






UTAH LAKE AUTHORITY

UTAH LAKE

RECREATION ACCESS PLAN

SEPTEMBER 2025







ACKNOWLEDGMENTS

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Thank you to stakeholders and the public for providing feedback on surveys, interviews, focus groups, and community workshops throughout this planning process.

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INTRODUCTION

Overview

Utah Lake is a shallow freshwater lake in the heart of Utah County. At roughly 148 square miles – 24 miles long and 13 miles wide – it is the largest freshwater lake in Utah and the third largest in the western US. The lake's shallow waters, wetland habitats, and extensive shoreline support a wide range of recreational activities and biodiverse ecosystems.

The lake provides year-round recreation access for hundreds of thousands of residents in Utah County and along the Wasatch Front. This plan provides recommendations and strategies to enhance recreation and encourage more recreational use at the lake.

Utah Lake's Recreational Importance

Utah Lake is one of the region's most accessible and versatile outdoor destinations. For many residents, it provides an affordable and nearby option for outdoor recreation opportunities. With 36 public access points distributed around the shoreline, the lake supports a diverse mix of recreational activities for all seasons and skill levels.

Utah Lake's Ecological Importance

Beyond recreation, Utah Lake is ecologically important as a unique wetland and aquatic habitat. As recreation improvements are developed, it is important to balance public access with ecological preservation. Thoughtful planning can ensure improvements enhance visitor experience while minimizing environmental impacts.

The lake and its surrounding marshes support an impressive biodiversity of species including over 226 species of birds, 49 species of mammals, 16 types of amphibians and reptiles, and 18 fish species.

One of the most notable creatures is the June sucker – a fish found only in Utah Lake (endemic to this lake and its tributaries). The June sucker was once extremely abundant but, due to habitat changes and invasive species, its population plummeted to about 300 in the 1990s. Conservation efforts like the June Sucker Recovery Program, established in 2002, have helped its population rebound. The June Sucker's status was downlisted from endangered to threatened in 2021, and in 2024 population was estimated between 30,000 and 50,000 adult fish.

POPULAR ACTIVITIES:

- Boating
- Sailing
- Kayaking
- Fishing
- Swimming
- Camping
- Picnicking
- Hiking
- Biking
- Bird Watching
- Hunting

Protecting Utah Lake's water quality and shoreline spawning habitats (e.g. through projects like the Provo River Delta Restoration) is key to saving this fish and others that depend on the lake.

The lake's wetlands and open waters also serve as a stopover and breeding area for migratory birds. Dozens of bird species, from ducks and geese to herons and white pelicans, use the lake as a resting site while also nesting and feeding in the lake marshes.

The wetland vegetation also supports mammals like muskrats and provides habitat for amphibians and nurseries for young fish.

Utah Lake's rich biodiversity serves as a reminder that it is **not just a play area, but a living ecosystem that needs careful stewardship**. Maintaining public access to the lake can actually support this stewardship.

When people visit and experience Utah Lake, they are more likely to support preservation efforts.

Utah Lake's Role in the Community

Utah Lake is a hub for recreation, gathering, and outdoor connection.

Utah Lake provides a close-to-home outdoor space for hundreds of thousands of residents. At peak times during summer, you'll find anglers shoulder-to-shoulder at popular fishing spots, boats dotting the water, families picnicking at beaches, and bikers riding the Utah Lake Shoreline Trail.

The lake is a centerpiece for community events such as the Utah Lake Festival, which draws thousands of people each year. These events strengthen the community's connection to the lake and often provide educational information about efforts to improve and protect it.

By improving recreation access, this plan aims to build a deeper connection between visitors and the lake. Enhancing access points, upgrading amenities, and addressing accessibility challenges will expand outdoor opportunities, support local businesses, and foster long-term stewardship – ensuring the lake remains a cherished gathering place for generations to come.

How To Use This Plan

Plan Purpose

This Recreation Access Plan provides Utah Lake Authority (ULA) and other stakeholders with a strategic guide for enhancing recreation access at Utah Lake. Although ULA coordinates the management of the lake and its access points, many of these sites are integrated with local parks or land owned by different government entities. Improving these sites will require significant collaboration between stakeholders.

This planning process engaged with the many Utah Lake stakeholders to gather information, feedback, and suggestions about Utah Lake access points into a single plan.

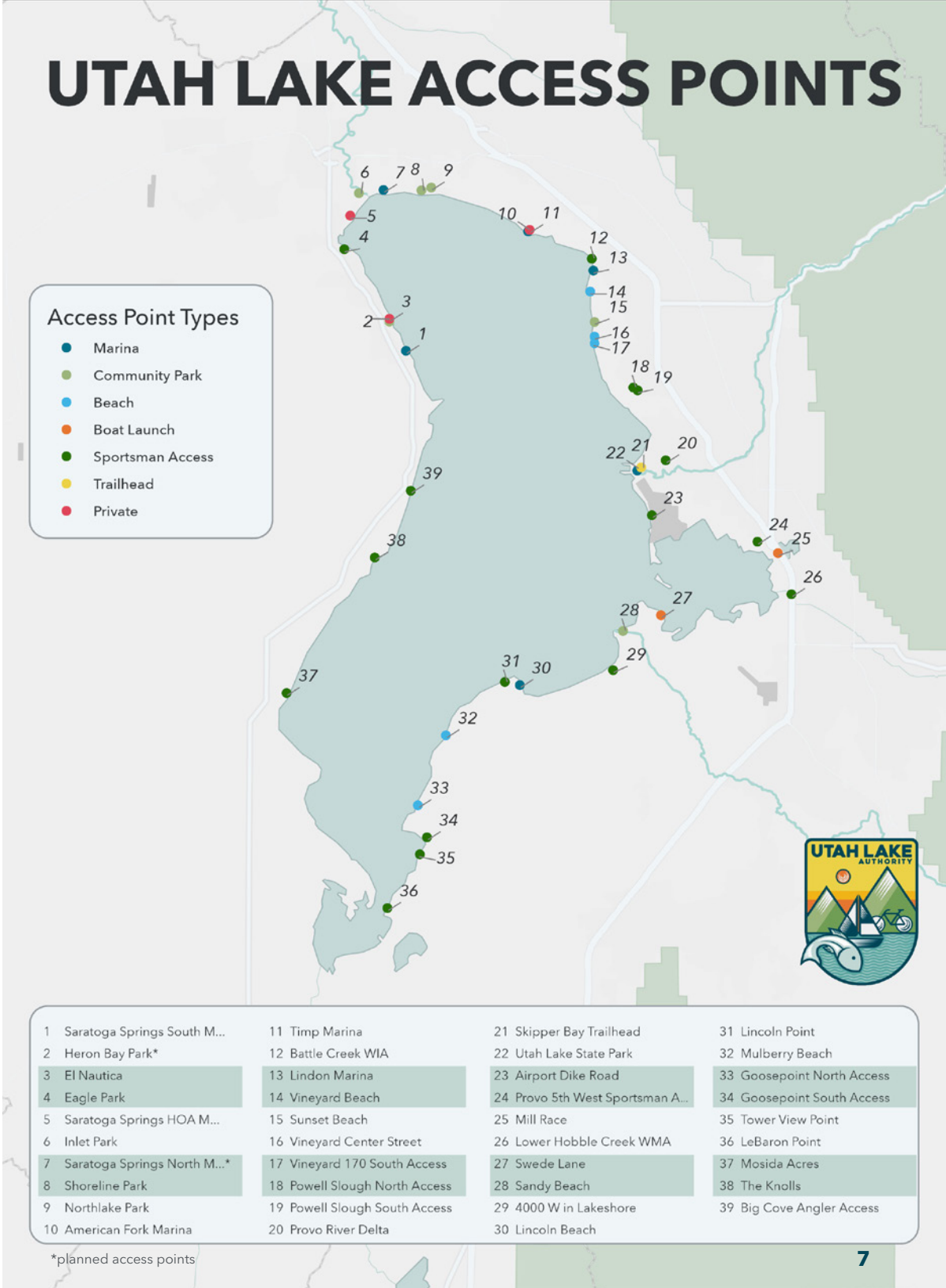
Plan Scope

This plan evaluates 36 public access points (34 existing and 2 planned) to identify pain points and opportunities for improvement. It also provides analysis of environmental factors that may impact access points and a conservation easement analysis exploring opportunities for conservation and future site development. Lastly, this plan provides strategies to implement proposed improvements and expand recreational use.

36 public access points
+ 3 private access points
= 39 access points

Plan Objectives:

1. Assess current conditions, amenities, and pain points at public access points.
2. Identify recreation improvements and potential new access points.
3. Provide implementation strategies including project prioritization and feasibility.
4. Develop management strategies and initiatives to expand recreational use.



Plan Review

Planning for Utah Lake is complex with overlapping responsibilities dispersed across local, regional, state, and federal governments. Of the 39 access points, 17 are owned or operated by the State of Utah, 12 by municipalities, 6 by Utah County, 4 by various private owners.

Dispersed planning authority often leads to fragmented decision-making. Recognizing this, the State Legislature created the Utah Lake Commission in 2007 to coordinate policies and projects affecting the lake. This commission was later replaced with the Utah Lake Authority in 2022, providing additional legal authority to acquire funding, oversee projects, and directly manage improvements at the lake.

Over the years, multiple agencies have developed plans to guide management of Utah Lake. Some focus on long-term policies while others address specific aspects of recreation, habitat restoration, or infrastructure development. The following plans provide important context for this Recreation Access Plan.

Utah Lake Management Plan (2024) - Utah Lake Authority

This plan provides a strategic roadmap for the Utah Lake Authority to manage Utah Lake, including both the ecological function of the lake and the value it provides adjacent communities. This plan was developed with significant input from municipalities, regional partners, state agencies, and other stakeholders.

The plans objectives are divided into three categories:

- **Thriving Ecosystems:** Protecting the lake's ecology such as by removing invasive species, restoring natural habitats, and improving water quality.
- **World-Class Recreation:** Improving and expanding public access points, enhancing shoreline trail networks, increasing awareness of recreational amenities, and attracting more recreation-oriented businesses.
- **Vibrant Communities:** Building community and improving the public's perception of the lake through education, events, and sustainable lakeside development.

The Utah Lake Management Plan provides high-level goals for recreation at Utah Lake. It explicitly calls for improving recreation access points, facilities, and trails. This Recreation Access Plan directly supports those actions and is essential to implementing ULA's vision for world-class recreation at Utah Lake.

Utah Lake Fisheries Management Plan (2025) - Utah Division of Wildlife Resources

Developed by the Utah Lake Fisheries Management Advisory Council in partnership with the Utah Division of Wildlife Resources, this plan provides a roadmap for managing Utah Lake's fish populations to support both excellent sport fishing opportunities and the recovery of threatened wildlife, namely the June sucker. It was created in response to ecological shifts and growing fishing demand in the region.

Access Point Management

Entity	# of access points
State of Utah	17
Utah County	6
Saratoga Springs City	5
Vineyard City	4
Private	3
American Fork City	1
Lehi City	1
Provo City	1
Semi-private	1
Total	39

The Utah Lake Fisheries Management Plan has 5 primary goals, each of which aligns with this Recreation Access Plan's objective to enhance recreation access and quality:

- **Fishery Management:** Maintain a balanced fishery through habitat improvement, regulations, monitoring, stocking, and the control on non-native species.
- **Habitat & Water Quality Improvements:** Restore essential habitats, particularly the Provo River Delta and Hobble Creek, while addressing water quality challenges such as harmful algal blooms and sedimentation.
- **Angler Access Improvements:** Improve fishing access by upgrading infrastructure, i.e. trails, docks, and parking improvements.
- **Partnerships & Collaboration:** Strengthen cooperation with state agencies, municipalities, and federal partners to align conservation efforts.
- **Public Outreach & Education:** Increase awareness of fishery management efforts through education, stakeholder engagement, and angler outreach.

Additionally, the Fisheries Management Plan evaluates angler access at 32 access points, assessing a variety of criteria related to site amenities and boat access. In doing so, the plan provides three categories for angler access: shoreline walk in access, hand carry boat access, and trailered boat access. These categories are reiterated in the site evaluation chapter of this Recreation Access Plan.

Utah Lake Water Quality Study (ongoing) - Utah Division of Water Quality

This is a research study led by the Utah Division of Water Quality within the Department of Environmental Quality. The study's goal is to develop new water quality criteria for nutrients like nitrogen and phosphorus to reduce harmful algal blooms and improve the lake's health.

Utah Lake is currently hypereutrophic (excess nutrients cause frequent algae blooms), which can lead to beach closures and negatively impacts public perception of the lake. This Water Quality Study is ongoing and will eventually produce an implementation plan for nutrient reduction.

Better water quality directly benefits recreation access as cleaner water means more days that people can boat, swim, and fish without health concerns. Improving water quality and perceptions of water safety are foundational to boosting recreation at the lake.

Utah Lake Comprehensive Management Plan (2009) - Utah Division of Forestry, Fire & State Lands

This plan, also known as the Utah Lake Master Plan, was developed by the Utah Lake Commission. FFSL recognizes this master plan as its comprehensive management plan for the lake. It provides policies to guide land use and resource management decisions (recreation, conservation, development, etc). FFSL is currently developing an updated Comprehensive Management Plan to be released in spring 2026.

Notably, the 2009 plan lists recreation access as one of its core objectives, calling for enhanced public access to recreational opportunities on and around the lake via trails, roads, docks, boat ramps, beaches, and marinas. This included supporting development of the Utah Lake Shoreline Trail and requiring new shoreline developments incorporate public trail access.

The plan also emphasizes natural resource protection alongside recreation, stating that recreation development should be balanced with open space preservation, water quality improvement, and invasive species control, recognizing that these factors directly affect recreation quality.

Stakeholder and Public Input

For this Recreation Access Plan to effectively improve recreation at Utah Lake, we must first understand the perceptions, priorities, and barriers that shape how people currently interact with the lake. This plan incorporates stakeholder and public input to ensure that proposed improvements align with community expectations and address the most pressing concerns.

Utah Lake Recreation Access Plan Workgroup

ULA created the Utah Lake Recreation Access Plan Workgroup to guide this planning process. The workgroup is composed of state agencies, regional planning organizations, local governments, and community groups that work closely with the lake.

At the start of this project, we held a kickoff workshop with the workgroup to introduce the planning process and facilitate an open discussion about recreation needs and opportunities. Participants were invited to share their perspectives on existing conditions, challenges, and ideas for improvement. Common themes from that workshop are summarized to the right.

Additionally, Bike Utah developed a GIS Story Map for this project as a way to display project information and seek additional feedback on specific access points. Insights and suggestions collected through the Story Map have been incorporated into this plan and are reflected throughout the access point assessments and recommendations.

Landowner Workshops

Four workshops were held as part of this planning process to engage with landowners adjacent to the lake. These workshops provided a forum to discuss the concerns and improvements ideas related to recreation access. In total, 51 individuals attended these meetings, including mainly private landowners and some municipal staff.

These workshops were a collaborative effort hosted by the Utah Lake Authority, Bike Utah, Utah Open Lands, and Jacobs Engineering. Each organization provided a brief presentation: Bike Utah introduced the Recreation Access Plan and its goals; Utah Open Lands shared information about conservation easements; and Jacobs Engineering discussed ongoing efforts such as the Utah Lake Comprehensive Management Plan update and the Utah Lake Study.

Following the presentations, participants engaged in a facilitated mapping exercise where they identified challenges and suggested improvements.

Recreation Access Plan Workgroup Comments

Strengths	Weaknesses
• Strong trail connectivity on the north side • Close proximity to population centers • High-quality water recreation opportunities • Well-maintained marinas with large capacity • Ongoing trail development and planning • Expansive, scenic shoreline with relatively low crowding • Broad regional access with a growing user base • Newer residents tend to have more positive perceptions • Warm water fishing opportunities • Desire to preserve scenic viewsheds	• Negative perceptions of water quality and safety • Fragmented governance and many stakeholders • Low public awareness of access points and resources • Limited non-motorized recreation amenities and vendors • Gaps in trail connectivity, especially on the south side • Shoreline access is limited or poorly marked in many areas • Infrastructure not keeping pace with population growth • Limited ADA accessibility across many sites • Need for better signage, programming, and public information

Landowner Workshops		
Date	**Location**	**# Attended**
April 9	Lehi	17
April 16	Springville	7
April 17	Online	15
April 23	Provo	12

Key Themes and Feedback:

- **Frustration with Governance and Broken Promises**
  Many landowners expressed frustration with previous government initiatives. Many feel promises have been broken, and there is general confusion about which entities are responsible for managing the lake. These frustrations are especially strong as they relate to trail access near farms. ULA and partners can start to rebuild trust through more frequent and responsive outreach efforts.

- **Mixed Feelings about the Shoreline Trail**
  The Utah Lake Shoreline Trail generated a wide range of responses. In Saratoga Springs, there is strong support for completing missing segments to create a continuous, connected corridor. Similarly, there is support for trail expansion south from Provo to Springville.

  However, several landowners have specific issues with the current trail alignment. In the southwest region, landowners are strongly opposed to trail development near their shoreline property and recommend routing closer to the highway. Similarly, landowners east of the Provo Airport expressed support for the trail alignment along Lakeview Parkway but emphasized concerns if the trail were to shift closer to the shoreline.

  Landowners near American Fork Marina and south of Powell Slough expressed deep frustration with the proposed trail near their property. In both cases, landowners prefer the trail to be routed closer to the shoreline and away from their farms. Other comments included the need for fencing, better maintenance, and trash management to reduce trespassing and property impacts.

- **Flooding Impacts on Farm Land**
  Flooding was a consistent concern, particularly on the east side of the lake near Powell Slough, the Provo River Delta, and Provo Bay. Some landowners believe the Provo River Delta Restoration Project has worsened flooding. Others expressed confusion about current water flow and questioned why more water isn't flowing to the Jordan River.

- **Interest in New Access Points**
  Springville City staff expressed interest in a new boat launch or sportsman access point on their shoreline. In Saratoga Springs, landowners suggested a new access point near Pelican Point and floated the idea of a long-term state park on the west side. There was also interest in expanding the existing Provo 5th West Sportsman Access.

- **Concerns about Phragmites**
  Landowners identified phragmites as a persistent issue. Many were unsure of what control methods are permitted or how to navigate the approval process for removal. There is a clear need for education and streamlined guidance for private landowners who want to manage invasive species.

- **Saratoga Springs Shoreline Canal**
  The existing canal along the shoreline in Saratoga Springs was cited as a nuisance. Many landowners described it as stagnant, mosquito-prone, and not providing any apparent benefit. They are asking for the canal to be filled in entirely.

- **Issues with Trespassing and Trash**
  Landowners on the south side of the lake reported regular trespassing and littering on their properties. There seems to be a need for cleanup efforts or a formal management strategy to address these issues on private property.

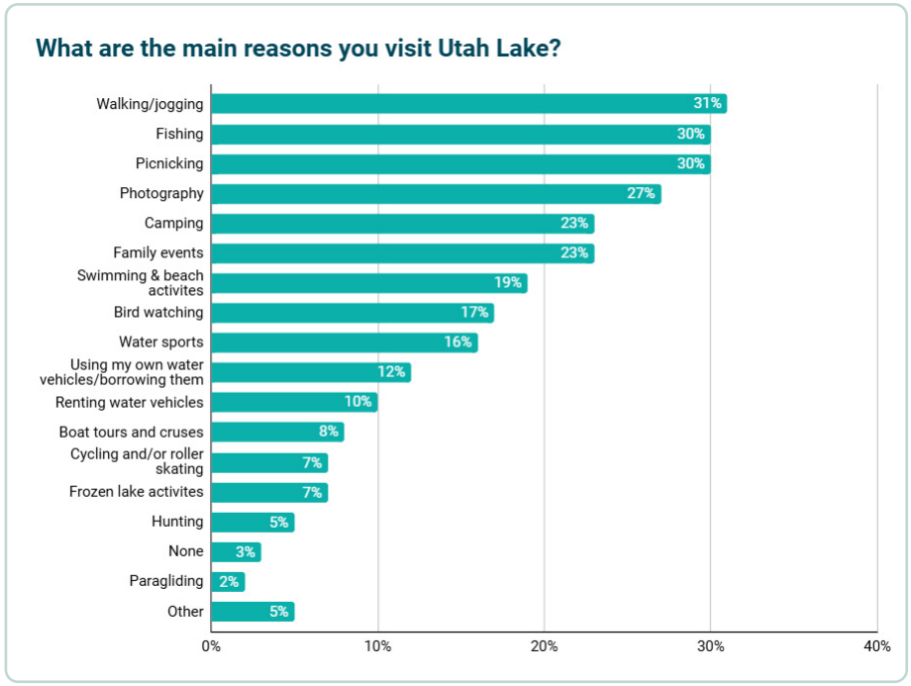
- **Other Improvement Ideas**
  Several ideas were provided for existing sites. Vineyard City is eager to improve their waterfront but is frustrated by the slow permitting process with FFSL. Saratoga Springs residents expressed support for developing the hot springs at Inlet Park into a formal facility, a project currently included in city plans but lacking funding. Another idea was to develop an education center on the north end of the lake with classrooms, aquariums, and fossil displays.

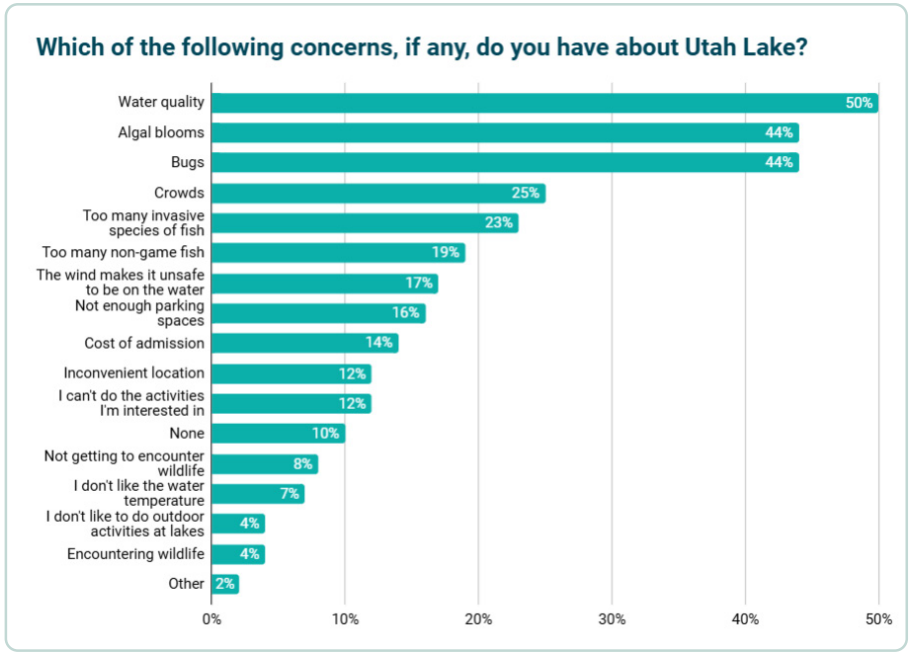
ULA Market Research Study (August 2024)

This study was designed to help ULA gain an understanding of perceptions surrounding Utah Lake. The primary goal was to examine underlying beliefs related to why users choose or do not choose the lake for recreation.

This study gathered input from 405 respondents across nine counties, along with 15 stakeholder interviews and two focus groups. Key findings related to recreation are detailed below.

- **Proximity to urban areas** is a major factor for lake use. Residents who live close to the lake are much more likely to visit while residents living farther away are often unfamiliar with the lake's recreation opportunities.
- **Negative stereotypes**, including the perception that Utah Lake is dirty or unsafe, significantly impact public willingness to engage in recreation. However, many perceptions of the lake are not based on firsthand experience by residents.
- The **top barriers to use** are water quality concerns (50%), algal blooms (44%), and bugs (44%), which deter potential visitors.
- The **most popular activities** at Utah Lake are walking/jogging (31%), fishing (30%), and picnicking (30%)
- There is **strong preference for recreation improvements** at the lake. 62% of users and 51% of non-users support improvements while 31% of users and 10% of non-users favor strict preservation.





ULA Recreation User Interviews (Spring 2025)

ULA launched a series of recreation user interviews beginning in February 2025 to gather direct feedback on recreation facilities and amenities. These interviews provide insights into user experiences, identify areas for improvement, and inform future enhancements to Utah Lake's access points.

In the initial round of interviews, 12 participants representing eight different user groups were engaged, including sailors, paddle sports enthusiasts, kiteboarders, hunters, anglers, boaters, bird watchers, and trail users. These interviews will continue throughout spring 2025 with additional intercept surveys conducted at various access points.

Specific feedback and ideas were gathered during these interviews for many of the access points. These suggestions are included, when feasible, in the evaluations and recommendations of this Recreation Access Plan.

Key themes from 2025 recreation user interviews:

- **Accessibility and solitude** are major draws. Users appreciate the easy access and uncrowded spaces. While facilities and amenities are valued, they are not the primary reason most users visit the lake.
- **Community ties** enhance the recreation experience. Many users mention the importance of connecting with fellow enthusiasts at the lake.
- **Balancing growth with preservation** is a priority. Users expressed a desire for improved facilities and enhanced amenities, while still preserving and protecting natural habitats. Many were also willing to volunteer in conservation and clean-up efforts.

COMMENTS FROM 2024 MARKET RESEARCH STUDY:

"The lake is a **place of sanctuary**. When I saw the lake for the first time in daylight, I was in love with the scenery."

"It's a fun lake. The **bugs can be bad**, but that's part of the lake's personality. It's a great place to go fishing too."

"I have a friend that I'm close with and she said the lake is **not safe for swimming**. We have kids that are the same age."

I don't have to spend hours driving to get there like I do several of the other lakes."

"I have seen reports on TV about the **high levels of pollution** in the water."

"It's a shallow water lake, so it's more susceptible to **algae** and **weather events**."

ULA Site-Specific Surveys (Summer 2025)

ULA used an online survey at select access points to gather feedback on facilities and amenities. Each location featured a posted QR code, allowing visitors to scan and provide feedback in real-time while at the site.

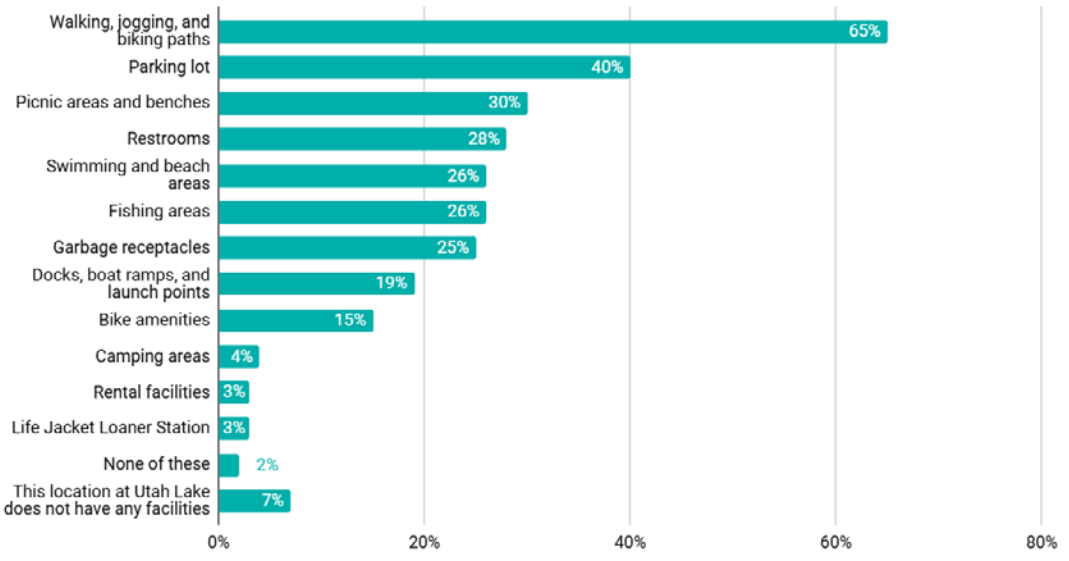
The survey asked users which facilities/amenities they had used during their visit. They were then asked to rate their experience with each of those facilities/amenities and to provide improvement suggestions. 365 responses were recorded using this survey in June and July of 2025.

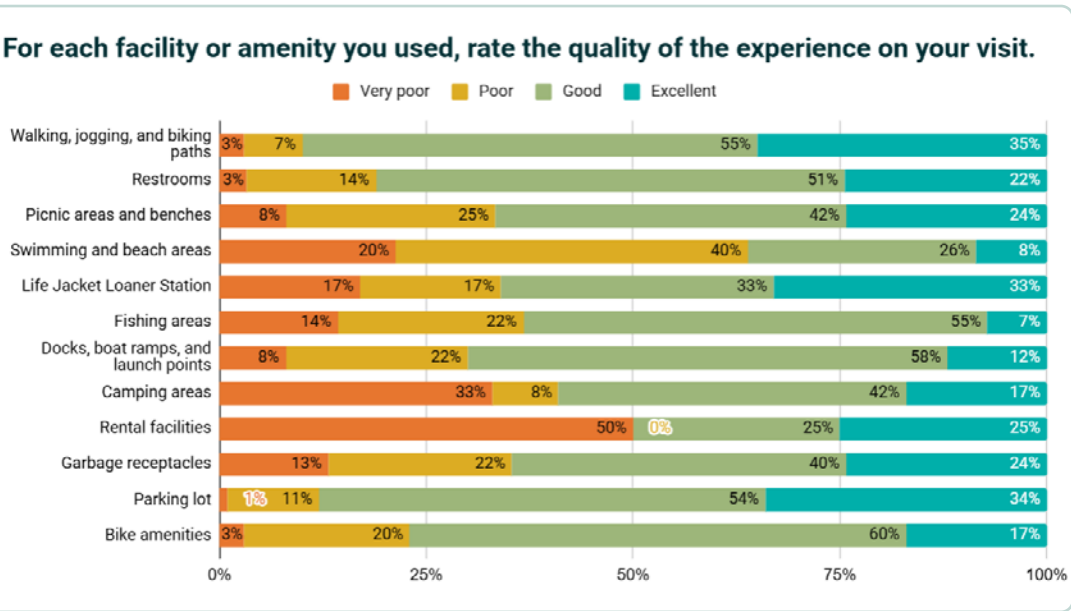
Key Findings:

1. Many respondents rated the quality of facilities and amenities as "good," **suggesting overall satisfaction** while leaving room for improvements.
2. 163 thoughtful open-ended responses were submitted, suggesting that **visitors are passionate about recreational opportunities and improvements projects**.
3. Many respondents are **concerned with litter** along trails and shorelines and would like to see greater cleanup efforts.
4. Respondents would like to see **improved dock facilities as well as additional tables and shaded areas** around the lake.

Top Three Recommendations:

- **Cleanup Efforts -** Consider providing more trash receptacles, adding clear signage, and addressing overgrowth along trails and shoreline areas.
- **Seating & Shade -** Consider adding benches, tables, and shaded areas along the path to support rest and relaxation for visitors.
- **Dock Improvements -** Upgrade dock facilities and improve accessibility to better support fishing and boating activities for visitors.





CHAPTER 2

SITE EVALUATIONS

Methodology

Site evaluations were conducted by the planning team between October 2024 and March 2025. The 34 existing public access points were each visited in person and assessed using a standardized criteria. Evaluations focused on the physical characteristics and amenities that influence the quality, accessibility, and functionality of each site for public recreation.

Eleven criteria were used to assess each access point:

Capacity - high, medium, or low
Volume of users that can simultaneously use an access point, primarily determined by size and parking availability.

Boat Ramp- concrete, dirt/gravel, or none
Availability and quality of infrastructure for launching trailered boats.

Fishing Dock - yes or no
Presence of a designated fishing dock.

Road Surface - pavement, gravel, or dirt
Type of surface for access roads.

Shoreline Type - Wetland, sand, gravel, or none
Dominant shoreline condition at the access point.

Campground - yes or no
Presence of designated areas for overnight camping.

Restrooms - yes or no
Availability of restroom facilities on site.

Picnic Area - yes or no
Presence of picnic amenities, such as tables or pavilions.

Wayfinding - good, poor, none
Quality of navigation signs to and within each access point.

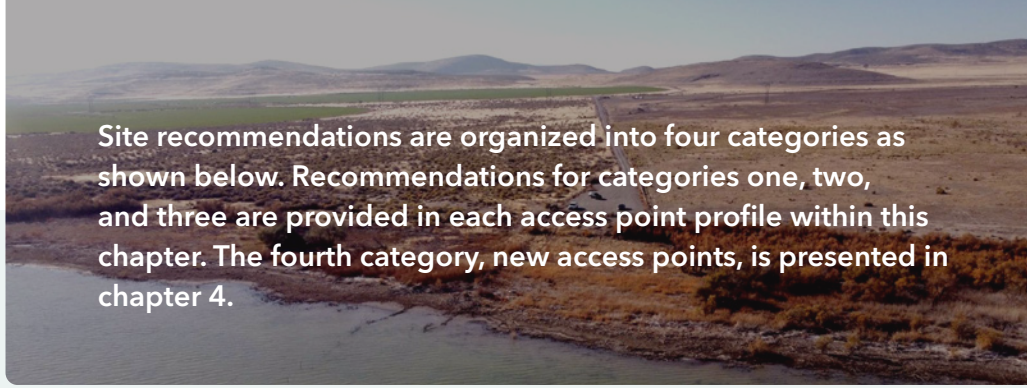
ADA Access - high, medium, or low
Degree to which the site accommodates mobility challenges, often considering surface conditions, slopes, and ramps.

Cycling Access - high, medium, or low
Ease of reaching the site by bike considering safety and comfort (not distance).

Three additional terms are used to describe water access at each site. These terms are taken from the Utah Lake Fisheries Management Plan, which evaluates angler access.

- **Shoreline walk in access (SWIA)** - provide walk in access but lacks proximity to hand carry a boat. The shoreline is typically more than 50 yards from parking or access is challenging due to steep slopes.
- **Hand carry boat access (HCBA)** - facilitates launching of small, non-motorized watercraft such as tubes, kayaks, and canoes carried or dragged less than 50 yards from parking to shore.
- **Trailered boat access (TBA)** - provide an adequate boat ramp to launch a typical trailered boat. These sites are typically the most heavily developed sites and often also include a boat dock and a fairly large parking lot.

Recommendations Framework



Site recommendations are organized into four categories as shown below. Recommendations for categories one, two, and three are provided in each access point profile within this chapter. The fourth category, new access points, is presented in chapter 4.

1. Pain Points

This category includes recommendations to resolve common challenges observed at multiple access points. Addressing these pain points is a priority. Areas of concern include:

Wayfinding

More than half of evaluated access points lack sufficient wayfinding for visitors. This may include wayfinding to the access point itself or wayfinding within the access point, guiding visitors to amenities or the shoreline.

Access

Many access points have accessibility issues. This includes sites with poor road conditions, steep inclines, muddy or unmarked paths, physical barriers, ADA noncompliance, and issues with public access to private facilities.

Recreation Amenities

This pain point evaluates amenities that support and encourage lake recreation including fishing platforms, boat docks and launches, campgrounds, playgrounds, and picnic areas. These features improve the user experience.

Life Jacket Loaner Station

Seven access points currently have life jacket loaner stations. Consider stations at additional sites. Also, several station were observed without any life jackets, though this was likely due to the timing of evaluations during winter months.

Trash

One third of evaluated access points have insufficient trash bins and often have litter accumulated on site. This detracts from the site's natural beauty and degrades environmental health.

Parking

Many access points have inadequate vehicle and bike parking. This pain point evaluates parking facility conditions and whether the site provides enough parking for vehicles and cyclists.

Shade Trees or Structures

Many access points lack shade, whether from trees or structures, which discourage use especially during hot summer months.

Lake Ecology

This pain point evaluates environmental issues like harmful algal blooms, invasive plants and fish species, and overgrown vegetation which all reduce recreation quality and threaten lake health.

2. Planned Improvements and Common Feedback

This category includes improvements from existing plans (typically by cities) as well as commonly suggested improvements from stakeholders. Given this support, these improvements are second priority in this plan.

3. Long-Term Improvements

This category includes new recommendations or features designed to add value to specific access points, making them more functional and enjoyable. These recommendations are third priority within this plan since they may require additional planning and stakeholder engagement.

4. New Access Points

This category is separate from access point evaluations. It looks at opportunities for new access points based on gaps in coverage and anticipated usage at nearby access points.

Access Point Types

MARINA

High-capacity access points that offer many amenities, such as boat ramps, fishing docks, swimming areas, restrooms, picnic areas, playgrounds, campgrounds, and extensive parking. These locations cater to a wide range of recreation activities.

Access Points (6):

- Saratoga Springs South Marina
- Saratoga North Springs Marina*
- American Fork Marina
- Lindon Marina
- Utah Lake State Park
- Lincoln Beach

BOAT LAUNCH

Access points dedicated to launching small motorized boats, typically with few or no recreational facilities beyond the boat ramp itself.

Access Points (3):

- Mill Race
- Swede Lane
- The Knolls

COMMUNITY PARK

Access points integrated into local community spaces often featuring grassy areas, playgrounds, benches, and other park amenities. Water access is typically through wetland, making it unsuitable for boats and fishing but ideal for nature observation.

Access Points (5):

- Heron Bay Park*
- Inlet Park
- Shoreline Park
- Northlake Park
- Sunset Beach Park

TRAILHEAD

Access points primarily serving the Utah Shoreline Trail, offering access for trail users. Typically feature minimal amenities and limited water access.

Access Points (4):

- Vineyard Center Street
- Vineyard 170 South Access
- Skipper Bay Trailhead
- Utah Lake State Park Trailhead

BEACH

Access points with convenient water access and sandy or gravel shorelines, ideal for swimming and shoreline recreation.

Access Points (3):

- Vineyard Beach
- Sandy Beach
- Mulberry Beach

SPORTSMAN ACCESS

Generally undeveloped access points often with gravel roads, gravel parking areas, and limited recreation facilities. Ideal for hunting, fishing, wildlife viewing, or launching small, hand-carried watercraft.

Access Points (15):

- Eagle Park
- Battle Creek WIA
- Powell Slough North
- Powell Slough South
- Airport Dike
- Provo 5th West Sportsman Access
- Lower Hobble Creek WMA
- 4000 W in Lakeshore
- Lincoln Point
- Goose Point North Access
- Goosepoint South Access
- Tower View Point
- LeBaron Point
- Mosida Acres
- Big Cove Angler Access

*Heron Bay Park and Saratoga Springs North Marina are planned access points.

Site Evaluation Summary

**Note: color coding is provided for convenience to help compare characteristics. See definitions on pages 15-17.*

NORTHWEST REGION

NORTHEAST REGION

*Note: color coding is provided for convenience to help compare characteristics. See definitions on pages 15-17.

