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Thank you to representatives from many county and city governments and non-profit organizations who submitted updates and answered our questions about the trail. Thank you to Sarah Bennett of Trails Utah and Brandon Stockdale of the National Park Service for feedback and editing.

Note: the trail segment names used in this document, generally named after the mountain each segment traverses between canyon trailheads, are tentative proposals, not official.
Introduction

From its humble beginnings in 1989, the Bonneville Shoreline Trail has become a multi-generational effort, a vision that has expanded to almost 400 miles.

The Bonneville Shoreline Trail was initially the brainchild of Rick Reese, Jim Byrne, and other residents of eastern Salt Lake City, who worked with This is the Place State Park and the University of Utah to designate the first 3 miles of trail in 1992 and 1993. Others caught the vision of the BST, and a Bonneville Shoreline Trail Committee (focusing on Salt Lake County) and BST Coalition (focusing on the entire trail) were formed in the mid-1990s.

As the vision and support grew, so did the trail, with Utah and Salt Lake County completing almost 50 miles by 2003, and Davis, Weber, and Cache Counties extending the total length to almost 100 miles by 2009.

Many of these early sections of the BST were either already existing trails or on land that was relatively easy to build, leaving significant gaps of more difficult land ownership and terrain. Work progressed rather slowly over the next ten years, focusing on shorter sections where there were legal trailheads and through access.

During the COVID-19 pandemic, interest in the outdoors greatly increased among the residents of the Wasatch Front, increasing demand for more and better trails. Fortunately, BST champions and government agencies had been working on expansion plans and funding for the BST, and were ready to meet the demand. Over the past two years, an incredible 32 miles have been added to the Trail, bringing the total to almost 150 miles. At least 12 miles are slated for completion in 2023. At the same time, the vision for the future has expanded, now including the west side of Salt Lake Valley and potentially Juab County and western Utah County, which could eventually result in a 450 mile long Bonneville Shoreline Trail.

For several years, the BST Coalition produced an annual report on new construction and advancement projects, ending in 2016 as the Coalition itself gradually ceased to function. As part of this recently renewed effort, we have produced this report to document the current status of the trail, highlighting the great work that has taken place during and after the COVID-19 pandemic.
Trailwide Initiatives

**Utah Legislature:** In 2021 the Utah Legislature appropriated $5,000,000 directly to the BST. This was initiated by Cottonwood Heights in hopes to acquire parcels between Big and Little Cottonwood Canyons. The Utah Office of Outdoor Recreation administered these funds on a matching application basis for 10 to 1 land purchase grants and for 1 to 1 trail and trailhead construction grants.

In 2021 Millcreek was awarded $30,000 and Salt Lake County was awarded $1.1 million to purchase two parcels on the west flank of Grandeur Peak. These parcels were purchased in early 2022 and construction of the section between Parleys and Millcreek Canyons was started in August 2022. Unfortunately land purchase negotiations have stalled in the area between Big and Little Cottonwood Canyons, but other acquisitions are in progress and could be completed in 2023.

Salt Lake City was also awarded $1.3 million from this fund to reconstruct four trailheads between Emigration Canyon and City Creek Canyon, to be built in 2023.

**State Government:** The Utah Division of Outdoor Recreation (DOR), which was transferred from the governor’s office to the Department of Natural Resources in 2022, continues its support of the Bonneville Shoreline Trail. The division is administering the 2021 Bonneville Shoreline Trail grant program (the above $5 million) for acquiring BST corridor property and helping infrastructure development in Cache, Davis, and Salt Lake Counties. The division administers grant programs that are supporting the infrastructural development of the BST across its length in Utah. The Division of Outdoor Recreation remains an advocate for the Bonneville Shoreline Trail and looks forward to continuing this support working with the legislature and local communities.

