



BOUNTIFUL TRAILS DEVELOPMENT IMPLEMENTATION PLAN



Figure 1 Mueller Park from Big Rock

Bountiful City

January 2025

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.

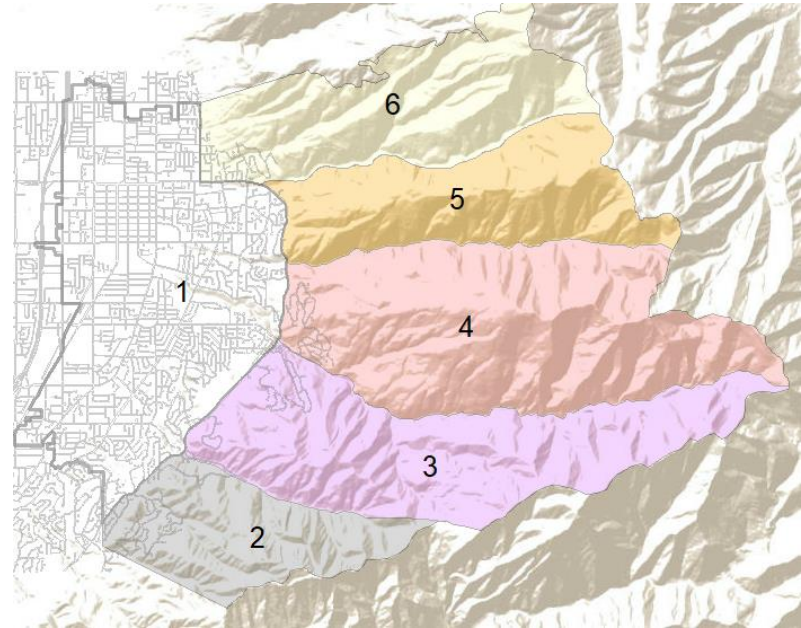


Figure 2: Trail System Areas

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



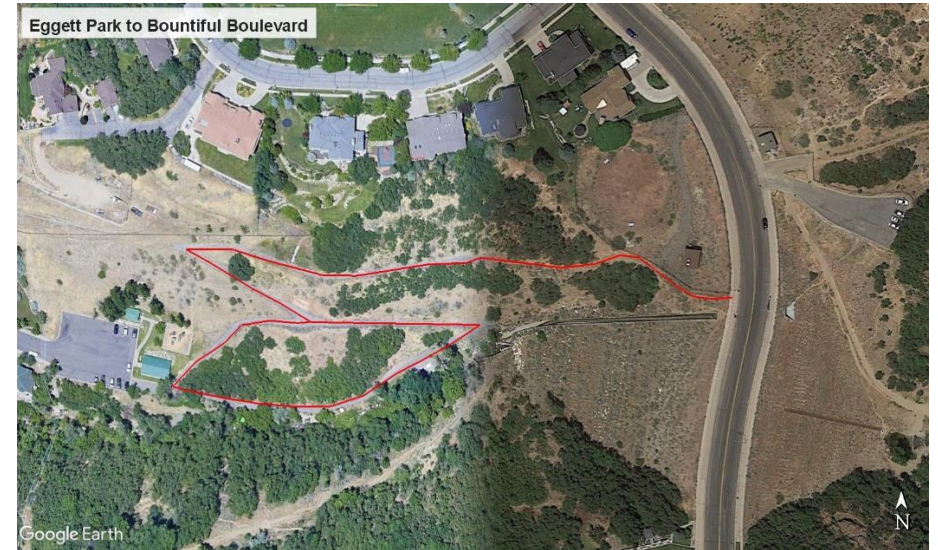
This would be entirely an urban trail. As property bordering Mill Creek redevelops between the two parks consideration should be made to secure easements which would be used as connections through properties permitting users to walk parallel to the creek on sidewalks or other urban surfaces. This urban 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.

