

# Honeyville City

## TRAILS MASTER PLAN

NON-MOTORIZED TRAILS

July 2022

DRAFT



# Acknowledgments

*Development of this plan would not have been possible without ongoing input and support from Honeyville City, and the engaged agencies, groups and individuals listed below:*

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**Sharon Lorimer** | Honeyville Town Council Member  
**Kory Wilde** | Honeyville Town Council Member  
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**DISCLAIMER:** Any and all trails proposed on federal, state, city, or private properties are conceptual only and do not reflect any current permissions or agreements from the landowner. Honeyville City will work closely with individual land owners and land managers on potential projects. Trails will be constructed only when, and if, the city has permission to do so.

# 1 Executive Summary

## *Access, Recreation, and Safety*

In modern history, trails in Honeyville go way back to the days of the historic California Trail, early regional roadways, the early railroad west of town, and even a ferry across the Bear River. They served as basic routes to access goods and services, other nearby communities, mountain and river amenities, and other needs.

After being established in 1861, Honeyville grew mostly as a farming community with regional trails and roads running north and south between the Bear River and the Wellsville Mountains. Roads and trails also ran east to west, connecting people the the river, the mountians, and communities to the west.

Over the past 160 years, the community has mostly grown in a linear fashion, north to south, paralleling regional roads, waterways, and mountain ranges. Historic trails have morped over time into an interstate highway west of town, and a regional state highway through the middle of town which doubles as the city's Main Street.

As more homes have been built in Honeyville in recent decades, there is a growing pressure for more trails and recreational amenities. Cyclists enjoy the smooth, scenic ride along Highway 38, UTV's drive through town to access state and federal lands in and around the Wellsville Mountains, and tourists flock year-round to the beatiful therapeutic pools of Crystal Hot Springs. There is a growing need a well-planned trails which connect residents to local amenities, provides safe and functional routes through town, and helps local residents improve physical, social, and mental health.

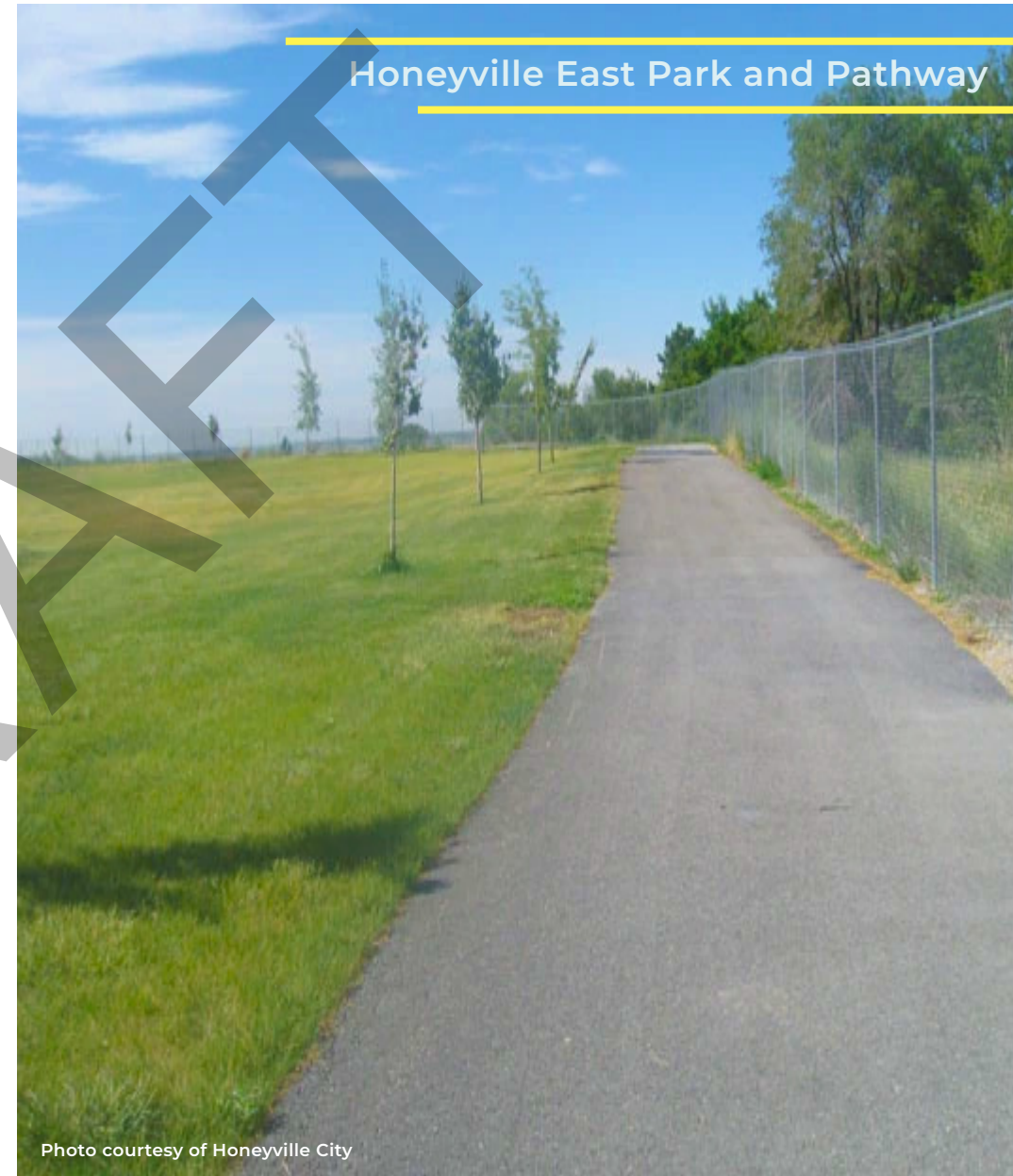


Photo courtesy of Honeyville City

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Looking towards the Wellsville Mountains and the south end Honeyville City. Honeyville enjoys amazing access to the mountains, river bottoms, creeks and springs, and beautiful open spaces. Growth is coming to the community slowly but surely. As more people come, the need for a well-planned and designed trail system is critical.

# 2 Introduction

## ***Background and Setting***

Located along the western edge of the Wellsville Mountains in northern Utah, Honeyville City is a small community with agricultural roots and surprising recreational amenities.

Though there are only currently around 1,500 residents, the city is growing, mostly in the form of residential single-family homes. Most of the growth is occurring either on the benches east of town, along Highway 38, or in lower elevation agricultural lands.

The city only has one trail in the form of a short paved, multi-use pathway which skirts the perimeter of the city park located at 6900 South and 2500 West. The city plans to construct another pathway at their other park, also on 6900 South, but further west on roughly 2800 West.

However, up to this point, the city has never had an official trails master plan.

The average age of Honeyville residents is decreasing, while the average household income is increasing; most residents also work outside of the community. These demographic changes are accompanied by changing needs related to desired trail types, access, and connectivity. According to a survey done in 2021, most residents generally want more and safer trails in the community for walking/running, biking, hiking, mountain biking, and horseback riding.

Like many smaller cities in Utah, Honeyville has limited staff, resources, and budgets. This trails master plan is intended to help the community prioritize projects which will benefit the greater community and provide safe facilities for a variety of users.

## ***Planning Context and Purpose***

This plan was created to serve as a guide for how the town plans for, and invests in, resources for maintaining existing trails and building quality new trails. Every effort has been made to address concerns of residents, non-residents, public agencies, and other project partners.

## ***Addressing Common Concerns***

The addition of trails in any community comes with social, economic and environmental impacts and concerns by the general public. These may include issues illustrated by the following questions:

- ***How will the trail be funded?***
- ***Who will maintain the trail?***
- ***What if a landowner does not want a trail on their property?***



**View of Honeyville from the Eastern Bench**

- *What can landowners do to reduce their liability for allowing access?*
- *What happens when the trail is not used for its intended purpose?*
- *Will the trail further impact our sensitive lands, like wetlands and cultural sites?*

Identifying community and individual concerns about trails is an important process and is crucial to the success of trail project implementation. By identifying common concerns and addressing them through civil and productive discussions, most of concerns can be mitigated on some level, even if that means a particular trail alignment is abandoned. Though there is no sure-fire way to address every issue for every member of the public and for every property owner, most issues can generally be mitigated through good trail design, proper maintenance procedures, and finding a balance between private property rights and public access needs.

The following sections of this plan address most of those needs:

- The Implementation Section describes the process for identifying community concerns, how to **balance private property rights** and land management objectives

with public needs, **public access easements**, and how to **fund trail projects**.

- The Regulations and Maintenance Section addresses ways to **limit liability** and also describes who will **maintain the trail** and how.
- The Trail Design Guidelines (Appendix A) provides guidance on designing safe and secure trails that **minimize vandalism** and **environmental impacts**.

### **Benefits of Trails**

Trails at their most basic level are linear spaces for humans and wildlife to move across the landscape. However trails have evolved into multi-beneficial spaces where one can cruise down a winding mountainside on a bike, stroll along a field of blooming wildflowers with their friends or family, or stand where ancient cultures used to look out across the mountains and valleys. Trails have become public investments in our community that yield numerous sociocultural, health, environmental, and economic benefits, including:



**Honeyville West Park**



**1) Creating healthy communities and enhancing our quality of life** by offering places for residents to recreate through exercising, learning, socializing and connecting to the landscape:

- Increases physical health of community<sup>1</sup> and reduces healthcare costs<sup>2</sup>
- Improves mental wellbeing of

<sup>1</sup> Abildso, C., S. Zizzi, S. Selin, and P. Gordon. 2012. "Assessing the cost effectiveness of a community rail-trail in achieving physical activity gains." *Journal of Park and Recreation Administration* 30(2): 102-113.

<sup>2</sup> Deenihan, G. and B. Caulfield. 2014. "Estimating the Health Economic Benefits of Cycling." *Journal of Transport & Health* 1(2): 141-149

individuals<sup>3</sup>

- Supports community events, such as races, heritage days and community stewardship days, which help create a sense of place

- Provides opportunities to learn and explore the functions and processes of wildlife and plants; water, air and earth; and native cultures and heritage

<sup>3</sup> Barton, J., and J. Pretty. 2010. "What is the best dose of nature and green exercise for improving mental health? A multi-study analysis." *Environmental Science and Technology* 44(10): 3947-3955

**2) Ensuring a healthy natural environment** by:

- Protecting the long-term vitality of local and regional biology, soil, water and other natural phenomenon
- Highlighting the local flora and fauna to educate and connect people to the landscape
- Using existing corridors to reduce impacts, such as utility and transportation corridors, or floodplains and other natural hazard prone areas that restricts or limits development

**3) Celebrating the historical and cultural** characteristics of the community by:

- Preserving historically significant locations and routes
- Physically experiencing places where historical events occurred

**4) Enhancing the financial prosperity of** the community by:

- Increasing nearby land values<sup>4</sup>
- Retaining and attracting businesses

<sup>4</sup> Asabere, P. and F. Huffman. 2009. "The relative impacts of trails and greenbelts on home price." *The Journal of Real Estate Finance and Economics* 38(4): 408-419

and workers<sup>5</sup>

- Attract visitors and tourism spending that supports local businesses<sup>6</sup>

### 5) *Transporting people and wildlife* by offering routes through and to places:

- Provides a low to no cost alternative to get to work, visit a park or church, or go shopping
- Dedicates routes for wildlife to access the food, water and shelter they need to thrive

5 National Recreation and Park Association. 2018. "Promoting parks and recreation's role in economic development." <https://www.nrpa.org/siteassets/nrpa-economic-development-report.pdf>

6 Utah Transit Authority (UTA). (2017). Economic impacts of active transportation: Utah active transportation benefits study. Retrieved from <https://bikeutah.org/wp-content/uploads/2017/03/Utah-Active-Transportation-Benefits-Study-Final-Report.pdf>



Access gates to Utah Division of Wildlife Resources (UDWR) property east of Honeyville City. While open to the public during the summer months, this property is closed from November to April each year to protect wintering wildlife. UDWR properties are purchased and managed to protect wildlife and hunting/fishing

# 3 Vision, Goals, and Objectives

## ***Vision***

Provide a comprehensive and diverse trail system that encourages healthy lifestyles, social engagement, and provides responsible access to the natural environment.

## ***Goals and Objectives***

### ***Diversity***

1. Provide a trail system with a diversity of uses and skill levels that meet the needs of current and future residents and visitors
2. Create a balanced system of trail types, including easy and accessible family-friendly trails that support multiple uses, and medium to difficult trails that support specific uses, including mountain biking and hiking

### ***Connectivity***

3. Expand the trail system in a way that connects people to locally and regionally significant places
4. Link new trails into the existing trail system when possible
5. Ensure new trails provide meaningful connections to local and regional amenities

### ***Quality of Life of Residents and Healthy Environment***

6. Provide a trail system that connects to, highlights and protects the town's ecological, historical and rural characteristics
7. Develop and design trails that limit impacts to agriculturally, environmentally and historically important lands
8. Design and construct trails in locations and that structurally minimize costs, impacts to sensitive areas, minimize erosion, sediment and vegetation disturbance, and are easily maintained
9. Ensure new trails enhance the quality of life of residents by being visually attractive, adventurous, enjoyable, scenic and historical
10. Support local events such as local heritage celebrations, athletic competitions, etc.

### ***Safety and Security***

11. Provide a safe and secure trail system that is easy to access and navigate
12. Create a uniform mapping, signage and wayfinding system to help users navigate, learn and explore the trail system

13. Provide quality trail amenities, including benches, kiosks, drinking fountains and restrooms that are designed properly, are safe for users, and are durable
14. Establish a set of rules that minimize unintended uses, protects users, and reduces liability
15. Continually assess trail conditions and user needs and adjust as necessary

### ***Coordination***

16. Work with the general public, private landowners, public land management agencies and developers to expand and maintain a healthy and sustainable trail system in and around Honeyville, through shared stewardship and mutual partnerships

# 4 The Planning Process

## Overview

In 2020, Honeyville City staff approached Bear River Association of Governments (BRAG) and the Utah Department of Transportation (UDOT) for help with exploring the potential of a pathway or other trail for cyclists utilizing the shoulder along Highway 38. As the major arterial through town which doubles as Honeyville's Main Street, the roadway is becoming more heavily used by cyclists going north and south. This is creating potential safety issues for both the cyclists and cars as they are trying to give each other enough space to safely travel.

After meeting with local city officials, it was determined that the best course of action was to create a trails master plan for the city which included planning options to help alleviate crowding issues along Highway 38. BRAG staff offered to help the city create the plan and work through the planning process.

It was determined early on in the process, that a public survey was needed to gauge the values and needs of local residents and visitors. The survey was designed

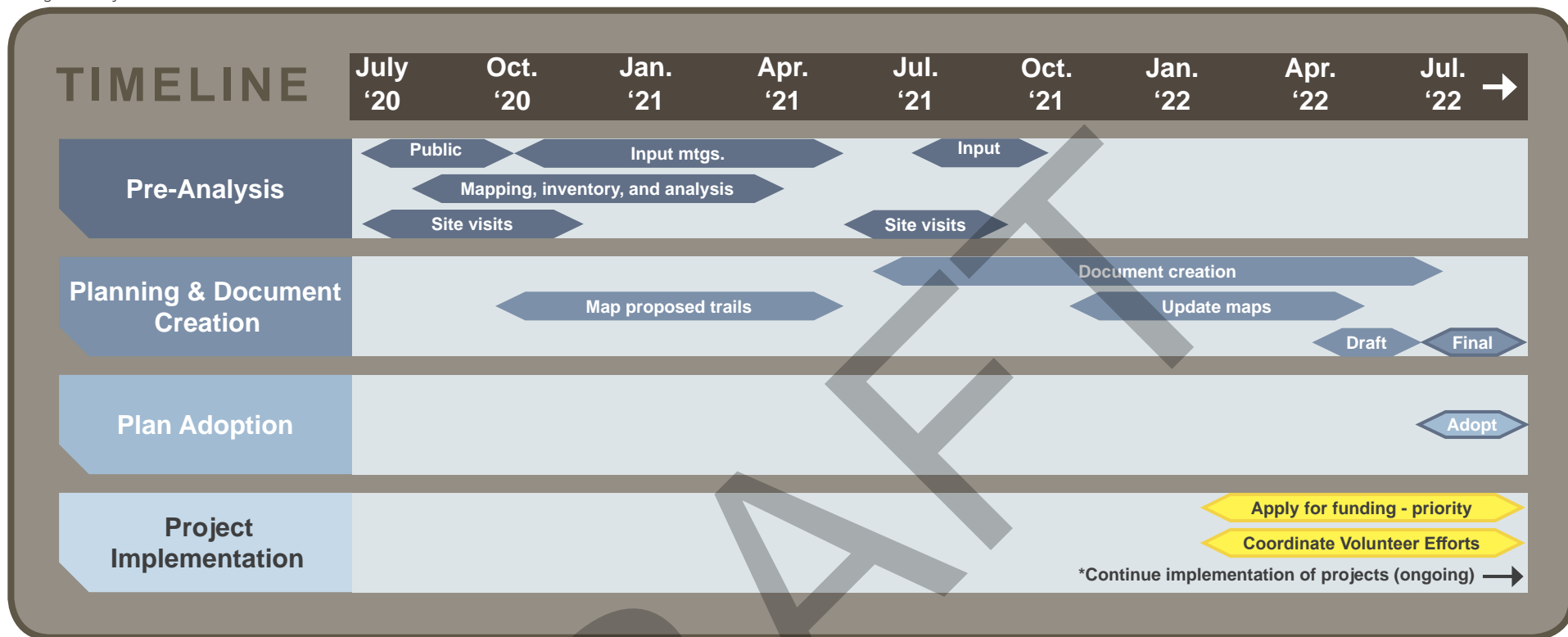


to allow for resident and visitor data to be independently viewed and analyzed, in order to represent those needs as accurately as possible. The survey was administered starting in July of 2020, and ended in October of 2020. 146 people took the survey which asked about future trail needs and preferences.

