crossing of Mill Creek. The distance is 0.27 miles, and the

creek bridge is at elevation 5215 feet. This is a relatively new bridge structure on Mill Creek Road, and has wide striped shoulders on both sides of the two lane crossing. Sight distance for pedestrian crossing of the road is also good at this point.

Summary: Elevation change in this section begins at elevation 4948 feet at the Parley's Trailhead, climbs to 5981 feet at the top of Rattlesnake Gulch, and descends to 5215 feet at the Mill Creek bridge. The trail distance is 4.24 miles.

### **Segment 5: Mill Creek Canyon to Neff Canyon (Map 6, 7) – 1.71 miles**

This section climbs steeply out of Mill Creek Canyon across the talus and scree slopes of the south wall of the canyon, using major rock outcroppings as a series of landings. It crosses the south ridge of Mill Creek Canyon and follows a long, relatively level, side-hill route to the water tank and Trailhead parking lot in the mouth of Neff's Canyon. The

first part of the southbound route has high difficulty and should be designated hiking only. The terminus of the southbound route at Neff Canyon passes between development and designated wilderness managed by the USFS.



Beginning at the northeast corner of the Mill Creek Road Bridge over Mill Creek at elevation 5215 feet, the trail will cross the road and use the wide shoulder on the south side to reach the southeast corner of the bridge. The trail turns directly south from the bridge into the woods and continues south before bending eastward at the toe of steep slopes.



Every effort will be made to cross the riparian zone of Mill Creek in as direct a route as possible to limit human impacts on the stream and its environs. The trail climbs in a southeasterly direction to gain altitude in thick oak/maple brush dotted with conifer trees. At about elevation 5287, the trail will make a broad climbing turn back to a westerly direction and climb through talus and oak brush to the first major land mark on the route. This landmark is a large triangular rock outcropping. The trail



reaches the ridge connecting the triangle rock to the canyon slope at elevation 5414 feet. The trail uses this ridge to climb a short distance southward before turning west across a wide talus and oak brush slope. Before reaching the next major rock outcropping the route falls in with an animal trail and crosses under mahogany trees to reach a cleft in a high fin of rock intersecting the trail. The trail will climb up and through this rock cleft to cross the rock fin at about elevation 5520. This is the best

feasible crossing of the rock fin. It cannot be crossed above the cleft, and the area below the cleft is nearly impassable. The trail route continues in this manner, talus and brushy



side-slope crossings between rock outcrop landing ridges to elevation 5581. The rock outcropping at this elevation is a small window arch, which the survey team named the “elephant head.”

After the elephant head arch, the route crosses one more rock fin at 5613 feet elevation. Beyond this point, the character of the trail changes slightly. Brush and low trees become thicker and the steep side slopes become more stable.

The crest of the ridge is reached at elevation 5623 feet. The route emerges from brush covered, steep cliff face onto an open grassy west-facing slope. This is the best point for crossing the ridgeline, since it is in a small saddle between steep parts of the ridge. It is also well above and out of sight of existing housing in Olympus Hills that hugs the west terminus of the ridge at about elevation 5200 feet.

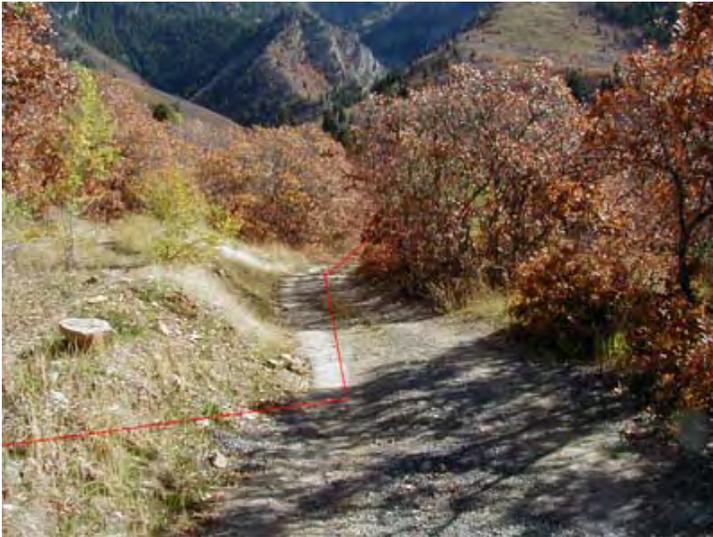


The southbound route from the Mill Creek Canyon ridge is along a fairly consistent side-slope through open grassland and low growing oak brush. It passes through rock outcropping bands that run with the slope angle. These crossings are at elevations 5691 feet and 5807 feet. While the route climbs nearly 200 feet of elevation in crossing the southwest-facing slope, the distance allows a gentle trail grade. Housing development

is at the bottom of the slope at elevations between 5200 and 5440 feet.

From the last rock band, the route crosses two gullies before gradually descending to the water tank road in Neff Canyon at elevation 5625 feet. The USFS wilderness boundary runs directly north and south near the mouth of the canyon, but allows room for the trail to descend past the water tank to intersect with the road. The road is dirt and gravel surfaced and one lane wide. South and west of the road is the paved Neff Canyon

Trailhead parking lot at elevation 5634 feet. There is a developed trail connection from the road to the trailhead.



Summary: Elevation change in this section begins at 5215 feet, climbs to 5807 feet, and descends to 5634 feet. The trail route distance is 1.71 miles.

### **Segment 6: Neff Canyon to Mile High Drive (Map 7) – 3.45 miles**

Access to the north end of this segment is provided at the Neff Canyon Trailhead. South of the trailhead, existing Olympus Cove housing development occurs at high elevations crowding very steep slopes, and adjoins USFS wilderness boundaries. In order to gain elevation and pass well above development on reasonable terrain, the trail must pass through a corner of wilderness on the south ridge of Neff Canyon.



The easiest climb and the least disruptive route follows the Neff Canyon water tank road to its intersection with Neff Canyon Creek, and then crosses the south face of the canyon at a gentle contour grade. From the Neff Canyon Trailhead at 5634 feet elevation, the route would connect to the water tank road using an existing USFS trail. The route would follow the water tank road east for about one half mile to a point where

it forks. The right fork fords Neff Canyon Creek at elevation 5946 feet. Immediately after crossing the creek, the route would follow an existing path that enters the woods on the south side of the road. The path leads downstream. At about elevation 5907 feet, the route turns south toward the south slope of Neff Canyon.

Climbing the south slope it reaches an abandoned mine shaft at approximately 5925 feet elevation. The proposed route enters designated wilderness in the vicinity of the mineshaft. The route goes west from the mine across a steep side slope densely covered with oak and maple brush to a rock fin running down the slope. The route should pass below a rock outcropping of the fin at elevation 5942 feet, and climb to the next rock fin, crossing through the rock outcropping at elevation 5962 feet. Continuing west, the route passes through a grove of conifers and more brush to reach the point of the south ridge of Neff Canyon at elevation



5984 feet. The route emerges from the brush here onto a grassy west-facing slope. There are spectacular views of the northern part of the Salt Lake Valley from this ridge and along the west facing slopes south of this point. Crossing at this high level is dictated by terrain. There are very steep slopes below this point that adjoin housing development at their base.



The route begins a long southward traverse across the west-facing slope to a dry drainage, around another point, into another dry drainage, before reaching a prominent rock at elevation 6083. The distance is more than a quarter mile, making the elevation change gradual. The west and north facing slopes have tall, thick, oak and maple brush. The drainages have pines, and the south facing slopes have low brush and grasses.

The prominent rock is about 300 feet up a very steep slope above a water tank in the development below. It provides an excellent view of the Salt Lake Valley. The route continues to climb to find a crossing of the unnamed canyon and high, narrow ridge to the south. The trail would climb up the rock formation to reach game trails leading toward the canyon and top out at about 6145 feet elevation.

Proceeding eastward into the canyon, the route would descend to the drainage at elevation 6099 feet, and climb up the drainage to 6129 feet elevation before reaching a crossing to the south slope of the canyon.



Maintaining a grade that pushes the 10 per cent limit, the route would climb to the narrow ridge top at elevation 6197. This high crossing is dictated by the steepness of the ridge and the presence of a rock band from ridge top to creek level at the western end of the ridge. This is the highest point on the proposed route between Parley's Canyon and Little Cottonwood Canyon.



Southbound the trail begins a descent into a broad bowl characterized by boulder ridges covered with tall, heavy oak forest. The descent is gradual into the bowl, and then the route rises and falls over the low ridges. The final ridge, above spring creek drainage, is at elevation 6073 feet. The route descends to cross the spring creek at elevation 6025 feet and connect with the top of the "Z" trail at elevation 5977 feet. The "Z" trail is an old mine road that climbs up Mount Olympus in three long grades connected by two switchbacks. The trail route would descend the "Z" from the upper terminus through its two switchbacks to intersect a proposed access trail near elevation 5640 feet. The "Z" grade exceeds the 10 per cent optimum, but the old roadbed is wide and well defined.



Summary: From the ford on the Neff Canyon road to a point below the “Z” Trail switchbacks is about 1.5 miles. Elevation change from the Neff Canyon Trailhead to this point on the “Z” Trail begins at 5634 feet, climbs to 6145 feet, and descends to 5640 feet.



The BST route on the “Z” Trail is proposed to be accessed from 1000 Oaks Drive on a trail that roughly follows lot lines up to elevation 5640 feet. An existing trail that climbs a steep slope from the 1000 Oaks Drive cul-de-sac to intersect the first grade of the “Z” Trail at elevation 5551 feet will be closed.

From the intersection of the proposed access trail, the BST route would descend on the “Z” trail to elevation 5620 and turn south along a steep side slope. The route crosses a small drainage and climbs slightly on the south side, below the proposed location of a water tank. Continuing south across a steep side slope at about elevation 5660 feet, the trail reaches a broad steep slope above Mile High Drive. The route from the “Z” Trail to this point follows a county-owned dedicated 40-foot wide easement within lots 1, 2 and 3 of the Skyline Hills Subdivision.

The route begins a descent of the steep west-facing slope in two switchback turns to reach an old mine road at elevation 5571 feet. Following one switchback leg of the mine road west to elevation 5500 feet, the route turns south and east into a canyon and crosses at elevation 5460 feet. At the point of crossing, the route has entered the USFS boundary. The route continues to descend southwesterly across a side slope to elevation 5272 feet, and turns northwesterly to reach Mile High Drive at elevation 5199. This point is still within the USFS boundary, and intersects the road at a point where the road has become a private drive under USFS special use permit.

Summary: From the “Z” Trail to Mile High Drive is about 1.4 miles. Elevation change begins at 5640 feet and descends to 5199 feet.

**Section 7: Mile High Road to Heughes Canyon (Map 8) – 2.65 miles**



A corner of the USFS boundary crosses the south end of Mile High Drive creating a wedge of public land where the Bonneville Bench skirts the lower slopes of Mount Olympus. There is a private drive extending from the end of Mile High Drive to access two homes on the bench. This drive exists under a USFS license. The trail route will use this corner to drop over the edge of the bench to access a way around and below the homes. Starting from the west side of the private drive, the route will cross the bench and descend a ridgeline, before turning south along the steep west facing slopes below the houses on the bench. There is chain link fence marking the north-south boundary of the lots following approximately the elevation 5072-foot contour. There are small ridges and gullies to cross on this contour, before the route can climb past the southwest fence corner to reach the level bench again. On the bench south of the homes, the route joins an existing path at elevation 5151 feet, and follows the path southward. It climbs to a junction with the east-west Mount Olympus Trail at elevation 5239 feet.

Descending westward on the Mount Olympus Trail to elevation 5154 feet, the route turns south on the level bench again to mouth of Tolcats Canyon, where it turns eastward, still on the level bench, to find a crossing of the canyon. A crossing is possible at elevation 5197 feet. The route then turns

westward along a steep rock slope to cross a cleft in the rock band at the canyon mouth at elevation 5213 feet.



After passing through the cleft, the route descends to the Bonneville Bench again and turns south. Two deep gullies are crossed before the bench disappears at the north ridge slope of Heughs Canyon. The route reaches a rock outcropping at elevation 5185 feet on the southwest-facing slope of the canyon.



Following roughly along side-slope contours southeastward, the trail passes another rock outcropping at elevation 5233 feet and a USFS boundary marker at elevation 5220 feet. Passing through a wide drainage, the route begins to descend to avoid increasingly rocky areas at higher elevations, and intersects with a bulldozed road at elevation 5161 feet. From this point the trail turns directly east into the mouth of the canyon and intersects a footpath along the canyon creek at elevation 5200 feet. This footpath begins in the neighborhood one-quarter mile below at a chain gate on a private road at elevation 5039 feet and continues up canyon for an unmeasured distance. It is necessary to use this trail to avoid a rock cliff in the canyon mouth and to reach a stream crossing at elevation 5217 feet.



*Summary:* This section begins at 5199 feet at Mile High Drive, descends to 5072 feet below bench housing, and reaches a high point of 5239 feet at Mount Olympus Trail. It descends in Heughs

Canyon to elevation 5161 feet, before climbing to cross the creek at elevation 5217. This is the most level section of the trail between Parley's Canyon and Hidden Valley Park in Sandy. The route crosses USFS land at Mile High Drive, and crosses the corner of USFS wilderness between Tolcats Canyon and the first rock outcropping on the southwest-facing slope of Heughs Canyon.

