



Chapter V

Urban Trails Element

5.1 Background and Introduction

Cottonwood Heights is currently lacking an urban trail system. Existing trail systems, such as the Bonneville Shoreline Trail are not completed within Cottonwood Heights, although the alignment for the BST has been finalized. Some bike lanes and routes do exist, although these are inadequate for safe travel throughout the City and for commuting outside city limits. Any trail system must address private property issues such as safety, privacy, and mitigation of impact.

Guiding Principles

Utilizing urban trails, the City would like to develop a network of open space corridors and greenbelt parks that will link the City’s park spaces together, as well as connect to other trails and open space destinations surrounding the City primarily by using existing street right-of-ways and planning for some dedicated shared-use paths where feasible. Trails will be for use by non-motorized vehicles only and will provide health and recreation opportunities as well as an alternative means of commuting within the City and to surrounding areas. Use of public and/or civic property for trail alignments should take priority, and trail alignments should not require removal of housing units.

5.2 Goals, Objectives, and Policies

Goal 1: Consider developing a comprehensive urban trails network for the citizens of Cottonwood Heights that ensure safe travel for alternative modes of transportation.

OBJECTIVE: Examine existing geography of the City to determine the feasibility of establishing urban trails leading to and connecting city parks, activity centers, and open spaces.

POLICY: Explore funding mechanisms, other than using tax dollars, to acquire right-of-ways necessary for shared use paths where bike lanes and shared roadways are not desired. Prioritize trail development based on need and practical implementation ability.

OBJECTIVE: Develop a hierarchy of trail types for a variety of uses including commuting and recreation.

POLICY: Post signs indicating Class III Shared roadways and Class II Bike Lanes.

POLICY: Paint stripes on all road corridors identified for Class II Bike Lanes.

POLICY: Evaluate funding mechanisms to construct Class I Shared Use Paths to connect key open spaces and activity centers.

POLICY: Ensure access to future Bonneville Shoreline Trail (BST) through developing trail connections to trailheads.

Goal 2: Develop safe pedestrian routes to schools and other facilities as part of the urban trails network.

OBJECTIVE: Provide safe options for pedestrians to walk to school, work, and shopping areas.

POLICY: Establish a policy for prioritizing and funding completion of sidewalks, where needed to ensure safety and make appropriate trail connections for pedestrian travel throughout the City.



Goal 3: Collaborate with the Utah Department of Transportation to develop context sensitive solutions to trails on state highways.

OBJECTIVE: Develop trails on state highways, such as Wasatch Blvd, that are safe for travel and sensitive to local communities.

POLICY: Highway widening projects, trails, projects, and other facilities upgrades should consider the context of the communities they serve.

POLICY: Context sensitive solutions should be considered for all projects.

5.3 Existing Urban Trail Conditions

Cottonwood Heights currently has very few urban trails for the community to use for recreation or transportation. A proposed Bonneville Shoreline Trail alignment has been identified which would connect Cottonwood Heights to the existing completed sections of the BST. When completed, this trail (an “unimproved” shared use path) will be available for various forms of recreation by a variety of age groups. This trail segment will connect Cottonwood Heights with a number of other communities along the Wasatch Front and will help complete one of the only multi jurisdictional trails within the developed Wasatch Front. The Fort Union Boulevard right-of-way contains a bike lane, primarily along the

**Table 5.1
Existing Trail Inventory**

Trail Section	Surface	Classification	Current Use	Length
*Bonneville Shoreline Trail	Dirt/Gravel	Shared Use Path (I) (Unimproved)	Biking, Running, Walking, Hiking, Dog Walking	12243 feet
7000 South	Street Surface	Bike Lane (II)	Running, Biking	4160 feet
Creek Road	Street Surface	Bike Lane (II) and Shared Roadway (III)	Running, Biking	6209 feet

* The Bonneville Shoreline Trail will not be a fully paved accessible trail.

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eastern blocks of the corridor that is used by cyclists. Creek Road also includes a bike lane for a portion of the length of the corridor and eventually becomes a shared roadway towards the eastern half of the City.

Community survey responses indicated a strong desire to develop additional trails and bike routes through the City. There are few existing connections between existing open spaces, activity centers, and the foothills while there is an obvious demand for them. However, similar to the

goal of providing more parks and open spaces, the city faces a challenge in providing urban trails throughout the city. While many residents would like to see additional trails developed throughout the city, they have expressed an equally strong opposition to using tax dollars to fund these projects or taking private property to facilitate a trail.

