ORDINANCE 2008-09

AN ORDINANCE AMENDING CHAPTER 13, TOOELE COUNTY TRANSPORTATION PLAN, OF THE TOOELE COUNTY GENERAL PLAN, ADDING THE TOOELE VALLEY TRAILS MASTER PLAN INDEX AND MAP

WHEREAS, pursuant to Utah Code Section 17-27a-404, the Erda Township, Pine Canyon Township, and Tooele County Planning Commissions held public hearings on an application to amend Chapter 13, Tooele County Transportation Plan, of the Tooele County General Plan to include the Tooele Valley Trails Master Plan and map; and

WHEREAS, the planning commissions provided notice as required by Utah Code Section 17-27a-204 and heard arguments both for and against the amendment at the public hearings; and

WHEREAS, having heard public comment in the public hearings, the planning commissions recommended approval of the general plan amendment and forwarded the matter to the county commission; and

WHEREAS, the Tooele County Commission finds good cause for amending the general plan as requested.

NOW, THEREFORE, BE IT ORDAINED BY THE LEGISLATIVE BODY OF TOOELE COUNTY, UTAH AS FOLLOWS:

SECTION I - GENERAL PLAN AMENDED. Chapter 13 of the Tooele County General Plan is hereby amended to read as attached hereto, which attachment is, by this reference, made a part hereof.

SECTION II - REPEALER. Ordinances in conflict herewith are hereby repealed to the extent of such conflict.

SECTION III - EFFECTIVE DATE. This ordinance shall become effective 15 days after its passage provided it has been published, or at such publication date, if more than 15 days after passage.

IN WITNESS WHEREOF the Tooele County Commission, which is the legislative body of Tooele County, passed, approved and enacted this ordinance this 18th day of March 2008.

ATTEST:

MARILYN K. GILLETTE, Clerk

TOOELE COUNTY COMMISSION:

COLLEEN S. JOHNSON, Chairman

Commissioner Johnson voted aye
Commissioner Clegg voted aye
Commissioner Hurst voted absent

APPROVED AS TO FORM:

DOUG HOGAN
Tooele County Attorney

CHAPTER THIRTEEN:
TOOELE COUNTY TRANSPORTATION PLAN

COUNTYWIDE TRANSPORTATION

Tooele County is faced by a number of transportation concerns as the population base grows and the recreational uses of the county are utilized. Current transportation routes are over capacity. The geographical location of Tooele County in relation to employment bases along the Wasatch Front, make mass transit systems hard to use.

Tooele County plans to extend Sheep Lane from the Bauer area to an interchange at I-80. The road is positioned in the center of Tooele Valley, and can relieve the congestion of S.R. 36 as well as, serve as the designated truck route. It would pass to the west side of the Tooele Army Depot privatization area. It is planned to be a four lane divided arterial highway where access is restricted to interchanges. It would also serve the Deseret Peak recreation and convention complex for Tooele County.

OFF ROAD ACCESS

With the growth occurring in Tooele, a trail system to recreational sites as well as between developments is needed. There is a demand and need for areas designated for the use of off road vehicles where the impact of such uses can be determined to produce no significant impacts. With the mountain ranges in Tooele County, trail systems for horses, hikers, and motor bikes will serve the population for quite a number of future years. While Deseret Peak is designated as a wilderness area, future designations should be conservative in order to recognize the traditions of historical multiple land uses.

TOOELE VALLEY TRANSPORTATION

Heavy morning and evening peak hour commuter traffic to the Salt Lake Valley has created a need for expansion of the road system. A plan by UDOT is to increase the capacity of SR 36 between I-80 and SR 138 in by 2004. This two lane section will be increased to four lanes in width.

The collector roads which presently exist are adequately serving the traffic in Tooele Valley. The capacity of these roads should be preserved by enforcing a strong access policy that limits driveway connections directly onto the roads. Current policy is to limit access to 800-foot intervals along the state road. This policy should continue. Combining access on narrower parcels should be encouraged to limit access points for existing parcels. Frontage roads and internal local roads should be used to provide access to the fronting parcel of land. Intersections or access points should be spaced no closer than a minimum of 800 feet, wherever possible. In the development of the light industrial on the west side of Highway 36, limited improved intersections must be installed so as to allow the safe interaction of commuter and industrial traffic to exit and enter the highway.

The I-80 and SR 36 interchange is not well suited for its current and projected operational needs. It was designed for free movements between south and east. With the development that has occurred around the interchange, operational problems are developing that should be corrected. Short of total replacement of the interchange, some improvements can be made to improve the operation. At a minimum, the eastbound off-ramp from I-80 should be relocated further south and separated from the congested areas. It should be shifted south of the frontage road intersection at least 600 feet. Relocation of the east frontage road will provide separation between the intersection and the on-ramps improving that operation and reducing the congestion that occurs at the existing frontage road. The existing frontage road leading north and over I-80 can remain in its existing location.

An interchange that is in the proximity of Mill Junction would allow SR-36 traffic to be diverted to the interstate and not require it to pass through Lake Point.

As the Lake Point area grows, and more industrial and commercial traffic travels that segment of SR-36, it will be to the advantage of both the State and Tooele County to consider this new interchange. It will also foster economic growth in the Lake Point area, as traffic can use exit 99 and the new point making doubling back on the same exit unnecessary.

Clustered developments should be encouraged. Road systems should be developed that provide direct access to the cluster communities and connect to collector roads. The use of frontage on existing collector and arterial roads for access to properties should be discouraged.

A corridor should be developed connecting Lake Point with the Oquirrh Mountains. This connection should provide access to horses as well as bike and pedestrian traffic.

Bike and walking paths should be provided along with signage to encourage access and use. Trails for horses should also be encouraged. These trails could develop into a very popular system serving the entire Lake Point population.

SHEEP LANE ROAD

The alignment of Sheep Lane Road has been projected to extend to the north where it will intersect with I-80, and south to intersect with SR 36 at Bauer. The actual alignment is being studied at this time, and with the costs of mitigation of wetland issues, it may not be feasible to extend this road. The route also becomes precarious in traversing the military segment of Tooele Army Depot. The Planning Commissions have expressed a strong preference for an alignment in the vicinity of Sheep Lane.

1200 WEST

A proposed mid valley corridor road may be best located at 1200 West, where there is currently no paved road. At this time, the engineering studies are being conducted along the proposed route. This route will best avoid wetland issues, and better serve the commuting population of Eastern Tooele Valley. The access to this route shall be limited.

This route will serve Stansbury Park, Bates Canyon Road, Erda Way, and can be accessed by West Tooele City, SR 112, and still provide a truck route into the Utah Industrial Depot. The route will be favorable to the functions of Tooele Army Depot without having to be routed through any critical areas.

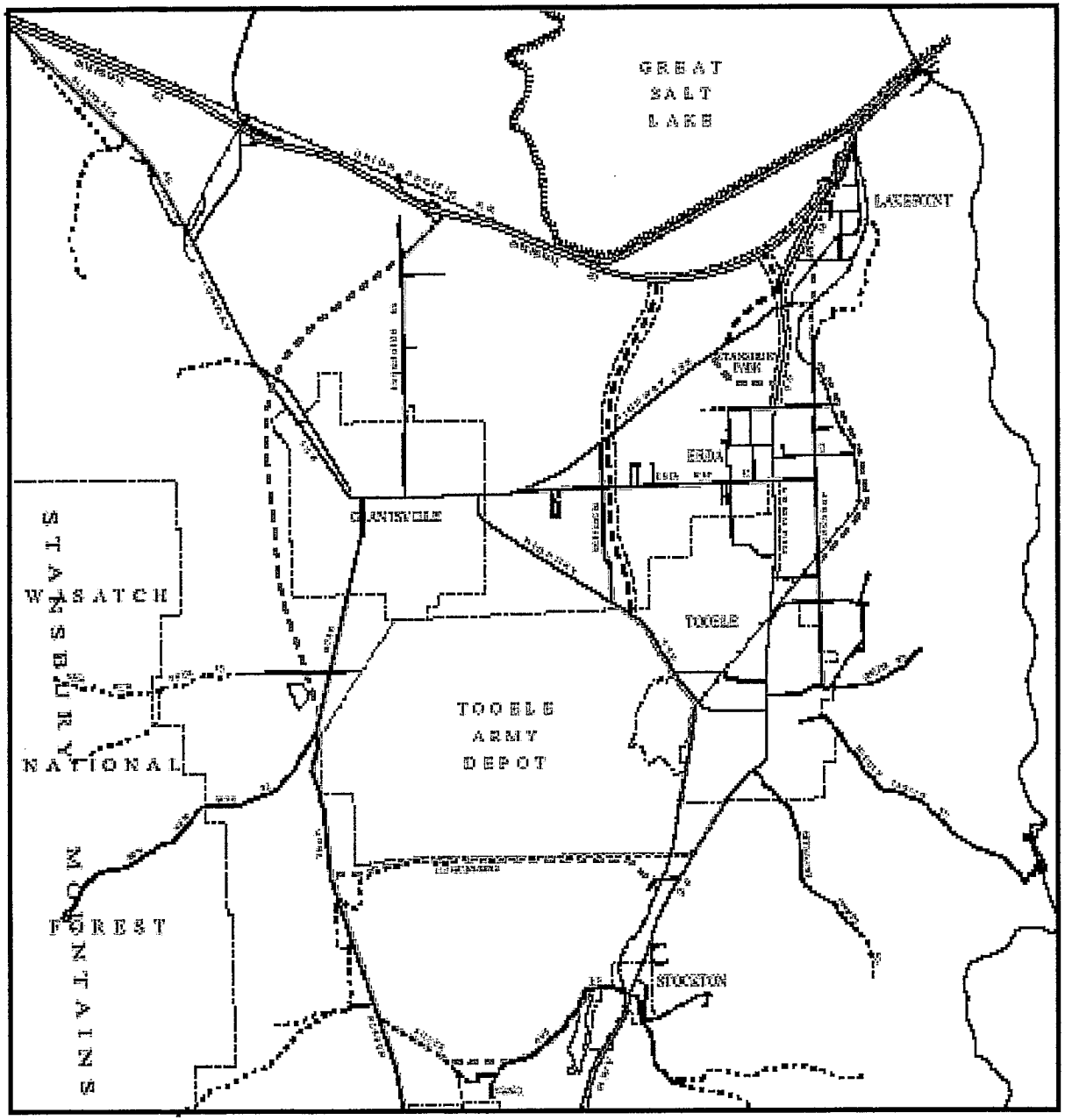
The possible route is identified in a corridor where no new agricultural protection areas exist, nor should any be created. This corridor shall be protected by all planning commissions and any development within this corridor shall be conditioned upon the eventual location of this major arterial, limited access road. This road will best serve the public as a 4 lane divided highway. Access to this road shall only be made by interchanges with county and state roads and highways. No private access points shall be allowed.

The mid valley corridor as shown on the map prepared by Ward Engineering Group, dated 1-2-00 shall be observed as an area of restriction for all development decisions.

TOOELE COUNTY RURAL TRANSPORTATION

Tooele County has origination and destination points that are vast distances apart. Therefore, there is a network of roads that play integral roles in connecting these points. Recreational needs also make use of the many roads and paths that are in the plains and mountains of Tooele County. Agricultural uses have used the many roads, both dirt and paved to graze animals, and grow crops. The rural connection of roads and trails serve a number of a multiple uses and are critical to them.

The roads and trails established in Tooele County assure accessibility to a diverse group of people in a non-discriminatory manner. While overuse of roads and trails can lead to erosion and are detrimental to some of the natural resources in Tooele, the road network as illustrated in this General Plan assures accessibility to the public and land owner alike.



TOOELE VALLEY ROAD PLAN

LEGEND

- ARTERIAL
- PROPOSED ARTERIAL
- MAJOR COLLECTOR
- PROPOSED MAJOR COLLECTOR
- MINOR COLLECTOR
- FRONTAGE ROAD

GENERAL ROAD CLASSIFICATIONS

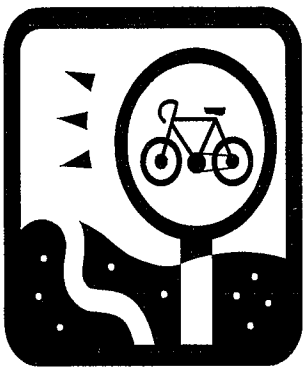
ARTERIAL
- 60+ MPH
- ROW - 100 FEET
- LIMITED ACCESS - CONNECTING ROADS ONLY
- ACCESS POINTS 800 FEET MINIMUM SPACING
- NO DRIVEWAYS
- ACCELERATION, DECELERATION LANES AT INTERSECTIONS

MAJOR COLLECTOR
- 45-55 MPH
- ROW - 80 FEET
- CONTROLLED ACCESS - CONNECTING ROADS ONLY
- NO DRIVEWAYS
- ACCELERATION, DECELERATION LANES AT INTERSECTIONS

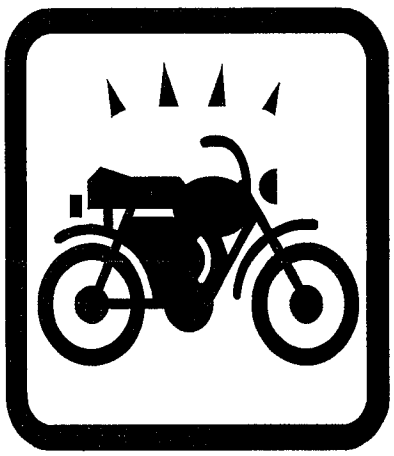
MINOR COLLECTOR
- 35 MPH
- ROW - 80 FEET
- ENCOURAGE CONTROLLED ACCESS
- DRIVEWAYS ALLOWED

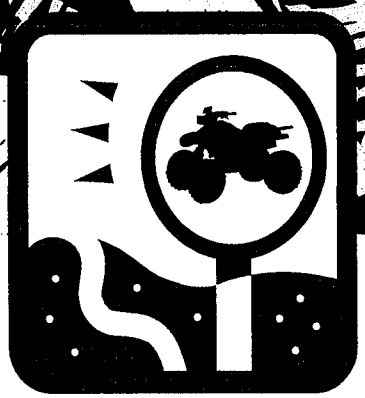
LOCAL ACCESS
- 25 MPH
- ROW - 60 FEET

JANUARY 2004



Tooele County Trails Plan





UTAH
QUALITY GROWTH COMMUNITY
TOOELE COUNTY
OCTOBER 8, 2004

Introduction, Purpose and Goals

Tooele County is a land of diverse landforms, climates, soils, flora, wildlife, and inhabitants. These diverse features, as well as vast expanses of open space, attract people to the county for recreational purposes of all kinds. The residents, the visitors, the wildlife, and the ecological and environmental processes can, have, and will vie for space and opportunity. The various human users often are in competition for trails and areas, both with each other and the natural resources. These conflicts necessitate the adoption of a recreation, trail, cultural and scenic resource plan that protects the rights and needs of all.

Tooele County's natural role in the regional recreation picture is that of a vast natural frontier within easy driving distance of over a million people. Concurrently, Tooele County itself, especially the Tooele Valley, is experiencing a period of tremendous population growth. Our residents seek recreational opportunities, including trails, which are easily accessible and convenient. Conversely, but not oppositional, as a relatively natural area, a less "finished" recreation experience is expected by many of the people who recreate in Tooele County. They expect to have a less controlled and regulated recreation experience than they will find in the more populous counties of the Wasatch Front. To some extent this less structured experience is and should be a draw for the county; but this should not be obtained to the detriment of the beauty, natural resources, and property rights of the county. A careful balance must be struck between the interests of the users and nature, especially given the relatively few law enforcement resources available in this rural county. Therefore, it is appropriate within this plan to call out the methods by which those areas deemed inappropriate for recreation or travel will be protected.

The Tooele County Recreation and Trails Plan will define and identify areas for recreation and protection, address protection and enforcement issues, and determine existing and proposed infrastructure and the sources of funding.

Tooele County Trails Committee Goals for the Final Product

1. A 20-year, long-term plan for the future development of a trails system in Tooele County based on the Tooele County General Plan, Stakeholder/ Landowner plans/vision, User Needs and Public Input.
2. A plan that addresses and plans for trails and recreational opportunities for all users. All recreational users should have an equal opportunity to recreate in a manner that suits them so long as the impact of the activity does not negatively impact health, safety, welfare or public interests such as natural beauty, resources, and public property rights.
3. A plan that places appropriate uses in appropriate locations. The locations where users recreate are of vital importance, certain uses do not mix with other uses and some locations are inappropriate for a certain use.
4. A plan that is environmentally, ecologically, and biologically sensitive. Trails and recreational opportunities should not unreasonably or unnecessarily burden or disrupt natural processes.
5. A plan that promotes economic development and tourism in Tooele County.

Phase 1 Strategies

Phase 1 strategies will develop the information base needed to identify needs, opportunities, challenges, priorities and long-term policies:

A. Develop the trail inventory.
B. Identify the most heavily used trails.
C. Identify the most heavily abused trails.
D. Gather public input regarding needs, desires, volunteer potential and other relevant data.
E. Develop and implement a plan, in collaboration with Tooele City, ARCO, private land owners, BLM and other interested groups, the Oquirrh Bench Trail Corridor running from I-80 at the Salt Lake County line to Stockton. At this time, this Corridor is the one with the greatest positive impact on county citizens and resources.
F. Continue the development of proposed Prospector OHV Complex. For motorized users this complex has the greatest positive near-term potential for county citizens and tourism.

Phase 2 Strategies

Phase 2 strategies have the greatest potential to make the greatest impact on county citizens and resources:

A. Develop a plan for Trail Corridors identified in the Map 8 of the TCGP as follows:

a. Grantsville-Deseret Peak Complex Trail Corridor, and

b. Stockton Bar/South Rim-Deseret Peak Trail Corridor.

B. Develop a Middle Canyon trail and recreation plan, extending to the Salt Lake County line.

C. Promote and encourage the inclusion of trails in new residential and commercial developments, with the future potential of connecting to a regional trails system.

D. Implement the Rails-to-Trails strategy discussed in Chapter 3 of the Tooele County General Plan.

E. Provide signage for the most heavily used and abused trails.

F. Provide better trailheads for the most heavily used and abused trail.

G. Create priorities based on information gathered in Phase 1.

Concurrent to these phases, county organizations and interest groups should continue to organize and implement projects to enhance the trails in Tooele County. It is best that these efforts be funneled through the Trails Committee as a means of coordinating efforts, avoiding duplication, and maximizing the available dollars and resources.

Comprehensive Approach

The Tooele County Recreation and Trails Plan should be considered as one component of a comprehensive trails, recreation and land-use effort. The County plan must be considered in relation to local, state and federal plans, especially as they relate to trails. Known existing trails plans include:

1. Tooele City Transportation Master Plan, 1996.
2. Grantsville City Trails Master Plan, 2003.
3. U.S. Forest Service, Wasatch-Cache National Forest, Salt Lake Ranger District Travel Plan, 2003.
4. U.S. Forest Service, Uinta National Forest, Nephi Ranger District Travel Plan, 1999.
5. Various BLM plans, such as the Five Mile Pass Recreation Management Area Plan, and the proposed Knolls Recreation Area Management Plan.

Plan Format and Definitions

Trail and Recreational Use Classifications

Recreational Use Zones

Zone A – Lands open to all recreational use including vehicular and motorized uses at any time subject to the limits of county, state and federal laws.

Zone B – Limited Use Areas where some recreational uses, especially vehicular and motorized use, are not appropriate at certain times and or certain places.