Utah Outdoor Recreation Grants (UORG) is a state-funded program administered by DOR. Recent grants related to the BST include (see below for details):

- 2021: North Logan, Fruit Heights, Cottonwood Heights, Salt Lake County (Yellow Fork)
- 2022: Mendon, Ogden, Bountiful, Grandeur Peak, Alpine, Lindon/Pleasant Grove, Springville

The Recreational Trails Program (RTP) is a federally-funded program also administered by DOR. Recent grants related to the BST include:

- 2021: North Logan, UWC National Forest, Weber County, Pleasant Grove
- 2022: UWC National Forest

**Uinta-Wasatch-Cache National Forest (UWCNF):** Many portions of the trail weave in and out of the lower edge of this extensive national forest, and it was one of the first major supporters of the trail, designating several segments in Utah County and Weber County in the early 2000s. While trails on federal land require a review and approval in accordance with the National Environmental Protection Act of 1970 (NEPA), the stated support of the National Forest for the BST vision has helped to streamline this process. In recent years, it has worked with Salt Lake County and Davis County to develop BST master plans, and an additional segment was recently designated in Utah County.

**BST Advancement Act:** The International Mountain Bike Association initiated the Bonneville Shoreline Trail Advancement Act in 2019 and with the help of Trails Utah and the BST Committee in drafting the legislation, and the sponsorship of Senator Romney and Representative Curtis, it was passed by the US Congress in December 2022. The BSTAA does not fund trail construction, but adjusts the boundaries of existing wilderness areas in several locations in Salt Lake and Utah Counties to
exclude the planned BST route. This will greatly facilitate trail expansion by allowing these segments to be built using mechanized equipment and will also allow for shared trail use with mountain bike access. With the BSTAA, IMBA demonstrated that strategic wilderness adjustments for mountain bike access can be made on a case by case basis rather than allowing bikes in all wilderness areas. The BSTAA also fulfills some of the wilderness adjustments in the Mountain Accord and the proposed Central Wasatch National Conservation and Recreation Area legislation.

**Rebooting the Committee and Coalition:** The BST Committee was initially formed by community residents of Salt Lake County to organize, plan, and advocate for the BST construction. The BST Coalition was conceived by the Committee to be a group of municipal representatives from throughout the entire length of the BST that could share strategies and lessons learned. While the BST Committee has continued work after losing several key members in 2020, the Coalition has not met in a decade. In 2023 we plan to rejuvenate the BST Committee by including community representatives from all of the counties along the BST. These community representatives can in turn work with their local municipal agencies to plan and construct missing segments of the trail. Anyone interested in participating should contact the Committee through our website, bonnevilleshorelinetrail.org.

**Non-profit organizations:** Several citizen-led organizations are helping to build the trail. Most are focused on local areas and their work is highlighted below. Trails Utah (trailsutah.org) has been especially supportive of initiatives along the entire trail, such as helping local communities get organized and raise funds.

**State of the BST Project:** Brandon Plewe, Chair of the Utah Valley Trails Alliance and member of the Bonneville Shoreline Trail Committee, began an independent project in 2021 called State of the BST (stateofthebst.org). He and his filmmaker son are hiking the entire completed length of the BST (and many unofficial segments) and producing a video documentary series to document the current status of the trail, the geography of the urban-wildland interface through which it passes, and interviewing many of the people who are working to complete the trail. As of the end of 2022, they have covered the trail from Santaquin to Farmington, and have released 17 episodes. They expect to complete the project to Logan in 2023.
Cache County

Cache Valley has a very active trails community, led by the Trails Cache program in the county government (cachecounty.org/trails) and the Cache Trails Alliance, a citizen non-profit organization (cachetrails.net). A general route across both the eastern and western foothills was first planned in 2003, and almost 11 miles were constructed through 2018. Since then, no new trail has been built, but projects are underway in several locations.

10.8 miles completed BST of 65 miles planned.

1. **Naomi Peak Segment** (Idaho border to Green Canyon): *0.7 miles completed, 20.6 miles planned*. Only a short segment is completed in North Logan. The primary challenge here is that privately owned agricultural land extends up into the hills high above the actual shoreline and current development. The BST is included in the trails master plans of North Logan, Hyde Park, and Smithfield, and will likely be part of the plan for Richmond that is currently in process.
   a. In 2022, North Logan City purchased a private parcel north of Green Canyon, and is currently designing a BST route to connect the trailhead at King Park to the existing BST at 2300 North.

2. **Logan Segment** (Green Canyon to Dry Canyon): *2.3 miles completed of 3.5 miles planned*. There is a significant gap south of Logan Canyon through private property that is unlikely to be solved in the near future.

