



## WHAT IS THE FOOTHILLS TRAILS PLAN?

The Salt Lake City Foothills Natural Area consists of approximately 6,000 acres of canyons and foothills bordering the northern and eastern limits of Salt Lake City. The Foothills Trails Plan seeks to define and plan for the development of the Foothills Natural Area trail system and associated trail amenities over the next 10 - 15 years.

The proposed trail system will seek to

- Address the needs of current and future users;
- Provide a variety of trail experiences and loop options that serve numerous trail user types;
- Reduce impacts and ensure effective management of the Foothills' environmental resources;
- Identify opportunity sites for potential trailheads or trail access locations for safer easier access to the trail network, and;
- Improve trail system consistency and functionality across land ownership jurisdictions.

## PROJECT VISION

*The Foothills Natural Area will provide a variety of recreational trail experiences for all ages and abilities while managing the Foothills' environmental resources for future generations.*

## PROJECT PILLARS



### ENVIRONMENTALLY SUSTAINABLE

Trails avoid sensitive habitat, minimize erosion / sedimentation and vegetation disturbance, and make efficient use of available natural lands. The wild and scenic nature of the foothill landscape is protected. Fragile natural or cultural features are avoided, and trails direct users away from closed or protected watershed areas.

### ENJOYABLE

Trails cater to a variety of recreation types, and also to a variety of desired experiences, including solitude, escape and connection to the natural world; challenge and exercise; and fun and excitement. Trail layout and construction is optimized to the intended user group of any individual trail segment, and trails are routed to take users to desirable areas and points of interest.

### ACCESSIBLE

Trails are accessible to a broad audience of beginner-to-intermediate trail users, including families, seniors, and disabled individuals. Trailheads are sited and designed to make it easy for people to get on the trails, and are connected to alternative transportation routes. Wayfinding signage and supplemental trail information makes it easy for people to understand and navigate the trail system.

### SAFE

Trail user collisions and conflicts are mitigated and minimized through trail design and use regulations. Signage and natural barriers minimize incidences of lost or disoriented persons, and make it easier for emergency personnel to locate accident victims. Trails are routed to discourage trespassing on private property. CPTED principles are incorporated in trailhead design to mitigate theft and vandalism to parked cars.

### LOW-MAINTENANCE

Trails drain water naturally, follow contours instead of fall-lines, and effectively encourage users to remain on-trail, minimizing maintenance and reconstruction needs and costs. Thoughtful trail layout reduces the creation and use of informal trails and routes. Trails are sited to bring regular trail users through "problem areas" to reduce incidence of vandalism, graffiti, and illicit activity.



**SALT LAKE CITY**

**FOOTHILLS TRAIL SYSTEM PLAN: OVERVIEW**



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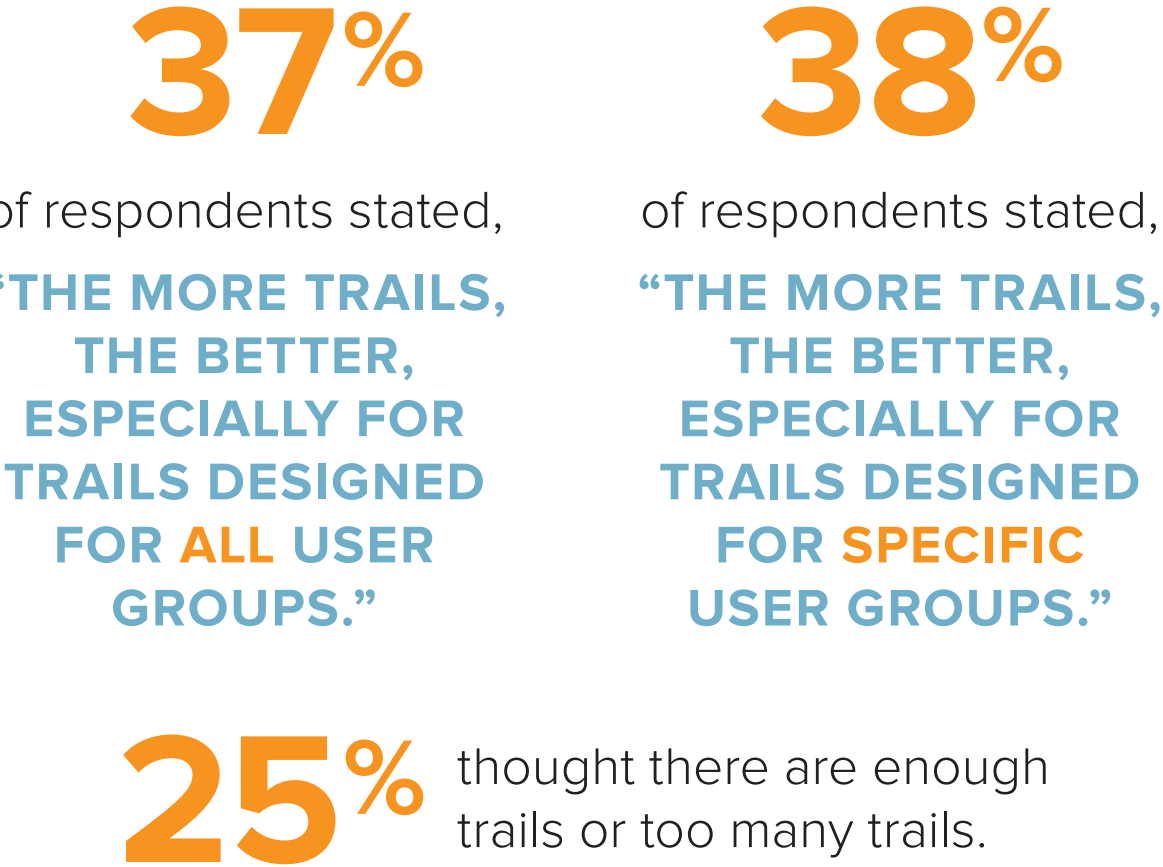


# What do Foothill Natural Area Trail Users Want?

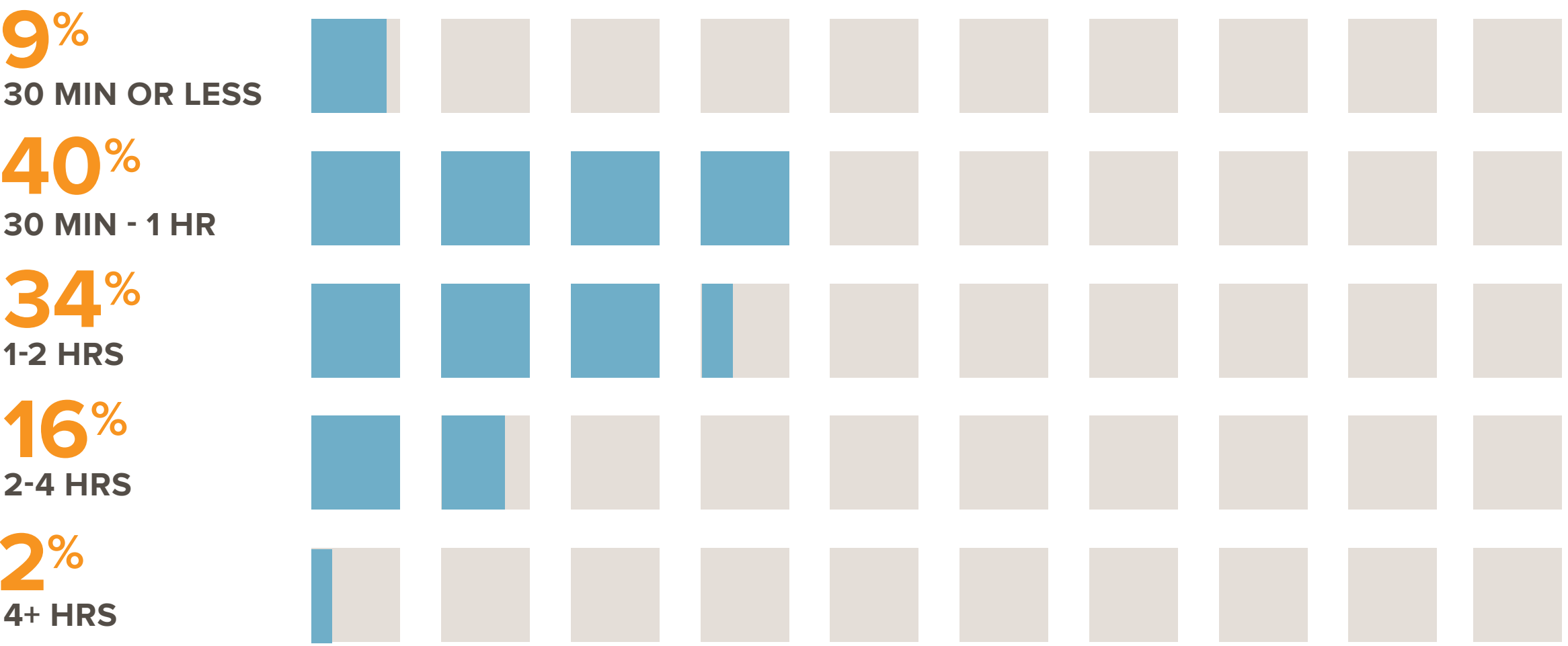
## Primary Reason for Visiting



## What Kind of Trails and How Much



## How much time does the average user spend in the Foothills?

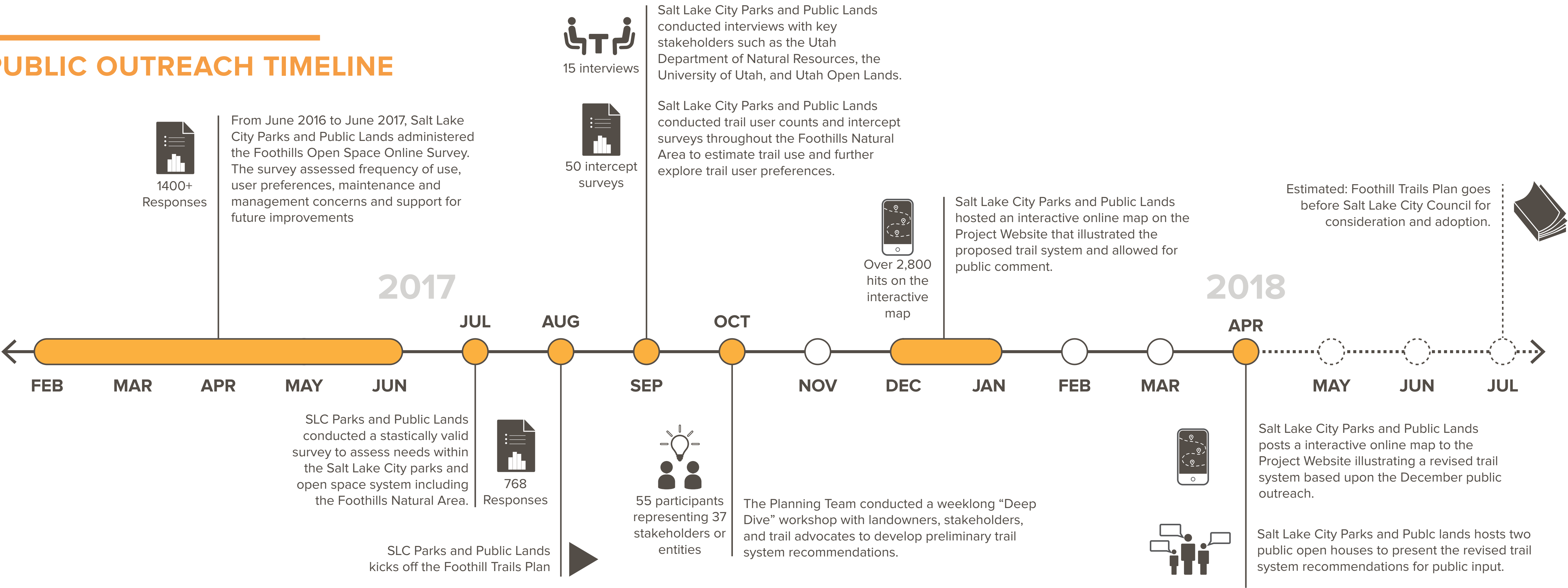


## Top Priorities for Future Improvement

1. Sustainable trail construction
2. Protecting natural open space
3. More trail miles
4. Posted trail rules/etiquette
5. Enforcing trail rules and regulations
6. Separation of user-groups
7. Better information on trails
8. Security at trailheads
9. More or improved trailhead parking
10. Wayfinding signs and maps