SOUTHEAST REGION

SOUTHWEST REGION

NORTHWEST REGION

Saratoga Springs North Marina

Inlet Park

Eagle Park

Saratoga Springs South Marina

Heron Bay Park

Shoreline Park

Northlake Park

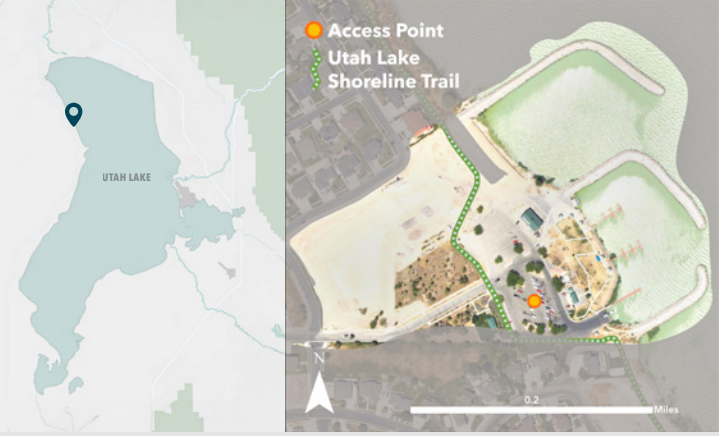
Saratoga Springs Private Marina

El Nautica Boat Club

Saratoga Springs

Saratoga Springs South Marina

MARINA



About Saratoga Springs South Marina

The Saratoga Springs South Marina is a high-capacity access point designed to support a wide range of recreational activities. Primary amenities include a concrete boat launch, several fishing docks, swimming areas, picnic spots, and restrooms.

This well-developed access point is ideal for boating, fishing, swimming, and other park activities, making it a hub for community and recreational activity.

Pain Points:

Planned Improvements and Common Feedback

Saratoga Springs recently completed a marina expansion project in summer 2025. This included significant improvements:

- Sand beach
- Outdoor showers
- Pavilions and picnic areas
- Watercraft rentals
- Boat decontamination area
- Landscaping (trees, grass)
- Additional parking

Long-Term Improvements

- Fish cleaning station needs repairing
- Water sports rental concessionaire
- ADA accessible fishing platform on jettys

Quick Facts:

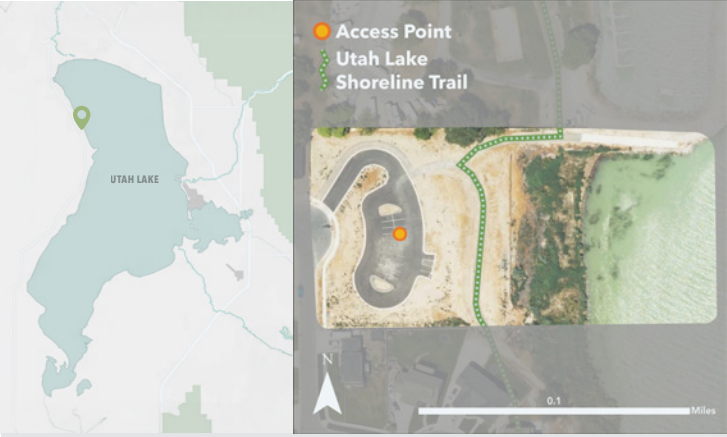
CATEGORY	**Marina**
LOCATION	1566 Harbor Park Way, Saratoga Springs
MANAGEMENT	Saratoga Springs City
CAPACITY	High
WATER ACCESS	• Gravel and sand shoreline • Trailered boat access (concrete ramp) • Boat docks • Beach
AMENITIES	• Large, paved parking lot • Restrooms • Picnic areas • Life jacket loaner station • Fish cleaning station • Watercraft rentals • Outdoor showers

Saratoga Springs South Marina

PHOTOS

Heron Bay Park

COMMUNITY PARK



About Heron Bay Park

Heron Bay Park is a proposed access point immediately south of El Nautica private boat club in Saratoga Springs. This site is currently under development by the city and was not evaluated for this plan.

As of summer 2025, the existing site includes a paved parking lot and paths connecting to the shoreline.

Pain Points:

Not Evaluated

Planned Improvements and Common Feedback

- Beach access improvements (planned for the area outlined in blue)

Long-Term Improvements

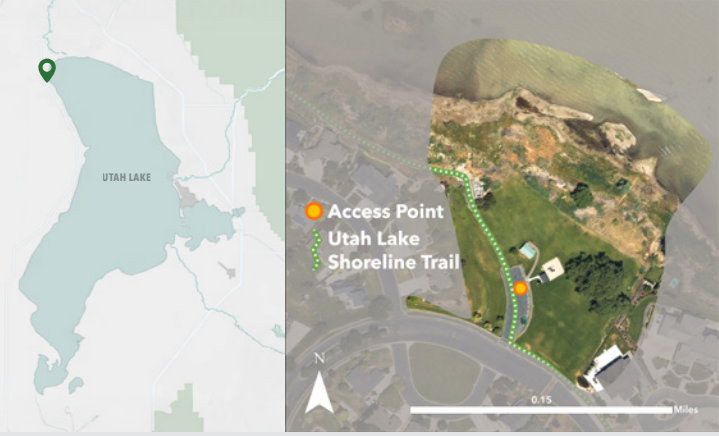
- Connection to the Utah Lake Shoreline Trail
- Vegetation improvements
- Park benches

Quick Facts:

CATEGORY	**Community Park**
LOCATION	3274 S Black Bittern Way, Saratoga Springs
MANAGEMENT	Saratoga Springs
CAPACITY	Low
WATER ACCESS	• Not evaluated
AMENITIES	• Not evaluated

Eagle Park

SPORTSMAN ACCESS



About Eagle Park

Eagle Park is an undeveloped access point within the Saratoga Springs HOA. Despite being adjacent to the park with restrooms, parking, and a playground, these facilities are privately owned by the HOA.

The access point itself features a small dirt trail connecting the park to the lake. This access point functions as a simple water access best suited for fishing or launching small, hand-carried watercraft.

Pain Points:

- Wayfinding is small, blends in, not placed near entrance
- HOA facilities are private
- No bike racks
- Add life jacket loaner station

Planned Improvements and Common Feedback

None.

Long-Term Improvements

- Clear vegetation around shoreline access
- Improve signage for access
- Establish long-term approach jointly with HOA

Quick Facts:

CATEGORY	**Sportsman Access**
LOCATION	Blossom Ct, Saratoga Springs
MANAGEMENT	Saratoga Springs HOA
CAPACITY	Low
WATER ACCESS	• Wetland shoreline • Shoreline walk in access
AMENITIES	• None (park facilities are private)

Inlet Park

COMMUNITY PARK

About Inlet Park

Inlet Park is located on the north side of Utah Lake, where the lake flows into the Jordan River. The access point features park amenities including restrooms, trash cans, dog waste stations, bike parking, a paved trail leading to the shoreline, and a popular local hot spring.

While water access is significant, the shoreline is characterized by muddy wetlands that limit water activities. This area is suitable for park activities, trail walking, hunting, fishing, and launching small watercraft.

Pain Points:

Only one bike rack, inconvenient location

Trash can is overflowing

Planned Improvements and Common Feedback

Saratoga Springs is developing a master plan for Inlet Park. The concept envisions the area as a "future city center" for recreation, connecting Inlet Park with Patriot Park to the west and RC Airplane Park to the northwest. Additional planning and funding is needed for all of these projects.

- Sand beach
- Outdoor showers
- Pavilions and picnic areas
- Watercraft rentals
- Boat decontamination area
- Landscaping (trees, grass)
- Additional parking

We recommend also installing a non-motorized ramp directly into the lake.

Long-Term Improvements

- Complete portage between Utah Lake and Jordan River by building a non-motorized boat ramp on lake side of the dam.
- Install fishing docks.

Quick Facts:

CATEGORY	**Community Park**
LOCATION	6800 N Saratoga Rd, Saratoga Springs
MANAGEMENT	Saratoga Springs City
CAPACITY	Medium
WATER ACCESS	• Wetland shoreline • Shoreline walk in access • Hand carry boat access (river-side only)
AMENITIES	• Paved parking lot and trail • Restrooms • Hot spring • Trash cans • Dog waste stations • Limited bike parking

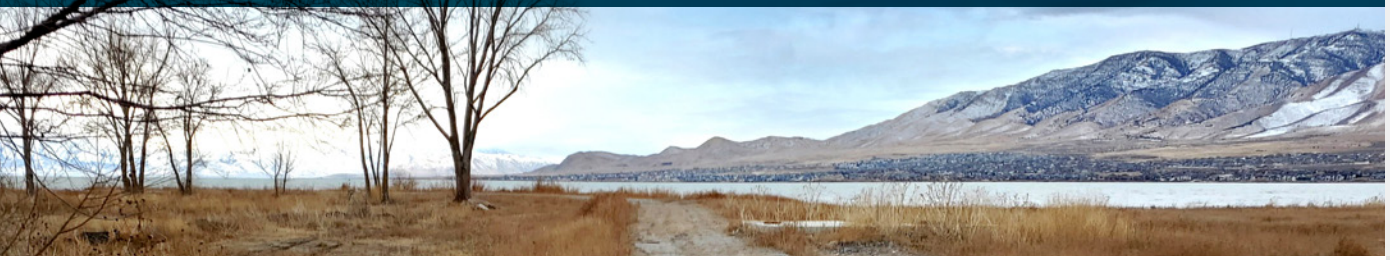
Inlet Park

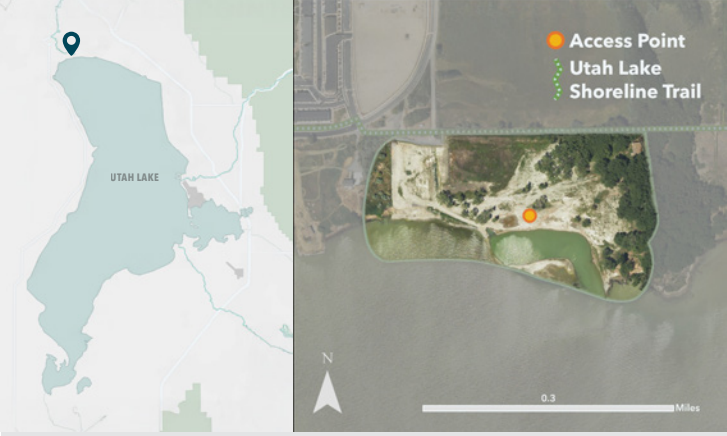
COMMUNITY PARK

PHOTOS

Saratoga Springs North Marina

MARINA





About Saratoga Springs North Marina

This marina is currently under development. The total project budget is over $30 million with construction planned to start in 2025. When built, this access point will provide significant amenities for the community include trailered boat access, boat docks, fishing docks, and other park amenities.

Pain Points:

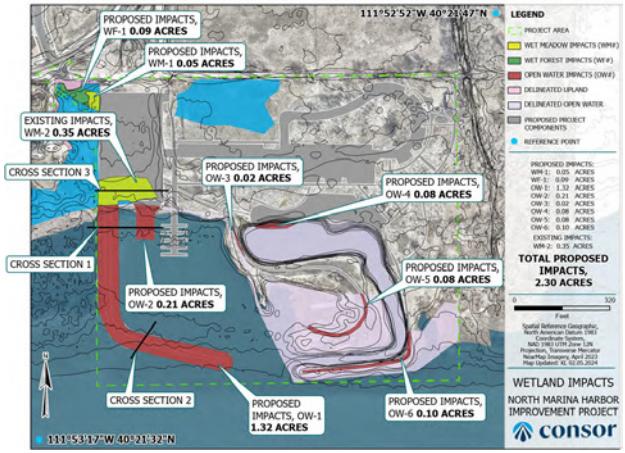
Not evaluated

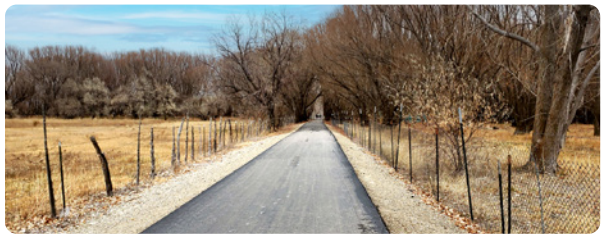
Planned Improvements and Common Feedback

$30 million marina development project (ongoing). This will be built in phases. Phase 1 will be build in the next few years and will include two of the jetty's, a boat ramp, restrooms, and some parking.

Long-Term Improvements

- Additional phases to complete the city plan
- ADA accessible amenities





Quick Facts:

CATEGORY	**Marina**
LOCATION	40.361201, -111.885025
MANAGEMENT	Saratoga Springs City
CAPACITY	High
WATER ACCESS	• Not evaluated
AMENITIES	• Not evaluated

Shoreline Park

COMMUNITY PARK

About Shoreline Park

Shoreline Park is a natural access point located west of Northlake Park in Saratoga Springs. The park lacks traditional park amenities and instead provides open space for enjoying nature. The area lacks wayfinding, and would benefit from informational signage.

Pain Points:

- Lack of wayfinding to the shoreline
- No trash cans
- No bike racks
- Street parking only

Planned Improvements and Common Feedback

None.

Long-Term Improvements

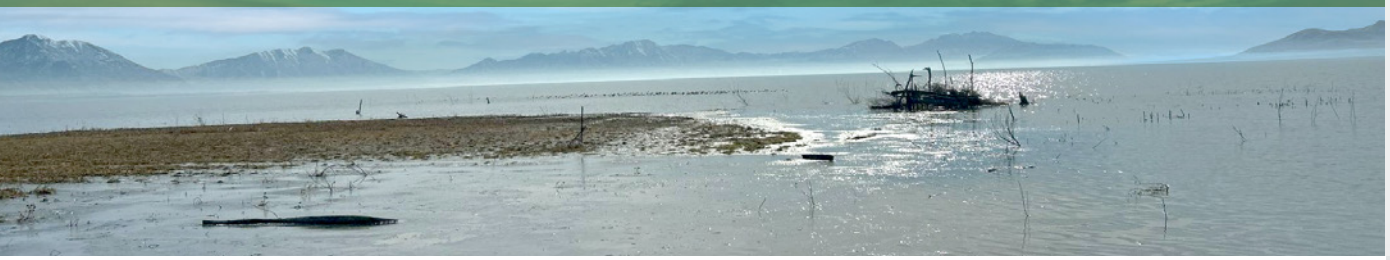
- Provide public restrooms
- Install fishing dock
- Add more picnic areas with benches or tables
- Manage vegetation for access
- Provide clear connection to the lake

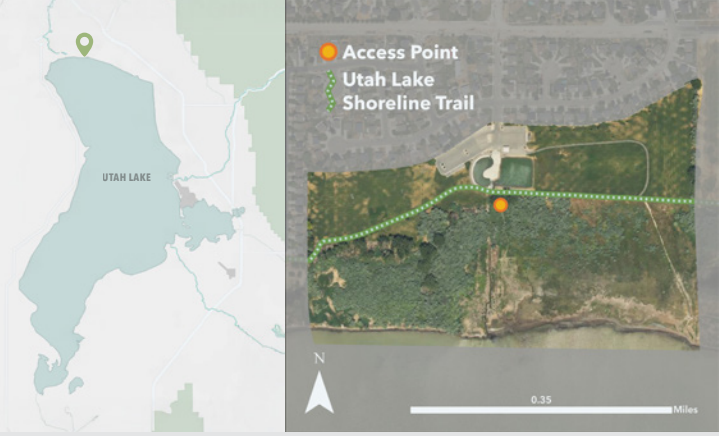
Quick Facts:

CATEGORY	**Community Park**
LOCATION	2182 E Lakeview Dr, Saratoga Springs
MANAGEMENT	Saratoga Springs City
CAPACITY	Medium
WATER ACCESS	• Wetland shoreline • Shoreline walk in access
AMENITIES	• Picnic tables • Shade

Northlake Park

COMMUNITY PARK





About Northlake Park

This access point is connected to the Loch Lomond trail and provides visitors with park amenities while at this access point. Shoreline access is limited, with only an unmarked trail leading to the lake and no wayfinding to guide visitors. The area has significant trash accumulation and would benefit from improvements that better integrate the lake with the park.

Pain Points:

Planned Improvements and Common Feedback

- Connect to the Utah Lake Shoreline Trail on the east side
- Manage vegetation for access

Long-Term Improvements

- Add more picnic areas
- Improve connection to the lake

Quick Facts:

CATEGORY	**Community Park**
LOCATION	500 W 2000 S, Lehi
MANAGEMENT	Lehi City
CAPACITY	Medium
WATER ACCESS	• Wetland shoreline • Shoreline walk in access
AMENITIES	• Restrooms • Soccer field • Trash cans • Paved parking lot

NORTHEAST REGION

American Fork

Wing

Orem

Provo River

American Fork Marina

Timp Marina

Battle Creek WIA

Lindon Marina

Vineyard Beach

Sunset Beach Park

Vineyard Center Street

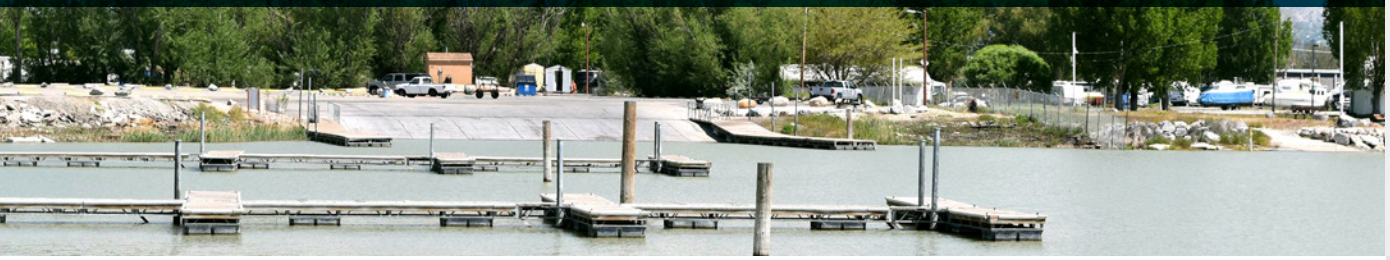
Vineyard 170 S Access

Powell Slough North Access

Powell Slough South Access

American Fork Marina

MARINA



About American Fork Marina

This marina recently completed a comprehensive overhaul, reopening in Summer 2025. The $3.9 million project included: an expanded paved parking lot, new outdoor amenities and seating, a sandy beach, and a playground. This was primarily funded by the state and county.

Pain Points:

Not evaluated

Planned Improvements and Common Feedback

- Concessionaire for water sports rentals
- Repair/replace boat docks
- Shade sails for playground

Long-Term Improvements

- ADA amenities and fishing platforms
- Connection to Utah Lake Shoreline Trail

Quick Facts:

CATEGORY	**Marina**
LOCATION	6398 S 100 W, American Fork
MANAGEMENT	American Fork City
CAPACITY	High
WATER ACCESS	• Gravel shoreline • Trailered boat access • Concrete boat ramp • Boat docks
AMENITIES	• Restrooms • Playground • Life Jacket Loaner Station

Battle Creek WIA

SPORTSMAN ACCESS

About Battle Creek WIA

This is an undeveloped access point with no recreational amenities, primarily serving as a walk-in site for shoreline fishing. The site is difficult to find, lacks designated trails, and has significant trash accumulation.

Pain Points:

- Unmarked trails; Google Maps misguides.
- Trail to shoreline has some steep slopes
- No bike racks; needed due to long trail.
- Lots of trash, no trash cans

Planned Improvements and Common Feedback

With the pending nature center adjacent to Lindon Marina, there are discussions occurring now about improvements to this area, which may include adding trails and trail amenities.

Long-Term Improvements

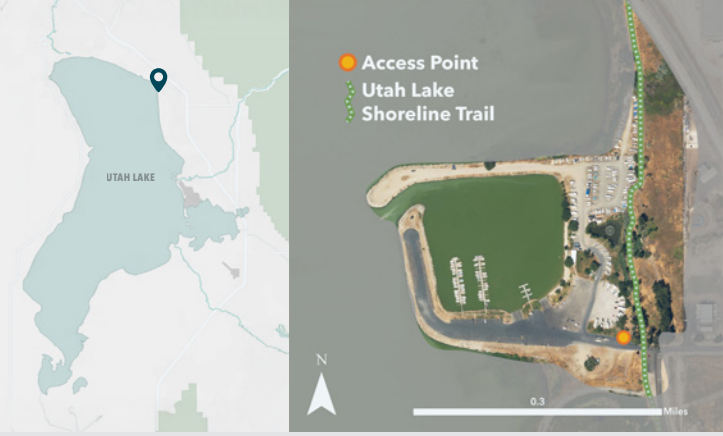
- Provide benches and tables for visitors
- Improve angler access

Quick Facts:

CATEGORY	**Sportsman Access**
LOCATION	40.33156, -111.764
MANAGEMENT	State
CAPACITY	Low
WATER ACCESS	• Wetland shoreline • Shoreline walk in access
AMENITIES	• None

Lindon Marina

MARINA



About Lindon Marina

Lindon Marina is a well-developed, high-capacity access point located in Lindon. The marina supports many recreational activities with significant water access, including a concrete boat ramp, multiple fishing docks, and a campground. Its facilities make it an ideal location for boating and fishing, serving as a key recreation hub on the northeastern shore of Utah Lake.

Pain Points:

- Not enough life jacks
- No bike racks
- Need more shade trees

Planned Improvements and Common Feedback

ULA plans to develop a nature center near Lindon Marina, with a nature trail connecting to the Battle Creek WIA.

Stakeholders also suggest increased slip rentals and improved sailing amenities such as a boat crane to unload sailboats in low water years.

Long-Term Improvements

- Replace unneeded asphalt with native plants
- Provide walking paths through the marina
- Upgrade restroom facilities
- Install fishing dock

Quick Facts:

CATEGORY	**Marina**
LOCATION	4400 W Vineyard Rd, Lindon
MANAGEMENT	State
CAPACITY	High
WATER ACCESS	• Gravel shoreline • Trailered boat access • Concrete boat ramp • Boat docks
AMENITIES	• Restrooms • Picnic areas • Campground • Life jacket loaner station • Trash cans

Vineyard Beach

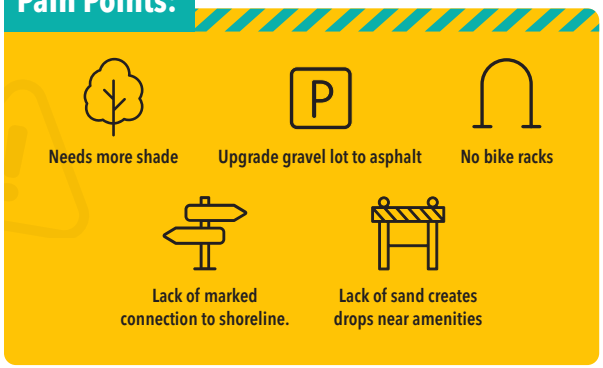
BEACH

About Vineyard Beach

Vineyard Beach is a popular access point in northern Vineyard located west of the planned "Utah City" development. The site features picnic tables, a dog waste station, and an ADA ramp adjacent to a sandy beach.

Given its size and proximity to future development, this location is a strong candidate for additional recreation amenities. The parking lot presents a challenge, as it is located across Vineyard Road without a designated pedestrian crossing.

Pain Points:



Planned Improvements and Common Feedback

Significant improvements are planned for Vineyard Beach and the surrounding area as "Utah City" is developed. These concepts were presented in 2022 and are still being planned.

- Marina (boat ramps, docks, etc)
- Marina village
- City hall
- Bike park
- Skate park
- Dog park
- Sand volleyball court
- Pavilions and picnic areas
- Beach expansion
- Parking
- Bike racks

Long-Term Improvements

- Add sand to fill in gaps and improve shoreline quality
- Provide additional benches, tables, and pavilions
- Install safe crossing between parking area and shoreline
- Install fishing docks or piers

Quick Facts:

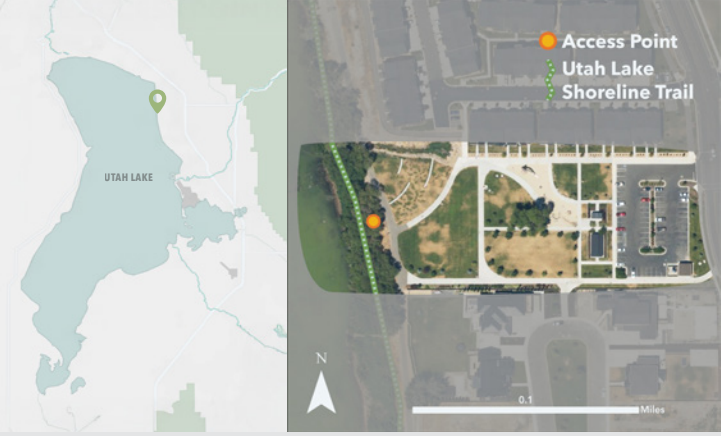
CATEGORY	**Beach**
LOCATION	40.3166, -111.764
MANAGEMENT	Vineyard City
CAPACITY	Medium
WATER ACCESS	• Wetland shoreline • Hand carry boat access • Sandy beach area
AMENITIES	• Picnic area • Dog waste station • ADA ramp • Life jacket loaner station • Trash cans • Gravel parking lot

Vineyard Beach

PHOTOS

Sunset Beach Park

COMMUNITY PARK



About Sunset Beach Park

This is a well-developed access point at Sunset Beach Park, located near the Utah Lake Shoreline Trail in the center of Vineyard. The park features a variety of amenities, including a playground, restrooms, picnic areas, and a bike repair station. Direct shoreline access is limited. The area would benefit from further shoreline development to enhance recreational opportunities.

Pain Points:

Overgrown plants block path to shoreline, creates disconnect between the park

Planned Improvements and Common Feedback

Several large improvements are planned for the shoreline west of Sunset Beach Park. These improvements will essentially extend the park, allowing visitors to connect more closely with Utah Lake. These concepts were presented in 2022 and are still being planned.

IMPROVEMENTS:

- Boardwalk
- Amphitheater
- Multi-purpose space
- Pier
- Community garden
- Water sport equipment rentals

Long-Term Improvements

- Continue developing planned improvements (above)

Quick Facts:

CATEGORY	**Community Park**
LOCATION	385 N 300 W, Vineyard
MANAGEMENT	Vineyard City
CAPACITY	Medium
WATER ACCESS	• Wetland shoreline • Hand carry boat access
AMENITIES	• Restrooms • Picnic area • Bike repair station • Benches • Playground • Bike racks • Trash cans

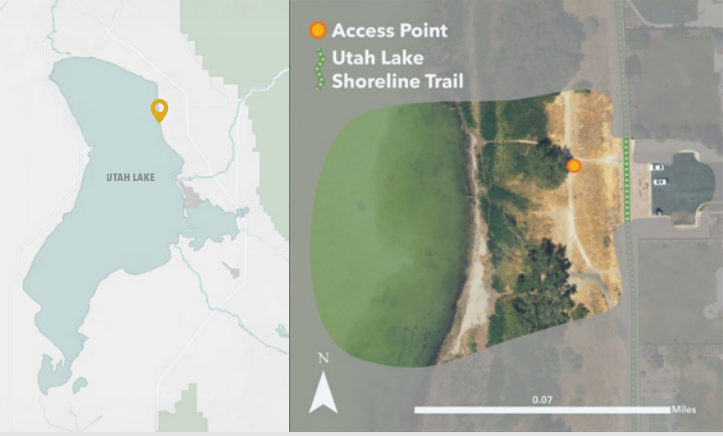
Sunset Beach Park

COMMUNITY PARK

PHOTOS

Vineyard Center Street

TRAILHEAD



About Vineyard Center Street

This access point is easily accessible along the Utah Lake Shoreline Trail in the center of Vineyard. The site includes parking, benches, lighting, and a dog waste station near the trail.

A dirt trail slopes down toward a sandy shoreline, which is ideal for beach activities. However, the steep slope may limit accessibility to the lake, and the shoreline itself lacks amenities that could enhance the visitor experience.

Pain Points:

- Lack of marked connection to shoreline.
- Upgrade gravel lot to asphalt
- Lack of sand creates drops near amenities
- Needs more shade
- No bike racks

Planned Improvements and Common Feedback

Significant improvements are planned for Vineyard Beach and the surrounding area as "Utah City" is developed. These concepts were presented in 2022 and are still being planned.

- Boardwalk
- Pier
- Non-motorized boat launch
- Multi-purpose lawn
- Bike racks
- Bike repair station

Long-Term Improvements

- Continue developing planned improvements (above)
- Install fishing dock

Quick Facts:

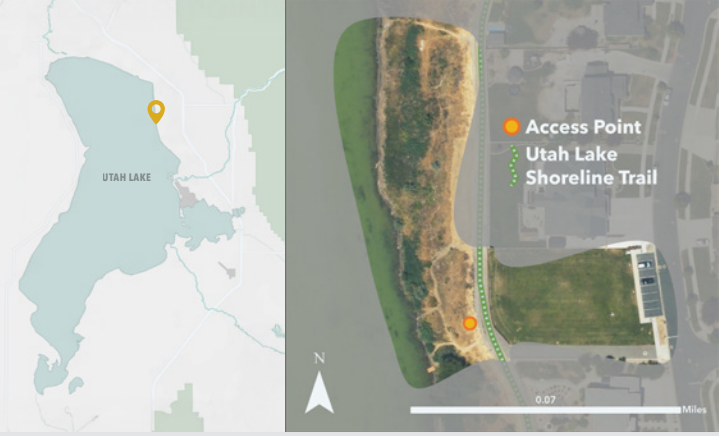
CATEGORY	**Trailhead**
LOCATION	W Center Street, Vineyard
MANAGEMENT	Vineyard City
CAPACITY	Low
WATER ACCESS	• Sandy shoreline • Hand carry boat access
AMENITIES	• Benches • Dog waste station • Paved parking

Vineyard Center Street

PHOTOS

Vineyard 170 South Access

TRAILHEAD



About Vineyard Center Street

This access point is located along the Utah Lake Shoreline Trail on the south side of Vineyard City and has a small paved parking lot. The sandy shoreline makes it ideal for beach activities and launching small, hand-carried watercraft. A dog waste station is available at the entrance.

Pain Points:

- Lack of marked connection to shoreline
- Steep trail limits shoreline access
- Phragmites present on shoreline
- Needs shade near benches
- No bike racks

Planned Improvements and Common Feedback

- Trail amenities (bike repair station, bench)
- Improve signage

Long-Term Improvements

- Add lighting along the Utah Lake Shoreline Trail which intersects with this access point

Quick Facts:

CATEGORY	**Trailhead**
LOCATION	40.294165, -111.761475
MANAGEMENT	Vineyard City
CAPACITY	Low
WATER ACCESS	• Sandy shoreline • Hand carry boat access
AMENITIES	• Dog waste station • Trash can • Paved Parking (small) • Wooden boat ramp

Powell Slough North Access

SPORTSMAN ACCESS

About Powell Slough North Access

This site provides access to the Powell Slough WMA, designed for habitat conservation and low-impact recreation. Similar to the southern access point, this site offers access to waterfowl or upland game hunting and birding. It features an educational sign at the entrance but no additional amenities.

Pain Points:

- Add life jacket loaner station
- Site is hard to find

Planned Improvements and Common Feedback

A trail extension project is underway to connect the Utah Lake Shoreline Trail in Vineyard to the proposed Walkara Way trail within the Powell Slough wetlands. This project received over $4 million in 2021 from the Utah state legislature to cover about half of the project estimated costs. MAG awarded an additional $4 million in 2023. After completion, this access point will function as a trailhead for the Walkara Way trail.

Long-Term Improvements

- Improve education signs to be more engaging

Quick Facts:

CATEGORY	**Sportsman Access**
LOCATION	1890 W Business Park Dr, Orem
MANAGEMENT	State
CAPACITY	Medium
WATER ACCESS	• Wetland shoreline • Shoreline walk in access
AMENITIES	• Educational sign

Powell Slough South Access

SPORTSMAN ACCESS

About Powell Slough South Access

This site provides access to the Powell Slough WMA, designed for habitat conservation and low-impact recreation. The site features limited gravel parking and an educational sign at the entrance but lacks additional recreational amenities. This access point is primarily suited for waterfowl or upland game hunting and birding. Overgrown vegetation and invasive species are present, impacting accessibility and habitat quality.

Pain Points:

- Lacks wayfinding. Property boundaries are unclear.
- Limited vehicle parking
- Overgrown vegetation blocks the trail

Planned Improvements and Common Feedback

Nearby landowners expressed frustration with trespass. Wayfinding is needed to clearly mark property lines and public access to the lake.

Long-Term Improvements

- Improve education signs to be more engaging
- Expand parking, clarify connection/direction to the lake from parking areas

Quick Facts:

CATEGORY	**Sportsman Access**
LOCATION	1700 W Business Park Dr, Orem
MANAGEMENT	State
CAPACITY	Low
WATER ACCESS	• Wetland shoreline • Shoreline walk in access
AMENITIES	• Educational sign

SOUTHEAST REGION

Utah Lake State Park Trailhead

Utah Lake State Park

Skipper Bay Trailhead

Provo 5th West Sportsman Access

Airport Dike Road

Mill Race

Lower Hobble Creek WMA

4000 W in Lakeshore

Sandy Beach Park

Swede Lane

Provo Municipal Airport

Provo River

Spanish Fork River

Skipper Bay Trailhead

TRAILHEAD

About Skipper Bay Trailhead

The Skipper Bay Trailhead is a newly-developed access point at the Provo River Delta. The site includes paved parking, restrooms, and wayfinding signage that connects visitors to the Utah Lake Shoreline Trail. The area currently lacks trees and vegetation that would improve comfort.

Pain Points:

Needs more shade

Planned Improvements and Common Feedback

The Provo River Delta Restoration Project started in 2020 and is funded by over $50 million in federal funds. The area opened to the public in fall 2024 with construction set to finish in summer 2025.

This project included many environmental and trail improvements connecting the delta to the Utah Lake Shoreline Trail, including:

- 3-mile loop trail
- Pedestrian bridge
- Viewing tower
- Restrooms
- Boat ramp
- Fishing platforms
- Additional parking
- Playground
- Educational exhibits

Long-Term Improvements

- Install channel markers to improve navigation and safety
- Trail connection to Lakeview Parkway Trail

Quick Facts:

CATEGORY	**Trailhead**
LOCATION	40.242125, -111.719913
MANAGEMENT	Utah County
CAPACITY	Medium
WATER ACCESS	• Wetland shoreline • Hand carry boat ramp
AMENITIES	• Paved trail • Observation tower • Benches • Restrooms • Wayfinding • Kayak ramp • Paved parking

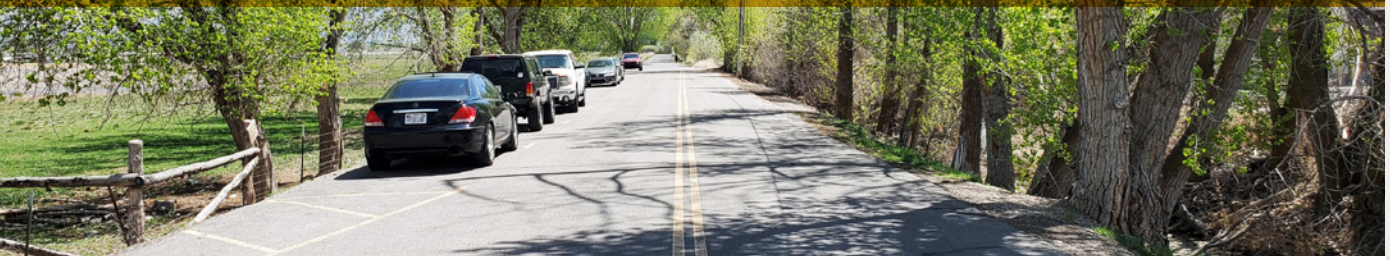
Skipper Bay Trailhead

TRAILHEAD

PHOTOS

Utah Lake State Park Trailhead

TRAILHEAD



About Utah Lake State Park Trailhead

Located just north of Utah Lake State Park, this trailhead serves as an entry point to the Utah Lake Shoreline Trail and connects to the Skipper Bay Trailhead and Provo River Parkway trail.

The site has no recreational facilities and very little direct shoreline access. The trailhead is difficult to find and its location is mislabeled on Google Maps.

Pain Points:

No wayfinding and mislabeled on Google Maps

No trash cans

Planned Improvements and Common Feedback

- Improve connection to Utah Lake State Park.
- Repair trail damage
- Benches facing lake
- Bike amenities

Long-Term Improvements

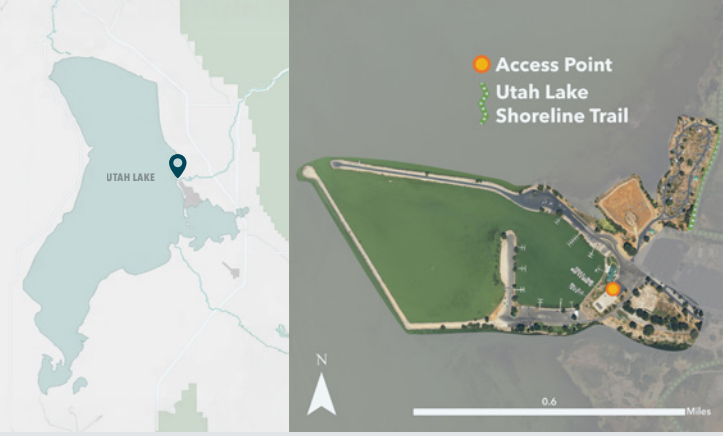
- Improve wayfinding and interpretive signage
- ADA accessible fishing dock

Quick Facts:

CATEGORY	**Trailhead**
LOCATION	40.239311, -111.734184
MANAGEMENT	Utah County
CAPACITY	Low
WATER ACCESS	• None
AMENITIES	• Wayfinding signs • Paved parking (limited)

Utah Lake State Park

MARINA



About Utah Lake State Park

Utah Lake State Park is a large, well-developed marina offering extensive recreational amenities, including significant water access, multiple boat ramps, and massive paved parking lots. Improvements in 2018 includes dredging the marina and extending boat ramps to improve boat access, installing new pavilions, and restriping the parking lot.

As a state park, it can accommodate thousands of visitors, though access requires a fee during peak times. Despite the pavement and lack of vegetation that reduced the area's visual appeal and comfort, this is a highly functional and well-maintained access point.

Pain Points:

Planned Improvements and Common Feedback

Several improvement projects are planned for the state park. Many of these improvements require additional planning and funding. Stakeholders are also working to create a Master Plan for the park.