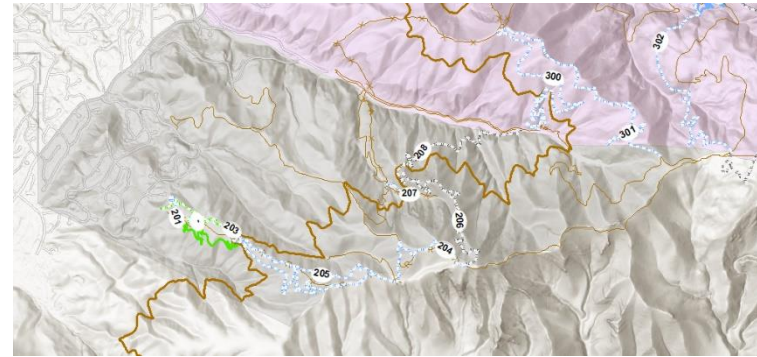
Tolman (Rocket Park) to the “B” Trailhead



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)

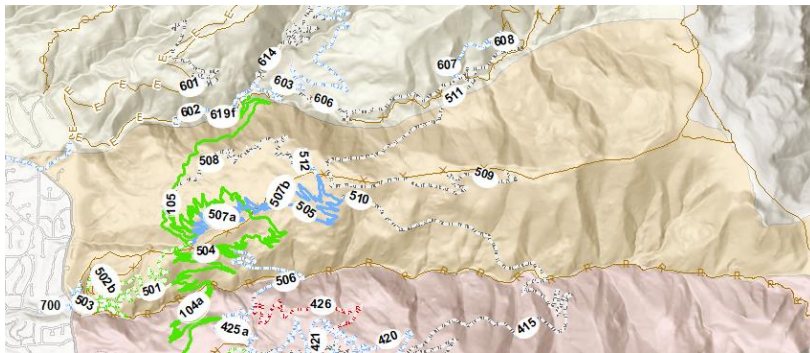


With Sessions Mountains, Kenny Creek Trail, and some very rugged terrain to the East, one of the most notable features of Area 4 is the Christmas Tree Farm near the center. Bountiful City owns nearly three sections of land here, including the site of the Christmas Tree Farm. Access to city-owned property 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
- Improve 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
- Work with Davis County and Private Landowner(s) to build a trailhead and trail access/easements

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, which are intended to reflect the design and construction costs.

Trail projects have been assigned a priority designation and are listed below:

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
- Key access or connectors
- (Christmas Tree area)

2c

- On city property
- Appeal to select users (advanced/moto)

- Need lower routes to access
- Access qualifier - will need NEPA and/or through private land for better access

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

3a

- On city property
- Need NEPA and/or private property access
- 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

Table 1 Project Priorities and Timeline

| Priority | Target Date | Project | Len. (Mi.) | Notes | Preliminary Est. Cost |
|-----------|-------------|------------------------------------|------------|---|-----------------------|
| 1a | | | | | |
| | Done '22 | Holbrook Bridge | N/A | Connect Holbrook to Ward trail with Holbrook | \$110,000 |
| | Done '23 | Holbrook to Ward | 5.66 | Also 104a (south to trail leading to Christmas Tree Farm) | \$183,000 |
| | Done '23 | Sunset (BST link) | 1.01 | Received Donation | \$36,000 |
| | Done '23 | North Canyon Trailhead | N/A | | \$450,000 |
| 1b | | | | | |
| | | 301_130 Mahogany Ridge | 2.00 | | \$69,000 |
| | | 300_120 Mahogany Ridge | 2.16 | | \$64,000 |
| | Done '24 | 400/403/402_142/143/240/241 Hornet | 1.49 | Extension from Elephant Hiking/Down to Trailhead | \$48,000 |
| | HOLD | 306_320 Elephant Landing | 1.13 | Hiking Only | \$60,000 |
| | Done '24 | 305_140 Bell&Co | 1.50 | Downhill Bike Only | \$56,000 |
| | Done '24 | Bridge 2 | N/A | | \$160,000 |
| | Done '23 | Kenny Bridge | N/A | | \$60,000 |
| | Done '23 | Bridge 3 | N/A | | \$180,000 |
| | Done '24 | 406/307_231/232 Perrigrine | 2.68 | | \$96,000 |
| | Done '24 | 404_233 Maple Syrup | 1.46 | | \$54,000 |
| | Done '24 | 304_250 Bell&Co | 0.54 | Downhill Bike Only | \$19,000 |
| 1c | | | | | |
| | Done '23 | 502a Shoot to Thrill | 1.78 | Downhill Bike Only | \$77,000 |
| | Done '23 | 504 Bellevue | 2.55 | Southern part of loop - E of Holbrook to Ward | \$85,000 |
| | Done '23 | 505 Higher Ground | 1.35 | Southern part of loop from middle to upper hub | \$47,000 |
| | Done '23 | 507 Twist & Shout | 2.68 | Downhill Bike Only | \$102,000 |
| | 2025 | 700 By the Way | 0.60 | Eggett Park to Hollbrook T.H. | \$120,000 |
| | | | | | |