Source: Foothills Trails Plan Intercept Survey

## PUBLIC OUTREACH TIMELINE



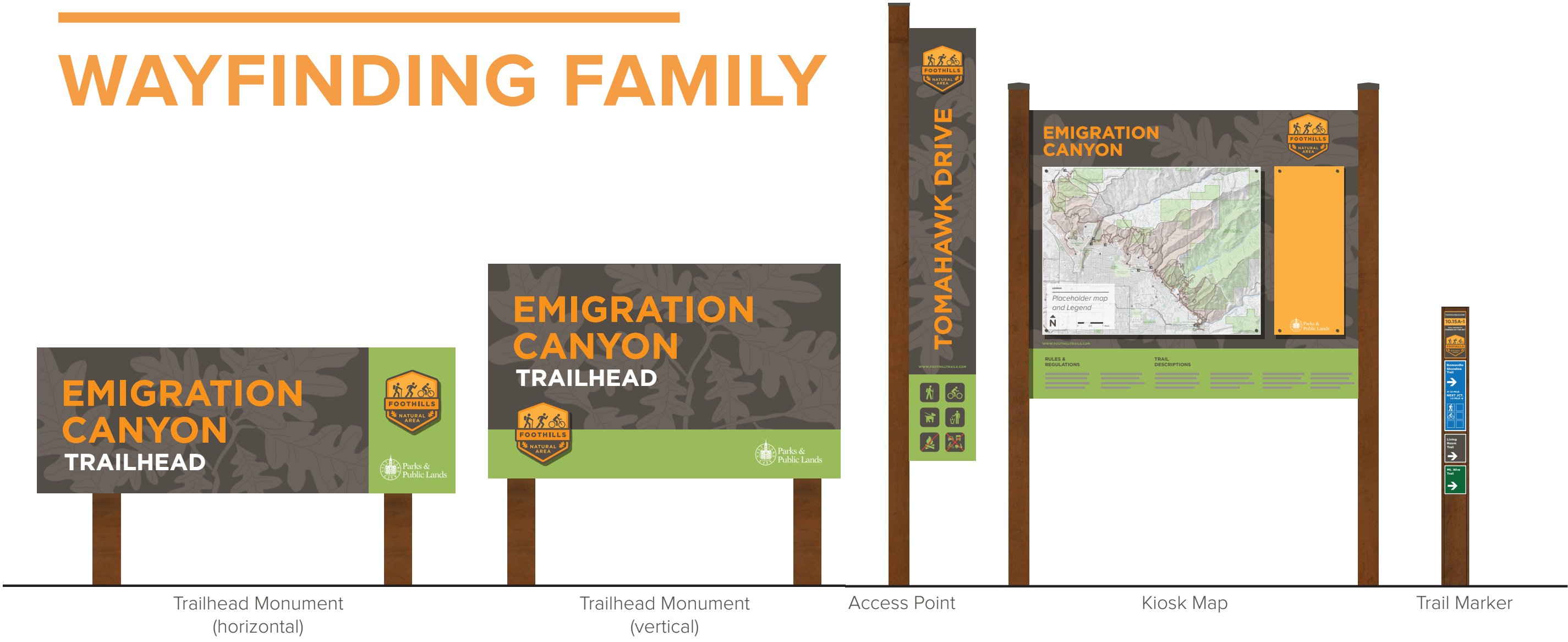
## SALT LAKE CITY Foothills TRAIL SYSTEM PLAN: PUBLIC ENGAGEMENT