3. **Logan Peak Segment** (Dry Canyon to Blacksmith Fork): *7.3 miles completed*. Much of this segment follows a fence line; efforts are underway to develop a new alignment further up the mountain.

4. **Paradise Segment** (Blacksmith Fork to East Fork): *0 miles completed, 13 miles planned*. The Cache County trails plan indicates the future BST potentially following the Highline Canal access road through this area, but it is not officially open to the public.

5. **Wellsville/Mendon Segment**: *0 miles completed, 15.7 miles planned*. While this segment is on the Cache County trails plan, its completion is hampered by most of the Wellsville Mountains foothills being private property. Portions of some existing trails could be used as part of the BST, including Wayne’s Loop (currently closed) in Mendon and Wide Canyon in Wellsville, but they will likely not be designated as BST until substantial connections can be made.
   a. In 2021, Cache County built a large trailhead at Murray Farm southwest of Wellsville, which will become one of the anchor points of the BST.
   b. In 2022, Mendon City received a UORG grant to construct a trailhead at Deep Canyon. This area, including the Wayne’s Loop trail, has been closed due to unsafe conditions, but can reopen when the new trailhead is completed in 2023.

For more information:

Landis Wenger, Cache County Regional Trail and Active Transportation Coordinator
Box Elder County

This is the least urban part of the trail corridor, so it has not had the same level of local demand for the BST as other parts of the Wasatch Front. However, the cities and county are in support of the trail, as are many residents, so it is likely to be built at some point. A general corridor was first proposed in 2004, with some refinement in recent years.

0 miles completed, 56 miles planned

1. **Wellsville Mountain Segment** (Collinston, Deweyville, Honeyville, Harper): 21 miles planned. Most of this route is on private property isolated from any roads. Honeyville is currently working on its general plan, and intends to include a BST route for future development.

2. **Brigham City Segment** (North and south of Box Elder Canyon): 7 miles planned. There are several open social trails in this area, including at least one route identified in Brigham City’s general plans as a future BST route that follows the bench and goes all the way up Box Elder Canyon to Mantua to cross under Highway 91.

3. **Perry/Willard Segment**: 18 miles planned. Along most of this face are two potential routes: an upper route along the Bonneville Bench that generally follows an existing fire break road, and a lower route that follows canals closer to the towns. A 2017 active transportation plan identifies the upper route as the intended BST. Although unrestricted social trails make it possible to traverse this entire area now, one of the impediments to designating this part of the trail is the presence of several gravel pits that do not want the trail officially passing through their property for safety reasons.

For more information:
- Bear River Association of Governments:
- Box Elder County: [https://www.boxeldercounty.org/](https://www.boxeldercounty.org/)
Weber County

Thanks to the proactive energy of the Trails Foundation of Northern Utah (formerly Weber Pathways), the 27 miles of BST through the county was mostly completed by 2015, and the community has since focused on improving and rerouting problematic sections.

22.9 miles completed trail, 2.4 miles designated connector streets, 2.2 miles planned, 27.5 miles total

1. **Ben Lomond Segment** (Box Elder County line to North Ogden Canyon): 4.3 miles completed of 6 miles total planned. Originally following a utility road high on the bench, most of this segment was rerouted to a better single track trail about ten years ago. One remaining unofficial segment, through the Pole Patch neighborhood of Pleasant View, is currently in the planning process.
   
   a. North of Ogden Canyon is a section of the BST that was suffering from erosion. In an Earth Day 2022 work day, volunteers widened and reinforced a significant length with timber retaining walls.

2. **Lewis Peak Segment** (North Ogden Canyon to Ogden Canyon): 10 miles completed. This segment was completed many years ago. Recent efforts have focused on maintenance, including new signage, vegetation trimming and fixing drainage efforts.
   
   a. North of Ogden Canyon is a section of the BST that was suffering from erosion. In an Earth Day 2022 work day, volunteers widened and reinforced a significant length with timber retaining walls.

3. **Mt. Ogden Segment** (Ogden Canyon to Beus Canyon): 6.7 miles completed. This was the first segment to be completed in Weber County.

