A Utah Trails Assessment
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Utah Trails Assessment Index

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"Americans are seeking trail opportunities as never before. No longer are trails only for the 'rugged individualist' pursuing a solitary trek through breathtaking wilderness." Trails are found everywhere and "users include young people and senior citizens, families, individuals and organized groups, people with disabilities and the physically fit." (1)

Thirteen surveys conducted between 1959 and 1978 consistently cited trail use among the 10 most popular outdoor recreation activities. A National Recreation Survey completed in 1982-83 found walking for pleasure to be the most widespread activity.

Trails have become important to our modern society for many reasons. They have multiple values and their benefits reach far beyond recreation. Trails can "enrich the quality of life for individuals, make communities more livable, and protect, nurture and showcase America's grandeur by traversing areas of natural beauty, distinctive geography and areas of historic significance and ecological diversity." ..."Trails are important for the nation's health, economy, resource protection and education." (1)

In 1995 the results of a home buyers study published in the Washington Post indicated that consumers "are putting an increasingly high premium on interaction with the outdoor environment through the inclusion of wooded tracts, nature paths and even 'wilderness where possible.' People want "lots of natural open space" and "plenty of walking and biking paths."

Utah's interest in trails mirrors that of the nation. According to a 1990 Household Recreation study conducted for the state's Comprehensive Outdoor Recreation Plan (SCORP): development, integration and improvement of trail systems for motorized and non-motorized use is one of the top ten outdoor recreation issues in the state. The most popular activity by individual and by family was walking for pleasure. Trails for sightseeing and bicycle paths and lanes were listed in the top ten most needed new outdoor recreation facilities. Bicycle paths and lanes and walking paths were
listed in the top ten most needed new recreation facilities in communities. Sightseeing trails and bicycle paths and lanes were also listed in the top ten recreation facilities needing improvement.

The 1995 Utah Off-Highway Vehicle Report indicated developing riding areas close to home and expanding riding areas around the state are top priorities for motorized users. The historic trails community places high priority on documenting, mapping, marking, and interpreting historic routes before they are lost forever.

Trails offer insight into our past and provide opportunities for recreation and transportation. Trails link neighborhoods, communities and open spaces. Often they enhance the economic vitality of local areas. Businesses located near the Paiute ATV Trail, mountain bike trails in central and southern Utah, and many groomed snowmobile trails have experienced the positive economic benefits of trail use.

Utahns clearly have indicated they want additional trails and the outdoor opportunities they provide. Developing and improving a trails infrastructure for Utah is a tremendous challenge. It is essential that agencies with interests in land, water or transportation as well as a diverse community of trail enthusiasts and organizations get involved, stay involved and cooperate and coordinate their efforts.

The tremendous interest in trails expressed in previous recreation surveys and the need for further customer input to state programs prompted the Utah Division Of Parks and Recreation, with help from the National Park Service's Rivers, Trails and Conservation Assistance Program, to conduct a trails assessment for Utah. The scope of this assessment included motorized, non-motorized and historic trails.

The goals were to:

1. Identify important trail issues, concerns and needs.

2. Formulate conclusions from data collected and develop recommendations for the future.

(1) TRAILS FOR ALL AMERICANS, The Report of the National Trails Agenda Project, Summer, 1990.
Public Meeting Issues, Concerns and Needs

In the Falls of 1993 and 1994 a series of public meetings were held throughout the state to identify current trail issues and concerns. More than three hundred people attended meetings in Vernal, Salt Lake City, Logan, Provo, Price, Moab, Richfield and St. George. Attendees included interested individuals, user group representatives and city, county, state and federal agencies.

The following is a summary of the most important trail issues/needs identified. The numbers in parentheses are the number of times the item was recorded at the local meetings.

Develop more new trails (58)

The need for new trails was by far the most frequently recorded general comment at the public meetings. Types of new trails needed included equestrian, motorized, non-motorized, nordic ski and multiple use.

More information about trails (14)

More trail brochures and maps are needed, as well as additional signing on trails (route markers, directional and interpretive signing). Developing a statewide clearinghouse for trails information was mentioned. Information on trail design/construction/maintenance standards and a document providing information about trail contracts was requested.

More access to public lands (11)

Meeting participants indicated a need to preserve traditional/existing access to public lands and to develop additional access where needed. They wanted existing trails and roads to remain open and accessible.

Trail user education programs (11)

A need was expressed for more understanding and cooperation between different types of trail users. Developing programs stressing trail etiquette, safety and the environmental impacts of trail and associated resource uses was mentioned.

Funding to maintain existing trails (8)

Most existing trails are not maintained properly. Most owners and managers do not have the funds to adequately maintain their existing trails.
Coordination between trail users, local, state and federal agencies (8)

More communication/cooperation is needed in planning new trails, solving trail/road closure problems, and linking trails to local or regional networks across multi-jurisdictional boundaries.

Bicycle facilities (8)

Besides improving trails and constructing new ones for mountain biking, participants expressed a need to develop additional safe shoulder widths and lanes along state, county and local roadways for bicycles. Development of safe bicycle transportation systems in communities for commuters and students was indicated as an important issue.

Regional and local comprehensive trail plans (7)

A need was expressed to identify, acquire, develop and maintain important trail corridors or easements. Plans should stress the importance of linking community features, cities, counties and/or other jurisdictions.

A stable funding source for trail development (7)

The need for a stable source of funds to develop trails was identified as important to long term planning and the creation of trail networks.

Trail opportunities for the elderly and mobility impaired (7)

Participants indicated there were few trails fully accessible to the mobility impaired and many trails require physical stamina and strength beyond the capabilities of the elderly.
Questionnaires were sent to agencies and local
governments asking them to identify their most
important trail related issues, concerns and needs.
Following are their responses:

**Cities and Counties**

1. Develop more new local community/area trails.
2. Provide more funding and sources of funding for trails.
3. Maintain trail/trailhead public access to public lands.
4. Provide more trail technical assistance to local areas.
5. Develop local trail plans.
6. More non-motorized trails are needed.
7. Develop links between trail systems. Need to connect trail systems in cities and/or counties to systems in adjoining communities.
8. Improve communication/coordination between agencies and users (local, state, federal, and user groups).
9. More signs are needed on trails and directing people to them.
10. Provide more information about trails.
11. Trail easements/corridors need to be secured/protected from residential and commercial development or any other foreclosure or interruption.

**Bureau of Land Management**

1. Negative resource impacts are occurring in Moab and the surrounding area due to excessive visitation.
2. Additional resources are needed for trail maintenance, signing and the development of new trails.
3. Interpretive panels, kiosks and markers should be placed along historic trails.
4. Develop and provide maps and brochures of BLM OHV trails.
5. Additional resources (funding and staff) are needed to interact with and educate the public about the impacts of use on fragile desert environments.

**National Park Service**

1. Negative impacts are occurring on natural and cultural resources due to excessive visitation.
2. Additional resources (funding and staff) are needed for trail maintenance and new trail construction.
3. Additional resources are needed to better educate visitors about the impacts of trail and back-country use/abuse (off-trail/road travel, human waste, litter). (Information/interpretation/law enforcement)
USDA Forest Service

1. Develop a trail system that serves the needs of the entire trails community (both motorized and non-motorized) and provides access opportunities for the mobility impaired.
2. Establish rights-of-way where the public is blocked from trail access to public land.
3. Focus on trails as a critical part of the recreation infrastructure for tourism.
4. Develop a strong tie between trails and opportunities for rural and community economic development.
5. Provide additional resources (funding and personnel) for trail maintenance.

Utah Division of Parks and Recreation

1. Currently unable to utilize Non-Motorized Trails Matching Fiscal Assistance monies.
2. Develop additional trails, particularly in the larger parks such as Antelope Island, Wasatch Mountain, Jordanelle and Snow Canyon.
3. Connect Deer Creek, Wasatch Mountain, Jordanelle, the Historic Union Pacific Rail Trail and Rockport via trail(s).
4. Create trails that link state park units to surrounding communities and jurisdictions.
5. Develop more Off-Highway Vehicle riding areas.

Utah Division of State History

1. Establish an inventory of historic trails with documented locations and plans for adequate marking.
2. Plan for perpetual maintenance of markers and trail signs.
3. Plan to integrate historic trails with a heritage tourism system.
4. Develop a contingency plan upon which to fall should federal cuts eliminate management services to historic trails on public land.
5. Create guidebooks for more satisfactory access to historic trails information.
Utahns want more new trails and associated support facilities.

Summary
The creation of new trails was the issue identified more than any other at the public meetings.

Discussion included increasing the number of local trails, developing trails to link communities and features, and to connect communities to public lands. That is, not only developing more new trail opportunities close to home but creating an interconnected network of trails. Local municipalities have few trails available for public use. Since Utah is one of the fastest growing states in the country (the fourth highest growth rate 1990-92 according to the Census Bureau), the preservation of linear open space and the creation of additional outdoor opportunities are of extreme importance.

The development of local trail systems also supports the national Trails for All Americans agenda which is to create a network of pathways across the nation so that every American will be within fifteen minutes of a trail. Such a complex network would require the continued and improved cooperation, communication and coordination between all levels of government, land owners, and user groups.

Recommendations
1. Give highest priority for matching fiscal assistance to the planning and construction of trails near established and developing population centers. Also give high priority to proposals that seek to create trail "links" between community features, communities, multiple jurisdictions and other trail networks.
2. Encourage trail proposals that make use of existing rights-of-way such as powerline, sewerline and canal easements.
3. Develop additional OHV riding areas near the Wasatch Front.

Finding
Trail users and agencies want more information about trails.

Summary
Trail users want more information when planning an outing. They want to know where they can ride or hike, who they can call, where they can get a trail brochure/map, and if there are user groups or agency contacts that can provide specific information about trails and areas. They want more on-site orientation/interpretation such as directional signs to the trail/trailhead, location maps and specific
trail information at the trailhead and route markers along trails, especially at intersections. They also want to know what is significant about historic trails.

Agencies and trail project planners/managers want technical information on design/construction/maintenance considerations such as how wide an urban trail should be and design standards for universal access. They want to know about funding sources and the names of groups or individual trail users that can be contacted for input on new trail proposals.

**Recommendations**

1. Develop a list of organizations and trail contacts that can provide information on trails for users. (An initial list is included in the Appendix B.)

2. Ensure planned/existing trails are adequately signed for user orientation, route location and for interpretation of important features, where appropriate.

3. Develop a list of technical assistance sources, potential funding sources and a list of trail design, construction and maintenance publications. (Initial lists are included in the appendix.)

4. Seek trail user input to proposed project planning, critiques of existing trails or greenways, and suggestions for improvements or additions.

5. Trail project planners and designers should network with those who have developed successful projects to learn what has worked and what has not.

6. Develop maps indicating which areas and trails are available to motorized users.

7. Establish a phone number to call for information about where you can ride a motorized vehicle.

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**Finding**

**Traditional public access to public lands has been lost, or is in danger of being lost, to residential/commercial development.**

**Summary**

Rapid residential and commercial development and changing landownership are closing, or threatening to close trails and trailheads that have been traditionally used to reach public land from nearby communities.

**Recommendations**

1. Give second highest priority for matching fiscal assistance to projects that maintain, preserve, and provide additional public access to public land - especially when the public land is near significant population centers. Give favorable consideration to local projects that acquire rights-of-way, even if the trail cannot be constructed immediately.

2. Obtain permanent easements for existing trails and greenways.

3. Require project proposals for fiscal assistance to include copies of permanent easements, or letters of intent between the project sponsor and property owner indicating a willingness to convey a permanent right-of-way for construction of the trail/greenway.
Many trail users do not practice an appropriate trail ethic to safely interact with others and to protect the environment.

Summary
There is occasional conflict between trail users (such as bike/horse, horse/hike, bike/hike, motorized/non-motorized). Some users are placing themselves and others on the trail at risk by ignoring proper trail etiquette and safety practices. Often users are unaware of their impacts. Negative environmental impacts are occurring as a result of too many users, cutting switchbacks, littering and improper disposal of human waste, etc.