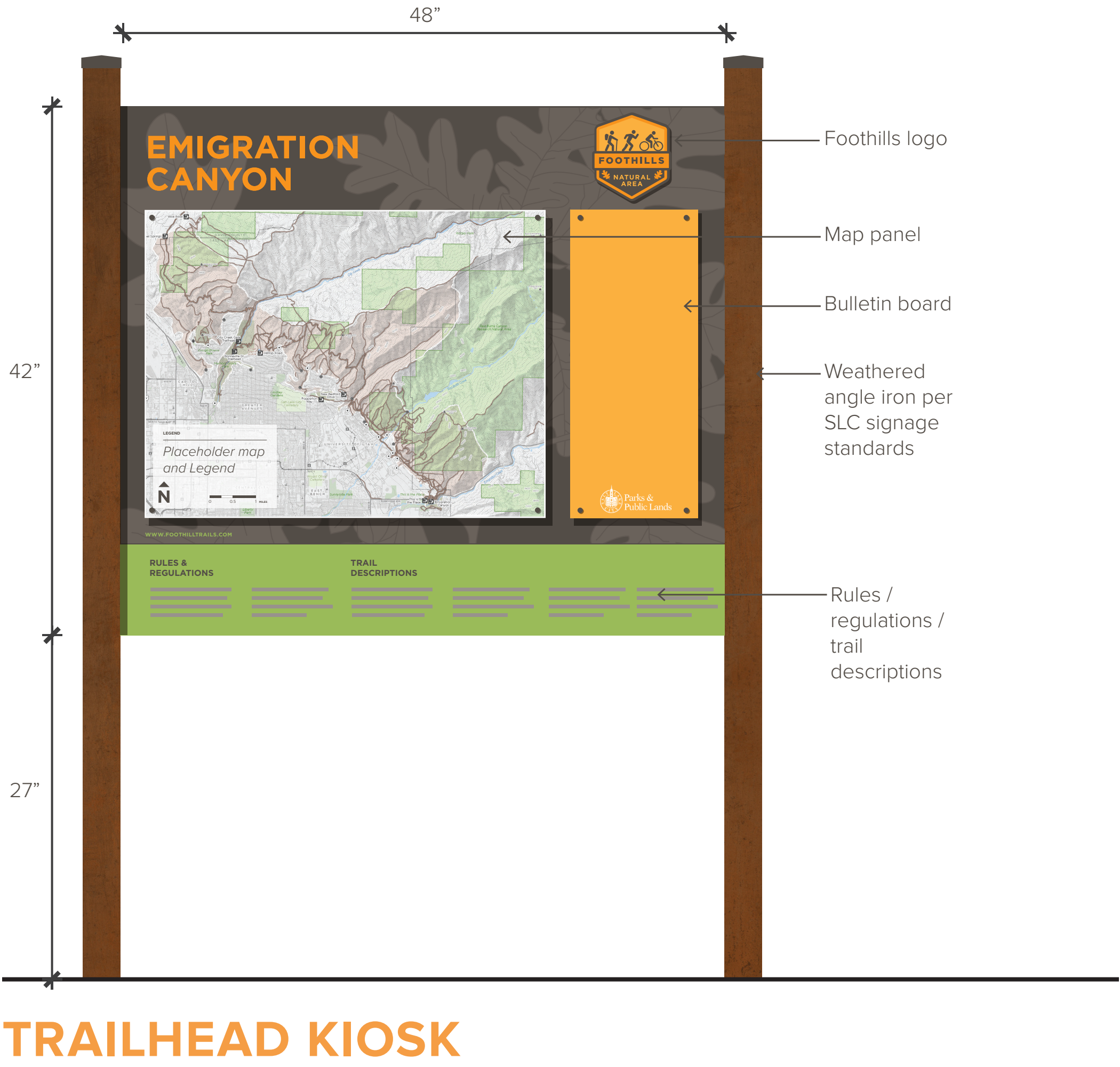
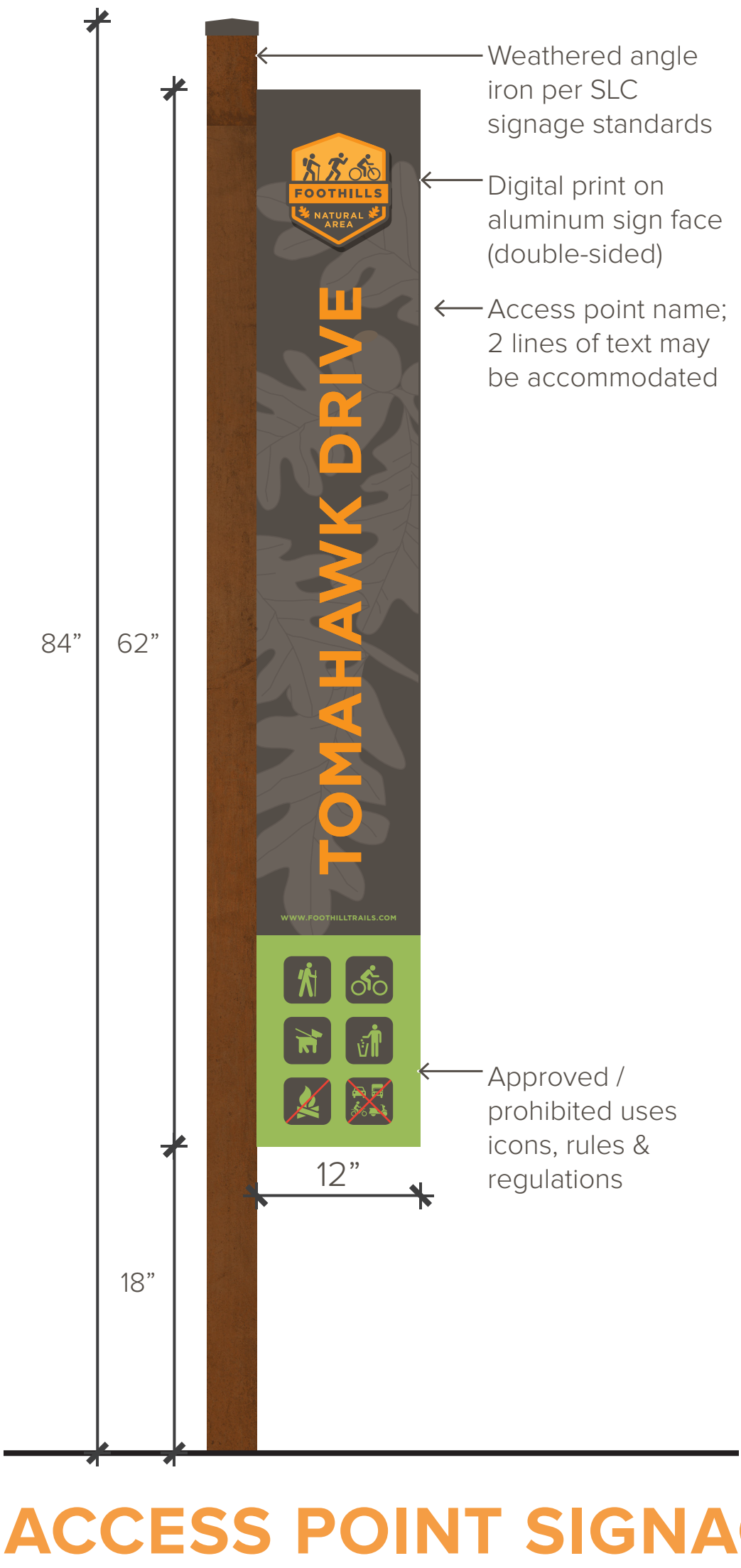
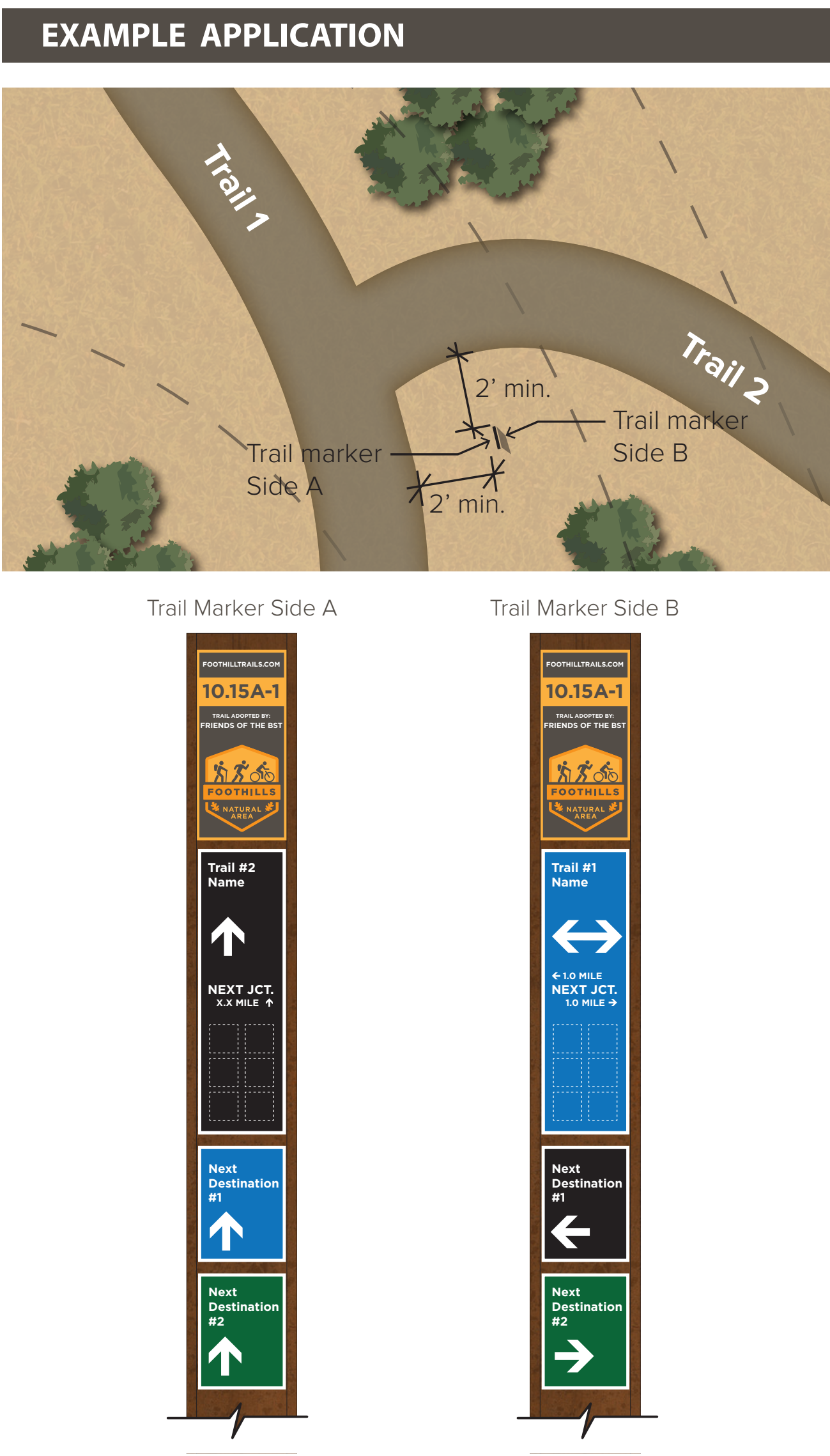
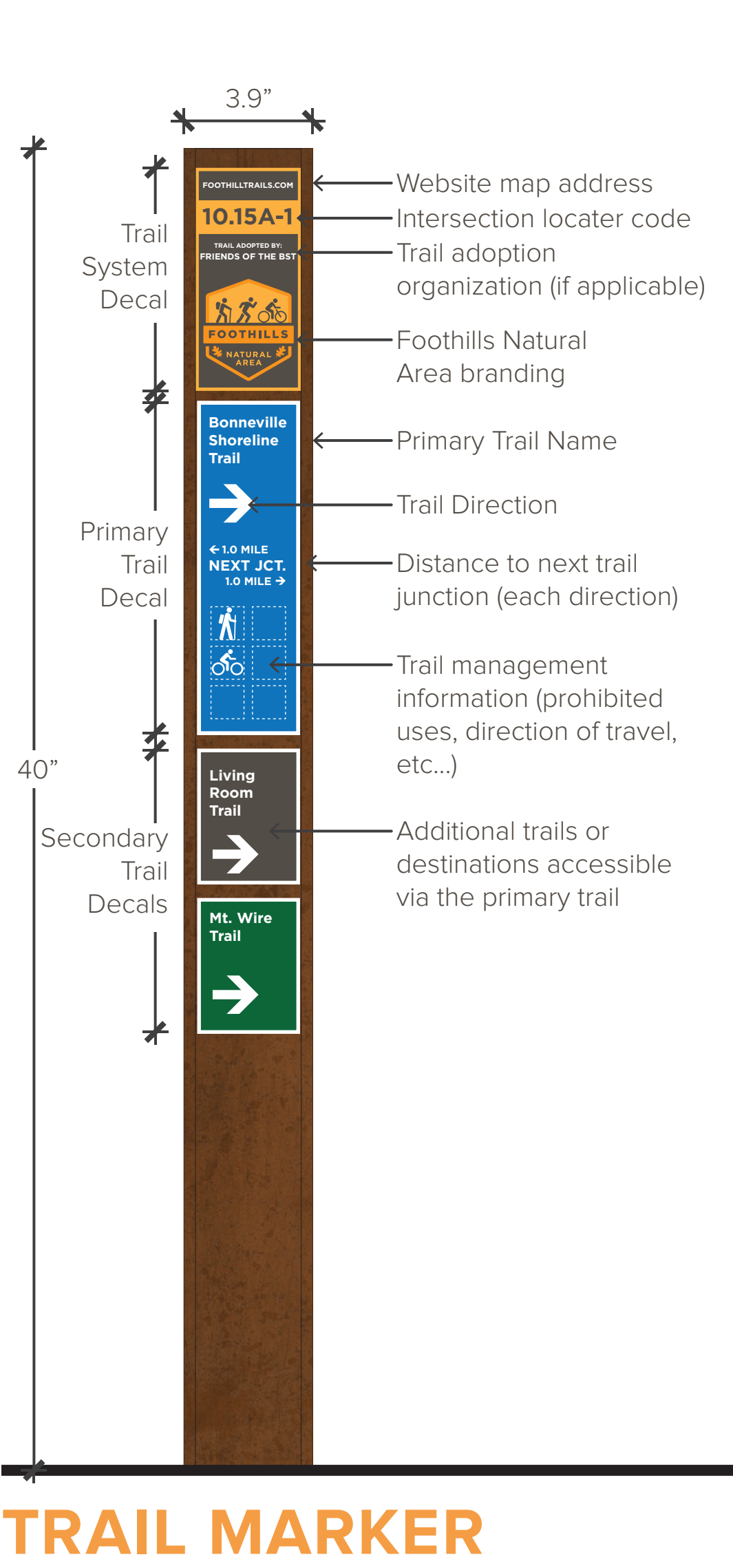
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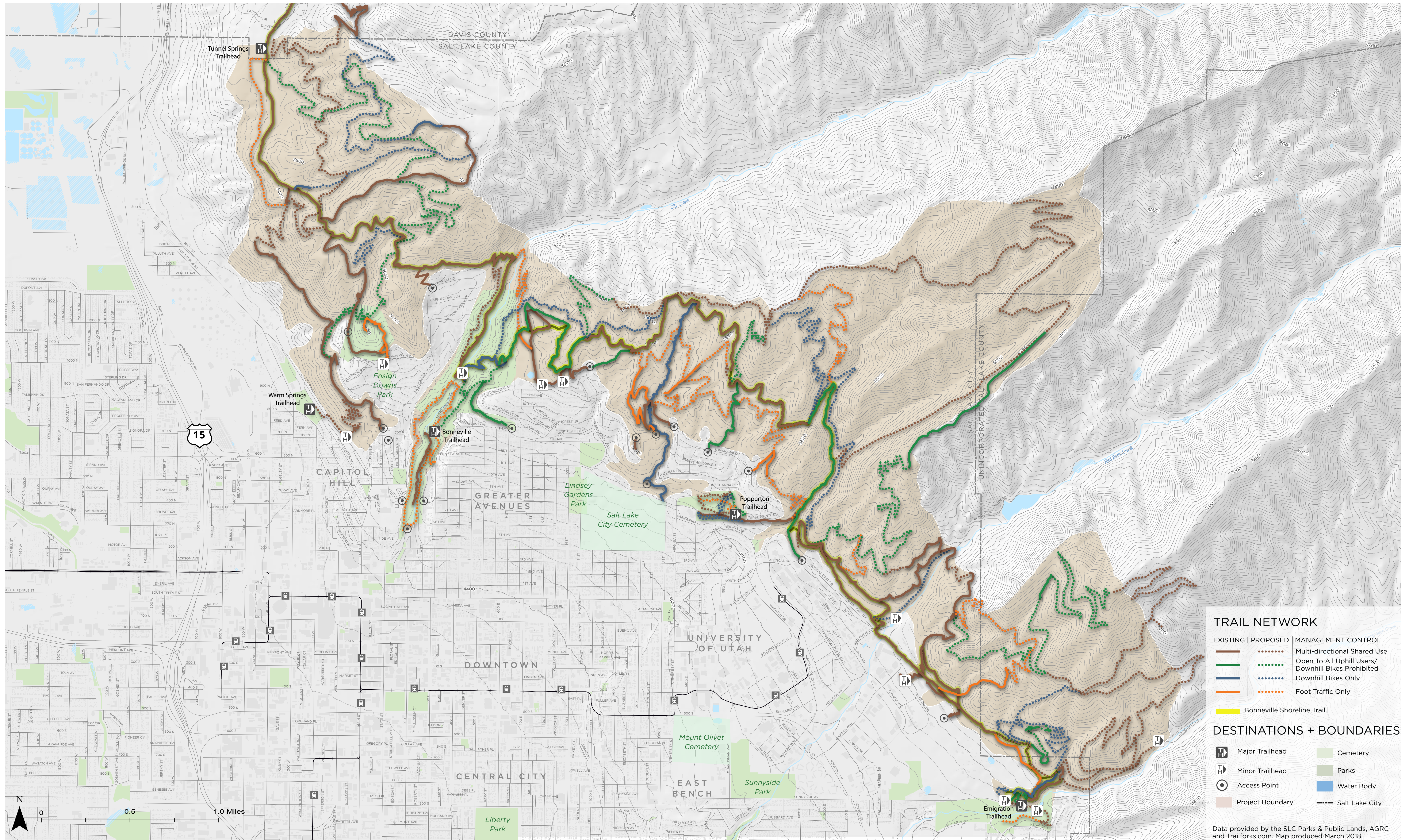


# WAYFINDING FAMILY



## TRAILHEAD MONUMENT





### TRAIL NETWORK

EXISTING	PROPOSED	MANAGEMENT CONTROL
		Multi-directional Shared Use
		Open To All Uphill Users/ Downhill Bikes Prohibited
		Downhill Bikes Only
		Foot Traffic Only

Bonneville Shoreline Trail

### DESTINATIONS + BOUNDARIES

	Major Trailhead		Cemetery
	Minor Trailhead		Parks
	Access Point		Water Body
	Project Boundary		Salt Lake City