### **Section 8: Heughs Canyon to Big Cottonwood Canyon (Maps 8, 9) – 2.69 miles**



Beginning at a crossing of the creek in Heughs Canyon, this section climbs to benches above development to reach the very difficult terrain of Dry Hollow. Descending across a rocky cliff face to the bottom of the gulch and climbing the steep south ridge, the route emerges high above the gun range located on the Bonneville Bench at the mouth of Big Cottonwood Canyon. Staying on high contours, the route reaches the west end of the abandoned Granite Aqueduct, before descending to the power line that enters Big Cottonwood Canyon. The power line access road leads to the canyon highway. Crossing the highway and following the south shoulder for a short distance, the route reaches a bridge over Big Cottonwood Creek into an abandoned USFS picnic area.



The crossing of Heughs Canyon Creek at elevation 5217 feet is in a very narrow part of the canyon. The route travels along the side of the south canyon slope westward through oak/maple forest, climbing past old quarry holes to reach an open grassy ridge at elevation 5227 feet. At this point, the trail will be on rolling bench above development and climbs to pass through a draw above a water tank at elevation 5427 feet. Continuing on open grassy slopes, the trail rounds a point into a

wide bowl, crossing an old quarry road at elevation 5475 feet. A long abandoned branch of this road crosses a drainage at elevation 5482 feet, providing access to the next broad ridge top. Crossing the ridge and turning east through a mahogany grove into another



steep drainage, the route crosses through at a rock band at elevation 5506 feet. Turning westward again, the route climbs slightly to reach the end of the broad north ridge of Dry Hollow. Between the water tank draw and the top of the north ridge of Dry Hollow, the route crosses through USFS wilderness. The north face of Dry Hollow is a jumble of rock outcroppings and very steep.

Beginning the descent from the ridge, the trail travel west down the ridge and at elevation 5475 feet turns south to pass under the highest rock outcroppings at the mouth of Dry Hollow. The trail then turns directly east at elevation 5400 feet, rising and falling to make use of the landings provided by a series of rock outcroppings. The route manages to follow close to the 5400-foot contour across the face of the cliff to reach the bottom of Dry Hollow at elevation 5407 feet. This is approximately the location of the USFS boundary, which is also the wilderness boundary.



The bottom of the canyon and the climb up to the south ridge of Dry Hollow passes through dense



oak brush. The route up to the south ridge will push reasonable grades, reaching rock outcroppings at elevations 5518 feet and 5574 feet, before emerging on the open grassy ridge at the USGS survey marker at elevation 5647 feet. It is necessary to climb to this elevation to achieve a high crossing above the gun club firing range on the Bonneville Bench at the mouth of Big Cottonwood

canyon. Also, the steep north and west facing slopes of the ridge offer no better alternative route.

Summary: The distance from Heughs Creek to the south ridge of Dry Hollow is 1.39 miles. Elevation change in this section begins at 5217 feet, climbs to 5561 feet on the north ridge of Dry Hollow, descends to 5400 feet, and climbs to 5647 feet.



From the survey marker on the south ridge of Dry Hollow, the route travels at contour toward the opening of Big Cottonwood Canyon, reaching a rock outcropping at elevation 5623 feet, directly above the gun club buildings, which are located at about elevation 5200 feet. The route crosses open grassy side slopes eastward at elevations between 5630 feet and 5646 feet, crossing four major draws, before reaching a rocky draw and descending to cross at elevation 5554. The route continues to descend until it reaches the access road to the old Granite Aqueduct at elevation 5416 feet. Just east of the dirt pad that once held the pump station, the trail begins a steady southeasterly descent from the aqueduct to an old quarry at elevation 5292 and reaching a former power line road at elevation 5269.



Following the power line path, the route descends to the highway in Bib Cottonwood Canyon at elevation

5141 feet. Crossing the highway at this point, the route travels on the wide south shoulder to a gated vehicular bridge across Big Cottonwood Creek at elevation 5161 feet. The bridge accesses the closed and undeveloped USFS Oak Ridge Picnic Ground.

Summary: The distance from the south ridge of Dry Hollow to Oak Ridge Picnic Ground is 1.3 miles. The elevation change in this section begins at 5623 feet and generally descends to 5141 feet. An agreement will need to be made between local government and the Forest Service to re-open the former Oak Ridge Picnic Ground area to establish it as a Bonneville Shoreline Line Trailhead.

**Section 9: Big Cottonwood to Deaf Smith Canyon (Maps 9, 10) – 3.36 Miles**



Beginning at the gated bridge connecting Big Cottonwood Canyon Road with Oak Ridge Picnic Area at elevation 5161 feet, the route follows the old picnic area roadbed west and downstream to its terminus in a wide, open area at elevation 5155 feet. The trail will climb the south slope of Big Cottonwood Canyon from this point, rising first to an old aqueduct at elevation 5174 feet and following it to an open slope, where the trail can climb again to a power line at elevation 5269 feet. At this point the route is on a narrow bench on the canyon wall. Following the bench a short distance, the trail must climb again through heavy woods and crossing talus slopes to stay above development, eventually reaching a game trail at elevation 5358 feet.



This trail leads out of the brush onto a steep northwest-facing grassy slope. Crossing this slope for about one-quarter mile, contacting a USGS Survey Marker at elevation 5315 feet, the route descends to a relatively flat wide bench north of the mouth of Ferguson Canyon. This bench is within the USFS boundary and below the elevation of the wilderness boundary. The route rounds the corner of the slope southward and intersects a local path on the bench at elevation 5236.



Turning south, following the local path, the route crosses the dry Ferguson creek bed and intersects the established USFS Ferguson Canyon Trail at elevation 5310. The route then turns west on the established trail to reach the water tank at the canyon mouth at elevation 5335 feet. The established trail continues around the water tank fence to the water tank road on the south side. Descending on the water tank road for about one tenth of a mile, the route departs from the road at elevation 5295 feet, to go south along west-facing slopes. The route from Oak Ridge Picnic Ground to point where it leaves the Ferguson Canyon water tank road is about 1.44 miles.



From the water tank road at elevation 5295 feet, the route climbs steadily for more than a mile, crossing several narrow draws, to reach the broad north ridge of an unnamed canyon about half way between Ferguson and Deaf Smith Canyons. The side slopes range from gradual on west-facing slopes, to very



steep crossing the draws. The slopes are generally grassy open areas with clumps of tall oak/maple brush. No developed trail exists in this area. The route climbs to avoid development and developable vacant properties.



The route crosses three narrow draws at about elevation 5380 feet. It reaches an incised rocky draw at elevation 5407 feet and climbs a steep north-facing slope to reach the remnants of a water

tank road and a buried water tank at elevation 5433 feet. Two more draws are crossed at elevations 5472 feet and 5489 feet before reaching a ridge at elevation 5506 feet. Crossing a wide draw at 5555 feet, the trail reaches the wide north ridge of the unnamed canyon and the dirt road that accesses the ridge at elevation 5594 feet. The canyon south of this point is a wide bowl-shaped area, and the road descends around the upper eastern edge of the bowl.



The trail will follow this road in a curve down to elevation 5565 feet, and then depart the road to cross the canyon bottom at elevation 5548 feet. Climbing the south face of the canyon on steep, oak-brush covered side slopes, the route rounds the ridge at elevation 5577 feet. South of the unnamed canyon, the trail crosses a series of draws, generally descending southward. Draws are crossed at elevations 5570 feet, 5503 feet, 5440 feet and 5400 feet. The vegetation in this area alternates between open grassy slopes and tall oak/maple brush.



The last draw before reaching the south ridge of Deaf Smith Canyon has a number of small abandoned mining holes and debris piles. The trail crosses near one of these on the north slope of the draw at elevation 5397 feet before crossing the draw at 5374 feet. From this crossing, the route maintains at nearly this same contour around the ridge and into Deaf Smith Canyon. There is a local

path climbing the ridge from Golden Oaks Drive, a stubbed subdivision street that has a chain across it at elevation 5228 feet.

Continuing into Deaf Smith Canyon at about elevation 5374 feet, the route travels on a high bench above development. The highest houses in this development are accessed by a private road and located on the stream in the narrow mouth of the canyon. On the bench above the last house, the route begins to descend through thick oak brush, alternating with unstable gravelly slopes, to reach the stream. A culvert crosses the stream above the last house at elevation 5367 feet.



There is an old concrete weir at the forks of Deaf Smith Creek at about elevation 5400 feet, which is also near the USFS boundary. The trail should cross at one of these two locations, but no higher on the stream. The crossing should be as direct as possible to avoid increasing foot traffic in the riparian zone. Deaf Smith Creek has a sensitive population of Bonneville Cutthroat Trout.

*Summary:* The route from Oak Ridge Picnic Ground to the point where the trail would leave Ferguson Canyon water tank road is about 1.44 miles. The distance from the Ferguson Canyon water tank road to the crossing of Deaf Smith Creek is about 1.9 miles. The route begins at the road at elevation 5161 feet, climbs to 5594 feet, and descends to 5367 feet at the lowest possible crossing of the creek. The Ferguson Canyon water tank road provides access from on street parking on Timberline Drive. The nearest access to the trail at the Deaf Smith Canyon crossing is Golden Oaks Drive. Part of the route from Golden Oaks, at elevation 5228 feet, to the creek crossing could follow an old aqueduct. The aqueduct reaches the private drive in the canyon at elevation 5309 feet. An access trail would have to climb from this point to the trail on the bench at elevation 5374 feet to go above existing private development.

### **Section 10: Deaf Smith Canyon to Little Cottonwood Canyon (Map 10) – 5.25 miles**

After crossing Deaf Smith Canyon Creek below its forks, the route climbs to follow contours across west facing slopes. The route turns east into a steep unnamed canyon, still following contours. Crossing the dry drainage of the canyon, the route climbs steadily to the south ridge of the canyon and intersects an old mine road. From this point the trail would begin to a long steady descent past abandoned mine tailings and through boulder fields to reach a power line. Crossing the power line and descending farther, the route intersects an aqueduct road leading east into Little Cottonwood Canyon.



Immediately south of Deaf Smith Creek, the route crosses an old mining road at elevation 5413 feet that follows the south fork of Deaf Smith Creek into the mountains. This old mine road connects on the west with the private drive in the development below. The route begins a climb from this point westward and southward along a wooded side slope to reach a ridgeline at elevation 5534. Beyond the ridge line, the route follows a gently rolling high bench south, crossing draws at elevations 5525 feet, 5535 feet and 5570 feet, before reaching elevation 5593 feet on the bench.



The route begins to turn east at this high point to enter a deep, steep-sided, unnamed canyon. It descends to cross the dry canyon drainage at elevation 5538 feet and climb eastward along the south wall of the canyon to reach the next ridgeline at elevation 5586 feet. There is the old scar of a mining road following this ridgeline into the mountains.

South of the mine road scar, the route begins a long gradual descent towards the mouth of Little Cottonwood Canyon. There are old diggings and spoils piles near the mine road, and the lower portion of the route crosses through fields of large granite boulders. Descending, the route crosses draws at elevations 5548 feet, 5534 feet, and 5490 feet.



The route reaches a power line cut along the base of the hill at elevation 5380 feet and descends again to reach an aqueduct road at elevation 5336 feet. The route follows this aqueduct eastward into Little Cottonwood Canyon, paralleling Highway 210.

Summary: This segment begins at elevation 5400 feet at the Deaf Smith Creek crossing, reaches high points on either side of the unnamed canyon at elevations 5593 feet and 5586 feet, and descends to the aqueduct at elevation 5338 feet. The distance to this point is 1.49 miles.



The aqueduct road begins at elevation 5315 feet at a gate on the east side of Highway 210 where the highway begins to bend eastward into the mouth of Little Cottonwood Canyon. About one quarter mile east along the aqueduct road, the BST route intersects at about elevation 5336 feet and continues east following the aqueduct road. The aqueduct road bends south at elevation 5376 feet to intersect at another gate on Highway 210. The trail route

would continue along the buried aqueduct to elevation 5390 feet. At this point, the route would depart from the aqueduct to go north around private property, reaching elevation 5430 feet. East of the private property, the route would rejoin the buried aqueduct at elevation 5403 feet and continue east to about elevation 5446 feet. A trail connection can be made here to the Little Cottonwood Canyon Park and Ride lot at elevation 5418 feet.



The route would cross the parking lot and make its way to the intersection of Highway 209 and 210 at elevation 5399 feet. Crossing the highway on the east side of the intersection, the trail would reach the access road for the Temple Quarry Trailhead. Crossing the trailhead access road, the route would need to bridge Little Cottonwood Creek at the north bank elevation of 5386 feet.

From the south bank of Little Cottonwood Creek, the trail begins a long gradual climb westward across steep side slopes to the ridge between Little Cottonwood Canyon and Bells Canyon. The route must go above development on the north face of this ridge near the bottom of rocky cliffs that mark the USFS Wilderness boundary. Just above the creek, the route crosses talus slopes just below the first of four USFS boundary posts, at elevation 5443 feet, marking the federal line on the north face of the ridge. The route passes a private corner stake at elevation 5476 feet that is near and below the second USFS marker.



The route travels along gentler slopes above private development past the third USFS marker and into wooded slopes near the fourth marker. Continuing a gradual climb, on steep side slopes, the trail crosses a draw at elevation 5463 feet and climbs to the top of the canyon ridge at elevation 5658 feet.



From this point, the route could follow the ridgeline nearly due west to intersect with the established trail that connects a Sandy City trailhead on Highway 209 to Bell Canyon Reservoir. To continue a southward direction, the trail could drop southwest from the ridge, crossing a wide brushy bowl to intersect the Bell Canyon Trail at elevation 5487 feet, closer to Bell Canyon Reservoir.