Recommendations
1. Develop a statewide multi-agency education program to reduce conflict between different users, decrease the amount of vandalism on trails, reduce negative environmental impacts of trail use/misuse, and improve the safety habits of users. The program could provide better maps of available trails with information on trail etiquette/safety. Slide shows or video presentations for schools, civic organizations and the general public could also be produced.
2. Modify existing programs such as Tread Lightly, Leave No Trace and Division of Parks and Recreation OHV Training to include additional information on how to properly interact with other trail users and the environment.
3. Cities and counties should be encouraged to develop their own trail user education programs.
4. Trail groups and individual trail users should take more responsibility to educate their peers and encourage appropriate trail use.

Many roads and trails on public land were not designed for current uses or levels of use, and federal agencies are having an increasingly difficult time maintaining their existing trails.

Summary
Many roads on public land were constructed to extract timber and minerals. Many trails were “built for administrative purposes” and do not meet the needs of today’s recreationists. Today public lands are experiencing many more trail uses and users. Ages and physical abilities of trail users vary greatly.

Federal agencies have the most trails and are having a difficult time properly maintaining them. Current budgets only permit the maintenance of their most popular trails. Others receive little or no upkeep. Proposed federal agency budget projections indicate it is going to be an even more serious problem in the future.

Recommendations
1. Give federal agencies the highest priority for matching fiscal assistance for trail rehabilitation/relocation and major reconstruction project requests.
2. The Division of Parks and Recreation and non-motorized trail users should explore developing a Trail Ranger Program, like the one under the OHV Program, to assist agencies with trail maintenance.
3. Recruit, utilize and sustain volunteer assistance from individual users and groups. Increase the number of Adopt-a-Trail Programs and increase participation in them.
4. Increase partnerships between public agencies to maximize the efficient use of available resources.
Finding

Communication between agencies, communities and user groups is lacking.

Summary
Citizens desire more input into resource management decisions such as road closures, resource plans, planning/zoning ordinances. Agencies would like more coordination to ensure the best use of limited financial and staff resources.

Recommendations
1. Agencies, local governments and user groups should actively strive to include all interested parties in their debate and decision-making process regarding trails and accessibility to them.
2. Increase the number of programs and groups that help facilitate the interaction between agencies and interest groups such as the Rivers, Trails and Conservation Assistance of the National Park Service.
3. Agencies, local governments and user groups should share information and resources.

Finding

Bicyclists want improved facilities.

Summary
Bicycling, particularly mountain biking, is one of the fastest growing outdoor recreation activities in the nation and in Utah. Many existing trails may need to be improved and new ones created to better accommodate the rapidly increasing popularity of mountain biking. Cyclists want more bike paths near their homes, wider roadway shoulders, more and safer bike lanes and routes on Utah's highways.

Recommendations
1. Users should work with land managing agencies to identify and improve trails that can safely accommodate mountain bike use. New trail opportunities should be explored and developed, particularly loop trails.
2. Cyclists should frequently attend meetings of their local and state transportation departments and make their needs and known.
3. Citizens and city and county officials should work with their local and state transportation departments to insure that roadway projects meet the legitimate needs of cyclists. Transportation projects should not interfere with existing and proposed recreational trails.

Finding

Few local or regional comprehensive trail plans exist to guide trail development and open space/greenway corridor acquisition/preservation.

Summary
Many areas are being developed without considering the growing need for trail and greenway corridors. Adjoining jurisdictions are often unaware of their neighbors' plans.

Recommendation
1. Cities and counties should develop and adopt comprehensive trail plans that logically link existing and proposed trails with adjacent jurisdictions. Local jurisdictions should be aware of what their neighbors are doing or intend to do, and work to develop partnerships that will ensure effective regional cooperation and coordination.
Finding

There are few trail opportunities for the mobility impaired.

Summary

Trails inventory data reveals only a few, scattered, short segments of the many miles of recreational trails in the state have been designed for universal access. There are no opportunities on existing or proposed National Scenic and Historic Trails in Utah. Universal access for users of public facilities is mandated under the Americans with Disabilities Act of 1990 (ADA). While it may be unclear exactly how the ADA applies to all recreational trails, it is obvious there is a critical need to design and construct more trails for universal access.

Recommendations

1. All levels of government should develop trails that can be used by all of Utah’s residents and visitors.
2. Identify sources for trail design that meets the needs of all trail users (See Trail Publications in Appendix A).
3. Give high priority for matching fiscal assistance to trails that are designed for full universal access or that have substantial sections for universal access.
4. Design or redesign trailhead sites to include restrooms and other facilities, including appropriate curb cuts to access these facilities and trails.

Finding

Many city/county planning staffs and local trails advocates need technical assistance in developing trail projects.

Summary

Although trails are seen more and more as important pieces of the local and statewide recreation and transportation systems, many local groups and agencies do not have the staff or expertise to develop high quality project proposals. This expertise is needed to prepare plans that identify local issues and concerns and to construct trails that meet those needs.

Recommendations

1. Local groups, agencies, and elected officials should examine their needs for trail development and work to train or hire the expertise/staff to meet present and future needs.
2. State and local offices and interest groups need to be informed about the technical assistance available from programs like Rivers, Trails, and Conservation Assistance of the National Park Service.
3. Create a communications network of the trails advocates within the state and establish links with the trails community around the country (see Trails & Agencies Organizations in Appendices A & B).
Finding

The state's historic trails are not well marked, maintained or interpreted on site.

Summary

Some historic trails, or portions of trails, have been marked and maintained by local volunteer groups, but the general resident population or visitors to the area are not aware that many historic trails exist. Roads to some historic sites or areas have deteriorated to the point where destinations are no longer accessible. In many cases historic trails, and associated sites are on private land, making access by the general public difficult. The roles and responsibilities of many agencies in regard to historic trails are not well defined. In addition, land ownership along an historic trail is usually a complex web of public and private property, making management challenging.

Recommendations

1. Update the inventory of the state's historic trails. This should be coordinated by the Utah Division of State History in cooperation with historic groups around the state.
2. Agencies and groups should clarify their roles and responsibilities in regard to Utah's historic trails, particularly state agencies such as: Division of State History, Division of Parks & Recreation, Department of Transportation.
3. Map, mark and interpret historic trails after they have been inventoried.
4. A high priority should be given requests for fiscal assistance that seek to develop interpretive waysides where the historic trails intersect with existing and/or potential recreational trails.
Four programs have been established within the Division to assist in the development of trails for our residents and visitors.

**Non-Motorized Trails Program**

The Utah Recreational Trails Act of 1991 directed the Division to plan and coordinate development of a statewide recreational trail system. The purpose of this system is to meet outdoor recreation needs and facilitate access to, travel within, and enjoyment and admiration of the outdoors.

A recreational trail is a multi-use path for muscle-powered activities. There are five recreational trail categories:

1) cross-state trails which connect scenic, natural, historic, geologic, geographic, or other significant features;
2) scenic-access trails;
3) urban trails;
4) interpretive trails; and
5) water-oriented trails.

Priority is given to trails which cross public lands, are in proximity or accessible to urban areas, implement rail-to-trail conversions, provide linkage to existing trails and provide linkage or access to natural, scenic, historic, or recreation areas of statewide significance. Development and management of these trails should be designed to harmonize with and complement any existing or planned land uses. They are located and designed pursuant to an overall plan that provides for interconnecting routes, safety, minimal adverse effects on adjacent landowners and their property or operations. No recreational trail can be established without an opportunity for public input in the area or areas of the state where the trail is proposed to be located.

The Division provides matching fiscal assistance on a 50/50 basis to any federal or local government entity for the planning, acquisition and development of recreational trails. Over the past five years, $200,000 to $600,000 per year has been awarded for this purpose.

A Recreational Trails Advisory Council has been established to advise and make recommendations to the Division and the State Park's Board.
regarding: distribution of matching funds; trails to be established; facilities to be constructed; development costs; modes of travel permitted; law enforcement; selection of rights-of-way; inter-local agreements; selection of signs and markers; the general administration of trails; and future funding mechanisms for trail development.

Nine members are appointed by the Director of the Division for terms of three years. Members may be reappointed for one additional term. City government, county government, the Forest Service and the Bureau of Land Management each have one member on the council. There is a member that represents muscle-powered users at large, and representatives for the following activities: hiking, bicycling, horseback riding, and nordic (cross-country) skiing.

**Off-Highway Vehicle Program**

The 1987 Utah Off-Highway Vehicle Act and Board of Parks and Recreation Rules indicate that it is the Division's responsibility to promote safety and protection for persons, property and environment connected with the use, operation, and equipment of off-highway vehicles (OHVs), to promote uniformity of the laws, to adopt and pursue a safety education program and to develop trails and other facilities for the use of off-highway vehicles. The act encourages federal agencies and directs agencies of the state and its subdivisions to refrain from closing any public land to responsible off-highway use except where just and reasonable cause can be demonstrated, such as protection of watersheds or plant and animal habitat. The act encourages all public land administering agencies to develop and maintain trails, parking areas, restrooms, and other related facilities appropriate to off-highway vehicle use when a need can be demonstrated, and to promote the safety, enjoyment, and responsible use of all forms of this recreational activity.

All OHV registration fees, less the cost of collection and related monies, such as revenue from the motor fuel tax, are deposited as restricted revenue in the Off-Highway Vehicle Account in the General Fund. These funds are used by the Division for:

1. Construction, improvement, operation, or maintenance of state-owned or administered OHV facilities.
2. Matching funds with any federal agency or political subdivision of the state for the construction, improvement, operation, or maintenance of federal, municipal, or county-owned or administered OHV facilities.
   Between $200,000 to $300,000 has been made available annually, on a 50/50 matching basis for this purpose.
3. Administration and enforcement of provisions of the act.
4. Educational programs for OHV users.

The Division's OHV Trail Ranger Program has four seasonal employees who clear and maintain trails. Agencies that have motorized trails open to the pub-
A nine member Off-Highway Vehicle Advisory Council has been appointed by the State Park's Board to advise the Division and the Board on matters related to the OHV Program. The term for each member is four years. Two consecutive terms are allowed. Council members represent the following agencies or interests: the Bureau of Land Management; the Forest Service; snowmobiling, motorcycling; all-terrain vehicle users; four wheel drive vehicle users; OHV dealers; OHV safety; and a member-at-large.

Riverway Enhancement Program

The Riverway Enhancement Program was created in 1986 for the purpose of establishing greenways along rivers and streams prone to flooding or those being impacted by high density populations.

The Division provides matching fiscal assistance to state agencies, counties, cities and towns for recreational development (which includes trails), wildlife and wetland enhancements, flood control and water quality projects along rivers and streams. Approximately $600,000 annually has been awarded under this program over the last five years.

The Governor has appointed an eleven-member advisory council to advise the Division and State Park's Board on matters related to this program. Seven members are elected municipal officers representing the following planning districts:

Bear River (Box Elder, Cache and Rich Counties);
Five County (Beaver, Garfield, Iron, Kane and Washington Counties); Mountainland (Summit, Utah and Wasatch Counties); Six County (Juab, Millard, Paiute, Sanpete, Sevier and Wayne Counties);
Southeast (Carbon, Emery, Grand and San Juan Counties); Uintah Basin (Daggett, Duchesne and Uintah Counties); Wasatch Front (Davis, Morgan, Salt Lake, Tooele and Weber Counties). The other four members are residents of cities and towns in the state. Council members serve four year terms, two consecutive terms are allowed.

Trail Crossing Program

The newest Division of Parks and Recreation matching fiscal assistance program was established in 1997 as the Centennial Non-Motorized Paths and Trail Crossings Program. $200,000 was appropriated to help solve the problem of crossing highways, rivers and streams. Trail projects that provide access over and under major highways and those that span other serious physical impediments are very costly. This program is administered under the Non-Motorized Trails Program, was established to assist cities, counties and state agencies in constructing overpasses, underpasses, or bridges. Single project matching grant awards under this program will range from $50,000 to $200,000.
A) Applications for all four programs are mailed to governmental agencies the second week of March. Deadline for submission of applications is May 1st annually. Submissions postmarked on or before that date will be eligible for funding consideration.