With the help of Honeyville officials, UDOT staff, county staff, and other local experts, BRAG staff also created a detailed trails inventory which documented existing trails and other non-motorized transportation routes and facilities within and surrounding the city. From this data, a conceptual analysis was also created to show potential linkages between residential and community activity centers, existing facilities, potential current and future nodes of activity, and connections to public lands, outside facilities and other existing routes.

The next step in the process was planning new potential trail and facility locations based on the values and needs documented in the survey, as well as the analysis performed by Honeyville City officials, UDOT, BRAG staff and others. Proposed trails and facilities were presented to a stakeholder group consisting of Town leaders, county staff, UDOT, various state and federal land management agencies, and other organizations involved in trails and trails planning in the region and state to get initial feedback and comments.

Figure 1: Project timeline.



After integrating input from the stakeholder group, a public open house was held on the evening of October 27th, 2021 at the Honeyville City offices. Local residents, property owners, public land managers, and representatives of local trail users and groups were invited to attend. Comments from the open house were integrated into the plan, and proposed trails were modified as necessary or even removed from the plan to reflect local needs and priorities.

A draft plan was submitted to the town and to the general public for comments and suggestions, then the final plan was submitted for approval by the City Council.

### Project Timeline

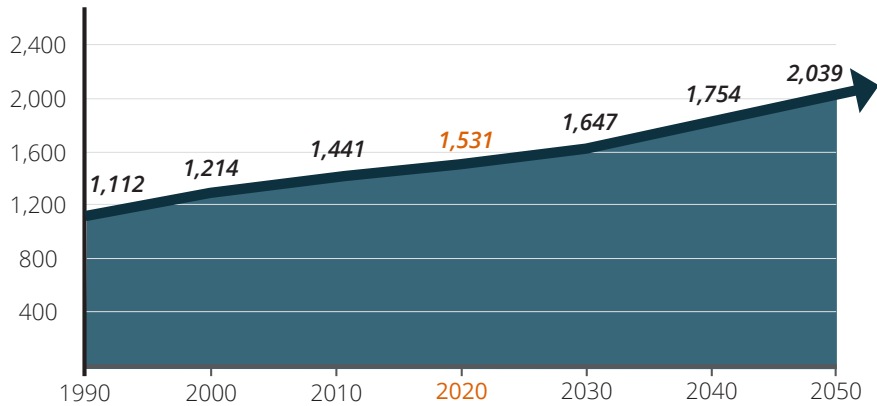
This project was started in the summer of 2020. While a timeline for this project was created, it was critical to maintain flexible according to local priorities and needs. As such, this plan is intended to be an ever changing and living document and should be updated accordingly.

Above is a graphic showing the timeline utilized for creating this trails master plan.

### Town Demographics and Trends

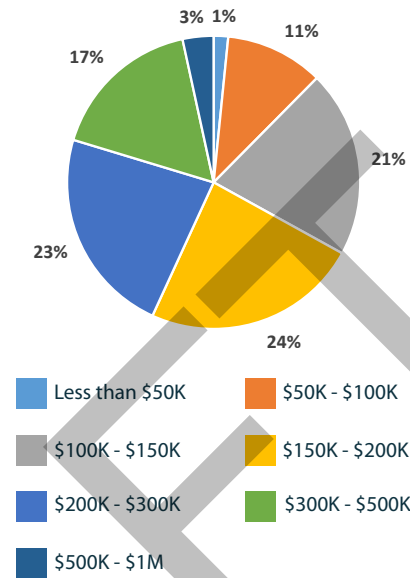
The following demographic charts, tables and graphics show basic trends and projections for Honeyville City, particularly those associated with future trails planning within the city and regionally.

### Honeyville City Population Growth (past and projected)



Honeyville is projected by the State of Utah to steadily grow at around 9-16% per decade over the next 30 years, which is slightly lower than the rest of the State of Utah at 15-20% (US Census and BRAG). However, the town has seen local development pressure increase in recent years, and this could be a low estimate. Based on how the rest of the county develops over the next decade or two, Honeyville could see higher development pressure as people begin to discover the beautiful landscape, access to public lands, proximity to Crystal Hot Springs, and other amenities.

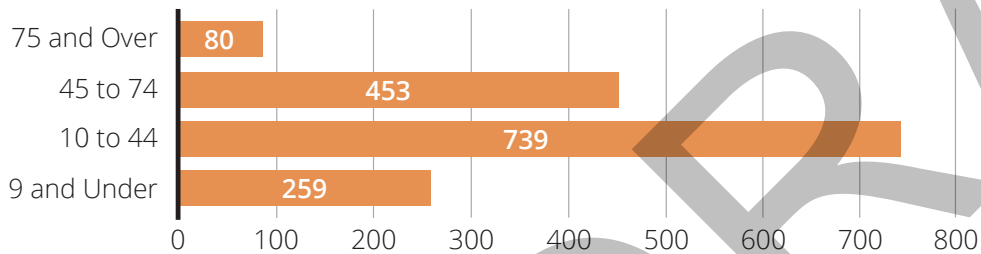
### CURRENT HOME PRICES



### MEDIAN HOUSEHOLD INCOME

**Honeyville: \$90,962**  
**Utah: \$75,780**

### Honeyville Age Distribution (Grouped for emphasis)



### MEDIAN AGE

**Honeyville: 32.6 +/- 7.9**  
**Utah: 31.2 +/- 0.2**



### AVG. COMMUTING TIME (MIN)


**Honeyville: 25.9 +/- 3.0**  
**Utah: 22.5 +/- 0.3**

Figure 2: Various demographics for Honeyville City.

- TAKE-AWAYS:**
- 1) Honeyville is a bedroom community: Few people work in town.
  - 2) Honeyville's residents are generally younger than surrounding areas.
  - 3) Honeyville's families are slightly larger than surrounding areas (3.5).

All data, unless otherwise specified, courtesy of the U.S. Census Bureau (2019 American Community Survey 5-Year Estimates).

## Looking East from Crystal Hot Springs



Crystal Hot Springs north of Honeyville is becoming a year-round amenity. As the city continues to grow, Crystal Hot Springs could be a great partner for trails planning, coordination, and connectivity. Trails connecting the hot springs to the city center may help provide benefits to local residents, the resort, and visitors alike.

### ***Related Plans and Documents***

The following trail and land use planning documents were reviewed in order to understand trail priorities and needs in Honeyville City:

- Honeyville General Plan, 2010
- Box Elder County General Plan, 1998
- Southeast Box Elder County Active Transportation Plan, 2017
- U.S. Forest Service, Motor Vehicle Use Maps for the Logan Ranger Districts
- Wasatch-Cache National Forest 2003 Revised Forest Plan and Final EIS
- UDOT Statewide Active Transportation Plan
- Cache County Trails and Active Transportation Master Plan, 2018

### ***Stakeholder and Public Input***

To ensure that the values and needs of trail users, land managers, and other

groups in and around Honeyville City were integrated into the planning process, the following groups were organized to provide critical input throughout the planning process:

#### **Honeyville Trails Committee**

This committee was made up of the Mayor of Honeyville, a member of the Honeyville Town Council, Honeyville Planning and Zoning representatives, and citizens interested in trails planning. The committee discussed potential future trail routes, identified various trail types, and informed the steering committee and stakeholder groups throughout the planning process.

#### **Project Steering Committee**

This committee consisted of the members

of the local trails committee, planners from Box Elder County, the UDOT Region 1 Planner, and BRAG staff.

#### **Other state, local and federal stakeholders**

The stakeholder group was made up of various state, regional and federal agency representatives, staff and volunteers from Brigham City, Cache County, Bike Utah, the coach for the Box Elder Composite Mountain Bike Team, Rocky Mountain Power, Bear River Canal Company, Crystal Hot Springs, Deweyville Town, Tremonton City, Union Pacific, and the USU LAEP Department.

*\*See the Acknowledgements page at the beginning of this document for a detailed list of individuals and agencies included in the above committees and stakeholder groups.*

## Honeyville Trails Planning Survey

In July of 2020, an online survey was created to document the needs and values of both residents and non-residents related to current and future trails in Honeyville and the surrounding area.

The survey was closed in October of 2020, and 146 responses were collected, with 124 from residents and 22 from non-residents. Due to the fact that the vast majority (85%) of responses were from Honeyville residents, survey responses were not divided up and analyzed for

the purpose of this analysis. However, BRAG and Honeyville City have all of the original response data should the need arise to divide and analyze it for planning purposes.

Overall, the survey captured a sentiment of gratitude for the existing trail systems, and expressed a desire for additional future trails that address both resident and visitor needs.

Most of those surveyed said their primary activities on existing trails in Honeyville consist of hiking, walking, mountain biking

and road biking. Most use the trails for recreation, health, and exercise, and feel fairly safe using the trails.

Residents and visitors alike agree that the top four priorities for expanding or improving trails consist of the following, though both groups had slightly different views on which are most important:

- Increase the number of walking/running trails
- Increase the number of hiking/mountain biking trails
- More looped trails

Figure 3: 2020 Honeyville City public trails survey infographics.

## 2020 HONEYVILLE TRAILS SURVEY - THEMES (146 Responses)



### Trail Use

Most people use some type of trail (local or not) daily, a few times per week or once per week (a combined ~75% of respondents).



### Primary Activities

1. Walking
2. Hiking
3. Equestrian
4. Road Biking
5. ATV/OHV
6. Mountain Biking



### Satisfaction

Some comments about the need for better maintenance of sidewalks, particularly related to weed control.



### Hwy 38 Safety

Of those who bike Hwy 38, 7 of 8 people do not feel safe. Most say they would like a separated paved pathway as an alternative.



### Future Trail Preferences

1. Walking (65%)
2. Hiking (58%)
3. Biking (paved)(42%)
4. Equestrian (42%)
5. Trail Running/Mountain Biking (35% each)

# 2020 HONEYVILLE TRAILS SURVEY - OTHER INFO (146 Responses)



## Trail Locations

### Preferences:

1. Foothills/bench
2. Along waterways
3. Regional trails
4. Farmland trails
5. Neighborhood trails



## Trailheads

### Feature Preferences:

1. Parking
2. Restrooms
3. Maps/Wayfinding
4. Shade
5. Rules and Regs.



## Trails

### Feature Preferences:

1. Scenic view points
2. Trees/shade
3. Family friendly
4. Goes near water
5. Connects to other trails



## Inclusion

Quite a few comments about the need for multi-functional trails; particularly those that include equestrians and mountain bikers.



## More Trails?

**90%** of respondents say there are currently not enough trails in Honeyville

## Honeyville City and the Wellsville Range



# 5 Trails Inventory and Analysis

## *Community Inventory*

Currently, within Honeyville City proper, there is only 0.25 miles of trails; all part of a paved surface multi-use pathway located at the city park next to the cemetery.

The city does have a fairly extensive system of local sidewalks, however. While mostly constructed for safe routes to school needs, these sidewalks account for 5.1 miles of walking and biking connections for local residents.

In addition to local sidewalks and the pathway at the park, Honeyville residents enjoy close access to the Wellsville Mountain Range east of town. While the higher mountains and peaks are all Wilderness Area managed by the U.S. Forest Service, the benches are either private property or owned and managed by the Utah Division of Wildlife Resources. These state lands are prioritized for hunting and/or fishing access and critical wildlife habitat.

## *Existing Trails and Trailheads*

The following pages include a community inventory map showing the location of

existing trails, trailheads, and related amenities, as well as matrices which includes attribute and conditions data for those trails and trailheads. Strava heat maps are also included as part of the inventory.

## *Structures, Landmarks, and Public Lands*

The community inventory map also includes existing homes, parking, public restrooms, historical sites, the church, the cemetery, beach access, town hall, and other amenities as well as land ownership.

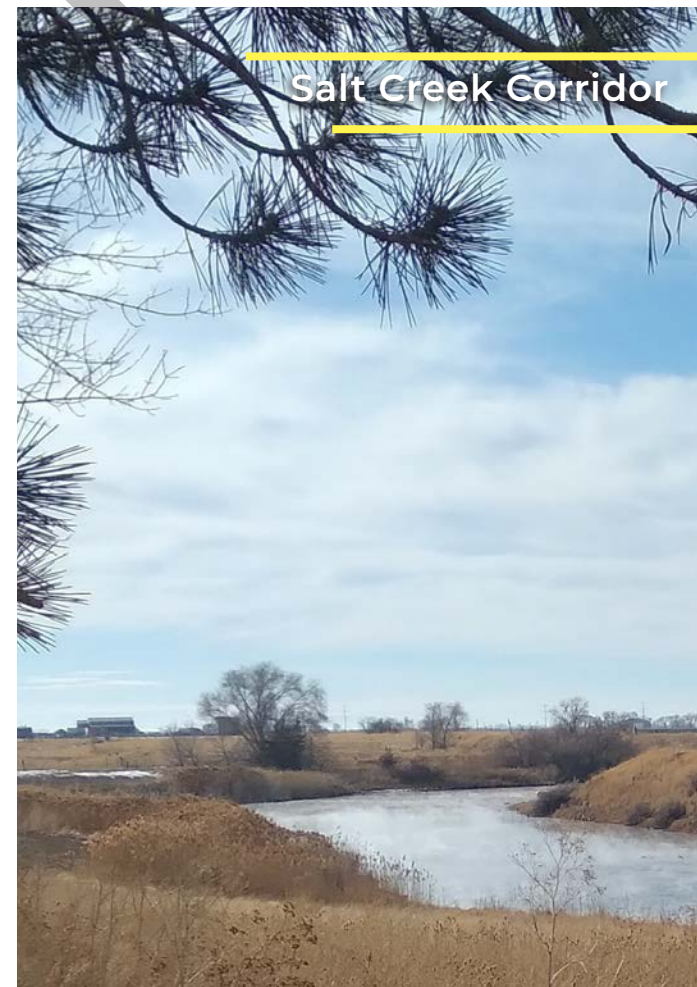
## *Sensitive Environmental Areas*

Wetlands, riparian areas, waterbodies, and floodways are included in the inventory map, as well as topographic lines to highlight limitations for trail facilities and/or opportunities.

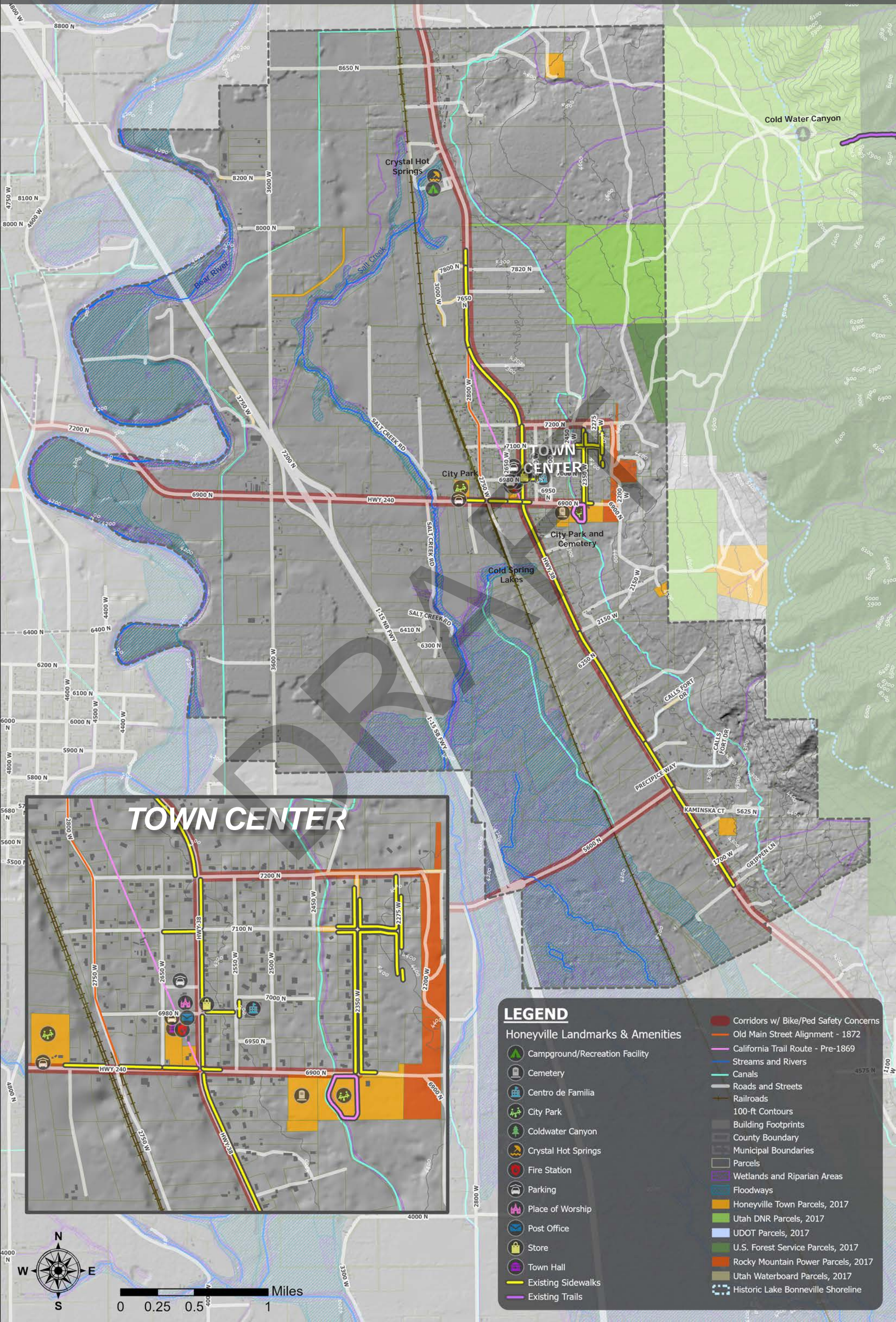
## *Community Analysis*

In addition to the detailed inventory map of trails and related facilities, a community analysis was created to show relationships between existing trails, amenities, developed areas, and community activity areas and town centers.