Zone C – Areas where vehicular and motorized uses are always prohibited.

Zone D – Areas closed to all recreational uses.

Private Property – land owned by private individuals not included in this trails plan.

Trail Classification System

Universal Use Trails – those trails that may be available for use by all users and all means of conveyance including Non 4WD vehicles, 4WD vehicles, OHVs, Dune buggies, ATVs, Motorcycles, Mountain bikes, Horses, hiking, cross-country skiing, snow shoeing, etc. Universal Use Trails may include:

Scenic Byways – State Roads –
Those roads designated by this plan as Scenic Byways that are also known as state highways. These roads are designed for high speed, inter-county travel and are not appropriate for user groups that are not "street legal" vehicles as licensed by the State of Utah and able to travel at least 45 miles per hour.

Scenic Byways – County Roads –
Those roads designated by this plan as Scenic Byways that are also known as Class B or county roads. These

roads can range in quality from four lane highways to lightly maintained gravel tracks. The appropriate user groups are will vary along the lines of the design speed.
-Those county roads designed and designated for travel above 35 miles per hour are appropriate only for "street legal" vehicles as licensed by the State of Utah.
-Those county roads that are paved or highly maintained gravel, designed for speeds of 25 or more miles per hour may be appropriate for all user groups unless otherwise noted.
-Sidewalks, bike paths, or pedestrian paths are appropriate only for non-motorized users

Scenic Byways – Class D Roads –
Class D Roads are usually moderately maintained or non-maintained gravel or dirt roads that may be appropriate for all user groups.

Restricted Use Trails – those trails not available for use by one or more user classification(s). Refer to the specific trail as addressed in this plan and/or consult local officials and/or land owners/administrators prior to use. Restricted Use Trails include the following widely used designations:

Mixed Use Trails – Those trails intended for the use of OHVs such as ATVs, dune buggies, motorcycles, and snowmobiles but that may also be available for use by 4WD Vehicles, mountain bikes, horses, or foot travel.

Single Track Mixed Use Trails –
Trails intended for and restricted to use by those means of conveyance with one "track", such as motorcycles, mountain bikes, horses, and foot travel.

Non-Motorized Trails – Trails intended for and restricted to use by use by non-motorized users such as mountain bikes, horses, and foot travel.

User Classifications

Non 4WD Vehicles – Full sized road capable or street legal vehicles without off road capabilities.

4WD Vehicles – Full sized road capable or street legal vehicles with off road capabilities.

OHVs – Off Highway Vehicles – any snowmobile, motorcycle, or any other vehicle designed for or capable of travel over unimproved terrain. Functionally this classification includes 4WD Vehicles, Dune Buggies, Snowmobiles, Motorcycles and ATVs.

Dune Buggies – Those lightweight motorized vehicles often characterized by wide wheel bases and open yet protected "cockpits".

ATVs – All Terrain Vehicles – motorized vehicles with treads, wheels, or both used primarily for traversing uneven terrain. In practical terms, ATV refers to those three and four wheeled vehicles built and sold exclusively for off road use.

Snowmobiles – motorized vehicles capable of winter off road travel by means of gliding along the surface or near the surface of the snow.

Motorcycles – two wheeled motorized vehicles, often road capable and governed by state vehicular codes.

Mountain Bikes – one, two and three wheeled vehicles powered by human muscular activity.

Horses – horses or animals closely related to the horse such as donkeys and mules.

Foot Travel – hiking, walking, jogging, running, cross-country skiing, snow shoeing and any other dismounted activity utilizing the human foot/feet as the primary means of conveyance.

Recreation Planning Districts

For the purpose of planning recreation areas and trails, this plan will utilize the same six planning districts as designated in the Tooele County General Plan, as follows:

-Tooele Valley

-Rush Valley

-Skull Valley

-West Desert

-Ibapah

-I-80 Corridor

Enforcement

Enforcement is the key to a successful trails system. Unfortunately, enforcement by traditional means alone is nearly impossible in a county with 7000+ square miles of land. Therefore interagency cooperation, passive enforcement measures, education programs, and volunteer labor must be utilized to protect health, safety, property rights, and the environment.

Traditional Law Enforcement

The Tooele County Sheriff's Office, the law enforcement arms of federal and state agencies, and other local police departments do have some limited capabilities to enforce laws and the rights of property owners. While these capabilities are vital to the enforcement effort since only certified peace officers are able to issue citations and make arrests, these agencies do not have the manpower necessary to patrol the vast tracts of land that make up the trails plan. The manpower and capabilities of these Traditional Law Enforcement agencies are as follows:

Tooele County Sheriff – has 23 non-administrative officers to patrol 7000+ sq miles of county. The Sheriff also has provides service by contract for Vernon, Rush Valley and Ophir; however, there are no contracts with these communities at this time.

Utah Highway Patrol – has 6 patrolmen located in or near Tooele Valley, and 4 patrolmen in or near Wendover. These Patrolmen are used almost exclusively for patrolling US, state, and local highways and would only rarely if ever be available for law enforcement away from the highways.

BLM Rangers – There are 2 BLM Rangers in the Salt Lake Field Office, which covers Tooele, Salt Lake, Box Elder, Cache, Rich, and Summit County's. BLM Law Enforcement Personnel are stretched very thin, Tooele County alone has 2000+ sq miles of BLM Property so law enforcement is by necessity hit and miss or compliant driven.

USFS Rangers – Tooele County is served by two different Forest Districts. The Salt Lake Ranger District of the Wasatch Cache National Forest administers the Stansbury Mountains unit. The Spanish Fork Ranger District of the Uinta National Forest administers the Sheeprock Mountains unit. Each District has a District Ranger. Each Forest has a Law Enforcement Officer. There are also employees who are authorized as Forest Protection Officers (FPO).

Tooele City – has 25 non-administrative officers. These officers may under rare circumstances be called out of city limits under inter-local agreements, but for the most part will have little to do with enforcing laws on county trails.

Grantsville City – has 7 non-administrative officers. These officers may under rare circumstances be called out of city limits under inter-local agreements, but for the most part will have little to do with enforcing laws on county trails.

Stockton/Rush Valley – Stockton has 2 full time non-administrative officers and 3 part time officers. These officers may under rare circumstances be called out of city limits under inter-local agreements, but for the most part will have little to do with enforcing laws on county trails.

Wendover – has 3 officers. These officers may under rare circumstances be called out of city limits under inter-local agreements, but for the most part will have little to do with enforcing laws on county trails.

Passive Enforcement

Clearly, given the small number of officers available to cover this large area, traditional law enforcement is not going to be sufficient to enforce laws on the Tooele County Trails System. Passive enforcement techniques will be crucial to protecting health, safety, property

rights, and the environment. These techniques include but are not limited to improved and clearly marked trailheads, information kiosks, access restrictive gates, well signed trails, organized user/volunteer groups, and various education programs.

Trailheads –A successful trails system must include improved trailheads which provide adequate vehicular access for trail users, that clearly indicate the areas appropriate for parking, clearly marked starting points for the trails, information that indicates appropriate users and proper trail etiquette, and barriers that both restrict parking to the specified areas and keep unauthorized users from accessing the trail when possible.

Adequate vehicular access should be provided by roads that, when possible, should not exceed 12% grade and should, in most cases, be improved so that the average 2wd car can access it with little trouble, even in moderately inclement weather. The access roads and the major roads should be adequately marked with directional sign devices so that a person who has some idea of where the trailhead is can find it by following the signs. See Appendix A for standards and drawings.

Trailheads must provide adequate parking and turnaround areas, horse and OHV loading areas, and may provide some services including latrine and culinary water. Services specific to user groups may be provided such as tie down, feed and watering areas for equestrian trails. Picnic areas may also be included. The parking area should be surrounded by barriers that restrict access to the surrounding land. The barriers should be natural, made of natural materials or man made materials painted or otherwise made to look natural. See Appendix A for trailhead design standards.

The starting points for the trail or trails should be marked with signs that clearly indicate the appropriate user groups, distances and directions, and proper trail etiquette. When necessary due to misuse, barriers that restrict unauthorized users may be erected. See Appendix A for barrier drawings.

Kiosks – Informational kiosks should be placed at Trailheads and other strategic points in order to inform users of the laws, regulations, and other restrictions that apply to the area in question. Also, kiosks can be important in informing the public of other important information that can help protect the public, the environment and property rights.

Fencing and Access Restrictive Gates-
While fence can be effective barriers to access, they have associated negative characteristics. They are expensive, they tend to reduce the visual beauty of an area, and they can restrict the movement of wildlife. However, in cases where misuse warrants stronger measures and where closure is difficult or undesirable, it may be appropriate to use fencing and specialized gate systems to restrict access. See Appendix A for gate system drawings.

Trail Signs – Trail signs in Tooele County will have the same standards as those adopted by the Multi-Agency Group (BLM, Forest Service and Utah State Parks). Consistency of signage is important to the user. It is also important as a health/safety tool.

In most cases adequate trail signage will do a reasonable job of keeping users out of inappropriate areas. For instance, in the national forests, trails are "closed" if they are not signed or marked as "open". Misuse is very often a result of the user being ignorant of land status and/or use restrictions. Informative kiosk signs placed at trailheads and simple guide signs on the trail will go a long way toward informing the user of the approved trail path, approved detours, and closed trails and areas. At trail intersections it is appropriate to use directional signs to guide users and inform them as to the distances involved in the various trail choices. Decisions about placement of signs should be made with the idea that there can never be too many signs but there can easily be too few.

Signs should be constructed of durable but relatively inexpensive materials. Regular maintenance and replacement of signs will be necessary; therefore it should be planned and budgeted for by the appropriate agency.

Peer Education and Leadership –
Many volunteer programs, such as the "Goodwill Riders" and the Utah Off-Highway Vehicle Trail Patrol, will be necessary to make this plan a reality. Volunteer "enforcement" is an important element in this plan. These programs are most effective in relatively high use areas since there are more eyes available to catch those using trails inappropriately.

Many high use recreation areas have made use of peer education and leadership groups. These programs vary but will usually consist of a program director, who will coordinate volunteer hours, volunteers who are equipped with informational aids and communication devices, and traditional law enforcement agencies who can issue tickets and keep the peace when necessary. The volunteers, on days designated by the program coordinator, will ride the trail(s) or trail system and make contact with users. This contact will consist in many cases of just being seen in a manner that identifies them as volunteer educators and observers; in other words, letting users know that their fellow users care and are watching.

Contact between users and volunteers will also consist of peer "counseling". Volunteers will talk to and inform trail "abusers" as to the laws, ethics, and codes of conduct for using the trail. The volunteers will not be authorized or encouraged to discipline users in any way. The idea is that the "counseling" is a peer interaction; that is, a user-to-user talk. Volunteers will have information packets about user codes of conduct and the like to share with the "abuser" and it is expected to be a relatively friendly interaction. In only extreme circumstances should law enforcement be made a part of the interaction.

Education Programs –
An uneducated trail user will never even know that he or she is abusing the privileges that trail users enjoy. Therefore education must be the cornerstone to any successful trails plan. This education must start the day the user buys the equipment for recreation and continue with each and every use.

The process begins at the dealership or outlet where the user buys the necessary equipment. The dealer should have pamphlets that teach trail etiquette and inform the user of the consequences of misuse. The dealer should also have a supply of maps and guidebooks that indicate appropriate places for the specific use the user is interested in. The sales people and other employees must be informed enough to answer questions and give suggestions as to proper use. Tooele County, as the administrator and implementer of the trails plan has a legitimate government interest in seeing that basic educational supplies are furnished to dealers free of charge and that more advanced maps and guidebooks are available at a reasonable price. It may be appropriate to enter into agreements with other jurisdictions with trail systems to share the costs associated with the educational effort. Private entities produce many maps and guidebooks. It is in the interest of the county to ensure that these companies have the very latest information about location and status of our trails.

Recreational sites throughout the county should be supplied with materials that the public can pick up for little or no cost that will keep them informed about the latest recreational and trail information. Additionally, pamphlets should be supplied to the BLM and Forest Service for dissemination to the public. For example, the Forest Service has two significant educational efforts underway called "Leave No Trace" and "Tread Lightly".

Local recreation stores and dealerships can be utilized as repositories for brochures, maps and other written materials.

The education process continues at the recreation/trail sites in the forms of informational pamphlets, maps, and kiosks that orient users to trail etiquette and restrictions.

Many users belong to user groups and it is important to ensure that these groups are supplied with the latest information and materials.

The Tooele County Recreation and Trails Plan must include detailed maps and trail routes that can be easily put into map and brochure form to be used by the public. Tooele County will create a trails map that will

be updated as necessary as new trails are built and as areas are closed.

As an adjunct to the educational efforts it is important that the Tooele County recreation and trails information be made available to the public through the internet. The Forest Service and BLM have found that maps and other information on the web are very popular with users. It is common knowledge that the availability of information on the internet can be the deciding factor in choosing a destination. The information could be provided through Tooele County Government's website or other appropriate websites.

Recreation Planning Districts

Tooele Valley Recreation Planning District

The Tooele Valley Recreational Planning District is largely a resident based area where the citizens want to recreate nearby. It is an area where the vast majority of the population of Tooele County lives and one of the most accessible areas for visitors. The provision of recreation opportunities in the Tooele Valley that are easily accessible and close to home is an important component of this plan. The public health benefits of recreation are well documented and include increased fitness, reduced obesity, reduced illness rates, increased well-being, and enhanced self esteem and mental health. The plan must strive to provide these benefits for Tooele Valley residents.

The Deseret Peak Complex is central to the provision of recreational opportunities in the Tooele Valley. Indeed few others, if any, have better access, variety, and name recognition. It's location lends itself to being the hub of a trails system that links the communities of Tooele Valley.

An important component of this plan will be to assure access to trailheads as the valley is developed.

The Erda community has expressed a very strong desire to have some of the trails in their area be limited to equestrian use only.

Deseret Peak Complex

The Deseret Peak Complex is the premier recreational area in Tooele County. It is located at the intersection of SR 112 and Sheep Lane and consists of 200 acres owned by Tooele County and 600 acres of ground leased from the Grantville Soil Conservation District. The "Peak" is a multi-use, urban recreational complex.

Current State - The "Peak" offers a variety of recreational opportunities such as Baseball/Softball Complexes, Archery Ranges, Motorcycle Riding Facilities, Soccer Fields and Museums open on a daily basis, as well as arenas for concerts, demolition derby, animal related spectacles, and horse racing.

Potential for Improvements–The Deseret Peak Complex currently utilizes about 256 of the approximately 800 acres that are available. The surrounding area consists of Agricultural Land in Agricultural Zones, which eases the way for expansion and the inclusion of motor sports and other nuisance causing recreational opportunities. There is a 200 acre piece of land south of the "Peak", zoned commercial which allows for commercial development to locate in support of the recreational activities.

Future Plans - Future plans currently include an International Karting Track, a Military Museum, and possibly an International Raceway for NASCAR or similar full size racing. Approximately 150 acres remain unplanned.

Timelines for Improvements -

Rush Valley Recreation Planning District

Recreation opportunities are abundant in the district's national forests, at Rush Lake, and elsewhere in the valley. People travel substantial distances to enjoy the national forests. Rush Lake is enjoyed by windsurfers and nearby residents. Soldier Creek Canyon has been a popular place for cross-country skiing. Enforcement is needed in the southern area of the Wasatch National Forest and Black Canyon to prevent inappropriate behavior. This area is under BLM (Spanish Fork office) and Tooele County jurisdiction. Because of these recreational opportunities and the open, rural character of the valley, there is increasing recent interest in development of second and summer rental homes. Soldier Canyon has been looked at for second home development, and the Vernon area (north of the

national forest) has been the site of interest for summer rental cabins. Stockton, due to growth pressures, might, in the future, consider annexing Soldier Canyon development. Processes for proposed development should acknowledge existing availability of water resources. The primary Tooele County general Plan recommendation for the Rush Valley planning district is the designation of recreation areas featuring natural and historical amenities. The Tooele County Recreation Corridor includes much of Rush Valley, extending from Stansbury Island, along the Stansbury mountains and into Rush Valley where the Onaqui and Sheeprock Mountains are taken in. The border of the recreation corridor then crosses the valley from the Onaquis, around and including the Wasatch National Forest, and stretches east to the Tooele/Utah county border north of, including, Black Rock Canyon and its road. (More on the Tooele County Recreation Corridor and other recreation issues in Chapter 3, Recreation.) It is the intention of recreation area designation to preserve the amenities of the area, while promoting beneficial, enjoyable, yet low-impact, recreation uses.

Rush Lake is an intermittent lake used primarily by windsurfers. The valley mountains and foothills of Rush Valley offer mountain recreation including two sections of the Wasatch National Forest in the Stansbury and Sheeprock Mountains. Other aspects of the trail concept include historically influenced patterns of natural resource uses: cavalry encampment in the valley (horse-riding), mining exploration in the canyons (hiking, rock hounding), and the Pony Express route (lending a romantic Old West appeal to the district). Cross-country skiing has been popular, creating interest in second homes, or cabins, in the district. It would greatly impact the quantity and quality of recreation resources, and the current recreation travel pattern, if foothills and canyons in the district were to be developed extensively.

Skull Valley Recreation Planning District

Much of this district is BLM land. Camping opportunities exist in the valley near Horseshoe Springs, and some camping takes place within the boundaries of Wasatch National Forest. Access to the national forest is at issue in the valley. The Stansbury, Onaqui, Sheeprock, Simpson and Dugway mountain ranges, the Pony Express Route and the Cedar Mountain Recreation Area, providing a variety of outdoor recreation and opportunities, are important recreation elements of the district.

I-80 Corridor Recreation Planning District

Land in this district is under BLM and State Parks (Silver Island Mountains and Bonneville Salt Flats) management. Great Salt Lake, Stansbury Island, and salt flats are used for sailing, swimming, bicycling, rock climbing, and motor racing. Camping facilities are located in the state park in the Silver Island Mountains. The Knolls area of BLM land is used for free range motor vehicle recreation although the long term impact on environment is not known, but expected to be negatively impacting the environment.

Recreational opportunities in this planning and district are very popular. As a result, access to public recreational areas across private land is an important issue. One particular area of controversy is Stansbury Island since a significant proportion of the land is privately owned. Historic and recent recreation uses of the natural features of the area include:

• Pre-history residential use of Danger Cave and Native American Indian art on Stansbury Island; bicycle races upon the salt flats; and cross-country travel across salt flats, including Donner-Reed Party and railroads; and

• Recently, hobby rocket launching in Silver Mountains and bicycling on Stansbury Island; international speed racing on the salt flats; truck and travel use of I-80; and off-road vehicle use of BLM lands at Knolls. Also, sailing, swimming, windsurfing, hiking, Camping, and many more recreation uses are possible. Creating a recreation corridor made up of the Stansbury Mountains and Stansbury Island has been promoted due to the increase of interest and use of these areas. Users value the uniqueness of the mountain range, island, and

lake chain for the variety of uses and it's unique archeological and historical elements. The recreation corridor proposed is described more thoroughly in Chapter Two, in Open Space/ Recreation. Also see the Proposed Recreation Corridor map in Chapter Three in Recreation. The Silver Island mountain range is skirted by the Silver Island road. This range is a popular area for driving, camping and other uses. Its neighbor to the east is the Bonneville Salt Flats State Park and to the south is the Danger Cave State Historical Park.