4. **Uintah Segment** (Harrison Blvd to Weber River): 1.5 miles completed of 2.4 miles total planned. When permission for a trail could not be secured from landowners in the foothills, an alternative road connection was designated in 2009 with a trail descending from the bench to the town of Uintah. A trail through Uintah is yet to be built, but a business park built in 2019 includes a short paved path that will eventually become part of the BST.
   
   a. The Trails Foundation of Northern Utah (TFNU) is currently working on funding for a bridge over the Weber River near the I-80 bridge. This will join the Bonneville Shoreline Trail to the Weber River Parkway.

For more information: Trails Foundation of Northern Utah, tfnu.org
Davis County

Davis County has had an extensive section of the Bonneville Shoreline Trail designated since the early years, but much of this “version 1” trail followed streets and utility roads. In 2019, Davis County, the cities, and the Uinta-Wasatch-Cache National Forest (Salt Lake Ranger District) completed a plan for a better route for much of the existing trail, and for filling the remaining gaps. These entities are now working to implement the plan.

30 miles completed BST (12 new miles built 2020-2022), 43 miles total potential trail.

1. South Weber Segment: 0 miles completed. Plans for the trail in this area have long been hampered by private property in the foothills and the challenge of simultaneously crossing a steep canyon, freeway, railroad, and river. The planned compromise route will come down from the mountain at the canyon mouth, follow the Weber River past the gravel pits and under US-89 and I-84 (jointly as part of the Weber River Parkway), then cross the river on a new bridge to connect to Weber County.
   a. In 2022, construction began on a pedestrian underpass under US-89 just south of the Weber River as part of the US-89 freeway construction. Once it is completed, the existing fishing access trails can be formally improved and extended in 2023 or 2024 by South Weber City, Trails Foundation of Northern Utah, and Utah DWR.

2. Thurston Peak Segment (Layton Ridge to Wilderness Park): 5.9 miles completed. Most of this section was completed many years ago, but improvements are still being made.
   a. In 2020, Kaysville City rerouted the trail across Holmes Creek in the northeast corner of the city Wilderness Park using county recreation funds, including installing a new bridge using a helicopter.

3. Francis Peak Segment (Wilderness Park to Farmington Canyon): The trail above Fruit Heights and northern Farmington is in transition. The original semi-official route followed utility roads and subdivision streets on the lower (Provo lake level) bench, but since the 2019 master plan was approved, Fruit Heights has designated the existing trail on the upper bench as the BST, although there are still some gaps where the planned route crosses steep-walled canyons at Bair Creek, Shepard Creek, and Farmington Creek.
   a. In 2021, Fruit Heights City received a Utah Outdoor Recreation grant to construct a short segment of new BST crossing Bair Creek connecting two sections of completed trail, but have not yet been able to start construction.
4. **Bountiful Peak Segment** (Farmington Canyon to Ward Canyon): *8 miles completed.* Much of this part of the trail is a fire break road, and the current county/USFS plan is to replace parts of it with a better trail further up the mountain, but this is a lower priority than filling the gaps elsewhere.
   a. In 2020, Farmington City used a Utah Outdoor Recreation grant to build a bike park at the mouth of Farmington Canyon, which included an improved BST connector trail across the canyon.

5. **Sessions Mountain Segment** (Ward Canyon to Mueller Park): *0 miles completed, 8 miles planned.* The county plan identifies a route through this area, but private property at both ends makes it difficult to complete.
   a. In 2022, Bountiful City received a Utah Outdoor Recreation grant to begin developing trails on its extensive mountain property in this area; the first part of this project is to build the BST between Holbrook and Ward Canyons (about 4 miles), which will be completed in 2023.
   b. As part of the extensive trail construction discussed in 6a, a short section is currently under construction from the Mueller Park trail north up to the USFS property line where it intersects the Kenny Creek Trail, which should be open in early 2023.

6. **Grandview Ridge Segment** (Mueller Park to County Line): *11.9 miles completed of 13 miles planned.* Because private property extends high up into the mountains here, this portion of the BST was originally seen as infeasible and Bountiful Boulevard was used as a connector. However, the 2007 County/USFS plan included a route close to the top of the ridge.
   a. In 2020, Davis County received major funding to construct this segment. By the end of 2021, the trail was open from the County line to North Canyon, and the portion from North Canyon to Mueller Park was almost completed in 2022. The only remaining parts to complete this segment are a small bridge in Mueller Park and the Salt Lake City connection discussed below.