*Summary:* From the intersection of the BST route with the aqueduct road to the intersection of the route with Bell Canyon Trail is a distance of 3.75 miles.

Elevation change begins at 5332 feet on the aqueduct and climbs to 5660 feet at the ridgeline on the south side of Little Cottonwood Canyon, before descending to meet the Bell Canyon Trail at elevation 5487 feet.

### **Segment 11: Little Cottonwood Canyon to South Fork Dry Canyon (Map 11) – 2.67 miles**

The Bonneville Shoreline Trail would follow the Bell Canyon Trail from the moraine ridge to Bell Canyon Reservoir, and pass the reservoir on newly constructed trail east of the lake. Leaving the loop trail around Bell Canyon Reservoir at its southernmost point, the route would go through a rock cut to the old pump house pad south of the reservoir. Turning east from this point, the trail would cross brush-covered slopes into the Dry Creek drainage. It would cross the north fork of Dry Creek maintaining a relatively level contour and go below the cliffs at the mouth of Middle Fork Canyon. Crossing Middle fork, the trail would climb to west facing slopes and cross at a high contour to the ridge above South Fork. The route east turns into South Fork Canyon, descending steadily to

cross the creek and climb a steep short slope to reach the broad gentle slope above the South Fork water tank. The route intersects an existing local path that climbs into South Fork Canyon from the water tank road.



The Sandy City trailhead on Highway 209 at the mouth of Little Cottonwood Canyon provides the best access for north and south bound travelers on the BST route. Beginning at the trailhead at elevation 5238 feet, the existing trail limbs southward in several switchbacks up the moraine ridge dividing Little Cottonwood Canyon and Bell Canyon. The ridgeline is crossed by the trail at elevation 5479 feet. One alternate route of the BST could intersect here after

following the ridgeline down from elevation 5660 feet. The existing Bell Canyon Trail continues south, rounding a deep mountain bowl to cross drainage at elevation 5449 feet and climbing to intersect with the second alternative route of the BST at elevation 5487 feet. The Route of the BST would follow the Bell Canyon Trail southward to intersect with a dirt road at Bell Canyon Reservoir at elevation 5606 feet.



The BST Route would turn east along the road to an intersection with newly constructed trail at elevation 5626 feet. The newly constructed trail goes around the hilly east side of Bell Canyon Reservoir reaching an elevation of 5670 feet before crossing Bell Canyon Creek on a new bridge at elevation 5641 feet. Climbing from the creek, the trail reaches a fork at elevation 5667 feet. The Bell Canyon Trail ascends the

canyon eastward, and the BST route continues on the reservoir loop trail southward.

The BST route finally leaves the reservoir loop trail south of the reservoir at elevation 5622 feet and passes through a rock cut to the location of the reservoir pump house, a rocky pad at elevation 5604 feet. From this point, the route of the BST can be seen going around the drainage of the North and Middle Forks of Dry Creek.



Bell Canyon Reservoir has a loop trail about 0.8 miles long that encircles the lake. On the west side of the reservoir, on the north bank of the reservoir outlet, another access trail intersects the loop. This access trail starts from a trailhead parking area on Wasatch Boulevard at elevation 5146 feet, climbs through development by way of an old water tank road, crosses Bell Canyon Creek on a bridge at elevation 5335 feet, and intersects the reservoir loop trail at elevation 5578 feet.



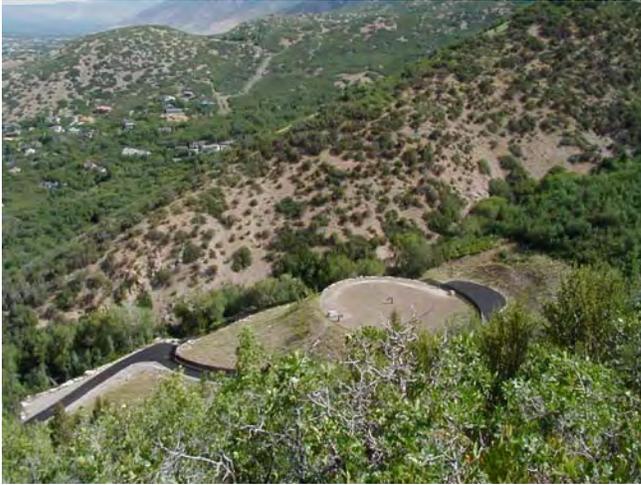
From the penstock pad at elevation 5602 feet, the route turns southeast along the south slope of the Bell Canyon Ridge into the drainage of the North Fork of Dry Creek. The route is a relatively level crossing of a long brush-covered slope, just above a bench in the slope. Crossing the North Fork draw at elevation 5648 feet, the route turns south to go around the next ridge at elevation 5713 feet.



Continuing south and east into the mouth of Middle Fork Canyon, the route passes through a rock outcropping at nearly the same contour, before descending to the narrow canyon bottom. Crossing the canyon drainage, the route climbs westward across a steep slope and turns south to reach a well-established game trail at elevation 5759 feet. This trail is nearly continuous and level across open west-facing slopes to the ridgeline on the north side of South

Fork Dry Creek. Descending west along the ridge to elevation 5692 feet, the route turns east into the canyon and descends to cross the flowing South Fork Creek at elevation

5469 feet. A short climb up a steep side slope brings the route to the wide, gently sloping, wooded bowl of South Fork Dry Creek Canyon. The route intersects a well-worn local trail that climbs eastward up the canyon from a water tank access road.



*Summary:* This segment begins at elevation 5238 at the Highway 209 trailhead in Little Cottonwood Canyon, climbs to elevation 5670 feet above Bell canyon Reservoir, and descends to elevation 5648 feet in South Fork Dry Creek Canyon. The distance is 2.67 miles.

### **Segment 12: South Fork Dry Creek to Hidden Valley Park (Maps 11, 12) – 2.2 miles**



The route crosses the water tank path in South Fork Dry Creek Canyon and climbs steep side slopes to go around a point of the mountain at a high contour on a narrow bench. Crossing Dry Gulch, the trail reaches the steep west-facing slopes north of Rocky Mouth Canyon. The route must descend in a series of long switchbacks in order to cross Rocky Mouth Canyon below its waterfall. The route crosses the access trail from the neighborhood below and descends into Rocky Mouth Creek.

Crossing the creek, the route will require switchbacks again to reach a narrow bench leading south to Big Willow Canyon. Turning east into Big Willow Canyon, the route intersects the water company access road along the creek. The trail can follow this road down to its gate, where the road intersects the developed Bonneville Shoreline Trail on the Bonneville Bench at Hidden Valley Park.

A gated, paved access road climbs over 300 vertical feet up South Fork Dry Creek Canyon from the development on the Bonneville Bench to a water tank, ending at elevation 5536 feet. A local trail continues from the water tank eastward into the canyon up a broad, gently sloping alluvial fan that is covered in oak/maple forest. The BST route, coming from the north, intersects this trail at elevation 5648 feet.



The route would climb eastward, using the existing path to elevation 5689 feet, and depart southward toward the south wall of the canyon. A long side hill climb is required to find a rolling bench at the south canyon ridgeline at elevation 5786 feet. The route would follow this bench, passing a draw at elevation 5774 feet and another ridge at elevation 5784 feet, before descending into Dry Gulch. Climbing out of Dry gulch on steep side slopes, the route reaches a ridge at elevation 5840 feet begins a long descent crossing a west-facing slope to the ridge of Rocky Mouth Canyon.



Descending to the brink of Rocky Mouth Canyon at a potential overlook at elevation about 5400 feet, the trail must descend in a couple of switchbacks to the trail at the mouth of the canyon at elevation 5320 feet. This is one of the longest and steepest descents on the BST route and is dictated by steep topography and the narrow gorge-like entrance to Rocky Mouth Canyon.



The established Rocky Mouth Canyon Trail begins in the neighborhood below. The trailhead is on Wasatch Boulevard, and the trail must be accessed on sidewalks through development. The BST route would cross the trail before it enters the Rocky Mouth waterfall gorge, and descend to cross Rocky Mouth Creek at elevation 5303 feet.

A series of switchbacks will be required for the route to climb out of the creek to the south ridge of Rocky Mouth Canyon at elevation 5455 feet. The route continues south on

a rolling bench, passing USFS boundary markers at elevations 5468 feet and 5489 feet, before reaching the north ridgeline of Big Willow Canyon at elevation 5496 feet. Turning east into the canyon, the route passes through a rocky outcrop at elevation 5508 feet and descends to intersect with the water company dirt road in Big Willow Canyon at elevation 5494 feet. The route follows the water company road southwest down the canyon, crossing the creek on a culvert at elevation 5461 feet, and reaching a gate on the road at elevation 5268 feet. Just south of this gate, the developed Bonneville Shoreline Trail leads south along the Bonneville Bench into Draper City. The trail is marked with a sign. It is a soft surfaced trail that is continuous to Corner Canyon. The water company road continues to descend to meet paved trails in Sandy City's Hidden Valley Park at elevation 5161 feet.

*Summary:* This segment is approximately 2.2 miles long. It begins at the water tank trail in South Fork Dry Creek Canyon at elevation 5648 feet, climbs to elevation 5840 feet south of Dry Gulch, drops to elevation 5303 feet crossing Rocky Mouth Creek, climbs again to elevation 5508 feet in Big Willow Canyon, and meets the Bonneville Shoreline Trail in Sandy at elevation 5268 feet.

### **Segment 13: Hidden Valley Park to Corner Canyon (Maps 12, 13) – 3.24 miles**

The Bonneville Shoreline Trail is developed between Hidden Valley Park in Sandy and Upper Corner Canyon Road in Draper. It connects via the lower portion of the Big Willow Canyon water company road to paved trails, parking and restrooms in Hidden Valley Park. At the gate on the unmaintained water company road at elevation 5272 feet, a sign marks the intersection with developed trail heading south along side slopes. The trail crosses Little Willow Canyon at elevation 5219 feet. Draper City plans a bridge at this location. Continuing south, the trail passes another canyon elevation 5151 feet and climbs to meet a local access trail at elevation 5166 feet. Continuing along wooded and rocky side slopes, the trail passes above a water tank at elevation 5201 feet. The Bonneville Bench becomes evident where the trail meets another access trail at elevation 5193 feet.



The trail turns abruptly east to climb steeply over a rock outcropping at the mouth of Bear Canyon. Near the top of the climb, the Trail of the Eagle forks from the BST and ascends Lone Peak. The BST tops out at elevation 5330 feet and descends steeply to cross Bear Creek on a footbridge at elevation 5238 feet. Turning west to leave Bear Canyon, the trail reaches the Bonneville Bench and another access trail at elevation 5187 feet and turns south.

The mouth of Cherry Canyon is not evident, being set back on the bench, but a sign marks a local trail going east into the canyon at elevation 5214 feet. A long level section of the BST continues southward, crossing another canyon and changing from a footpath to a two-track road on the broad Bonneville Bench.



At elevation 5184 feet, the road starts a curve through a draw. At this point the BST route should depart from the road and cross the relatively level bench following the USFS boundary. About one third of a mile farther south on this route, the trail would intersect at elevation 5180 feet with Upper Corner Canyon Road, a maintained gravel road sometimes called the Draper Alpine Road. This intersection is still within the USFS boundary and allows for a direct crossing of the road to begin a descent into Corner Canyon.

The road is accessed and crossed by several local trails, and Draper has a trailhead at the gated north end of the road. The road continues south and east, to climb into the saddle between the Traverse Range and Lone Peak at the top of the Corner Canyon drainage.

*Summary:* This section of the trail is relatively level, traveling on side slopes and the Bonneville Bench. From the gate on the road in Big Willow Canyon, the trail climbs briefly to 5330 feet to enter Bear canyon, and terminates as a developed trail near at Upper Corner Canyon Road. The trail distance is 2.24 miles. From Cherry Canyon south, the BST is paralleling the Salt Lake Aqueduct Trail, which is located on another bench below the BST.

#### **Section 14: Corner Canyon to Point of the Mountain (Maps 13, 14, 15) – 6.31 miles**

The Bonneville Shoreline Trail within Corner Canyon and along the north slopes of the Traverse Mountain Range will travel above and below residential development through dedicated open spaces. For the most part, these dedicated open space areas are slopes in excess of 30 per cent or similar areas that cannot be developed. At Point of the Mountain, the west end of the Travers Range, active quarries and Interstate 15 create major obstacles for connects south to Utah County or West to the Jordan River Parkway. Portions of the trail are already developed, particularly west of Corner Canyon.

True to its name, Corner Canyon is actually a broad bowl at the junction of two mountain ranges, which serves to collect several tributaries to Corner Canyon Creek. This section begins as an undeveloped route proposal at an intersection with Upper Corner Canyon Road, where the road crosses the Bonneville Bench at elevation 5180 feet. The route flows steep side slopes to descend through a series of ridges and drainages on the east wall of Corner Canyon. The route travels southwest, crossing a draw at elevation 5114



feet, a ridge at elevation 5106 feet, and another draw at elevation 5104 feet. Rounding the side slopes of a wider ridge at elevation 5076 feet, the trail crosses drainage at 5057 feet and enters a grove of tall trees. Emerging from the trees, the trail intersects the Salt Lake Aqueduct maintenance road at elevation 5049 feet and follows it farther into Corner canyon.