B) Applications must be sent to:
Utah Division of Parks and Recreation
Fiscal Assistance Programs
1594 West North Temple, Suite 116
Box 146001
Salt Lake City, UT 84114-116

**Program Requirements**

A) All programs require matching assistance from the applicants on a 50/50 basis.

B) Matching assistance may be in the form of cash, force account labor, donated materials and labor, or donation of land from a third party to be exclusively used for the proposed project. The value of donated labor will be based on a general labor rate equivalent to a General Maintenance Worker I entry level employee on the State Compensation system. Donated materials and land will be valued at the fair market value based on an appraisal that is approved by the Division.

C) Program funds may be used for land acquisition, facility development, and planning costs. No administrative or indirect costs are allowed.

D) Not more than 50% of program funds may be advanced to the project sponsor, and only after official notice to the Division is made by the sponsor that the project costs will be incurred within 30 days.

E) The balance of funding shall be provided to sponsors at the project completion, and only after on-site inspection and a final accounting is made to the Division of total project costs.

F) No more than 50% of the monies available to the Non-motorized Paths and Trail Crossings Program in a fiscal year may be allocated to a single project except upon unanimous recommendation of the Advisors Council.

**Project Selection Procedures**

A) Advisory Councils shall make recommendations to the Division concerning the priority of project selection criteria and additional criteria that should be considered in the project selection process.

B) The Division shall review all eligible applications, evaluate projects based on priority
criteria, and submit project description information, proposed funding recommendations and justification to the appropriate Advisory Council.

C) The State Park's Board, at their annual Fall meeting, shall select and approve projects for funding based recommendations from the Division and Advisory Councils, which may be in the form of joint or separate recommendations.

**Priorities and Project Selection Criteria**

A) All applicants shall be evaluated on administrative considerations, such as prior project performance and proper use of funds.

B) All applications shall be evaluated on meeting legislative intent, and meeting outdoor recreation needs as outlined in the current Statewide Comprehensive Outdoor Recreation Plan (SCORP) and/or equivalent recreation plans.

C) All applications shall be evaluated on the project's cooperative efforts among agencies and user groups. This includes, but is not limited to, cooperative funding.

D) Location of the proposed project site shall be evaluated based on proximity to the majority of users, adequacy of access to the site, safety, linking similar existing facilities, and convenience to users.

E) Projects that promote multiple-season use for maximum year-round participation and multiple uses or users shall be encouraged.

F) Planning, design, and programs shall be evaluated to encourage:
1. Innovative or unique design features that enhance the environment and recreation opportunities.
2. Linking access to natural, scenic, historic, or recreational areas of statewide significance.
3. Minimizing adverse effects on wildlife, natural areas, and adjacent landowners.
4. Harmony with existing and planned uses.
5. Implementation of previously approved master plans.
The organizations listed in this section may be helpful to your trail/riverway project or to your group or agency. The following symbols indicate what the organization might provide:

- **A/L**: Advocacy and lobbying efforts nationally and/or locally.
- **I/E**: Informational and educational materials.
- **TA**: Technical assistance.
- **TM**: Trail maintenance assistance.
- **$:** Grants or some type of fiscal assistance.

### National Organizations

**American Council of Snowmobile Associations**

271 Woodland Pass, Suite 216
East Lansing, MI 48823
(517) 351-4362

**A/L, I/E**

**Adventure Cycling**

PO Box 8308
Missoula, MT 59807
(406) 721-1776

**I/E, TA**

**American Discovery Trail**

1046 Azalea Court
Virginia Beach, VA 23452
(800) 851-3442

**A/L, I/E, TA**

**American Greenways**

1800 N. Kent St., Suite 1120
Arlington, VA 22209
(703) 525-6300

**I/E, TA, $**
American Hiking Society (AHS)
1422 Fenwick Lane
Silver Spring, MD 20910
(301) 565-6704
A/L, I/E, TA

American Horse Council
1700 K Street, Suite 300 NW
Washington, DC 20006-2160
(202) 296-4031
A/L

American Rivers
801 Pennsylvania Ave., S.E. Suite 400
Washington, DC 20003
(202) 547-6900
A/L, I/E

American Trails
PO Box 11046
Prescott, AZ 86304-1046
(520) 632-1140
A/L, I/E, TA

Back Country Horsemen of America
PO Box 597
Columbia Falls, MT 59912
(404) 753-2354
A/L, I/E, TA

Bicycle Federation of America (BFA)
1506 21st Street, NW Suite 200
Washington, DC 20036
(202) 463-6622
A/L, I/E, TA

Blue Ribbon Coalition
P.O. Box 1427
Idaho Falls, ID 83403-1427
(208) 522-7339
A/L, I/E, TA

Coalition For Recreational Trails
3975 University Drive Suite 310
Fairfax, VA 22030
(703) 273-9606
A/L, I/E

Heritage Trails Fund
C/O Norm Sims
618 Atherton Avenue
Novato, CA 94945
(415) 892-4022
A/L, I/E, TA

International Mountain Bicycling Association
PO Box 7578
Boulder, CO 80306
(303) 545-9011
A/L, I/E, TA, $

Land Trust Alliance
1319 F Street NW, Suite 501
Washington, DC 20004-1106
(202) 638-4725
A/L, I/E, TA

League of American Bicyclists (LAB)
190 West Ostend St., Suite 120
Baltimore, MD 21230
(410) 539-3399
A/L, I/E

Leave No Trace
PO Box 997
Boulder, CO 80306
(303) 442-8222
I/E

Mormon Trails Association
C/O Jay Haymond
300 Río Grande
Salt Lake City, UT
(801) 533-3571
A/L
National Audubon Society
Rocky Mountain Region Office
4150 Darley Avenue #5
Boulder, CO 80302
(303) 499-0219
A/L, l/E

National Off-Highway Vehicle Conservation Council (NOHVCC)
3005 South 12th St.
Sheboygan, WI 53081
(800) 348-6497
A/L, l/E

National Pony Express Association
PO Box 236
Pollock Pines, CA 95726
(916) 644-7439
A/L, l/E, TA

National Wildlife Federation
Rocky Mountain Natural Resources Center
2260 Baseline Rd. Suite 100
Boulder, CO 80302
(303) 786-8001
A/L, l/E, TA

Nature Conservancy
Great Basin Field Office
PO Box 11486 Pioneer Station
Salt Lake City, UT 84147-0486
(801) 531-0999
l/E

NPS - Long Distance Trails Office
324 South State Street, P.O. Box 45155
Salt Lake City, UT 84145-0155
(801) 539-4094

Old Spanish Trail Association
PO Box 521
Monte Vista, CO 81144
(719) 852-5225 or (719) 852-4786
A/L, l/E, TA

Oregon/California Trails Association
PO Box 1019
Independence, MO 64051-0519
(816) 252-2276
A/L, l/E

Public Lands Access Association (PLAA)
PO Box 3902
Bozeman, MT 59715
(406) 587-2736
l/E

Rails-to-Trails Conservancy (RTC)
1100 17th St., NW, 10th Floor
Washington, DC 20036
(202) 331-9696
A/L, l/E, TA

Rivers, Trails and Conservation Assistance
National Park Service - Rocky Mountain Region
PO Box 25287
Denver, CO 80225-0287
(303) 969-2850/ (303) 987-6676 fax
l/E, TA

Sierra Club
730 Polk Street
San Francisco, CA 94109
(415) 923-5522
A/L, l/E, TM

Student Conservation Association
605 13th Avenue
Seattle, WA 98122
(206) 324-4649
l/E, TA
National cont'd

The Conservation Fund
1800 N. Kent Street, Suite 1120
Arlington VA 22209
(703) 525-6300

Tread Lightly, Inc.
298 24th Street, Suite 325-C
Ogden, UT 84401
(800) 627-0077

Trust for Public Land (TPL)
Western Regional Office
116 New Montgomery 3rd Floor
San Francisco, CA 94105
(415)495-5660

Local Organizations

Historic

Mormon Trails Association
C/O Jay Haymond
300 Rio Grande
Salt Lake City, UT 84101

United Pony Express Association
Utah Division
1574 West 6235 South
Murray, UT 84123

Oregon/California Trails Association
Utah Crossroads Chapter
300 Rio Grande
Salt Lake City, UT 84101

Utah Historic Trails Consortium
300 Rio Grande
Salt Lake City, UT 84101

Motorized

Abate Utah
P.O. Box 25666
Salt Lake City, UT 84125-0666

ATV Association
P. O. Box 70586
West Valley City, UT 84120

Bail Out
9262 South 3040 West
West Jordan, UT 84088

Basin & Range 4 Wheel Drive Club
1639 E 4500 S
Salt Lake City, UT 84124

Big Horn 4x4
4511 S. 2525 W.
Roy, UT 84067

Brian Head Snowmobile Club
P. O. Box 37
Brian Head, UT 84719

Buzzards
6880 South Columbia
West Jordan, UT 84084

Cache Ranger 4x4 Unit
375 S. 100 E.
Logan, UT 84321

Cache Valley Hi Markers
730 East 100 North
Logan, UT 84321

Castle Country Drift Busters
195 N. 400 W.
Price, UT 84501

Deseret Tracker 4x4 Inc.
P. O. Box 43
Bountiful, UT 84010
Motorized cont'd

Dinoland Snowmobile Club
1877 E. 3500 S.
Vernal, UT 84078

Duck Creek Snow Demons
P. O. Box 1006
Duck Creek Village, UT 84762

Golden Eagle 4 Wheel Drive
1087 N. 450 W.
Sunset, UT 84015

Golden Spike Snowmobile Association
3443 W. 4975 S.
Roy, UT 84067

Golden Spike M/C
3767 South 800 West
Riverdale, UT 84405

Lone Peak 4 Wheelers
P. O. Box 622
American Fork, UT 84003

Morton ASP Crash Dummies
3350 Airport Road
Ogden, UT 84405

OCA
1794 North 1300 West
Clinton, UT 84015

Quad Fever
2306 Country Bend Drive
South Jordan, UT 84065

Red Rock 4 Wheelers
P. O. Box 1471
Moab, UT 84532

Richfield M/C
330 E. 300 400 N.
Richfield, UT 84701

Sage Riders
12575 Elm Meadows
Riverton, UT 84065

Salt Lake Valley Snowmobile Club
9647 S. Caledonia Dr.
South Jordan, UT 84065

Sand Seekers
2322 Hobbs Drive
South Jordan, UT 84065

Skyline Snow Riders
RT 1 Box 226
Fairview, UT 84729

Storm Act 4x4
P. O. Box 1971
Sandy, UT 84091

The Snowflakes
2821 E. Carnage Lane
Ogden, UT 84403

Sport Bike Association
P.O. Box 26791
Salt Lake City, UT 84126

Sugarloafers
61 North 250 East
Delta, UT 84624

Thiokol Snow Drifters
471 S. 800 W.
Brigham City, UT 84302

Utah Deaf Riders
c/o Jerry Schwab
451 East Lambourne Avenue
Salt Lake City, UT 84115-4031

Utah Desert Foxes Motorcycle Club
11553 South 700 West
Draper, UT 84020
A Utah Trails Assessment

Utah 4 Wheel Drive Association
4511 South 2525 West
Roy, UT 84067

Utah Snowmobile Association
1207 W. Quiet Acres Cove
South Jordan, UT 84095

Utah Sports Riders
6880 South Columbia
West Jordan, UT 84084

Utah Trail Machine Association
1680 E. Atkin Ave.
Salt Lake City, UT 84106

Wasatch Outlaws 4x4
2686 Eccles Avenue
Ogden, UT 84401

Wasatch Ridge Riders
466 E. Hwy. 40
Heber City, UT 84032

Wasatch Trails Riders
2585 W. 800 N.
West Point, UT 84015

Wizards
9745 South Kristin Drive
Sandy, UT 84070

Non-motorized

Back Country Horsemen of Utah
2613 Madison Avenue
Ogden, UT 84401 625-3127
625-3127
I/E, TA

Bonneville Shoreline Trail
PO Box 58325
Salt Lake City, UT 84158

Cedar City Trails Council
c/o Bob Tate
P.O. Box 249, 110 N. Main
Cedar City, UT 84720
586-2950

North View Trails Committee
c/o Georgia Yardley-Barker
2850 N. 1000 W.
Ogden, UT 84414
782-3947