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

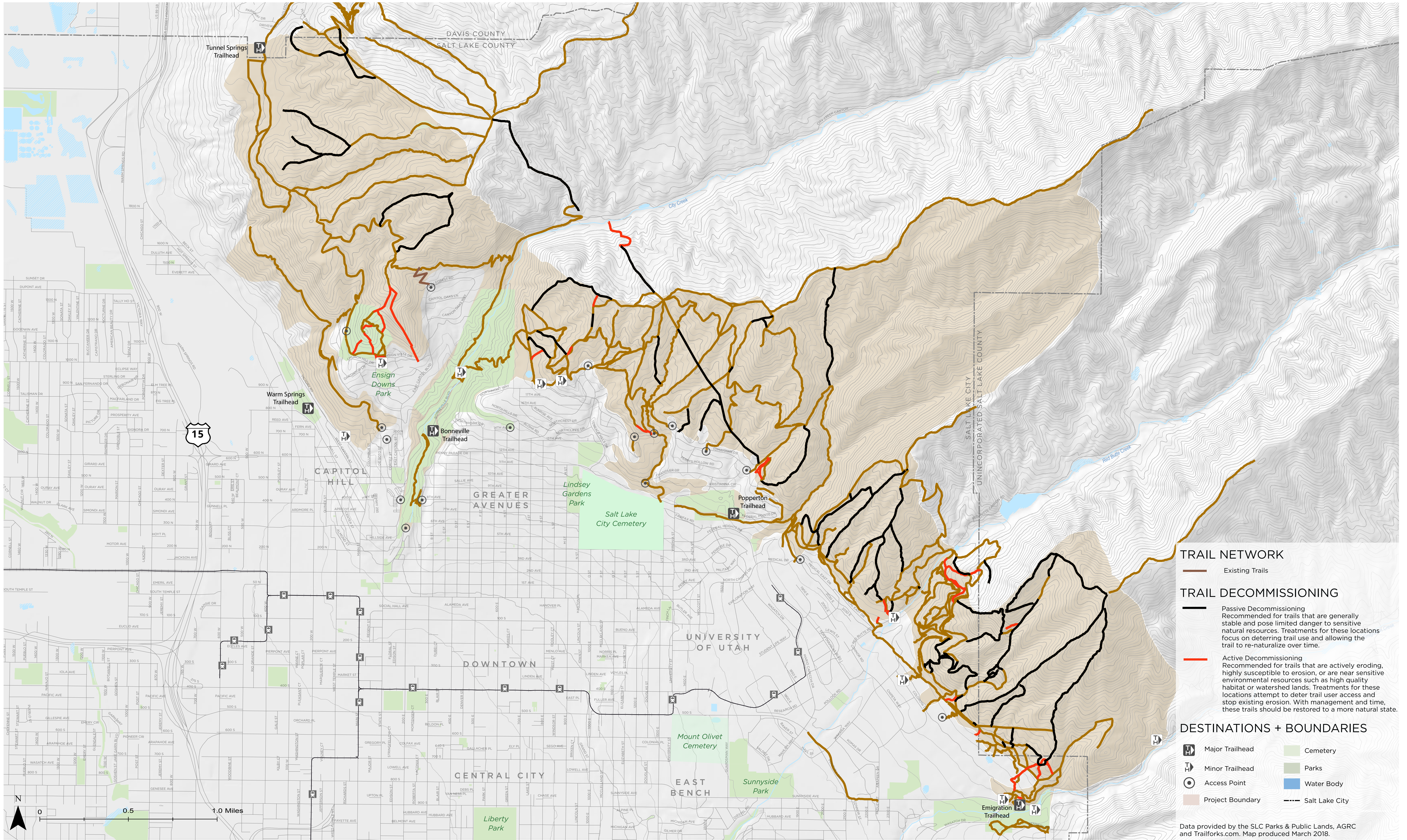


# SALT LAKE CITY FOOTHILLS TRAIL SYSTEM PLAN: OVERALL



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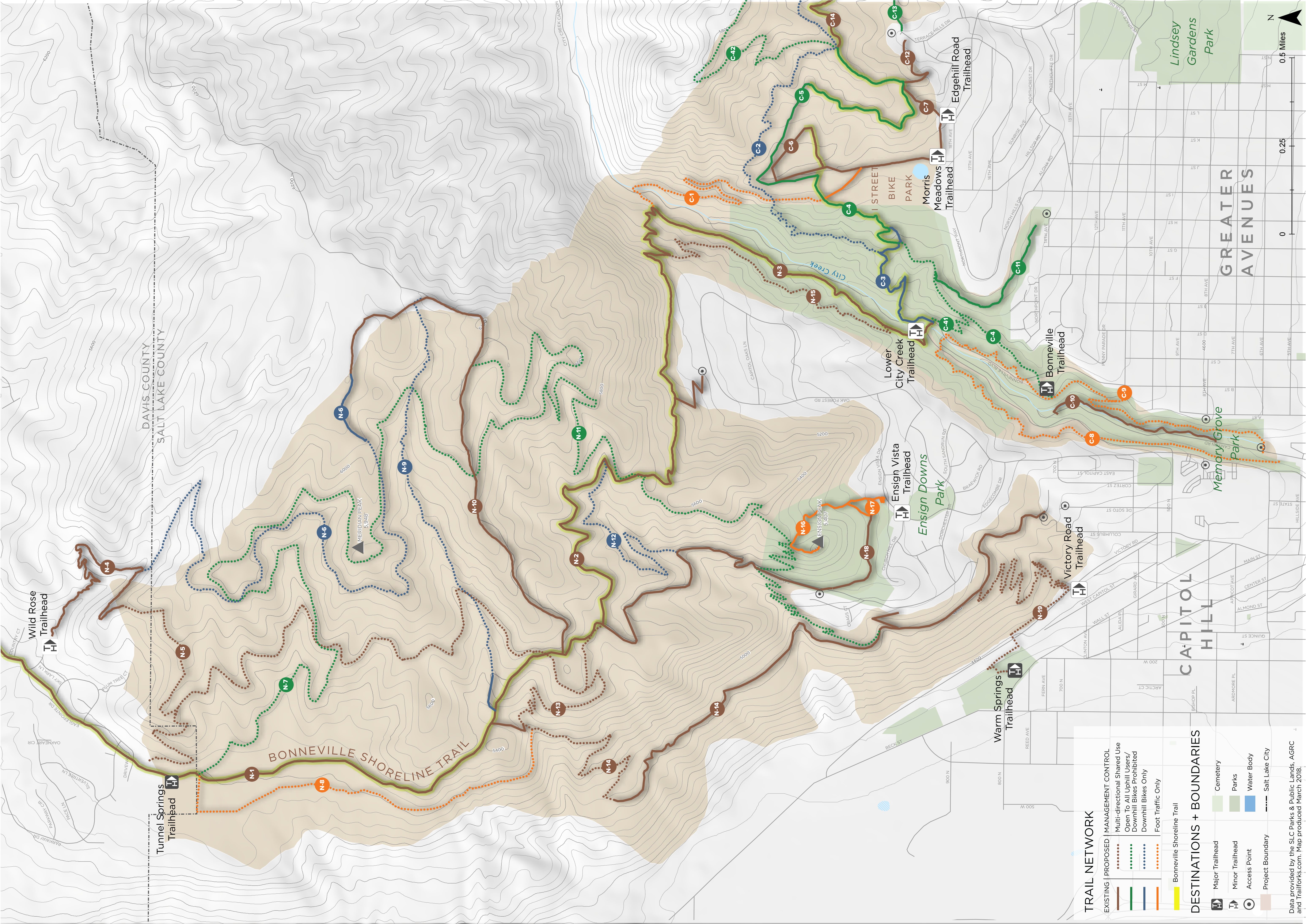


# SALT LAKE CITY FOOTHILLS TRAIL SYSTEM PLAN: TRAIL DECOMMISSIONING MAP



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TRAIL NETWORK

EXISTING | PROPOSED

MANAGEMENT CONTROL

Multi-directional Shared Use

Open To All Uphill Users/  
Downhill Bikes Prohibited

Downhill Bikes Only

Foot Traffic Only

Bonneville Shoreline Trail

Major Trailhead

Minor Trailhead

Access Point

Project Boundary

Cemetery

Parks

Water Body

Salt Lake City

DESTINATIONS + BOUNDARIES

Major Trailhead

Minor Trailhead

Access Point

Project Boundary

Cemetery

Parks

Water Body

Salt Lake City

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

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FOOTHILLS NATURAL AREA

SALT LAKE CITY

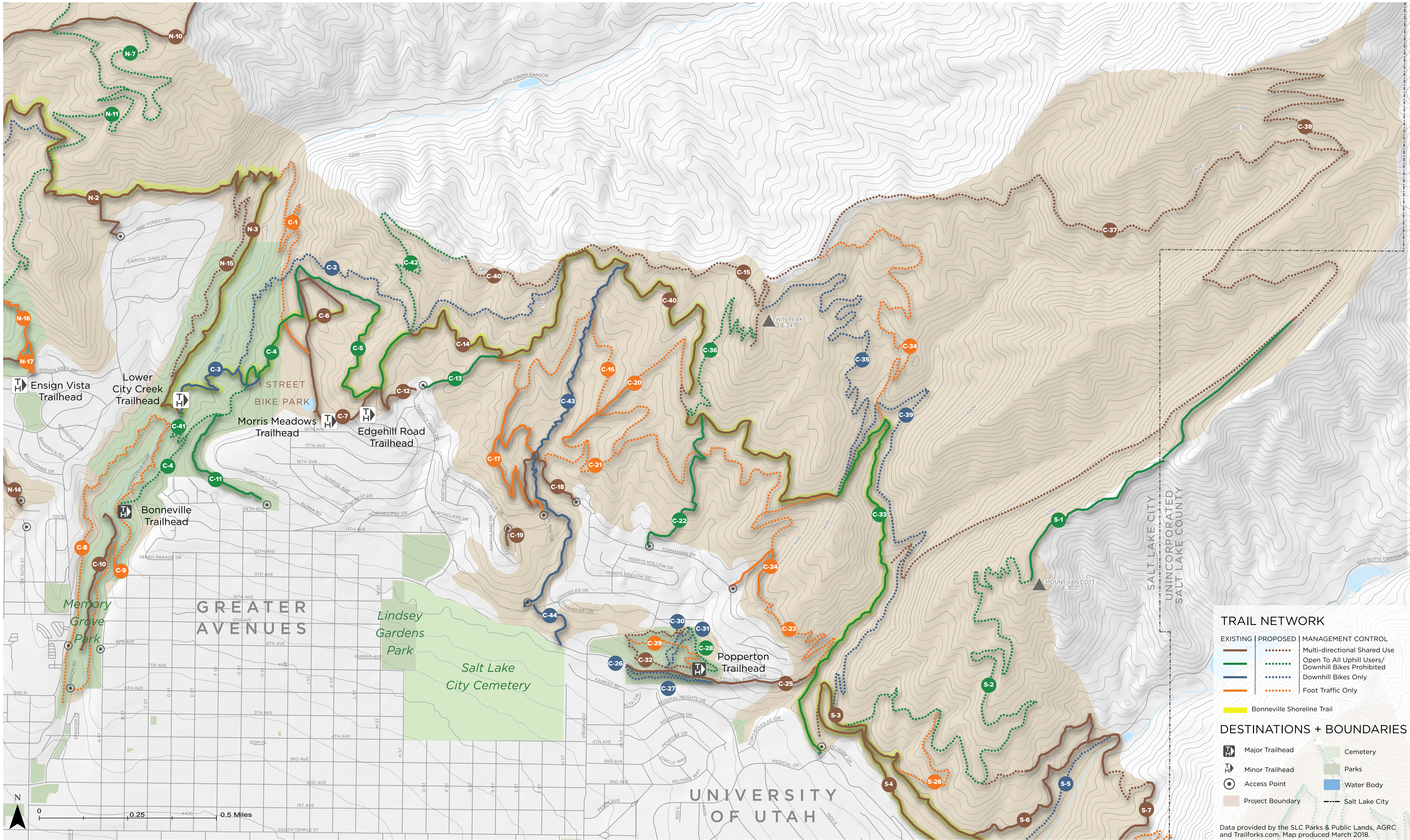
FOOTHILLS TRAILS PLAN: NORTH SUBAREA MAP

