



BOUNTIFUL TRAILS DEVELOPMENT IMPLEMENTATION PLAN



Figure 1 Mueller Park from Big Rock

Bountiful City

January 2023

Background

The purpose of the Trails Development Implementation Plan is to provide a guideline where trail projects can be organized to capitalize on current and future resources. The Plan will also help City Staff and the Bountiful Trails Advisory Committee (Committee) focus on highest priority projects of the [Bountiful Trails Master Plan](#) (BTMP). This will allow the Committee time to review trail projects and advise Staff of possible changes to the trail network and BTMP, which would then be presented to City Council. There have been a number of trails identified by the Committee as possible additions to the BTMP and have been noted throughout the Trails Development Implementation Plan. This plan is anticipated to be updated regularly.

Scope

Programming for an overall trails network has identified trails projects to be performed. The trails Project Priorities and Timeline table (Table 1) gives an estimated timeframe for various trail projects. This timeline is subject to change based upon current needs, availability of resources and/or public support. The timeline can be broken up beyond programming into four implementation phases: reconnaissance, location survey, project/contract preparation, and construction (note: not all trail projects will require bids to complete). Long-term maintenance is then needed to keep trails in good condition.

Programming. Overall trails planning and selection of general design elements coordinated by city staff. This phase includes assistance from trails professionals and input from interested parties.

Reconnaissance. A thorough investigation of terrain and site features will be done to ensure the trail is feasible as planned. This phase includes ground-truthing and flagging trail route, and environmental analysis.

Location Survey. The survey work necessary for final design development of drawings. This is done after all environmental analysis has been performed and final route has been selected.

Contract Preparation. All contract documents necessary to bid and construct the project are created and assembled. This phase may include a review of drawings and specifications by the United States Forest Service (USFS) or other parties as applicable.

Construction. This phase includes contract award and contract administration. This may be done without a contract if done by staff and volunteer efforts.

Some trails could be built through volunteer efforts under the supervision of the City Staff and assistance of the Committee; however, technical trails will require qualified trail builders to supervise construction and/or to complete

the work. This would be assessed and decided during the programming phase.

A project will be completed when construction is finished, and signage has been installed.

Trail projects will attempt to align the phasing of projects with current City resources, potential grants and/or fundraising. This combined with professional programming work strong community support will enable city staff and the Committee to show good planning and reliable information when applying for grants and requesting private funds. The City and the Committee will apply for grants and seek private funding with matches from public finances for trail projects which would enable the development of a robust trail network and increase public support.

A trails master network map will need to be created and ongoing updates to the map will occur as changes are made. Maps will be made available online for individuals to view and download. Individual trail maps will show what users may see (landmarks, views, etc.) or experience on various trails and provide information such as difficulty, length, allowed trail user or other applicable restrictions. Attempts should be made to attach photos of the trail to accompany the map. The Committee will also provide this information to various outdoor mobile apps to share this with trail users.

Throughout the trail building process, the Committee will provide updates to keep residents informed of trail

projects. In addition, the Committee meetings will continue to welcome the public. This will help to build excitement and support for the trail system while allowing Staff and the Committee and opportunity to receive public input.

An estimation of trail project expenses was provided to City Council with the adoption of the BTMP. Although these costs provide a gauge for what could be expected, the final costs to the City may be lower due to work from volunteers, in-kind donations and projects which would not require the services of a trail consultant or builder. It should also be noted that costs could also be more than what was estimated in the BTMP. Any reference to project costs in the Trails Development Implementation Plan are estimates only.



Ongoing trail maintenance will be vital to preserve the trails and facilities to meet trail system objectives. A maintenance plan will be developed and utilized to plan, schedule, perform, and evaluate the maintenance activities necessary to ensure the safety, protection, and appropriate use of the forest trail system.



Trail Areas

The overall trails system has been divided into different areas for managing the trails planning and projects. Six different areas have been identified, each having unique characteristics providing different opportunities for an overall trails system.