For more information:
- Davis County Trails: daviscountyutah.gov/county-info/trails
Salt Lake County

The BST began in Salt Lake County with the first segment designated in 1992, and has advanced under the strong support of several cities, Salt Lake County, the BST Committee, and other organizations. The County approved a BST plan in 2005 and in 2010, the US Forest Service approved an Environmental Assessment for the trail on the east side of the valley. The 2015 County parks master plan first included a potential route for the trail on the west side of the valley. Recent work has focused on implementation of these plans.

44 miles completed BST (8.7 new miles built 2020-2022), 100 miles potential total.

1. **Meridian Peak Segment** (Davis County Line to City Creek Canyon): 4.8 miles completed of 5.6 miles total planned. The original 1999 alignment included a stretch of old road that the Davis County BST master plan intends to replace with a newly constructed trail on Forest Service and Salt Lake City property. Although the permitting process was delayed because Salt Lake City had not originally been involved in the Davis County plan, construction is funded and expected to be completed in 2023. Closing this gap will form the longest unbroken stretch of completed BST, almost 30 miles long.

2. **Steiner Centennial Segment** (City Creek to Emigration Canyon): 10 miles completed. This was the first major section of BST to be completed, in 1999. This segment gets very high use and therefore several sections are being rerouted to improve the user experience, according to the 2020 Salt Lake City trails master plan.
   a. In 2021 SLC Trails and Natural Areas added a new segment from City Creek Canyon east to Morris Meadows, which is designated uphill only biking and multidirectional hiking. The original trail from Morris Meadows down to City Creek was changed to downhill biking only. At the same time, another short section above Terrace Hills Drive was rerouted to a more level trail.
   b. Another segregated use section is planned for the Dry Creek section of trail north of the University, which will likely be completed in 2024.
   c. Salt Lake City received a state grant to reconstruct several trailheads in 2023, including four along the BST: Bonneville Blvd (City Creek), 18th Avenue (Morris Meadows), Popperton Park (the U), and the Rick Reese Memorial Trailhead (Emigration Canyon).

3. **Spring Creek Segment** (Emigration Canyon to Carrigan Canyon): 0 miles completed, 4.5 miles planned. This segment has been mapped in detail and partially flagged, but several large parcels of private property block much of the alignment. Conversations are in progress with landowners to discuss land purchases or trail easements.
4. **Parleys Canyon Segment** (Carrigan Canyon to Grandeur Peak Trailhead): *5.3 miles completed*. The Parley’s Crossing paved trail over I-80 was completed at great expense in 1999, but the hillside north of the canyon was blocked until the Cannon Point (previously known as Parleys Pointe) development donated nearly 400 acres to open space which allowed this segment to move forward.
   a. 4 miles of new trail was built in 2021 by Trails Utah with RTP and UOR grants. The land and trail is now managed by SLC Trails and Natural Areas.

5. **Grandeur Peak Segment** (Parley’s Canyon to Millcreek Canyon): *3.7 miles completed of 4.9 total planned miles*. Federal, state, and county grants have facilitated closing this gap, including the purchase of two large parcels in 2022.
   a. Construction began in August 2022 on a new trail to connect from the old lime quarry to the Pipeline Trail; the lower part is complete, and the upper part will be finished in 2023.
   b. In Millcreek Canyon, a new Rattlesnake BST, parallel to the Rattlesnake Gulch Trail, was completed by Trails Utah in 2021 with state grants.

6. **Millcreek Ridge Segment** (Millcreek Canyon to Neff’s Canyon): *0 miles completed, 1.5 miles planned*. This segment coming out of Millcreek Canyon is perhaps the most difficult terrain of the entire BST alignment, and some landowner obstacles remain. There are no immediate plans to move forward, although the BSTAA (see above) will allow for mechanized trail construction.

7. **Mount Olympus Segment** (Neffs Canyon to Heughs Canyon): *3.9 miles completed of 5.5 miles total planned*. Most of this segment was completed in 2013 and 2019, although additional trail widening may be eventually needed to more safely allow for mountain bike use now allowed by the BSTAA. Private property blocks trail completion between Neffs Canyon and the “Z Trail” BST connector for the foreseeable future.
   a. In 2020, Salt Lake County reconstructed and enlarged the Mt. Olympus Trailhead, a major access point for this segment.