West Desert Recreation Planning District

Recreation opportunities are available on BLM lands at Simpson Springs, and the Simpson and Dugway Mountains. There has been some interest in rock hounding in Death Canyon. Recreation resources in this district are limited to the Cedar, Simpson, and Dugway Mountain Ranges due to the Dugway Proving Grounds.

Rock hounding is a popular activity in this area. Any recreation users in this area should bring plenty of water, as there is essentially no water available. The Cedar Mountains in the northeast corner of the district also provide recreational opportunities. The Cedar Mountains, proposed for a recreation area designation by this plan, are also a Wilderness Study Area being considered for Congressional Wilderness designation. These two areas of the district provide a variety of outdoor recreation opportunities. (See Proposed Recreation Corridor map in Chapter 3- Recreation.)

Ibapah Recreation Planning District

The Deep Creek Mountain range, BLM lands, and Gold Hill are served by county roads and un-maintained dirt tracks and trails. Rock hounding, camping and hiking are examples of the types and levels of activity which occur here. Deep Creek Mountain range is a BLM designated Wilderness Study Area proposed for Congressional Wilderness designation. Recreation travel in this district is restricted by the lack of graveled roads or other accesses to the public lands. Deep Creek Mountain Range is accessible by the Overland Canyon Road. Hiking, camping, sightseeing, and rock hounding opportunities are available.

IMPLEMENTATION

The lead agency charged with responsibility to implement this plan will be the Tooele County Parks & Recreation Department.

The lead agency charged with updating this plan will be the Tooele County Planning Division.

FUNDING

There are various funding sources for projects, depending on the type of project:

STATE OF UTAH

UTAH DEPARTMENT OF TRANSPORTATION

Transportation Equity Act for the 21st Century
These funds are available to communities for bicycle and pedestrian improvements.

Surface Transportation Funds
Funds are available through the Surface Transportation Program for construction projects related to bicycle and pedestrian safety, or for other activities such as planning, maps, brochures and signs.

Enhancement Section
These funds are available to enhance the quality of the bicycle or pedestrian experience.

UTAH DIVISION OF STATE PARKS AND RECREATION

Off-Highway Vehicle Fund
This fund is available for publicly owned or administered OHV facilities.

Non-Motorized Trail Fund
This fund is available for the development of trails for non-motorized use.

National Recreation Trails Fund
This funding is available to provide recreational trail programs for motorized and non-motorized use.

Land and Water Conservation Fund
This funding is available for the purpose of developing non-motorized trails.

GOVERNOR'S OFFICE OF PLANNING AND BUDGET

Quality Growth Commission
The Commission provides funding for projects the are consistent with it's goals and that promote quality growth.

LeRay McAllister Fund
This funding is available for the protection of open space. Funding can also be used to purchase easements for critical trail connections.

TOOELE COUNTY

Recreation Board
Tourism Board
General Fund

Appendix A
Trailhead Standards and Design Criteria

Appendix B
Trail Standards and Design

EXISTING TRAILS INVENTORY

Tooele Valley Recreation Planning District

Middle Canyon Overpass – Scenic Byway
Description – An improved paved/gravel road from Tooele, through scenic Middle Canyon, over the pass, and into Butterfield Canyon on the Salt Lake County side. This canyon affords hiking, biking, ATV, motorcycle, equestrian and snowmobiling opportunities.
Current State - Utilizing an existing, approved county road that begins at Main Street traveling east on Vine Street, this Byway follows an existing two lane paved road up Middle Canyon that eventually turns into an improved dirt road as it travels to the county line and winds up with a decent into Butterfield Canyon and Herriman in Salt Lake County.
Future Improvements – While this route could eventually be improved to a state that would allow regular inter-county travel, minor widening and regular maintenance would allow increased recreational use.

Carrfork Trail Group
Description- Accessed on the east side of the intersection of Ericson Road and Blue Peak Drive in Pine Canyon. A group of trails for horses, foot and snowshoe use extending into an animal preserve.
Current State- There is a small fenced area for horses and gear to be unloaded and loaded to the north of the entrance. Trail conditions are unknown.
Future improvements- The trailhead needs to be developed so that there is room for cars and trailers, and a level area for horses to be unloaded and loaded.

Copper Pit Overlook – Scenic Byway
Description – A scenic route that leads to an overlook of the worlds largest open pit copper mine.
Current State – Utilizing the Middle Canyon Overpass Route, at the crest of the pass, a turnoff exists that will take a traveler to the Copper Pit Overlook at the peak of West Mountain. This route is not accessible due to snow from October 15th thru June 15th.
Future Improvements – Beyond future paving and regular snowplowing to make it more accessible, given regular maintenance this trail is sufficient as it exists.

Three Valley Overlook
Description – A rough 100 foot vertical climb to a ridge that gives the user a 270 degree view into Tooele, Skull, and Timpie Valley's. It is 15 miles from Ellerbeck Road exit from Hwy 138.
Current State – The access road leading to the overlook is passable only by capable 4 wheel drive vehicles, ATVs, and hikers. This is a very rocky road with outcroppings large enough to tear the bottom out of vehicles without significant clearance.
Future Improvements -

Timpie Valley Trail
Description – A beautiful drive from an intersection 2 ¾ miles from the Ellerbeck Road exit from highway 138, traveling on a rough jeep trail into the Stansbury

Mountains from Timpie Valley. Approximately 3 miles from the beginning point, the jeep trail effectively ends, however the trail continues into the Stansburys for at least 1 ½ miles, easily accessible by horse or on foot. Wonderful views of mountain valleys and the Great Salt Lake, as well as abundant wildlife.
Current State – Road travels approximately 3 miles until it reaches a flat portion of the valley ideal for a turnaround or a trailhead. The road is in poor shape, it is unlikely that even an excellent 4X4 vehicle could haul a trailer up the road as it is. The formerly much utilized road has begun to return to its natural state sue to infrequent use. Large partially obscured boulders and rocks, as well as drainage channels have turned the road into a difficult passage.
Future Improvements – The road must be improved to a gravel road is there is to be significant use. Also, a trailhead should be developed to provide access to the appropriate users and deny access to inappropriate users. The potential exists to connect this trail with the Stansbury Front Trail and to provide loop opportunities for users.

Wasatch-Cache National Forest/ Stansbury Mountains Trails

The Forest Service maintains 62 miles of system trails and ____ miles of system roads in the Stansbury Mountains. Nineteen miles of trails are in the Deseret Peak Wilderness Area. In the wilderness area there is a group size limit of 10 persons. There are 43 miles (all non wilderness) open to bike use. All 62 miles allow horse use. There are 34 miles of summer-motorized use. All of these are open to motorcycles and 3 are open to ATVs.

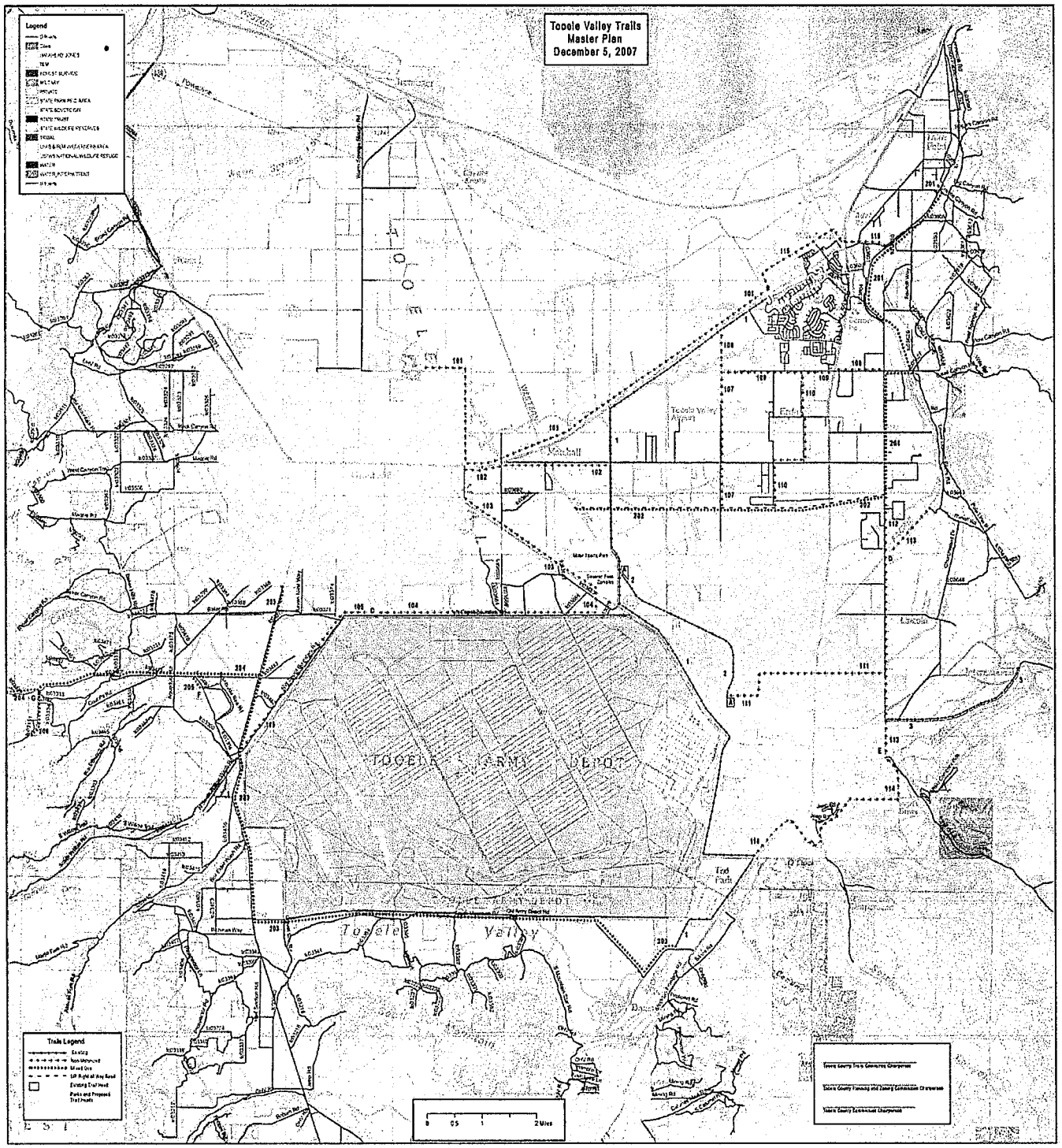
Individual system trails are:
-Stansbury Front (#1750)- 25 miles long-use includes motorcycle.
-Box Elder Canyon (#1751)- 5.5 miles long-in wilderness.
-Mill Fork (#1752)- 2.7 miles long-in wilderness.
-Dry Lake (Pocket Fork) (#1753)- 1.7 miles long-in wilderness.
-Stansbury Crest (#1754)- 8.0 miles long- in wilderness.
-Mining Fork (#1755)- 2.7 miles long of which 1.2 is in wilderness.
-North Willow/Pass Canyon (#1756)- 3.2 miles long, open to motorcycle and snowmobile.
-Magpie Canyon (#1757)- 2.0 miles long, open to snowmobile.
-West Canyon/Box Canyon (#1758)- 2.5 miles long, open to motorcycle and snowmobile.
-West Canyon OHV (#1759)- 1.5 miles long, open to motorcycle and snowmobile.
-Spring Canyon (#1760)- 4.6 miles long.
-White Pine Canyon (#1761)- 3.0 miles long.

Numerous system roads are open to OHV use. The type and season of use varies. Road routes open to use are:

-Mack Canyon Road (Open to OHV 4/15-11/1 and over snow machine 11/1-5/15).
-West Canyon/Magpie Road (Open to OHV 4/15-11/1 and over snow machine 11/1-5/15).
-West Canyon Trail (Open to motorcycle and ATV 4/15-11/15 and over snow machine 11/15-4/1. Closed to 4x4).
-Davenport Canyon Road (Open to OHV 4/1-11/1 and over snow machine 11/1-5/15).
-North Willow Canyon Road (Open to OHV 4/1-11/1 and over snow machine 11/1-5/15).
-Mining Fork Canyon Road (Open to OHV 4/1-11/1 and over snow machine 11/1-5/15).
-East Hickman Bear Fork Road (Open to OHV 4/1-11/1 and over snow machine 11/1-5/15).
-Box Elder Road (Open to OHV 4/1-11/1 and over snow machine 11/1-5/15).
-Stansbury Front Trail (Open year-round to motorcycle. Closed to ATV and 4x4).

The Forest Service plan designates a small "area" snowmobile location in East Hickman Canyon. The Forest Service is concerned about snowmobiles leaving this area and entering the wilderness area, where they are not allowed.

The Forest Service travel plan for the Stansbury Mountains has identified issues such as illegal motorized user trails, motorized use in the wilderness and other non-motorized trails, ATV use in sections of


Tooele Valley Trails
Master Plan
December 5, 2007
Legend
Trails Legend
TOOELE ARMY DEPOT
Tooele Valley
Tooele Valley Airport
Erda
Lincoln
Bates
Fort Park
Mitchell
Tooele Valley Trails Committee Chairperson
Tooele County Planning and Zoning Commission Chairperson
Tooele County Commission Chairperson

Tooele Valley Trails Master Plan Index
December 5, 2007

The location of the trail heads may be incorrect. When the proposed trail heads are built, the location may shift based upon the approved final design. The size of the trail heads are enlarged for illustration purposes. The existing trails may or may not been completely built at the time of this map was proposed. Some trails may be mixed used and non-motorized use, depending upon the location of the trail segment.

Trail Number	Trail Title	Trail Designation
1	Sheep Lane Trail	Existing mixed use
2	Mid-Valley Trail	Existing mixed use
3	Smelter Road Trail	Non-motorized
101	Outer Rim Trail, SR 138 Segment	Non-motorized
102	Grantsville /Erda Way Trail	Non-Motorized
103	Grantsville to Deseret Peak Trail, SR-112 Segment	Non-Motorized
104	North Depot Boundary Trail	Non-Motorized
105	NW Depot Boundary Trail	Non-Motorized
106	1200 West Trail, Bates Canyon Rd to SR-138 Segment	Non-Motorized
107	1200 West Trail, Bates Canyon Rd to UP Right-of Way Rd Segement	Non-Motorized
108	Bates Canyon Rd, Droubay to SR-36 Trail	Non-Motorized
109	Bates Canyon Rd, SR-36 to 1200 West Trail	Non-Motorized
110	Rabbit Lane to UP Right-of-Way Rd Trail	Non-Motorized
111	10th North Trail, Droubay Rd to Rodgers Rd	Non-Motorized
112	Droubay Road Trail, Tooele to UP Right-of-Way Rd Segment	Non-Motorized
113	Ranches Pine Canyon Trail, UP Mainline Segment	Non-Motorized
114	South Tooele Trail, SR-36 to Vine Street Segment	Non-Motorized
115	Mills Junction Trail	Non-Motorized
201	Outer Rim Trail, Lakepoint to UP Right-of-Way Rd Segment	Motorized
202	UP Right-of-Way Trail, Droubay Road to Sheep Lane Segment	Motorized
203	Mormon Trail to Bauer Trail	Motorized
204	Davenport Trail	Motorized
205	Grantsville Reservoir Trail	Motorized
206	North Willow Canyon Trail	Motorized
A	Mid-Valley Trail Head	
B	28-Acre Park Trail Head	
C	Hollywood Trail Head	
D	North Pine Canyon Trail Head	
E	Vine Street Golf Course Trail Head	
F	Grantsville Reservoir Park Trail Head	
G	Davenport/North Willow Trail Head	

the Stansbury Front Trail, ATV use on South Willow Canyon Road, and others. Because of wilderness values, new trail construction possibilities are limited within the Deseret Peak Wilderness.

Antelope Canyon Trail
Kind of User:
Hiker=YES, Horse=YES, Motorized=NO, Bike=NO
Location: Wasatch-Cache National Forest.
Elevation Gain: 5,351 Feet
Length: 6.7 miles
Difficulty: Most Difficult
Segment Termination: From junction with Deseret Peak Victory Trail (11,031 ft.) to Forest Service boundary (5,680 ft.).
Major Destinations: Deseret Peak
Trail Junctions: Indian Hickman Trail, Deseret Peak Victory Trail
Access: Turn west on the South Willow Canyon Road and follow it to he end. A trailhead sign shows where to start. Take the Mill Fork Trail 2.7 miles to the Deseret Peak Victory junction. Head west about ¼ mile to first peak where the trail begins.
Restrictions: THIS TRAIL ENTERS A DESIGNATED WILDERNESS AREA, SPECIAL REGULATIONS APPLY.
Description: The Antelope Canyon Trail must be accessed by South Willow Canyon since the west side of the Stansbury Mountains is bordered by the Skull Valley Indian Reservation. This route has been maintained as a primitive trail, but you can still pick your way to Deseret Peak.
Box Elder Canyon Trail
Kind of User:

Hiker=YES, Skier=NO, Horse=YES, Motorized=NO, Bike=NO
Location: Stansbury Mountains
Elevation Gain: 2,036 Feet
Length: 5.5 miles
Segment Termination: From about one mile south of South Willow Canyon (6,360 ft.) to meeting of Mack Canyon - Big Hollow Trail (8,396 ft.).
Major Destinations: Box Elder Pass, Bald Mountain
Trail Junctions: Mack Canyon - Big Hollow Trail
Access #1: Box Elder Canyon Road, about 1 mile south of South Willow Canyon turn-off. Turn southwest onto dirt road and continue about 5 miles to the end of the road.
Access #2: Via Mack Canyon - Big Hollow Trail from the north or south. From the north from South Willow Canyon; from the south from East Hickman Canyon.
Description: The Box Elder Canyon Trail can be accessed by two wheel drive vehicles. The trail begins at the end of the road and heads up Abbots Fork. The Box Elder Canyon Trail heads to the north side of Box Elder Pass, but past Mud Spring the trail is difficult to follow. This trail has been maintained as a primitive trail.