Departing from the aqueduct road at elevation 5061 feet, the trail turns west to go down and around another drainage ridge and turn south toward Corner Canyon Creek. Traversing a steep side hill the trail route crosses Corner Canyon Creek at elevation 4973 feet. This crossing is within the Corner Canyon riparian conservation zone. It connects with an existing dirt road that passes old silica mining pits and turns into the west fork of the canyon. The route continues on the road along the west fork until it becomes local dirt path again.



At elevation 5118 feet, the route turns sharply south to ascend a draw on the south wall of the canyon. Where this turn occurs, a trail will connect to a cul-de-sac in the Corner Canyon Cove subdivision development, which will serve as a BST trailhead. Ascending the draw southward, the route follows the toe of a steep ridge. Turning back north on a switchback at elevation 5192 feet, the trail ramps up the side of the ridge to top out at elevation 5220

feet. The route crosses the ridge and follows side slopes above the valley, turning south again and climbing steadily to find a crossing of the west fork creek at elevation 5331 feet.

From the creek crossing, the route must climb higher to go above new development occurring on the Bonneville Bench on the west side of Corner Canyon. The route goes northwest over a ridge at 5359 feet and curves around the boundaries of the development.



It descends north and west to intersect with a developed section of the BST at elevation 5225 feet just above Rambling Road.

From this point West for 1.3 miles, the trail parallels Rambling Road, crossing the lower slopes of Potato Hill and Red Rock. The route passes through a broad draw at elevation 5193 feet, climbs a low ridge and crosses a creek at elevation 5218 feet. West of the creek crossing an



access trail from Rambling Road and the South Mountain Golf Course intersects the trail. Continuing west, the trail eventually descends to cross Rambling Road on a crosswalk near the intersection of the Rambling and Traverse Ridge Roads.

North of Rambling Road, the trail descends through drainage and follows steep side slopes to go round the east and west ridges of Maple Hollow. It turns south across the



west ridge at elevation 5016 feet and climbs along the east side of Oak Hollow to reach a pedestrian, bicycle, and equestrian tunnel under Traverse Ridge Road at elevation 5089 feet.

Exiting the inclined tunnel at elevation 5109 feet, the developed trail ends. The trail route is proposed to turn directly north again and climb out of bottom of Oak Hollow to the level of the road and turn south again to climb the west slopes of the

canyon. The trail would climb and follow the canyon's west fork for a distance of about 0.4 miles to reach a saddle on "Widowmaker Hill" at elevation 5366 feet. Widowmaker

Hill is the easternmost extension of the ridge of Steep Mountain. The trail begins a long gradual descent along the north face of Steep Mountain to intersect with a developed section of the BST behind Centennial Heights subdivision at elevation 5190 feet.



This developed trail is a rolling path that extends east a short distance to Steep Mountain Drive, and west for 0.94 miles to the east boundary of Point of the Mountain Flight Park, a Salt Lake County park located on the Bonneville Bench. A combination of dirt path and old two-track road extends from the end of developed trail for another half mile to a fence line that marks the boundary of the quarries at Point of the Mountain.



### **Segment 15: Point of the Mountain to Provo Jordan River Parkway (Maps 15, 16)**



A connection is needed between the Bonneville Shoreline Trail route on the slopes the Traverse Range and Porter Rockwell Trail in Draper, which can provide access to the Draper/Bluffdale Interstate 15 interchange at Mile 291. Draper City plans a trail from the Bonneville Shoreline Trail at the road tunnel in Oak Hollow, down Oak Hollow, under the traffic circle bridge next to the Salt Lake County Swimming Pool in South Mountain Park, to connect with



Highland Drive. From Highland Drive to the Porter Rockwell Trail on the UTA railroad bridge at 300 East, sidewalks will likely provide the most feasible connection.



The Porter Rockwell Trail will become the Point of the Mountain Trail on the railroad right-of-way where it bridges over Highland Drive. At this point, the Bonneville Shoreline trail could depart from the Porter Rockwell Trail, pass under Interstate 15, and pick up the Draper Irrigation Canal right-of-way just west of the Draper/Bluffdale interstate interchange. The trail route could follow the canal to the Jordan River. The Provo Jordan River Parkway in Bluffdale is planned to cross on a bridge from the east side to the west side of the river near the point where the Draper Irrigation Canal reaches the river.



The Bonneville Shoreline Trail would join the Provo Jordan River Parkway at this crossing and use the parkway to pass through the northernmost gap of the narrows canyon. There are two possible points where the Bonneville Shoreline Trail could depart from the parkway. First, the most direct route west to the Oquirrh Mountains would be to ascend the first drainage south of the river crossing, pass under Camp Williams Road, and reach the northeast boundary corner of Camp Williams. This large, partially wooded, unnamed drainage south of the Wood Hollow Drainage

currently flows due east from Camp Williams, passing under Camp Williams Road, an old railroad grade, and two canals to reach the Jordan River.

As the second option, the Bonneville Shoreline Trail could follow the Provo Jordan River Parkway to Salt Lake County's parkway trailhead on the bluff above the narrows dam. From the trailhead, the Bonneville Shoreline Trail could depart from the parkway, go around the east and south sides of the Veterans Memorial into Beef Hollow, and cross under Camp Williams Road. This crossing under the road would have to be a new tunnel on the north bank of Beef Hollow, since the trail cannot use the military crossing under the Camp Williams Road Beef Hollow Bridge. Following the west side of the Camp Williams Road right-of-way and the east boundary of Camp Williams, the trail route would go north to the Camp Williams northeast boundary corner. This trail segment would descend gradually from the Bonneville Bench at about elevation 5200 feet to the Jordan River below the Narrows at about elevation 4400 feet and climb to the northeast boundary corner of Camp Williams at about elevation 4800 feet. The distance from Oak Hollow to the Camp Williams northeast corner would vary, depending on routing options, but would be between 6 and 8 miles.

**Segment 16: Camp Williams and Yellow Fork Canyon (Maps 16 through 21)**



From the northeast corner of Camp Williams the route follows an old roadbed that parallels the north boundary of the military reservation to the mouth of the Wood Hollow Canyon. The route climbs westward to follow ridge tops, weaving in and out of the reservation boundary, before dropping into the north side of the upper Wood Hollow drainage in Section 24. Climbing to the watershed dividing ridge, and maintaining a route within the north reservation boundary, the trail would cross into the bowl on the south side of South Mountain and connect to the east end of Black Ridge.



In the bowl on the south slopes of South Mountain, the route would be in Utah County for about one-half mile. The route would stay north of the ridge top and parallel to the reservation boundary climbing westward around the first hill on the ridge above a water tank. From the



water tank hill to the point where Black Ridge begins to descend to a saddle connection with the Oquirrh Mountains at the head of Water Fork of Rose Canyon, the route could generally follow a two-track road located just north of the ridge top. This portion of the route is close to the Salt Lake County boundary on Black Ridge.



The route descends to the northwest in a series of long turns from the west end of Black Ridge to the private gate on Rose Canyon Road. Crossing the road north of the gate and following the hillside west of Rose Canyon Creek, the trail would go north to the Salt Lake County Yellow Fork Canyon Park Trailhead.

From the northeast boundary corner of Camp Williams at elevation 4800 feet, the trail would climb to elevation 6700 feet at the west end of black ridge, before descending to Yellow Fork Canyon Park at

elevation 5650 feet. The distance in this segment is approximately 10 miles.

This trail segment is well located to provide some unique benefits to Camp Williams and private development on its north boundary. The trail would provide access to respond to wild fire. The trail would define a boundary and assist in controlling trespass into hazardous military training areas south of the trail in Wood Hollow and in the artillery impact zone south of Black Ridge. The route provides a challenging recreation and physical training opportunity in a buffer zone between the military reservation and residential development, and can be expected to enhance private property values.

### **Utah County Connection**

Multiple connections are possible from the Bonneville Shoreline Trail in Draper, in Salt Lake County, to the Bonneville Shoreline Trail in Alpine, in Utah County. Trail connections may be possible through Corner Canyon over the saddle between Lone Peak and the Traverse Range; through Maple Hollow and Suncrest Subdivision on South

Mountain; around Point of the Mountain through the quarry area; following the Porter Rockwell and Point of the Mountain rail trails; or across Interstate 15 on a pedestrian bridge and descending to the Provo Jordan River parkway at Thanksgiving Point.

The long term plan for the Bonneville Shoreline Trail is to go around Point of the Mountain and turn east along the south slopes of the Traverse Range and return to the Wasatch Range in Alpine. The exact route from the Salt Lake County Flight Park through the quarry operation at Point of the Mountain cannot be determined until quarrying is nearer completion. Once on the south side of the quarry operation, Lehi City, in Utah County, is planning a route for the BST through development on the south side of the mountains. Draper City, which has jurisdiction east of Lehi, is in negotiation with the Micron Corporation for right-of way through its considerable ownership on the south side of the Traverse Range. Draper City has already included open space dedications and trail routes in the Suncrest development on that side of the mountains. Draper and Alpine boundaries meet and a connection for the BST routes in both cities has been determined. This Point of the Mountain “Loop” will be the main route of the BST, but several other routes are possible and will likely be constructed as part of a Draper and Utah County trail system.

A trail connection over the Lone Peak and Traverse Range saddle is dependent on open space dedications associated with development in Corner Canyon and on the saddle. Alternative routes are possible that would climb up the canyon. Once the saddle is reached, the trail could use the old Hog Hollow road, connect with Suncrest trails, or find a more direct route southeast to join the BST in Alpine.

In the center of the Traverse Range in Draper, a steep trail already exists that follows the easement of a buried sewer line from a BST connection in Oak Hollow to the top of the mountain in Suncrest. The Suncrest development plan includes a trail that descends the south side of the mountain in another canyon called Maple Hollow. This trail would intersect with the BST Point of the Mountain Loop on Micron property.

When the Salt Lake County portion of the BST makes a connection with the Porter Rockwell rail trail on the UTA right-of-way, in order to make a connection with the Provo Jordan River Parkway, a second opportunity will be created to make a connection with Utah County. Draper, Lehi, Mountainlands Association of Governments, UTA, Geneva Quarries and trucking companies are developing a trail on the railroad right-of-way along the east side outer road of Interstate 15. A connection to the Bonneville Shoreline Trail in Lehi from this rail trail would complete a Salt Lake and Utah County connection.

Near the point where the Murdock Canal goes under Interstate 15 on the south side of the Traverse Range, the Interstate passes through a road cut, creating the opportunity for a bicycle and pedestrian bridge over the freeway. Once on the West side of Interstate 15, the trail could follow the outer road south and connect the Provo Jordan River Parkway near its bridge over the river at Thanksgiving Point.

One or more of these feasible routes will likely be developed, contributing to a system of trail connections between Salt Lake and Utah Counties, and providing travelers on the BST with several options.

### **Bonneville Shoreline Trail in Western Salt Lake County**

The BST should continue north from Yellow Fork Canyon County Park to create a trail above development on the east slopes of the Oquirrh Mountains. This route would largely be on Kennecott corporation lands and requires the company's agreement and participation in planning and development. While the Bonneville Shoreline Bench is not defined on the western side of the county, the 5200 foot elevation is indistinguishable on the alluvial fan of the Oquirrh Mountains; a trail on the lower slopes of the western mountains would provide a similar experience to the BST on the Wasatch Front. An extension of the BST in the Oquirrh Mountains would also provide regional trail connections to the residents of the west valley.

A conceptual route has been shown on the overall Bonneville Shoreline Trail map of Salt Lake County. This segment would proceed north from Yellow Fork Trailhead and head up Dry Canyon to an elevation of about 6300 feet then descend into the next draw and down Butterfield Canyon, crossing the creek and road. Following a fork northward the trail would cross several small draws and descend into Bingham Canyon. Crossing the railroads and creek, the trail would ascend to Copperton Park and use existing sidewalks through the Copperton community. Crossing the Bingham Highway the trail would ascend the canyon north rim and frontal slopes remaining west of the railroad and passing through Barney's Creek, Clay Hollow, Harkers Canyon, and Coon Canyon. Approaching Magna community the trail would cross Little Valley Wash west of Pleasant Green cemetery passing the Magna Mill and skirting around the Garfield Plants on the northern tip of the Oquirrh Mountains to the Great Salt Lake.

This alignment has not been field verified, as have the other proposed sections of the trail in Salt Lake County. Nor has it been entered into the global positioning satellite system.

## **CHAPTER 3 - PUBLIC USE AND ACCESS**

### **Recreation Use, Land Use, and Topography**

In general, the Bonneville Shoreline Trail is intended to be a non-motorized primitive trail that is generally a higher standard than those found in the National Forest wilderness areas. It will be open for hiking, mountain biking, and equestrian use. Topography, watershed, and land use restrictions will affect uses in some areas of the proposed route.

Recreation use is restricted to non-motorized use of the trail throughout Salt Lake County. From Mill Creek Road south to Hidden Valley Park in Sandy, the trail is not recommended for bicycle use. The trail crosses USFS designated wilderness, where bicycle use is prohibited, in Neff's Canyon, Tolcats Canyon, south of Hueghs Canyon, and between South Fork Dry Creek and Rocky Mouth Canyon. The trail crosses several areas of difficult terrain, such as the south wall of Mill Creek Canyon, Tolcats Canyon, the north wall of Dry Hollow, the south wall of Little Cottonwood Canyon, and Rocky Mouth Canyon. Salt Lake County plans to develop a bicycle route on Wasatch Boulevard that would provide a connection between Mill Creek Canyon and a bicycle lane on Wasatch Boulevard in Sandy, which connects to Hidden Valley Park.