Mountain Trails Foundation
PO Box 754
Park City, UT 84060
649-6839
TA

Ogden Trails Network
2484 Washington Blvd.
Ogden, UT 84401

Outback Hiking Club
C/O Shirley Trout
1140 N 170 E
Hurricane, UT 84737
635-3246

Riverdale Greenway Association
C/O Nancy Brough
1165 W. 4575 S.
Riverdale, UT 84405
393-1008

Salt Lake Regional Trails Council
2001 S. State St. #54700
Salt Lake City, UT 84190-2600
A/L, TA

Southwestern Trails &
Recreation Committee
PO Box 190068
Brian Head, UT 84719
(800) BIKE SKI
TA
Non-Motorized cont'd

The Utah Nordic Alliance
PO Box 90088
Salt Lake City, UT 84109

Uinta Mountain Club
PO Box 782
Vernal, UT 84078

Utah County Trails Committee
c/o Clyde Naylor
2855 South State
Provo, UT 84603
370-8600

Utah Mountain Bike Association
P.O. Box 573657
Murray, UT 84157-3657
966-1269
TA

Utah State Western Riding Club Association, Inc.
c/o Steve Campbell
196 E. Chase Lane
Centerville, UT 84014
292-4758

Wasatch Mountain Club
888 South 200 East, Suite 207
Salt Lake City, UT 84111-4220

Weber County Trails Coordination Council
and Weber County Trails Trust
c/o Michael Sawyer
2590 Washington Blvd., 2nd Floor
Ogden, UT 84401 389-8676

Multiple Use

Canyon Country Trail Users
c/o Marty Avalos
P O Box 902
Moab, UT 84532
259-2727

East Uintas Trails Coalition
Red Canyon Lodge
790 Red Canyon
Dutch John, UT 84023
889-3759
A/L, TA

Great Western Trail Association
Mike Titus
1020 Meeting House Rd.
Kaysville, UT 84037
546-4941
I/E, TA

Paiute ATV Trail Committee
PO Box 155
Richfield, UT 84701
(800) 682-8899
I/E, TA

Outdoor Resources Foundation of Utah
455 East 500 South, Suite 300
Salt Lake City, UT 84111
237-2163

Utah Open Lands Conservation Association
P.O. Box 680921
Park City, UT 84068
649-0220
TA

Virgin River Land Preservation Association
P.O. Box 1804
St. George, UT 84771-1804
617-1074
TA
APPENDIX B
Agency Trail Contacts

Cities

Asst. to the Town Administrator
P.O. Box 8016
Alta, UT 84092-8016
363-5105

Town of Alta
P.O. Box 8016
Alta, UT 84092-8016
363-5105

Parks & Recreation Director
790 South 100 East
P.O. Box 369
Bountiful, UT 84011-0369
298-6220

Bluffdale City Parks
1945 Rock Hollow Rd.
Bluffdale, UT 84065
254-3369

Community Development
P.O. Box 190068
Brian Head, UT 84719
677-2023 or 677-2012

Circleville City Council
P.O. Box 34
Circleville, UT 84723
577-2654 or 577-2827

City Recorder
P.O. Box 974
Duchesne, UT 84021
739-2464

Mayor
P.O. Box 408
Elsinore, UT 84724
527-3306

Elk Ridge Parks & Recreation
80 East Park Dr.
Elk Ridge, UT 84651
423-2151

City Planner
Farmington City Corp.
P.O. Box 160
Farmington, UT 84025

City Administrator
735 Main Street
Helper, UT 84526
472-5391

Mayor
P.O. Box 125
Henrieville, UT 84736
678-8581

Planning Director
383 West Lakeview
Lindon, UT
785-5043

Public Works Director
255 North Main Street
Logan, UT 84321
750-9828
<table>
<thead>
<tr>
<th>Mayor</th>
<th>Provo City Parks &amp; Recreation</th>
</tr>
</thead>
<tbody>
<tr>
<td>P.O. Box 160</td>
<td>351 West Center Street</td>
</tr>
<tr>
<td>Marysville, UT</td>
<td>Provo, UT 84603</td>
</tr>
<tr>
<td>326-4213</td>
<td>379-6601</td>
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<table>
<thead>
<tr>
<th>Community Development Coordinator</th>
<th>Animal Control &amp; Parks</th>
</tr>
</thead>
<tbody>
<tr>
<td>150 East Center Street</td>
<td>P.O. Box 699</td>
</tr>
<tr>
<td>Moab, UT 84532</td>
<td>Santa Clara, UT 84765</td>
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<tr>
<td>259-5129</td>
<td>673-5712</td>
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<table>
<thead>
<tr>
<th>Murray Parks &amp; Recreation Director</th>
<th>Alternate Transportation Coordinator</th>
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<tbody>
<tr>
<td>P.O. Box 57520</td>
<td>Salt Lake City Public Works</td>
</tr>
<tr>
<td>330 East Vine</td>
<td>333 South 200 East, Suite 201</td>
</tr>
<tr>
<td>Murray, UT 84107</td>
<td>Salt Lake City, UT 84111</td>
</tr>
<tr>
<td>264-2614</td>
<td>535-6630</td>
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<table>
<thead>
<tr>
<th>Parks Superintendent/City Forester</th>
<th>Parks &amp; Open Space Division</th>
</tr>
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<tbody>
<tr>
<td>20 South Hwy 89</td>
<td>400 East 200 South</td>
</tr>
<tr>
<td>P.O. Box 155</td>
<td>St. George, UT 84770</td>
</tr>
<tr>
<td>North Salt Lake, UT</td>
<td>634-5869</td>
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<table>
<thead>
<tr>
<th>Planning Manager</th>
<th>Public Works Director</th>
</tr>
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<tbody>
<tr>
<td>2484 Washington Blvd.</td>
<td>275 East 4425 South</td>
</tr>
<tr>
<td>Ogden, UT 84401</td>
<td>Washington Terrace, UT</td>
</tr>
<tr>
<td>629-8930</td>
<td>393-8681</td>
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<table>
<thead>
<tr>
<th>Recreation Director</th>
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<tbody>
<tr>
<td>56 North State Street</td>
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<tr>
<td>Orem, UT 84057</td>
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<table>
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<tr>
<th>Senior Landscape Architect</th>
<th></th>
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<tbody>
<tr>
<td>Park City Municipal Corp.</td>
<td></td>
</tr>
<tr>
<td>P.O. Box 1480</td>
<td></td>
</tr>
<tr>
<td>Park City, UT 84060</td>
<td>645-5016</td>
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<table>
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<tr>
<th>Counties</th>
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<tbody>
<tr>
<td>Davis</td>
<td>Community Development Specialist</td>
</tr>
<tr>
<td></td>
<td>P.O. Box 618</td>
</tr>
<tr>
<td></td>
<td>Farmington, UT 84025</td>
</tr>
<tr>
<td></td>
<td>451-3278</td>
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<table>
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<tr>
<th>Salt Lake</th>
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<tbody>
<tr>
<td>Parks &amp; Recreation Division</td>
<td></td>
</tr>
<tr>
<td>2001 South State Street #54700</td>
<td></td>
</tr>
<tr>
<td>Salt Lake City, UT 84190-2600</td>
<td>468-2299</td>
</tr>
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<tr>
<th>Summit</th>
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<tbody>
<tr>
<td>Summit County Planning Division</td>
<td></td>
</tr>
<tr>
<td>P.O. Box 128</td>
<td></td>
</tr>
<tr>
<td>Coalville, UT 84017</td>
<td>336-4451 Ext. 236</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Uintah</th>
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<tbody>
<tr>
<td>Director of Parks &amp; Recreation</td>
<td></td>
</tr>
<tr>
<td>152 East 100 North</td>
<td></td>
</tr>
<tr>
<td>Vernal, UT 84078</td>
<td>781-5486</td>
</tr>
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<table>
<thead>
<tr>
<th>Utah</th>
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<tbody>
<tr>
<td>Utah County Engineer</td>
<td></td>
</tr>
<tr>
<td>2855 South State Street</td>
<td></td>
</tr>
<tr>
<td>Provo, UT 84606</td>
<td>370-8600</td>
</tr>
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<table>
<thead>
<tr>
<th>Weber</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Environmental Affairs Coordinator</td>
<td></td>
</tr>
<tr>
<td>2590 Washington Blvd., 2nd Floor</td>
<td></td>
</tr>
<tr>
<td>Ogden, UT 84401</td>
<td>399-8676</td>
</tr>
</tbody>
</table>
Abbreviations:  D.  O.  District Office  R.  A.  Resource Area  N.  M.  National Monument

**Federal Agencies**

**Bureau of Land Management**

**State Office**
P.O. Box 45155
Salt Lake City, UT 84145-0155
Trails Coordinator
539-4223

**Salt Lake District**
Pony Express R. A.
2370 S. 2300 W.
Salt Lake City, UT 84119
Outdoor Recreation Planner
977-4377 or 977-4363

Bear River R. A.
2370 S. 2300 W.
Salt Lake City, UT 84119
Outdoor Recreation Planner
977-4389

**Cedar City District**
Beaver River R. A.
176 East D.L. Sargent Dr.
Cedar City, UT 84720
Outdoor Recreation Planner
865-3085

Dixie R. A.
345 East Riverside Dr.
St. George, UT 84770
Outdoor Recreation Planner
673-0210

Kanab R. A.
320 North 1st East
P.O. Box 459
Kanab, UT 84741
Outdoor Recreation Planner
644-2653

**Richfield District**
Richfield D. O.
150 East 900 North
Richfield, UT 84701
Outdoor Recreation Planner
896-8221

House Range/Warm Springs R. A.
P.O. Box 778
Fillmore, UT 84631
Outdoor Recreation Planner
743-6811

**Henry Mountain R. A.**
P.O. Box 99
Hanksville, UT 84734
Outdoor Recreation Planner
542-3461

**Moab District**
Moab D. O.
82 East Dogwood, Suite M
Moab, UT 84532
Outdoor Recreation Planner
259-6111

**Grand R. A.**
82 East Dogwood, Suite G
Moab, UT 84532
Outdoor Recreation Planner
259-2116 or 259-2119

Price River R. A.
125 South 600 West
Price, UT 84501
Outdoor Recreation Planner
636-3619 or 636-3620

San Rafael R. A.
125 South 600 West
Price, UT 84501
Outdoor Recreation Planner
636-3631

San Juan R. A.
435 North Main
Monticello, UT 84535
Outdoor Recreation Planner
587-2141

**Vernal District**
Vernal D. O. & Diamond Mountain R. A.
170 South 500 East
Vernal UT 84078
Outdoor Recreation Planner
781-4467

Book Cliffs R. A.
170 South 500 East
Vernal, UT 84078
Outdoor Recreation Planner
781-4474

John Jarvie Historic Site
RFD 26055 Box 2
Maybelle, CO 81640
Brian Bellew
885-3307
# A Utah Trails Assessment

Abbreviations: N.P. National Park  
N.R.A National Recreation Area  
N.H.S. National Historic Site  
R.D. Ranger District