By focusing trail development on restriping and signing existing street right-of-ways, as indicated on the Urban Trails Map, the goal of providing trails could substantially be accomplished without the need to raise significant funds for the purchase of new right-of-ways. Additionally, where shared-use paths are desired, many of these could be established as part of future development plans or use existing public or civic properties for trail alignment which would also minimize the need for public funding.

5.4 Urban Trails Plan

Hierarchy of Trail Types

Trails can be used for a variety of uses. They can be for hikers, bikers, walkers, joggers, etc. Trails are typically described as paths that connect two or more locations together. Pathways that loop around a single park are not typically included as a separate trail, although they become part of the overall trail network. Trails used for transportation/commuting are primarily used by bicyclists. These may be Class I, II, or III. The Urban Trails Plan contains the following designations:



The community has expressed a strong interest in connecting urban trails with the existing trail networks along the foothills.



Class I: Shared Use Pathway:

A shared use pathway is a typically a paved trail that is separate physically from roadways and other transportation facilities. Use pathway is designed for simultaneous use by bikers, joggers, etc. These trails typically meet specific standards for components such as trail width and accessibility.

The Bonneville Shoreline Trail is essentially a shared use path as it is available for many users and is separated from other transportation facilities. However, it will not be an “improved” trail. That is to say, the trail will not be paved and will not meet standards for width and accessibility.

Figure 5.1

Bicycle Route Definitions

The Proposed Urban Trails Plan and Map contains three different urban trail classifications:

Class I trails are shared-use paths and provide the greatest safety for pedestrians and bicyclists.

Class II trails are striped bike lanes in roadways. The stripes make motorists aware of the potential for bicycles in the right-of-way.

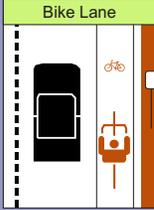
Class III trails are signed, shared roadways. These trails do not include stripes on the road, but signs are posted notifying motorists of the potential for bicyclists.

Bicycle Route Definitions

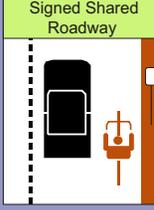
Shared use path: Provides for bicycle travel on a right-of-way completely separate from any street or highway. Such paths could have steep grades and bicyclists may share the right-of-way with pedestrians.



Bike Lane: Provides a striped and signed lane for one-way bike travel on a street. Generally located on wider and safer streets than class III bikeways.



Signed Shared Roadway: Provides sign only for designated bicycle travel on roadways shared with cars.



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Table 5.2
Proposed Urban Trail Plan

Trail Section	Surface	Classification	Intended Use	Length
Bonneville Shoreline Trail	Dirt/Gravel	Refer to Maps	Biking, Running, Walking, Hiking, Dog Walking	12243 feet
7000 South	Street Surface	Refer to Maps	Running, Biking	4160 feet
7200 South	Street Surface	Refer to Maps	Running, Biking	2607 feet
Bengal Blvd	Street Surface	Refer to Maps	Running, Biking	3798 feet
Bywater	Street Surface	Refer to Maps	Running, Biking	1738 feet
Mill Hollow	Asphalt	Refer to Maps	Biking, Running, Rollerblading, Walking, Dog Walking	1441 feet
Highland Drive	Street Surface	Refer to Maps	Running, Biking	3820 feet
Crestwood Area	Street Surface	Refer to Maps	Running, Biking	1036 feet
Crestwood Park	Asphalt	Refer to Maps	Biking, Running, Rollerblading, Walking, Dog Walking	1265 feet
Creek Road	Street Surface	Refer to Maps	Running, Biking	6209 feet
Danish Road	Street Surface	Refer to Maps	Running, Biking	2924 feet
Wasatch Blvd.	Asphalt	Refer to Maps	Biking, Running, Rollerblading, Walking, Dog Walking	6984 feet
3500 East	Street Surface	Refer to Maps	Running, Biking	1111 feet
2300 East	Street Surface	Refer to Maps	Running, Biking	1217 feet
2700 East	Street Surface	Refer to Maps	Running, Biking	1588 feet
3000 East	Street Surface	Refer to Maps	Running, Biking	1342 feet
Berry Hill	Street Surface	Refer to Maps	Running, Biking	1862 feet
Bella Vista	Street Surface	Refer to Maps	Running, Biking	2488 feet
Foothill	Street Surface	Refer to Maps	Running, Biking	2500 feet
Memorial	Asphalt	Refer to Maps	Biking, Running, Rollerblading, Walking, Dog Walking	1857 feet
Big Cottonwood Canyon	Asphalt	Refer to Maps	Biking, Running, Rollerblading, Walking, Dog Walking	1925 feet
Old Mill	Asphalt	Refer to Maps	Biking, Running, Rollerblading, Walking, Dog Walking	670 feet
Canyon View	Asphalt	Refer to Maps	Biking, Running, Rollerblading, Walking, Dog Walking	650 feet
Little Cottonwood Canyon	Street Surface	Refer to Maps	Running, Biking	3107 feet