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|-----------|----------|--------------------------------------|------|---|-----------|
| 2a | 2026 | 501 King Green (green climb) | 1.33 | NEPA in Process; Received Grant for NEPA | \$67,000 |
| | 2026 | 502b Encore (green down) | 1.70 | NEPA in Process; Received Grant for NEPA | \$85,000 |
| | 2026 | 405 Kenny's blue climb | 2.34 | NEPA in Process; Received Grant for NEPA Includes restoration of 0.8 miles of existing trail | \$140,000 |
| | 2026 | 409 Kenny Traverse Connector | 3.37 | NEPA in Process; Received Grant for NEPA | \$169,000 |
| 2b | Done '23 | 104b BST Holbrook toward Kenny | 0.44 | | \$14,000 |
| | Done '23 | 417 SoDa | 1.41 | | \$91,000 |
| | | 425a,b XmasTree | 2.07 | 506 could later continue to north with bridge | \$104,000 |
| | | 427a,b Mid Mountain Traverse | 1.22 | | \$61,000 |
| | | 508 & 512a Blue & Black Down | 2.02 | Northern Rim of Holbrook to Ward | \$100,000 |
| 3a | | 416 Traverse Link | 1.57 | | \$79,000 |
| | | 420 SEG 26_BLU_DWN | 1.00 | | \$50,000 |
| | | 421 MTB_UPR_DWN | 1.08 | | \$54,000 |
| | | 422 LWR_BLU_DWN | 0.80 | | \$40,000 |
| | | 423 UPR_BIK_GRN_DWN | 0.61 | | \$31,000 |
| | | 424a LWR_Tree_MTB_DWN | 0.81 | Includes restoration of 0.5 miles of existing trail | \$41,000 |
| | | 424b UPR Tree MTB DWN | 0.70 | | \$35,000 |
| | | 426_BI_BLK | 1.32 | | \$66,000 |
| | | 431 Xmas Tree Walk | 0.07 | | \$4,000 |
| | | 506 Xmas Tree_Bi to North | 1.57 | Bridge Needed to cross Holbrook | \$79,000 |
| | | Bridge - 506 Holbrook Xmas Tree | N/A | | \$150,000 |
| | | Creekside to Davis Blvd. with Bridge | 0.31 | Will need a bridge and a short easement | \$130,000 |
| 3b | | 203 Sunset (green down) | 0.72 | | \$36,000 |
| | | City Land Spur-Summerwood | 0.05 | | \$3,000 |
| 3c | | 414 324_SEC 26_Upper_BLK | 2.44 | Includes restoration of 0.6 miles of existing trail | \$147,000 |