## National Park Service

<table>
<thead>
<tr>
<th>Park</th>
<th>Address</th>
<th>Phone Numbers</th>
</tr>
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<tbody>
<tr>
<td>Arches N.P.</td>
<td>P.O. Box 907, Moab, UT 84532</td>
<td>Superintendent 259-8161</td>
</tr>
<tr>
<td>Bryce Canyon N.P.</td>
<td>Bryce Canyon, UT 84717-0001</td>
<td>Superintendent 471-2209</td>
</tr>
<tr>
<td>Canyonlands N.P.</td>
<td>2282 S. West Resource Blvd, Moab, UT 84532-2985</td>
<td>Superintendent 970-749-0510</td>
</tr>
<tr>
<td>Capital Reef N.P.</td>
<td>NC 70 Box 15, Torrey, UT 84775-9602</td>
<td>Superintendent 425-3791 Ext. 110</td>
</tr>
<tr>
<td>Cedar Breaks N.M.</td>
<td>82 N. 100 E., Suite #3, Cedar City, UT 84720-2606</td>
<td>Chief Ranger 259-3911</td>
</tr>
<tr>
<td>Dinosaur N.M.</td>
<td>4545 HWY 40, Dinosaur, CO 81610-0592</td>
<td>Chief Ranger 970-374-3022</td>
</tr>
<tr>
<td>Glen Canyon N.R.A.</td>
<td>P.O. Box 1507, Page, AZ 86040-1507</td>
<td>Landscape Architect 520-608-6200</td>
</tr>
<tr>
<td>Golden Spike N.H.S.</td>
<td>P.O. Box 897, Brigham City, UT 84302</td>
<td>Superintendent 471-2209</td>
</tr>
<tr>
<td>Hovenweep N.M.</td>
<td>McElmo Route, Cortez, CO 81321</td>
<td>Superintendent 970-749-0510</td>
</tr>
<tr>
<td>Natural Bridges N.M.</td>
<td>P.O. Box 1—Natural Bridges Lake P.O. well, UT 84533-0101</td>
<td>Assistant Chief Ranger 692-1234</td>
</tr>
<tr>
<td>Timpanogos Cave N.M.</td>
<td>RR 3 Box 200, American Fork, UT 84003-9903</td>
<td>Chief Ranger 756-5239</td>
</tr>
<tr>
<td>Zion N.P.</td>
<td>Springdale, UT 84767-1099</td>
<td>Trails Supervisor 772-3256 Ext. 44 or 21</td>
</tr>
<tr>
<td>Long Distance Trails Office</td>
<td>(Oregon, California, Mormon, Pony Express National Historic Trails)</td>
<td>324 South State Street, Suite 250 P.O. Box 45155 Salt Lake City, UT 84145-0155 Trails Program Coordinator 539-4094</td>
</tr>
<tr>
<td>NPS - Utah State Coordinator</td>
<td>324 South State Street, Suite 300B P.O. Box 45155 Salt Lake City, UT 84145-0155 Coordinator 539-4227/539-4013 fax</td>
<td></td>
</tr>
</tbody>
</table>

## USDA Forest Service

### Ashley

<table>
<thead>
<tr>
<th>Park</th>
<th>Address</th>
<th>Phone Numbers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dinosaur R.D.</td>
<td>P. O. Box 981, Duchesne, UT 84021</td>
<td>Trails Coordinator (801) 738-2482</td>
</tr>
<tr>
<td>Flaming Gorge R.D.</td>
<td>P. O. Box 279, Manila, UT 84046</td>
<td>Trails Coordinator (801) 784-3445</td>
</tr>
<tr>
<td>Roosevelt R.D.</td>
<td>244 W. HWY 40, Roosevelt, UT 84066</td>
<td>Trails Coordinator (801) 722-5018</td>
</tr>
</tbody>
</table>
Vernal R. D.
355 N. Vernal Ave.
Vernal, UT 84078
Trails Coordinator
(801) 789-1181

**Fishlake**
Beaver R. D.
190 N. 100 E.
Beaver, UT 84713
Trails Coordinator
(801) 438-2436

Fillmore R. D.
390 S. Main
Fillmore, UT 84631
Trails Coordinator
(801) 743-5721

Loa R. D.
138 S. Main
Loa, UT 84747
Trails Coordinator
(801) 836-2811

Richfield R. D.
115 E. 900 N.
Richfield, UT 84701
Trails Coordinator
(801) 996-9233

Monticello R. D.
496 E. Central
Monticello, 84535
Trails Coordinator
(801) 587-2041

Price R. D.
599 W. Price River Dr.
Price, UT 84501
Trails Coordinator
(801) 637-2817

Sanpete R. D.
540 N. Main Street
Ephriam, UT 84627
Trails Coordinator
(801) 283-4151

**Dixie**
Cedar City R. D.
P. O. Box 627
Cedar City, UT 84721-0627
Trails Coordinator
(801) 865-3200

Escalante R. D.
755 West Main
Escalante, UT 84726
Trails Coordinator
(801) 826-5400

Pine Valley R. D.
P. O. Box 2288
St. George, UT 84771
Trails Coordinator
(801) 673-3431

P. O. Box R. D.
P. O. Box 80
Panguitch, UT 84759
Trails Coordinator
(801) 676-8815

Teasdale R. D.
P. O. Box 99
Teasdale, UT 84773
Trails Coordinator
(801) 425-3702

**Manti-LaSal**
Ferron R. D.
P. O. Box 310
Ferron, UT 84523
Trails Coordinator
(801) 384-2372

Moab R. D.
125 W. 200 S.
Moab, UT 84532
Trails Coordinator
(801) 259-7155

**Uinta**
Heber R. D.
P. O. Box 190
Heber City, UT 84032
Trails Coordinator
(801) 654-0470

Pleasant Grove R. D.
P. O. Box 228
Pleasant Grove, UT 84062
Trails Coordinator
(801) 785-3563

Spanish Fork R. D.
44 W. 400 N.
Spanish Fork, UT 84660
Trails Coordinator
(801) 798-3571
Wasatch/Cache
Evanston R. D.
P. O. Box 1880
Evanston, WY 82931
Trails Coordinator
(307) 789-3194

Kamas R. D.
P. O. Box 68
Kamas, UT 84036
Trails Coordinator
(801) 783-4338

Logan R. D.
1500 E. HWY 89
Logan, UT 84321
Trails Coordinator
(801) 783-4338

Mountain View R. D.
P. O. Box 129
Mountain View, WY 82939
Trails Coordinator
(801) 782-6555

Ogden R. D.
507 25th St., Suite 103
Ogden, UT 84401
Trails Coordinator
(801) 625-5112

Salt Lake R. D.
6944 S. 3000 E.
Salt Lake City, UT 84121
Trails Coordinator
(801) 943-1794

State Agencies

Utah Division of Parks and Recreation
1594 West North Temple, Suite 116
P.O. Box 146001
Salt Lake City, UT 84116-6001

Motorized
Off-Highway Vehicle Program Coordinator Scott Behunin
538-7342
1-800-OHV-RIDE
538-RIDE

Non-Motorized
Trails Program Coordinator John Knudson
538-7344

Utah Division of State History
300 Rio Grande
Salt Lake City, UT 84101
Historian - Jay Haymond
533-3571
This appendix contains a brief sampling of some of the funding resources that are available for trails. The programs listed here should not be considered a comprehensive listing of the grants made by federal, state and private foundations for the development and operation of trail systems. However, the information here forms a solid base for beginning a search for trail money.

**American Greenways DuPont Awards Program**
(A Partnership project of DuPont/The Conservation Fund/National Geographic Society)

The Conservation Fund
1800 North Kent Street, Suite 1120
Arlington, VA 22209
(703) 525-6300

Amounts Available: Maximum Grant $2,500, most range from $500 to $1,000.

Who Can Apply: Local, regional or statewide non-profit organizations. Although individuals and public agencies may also apply, community organizations will receive preference.

Type Of Project: Mapping, ecological assessments, surveying, conferences, and design activities; developing brochures, interpretive displays, audio-visual productions or public opinion surveys; hiring consultants, incorporating land trusts, building a foot bridge, planning a hiking path, or other creative projects. In general, grants can be used for all appropriate expenses to complete a greenway project including planning, technical assistance, legal and other costs. Grants may not be used for academic research, general institutional support, lobbying or political activities.

Applications Due: May be submitted from September 1 to December 31. Announcement of awards early the following year. For applications contact the Conservation fund.
International Mountain Bicycling Association (IMBA)
Club Assistance Fund
PO Box 7578
Boulder, CO 80306-7578
(303) 545-9011

Amounts Available: Maximum Grant $500
Who Can Apply: IMBA affiliated clubs
Type Of Project: Funds to purchase trail maintenance equipment, mountain bike patrol supplies (uniforms, radios, first aid kits), and/or education materials such as IMBA's multiple-use trail signs or Rules of the Trail booklets. They are willing to support coalition-building efforts that maintain or enhance mountain bicycling opportunities.

Applications Due: Throughout the year.

Recreation Equipment Inc.
Public Affairs Dept.
PO Box 1938
Sumner, WA 98390-0800
(206) 395-3780

Amounts Available: $250 to $2,500 Grant.
Who Can Apply: Non-profit organizations, cities, counties, state agencies (excluding research or educational institutions).
Type Of Project: Community Recreation Grants - Outdoor programs that increase access to outdoor activities, encourage involvement in muscle-powered sports for all people; education based programs that address specific safety issues and proper care for outdoor resources relating to activities in climbing, camping/hiking, cycling, skiing and paddling; community parks and recreation projects that involve local REI stores in a partnership effort; support of community organizations working on outdoor recreation public policy initiatives; supports programs that offer outdoor opportunities for children ages 5-18 who would not otherwise have an opportunity to gain experience or skills in the outdoors.

Applications Due: Accepted throughout the year. For applications contact Public Affairs.
Recreation and Conservation Grants

Grants Administrator - REI
PO Box 1938
Sumner, WA 98390-0800
(206) 395-3780

Amounts Available: Average grant - $3,000

Who Can Apply: Non-profit organizations, cities, counties, state agencies (excluding research and educational institutions)

Type Of Project:
- **Great Outdoors Grants**: To identify and protect specific places for climbing, camping/hiking, bicycling, and cross-country skiing, connected regionally to REI’s Salt Lake store.
- **Greenways**: Urban Trail Resource Encouragement
- **Mediation**: Projects that will address user conflicts in the muscle powered recreation arena (particularly bike/hiker and snow boarding/downhill skiing issues.)
- **General Grants**: Assisting conservation and outdoor user groups with membership drives, constituency building, lobbying Congress and grants for activist travel to D.C., improving communication technology for grassroots organizing purposes, and other organizational strengthening projects. None of these grants will be for staff salaries or general support.

Applications Due: Accepted throughout the year.

National Park Service Challenge Cost-Share Program (CCSP)
c/o Kay Salazar or Karen Scruby
Rocky Mountain Region
12795 W Alameda Parkway (PO Box 25287)
Denver, CO 80225-0287
(303) 969-2857 or (303) 969-2929

Amounts Available: Up to $40,000 on a 50% matching basis. Matches may be in cash, volunteer hours, or in-kind services.

Who Can Apply: Non-federal governmental entities, i.e., State or local, private individual/organization, business, or philanthropic or charitable group. An organization that receives federal funding is eligible, providing their contribution is not derived from federal monies.

Type Of Project: Projects that are intended to increase awareness and participation by neighboring communities and the public in the preservation and improvement of National Park Service cultural, natural, and recreation resources. The program applies to all NPS units and NPS outreach programs.

Applications Due: Fall/Winter - Check with program managers.
Non-Motorized Trails Fiscal Assistance Program

c/o John Knudson - Trails Coordinator
Utah Division of Parks and Recreation
1594 West North Temple, Suite 116, Box 146001
Salt Lake City, UT 84114-6001
(801) 538-7344/ (801) 538-7378 fax

Amounts Available: $5,000 to $200,000 on a 50% matching basis. Cash, volunteer hours, private and non-profit donations, or in kind services may be used by the applicant for their match. One half of the awarded amount is advanced when the project begins, the other half is reimbursed upon successful review of expenditures after project completion.

Who Can Apply: Counties, incorporated cities and towns, federal agencies, and special improvement or service districts.

Type Of Project: Planning, property acquisition, and development of non-motorized trails. New trail/trailhead construction, major trail/trailhead rehabilitation, roadway overpass or underpass, river or stream crossing.

Applications Due: May 1st - Applications available in March from the program coordinator. Successful projects awarded in the Fall.

Off-Highway Vehicle Fiscal Assistance Program

c/o Scott Behunin - Off-Highway Vehicle Coordinator
Utah Division of Parks and Recreation
1594 West North Temple, Suite 116, Box 146001
Salt Lake City, UT 84114-6001
(801) 538-7344/ (801) 538-7378 fax

Amounts Available: $5,000 to $100,000 on a 50% matching basis. Cash, volunteer hours, private and non-profit donations, or in kind services may be used by the applicant for their match. One half of the awarded amount is advanced when the project begins, the other half is reimbursed upon successful review of expenditures after project completion.

Who Can Apply: Counties, federal agencies, incorporated cities and towns, special improvement or service districts, and state agencies.