8. **Big Cottonwood North Segment** (Heughs Canyon to Big Cottonwood Canyon): *0 miles completed, 2.6 miles planned*. Two parcels of private property (including a large gravel pit) block construction of this segment. Eventual development of these parcels should provide for a trail easement.

9. **Twin Peaks Segment** (Big Cottonwood Canyon to Little Cottonwood Canyon): *1.4 miles completed, 5 miles planned*. Most of this section is private property that blocks access. Negotiations with landowners have not yielded results despite funding that is already secured through a state grant.
   a. A 1.4 mile section of trail to connect Big Cottonwood Canyon to the existing Ferguson Canyon Trailhead was mostly built in 2020-2022. The final 200 foot connection to the Big Cottonwood Canyon highway will be hand built in the spring of 2023.
10. **Bells Canyon Segment** (Little Cottonwood Canyon to Rocky Mouth). *0 miles completed, 4 miles planned.* Although part of the existing Bells Canyon Reservoir loop trail will eventually become BST, the rest of this section has been blocked by private property and sections of wilderness. With passage of the BSTAA, progress may be possible in the near future.

11. **Lone Peak Segment** (Rocky Mouth to Corner Canyon): *4.9 miles completed.* This trail was completed in 2017 with the installation of the Bear Canyon suspension bridge and Sandy City’s connection to Rocky Mouth Waterfall.

12. **Traverse Mountain North Segment** (Corner Canyon to Utah County Line). *7.4 miles completed* This section is now complete, entirely on the Traverse Mountain reserve owned by Draper City.
   a. The last portion was the 2021 construction of the Tráverse Tráverse trail over the ridge east of the gravel pit with a UOR grant.

13. **BST West**: *3.8 miles completed of 35 total miles planned.* The population is growing very quickly on the west side of the Salt Lake Valley and in Tooele. Therefore the BST concept has evolved to develop a BST loop trail section circumnavigating the Oquirrh Mountains, first mapped out in the 2015 Salt Lake County parks and trails master plan (currently under revision). Much of this land is owned by Rio Tinto Mining, so completion will likely be in the distant future.
   a. In 2019 and 2020 an initial 3.8 miles of trail was completed by Herriman Trails Alliance and Herriman City on city-owned land. An additional mile or two of existing city trail can be designated as BST once a trail can be built across a significant gap.
   b. In 2022, Salt Lake County received a grant to construct a trailhead at the mouth of Butterfield Canyon, and to build trails to connect to its existing trail system in Yellow Fork and Rose Canyon, which will include a route for the Bonneville Shoreline Trail.

For more information:
- Bonneville Shoreline Trail Committee: bonnevilleshorelinetrail.org
- Salt Lake City Public Lands Department: slc.gov/parks/
- Salt Lake County Parks & Recreation: slco.org/parks-recreation/parks-trails/
Utah County

Most of the existing Bonneville Shoreline Trail in Utah County was designated and/or constructed around 2000, taking advantage of existing easements and property owned by the U.S. Forest Service, State of Utah, or local cities.

Recent expansion has been facilitated by proactive development practices by several cities that have resulted in significant city-owned open space in the foothills, and to the formation of several local non-profit recreation organizations, such as the Utah Valley Trails Alliance (utahvalleytrails.org), that have provided citizen-led energy in support of the BST.

37.2 miles completed (13.2 new miles 2020-2022), 90-125 miles potential total.

1. South Traverse Mountain Segment (Point of the Mountain to Dry Canyon): 8 miles of BST completed of 20 miles planned. The cities of Lehi, Draper, Highland, and Alpine are coordinating a potential BST route, taking advantage of the large blocks of foothills land they have acquired from developers and other private owners. While the full official BST route has not yet been designated, it will likely include a combination of new construction and existing city trails.

a. In 2021, Lehi and Draper built the Tràverse Tràverse trail over the Traverse ridge above the Geneva Rock gravel pit, connecting the two trail networks. The combination of the new trail, Mo-mentum and Sensei Trails now functions as the BST connection between the counties.