The analysis diagrams potential connectivity to these nodes in an attempt to show how people currently connect to their community and existing trail facilities, or how they could connect to them in the future.



# HONEYVILLE TRAILS PLAN 2022 - COMMUNITY INVENTORY



## TOWN CENTER

### LEGEND

- Honeyville Landmarks & Amenities**
- Campground/Recreation Facility
  - Cemetery
  - Centro de Familia
  - City Park
  - Coldwater Canyon
  - Crystal Hot Springs
  - Fire Station
  - Parking
  - Place of Worship
  - Post Office
  - Store
  - Town Hall
  - Existing Sidewalks
  - Existing Trails
- Corridors w/ Bike/Ped Safety Concerns
  - Old Main Street Alignment - 1872
  - California Trail Route - Pre-1869
  - Streams and Rivers
  - Canals
  - Roads and Streets
  - Railroads
  - 100-ft Contours
  - Building Footprints
  - County Boundary
  - Municipal Boundaries
  - Parcels
  - Wetlands and Riparian Areas
  - Floodways
  - Honeyville Town Parcels, 2017
  - Utah DNR Parcels, 2017
  - UDOT Parcels, 2017
  - U.S. Forest Service Parcels, 2017
  - Rocky Mountain Power Parcels, 2017
  - Utah Waterboard Parcels, 2017
  - Historic Lake Bonneville Shoreline

0 0.25 0.5 1 Miles



# Existing Trails Matrix

Table 1: Existing trails matrix.

#	Trail Name	Uses					Trail Type			Surface			Length		Difficulty			Landowner						
		Walk	Hike	Bike	Horse	OHV	Single Track	Shared-Use Pathway	Jeep Trail/ Unimproved Road	Natural Earth	Unimproved/Gravel	Paved	In Honeyville	Total	Easy	Moderate	Difficult	Private	Honeyville City	UDWR	UDOT	US Forest Service	Rocky Mtn. Power	Utah Waterboard
1	Honeyville City Park (East)	•		•			•				•	0.25	0.25	•				•						
2	Cold Water Canyon		•				•		•			0	2.9		•	•					•			
3	Utah Division of Wildlife Resources/ U.S. Forest Service Access Roads	•	•	•	•	•		•	•	•		3.9	6.3	•	•	•	•		•		•			

# Existing Trails Evaluation

Table 2: Existing trails evaluation.

#	Trail Name	Condition	Recommended Improvement	Trail Management Agency(ies)
1	Honeyville City Park (East)	Excellent		Honeyville City
2	Cold Water Canyon (West)	Fair/Poor	Re-route in steeper areas (drainage)	UDWR and USFS
3	Utah Division of Wildlife Resources/ U.S. Forest Service Access Roads	Fair/Poor		UDWR/USFS/Private

# Existing Trailheads Matrix

Table 3: Existing trailheads matrix.

#	Trailhead	Trail Access			Amenities					Landowner					
		Honeyville City Park (East)	Cold Water Canyon	UDWR/USFS Access Rds.	Parking	Trailer Parking	Restrooms	Drinking Water	Kiosk	Private	Honeyville City	Box Elder County	UDWR	UDOT	US Forest Service
1	Honeyville City Park (East)	•			•		•	•			•				
2	Cold Water Canyon		•												•
3	Utah Division of Wildlife Resources/U.S. Forest Service Access Roads			•	•					•			•		•

DRAFT

# Existing Trailheads Evaluation

Table 4: Existing trailheads evaluation.

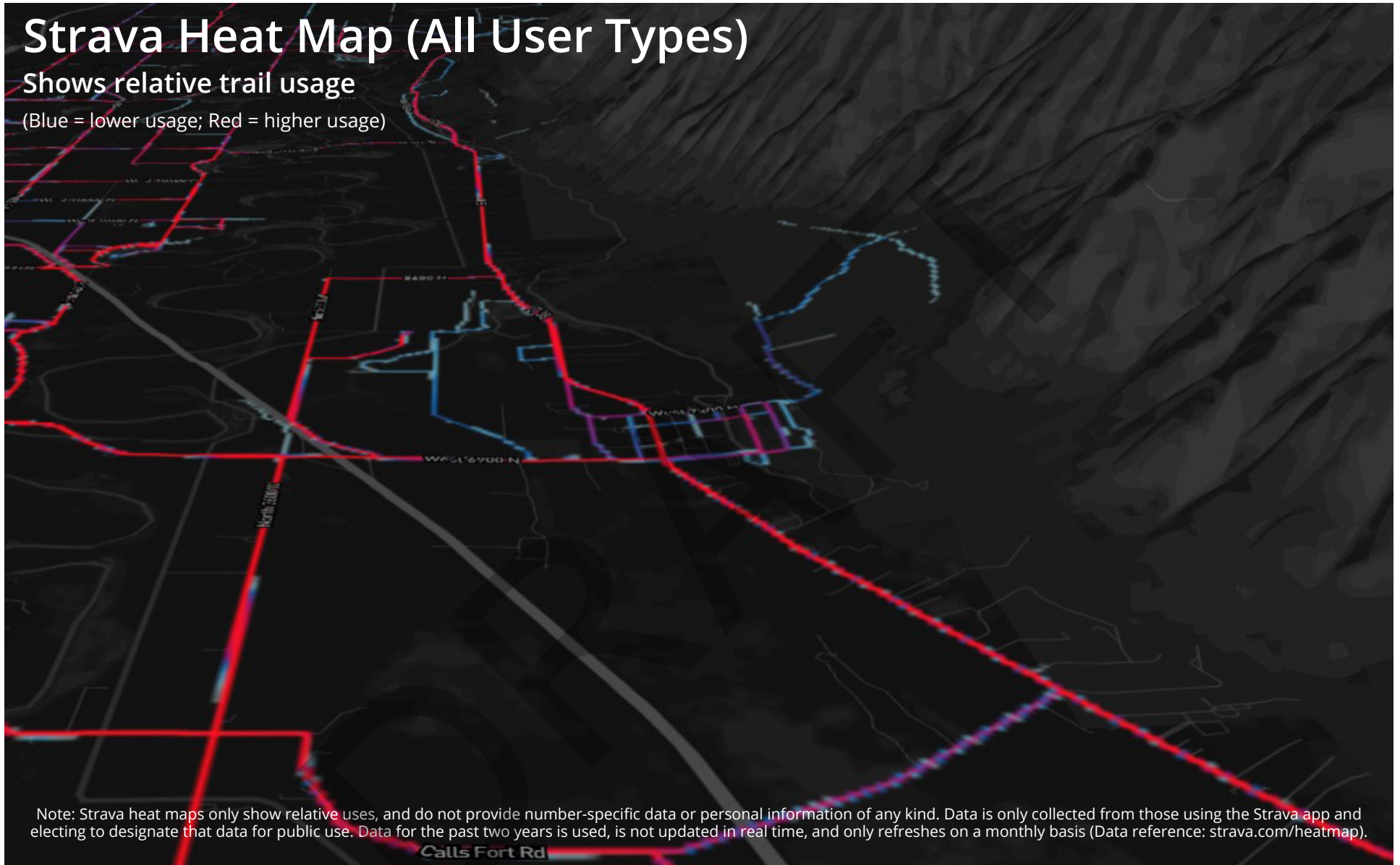
Trail Name	Condition	Recommended Improvement	Trail Management Agency(ies)	Notes
Honeyville City Park (East)	Excellent		Honeyville City	
Cold Water Canyon	Poor	Re-routes in steep sections	USFS	
Utah Division of Wildlife Resources/U.S. Forest Service Access Roads	Fair/Poor	Grading/re-routes	UDWR/USFS	

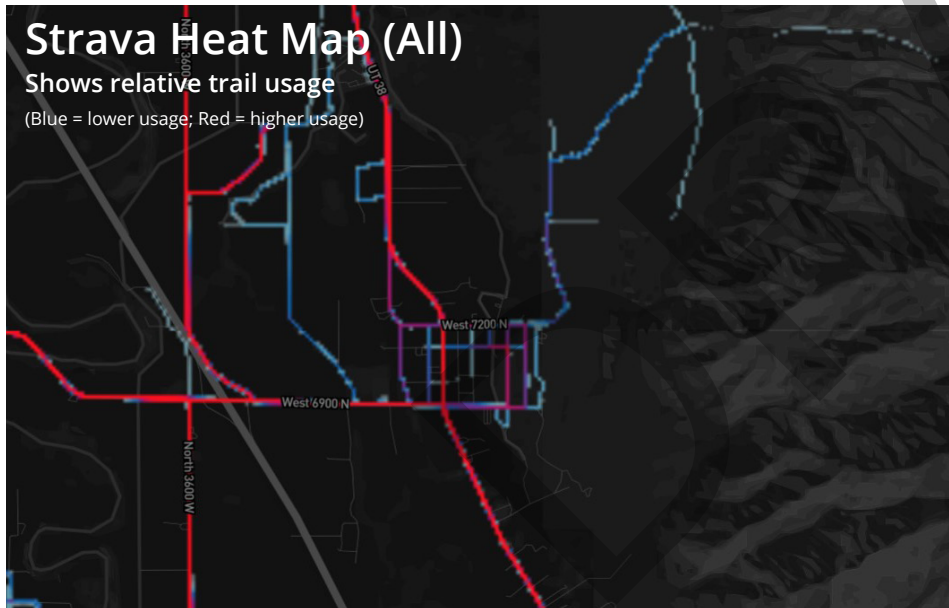
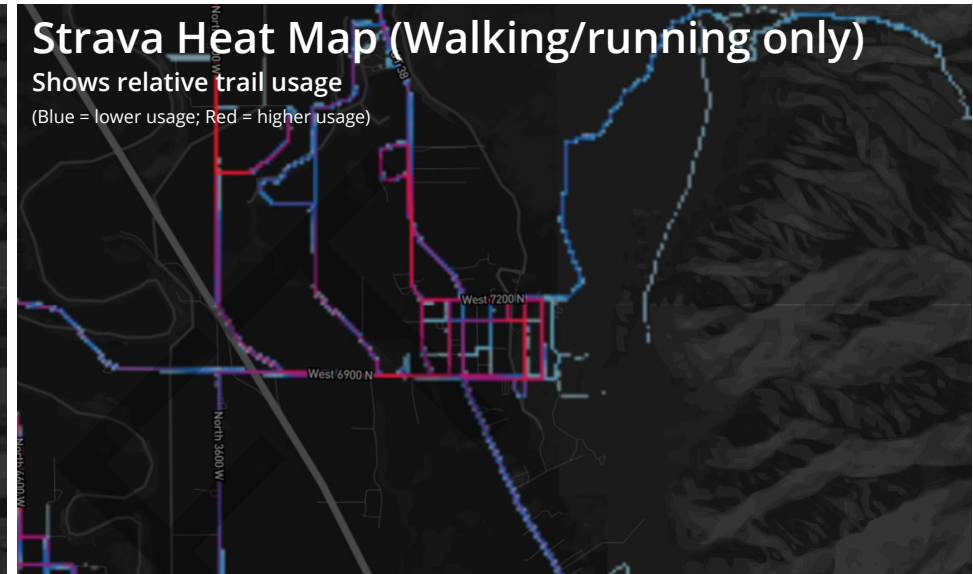
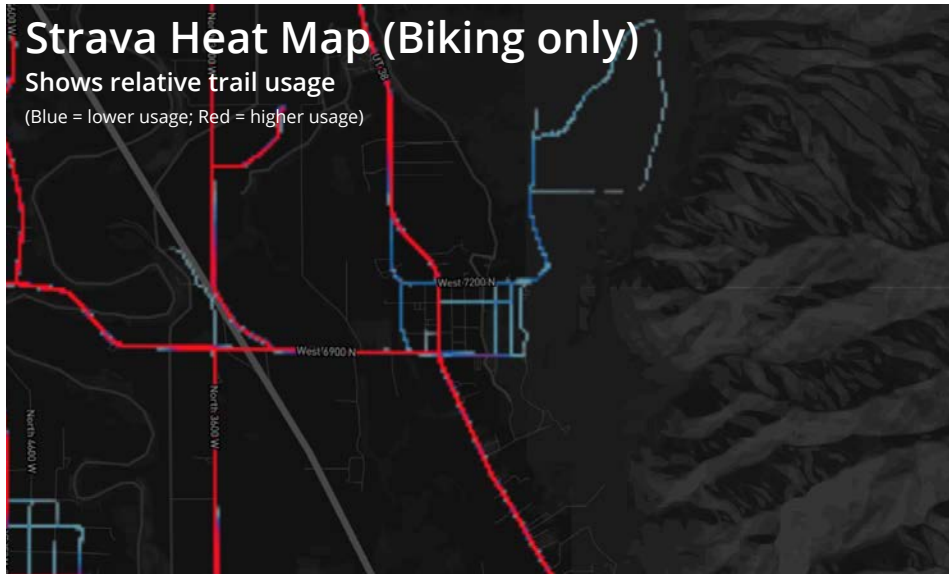
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# Strava Heat Map (All User Types)

Shows relative trail usage

(Blue = lower usage; Red = higher usage)





# HONEYVILLE TRAILS PLAN 2022 - COMMUNITY ANALYSIS

**MAJOR ACTIVITY NODES - Current and Potential**

**MINOR ACTIVITY NODES - Current and Potential**

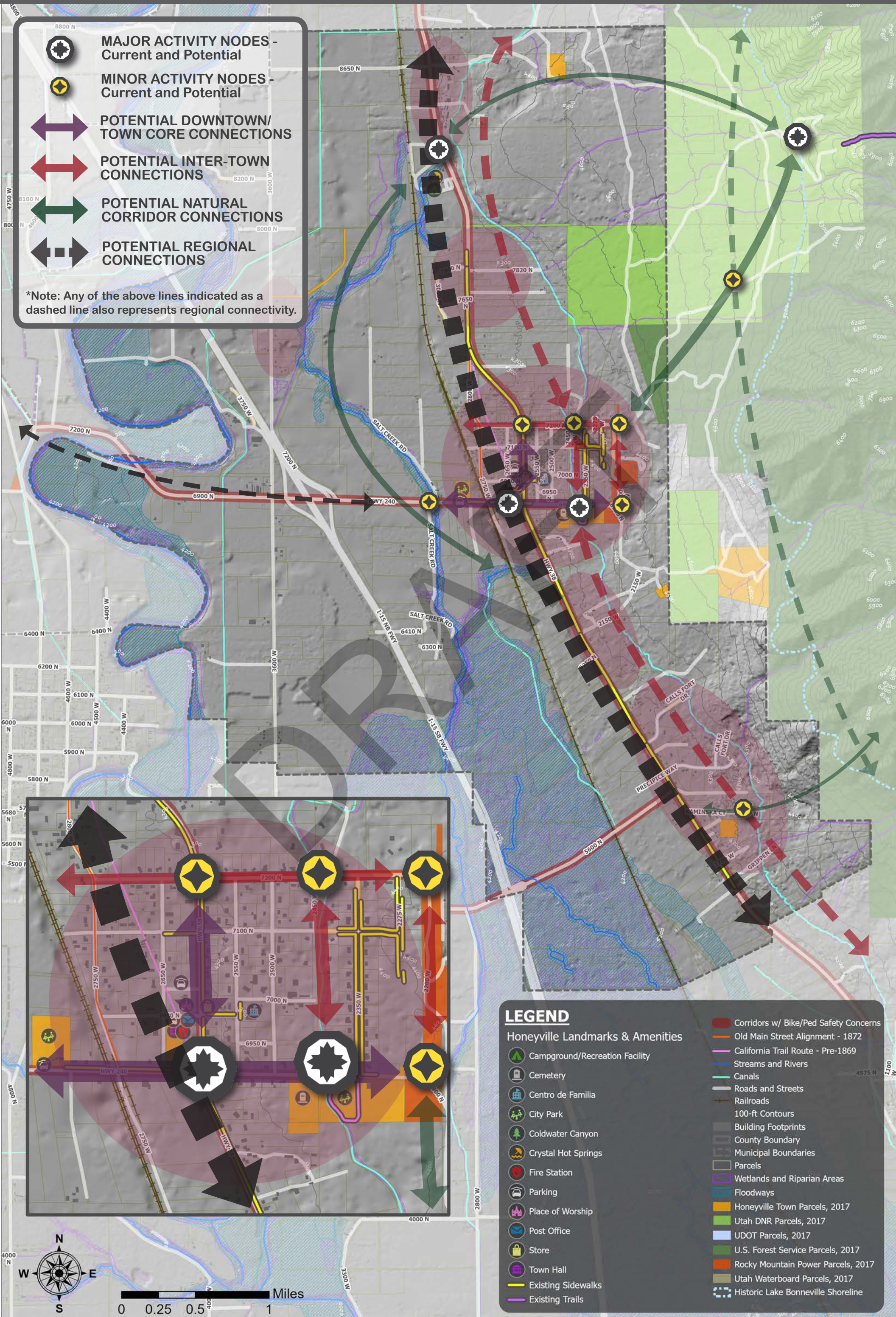
**POTENTIAL DOWNTOWN/TOWN CORE CONNECTIONS**

**POTENTIAL INTER-TOWN CONNECTIONS**

**POTENTIAL NATURAL CORRIDOR CONNECTIONS**

**POTENTIAL REGIONAL CONNECTIONS**

*\*Note: Any of the above lines indicated as a dashed line also represents regional connectivity.*



**LEGEND**

**Honeyville Landmarks & Amenities**

- Campground/Recreation Facility
- Cemetery
- Centro de Familia
- City Park
- Coldwater Canyon
- Crystal Hot Springs
- Fire Station
- Parking
- Place of Worship
- Post Office
- Store
- Town Hall
- Existing Sidewalks
- Existing Trails

- Corridors w/ Bike/Ped Safety Concerns
- Old Main Street Alignment - 1872
- California Trail Route - Pre-1869
- Streams and Rivers
- Canals
- Roads and Streets
- Railroads
- 100-ft Contours
- Building Footprints
- County Boundary
- Municipal Boundaries
- Parcels
- Wetlands and Riparian Areas
- Floodways
- Honeyville Town Parcels, 2017
- Utah DNR Parcels, 2017
- UDOT Parcels, 2017
- U.S. Forest Service Parcels, 2017
- Rocky Mountain Power Parcels, 2017
- Utah Waterboard Parcels, 2017
- Historic Lake Bonneville Shoreline

**Scale:** 0 0.25 0.5 1 Miles

**Compass Rose:** N, S, E, W

# 6 Proposed Trail Facilities

## Cold Spring Lakes Access



### *Proposed Trailheads*

There are seven trailheads in and around Honeyville City that either currently exist and need some improvements, or do not exist, but would create great staging areas for current and future trails.