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PLANNING + DESIGN

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# SALT LAKE CITY FOOTHILLS TRAILS PLAN: CENTRAL SUBAREA MAP



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



TRAIL ID	TRAIL NAME	EXISTING MILEAGE	PROPOSED MILEAGE	TOTAL MILEAGE	MANAGEMENT CONTROL	TRAIL NARRATIVE
N-1	Terraces Trail	2.11	0	2.11	Multi-directional Shared Use	This wide trail (a former jeep road) will continue to provide an easy, low-grade route for out-and-back hikes in the Bonneville Shoreline Preserve, and facilitate longer loop trips via connections to the new BST alignment upslope, the Under the Cliffs Trail, Lakeview Trail, Meridian Peak Trail, Towers Trail, and North City Creek Ridgeline Trail. This route also facilitates access to bikes climbing to the Hell Canyon, Jones Canyon, or Prime Meridian downhill trails from Tunnel Springs Trailhead. The trail is wide enough to easily accommodate multi-directional foot traffic and cyclists. A steep, eroding section near the south end of the trail may be considered for future closure and restoration.
N-2	Bonneville Shore-line Trail - Hell Canyon Section	1.21	0	1.21	Multi-directional Shared Use	This moderately-wide trail across the head of Hell Canyon facilitates foot and bicycle traffic in both directions. In addition to accommodating through-traffic along the BST, this trail segment also provides the northmost connection for loop trips from City Creek or Victory Road Trailheads, and the southernmost connection for loop trips from Tunnel Springs and Wild Rose Trailheads. The trail also allows bicycles access to the top of the Hell Canyon downhill trail.
N-3	Bonneville Shore-line Trail - City Creek Section	2.08	0	2.08	Multi-directional Shared Use	This new trail alignment will connect with the planned extension of the multi-use Bonneville Shore-line Trail heading northward into Davis County. This moderately-wide trail will accommodate foot traffic and cyclists in both directions, heading out from or returning to the Tunnel Springs Trailhead. Connections include the new mid-slope alignment of the Bonneville Shoreline Trail between Tunnel Springs and the City Creek microwave towers, the Wild Rose Trailhead, and the bottom of the Prime Meridian downhill MTB trail.
N-4	NSL BST	1	0.96	1.96	Multi-directional Shared Use	This new trail alignment will connect with the planned extension of the multi-use Bonneville Shore-line Trail heading northward into Davis County. This moderately-wide trail will accommodate foot traffic and cyclists in both directions, heading out from or returning to the Tunnel Springs Trailhead. Connections include the new mid-slope alignment of the Bonneville Shoreline Trail between Tunnel Springs and the City Creek microwave towers, the Wild Rose Trailhead, and the bottom of the Prime Meridian downhill MTB trail.
N-5	New BST - North Foothills	0	2.28	2.28	Multi-directional Shared Use	This trail will provide a new, mid-slope elevation for the Bonneville Shoreline Trail between Hell Canyon and North Salt Lake, effectively maintaining elevation between the existing Hell Canyon segment and the proposed North Salt Lake segment planned for implementation in the near future. This moderately-wide, gently rolling trail will accommodate foot traffic and cyclists in both directions, provide scenic views of the Great Salt Lake, and take trail users on short, interesting jogs into the many small canyons that cut westward down through the North Foothills, including Jones Canyon and Lime Canyon. The intersection with the Jones Canyon downhill MTB trail will be designed to mitigate conflict with downhill cyclists.
N-6	Prime Meridian Trail	0.22	2.2	2.42	Downhill Bikes Only	This trail will provide a long, fun cross-country style descent trail from the north City Creek ridgeline down to the Wild Rose Trailhead in North Salt Lake. This narrow, intermediate-level MTB trail will accommodate an enjoyable MTB loop trip from the Wild Rose or Tunnel Springs Trailheads while keeping bicycles off of the (Foot Traffic Only) Meridian Peak Trail. This trail is closed to uphill traffic for user safety and enjoyment. Wintertime trail closures will be implemented to protect mule deer winter range.
N-7	Meridian Peak Trail	0	3.7	3.7	Open To All Uphill Users/Downhill Bikes Prohibited	Narrow trail intended for all uphill users. Provides a route to/from Meridian Peak and the microwave towers above the Bonneville Shoreline Preserve. Expected use either as an out-and-back, or loop trails of varying length when combined with the multi-use Bonneville Shoreline Trail and/or Below The Cliffs Trail. Trail intersections with the downhill MTB Jones Canyon and Prime Meridian Trails will be designed to mitigate conflict with downhill cyclists.Wintertime trail closures will be implemented to protect mule deer winter range.
N-8	Under The Cliffs Trail	0	1.24	1.24	Foot Traffic Only	This narrow, existing trail will provide a quiet, scenic option for hikers looking for a relatively flat out-and-back or loop hike while avoiding higher user traffic on the old Bonneville Shoreline Trail through the Bonneville Shoreline Preserve. The downhill side of this trail should be well-marked with signage to prevent unauthorized access into the active Beck Street mines
N-9	Jones Canyon Trail	1.33	0.1	1.43	Downhill Bikes Only	This existing downhill bike trail accommodates intermediate to advanced mountain bikers on a fast and exciting descent from the City Creek ridgeline down Jones Canyon to the Bonneville Shoreline Bench. Uphill traffic on this trail is prohibited for safety reasons.
N-10	North City Creek Ridgeline	2.69	0	2.69	Multi-directional Shared Use	This existing trail also serves as limited vehicular access for maintenance of the many microwave towers along the North City Creek ridgeline. The road may be uncomfortably steep for some users, but is wide enough to easily accommodate multiple uses. The uppermost section provides a connection from the top of the Towers Trail to the start of the Jones Canyon and Prime Meridian downhill MTB trails. The lower section accommodates loop options in Hell Canyon and around Ensign Peak, and provides an exit from the Hell Canyon downhill MTB trail.

TRAIL ID	TRAIL NAME	EXISTING MILEAGE	PROPOSED MILEAGE	TOTAL MILEAGE	MANAGEMENT CONTROL	TRAIL NARRATIVE
N-11	Towers Trail	0	3.67	3.67	Open To All Uphill Users/Downhill Bikes Prohibited	This moderately-wide trail accommodates multi-directional hiking traffic to and from a variety of destinations including Ensign Peak, the BST, the City Creek microwave towers, and Meridian Peak. The trail also accommodates uphill bikes accessing the Hell Canyon, Jones Canyon and Prime Meridian downhill trails and the multi-use BST.
N-12	Hell Canyon Downhill	0	0.87	0.87	Downhill Bikes Only	This trail provides a short, fun and semi-technical ride for intermediate-to-advanced mountain bikers via a loop route originating at the Victory Road or Lower City Creek / Bonneville Boulevard Trailheads. The trail is open only to downhill bikes for safety reasons.
N-13	Over The Cliffs	0	0.58	0.58	Multi-directional Shared Use	This trail provides a sustainably-graded connection between the Bonneville Shoreline Trail and the Lakeview and Under-the-Cliffs Trails, and would retain access should the south (steep) end of the Terraces Trail be closed and restored. This relatively-wide trail would facilitate two-way traffic by foot traffic and cyclists, and would provide excellent views of Antelope Island to the west.
N-14	Lakeview Trail	2.1	0.75	2.85	Multi-directional Shared Use	This wide trail, formerly the historic Bonneville Boulevard route, provides a long, gentle route along an ancient shoreline bench with excellent views to the Great Salt Lake. The trail traverses above active and inactive open pit mines, climbing back up to the trail network above before reaching the south end of the Eagle Ridge pit mine. This trail will accommodate mellow out-and-back hikes and bike rides, as well as longer loops when combined with the Bonneville Shoreline Trail to City Creek or the Towers Trail in Hell Canyon. Primary access to this trail is from the Victory Road Trailhead. Signage along this trail should provide information about several interesting historic and geologic features.
N-15	North City Creek Trail	0	0.92	0.92	Multi-directional Shared Use	This rolling contour trail provides an alternative to the steep, tight switchbacks climbing out of City Creek Canyon, and will likely be popular with ascending cyclists. This route will also help decrease congestion on the BST climbing out of City Creek canyon, and could become a directional or use-restricted trail in the future if bike-hiker conflicts increase in lower City Creek. This trail, combined with the existing City Creek BST section, will also provide a moderate-length loop option for those looking for a morning or afternoon loop while avoiding the City Creek Canyon Road.
N-16	Ensign Peak Trail	0.52	0	0.52	Foot Traffic Only	This popular hiking trail currently accommodates over 100,000 visitors annually (based on automated trail counts), and is likely the most heavily-used single trail in the Foothills Natural Area. Steep grades and fall-line alignments currently create substantial maintenance issues, but user demand for a direct route to the summit of Ensign Peak makes major grade reductions unlikely to succeed. Aggressive water management, trail width reductions, minor realignments, and trail hardening interventions should be used to maintain acceptable trail conditions. Due to the large amount of foot traffic and steep grades, use is limited to foot travel only.
N-17	Lower Viewpoint Trail	0.12	0	0.12	Foot Traffic Only	This existing trail is paved in the lower (steeper) section and moderate grades in the upper section make it highly sustainable. Mountain bikers on the Ensign Fire Road en route to Ensign Vista Drive should be made to dismount and walk their bikes on this section to prevent conflicts.
N-18	Ensign Fire Road	0.28	0	0.28	Multi-directional Shared Use	The Ensign Fire Road trail should continue to accommodate loop hikes around Ensign Peak, and facilitate bicycle loop trips from the Lower City Creek & Bonneville Boulevard Trailheads. Bicyclists will be required to walk their bikes on the short, paved segment of the Ensign Vista lower viewpoint trail, for safety reasons. Shortcutting from the Fire Road up to the Ensign Peak summit, or down to Churchill Drive, should be discouraged with signage and/or fencing.
N-19	Switchback Trail	0	1.51	1.51	Multi-directional Shared Use	This wide and gradual trail provides a critical connection from Victory Road and the Marmalade neighborhood up to the Lakeview and Towers Trails, with connectivity to the rest of the North Foothills section of the Foothills Natural Area. The trail is not optimized for any one use, but will comfortably accommodate both up-and downhill foot and bike traffic. The trail provides a longer and more scenic approach to Ensign Peak. The Switchback Trail and easternmost portion of the Lakeview Trail make a pleasant, short neighborhood loop. The lower section of the trail connects to Warm Springs Park via an undercrossing beneath Victory Road.

ACCESS POINT NAME	ACCESS TYPE	NARRATIVE
Wild Rose	Minor Trailhead	Primary Trailhead for: Wild Rose Loop Trails Recommended improvements: None Note: This popular North Salt Lake trailhead above the Eagle Ridge subdivision provides 33 parking spaces, restrooms and picnic space, a playground, play field and amphitheater and access to the foothill trail system in Davis County. The trailhead is located on approximately 1 acre of land a short distance off Eaglepointe Drive, and is a good model for trailhead improvements in SLC, particularly the Morris Meadows Trailhead.
Tunnel Springs Trailhead	Major Trailhead	Primary Trailhead for: *Bonneville Shoreline Preserve *Bonneville Shoreline Adaptive Trails *Meridian Peak *Little Bobsled *BST North Salt Lake Section (future) Tunnel Springs Trailhead is already ideally located and developed to serve as a major trailhead for access to the North Foothills Natural Area. Work with North Salt Lake to substantially improve TH signage, including wayfinding, regulatory, and interpretive signage at this site.