Type Of Project: Planning, property acquisition, and development of motorized or multiple use trails. Development of new trail/trailhead/trailside facilities, trail maintenance/grooming, rehabilitation of use areas or trails.

Applications Due: May 1st - Applications available in March from the program coordinator. Successful projects awarded in the Fall.
Riverway Enhancement Fiscal Assistance Program
c/o Lyle Bennett - Grants Coordinator
Utah Division of Parks and Recreation
1594 West North Temple, Suite 116, Box 146001
Salt Lake City, UT 84114-6001
(801) 538-7344/ (801) 538-7378 fax

Amounts Available: $10,000 to $100,000 on a 50% matching basis. Cash, volunteer hours, private and non-profit donations, and in kind services may be used by the applicant for their match. One half of the awarded amount is advanced when the project begins, the other half is reimbursed upon successful review of expenditures after project completion.

Who Can Apply: Counties, incorporated cities and towns, special improvement or service districts on rivers and streams prone to flooding and/or impacted by high density population.

Type Of Project: General recreational development along a river or stream corridor (Greenways), which could include trails, landscaping, stream bank/channel stabilization, wetlands creation/ restoration.

Applications Due: May 1st - Applications available in March from the program coordinator. Successful projects awarded in the Fall.

Local History Grants
c/o Jay Haymond or Kent Powell
Utah Division of State History
300 Rio Grande
Salt Lake City, UT 84101
533-3571 or 533-3520

Amounts Available: $250 to $1,000 grants on a 50% match. Cash or donated services of the applicant on a reimbursement basis.

Who Can Apply: Non-profit history groups, and other groups seeking to document, preserve, research, publish, collect, and exhibit Utah history.

Type Of Project: Interpretive signing along Utah's historic trails. Preparation/conservation of museum exhibits/artifacts; research, write, and publish a local history; preparation of slide/video presentations; collect oral history interviews, historic documents/photographs; develop historical tours and tour materials (brochures, etc.); hire consultants for specific projects; and obtain radiocarbon dates on an excavation project conducted by a local group.

Applications Due: April 1st - Applications available from program coordinators on November 1st. Successful projects awarded May 1st.
Utah Department of Transportation Enhancement Program

c/o Richard Manser
4501 South 2700 West
Salt Lake City, UT 84119
(801) 965-4140

Amounts Available: $50,000 to $500,000 on a 80/20 match. Applicant's 20% match must be a "hard match" (cash or real estate that is integral to the proposed project), and must be non-federal monies.

Who Can Apply: Public agencies only, such as federal, tribal, state, county and city governments. Private groups, such as: non-profit organizations, user groups, or private companies are encouraged to participate by applying through the appropriate public agency.

Type Of Project: Bicycle/pedestrian paths and associated facilities (bridges, roadway overpasses and underpasses, staging areas, etc.), Preservation of abandoned railway corridors (incl. the conversion and use thereof for pedestrians or bicycle trails), archeological/historical research and preservation projects which are linked to transportation.

Applications Due: 1st Friday in February. Applications available in November. Successful projects are awarded in April.

Utah Division of Wildlife Resources
Federal Sport Fishery Restoration Funds
Contact Wildlife Resources Regional Offices

Amounts Available: Variable - 75/25 matching basis. Applicant's 25% can be cash (non-federal source) or in kind services.

Who Can apply: Local and state governmental agencies, private property owners, citizen groups (sporting organizations & wildlife groups).

Type Of Project: Public sport fishing access, fishery habitat enhancement (bank stabilization, in-stream structures). Possibly interpretive signing.
Plants Materials for Conservation

Amounts Available: Plant materials available for conservation use/cultivar development.

Who Can Apply: Cooperating state and federal agencies, cooperators of conservation districts where structured evaluations are conducted, commercial seed growers and nurserymen interested in commercial production of selected plant materials.

Type Of Project: Plant material are used in all phases of soil and water conservation programs. Plant materials are produced for field testing to determine the plant's value for use on conservation cooperators properties.

Applications Due: No deadline. Contact Jim Weston, State Conservationist, 524-5054.

Resource Conservation and Development

Amounts Available: Limited federal funding for seed money available at a rate not to exceed 25%. Local Resource Conservation and Development Councils (RC&D’s) may have other funds available or assist in fund raising.

Who Can Apply: USDA authorized RC&D Councils organized to plan or carry out activities relating to resource use and development in multi-jurisdictional areas.

Type Of Project: Project grants, advisory services and counseling available for projects within RC&D area plans to conserve and improve the use of land, develop natural resources, and improve and enhance the social, economic and environmental conditions.

Applications Due: As required by RC&D Councils locally. Contact John Beckwith, Assistant State Conservationist, 524-5050.
APPENDIX D

Trail Publications

**ADA Accessibility Guidelines**, 1991, National Center on Accessibility, 1331 F Street N.W., Room 1000, Washington, DC 20004.** 1-800-USA-ABLE

**Colorado Greenway Planning Guide - Report on the Long-Distance Greenway Feasibility Study Fall 1994**, Colorado State Parks, 1313 Sherman Street, Room 618, Denver, CO 80203. (303) 866-3203


Mountain Bike Trails: Techniques for Design, Construction and Maintenance - Second Printing, Michael McCoy, MaryAlice Stoner, 1995, #BC-005,Adventure Cycling Association 150 E. Pine Street, Missoula, MT 59807.** (406) 721-8719


USDA Forest Service Trails Management Handbook, (FSH 2309.18), 1985, USFS, 201 14th St. SW, Washington, DC 20250.**

The following references list many additional trail publications:

An Annotated Bibliography of Non-Motorized Trails Literature, Hugh A. Duffy, 1989, Rivers and Trails Conservation Assistance Program, National Park Service, Rocky Mountain Region, Box 25287, Denver, CO 80225-0287. (303) 959-2781


Resource Directory of Funding Sources:


(A Windows-based computer database of monetary and technical assistance programs.)

**Design/Construction Guidelines/Standards Information
APPENDIX E

Utah Trail Issues/Concerns Public Meetings

The following is a detailed description of meeting results broken out by meeting location. All important area issues are listed. Concerns that were prioritized during the 1994 meetings are numbered.

1) Additional resources are needed to maintain existing trails, primarily on federal public lands.
2) Establish educational programs to promote cooperation among trails users.
3) Utilize the East Uinta Trails Coalition to establish better regional coordination between agencies and user groups. Develop a regional trails plan. Local trail systems should be tied to state and federal lands & facilities, with links between areas. A marketing strategy should be formulated and implemented as new trail opportunities are developed.
4) Manage trails to encourage appropriate "non-destructive" uses. (Trail design & signing, education and law enforcement).
5) Accommodate all trail users. (Seek to develop opportunities for a wide range of skill and ability levels.)
6) Address private landowners concerns. (Trespass and liability issues).

Non-Prioritized Issues

- New road & area closure regulations can be confusing. Federal and state officials should make every effort to explain the changes to the public.
- Develop trail access from Vernal out to federal lands.
- Establish a stable continuous funding source for trails.
- Additional funds are needed for grooming existing and future trails and plowing winter trailheads.
- Develop more loop trails and trail corridors for nordic skiing.
- Finish a loop trail to the north slope for snowmobiles and motorcycles.
- Improve bicycle safety and convenience on Highway 40.
- The historic Carter Military Trail needs additional attention.
- Develop a Centennial equestrian ride program, utilizing "outlaw trails".
- Organize a "Trail Trust" non-profit organization.
Logan
1) Maintain access to public lands. (Closures of trails & roads on federal lands create access problems for the public.)
2) Develop more trails & roads for multiple use. (More development of the Great Western Trail for all types of users. Make more loop trails.)
3) Develop a Trails Plan & a comprehensive trails network in Cache County. (Utilize land use plans & zoning ordinances.)
4) Maintenance of trails on public lands is lacking. Additional resources and/or emphasis is needed to properly maintain existing trails.
5) Establish additional bicycle routes, facilities in Logan, with emphasis on commuting and reducing traffic.
6) Construct additional trails and trailhead facilities for all trail users.
7) Secure and maintain wildlife corridors and greenbelts in the Logan area.
8) Cooperation is important among trail users and agencies to build & maintain trails.
9) Trails should be designed for multi-season use and separate incompatible uses.
10) Develop a “foothills trail” before development encroaches on this area.
11) Utilize canal and utility corridors for trails.
12) Develop a program about responsible trail use, cooperation, trail etiquette and safety.
13) Provide separated areas for people to enjoy quiet, solitude and nature experiences.

Non-Prioritized Issues
- Potential trail users need to know where to get information about trails.
- Reduce vandalism.

Ogden
1) Need to establish secure access, easements and trail corridors to public lands.
2) More resources are needed for trail maintenance on public lands.
3) Establish more motorized trail complexes in northern Utah.
4) Establish a stable continuous funding source for trails.
5) Develop trail etiquette/safety programs and promote cooperation among trail users.
6) Develop equestrian trails/facilities at Antelope Island, Wasatch Mountain and Jordanelle State Parks.
7) Cities, counties, state and federal agencies should coordinate their trail-related activities. (Regional coordination).
8) Information is needed on how to contact people who may provide information on current and potential trail status, development, actions needed to keep trails active, proposed closures.

Non-Prioritized Issues
- The state should supply local government, trail representatives, users and volunteers information on all phases of trail planning, implementation, development and available resources.
- Develop a public relations program statewide that emphasizes the benefits of trails.
- Develop and connect the Ogden and Weber River Parkways. Extend the Weber River Parkway into Weber Canyon.
Develop a Davis County Trails Plan coordinated with Salt Lake and Weber County Plans.

The state and other jurisdictions should develop long distance trails, such as the Great Western, Bonneville Shoreline, etc.

Utilize land use planning/zoning to help identify, secure and develop trail corridors.

Develop a trail system on Antelope Island. *(Compatible with the bison herd).*

Reduce trail vandalism.

Develop an education program that addresses vandalism and historic preservation of the Central Pacific Railroad Corridor.

More definitive information is needed on motorized trails in the state. *(Where can I go to ride? Whom do I call?)*

Consider developing a Great Salt Lake Shoreline Trail. *(An interpretive/educational trail from Salt Lake to Ogden.)* Connect the Ogden and Weber River Parkways with the Great Salt Lake Shoreline Trail. *(Preserve these valuable resource corridors.)*

Salt Lake City

1) There should be more multiple use of existing and future trail and roads on public lands.

2) Establish a motorized trail users coalition.

3) Develop a natural resources education program for the public and in the schools for children. *(Trail etiquette/safety, impacts of use on the environment, trail user cooperation, multiple use concepts, prevention of vandalism, etc.)*

4) Give a very high priority to matching fiscal assistance trail and trailhead projects that will assure public access to public lands along the Wasatch Front. *(Traditional access is being blocked by residential development.)*

5) Keep some trails for limited use only. *(For safety, environmental concerns, watershed, wilderness, etc.)*

6) Develop our historic trails. *(Including route designation, mapping, marking and wayside interpretation. Link them more closely with economic development & tourism efforts.)*

7) Construct more equestrian facilities/trails on federal lands, Antelope Island, Wasatch Mountain and Jordanelle State Parks.

8) Develop a continuous stable funding source for trails.

9) Any area or trail closure should be carefully scrutinized. Trail users should be involved in helping seek solutions to problems before these serious decisions are made.

10) Encourage the Utah Department of Transportation (UDOT) to incorporate bicycle/pedestrian facilities into their roadway projects.

Non-Prioritized Issues

- Plan and develop more inter-connected trails through cooperation between governmental agencies, private entities and user groups.
- Secure and preserve wildlife migration corridors.
- Develop planning/zoning ordinances and/or legislation aimed at acquiring and protecting trailhead areas and trail corridors, and making it easier to utilize canal rights-of-ways for trails.
- The state should take a more active leadership role in completing the Jordan/Provo River Parkway and in facilitating and coordinating local partnerships, meeting community trail needs.
- Develop a comprehensive source of trail information for people and agencies to share.
- Repair trail vandalism in a timely manner.
(Proper planning of trails to minimize vandalism.)