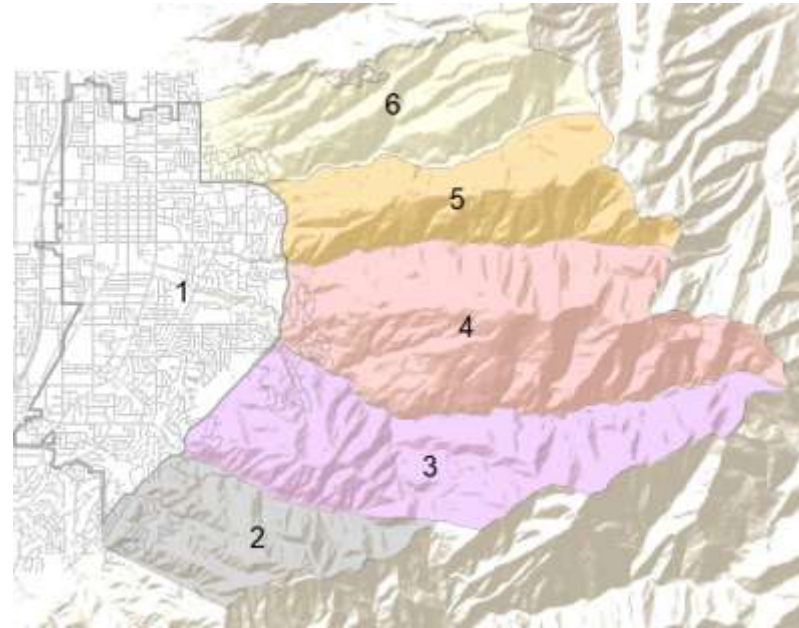


Figure 2: Trail System Areas

Trail Project Descriptions

Area 1 (Urban)

This area is the developed urbanized areas of the city. It is characterized by well-established transportation corridors and urban land uses. As major drainage ways traverse through the city, some natural drainage and riparian areas remain.

Trail Objectives include:

- Provide opportunities for trails in residential and commercial areas
- Make connections to public transportation including commercial areas
- Make connections to parks and open spaces
- Provide connections of hillside trails to additional parking
- Provide a place for a pump track or bike park

Washington Elementary Park to Creekside Park



This would be entirely an urban trail. As property bordering Mill Creek redevelops between the two parks consideration should be made to secure easements which would be used as connections through properties permitting users to walk parallel to the creek on sidewalks or other urban surfaces. This urban trail would connect users to public transportation, additional parking and shopping. Signage placed along the trail would match other signage in the trail network. This trail project was identified in the BTMP; however, it was not assigned a priority.

Creekside Park to Mueller Park



This future trail would be a combination of urban and single-track for hikers and mountain bikers. The trail would follow Mill Creek from Creekside Park crossing both Davis and Bountiful Boulevards. The purpose of this trail would be to provide an interior access from within the city to the hillside trail network. The challenge of developing this trail would be to secure easements or purchase property from the private owners lining Mill Creek. No trail construction would begin until an unencumbered path is secured between two points of existing public access. This would be one of the few east-west trails found in the city. This trail was included in the BTMP; however, it was not identified as a priority.

Eggett Park to Holbrook Trailhead



There is an existing asphalt path leading out of Eggett Park which ends below a Bountiful City water tank. A user created trail continues from the end of the asphalt following the fence line of the water tank to Bountiful Boulevard. The future trail would connect the park parking lot to Bountiful Boulevard. The purpose would be to provide an urban trail connection from the park below to the official Bonneville Shoreline Trail (BST) above and Holbrook Canyon. The trail is located entirely on City property. This trail was included in the BTMP; however, it was not identified as a priority.

Tolman (Rocket Park) to the “B” Trailhead



This would be a combination of an urban and single-track trail (red line). The urban portion would use existing sidewalks along 1300 East and Bountiful Boulevard. The Stone Creek subdivision is to provide an easement which would begin roughly at the intersection of Moss Hill Drive and Bountiful Boulevard and follow Stone Creek to the base of the County debris control dam facility. The trail would continue upwards in a series of switchbacks to eventually connect with the “B” trailhead. An alternative or secondary route would be through a future housing development connecting the trailhead to the same access point off Bountiful Boulevard. The single-track trails would be multi-use with a potential of one of the trails dedicated as a

downhill trail for mountain bikers. This trail project was listed in the BTMP; however, it was not assigned a priority.

Area 2 (Hidden Lake to North Canyon)



As the southernmost trails management area above Summerwood, Hidden Lake, and Highland Oaks, the ridge along the southern line of area two offers incredible views into both Salt Lake and Davis Counties. The property to be utilized for trails are mostly on land managed by the USFS, with some private property and some property owned by Bountiful City near Hidden Lake Circle.

Trail objectives include:

- Utilize the existing Hidden Lake Trailhead
- Make connections to the BST for additional opportunities to the north and south
- Connect to the North Canyon Trail

Area 3 Trails (North Canyon to Mueller Park)



From North Canyon on the south to Mueller Park Picnic Area and Mill Creek Canyon on the north, the vast majority of these lands are managed by the US Forest Service. There are many acres of beautiful backcountry and pristine forest. The long-established and very popular Mueller Park and North Canyon Trails are valued features.