Unofficial trailheads exist in Cold Water Canyon on UDWR land northeast of town, and the east end of 7200 North, which also accesses UDWR property, and eventually Cold Water Canyon on US Forest Service property. Likewise, the city has two parks, both of which can function as trailheads as they currently are, with an addition of some signage and kiosks were necessary.

Lastly, a trailhead is proposed at Cold Spring Lakes, which is already a public accessible area, as well as Crystal Hot Springs, and along Highway 38 at about half way between Crystal Hot Springs and 7820 North.

### *Proposed Trails*

Approximately 85 miles of trails are proposed in and around Honeyville City in this plan. However, many of those are long-term projects that may take many

years to construct, and some may become higher or lower priorities based on current community needs.

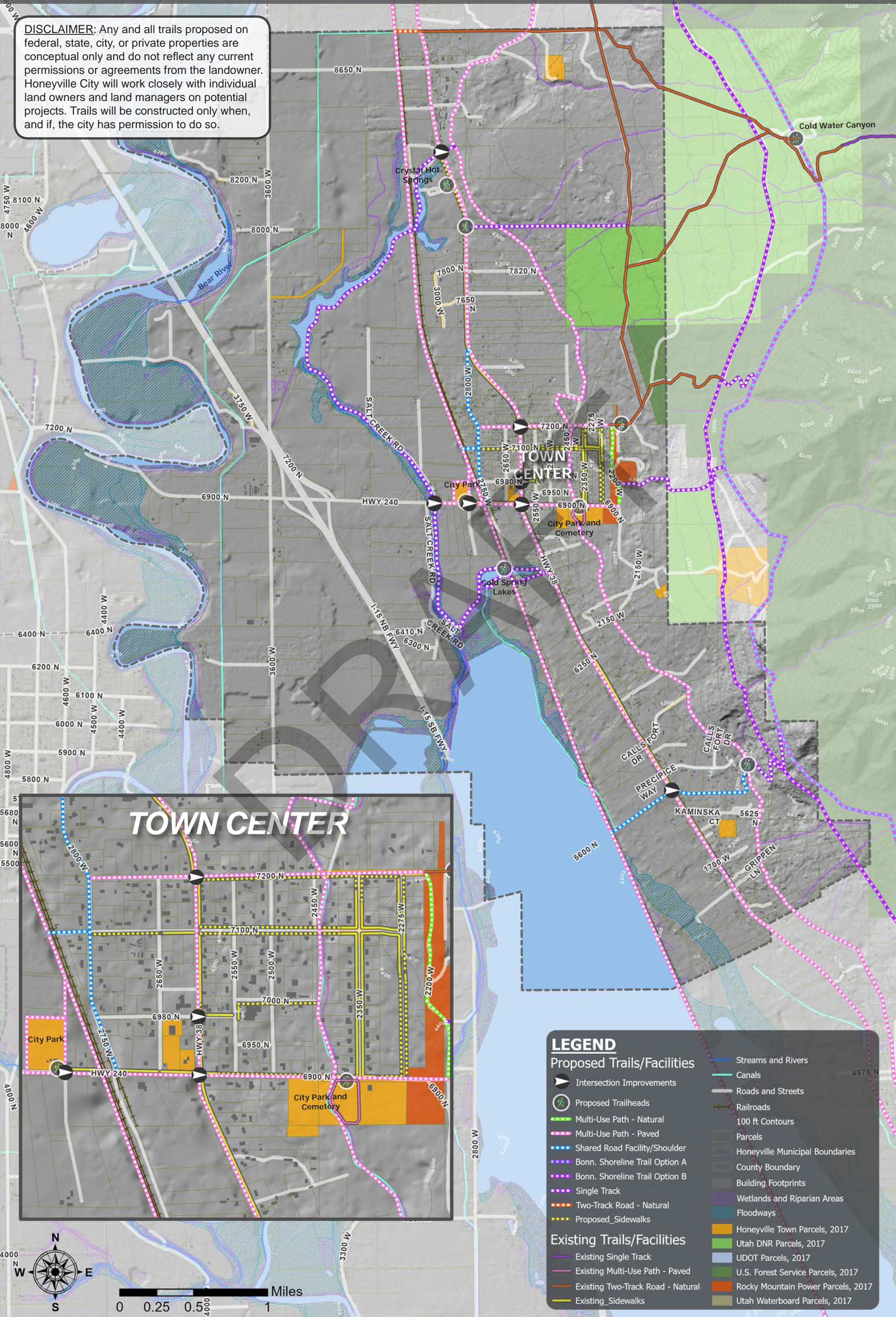
A large variety of trails types and locations were proposed in this plan to help the city plan for long-term needs, while having the flexibility needed to implement higher priority projects. In Section 7 of this document various trails and trail segments are identified as priorities for the city in the short, medium, and long-term. While many other trails are being proposed in this plan, this section provides a basic road map for the community moving forward.

### *Proposed Trailheads and Trails Tables*

On the following pages are maps showing proposed trails and trailheads in and around Honeyville. Following the maps are tables showing various elements of each proposed trail and trailhead. The proposed trailheads table shows information related to location, trails accessed, amenities likely needed, and land ownership. Proposed trails tables include information on trail use, surface type, length, difficulty and land ownership.

# 2022 HONEYVILLE TRAILS PLAN - PROPOSED TRAILS

**DISCLAIMER:** Any and all trails proposed on federal, state, city, or private properties are conceptual only and do not reflect any current permissions or agreements from the landowner. Honeyville City will work closely with individual land owners and land managers on potential projects. Trails will be constructed only when, and if, the city has permission to do so.



## TOWN CENTER

### LEGEND

- |                                   |                                    |
|-----------------------------------|------------------------------------|
| <b>Proposed Trails/Facilities</b> | Streams and Rivers                 |
| Intersection Improvements         | Canals                             |
| Proposed Trailheads               | Roads and Streets                  |
| Multi-Use Path - Natural          | Railroads                          |
| Multi-Use Path - Paved            | 100 ft Contours                    |
| Shared Road Facility/Shoulder     | Parcels                            |
| Bonn. Shoreline Trail Option A    | Honeyville Municipal Boundaries    |
| Bonn. Shoreline Trail Option B    | County Boundary                    |
| Single Track                      | Building Footprints                |
| Two-Track Road - Natural          | Wetlands and Riparian Areas        |
| Proposed Sidewalks                | Floodways                          |
| <b>Existing Trails/Facilities</b> | Honeyville Town Parcels, 2017      |
| Existing Single Track             | Utah DNR Parcels, 2017             |
| Existing Multi-Use Path - Paved   | UDOT Parcels, 2017                 |
| Existing Two-Track Road - Natural | U.S. Forest Service Parcels, 2017  |
| Existing Sidewalks                | Rocky Mountain Power Parcels, 2017 |
|                                   | Utah Waterboard Parcels, 2017      |



# Proposed Trails Matrix

Table 5: Proposed trails matrix.

#	Trail	Uses				Type			Surface			Length		Difficulty			Landowner				Scoring						Notes
		Hike	Bike	Horse	OHV	Single Track	Shared-Use Path	Jeep Trail/Unimprov.	Natural Earth	Unimproved/Gravel	Paved	In Honeyville City	Total	Easy	Moderate	Difficult	Private	Honeyville City	Utah DWR	Utah DOT	US Forest Service	Increases Safety (auto-ped) [1-3]	Cost (low cost gets higher score) [1-3]	Enhances Connectivity (regional and/or local) [1-3]	Landowner Amenability [1-3]	Partnerships (that help move project forward) [1-3]	
1	Bonneville Shoreline Trail Option A	•	•	•		•			•	•		0.6	20.9	•	•	•	•	•	•	•	3	3	3	1	2		
2	Bonneville Shoreline Trail Option B	•	•	•		•			•	•		1.4	20.0	•	•	•	•	•	•	•	3	3	3	2	2		
3	2200 West	•	•	•	•				•	•		0.4	0.4	•		•					2	3	3	2	2		Owned by Rocky Mountain Power
4	6900 North	•	•	•						•		0.9	0.9	•			•				3	2	3	3	3		
5	7200 North	•	•	•						•		0.7	0.7	•			•				3	2	3	3	3		
6	Canal Trail	•	•	•					•	•		5.6	12.9	•		•					3	2	3	1	2		
7	Highway 38 Pathway	•	•							•		5.0	10.1	•					•		3	1	3	3	3	5	
8	Rail Trail	•	•	•						•		5.1	9.4	•		•					3	2	3	1	1		
9	West City Park to Railroad	•	•	•						•		0.2	0.2	•		•	•				2	2	3	2	2		
10	West City Park Trail	•	•							•		0.2	0.2	•			•				3	2	3	3	3	5	
11	2800 West	•	•	•	•					•		0.8	0.8	•			•				2	3	3	3	3		
12	5600 North	•	•	•	•					•		0.9	0.9	•		•	•				2	3	3	3	3		
13	7100 North 2800 West to Railroad	•	•	•	•					•		0.1	0.1	•			•				2	3	3	3	3		
14	BST Connector Central	•	•	•		•			•			0.3	0.7	•	•		•			•	2	3	3	2	2		
15	BST Connector North	•	•	•		•			•			0	0.3		•					•	2	3	3	1	2		
16	BST Connector South	•	•	•		•			•			0.6	0.6		•		•				2	3	3	2	2	5	
17	Canal to Crystal Hot Springs Spur	•	•	•		•			•			0.1	0.1	•	•		•				2	3	3	2	2		
18	Cold Spring Lakes East	•	•	•		•			•			0.2	0.2	•		•					2	3	3	2	2		
19	Cold Spring Lakes West	•	•	•		•			•			0.2	0.2	•		•					2	3	3	2	2		
20	Salt Creek Trail	•	•	•		•			•			3.9	3.9	•	•		•				3	3	3	2	2	5	
21	UDWR Connector	•	•	•		•			•			0.8	0.8	•	•		•		•		2	2	3	2	2		
22	Hwy 38 to Railroad North Boundary Spur	•	•	•	•			•	•			0.1	0.1	•		•					2	2	3	2	2		

# Proposed Trailheads Matrix

Table 6: Proposed trailheads matrix.

#	Trailhead	Trail Access																				Existing Amenities				Landowner				Recommended Improvements						
		East Park Trail (Existing)	Bonneville Shoreline Trail Option A	Bonneville Shoreline Trail Option B	2200 West	6900 North	7200 North	Canal Trail	Highway 38 Pathway	Rail Trail	West Park to Railroad	West Park Trail	2800 West	5600 North	7100 North 2800 West to Railroad	BST Connector Central	BST Connector North	BST Connector South	Canal to Crystal Hot Springs Spur	Cold Spring Lakes East	Cold Spring Lakes West	Salt Creek Trail	UDWR Connector	Hwy 38 to Railroad North Boundary	Parking	Trailer Parking	Restrooms	Drinking Water	Kiosk		Private	Honeyville City	UDWR	UDOT	US Forest Service	
1	5600 North		•	•				•	•	•			•				•								•											Signage, water, restrooms
2	7200 North		•	•	•		•	•	•			•					•								•					•	•				More signage, more parking	
3	Cold Spring Lakes							•	•										•	•	•				•				•	•					More signage, water, restrooms	
4	Cold Water Canyon		•	•																										•		•			More formal TH location, signage, restrooms	
5	Crystal Hot Springs							•	•	•															•	•	•	•	•						Formalize TH w/ landowner, signage, more water	
6	East City Park	•			•	•	•	•	•	•	•	•													•					•					Formalize parking, water, restrooms, signage	
7	UDWR Connector							•	•																	•			•	•					Parking, signage	
8	West City Park	•			•	•		•	•	•	•	•													•	•	•	•		•					Signage	

# 7 Implementation

## ***Project Prioritization***

Implementation of this plan will help to maintain and preserve trails in Honeyville for generations to come. To be truly effective, the plan should be adopted by the city and integrated into other community planning process and documents, including the General Plan and Transportation Plan. As this plan is implemented, trails will align correctly within the community and regionally, creating an effective network of trails and pathways.



Likewise, having an adopted trails master plan is critical when applying for funding to construct trails or trail segments, or to re-route existing trails.

For the purpose of this plan, trail project implementation has been organized into three categories: short-term, medium-term, and long-term priorities. Terms all start at 0-years to emphasize the principle of implementing any of these projects as resources and opportunities become available.

Not all trails or trail sections in this plan are included in this list. This is simply a current representation of reasonable projects the city would like to implement in the next 0-20 years, collectively.

### **SHORT-TERM (0-5 Years)**

1. ***West City Park Trail*** (around perimeter of park)
2. ***Salt Creek Trail - South*** (west of West City Park along Hwy 240, then south along Salt Creek all the way to Cold Spring Lakes)

### **MEDIUM-TERM (0-10 Years)**

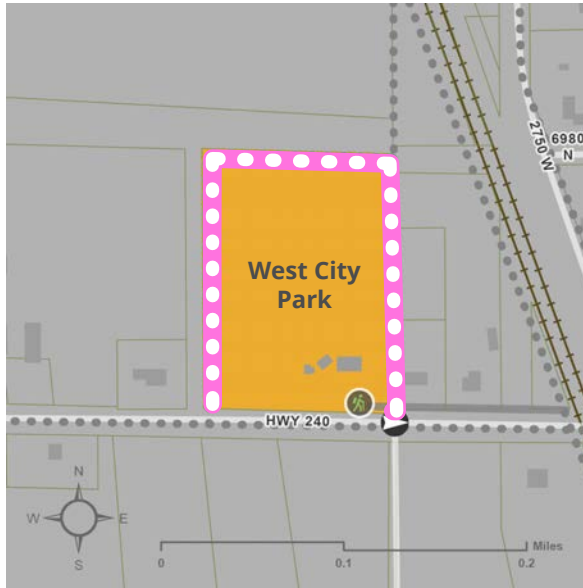
3. ***Salt Creek Trail - Southeast Connector*** (east of West City Park along Hwy 240, then south along road east of the railroad tracks to Cold Spring Lakes)
4. ***South Bonneville Shoreline Trail and Connectors*** (East City Park east along 6900 North, then north along 2200 West, then east to BST at approximately 6980 North, then south along BST Option B, then west to future 5600 North trailhead).

### **LONG-TERM (0-20 Years)**

5. ***Salt Creek Trail - North*** (Hwy 240 north to Crystal Hot Springs)
6. ***Highway 38 Pathway*** (municipal boundary south to municipal boundary north)
7. ***6900 North Pathway*** (East City Park to railroad - connect to section leading to West City Park and Salt Creek)

## Project Summaries

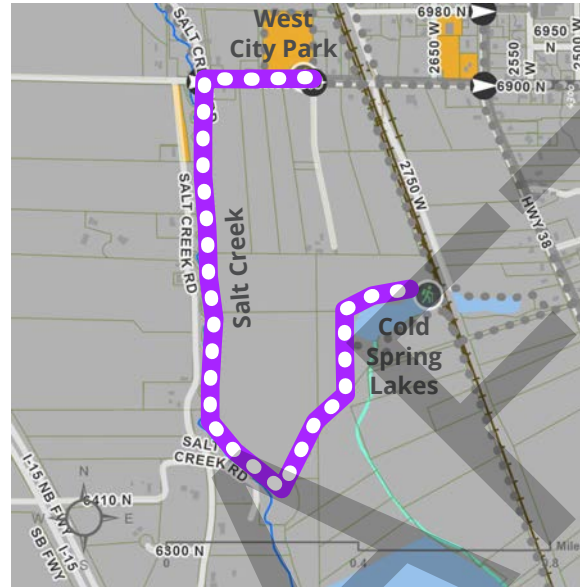
### 1. West City Park Trail (around perimeter of park)



This park pathway is something the city has been planning for some time to provide another destination for walking and biking close to town. The park is fairly flat, and this trail would be ADA accessible for all users.