- Revise city and county subdivision regulations and official maps to incorporate planned local and/or regional trails.
  (Require trail easement donation and/or trail construction as a condition of approval for new development or additions to existing developed parcels.)

- Leadership groups such as Council of Governments, Assoc. of Counties, League of Cities and Towns should formally address trails and trail user needs.

- Develop new funding mechanisms for trail maintenance.

- Institute "adopt-a-trail" programs.
  (Utilize volunteers to help maintain trails and back roads.)

- Close some trails and roads during sensitive times. (Wildlife and wetland protection).

- Coordinate trails and trail crossing needs with UDOT planning and design.

- Develop more trail opportunities for disabled users (universal access).

- Include ADA requirements and an inventory of ADA accessible trails in the State Trails Plan.

- Provide more handicapped accessible restrooms, useable year round at trailheads.
  (Problem areas mentioned: the Uintas and near Brighton).

- Develop a system for assessing trails for a range of challenge or skill levels.

- Cooperation is needed among all types of trail users. (Multiple use where possible/safe).

- Establish a central clearinghouse to dispense information regarding volunteer trail programs.
  (Such as trail construction and maintenance).

- Fund more "bonding trail projects".
  (Combined motorized and non-motorized facilities/trailheads).

- Develop a training session for local leaders, cities, counties, and agencies on strategies, funding programs and ordinances aimed at securing important trailheads, trail corridors and access points along the Wasatch Front.

- Publish a state trails directory.
  (With names and agencies listed along with a breakdown of responsibilities).

- Develop more OHV riding areas along the Wasatch Front.

- Non-motorized trail users should contribute to trail construction/maintenance in a similar manner as do motorized users.
  (OHV reg. fees, taxes, etc., consider an area/state public land user's fee).

- Develop a state trails newsletter.

- Document trails economic and social values and make this information available in printed form.

- More restrictions should be anticipated for mountain bikes, similar to those imposed on motorcycles. (Environmental/erosion related).
Provo

The first meeting in 1993 was attended by about twenty individuals representing a wide variety of interests. Most of the important issues and concerns for the area were identified at that time and are listed below.

During the second meeting, the one in which the issues were prioritized, the attendance was poor, due to a snow storm. Only five people attended. The reader should note that the following issues listed by priority number reflect the views and opinions of a small group. (Not as diverse and broad-based as the original group.)

1) In Utah County a high priority should be given to securing trail easements, trailheads, parking and staging areas so that public access to public lands is assured.
2) Develop an education program at the elementary school level dealing with trail etiquette and safety, environmental impacts of trail use, cooperation among different users. Expand the “Tread Lightly”, “Leave No Trace” and similar programs to increase awareness, ethics and conservation.
3) Strive to accommodate all trail users.
4) Construct additional OHV/4WD riding/training areas along the Wasatch Front.
5) Additional resources are needed for trail maintenance. (Particularly on federal lands).
6) Conduct a study to locate potential new OHV riding areas.
7) Utilize the Utah County Trails Coalition as a forum for trail information, trail development coordination, lobbying for trails funding, etc.
8) Linking trails and cooperative trail projects between several jurisdictions should be given high priority for matching fiscal assistance.
9) Extend the Provo River Trail from Bridal Veil Falls to Deer Creek and Jordanelle State Parks.
10) Encourage continued local government legislative support to establish a budget for trails matching fiscal assistance program.
11) Use land use planning/zoning regulations to establish public trail easements/corridors. (Need trail easements/corridors identified and appropriated).
12) Some entity needs to coordinate the connecting of area trails and assure trail continuity across jurisdictional boundaries.
13) Address disabled trail users needs.
14) Address landowner’s concerns. (Liability, vandalism, loss of privacy).
15) Preserve historic trail routes.

Non-Prioritized Issues

- Develop a trail from Utah Lake State Park to Geneva and on to the Jordan River.
- Construct inter-linking trails along Utah County’s foothills. (Alpine to Payson). Tie them together with the Bonneville Shoreline Trail.
- Develop a trail connecting Jordanelle State Park to the Historic Union Pacific Rail Trail.
- More trails are needed in Wasatch County connecting Heber/Midway to public lands. (Help the area become more of a destination, a jump-off hub.)
- Develop more snowmobiling and nordic ski parking areas. (With restrooms, budget for snowplowing and maintenance).
- Recognize and highlight the value and use of trail volunteers.
- Request additional agency FTEs and funds to support and supervise volunteers.
- Establish an “Adopt-A-Trail program to assist with the operation and maintenance of trails. (Utilize Boy Scouts, Juvenile Court referrals and Adult Community Service).
- Develop more mountain bike trails on the south side of Provo Canyon.
• Develop a trail up Hobble Creek Canyon.
• Widen the county road through Springville to accommodate bicycles/pedestrians.
• Widen the Training School road past the temple in Cedar Hills to accommodate bicycle/pedestrians.
• Publish an OHV map and guide detailing where people can go to ride.
• Share information on trails in general as well as construction, design and material standards. Develop a variety of designs for sanitation facilities at trailheads.
• Develop more rail-trails and greenways.

Price

1) All existing trails need to be documented, inventoried, marked and mapped. (Including historic trails such as the Spanish, Gunnison, Fremont, Mid-Land and Elk Mountain Mission.)
2) Develop a comprehensive trails plan for Carbon and Emery Counties. (Utilize existing expertise and assess the area's capabilities and resources. The plan should involve land use planning/zoning regulations and ordinances. Utilize greenway/rail-trail opportunities.)
3) Develop, improve safe/convenient access to public lands. (Improve access across private land to popular federal land areas.)
4) More trails are needed with adequate separation between motorized and non-motorized use where possible.
5) Improve communication and coordination on area trail issues between local, state and federal agencies.
6) Develop an area trails network that links existing trails together.
7) Create a trails resource manual detailing how to develop trails. (Who to contact, etc.)
8) Address land owner's concerns (liability, trespass, vandalism, leaving gates open, litter.)
9) Construct more support facilities at trailheads (universal access restrooms, water, tie racks, trailer parking and interpretive signs)
10) Develop a program to improve the public's knowledge of trail etiquette and to explain the many benefits of trails. (Interpretive signs stressing user cooperation and environmental ethics would be helpful.)
11) Develop an urban riverway corridor connecting Price and Helper.
12) Develop more trail/facilities for elderly and disabled users.
13) Develop non-motorized portions of the Great Western Trail.

Non-Prioritized Issues

• Additional resources are needed for trail maintenance.
• Wildlife/wetlands (trails provide access for viewing and hunting; agency trail construction/maintenance and trail users need to be sensitive to these concerns).
A Utah Trails Assessment

Moab

1) Develop programs dealing with trail etiquette/safety, environmental impacts or trail/trailhead use, cooperation and understanding among all trail users. (personal contact, brochures, including information on maps, trailhead signs, in area visitor centers, and regular public service announcements on radio and television).

2) Provide continued funding to construct and maintain trail systems in the Moab area (necessary maintenance should include erosion control and sign replacement).

3) Additional support facilities and amenities are needed (parking and restrooms at trailheads, camping corridors/areas, additional personnel and funds for maintenance).

4) Develop a trails plan for the Moab area (must be a cooperative multi-agency effort, could be incorporated into the county master plan currently underway. Needs to have land use planning/zoning provisions.)

5) Access to public lands is very important (public access across private land is a problem. There is a need to address landowners' concerns, such as liability and user impacts.)

6) Construct and mark wider shoulders along HWY 191 for bicycles/pedestrians (both north and south of town, especially north across the Colorado River Bridge to Arches entrance and on to the Dead Horse Pt. turn off).

7) An improved winter trail program should be developed for the La Sal and Abajo Mountains to spread out trail use over the entire year (improvements in nordic ski trail grooming in the La Sal's and snowmobile trail grooming for the Abajo's are needed).

8) Develop interpretive improvements along the Spanish Trail, primarily along existing roadways. Organize a multi-jurisdictional group to work on the Hole-in-the-Rock historic trail. Develop a trans-mountain trail.

9) Encourage the city and county to develop north-south and east-west walk/bike trails and paths for use by local residents (tie the golf course and equestrian park to town, link up with area trails/trailheads).

10) Develop more ATV trails in the area so ATV users will have opportunities away from hikers and mountain bikers.

Non-Prioritized Issues

- Local government should continue to develop the Mill Creek Parkway (trailhead improvements are needed up the canyon. A trail should link the head of the canyon, along the creek through town, out to Matheson Slough and wetlands area.)

- Develop more handicapped accessible trail opportunities.

Richfield

1) More resources are needed for trail maintenance.

2) Develop additional trail opportunities/amenities for equestrian users.

3) Develop an education program dealing with trail etiquette/safety, environmental protection, land use issues for all users. (Including vandalism prevention programs. Some aspects of the programs should be part of elementary school curriculum.)

4) Develop an inventory of non-motorized, historic trails/sites and compile it in book form.

5) Develop a stable continuous funding source for trails.

6) Establish an opportunity for user groups and agencies to get together a few times a year to discuss trail issues.
7) Concentrate efforts in marketing and promoting the area's non-motorized trails.
8) Develop more trail opportunities and access to public lands. *(More information is needed on the area's backpacking trails)*.
9) Signing needs to be improved on all trails so users can find them.

**Paiute ATV Trail**

10) Establish difficulty levels for different ATV trail sections.
11) Develop a volunteer trail host program.
12) Construct more restrooms, install additional signing and provide trail condition reports.
13) Establish a coordinated system of data collection to monitor trail use.
14) Motorized users self-liability. *(Who should pay if motorized user get injured within the roadway system?)*

**Non-Prioritized Issues**
- Develop a workable multi-agency master plan for the Paiute ATV Trail.
- Establish multi-agency coordination and cooperation so that off-highway vehicle rules and regulations are actively enforced. *(Particular attention needs to be given to access into and out of towns)*.

**Historic Trails**
- Update the state's Historic Trails Map.
- Develop a plan to balance the interpretation, preservation and use of these trails.
- Identify historic trails that intersect recreational trails. *(These are excellent locations for interpretive and informational signs)*.
- Improve the Spanish Trail by marking and new interpretive signing.

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**Trails in General**

- Establish a litter patrol program for sections of various trails. *(Through an Adopt-a-Trail program)*.
- Multi-agency action and participation are needed in Utah with the proposed national American Discovery Trail.
- Establish additional trail opportunities for disabled users.
- Provide more law enforcement patrols on all trails.
- Institute a trail difficulty level rating system.

**St. George**

1) Land use planning/zoning. *(City and county planning/zoning efforts should be coordinated. Especially in regard to reviewing development projects for trail possibilities. Refer to the city master plan. Determine/set trail priorities within the general plan. Work with the Virgin River Land Preservation Association to acquire trail and riverway corridors. Negotiate with the U.S. Fish & Wildlife Service on Desert Tortoise habitat)*.
2) Develop more multi-use trails in the area before development encroaches.
3) Develop a stable continuous funding source for trails.
4) Establish more motorcycle riding areas and trails, link the region's OHV trails.
5) A high priority in this area for state matching funds should be trail alignment acquisition projects.
6) Construct a bicycle/pedestrian path through Snow Canyon. *(Linking with the proposed Ivins and HWY 18 Enhancement Projects)*.
7) Develop a comprehensive bicycle trail system in St. George and throughout the surrounding area.
8) Strive to accommodate all trail users, including those with disabilities.
9) Develop an inter-connecting trail network linking Cedar City, Enterprise, Baker Dam and St. George.
10) Develop trail volunteer programs. (Utilize volunteers for trail construction/maintenance/patrol.)
11) Agencies and trail users need to successfully deal with wildlife/wetlands issues.
12) Inventory and review area canals and utility corridors (water, power, sewer, gas) to see if trails could be developed along them.
13) Land owners are concerned about liability.
14) Develop a regional trail system linking the area's National Park Service units.
15) Examine the impacts of trails and trail use on protected habitat in Paradise Canyon.
16) Historic trails should be identified, mapped and marked. Establish criteria to determine whether these trails should be developed or re-claimed.
17) More information is needed about trails. (More frequent updates as to trail proposals, property acquisitions, trail development, etc.).
18) Vandalism can be a problem. Seek and implement strategies to reduce it.
19) Additional resources are needed for trail maintenance.
20) Assure trail access to public lands.
21) Re-establish a road to Peter's Leap, suitable for passenger cars and install an interpretive marker at the site.
22) Develop an education program to encourage responsible use of trails. (This could include printed material on maps, brochures and trail pamphlets.)
23) Establish a clearing house to discuss trail issues, problem solve and provide needed trail information.
24) Develop more trail support facilities/amenities. (Trailhead parking, restrooms, water, benches, trailside sun shelters, etc.)
25) Develop a challenging four-wheel trail in the Kaiparowitz area. (Similar to the Rubicon Trail near Lake Tahoe, CA.)