Box Canyon - West Canyon Trail
Kind of User:

Hiker=YES, Horse=YES, Motorized=YES, Bike=YES
Location: Stansbury Mountains
Elevation Gain: 1,580 Feet
Length: 2.5 miles
Difficulty: Easy
Segment Termination: From east of Delle Ranch (6,360 ft.) to West Canyon Road (7,320 ft.).
Major Destinations: View of Cedar Mountains
Trail Junctions: None
Access #1: Follow Skull Valley Road south to Delle Ranch turn-off. Turn east (left) and go about 3 1/2 miles to the trailhead. There is no trailhead sign.
Access #2: Via West Canyon Road west of Grantsville. The road is a dirt road.
Description: Easiest access to this trail is from West Canyon road out of Grantsville. A two wheel drive vehicle is sufficient for most of the road, but you may need a 4 wheel drive to get to the end of the road where the trail begins. This trail has been maintained as a primitive trail. There is not a trailhead sign and the trail may be difficult to locate. Access from the west side of the Stansburys via Skull Valley Road is possible by two wheel drive except when the road becomes washed out. The trail begins at the end of the road in Box Canyon.
Dry Lake Trail
Kind of User:

Hiker=YES, Skier=YES (backcountry), Horse=YES, Motorized=NO, Bike=NO
Location: South Willow Canyon, Stansbury

Mountains
Elevation Gain: 1,120 Feet
Length: 1.7 miles
Difficulty: More Difficult
Segment Termination: From about ½ mile up Mill Fork Trail (7,760 ft.) to meeting of Stansbury Crest (8,880 ft.).
Major Destinations: South Willow Lake, North Willow Lake, Mining Fork
Trail Junctions: Mill Fork, Stansbury Crest
Access: Turn west on the South Willow Canyon Road and follow it to the end, a trailhead sign shows where to start. Take the Mill Fork Trail about ½ mile to junction of Dry Lake Trail which heads southwest toward South Willow Lake.
Restrictions: THIS TRAIL ENTERS A DESIGNATED WILDERNESS, SPECIAL REGULATIONS APPLY.
Description: The Dry Lake Trail turns off to the right from the Mill Fork Trail about 1/2 mile from the trailhead in the Loop Campground and heads in a west and north direction into Pockets Fork. With the connecting trails located on the east side of Deseret Peak, this trail offers some enjoyable and outstanding opportunities to see much of the Stansbury Mountains.
Indian Hickman Trail
Kind of User:

Hiker=YES, Skier=YES (backcountry), Horse=YES, Motorized=NO, Bike=NO
Location: Indian Hickman Canyon, Stansbury Mountains
Elevation Gain: 5,311 Feet
Length: 6.2 miles
Difficulty: Most Difficult
Segment Termination: From junction with Stansbury Crest Trail (11,031 ft.) to Forest Service boundary (5,720 ft.).
Major Destinations: Deseret Peak
Trail Junctions: Stansbury Crest Trail, Antelope Canyon
Access: Turn west on the South Willow Canyon Road and follow it to the end. A trailhead sign shows where to start. Take the Mill Fork Trail about 2.7 miles to the Stansbury Crest Trail junction. Head west about ¼ mile to the first peak where the trail begins.
Restrictions: THIS TRAIL ENTERS A DESIGNATED WILDERNESS AREA, SPECIAL REGULATIONS APPLY.
Description: The Indian Hickman Trail is accessible only from the east side of the Stansbury Mountains. This trail offers views of Skull Valley, the Indian Reservation, and Cedar Mountain. You can hike down the trail to the Forest Service Boundary, but it has been requested that you do not enter the Indian Reservation (from the west side of the Stansbury Mountains). This route has been maintained as a primitive trail.
Mill Fork Trail
Kind of User:

Hiker=YES, Skier=YES, Horse=YES, Motorized=NO, Bike=NO
Location: South Willow Canyon, Stansbury Mountains
Elevation Gain: 2,440 Feet
Length: 2.7 miles
Difficulty: More Difficult
Segment Termination: From the end of South Willow Canyon Road at trailhead (7,440 ft.) to meeting of Stansbury Crest Trail (9,880 ft.).
Major Destinations: Deseret Peak, South Willow Lake
Trail Junctions: Stansbury Crest Trail, Dry Lake
Access: Turn west on the South Willow Canyon Road and follow it to the end. There is a trailhead sign at the beginning of the trail.
Restrictions: THIS TRAIL ENTERS A DESIGNATED WILDERNESS AREA, SPECIAL REGULATIONS APPLY.
Description: The Mill Fork Trail leaves from the Loop Campground at the upper end of South Willow Canyon Road. winding up through a heavy aspen stand then into fir and spruce trees, across several large open meadows with conifer stands scattered throughout the area. The lower part of the trail is a gentle, gradual climb for a couple of miles then switchbacks up the headwall to top out on the ridge looking into Indian Hickman Canyon. It's an easy trail for some distance and the view from the ridge is well worth the hike.
In the fall this is an extremely beautiful hike due to the aspens and their fall colors. Flowers are abundant during years of good precipitation, while other years are rather scarce. Deer and coyote are abundant up through Mill Fork and both blue grouse and ruffed grouse may be encountered. Early morning is the most pleasant time to enjoy the area, especially during the

summer months when the Stansburys heat up, and with no water available along the trail, it's necessary to take ample water for your trip.

To get away to a different area and be free of the hiking congestion of the Wasatch Front, the Mill Fork Trail offers a very pleasant and rewarding hike for those willing to drive a few extra miles. This trail offers views of Tooele Valley, the Cedar Mountains, and the Great Salt Lake.

Mining Fork Trail

Kind of User:

Hiker=YES, Horse=YES, Motorized=NO, Bike=NO

Location: South Willow Canyon, Stansbury Mountains

Elevation Gain: 1,200 Feet

Length: 1.2 miles

Difficulty: Moderate

Segment Termination: From the end of Mining Fork Road of South Willow Canyon (7,960 ft.) to South Willow Lake (9,160 ft.).

Major Destinations: South Willow Lake, North Willow Lake

Trail Junctions: Stansbury Front Trail, Stansbury Crest Trail

Access #1: Turn west on the South Willow Canyon Road and take it to the junction with Mining Fork Road. Follow Mining Fork Road to the end where the trail begins heading west from the end of the road.

Access #2: Via Stansbury Crest Trail. Follow directions above to South Willow Canyon Road. Follow it to the end at the trailhead sign. Take the Mill Fork Trail to the junction of Dry Lake Trail. Follow the Dry Lake Trail to its junction with Stansbury Crest Trail then head north on the Stansbury Crest Trail to Mining Fork Trail. The distance from trailhead to junction with Mining Fork is about 3.5 miles.

Restrictions: THIS TRAIL ENTERS A DESIGNATED WILDERNESS AREA, SPECIAL REGULATIONS APPLY.

Description: The Mining Fork Trail starts from the end of the Mining Fork Road which is strictly a 4-wheel drive road. This trail gives access to South Willow Lake.

There are mines along the Mining Fork Trail, but the State of Utah recommends that you do not enter them for your safety.

This trail is a relatively short easy hike if you start from the end of the Mining Fork Road. However, the Mining Fork Road is strictly a 4-wheel drive road. If you don't have a 4-wheel drive vehicle then drive up South Willow Canyon Road about a mile past the Guard Station and park at the Medina Flat trailhead. Take the Big Hollow Trail heading north to the junction of Mining Fork Road, about ¼ mile and turn west. This will add about 2 ½ miles to the hike but it will take you through some stands of fir, spruce, and aspen. Where the road meets the trailhead the area opens into a bowl and in the spring is covered with wildflowers. The trail passes through the bowl and rises to meet South Willow Lake at the base of 1,000 foot cliffs.

Hawks are plentiful and you might even see a golden eagle or mountain lion. Be prepared for rattlesnakes and ticks are sometimes a problem. The lake is rather shallow so there are no fish. Be sure to take enough drinking water with you. You may want to consider a different route back for an extended hike.

North Willow-Pass Canyon Trail

Kind of User:

Hiker=YES,Skier=YES,Horse=YES,Motorized=YES, Bike=YES

Location: Stansbury Mountains

Elevation Gain: 970 Feet

Length: 3.2 miles

Segment Termination: From the end of Dragon Mine Road (7,000 ft.) to Pass Canyon Road (7,280 ft.).

Major Destinations: NONE

Trail Junctions:

Access #1: Heading south on the Skull Valley Road, about 2 miles past Iosepa turn east (left) onto Pass Canyon Road. Follow it to the end where the trail begins heading east.

Access #2: Turn west on the North Willow Canyon Road. Follow it to the Dragon Mine Road.

Description: The North Willow-Pass Canyon Trail traverses the ridge from east to west and provides panoramic views of Skull Valley. This route has been maintained as a primitive trail.

There are mines along the North Willow-Pass Canyon Trail, but the State of Utah recommends that you do not enter them for your safety.

Spring Canyon Trail

Kind of User:
Hiker=YES, Horse=YES, Motorized=NO, Bike=NO
Location: Stansbury Mountains (west side)
Elevation Gain: 4,000 Feet
Length: 4.6 miles
Difficulty: Most Difficult
Segment Termination: From the Forest Service boundary (5,680 ft.) to meeting of Stansbury Crest (9,680 ft.).
Major Destinations: Deseret Peak
Trail Junctions: Stansbury Crest Trail
Access #1: Heading south on the Skull Valley Road, about 2 miles past Iosepa turn east (left) onto Pass Canyon Road. Head straight east. At all major junctions take the right fork. Road will end just past Forest Service boundary where trailhead is located. Trail heads southeast of road.
Access #2: Via Deseret Peak - Victory Trail. From the end of the South Willow Canyon Road at the trailhead, take the Mill Fork Road to the junction of the Dry Lake Trail and follow it about 1 mile to the junction with the Spring Canyon Trail. The Spring Canyon Trail heads off northwest from the junction.
Restrictions: THIS TRAIL ENTERS A DESIGNATED WILDERNESS AREA, SPECIAL RESTRICTIONS APPLY.
Description: The Spring Canyon Trail follows the bottom of the Spring Canyon drainage to top out high above Skull Valley. The trail is in need of some work in some places. The Spring Canyon Trail offers panoramic views of the surrounding deserts and mountain ranges. This route has been maintained as a primitive trail.
The trail is not in the best of conditions, but for the hiker who enjoys getting away from the regular hiking public, it is a good one for a trip that lets you see new and varied country. The trail starts in the pinion-juniper area around 5,700 feet elevation, climbing to near 10,000 on the west face of the Stansbury Range. It's truly a beautiful canyon and one the public has not yet discovered.
Following basically the bottom of Spring Canyon, the trail works its way up the drainage to top out high above Skull Valley. Many different types of wildflowers, grasses, shrubs, trees and wildlife can be encountered on this trail.
The trail in some stretches is in need of work, but the additional efforts in traversing this trail is well worth it for the country and views you will encounter. It's a trail you can spend many hours on looking for wildlife and various views so plan for additional time. In the fall, this area is one of great beauty. Along with the panoramic views of the surrounding deserts and mountain ranges, one who enjoys serious hiking should consider it.

Stansbury Crest Trail
Kind of User:

Hiker=YES, Skier=NO, Horse=YES, Motorized=NO, Bike=NO
Location: Stansbury Mountains
Elevation Gain: 3,911 Feet
Length: ~10 miles
Difficulty: More Difficult
Segment Termination: From the near end of North Willow Canyon Road on the north side of the road (7,120 ft.) to Bear Fork Canyon junction with Stansbury Front (9,880 ft.).
Major Destinations:
Trail Junctions: Mining Fork, Dry Lake, Antelope Canyon, Indian Hickman, Mill Fork, & Spring Canyon.
Access #1: Follow North Willow Canyon Road about 7 miles. The trail begins about 0.1 mile from the end of the road on the north side of the road.
Access #2: Via Mining Fork Road to Mining Fork trailhead. Junction with Deseret Peak Trail is about 1 mile along Mining Fork Trail.
Access #3: Via South Willow Canyon from trailhead located at the end of Loop Campground. About 2 miles to junction with Deseret Peak Trail.
Access #4: Via Skull Valley road on the west side of the Stansbury Mountains to the Pass Canyon road to the Spring Canyon trailhead. About 3 1/2 miles to junction with Deseret Peak.
Restrictions: THIS TRAIL ENTERS A DESIGNATED WILDERNESS AREA, SPECIAL REGULATIONS APPLY.
Description: The Stansbury Crest Trail offers views of Skull Valley, Tooele Valley, Rush Valley, and the Great Salt Lake. This route has been maintained as a primitive trail.

West Canyon – Non Motorized Trail

Description – Beginning at the West Canyon Trailhead, the trail heads west, traveling about 4 miles through scenic West Canyon until it reaches a spring shadowed on three sides by high mountain peaks.
Current State – The trail consists of what was formerly a dirt road that has had its access restricted near the trailhead by a wooden gate/cattle guard that is too narrow for on the road vehicular traffic.
Future Improvements – reasonable future improvements should be aimed at remaking this former dirt road into a non-motorized trail. To that end the wooden gate must be improved upon or replaced with a gate that would limit vehicular access entirely (see Appendix A). The former road bed should be sufficient for use by non-vehicular users. The only improvements necessary for the trail are adequate signage as described above and an improved trailhead.

Stansbury Front Trail – Single Track Mixed Use Trail
Description – A single track trail that travels from a trailhead in West Canyon, along the eastern face of the Stansbury Mountain Range, through Big Hollow, to Clover Creek Campground. The trail has other trailheads at North Willow Canyon, South Willow Canyon, and Big Hollow so it is possible to ride only a portion of trail.
Current State – The trail exists as a mostly single track trail from the West Canyon Trailhead to the Big Hollow Trailhead. Connections do exist at North Willow and South Willow Canyons. The road from Big Hollow to the Clover Creek Campground does exist, although it is not considered to be part of the trail. Parts of the trail have been (illegally) widened to accommodate ATVs. The West Canyon Trailhead is accessible only through private land that is often gated (though usually not locked).
Future Improvements – The trail needs to be marked with signs that both makes it clear what is and isn't part of the trail, and discourages off-trail use.
Another possible trailhead would be in East Hickman Canyon, a user would have to ride from the trailhead to the Stansbury Front Trail. Motorized connections would not be possible from East Hickman Canyon. Ideally this trail would be used for only hikers, mountain bikers, and single track vehicles including motorcycles.
The trail extension from Big Hollow to Clover Creek Campground may need minor safety modifications to make it useable, however since it exists as a lightly use road it should easily accommodate multiple users.

South Willow Canyon – Scenic Byway
Description – A scenic canyon drive with plenty of camping and picnicking opportunities. From Mormon Trail Road on the west side of Tooele Valley, a user would turn west at South Willow Canyon Road, the approximately 6 mile one way drive takes the user to a Loop at Loop Campground where the user can easily turn around to begin the decent. The narrow road is paved for about 2 miles and then it becomes an improved gravel surface. The South Canyon Road leads to a trailhead that accesses the Stansbury Front Trail at Medina Flat.
Current State – The narrow, partially paved road up South Willow Canyon is passable, to even passenger vehicles, all the way to Loop Campground.
Future Improvements – The byway is useable as it currently exists although road widening could improve access. The trailhead at Medina Flat could be improved to allow greater access, especially for equestrian users.

Davenport Canyon – Scenic Byway
Description -
Current State -
Future Improvements -

North Willow Canyon – Scenic Byway
Description -
Current State -
Future Improvements -

Davenport Canyon – Mixed Use Trail
Description -
Current State -
Future Improvements -

North Willow Canyon - Non Motorized Trail
Description -
Current State -
Future Improvements -

Deseret Peak Wilderness Area Trail System - Non Motorized Trail

Description -
Current State -
Future Improvements -

Rush Valley Recreation Planning District

Prospector Complex – Mixed use Trails
Description – This complex of trails incorporates existing county roads. It is designed to be part of a larger network that will eventually provide multi-use opportunities between 5-Mile Pass and the Little Sahara Recreation Area. The 5-Mile Pass OHV area is heavily used and great pressure has been exerted to provide adjacent areas for use. Considering the large number of registered OHVs in Utah and Salt lake Counties, it is expected that this complex will be very popular, with high use.
Current State - The existing county roads are included as part of the plan. They are well used now and will be in the future. The roads are maintained by Tooele County
Future Improvements - The vision for the Prospector Complex includes development of trail segments that will complete "loops" for users. This vision is dependant upon approval by the BLM, including an evaluation for adherence to NEPA (National Environmental Policy Act).

Big Hollow Stansbury Front Trail Extension - Single Track Mixed Use Trail
Description -
Current State -
Future Improvements -

Round Canyon - Non Motorized Trail
Description -
Current State -
Future Improvements –

Ranchers Loop Trail

Soldier Canyon to Ophir Canyon (Jacobs City) - Mixed Use Trail
Description – An extremely scenic mixed use trail beginning in Soldier Canyon above Stockton and ending in Ophir Canyon above the Town of Ophir. The trail begins in the right fork of Soldier Canyon
Current State -
Future Improvements -

Ophir to Mercur - Mixed Use Trail
Description -
Current State -
Future Improvements -

Ophir to Mercur - Non Motorized Trail
Description -
Current State -
Future Improvements -

Mercur to Five Mile Pass Trail - Mixed Use Trail
Description -
Current State -
Future Improvements -

Sunshine Canyon - Mixed Use Trail
Description -
Current State -
Future Improvements -

Railroad Bed Road – Scenic Byway
Description – An old railroad bed converted into a maintained gravel road, from Five Mile Pass to Hwy 36 Southeast of Vernon.
Current State -
Future Improvements -

Benmore Road – Scenic Byway
Description -
Current State -
Future Improvements -

Pony Express Trail - Scenic Byway
Description - Approximately 54 miles of improved dirt roads. From east to west, this backway begins at 5-mile pass at the Utah County line. It proceeds to Faust, Lookout Pass, Simpson Springs and the Juab County line. Information points are located at intervals on the backway. At Simpson Springs a Pony Express Station is maintained as a historical site by the BLM. The route crosses BLM and Uintah National Forest lands in the Sheeprock Mountains. Wild horse herd are sometimes seen along the route in the Onaqui Mountains.

Current State – The roads are regularly maintained and are normally useable by two-wheel drive vehicles.
Future Improvements – None are known at this time.

Skull Valley Recreation Planning District

Hatch Ranch Road – Scenic Byway
Description – A gravel road traveling from hwy 199, ½ a mile southwest of Terra, to the Pony Express Trail.
Current State -
Future Improvements -

Erickson Pass Road – Scenic Byway
Description – Beginning from a point on Hwy 199 near the entrance to Dugway, the Erickson Pass Road Travels roughly south, crossing the Pony Express Trail and traveling through Erickson Pass, until it continues into Juab County.
Current State -
Future Improvements -

Simpson Springs-Death Canyon Road – Scenic Byway
Description -
Current State -
Future Improvements -

Black Rock Canyon Road – Mixed Use/Scenic Byway
Description -
Current State -
Future Improvements -

White Rocks Road – Scenic Byway
Description -
Current State -
Future Improvements –

White Rocks Loop

Hastings Pass – Scenic Byway
Description -
Current State -
Future Improvements -

Cedar Mountain Loop – Scenic Byway
Description -
Current State -
Future Improvements -

Rydalch Pass – Scenic Byway
Description -
Current State -
Future Improvements -

I-80 Corridor Recreation Planning District

Stansbury Island Mountain Bike Trail – Non Motorized Trail
Description - This is a 10 or 11-mile loop, depending on the route selected. Uses are hiking and bicycling. For bicycles, it is rated an advanced technical route, recommended only for advanced riders. Early spring and late fall are best as most of the trail is on the southern slopes of the mountain. The combination of steep grades (15%) and rocky trail makes this a challenging route. The trail includes a brutal 800-vertical foot climb to the ridge.
Current State – The route is well-maintained and in good shape.
Future Improvements -

West Desert Recreation Planning District

Silver Island Mountains- Scenic Byway
Description – This loop is a 54-mile gravel road around the Silver Island Mountain Range, overlooking the Bonneville Salt Flats. The loop provides great views of the Salt Flats, Floating Island, and surrounding mountain ranges. There are many turnoff possibilities to explore the Silver Island Mountains with four wheel drives, ATVs, mountain bikes, or on foot. The road itself changes elevation gradually along the entire trail and never to any great extent. The road is marked every 5 miles as a backcountry byway and with markers indicating the correct route.
Current State - The loop road itself is relatively well maintained and useable by any and all user groups, although in many places the gravel can be quite sharp. However, road conditions are unpredictable.
Future Improvements –

Donner-Reed Pass
Description -
Current State -

Future Improvements -

Ibapah Recreation Planning District

Gold Hill Loop – Scenic Byway
Description -
Current State -
Future Improvements –

PROPOSED TRAILS INVENTORY

Tooele Valley Recreation Planning District

Smelter Railroad Trail – Non Motorized Trail (Proposed)
Description – A walking, jogging, biking and equestrian trail that utilizes an abandoned railroad bed that creeps up the foothills from the Tooele City Golf Course to a point near the old international smelting site.
Current State – An abandoned railroad bed belonging to Gus Buzianis and Arco is the proposed base for a jogging, hiking, biking, and equestrian trail.
Future Improvements - Tooele City owns property near the municipal golf course that is proposed as the trail head. The Tooele County Health Department has agreed in principle to provide the signage necessary to mark the trail. The Tooele County Parks and Recreation Department in conjunction with the Tooele City Parks and Recreation Department will maintain the trail. A lease must be obtained from the owners of the right of way.