Equestrian and animal use would not be allowed on trail sections across watershed lands. The trail section on South Mountain and Steep Mountain in Draper, west of Corner Canyon, would be open to horses. Generally, dogs will not be allowed on the trail off-leash. However, dogs are currently allowed off-leash on some sections of the trail on odd days. Dogs will be allowed on trail sections crossing wilderness boundaries if they are outside Salt Lake City Watershed boundaries.

Sections of the trail may be subject to temporary or seasonal closure. The trail along the National Guard Camp Williams boundary from South Mountain to the west end of Black Ridge is located above the reservation's artillery impact area, and may be closed during training exercises. Sections of the trail in high elevations that serve as winter deer and elk range may be closed during winter months. In many cases, these sections will be above the average winter snow line.

Public use standards for the trail should be established, published, and signed at trailheads. Examples of existing standards that could be adopted include "Leave No Trace" principals and "carry in, carry out" litter programs.

Salt Lake County, municipalities, and the USFS will enforce trail use rules and development standards. Development of a volunteer trail patrol is recommended, managed in partnership by the enforcement agencies. Emergency numbers and contact information will be posted at all trailheads.

### **Trailheads and Access**

The purpose of a trailhead is to provide automobile parking and access for trail

users. For some trail activities such as horseback riding, trailheads serve an important role for staging, preparing the rider and the horse for the trail experience. Trailheads also perform useful purposes for pedestrians and bicyclists, by providing trail information, orientation, and communication services.

There is a distinction between a “trailhead” for the BST and an “access” to the BST. Trailheads are generally defined as off-street parking areas, and may have other amenities including drinking fountains, restrooms, and picnic sites. Several trailheads that can serve the Bonneville Shoreline Trail route are already in place. A few new trailhead developments will be required. Proposed trailhead locations are selected by opportunity, rather than by any arbitrary standard for distance between access points. In general, less than four miles separates trailheads proposed in this plan.

Each trailhead will have a parking capacity limit, and where possible, defined parking spaces with posted parking regulations to limit conflicts with surrounding residences and businesses. Several are located some distance from the BST, requiring access by a linking trail. Some serve established trails that intersect the BST route.

Facilities at trailheads vary greatly. The plan does not attempt to standardize trailheads, relying on the site manager and the physical capabilities of the site to dictate facility development. Trailheads located in public parks, with nearby utility connections, should be considered for water and restroom facilities.

At the other end of the scale, “access” points that offer only on-street parking and an access trail to the BST should be well marked and signed to control and direct public use. Access opportunities exist currently as neighborhood access to mountain areas. This plan proposes additional access points.

The variety of areas that will potentially serve as trailheads and access areas will require signing and posting of specific rules of use to prevent conflict with neighboring development. Following is a short description of trailheads and access areas that could serve the Bonneville Shoreline trail in Salt Lake County.

#### DAVIS COUNTY TO DRY CREEK CANYON

**North Salt Lake City Trailhead:** The northernmost trailhead planned to serve the Salt Lake County portion of the BST is located about three quarters of a mile north of the Salt Lake County Line. North Salt Lake City would like to develop a trailhead in a small canyon cove at the southwest end of Eagle Wood Golf Course. The area is currently private property and would have to be acquired for trailhead construction. The area is large enough to allow parking and picnicking, and is close to utilities that could serve restrooms and drinking water facilities.

**Hell Canyon Trailhead:** A trailhead should be developed near the gate on the dirt road in Hell Canyon called Bonneville Drive. This could be where the road and developed city streets meet at the edge of residential development northwest of Ensign Peak.

Bonneville Drive climbs to the radio towers northwest of Ensign peak and could serve as connector trail to access the BST.

**City Creek Canyon Access:** Parking is located at the gate on City Creek Canyon Road and provides direct access to the BST. Restrooms and a water fountain are also located at the gate.

**Morris Reservoir Trailhead:** Morris Reservoir on the Bonneville Bench east of City Creek Canyon, where Northmont Way and Hilltop Road meet, offers parking and an access trail to the BST.

**Terrace Hills Drive Access:** A cul-de-sac at the end of Terrace Hills Drive serves as trailhead parking for two access trails to the BST. On the west side of the cul-de-sac, a water tank road climbs northwest and intersects the BST. An adjacent property owner has provided a drinking fountain near the road gate. On the east side of the cul-de-sac, an access trail climbs northeast to intersect with the BST near the top of Perry's Hollow.

**Perry's Hollow Access:** At the top of Perry's Hollow Road, a dead end street allows parking near a gated dirt road that climbs up Perry's Hollow. A connecting trail needs to be defined to access the BST, and the on-street parking should be signed and striped.

**Popperton Park Trailhead:** Popperton Park, located at Virginia Street and 11<sup>th</sup> Ave, provides a large parking area and a paved access trail that leads east from the park to intersect with the BST at the mouth of Dry Creek Canyon. Restrooms and water are available in the park.

#### DRY CREEK CANYON TO EMIGRATION CANYON

**University Access:** Parking is a challenge in the area of the University of Utah medical center, but bicycle and hiking access to the BST is possible by way of Fort Douglas Circle and Red Butte Canyon Road.

**Red Butte Access:** Red Butte Gardens Arboretum at the end of Stover Street is located on the BST. Parking is not provided specifically for the BST, but bicycle and hiking access is accommodated.

**“This is the Place” Heritage Park Trailhead:** At the intersection of Crestwood Drive, Wasatch Drive, and Emigration Canyon Road, a small off-street parking lot is provided with direct access to the BST.

**Rotary Glen Park:** A large parking area, water, and restrooms are located east of Wasatch Drive at the intersection with Emigration Canyon Road and Crestwood Drive.

## PARLEYS CANYON TO MILL CREEK CANYON

**Parley's Canyon Trailhead:** Located at the north end of Wasatch Boulevard, south of the bicycle/pedestrian bridge crossings of Interstate 80, this small, developed park offers paved parking for 15 cars, drinking water, and a picnic table. It will serve the Interstate-80 crossing, access to the bicycle/pedestrian tunnel under Interstate-215 into Parley's Historic Nature Park, and the undeveloped southbound Parley's to Mill Creek BST segment.

**Water Tank Access:** A partially paved lane leads from Teton Drive to the water tank at the end of "Mexican Ridge" within the Parley's to Mill Creek segment. The road becomes a primitive footpath above the water tank and intersects the BST route on top of the ridge. Parking on the street should be marked near the water tank access road and limited to two vehicles. This should be primarily a walk-in or bike-in neighborhood access.

**Rattlesnake Gulch Trailhead:** A gravel lot for about 10 cars is available on the shoulder of Mill Creek Canyon Road. The lot is on Boy Scouts of America property and serves as a trailhead for the Rattlesnake Gulch Trail. The Forest Service maintains the trailhead. There are no facilities at the trailhead, other than an information kiosk. This trailhead is well located to serve both the Parley's to Mill Creek BST segment and the Mill Creek to Neff's Canyon BST segment. It also serves bike-in use.

## NEFFS CANYON TO MILE HIGH DRIVE

**Neff's Canyon Trailhead:** The USFS has a paved lot at the end of White Way at the mouth of Neff's Canyon. The lot is not marked with spaces, but could serve 20 cars. The lot is shared with an occasional semi tanker truck that loads at the Olympic Water storage tank next to the trailhead. Both the Mill Creek to Neff's Canyon and the Neff's Canyon to Mile High Drive segments are served by this trailhead. A short access trail from the trailhead intersects the BST route.

**Thousand Oaks Cul-de-sac Access:** At the end of Thousand Oaks Drive, a cul-de-sac is located in front of a gate to a gated community. An access trail climbs up a steep slope to intersect the lower leg of the "Z" Trail, which climbs up to the BST route. Parking should be limited to four cars and marked to prevent interference with driveways and the gated community access road. The Neff's Canyon to Mile High Drive segment of the BST is accessed at about its mid point by the "Z" Trail. It is hiking only in this segment, and this access could serve walk-in use from the neighborhood.

**Mile High Drive Trailhead:** Parking development is feasible on public land at the end of Mile High Drive, where the street becomes an access road licensed by USFS to private residences on the Bonneville Bench farther south. A trailhead at this point would serve both the Neff's Canyon to Mile High Drive BST segment and the Mile High Drive to Hueghs Canyon Segment. Utilities may also be available at this location to provide a restroom, drinking water, and picnic facilities. NEPA approval will be required.

## MILE HIGH DRIVE TO HEUGHS CANYON

**Mount Olympus Trailhead:** This trailhead is a paved lot for 10 cars on the aqueduct bench beside Wasatch Boulevard. The steep Mount Olympus trail climbs the rocky bluff here and intersects the BST route at the Bonneville Bench at the mid point of the Mile High Drive to Heughs Canyon BST segment.

**Heughs Canyon Access:** On street parking could be marked for five cars on Cannon Cove Drive and a foot trail right-of-way obtained on Heughs Canyon Circle to connect with the neighborhood trail along Heughs Creek. This is an important point of access, because of distance between access points, for the Mile High Drive to Heughs Canyon BST segment and the Heughs Canyon to Big Cottonwood Canyon segment. The access trail would also serve walk-in neighborhood use to these hiking-only segments.

## HEUGHS CANYON TO BIG COTTONWOOD CANYON

**Dry Hollow Access:** A parking access on Gun Club Road at the mouth of Dry Hollow would provide walk-in access to the mid point of the Heughs Canyon to Big Cottonwood Canyon BST segment, by accessing the trail where it crosses the bottom of Dry Hollow. Special signing to prevent entry into the gun club and direct trail users to the trail within Dry Hollow would be advisable.

**Oak Ridge Picnic Area Trailhead:** A bridge from Big Cottonwood Canyon Road across the creek into this abandoned USFS picnic area is an ideal location for a trailhead. The BST routes for the Heughs Canyon to Big Cottonwood Canyon and Big Cottonwood Canyon to Deaf Smith Canyon segments intersect at this point. A parking lot could be developed here for several cars, and picnic facilities could be returned to the area. NEPA approval will be required.

## BIG COTTONWOOD CANYON TO LITTLE COTTONWOOD CANYON

**Ferguson Canyon Access:** On street parking is located on Timberline Drive at the intersection of the dirt access road to the Ferguson Canyon water tank. Signing and marked spaces for five cars could be improved at this location. This access already serves the Ferguson Canyon Trail and would serve the mid point of the Big Cottonwood Canyon to Deaf Smith Canyon BST segment.

**Golden Oaks Access:** Golden Oaks Drive is a one-block dead-end street. Signing and marked on-street parking for four cars would serve an access trail climbing up to the Big Cottonwood Canyon to Deaf Smith Canyon segment near the entry to Deaf Smith Canyon. This access could also serve the Deaf Smith Canyon to Little Cottonwood Canyon BST segment.

**Aqueduct Access:** Parking could be developed where the west end of the dirt aqueduct road intersects with Highway 210 west of the mouth of Little Cottonwood Canyon. This

would allow access to along the aqueduct road to the Deaf Smith Canyon to Little Cottonwood Canyon BST segment.

#### LITTLE COTTONWOOD CANYON TO SOUTH FORK DRY CREEK

**Little Cottonwood Canyon Trailhead:** The BST route crosses both the Little Cottonwood Canyon Park and Ride Lot and the access road into the Temple Quarry Trailhead. Both of these lots could serve the Deaf Smith Canyon to Little Cottonwood segment and the Little Cottonwood Canyon to South Dry Fork Creek segment. The Temple Quarry Trailhead also serves a trail going up Little Cottonwood Canyon.

**Highway 209 Orgill Bell Canyon Trailhead:** Sandy City has a trailhead for about 10 cars serving its north access trail to Bell Canyon. The lot is scheduled for paving. The Little Cottonwood Canyon to South Fork Dry Creek BST segment intersects this trail and follows it to Bell Canyon Reservoir.

**Wasatch Boulevard Bell Canyon Trailhead:** Sandy City has a paved trailhead on Wasatch Boulevard serving its west access trail to Bell Canyon. The Little Cottonwood Canyon to South Fork Dry Creek BST segment is also served by this access.

**South Fork Dry Creek Access:** Parking at the gate to the paved water tank access road in the mouth of South Fork Dry Creek Canyon would serve the Little Cottonwood to South Dry Fork Creek BST segment and the South Fork Dry Creek to Hidden Valley Park BST segment.

#### SOUTH FORK DRY CREEK TO HIDDEN HOLLOW PARK

**Rocky Mouth Canyon Trailhead:** The established five-car gravel lot off Wasatch Boulevard provides access to sidewalks on Eagle View Drive and to the Rocky Mouth Canyon Trail, which intersects the South Fork Dry Creek to Hidden Valley Park BST segment at about the mid point.

**Hidden Valley Park Trailhead:** Parking, restrooms, water, and paved trails within Hidden Valley park provide trailhead amenities and access to the Big Willow Canyon water company road that intersect the BST. This location will serve the South Fork Dry Creek to Hidden Valley Park segment and the Hidden Valley Park to Corner Canyon segment.

#### HIDDEN HOLLOW PARK TO CORNER CANYON

**Bear Canyon Trail Access:** A cul-de-sac on Bear Hill Circle allows access to a trail that climbs to the Salt Lake Aqueduct Trail and provides access to the Bear Canyon Trail, which intersects with the BST at the mouth of Bear Canyon. Parking should be signed and striped.