- Asphalt repairs
- Jetty repairs
- Marina septic system replacement
- Life jacket station
- Non-motorized boat launch into Provo River

Long-Term Improvements

- Create a master plan for the park
- Provide better signs for services and rentals
- Improve and add shoreline amenities
- Amenities (water fountain, storage) are often locked
- Install water spigots and outlets on boat docks
- Increase dock space for sailboats

Quick Facts:

CATEGORY	**Marina**
LOCATION	4400 W Center St, Provo
MANAGEMENT	State
CAPACITY	High
WATER ACCESS	• Gravel shoreline • Trailered boat access • Concrete boat ramp • Boat docks • Fishing dock
AMENITIES	• Paved roads and parking • Visitor center • Bathrooms • Picnic areas • Playground • Campground • Disc golf course • Rentals • Wayfinding and educational signs

Utah Lake State Park

PHOTOS

Airport Dike Road

SPORTSMAN ACCESS

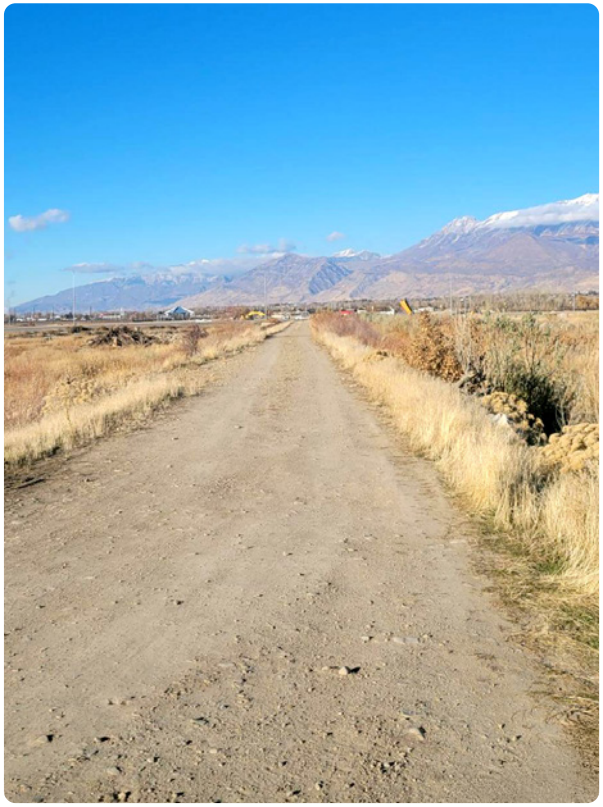
About Airport Dike Road

This access point is located south of Utah Lake State Park behind the Provo Airport. This undeveloped site has no recreational amenities, is difficult to find, and has poor road conditions that limit access. The wetland shoreline is unsuitable for boating or fishing, but provides a natural environment for wildlife viewing and outdoor exploration.

Provo City and ULA are aware that future regulations may impact public access at this access point. Both organizations remain committed to mitigating negative effects to the airport while maintaining public access to the shoreline.

Pain Points:

- Site is hard to find, public access is unclear
- Street parking only
- Roads are in poor condition



Planned Improvements and Common Feedback

- Maintain trail and public access as the airport expands.

Long-Term Improvements

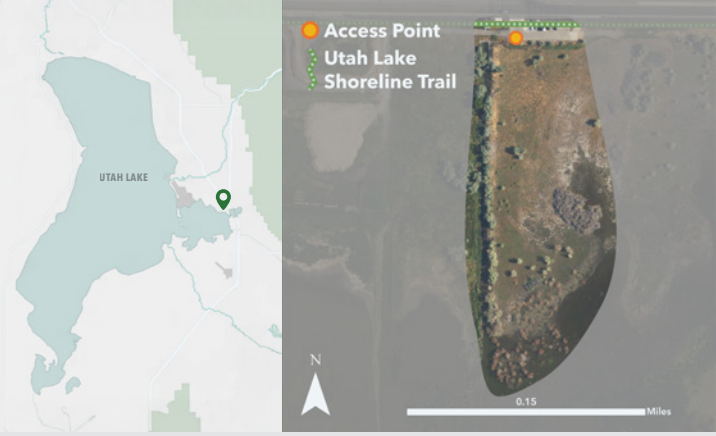
Provo City has plans for airport expansion in the future. ULA will work with Provo City on the lake elements of those plans.

Quick Facts:

CATEGORY	**Sportsman Access**
LOCATION	40.225863, -111.731443
MANAGEMENT	Provo City
CAPACITY	Low
WATER ACCESS	• Wetland shoreline • Shoreline walk in access
AMENITIES	• None

Provo 5th West Sportsman Access

SPORTSMAN ACCESS



About Provo 5th West Sportsman Access

This is an undeveloped access point with no recreation amenities. Accessing this area can be challenging in certain conditions due to poorly maintained gravel roads. This location is best suited for waterfowl hunting, and fishing.

Pain Points:

Needs better signage to the shoreline; incorrectly labeled on Google Maps.

Planned Improvements and Common Feedback

- Create a map of access
- Improve signage

Long-Term Improvements

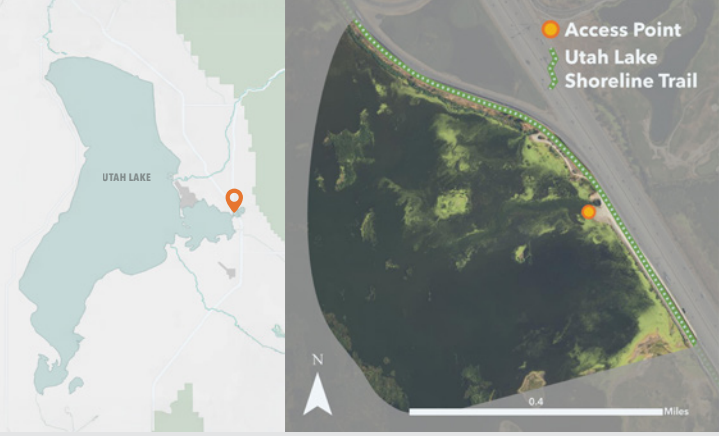
- Create a master plan to guide improvements

Quick Facts:

CATEGORY	**Sportsman Access**
LOCATION	500 W Lakeview Pkwy, Provo
MANAGEMENT	Provo City
CAPACITY	Medium
WATER ACCESS	• Wetland shoreline • Shoreline walk in access
AMENITIES	• Paved parking lot

Mill Race

BOAT LAUNCH



About Mill Race

Mill Race is a small but well-used boat launch access point featuring a primitive dirt/gravel boat ramp and a life jacket loaner station. It is popular for fishing, waterfowl hunting, upland game hunting, and birding. The existing infrastructure does not adequately support demand. The boat ramp is in poor condition, and there are no trash cans on-site. Additionally, life jackets are often missing from the loaner station, limiting its effectiveness.

Pain Points:

- Trash bags on the ground, no trash cans
- Upgrade gravel to paved parking lot

Planned Improvements and Common Feedback

The Utah Lake Commission identified several improvements for this site and submitted them for funding via the DNR Watershed Restoration Initiative. Funding was not awarded. Similar improvements should be pursued again.

- Dirt access road repairs/upgrades
- Concrete boat ramp
- Fence repairs
- ADA-compliant fishing platform

Long-Term Improvements

(see site plan on next page)

- Upgrade primitive boat ramp with a concrete ramp
- Mitigate highway noise with trees, vegetation, or sound barriers
- Provide public restrooms and water fountain
- Continue Utah Lake Shoreline Trail through this access point heading south.
- Install fishing dock

Quick Facts:

CATEGORY	**Boat Launch**
LOCATION	40.201621, -111.654723
MANAGEMENT	State
CAPACITY	Medium
WATER ACCESS	• Wetland shoreline • Trailered boat access • Primitive boat ramp (dirt/gravel)
AMENITIES	• Life Jacket Loaner Station • Paved road, gravel parking lot

Mill Race

BOAT LAUNCH

Proposed Amenities

To enhance the visitor experience and address the identified pain points, a series of strategic improvements have been recommended:

TRAIL IMPROVEMENTS

LIFE JACKET LOANER STATION

RESTROOM

PARKING

SIGNAGE

TRASH CANS

SOUND MITIGATION

BOAT RAMP

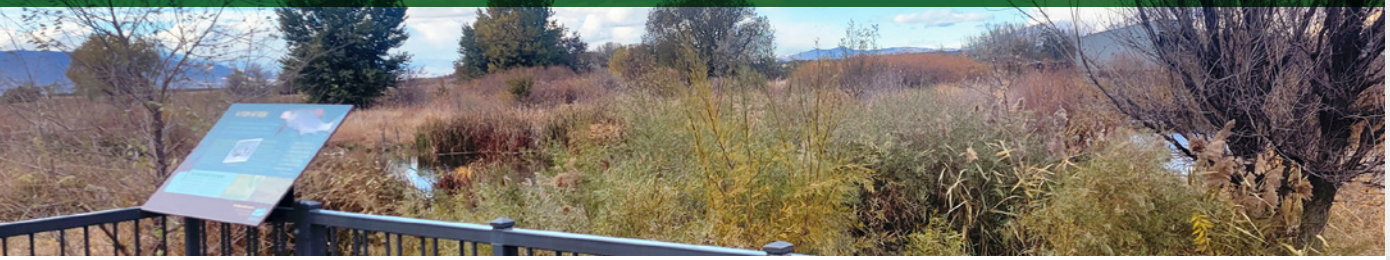
SHADE

Existing Amenities

Life Jackets · Parking · Boat Ramp

Lower Hobble Creek WMA

SPORTSMAN ACCESS



About Lower Hobble Creek WMA

This access point is designed to conserve habitat and support wildlife populations while allowing for low-impact recreational use. The site features an educational platform with educational signs about the area's natural environment but lacks additional recreation amenities. This access point is best suited for wildlife viewing, birdwatching, and nature observation, offering a quiet and scenic setting for visitors.

Pain Points:

Needs wayfinding, unclear how to access from the north

Limited vehicle parking

Planned Improvements and Common Feedback

- Non-motorized ramp for water access

Long-Term Improvements

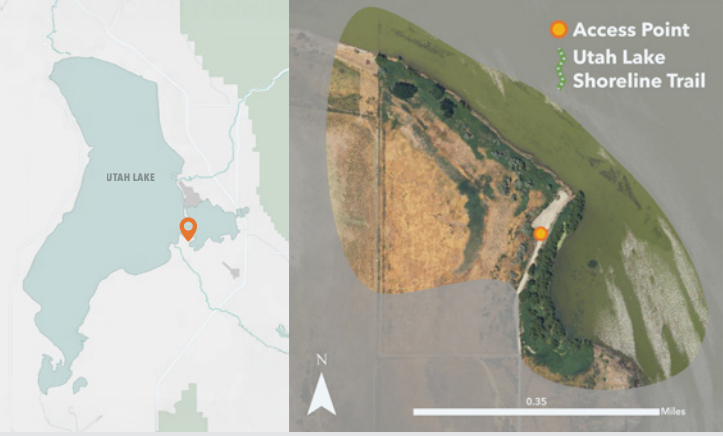
- Install nature walk with signs highlighting local ecology
- Add a spotting scope to the viewing platform
- Provide restrooms and water fountain
- Construct hand-carry boat launch

Quick Facts:

CATEGORY	**Sportsman Access**
LOCATION	40.183644, -111.647319
MANAGEMENT	State
CAPACITY	Low
WATER ACCESS	• Wetland shoreline • Shoreline walk in access
AMENITIES	• Educational signs • Viewing platform • Gravel parking lot

Swede Lane

BOAT LAUNCH



About Swede Lane

Swede Lane is a boat launch access point featuring a primitive gravel/dirt amp for launching motorized boats. The site has no additional amenities and is difficult to locate due to limited wayfinding signage. Access roads are narrow and may pose challenges for some boats. The existing ramp was very muddy and in poor condition.

Pain Points:

- Install a life jacket station
- Access road is too narrow
- Upgrade gravel lot to asphalt
- No trash cans
- Site is hard to find

Planned Improvements and Common Feedback

The Utah Lake Commission identified several improvements for this site and submitted them for funding via the DNR Watershed Restoration Initiative. Funding was not awarded.

- Road regrading/upgrades
- Entrance signs
- Remove invasive trees
- Fence repairs

Long-Term Improvements

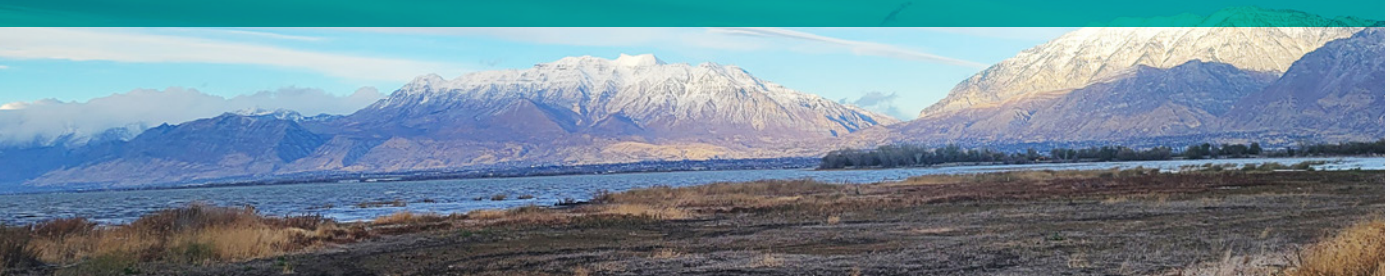
- Replace primitive boat ramp with a concrete ramp
- Install fishing dock

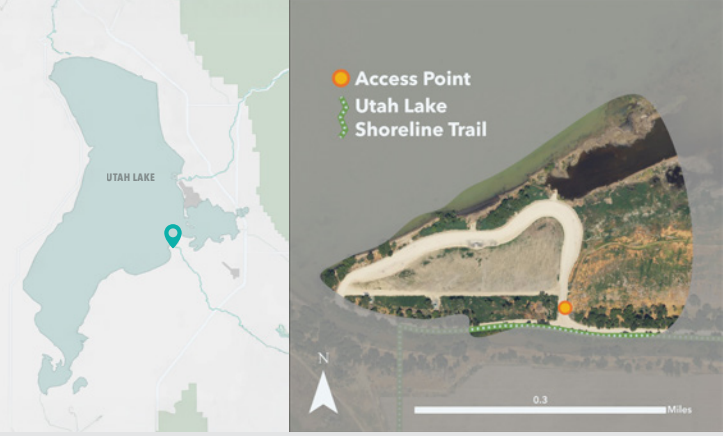
Quick Facts:

CATEGORY	**Boat Launch**
LOCATION	40.174175, -111.722094
MANAGEMENT	State
CAPACITY	Low
WATER ACCESS	• Wetland shoreline • Trailered boat access • Primitive boat ramp (dirt/gravel)
AMENITIES	• None

Sandy Beach Park

BEACH





About Sandy Beach Park

Sandy Beach Park is located just outside Provo Bay. This site was recently renovated to include a gravel road, parking, restrooms, and picnic areas. It offers a scenic and quiet environment ideal for fishing, birding, and launching small hand carried boats. With its natural beauty and existing amenities, Sandy Beach is well-suited for additional recreation improvements.

Pain Points:

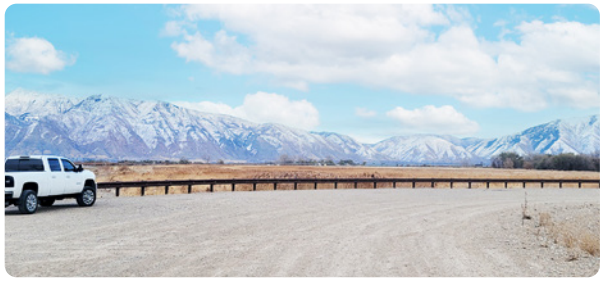
- Needs wayfinding to and within this site
- Install a life jacket station
- Upgrade gravel lot to asphalt
- Needs shade trees
- No trash cans

Planned Improvements and Common Feedback

ULA and Utah County have agreed to pursue a master plan for this access point in the future.

Long-Term Improvements

See site plan on next page.



Quick Facts:

CATEGORY	**Beach**
LOCATION	40.167855, -111.744211
MANAGEMENT	Utah County
CAPACITY	Medium
WATER ACCESS	• Wetland shoreline • Hand carry boat access
AMENITIES	• Restrooms • Picnic areas • Gravel roads and parking

Sandy Beach Park

Proposed Amenities

To enhance the visitor experience and address the identified pain points, a series of strategic improvements have been recommended:

TRAIL IMPROVEMENTS

LIFE JACKET LOANER STATION

CAMPGROUND

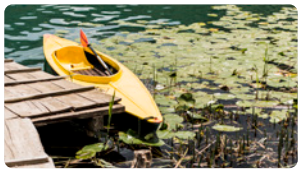
TRASH CANS

WAYFINDING

SHADE

VIEWING TOWER

SMALL BOAT LAUNCH

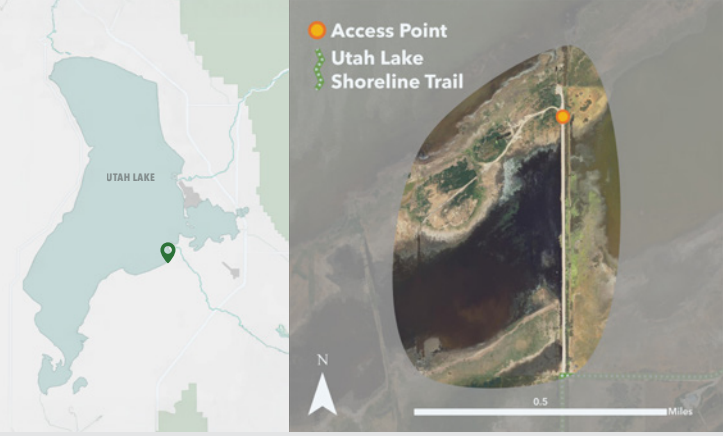


Existing Amenities

Restroom · Parking · Picnic Area · Trash

4000 W in Lakeshore

SPORTSMAN ACCESS



About 4000 W in Lakeshore

This is small sportsman access point with a gravel parking lot that can fit up to 10 cars. It is predominately used for waterfowl and upland game hunting, angling, wading and birding. There is private property on the east and west sides of the road.

Pain Points:

- Needs wayfinding; mislabeled on Google Maps.
- Access is unmarked and uninviting

Planned Improvements and Common Feedback

- Manage garbage.
- Create a map of access for this site.

Long-Term Improvements

- Work with landowner to create a management plan and address concerns.
- Improve road conditions.

Quick Facts:

CATEGORY	**Sportsman Access**
LOCATION	40.183644, -111.647319
MANAGEMENT	State
CAPACITY	Low
WATER ACCESS	• Wetland shoreline • Shoreline walk in access
AMENITIES	• Educational signs • Viewing platform • Gravel parking lot

SOUTHWEST REGION

Big Cove Sportsman Access

The Knolls

Mosida Acres

Lincoln Point

Lincoln Beach

Mulberry Beach

Goosepoint North Access

Goosepoint South Access

LeBaron Point

Tower View Point

Lincoln Beach

MARINA

About Lincoln Beach

Lincoln Beach is a large, high-capacity access point featuring a marina with a concrete boat ramp, fishing dock, and beach area. The site also includes a campground with restrooms and picnic areas. Lincoln Beach provides excellent access for boating, fishing, swimming, and camping, accommodating a wide range of visitors and uses.

Pain Points:

- Missing life jackets
- Needs more trees, esp. on the southern side
- No bike racks

Planned Improvements and Common Feedback

Utah County acquired 17 acres adjacent to Lincoln Beach in 2018 to allow for future expansion of the marina and park facilities. The county is also working to drill a new well and repair the existing well. A Master Plan for this park is needed before these projects move forward.

Long-Term Improvements

(See site plan on page 60)

Quick Facts:

CATEGORY	**Marina**
LOCATION	4700 Lincoln Beach Rd, Spanish Fork
MANAGEMENT	Utah County
CAPACITY	High
WATER ACCESS	• Gravel shoreline • Trailered boat access • Concrete boat ramp • Boat dock
AMENITIES	• Campground • Restrooms • Picnic areas • Volleyball pit • Paved roads and parking

Lincoln Point

SPORTSMAN ACCESS

About Lincoln Point

Lincoln Point is a small access point located directly west of Lincoln Beach and the Lincoln Point Warm Springs. With no recreational amenities, this quiet location is ideal for fishing, launching hand carried water devices, or simply enjoying the natural environment.

Pain Points:

- Access roads in poor condition
- Site is hard to find, not labeled well on Google Maps
- Lots of trash on the ground

Planned Improvements and Common Feedback

Given this site's proximity, many of the Lincoln Beach improvements will also benefit this site. Additionally, The Utah Lake Commission identified several improvements for this site and submitted them for funding via the DNR Watershed Restoration Initiative. Funding was not awarded.

Long-Term Improvements

(See site plan on next page)

Quick Facts:

CATEGORY	**Sportsman Access**
LOCATION	40.143607, -111.812235
MANAGEMENT	Utah County
CAPACITY	Low
WATER ACCESS	• Wetland shoreline • Hand carry boat access • Abandoned concrete boat ramp
AMENITIES	• Gravel parking lot

Lincoln Beach and Lincoln Point

Proposed Amenities

To enhance the visitor experience and address the identified pain points, a series of strategic improvements have been recommended:

TRAIL IMPROVEMENTS

LIFE JACKET LOANER STATION

CAMPGROUND

BIKE RACKS

SIGNAGE

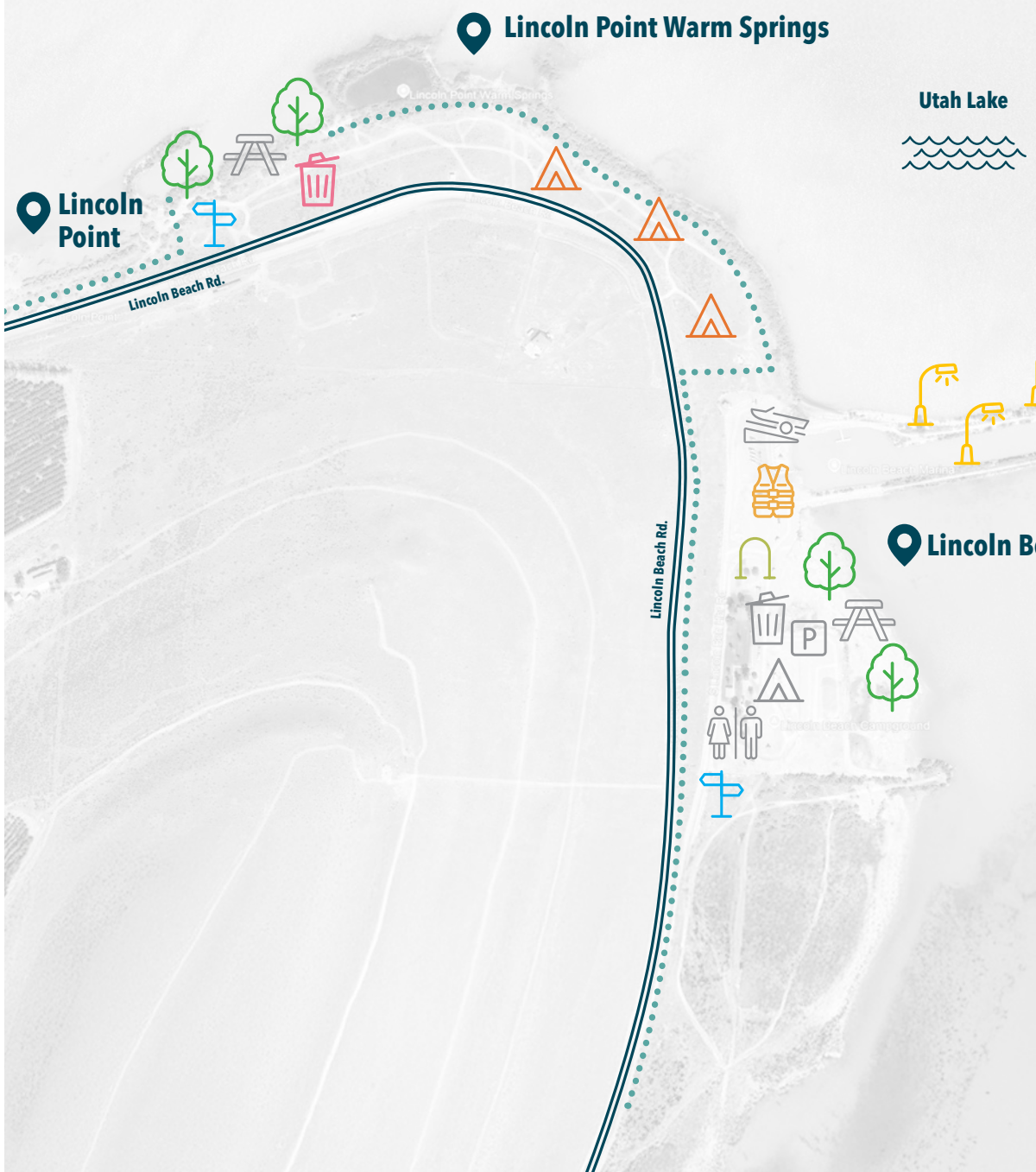
TRASH CANS

JETTY LIGHTING

SHADE

Existing Amenities

Restroom · Parking · Campground · Picnic Area · Trash · Boat Ramp



Mulberry Beach

BEACH

About Mulberry Beach

Mulberry Beach is a small access point that's popular with shoreline fishing. The serene gravel shoreline is also suitable for beach activities and launching small, hand-carried watercraft. While the site lacks recreational amenities, it benefits from easy access via low-traffic roads and adequate wayfinding.

Pain Points:

- Site is hard to find
- Street parking only
- No trash cans

Planned Improvements and Common Feedback

- Manage shoreline vegetation to improve shoreline fishing access.

Long-Term Improvements

- Plant native shade trees.
- Install fishing dock

Quick Facts:

CATEGORY	**Beach**
LOCATION	40.120050, -111.845843
MANAGEMENT	State
CAPACITY	Low
WATER ACCESS	• Gravel shoreline • Hand carry boat access
AMENITIES	• None

Goosepoint North Access

SPORTSMAN ACCESS

About Goosepoint North Access

Goosepoint North Access is an undeveloped access point located north of Goosepoint, directly west of the CMC Rock West Mountain Pit. The site features a beach-like gravel shoreline, making it suitable for swimming, fishing, and launching hand-carried watercraft.

Access is provided by dirt and gravel roads in moderately poor condition. Noise from the nearby gravel pit creates a significant disturbance for visitors seeking a quieter recreational experience.

Pain Points:

- Street parking only
- Access roads in poor condition
- Trash on the ground

Planned Improvements and Common Feedback

- Improve boat launch area.
- Remove vegetation for access.

Long-Term Improvements

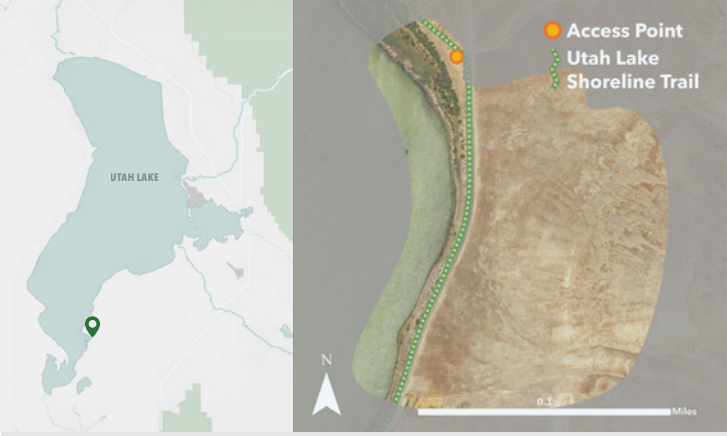
- Install sound barriers to reduce noise from gravel pit

Quick Facts:

CATEGORY	**Sportsman Access**
LOCATION	40.088927, -111.861887
MANAGEMENT	State
CAPACITY	Medium
WATER ACCESS	• Gravel shoreline • Hand carry boat access
AMENITIES	• None

Goosepoint South Access

SPORTSMAN ACCESS



About Goosepoint South Access

This is an undeveloped access point located at Goosepoint on the southeastern side of the lake. This site has no amenities, limited street parking, and is accessed by rough dirt roads that become muddy and nearly impassable for most vehicles, especially during wet conditions. This is a popular shore fishing area with some waterfowl hunting and birding opportunities.

Pain Points:

- Street parking only
- Access roads in poor condition
- Lots of trash on the shoreline
- Hard to find, mislabeled on Google Maps

Planned Improvements and Common Feedback

- Road grading on south and north entrance roads.

Long-Term Improvements

- Manage vegetation for access.
- Install Fishing dock

Quick Facts:

CATEGORY	**Sportsman Access**
LOCATION	40.074471, -111.856148
MANAGEMENT	State
CAPACITY	Low
WATER ACCESS	• Wetland shoreline • Hand carry boat access
AMENITIES	• None

Tower View Point

SPORTSMAN ACCESS

About Tower View Point

This undeveloped access point has no amenities and is a popular fishing location. The steep bank makes it difficult to carry small watercraft to the shoreline. Lack of wayfinding on dirt roads makes it difficult to access.

Pain Points:

- Hard to find, destination sign isn't visible
- No parking
- Steep slope to shoreline

Planned Improvements and Common Feedback

- Install gravel boat ramp for small motorized boats.

Long-Term Improvements

(See site plan on next page)

Quick Facts:

CATEGORY	**Sportsman Access**
LOCATION	40.066921, -111.860062
MANAGEMENT	State
CAPACITY	Low
WATER ACCESS	• Wetland shoreline • Shoreline walk in access
AMENITIES	• None

Tower View Point

Proposed Amenities

To enhance the visitor experience and address the identified pain points, a series of strategic improvements have been recommended:

TRAIL IMPROVEMENTS

PARKING

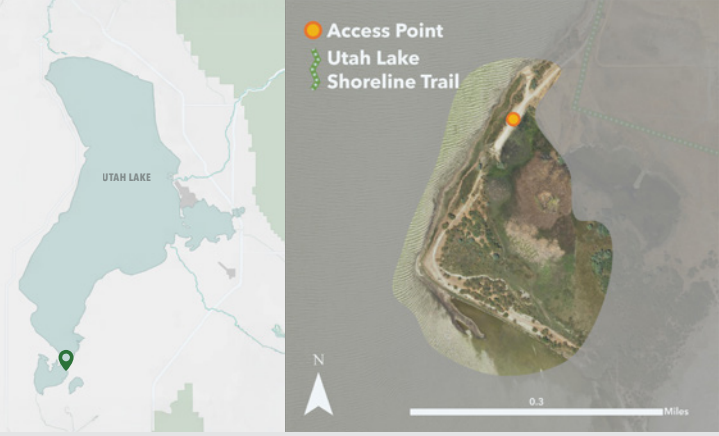
SIGNAGE

BOAT RAMP

TRASH CANS

LeBaron Point

SPORTSMAN ACCESS



About LeBaron Point

LeBaron Point is an undeveloped access point located off a gravel road on the southern side of Utah Lake near Genola. With no recreation amenities, this site is best suited for fishing or launching small, hand-carried watercraft. Some trash was found along the shoreline.

Pain Points:

- Street parking only
- Needs wayfinding to hot spring
- Trash on the ground

Planned Improvements and Common Feedback

- Protect against motorized vehicle access.

Long-Term Improvements

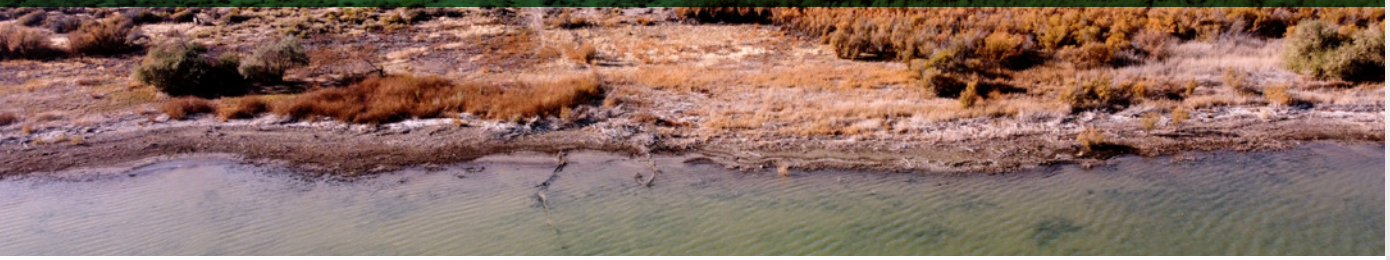
- Install concrete boat ramp
- Install fishing dock

Quick Facts:

CATEGORY	**Sportsman Access**
LOCATION	40.043628, -111.878260
MANAGEMENT	State
CAPACITY	Low
WATER ACCESS	• Wetland shoreline • Hand carry boat access
AMENITIES	• None

Mosida Acres

SPORTSMAN ACCESS



About Mosida Acres

This undeveloped access point features a gravel road and small parking lot that can fit about 10 cars. The wetland shoreline makes it a popular area for waterfowl hunters and anglers. Access to the water requires stepping over a fence and navigating through overgrown vegetation.

Pain Points:

- Overgrown vegetation blocks path to shoreline
- Replace steps with a fence gate

Planned Improvements and Common Feedback

The Utah Lake Commission identified several improvements for this site and submitted them for funding via the DNR Watershed Restoration Initiative. Funding was not awarded.

- Fence repairs
- Regrade access road and parking
- Improve trail to shoreline
- Wayfinding

Long-Term Improvements

- Continue developing planned improvements (above).

Quick Facts:

CATEGORY	**Sportsman Access**
LOCATION	40.137877, -111.937723
MANAGEMENT	State
CAPACITY	Low
WATER ACCESS	• Wetland shoreline • Hand carry boat access
AMENITIES	• Gravel parking lot

The Knolls

BOAT LAUNCH

About The Knolls

This access point is connected to a campground on the western side of the lake. It features a life jacket loaner station and a gentle slope into the water, making it well-suited for launching boating. The gravel shoreline was littered with a significant amount of trash during this assessment.

Pain Points:

- Lots of trash on the shoreline
- Missing life jackets

Planned Improvements and Common Feedback

ULA and Utah County have agreed to pursue a master plan for this access point in the future.

Long-Term Improvements

(see site plan on next page)

Quick Facts:

CATEGORY	**Boat Launch**
LOCATION	40.199095, -111.886208
MANAGEMENT	Utah County
CAPACITY	Low
WATER ACCESS	• Gravel shoreline • Hand carry boat access
AMENITIES	• Campground • Life jacket loaner station • Memorial site • Gravel parking lot

The Knolls

Proposed Amenities

To enhance the visitor experience and address the identified pain points, a series of strategic improvements have been recommended:

TRAIL IMPROVEMENTS

CAMPGROUND

TRASH CANS

PICNIC

SHADE

BOAT RAMP

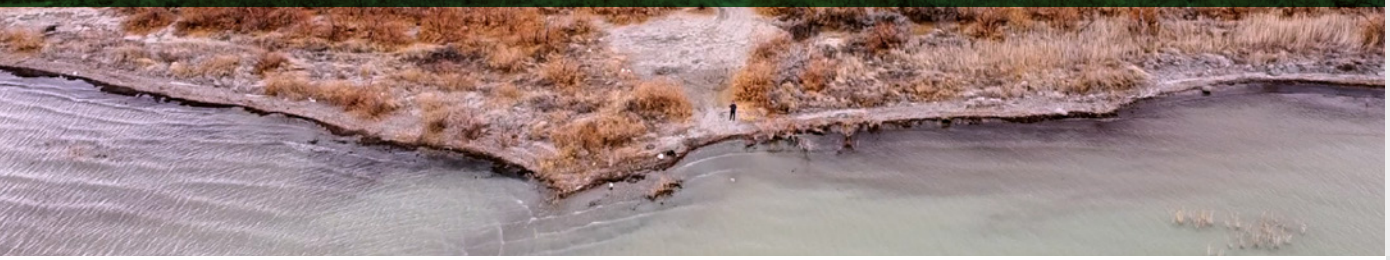
Existing Amenities

Life Jackets

Parking

Big Cove Sportsman Access

SPORTSMAN ACCESS



About Big Cove Sportsman Access

Big Cove Sportsman Access is an undeveloped access point located on BLM land on the western side of Utah Lake. With no recreational amenities, this site is best suited for fishing or launching small boats.

The access point is challenging to locate due to a lack of wayfinding signage and difficult to reach because of the steep, pothole-filled gravel road. Significant amounts of trash are present along the road and shoreline, detracting from the natural environment.

Pain Points:

- Steep gravel road in very poor condition
- Hard to find, turn-off is confusing and unmarked
- Lots of trash on the ground
- No parking

Planned Improvements and Common Feedback

- Develop a master plan for this site in partnership with DWR.

Long-Term Improvements

- Improve road shoulder and grading
- Install fishing dock

Quick Facts:

CATEGORY	**Sportsman Access**
LOCATION	40.228042, -111.868932
MANAGEMENT	State (BLM land)
CAPACITY	Low
WATER ACCESS	• Wetland shoreline • Hand carry boat access
AMENITIES	• None

CHAPTER 3

PAIN POINTS

Methodology

This chapter summarizes the most common barriers to recreation observed at Utah Lake's public access points (33 sites *excluding Heron Bay Park, Saratoga Springs North Marina, and American Fork Marina*).

The eight most common issues, referred to as pain points, are specific problems that limit the public's ability to comfortably, safely, or fully enjoy recreation at the lake. We recommend addressing these needs before major enhancements or new investments are made.

Pain points were identified through field evaluations conducted between October 2024 and March 2025. Each site was visited in person and evaluated using standardized evaluation criteria. These observations were supplemented by feedback from stakeholders and ULA staff.

Pain Points Summary

		PAIN POINTS							
	Access Point	Wayfinding	Trash	Access	Parking	Recreation Amenities	Shade trees or structures	Lake Ecology	Life Jacket Loaner Station
NORTHWEST REGION	Saratoga Springs South Marina				X				X
	Eagle Park	X		X	X				
	Inlet Park	X	X		X	X			X
	Shoreline Park	X	X		X	X			
	Northlake Park	X	X		X	X	X	X	
NORTHEAST REGION	Battle Creek WIA	X	X	X	X				
	Lindon Marina				X	X	X		X
	Vineyard Beach	X		X	X	X	X		
	Sunset Beach							X	
	Vineyard Center Street	X		X	X	X	X		X
	Vineyard 170 South Access	X		X	X		X	X	

	Access Point	PAIN POINTS							
		Wayfinding	Trash	Access	Parking	Recreation Amenities	Shade trees or structures	Lake Ecology	Life Jacket Loaner Station
SOUTHEAST REGION	Powell Slough North Access Point	X							X
	Powell Slough South Access Point				X			X	
	Skipper Bay Trailhead					X	X		
	Utah Lake State Park Trailhead	X	X			X			
	Utah Lake State Park	X			X	X	X		X
	Airport Dike	X		X	X	X			
	Provo 5th West Sportsman Access	X							
	Mill Race		X		X	X			X
	Lower Hobble Creek WMA	X			X	X			
	Swede Lane	X	X	X	X	X			X
	Sandy Beach Park	X	X		X	X			X
	4000 W in Lakeshore	X		X					
SOUTHWEST REGION	Lincoln Beach				X	X	X		X
	Lincoln Point	X	X	X		X			
	Mulberry Beach	X	X		X	X			
	Goosepoint North Access		X	X	X				
	Goosepoint South Access	X	X	X	X	X			
	Tower View Point	X		X	X	X			
	LeBaron Point	X	X		X	X			
	Mosida Acres			X		X		X	
	The Knolls		X			X			X
	Big Cove Sportsman Access	X	X	X	X	X			
	Total (out of 33)*	**23**	**15**	**14**	**24**	**23**	**9**	**5**	**11**

*Note: Heron Bay Park, Saratoga Springs North Marina, and American Fork Marina were not evaluated since they were either planned sites or under construction at the time of this analysis.