Tooele to Deseret Peak Rail to Trail – Non Motorized Trail (Proposed)
Description - A walking, jogging, biking and equestrian trail that utilizes an abandoned railroad bed leading from Tooele City to the Deseret Peak Complex. From property owned by

Tooele City near 1000 North, the trail follows the abandoned railroad bed to the Deseret Peak Complex, where it meets the internal pedestrian access routes at the complex.
Current State – An existing railroad bed owned by Tooele County is the proposed base for a jogging, hiking, biking, and equestrian trail that will carry users from the city to the Deseret Peak Complex. Tooele owns property near the ROW that can be used as a trailhead.
Future Improvements – Tooele City must build a trailhead of some kind on the property it owns, the trail may need a minor extension to the trailhead. Tooele County must connect the trail to the Deseret Peak Complex's internal pedestrian facilities.

Stansbury Park to Deseret Peak Trail – Mixed Use Trail (Proposed)
Description - The Proposed Stansbury to Deseret Peak Mixed Use Trail is intended for use by pedestrians, joggers, bicyclists, horses and even ATVs. It would begin at or near Village Blvd and Aberdeen Lane, travel west along the Village Blvd corridor to or near the Hwy 138 right of way, then traveling along or near the Hwy 138 right of way to Sheep Lane, then traveling south along Sheep Lane until it reaches the Tooele to Deseret Peak Rail to Trail and enters the Deseret Peak Complex at the same point.
Current State – No such trail exists currently though much of the right of way along sheep lane does. UDOT owns a right of way along Hwy 138 that could be used as part of the trail. Within the Stansbury Park area, the road system is being developed over time and the right of ways could easily include trails.
Future Improvements – This trail would likely develop over time as roads between Stansbury Park and the DPC are created and improved. For the segment along Sheep Lane, a county road, this may mean building a temporary trail until Sheep Lane is improved or replaced by the Mid-Valley Highway. When such improvement does occur, an improved trail could be included within the scope of work. For the segment that follows the future alignment of Village Blvd the engineering department must require segments of the trail to be built as the road is extended. Agreements with either UDOT or with landowners must be reached in order to create a right of way for the trail along Hwy 138. A dirt path relatively nearer the road could be used to carry the motorized traffic while a paved multi-lane trail would be needed to carry the non-motorized users. Alternatively, an ATV lane could be created on Village Blvd as it is constructed and along Sheep Lane as it is improved.

Grantsville to Deseret Peak Trail – Mixed Use Trail (Proposed)

Description – The Proposed Grantsville to Deseret Peak Mixed Use Trail is intended for use by pedestrians, joggers, bicyclists, horses and even ATVs. It runs from the border of Grantsville, at the terminus of Grantsville City's trail system, along and in or near the right of way of Highway 112, to the Deseret Peak Complex.

Current State – The Deseret Peak Complex itself is the only existing feature on this proposed trail. UDOT owns the right of way for Hwy 112, which would be the ideal alignment for the trail. Land use along the corridor is mostly grazing and farming although near Grantsville residential land uses become a factor.

Future Improvements – In order to carry the multiple user groups proposed by this trail it will have to be built with multiple lanes and in a way that will separate motorized and non-motorized users. A dirt path relatively nearer the road could be used to carry the motorized traffic while a paved multi-lane trail would be needed to carry the non-motorized users. Agreements with either UDOT or with landowners must be reached in order to create a right of way for the trail. Agreements must also be reached with Grantsville City as to the timing of the trail such that both jurisdictions finish the trail at the same general time.

WPRR (UPRR) Trail- Mixed Use (Proposed)

Description- This abandoned railroad right-of-way runs from I-80 southwest to Tooele. As the central Tooele valley is developed the county should assure that that this right-of-way is preserved for trails.

Current state- To be determined.

Future improvements- Trailheads, signage, lanes.

Bonneville Shoreline Trail - Non Motorized Trail (Proposed)

Description – A non-motorized trail that follows along the beach of the former Lake Bonneville, from a connection on the Salt Lake County side of the Oquirrhs to the Smelter Road Trail.

Current State – Only a natural beach formed by Lake Bonneville at approximately elevation 5100 marks the area to be improved into the Bonneville Shoreline Trail. There are no existing trailheads or trail accesses. The International Smelter Site presents an obstacle to the trail since it straddles the elevation for the Shoreline Trail.

Future Improvements – This trail would basically need to be built from scratch with only the natural beach/ shelf as a guide. A trailhead must be built on or near Kennecott Property on the northern end of the Oquirrh Mountains and when the Smelter Railroad Trail is complete its trailhead would be a natural terminus for the Shoreline Trail. The International Smelter Site could be bypassed on Kennecott Property east of the site. A partnership with Kennecott could be forged to build portions of the trail and the trail infrastructure.

Pole Canyon – Non Motorized Trail (Proposed?)

Description – A one way, non-motorized trail that would give hikers and mountain bikers access to Pole Canyon.

Current State – A former jeep trail could be the basis for the Pole Canyon Trail, it may be overgrown in may places due to BLM's closure of the area to much of the traffic. BLM's Recreation Plan would seem to suggest that while motorized use is not acceptable, hiking and mountain biking would be.

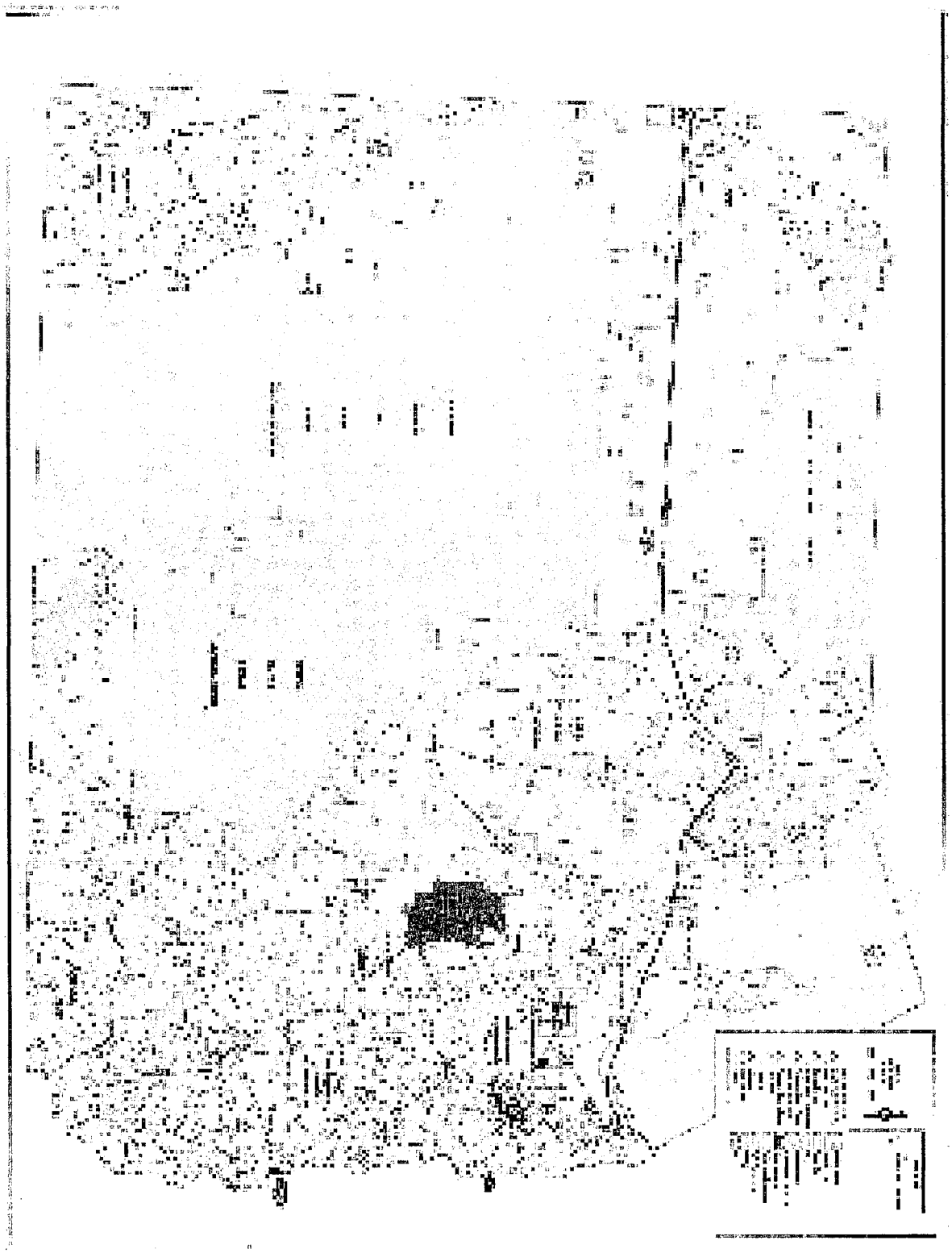
Future Improvements – A partnership with BLM and/or Saddleback Development could result in the creation of a trailhead to access the canyon. The trail itself may need to be improved in some places but generally, given the minimal needs of the likely user and the needs of the wildlife, signs that mark the trail would be sufficient in making the trail useable.

Bates Canyon – Non Motorized Trail (Proposed?)

Description - A one way, non-motorized trail that would give hikers and mountain bikers access to Bates Canyon.

Current State – A former jeep trail could be the basis for the Bates Canyon Trail, it may be overgrown in may places due to BLM's closure of the area to much of the traffic. BLM's Recreation Plan would seem to suggest that while motorized use is not acceptable, hiking and mountain biking would be.

Future Improvements – A partnership with BLM could result in the creation of a trailhead to access the canyon. The trail itself may need to be improved in some places but generally, given the minimal needs of the likely user and the needs of the wildlife, signs that mark the trail would be sufficient in making the trail useable.



The Proposed Saddleback trail system could easily be incorporated to provide access and extend the trail.

Pass Canyon?

Oquirrh Peak Trail – Non-Motorized Trail (Proposed)

White Pine Canyon Trail

-Trail on the tops of the Oquirrhs
-Wetlands
-Trailhead for both BSLT & Mountain Tops
-White Pine Canyon

Grantsville ATV Loop

ATV Stansbury Front Trail
Description- This proposed trail would run adjacent to the fence on the east boundary of the Wasatch-Cache National Forest in the Stansbury Mountains. A nice aspect of this proposed trail is that it could establish loops for users.
Current State- The condition of this trail is relatively unknown. From the forest access roads a very rough track can be seen adjacent to the fence.
Future Improvements- An evaluation of the track needs to be conducted so that it can be described. From that point, future improvements can be identified.

Stansbury Front Trail-Timpie Valley Extension
Description- It may be possible to extend the existing Stansbury Front Trail north into the Timpie Valley, thereby enabling single track users to travel along the entire east face of the Stansbury Range. Any extension north will have to avoid the North Stansbury Wilderness Study Area. Access to the property from West Canyon must either be ensured through partnerships with landowners or the West Canyon trailhead must be circumvented either by extending the trail north to avoid West Canyon or by shortening the trail such that is does not reach West Canyon.

Rush Valley Recreation Planning District

None identified at this time.

Skull Valley Recreation Planning District

Cedar Mountain ATV Complex
Description- The Cedar Mountains constitute the western border of the northern portion of Skull Valley. A large portion of the mountain range is currently in a Wilderness Study Area (WSA), which is bordered on the North by Hastings Pass and on the South by Rydalch Pass. Numerous dirt roads are in the area and potentially provide the basis for a large ATV complex. The area is easily accessed via I-80 to Delle. The ATV industry data indicates that ATV users are willing to travel up to 3 hours to use their ATVs. Most of Utah's registered ATV users reside along the Wasatch Front in Salt Lake, Davis and Utah Counties. For users residing in Salt Lake and Davis Counties a large ATV complex in the Cedar Mountains area would be extremely attractive. This proposed complex has the potential to rival more well-known complexes in central and southern Utah. The area has the potential for loop and sand dune riding.
Current State- Some on-site evaluations of the road system needs to be done to identify the current state and needed improvements. Issues to be resolved are keeping motorized users out of the WSA and the U.S. Air Force Test and Bombing Range which lies to the west of the Cedar Mountains. For inclusion into BLM plans, much work needs to be done, including a NEPA evaluation.

I-80 Corridor Recreation Planning District

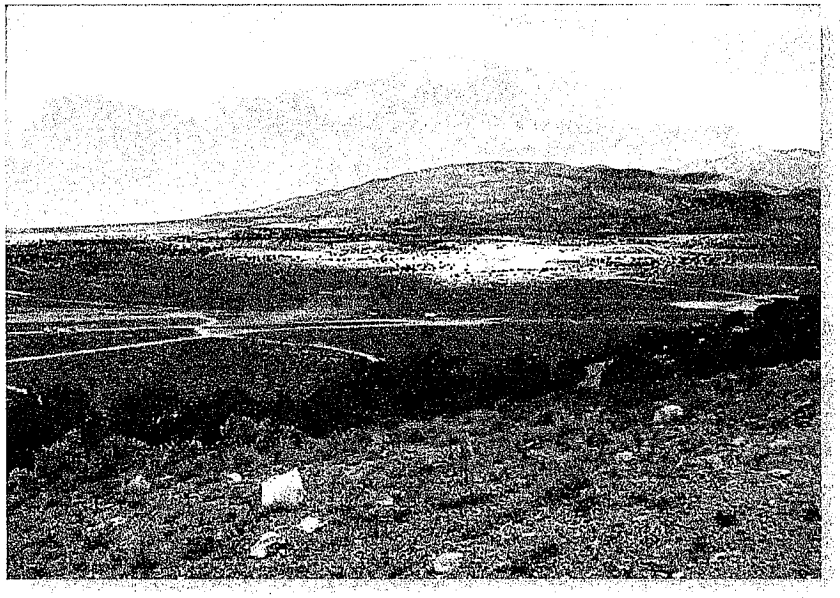
-N Cedar Mountains area, N of I-80.
Description- There are existing trails in the area. SITLA has a consolidated block of lands that extend up the east side of the mountains. With the passage of HB 220 in the 2004 Utah Legislative session, this area provides a unique opportunity for OHV trail development in this part of Tooele County. This concept, when realized can connect to the proposed Cedar Mountain Complex, and trails to the west to provide extensive OHV opportunities.
Current Description- Needs to be described.
Future improvements- Needs to be developed.

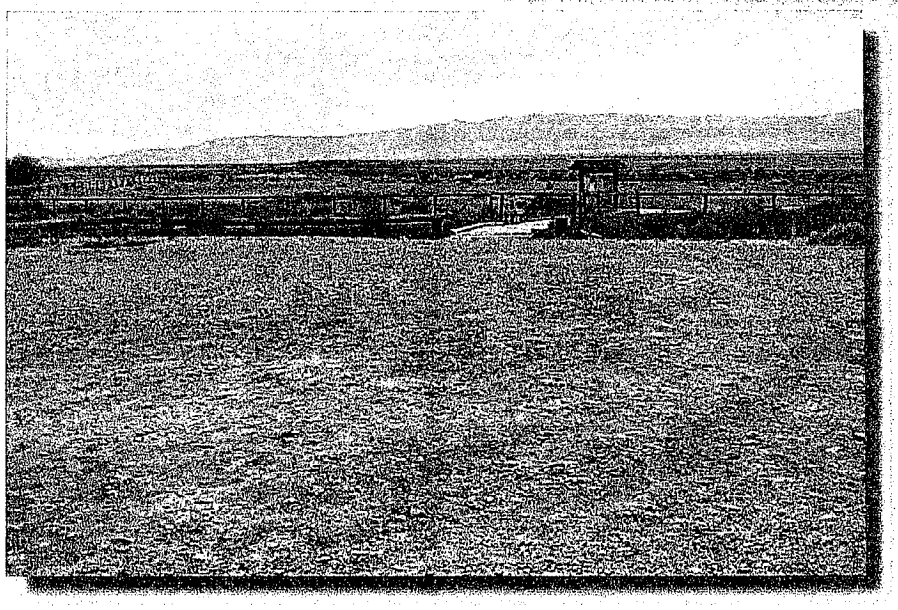
West Desert Recreation Planning District

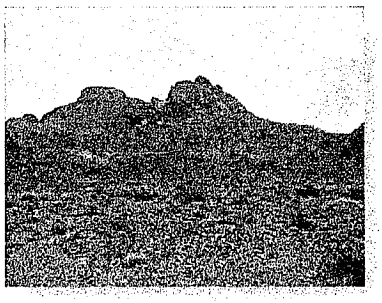
- None currently identified.