**Highland Drive Access:** At the intersection of 13200 South Street and Highland Drive, a trail easement provides access through development and climbs up to the Aqueduct Trail and Upper Corner Canyon Road. The road can be used to access the BST. No parking is available at 13200 South and Highland.

**Upper Corner Canyon Road Access:** A small park and parking area is located in Draper at the intersection of Highland Drive and dirt road known as Upper Corner Canyon Road or Draper/Alpine Road. The BST can be accessed by a steep trail that crosses the Salt Lake Aqueduct and climbs to the BST on the Bonneville Bench. The BST could also be reached by following Upper Corner Canyon Road to its intersection with the trail.

#### CORNER CANYON TO POINT OF THE MOUNTAIN

**Draper Equestrian Arena Park Trailhead:** Paved parking is available at Draper City's equestrian arena on Highland Drive. A trail ascends Corner Canyon to intersect the BST.

**South Mountain Golf Course Access:** Paved parking at the clubhouse on Rambling Road provides access to a street crosswalk that leads to a trail that climbs up to the BST route in the vicinity of Red Rock.

**Rambling Road Access:** On street parking is located at a crosswalk on Rambling Road near its intersection with Traverse Ridge Road. The BST trail is developed in this area and crosses Rambling Road using the well-defined crosswalk.

**Traverse Ridge Road Tunnel Access:** Roadside parking should be developed and marked on Traverse Ridge Road near where the BST in Oak Hollow crosses under the road through a tunnel.

**Centennial Heights Access:** Several access trails lead from the subdivision between lots to a developed section of the BST. Three connect from Steep Mountain Drive, two from Manila Drive, and one from Randolph Circle.

**Steep Mountain Flight Park Trailhead:** The completed BST above Centennial Heights Subdivision connects with Salt Lake County's hang gliding park on the Bonneville Bench at Point of the Mountain. Dirt roads and parking areas are available at the west end of Steep Mountain Drive.

#### JORDAN RIVER AND OQUIRRH MOUNTAINS

**Jordan Narrows Trailhead:** Salt Lake County will construct a trailhead for the Jordan River Parkway on the bluff above the narrows north of Beef Hollow in 2003. The area will have parking, water, and picnicking. The BST may share the route of the Jordan River Parkway south to this point, before turning west into Beef Hollow.

**Yellow Fork Canyon Trailhead:** Salt Lake County will construct a trailhead parking area near the junction of Yellow Fork Canyon and Rose Canyon in 2003. After following the north boundary of Camp Williams west to Rose Canyon, the BST will turn into Yellow Fork Canyon and connect to Kennecott lands north of Yellow Fork.

**Oquirrh Mountains:** Kennecott Minerals Company owns and controls most of the land west of Utah State Highway 111 on the eastern slopes of the Oquirrh Mountains. Kennecott has historically controlled public access to the area and is now beginning to develop some of their lands. Local planners will need to guide the establishment of trailheads for the Bonneville Shoreline Trail relating to the current cross-valley highways and Coon Canyon, Harkers Canyon, Bingham Canyon and Butterfield Canyon.

### **Regional Trail System Connections**

The BST is truly a regional trail, extending outside Salt Lake County boundaries to connect with trail systems throughout northern Utah. Within Salt Lake County, the trail route intersects other regional trails, county trails, city trails, and undesignated local pathways. A list of trail intersections and approximate locations is provided below.

Bonneville Shoreline Trail – Davis County  
Ensign Peak Trail – Hell Canyon Ridge  
City Creek Canyon Trails – City Creek Canyon  
Red Butte Canyon Trails – Red Butte Gardens  
Mormon Pioneer National Historic Trail – Emigration and Parley’s Canyons  
Pony Express National Historic Trail – Parley’s Canyon  
California National Historic Trail – Parley’s Canyon  
Parley’s Creek Corridor Trail – Parley’s Canyon  
Grandeur Peak Trail – Parley’s to Mill Creek Segment  
Pipeline Trail – Mill Creek Canyon  
Rattlesnake Gulch Trail – Mill Creek Canyon  
Neff Canyon Trail – Neff Canyon  
“Z Trail – Mount Olympus Cove  
Mount Olympus Trail – Wasatch Boulevard  
Heughs Canyon Trail – Canyon Cove neighborhood  
Ferguson Canyon Trail – Ferguson Canyon  
Rocky Mouth Canyon Trail – Rocky Mouth Canyon  
Bell Canyon Trail – Bell Canyon  
Trail of the Eagle and Bear Canyon Trail – Bear Canyon  
Cherry Canyon Trail – Cherry Canyon  
Lone Peak Trail – Upper Corner Canyon Road  
Lower Corner Canyon Trail – Lower Corner Canyon Road  
Oak Hollow Trail – Oak Hollow  
Porter Rockwell Trail - Draper  
Draper Canal Trail - Draper  
Provo Jordan River Parkway – Jordan Narrows  
Yellow Fork Canyon Trails – Yellow Fork Canyon

## **CHAPTER 4 - DEVELOPMENT STANDARDS**

### **Purpose of Trail Development Standards**

Salt Lake County, USFS, and several of the municipalities along the BST route have signed on to a Memorandum of Understanding with the Bonneville Shoreline Trail Coalition that sets out minimum standards for establishment of a non-motorized trail and use of the name Bonneville Shoreline Trail.

Construction standards for the development of trails help encourage uniformity throughout the entire regional trails system. Following standard construction will also enhance the trail experience for the user. The user will come to anticipate and expect a specific surface type, maximum grades, minimum trail width, and corridor clearing. These standard features assist trail users in planning and equipping a trail outing. Deviation from standards will be necessary when conditions or preferences dictate. Within the National Forest, U.S.F.S. trails standards and guidelines will vary due to wilderness requirements, terrain and where other resources apply. Other jurisdictions may also apply variation to a standard for the BST. The standards presented here are intended to provide a basic trail construction guideline for the BST in Salt Lake County.

### **Trail Classifications by Use and Function**

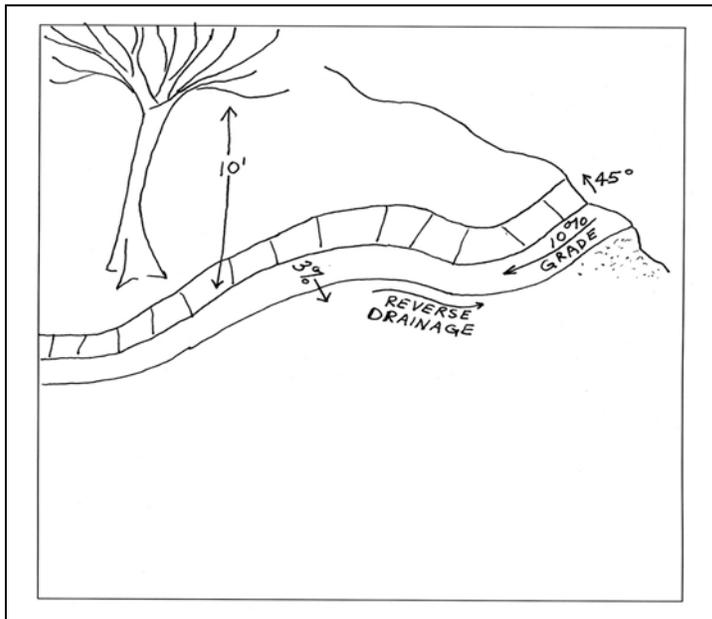
Trail classifications designate the type of admissible use(s) on an individual trail. The question, "Who has the trail been built for" mandates trail classification. The Salt Lake County Regional Trails are comprised of three use designations: 1) Primitive multiple use for pedestrian, bicycle and equestrian; 2) Paved Surface, for pedestrians and bicycles; 3) Compacted Gravel Surface, for pedestrians and bicycles; 4) Soft Surface Equestrian, for horses only. The optimum surface types and trail widths for each use also play a role in defining trail classification. Bicycle trails will be comprised of three varieties: 1) paved, 2) compacted gravel, and 3) primitive mountain bike trails. Equestrian trails will never be hard paved surfaces.

The Bonneville Shoreline Trail standard will be a primitive trail. All of the trail will be open to pedestrian use, while portions of the trail will accommodate mountain bikes and equestrian use. Topography and existing land use restrictions, like watershed and National Wilderness, will restrict the use of the trail more than the construction or surface type. The BST will be a pathway separated from streets and paved roads, and located within the natural landscape. Occasionally, the BST will use a low maintenance unpaved road as a means to link primitive trail segments, such as water tank access roads. The BST will also capture existing primitive trails for use as its primary route, such as the Rattlesnake Gulch Trail, that will fall outside the BST standard because of steep grades or surfacing material. Such variations from standard construction are necessary, when feasible alternative routing does not exist.

Bonneville Shoreline Trail “connectors” are intended to link sections of developed primitive trail. In some instances, like the Wasatch Drive BST Connector, a paved bicycle lane on a city street exists where no BST trail route has been developed. In other instances, connectors may be dirt roads or primitive trails that serve as access trails from trailheads to the BST. Connectors may also serve as parallel alternate routes, such as a paved bicycle path along Wasatch Boulevard near areas where the BST is pedestrian only, due to topography and land use restrictions.

## **Bonneville Shoreline Trail Standard**

Most of the undeveloped route of the BST proposed in this plan will travel across steep side slopes. The construction standard proposed follows principles developed by the International Mountain Bike Association for multipurpose trails. The construction would be based on a “full bench” design, which requires the full width of the trail tread be cut into the hillside. All excavated material must be disposed of down slope and clear of the trail tread. No materials may build up at the outside of the trail to create an unstable soft edge or a berm that would block the flow of water across the trail. The trail would have a 45 percent slope cut into the hillside above the tread and the tread would slope at about three percent to the downhill side. No ditch should be allowed to form at the junction of the tread and the uphill slope. This design allows water to flow down hill and across the trail without creating erosion problems.



The trail tread should average about three feet wide. Horizontal brush clearance should be about four feet from the trail centerline, and vertical clearance should be about ten feet to allow for a mounted equestrian to pass. Gradient should be maintained within zero to ten percent, with short sections allowed to rise to fifteen percent. The trail profile should be a rolling up and down line that uses “reverse grade” sections to allow rainwater to be shed at the low points. This design

also allows the trail to climb and descend slopes in a series of ramps and landings. The trail tread should descend slightly into natural drainages and climb slightly out, so that water will not follow the trail tread and cause erosion. Long gradual ramps and climbing turns are preferable to switchbacks. If switchbacks are necessary, they must be built on wide, stable landings that channel water along the trail slope and past the landing, rather

than allowing it to follow the trail turn. Sod and rooted brush that is removed to excavate the trail tread should be retained to revegetate disturbed areas.

### **Bonneville Shoreline Trail Connector Standards**

A variety of “connector” trails will provide access and alternate routes to the Bonneville Shoreline Trail. Several excellent guides to trail development are available to follow in designing, constructing and maintaining these trails. For primitive, multiple use access trails, U. S. Forest Service and International Mountain Bike Association development standards are recommended. The Salt Lake County Regional Trails Plan (1994) offers four types of trails that could fill the purpose of a connector. All four are separated grade trails, or trails that are distinctly separate from roadways. A revision of the regional trails plan is scheduled for 2004, and the county should be contacted regarding updated standards for trail construction. In addition to these separate pathways, some connectors, like the Emigration Canyon to Parley’s Canyon Section of the BST Route, may be located on streets, as bike lanes, or on sidewalks. The American Association of State Highway and Transportation Officials (AASHTO) publishes standards for development of bike lanes and other facilities developed in connection with vehicular traffic ways. AASHTO guidelines should be followed for BST connectors associated with city streets.

The BST route proposed in this plan, and several portions of existing BST trail route, follow roadways, ranging from two-track jeep trails to infrequently maintained dirt roads that provide access to pipelines, power lines, and water facilities. Technically, these road sections should be considered “connectors”. For the trail user, however, these road segments are short, provide continuity for travel, and should not detract from the trail experience. In some cases, these roads provide the only feasible route for the trail.

Several paved street crossings are necessary to accomplish a continuous trail. Again, AASHTO guidelines should be consulted along with street daily traffic volumes to design safe crossings.

### **Landscaping**

The enhancement of the existing native vegetation and the reclamation of disturbed areas parallel to most trails or those old 4 wheel drive routes and excessive user created trails which have been closed. This will normally be a concurrent task performed with the 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 the visual aesthetics for trail users.

The preservation of existing native plant species will play an important role in exposing trail users to quality trail experiences and educational opportunities. Transplanting and 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. A list of plants

found in the Salt Lake County Regional Trails Plan identifies generally the desirable types of vegetation to be used in revegetation and reclamation project during trail construction. The Forest Botanist will determine revegetation on Forest Service lands.

## **Trail Signs**

Signs are an important element in the trail environment. Trail control devices, 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) Command attention, 3) Convey a clear, simple meaning, 4) Command respect from trail users and 5) Give adequate time for proper response. The design, placement, operation, maintenance, and uniformity of sign devices must meet the above requirements.

The use of color for trail control devices should conform to a standard commonly recognized by people who drive major roads and highways. This in part is as follows: Yellow - General warning, Red - Stop or prohibition, Blue -Service guidance, Green - Indicated movements permitted and directional guidance, Brown - Public recreation and scenic guidance, Orange - Construction and maintenance warning, Black - Regulation, White - regulation.

Where signs are to serve both bicyclists and equestrians, mounting heights and lateral placement are critical for safe passage. Overhead sign clearance on Pedestrian/ bicycle trails shall be a minimum of 8 1/2 feet.