Wayfinding

# of access points: 23

Wayfinding is a major challenge across Utah Lake's public access points. 23 of the 33 sites were identified as having significant issues related to signage, although in reality, nearly every site would benefit from improved wayfinding.

In many cases, signs are missing entirely, especially at remote sportsman access sites. Where signage does exist, it is often small, difficult to see, and placed far from entrances or parking areas, making it easy to miss. Signs are frequently faded, damaged, or vandalized with bullet holes. In some cases, access points are even misplaced on Google Maps, which compounds confusion for first-time visitors.

Improved wayfinding would help users locate access points more easily, understand these sites are public and open to recreation, and navigate within them once on site.

Google Maps errors (mislabeled or wrong pin location) (5):

- Battle Creek WIA
- Provo 5th West Sportsman Access
- 4000 W in Lakeshore
- Lincoln Point
- Goosepoint South Access

Eagle Park destination sign is small and blends in with the vegetation

Eagle Park

Skipper Bay Trailhead

Utah Lake State Park

Wayfinding Recommendations

- Install destination signs at all access points, clearly marking entrances, turn-offs, and parking areas. Signs should be highly visible, weather-resistant, and conveniently placed for users.
- At large sites, install internal wayfinding to key amenities such as trails, shoreline, restrooms, or other amenities.
- All signs should follow a unified design standard to create a recognizable and consistent visual identity across the lake.
- Coordinate with Google Maps and other platforms to ensure all access points are correctly labeled and pinned. Periodically audit online listings and submit corrections as needed.
- Create and implement a comprehensive wayfinding plan for Utah Lake and its access points.

Mulberry Beach

Provo 5th West Sportsman Access

Typical destination sign costs range from $300 to $450 per sign, while larger trailhead kiosks or directional panels may cost several thousand dollars. For example, Eagle Mountain City installed large directional kiosks for about $8,000 each in 2025. Prices vary depending on order size, materials, colors, and installation needs.

Maintenance needs include routine inspection for damage, seasonal cleaning, and replacement of vandalized or weathered signs. Applying anti-graffiti coatings and using durable materials can reduce long-term maintenance. Vandalism from bullet holes can be mitigated by placing signs in more open locations to discourage shooting.

Trash

# of access points: 15

Trash accumulation is a significant issue as it detracts from the natural beauty of the lake, worsens the user experience, and contributes to environmental degradation especially when trash enters the water or surrounding wetlands.

We identified 10 access points with trash on the ground (shown on page 61). Most of these sites are remote "sportsman access" sites and, aside from Inlet Park, do not have trash cans. Six of these sites are in the southwest region.

Additionally, 6 access points are identified that currently lack trash cans and, despite not finding trash on the ground during our evaluations, would benefit from trash cans due their type and proximity to urban infrastructure that makes trash management more feasible. We recommend adding trash cans at the following locations:

- Shoreline Park
- Utah Lake State Park Trailhead
- Mill Race
- Swede Lane
- Sandy Beach
- Mulberry Beach

Access points with trash found on site (10):


Inlet Park


Northlake Park


Battle Creek WIA


Mill Race


Lincoln Point


Goosepoint North Access


Goosepoint South Access


LeBaron Point


The Knolls


Big Cove Sportsman Access

Trash Recommendations

- Install durable trash receptacles at moderate to high use access points. Standard, heavy duty, public use trash bins cost $1,200 each although discounts are available for bulk purchases or simpler models.
- Establish a seasonal trash pickup schedule, with frequent servicing during peak summer months. Consider shared maintenance agreements with partner agencies, municipalities, and private landowners.
- For low-use or remote access points, implement "pack-it-in, pack-it-out" policies supported by clear signage and community outreach, rather than installing bins that may rarely be serviced.
- Implement targeted cleanup efforts as needed at sites with significant trash accumulated. This may include staff-led cleanup days or organizing events with community volunteers.

Trash Cans at Access Points

Access Point Type	Sites with trash cans	Sites without trash cans
Marina, Community Park, Beach, Boat Launch, & Trailhead	• Saratoga Springs South Marina • Inlet Park • Northlake Park • American Fork Marina • Lindon Marina • Vineyard Beach • Sunset Beach • Vineyard Center Street • Vineyard 170 South Access • Skipper Bay Trailhead • Utah Lake State Park • Lincoln Beach	• Shoreline Park • Utah Lake State Park Trailhead • Mill Race • Swede Lane • Sandy Beach • Mulberry Beach
Sportsman Access	• Eagle Park	• Battle Creek WIA • Powell Slough North Access • Powell Slough South Access • Airport Dike • Provo 5th West Sportsman Access • Lower Hobble Creek WMA • 4000 W in Lakeshore • Lincoln Point • Goosepoint North Access • Goosepoint South Access • Tower View Point • LeBaron Point • Mosida Acres • The Knolls • Big Cove Sportsman Access

Lindon Marina

Vineyard Beach

Utah Lake State Park

Access

# of access points: 23

Fourteen access points are identified for having accessibility issues that make it difficult for users to safely and easily enjoy the access point. These challenges vary by site, but fall into four general categories: poor road conditions, unclear or restricted access, steep slopes, and ADA-compliance.

Poor Road Conditions

Poor road conditions create serious challenges for public access. This plan identifies 6 sites with especially poor road conditions. These sites all feature dirt or gravel roads that become muddy, deeply rutted, or impassable during certain times of the year. In some cases, steep grades, potholes, or narrow lanes make these roads unsuitable for standard vehicles or boat trailers.

Lincoln Point - Access roads have large muddy sections and irregular, rolling terrain that makes travel slow and difficult. Grading and drainage improvements would improve access and reliability.

Airport Dike - This site has moderately poor road conditions with uneven surfaces and loose gravel. The initial turnoff is asphalt but is in extremely poor condition. Consider regular grading and maintenance.

Goosepoint South Access- Access roads have deeply rutted mud holes making the site inaccessible for most vehicles. Upgrading to gravel would improve reliability and open the site to a wider range of users.

Swede Lane - The current dirt road is too narrow for many boats and trailers. As part of any future boat ramp improvements, the road should be widened and upgraded to better accommodate boat access.

Goosepoint North Access- Mud holes and uneven terrain are found on some road segments at this site. Spot repairs and surface stabilization would reduce maintenance issues and improve access.

Gravel roads are generally more affordable to construct and maintain than paved roads. Initial construction may costs up to $140,000 per mile. Annual maintenance for high-use gravel roads may cost up to $15,000 per mile, though expenses can rise to as much as $30,000 per mile when significant new gravel placement is required.

Paved roads, by contrast, involve much higher upfront costs. Construction may cost up to $1.2 million per mile. Resurfacing, which is typically needed every 10 to 25 years depending on usage, costs $250,000 to $650,000 per mile. Year to year, spot repairs for issues like potholes may be completed for a few hundred dollars per location.

Big Cove Sportsman Access - The turn-off from SR-68 is very steep with deep potholes, making the site inaccessible for most vehicles. Consider grading the road and filling potholes to reduce the slope and improve access.

Unclear or Restricted Access

Two sites have unclear access due to private facilities or physical barriers on the site. These conditions create confusion about whether the site is public, how to use site amenities, or how to reach the shoreline.

Eagle Park - This semi-private site is managed by the Saratoga Springs HOA. Park facilities, including the parking lot, playground, are restrooms, are technically private and intended only for local residents. Given this site's proximity to the lake and the shoreline trail, we recommend coordinating with the HOA to provide public access and shared use of park facilities.

4000 W in Lakeshore - This site is public, but physical barriers installed by adjacent private property owners make the area appear private and inaccessible. If removing these barriers is not possible, consider providing clear signs and a marked path form the parking area to the shoreline to better communicate public access.

Steep Slopes

Four access points have steep slopes that make it challenging for lake visitors to access the shoreline. This is particularly problematic for users with mobility challenges.

Battle Creek WIA - The trail to the shoreline includes some small sections with steep inclines that may be challenging for some users. Consider grading this trail to improve access.

Vineyard 170 South Access - This site features a narrow, steep dirt path from the trail to the shoreline that may restrict access for some users and will likely degrade overtime. Consider improvements to reduce this slope.

Vineyard Center Street - This site features a fairly steep, narrow dirt path that leads from the parking area to the shoreline. This slope may be challenging for some users and will likely degrade overtime. Consider providing a more durable surface (concrete) and a handrail to support safe access.

Tower View Point - This site features a steep, rocky slope down to the shoreline. Consider grading the trail to reduce the slope and provide a more stable surface (dirt or gravel).

ADA Noncompliance

ADA accessibility is limited across all Utah Lake access points. Only one ADA accessible fishing dock exists which is at Utah Lake State Park. While some sites offer ADA compliant amenities like benches, restrooms, or picnic areas, these amenities are often unreachable due to uneven terrain, gravel paths, or steep slopes. Future improvements should prioritize ADA-compliant amenities and access where possible.

Two access points are identified for having amenities with notable ADA access issues: Vineyard Beach and Mosida Acres.

Vineyard Beach - This site includes many park amenities on a sandy beach. Unfortunately, lack of sand has created steep steps next to many of these amenities. Consider adding more sand to provide smoother access.

Access Recommendations

- Upgrade access roads at 6 sites. Improve surface conditions through grading, drainage, and stabilization. Consider gravel or paved upgrades at high-use sites to ensure reliable, year-round access.
- Establish a road maintenance schedule. Coordinate with partners to implement routine grading and pothole repair for gravel roads, especially at moderate- and high-use sites.
- Clarify public access. Use clear signage to mark public routes, trailheads, and amenities. Coordinate with private landowners and HOAs to formalize and communicate shared access.
- Stabilize steep slopes at 4 sites. Grade trails and install durable surfaces or handrails to improve safety and accessibility on sloped or uneven terrain.
- Retrofit sites for ADA access. Install accessible paths, ramps, gates, and other amenities. Ensure ADA access from parking areas to the shoreline.
- Work with partners to establish ADA standards for access point amenities. Include ADA guidance in future design.

Mosida Acres - This access point features a small staircase over a fence which creates a barrier for many users. This staircase should be replaced with a gate to allow ground-level access for all users.

Parking

# of access points: 23

Vehicle Parking

Adequate parking is needed to encourage recreational use and accommodate visitors, particularly at sites far from urban areas. Parking design should reflect the level of use. Sites with moderate to high traffic should ideally have paved parking, while remote, low-use sites may function well with gravel lots.

Marinas and boat launches have unique parking needs. These sites should provide larger spaces and turnaround areas to accommodate vehicles towing boat trailers. Undersized or poorly surfaced parking lots can create congestion, safety issues, and user frustration.

This plan identifies 14 access points where vehicle parking improvements should be considered. Recommendations include upgrading gravel lots to paved surfaces, building new parking lots, and adding parking capacity.

Typical costs and maintenance considerations vary by parking type. Paved parking lots (asphalt) are generally easier to maintain and more accessible, especially for users with mobility challenges, but they come with higher upfront costs and increased stormwater runoff. Paved lots generally cost around $20,000 to $25,000 per parking space. Paved lots require occasional line repainting, pothole patching, and sealcoating every 5–7 years.

Large paved parking lots like at Utah Lake State Park can create hot, barren environments that are unpleasant outside of a vehicle. Consider mitigating these effects by incorporating shade trees and landscaping when designing large parking lots.

Gravel lots are significantly cheaper to install, around $250 per parking spot for low-use sites and up to $950 per parking spot at high-use sites,. Gravel lots require more frequent regrading and gravel replenishment as they can become rutted, muddy, or uneven especially after heavy use or wet seasons. Routine upkeep for gravel includes grading a few times per year, along with dust suppression in dry months near residential areas or sensitive sites.

Vehicle Parking at Access Points

Access Point Type	Paved Parking Lot	Gravel/Dirt Parking Lot	No Parking Lot
Marina, Community Park, Beach, Boat Launch, & Trailhead	• Saratoga Springs South Marina • Inlet Park • Northlake Park • American Fork Marina • Lindon Marina • Sunset Beach • Vineyard Center Street • Vineyard 170 South Access • Skipper Bay Trailhead • Utah Lake State Park Trailhead • Utah Lake State Park • Lincoln Beach	• Vineyard Beach • Mill Race • Swede Lane • Sandy Beach • Mulberry Beach • The Knolls	• Shoreline Park
Sportsman Access	• Eagle Park • Provo 5th West Sportsman Access	• Battle Creek WIA • Powell Slough North Access • Powell Slough South Access • Lower Hobble Creek WMA • 4000 W in Lakeshore • Lincoln Point • Mosida Acres	• Airport Dike • Goosepoint North Access • Goosepoint South Access • Tower View Point • LeBaron Point • Big Cove Sportsman Access

Lower Hobble Creek WMA

Mosida Acres

As with many lake amenities, there is no one-size-fits-all solution for parking improvements. ULA and its partners should tailor parking improvements to each site's needs, usage levels, and budget realities.

Busy or urban-adjacent access points should prioritize paved parking for durability and accessibility. Low-use or remote sites may function well with gravel lots, provided they receive frequent maintenance.

4000 W in Lakeshore

The Knolls

Bike Parking

Convenient bike parking is needed to support cyclists and encourage more non-motorized access to the lake. As the Utah Lake Shoreline Trail continues to develop and as urban areas grow, much more bike parking will be needed at high-use access points.

Investing in bike parking, especially at sites near trails or neighborhoods, will help reduce vehicle congestion, encourage healthier forms of access, and create a more balanced transportation system around Utah Lake.

At present, there is a significant lack of bike parking around the lake. Only four access points have bike racks, making it difficult for cyclists to use these access points. This plan recommends adding bike racks at 12 access points based on their high levels of use, proximity to the shoreline trail, and their location in urban areas.

Bike Racks at Access Points	
Existing Sites	**Recommended Sites**
• Inlet Park • American Fork Marina • Sunset Beach • Skipper Bay Trailhead • Utah Lake State Park	• Saratoga Springs South Marina • Eagle Park • Inlet Park (needs more) • Northlake Park • Shoreline Park • Battle Creek WIA • Lindon Marina • Vineyard Beach • Vineyard Center Street • Vineyard 170 South Access • Utah Lake State Park (needs more) • Lincoln Beach

Bike racks should be installed in open, accessible areas near popular amenities or vehicle parking where foot traffic and visibility provide an added sense of security and convenience. Thoughtful placement increases the likelihood that the racks will be actually used, while poor placement makes rack use difficult and unappealing.

Utah Lake State Park - bike rack is placed too close to the building

Inlet Park - bike rack is surrounded by overgrown grass and placed too close to the trash can

A standard bike rack costs $120 to $300 per rack, depending on the material and design. Most racks hold 2–4 bikes and can be bolted directly into concrete. Installation is simple and could be completed by ULA staff or volunteers for very little cost.

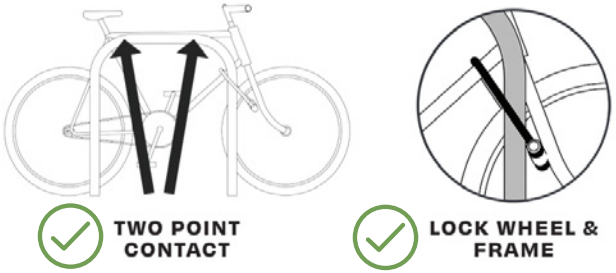
While artistic bike racks can add visual interest and highlight local culture or ecology, they often sacrifice functionality. For example, the June sucker–shaped rack at the Provo River Delta (which cost around $2000-3000 each according to ULA) is visually distinctive but difficult for multiple bikes to lock up due to the ribs being too close together.

Standard U-racks or similar models remain the most effective option for secure and accessible bike parking. When considering artistic racks, it is important to ensure they provide:

- Sufficient spacing for adjacent bikes (2 foot minimum)
- At least 2 points of contact with the frame
- Ability to easily secure the frame and wheel with a U-lock

Maintenance needs are minimal. Racks should be inspected periodically to ensure they remain securely anchored and rust-free. Repainting may be needed over time.

Skipper Bay Trailhead - the June Sucker "ribs" are placed too close together, making it difficult to lock bikes between them. Consider spacing them at least 2 feet apart.



Vehicle Parking Recommendations

- **Upgrade gravel lots to paved surfaces** at moderate- and high-use sites. This provides a more durable surface, reduces dust and erosion, and improves accessibility.
  - Vineyard Beach, Mill Race, Swede Lane, Sandy Beach, and Mulberry Beach
- **Build parking lots** on sites without designated parking, where feasible. Prioritize sites with higher usage.
  - Shoreline Park and Goosepoint North Access (paved
  - Airport Dike Road, Goosepoint South Access, Tower View Point, LeBaron Point, and Big Cove Sportsman Access (unpaved)
- **Add parking capacity** to sites with limited parking spaces
  - Powell Slough South Access, Mill Race, and Lower Hobble Creek WMA

Bike Rack Recommendations

- Install new bike racks at 12 sites.
- Address bike rack issues at Inlet Park (overgrown grass) and Utah Lake State Park (too close to the visitor center).
- Adjust the June Sucker rack design to spread the "ribs" apart (at least 2 feet of space)
- Work with partners to share bike rack guidance. Ensure installed racks provide at least 2 feet of space from adjacent objects or buildings, allowing bikes to lock the frame and wheel to the rack with 2 points of contact.

Recreation Amenities

# of access points: 24

Fishing Platforms and Jetties

Fishing platforms and jetties are structures designed specifically for anglers that provide safe, stable, and accessible spaces to fish. These amenities are particularly valuable during low-water years, when shoreline access is limited and concentrated fishing pressure can make existing spots overcrowded.

Rock jetties are present at all 5 existing marinas and can be used for fishing. Fishing docks, though, are significantly lacking across the lake. Boat docks at marinas are intended for launching and loading boats, and therefore fishing is prohibited or only allowed on these docks during the off-season.

The only true fishing dock on Utah Lake is at the Utah Lake State Park on the north jetty. This site is also where the lake's only ADA-accessible fishing platform is located.

This plan identifies **20 access points where new fishing platforms should be considered**. Most of these recommendations come directly from the Utah Lake Fisheries Management Team which has prioritized these sites for future fishing improvements.

As new fishing platforms are added, **ADA-accessible designs should be used where feasible** to ensure equitable access for all users.

Recreation Amenities at Access Points

Amenity	Existing Sites	Recommended Sites
Fishing Platform or Jetty	• Saratoga Springs South Marina • American Fork Marina • Lindon Marina • Utah Lake State Park • Lincoln Beach	• Inlet Park • Shoreline Park • Lindon Marina • Vineyard Beach • Vineyard Center Street • Utah Lake State Park Trailhead • Utah Lake State Park (needs more) • Airport Dike Road • Mill Race • Swede Lane • Sandy Beach Park • Lincoln Beach • Lincoln Point • Mulberry Beach • Goosepoint South Access • Tower View Point • LeBaron Point • Mosida Acres • The Knolls • Big Cove Sportsman Access

Saratoga Springs South Marina - jetty provides fishing access


Utah Lake State Park - boat docks, fishing allowed only during off-season


Lincoln Beach - jetty and boat dock

Boat Docks

Boat docks provide safe areas for loading, unloading, and securing boats at marinas. All 5 existing marinas are equipped with at least one boat dock (often more) to support motorized boats. The proposed Saratoga Springs North Marina will also include at least one boat dock.

Fishing from boat docks is generally prohibited during the boating season to avoid conflicts with boat traffic. ADA accessibility on boat docks is an issue at most sites. Integrating ADA standards into boat dock design should be a priority as boat infrastructure is upgraded and added across the lake.

Boat Launches

Boat launches provide access to the lake for both motorized and non-motorized craft. Currently, 8 access points include boat launches. 5 of these are concrete ramps at the existing marinas, serving most of the motorized boating traffic on the lake. 2 additional primitive launches at Mill Race and Swede Lane are dirt and gravel ramps that receive regular use but are in need of improvements. A hand carry boat launch at Skipper Bay Trailhead provides access for small craft such as rafts, kayaks, and canoes.

This plan recommends **installing 6 new boat launches at access point**s identified with partners. It also calls for **upgrading the primitive ramps at Mill Race and Swede Lane** with concrete structures to improve safety, durability, and long-term usability.

Recreation Amenities at Access Points

Amenity	Existing Sites	Recommended Sites
Boat Dock	• Saratoga Springs South Marina • American Fork Marina • Lindon Marina • Utah Lake State Park • Lincoln Beach	• Utah Lake State Park (needs more)
Boat Launch	• Saratoga Springs South Marina • American Fork Marina • Lindon Marina • Skipper Bay Trailhead (hand carry) • Utah Lake State Park • Mill Race (primitive) • Swede Lane (primitive) • Lincoln Beach	• Lower Hobble Creek WMA (hand carry) • Mill Race (upgrade to concrete) • Swede Lane (upgrade to concrete) • Sandy Beach Park • Lincoln Point • Tower View Point • LeBaron Point • The Knolls

Utah Lake State Park - boat dock and boat launch

Skipper Bay Trailhead - hand carry boat launch

Mill Race - primitive boat launch

Campgrounds

Utah Lake currently has 4 access points with campgrounds. Three campgrounds are located at marinas and include developed amenities such as paved parking areas, water, and sewer hookups—similar to those found at standard campground facilities. The fourth campground, at The Knolls, is much larger but remains undeveloped. This plan recommends adding new camping spots between Lincoln Point and Lincoln Beach.

Playgrounds

Playgrounds provide family-friendly spaces for kids to play. Of the 4 access points with playgrounds, two are located at marinas and two within public parks. The Eagle Park playground is technically HOA-owned and restricted to neighborhood residents.

This plan recommends installing a playground at Northlake Park to complement the other park features at that access point. Playgrounds should be designed with shade structures and ADA-accessible features where feasible to encourage year-round play for all users.

Picnic Areas

Picnic areas are essential amenities that provide places for visitors to rest, socialize, and eat outdoors. 9 access points currently feature picnic areas ranging from single picnic tables to larger pavilions. This plan identifies 6 additional sites where picnic areas should be added. These should include shade trees or structures where possible.

Recreation Amenities at Access Points

Amenity	Existing Sites	Recommended Sites
Campground	• Lindon Marina • Utah Lake State Park • Lincoln Beach • The Knolls	• Lincoln Point
Playground	• Eagle Park* • American Fork Marina • Sunset Beach Park • Utah Lake State Park	• Northlake Park
Picnic Area	• Saratoga Springs South Marina • Eagle Park* • American Fork Marina • Lindon Marina • Vineyard Beach • Sunset Beach Park • Utah Lake State Park • Sandy Beach Park • Lincoln Beach	• Inlet Park • Shoreline Park • Northlake Park • Skipper Bay Trailhead • Lincoln Point • The Knolls

American Fork Marina

Sunset Beach Park

The Knolls

Saratoga Springs South Marina (under construction in Spring 2025)

Utah Lake State Park

Lindon Marina

Sandy Beach Park

Recreation Amenities Recommendations

- Install new fishing platforms at 20 identified access points, prioritizing ADA-accessible designs.
- Provide at least one ADA-accessible boat dock at each marina during future dock construction or replacement.
- Construct new boat launches at 6 access points.
- Replace 2 primitive boat launches at Mill Race and Swede Lane with concrete ramps.
- Develop additional camping spots between Lincoln Point and Lincoln Beach.
- Install new playground at Northlake Park to complement existing amenities.
- Add new picnic areas at 6 access points, including shaded tables and group pavilions where needed.
- Work with partners to develop ADA standards for future recreation amenities.

Shade Trees or Structures

# of access points: 9

Shade is important for user comfort and enjoyment. It provides relief from summer heat, improves the natural character of a site, and encourages people to stay longer and return more often. Shade also plays a practical role by reducing glare and heat from paved surfaces.

While many access points lack substantial shade, not every location is suited for tree planting. For example, The Knolls and Mosida Acres are dry, exposed sites with no trees. Given the environmental conditions, trees would likely require irrigation to survive, which is not practical at low-use, remote sites.

This plan identifies 9 access points where lack of shade is particularly notable. Some sites, such as Lindon Marina and Utah Lake State Park, feature large expanses of pavement that intensify heat and increase the demand for shaded areas. In contrast, other sites like Vineyard Center Street have natural shoreline vegetation, but lack shade near the benches at the parking area.

Northlake Park

Lindon Marina - too much pavement

Vineyard Beach

Vineyard Center Street

Vineyard 170 South Access

Skipper Bay Trailhead

Utah Lake State Park - too much pavement

Sandy Beach

Lincoln Beach

Costs and maintenance for shade vary depending on the approach. Trees are generally more affordable upfront, with costs ranging from $150–$300 for a small tree to $1,200–$2,000 for larger, more mature trees. Newly planted trees often require consistent watering for the first few years, along with protection from wildlife and periodic pruning once established.

Shade structures have a higher initial construction cost, but offer immediate relief and require less long-term care. A standard metal-roof pavilion cost around $25,000 to $75,000 per shelter depending on size, materials, and wind load requirements.. These structures should be inspected annually for rust, loose bolts, or wind damage. Steel frames may need repainting every 5–10 years.

Whether using trees, structures, or a combination of both, shade improvements require thoughtful site design and a clear maintenance plan. Shade improvements can greatly enhance user comfort and satisfaction, making it worthwhile for many of Utah Lake's access points.

Shade Trees or Structures Recommendations

- Plant new trees in appropriate areas, especially the 9 sites identified. Prioritize gathering spaces like picnic tables and benches and sites with significant pavement.
- Constructing shade structures at exposed locations where natural tree growth is not possible.
- Preserve existing trees during site improvements when possible.

Lake Ecology

# of access points: 5

Overgrown or Invasive Vegetation

Overgrown vegetation can limit shoreline access and obscure scenic views, thereby reducing the usability and enjoyment of recreational sites around Utah Lake. Invasive plant species exacerbate these challenges by outcompeting native flora, degrading habitats, and further restricting access.

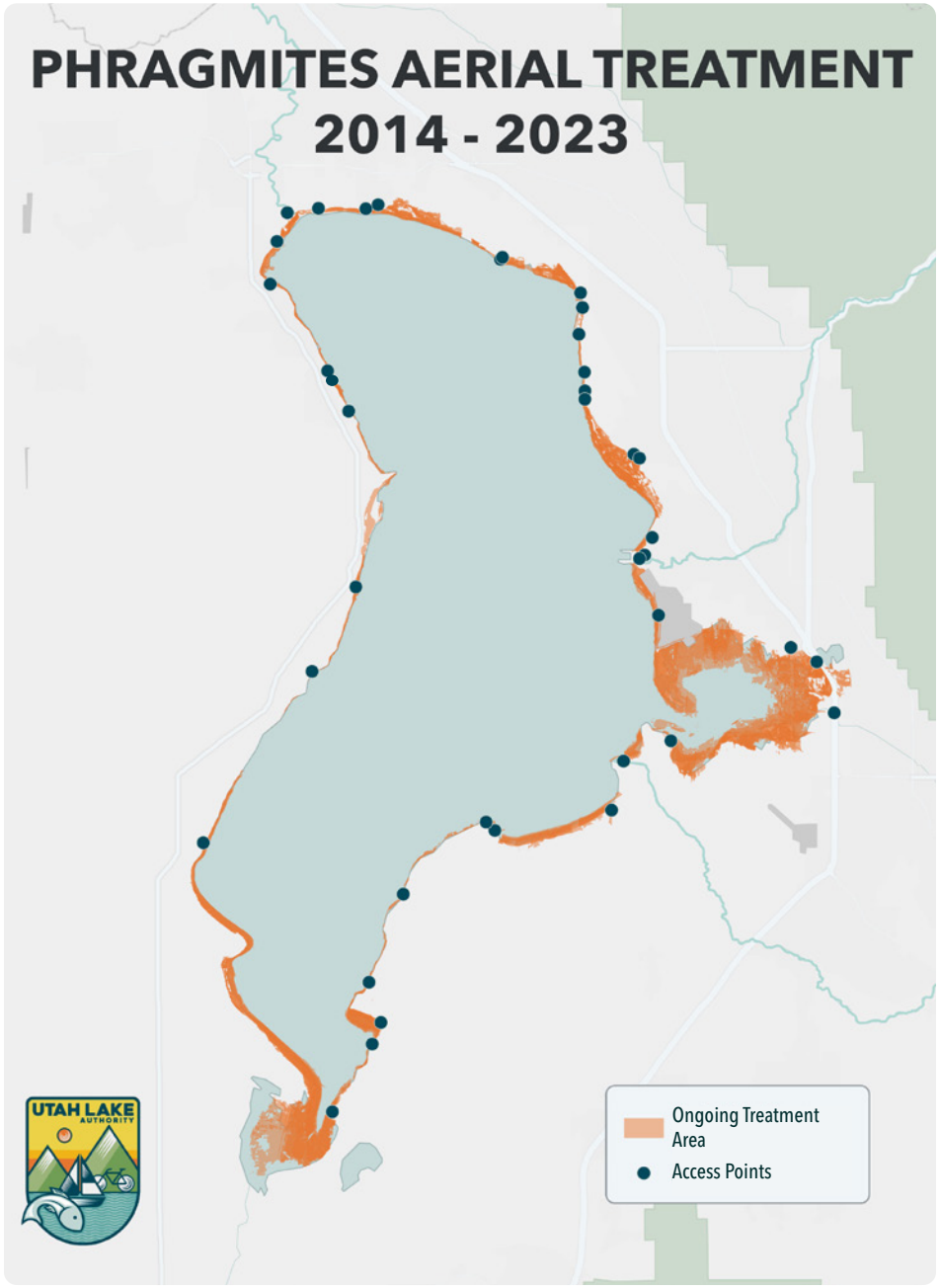
Ongoing treatment efforts, particularly for phragmites, have shown promising results. This map to the right shows phragmites aerial treatments conducted by FFSL between 2014 and 2023. FFSL estimates phragmites has been reduced by over 75% since 2010.

The lake's most common invasive plants include:

Phragmites – A tall reed that grows in dense clusters, outcompeting native species. This European subspecies consumes significant water, limits fish and bird habitat, and poses a fire risk. Multi-year removal efforts include herbicide application and mechanical mowing or crushing, often repeated over three seasons to ensure full eradication.

Tamarisk – A small tree/shrub introduced from Asia, tamarisk alters soil chemistry and consumes large volumes of water. While beetle-based biological controls have been used in other areas, Utah Lake relies on mechanical and chemical treatment methods due to concerns about introducing non-native insects.

Russian Olive – This thorny, fast-growing tree was introduced as an ornamental but has since spread widely along the shoreline. It displaces native vegetation, alters soil conditions, and reduces habitat quality for birds and other wildlife. Removal typically requires cutting followed by herbicide treatment to prevent regrowth.



This plan identifies 5 access points (shown below) with immediate vegetation issues that directly impede public use. These sites should be prioritized for vegetation removal.

Effective removal methods vary depending on the plant species and site conditions. Mechanical removal (mowing, crushing, or cutting) provides immediate access but may not eliminate root systems. Herbicide treatments can offer longer-term control, especially when timed in late summer as plants draw energy to their roots.

In some locations, biological methods such as targeted grazing have been used, however, other biological means such as insect release are generally not employed at Utah Lake due to ecological concerns. The Utah Lake approach is to use a combination of different treatment types for the best overall effect and the program is reviewed and updated annually.

Maintenance responsibilities can be shared with state agencies, community groups, and property owners. After initial removal, replanting with native species is a key step to prevent re-infestation and stabilize soils.

Sunset Beach Park

Northlake Park

Vineyard 170 South Access

Powell Slough South Access

Mosida Acres

Aquatic Invasive Species

Invasive species significantly alter Utah Lake's ecosystem, displacing native species and disrupting ecological balance. Of the 13 native fish species originally found in Utah Lake, only the June sucker, Utah sucker, and Utah chub remain. In their place, over 20 non-native fish species have come to dominate the lake, most notably common carp, white bass, black bullhead, channel catfish, walleye, and northern pike.

ULA and its partners are actively working to reduce aquatic invasive species, especially carp, northern pike, and quagga mussels.

Common Carp

Carp are one of the most dominant fish in Utah Lake. These carp increase water turbidity, uproot submerged vegetation, and destroy spawning habitats. The resulting loss of clarity and structure in the aquatic environment undermines biodiversity and degrades water quality.

Since 2010, the June Sucker Recovery Implementation Program has led a large-scale carp removal initiative, collaborating with commercial fishers to extract over 29 million pounds of carp by 2020. Other initiatives like the annual *Great Carp Hunt* support these efforts by encouraging anglers to catch and remove as many carp as possible.

Monitoring shows an estimated 78% decline in carp density since 2012.

Northern Pike

Northern pike are voracious, fast-growing predators introduced more recently to Utah Lake. The June sucker is particularly vulnerable to pike predation since pike prefer to live in shallow, vegetated areas similar to where June suckers spawn.

The June Sucker Recovery Implementation Program is actively monitoring northern pike populations and developing removal strategies. These efforts are critical to shielding June sucker spawning habitats and preventing further predatory pressure on the native fish community.

Quagga Mussels

Quagga mussels are tiny mollusks that clog water infrastructure, strip plankton from the ecosystem, damage boats and docks, and create hazardous shoreline conditions with their sharp shells.

DWR leads an "STD of the SEA" campaign to prevent quagga transmission. This includes mussel-aware boater education, mandatory enrollment in the Utah Aquatic Invasive Species (AIS) program, and decontamination requirements for boats arriving from infested waters such as Lake Powell.

Harmful Algal Blooms (HABs)

Harmful algal blooms (HABs) occur when cyanobacteria—commonly called blue-green algae—grow explosively in nutrient-rich, warm, and still water. These blooms release toxins and deplete oxygen, harm aquatic life, and create dead zones through organic decay and oxygen loss.

In Utah Lake, HABs limit recreational activities like swimming and fishing, pose health risks to pets and people, produce unpleasant odors and scum along shorelines, and negatively impact the lake's reputation.

Effective Responses

- **Monitoring and Public Advisories** - The Division of Water Quality monitors for HABs and issues public advisories when they are present. An example of this warning advisory is shown below.
- **Chemical Treatment** - Algaecides are often applied at marinas during peak bloom seasons. These treatments help to reduce algae by killing plankton and binding nutrients.
- **Algae Harvesting** - Since 2022, a UVU-developed algae-harvesting boat has been used each summer to remove surface algae from key areas.
- **Nutrient Controls** - Recent efforts to reduce phosphorus inputs from surrounding farms and wastewater plants have improved water quality.

Lake Ecology Recommendations

- Prioritize vegetation removal at obstructed sites. Support native replanting after removal.
- Coordinate with FFSL and other agencies on invasive vegetation treatment around the lake.
- Develop a guide for property owners to remove invasive species from their own property. Pair this guide with a streamlined approval process.
- Continue and expand initiatives to remove carp, northern pike, and other non-native fish.
- Support DWR with quagga mussel prevention efforts including public education, inspection, and decontamination of boats.
- Support DWQ with algal bloom monitoring and public alerts.
- Develop nutrient reduction strategies in the watershed including wastewater treatment upgrades and agriculture best practices.

Life Jacket Loaner Station

# of access points: 11

Life Jacket Loaner Stations are unmanned kiosks where visitors can borrow a life jacket free of charge. They provide free use of life jackets on a first-come, first-served basis, aiming to enhance water safety by encouraging life jacket use. These stations also serve an educational purpose, informing visitors about the importance of life jackets.

The Utah Lake Life Jacket Loaner Program was established in 2021 in partnership with the families of Priscilla Bienkowski and Sophia Hernandez, two teenagers who tragically drowned at Utah Lake in 2020. The program is managed by ULA and is supported by community donations and partner organizations, such as Intermountain Primary Children's Hospital which donated 150 life jackets in 2023.

Seven access points currently have Life Jacket Loaner Stations (not including Utah Lake State Park, which offers life jackets inside the visitor center). This plan recommends adding stations at 7 additional access points in the next 5 years due to high visitation and likely usage types at those locations.

During this evaluation, several existing stations were found to be partially stocked or completely empty. This may be due to evaluation timing during winter months. Consider developing a consistent system for monitoring and restocking these stations.

Construction costs for a Life Jacket Loaner Station range from $750 to $1,200, not including life jackets. A fully stocked unit may hold 10–20 life jackets, which adds an additional $300–$800 depending on jacket type (although most life jackets are donated by community groups or partners). ULA should plan for occasional replacement due to loss, wear, or sun damage.

Life Jacket Loaner Stations at Access Points

Existing Sites	Recommended Sites
• Saratoga Springs South Marina • American Fork Marina • Lindon Marina • Vineyard Beach • Mill Race • Lincoln Beach • The Knolls	• Inlet Park • Saratoga Springs North Marina • Vineyard Center Street • Powell Slough North Access • Utah Lake State Park • Swede Lane • Sandy Beach

Vineyard Beach

Life Jacket Loaner Station Recommendations

- Install Life Jacket Loaner Stations at 7 sites identified.
- Work with partners to develop a monitoring and maintenance plan, ensuring life jackets are available at peak times.
- Work with community groups to acquire station and/or life jacket donations.

Saratoga Springs South Marina

Lindon Marina

Mill Race

The Knolls

CHAPTER 4

NEW ACCESS POINTS

Overview

During stakeholder engagement, stakeholders and the public expressed a preference for improving existing access points rather than developing new ones. Additional planning and stakeholder engagement is necessary to identify new access point locations that are sensitive to current landowners. As a result, this plan does not recommend specific locations for new access points around the lake, aside from the two planned access points in Saratoga Springs: Heron Bay Park and Saratoga Springs North Marina.

As population growth continues and recreation demand increases, the need for additional access points will inevitably emerge. This plan uses three analyses to evaluate where future access points may be needed. Each analysis offers a different perspective on access point needs and will help inform future decisions.

- **Service Area Analysis** – Measures population within 10 miles of each access point to identify areas where recreation demand may exceed available facilities.
- **Gap Analysis** – Measures distances between access points, highlighting underserved areas along the Utah Lake Shoreline Trail corridor.
- **Conservation Analysis** – Identifies ecologically significant areas that may warrant preservation, balancing recreation needs with habitat protection.