Non-Prioritized Issues
- As historic trails are developed and marketed, appropriate facilities need to be provided along these routes. (Especially for equestrians).

Kanab Area
- Kanab needs connecting trails from the city to the Great Western Trail. (GWT)
- City officials should work with the BLM to identify GWT links with Arizona.
- Develop more trails out of Coral Pink Sand Dunes State Park. (Especially loop and tour trails, coordinate with the BLM).
- Safe bicycling opportunities should be developed on HWY 89 from Kanab to Panguitch and Bryce Canyon.
- More signage and enforcement of regulations is needed on bicycle/pedestrian trails. (Because they are being used by ATVs.)
- Develop the historic Honeymoon Trail. (Route identification, signing and interpretive improvements.)
- The Old Squaw Trail suffers from vandalism and misuse.
- The Old Paria townsit needs new restrooms. They need to be maintained more frequently.
- Kanab Creek Canyon should be keep open to the public because it has potential for trails. (Work with private land owners, private OHV tour groups).
- There is a need to better educate the public using trails during the hunting season to wear hunter orange. (Especially foreign visitors).
National Trails in Utah

California Trail
Hemenway's Salt Lake Cutoff

Mormon Pioneer Trail

Pony Express Trail

Paiute ATV Trail

Salt Lake City

St. George

American Discovery Trail

Great Western Trail

California Trail logos used courtesy of the National Park Service.
The National Trails System Act of 1968 created four types of trails: national recreation, scenic, historic, and connecting or side trails. "National recreation trails provide for a variety of outdoor recreation uses in or near urban areas. They may be designated by the Secretary of the Interior or by the Secretary of Agriculture where lands administered by that agency are involved. National scenic trails are long distance trails that provide for maximum outdoor recreation potential and for conservation and enjoyment of nationally significant scenic, historic, natural, or cultural qualities of the area. National historic trails are extended trails that provide identification and protection of the historic route and its historic remnants and artifacts for public use and enjoyment". National scenic and historic trails may be designated only by Congress. "Connecting or side trails provide additional points of public access to national recreation", "scenic or historic trails" or "which provide connections between such trails".

California National Historic Trail

Established in 1993, this 2,400-mile network of alternative paths begins in five locations along the Missouri River and extends into the coastal states of California and Oregon. The purpose of the trail is to "enable all people to envision and experience in a coherent and convenient way the heritage and impacts of the western overland migration", and to "encourage preservation of its history and physical remains."

"For more than two decades the largest voluntary overland migration in America's westward expansion used the trail as a result of the California gold rush." "The route, followed earlier by American Indians, western explorers and travelers, provided a foundation for America's transportation and communication systems west of the Mississippi River".
Mormon Pioneer National Historic Trail

The first nationally designated historic trail in the nation was established in 1978. Beginning in Nauvoo, Illinois, it extends 1,300 miles through five states terminating in Salt Lake City, Utah. It was established to identify, preserve, and explain the sites, route and history of the Mormon Trail for all people to experience and understand. It’s purpose is “to commemorate the 19th-Century migration of Mormon emigrants to the Salt Lake region as an important aspect of our national heritage.”

The trail is significant because it “was used by a cohesive group seeking religious freedom, organized by the Church of Jesus Christ of Latter-day Saints”, “with the intent of establishing a community” “was traveled and developed by well organized communities or companies of people with the intent of bringing church members to settle the Salt Lake Valley and surrounding regions.”
“...the trail was part of the westward movement that provided an improved route into the Great Basin and brought Euro-American settlements there”. “The Mormons improved the route and provided assistance along the way because they intended to use the trail regularly in both directions”.

Pony Express National Historic Trail

Established in 1893 to “commemorate the rapid mail delivery...” from St. Joseph, Missouri, to Sacramento, California, “...that linked eastern and western states.” The trail’s purpose is to “identify, preserve, and explain the sites, route, and history of the Pony Express for all people to experience and understand.”

The Pony Express proved the viability of an all-season overland communication system and was the forerunner of a transcontinental telegraph and railroad. The Pony Express required unique organizational skills to join the populous east and the west. The horse and rider relay system used “...became the nation’s most direct and fastest means of east-west communications before completion of the telegraph system. The Pony Express played a vital role in aligning California with the Union by providing a link between the eastern states and California just before the Civil War. It allowed westerners to develop and maintain a sense of contact with the east at a critical time in United States’ history.
The Pony Express made important contributions to journalism, commerce, and personal domestic and international communication by providing news and original documents in a timely manner.”

American Discovery Trail

Initially sponsored by the American Hiking Society, the 6,000-mile proposed route begins on the Atlantic Coast in Delaware, crosses the entire nation east to west, terminating at Point Reyes on California’s Pacific Coast. It is proposed to connect five existing National Scenic Trails, three National Historic Trails, and at least fifty existing local and regional trails. The route was designed to pass through or near some of the nation’s largest cities as well as through many smaller towns and communities. The route is also located in some rather remote areas “for those who choose to get away.”

While primarily a hiking trail, the American Discovery Trail encourages multi-use by incorporating trails that are designed for other uses.
Intended to be a “continuous corridor stretching from Mexico to Canada and traversing some of the most spectacular scenery in the West”, the trail is being proposed by the Forest Service, as well as other groups. “Travelers on this network of trails will be able to explore the rich cultural and geological features of Arizona, Utah, Wyoming, and Idaho.” “This multiple-use trail is to be a corridor across U.S. Forest Service, Bureau of Land Management, National Park Service, state and private lands. There will be separate sections open to motorized vehicles, horses, mountain bikes, as well as to hikers. In some areas, parallel sections of trail are being constructed to provide for a variety of recreational opportunities.” Approximately ninety per cent of the Utah portion of the Great Western Trail will be completed using existing roads and trails.

**Great Western Trail**  
(Current status to be studied)

**National Recreational Trails**

**Aspen Grove**  
Utah County, Uinta National Forest, Pleasant Grove District.

**Bicentennial**  
Weber County, Weber County Recreation Division.

**Cascade Falls**  
Kane County, Dixie National Forest, Cedar City District.

**Cascade Springs Nature Trail**  
Wasatch County, Uinta National Forest, Pleasant Grove District.

**Fish Creek**  
Duchesne County, Ashley National Forest, Roosevelt District.

**Fish Creek**  
Carbon County, Manti-LaSal National Forest, Price District.

**Lakeshore**  
Sevier County, Fishlake National Forest, Loa District.

**Left Fork Huntington Creek**  
Emery County, Manti-LaSal National Forest, Price District.

**Little Hole**  
Daggett County, Ashley National Forest, Flaming Gorge District.

**Mt. Baldy**  
Summit County, Wasatch/Cache National Forest, Kamas District.

**Mt. Naomi Peak**  
Cache County, Wasatch/Cache National Forest, Logan District.

**Mt. Timpanogos Summit**  
Utah County, Uinta National Forest, Pleasant Grove District.

**Slickrock**  
Grand County, Moab District of the Bureau of Land Management

**Timpoonekee**  
Utah County, Uinta National Forest, Pleasant Grove District.

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(2) National Long Distance Trails Office Brochure, 1995.
APPENDIX G

Universal Access Trails
(ADA Accessible Opportunities)

Agencies listed the following as suitable for the mobility impaired. Prior to taking advantage of the following opportunities it is suggested that individuals contact the agency for specific trail information.

- Amphitheater Trail
  NPS - Arches NP, Grand County

- Baker Dam Overlook
  BLM - Dixie Resource Area, Washington County

- Bloomington Hills Trail (North Park to Ft. Pierce)
  St. George City, Washington County

- Bloomington Hills North Park Trail
  St. George City, Washington County

- Bristlecone Pine Trail
  USDA - Forest Service, Cedar City District, Iron County

- Bryce Point
  NPS - Bryce Canyon NP, Garfield County

- Canyon Rim Park
  Salt Lake County Parks and Recreation

- Cascade Springs
  USDA Forest Service - Pleasant Grove, Wasatch County

- Commons Park
  Layton City Parks, Davis County

- Current Creek Reservoir Fishing Trail
  USDA - Forest Service, Heber District, Wasatch County

- Dead Horse Point Viewpoint Trail
  Dead Horse Point State Park, San Juan County

- Deer Valley Drive Trail
  Park City, Summit County

- Delicate Arch Viewpoint
  NPS - Arches NP, Grand County

- Devil's Kitchen Geologic Interest Trail
  USDA Forest Service, Spanish Fork District, Juab County

- Price River Parkway
  Helper City, Carbon County
<table>
<thead>
<tr>
<th>Trail Name</th>
<th>Location Information</th>
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<tr>
<td>Farmington Creek Trail</td>
<td>Farmington City, Davis County</td>
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<tr>
<td>Five Senses Trail</td>
<td>NPS - Timpanogos Cave NM, Utah County</td>
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<tr>
<td>Fremont River Trail (Portions)</td>
<td>NPS - Capital Reef NP, Wayne County</td>
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<tr>
<td>Historic Union Pacific Rail Trail</td>
<td>(Portions), Summit County</td>
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<tr>
<td>Jordan River Parkway Trail (Most Portions)</td>
<td>Fremont Indian State Park, Sevier County</td>
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<td>Jordan River State Park, Murray City, Salt Lake City, West Jordan, Salt Lake County</td>
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<tr>
<td>Kearns Blvd Trail (Hwy 224 to School Campus)</td>
<td>Park City, Summit County</td>
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<td>Kid's Canal</td>
<td>Vernal City, Uintah County</td>
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<td>Park City, Summit County</td>
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<td>Mathis Park Trail</td>
<td>Park City, Summit County</td>
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<tr>
<td>Mill Creek Parkway (Portions)</td>
<td>Moab City, Grand County</td>
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<td>Mirror Lake Trail</td>
<td>USDA - Forest Service, Kamas District, Duchesne County</td>
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<td>Ogden River Parkway</td>
<td>USDA - Forest Service, Salt Lake District, Salt Lake County</td>
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<td>Olympus Hills Park</td>
<td>South Jordan Canal Road/Trail</td>
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<td>Pineview North Arm Wildlife Area</td>
<td>USDA Forest Service, Pine Valley District, Washington County</td>
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<td>Pine Valley Reservoir</td>
<td>USDA Forest Service, Ogden District, Weber County</td>
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<tr>
<td>Rim Trail (Portions - Sunrise to Sunset)</td>
<td>NPS - Bryce Canyon NP, Garfield County</td>
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<tr>
<td>Riverside Trail/Zion Narrows (Portions)</td>
<td>NPS - Zion NP, Washington County</td>
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<td>Rock Cliff</td>
<td>Park City, Summit County</td>
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<td>Second Dam (Logan River)</td>
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<td>Silver Lake Trail</td>
<td>USDA Forest Service, Salt Lake District, Salt Lake County</td>
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<td>South Jordan Canal Road/Trail</td>
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Strawberry Riverwalk  
Duchesne City, Duchesne County

Sunset Overlook Trail  
NPS - Bryce Canyon NP,  
Garfield County

Tonaquint Park Trail  
St. George City, Washington County

Tony Grove Lake Trail  
USDA - Forest Service, Logan District,  
Cache County

Union Park  
Salt Lake County Parks and Recreation

Virgin River Trail  
St. George City, Washington County

Wahweep/Stateline Trail  
NPS - Glen Canyon NRA, Kane County

Woodstock Meadows Park  
Salt Lake County Park and Recreation

Yellowpine Trail  
USDA - Forest Service, Duchesne District,  
Duchesne County
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