Most of the Bonneville Shoreline Trail will be a primitive trail located in natural areas. Signs need to be simple and unobtrusive, but strategically placed to provide trail users confidence in their location and direction of travel. A trail sign plan needs to be developed that defines trailhead sign design, standard information, and placement; directional signs for intersections with roads and other trails; trail “blaze” signs and intervals; a trail distance marking system; permanent information signs, temporary emergency signs, interpretive signs and construction signs; and use of the BST logo. Trail signing on Forest Service lands will follow the National Forest signing regulations, but will include the BST logo decals on Carsonite posts.

## CHAPTER 5 - IMPLEMENTATION

### Land Ownership

Land ownership along the trail route in Salt Lake County is a mixture of federal, state, county, city, special district, corporate, and private ownership. In defining a trail route, every effort has been made to avoid interference with the use of private lands or the management of public lands. Development of the trail requires that public and private landowners share in the vision and willingly cooperate. It will be necessary to meet the needs of landowners to the fullest extent possible. In some cases, individual agencies and private landowners may be asked to modify or adjust plans for the use of their properties in order to accommodate the trail. As stated earlier, topography, existing development, and potential development already limit where the trail can be located, and alternative routes may not exist.

The benefit of landowner cooperation goes beyond the good will generated by service to the community. National studies show that such a trail is an enhancement to property value. Statewide studies show that trails, and the BST specifically, are highly desirable amenities for quality of life in Utah. In some areas of the county, particularly along the Traverse Range and Oquirrh Mountains, the opportunity still exists to protect a trail corridor through planning and zoning, open space dedications, and transfer of development rights. Some or all of these tools are available to the county and municipalities. The USFS, if appropriations and willing sellers are available, can acquire lands within their proclaimed boundary to allow for a trail corridor. The USFS has the flexibility to allow landowners to retain rights to land use, such as water rights retention on lands owned by water companies. Flexibility by the acquiring agencies, the county, and municipalities will be the key to working with landowners to create a mutually beneficial corridor.

TABLE 1 – LAND OWNERSHIP

**Salt Lake County records are the source for this table and may not be current for individual tracts. While tract size is given in the table, BST development will not require acquisition of entire ownerships. The BST may be established on easements and dedicated corridors passing through these tracts. The names of the government and large parcel owners are listed. The others are listed as private for confidentiality.**

BST SEGMENT	PARCEL NO.	ACRES	LAND OWNER
DAVIS COUNY LINE TO DRY GULCH			
	0813300004	79.27	North Salt Lake City
	0813300009	19.89	Private
	0824100002	160.00	US Forest Service
PARLEY'S CANYON TO MILLCREEK CANYON			

<b>BST SEGMENT</b>	<b>PARCEL NO.</b>	<b>ACRES</b>	<b>LAND OWNER</b>
	1625101001	14.33	NTPL (Formerly UP&L)
	1625126001	85.9	Salt Lake City Corp
	1625153030	6.73	Private
	1625176001	19.00	U S Forest Service
	1625327021	23.00	Private
	1625327025	2.79	Private
	1625327020	8.09	Private
	1625327024	2.96	Private
	1625327023	510	Private
	1625376008	20.07	Private
	1625400004	40.00	U S Forest Service
	1625400005	40.00	Private
	1636200001	138.79	Private
	1636200002	18.45	Salt Lake Council BSA
	1731100001		U S Forest Service
	1731110004	20.66	US Forest Service
<b>MILL CREEK CANYON TO NEFF'S CANYON</b>			
	1731400001		US Forest Service – Mount Olympus Wilderness
	1636426006	54.72	Private
	1636401033	3.35	Private
	1636401034	3.06	Private
	1636477001	18.79	Private
	1636477004	10.00	Private
	1636477059	10.27	Private
	1731300001		US Forest Service – Neff's Canyon Trailhead
	1731300002		
<b>NEFF'S CANYON TO MILE HIGH DRIVE</b>			
	230610001		U S Forest Service Mt Olympus Wilderness
	2201476022	30.15	Private
	2201451028	15.25	Private
	2201451002	5.49	Private
	2201451024	12.02	Salt Lake County
	*2201376024	17.80	Private
	*2201376025	21.99	Private
	2201376022	1.06	Salt Lake City
	*2201376016	9.20	Private
	2211276001	60.00	Private
	2211220002	11.50	Salt Lake County
	2212100001		US Forest Service – Mt Olympus Wilderness
	2212100002		
<b>MILE HIGH DRIVE TO HEUGHS CANYON</b>			
	2211251008	2.87	Private

BST SEGMENT	PARCEL NO.	ACRES	LAND OWNER
	2211251027	1.51	Private
	2211251037	12.92	Private
	2211400002	16.90	Private
	2211400003	19.17	Private
	2211400004	20.00	Salt Lake County
	2211400005	20.00	US Forest Service
	2214201001	10.00	Private
	2214201002	10.00	Private
	2214253001	47.34	Private
	2214481009	2.23	Salt Lake County
	2214426001		U S Forest Service - Mt Olympus Wilderness
	2213300010	16.80	Heughs Land, LLC
	2213300005	19.49	M C A Construction
	2213300007	99.17	U S Forest Service (NTPL)
HEUGHS CANYON TO BIG COTTONWOOD CANYON			
	2224126002	40.00	Mt Olympus Financial, LC
	2224176001	40.00	US Forest Service – Mt Olympus Wilderness
	2224300001	205.44	JB Walker
	*2225226003	34.06	Private
			US Forest Service – Mt Olympus Wilderness
BIG COTTONWOOD CANYON TO DEAF SMITH CANYON			
			US Forest Service – Twin Peaks Wilderness
	2225405006		Private
	2225226005		US Forest Service – Twin Peaks Wilderness
	2225379015	7.24	Salt Lake County
	2236130024	3.27	Private
	2236126020	3.02	Private
	2236126022	5.01	Private
	2236126024	8.44	Private
	2236326003	17.19	Larry E. Walker
	2236326004	83.87	Larry E. Walker
	2801200001		US Bureau of Reclamation
DEAF SMITH CANYON TO LITTLE COTTONWOOD CANYON			
			US Bureau of Reclamation
	2801178002	23.54	Foundation for Advanced Research
	2801328003	57.91	Larry E. Walker
	2801376002 2801376004		Not labeled parcel probably government owned
	2812126003	15.35	Private

BST SEGMENT	PARCEL NO.	ACRES	LAND OWNER
	2812126004	11.52	Private
	2812276002	29.85	US Bureau of Reclamation (Cottonwood Aqueduct)
	2812276003	10.11	Private
	2812226002		US Forest Service
LITTLE COTTONWOOD CANYON TO SOUTH FORK DRY CANYON			
	290730004		US Forest Service – Lone Peak Wilderness
	2812428015	1.35	Private
	2812428013	7.13	Stonebridge Land Holding
	2812424013	4.13	Alta Approach Condominiums
	2812428005	10.00	US Forest Service - Lone Peak Wilderness
	2812428003	10.00	US Forest Service - Lone Peak Wilderness
	2812404005	0.83	Private
	2812494010	0.59	Private
	2812404006		Private
	2812404011	3.18	Stone Bridge Land Co.
	2812404012	3.20	Private
	2812328006	4.52	Private
	22812328005	4,31	Private
	2812327005	0.45	Sandy City
	*2812327030	4.45	Private
	*2812327029	2.45	Private
	*2812327028	2.73	Private
	*2812327027	2.76	Private
	2812302031	17.17	Alta Ridge Development, LLC
	2812302012	8.65	Hillcrest Investment
	2813100003	120.00	Sandy City
	2811476021	0.63	Sandy City
	2811476012	3.32	Sandy City
	2814203040	16.11	Private
	2814226004	26.66	David L. Evans Trust
	2813300003	200.00	David L. Evans Trust
SOUTH FORK DRY CANYON TO HIDDEN VALLEY PARK			
	2814100001		Draper Riverton Water Association- Riverton
	2823400003		Draper Riverton Water Association- Riverton
	282320023	34,16	Raddon Brothers Construction
	2823253010	15.57	Raddon Brothers Construction
	2823253009	2.00	Sandy City
	2833300026	5.00	Private
	2823328009	3.20	Private
	2823328010	3.13	Private
HIDDEN VALLEY PARK TO CORNER CANYON			

BST SEGMENT	PARCEL NO.	ACRES	LAND OWNER
	2823351004	38.76	Sandy City
	2823351001	39.73	Sandy City
	2823300013 282340001		Draper Riverton Water Association
	282340003		Little Willow Irrigation Co.
	2826100001	10.00	Private
	2827200002 2827326006		Bureau of Reclamation.
	2834100001 2833226004	133.67	Orson Smith – to be acquired by Forest Service
	2834	120.00	Forest Service-
	3403	120.00	Draper Riverton Water Association
	3404		Metropolitan Water District of Salt Lake City
	3404		Draper Riverton Water Association- Draper Irrigation Consortium
CORNER CANYON TO POINT OF THE MOUNTAIN			
	3404		Draper City
	Existing trail to County Flight Park		Draper dedicated open space easement
	Rest of trail to County line		Sand and Gravel Operations
* Denotes parcels with a BST easement indicated on the subdivision plat.			

### **Partners**

Development of the Salt Lake County portion of the Bonneville Shoreline Trail will require the effort of many public and private interests working in partnership. A partial list follows:

- Salt Lake County, Davis County, Utah County
- Salt Lake City, North Salt Lake City, Holladay, Sandy, Draper, Bluffdale, Herriman Community Councils of Salt Lake County
- Utah National Guard, Utah Department of Transportation, Utah Transit Authority
- State of Utah agencies
- U. S. Forest Service
- U. S. Army Corps of Engineers
- Bonneville Shoreline Trail Committee, Bonneville Shoreline Trail Coalition
- Corporate landowners, watershed landowners, canal and aqueduct owners
- Private landowners
- Land developers
- Hikers, Bikers, Equestrians and other trail users
- Private and non-profit trail user organizations, Boy Scouts of America
- Federal, state and local elected officials
- Foundations, corporate sponsors, private donors

## **Development Priorities and Cost Estimates**

Approximately 24 miles of the Bonneville Shoreline Trail currently exists in Salt Lake County. Trail maintenance and standard signs are the most outstanding issues on these developed trail segments. Time and right-of-way are the major factors in constructing the 32 miles of proposed route of the undeveloped Bonneville Shoreline Trail described in this plan. Time is needed to secure permission or ownership for the trail route. Part of this time issue is the federal planning process for U.S. Forest Service lands. Significant time will be required to negotiate right-of-way across private land. After planning and land issues are resolved, major portions of the trail will likely be constructed with hand tools and volunteer labor, creating additional time variables. It is unlikely that a specific schedule can be predicted for completion of the BST in Salt Lake County.

The cost of securing right-of-way is also variable. The land use might be donated, dedicated in a planning and zoning process, traded, or purchased, depending on the needs of individual landowners and public agencies. It is likely that the major cost of the BST will lie in obtaining the right-of-way, since volunteers will do much of the construction. The costs to consider are maintenance costs, NEPA studies, volunteer supervision during construction, and planning/monitoring costs. The cost of construction of undeveloped sections of the trail is estimated to be between \$250,000 and \$500,000.

Much of the trail development could be accomplished by volunteers using hand tools to excavate the trail tread, address drainage issues, and construct simple structures such as cribbing and switchbacks. In some areas, construction by hand will be necessary because of terrain features, remoteness, and Wilderness restrictions on the use of machinery. Training for trail crews and trail crew leaders is available from several sources. The Bonneville Shoreline Trail Committee and other organizations have established a network of volunteers that would need to be expanded to address the magnitude of the construction projects. The Forest Service trail group has done substantial training, supervision of volunteers, construction and maintenance on the existing Bonneville Shoreline Trail.

Still other areas could be constructed using small machines designed specifically for trail construction. Contractors and agencies in the region have this equipment and build primitive trail at a cost of \$8,000 to \$10,000 per mile. Given the size of the entire trail project, some agency may want to acquire the equipment and build the trail with its own forces. Hand labor will still be required to follow this equipment to do finished grade work and construct simple structures. These machines cannot be used in Wilderness.

More complex structures, such as bridges, may be prefabricated and constructed on site. Bridges will be desirable on the flowing creeks in Tolcats, Hueghs, Deaf Smith, Little Cottonwood, South Fork Dry Creek, Rocky Mouth, Little Willow, Corner, Jordan River, Wood Hollow, Rose, and Yellow Fork Canyons. A bridge was constructed across Bell Canyon Creek in 2002 at a cost of \$15,000. Trailhead construction will vary, based on the land base and the facilities to be provided.

The following discussion provides a project description for construction of undeveloped trail segments, breaking them down into smaller project sections, and providing a priority ranking for development. Construction items are simplified into categories including construction of the trail surface; bridges; marking spaces for on-street parking; and construction of trailhead parking lots. Right-of-way is discussed as a category where private lands are involved. A consistent sign plan is required for all developed and undeveloped sections.

Priority is assigned a letter designation, depending on a number of factors. An “A” priority anticipates little delay in project preparations, a relatively easy construction challenge, and joint BST use of established trails and dirt roads. Priority “B” anticipates delays in project preparation, primarily due to National Environmental Policy Act (NEPA) planning process timeframes. Priority “C” could experience longer delays due to Wilderness Designation on lands that the route crosses, because of NEPA planning requirements and possibly, federal authorizing legislation. Priority “D” is used for sections that have very difficult construction challenges, or require resolution of a land issues, or are dependent on development of other regional trails for joint use as the BST route.