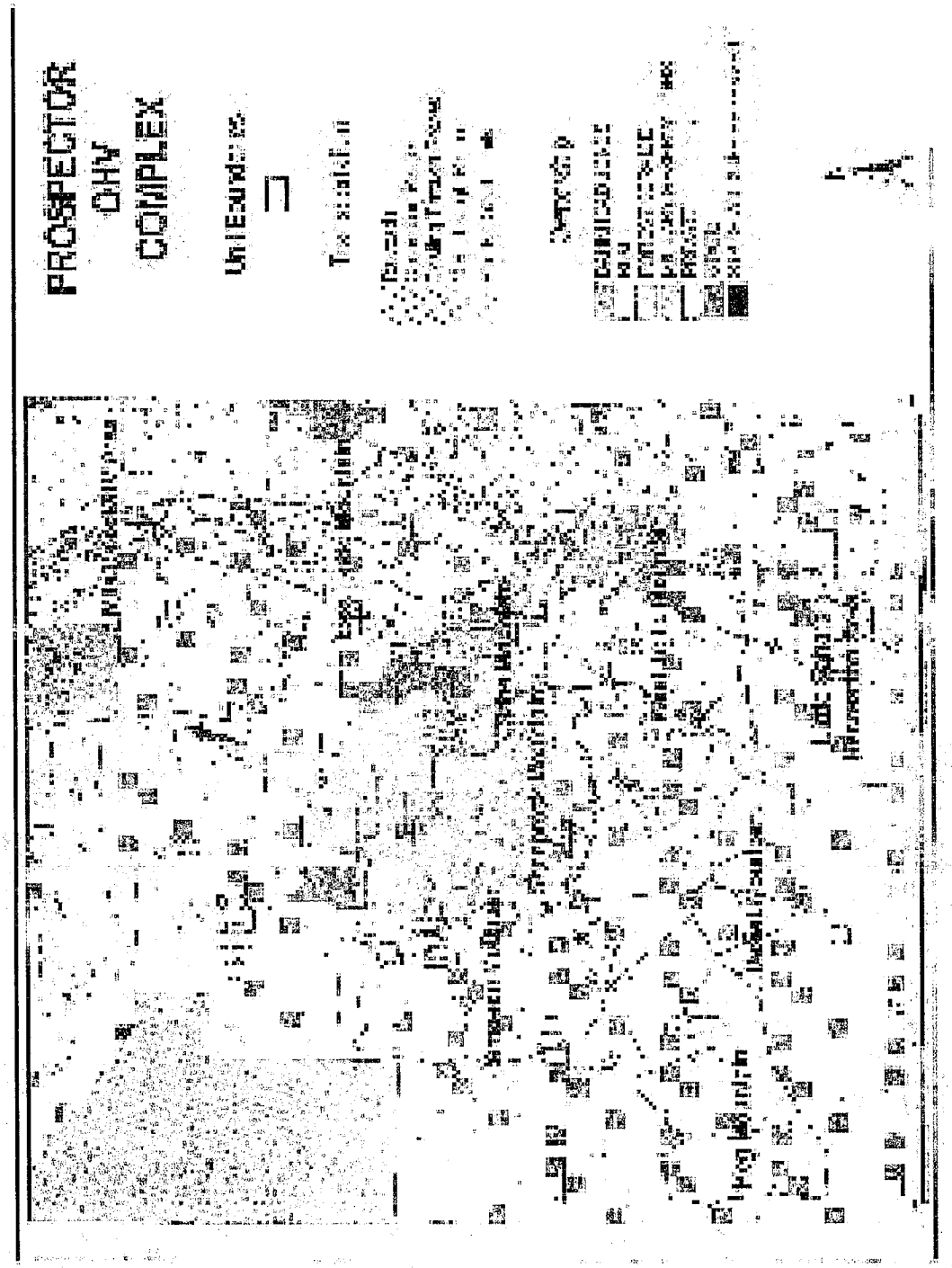
Ibapah Recreation Planning District

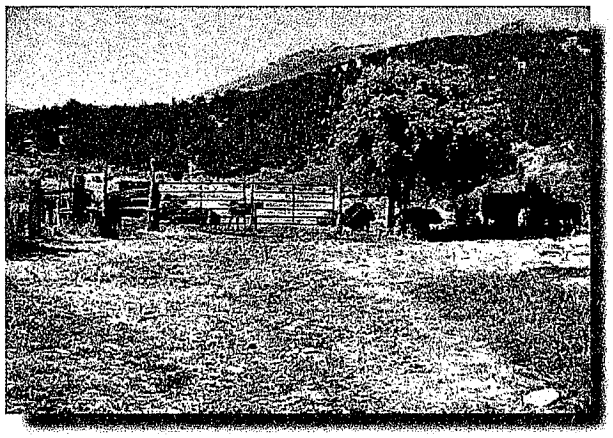
- Deep Creek Mountains

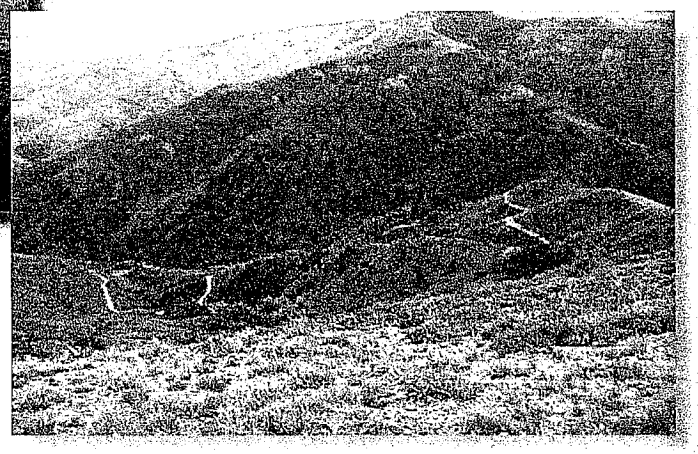


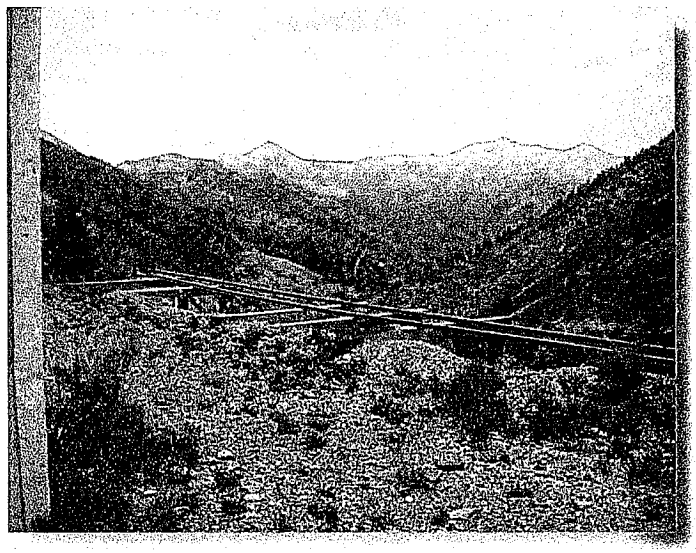


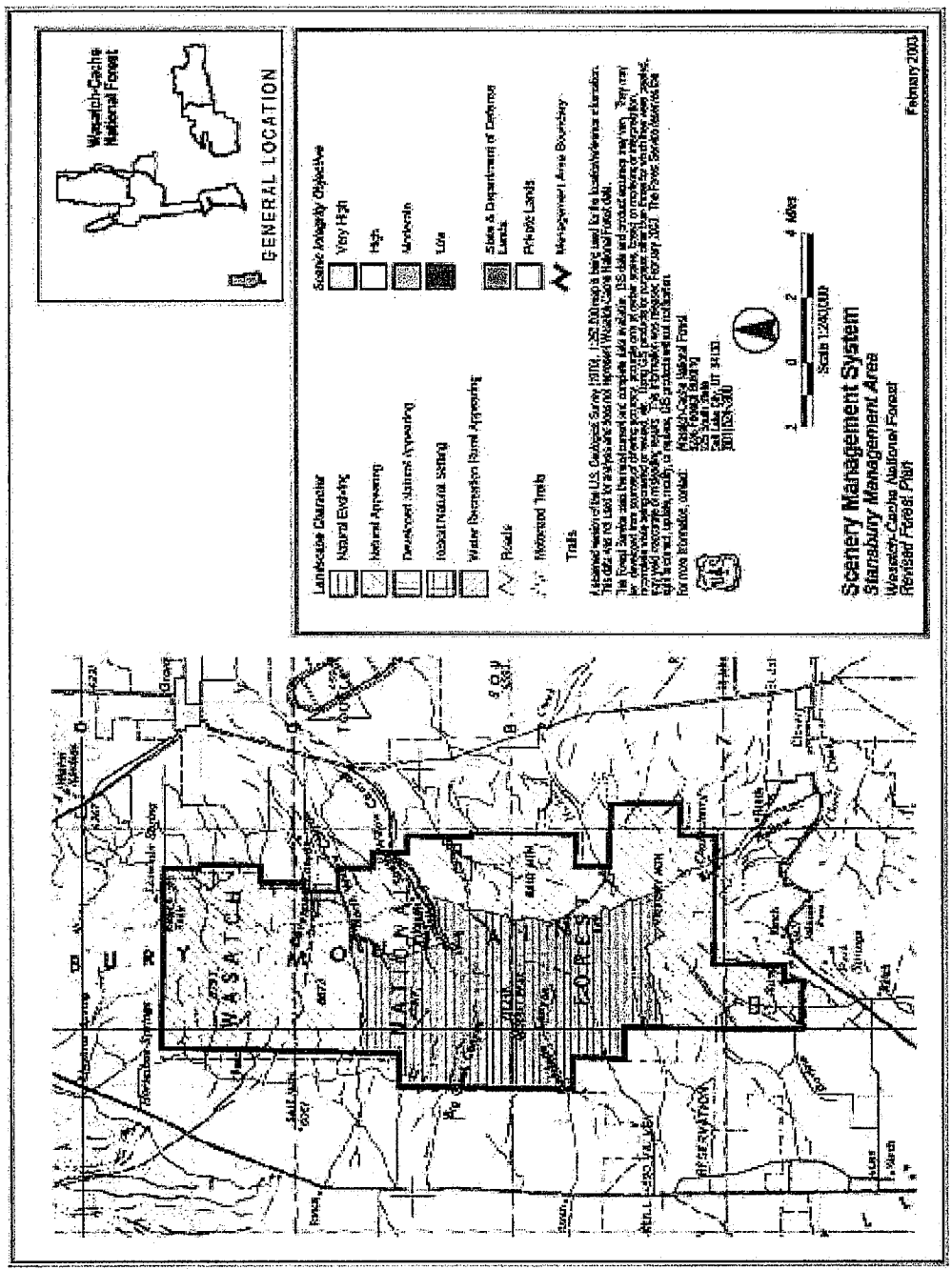



PROSPECTOR
OHV
COMPLEX

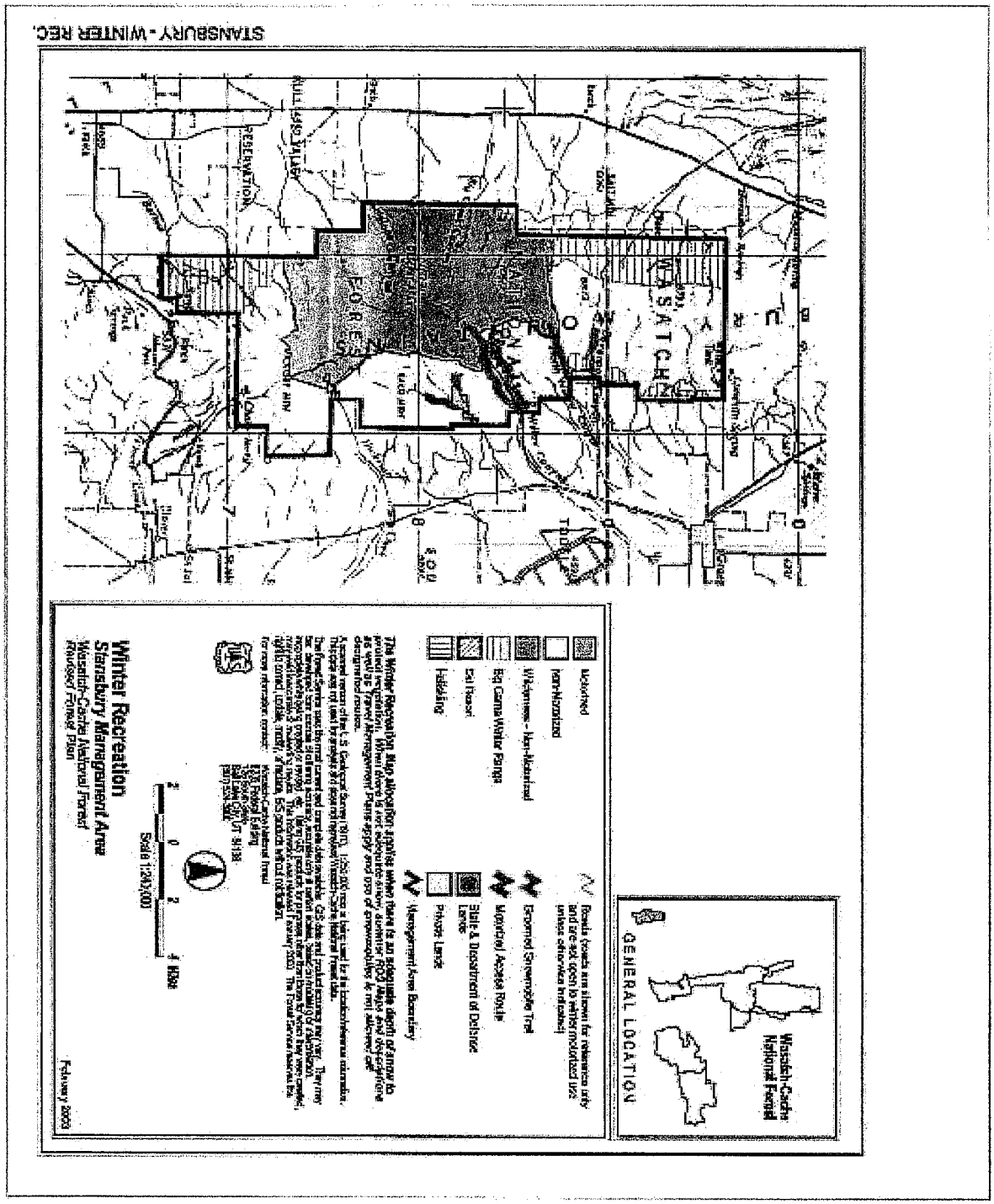


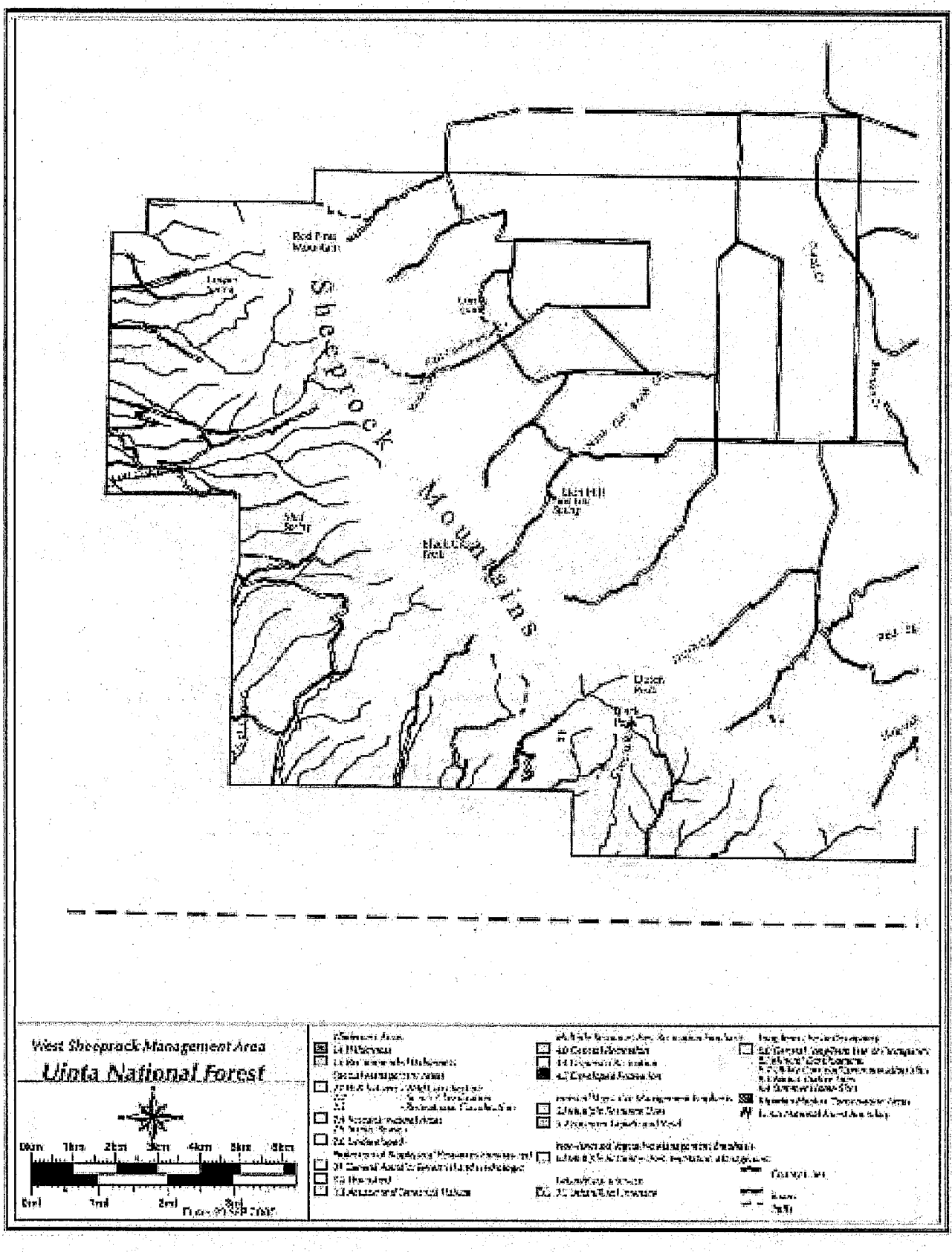


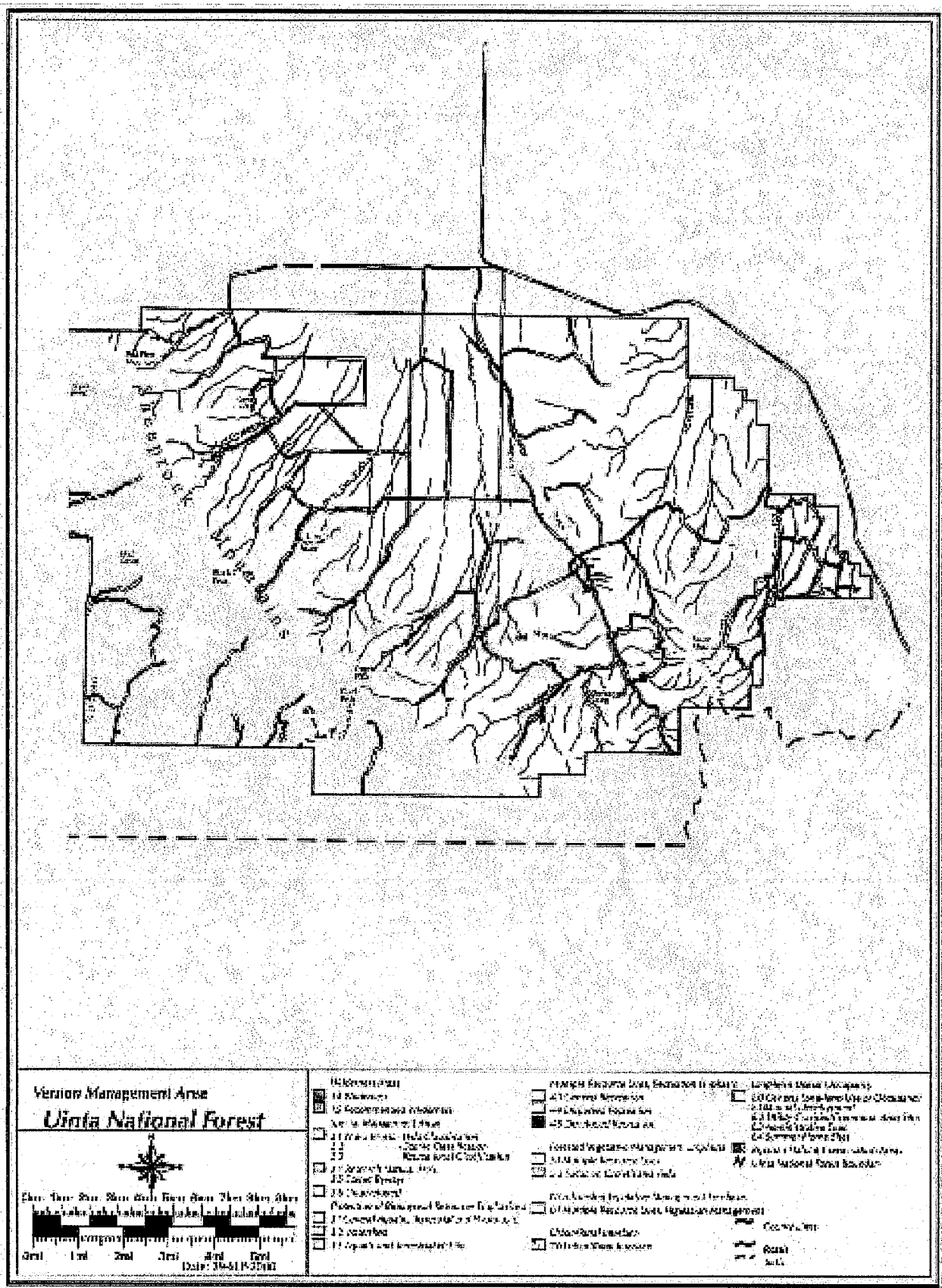


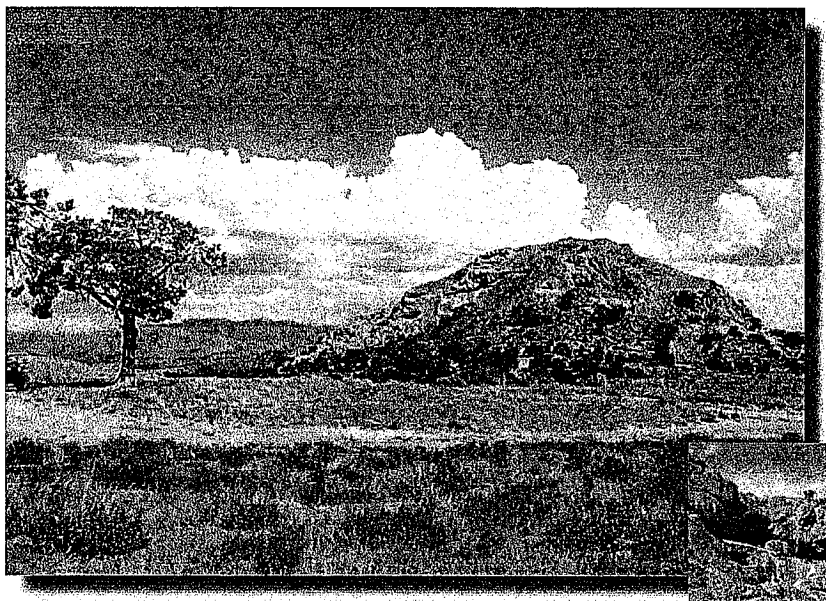


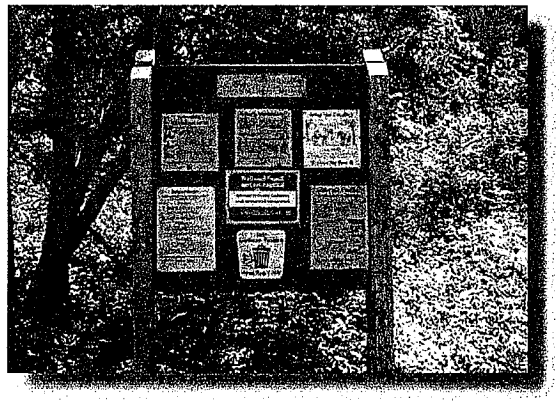
STANSBURY - SMS

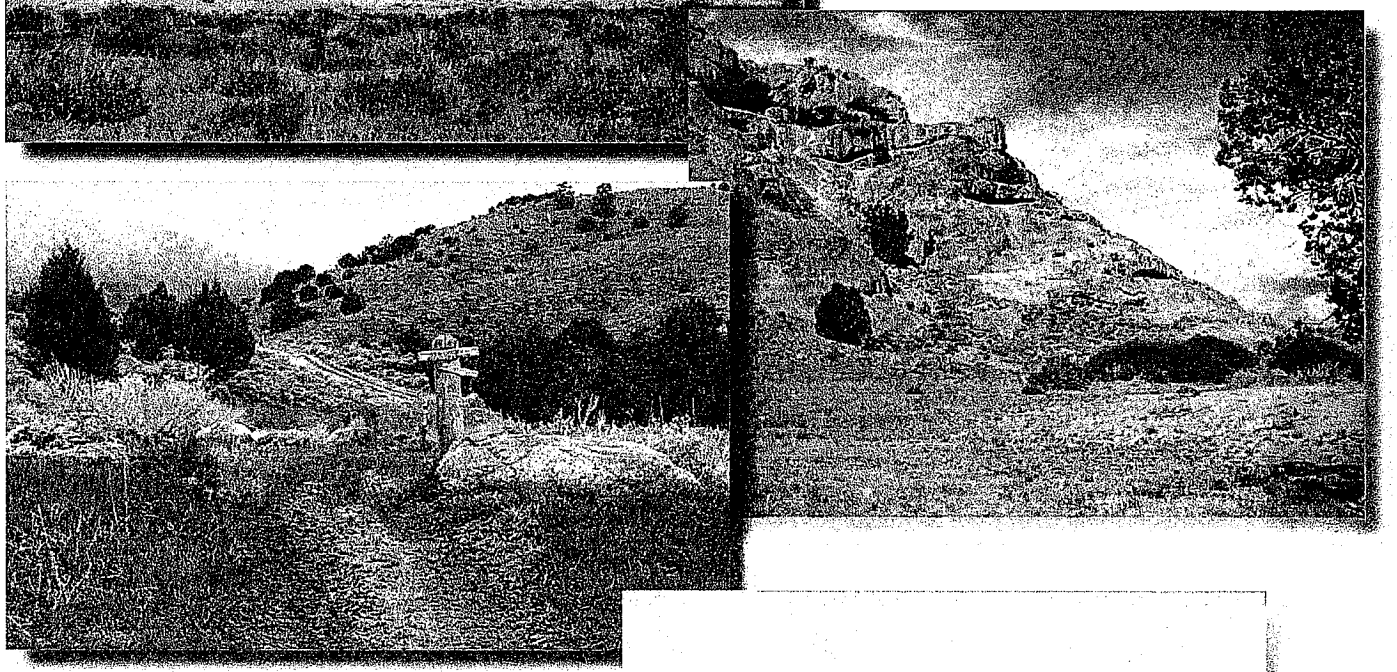

STANSBURY - WINTER REC.
Motorized
Non-Motorized
Wilderness - Non-Motorized
Big Game Winter Range
Ski Resort
Hiking
Groomed Snowmobile Trail
Motorized Access Route
State & Department of Defense Lands
Private Lands
Management Area Boundary
GENERAL LOCATION
Wasatch-Cache National Forest
Winter Recreation
Stansbury Management Area
Wasatch-Cache National Forest
Revised Forest Plan
Scale 1:200,000
February 2003