Trail objectives include:

- Provide additional trails to spread out heavy use
- Reduce user conflicts
- Provide a better trail experience along the dirt extension of Canyon Creek Dr.
- Provide more backcountry opportunities
- Improve parking situation on Canyon Creek Dr. and Mueller Park Rd.
- Enhance connection to Cave Peak viewpoint
- Make connections to BST

Area 4 Trails (Mueller to Holbrook)



With Sessions Mountains, Kenny Creek Trail, and some very rugged terrain to the East, one of the most notable features of Area 4 is the Christmas Tree Farm near the center. Bountiful City owns nearly three sections of land here, including the site of the Christmas Tree Farm. Access to city-owned property presents challenges. Much of the property, especially to the south and east, is managed by the US Forest Service.

Trail objectives include:

- Utilize city-owned property for “hub and cluster” trails
- Create multi-user access routes to Christmas Tree Farm and viewpoints
- Re-Route existing steep trails for better user access and experience
- Provide progressive trails for users of all levels of expertise
- Plan for continuation of BST

Area 5 Trails (Holbrook to Ward)

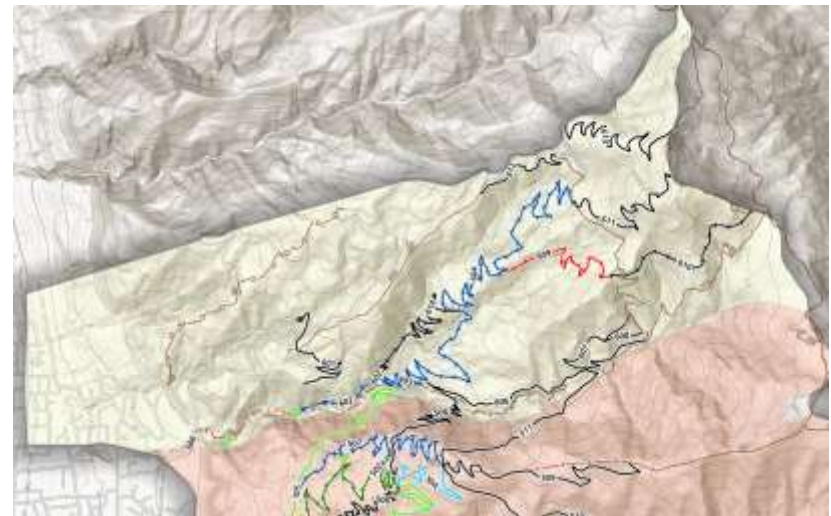


Bountiful City owns more than two sections of land in this area, with meadows on rolling terrain. Access to the property is a challenge. There are power and gas transmission corridors that run east-west across the area, while most remains forested backcountry.

Trail objectives Include:

- Utilize the existing Holbrook Trailhead
- Provide connections between Holbrook and Ward Canyons including the BST
- Create “hub and cluster” trails primarily on city-owned property
- Improve and better manage creek crossings
- Create access to destination viewpoints

Area 6 Trails (Buckland)



This area is characterized by Skyline Drive (dirt road) which connects Bountiful City near the “B” to the mountain range ridgeline, Farmington to the north, and Morgan to the East. The area, including Buckland Ridge and Buckland Flats is popular for ATV/UTV and motorcycle enthusiasts and other trail users. Bountiful City owns some land here that can be used for trails. There is also a significant amount of private property and land managed by the US Forest Service.

Trail objectives include:

- Provide trails for motorized trail uses
- Improve, re-route, and/or restore existing trails for better sustainability
- Separate motorized uses from non-motorized uses on singletrack

Project Costs and Priorities

The following table is a breakdown of each trail showing its priority in the Trails Development Implementation Plan and an estimated cost. Some of the costs have been provided from consultants hired by the city. The remainder of the trail cost estimates are based upon the consultant-provided estimates and cost of other trails projects. These are estimates and provide a general reference to help prioritize trail construction and projects. These estimates are intended to reflect the cost to build the project, and do not reflect any potential grants or fundraising efforts. For example, the estimated cost for the North Canyon Trailhead is \$788,000; however, the city has received a grant from Davis County for \$500,000. Additionally, costs for North Canyon trail improvements are not shown as it would be anticipated most of the work could be completed by volunteer efforts.

Trail projects have also been assigned a priority designation. Criteria for prioritization is listed below. Work on existing trails will adopt the priority designation of the

new trail project with which it makes most sense to include the work on the existing trail.