## IMPLEMENTATION PROJECT DESCRIPTIONS

**Davis County to Salt Lake County line - Priority A:** North Salt Lake City plans a trailhead near the Eagle View Golf Course and construction of a primitive trail to connect with the existing two-track road on the Bonneville Bench at the Salt Lake County Line. One parcel of private property is needed for the trailhead and to connect to North Salt Lake City Property. Construction of the trail could be done by machine.

**Salt Lake County Line to Hell Canyon - Priority A:** The trail could follow the dirt road known as Bonneville Drive south from the county line to connect with a developed section of the BST in the Hell Canyon drainage. Access across one parcel of private is needed. The route crosses U.S. Forest Service land, but does not create a new travel way and may not require NEPA documentation. A relocation of the route away from the road in Jones Canyon may be completed by USFS in 2003.

**Parley’s Canyon Trailhead to quarry road - Priority A:** Only a small section of trail construction and some modification of an existing power line access road are required to construct the trail from Parley’s Canyon Trailhead to the abandoned quarries above the Park Terrace neighborhood. Most of the route is on unmaintained dirt road. Right –of-way will need to be secured from corporate and private landowners.

**Quarries to Mexican Ridge - Priority B:** The trail route crosses private land and USFS land, requiring negotiation for right-of-way and federal NEPA documentation. A series of switchbacks up the quarry ridge will have to be built by hand, and hand labor will be required to improve a local path to connect to Mexican Ridge. A series of long climbing turns up Mexican Ridge could be built by hand or machine. Limited access trail parking at the water tank road on Teton Drive needs to be striped and signed.

**Mexican Ridge to the Pipeline Trail - Priority A:** The trail crosses private property in Crestwood Gulch and right-of-way will need to be acquired. This section could be built by machine. It connects to the existing Pipeline and Rattlesnake Gulch Trails to access Mill Creek Canyon.

**Rattlesnake Trailhead to Mill Creek Bridge - Priority B:** This short section of trail is on USFS property and will require NEPA documentation. Because of rock outcroppings and a narrow vegetative buffer from Mill Creek Road, it should be built by hand.

**Mill Creek Bridge to South Ridge Mill Creek Canyon - Priority C:** This very challenging section starts in riparian creek bottom and climbs through very steep talus slopes and rock outcroppings. It must be constructed by hand and may require variance from the desired trail construction standard. The route is mostly on USFS property and requires NEPA documentation.

**South Ridge Mill Creek to Neff's Canyon - Priority B:** Slopes in this section would allow construction by machine. Access would be from the Neff's Canyon end and must avoid USFS Wilderness lands. The route crosses private lands and uses a private dirt road to climb to the forks of Neff's canyon Creek. Right-of-way will need to be acquired. USFS NEPA documentation may be needed for use of the road. The Neff's Canyon Trailhead is paved, but should be striped to designate parking spaces.

**Neff's Canyon to "Z" Trail - Priority C:** The first part of the route crosses USFS Wilderness and requires NEPA documentation. The remainder of the route crosses private land, requiring right-of-way acquisition. The terrain and access is difficult and the entire route will be constructed by hand. The upper leg of the Z trail will need some modification and maintenance. Access parking at the cul-de-sac on Thousand Oaks Drive needs to be striped and signed. The access trail from parking to the lower leg of "Z" needs improvement and a bypass needs to be built around a fence area on the lower "Z" trail.

**"Z" Trail to Mile High Drive – Priority B:** The trail route crosses private lands and right-of-way will need to be acquired. Some trail easement has already been granted to the county through planning and zoning. At the south end of this section, the trail crosses USFS land above Mile High Drive and will require NEPA documentation. The more difficult slopes and drainage crossings will require hand construction, but long sections on relatively level benches would be suitable for machine construction.

**Mile High Drive to the Bonneville Bench – Priority B:** A trailhead parking area could be built on USFS land at the end of Mile High Drive. This development and the part of the trail that crosses a corner of USFS property would require NEPA documentation. The trail would require right-of-way from private landowners to pass below houses on the Bonneville Bench. This section would require hand construction because of steep side slopes. Once the trail is connected to the Bonneville Bench south of the houses, it

could follow an existing local trail, with only minor improvements, until it intersects with the Mount Olympus Trail.

**Mount Olympus Trail to Heughs Canyon – Priority C:** A significant portion of this route is within USFS Wilderness Boundaries, requiring NEPA documentation. It crosses several private ownerships after turning into Heughs canyon and right-of-way is needed. Construction within the Wilderness will have to be by hand. The southern end of the segment could be built by machine. A bridge is needed to cross the creek in Tolcats Canyon. On street parking for trail access should be marked and signed on Oak Canyon Drive and right-of-way for pedestrian access from parking into Hueghs Canyon is needed.

**Heughs Canyon to Big Cottonwood Canyon – Priority C:** The route crosses a 40-acre parcel of USFS Wilderness south of Heughs Canyon and terminates within USFS lands in Big Cottonwood Canyon. NEPA process is required. Right-of-way across private lands is needed for the remainder of the route. A bridge is needed on Heughs Canyon Creek. Some portions of the route outside of Wilderness could be built by machine, but the majority of the route is hand construction. At-grade crossing of Big Cottonwood Canyon Road may call for special design and construction. The old USFS Oak Ridge Picnic Ground needs to be reconstructed as a trailhead parking area.

**Big Cottonwood Canyon to Ferguson Canyon Trail – Priority B:** A large portion of this segment is on USFS property, requiring NEPA documentation. Steep talus and side slopes make hand construction necessary. Maintenance level improvements are needed for the Ferguson Canyon Trail from Ferguson Canyon Creek to the water tank. Parking definition and improved signing are needed at the end of the water tank road at the existing trail access area on Timberline Drive.

**Ferguson Canyon Water Tank to Deaf Smith Canyon – Priority B:** This section is entirely on private lands and requires acquisition of right-of-way. A large part of this section could be built by machine. A bridge may be needed across Deaf Smith Canyon Creek downstream of the USFS boundary. Parking on Golden Oaks Drive needs to be striped and signed to create an access area.

**Deaf Smith Canyon to Temple Quarry Trailhead – Priority B:** This section is on private lands and an aqueduct maintenance road. Right-of-way will need to be acquired. Most of the construction could be by machine. A bridge will be needed to cross Little Cottonwood Creek. At-grade crossing of Highway 210 may require traffic signals. BST signs at existing parking areas in Little Cottonwood Canyon are necessary.

**Little Cottonwood Creek to Bell Canyon Trail – Priority B:** this section crosses a mixture of USFS and private lands. Rights-of-way and NEPA documentation will be required. The very steep side slopes and rocky terrain will make hand construction necessary. New construction will connect to existing trail in the Bell Canyon area.

**Bell Canyon to South Dry Fork Creek – Priority A:** The route crosses rugged and steep side slopes and is entirely on private lands. Right-of-way is needed and hand construction will be necessary. A bridge over South Fork Dry Creek is required. Permission is needed to use the water tank road and develop a trailhead in South Fork Canyon. The local trail that climbs into the canyon above the water tank needs to be formally recognized and improved for public use.

**South Fork Dry Creek to Big Willow Canyon – Priority C:** Part of this section crosses USFS Wilderness near Rocky Mouth Canyon, requiring NEPA documentation. The terrain is very difficult and hand construction is the only method possible. Right-of-way is needed on private portions and protection of water company facilities and watershed lands are a necessary part of the design. A short section of water company road connects the south end to Hidden Valley Park and the developed BST south of the park.

**Big Willow Canyon to Upper Corner Canyon Road – Priority A:** While this section of trail exists, legal right-of-way needs to be secured over water company and private lands. Short sections of existing and re-routed trail on USFS lands are subject to NEPA documentation. Machine construction is possible for the re-routed segment. Improvements are needed to access trails at Bear Canyon and Cherry Canyon, and a bridge should be placed on Little Willow Canyon Creek.

**Corner Canyon – Priority B:** The proposed trail alignment appears compatible with development plans of the ownership consortium between Upper Corner Canyon Road and Rambling Road. Once planning and zoning issues are resolved, the route could potentially be placed on open space dedicated to Draper City. Construction could be a mixture of hand and machine work. Bridges are needed on Corner Canyon Creek and on its western fork. An access trail from the Draper Equestrian Park to the BST will need to be constructed, as existing access will soon be severed by development in the mouth of the canyon. A new trailhead is being constructed on a cul-de-sac in the Corner Canyon Cove subdivision.

**Corner Canyon to Point of the Mountain – Priority A:** This section is almost entirely on dedicated open space. Only short pieces above Rambling Road, on Widomaker Hill, and in the Salt Lake County Flight Park are required to complete this BST segment. Hand construction is needed on the two eastern pieces and machine construction is possible in the county park. Right-of-way through a single lot needs to be acquired at the mouth of the Oak Hollow tunnel. A trailhead needs to be constructed on Traverse Ridge Road at Oak Hollow. The Oak Hollow Trail, from the tunnel to Highland Drive needs to be constructed to connect the BST with the Porter Rockwell Trail.

**Point of the Mountain to Provo Jordan River Parkway – Priority D:** Two conceptual routes are determined. However, specific planning is needed to determine the most feasible route and secure crossing of Interstate 15 and access to canal properties. Multiple connections are possible from the Provo Jordan River Parkway to Camp Williams, but specific planning and agreement on a primary route is needed.

**Point of the Mountain to Utah County – Priority D:** The preferred route may be a long-term project, since it crosses active quarries and the land will undergo extreme alteration. Temporary connection to Utah County may be made on three other routes on the Draper trail system. The first to be completed will likely be a “rail trail” on the UTA corridor at Point of the Mountain.

**Camp Williams to Yellow Fork Canyon – Priority D:** While a conceptual route has been determined, a broader planning effort involving the National Guard, the U.S. Army Corps of Engineers, Salt Lake County, Utah County, Bluffdale City, Herriman City, and private landowners is needed. The broader planning effort would include trail development in a mix of issues related to buffering the boundaries of the military training area.

**Oquirrh Mountains – Priority D:** The primary landowner on the east slope of the Oquirrh Mountains is Kennecott Corporation. A specific planning effort is required in conjunction with their long rangeland use planning.

## **Funding**

In 2003, the primary federal and state funding sources for trail construction are tenuous. The federal National Trails Fund is incorporated in renewal of TEA-21, the federal transportation authorization act, which passed Congress in the fall of 2003. This fund provides matching grants for trail construction and is administered in Utah by the Department of Transportation. In the last 12 years, these federal funds have been a primary source for constructing the BST. Applications for these funds must be through the county or a municipality.

The primary state funding source, the Non-Motorized Trails Grants program of the Division of Parks and Recreation did not receive a legislative appropriation in 2002 and received only \$30,000 in 2003. In 2004 the legislature again only appropriated \$30,000. This program, which annually received around \$500,000 in years past and was augmented by National Trails Funds, has been the major source of funds for trail construction in Utah. A major grass roots effort on the part of trail users and supporters must be launched in 2004, if the funding is to be restored to its former funding levels. It could be a major source for the BST, as it has been in the past.

USFS may be a major source of funds. The agency has received funding for land acquisition that benefits the BST corridor. In addition, USFS trails funds could be used to construct and maintain the BST. Unfortunately, in 2003 and 2004, USFS trail funding on the national level has sustained budget cuts. Construction of the Bonneville Shoreline Trail on Forest Service lands could take substantial time without local partnerships and funding grants. The location of the BST makes it an advantageous trail for fire fighting access, which is an advantage for USFS construction and maintenance. Fire protection concerns may also make the trail appealing for local and state funding.

Acquisition of rights-of-way for the trail through the land subdivision planning and zoning processes of the county and the municipalities must become a priority. Dedication of open space within the trail corridor is key, and in some cases, the land developer could be required to develop a piece of the trail tread.

The most outstanding opportunity to develop the trail before subdivision and land development occurs is found along the north and east boundary of Camp Williams. Camp Williams has concerns about wildfire management, trespass, and development encroachment on its National Guard training areas. A trail that defines the Camp Boundary and is located in an open space buffer has the potential to allow access for fire fighting, provide definition of a boundary to prevent trespass, and allow a safety buffer between training activities and residential development. The county and municipalities that adjoin the camp boundary are key in establishing a buffer zone. Some federal participation may be possible in establishing the trail and allowing the trail within the boundary in non-sensitive areas.

## **Maintenance**

It is recommended that trail development and maintenance standards and procedures for the BST be based on standards used by USFS and the International Mountain Bike Association. It is critically important that design and construction of new trail tread and renovation of existing trail tread employ the best methods to reduce the need for future maintenance. Foremost in these methods are adherence to grades under 10 percent and careful attention to water runoff issues.

It is recommended that the county create the capability to field a small crew annually to perform major maintenance and renovation. The crew could respond to storm and use damage as needed, and could schedule maintenance of trail segments on a regular rotation. The crew should be equipped with a trail construction machine and well as hand tools. The crew should be trained in trail design, construction and maintenance and each trail crewmember should be trained to lead volunteers. While the crew could be as few as four persons, regular augmentation of the work force with volunteers and other city and agency staff should be part of the construction policy.

The Bonneville Shoreline Trail Committee and the Bonneville Shoreline Trail Coalition should take the lead in building a volunteer organization for support of the county, cities, and the USFS in BST construction and maintenance.

## **CHAPTER 6 – BST TRAIL MAPS**

### **Maps 1 through 21**