Class II: Bike Lane:

A bike lane is typically a portion of an existing roadway (or expanded roadway) that has been striped as for use by bicycles.

Class III: Shared Roadway:

A shared roadway is a road that is constructed to design standards that allows for the safe use of both motor vehicles and bicycles. Roads are signed as a bike route.

Class I trails can provide safe and attractive travel paths for commuting and exercise.

Walking facilities can at times be shared with bikers on Class I facilities.

Class II and Class III facilities are

not typically suitable for walking/hiking. Sidewalks should be constructed on all trail-designated streets to facilitate this use.

Recreational hiking in Cottonwood Heights is limited to Forest Service trails on adjacent canyons and communities. The Bonneville Shoreline trail will facilitate this use once constructed.

Urban Trail Plan

The Urban Trails Plan and Map proposes a number of new trails and connections between existing trails that are designed to achieve the following:

Enhance connections between urban trails and trails on public lands

The city is interested in trails that connect to existing trail networks like the Bonneville Shoreline Trail and the Big and Little Cottonwood Canyon trail systems. The Urban Trails Plan includes four connections with the foothills, the Bonneville Shoreline Trail, and the canyons. This Plan will allow residents to access public lands on the eastern edge of the city from virtually anywhere within the designated urban trails system. If the private property along the foothills is developed, the City should consider requiring trail access points or trail head amenities as part of the development agreements.

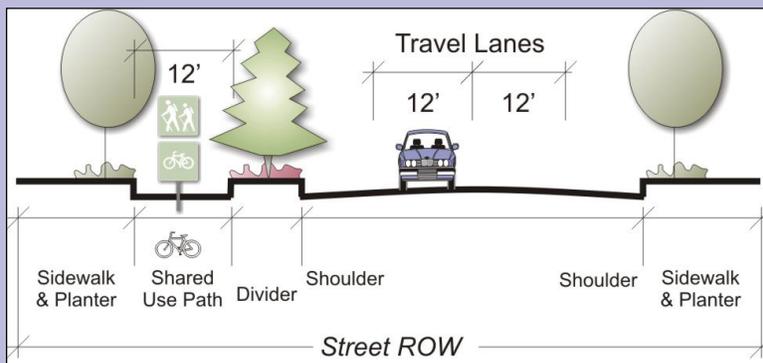
Link existing and proposed parks and open spaces with trails

The Urban Trails Plan includes a number of connections and links to the existing park and open space network within the city. Once the plan is implemented, nearly every park and open space within the city could be reached via the urban trail system.

Figure 5.2

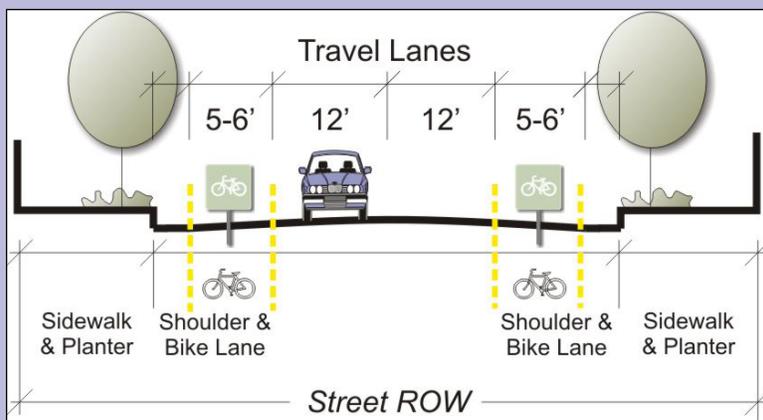
Class I - Shared Use Path

This trail class provides for bicycle travel on a right-of-way completely separate from any street or highway. Such paths could have steep grades and bicyclists may share the right-of-way with pedestrians.