Service Area Analysis

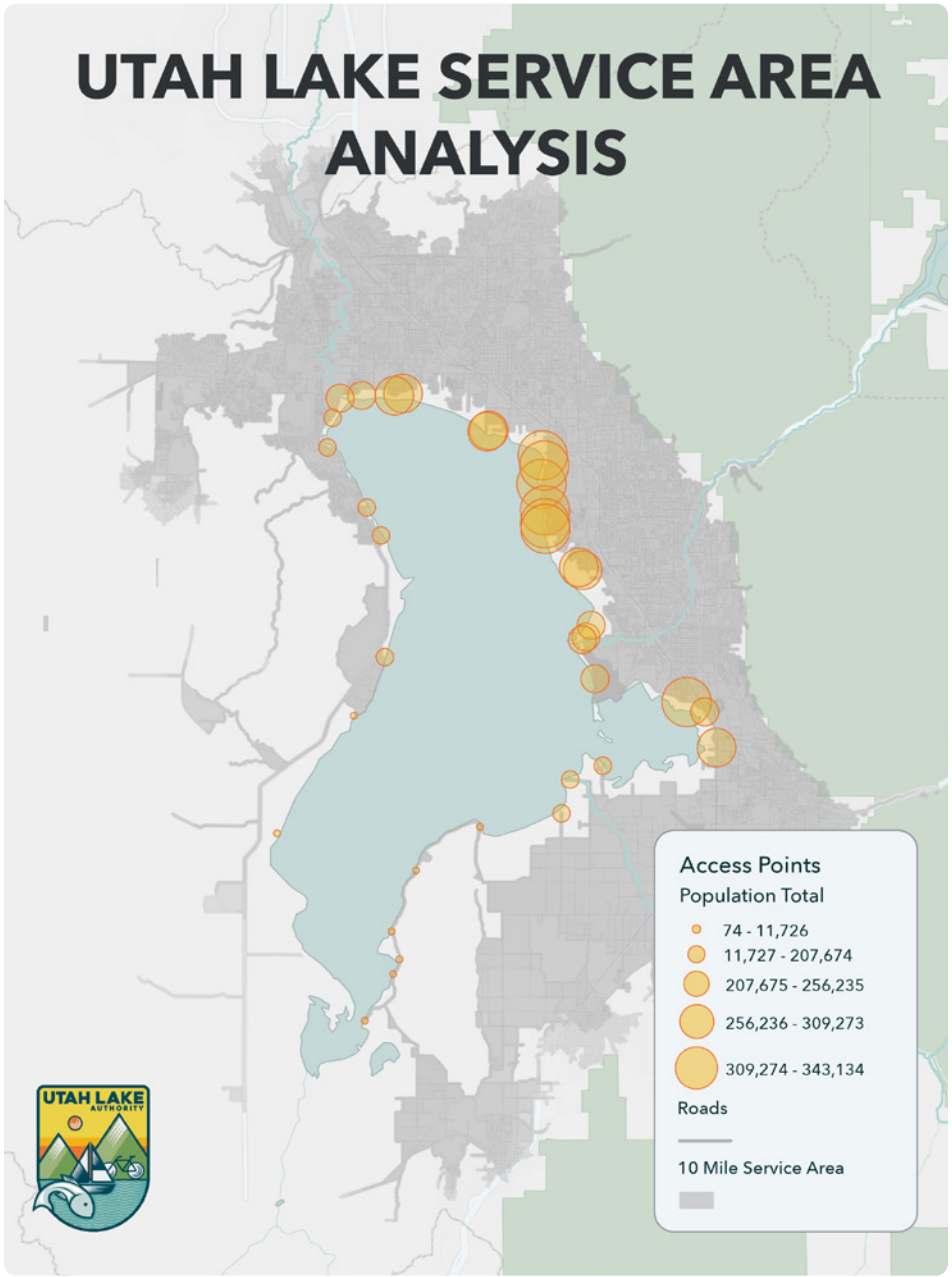
This analysis creates a 10-mile service area around each access point using the road network. A 100-meter buffer was applied around each road centerline to include adjacent properties. Combined with census population data from 2020, this analysis allows us to estimate how many people live within 10 miles of each access point.

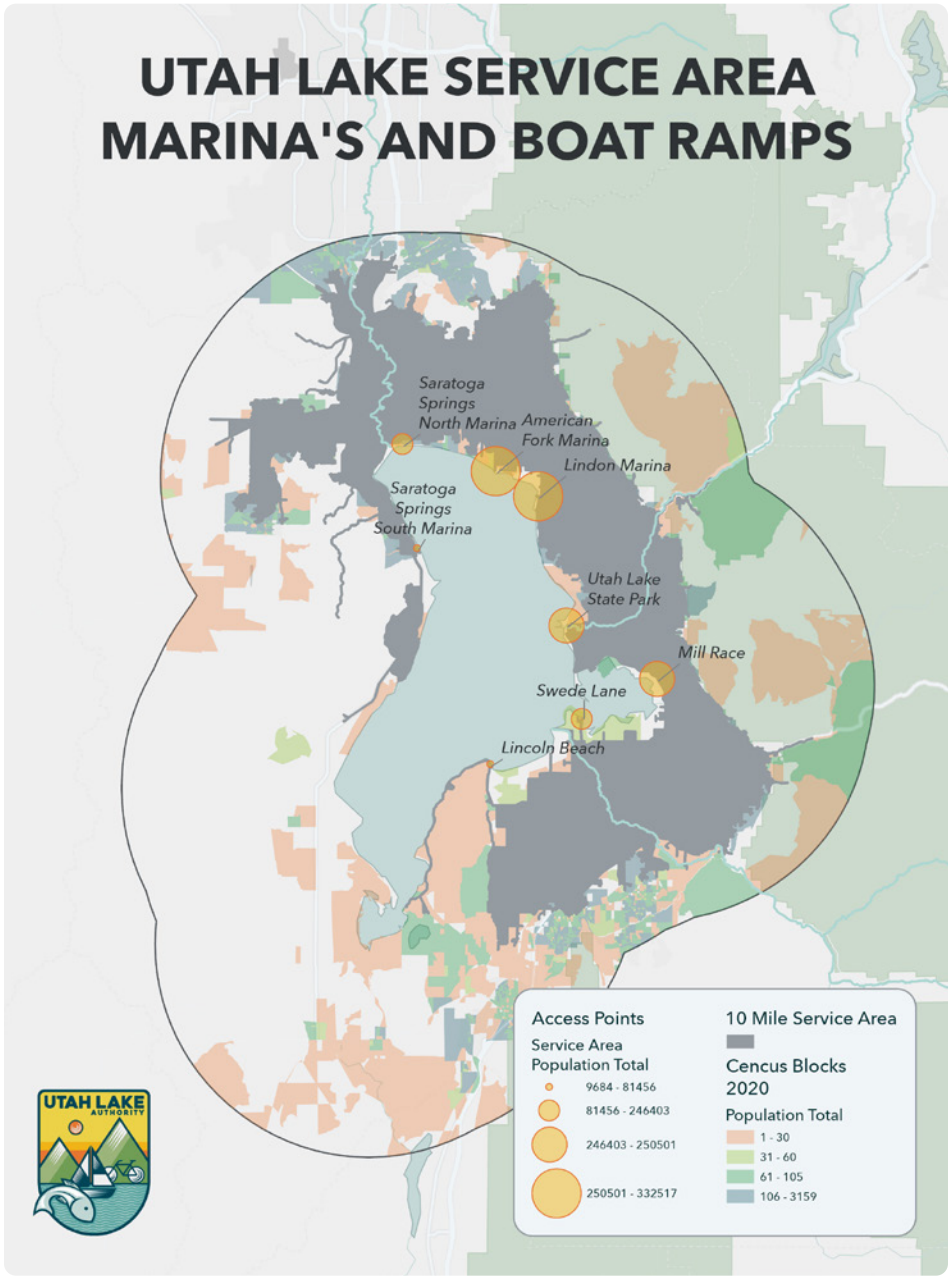
The analysis is based on the assumption that most users will visit the access point closest to where they live. While this is generally true for casual or frequent users, many users may also choose access points up to 50 miles away based on amenities, water conditions, or personal preference. As a result, this analysis should be interpreted as a general measure of potential service area rather than an exact evaluation of visitation data.

By comparing these service areas, we can identify which access points serve the greatest number of people and highlight areas where additional access may be warranted.

This analysis was conducted in two parts to account for different types of lake access (shown on the following page). The first analysis examined 35 public access points (excluding Heron Bay Park), providing a broad picture of how Utah Lake's existing recreation areas serve the surrounding population.

The second analysis focused specifically on marinas and boat launches, as these are the only locations that accommodate trailered boat access. Insufficient boat access can lead to overcrowding at certain marinas and make it more difficult for boaters to enjoy the lake. This second analysis helps identify locations where additional boat launch sites may be needed to better distribute demand.


UTAH LAKE SERVICE AREA ANALYSIS
Access Points
Population Total
74 - 11,726
11,727 - 207,674
207,675 - 256,235
256,236 - 309,273
309,274 - 343,134
Roads
10 Mile Service Area


UTAH LAKE SERVICE AREA MARINA'S AND BOAT RAMPS
Saratoga Springs North Marina
American Fork Marina
Lindon Marina
Saratoga Springs South Marina
Utah Lake State Park
Mill Race
Swede Lane
Lincoln Beach
Access Points
Service Area Population Total
9684 - 81456
81456 - 246403
246403 - 250501
250501 - 332517
10 Mile Service Area
Cencus Blocks 2020
Population Total
1 - 30
31 - 60
61 - 105
106 - 3159

Access Points by Service Area Population				
Access Point	**Region**	**Type**	**Capacity**	**10-mile Service Area Population**
Battle Creek WIA	Northeast	Sportsman Access	Low	343,134
Vineyard Beach	Northeast	Beach	Medium	339,565
Lindon Marina	Northeast	Marina	High	332,517
Sunset Beach	Northeast	Community Park	Medium	327,960
Vineyard Center Street	Northeast	Trailhead	Low	321,642
Vineyard 170 South Access	Northeast	Trailhead	Low	317,141
Provo 5th West Sportsman Access	Southeast	Sportsman Access	Medium	315,709
American Fork Marina	Northeast	Marina	High	309,274
Powell Slough South Access	Northeast	Sportsman Access	Low	289,844
Powell Slough North Access	Northeast	Sportsman Access	Medium	287,563
Lower Hobble Creek WMA	Southeast	Sportsman Access	Low	281,810
Northlake Park	Northwest	Community Park	Medium	270,661
Shoreline Park	Northwest	Community Park	Medium	256,733
Airport Dike	Southeast	Sportsman Access	Low	256,235
Utah Lake State Park Trailhead	Southeast	Trailhead	Low	250,520
Mill Race	Southeast	Boat Launch	Medium	250,501
Skipper Bay Trailhead	Southeast	Trailhead	Medium	250,475
Utah Lake State Park	Southeast	Marina	High	247,008
Saratoga Springs North Marina	Northwest	Marina	n/a	246,403
Inlet Park	Northwest	Community Park	Medium	236,239
Eagle Park	Northwest	Sportsman Access	Low	166,793
Swede Lane	Southeast	Boat Launch	Low	88,477
Saratoga Springs South Marina	Northwest	Marina	High	81,456
Sandy Beach	Southeast	Beach	Medium	77,064
4000 W in Lakeshore	Southeast	Sportsman Access	Low	67,656

Access Point	Region	Type	Capacity	10-mile Service Area Population
Big Cove Sportsman Access	Southwest	Sportsman Access	Low	19,785
LeBaron Point	Southwest	Sportsman Access	Low	11,726
Tower View Point	Southwest	Sportsman Access	Low	10,545
The Knolls	Southwest	Boat Launch	Low	9,933
Lincoln Beach	Southwest	Marina	High	9,684
Goosepoint South Access	Southwest	Sportsman Access	Low	7,576
Lincoln Point	Southwest	Sportsman Access	Low	6,638
Mulberry Beach	Southwest	Beach	Low	1,703
Goosepoint North Access	Southwest	Sportsman Access	Medium	1,523
Mosida Acres	Southwest	Sportsman Access	Low	74

Findings:

- **Northeast Region**- Access points near Lindon Marina in the northeast serve the largest population within 10-miles. This region already includes two marinas, Lindon and American Fork. Additional non-boat access may be needed to accommodate the population. Luckily, planned improvements along the Vineyard waterfront will significantly expand capacity in this area.
- **Mill Race** - Mill Race has a notably high service area population. Its position on the eastern edge of Provo Bay allows easy access for boaters. Despite high demand, this site has limited infrastructure including gravel parking and a primitive boat ramp. This mismatch between usage and facility quality indicates a clear need for investment.

Over 90% of Utah County residents (about 650,000 people) live within a 30-minute drive of an access point.

Utah Lake Shoreline in Springville City

Gap Analysis

This analysis assesses the spacing between access points along the planned Utah Lake Shoreline Trail, measuring the distance along the trail itself rather than using road distance or straight-line measurements.

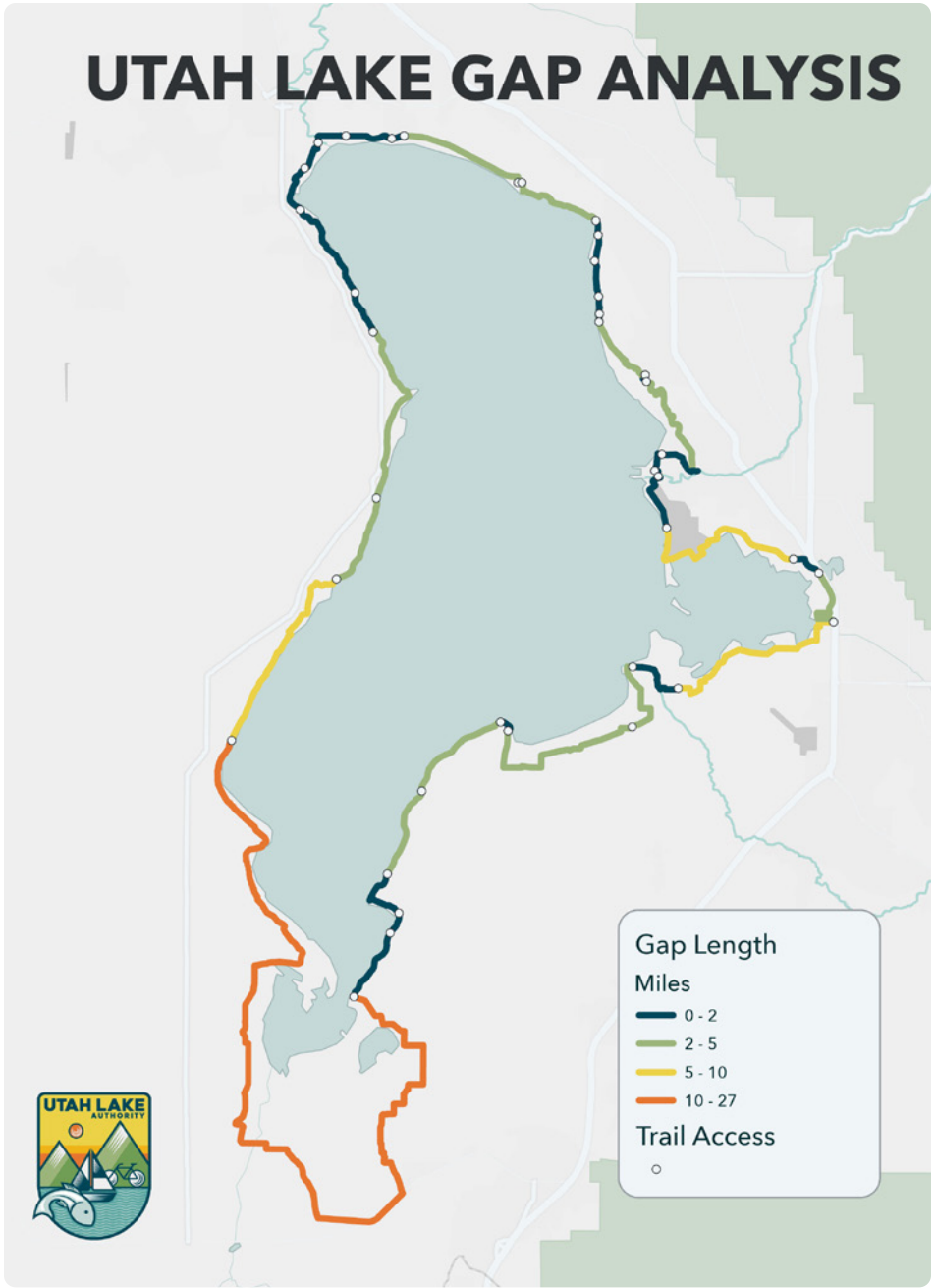
The term "gap" in this section does not refer to missing trail segments, but rather to the **distance between public access points regardless of whether the trail has been built in those segments**.

Trail distance is used for two reasons. First, the trail delineation connects to all access points using a single, continuous path, providing a practical way to measure distance without the need to determine which roads to route through. Second, distance is a greater barrier for trail users than for motorists. While driving between access points is quick and easy, walking or biking long distances can be challenging. In either case, using trail or road distances would likely result in similar conclusions.

Larger gaps between access points indicate areas where users must travel long distances to reach the lake, suggesting potential locations for new access points. Ensuring consistent spacing of access points enhances accessibility, usability, and overall recreational experience.

Findings:

- **Provo Bay** - The north and south shores of Provo Bay have notable gaps between Airport Dike and Provo 5th West Sportsman Access and again between Mill Race and Swede Lane. Both of these areas are close to major population centers, making the absence of access points more significant. This aligns with feedback from Springville City staff who expressed interest in new access points along their shoreline.
- **Southwest Region** - The southwest shoreline contains the longest gap (27 miles) with no access points between LeBaron Point and Mosida Acres. While the current population in the region is very low, this area may warrant additional access points as the Utah Lake Shoreline Trail develops and nearby population centers grow.



Conservation Analysis

Conservation easements can often be used as a tool for expanding recreation access, allowing for public use while protecting critical landscapes. Preserving natural lands also enhances recreation as healthier ecosystems contribute to a more enjoyable user experience.

This analysis, completed by Utah Open Lands, identifies parcels with high conservation value, ensuring that future access points are strategically located to both expand recreational opportunities and protect sensitive lands. By designating an area as a public access point, it can be safeguarded against private development that might otherwise restrict shoreline access or degrade the natural landscape.

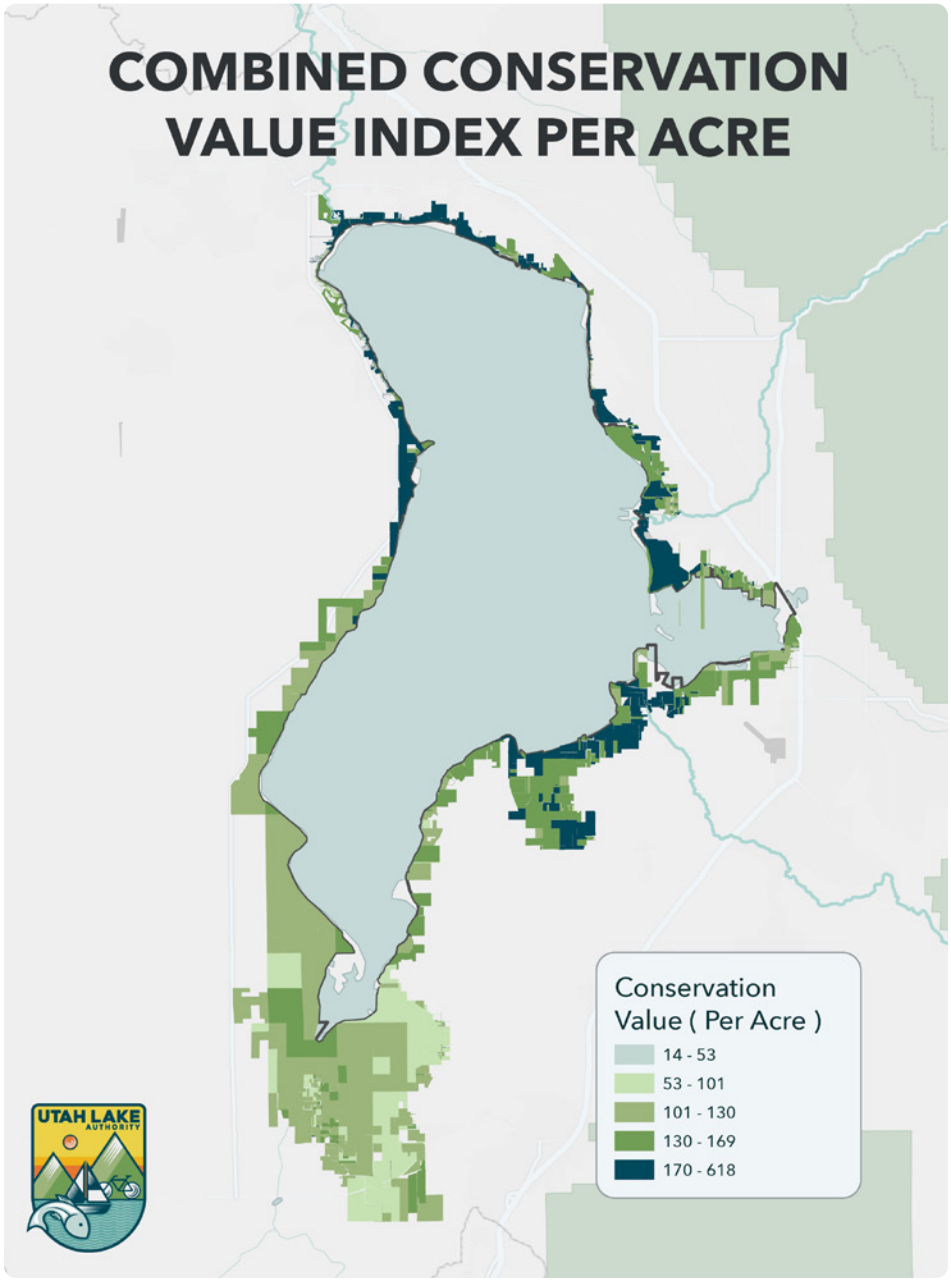
This analysis includes two parts:

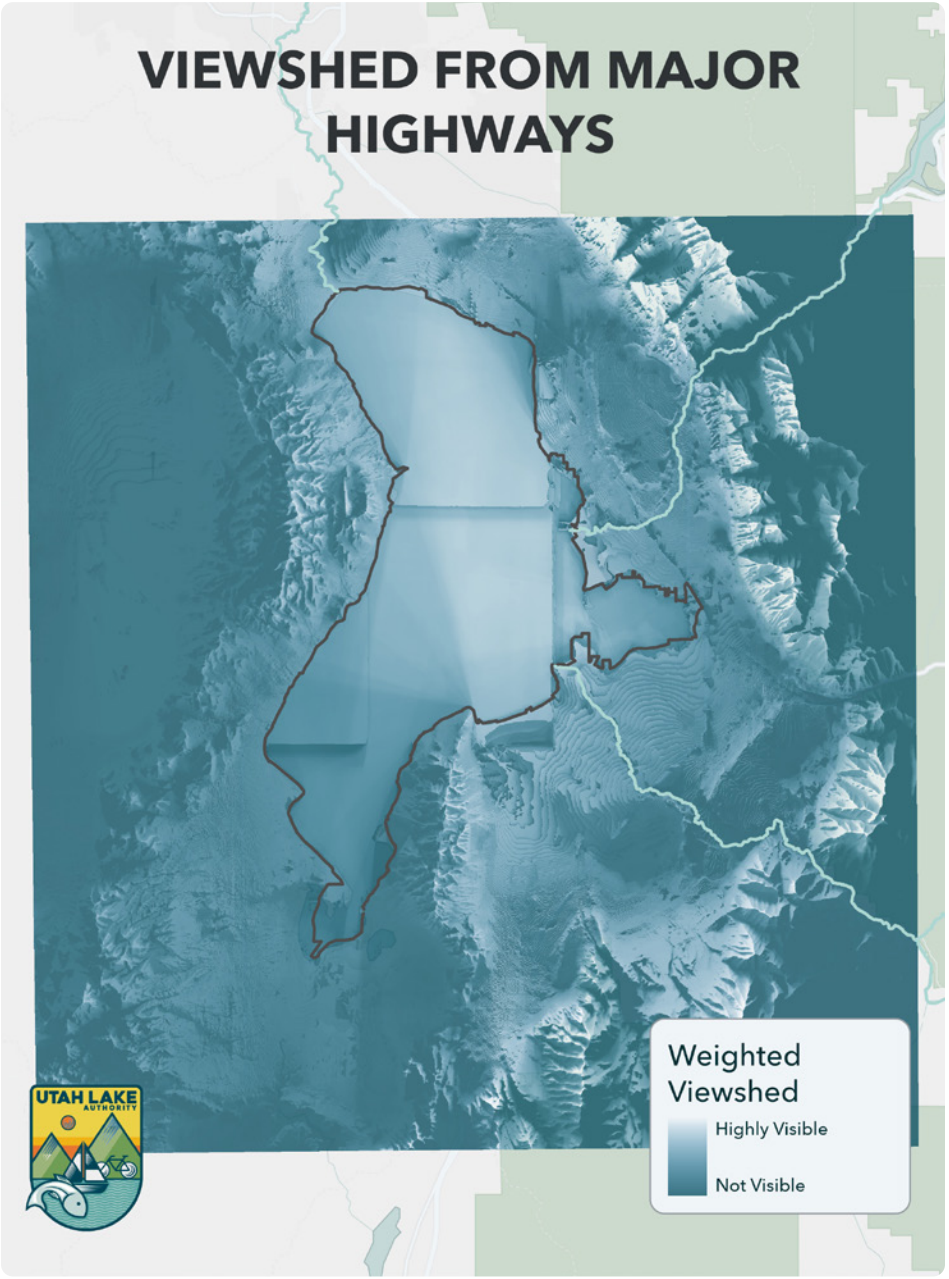
- **Habitat Value** - Uses existing ecological data to identify critical wildlife habitats along the Utah Lake shoreline. Protecting these areas helps maintain biodiversity and prevents habitat degradation from overuse.
- **Open Space Value** - A viewshed analysis assessed the visibility of shoreline areas from major public highways (I-15, SR-74, and US-6). Parcels highly visible to the public offer the greatest scenic benefit when protected.

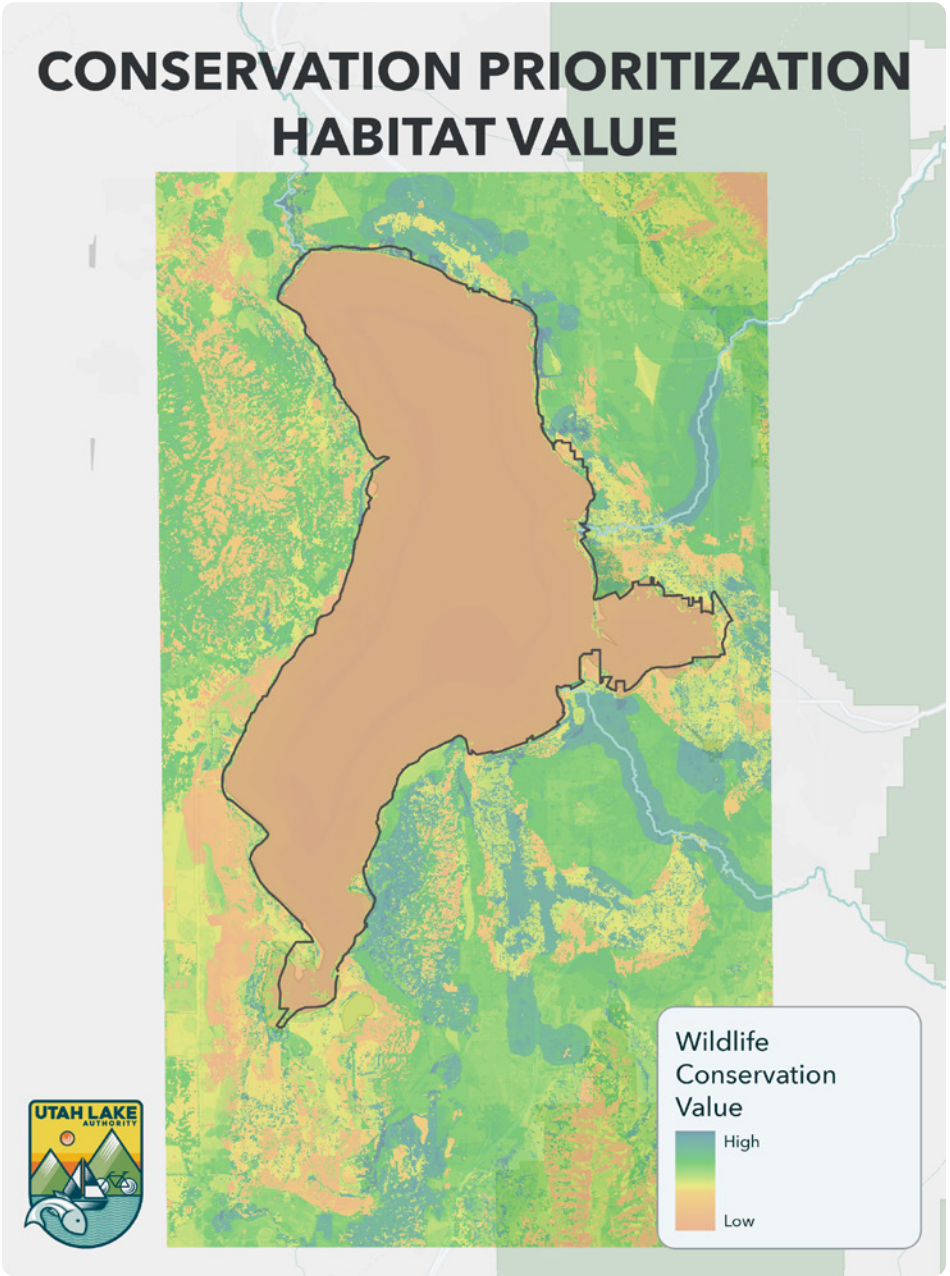
Habitat and Open Space Values were merged to create a Combined Conservation Value for each location. This composite value was then analyzed in two ways: value per acre, which highlights areas with high conservation potential relative to size, and value per parcel, which captures the total conservation value of individual properties.

Findings:

- **Highest value per acre** - The northwest and southeast regions exhibit the highest combined conservation value per acre. These may be the most cost-effective targets for easements since parcels are smaller. Consider also that some parcels may increase in price as urban development continues southward in Utah County.
- **Large, undeveloped parcels** - Although the southwest region has relatively low combined conservation value per acre, these parcels have very high value per parcel due to the fact that these parcels are very large. This presents an efficient opportunity to protect extensive areas of shoreline and habitat while working with just a few landowners.
- **Private ownership dominates** - Over 60% of the study area is privately owned, and over 1,000 individual landowners were identified. Outreach and partnership efforts will be essential to implement conservation tools like easements.







*Note: Conservation analysis data provided in the appendix.

CHAPTER 5

ENVIRONMENTAL ASSESSMENT

Methodology

This chapter provides an environmental assessment of 35 public access points (excluding Heron Bay Park) conducted by Dr. Greg Carling, Professor of Geological Sciences at Brigham Young University. This assessment evaluates how environmental conditions may impact public infrastructure and user experience over time.

Access points were analyzed across six environmental factors using publicly available geospatial datasets. ***Some sites overlapped multiple zones; in those cases, all values were recorded***. Environmental factors include:

- **Earthquake Hazard** - 1 (low risk) to 10 (high risk)
  Measure of earthquake risk using liquefaction potential data.
- **Flood Hazard** - none, 100-year, or 500-year
  Likelihood of a flood event based on FEMA floodplain maps.
- **Bathymetry Class** - shallow, intermediate, or deep
  Depth based on distance from the shoreline to deep water.
- **Wetlands Habitat** - freshwater emergent (FE), freshwater forested/shrub (FFS), riverine (R), or Utah Lake Wetland Preserve (ULWP)
  Wetland types present based on national wetlands inventory data.
- **Soil Class** - sandy, loamy, alluvial, or anthropogenic
  Surface soil texture present based NRCS on soil data.
- **Wave/Ice Damage Potential** - low, moderate, or high
  Exposure to open water.

Environmental Assessment Summary

Access Point	Earthquake Hazard	Flood Hazard	Bathymetry Class	Wetlands Habitat	Soil Class	Wave/Ice Damage Potential
Saratoga Springs South Marina	7,10	100 year, none	Deep	FE, FFS	Loamy	High
Eagle Park	7	None	Intermediate	FFS, R	Loamy	Moderate
Inlet Park	7	100 year	Shallow	FFS	Loamy	Moderate
Saratoga Springs North Marina	7, 10	100 year	Shallow	FE, FFS	Sandy, Loamy	High
Shoreline Park	7	100 year	Shallow	FE, FFS	Sandy, Loamy	Moderate
Northlake Park	7	100 year, 500 year	Shallow	FE, R	Sandy, Loamy	Low
American Fork Marina	7,10	100 year	Deep	FE, FFS, R	Loamy	High
Battle Creek WMA	7	100 year	Shallow	FE, FFS	Sandy, Loamy	High
Lindon Marina	7,10	100 year, none	Shallow	FE, R	Sandy, Loamy	High

	Access Point	Earthquake Hazard	Flood Hazard	Bathymetry Class	Wetlands Habitat	Soil Class	Wave & Ice Damage Potential
NORTHEAST REGION	Vineyard Beach	7,10	100 year, none	Intermediate	FE	Sandy	High
	Sunset Beach Park	7	100 year, none	Intermediate	None	Sandy, Loamy, Anthropogenic	Moderate
	Vineyard Center Street	7,10	100 year, none	Intermediate	FE	Sandy, Loamy	Moderate
	Vineyard 170 South Access	7	100 year, none	Intermediate	None	Sandy, Loamy	Moderate
	Powell Slough North Access	7	100 year, none	Intermediate	FE	Loamy, Alluvial	Low
	Powell Slough South Access	7	None	Intermediate	FE	Loamy, Alluvial	Low
SOUTHEAST REGION	Skipper Bay Trailhead	7	100 year	Intermediate	FE, R	Sandy, Loamy, Alluvial	Low
	Utah Lake State Park Trailhead	7,10	100 year	Intermediate	R	Loamy	Low
	Utah Lake State Park	7,10	100 year	Deep	FE, R	Sandy, Loamy, Alluvial	High
	Airport Dike	7, 10	100 year, none	Shallow	FE, FFS	Sandy, Loamy	High
	Provo 5th West Sportsman Access	7	100 year	Shallow	FE	Loamy	Low
	Mill Race	7	100 year	Shallow	FE, R	Loamy, Alluvial	Low
	Lower Hobble Creek WMA	7	100 year	Shallow	FE	Loamy	Low
	Swede Lane	7,10	100 year	Shallow	FE, FFS	Sandy, Loamy	Moderate
	Sandy Beach	7,10	100 year	Intermediate	FE, FFS	Loamy, Anthropogenic	High
	4000 W in Lakeshore	7	100 year	Intermediate	FE, FFS, ULWP	Sandy, Loamy	Moderate
SOUTHWEST REGION	Lincoln Beach	4,7,10	100 year, none	Deep	ULWP	Loamy	High
	Lincoln Point	4	100 year, none	Deep	FE	Loamy	Moderate
	Mulberry Beach	4,10	100 year, none	Deep	FE	Sandy	High
	Goosepoint North Access	7,10	100 year, none	Shallow	FE	Sandy, Loamy	Moderate
	Goosepoint South Access	1,4	None	Shallow	None	Sandy, Loamy	Moderate
	Tower View Point	1,10	100 year, none	Shallow	FE, ULWP	Sandy	Moderate
	LeBaron Point	7,10	100 year	Shallow	FE, ULWP	Sandy	High
	Mosida Acres	7	None	Shallow	None	Loamy	Low
	The Knolls	4,7	100 year, none	Intermediate	R	Sandy, Loamy	High
	Big Cove Sportsman Access	4,7	100 year, none	Intermediate	FE	Sandy, Loamy	Moderate

Earthquake Hazard

Utah Lake sits within the Wasatch Fault Zone, a seismically active region stretching along the western edge of the Wasatch Mountains. A major earthquake along this fault could significantly impact shoreline areas and public access points, especially those built on soft, water-saturated soils.

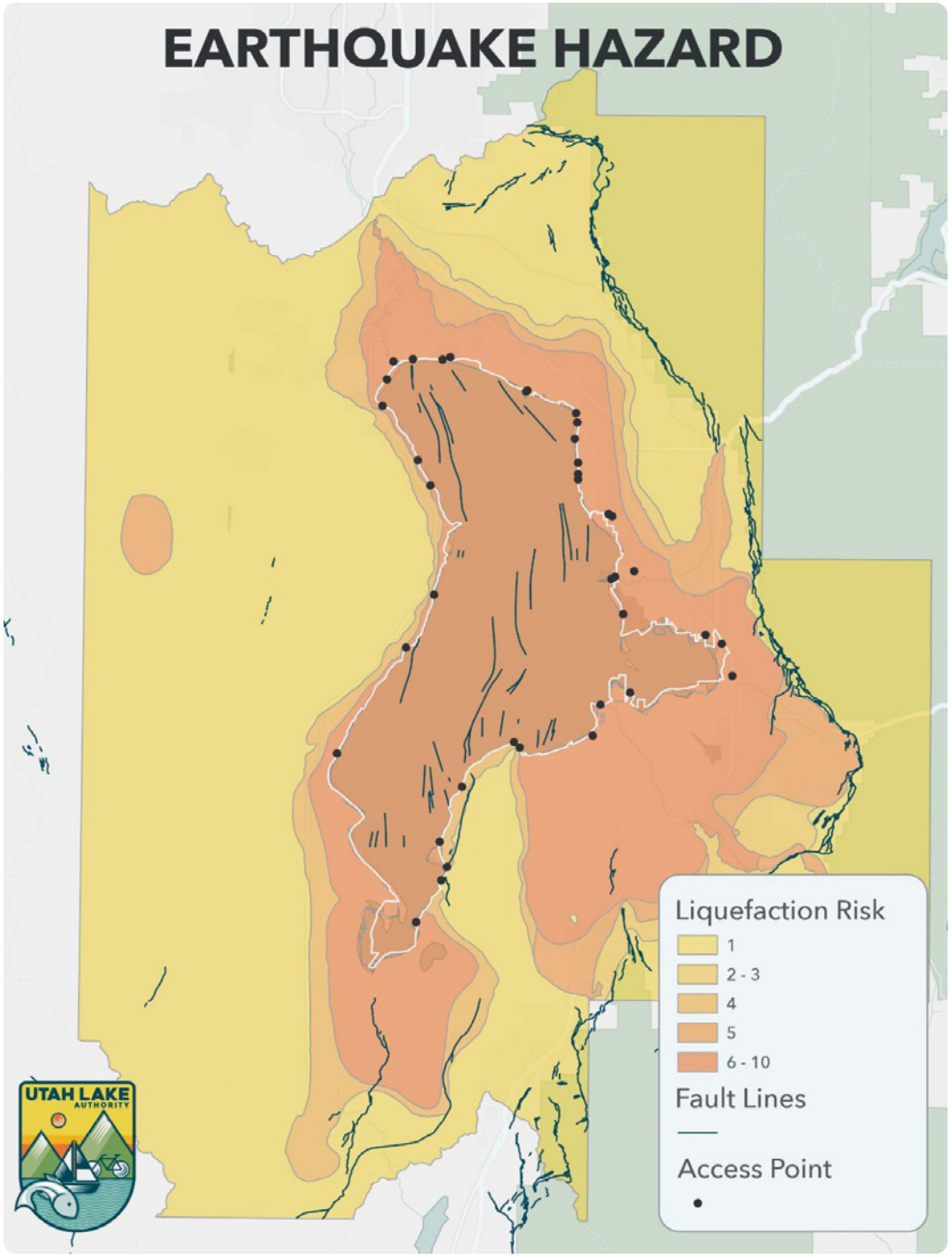
This analysis assesses earthquake risk at each access point using 2020 liquefaction potential data from the Utah Automated Geographic Reference Center (AGRC). Liquefaction is a phenomenon where saturated soil temporarily loses strength during seismic shaking, potentially damaging roads, trails, parking areas, and other infrastructure.