Length	0.5 Miles
Uses	Hike/Bike
Difficulty, Type	Easy, Multi-Use Paved
Resp. Entities	City
Prop. Timeline	2023
Est. Cost	\$150K - \$500K
Pot. Proj. Barriers	Cost, material availability
Next Steps	Find funding/construct

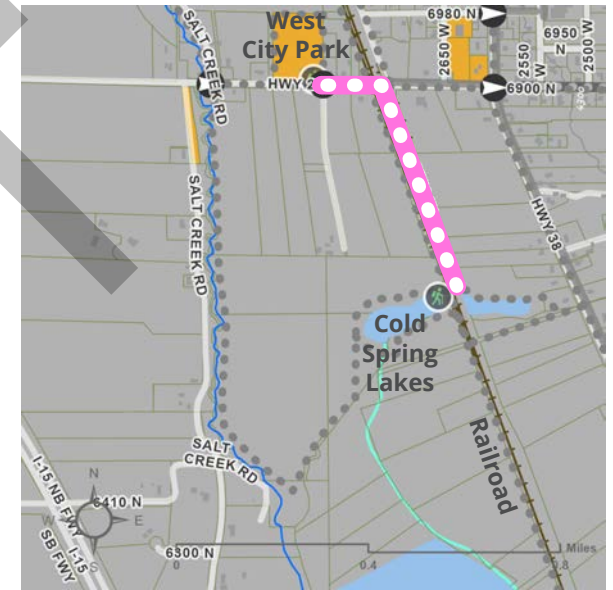
### 2. Salt Creek Trail - South (west of West City Park along Hwy 240, then south along Salt Creek all the way to Cold Spring Lakes)



Throughout this trails master planning process, there has been a lot of interest from local residents and officials in a trail along Salt Creek. This first phase would connect the West City Park to Cold Spring Lakes, where a trailhead for sportsman access currently exists.

Length	1.2 Miles
Uses	Hike/Bike/Equestrian
Difficulty, Type	Moderate, Single Track
Resp. Entities	City
Prop. Timeline	2024
Est. Cost	Minimal - \$100,000
Pot. Proj. Barriers	Private property access
Next Steps	Work with property owners

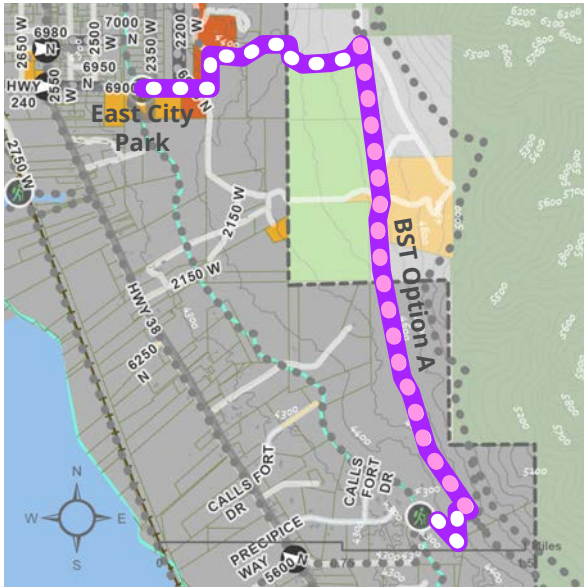
### 3. Salt Creek Trail - Southeast Connector (east of West City Park along Hwy 240, then south along road east of the railroad tracks to Cold Spring Lakes)



This small unpaved, multi-use pathway would connect Cold Spring Lakes back to the West City Park via the access road to the sportsmans access. This would complete a short but beautiful 1.5 mile loop in town.

Length	0.5 Miles
Uses	Hike/Bike
Difficulty, Type	Easy, Multi-Use Paved
Resp. Entities	City
Prop. Timeline	2025
Est. Cost	\$150K - \$500K
Pot. Proj. Barriers	RR crossing
Next Steps	Talk with RR

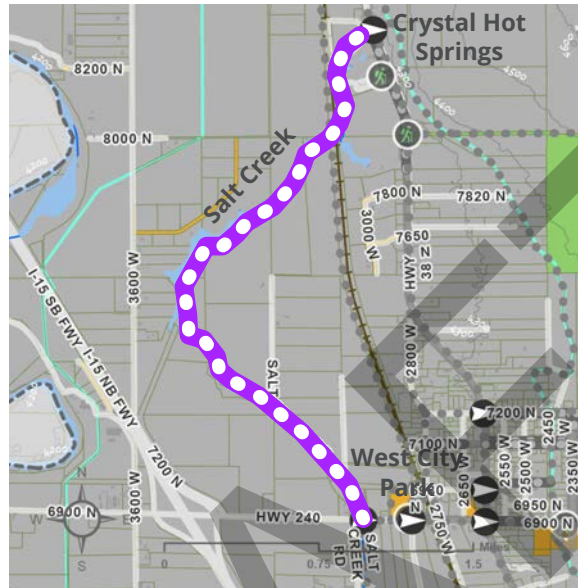
4. **South Bonneville Shoreline Trail (BST) and Connectors** (East City Park east along 6900 North, then north along 2200 West, then east to BST at approximately 6980 North, then south along BST Option B, then west to future 5600 North trailhead).



This will be a good start for creating and accessing the BST in Honeyville. Though mostly on private property, the land is fairly steep and rocky, and not suitable for development.

Length	2.6 Miles
Uses	Hike/Bike/Equestrian
Difficulty, Type	Moderate, Single Track
Resp. Entities	City
Prop. Timeline	2025
Est. Cost	Minimal - \$200,000
Pot. Proj. Barriers	Private property access
Next Steps	Work with property owners

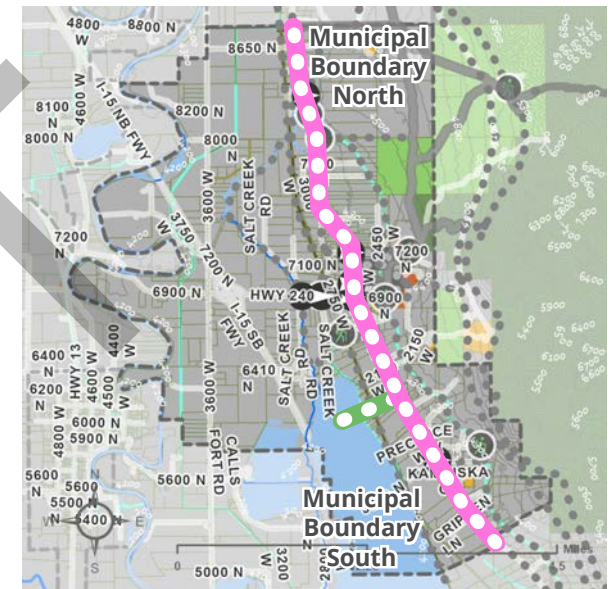
5. **Salt Creek Trail - North** (Hwy 240 north to Crystal Hot Springs)



This north segment of the larger Salt Creek Trail system provides an additional 2+ miles of natural surface, single trail for runners, hikers, bikers, and equestrians. The trail also connects Crystal Hot Springs to the city, providing potential economic opportunities for Honeyville City.

Length	2.4 Miles
Uses	Hike/Bike/Equestrian
Difficulty, Type	Moderate, Single Track
Resp. Entities	City
Prop. Timeline	2027
Est. Cost	Minimal - \$200,000
Pot. Proj. Barriers	Private property access
Next Steps	Work with property owners

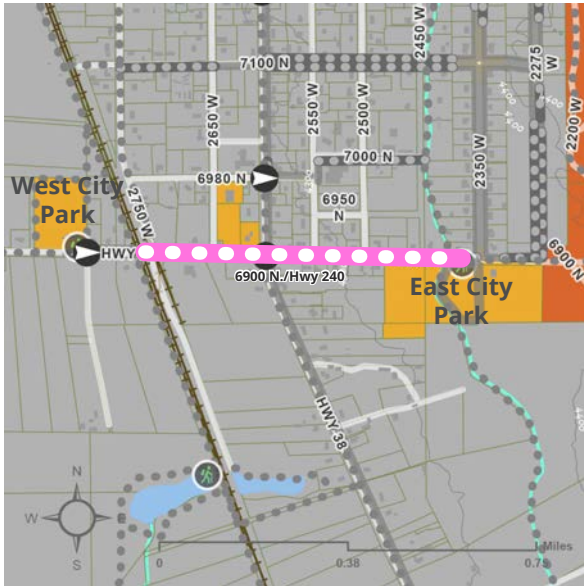
6. **Highway 38 Pathway** (municipal boundary south to municipal boundary north)



Currently, there are significant safety issues for cyclists riding along Highway 38, as well as recreational users and families that would like to travel north-south in town without a car. This paved, multi-use pathway would provide a separated trail for all user types to enjoy.

Length	5 Miles
Uses	Hike/Bike
Difficulty, Type	Easy, Multi-Use Paved
Resp. Entities	City/UDOT
Prop. Timeline	2030
Est. Cost	\$5 Million +
Pot. Proj. Barriers	Cost
Next Steps	Work with UDOT staff

7. **6900 North Pathway** (East City Park to railroad - connect to section leading to West City Park and Salt Creek)



This paved, multi-use pathway provides a critical connection east-west across the entire city. Almost every north-south trail proposed in this plan connects in some way to it. A safe crossing at Hwy 38 should also be pursued for this pathway.

Length	0.5 Miles
Uses	Hike/Bike
Difficulty, Type	Easy, Multi-Use Paved
Resp. Entities	City/UDOT
Prop. Timeline	2030
Est. Cost	\$150K - \$500K
Pot. Proj. Barriers	Crossing Hwy 38 Safely
Next Steps	Work with UDOT staff

## Trail Development Process

The following section outlines a simple process for developing new trails in and around local rural communities. It is critical that the steps are followed as the success of implementing each step is dependent on the successful implementation of the previous step. For example, if Step 3; Corridor Mapping and Land Owner Permissions is ignored, much time, effort, and money can be wasted without prior approval from land owners or public land managers.

It is hoped that, by using this section as a guide for future trail development, Honeyville City can successfully continue to plan for and construct future trails that are beneficial to residents and visitors.

## Building Partnerships

For communities to create a connected and seamless trail network it is crucial they continue to coordinate efforts across jurisdictional boundaries and between various public and private land owners. As project partners, reaching out to adjacent property managers and land owners will help tremendously to create more effective and useful trails and trail systems.

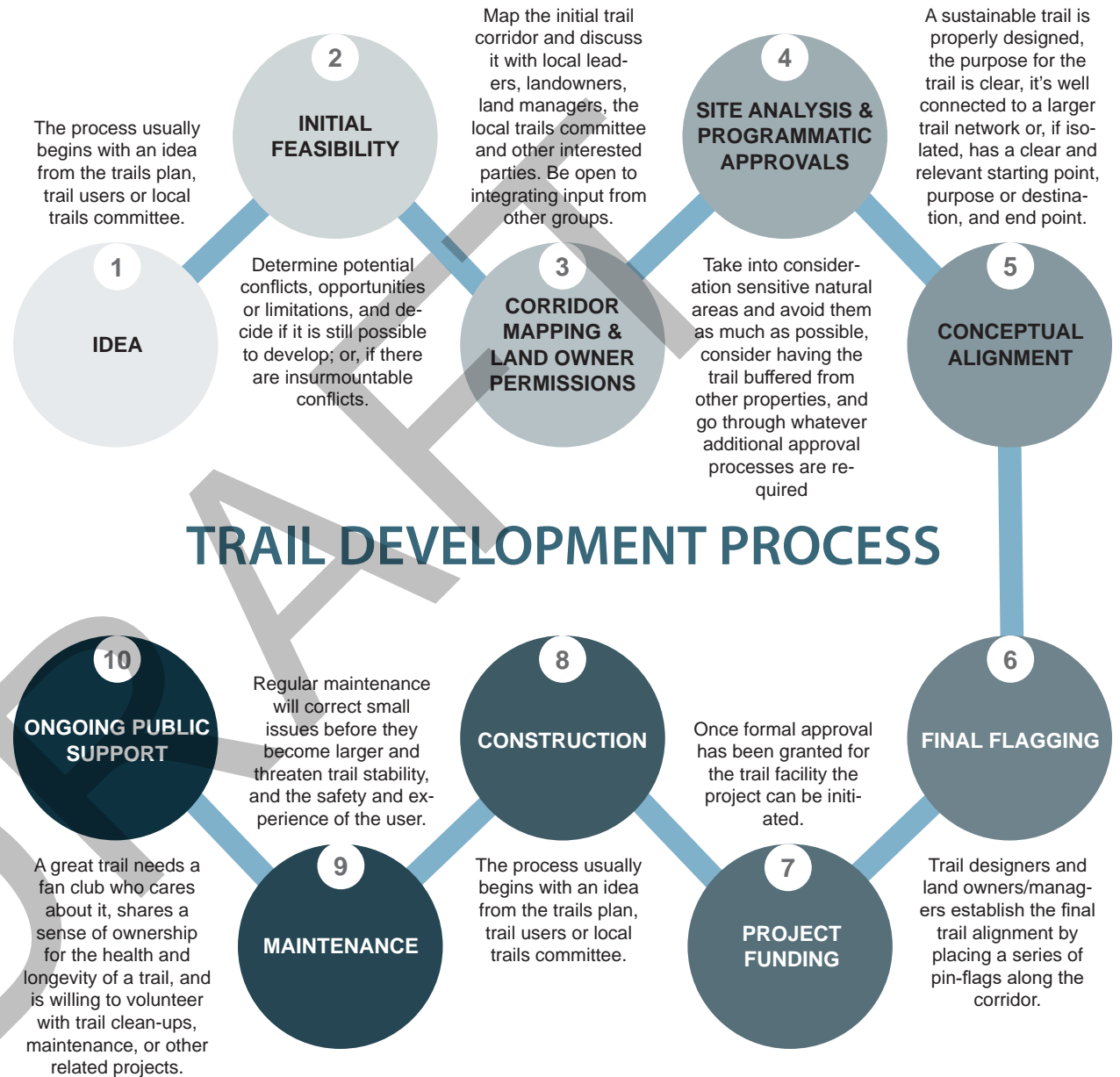


Figure 4: Trail development process diagram.

Likewise, reaching out to the public is also encouraged to make sure planners and officials are representing their constituents viewpoints and providing amenities which benefit the community as a whole. Continuing the conversation with the general public and landowners should occur any time a new trail, pathway, or trailhead is being proposed in or around the city.

Although the stakeholder list included at the beginning of this plan represents a list of current project partners, this list should grow as the need for more trails grows.

### ***Private Property, Access, Easements, and Liability***

Development of this plan has placed special emphasis on private property rights. None of the trails or trailheads proposed on private property in this plan will include eminent domain or other types of government overreach. Utah is a private property rights-oriented state and eminent domain cannot be used for recreational amenities, including trails. Access can only be granted through a willing buyer/willing seller scenario, or through applicable access or conservation easements negotiated with a willing landowner.



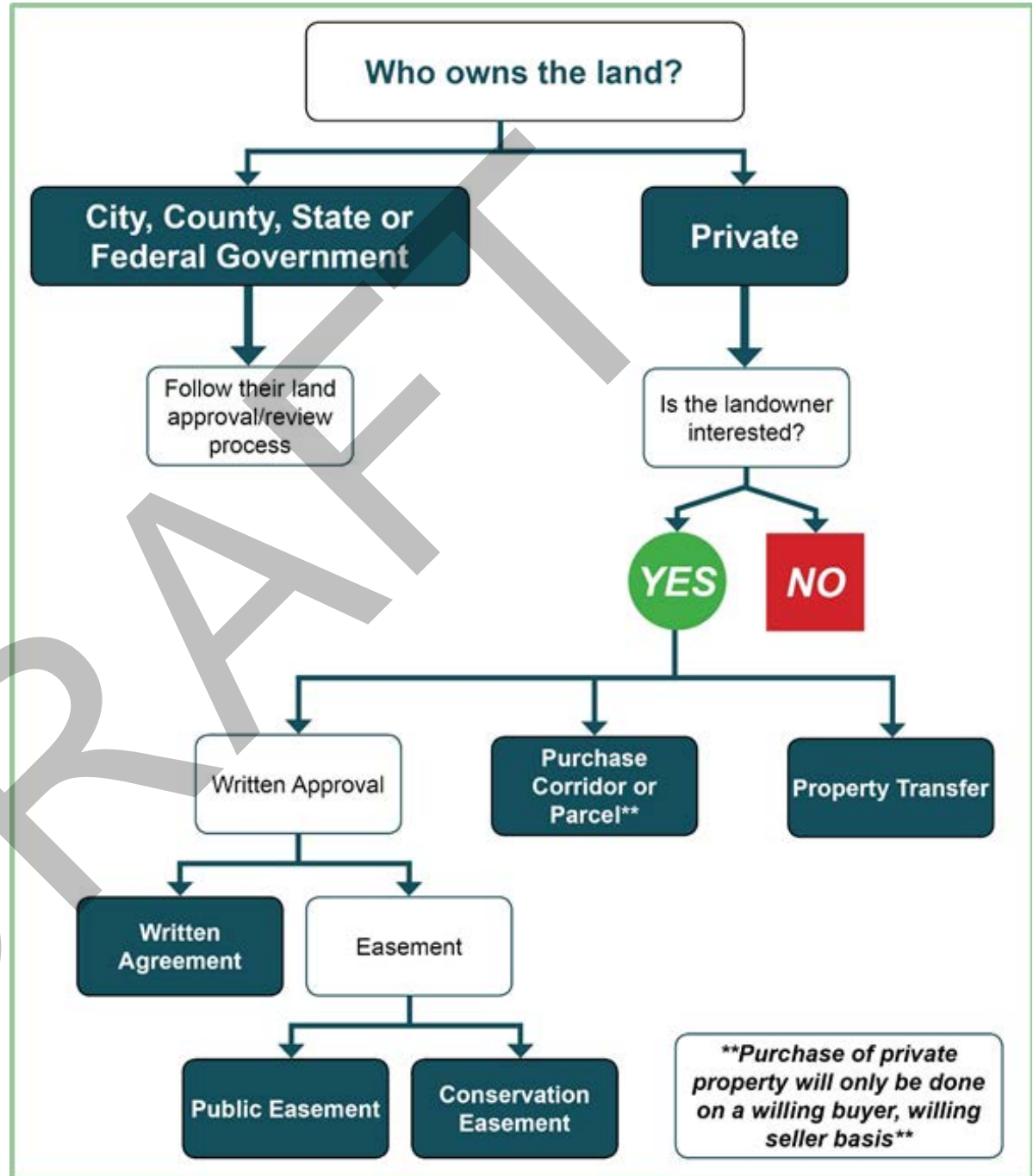
Figure 5: Unofficial process for approving public access on private property.