b. In 2021, Lehi was awarded a UORG grant to build the trail from Sensei east across the south face of Traverse Mountain to the Brookside Trailhead in Draper. This project was delayed due to an issue with a private property owner, but an alternative route was designed and construction was mostly completed in 2022.
c. The Beacon Hills Trailhead in northern Highland has provided access to the Draper City trails system for many years, but the adjacent private property was closed to public access in 2021. In 2022, Highland acquired a strip of property to the west of its irrigation reservoir, and completed a trail through it that has reopened access to the trails, including the future BST.

d. In 2022, Alpine City received a UORG grant to build a paved pathway along Grove Drive to connect from the Lambert Park area to the west; from there, the city has determined that its recently-built Stoney Way, Vista Ridge, and Fort Canyon Trails will be designated as part of the Bonneville Shoreline Trail. This leaves a gap between Fort Canyon and the Longview Trail in Draper across private property that will need further negotiation and development.

2. **Box Elder Peak Segment** (Dry Canyon to American Fork Canyon): *o miles of BST completed, 4 miles planned.* An existing trail extends along the length of this area that could serve as the Bonneville Shoreline Trail, which passes through open space owned by Alpine and Highland Cities, undeveloped private property (Alpine City has acquired trail easements here in 2017), and the National Forest.

   a. The primary impediment has been that the trail passes into the Lone Peak Wilderness Area in three places. With the passage of the Bonneville Shoreline Trail Advancement Act (see above), the NEPA trail approval process is beginning in 2023.

   b. In 2021 and 2022, Alpine City reconstructed much of its trail network in Lambert Park, including trails that will be designated as part of the BST when the rest of this segment is complete.

3. **Mahogany Mountain Segment** (American Fork Canyon to Grove Creek): *4.8 of 5.3 miles completed.*

   a. In 2020, the Utah Valley Trail Alliance worked with the Uinta-Wasatch-Cache National Forest to designate 2.4 miles of existing social trail as a new stretch of the Bonneville Shoreline Trail as part of a larger social trail legitimization project. Parts of this trail need reconstruction to conform to modern standards, for which planning is underway.

4. **Timpanogos Segment** (Grove Creek to Bridal Veil Falls): *9.0 of 10.6 miles of BST completed.* The remaining gaps are on private property between Grove Creek and Battle Creek, and a short stretch in Provo Canyon (“the Dragon's Back”); both sections contain unrestricted trails, but the owners have not yet allowed official BST designation.

5. **Kyhv Segment** (Bridal Veil Falls to Rock Canyon): *5.8 of 8.1 miles of BST completed.*

   a. There is a significant gap remaining on Forest Service and private land in northern Provo. The private owners are not currently willing to allow the BST, but a general alignment through the Forest Service portion has been determined, and is currently going through the NEPA process as part of a trails master plan for the whole Kyhv Peak area.

6. **Provo Segment** (Rock Canyon to north Springville Trailhead): *6.7 of 6.7 miles completed, 0.2 miles new BST.*

   a. The final gap in this segment was closed in September 2021 when Provo City purchased a portion of the former gravel pit immediately south of Slate Canyon, and designated 0.2 miles of existing social trail as the Bonneville Shoreline Trail. Volunteers have since placed signs along this segment and worked to widen and improve the trail.

7. **Springville Segment** (North Springville Trailhead to Hobble Creek Canyon): *3.8 of 5.5 miles completed.*

   a. Springville City is currently developing a park master plan for its land at the mouth of Spring Canyon, which will include a BST crossing route.
b. The Hobble Creek Bicycle Association (HCBA) and the city are working to secure a permanent official route east of Spring Canyon. Two old roads through private property have been commonly used by the public for many years, but neither is officially open and one was closed in 2022. An alternative route higher on the bench is also being considered.

c. In 2021, HCBA worked with the Utah Division of Wildlife Resources to construct and sign a route for the BST through the Hobble Creek Wildlife Management Area almost a mile along.

8. **Maple Mountain Segment** (Hobble Creek Canyon to Spanish Fork Canyon): *o miles completed.* Mapleton City has had a 4-mile stretch of utility/fire break road along the bench ready to be used as the BST since 2000, but has not had clear public access to it in the past. In recent years, the city was able to use its innovative Transfer of Development Rights (TDR) code to acquire hundreds of acres of foothills land, including most of the trail corridor.
   a. During 2022, the city worked with new residential developments to create at least three public access corridors. Given this opportunity, they are currently developing a foothills trails master plan to guide the creation of BST access trails and a broader trail network.