Each access area was assigned a liquefaction potential score ranging from 1 (low risk) to 10 (high risk).

Findings:

- 16 access points have a maximum liquefaction score of 10, placing them in the highest risk category. Infrastructure improvements at high-risk sites should account for this hazard.
- All access points have at least some areas that fall within a moderate risk zone, with scores between 4 and 7.
- Only 2 access points have localized areas with a liquidation score of 1 - Tower View Point and Goosepoint South Access

While earthquake hazard does not preclude development, it is an important consideration for engineering design, maintenance planning, and long-term resilience. In some cases, locating facilities outside of high-risk areas within the same access parcel may reduce future maintenance or repair needs.



Flood Hazard

Flooding is an important consideration in shoreline areas. This analysis used 2015 FEMA floodplain maps to assess flood risk at each access point. FEMA classifies flood risk by annual probability, with 100-year floodplains indicating a 1% chance of flooding and 500-year floodplains indicating a 0.2% chance.

Findings:

- 4 access points are located entirely outside flood zones: Goosepoint South Access, Eagle Park, Powell Slough South Access, and Mosida Acres
- 15 access points are fully within a 100-year Floodplain.
- The remaining 16 access points are partially within a 100-year Floodplain

Access points in high-risk zones may be vulnerable to rising water levels during wet years or major weather events. Where possible, amenities should be placed outside the floodplain or designed to withstand periodic flooding. This includes elevating structures and using flood-resistant materials.

Bathymetry Class

Utah Lake is a shallow lake with fluctuating water levels that can significantly impact recreational access. Low water years can make it difficult to launch boats, access the shoreline, and maintain consistent facilities.

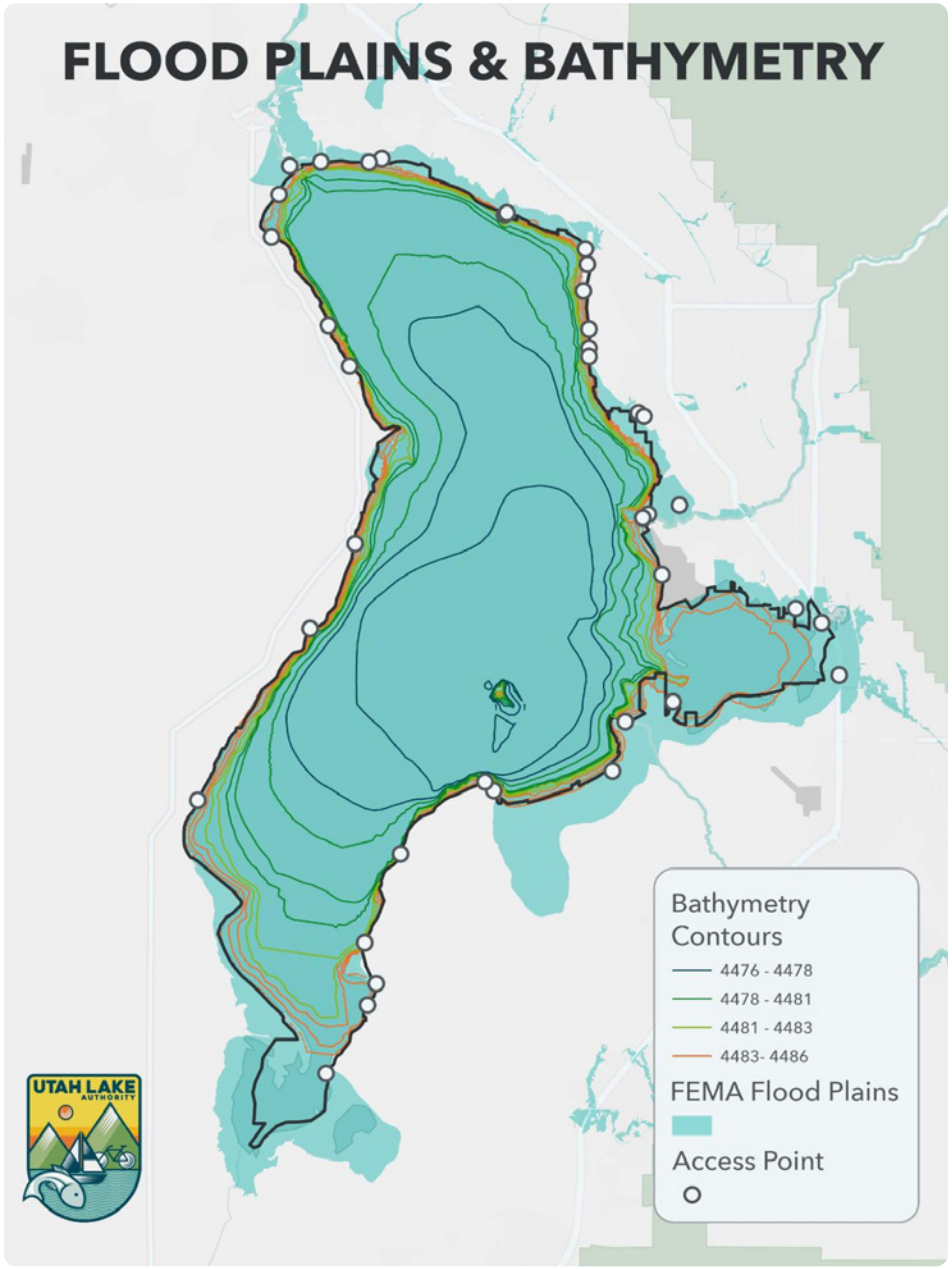
This analysis used 2017 bathymetry data to estimate distance from the shoreline to deep water at each access point. "Deep water" is defined as a lake bottom elevation of 4480 feet elevation or approximately 6 feet deep, suitable for launching most boats. For marinas, the distance was measured from the end of the pier.

Categories are as follows: deep (<800 feet to deep water), intermediate (1400-2900 ft to deep water), and shallow (>3200 ft to deep water).

Findings:

- 16 access points are classified as shallow. These sites may become unusable for boating during dry years. Notably, this includes Saratoga Springs North Marina, Lindon Marina, Mill Race, and Swede Lane - 4 sites designed for launching boats.
- 13 access points are classified as intermediate.
- 6 access points are classified as deep, offering more consistent boat access even during low water years. This includes Saratoga Springs South Marina, American Fork Marina, Utah Lake State Park, Lincoln Beach, Lincoln Point, and Mulberry Beach.

Sites with shallow water may need routine dredging, extended ramps, floating docks, or other adaptive infrastructure to remain functional year-round.



Wetlands Habitat

Wetlands are a defining feature of the Utah Lake shoreline and play a vital role in supporting wildlife, filtering water, and stabilizing shorelines. However, they also present constraints for recreational development due to environmental regulations and sensitive habitat needs.

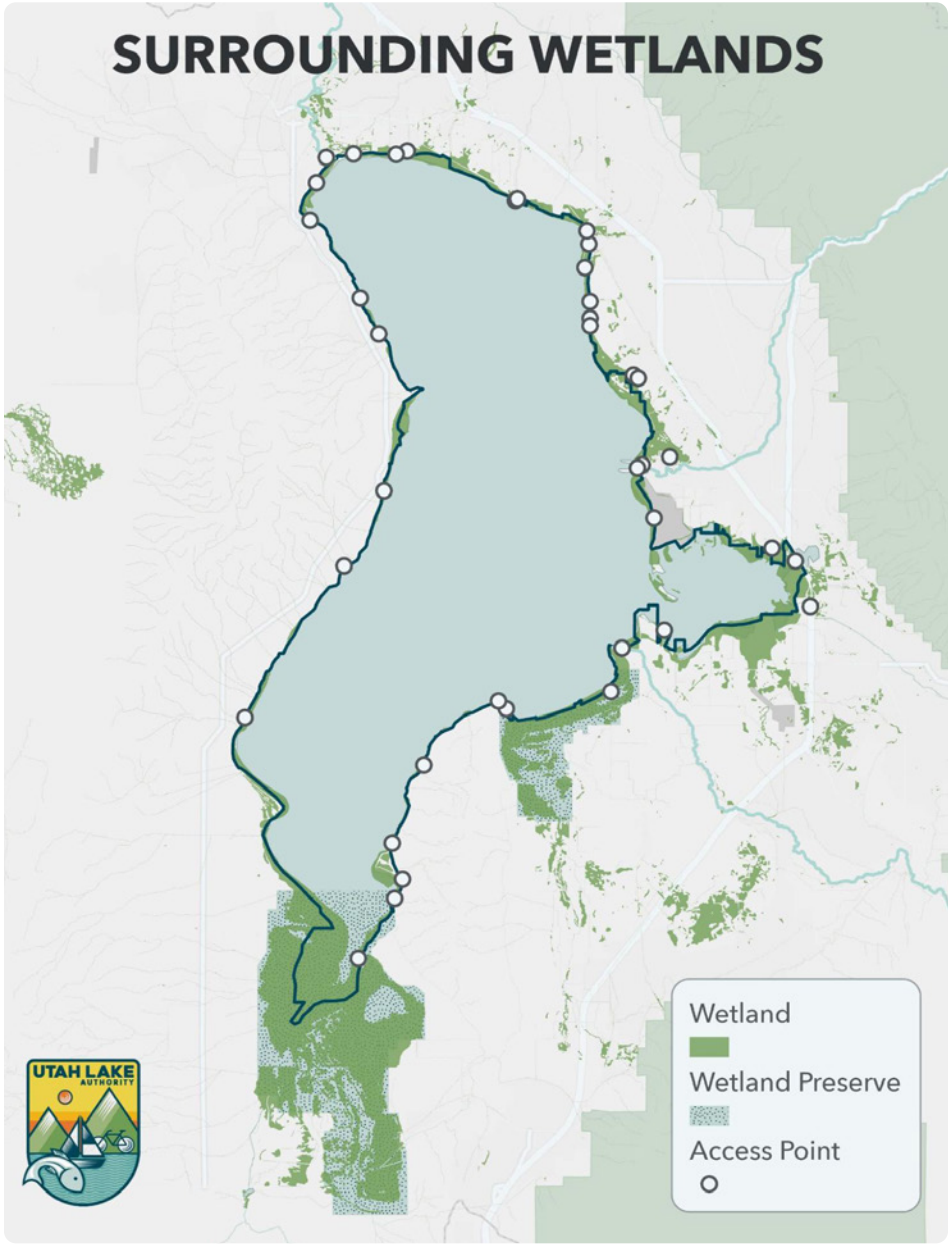
This analysis used the 2022 National Wetlands Inventory to identify wetland types present at or near each access point. Wetlands were classified into the following categories:

- Freshwater Emergent (FE): Typically marshy areas dominated by grasses and reeds
- Freshwater Forested/Shrub (FFS): Areas with woody vegetation
- Riverine (R): Wetlands associated with river channels
- Utah Lake Wetland Preserve (ULWP): Federally protected habitat in the southern region

Findings:

- Only 4 access points feature no wetland habitat - Sunset Beach, Vineyard 170 South Access, Goosepoint South Access, and Mosida Acres
- 31 access points intersect with one or more wetland type, with the most common being freshwater emergent wetlands (26) followed by freshwater forested/shrub (11), Riverine (9), and the Utah Lake Wetlands Preserve (4)
- Wetland presence is especially common in the southeast and southwest

Sandy Beach



Soil Type

Soil type influences how well a site can support recreational infrastructure, particularly regarding road durability, drainage, vegetation, and access. Certain soils, such as clays or silts, may be prone to erosion, compaction, or instability, while sandy or loamy soils are often more suitable for paths, parking areas, and plant growth.

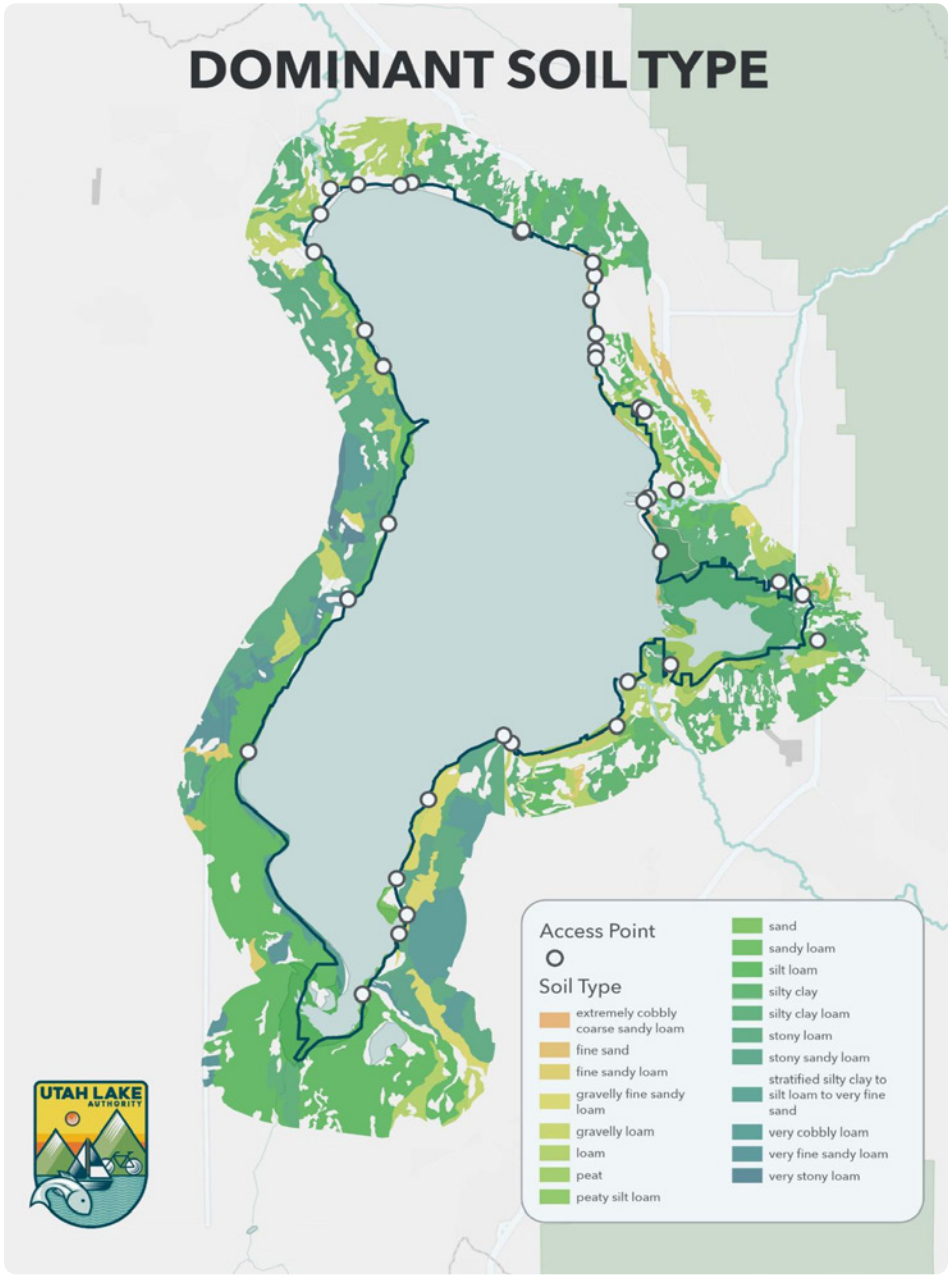
This assessment used 2022 NRCS SSURGO data to identify surface soil textures at each access point. This data was compiled from field observations, soil surveys, and laboratory analyses conducted by NRCS scientists. Where multiple soil types were present, they are listed in order of prevalence.

Soil types:

- Sandy soils - good drainage but low nutrient and water retention. Often less stable near shorelines. Includes: fine sand, fine sandy loam, gravelly fine sandy loam, sand, loamy fine sand, & very fine sandy loam
- Loamy soils - Mix of sand, silt, and clay with balanced properties. Generally good for development. Includes: loam, gravelly loam, silt loam, silty clay loam, very cobbly loam, stony loam, & stony sandy loam
- Alluvial soils - Unstable, compressible and rich in organic matter. Often found in wetlands. Includes: peat, peaty silt loam, & mixed alluvial land
- Anthropogenic soils - man-made or modified. Includes: urban land & river wash

Findings:

- Loamy soils are the most common across access points, appearing at 31 sites. These soils are generally well-balanced in terms of drainage, compaction resistance, and vegetation support, making them highly suitable for recreation infrastructure.
- Sandy soils are also common, found at 21 access points. While they offer excellent drainage, their instability near shorelines and low load-bearing capacity can create challenges for trail and road development.
- Alluvial soils are found at 5 access points - Powell Slough North and South Access, Provo River Delta, Utah Lake State Park, and Mill Race. These areas are strongly associated with wetlands and are typically less stable, requiring careful design.
- Anthropogenic soils are rare, found only at Sunset Beach and Sandy Beach. These soils reflect heavily altered conditions that can be difficult to revegetate.



Wave and Ice Damage Potential

Waves and seasonal ice movement can damage shoreline infrastructure such as docks, piers, and ramps.

This assessment is based on exposure to open water assessed by planning staff during site evaluations. Access points with large exposure to open water including marinas and beaches with built infrastructure were given a "high" rating. Sites with relatively large beach areas but minimal infrastructure at lake level were given a "moderate" rating. Sites on Provo Bay and other sites not adjacent to open water were given a "low" rating.

Findings:

- 14 access points are rated as having high damage potential. These sites should incorporate reinforced docks, flexible anchoring systems, or floating elements to mitigate damage.
- 12 access points have moderate damage potential.
- 9 access points have low damage potential. These areas are located away from the shoreline and face minimal risk.

Lincoln Point

Ice stacks near Northlake Park (source: Utah Adventure Family)

CHAPTER 6

PEDESTRIAN & CYCLIST ACCESS

Utah Lake Shoreline Trail

The Utah Lake Shoreline Trail is envisioned as a continuous multi-use path around the entire lake, connecting to all 36 public access points. This regional trail is high-priority in regional and local plans as it will significantly improve recreation access and link communities throughout the county.

The shoreline trail connects directly to the Jordan River Trail, Provo River Parkway Trail, and other multi-use paths in Saratoga Springs, Vineyard, and Provo cities.

Planning and Coordination

Planning for the Utah Lake Shoreline Trail has been a collaborative, multi-agency effort. The Utah Lake Commission (now ULA) first articulated the trail vision in their 2009 Utah Lake Master Plan, identifying the loop trail as a "high priority" project for the lake.

Since 2016, the Utah Lake Commission has worked closely with Utah County, Mountainland Association of Governments (MAG), and the Utah Department of Natural Resources (DNR) to map out a 98.2-mile alignment around the lake. MAG developed design standards for the trail to ensure a consistent, high-quality path width and surface.

ULA's priority has focused on supporting the various responsible partners in completing the northern and eastern portions of the trail between Saratoga Springs and Provo.

Near Sunset Beach Park in Vineyard

Near Powell Slough South Access in Provo

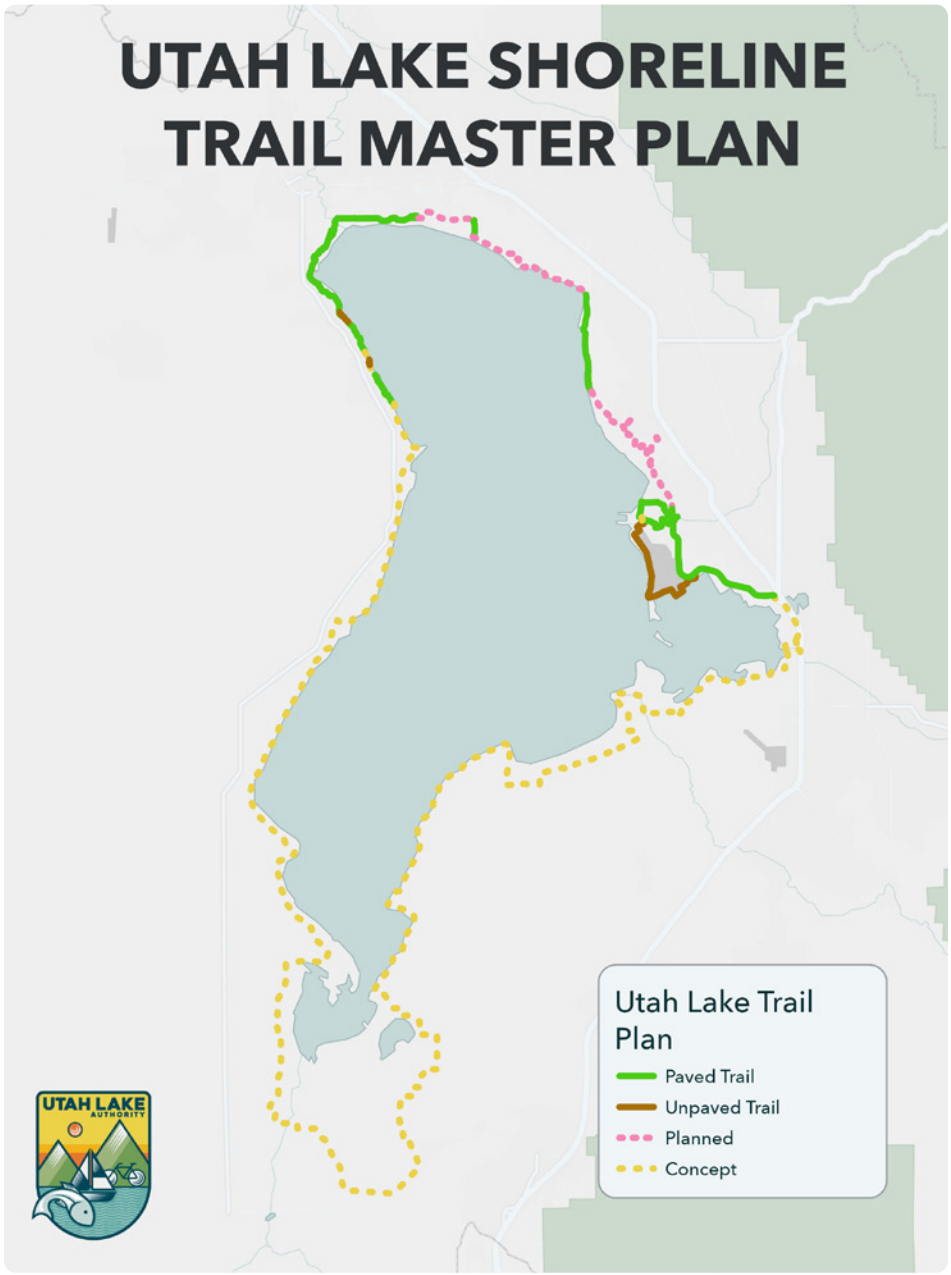
Recent progress:

- **Saratoga Springs -** The city and UDOT are working to pave two missing segments in 2025, near Amanda Lane and Saratoga Road, connecting from the Jordan River Trail (near Inlet Park) south through the city.
- **Lehi to Lindon -** MAG committed $3.5 million in 2023 to fill this 5-mile gap between Northlake Park and Lindon Marina. Once built, the trail will extend continuously from Saratoga Springs to Vineyard, eliminating the need for trail users to detour onto unsafe roads.
- **Vineyard -** One incomplete southern segment remains and is planned as part of the Walkara Way project. The trail was connected to the Lindon Heritage Trail in July 2025. Through the Utah Trail Network, UDOT and Vineyard are advancing a $5M expansion to link the trail with the Murdock Canal and Provo River Trails via the Vineyard Connector.
- **Vineyard to Provo -** The Walkara Way Conservation Project, a large habitat restoration effort, will include a 3.25-mile trail segment connecting Vineyard to the Provo River Delta. The Utah Legislature appropriated $4.4 million in 2021 for this project. MAG added another $4 million in 2023.
- **Provo -** A 3.8-mile loop was completed in 2024 as part of the Provo River Delta restoration project. This loop connects into Skipper Bay Trailhead, the Provo River Delta, the Provo River Parkway Trail, and the Utah Lake Shoreline Trail heading south around the Provo Airport.
- **Provo to Lakeshore -** ULA recently applied for NPS Rivers Trails and Conservation Assistance grant for technical assistance to plan the roughly 12-mile trail segment between Mill Race and Lincoln Beach.

Trail Design

While design details may vary based on location-specific constraints, core elements should align with regional trail standards and best practices.

- **Trail width and surface -** At least 12 foot width is recommended to comfortably accommodate two-way traffic. Smooth surfaces are preferred such as asphalt, concrete, or boardwalk.
- **Trail shoulders -** At least 2-5 foot shoulders should be provided on both sides of the trail to improve visibility and allow space for user recovery.
- **Crossings -** Trail-road intersections should prioritize user safety with clear markings, signage, and traffic-calming features. In high-traffic locations, consider installing bridges or underpasses.
- **Lighting -** Trail lighting is encouraged at access points, crossings, and in urban areas to increase safety and support evening use. In more rural or natural areas, it may be appropriate to limit lighting as to preserve night sky visibility and minimize impacts on wildlife.



Source: http://www.mountainland.org/utahlaketrailplan

Trail Construction Costs

Costs for building multi-use trails vary significantly depending on location, terrain, and materials. A typical paved asphalt trail costs between $750,000 to $1.5 million per mile, including grading, base layers, and surfacing. This is consistent with recent MAG and UDOT-funded projects along the Utah Lake Shoreline Trail corridor.

In wetland environments, trail construction often requires boardwalks or elevated segments. These cost considerably more—typically $2 million to $3 million per mile, depending on materials, engineering needs, and environmental constraints.

Trail Maintenance

Ongoing maintenance activities include resurfacing, sweeping, snow removal, vegetation trimming, and replacement of wayfinding signs or bike amenities. These activities are typically shared with cities or other agencies. As the shoreline trail expands, ULA should clarify ownership and maintenance responsibilities, especially in areas where the trail crosses private land.

Inlet Park

Eagle Park

Vineyard Beach

Cycling Access

The planning team rode to every access point by bicycle as a way to evaluate current cycling access. They used existing segments of the Utah Lake Shoreline Trail where available and local roads elsewhere. A summary of this assessment is provided in the table below.

Cycling Access Factors:

- **Bike Racks** - Yes, recommended, or no.
  Existing or proposed bike racks as described in Chapter 3.
- **Cycling Access** - High, medium, low.
  Measure of access based on safety and comfort of access roads or trails.

	Cycling Access Evaluations			
	Access Point	**Bike Racks**	**Cycling Access**	**Notes**
NORTHWEST REGION	Saratoga Springs South Marina	Recommended	High	Easy trail access. Separated, high-comfort, high-safety bike facility.
	Eagle Park	Recommended	High	
	Inlet Park	Yes	High	
	Shoreline Park	Recommended	High	
	Northlake Park	Recommended	High	
NORTHEAST REGION	Battle Creek WIA	Recommended	Medium	
	Lindon Marina	Recommended	High	Easy trail access. Separated, high-comfort, high-safety bike facility.
	Vineyard Beach	Recommended	High	
	Sunset Beach Park	Yes	High	
	Vineyard Center Street	Recommended	High	
	Vineyard 170 South Access	Recommended	High	
	Powell Slough North Access	No	Medium	High-traffic access roads. Difficult to navigate for cyclists.
	Powell Slough South Access	No	Medium	
SOUTHEAST REGION	Skipper Bay Trailhead	Yes	High	Easy trail access. Separated, high-comfort, high-safety bike facility.
	Utah Lake State Park Trailhead	No	High	
	Utah Lake State Park	Yes	High	
	Airport Dike	No	Medium	Difficult to find. Dirt roads are in poor condition.
	Provo 5th West Sportsman Access	No	Low	High-traffic access roads. Difficult to navigate for cyclists.
	Mill Race	No	Low	High-traffic access roads, no direct routes. Difficult to navigate for cyclists.
	Lower Hobble Creek WMA	No	Medium	Difficult for cyclists to access from the north.
	Swede Lane	No	Medium	Narrow gravel access road, may be challenging with vehicle traffic.

Access Point	Bike Racks	Cycling Access	Notes
Sandy Beach	No	Low	Gravel road is okay, would be challenging for some bikes.
4000 W in Lakeshore	No	Medium	
Lincoln Beach	Recommended	Medium	Fairly easy access on low-traffic roads
Lincoln Point	No	Medium	
Mulberry Beach	No	Medium	
Goosepoint North Access	No	Low	Dirt access roads in poor condition.
Goosepoint South Access	No	Medium	Gravel road is okay, would be challenging for some bikes.
Tower View Point	No	Medium	No wayfinding, access point isn't obvious. Access road is fine.
LeBaron Point	No	Medium	Gravel access road in mixed condition.
Mosida Acres	No	Low	Access road is very unsafe and uncomfortable for cyclists.
The Knolls	No	Low	
Big Cove Sportsman Access	No	Low	

*Note: **Saratoga Springs North Marina** and **American Fork Marina** were not evaluated since both sites were under construction during this assessment.

Connectivity Gaps

The planned Utah Lake Shoreline Trail connects directly to 33 of the 36 public access points. Connectivity gaps exist for two access points:

- **Powell Slough South Access**
  The Walkara Way trail project will bring the shoreline trail within 700 feet of this site. To access the site from the trail, cyclists must use Business Park Drive, a high-traffic roadway with no bike lanes, creating a poor user experience and potential safety concerns.

- **Swede Lane**
  This site is roughly 1 mile from the proposed trail corridor. This route is along a rural road with no bike infrastructure. Cycling access here may not be a priority given that Swede Lane primarily serves boat users.

Cycling Amenities

Cycling-related amenities remain limited across Utah Lake access points. Only 4 sites currently provide **bike racks**, although 10 additional access points are identified for bike rack installation to support growing bike use.

Bike repair stations are an additional bike amenity to consider. The only existing repair station is located at Sunset Beach. Vineyard is considering additional stations at Vineyard Beach, Vineyard Center Street, and Vineyard 170 South Access.

As this trail develops, consider providing bike repair stations at regular intervals along the trail corridor, particularly at high-traffic access points, to improve convenience and reduce maintenance barriers for trail users.

Additional amenities to consider include **water fountains, restrooms, and shade structures** near bike racks. These improvements are best suited to marinas, parks, trailheads, or other high-use access points where cyclists are likely to spend more time.

Bike racks and bike repair station at Sunset Beach Park.

Wayfinding

As noted in Chapter 3, wayfinding is a major concern across Utah Lake access points. This issue extends to the trail corridor. Consider these wayfinding recommendations to support a cohesive regional trail experience:

- Establish consistent branding along the trail and at trail access points
- Provide mile markers and direction arrows throughout
- Include wayfinding to adjacent parks, neighborhoods, and transit.

User Types and Conflict Mitigation

The Utah Lake Shoreline Trail will serve a diverse range of users, including pedestrians, cyclists, joggers, families with strollers, boaters, fishers, and others. Designing for this diversity requires intentional strategies to reduce conflicts and promote a welcoming environment for all.

Clear signage and pavement markings should establish expectations for shared use. Trail etiquette signs can encourage behaviors such as keeping right, passing with verbal warning, and yielding to slower users. In higher-volume segments, consider striping or signage that designates specific zones for different user types.

Unauthorized motorized use can degrade trail conditions and create safety risks. Physical barriers, signage, and patrols can help discourage these uses.

Multi-use trail etiquette signs.

Public Transit Access

Public transit provides an important opportunity to expand access to Utah Lake for residents and visitors. Ensuring that lake amenities are accessible by bus or rail increases equity, reduces reliance on personal vehicles, and supports regional mobility goals.

Walkshed Analysis

A spatial analysis of Utah Transit Authority (UTA) routes is shown to the right. There are 38 bus stops (including UVX) and 1 FrontRunner station located within one mile of Utah Lake (measured as the crow flies).

To better understand access, a road-network walkshed was created around each UTA stop, illustrating areas within a one-mile walk. Only 8 access points are within a one-mile walk of a UTA stop, all of which are on the eastern side of the lake. This includes:

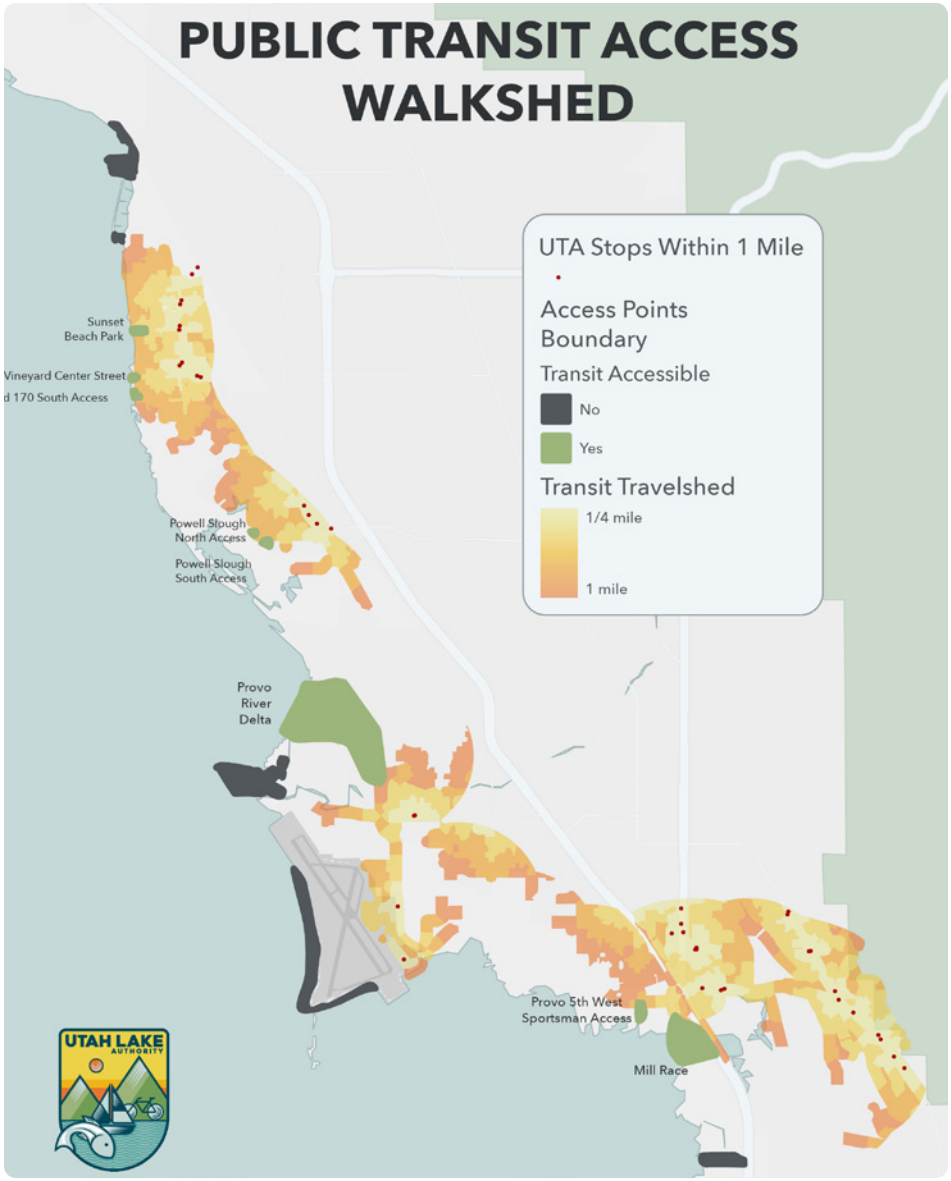
- Sunset Beach Park
- Vineyard Center Street
- Vineyard 170 S Access
- Powell Slough North Access
- Powell Slough South Access
- Skipper Bay Trailhead
- Provo 5th West Sportsman Access
- Mill Race

Implications

This analysis highlights a clear **geographic bias** in public transit access. All 8 transit-accessible sites are located on the eastern side, while the western and souther shorelines remain largely disconnected from the transit network. While these areas are less developed today, future growth will increase demand for transit access in these communities.

Even where UTA stops are present, **first/last mile gaps** limit lake accessibility. Missing sidewalks and crossings often make it difficult for residents and visitors to safely walk or bike from a UTA stop to an access point.

Transit frequency also limits transit accessibility. Infrequent routes or limited service hours can make reaching the lake by public transit impractical for many users, even if an access point is within a one-mile walkshed.



Consider these recommendations to improve public transit access:

- Coordinate with UTA to explore new routes or service extensions that connect to high-demand lake access points.
- Provide seasonal or event-based shuttles to link FrontRunner stations or UVX stops with popular lake marinas or parks.
- Work with cities to upgrade pedestrian infrastructure between lake access points and UTA stops to improve first/last mile connections.
- Work with partners to install wayfinding signs at bus stops within one mile of the lake to guide visitors to the nearest access points.

CHAPTER 7

IMPLEMENTATION & MANAGEMENT STRATEGIES

This final chapter outlines how the Utah Lake Authority and its partners can prioritize projects over time, secure funding, promote recreational use, and establish systems for monitoring and feedback.

As the primary planning authority for the lake, ULA is responsible for overseeing long-term implementation efforts and regional recreation strategies. Significant coordination will be required between ULA, municipalities, regional governments, and state agencies to achieve these goals and ensure consistent, high-quality improvements across all public access points.

Prioritization Framework

To guide implementation, access point recommendations are grouped into three categories based on priority and readiness.

The first category, **Pain Points** identifies needs and issues observed at multiple sites. These issues have immediate impacts on usability and environmental health and should be addressed as a top priority.

The second category, **Planned Improvements and Common Feedback**, reflects recommendations already under consideration or suggested by stakeholders. These projects often have early momentum and public support, making them well-suited for near- to mid-term implementation.

The third category, **Long-Term Improvements**, identifies opportunities to expand recreation amenities. These recommendations likely require further planning, environmental review, and coordination with stakeholders or private landowners.

Consider the following factors as questions arise and funding is allocated:

- Safety - Does the improvement address a safety concern?
- Public benefit - How many users will benefit from the improvement?
- Readiness - Is the improvement planned and supported by partners?
- Cost and feasibility - Is the project affordable and realistic to implement based on available resources, ownership, and permitting?
- Environmental impact - Does the project protect and improve sensitive habitats or align with conservation goals?
- Maintenance requirements - Are long-term maintenance needs management?
- Geographic distribution - Does the project help distribute access more equitably around the lake or to underserved communities?