This section was written to inform how existing and future trails can become an officially existing trail. A trail becomes existing and official on private land if there is a written agreement between the private landowner and the public, or on public land if the trail has been officially reviewed and approved by that public agency. If the trail crosses public property it has to go through that land agencies approval process. If the trail crosses private property and the owner is interested, the trail can become official through a written access easement or agreement, a land transfer, or land purchase. Again, land purchases will only occur in a willing buyer-willing seller scenario.

**Private Property Rights**

When a trail intersects private property, land owners may be apprehensive about the prospect of allowing public use of their property for recreation. However, landowners are offered protection under Utah State Code 57-14. The purpose of the chapter states the following:

“The purpose of this chapter is to limit the liability of public and private landowners towards a person entering the owner’s land as a trespasser or for recreational



purposes, whether by permission or by operation of Title 73, Chapter 29, Public Waters Access Act.”

The statute does not necessarily prevent a landowner from being sued, but it does provide landowners with basic protection.

On the previous page is an unofficial process for approving new trail corridors for public access in relation to private property rights and working with private property owners.

As noted in the diagram, private property can only be accessed through a willing buyer-willing seller scenario. Or, if the property does not need to be purchased

outright, a willing private property owner could allow access through an easement or agreement. This could also include compensation for the landowner.

### **Capital Project and Maintenance Cost Estimates**

The cost of constructing and maintaining trails can vary depending on location, material, length and terrain among other considerations. The table below provides a general estimate of the cost of constructing and maintaining trails based on recently completed trail projects in the Bear River Region, along the Wasatch Front, and in other similar areas. Property

procurement, design, engineering, maintenance and repair costs are not included in these estimates, but can add an additional 10-20%.

Likewise, the following three pages includes a fairly comprehensive list of current federal, state, and private funding sources for various related projects. Since grant application due dates, match requirements, or the amount of funding available changes, it is critical to contact staff for each grant to get applicable information and updates.

*Table 7: Capital project and maintenance cost estimates. Based on recent regional projects and the 2019 UDOT Regional Transportation Plan.*

TRAIL TYPE	CONSTRUCTION COST (PER MILE)	MAINTENANCE COST (PER MILE)	NOTES
<b>2 - 4 foot-wide Single Track Trail</b>	\$0 - 80,000	\$250 - \$1,000	Cost can vary greatly based on level of volunteer vs professional contractor services (based on recent estimates for Sniderville Basin area trails, Utah).
<b>Sharrow Facility</b>	\$1,500 - \$25,000	\$5,000 - \$10,000	Cost to stripe/paint and similar maintenance to road.
<b>Shoulder Trail</b>	\$0 - \$100,000	\$5,000 - \$10,000	If adequate shoulders currently exist, costs are lower; if new shoulders need to be paved, see paved pathway costs and adjust for width.
<b>10-12 foot-wide Unimproved road or Jeep Trail</b>	\$5,000 - \$25,000	\$1,500 - \$5,000	If jeep trails already exist, costs could be negligible, and mostly related to city/staff time negotiating access.
<b>10 foot-wide Crushed Aggregate/ Natural Path</b>	\$10,000 - \$200,000	\$1,500 - \$5,000	Costs vary greatly based on specific surface types and in-kind resources.
<b>Paved 10 foot-wide Pathway</b>	\$500,000 - \$1,200,000	\$5,000 - \$10,000	Cost for asphalt pathway only (concrete increases cost substantially).

## Potential Funding Sources

Table 8: Potential funding sources.

	NAME	ELIGIBLE PROJECTS	FUNDING AMOUNT	LOCAL MATCH	APPLICATION DUE BY	WEBSITE
LOCAL	<b>Box Elder County Tourism Tax Advisory Board Standard Grant</b>	Projects that promote tourism and economic development.	Varies	None	Ongoing	<a href="http://www.boxeldercounty.org/tourism-grant-information.htm">http://www.boxeldercounty.org/tourism-grant-information.htm</a>
STATE	<b>Utah Outdoor Recreation Grant</b>	The built recreational infrastructure must provide an economic opportunity for the local area with the ability to attract or retain residents and/or increase the visitation to the region.	10,000-\$200,000 (2022)	Given as a 50/50 match. Up to 25 percent of total may be an in-kind match.	March	<a href="https://business.utah.gov/outdoor/uorg/">https://business.utah.gov/outdoor/uorg/</a>
	<b>Recreational Trails Program</b>	Construction and maintenance of trails and facilities; trailheads; restroom facilities; trail signage; acquisition of property or easements; purchase / lease of trail construction and maintenance equipment; educational programs to promote safety and environmental protection. Motorized and non-motorized grant programs.	Depends on federal funding but usually up to \$100,000	50/50 sponsor match. Match may be comprised of sponsor cash, in-kind services, volunteer labor, or donations.	May	<a href="https://stateparks.utah.gov/resources/grants/recreational-trails-program/">https://stateparks.utah.gov/resources/grants/recreational-trails-program/</a>
	<b>Land and Water Conservation Fund</b>	Walking trails, land acquisition for recreation (must relate to the 2014 Utah State Comprehensive Outdoor Recreation Plan (SCORP))	Depends on federal funding	50-50 matching reimbursement program. The grant recipient must be able to fund 100 percent of the project while seeking periodic reimbursements for eligible expenses from the program.	May	<a href="https://stateparks.utah.gov/resources/grants/land-and-water-conservation-fund/">https://stateparks.utah.gov/resources/grants/land-and-water-conservation-fund/</a>

	NAME	ELIGIBLE PROJECTS	FUNDING AMOUNT	LOCAL MATCH	APPLICATION DUE BY	WEBSITE
STATE	<b>UDOT Safe Routes to School</b>	Qualification is within 2 miles of school: new sidewalks, off-street bike/ped facilities, pavement markings, connections between locations, bike parking facilities, traffic calming, installing school related signs.	Reimbursed up to the maximum amount designated in a cooperative agreement with UDOT	Fully responsible for the design, cost estimate, and construction of the project.	March	<a href="https://www.udot.utah.gov/main/f?p=100:pg:0:::1:T,V:4814">https://www.udot.utah.gov/main/f?p=100:pg:0:::1:T,V:4814</a> ,
	<b>UDOT Transportation Alternatives Program (TAP)</b>	Bike facilities, trails, sidewalks (off state routes), vehicle/wildlife mortality reductions, safe routes to school, other transportation alternatives projects.	\$100,000-\$200,000	Local match is beneficial.	September	<a href="https://www.udot.utah.gov/connect/business/public-entities/local-government-program-assistance/">https://www.udot.utah.gov/connect/business/public-entities/local-government-program-assistance/</a>
	<b>UDOT Transportation Investment Fund (TIF)</b>	Active transportation projects	Varies	40% Local	March	<a href="https://www.udot.utah.gov/connect/about-us/commission/project-prioritization-process/">https://www.udot.utah.gov/connect/about-us/commission/project-prioritization-process/</a>
FEDERAL	<b>Surface Transportation Block Grant Program (STBG)</b>	Construction, planning, and design of bicycle transportation facilities or pedestrian walkways; recreational trails; safe routes to school projects; environmental mitigation related to stormwater and habitat connectivity; vegetation management.	Varies	Can vary; up to 20%	Varies depending on federal funding and state allocation	<a href="https://www.fhwa.dot.gov/specialfunding/stp/">https://www.fhwa.dot.gov/specialfunding/stp/</a>

	NAME	ELIGIBLE PROJECTS	FUNDING AMOUNT	LOCAL MATCH	APPLICATION DUE BY	WEBSITE
FEDERAL	<b>Federal Highway Administration Mitigation and Air Quality (CMAQ)</b>	Non-recreational bike/ped transportation improvements; projects that reduce air pollution or that shift traffic demand to other transportation modes.	Varies	Can vary; up to 20%	Varies depending on federal funding and state allocation	<a href="https://www.fhwa.dot.gov/environment/air_quality/cmaq/">https://www.fhwa.dot.gov/environment/air_quality/cmaq/</a>
	<b>Highway Safety Improvement Program</b>	Program (HSIP) Safety projects that are consistent with the State's strategic highway safety plan (SHSP), including pedestrian hybrid beacons, improvements that separate pedestrians from vehicles.	Varies	None specified	Varies depending on federal funding and state allocation	<a href="https://safety.fhwa.dot.gov/hsip/">https://safety.fhwa.dot.gov/hsip/</a>
NON-PROFIT & PRIVATE	<b>National Forest Foundation (NFF) Matching Awards Program (MAP)</b>	Recreation or restoration projects; trail maintenance, bridge and crossing construction or repair, installation of trail drainage structures; engaging youth/ underserved populations in stewardship; employing youth crews in restoration work. Non-motorized.	\$500-\$125,000 (average is \$25,000)	1:1 cash match	Round 1: January Round 2: June	<a href="https://www.nationalforests.org/grant-programs/map">https://www.nationalforests.org/grant-programs/map</a>
	<b>Doppelt Family Trail Development Fund (Rails-to-Trails Conservancy)</b>	New multi-use trail construction, trail facility/ infrastructure (e.g., trailheads, bathrooms), improvements to existing trails; land acquisition; trail signage; significant maintenance tasks; capacity building for nonprofits or friends groups. (Preference given for rail-trails)	Project Transformation grant: \$15,000 - \$50,000; Community Support grant: \$5,000 - \$10,000	None	January	<a href="https://www.railstotrails.org/our-work/doppelt-family-trail-development-fund/">https://www.railstotrails.org/our-work/doppelt-family-trail-development-fund/</a>

## Cold Spring Lakes Access



Currently, there is fisherman access and parking at Cold Spring Lakes west of town. This could also serve very well as a trailhead for the planned Salt Creek Trail system, which is planned to go west from here, follow along Salt Creek, cross Highway 240, then go north all the way to Crystal Hot Springs.

## *Marketing and Tourism*

Economic opportunities could potentially exist for Honeyville City as the city grows and as local tourism increases. Crystal Hot Springs visitation, in particular, seems to be consistently growing, and winter use is becoming greater and much more predictable.

Whereas several of the proposed trail alignments connect Honeyville to Crystal Hot Springs, there may be some future opportunities for creating more downtown shops or eateries to provide options for visitors, resulting in sales tax revenue for the city.

Likewise, other tourism activities, such as agritourism, hiking, cycling, mountain biking, water trail use along the Bear River, and other similar activities, can create a draw to Honeyville, providing there is something for visitors to purchase or services in the city to utilize.

# 8 Regulations and Management

## ***Administration***

While Honeyville City will act as the main coordinating body for this plan and related planning processes, it is critical that each participating agency and organization be involved in coordination, implementation, and maintenance of trail facilities on their respective properties if, and when, appropriate. Stakeholders will need to work together to implement trail sections and coordinate efforts on various properties, especially related to trail alignment and design. Overall, project implementation will be much more effective as multiple partners coordinate efforts.

## ***Rules and Regulations***

Rules and regulations should be established on a agency-by-agency and property owner-by-property owner basis, but should always align with local codes, ordinances and standards. When creating regulations it is important to work with various stakeholders, including the public, to balance the needs and expectations of all potential beneficiaries. Likewise, if a trail crosses multiple organizational,

jurisdictional or agency boundaries, stakeholders need to work together to have similar rules and regulations. Consistency with rules between agencies and land owners will also help as users go from one property to another.

Providing adequate regulatory signage and community education through maps and other trail related materials can also help reduce issues and conflicts with trail users. Likewise, enforcement can help limit negative behavior by providing clear consequences for breaking trail rules. These rules need to be include in community ordinances, or posted on signs in town, at trailheads, and along applicable sections of the trail.

## ***Maintenance and Repairs***

Appropriate repair and maintenance activities reduce liability and increase safety and security for trail users. Routine maintenance can reduce incidents of litter, graffiti and vandalism while providing a quality experience for users and property owners.

Maintenance, repairs, and management of individual trails and pathway segments will

be the responsibility of the organization or agency that manages them or has responsibility for particular trails or sections of trail.

The costs of maintenance associated with trails varies widely depending on the type of trail and level of use. Upgrades and structural remedies could be funded through city funds, agency funds, donations, volunteer labor, grants, or a combination of all five.

Preventative maintenance can also reduce future repair costs and can include:

- Mowing
- Weed control
- Litter and waste collection
- Snow removal
- Trail resurfacing or grooming
- Re-stripping lines
- Replacing degraded or vandalized signs
- Section realignments
- Others

# 9 Conclusion

As Honeyville continues to grow and develop as a community, the need for a well-connected trail and pathway system will be essential for current and future residents. This plan lays the foundation for the town to begin working with developers and other project partners to make sure future trails and trail facilities meet the needs of the community, and that they are constructed correctly and in a sustainable manner.

While some important choices lay before the city related to growth, development, and recreation, there is no better time than now to begin laying the necessary groundwork for the regional and local trails included in this plan. In order to have a well-connected trail system, it is critical that community leaders, residents, landowners, and stakeholders come together to implement the vision, goals, and objectives found in this plan.

According to David Burwell, President of the Rails-to-Trails Conservancy in 2001,

*“Trails not only connect us to each other, they connect us to ourselves.”*



Bird's Eye View of Honeyville City

Aerial Imagery courtesy of Google Earth.

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# 11 Appendices

Appendix A - 2020 Honeyville Trails Plan  
Public Survey Results Summary

Appendix B - Trail Design Guidelines

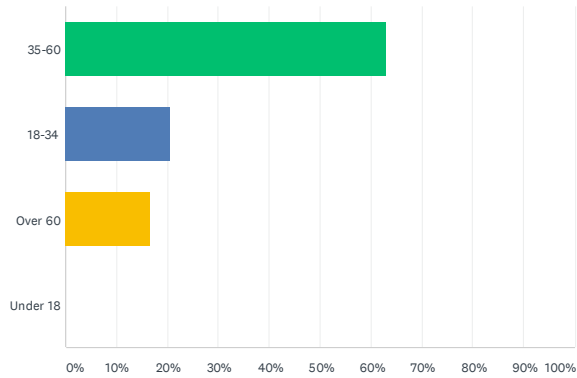
Appendix C - Willard City Trail Ordinance  
(Example)

DRAFT

Honeyville Trail User Survey

Q1 How old are you?

Answered: 146 Skipped: 0



Honeyville Trail User Survey

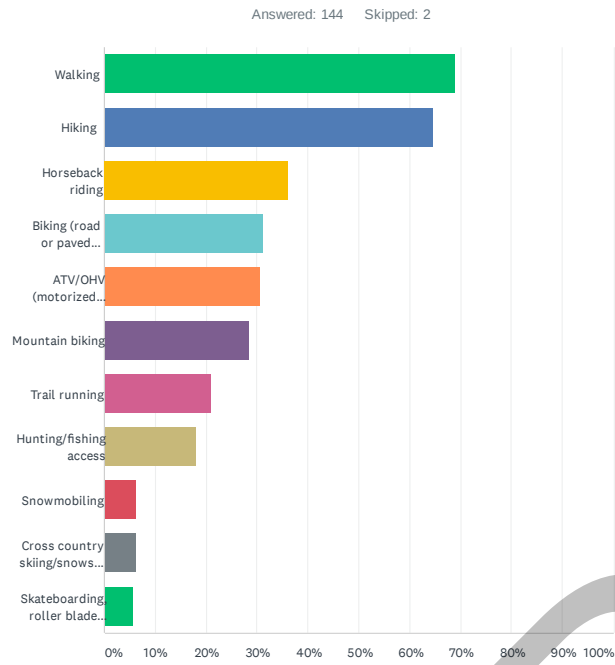
Q2 Where do you live?

Answered: 146 Skipped: 0

\*For privacy purposes, Q2 answers are not shared here due to some answers containing personal addresses. It is estimated that 22 of 146 responses came from respondents not living in Honeyville City proper.