9. **Loafer Mountain Segment** (Spanish Fork Canyon to Loafer Canyon): *o miles completed.* Spanish Fork City completed its Parks and Trails master plan in 2021, which includes two options for a future BST, either following the future paved trail along the Strawberry Highline Canal, or a higher route on the lake bench around the city reservoir. The city’s first priority is to build a paved trail across Highway 6 and the railroad to connect its river trail to the Mapleton Canal Trail; this connector will also serve as the canyon crossing for the BST. Woodland Hills also has a general concept for a BST corridor in its current general plan.

10. **Payson Segment** (Loafer Canyon to Picayune Canyon): *o miles completed.* The cities of Elk Ridge and Payson do not currently have a plan for the BST, except possibly following the future Strawberry Highline Canal parkway, but routes up on the Bonneville bench are under consideration.

11. **Santaquin Segment** (Picayune Canyon to county line) Santaquin City is in the process of planning and building a foothills trails network, including a BST route. Much of this potential route is within private property and the Santaquin State Wildlife Management Area.

On the west side of the valley, there is potential to extend the West BST south from Herriman into Utah County. The most feasible route would start as a paved bike path along the Mountain View Highway extension through Camp Williams (currently in the design phase), then follow the powerline corridor into Eagle Mountain. From there it could continue along the west slope of Lake Mountain above Eagle Mountain, and/or the east slope of the mountain above Saratoga Springs. While portions of this potential trail already exist under other names or as unofficial trails, neither city currently has the BST as such in their trail plans.

For more information:

- Utah Valley Trails Alliance: utahvalleytrails.org
- Traverse Mountain Trails Association: traversemountaintrails.org
Conclusion

Significant progress has been made on the BST in recent years, showing a renewed community interest in the trail and increasing support from federal, state, and local governments. In addition, several new trail and trailhead projects are planned, funded, or under construction that will significantly lengthen the completed trail in 2023 and 2024.

However, there is still significant work to do, as only half of the currently planned trail is complete. Many of the gaps in the BST are on private lands along the trail alignment and legally securing the trail corridor through these areas requires negotiation with land owners. Some may donate an easement for the trail to cross their property, others require the purchase of easements or entire parcels, and some refuse to sell at appraised value or allow any access; state law supports their property rights. A solution used by several cities is to allow development in the lower parts of a parcel in exchange for the upper slopes being donated to the city as permanent open space. Or alternative solutions could be developed.

In many places there are existing social trails that could be upgraded and designated as BST if we can legally obtain land access; however, there are significant gaps with no existing trail (especially on steep slopes) that will require significant funding to obtain land access and to construct the trail.

Some of the long-term initiatives that the Bonneville Shoreline Committee is considering include:

- Applying for designation as a National Recreation or Scenic Trail (which requires a significant stretch of continuous trail)
- Focusing support on major gaps, such as southern Utah County and Box Elder County
- Working with local communities to consider extending the BST vision to Juab County, Tooele County, and western Utah County
- Institutionalizing state government support for the trail, possibly through legislative action to designate the BST and other long inter-jurisdiction trails as “State Scenic Trails”
- Developing BST-branded gear for fundraising and increasing awareness

Although the Bonneville Shoreline Trail Committee and its partners such as the Utah Division of Outdoor Recreation, Uinta-Wasatch-Cache National Forest, and Trails Utah are supporting the completion of the entire trail, the most successful strategy for “trail blazing” is when local residents get organized and work directly with their cities and land owners on the BST in their backyard. This approach also ensures the long-term maintenance of the trail. If you are interested in helping blaze the BST, contact the BST Committee and we can help you find the best way to get involved. Completing the Bonneville Shoreline Trail will take the effort and cooperation of all partners along the trail.

Show off your passion for the BST!

We have produced a beautiful companion map poster, which shows the current extent of the Bonneville Shoreline Trail in a panorama of its urban-wilderness landscape. You can purchase a copy from Zazzle at http://bit.ly/bstmap2022. Half of the proceeds will be used to purchase trail markers to place along the trail.

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