1a

- Under contract or negotiation
- High demand, appeal to most users
- Crucial for trails network
- Near approval or on Bountiful City property

1b

- Near approval or on Bountiful City property
- Moderate demand, appeal to many users
- Important for trails network

1c

- Near approval or on Bountiful City property
- Moderate demand, appeal to some users
- (Holbrook to Ward area)

2a

- On city property
- Appeal to limited users (moto)

2b

- On city property
- Moderate demand, appeal to some users
- Access qualifier - will need NEPA and/or through private land for better access
- (Christmas Tree area)

2c

- On city property
- Appeal to select users (advanced)
- Need lower routes to access
- Access qualifier - will need NEPA and/or through private land for better access

3a

- Need NEPA and/or private property access
- Key access or connectors
- Provide significant value to trails network
- (Holbrook Trailhead area and connections)

3b

- Provide moderate value to trails network
- May need NEPA and/or private property access
- May have significant cost or access challenges

3c

- Same as 3b yet seen as providing less overall value to trails network than those in 3b

4

- Need NEPA and/or private property access
- Perceived as least feasible or least important for overall trail network

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- Require easements and/or access agreements with various property owners

Table 1 Project Priorities and Timeline

Priority	Target Date	Project	Len. (Mi.)	Notes	Est. Cost
1a	DONE				
	Sept	Holbrook Bridge	N/A	Connect Holbrook to Ward trail with Holbrook	\$110,000
	2023				
	Jun	Holbrook to Ward	4.68	Also south to trail leading to Christmas Tree Farm	\$183,000
	Jun	Summerwood BST Link	1.01	Received Donation	\$36,000
	Apr	North Canyon Trailhead	N/A		\$450,000
1b					
	Aug	301_130 Cave Peak Ridge	1.96		\$69,000
	Aug	300_120 Eric's Hollow	1.83		\$64,000
	Aug	400/403/402_142/143/240/241 Traverse/Hornet	1.36	Extension from Elephant Hiking/Down to Trailhead	\$48,000
	Oct	306_320 Elephant Landing	1.13	Hiking	\$50,000
	Oct	305_140 Elephant Down	1.50	Biking	\$56,000
	Oct	Elephant/Traverse Bridge	N/A		\$160,000
	Oct	Hornet Bridge	N/A		\$60,000
	Oct	Kenny Connect Bridge	N/A		\$180,000
	Oct	406/307_231/232 Kenny Connect	2.48		\$96,000
	Oct	404_233 Kenny Down	1.45		\$54,000
	Oct	304_250 Upper Big Rock Down	0.54	Flagged 2022	\$19,000
1c					
	Oct	502a Green Down	1.78	Northern part of loop - E of Holbrook to Ward.	\$77,000
	Oct	504 Green South Climb	2.55	Southern part of loop - E of Holbrook to Ward	\$85,000
	Oct	505 Blue Climb	1.31	Southern part of loop from middle to upper hub	\$47,000
	Oct	507 Blue Descent	2.43	Middle of Holbrook to Ward - E of BST	\$102,000
	Oct	508 & 512a Blue & Black Down	2.02	Northern Rim of Holbrook to Ward	\$84,000

	Oct	Eggett Park to Sessions T.H.	0.60		\$30,000
	2024				
2a		601 Moto Alt	1.20	Connects Skyline Dr. to Backway to Buckland	\$48,000
2b		BST Holbrook to Kenny	0.41		\$14,000
		417 South Climb	2.17		\$91,000
		418 South Climb_Mid	0.51		\$18,000
		421 MTB_UPR_DWN	1.08		\$38,000
		422 LWR_BLU_DWN	0.80		\$34,000
		423 UPR_BIK_GRN_DWN	0.61		\$26,000
		424 LWR_Tree_MTB_DWN	1.51	Includes restoration of 0.5 miles of existing trail	\$62,000
		425 & 505a XmasTree	1.85	505 could later continue to north with bridge	\$80,000
		431 Xmas Tree Walk	0.07		\$3,000
3a		501 Holbrook Climb	1.01	Need NEPA	\$35,000
		506b Sessions to BST Connect	0.50	Need NEPA	\$18,000
		405a Kenny's Mid RRT lower	1.44	Need NEPA; Includes restoration of 0.8 miles of existing trail	\$76,000
		409 Kenny Mid Traverse	0.75	Need NEPA	\$26,000

	Future				
3b		203 Summerwood_GRN_DWN	0.72		\$25,000
		City Land Spur-Summerwood	0.05		\$2,000
		506b Xmas Tree_Bi to North	1.57	Bridge Needed to cross Holbrook	\$66,000
		Bridge - 505 Holbrook Xmas Tree	N/A		\$130,000
		426_BI_BLK	1.32		\$49,000
		416 Traverse Link	1.57		\$55,000
		420 SEG 26_BLU_DWN	1.00		\$42,000