SALT LAKE CITY

FOOTHILLS TRAIL SYSTEM PLAN: NORTH SUBAREA IMPLEMENTATION TABLE



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PLANNING + DESIGN

Trail ID	Trail Name	Existing Mileage	Proposed Mileage	Total Mileage	Management Control	Trail Narrative
C-1	Morrison Creek Trail	0.14	1.03	1.17	Foot Traffic Only	This trail provides a desirable connection from Morris Meadows to the start of the switchbacks climbing north out of City Creek Canyon, and eliminates substantial elevation gain/loss currently required for trail users wishing to travel either north or south across City Creek Canyon on the Bonneville Shoreline Trail. It also provides additional loop options for hikers and joggers from the Lower City Creek and Bonneville Boulevard Trailheads. Due to recurring bicycle closures in City Creek Canyon, either full-time or part-time bicycle closures are recommended for this alignment. Anticipated replacement of a water pipeline in the vicinity should be allowed to occur prior to construction of this trail segment.
C-2	Long Way Home Trail	0	1.94	1.94	Downhill Bikes Only	This XC-style trail alignment will provide a fun, sustained downhill directional trail for mountain bikes, connecting the "starfish" junction on the ridgeline east of Morris Mountain to the Lower City Creek Trailhead. In addition to providing a more enjoyable downhill experience for northbound cyclists dropping into City Creek, this alignment is expected to substantially reduce trail congestion and user conflicts on other trail alignments between Morris Meadows and Perrys Hollow. It will also encourage cyclists to utilize major trailheads on Bonneville Boulevard, helping to relieve pressure from the minor trailhead on Hilltop Road (off of 18th Ave.).
C-3	Long Way Home Trail (Lower)	0.57	0	0.57	Downhill Bikes Only	Like the upper segment, this XC-style trail alignment will provide a fun, sustained downhill directional trail for mountain bikes, connecting the "starfish" junction on the ridgeline east of Morris Mountain to the Lower City Creek Trailhead. In addition to providing a more enjoyable downhill experience for northbound cyclists dropping into City Creek, this alignment is expected to substantially reduce trail congestion and user conflicts on other trail alignments between Morris Meadows and Perrys Hollow. It will also encourage cyclists to utilize major trailheads on Bonneville Boulevard, helping to relieve pressure from the minor trailhead on Hilltop Road (off of 18th Ave.).The lower segment utilizes the existing alignment of the Bonneville Shoreline Trail, but limits the usage to downhill bicycles. Foot traffic and uphill bicycle traffic will be accommodated by new BST alignments a short distance upslope. A short additional segment connects to the bottom of the I-Street Bike Park, allowing bike park users an option to descend directly downhill from the bottom of the park, back to City Creek, avoiding the primary trail that is restricted to foot traffic and uphill bicycles
C-4	New Bonneville Shoreline Trail Alignment	0.4	0.68	1.08	Open To All Uphill Users/Downhill Bikes Prohibited	This moderately-wide, gradual trail will connect the proposed Bonneville Boulevard Trailhead to Morris Meadows, utilizing the upper section of the existing BST alignment. This trail is intended to accommodate the majority of trail users accessing trails above the northern Avenues, including foot traffic in both directions, and uphill bicycle traffic. Downhill bicycles are prohibited to reduce conflicts and collisions.
C-5	Bonneville Shoreline Trail	1.22	0	1.22	Open To All Uphill Users/Downhill Bikes Prohibited	This wide, gradual trail accommodates the majority of user traffic ascending to the trails above the Avenues from Morris Meadows. It follows an existing alignment, except the northernmost segment, which has been realigned to eliminate a steep and eroding section in a wooded gully. This realignment also helps separate trail users in Morris Meadows from general BST traffic. Due to high usage, downhill bicycles are prohibited to reduce conflicts.
C-6	Morris Meadows Loop	0.78	0	0.78	Multi-directional Shared Use	This existing, mellow trail loops around one of the largest shoreline benches in the Foothills Natural Area, and is very popular among neighborhood residents, especially dog owners. The trail is wide and flat, and can accommodate multiple users. The alignment has been modified very slightly to separate users from the main Bonneville Shoreline Trail, to reduce user conflicts.
C-7	Morris Meadows to Terrace Hills Direct	0.28	0	0.28	Multi-directional Shared Use	This existing trail alignment provides desirable connectivity between the Morris Meadows Trailhead and the ridge above Terrace Hills Drive. It is most commonly used as a downhill shortcut for trail users returning to the Morris Meadows Trailhead. The trail grade is steeper than desirable, but realignments or grade reductions are unlikely to be supported by users. Erosion control and tread stabilization measures should be utilized. Frequent maintenance may be required.
C-8	Memory Grove	0	2.56	2.56	Foot Traffic Only	This moderately-wide, rolling contour trail traversing the slopes above Memory Grove provides a desirable natural-surface alternative to the popular walking and jogging routes on the Freedom Trail and Bonneville Boulevard. It also creates multiple loop options of various lengths, and substantially increases the available trail mileage accessible from Memory Grove, the west Avenues, and the State Capitol. Due to high anticipated user traffic, only foot traffic is allowed for safety reasons.
C-9	11th Ave Connector	0	0.09	0.09	Foot Traffic Only	This short trail provides a direct connection between 11th Avenue and the Memory Grove Hiking Trail.
C-10	Freedom Trail	0.52	0	0.52	Multi-directional Shared Use	This existing trail follow City Creek above Memory Grove and is very popular with dog walkers. The trail is designated as open to off-leash use.
C-11	Kay Reese Trail	0.48	0	0.48	Open To All Uphill Users/Downhill Bikes Prohibited	This narrow, existing trail provides neighborhood connectivity to the Foothill Trail System, especially for residents in and around the Northpointe area. Downhill (southbound) bicycles are prohibited on this trail for safety reasons.
C-12	West Terrace Hills Trail	0.23	0	0.23	Multi-directional Shared Use	This popular trail provides access to the Foothills Trail System from the end of Terrace Hills Drive. It is wide enough to accommodate bicycles and hikers in both directions. It is also used occasionally by utility maintenance vehicles.
C-13	East Terrace Hills Trail	0.29	0	0.29	Open To All Uphill Users/Downhill Bikes Prohibited	This popular trail provides access to the Foothills Trail System from the top of Terrace Hills Drive. The existing alignment follows a steep gully, and is highly prone to erosion, which causes washout problems at the Terrace Hills cul-de-sac and threatens the physical sustainability of this alignment. However, this wide trail (a former jeep road) would be very difficult to realign due to terrain and property constraints. Downhill bicycles are prohibited on this alignment to reduce user conflicts and reduce skidding and related soil loosening. Frequent maintenance of this segment, including installation of soil traps, is advised.
C-14	Old Bonneville Shoreline Trail	1.02	0	1.02	Multi-directional Shared Use	This popular trail segment accommodates many trail users traveling between the BST on the south City Creek ridgeline and Morris Meadows or Terrace Hills. It is generally wide enough to accommodate foot traffic and mountain bikes in both directions, but use dispersion onto other trail alignments will help reduce conflicts. The upper portion of the trail is steep and actively eroding, and aggressive water control and soil stabilization measures should be taken to slow trail damage.
C-15	Avenues Ridgeline Trail	0	1.18	1.18	Multi-directional Shared Use	This scenic, gently climbing trail provides access from the "starfish" junction east of Morris Mountain to the summit of Twin Peaks, and opens up loop options around Twin Peaks. It eliminates the unsustainable, very steep ridgeline ascent of Twin Peaks. It also provides trail users with an alternative to going up and down the smaller "peaks" on the City Creek ridgeline, which most trail users will appreciate.
C-16	Gullies & Hollows Trail	0	2.79	2.79	Foot Traffic Only	This relatively narrow, mellow trail follows the (approx.) 5,500' contour from the saddle west of Dry Creek to the west ridge of Perrys Hollow, with bends and twists into the many gullies that cut down through the foothill open spaces above the avenues. This trail is optimized for hiking and limited to foot-traffic only to provide a peaceful, relaxing trail experience.
C-17	Perry's Hollow West Loop Trail	1.02	0	1.02	Foot Traffic Only	This mostly-existing hiking trail provides short loop options and connectivity from Perrys Hollow access points up to mid-elevation hiking trails. It is popular with neighborhood trail users. Realignment of a short section just above Richland Drive will eliminate an unsustainably steep trail section that is actively eroding.
C-18	Northbonneville Fire Road	0.46	0	0.46	Multi-directional Shared Use	This flat, wide trail follows a public easement that contours around the mid-elevation portion of Perrys Hollow and is popular with neighborhood trail users. It provides important connectivity between the Foothills Trail System and neighborhood access points in the central Avenues. Multiple uses are easily accommodated, but measures should be taken to educate trail users crossing the Bobsled Trail and mitigate conflicts at that intersection.
C-19	Sugarloaf Trail	0.06	0	0.06	Multi-directional Shared Use	This very short trail follows a public easement to a viewpoint at the top of Sugarloaf. Connectivity to other trails is probably not feasible, and use is expected to be primarily by neighborhood residents.
C-20	East Fork Perrys Trail	0.3	0.5	0.8	Foot Traffic Only	This hiking trail provides a desirable route from Perrys Hollow up to the BST with connectivity to Twin Peaks and multiple loop options. The bottom section of the trail follows a public trail easement along a gentle ridgeline. Above the gas pipeline, the trail contours across the East Fork of Perry's Hollow, connecting with the BST near the Twin Peaks Trail. While some trail users may prefer to remain on the ridgeline, many will appreciate a more gradual, interesting trail through an oak forest. This also reduces use pressure on a fall-line social trail. Realignment of the lowermost portion will eliminate an unsustainably steep and eroding section.
C-21	East Fork Parleys Trail (Alternate)	0	0.47	0.47	Foot Traffic Only	This hiking trail provides a desirable route from Perrys Hollow up to the BST with connectivity to Twin Peaks and multiple loop options. The bottom section of the trail follows a public trail easement along a gentle ridgeline. Above the gas pipeline, the trail contours across the East Fork of Perry's Hollow, connecting with the BST near the Twin Peaks Trail. While some trail users may prefer to remain on the ridgeline, many will appreciate a more gradual, interesting trail through an oak forest. This also reduces use pressure on a fall-line social trail.