Implementation Timeline

This section provides a general timeline for addressing pain points and implementing capital improvement projects, broken into short-, medium-, and long-term actions. This timeline is intended to be flexible with actual project schedules dependent on funding, partnerships, permitting, and site-specific conditions. Regular reassessment should occur to adjust this timeline.

Implementation Timeline		
Time Frame	**Category**	**Actions**
Short-Term (0-2 years)	Wayfinding	• Develop wayfinding plan • Fix Google Maps errors - 5 access points
	Trash	• Develop trash management program to better coordinate with partners and enable clean-ups on private property • Organize targeted trash clean-up efforts - 10 access points • Provide trash cans at high-use sites - 6 access points
	Access	• Address unclear or restricted access issues - 2 access points • Repair and improve fence at Mosida Acres
	Parking	• Add parking to sites with limited or no vehicle parking - 10 access points • Install bike racks at high-use sites - 12 access points
	Recreation Amenities	• Work with partners to develop ADA standards for fishing platforms, boat docks, and other recreation amenities.
	Lake Ecology	• Develop guide and approval process for landowners to remove phragmites on their land • Continue ongoing phragmites treatment around the lake • Clear overgrown vegetation at key sites - 5 access points
	Life Jacket Loaner Station	• Ensure existing stations are well-stocked and monitored • Add new stations at key sites - 7 access points
	Utah Lake Shoreline Trail	• Finish building Saratoga Springs segments (0.5 mile gap and 2 mile gap) • Finalize plans for segment between Lehi and Lindon (5-mile gap) • Finalize plans for Walkara Way segment (3.25 mile gap) • Begin planning for segment between Mill Race and Lincoln Beach (12-mile gap)
	Major Projects	• Saratoga Springs North Marina - finish construction • Powell Slough North Access - trail expansion (Walkara Way) • Skipper Bay Trailhead - finish construction • Lincoln Beach - develop master plan • Lincoln Point - develop master plan • The Knolls - develop master plan • Tower View Point - develop master plan

Time Frame	Category	Actions
Medium-Term (3-5 years)	Wayfinding	• Implement wayfinding plan - destination and turn-off signs at all access points, internal wayfinding at large sites
	Access	• Address poor road conditions - 6 access points • Stabilize steep slopes along trails and access paths - 4 access points
	Parking	• Upgrade to paved parking lots at high-use sites - 5 access points
	Recreation Amenities	• Install new fishing platforms - 20 access points • Upgrade primitive boat ramps to concrete ramps at high use sites - 2 access points • Install new boat launches - 6 access points • Add new picnic areas - 6 access points
	Shade Trees or Structures	• Plant new trees or build shade structures (pavilions, etc) at high-use sites - 9 access points
	Utah Lake Shoreline Trail	• Build trail segment between Lehi and Lindon (5-mile gap) • Build Walkara Way trail project
	Major Projects	• Inlet Park - master plan improvements, hot spring facility, boat ramp • Northlake Park - playground • Battle Creek WIA - trail improvements • Lindon Marina - nature center • Utah Lake State Park - master plan improvements • Mill Race - develop master plan, concrete boat ramp, restrooms • Swede Lane - concrete boat ramp • Sandy Beach Park - master plan improvements • Lincoln Point - campground
Long-Term (5-10+ years)	New Access Points	• Consider additional access points north and south of Provo Bay • Consider additional access points in southwest region
	Utah Lake Shoreline Trail	• Build trail segment between Mill Race and Lincoln Beach (12-mile gap) • Plan for southwest trail segments to complete the Utah Lake Shoreline Trail
	Major Projects	• Vineyard Beach - waterfront improvement plan with “Utah City” • Sunset Beach Park - waterfront improvement plan • Vineyard Center Street - waterfront improvement plan • Vineyard 170 South Access - waterfront improvement plan
	Planning	• Update this Recreation Access Plan to address growth and new development.

Monitoring, Evaluation, and Feedback Strategies

As ULA implements this plan, it is essential to develop systems for monitoring progress, gathering feedback, and addressing user concerns as they arise. Strong feedback loops allow ULA to adapt strategies over time. This section outlines strategies to continually collect public input and data that can be integrated into ULA's annual planning and budgeting cycle.

- **Community Stewardship Group** - Establish a community volunteer group (Friends of Utah Lake) to monitor and address issues. Many users expressed interest in stewardship efforts to protect and improve the lake. This group could coordinate shoreline clean-up events or community events. They could also serve as informal site monitors through an "adopt-an-access-point" initiative, allowing volunteers to report issues or suggestions directly to ULA.
- **Recreation Access Plan Workgroup** - Reorganize this workgroup as an advisory committee to provide input on plan implementation, project prioritization, challenges, and new opportunities. This group would provide valuable input from stakeholders across governments.
- **Post-Implementation Check-Ins** – Conduct a 1-year follow-up with nearby landowners and residents after major access point improvement. While these upgrades are generally well-received, new issues sometimes emerge after implementation. These check-ins provide an opportunity to resolve concerns, collect additional feedback, and adjust site management strategies to better meet local needs.
- **Ongoing User Surveys** - Create and advertise an online user survey or suggestion box to collect public feedback. This could be promoted through QR codes added to wayfinding signs or kiosks at access points, through social media and city newsletters, or at community events. Include questions about site conditions, user experience, and improvement suggestions. Consider targeted intercept surveys as needed to gather more detailed information about specific access points.
- **Performance Metrics** - Measure access point performance and improvements. This might include an inventory of access point facilities and city plans, recent progress on the Utah Lake Shoreline Trail, and funding levels acquired for improvements. Use trail counters to collect user visitation data where feasible. Consider publishing these metrics as a dashboard or annual report for stakeholders and the public.
- **Plan Update** - Formally update this plan every 5-10 years to assess implementation progress, refresh prioritized, and incorporate new feedback. A structured plan update will help maintain momentum and align future investments with changing needs of the Utah Lake region.

Expanding Recreational Use

While improving access point infrastructure will naturally encourage more recreational use, additional strategies are needed to counteract misperceptions and build community connection to the lake. Many residents are unaware of the significant opportunities that exist around the lake or they hold outdated beliefs about water quality, safety, and access. Addressing these barriers requires outreach and programming that directly invites more people to experience the lake firsthand.

Expanding use is part of a long-term strategy to build public support and strengthen community stewardship around Utah Lake. People are more likely to care for and support the lake when they use it frequently, associate it with positive experiences, and understand its value.

ULA should implement proactive strategies that encourage more people to visit the lake, participate in activities, and connect with the landscape. These strategies include:

- **Community Events** - Hosting events can draw new users and celebrate lake improvements. The annual Utah Lake Festival provides a strong model, featuring free boat rides, food vendors, family-friendly games, educational booths, and art activities. Additional seasonal events could include outdoor movie nights, summer paddling events, autumn trail rides, winter birdwatching walks, fishing clinics, or "Lake Day" festivals in partnership with individual cities. These events can be programmed to align with new infrastructure openings as a way to celebrate improvements.
- **Marketing and Outreach** - Strategic messaging is essential to reshape outdated perceptions and raise awareness. Social media campaigns, community newsletters, and short promotional videos can highlight recreational assets, safe access points, environmental improvements, and trail connections. Consider developing a rotating spotlight series on hidden gems, trail segments, or seasonal recreation options that users might not know about. Coordinated efforts with city governments and community groups can extend this reach.
- **Wayfinding and Branding** - Addressing the current lack of wayfinding provides an incredible opportunity to rebrand the lake. Consistent destination signs and branded trail markers can help to unify the user experience. Strong wayfinding at neighborhood connections will also invite many new users to discover and navigate the lake.

- **Partnerships** - Working with schools, community groups, and local businesses can create new opportunities for engagement. Partnerships help to expose new users to the lake while also building the community connections that users cite as a primary driver for visiting the lake. Partnerships might include school field trips to the lake, community boat events, trail rides, shoreline art classes, community clean-up events, or guided nature walks.
- **Real-Time Safety Tools** - Consider installing dynamic signs or equipment that communicates current safety conditions. This may include wind speed warnings, algal bloom alerts, or water level indicators. These tools can help users make informed decisions about when and where to recreate safely while also reinforcing ULA's role as a trusted source of lake information.
- **Shared Maintenance** - Many property owners around Utah Lake are interested in playing an active role in maintaining and improving the land they own. ULA can support this by establishing a Trash Management Program that allows property owners to opt into volunteer cleanup services. In addition, there is a strong need to create a Guide to Managing Phragmites for Property Owners that provides clear instructions on best practices for phragmites removal. This guide should be paired with an approval process that empowers landowners to address invasive species more easily and responsibly.

Supporting Water Safety

Water safety is an essential component of lake recreation planning. As more people engage in boating, swimming, and other water activities, safety risks will also increase. Supporting efforts that improve water safety will help reduce risk, expand recreational use, and build public confidence in Utah Lake as a safe and enjoyable destination.

Water safety and search and rescue at Utah Lake involves multiple organizations. Utah Lake Authority can play a vital role by helping to coordinate safety among partners, funding programs and infrastructure improvements, promoting education campaigns, and ensuring visitors have access to accurate, up-to-date safety information.

Water safety challenges at Utah Lake:

- **Sudden Wind and Wave Conditions** - Rapid weather changes are common, such as high winds that can create large waves with little warning. These conditions increase the risk of capsizing and can strand boats far from shore, especially for small craft and inexperienced boaters.
- **Shallow Water and Submerged Hazards** – Much of the lake is shallow, with sandbars, rocks, and sunken debris creating navigation hazards. These obstacles are often unmarked and difficult to detect, especially in murky water or during changing water levels.
- **Unfamiliarity with Local Conditions** – Visitors unfamiliar with Utah Lake may underestimate its risks or misunderstand how conditions differ from other water bodies.
- **Algal Blooms** – Harmful algal blooms (HABs) are a recurring issue at Utah Lake, posing health risks for swimmers, pets, and anyone who ingests or comes into contact with contaminated water.
- **Large Surface Area** - The lake's large surface area and dispersed access points require more time for safe exit from the lake compared to other water bodies.
- **Emergency Response Limitations** – The lake's large surface area and dispersed access points make it difficult to coordinate timely rescue responses. Emergency services are often limited by distance, staffing, and the challenge of locating people on the water quickly.

Recommendations to consider:

- **Weather Alerts** - Support and fund real-time weather alerts such as tools like Windy Lookout, which provides live wind data. Integrate these alert systems into websites, signage, or mobile apps to inform users before and during weather events.
- **Education and Messaging** - Clear, accessible educational materials can reduce risky behavior and improve public awareness. Develop content such as short videos, safety guides, infographics, and signage that explains risks and best practices. This might include life jacket use, algal bloom information, navigation tips for shallow water, and simplified boating law. Display this content online and on-site.
- **Hazard Identification and Mitigation** - Provide updated navigation maps identifying underwater hazards, shallow zones, and restricted areas. Prioritize removal of submerged obstacles where feasible.
- **Emergency Response Support** – Support Utah County Search and Rescue and Utah State Parks by providing funding, equipment, or logistical support. Consider creating a trained volunteer pool to assist during emergencies, with basic safety training provided in advance of peak recreation seasons.
- **Interagency Communication** - Establish communication protocol (such as through Slack) to improve coordination among emergency responders, local governments, and state agencies.

Funding Sources

This section outlines potential funding sources, including government grants, local collaborations, private sponsorships, and community-based funding. A mix of these approaches will be needed to fund operations, capital improvements, and ongoing maintenance.

Utah Division of Outdoor Recreation

- Utah Outdoor Recreation Grant (UORG) - Funds infrastructure projects that support local economic development and quality of life. $30k to $1 million.
- OHV Recreation Grant (OHVR) - Funds projects that improve motorized recreation, including trails, education, and land acquisition. $1,500 to $1 million.
- Utah Children's Outdoor Recreation & Education Grant (UCORE) - Funds outdoor-focused learning experiences for youth ages 6-18. Up to $15k.
- Recreation Restoration Infrastructure Grant (RRI) - Funds trail restoration and repair projects for high-use trails on public lands. $5k to $250k.
- Community Parks & Recreation Grant - Funds construction and rehabilitation projects for park assets such as sports fields and playgrounds. $5k to $200k.
- Recreational Trails Program (RTP) - Federally-funded grants for construction, restoration, and education projects related to recreational trails. $10k to $200k.
- Land & Water Conservation Fund (LWCF) - Funds acquisition and development of outdoor recreation spaces. Designed to protect public lands and improve recreational access. $200k to $3 million.
- Boating Access Grant (BA) - Funds planning, construction, maintenance, and education projects related to boat access such as boat ramps, fishing docks, access roads, marina dredging, wayfinding, etc.
- Clean Vessel Act Grant - Funds construction, renovation, operations, and maintenance of pump-out station and waste facilities for recreational boaters.
- Outdoor Recreation Planning Assistance (ORPA) - Funds planning projects such as feasibility studies, environmental assessments, community outreach, plan development, GIS, and engineering services. Up to $200k.

Other State Funding

- State Legislative Appropriations - ULA can work with state legislators to request direct appropriations for specific projects. This process takes place during the state's annual general session in January to March.
- Utah Trail Network (UTN) - In 2022, the Utah Legislature created the Utah Trail Network and committed $45 million in annual funding for regionally significant paved multi-use trails. Consider applying for this funding to complete the Utah Lake Shoreline Trail.
- Community Development Block Grants - Administered by the state, these federal funds can be used for public facilities like parks and recreation improvements in low- and moderate-income communities.

Federal Grants

Agencies such as the Federal Highway Administration, Environmental Protection Agency, National Park Service, Forest Service, and Fish and Wildlife Service administer a wide range of funding programs. ULA may not qualify as a direct applicant for every federal grant but can often participate as a partner with an eligible entity.

Local and Regional Governments

Cities, towns, Utah County, and MAG are important partners to consider for all lake projects. They are likely to contribute to access point improvements and trail projects within their jurisdictions. These governments often receive state and federal funding, such as the Transportation Alternatives Program, that could be used to support trail development around the lake.

Private Foundations and Partnerships

Private organizations like the Eccles Foundation and Sorenson Legacy Foundation have supported many projects involving recreation access, trail development, and community education. Adopt-a-trail projects are another way to collaborate with private groups, similar to the Walkara Way trail project. Consider partnering with these foundations or local businesses when developing trails, improving parks, or organizing events.

APPENDIX

CONSERVATION ANALYSIS

Primary Author: Wood Robinson, Utah Open Lands

Executive Summary

The Utah Lake Authority and Bike Utah have been tasked with increasing and improving recreational access to Utah Lake. One possible legal process for ensuring improved access in perpetuity is the conservation easement.

A conservation easement is a legally binding agreement between an individual landowner and a qualified eligible entity such as a land trust or municipal government that ensures a given property remains in the state it was at the time of the agreement. Its purpose is to protect specific conservation values identified on it.

Lands that host conservation values are defined by IRS Code 170 (h) as those that feature:

1. Recreational access for the general public,
2. Relatively natural wildlife habitat,
3. Scenic open space that is enjoyable by the general public,
4. Scenic open space that is pursuant to a clearly delineated government conservation initiative, or
5. Important historic structures or areas.

Utah Open Lands was tasked with analyzing the area surrounding Utah Lake for its qualification for a conservation easement under these parameters.

First, the study area was defined as being any Utah County parcel that either intersects an existing ecological zone of interest as defined by the Utah Lake Authority or is within 100 meters of their proposed lake-circumnavigational trail. These parcels were categorized as being owned by private, municipal, county, state, federal, or other governmental entities. Of the 39,968 acres in the study area, 24,254 (61%) are owned by private entities and 12,443 (31%) are owned by the federal government.

Second, the whole study area was analyzed for its habitat and scenic open space conservation values. A weighted overlay method was used to prioritize areas that featured particular wildlife habitat deemed particularly important for multiple species or for individual species listed as threatened by federal or state agencies prioritized in weight selection. Viewshed was analyzed for the whole of the region from major highways.

These two analyses were weighted equally and combined. The results show relatively high conservation values on the shoreline of the northern third of the lake and in areas on the northern perimeter of Lakeshore, UT.

Finally, the total conservation value index and conservation value index per acre for each parcel in the project area was calculated, showing the highest conservation index value per parcel along the southern shore of the Lake where parcels tend to be big and undeveloped, while the highest conservation value index per acre tend to be in more urban areas like Saratoga Springs and Lakeshore where parcels tend to be smaller. These areas will be the most cost-effective focus geographies for conservation initiatives.

This analysis is intended to inform and supplement future outreach efforts in pursuit of conserving property surrounding Utah Lake to increase recreational access. More analysis was conducted into individual property ownerships that can be called upon in future individual land protection initiatives.

Introduction

This report discusses conservation priorities analysis for the Utah Lake Recreational Access Project as administered by Bike Utah and the Utah Lake Authority. The intended outcome from this analysis is a general prioritization scheme, derivative of the conservation values inherently spatially configured across the geography, of parcels coincident with the Utah Lake Recreational Access Project's goals – to improve recreational access to the lake and to provide trail access that circumnavigates the lake safely.

Using publicly available data and generalized priority schemes this report will discuss first the generalized ownership of property across the project area, then the conservation values across the project area, and finally a prioritization scheme per parcel in the project area.

This report is not intended to target individual landowners nor to serve as guidance for pursuing individual conservation easements. Utah Open Lands will be on hand to continue this analysis for the purpose of individual land protection initiatives into the future.

Data:

Table 1 - Geographic datasets used for analysis

#	Dataset	Source	Description
1	Ecological Zones and Parcel priorities	Utah Lake Authority	A polygon dataset that describes Utah Lake shoreline areas of high conservation priority to the Utah Lake Authority. It describes eleven ecological and recreational zones as well as three parcels whose landowners have already expressed interest in a conservation easement.
2	Recreational Access Points	Utah Lake Authority and Bike Utah	Existing access points to Utah Lake for recreational use.
3	Utah County Parcels	Utah SGID	Last updated December 9, 2024, this dataset describes all land parcels in Utah County.
4	Utah's Wildlife Action Plan Key Habitats	Utah Department of Wildlife Resources	Utah's 2015-2025 Wildlife Action Plan (WAP) works to identify important land areas that are key to many species in Utah. This 10-year plan created by the Utah Division of Wildlife Resources identifies species that need conservation attention along with their habitats while attempting to prevent species from being listed under the Endangered Species Act. The key habitats delineated in the Wildlife Action Plan are chosen for their capacity to support many of the state's species of greatest conservation need – a program that prioritizes and funds the protection of species at risk of extinction or significant decline, delineated by its population status, habitat vulnerability, and federal conservation status.
5	Endangered and Threatened Species Ranges	US Fish & Wildlife Services	The US Fish and Wildlife Service's species extent database catalogues the current understood ranges for many of its listed endangered and threatened plant and animal species. For many species, the range does not necessarily indicate the likely presence of a given species but rather illustrates the boundaries of a legal entity known to contain some population thereof or some plan for its protection. Utah County features range for many of these species including Canada lynx, Deseret milkvetch, June sucker, least chub, little brown bat, greater sage grouse, Utah valvata snail, and ute ladies'-tresses. The two fish species (June sucker and least chub) are excluded from this analysis because their range is deemed the whole of Utah Lake, all of which will benefit from any conservation of lands around it. Of the remaining ranges, only Utah valvata snail and ute ladies'-tress feature some of the project area, but not all. As Utah valvata snail is considered extirpated from Utah, only ute ladies'-tress's range will be considered for this analysis.

#	Dataset	Source	Description
6	Habitat ranges for ringnecked pheasant, chukar, and California quail	Utah Department of Wildlife Resources	The whole of the understood ranges of various game species are classified by the Utah Department of Wildlife Resources as being either "crucial" – those "habitats on which the local population of wildlife species depends for survival because there are no alternative ranges or habitats available… Degradation or unavailability of crucial habitat will lead to significant declines in carrying capacity and/or numbers of wildlife species" – or substantial – "habitat used by a wildlife species but is not crucial for population survival"
7	Utah's Species of Greatest Conservation Need	Utah Department of Natural Resources	Utah's Species of Greatest Conservation Need (USGCN) refers to the list of endangered species, threatened species, or species otherwise in need of direct action to prevent their continued population decline in Utah. The Utah DNR provides a 7.5-minute quadrangle map that compiles records of documented encounters with federal and state listed threatened, endangered, and sensitive animal and plant species. The quadrangles covering Utah Lake and its surroundings document a recent (in the last 35 years) sighting of American pika, American white pelican, bald eagle, Bear Lake springsnail, black swift, Bonneville cutthroat trout, burrowing owl, caspian tern, ferruginous hawk, golden eagle, Green River pebblesnail, June sucker, little brown myotis, northern leopard frog, peregrine falcon, snowy plover, Townsend's big-eared bat, winged floater, western bumblebee, and western yellow-billed cuckoo.
8	USGS Gap Analysis Projects' Habitats	US Geological Survey	The likely presence of year-round, winter, and summer habitats is predicted based on the biogeophysical conditions of a given species' current habitats. While this dataset does not show documented existence of a given species, it shows areas that are understood to provide suitable habitat for a given species and can thereby be interpreted in tandem with the USGCN encounters to be robust evidence for relatively natural habitat for important, threatened wildlife species.
9	Sandhill Crane Summer Range Probability	Donnelly et. al. 2024	Flood-irrigated grass and hay production operations have been shown to mimic riparian habitat sufficiently to mediate climate-induced wetland scarcity for avian species such as sandhill crane. This dataset, produced by Donnelly et al in 2024, provides the probability that a given location in the intermountain west would be suitable summer range for sandhill crane per the mesic properties of the land.
10	Digital Elevation Model	Utah SGID	30-meter spatial resolution digital elevation model, to be used for viewshed analysis.

Other datasets such as the Utah migration initiatives' wildlife corridors dataset were considered but were excluded from analysis because of their limited presence in the project area or for their ubiquity within it.

Analysis

Analysis Subsection 1 - Project Area Definition

The study area was first chosen by choosing Utah County Parcels that intersected an ecological zone of interest or regional zone of interest or were within 50 meters of the trail plan. This yielded 2,217 individual parcels, a total of 39,968 acres, with an average of 18 acres per parcel.

A field was appended to this feature class to describe the current deeded owner of the land as of January 9, 2025, per Utah County's tax parcel database found on the Utah County website. An automated python script queried the database for all 2,217 parcel records and filled in the landowner to the feature class.

This feature class was used to first classify each parcel as being owned by a federal, state, county, municipal, other governmental, or private agency or entity, and then to analyze individual landowners across the project area. The individual landowner database can be referenced for future specific conservation proceedings.

Analysis Subsection 2 - Parcel Analysis for Recreational Access

The parcels were then classed as being pursuant to trail access, ecological and recreational zone of interest, or both.

- There are 597 parcels comprising 25,838 acres that are in the zones of interest, an average of 43.3 acres per parcel.
- There are 1,620 parcels comprising 14,132 acres in the trail plan areas, an average of 8.7 acres per parcel.

A more detailed breakdown of these parcels can be found in Table 2 and Table 3 to the right.

There are 1096 individual private landowners in the project area, 68 of whom have property covering both a zone of interest and a trail interest. These 68 landowners have a mean of 138 acres and a median of 40 acres in the project area. Approximately one third of the acreage is held by the ten largest landowners. Maps 6 through 10 of this report illustrate the owning entity type of these parcels.

Utah Open Lands conducted a deeper analysis into the project area's ownership which may be revisited in the future in the context of specific conservation planning discussions.

Analysis Subsection 3 - Utah Lake Area Analysis for Conservation Values

As an accredited land trust, Utah Open Lands preserves lands which uphold both some combination of the conservation values as defined by US Code 170(h) charitable contribution criteria and constitute a significant benefit to the public as voted upon by Utah Open Lands' board of directors.

Utah Open Lands accepts and holds conservation easements, which are voluntary and legally binding agreements between a landowner and a qualified conservation organization (Utah Open Lands) that restrict some rights associated with the land in perpetuity. Most often, the easement permanently limits any future development on a property in order to protect the conservation values.

US Code 170(h) is intended to define what conservation values must be protected in order for a conservation easement to qualify as a charitable contribution. US Code 170(h) describes a conservation value (purpose) as follows:

Table 2 - Acreage of Parcel Prioritization

Ownership	Total Acreage	Trail Interest	Zone of Interest	Both
County	243.6	189.0	43.5	11.1
Federal	12442.6	671.5	8229.2	3541.9
Municipal	1527.4	335.3	21.3	1170.8
Other Government	39.3	39.3	0.0	0.0
Private	24253.9	12740.8	5208.9	6304.2
State	1461.5	155.6	408.4	897.5

Table 3 - Counts of Parcel Prioritization

Ownership	Total Count	Trail Interest	Zone of Interest	Both
County	34	25	6	3
Federal	174	13	109	52
Municipal	228	180	6	42
Other Government	36	36	0	0
Private	1677	1340	204	133
State	68	26	16	26

(A) In general

For purposes of this subsection, the term "conservation purpose" means---

(i) the preservation of land areas for outdoor recreation by, or the education of, the general public,

(ii) the protection of a relatively natural habitat of fish, wildlife, or plants, or similar ecosystem,

(iii) the preservation of open space (including farmland and forest land) where such preservation is–

(I) for the scenic enjoyment of the general public, or

(II) pursuant to a clearly delineated Federal, State, or local governmental conservation policy, and will yield a significant public benefit, or

(iv) The preservation of an historically important land area or a certified historic structure

The outdoor recreation conservation value is prioritized in Analysis Subsection 2 of this report. As the primary objective of conservation in this project is pursuant to increased recreational access to Utah Lake, all parcels prioritized for their proximity to recreational zones or trail expansion may qualify as exhibiting a conservation value by this definition.

Furthermore, as this project is pursuant to a local initiative to increase public recreational access to Utah Lake through open space conservation initiatives, all parcels chosen may qualify under the clearly delineated local governmental conservation policy statute. Utah's House Bill 272 in the 2018 general session, sponsored by Representatives McKell and Henderson, authorized the "disposal of state land in exchange for the execution of a project for the comprehensive restoration of Utah Lake." Utah's House Bill 232 from the 2022 session, sponsored by Representatives Brammer and McKell, created the Utah Lake Authority and tasked it with, among other things, "incorporating … strategies that enhance the aesthetic qualities and recreational use and enjoyment of Utah Lake."

Because all parcels may qualify under 170(h)(A)(i) and 170(h)(A)(iii)(II), the prioritization scheme for the purpose of this report will rely on what "relatively

Table 4 - Species' Extent Weighting Schema

Dataset & Described Extent	Weight	Reasoning
Wildlife Action Plan's Key Habitat (dataset 4)	10 for key habitats	Key habitats are high priority as it classifies areas that host a range of species' habitat.
US Fish & Wildlife Service's Threatened Species Ranges (dataset 5)	5 for ute ladies-tress range	Ute ladies-tress is a threatened species of high state and federal importance, therefore must be prioritized. Additionally, the range tends to be within a buffer of a tributary to Utah Lake, indicating that preserving lands within the range of ute ladies'-tress will also preserve other water resources.
Utah Department of Wildlife Resource's Game Habitat (dataset 6)	3 for crucial habitat 1 for substantial habitat	The Utah Department of Natural Resources publishes the habitat extent of numerous game species and delineates these extents as being either crucial – those "habitats on which the local population of wildlife species depends for survival because there are no alternative ranges or habitats available… Degradation or unavailability of crucial habitat will lead to significant declines in carrying capacity and/or numbers of wildlife species" – or substantial – "habitat used by a wildlife species but is not crucial for population survival." These species are not imperiled, but are important for many ecosystem services and sportsmen. Therefore, crucial habitat must be prioritized, but substantial habitat is not necessarily crucial for conservation initiatives. Game habitats in the project area include that of ring-necked pheasant (substantial), chukar (substantial), and California quail (crucial).
USGS GAP Analysis Project (dataset 8)	4 for year-round habitat 2 for seasonal habitat	Areas whose geophysical characteristics are similar to those of nearby known habitat for any terrestrial species documented in the Utah Species of Greatest Conservation Need database (dataset 7) should be highly prioritized for conservation efforts, at a higher rate than for game species and a higher rate for annual habitat than for seasonal of the same species. Species from dataset 6 whose habitats are described by a USGS Gap Analysis dataset include American white pelican, bald eagle, black swift, burrowing owl, caspian tern, ferruginous hawk, golden eagle, little brown myotis, northern leopard frog, peregrine falcon, snowy plover, Townsend's big-eared bat, and western yellow-billed cuckoo.
Sandhill Crane Summer Range (dataset 9)	Weighted score 0-7, with 7 indicating a 99.85% likelihood of a place featuring summer range	Similar to the wildlife action plan key habitat, areas with a high likelihood of sandhill crane summer range indicate a generally healthy, vegetated landcover that features water and cover for many species. Similarly, as this dataset takes into account some notable agricultural operations, this also weighs higher in areas with sufficiently productive soils for farming or ranching.

natural habitat" and scenic viewshed for the enjoyment of the general public may be protected by a conservation easement.

Relatively Natural Habitat

Habitat as a Conservation Value protects natural, historical habitat for fish, wildlife, and plants. It is described by the NRCS as an area that includes food, water, cover, and space for wildlife to complete all stages of their life cycle – birth to reproduction to death. Habitat can include land areas that will support different animal and plant species throughout all or some seasons.

Habitat is defined within the bounds of geophysical settings, expressed in the form of overland vegetation type, and studied through understood, studied, and catalogued geographic ranges. Habitat on conservation easements can be vital as it may support a region's species of greatest conservation need and the instinctual corridors they provide.

The prioritization of key habitat in the Utah area relies on datasets 4-9 in Table 1. These datasets are rasterized to the same grid and summed based on a weighting system. These weights (index points), described in Table 4, are not necessarily objective but are based on the analysts' own reasoning, discussed in the same table. The spatial result of this summed dataset can be found on Map 11, where the highest values (45 index points) hold the most natural habitat per the datasets discussed in Table 4.

Scenic Viewshed

The preservation of scenic open space for the enjoyment of the general public focuses on open space continuity that can be perceived from publicly accessible areas. Continuous open space that is couched in a valley between mountains owned by private entities would not constitute a public good, but one between mountains traversed by public trails and roads would.

In order to demonstrate scenic open space for the enjoyment of the general public, this report uses the viewshed analysis tool in ArcGIS Pro, which demonstrates how visible the area is from areas specified in its parameters. This tool takes a set of "observers" spaced randomly through a point or line dataset (in this case, interstate 15, State Road 74, and US highway 6 were analyzed) and assesses whether each pixel in a digital elevation model is visible for that "observer" according to the topography in between the "observer" and the observed pixel.

In this case, 1,279 "observers" were randomly assigned to the combined highway layer. The "Highly visible" points in the referenced maps are visible to all 1,279 "observers" while "Not visible" points are visible to 1 or 0 "observers." A map of the viewshed around Utah Lake from these roads can be found on Map 12.

Once this viewshed is quantified, for the purpose of overall conservation analysis it was scaled to an appropriate summative value. For the purposes of this report, viewshed conservation values are of equal importance as relatively natural habitat conservation values. As the maximum value for the relatively natural habitat conservation value is 45, the viewshed result was factored to a proportion of 45.

Analysis Subsection 4 – Synthesis of Previous Analysis

The two conservation value rasters – relatively natural habitat value and scenic value -, being weighted approximately the same, were summed to create the final conservation value raster seen in Map 13 - Combined conservation value index. It is notable that the highest conservation values occur in the northwest and southwest quadrants of the Lake.

The next step in this analysis is to understand the conservation density of each parcel in the project area. A map of the parcels in the project area defined by the total conservation values incurred by its geographic extent is on Map 14 - Combined Conservation Value Index Per Parcel.

The highest conservation values per parcel is usually directly related to the total size of the parcel, which also tends to decrease the appraised value of the conservation easement due to per acre cost savings at large acreages. As a result, the highest conservation values are held by Provo City Corporation on the airport parcel, which would not be a viable candidate for conservation easement. Other high values are concentrated in areas with large parcels.

To adjust for acreage scaling, Map 15 - Combined Conservation Value Index Per Acre shows the same map with each value normalized by the acreage of the parcel. Parcels smaller than 1 acre are rounded up to 1 so that conservation values do not scale up exponentially for especially small parcels. Interestingly, conservation values per acre are higher for parcels in the southeastern and northwestern quadrants. This is likely resultant to the same "cost savings" mechanism discussed earlier in terms of cost savings for higher acreage parcels.

Lastly, these two conservation indices are overlaid with the project prioritization areas from Utah Lake Authority. Visual analysis of Map 16 - Combined Conservation Value Index Per Acre and Utah Lake Focus Areas indicates that the highest conservation value per acre per parcel occurs in the northeastern quadrant, improving access for Shoreline Park and Inlet Park Access Points, and in Ecological Zone 4, improving access for Lincoln Beach and 4000 West in Lakeshore.

Conclusions

The project area consists of 2,217 individual parcels amounting to 39,968 acres. Over 70% of these parcels are owned by individual landowners or city governments who may be excellent candidates for conservation easements to help facilitate the improvement of recreational access to Utah Lake.

Priority areas for both the Utah Lake's ecological zones of interest and a high concentration of conservation values per acre per parcel could occur in the northernmost shoreline near Saratoga Springs or in the Lakeshore area of the center-east shoreline of the project area.

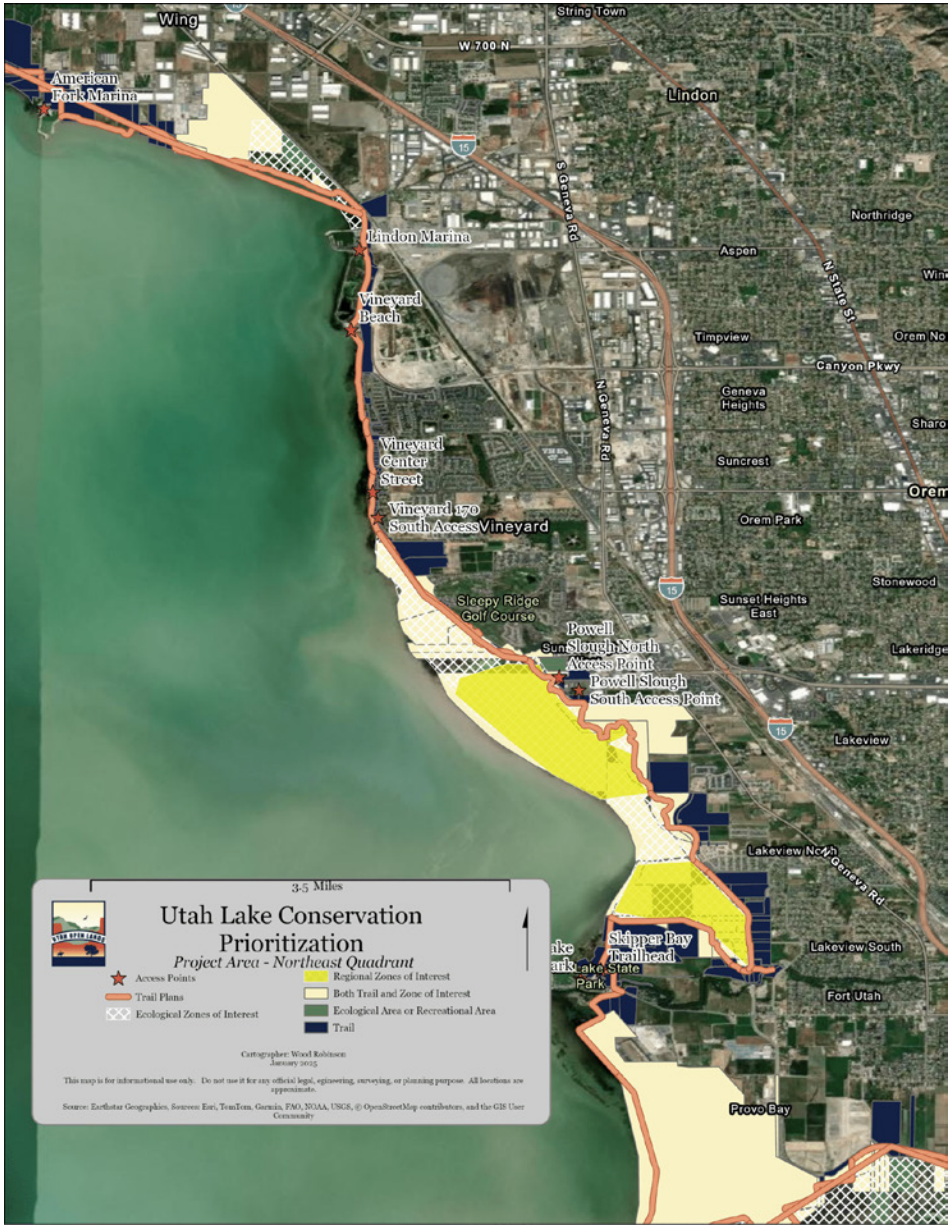
The area which may be most efficient from a work-hour-per-acre-conserved perspective would be the southern lake boundary where parcels are large and conservation values high.

This analysis also included individual parcel owner data which can be used for future individual conservation initiatives.