3c					
		414 324_SEC 26_Upper_BLK	2.44	Includes restoration of 0.6 miles of existing trail	\$102,000
		415 323_Holbrook_UPR_South	2.11		\$78,000
		419 313_SEC 27_Hoof n Boot	1.94	Includes restoration of 1.3 miles of existing trail	\$95,000
		Re-Route Middle Holbrook	2.00		\$106,000
		311 LunchSpot	1.78		\$63,000
		407_BTM_GRN	1.01		\$43,000
		408_GRN_Escape	0.77		\$27,000
		401Kenny's Low RRT	0.49		\$17,000
		405b Kenny's Mid RRT_upper	1.17	Includes restoration of 0.8 miles of existing trail	\$61,000
		411 Kenny High Traverse	0.66		\$23,000
		410 White Rocks	1.46		\$61,000
		412 Kenny High RRT	1.59		\$56,000
		413 High Rock	1.52		\$53,000
		510 E Holbrook Traverse_BLK	1.43		\$50,000
		Bridge - E Holbrook Traverse	N/A	Connects trails 415 and 510 at Holbrook	\$150,000
		302 Rudy's DWN	1.69		\$59,000
		303 Rudy's High	2.72		\$95,000
		207 Cabin Creek North Fork_HIK	0.23		\$8,000
		208 North Canyon Short_DWN	1.00		\$35,000
		Ward Cyn Upper N Spur RRT	0.49		\$23,000
		Bridge - Ward Mid Cyn RRT	N/A		\$150,000
		608 Tuttle Short Alt South	0.39		\$14,000
		609 Tuttle Saddle DWN	1.11		\$39,000
		611 Jeep Benchmark_DH	1.39	NEED NEPA with EA/EIS for MOTO	\$49,000
		607 Tuttle Short	0.46		\$16,000
		612_Moto Skyline Dr. Bypass	0.74	NEED NEPA with EA/EIS for MOTO	\$30,000
		610 Alpine Traverse	1.10	NEED NEPA with EA/EIS for MOTO	\$39,000
		509 Sessions Ridge South	1.43	Includes restoration of existing trail	\$76,000
		Ward to Tolman - Dam	0.09		\$3,000
		604 Aspen Face Blue Down	4.31		\$181,000

		614 Aspen Face Black Down	1.41		\$59,000
		511 Holbrook Hub to Ward Mine	1.22		\$43,000
		602 Existing Lower Ward – Extensive Maintenance	0.6		\$12,000
		603 Ward Mid Canyon Reroute (Lower/Blue)	0.38		16,000
		606 Ward Mid Canyon Reroute (Upper/Black)	1.73	Includes Restoration of Existing Trail	\$90,000
		Bridge – Holbrook Hub to Ward Mine	N/A		\$150,000
		Creekside to Davis Blvd. with Bridge	0.20	Will need a bridge and a short easement	\$100,000
4		Tolman Park to Bountiful B Pump Track (asphalt)	0.64	Does not include portion from Developer (3b)	\$35,000
			N/A	Location TBD, may include Twin Hollow Park	\$600,000
		202 Hoof n Boot_Summerwood_Btm	0.18		\$6,000
		204 Dude’s Prominence_Mid_Multi	2.12		\$89,000
		205 Lower Dude’s _DWN	1.23		\$43,000
		206 Dude Link _DWN	1.39		\$49,000
		Re-Route Upper Holbrook	1.86		\$99,000
		613_Skyline Dr. Road Climb Bypass	1.61		\$56,000
		619 Lower Ward RRT	0.40	From Holbrook to Ward (N End) to west boundary of city prop. Bridge would also be req’d	\$130,000
		602 Lower Ward DH	0.79	Alternate From Holbrook to Ward (N End) to west boundary of city prop. Includes restoration.	\$42,000
		500 Holbrook Hiker Out	0.37		\$13,000

5		Mill Creek, Davis Blvd. to Mueller Park	1.87		\$2,250,000
		Washington Park to Creekside	1.16		\$1,000,000
		"B" Trailhead	N/A	To be developed in cooperation with Davis Co.	\$288,000

Trail Signage

Trail signage should be consistent throughout the trail network, both urban and hillside. Logos should be used at trailheads, wayfinding markers and literature. This will enhance the user experience and provide cohesion to the trails network. Examples of various signage were shown in the BTMP as a result of surveys conducted by blū line designs. Trail projects should not be considered complete until signage has been installed.