Trail ID	Trail Name	Existing Mileage	Proposed Mileage	Total Mileage	Management Control	Trail Narrative
C-22	Tomahawk Trail	0.67	0	0.67	Open To All Uphill Users/Downhill Bikes Prohibited	This steadily-climbing trail provides neighborhood connectivity to the BST and Twin Peaks trails from Tomahawk Drive, with scenic views of Spring Gulch. Downhill bikes are prohibited to reduce erosion and user conflicts.
C-23	Block U Hiking Trail	0.17	1.18	1.35	Foot Traffic Only	This hiking trail provides public access to the Block U from the mouth of Dry Creek, as well as connectivity to the Gullies & Hollows hiking trail. It also provides a foot-traffic-only alternative from the mouth of Dry Creek to the trail system above the Avenues, helping to reduce congestion in Dry Creek. This trail alignment will also help reduce parking pressure on New Bedford and East Tomahawk Drive, related to hikers accessing the Block U.
C-24	Limekiln Gulch Trail	0.19	0	0.19	Foot Traffic Only	This short hiking trail follows a public pedestrian easement across private property up Limekiln Gulch to a large, historic limekiln structure. It also provides connectivity from Tomahawk Drive to the Block U and Gullies & Hollows hiking trail.
C-25	Federal Pointe Trail	0.69	0	0.69	Multi-directional Shared Use	This wide, mostly paved trail is the primary connector for foot traffic and bikes between the major Popperton Trailhead and the Foothill Trail System (via the mouth of Dry Creek). The alignment of this trail should be adjusted during the next routine repaving in order to eliminate the steepest sections just east of the Federal Pointe vehicle gate.
C-26	Popperton - Skills Trail	0	0.3	0.3	Downhill Bikes Only	Descending-direction bike-only skills trail for skill-building by beginner to advanced riders. Constructed features incorporated into trail construction, but modification by users discouraged.
C-27	Popperton - Beginner Mountain Bike Trail	0	0.32	0.32	Downhill Bikes Only	Beginner-level downhill bike trail for fun and skill-building by beginner riders and children. Compatible with adaptive cycles for users with physical disabilities. Adoption, maintenance and stewardship by experienced organization should be formalized.
C-28	Popperton Climbing Trail	0	0.27	0.27	Open To All Uphill Users/Downhill Bikes Prohibited	A compacted-surface all-weather walking path looping through the Popperton open space area would substantially increase public enjoyment of this area, and realize plans developed years ago by the neighborhood but never implemented. A suspension footbridge across the prominent ravine would add an interesting and unique feature.
C-29	Popperton Hiking Trail	0	0.37	0.37	Foot Traffic Only	
C-30	Popperton - Blue Square Descending	0	0.18	0.18	Downhill Bikes Only	Descending-direction, bike-only trail to provide fun and skill-building for intermediate riders. Short length encourages looping for practice. Built features are discouraged but natural features such as rock are encouraged to provide technical challenge. Adoption, maintenance and stewardship by experienced organization should be formalized.
C-31	Popperton - Black Diamond Descending	0	0.14	0.14	Downhill Bikes Only	Descending-direction, bike-only trail to provide fun and skill-building for intermediate to expert riders. Short length encourages looping for practice. Built features are discouraged but natural features such as rock are encouraged to provide technical challenge. Adoption, maintenance and stewardship by experienced organization should be formalized.
C-32	Popperton Loop Trail	0	0.58	0.58	Multi-directional Shared Use	A compacted-surface all-weather walking path looping through the Popperton open space area would substantially increase public enjoyment of this area, and realize plans developed years ago by the neighborhood but never implemented. A suspension footbridge across the prominent ravine would add an interesting and unique feature.
C-33	Bonneville Shoreline Trail (Dry Creek Section)	1.65	0.03	1.68	Open To All Uphill Users/Downhill Bikes Prohibited	This existing trail currently provides the primary access to the Foothill Natural Area trail system above the Avenues via Dry Creek. Trail user conflicts are commonplace on this trail segment, and an alternate trail segment for downhill bicycles will be created to reduce conflicts. Downhill bicycles are prohibited on this trail, except for the very bottom connection to allow cyclists to return to Medical Drive. At Medical Drive, retaining walls and switchbacks should be constructed to provide a moderate grade connection between the street and the open bench above.
C-34	North Fork Dry Creek Trail	0	1.64	1.64	Foot Traffic Only	This narrow, rugged backcountry-style trail provides a quiet, hiking-only option for climbing to or descending from Twin Peaks and the south City Creek ridgeline via the broad, gentle, oak-timbered benches above the North Fork of Dry Creek. An intersection with the downhill MTB Dry Creek descendingl trail will be carefully designed to mitigate conflicts.
C-35	Dry Spell	0	1.92	1.92	Downhill Bikes Only	This trail provides an intermediate bike-optimized descending trail from Twin Peaks. This trail will provide a sustained, fun flow trail with technical challenges, but easier and more physically-sustainable than existing user-created downhill trails from Twin Peaks. The trail empties into the Dry Creek downhill directional trail, which provides additional bike-optimized trail miles for a run with substantial vertical.
C-36	Twin Peaks Trail	0	0.97	0.97	Open To All Uphill Users/Downhill Bikes Prohibited	This trail provides a more direct route to the summit of Twin Peaks for users ascending from Dry Creek or Tomahawk Drive. This provides loop options around Twin Peaks, and will reduce proliferation of social trails. The lower portion of the trail already exists and requires little modification. To reduce erosion and prevent user conflicts, downhill bicycles are prohibited.
C-37	Dry Creek Trail	0	5.7	5.7	Multi-directional Shared Use	This trail provides a rugged, prolonged, backcountry-style excursion around the top of the forks of Dry Creek, with substantial scenery and solitude. The trail is open to both foot and bicycle traffic, but the rugged nature of the trail will keep all users moving slowly and preclude high speeds, which will help mitigate user conflicts on the narrow trail. Shortcutting from this trail will be very difficult due to dense vegetation, and will be strongly discouraged to prevent disruption of animal habitat. Wintertime trail closures will be implemented to protect mule deer winter range, and dogs are prohibited for wildlife security. Trail construction will occur after wildlife research (pending ) provides additional data on habitat usage.
C-38	Little Black Mountain Trail	0	1.41	1.41	Multi-directional Shared Use	This trail provides a rugged, backcountry-style ascent to Little Black Mountain from the high point of the Dry Creek Trail, and offers substantial scenery and solitude. The trail is open to both foot and bicycle traffic, but the rugged nature of the trail will keep all users moving slowly and preclude high speeds, which will help mitigate user conflicts on the narrow trail. This trail will provide a desirable alternative to the user-created trail along the west ridgeline of Little Black Mountain, which approaches 40% slope in places. Shortcutting from this trail will be very difficult due to dense vegetation, and will be strongly discouraged to prevent disruption of animal habitat. Wintertime trail closures will be implemented to protect mule deer winter range, and dogs are prohibited for wildlife security. Trail construction will occur after wildlife research (pending ) provides additional data on habitat usage.
C-39	Dry Creek Downhill	0	2.1	2.1	Downhill Bikes Only	This trail will provide a descending bicycle trail within Dry Creek that separates downhill bicycle traffic from hiking and uphill traffic. The trail should be constructed approximately 100-200' up from the bottom of the canyon on the hillside, and adjusted as necessitated by terrain.
C-40	Bonneville Shoreline Trail	2.08	0.57	2.65	Multi-directional Shared Use	This scenic, moderately-wide, gently rolling trail provides primary E-W connectivity across the Foothills Natural Area above the Avenues, and accommodates hikers, runners and mountain bikers in both directions. Clear sight-lines and wide areas allow users to safely pass eachother, but dispersion on alternate trail alignments will also help reduce crowding. A small realignment in the eastern portion of this trail segment will eliminate an unsustainably steep segment. A new alignment on the western end of this segment will connect to the top of the Morris Mountain Trail for improved connectivity. While some trail users prefer the steep, undulating social trail on the ridgetop, most users will prefer this more moderate and physically-sustainable alignment
C-41	City Creek Ponds Trail	0	0.22	0.22	Open To All Uphill Users/Downhill Bikes Prohibited	This short trail segment will provide needed connectivity for trail users parking at the Lower City Creek Trailhead, with access to Morris Meadows and points beyond. The trail will climb to a connection with the new BST alignment between the Bonneville Boulevard Trailhead and Morris Meadows, and like that trail, will be limited to foot traffic and uphill bicycles only.
C-42	New BST / Morris Mountain Trail	0	0.93	0.93	Open To All Uphill Users/Downhill Bikes Prohibited	This moderately-wide, gradual trail alignment provides an alternative access route for trail users climbing to (or descending from) the ridgeline BST alignment above the Avenues. The trail also creates longer loop options from Morris Meadows and the Lower City Creek / Bonneville Boulevard Trailheads, and a desirable, sustainable route to the excellent viewpoint atop Morris Mountain. The alignment will help take pressure off of the heavily-used, steep and eroding "old BST" between the ridgeline above Terrace Hills and the "starfish" junction east of Morris Mountain. It should also help reduce use and creation of unsustainable social trails in the vicinity of Morris Mountain. This trail will accommodate foot traffic in both directions, as well as uphill bicycles en-route to Twin Peaks, Dry Creek, the Bobsled, or return loops via the "old BST" or the Long Way Home trail. Downhill bicycles are prohibited on this trail to reduce conflicts.
C-43	Bobsled Downhill	1.56	0	1.56	Downhill Bikes Only	This exciting, well-established free-ride downhill trail is popular among intermediate- to advanced mountain bikers and is regionally-renowned. Terrain features provide jumps and drop-ins for expert cyclists. Trail adoption and stewardship by knowledgeable riders should be formalized to insure proper maintenance and education. Public right-of-way just below the Northbonneville Fire Road should be resolved with the landowner.
C-44	Bobsled Extension	0.23	0	0.23	Downhill Bikes Only	This extension of the popular Bobsled Trail provides a downhill connection to 11th Ave, with signage at the Bottom directing trail users to return to the Popperton or Bonneville Boulevard Trailheads via 11th Ave. bike lanes. Freeride features may be added to improve the trail experience. Downhill bike traffic only for safety reasons. Signage and markings at Chandler Drive to stop trail traffic prior to road crossing is recommended.



SALT LAKE CITY

FOOTHILLS TRAIL SYSTEM PLAN: CENTRAL SUBAREA IMPLEMENTATION TABLE



Parks & Public Lands



Trail ID	Trail Name	Existing Mileage	Proposed Mileage	Total Mileage	Management Control	Trail Narrative
S-1	Van Cott Ridge-line Trail	1.34	0	1.34	Open To All Uphill Users/Downhill Bikes Prohibited	This partially-existing trail provides a rugged, backcountry-style connection from the top of Mt. Van Cott to the Dry Creek Trail, and offers substantial scenery and solitude. The trail is open to both foot and bicycle traffic, but west-bound bicycle traffic is prohibited because downhill bikes are not allowed on the Mt. Van Cott Trail.
S-2	Mt. Van Cott Trail	0	3.17	3.17	Open To All Uphill Users/Downhill Bikes Prohibited	This trail provides a highly-desirable moderately-graded route to the summit of Mt. Van Cott, providing much visual interest as the trail works its way in and out of many small ravines en-route to the top. To avoid conflicts during high-use times, bicycles would be required to descend via the Dry Creek Trail spring - fall. Uphill bicycle traffic would allow cyclists returning to Red Butte Canyon via the Dry Creek downhill to cut across to the Skyline Trail and avoid the busier (and less-interesting) BST and Med Campus Trails. In winter, Dry Creek will be closed for winter game habitat protection, and descending mountain bike traffic would be allowed on the Van Cott Trail
S-3	Bonneville Shore-line Trail	2.3	0.79	3.09	Multi-directional Shared Use	This trail provides the primary alignment of the Bonneville Shoreline Trail above the University of Utah and This Is The Place Heritage Park. The trail is relatively wide and flat and easily accommodates multiple uses and trail users going in both directions. Good signage is important along this trail segment, as many designated and social trails branch off of the BST and can create confusion for users. Access to this section of the BST is dispersed across many small access points, especially on the University of Utah campus. Controlled access at designated locations should be encouraged with signage, fencing, and formalized trail improvements. Trail users driving cars to access this section of the BST and adjoining trails should be encouraged to utilize the Popperton, Colorow, or Emigration Trailhead parking areas. Other access points (Medical Drive, Red Butte Canyon, Natural History Museum, etc) should support access for those arriving via alternative transportation.
S-4	Med Campus Trail	0.88	0	0.88	Multi-directional Shared Use	Trail trail alignment roughly parallels the BST and contours just above the University of Utah's medical campus. The trail provides loop options for walkers, joggers and cyclists. The trail surface should be improved so that it is highly compatible with adaptive cycles, and connections maintained to the U of U hospital so that rehabilitation patients can utilize the trail to aid in recovery.
S-5	Red Butte Canyon Downhill	0	0.73	0.73	Downhill Bikes Only	Easy mountain bike trail for less-skilled riders. Very mellow grades and wooded environment highlights the joys of riding natural surface trails. Compatible with adaptive cycles.
S-6	Skyline Nature Trail West	1.1	0.17	1.27	Multi-directional Shared Use	This existing, narrow trail facilitates enjoyable loops along the west side of Red Butte Canyon for hikers, trail runners, and cyclists. Limited trail improvements and widening will allow trail users to more easily pass eachther and reduce conflicts. An extension of the upper section of the Skyline Trail to connect with the Van Cott Trail will allow hikers and cyclists an option to connect from Dry Creek to Red Butte Creek via an upper and more interesting trail alignment.
S-7	Skyline Nature Trail East	0.27	1.84	2.11	Multi-directional Shared Use	This existing, narrow trail facilitates a long loop around lower Red Butte Canyon, as well as connectivity to the Living Room and Mt. Wire Trails. Trail improvements (grade reductions and widening) where the trail climbs out of Red Butte Canyon will allow trail users to more easily pass eachther and reduce conflicts and trail erosion. Substantial signage and active restoration of social trails will be required to prevent confusion and keep users on the primary route.
S-8	Museum Trail	0.49	0	0.49	Multi-directional Shared Use	This multi-use trail provides connectivity between the Colorow Trailhead, the Natural History Museum, the Bonneville Shoreline Trail, and the Skyline Trail.
S-9	Living Room Trail	0.61	1.89	2.5	Foot Traffic Only	Hiking-only loop trail to the Living Room. Expected to have high foot traffic, primarily from Colorow Road Trailhead and Red Butte Canyon. Loop trail will help disperse traffic and reduce short-cutting.
S-10	Mt. Wire Trail	0.17	4.6	4.77	Open To All Uphill Users/Downhill Bikes Prohibited	A backcountry-style trail with a light footprint that brings users to the top of Mt. Wire. Connects to Skyline Trail East and Living Room Trail. No downhill bicycles to avoid collisions, but uphill MTB users looking for a good challenge can use the trail to reach the top of The Slip Trail, or the Lithograph Fork Trail from the Mt. Wire summit.
S-11	Lithograph Fork Trail	0	4.3	4.3	Multi-directional Shared Use	This long, gradual, relatively narrow trail climbs to Mt. Wire from Rattlesnake Hollow and the Wagner Peak Trail via several long switchbacks that cross back and forth across Rattlesnake Hollow and Lithograph Fork. This is a backcountry-style trail, and use is expected to be relatively dispersed. Hikers and runners looking for a longer excursion, and mountain bikers looking for a challenging cross-country experience will enjoy this trail.
S-12	Lithograph Point Trail	0	0.1	0.1	Multi-directional Shared Use	This short spur trail provides access to a scenic overlook between Lithograph Fork and Gold Gulch.
S-13	Lithograph Fork Connector	0	0.26	0.26	Multi-directional Shared Use	This short trail segment provides connectivity between the west-facing Mt. Wire Trail and the South-east facing Lithograph Fork Trail, and facilitates a wide variety of loop options on the slopes of Mt. Wire. The trail also provides access to the top of The Slip Trail for bicycles climbing from the Skyline Trail in Red Butte Canyon via the lower Mt. Wire Trail.
S-14	The Slip Trail	0	0.8	0.8	Downhill Bikes Only	This downhill trail provides a fast, technical, challenging descent for advanced to expert riders.
S-15	Colossus	0	0.69	0.69	Downhill Bikes Only	Fast, smooth, rolling downhill with an uphill facing intersection at the Slip Trail. Perfect trail for skill-building in beginning riders and fun for intermediates.