ANSWER CHOICES	RESPONSES	
35-60	63.01%	92
18-34	20.55%	30
Over 60	16.44%	24
Under 18	0.00%	0
TOTAL		146

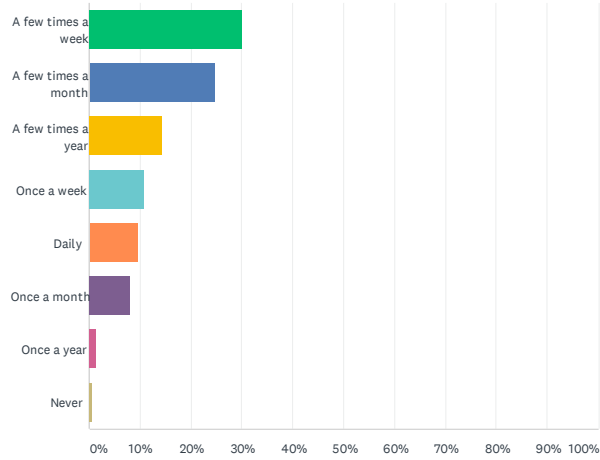
Q3 What is your primary activity on trails within or outside of Honeyville?  
 Directions: select all that apply



ANSWER CHOICES	PERCENTAGE	RESPONSES
Walking	68.75%	99
Hiking	64.58%	93
Horseback riding	36.11%	52
Biking (road or paved trails)	31.25%	45
ATV/OHV (motorized travel)	30.56%	44
Mountain biking	28.47%	41
Trail running	20.83%	30
Hunting/fishing access	18.06%	26
Snowmobiling	6.25%	9
Cross country skiing/snowshoeing	6.25%	9
Skateboarding, roller blades, scooter, hover board, etc.	5.56%	8
<b>Total Respondents: 144</b>		

Q4 On average, how often do you do the activities you selected from question 3?

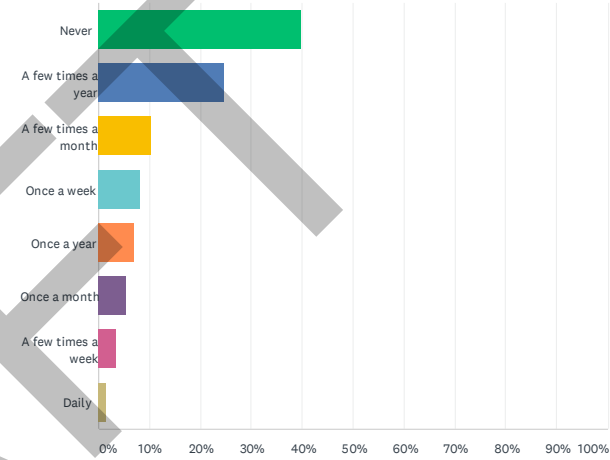
Answered: 146 Skipped: 0



ANSWER CHOICES	RESPONSES	
A few times a week	30.14%	44
A few times a month	24.66%	36
A few times a year	14.38%	21
Once a week	10.96%	16
Daily	9.59%	14
Once a month	8.22%	12
Once a year	1.37%	2
Never	0.68%	1
<b>TOTAL</b>		<b>146</b>

Q5 How often do you use the Honeyville East Park pathway? (see map below)

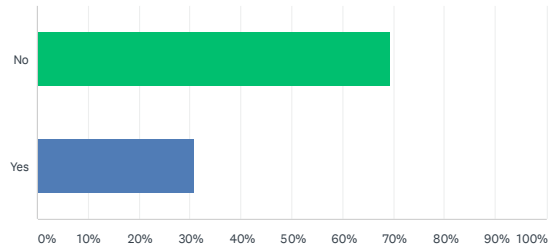
Answered: 146 Skipped: 0



ANSWER CHOICES	RESPONSES	
Never	39.73%	58
A few times a year	24.66%	36
A few times a month	10.27%	15
Once a week	8.22%	12
Once a year	6.85%	10
Once a month	5.48%	8
A few times a week	3.42%	5
Daily	1.37%	2
<b>TOTAL</b>		<b>146</b>

Q6 Do you bike along Highway 38?

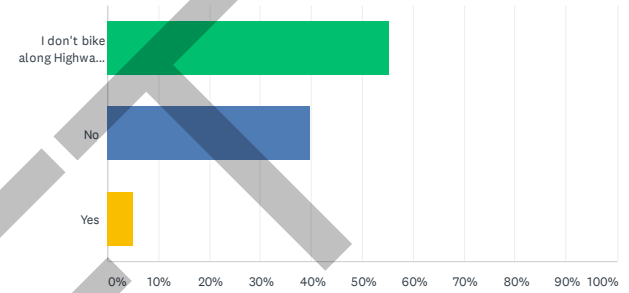
Answered: 146 Skipped: 0



ANSWER CHOICES	RESPONSES	
No	69.18%	101
Yes	30.82%	45
<b>TOTAL</b>		<b>146</b>

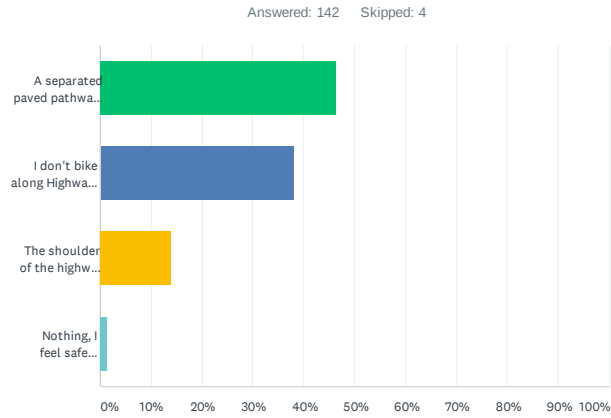
Q7 If yes, do you feel safe biking along Highway 38?

Answered: 141 Skipped: 5

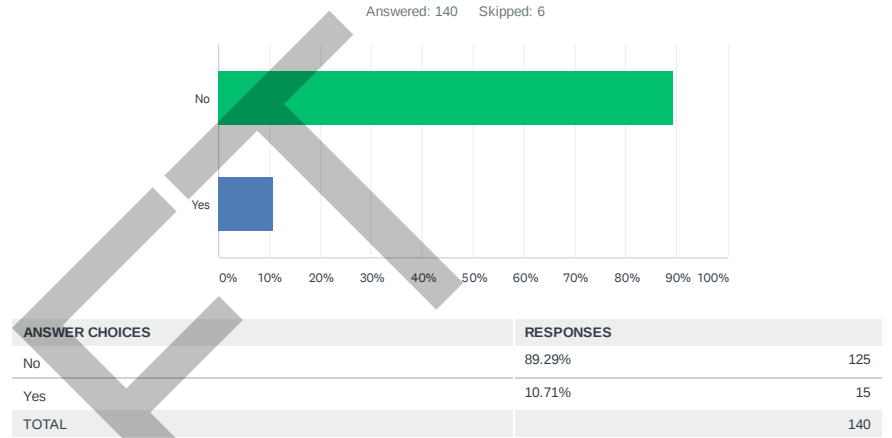


ANSWER CHOICES	RESPONSES	
I don't bike along Highway 38	55.32%	78
No	39.72%	56
Yes	4.96%	7
<b>TOTAL</b>		<b>141</b>

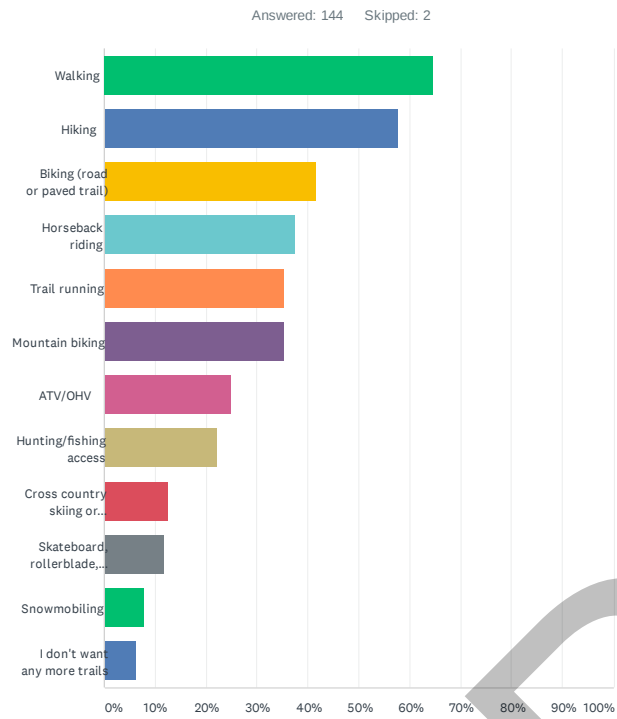
Q8 Complete the sentence, I would feel more safe biking along Highway 38 if...



Q9 In your opinion, are there enough trails in Honeyville?



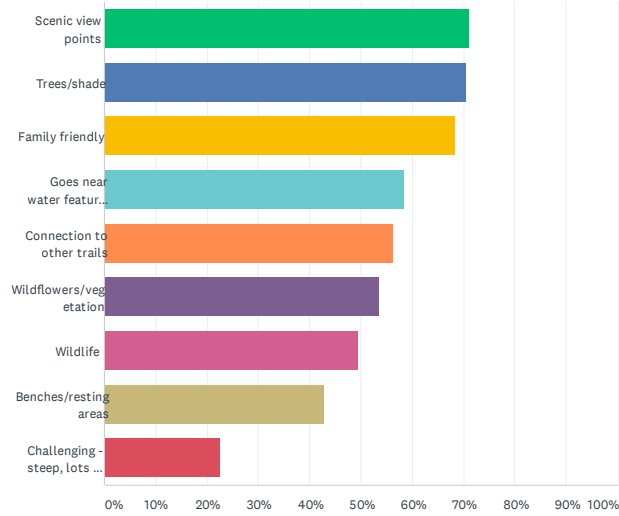
Q10 What types of additional trails and/or facilities would you like to see developed in Honeyville? Directions: select all that apply



ANSWER CHOICES	RESPONSES
Walking	64.58% 93
Hiking	57.64% 83
Biking (road or paved trail)	41.67% 60
Horseback riding	37.50% 54
Trail running	35.42% 51
Mountain biking	35.42% 51
ATV/OHV	25.00% 36
Hunting/fishing access	22.22% 32
Cross country skiing or snowshoeing	12.50% 18
Skateboard, rollerblade, scooter, hover board, etc.	11.81% 17
Snowmobiling	7.64% 11
I don't want any more trails	6.25% 9
Total Respondents: 144	

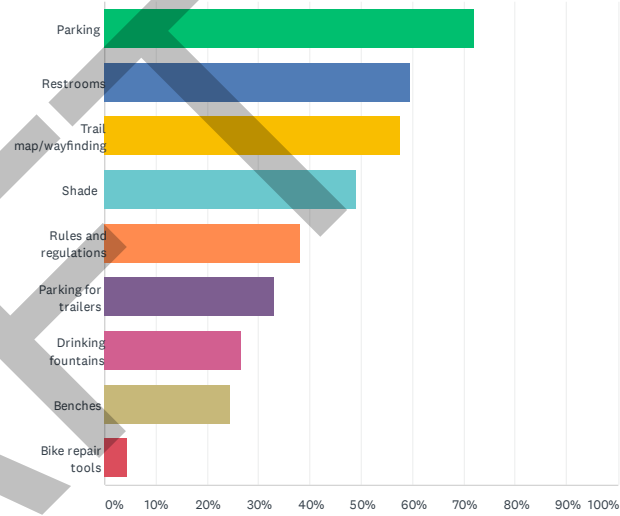
Q11 What kind of features do you look for in a trail? Directions: select all that apply

Answered: 142 Skipped: 4



Q12 What types of features do you look for in a trailhead? Directions: select all that apply

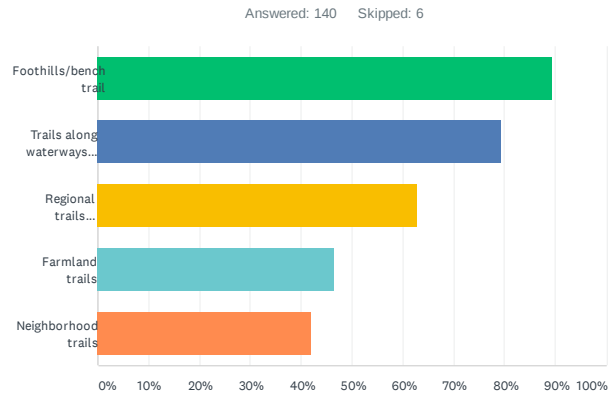
Answered: 139 Skipped: 7



ANSWER CHOICES	RESPONSES
Scenic view points	71.13% 101
Trees/shade	70.42% 100
Family friendly	68.31% 97
Goes near water features e.g., lakes, ponds or streams	58.45% 83
Connection to other trails	56.34% 80
Wildflowers/vegetation	53.52% 76
Wildlife	49.30% 70
Benches/resting areas	42.96% 61
Challenging - steep, lots of turns, jumps	22.54% 32
Total Respondents: 142	

ANSWER CHOICES	RESPONSES
Parking	71.94% 100
Restrooms	59.71% 83
Trail map/wayfinding	57.55% 80
Shade	48.92% 68
Rules and regulations	38.13% 53
Parking for trailers	33.09% 46
Drinking fountains	26.62% 37
Benches	24.46% 34
Bike repair tools	4.32% 6
Total Respondents: 139	

**Q13 What areas would you like to see future trails located in Honeyville?**  
Directions: select all that apply



ANSWER CHOICES	RESPONSES
Foothills/bench trail	89.29% 125
Trails along waterways (river, creek, canal or pond)	79.29% 111
Regional trails connecting to other communities	62.86% 88
Farmland trails	46.43% 65
Neighborhood trails	42.14% 59
Total Respondents: 140	

**Q14 Do you have anything else you would like to share about existing or future trails in Honeyville?**

Answered: 66 Skipped: 80

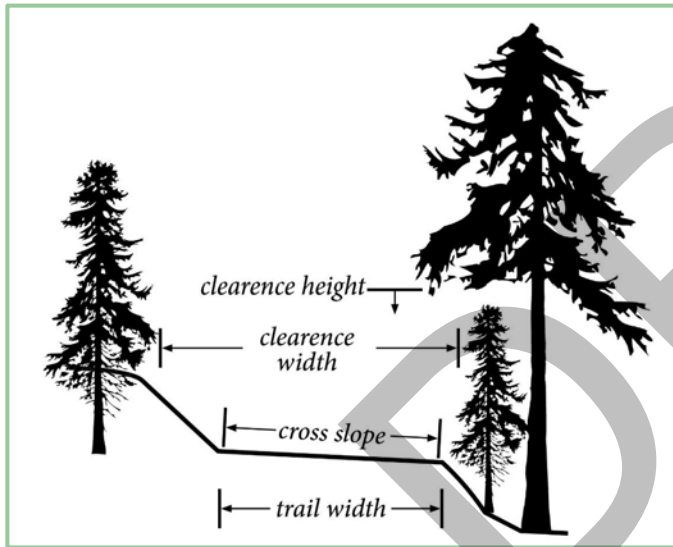
## Appendix B - Trail Design Guidelines

Trail use, geography, soils and future management plans all play a role when developing trails for motorized or non-motorized uses. For example, natural contours should be used whenever possible to minimize erosion and man-made scarring on the landscape. Trail systems in mountainous areas are particularly susceptible to accelerated maintenance when not designed properly. The following sections provides principles selected to act as a guide to trail development in the Rich County area and have been adapted to the conditions prevalent to the area. These guidelines help project managers determine the larger context of their project early in the planning process. The next step would be consulting the land manager as to the natural characteristics of the area. Knowledge of the terrain, along with a consideration of users and their experience, can then be combined to determine the type of trail features and designs that should be implemented. The result is the creation of safe and enjoyable routes with respect to the natural environment, the character of the trail, those maintaining the trail.

### TRAIL CORRIDOR

Each corridor section provides a set of recommended standards based on the Forest Service and developed best management practices for trails (see **Figure A.1**) (U.S. Dept. Of Agriculture, 2013). Each corridor type includes recommendations for three classes of trails semi-developed, moderately developed, and highly developed.

Figure A.1 Trail cross section.



### GENERAL STANDARDS

**Trail alignment:** Trails should be aligned to run along natural contours of the terrain (see **Figure A.2**). This helps reduce runoff, integrates the trail into the landscape naturally, and creates an easier slope for users.

Figure A.2 Trail aligned to the natural contours of the landscape.

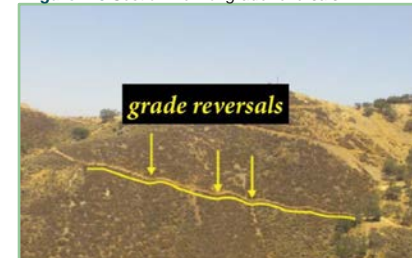


**Drainage:** Water controls are integral features of a trail that help maintain the terrain's natural drainage to reduce water erosion and maintenance needs (see **Figure A.2**). Common water controls include outslope, grade reversals and grade dips.

**Outslope:** Outslope is when a trail's cross slope tips towards the downhill side (see **Figure A.2**). This encourages water to flow off the trail. Despite being easy to integrate into a trail, outslopes require constant maintenance due to traffic. Overtime the outslope wears and requires regrading.

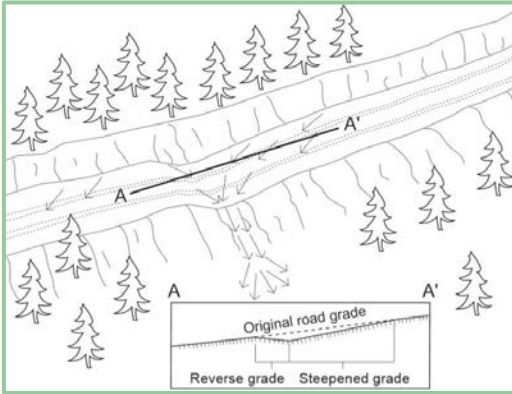
**Grade Reversal:** Grade reversals are short sections of trail that change from climbing to descending, then return to climbing (see **Figure A.3**). This minimizes water erosion by draining water off the trail before it can gain volume and speed.