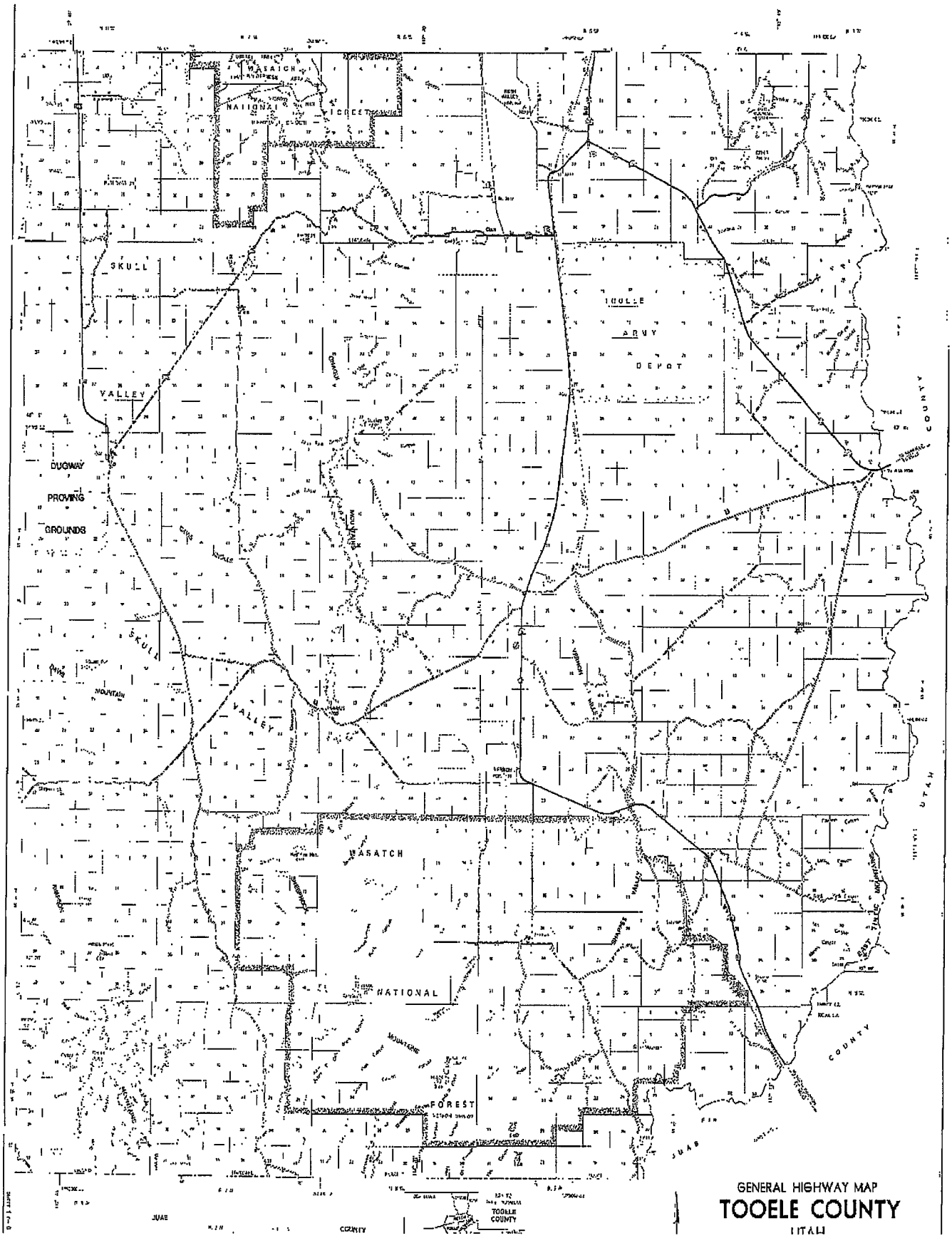

West Sheeprock Management Area
Uinta National Forest


Version Management Area
Uinta National Forest

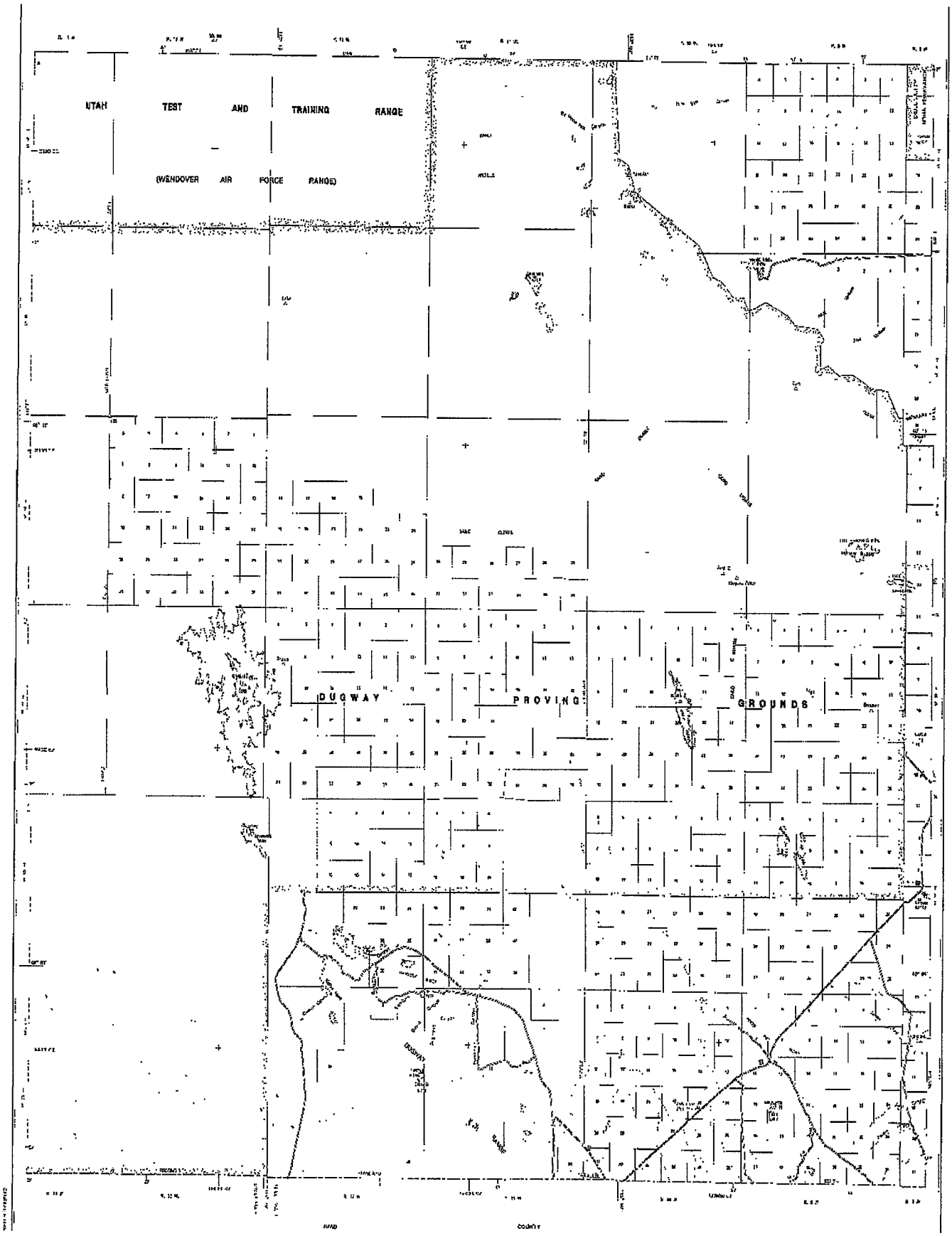


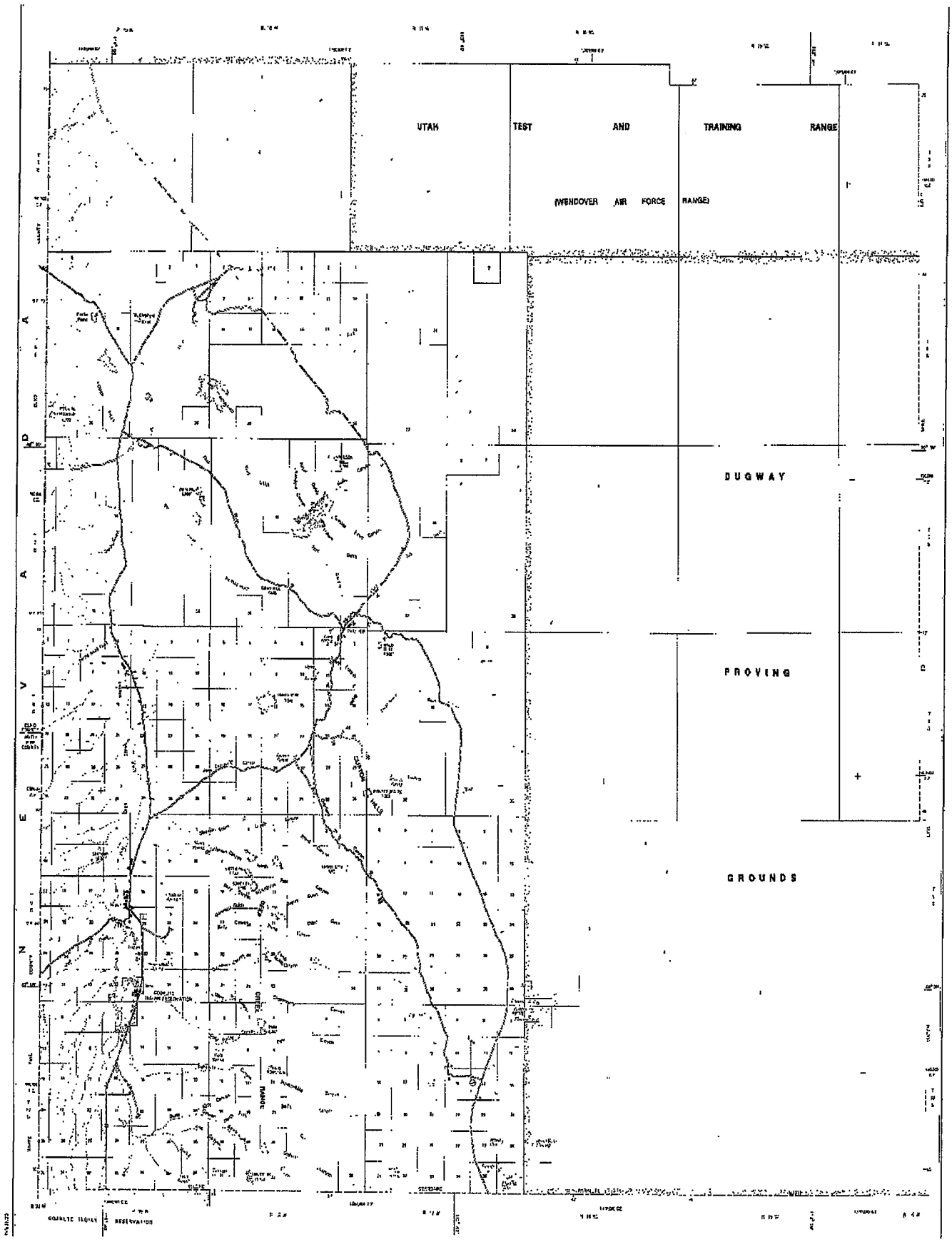


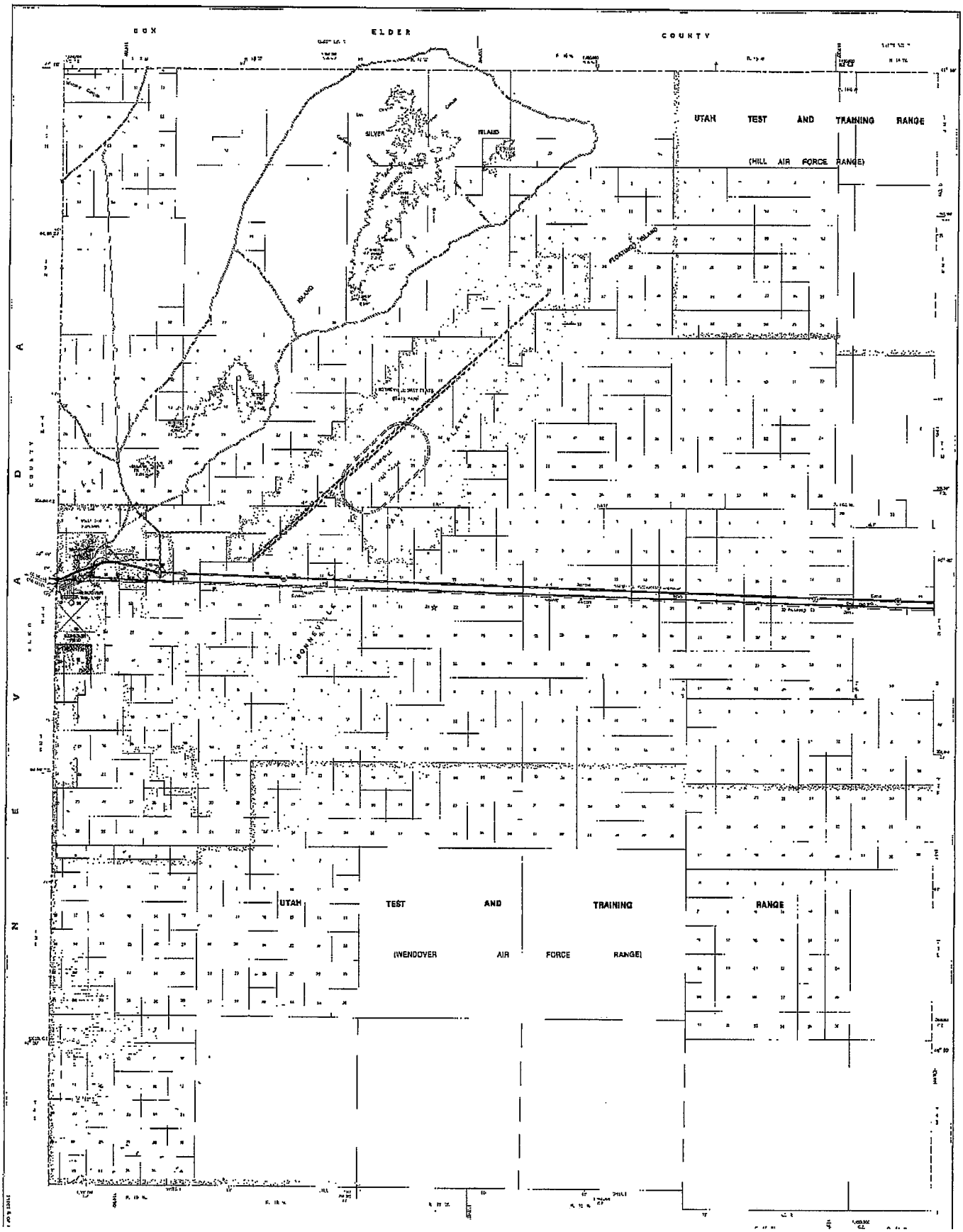




UTAH QUALITY GROWTH COMMUNITY
Tooele County October, 2004

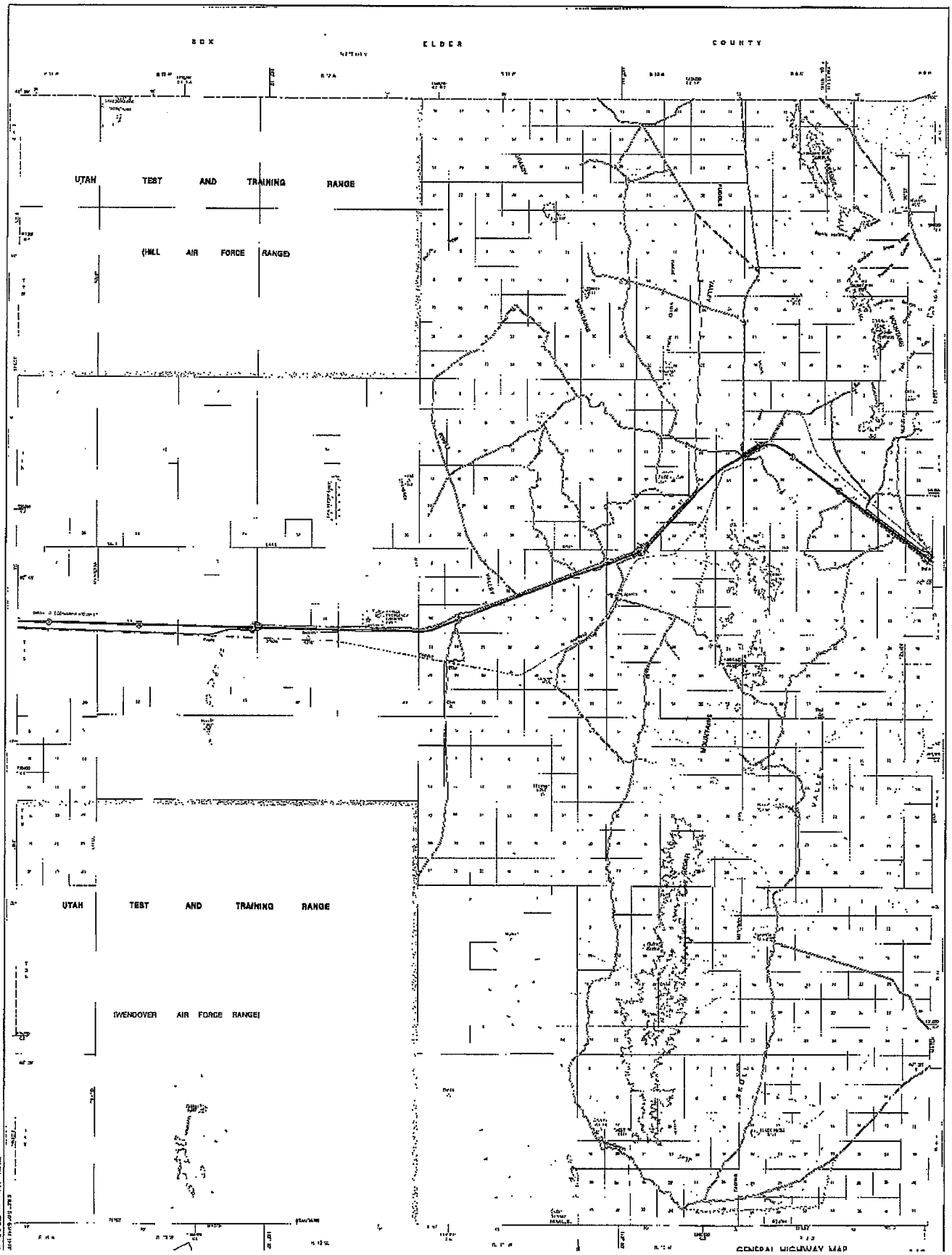

UTAH TEST AND TRAINING RANGE
(WENDOVER AIR FORCE RANGE)
DUGWAY PROVING GROUNDS


UTAH TEST AND TRAINING RANGE
(WENDOVER AIR FORCE RANGE)
DUGWAY
PROVING
GROUNDS

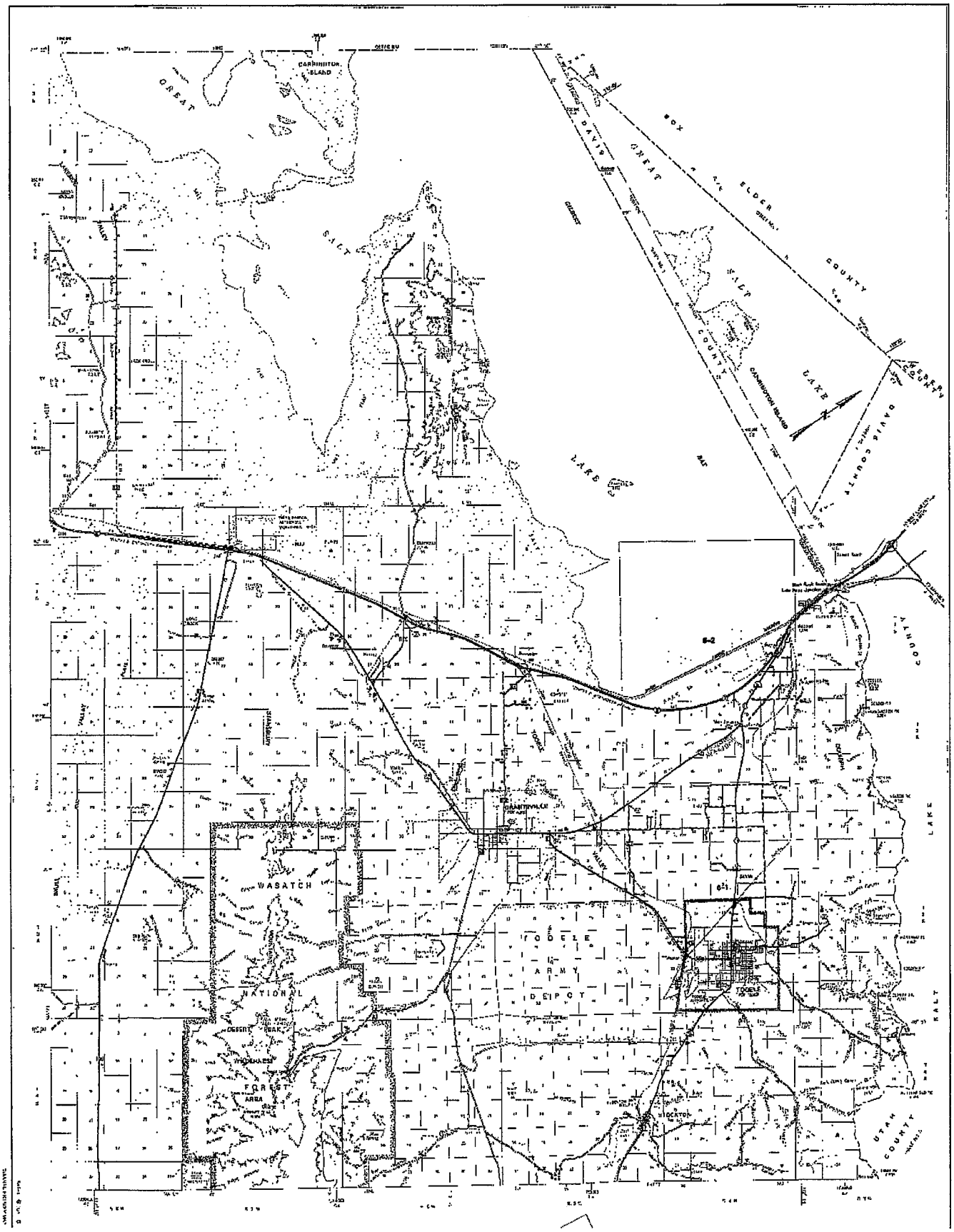


UTAH QUALITY GROWTH COMMUNITY
TOOELE COUNTY OCTOBER, 2004