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

Access Point Name	Access Type	Narrative
Dry Creek Access	Access Point	For those using public transit, provides convenient access to: BST via Dry Creek, Block U, Red Butte Canyon Trails (from north), Encourage substantial use of this access point (despite no parking) using proximity to Transit. Recommended Improvements: 1) Highlight connection to Red Trax stop with painted sidewalk and signage, and Trax schedule posted at access point. 2) Continue sidewalk across Children's Center frontage. 3) Construct ramp climbing to bench from Medical Center Drive sidewalk. 4) UTA bus route information for routes 2, 2X, 6, 11, 213, 354, 313, and 473 should be prominently posted to encourage alternative transportation to this trailhead.
BioFire Access	Access Point	Constructed switchbacks access the BST from the large parking area behind the BioFire building. Public parking spots may or may not be accommodated in the future. Expected primary use by BioFire employees.
Rattler Gulch	Minor Trailhead	Provides additional / overflow parking for Emigration Trailhead, and alternate approach to Wagner Springs Knoll Trail.
Red Butte	Minor Trailhead	Primary Trailhead for: Red Butte Canyon downhill trail, Skyline Trail, The Slip Trail via Skyline & Mt. Wire Trails, Mt. Van Cott via Skyline Trail. Parking at this trailhead is very limited and constantly "poached" for student parking. Consider regulated access by permit or other measures.
Colorow	Minor Trailhead	Primary Trailhead for: Living Room Trail, Red Butte Trail, Mt. Wire Trail, Natural History Museum of Utah BST Section. UTA bus route information for routes 228, 313, 455 and 473 should be prominently posted to encourage alternative transportation to this trailhead. Note that a one-block walk from Chipeta Way is required.
Emigration Overflow	Minor Trailhead	Provides additional overflow parking for the Emigration Trailhead.
Donner Trails	Minor Trailhead	Primary Trailhead for: Donner Loop Trails, Rotary Glen off-leash area.
Emigration Trailhead	Major Trailhead	Primary Trailhead for: Pumptrack (future), *BST U of U / TITP Section, Wagner Springs Knoll Trail, *Living Room Loop Hike, Red Butte Canyon Trails (from south), BST East Bench Section (future), Emigration Canyon trails (future). Develop this site to serve as the primary access point for foothill trails above This Is The Place and the south U of U campus, future Emigration Canyon trails, the future Emigration Greenway trail, and a future BST extension southward. Recommended Improvements: 1) Establish 50-100 designated parking spaces on the north side of the road. 2) Work with SLCo to design site to insure safety of motorists and cyclists on Emigration Canyon Road. 3) Reopen and improve existing (closed) large restroom at This Is The Place, and drinking fountain. 4) Realign trails above trailhead to improve ease of access and physical trail sustainability. 5) Construct undercrossing under Emigration Canyon Road, connecting to existing TH infrastructure at west end of Rotary Glen Park. 6) Install high-quality signage that clearly designates parking for trail users, not zoo overflow, and provides wayfinding for all linked trail systems. 7) Agressively control and educate about noxious weeds. 8) Consider expanding interpretive site with information about Pioneer Heritage, Donner Party, etc. 9) Install signage that educates trail users about property ownership and discourages improper use or access in This Is The Place heritage park.



SALT LAKE CITY

FOOTHILLS TRAIL SYSTEM PLAN: SOUTH SUBAREA IMPLEMENTATION TABLE



Parks & Public Lands



ACCESS POINT NAME	ACCESS TYPE	NARRATIVE
Terrace Hills	Access Point	Primary access for Terrace Hills Loop Hike. Very limited parking with high potential for residential impacts as trails grow in popularity. Trail use limitations and new trail alignments encourage parking at Lower City Creek and Bonneville trailheads.
Sandhurst	Access Point	This access point is in a gated subdivision. Foot and bicycle traffic originates from other access points or parking areas.
Columbus Court	Access Point	This trailhead is behind a gated subdivision, but an open gate during daytime hours may facilitate very limited on-street parking. A small amount of additional parking is available nearby on public streets. This trailhead provides neighborhood access to the Lakeview Trail, and also facilitates a nice loop option utilizing the Switchbacks Trail, the south end of the Lakeview Trail, and Columbus Street. 1. Improve signage at the access point, and a short distance away at the north end of Columbus Street.
DeSoto	Access Point	This access primarily serves residents on DeSoto Street walking or biking to the Lakeview Trail. For trail users connecting from the Lakeview Trail to City Creek via 500N, utilizing the cutoff to this access point slightly reduces the elevation gain required on 500N.
East Capitol	Access Point	On-street parking is available all along the east side of East Capitol Blvd. at this location, but is not limited to trail users. During most times, ample parking is available for trail users. Bicyclists can also utilize this parking as overflow if the Lower City Creek and Bonneville Boulevard Trailheads are full, and bicycle to access trails via Bonneville Boulevard. 1. Install kiosk signage with maps and information at this access point. 2. UTA bus route information for route 500 should be prominently posted to encourage alternative transportation to this trailhead.
A Street	Access Point	On-street parking is available along this section of A Street, and a paved path provides access to the Memory Grove Hiking Trail and the Freedom Trail. 1. Minor signage improvements identifying access to the Memory Grove Hiking Trail should be installed.
Memory Grove	Access Point	Limited public parking is available on Canyon Road, but this is a popular access point for visitors to Memory Grove, the Freedom Trail, Ottinger Hall and Memorial Hall. 1. Signage directing trail users to the Memory Grove Hiking Trail should be placed near the south entrance to Memory Grove.
Kay Reese Access	Access Point	Trail access from the back of Kay Reese Park provides a route to and from the BST via the Kay Reese Trail. No designated parking. This access is expected to primarily serve residents within walking distance.
Bobsled	Access Point	This "access" point really serves as an exit for the Bobsled Trail. Uphill traffic from this point should be strongly discouraged for safety reasons.
Sugarloaf	Access Point	Easement provides access to Sugarloaf summit. No other trail connections. Signage may not be advisable unless City is prepared to mitigate possible partying and undesirable uses.
Richland	Access Point	Provides access to Perry's Hollow Trails. City should work with private landowner to modify public trail easement and realign first 200' of access trail to improve physical sustainability.
North Bonneville	Access Point	Provides access to Perry's Hollow trails. If additional property is acquired west of here, it may be possible to create a small off-street parking area and reduce parking impacts on residents.
Tomahawk West	Access Point	Provides access to BST alignments above the Avenues
Tomahawk East	Access Point	Hike-only access to Lime Kiln and BST alignments above the Avenues.
Oak Forest	Access Point	This access point is in a gated subdivision. Foot and bicycle traffic originates from other access points or parking areas.

ACCESS POINT NAME	ACCESS TYPE	NARRATIVE
Edgehill Road	Minor Trailhead	A minor trailhead with ~5 parking spaces could be constructed on SLC Property at this location, to take pressure of very limited parking at Terrace Hills Access. More substantial use and parking could be disruptive for residents on Edgehill Road, so a larger parking area is not recommended.
Morris Meadows	Minor Trailhead	Expand & Improve parking and signage infrastructure at Morris Meadows, with the goal of accommodating existing use levels while reducing impact on surrounding residents. Trailhead improvements should be limited, so as to discourage this site from becoming a major trailhead.
Lower City Creek	Minor Trailhead	This parking area just below the City Creek Gate can accommodate about 20 cars, and includes restrooms and a drinking fountain. No substantial additional improvements are recommended.
Victory Road	Minor Trailhead	Primary Trailhead for: Switchbacks Trail Lakeview Trail Ensign Peak summit via Towers Trail Hell Canyon Downhill Lakeview loop via BST or Towers Trail Improve Victory Road Trailhead to accommodate significant parking. Until the completion of an undercrossing with access to Warm Springs Park, this site will serve as the primary access to the North Foothills from the Capitol Hill Neighborhood. Recommended Improvements: 1) Pave a parking area with marked parking spaces, preventing blockage of access to the Victory Road water reservoir and preventing cars from backing onto Victory Road when departing trailhead. 2) Install trailhead kiosk signs. 3) Coordinate with UDOT to facilitate construction of undercrossing with access to Warm Springs Park. 4) UTA bus route information for routes 461 & 463 should be prominently posted to encourage alternative transportation to this trailhead.
Ensign Vista	Minor Trailhead	Primary Trailhead for: Ensign Peak Summit Ensign Peak loop This trailhead is located on a narrow residential street and the trailhead is very popular, often accommodating up to 100 parked cars and the occasional schoolbus or tour bus. Impacts to nearby residents come primarily from after-hours use of the Ensign Peak trail and associated unwanted activities. Recommended Improvements: 1) Create ~ 20 angle parking spaces in the north end of Ensign Vista Park. Parking should be accessed via the northbound-lane of Ensign Vista drive. 2) Substantial decorative fencing and gates should be installed and maintained to eliminate after-hours access to the Ensign Peak Natural Area, and associated vandalism and disruptions. 3) Clear, durable signage should be placed at multiple locations to remind visitors of key regulations.
Popperton Trailhead	Major Trailhead	Primary Trailhead for: Popperton Natural Area Adaptive Trails Bobsled Shuttle Block U Mt. Van Cott Twin Peaks from Dry Creek Steiner Segment BST Loop Red Butte Canyon Trails (from north) Improve Popperton TH to encourage use as primary access point for trails above the East Avenues and west U of U campus, Bobsled Trail, and Cemetery paths. Recommended Improvements: 1) Establish 50-100 designated parking spaces (angle parking?) 2) Use existing water line to support tree plantings, turf area & drinking fountain 3) Install restroom w/ sewer connection. 4) Re-align access trail through Federal Pointe subdivision to eliminate steep sections. 5) Construct downhill extension of Bobsled from Chandler Drive to connect cyclists to 11th Ave, with decision signage guiding them to Popperton or Bonneville Trailheads. 6) Install high-quality signage. 7) Aggressively control and educate about noxious weeds. 8) Accessible parking connections to accessible trails at Popperton Natural Area. 9) UTA bus route information for route 11 should be prominently posted to encourage alternative transportation to this trailhead.
Bonneville Trailhead	Major Trailhead	Primary Trailhead for: City Creek Canyon road BST connection to Ensign Peak Morris Meadows / Morris Mountain I-Street Bike Park Bobsled Loop Twin Peaks from west Steiner BST Segment Loop Improve this site to serve as a primary access point to the trails above the Avenues, City Creek, and the open space above Ensign Peak, and reduce pressure on minor access points elsewhere in the Avenues. Recommended Improvements: 1) Establish as many designated parking spaces as possible to maintain safe entry/exit. Contemplate creating additional parallel parking spaces along the east side of Bonneville Boulevard to allow overflow parking. These spaces should be paved and marked, to reduce road blockages and prevent cars from parking on dry grass. 2) Use existing water line to support tree plantings, turf area & drinking fountain 3) Install restroom w/ sewer connection. 4) Construct new access trail to BST to create an easy, gradual access. 5) Create a crosswalk or RRFB crossing on Bonneville Blvd, and intervention to slow DH cyclists, for safety. 6) Install high-quality signage. 7) Aggressively control and educate about noxious weeds. 8) Investigate multi-season use of amphitheater (concerts? interpretive exhibits?) and salt storage needs of Street Dept. Existing salt storage November - March is not ideal but workable.
Warm Springs Trailhead	Major Trailhead	Primary Trailhead for: Hell Canyon Trails Lakeview Trail Ensign Peak Northside Make strategic improvements at Warm Springs Park to encourage use and activation as primary trailhead for North Foothills Natural Area. Recommended Improvements: 1) Utilize under-used existing parking, restrooms & infrastructure at both North Gateway and Warm Springs Park. 2) Contemplate hiring security services to mitigate vehicle theft. 3) Install undercrossing of Victory Road, above RMP substation, to provide maximum proximity to existing uphill trail from Victory Road. 4) Install trail connection from north end of undercrossing to connect with existing uphill trail from Victory Road. 5) Construct a geologic interpretive area with information about the Warm Springs Fault, Wasatch Fault, and nearby hot springs and geology. 6) Install high-quality signage that makes BST trail connections obvious and also encourages users to linger in Warm Springs Park & North Gateway Park. 7) Aggressively control and educate about noxious weeds. 8) UTA bus route information for routes 455, 460, 462, 470, 471, 472, and 472 should be prominently posted to encourage alternative transportation to this trailhead.