Figure A.3 Section view of grade reversals.






**Grade Dips:** Grade dips or rolling dips are features used to convey water off the trail. They consist of three parts: a lead-in section, a flat bottom section where water is conveyed off the trail, and a lead-out section (see **Figure A.4**). The flat bottom section is turned at an angle (usually 45 degrees or less) and sloped outward to get the water off the trail. The flat bottom section allows water to slow down, spread out, and drop sediment on the trail. Grade dips are preferred drainage methods because they are easy to install and require little maintenance.

Figure A.4 Rolling grade dip.






Temple Canyon




## UTV STANDARDS

Trail Attributes	Trail Class 1	Trail Class 2	Trail Class 3
	Highly Developed	Moderately Developed	Semi-Developed
Difficulty	Easy	Moderate-Difficult	Difficult
Surface (tread)	Roadbase or similar	Compacted earth, sand	Compacted earth, loose material, sand
Roughness	Graded	Graded with rough segments	Generally rough throughout
Sustained Grade	3% – 10%	5% – 15%	10% – 25%
Maximum Grade	15%	25%	35%
Trail width	10 feet	7 – 8 feet	6 feet
Minimum Clearance Width	3 feet	2 feet	2 feet
Target Cross Slope	3% – 5%	3% – 8%	5% – 10%
Minimum Clearance Height	12-14 feet	10 – 12 feet	10 feet
Example			

## ATV STANDARDS

Trail Attributes	Trail Class 1	Trail Class 2	Trail Class 3
	Highly Developed	Moderately Developed	Semi-Developed
Difficulty	Easy	Moderate-Difficult	Difficult
Surface (tread)	Roadbase or similar	Compacted earth, sand	Compacted earth, loose material, sand
Roughness	Graded	Graded with rough segments	Generally rough throughout
Sustained Grade	3% – 10%	5% – 15%	10% – 25%
Maximum Grade	15%	25%	35%
Trail width	8 feet	4 feet	4 feet
Minimum Clearance Width	3 feet	2 feet	2 feet
Target Cross Slope	3% – 5%	3% – 8%	5% – 10%
Minimum Clearance Height	9 feet	8 feet	8 feet
Example			

## SINGLE TRACK AND PATHWAY STANDARDS

Trail Attributes	Pathway	Single Track	Single Track, Semi-Primitive
	Highly Developed	Moderately Developed	Semi-Developed
Difficulty	Easy	Moderate-Difficult	Difficult
Surface (tread)	Asphalt, concrete	Crushed aggregate, compacted earth	Compacted earth, loose material, sand
Roughness	Graded	Graded with rough segments	Generally rough throughout
Target Grade	0% – 8%	5% – 15%	10% – 20%
Maximum Grade	10%	15%	30%
Trail width	8 – 10 feet	3-4 feet	2-4 feet
Minimum Clearance Width	2 feet	1 foot	1 foot
Target Cross Slope	2-3%	2-5%	2-8%
Minimum Clearance Height	10 feet	8 feet	8 feet
Example			

## TRAILHEADS

Trailheads are access points, staging areas, and information stations for trail users. At minimum trailheads should provide parking with a visual cue (e.g., wayfinding sign, clearing) of where the trail starts.

### Other trailhead amenities could include:

- Wayfinding signage, community bulletin board
- Lighting
- Restrooms and drinking fountains
- Trash and recycling receptacles
- Benches and picnic tables
- Shelter, trees and other types of shades or shelters

The beginning of high use trails, where multiple trails converge, and where trails converge with other recreation opportunities (e.g., beaches, parks) are optimal locations for trailheads. Incorporating trailheads into existing locations, such as along highways, the hilltop of subdivisions (e.g., Stillwater), existing campgrounds and existing parking lots, such as the Garden City offices, would avoid the need to build trailhead parking facilities or other improvements.

## SIGNS

Clear and consistent signage should be used to direct users, provide educational or historical interpretations, and inform users of regulations and guidelines. High quality, well maintained, and properly located signs can result in a safer, more enjoyable, and environmentally friendly experience.

### Types of signs:

- *Trailhead Information Sign/Kiosk:* Located at trailheads, these signs provide general information about the trail, including a trail map, a general map of the area, regulatory information, safety information, and trail warnings.
- *Regulatory Signs:* Identifies trail rules, regulations, and allowed uses. Access points, trailheads and junctions are good locations for regulatory signs.
- *Boundary Signs:* Identifies where land ownership changes (e.g., Wilderness areas, private property).
- *Destination Signs/Wayfinding:* Shows direction and distances to various spots along the trail.
- *Directional Signs/Wayfinding:* Shows where to turn off or proceed at junctions as well as provide assurances that users are on the correct route. Markers should be used at strategic intervals (e.g., every mile) or at intersections.
- *Interpretive Signs:* Identifies and educates users about topics, including natural, cultural and historic resources. Interpretive signs should be placed in strategic areas such as trailheads, scenic viewpoints and other point of interest.
- *Highway Information Signs:* Informs motorist of trailheads or provides warnings of trail crossings.

### Sign recommendations:

- Use consistent branding, text, graphic and map elements.
- Maintain an even balance of graphic content, text and whitespace.
- Identify the section names and sponsors of trail.
- Keep text brief for informational signs and convey relevant information.
- Consider signs for the following areas: trailheads, campgrounds, picnic area, overlooks and scenic resources, intersections and crossings, rest stops and key roadways.

## ROAD CROSSINGS

Crossing are legally designated places for trail users to safely cross a road or railroad. They can occur at intersections or midblocks. Marked crossing indicate optimal locations to cross and help designate right-of-way for motorists to yield to pedestrians.

### Elements to consider when assessing intersections and crossings include:

- Information/signs, signals and markings
- Turning radius
- Crosswalks
- Crossing times and distances
- Medians
- Refuge islands and slip lanes
- Accessibility, curb ramps
- Traffic volume, speed and patterns

Crossings vary in type and are subject to multiple variables depending on location and modes of transportation. See the *Utah Bicycle & Pedestrian Master Plan Design Guide (2011)* and the Federal Highway Administration design resource index website ([www.pedbikeinfo.org](http://www.pedbikeinfo.org)) for complete guides on the different types of crossings and best practices for user safety and comfort.

## ENVIRONMENTAL CONSIDERATIONS

Trail placement should provide opportunities for users to observe and connect to the natural environment (e.g., streams, wetlands and wildlife) while protecting those and other sensitive areas from overuse, degradation or fragmentation. When designing any aspect of the trail and trail system it is important to respect sensitive areas, including riparian zones, wetlands, streams, erodible soils, unstable and steep slopes, and threatened, endangered and sensitive species habitat.

If trails do travel through sensitive, location modified or different construction methods should be used to minimize impacts. This might include, timing of construction activities, erosion control measures, water quality monitoring, vegetative buffers, rerouting the trail, and other best management practices (see Appendix B Best Management Practices for Trail Building).

## LANDSCAPING

Thoughtful landscaping provides shade for trail users, creates wildlife habitat, allows adequate on-site water infiltration, and provides a more positive user experience. It can also reduce headlight glare and traffic dust, prevent accidental vehicle crossover, and can provide a visual and physical barrier between bicyclist, pedestrians, and automobile traffic. The right landscaping material can also mitigate the discomforts of weather by protecting the user from rain, wind and extreme heat and cold.

### Other few landscaping considerations for trails:

- Along linear trails, provide intermittent areas for shade trees on the south and southwest sides of the trail. Benches with shade trees every quarter-mile is a good place to start.
- Where possible, plant native and drought resistant vegetation. Native plants are more likely to survive and require much less maintenance once established.
- Plant fruitless or seedless tree and shrub varieties to reduce maintenance cost and to keep the corridor clear of debris.
- Avoid plants with thorns or stickers than can puncture tires or potentially injure trail users.
- Use pervious surfaces where possible to reduce stormwater runoff and to allow water to naturally percolate into the ground. This include surfaces such as gravel, mulch or existing soils.
- Plant fast growing grasses, forbs, shrubs, or other vegetation on areas that have been excavated for trail construction. This will help avoid erosion issues in the future and make the trail more enjoyable.

# Appendix C - Willard City Trail Ordinance (Example)

## THE CITY OF WILLARD

### NON-MOTORIZED MULTI-USE PATHWAY ORDINANCE

#### SECTION 1. PURPOSE

The purpose of this ordinance is to protect public safety, and prevent environmental damage and pollution caused by vehicular traffic on trails. Such damage and pollution are hereby deemed to be a public nuisance. It is a further purpose of this ordinance to protect trails from damage and obstruction so they remain open for public use and do not add undue financial burden to the community resulting from extra maintenance and law enforcement.

#### SECTION 2. DEFINITIONS

"Motorized Vehicle" means any motorized or electric-powered conveyance including but not limited to: cars, trucks, motorcycles, go-karts, golf carts, mini-bikes, dune buggies, motor scooters, mopeds, OHV's, or ATV's. This shall not include electric-powered wheelchairs or other power driven mobility devices within the meaning of the Americans with Disability Act, 28 CFR PART 35.104.

"Non-Motorized Vehicle" means any wheeled conveyance including but not limited to: bicycles, scooters, skateboards, roller blades, and other wheeled devices operated by human power.

#### 2.1 NON-MOTORIZED TRAFFIC

- a. The operation of a motor vehicle is prohibited on trail-ways.
- b. Violations of the ordinance will be counted as an infraction of the law. Multiple violations of the ordinance can result in a class C misdemeanor.
- c. No person shall travel on the trail-way in excess of 15 mph.
- d. Where separate lanes exist, any pedestrian using paved trails must travel only in the lane designated for pedestrians. Wheeled methods of transportation must also stay in their designated lanes.
- e. Walking zones must be observed.
- f. Wheeled mechanisms must pass on the left and

announce when they are about to do so.

#### 2.2 Modes of Transportation Allowed on Trail

- a. Multi-Use Trails are designed for the purpose of bicyclists, pedestrians, joggers, people walking dogs, people pushing baby strollers, persons in wheelchairs, skate boarders, and in-line skaters.

#### SECTION 3. ACTIVITIES PROHIBITED

##### 3.1 Firearms, Hunting, Shooting

- a. No firearm, bow and arrow, nor any weapon shall be discharged within, into, over, or across the trail at any time.
- b. No manner of animal trap shall be set within the trail.
- c. Any and all hunting and/ or trapping shall be pursuant to the state law. All State wildlife preservation restrictions will apply.

##### 3.2 Drugs and Alcoholic Beverages

- a. Alcoholic beverages and the use of any type of drug on the trail is illegal and not permitted.
- b. No drunk or intoxicated person or individual under the influence of alcohol, drugs, or narcotics will be permitted entry to trail areas, and if discovered therein will be subject to arrest and/or immediate expulsion. The sale or consumption of alcoholic liquors, beer, wine or illegal drugs or narcotics is prohibited.

##### 3.3 Littering and Trash

- a. No person shall burn or dispose of garbage, refuse, litter or trash within a trail right-of-way. If an appropriate receptacle has not been provided, the person who brought the item onto the trail must haul it away for proper disposal.

##### 3.4 Soliciting

- a. It is unlawful for any person to engage in or solicit business of any nature whatsoever within the trail way.
- b. The placing of advertising, decoration, or any

other device on the trail is prohibited without authorization from the City.

##### 3.5 Camping

- a. No person shall set up tents, shacks, or any other temporary shelters, or any special vehicle to be used for such purpose: such as a house-trailer, camp-trailer, camp-wagon, or the like, for the purpose of overnight camping.

##### 3.6 Vandalism and Obstructions

- a. No person shall place or cause to be placed an obstruction or encroachment in a trail, so as to hinder or prevent public travel, or to injure or impede persons traveling on the trail.
- b. No person shall willfully injure a trail or any of its components by destroying or removing any part of it.
- c. No person shall injure a trail by obstructing or placing objects on the trail that could cause harm to the trail itself or other people.
- d. No graffiti, forms of writing, or markings of any kind shall be placed on the trail-way or trail signs.
- e. No person shall deposit snow on the trail surface or disturb surface in such a way that it makes it unsafe for its intended purpose.

##### 3.7 Fires

- a. Fires, portable fire grills, stoves, or fire rings are not permitted within or next to the trail.

##### 3.8 Fireworks

- a. Fireworks, explosives, compounds, mixtures, or any substance that may explode, discharge, or burn will not be permitted on the trail-way.

##### 3.9 Protection of Natural Resources

- a. No person shall bring into or plant in or upon the trail system any tree, shrub, plant, flora, seeds, or any kind of chemicals unless authorized by the City.
- b. No person shall remove, cut down, burn, or harm any form of vegetation adjacent to the trail-way

unless permitted to do so for trail maintenance and abiding by fire codes by the City.

##### 3.10 Monuments and Memorials

- a. No person shall bring into, leave, erect or install any rock, plaque, monument, sign, symbol or object of any kind in or upon the trail-way system without prior approval of the City.

##### 3.11 Games and Sports.

- a. No person shall engage in any sport, game, or amusement in the trail-way system.

##### 3.12 Public Assemblies, Meetings, Contests

- a. No person or group of persons shall call or hold any public meeting, exhibition, contest, tournament, or public entertainment of any kind in the trail-way system without first obtaining written permission by the City.

##### 3.13 Begging

- a. No person shall beg or solicit alms in the trail-way system.

##### 3.14 Noise Nuisance

- a. No person or group shall operate or permit the use or operation of any loud speaker, sound amplifier, or other device for the production or reproduction of sound within the trail-way for the purpose of commercial advertising or attracting the attention of the public to any commercial establishment.

## SECTION 4. TRAIL REGULATIONS

### 4.1 Pets

- a. All dogs on paved parkways and trails shall be restrained with a leash. Pet owners are responsible for cleaning up any droppings left by their pet.

### 4.2 Agricultural Equipment

- a. Persons owning property abutting the trail who, have been found to have a legitimate need

to operate machinery on the trail may do so by permission of the City.

- b. Adjacent agricultural land owners may cross in a perpendicular manner across the trail for farming purposes. Tractors, irrigation lines, and other farm equipment may have access across the trail.

#### **4.3 Horses and Livestock**

- a. Horses are only allowed on trails and other areas that are signed and designated for horses.

#### **4.4 Parking Regulations**

- a. Vehicles using the trail may only park in designated parking areas for the use of the trail-way.
- b. A person shall not park their vehicle in any manner that would block the safe passage in, out, crossing, or intersecting of the trail-way. This includes trail access gates or other areas used by the city for access to the trail-way.

#### **4.5 Trail Access**

- a. Except for adjacent property owners, Trail users must stay on the trail surface and shoulders. Entrance to this portion of the trail by non-resident trail users shall be only at the designated trailheads. Trailhead parking will be designated with appropriate signage.

#### **4.6 Trail User Code of Conduct**

- a. Trail signs shall be obeyed.
- b. Stay on trails; do not take short-cuts.
- c. A person may not leave the trail-way and enter on private property without permission of the landowner
- d. When on a trail, all trail users must stay on the right half of the trail trail-way, when meeting or being passed by another trail user.
- e. When passing another trail user traveling in the same direction, a trail user must pass on the left half of the trail trail-way and may pass only when such left half is clearly visible and is free of oncoming traffic for a sufficient distance ahead to

permit such overtaking and passing to be completely made without interfering with the safety of any trail user.

- f. Any trail user who is about to enter onto or cross a trail shall yield the right of way to any trail user already on the trail to be entered or crossed.
- g. No person shall travel on a trail at a speed greater than 15 MPH.
- h. When stopping, trail users shall move off of the trail.
- i. All trail users, using a trail from one-half hour after sunset to one-half hour before sunrise shall be equipped with lights. Bicyclists shall have a headlight visible from five-hundred feet to the front and a red or amber light visible from five-hundred feet to the rear. Other trail users should have white lights visible from two-hundred fifty feet to the front, and a red or amber light visible from two-hundred fifty feet to the rear.

#### **4.7 Trail Hours**

- a. The trail shall be open year round.

### **SECTION 5. PERMITS**

#### **PERMITS FOR WORK WITHIN TRAILS**

Permits shall be required for the following activities:

- a. Digging up or excavating a trench in a trail right-of-way for the purpose of installing pipes, wires, or other utilities.
- b. Installing private sewer or water lines in a trail right-of-way.
- c. The Selectboard shall not grant a requested permit unless it determines that the proposed activity will not interfere with public use of the trail or create a condition that poses a threat to the safety of those using the trail. The selectboard may include in any permit reasonable conditions to protect the safe use of the trail by the public. The selectboard may also condition upon approval of a permit on the permittee reimbursing the town city for its reasonable costs in

monitoring performance of the work authorized by the permit.

### **SECTION 6. ENFORCEMENT**

- a. Any part of the Trail Corridor may be declared closed to the public or to certain uses at any time, as the City shall find reasonably necessary.

### **SECTION 7. EFFECTIVE DATE**

These Ordinances shall be effective and in full force after its due passage, approval and publication. Rules or Regulations of Willard City relating to the Trail-way, or parts thereof, in conflict or inconsistent with any provisions of these are hereby repealed. The several parts of the Ordinances are severable, and invalidity of one or more of its provisions shall not affect the validity of the remaining.

Date: \_\_\_\_\_

Signed by: \_\_\_\_\_