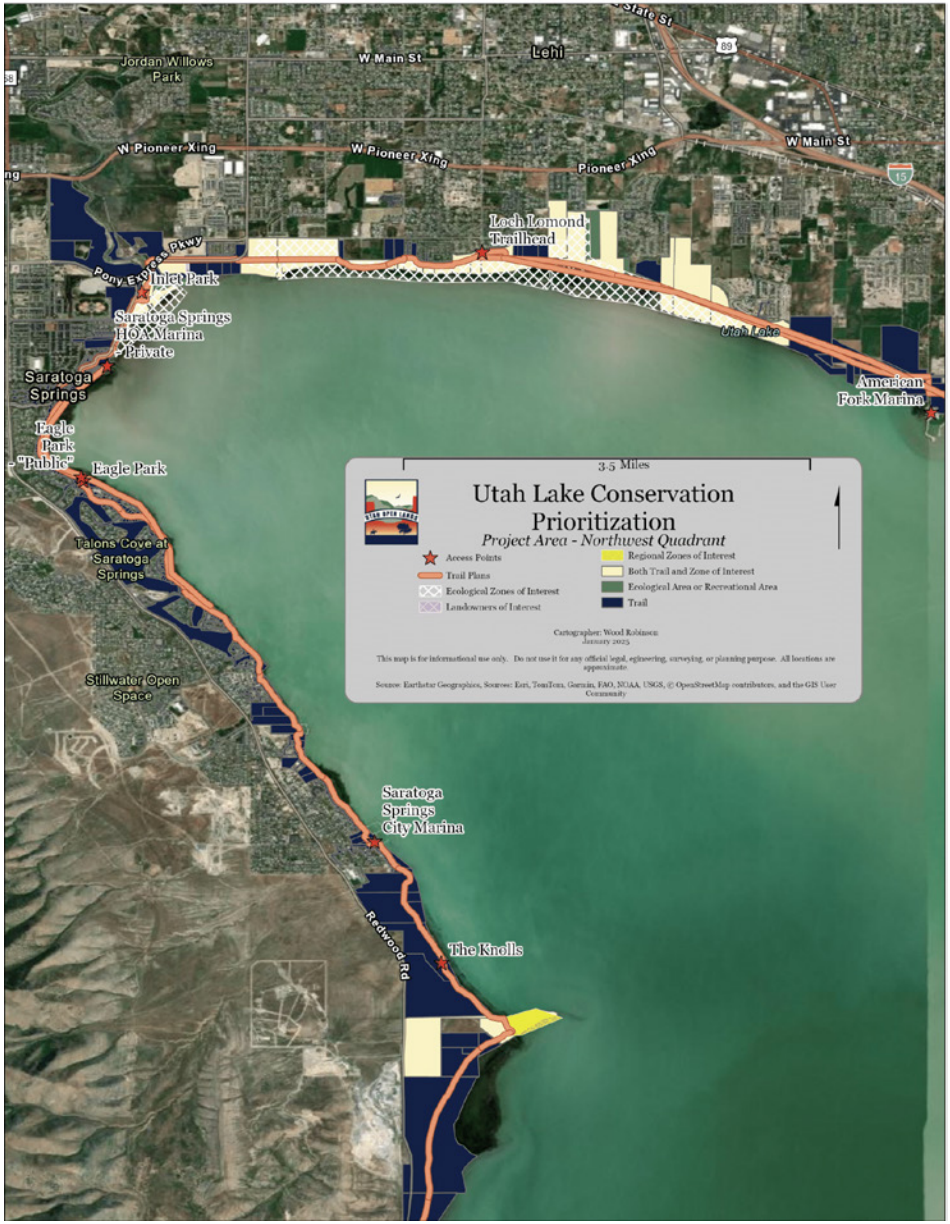
List of Maps

Map 1 - Utah Lake Conservation Prioritization, Whole of Utah Lake

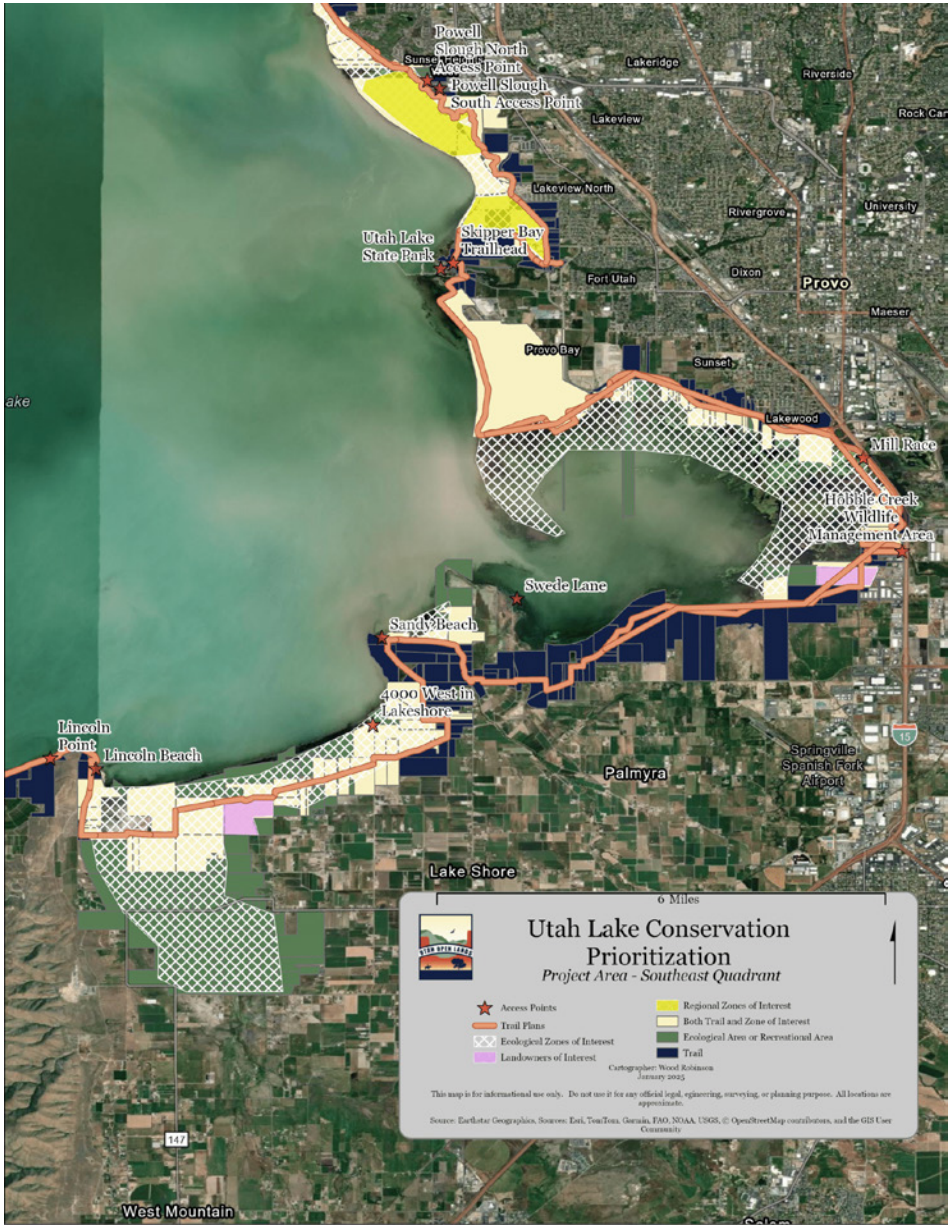
Map 2 - Utah Lake Conservation Prioritization, Northeast Quadrant



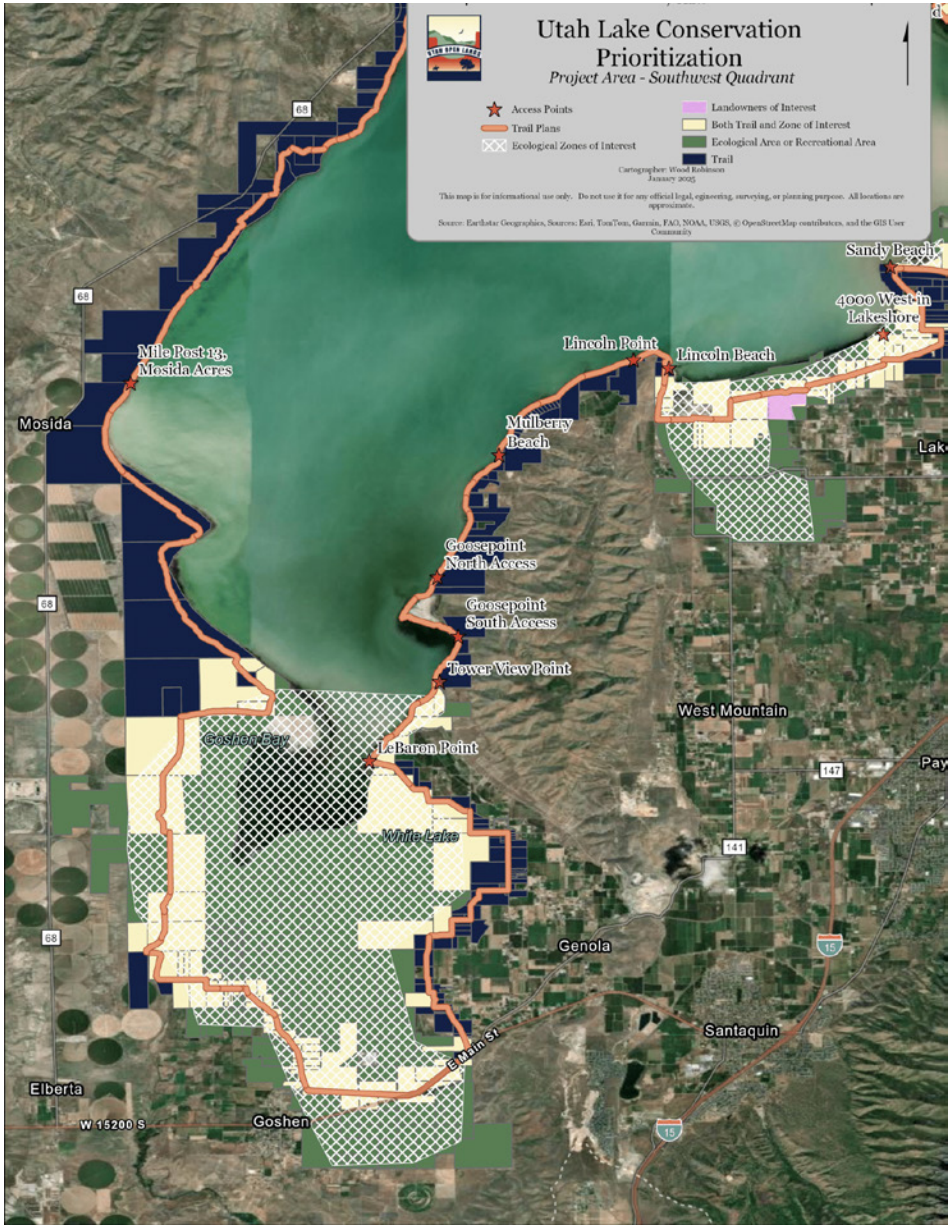
Map 3 - Utah Lake Conservation Prioritization, Northwest Quadrant



Map 4 - Utah Lake Conservation Prioritization, Southeast Quadrant

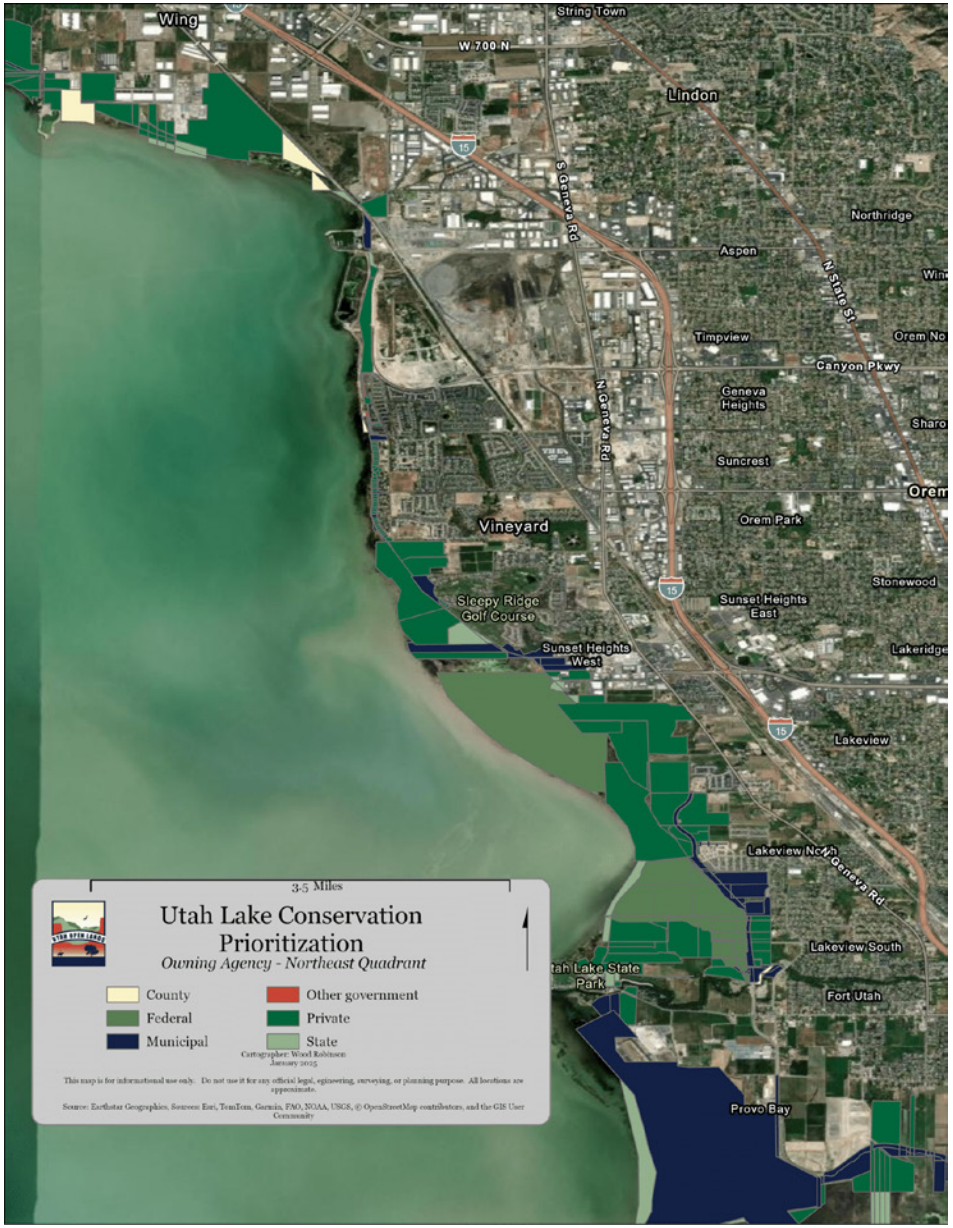


Map 5 - Utah Lake Conservation Prioritization, Southwest Quadrant

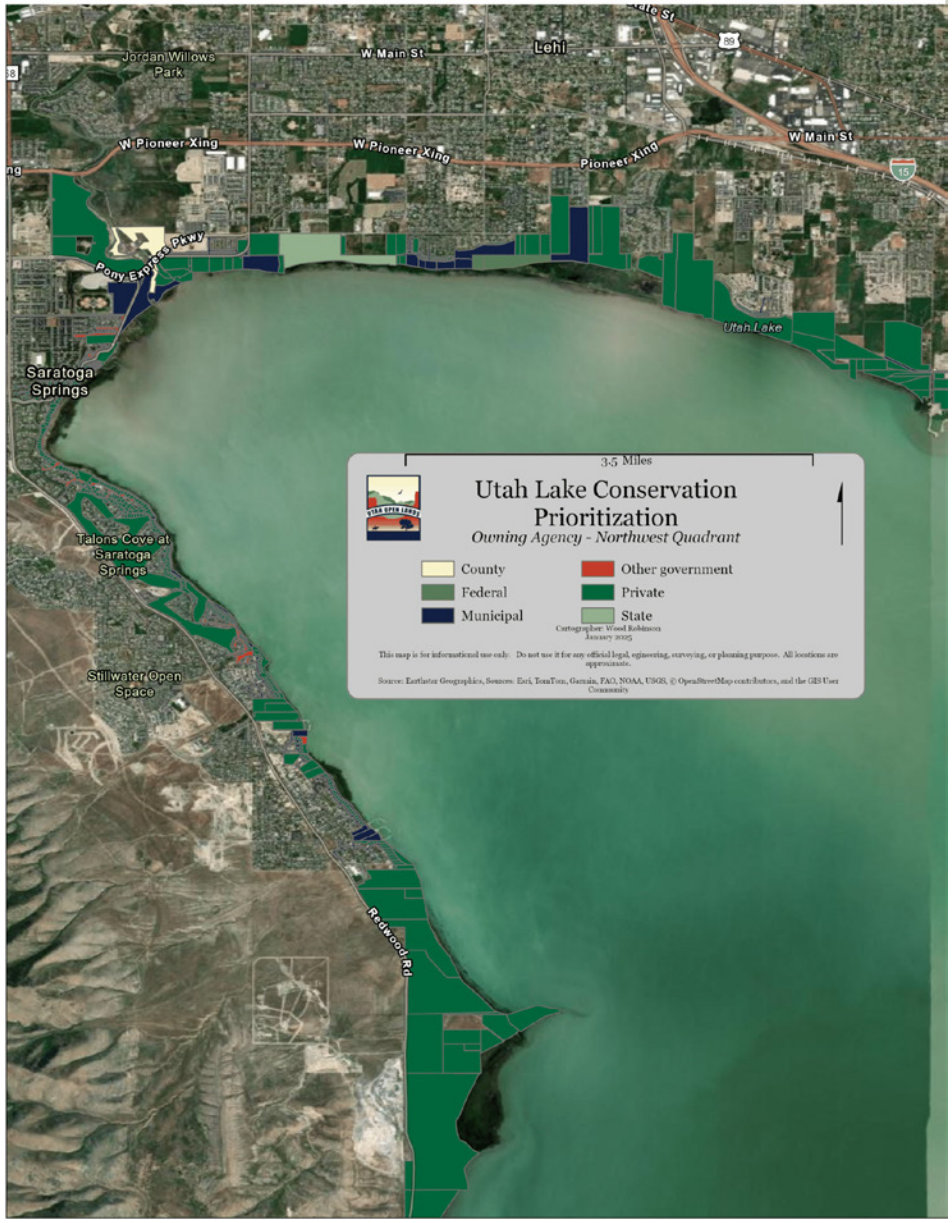


Map 6 - Utah Lake, Owning Agency

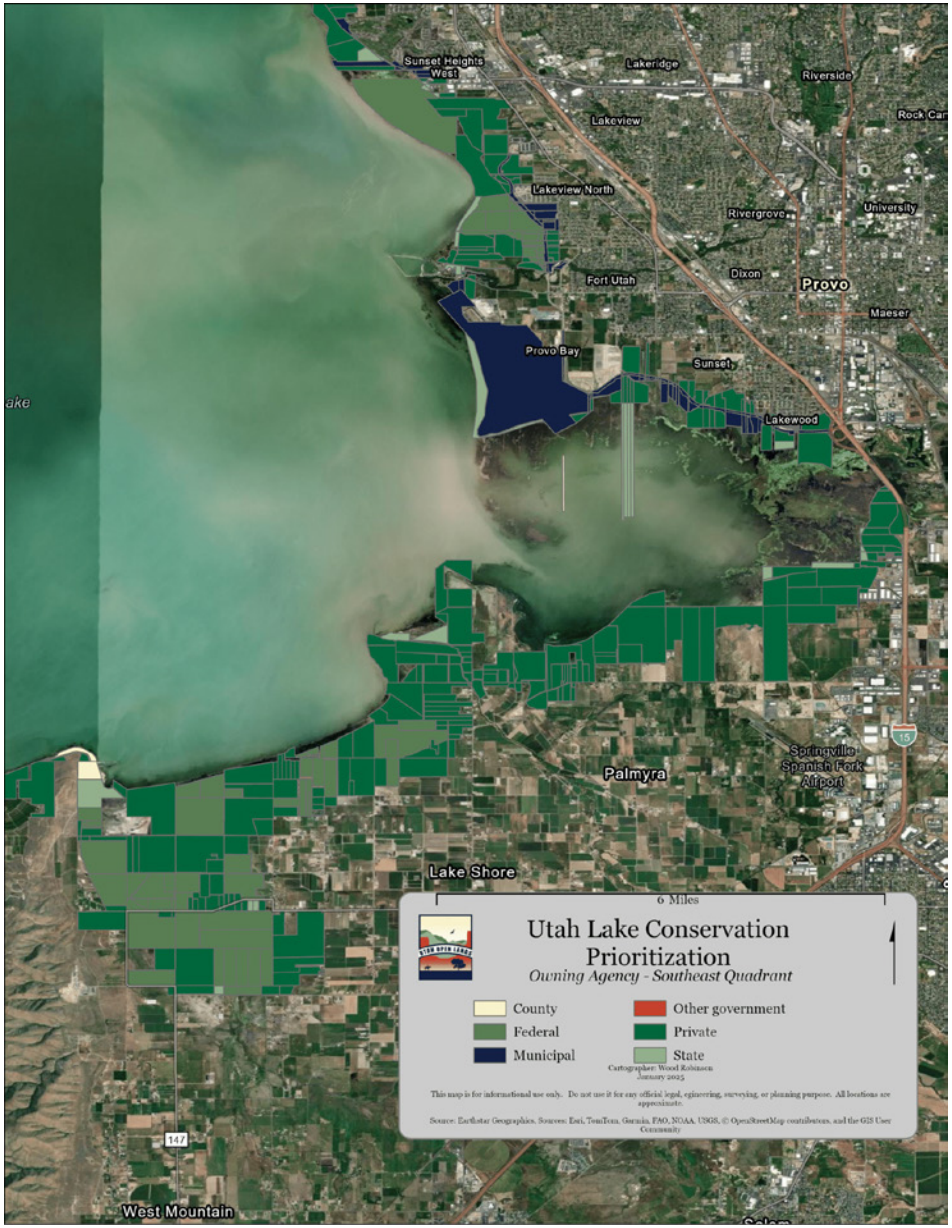
Map 7 - Northeast Quadrant, Owning Agency



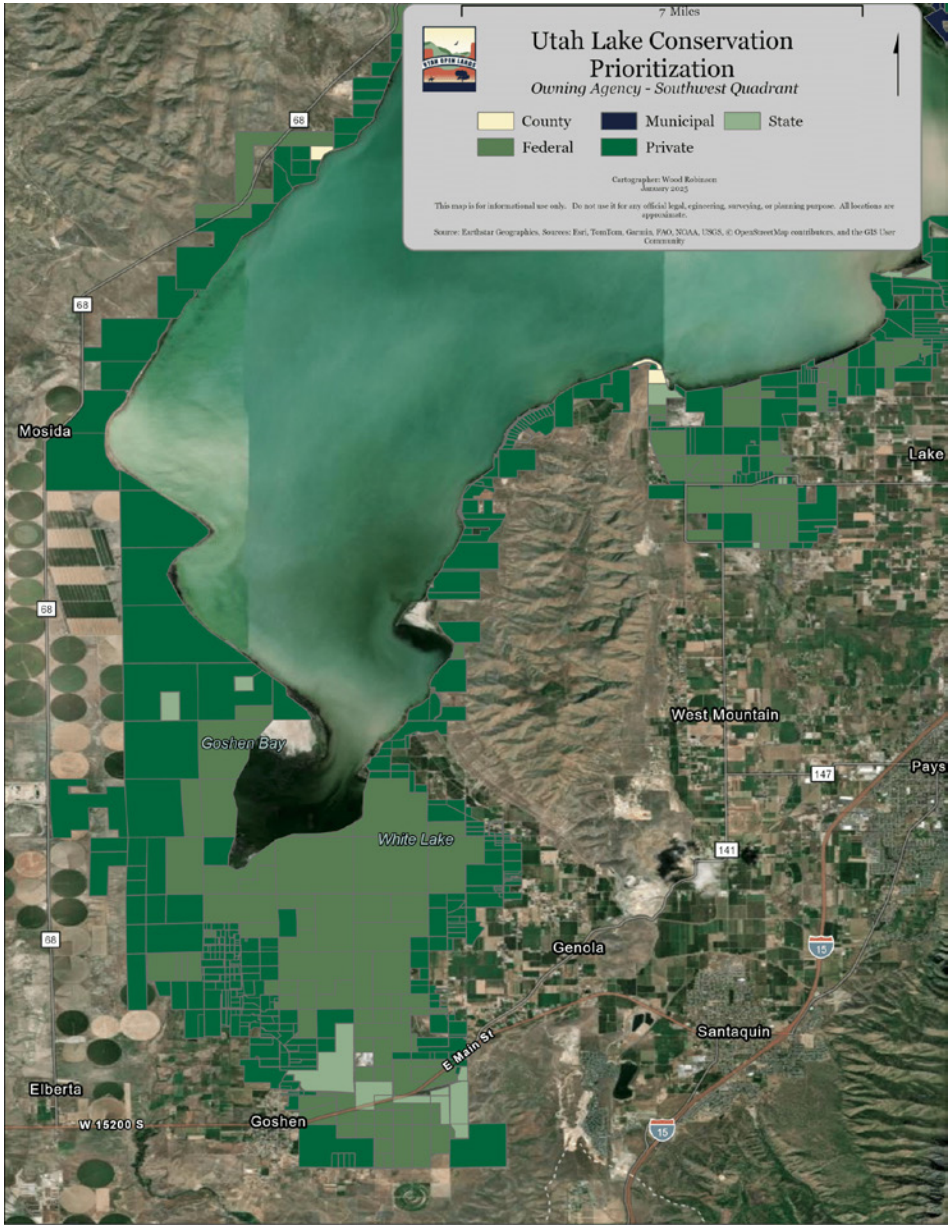
Map 8 - Northwest Quadrant, Owning Agency



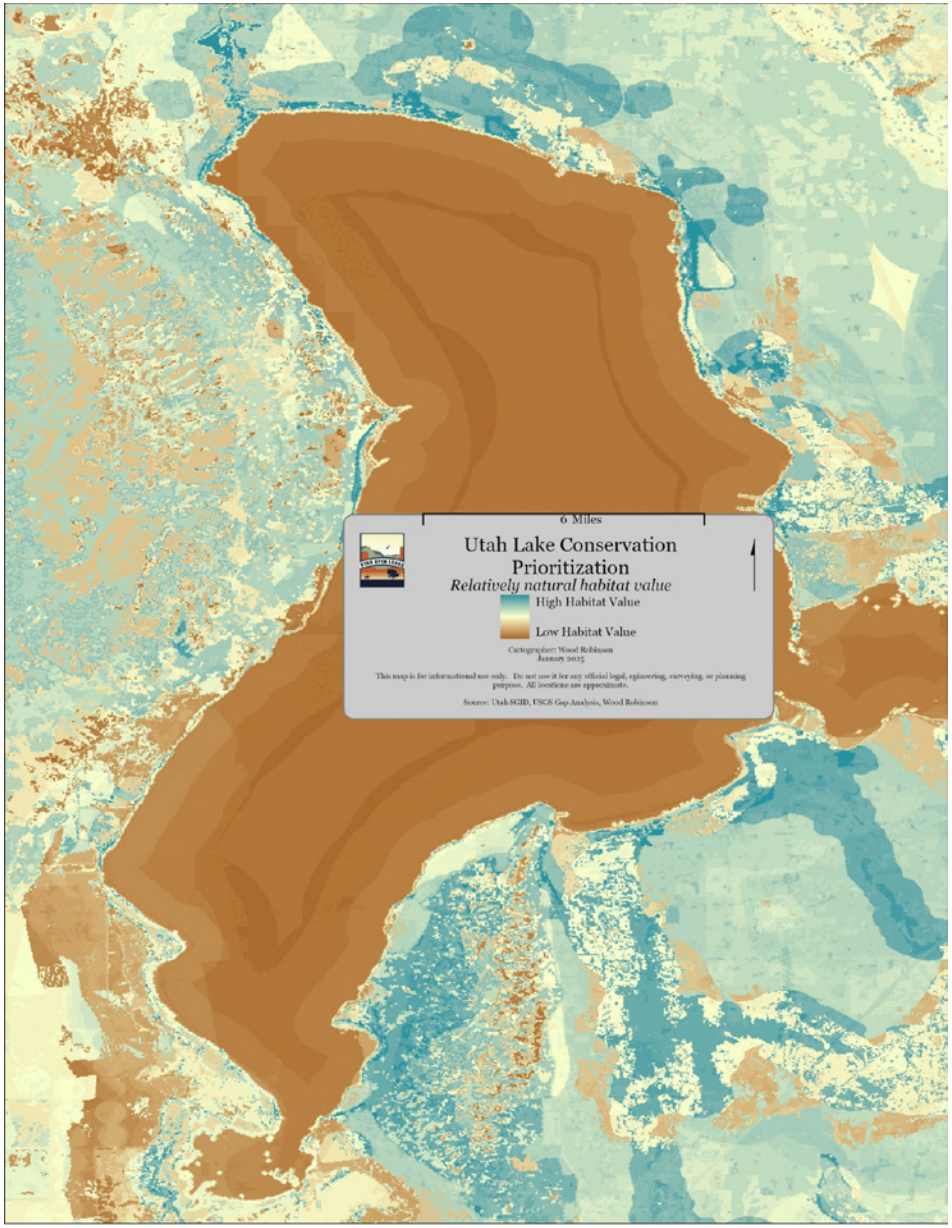
Map 9 - Southeast Quadrant, Owning Agency



Map 10 - Southwest Quadrant, Owning Agency

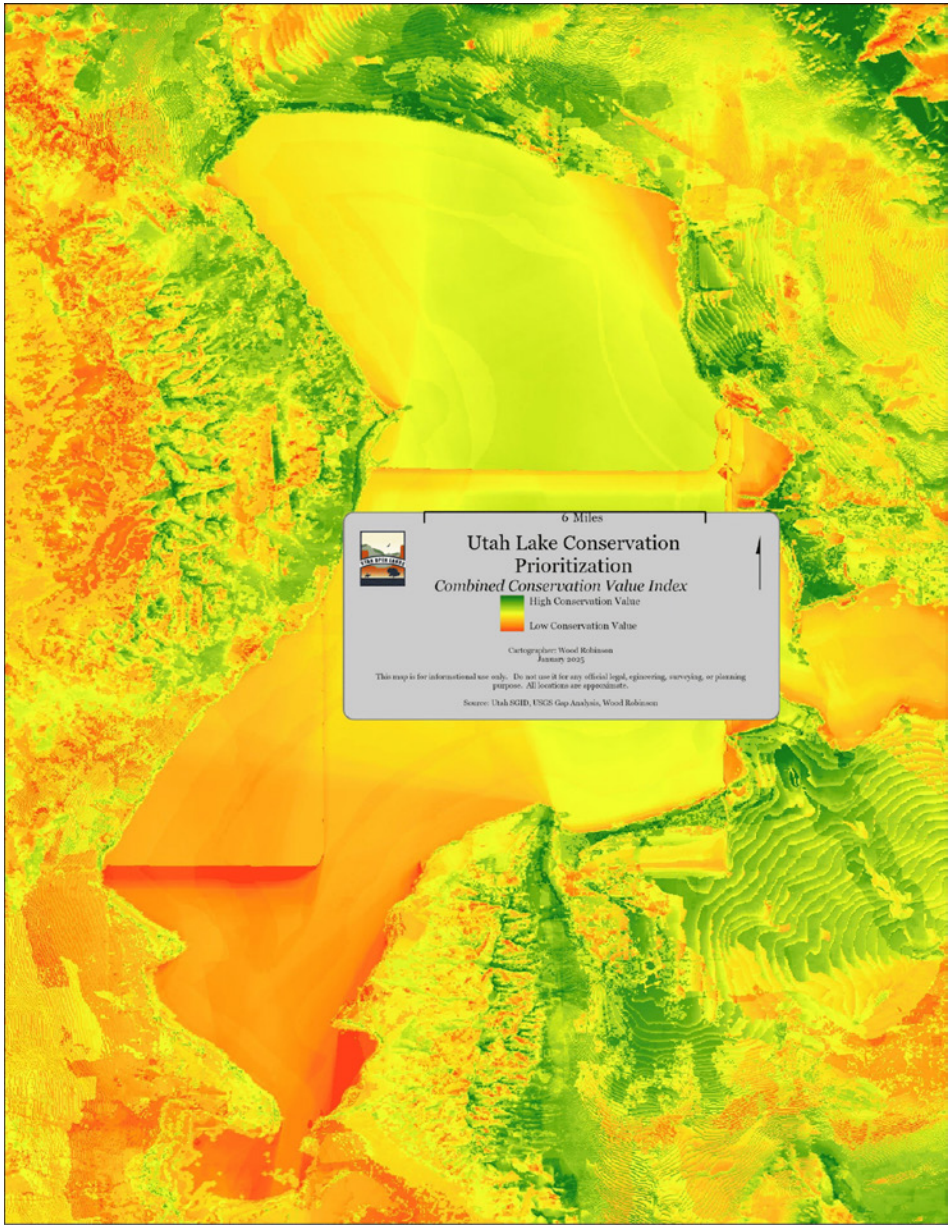


Map 11 - Relatively Natural Habitat Value

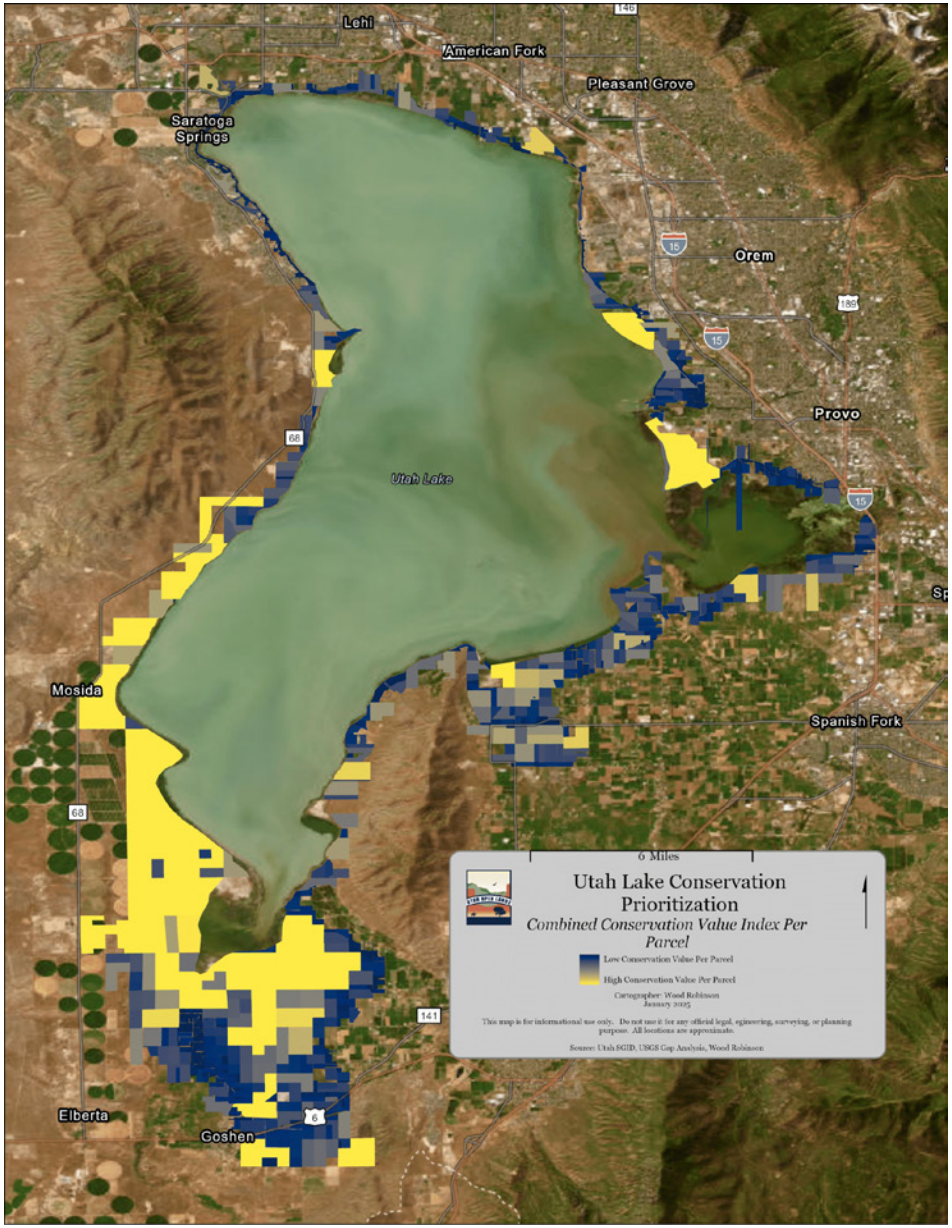


Map 12 - Viewshed From Major Highways

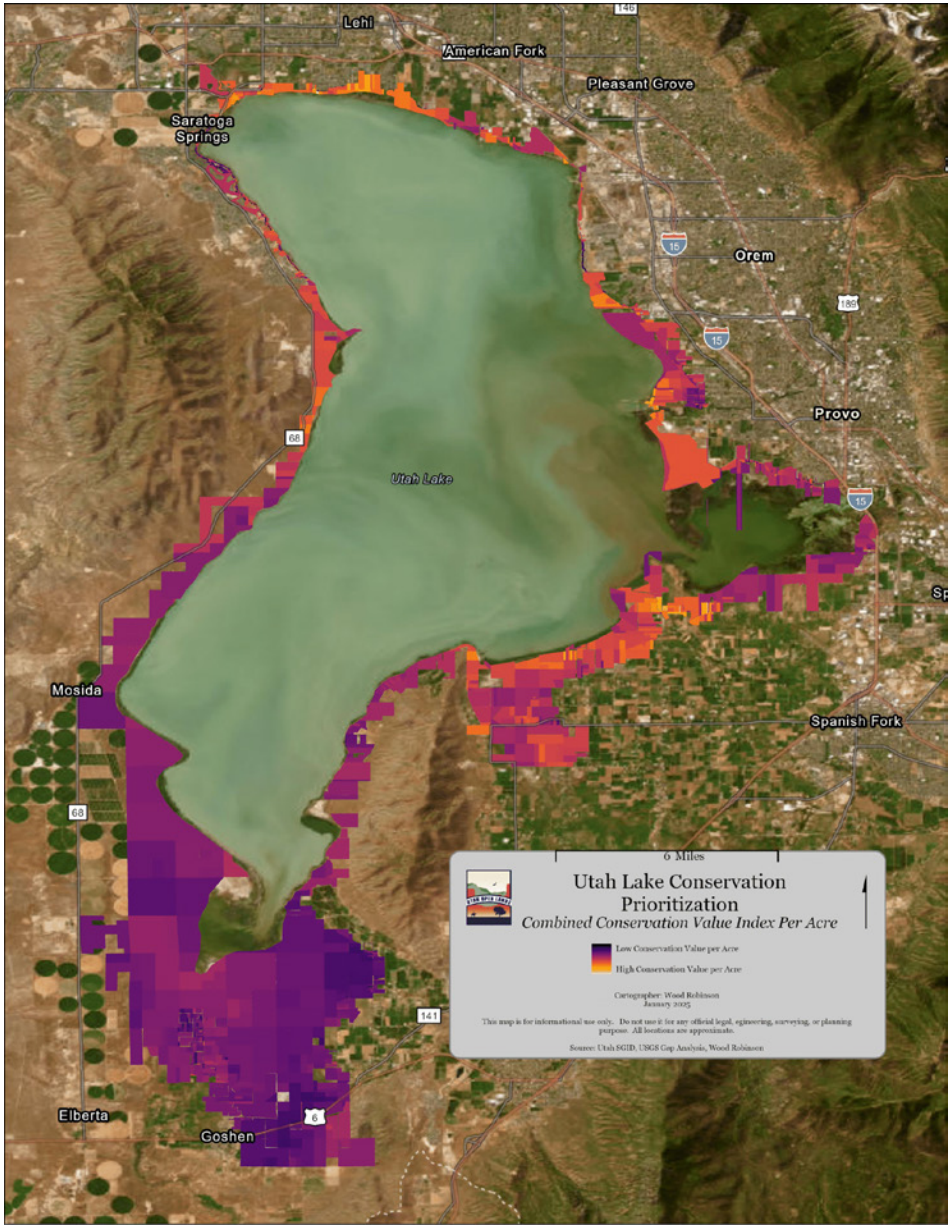
Map 13 - Combined Conservation Value Index



Map 14 - Combined Conservation Value Index Per Parcel



Map 15 - Combined Conservation Value Index Per Acre



Map 16 - Combined Conservation Value Index Per Acre and Utah Lake Focus Areas