XIII-40 Tooele County General Plan



UTAH QUALITY GROWTH COMMUNITY Tooele County October 9, 2001


CARRINGTON ISLAND
GREAT
SALT
LAKE
BOX ELDER COUNTY
DAVIS COUNTY
WEBER COUNTY
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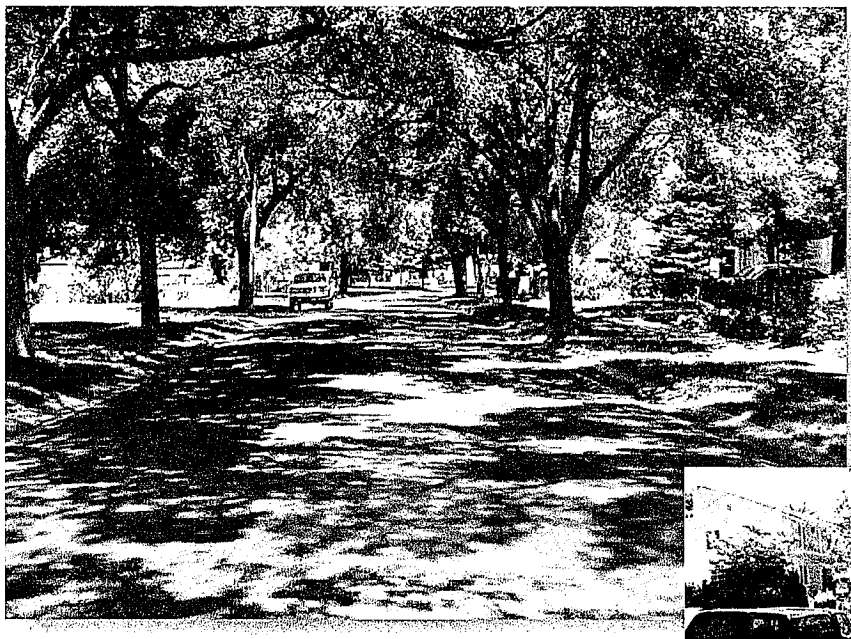
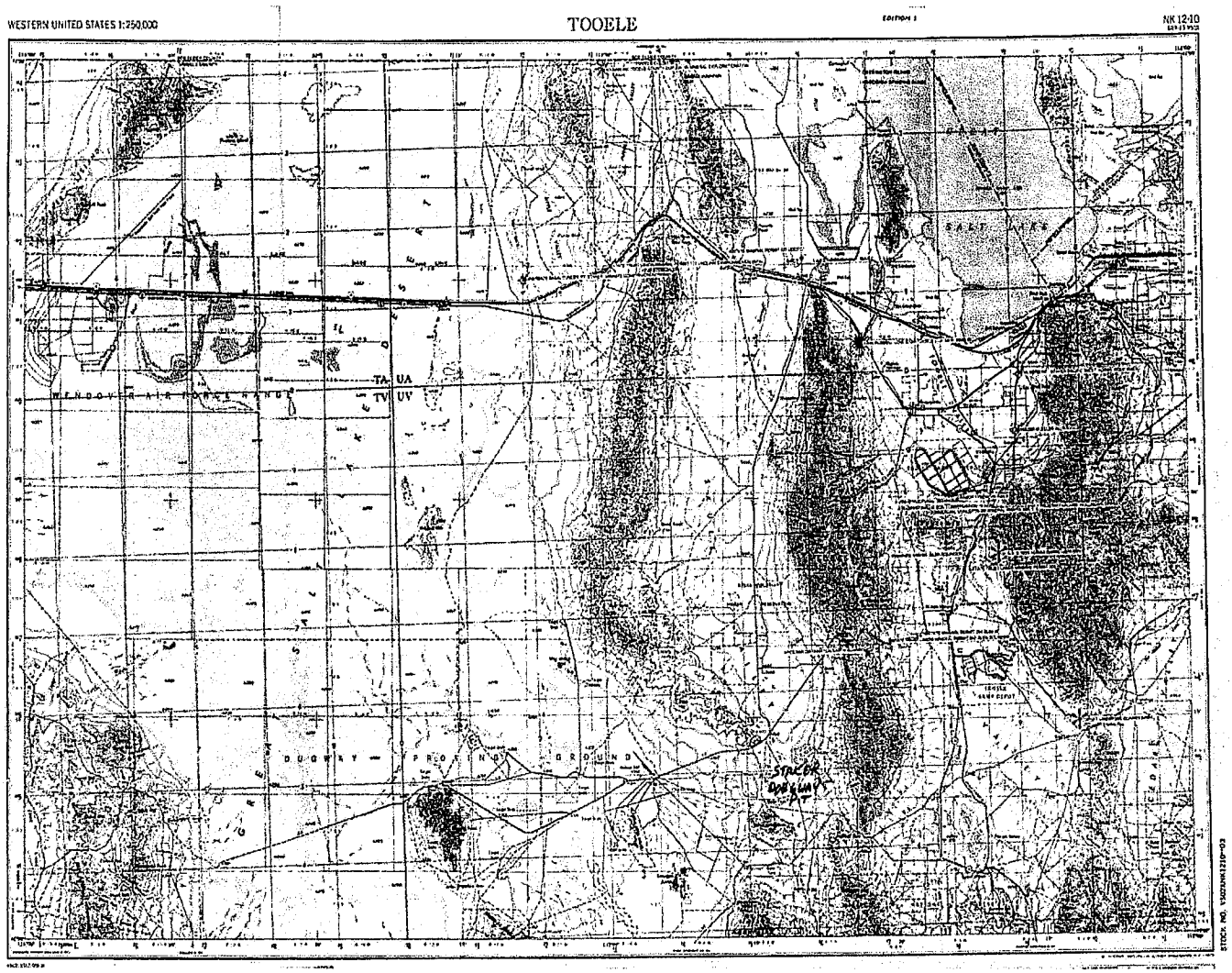
STOCKTON
UTAH COUNTY
SALT LAKE COUNTY

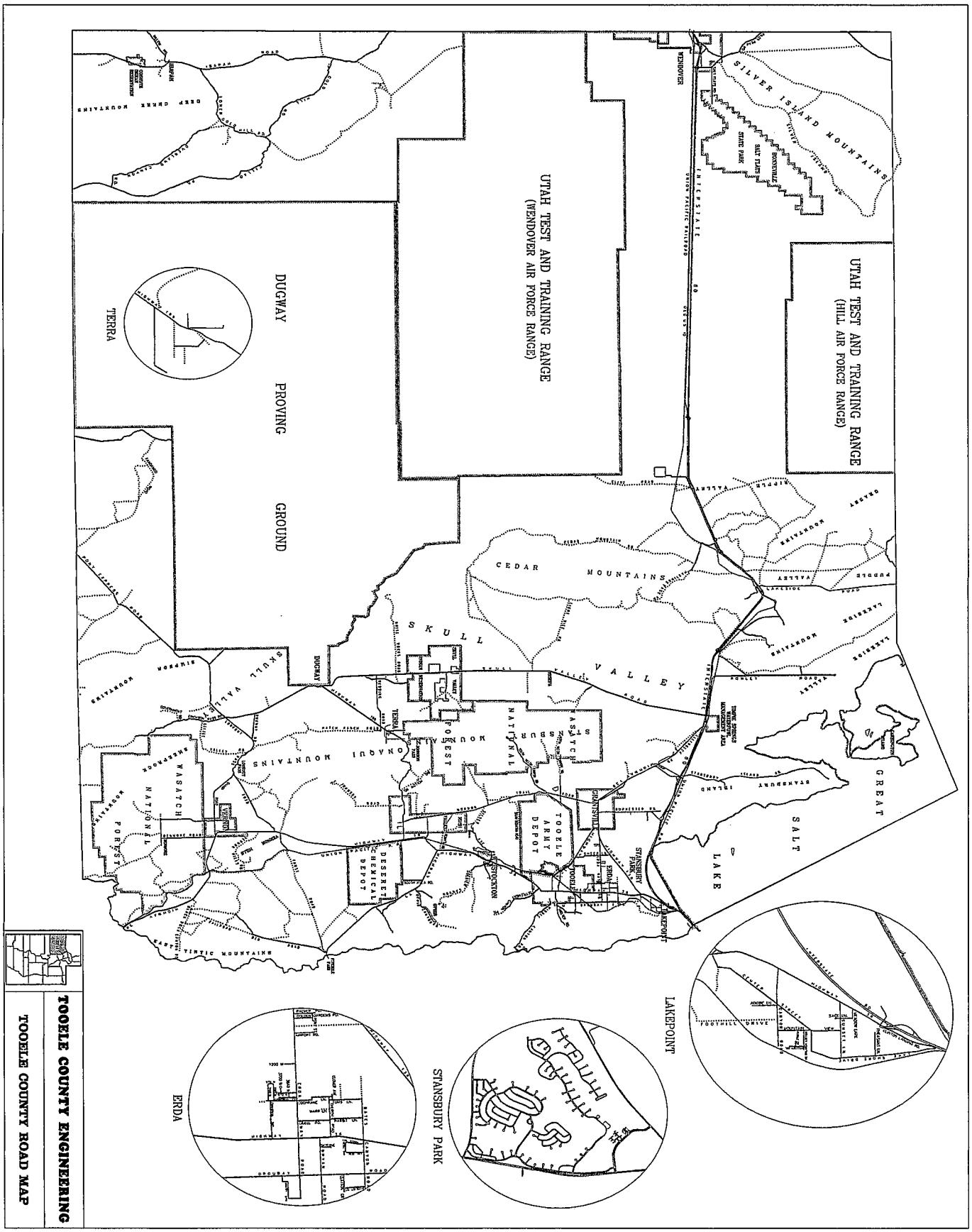


UTAH QUALITY GROWTH COMMISSION



TOOELE COUNTY ENGINEERING

UTAH QUALITY GROWTH COMMUNITY
TOOELE COUNTY
OCTOBER, 2004



TOOELE COUNTY ENGINEERING

TOOELE COUNTY ROAD MAP

UTAH QUALITY GROWTH COMMUNITY Tooele County October 2001