| | | | | |
|--|--|------|---|------------|
| | 415 323_Holbrook_UPR_South | 2.11 | | \$106,000 |
| | 419 313_SEC 27_Hoof n Boot | 1.94 | Includes restoration of 1.3 miles of existing trail | \$117,000 |
| | Re-Route Middle Holbrook | 2.00 | | \$100,000 |
| | 410 White Rocks Connector | 0.33 | Connect to Perrigrine | \$17, 000 |
| | 411 Kenny High Traverse | 0.66 | | \$33, 000 |
| | 412 Kenny High | 1.59 | | \$80, 000 |
| | 413 High Rock | 1.52 | | \$76, 000 |
| | 509 Sessions Ridge South | 1.43 | Includes restoration of existing trail | \$87, 000 |
| | 510 E Holbrook Traverse_BLK | 1.43 | | \$72, 000 |
| | Bridge – E Holbrook Traverse | N/A | Connects trails 415 and 510 at Holbrook | \$150,000 |
| | 302 Rudy’s DWN | 1.69 | | \$85, 000 |
| | 303 Rudy’s High | 2.72 | | \$136, 000 |
| | 207 Cabin Creek North Fork_HIK | 0.23 | | \$12,000 |
| | 208 North Canyon Short_DWN | 1.00 | | \$50, 000 |
| | 601 Moto Alt | 1.20 | Connects Skyline Dr. to Backway to Buckland | \$60,000 |
| | 602 Existing Lower Ward – Extensive Maintenance | 0.79 | | \$40,000 |
| | Bridge – Ward Mid Cyn RRT | N/A | For trail 602 | \$150,000 |
| | 603 Ward Mid Canyon Reroute (Lower/Blue) | 0.38 | | \$19,000 |
| | Ward Cyn Upper N Spur RRT | 0.49 | Near trails 511, 606, 607, 608 | \$25, 000 |
| | 511 Holbrook Hub to Ward Mine | 1.22 | | \$61, 000 |
| | Bridge – Holbrook Hub to Ward Mine | N/A | For trail 511 | \$150,000 |
| | 607 Tuttle Short | 0.46 | | \$23, 000 |
| | 608 Tuttle Short Alt South | 0.39 | | \$20, 000 |
| | 606 Ward Mid Canyon Reroute (Upper/Black) | 1.24 | Includes Restoration of Existing Trail | \$62, 000 |
| | 609 Tuttle Saddle DWN | 1.11 | | \$56, 000 |
| | 610 Alpine Traverse | 1.10 | NEED NEPA with EA/EIS for MOTO | \$56, 000 |

| | | | | | |
|----------|--|---|------|---|-------------|
| | | 611 Jeep Benchmark_DH | 1.39 | NEED NEPA with EA/EIS for MOTO | \$70,000 |
| | | 612_Moto Skyline Dr. Bypass | 0.74 | NEED NEPA with EA/EIS for MOTO | \$37,000 |
| | | 311 LunchSpot | 1.78 | | \$89,000 |
| | | 604 Aspen Face Blue Down | 4.31 | | \$216, 000 |
| | | 614 Aspen Face Black Down | 1.41 | | \$71, 000 |
| | | | | | |
| 4 | | Ward to Tolman - Dam | 0.09 | Portion on easement/property from Developer | \$5, 000 |
| | | Tolman Park toward Bountiful B | 0.64 | Does not include portion from Developer | \$32,000 |
| | | Pump Track (asphalt) | N/A | Location TBD | \$650,000 |
| | | 202 Hoof n Boot_Summerwood_Btm | 0.18 | | \$9,000 |
| | | 204 Dude's Prominance_Mid_Multi | 2.12 | | \$106,000 |
| | | 205 Lower Dude's _DWN | 1.23 | | \$62,000 |
| | | 206 Dude Link _DWN | 1.39 | | \$70, 000 |
| | | Re-Route Upper Holbrook | 1.86 | | \$93,000 |
| | | 613_Skyline Dr. Road Climb Bypass | 1.61 | | \$81,000 |
| | | 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 |
| | | 500 Holbrook Hiker Out | 0.37 | | \$19,000 |
| | | Mill Creek, Davis Blvd. to Mueller Park | 1.87 | | \$2,250,000 |
| | | | | | |
| 5 | | Washington Park to Creekside | 1.16 | | \$1,000,000 |
| | | "B" Trailhead | N/A | To be developed in cooperation with Davis Co. | \$300,000 |
| | | 407_BST_BTM _GRN | 1.01 | BST - County Project | - |
| | | 408-2,3_BST Options | 1.25 | BST- County Project | - |

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.