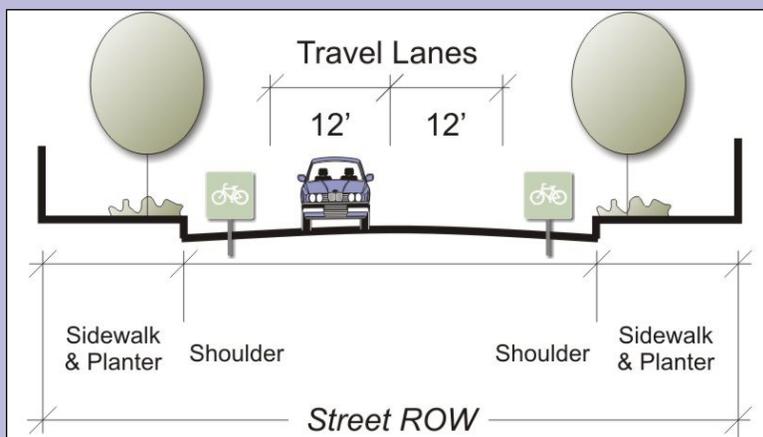
Class II - Bike Lane

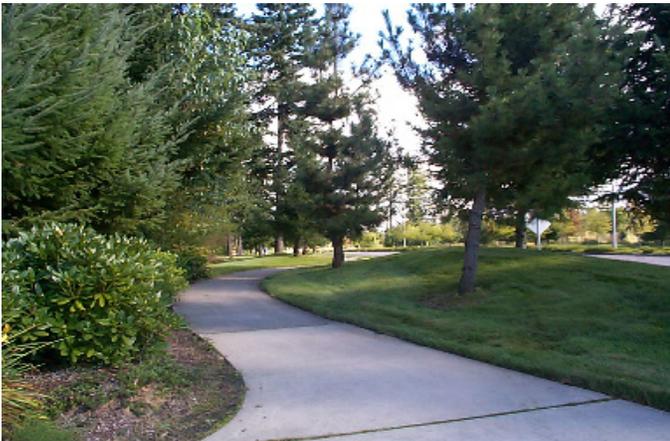
This trail class provides a striped and signed lane for one-way bike travel on a street. Generally located on wider and safer streets and than Class III bikeways.



Class III - Shared Roadway

This trail class provides sign only for designated bicycle travel on roadways shared with cars.





The City would like to see an urban trails system which links existing parks and open spaces together.

Improve the pedestrian and bicycle environment within and connecting to activity centers

The City has expressed an interested in both driving and walking to retail and recreation areas in the City. The Urban Trails plan provides linkages to each of the key activity centers within the city. This plan provides the residents with another safe transportation options for going to the grocery store, the library, a neighborhood park, or to work.

**Please note that the labels on the Urban Trails Map refer to the trail name rather than the parks or facilities they connect to.

5.5 Tools and Implementation Strategies

Implementation

It is recommended that Cottonwood Heights take a phased approach to implementing the Urban Trails Plan. Some steps for implementation could be done quite easily and would not require significant resources, while others may require more resources and will take longer to implement.

Phase I

Class III Shared Roadways are designated with signs. Signing the shared roadways throughout the City will be an important first phase in implementing the Urban Trails Plan. This phase requires few resources. This simple first phase will provide residents with a visible, route for traveling throughout the city.

Phase II

A second phase to implementing the Urban Trails Plan would be to stripe roadways for designated bike lanes. The Plan identifies a number of key east-west corridors for bike lanes, many of which are already being used by residents of the city for both recreation and transportation. The Fort Union Boulevard and Bengal Blvd corridors are two of the main thoroughfares for residents headed to the mountains or to community activity centers. The proposed bike lanes will provide these members of the community with a safer alternative

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to riding on the sidewalk or competing with traffic. Implementing this phase will take more resources than Phase I, but still could be implemented within a few years.

Phase III

Developing Class I shared-use paths will be the most difficult phase of the implementation of the Urban Trails Plan. These paths may require strategies such as purchasing land, purchasing development rights, or enacting easements to acquire access to lands for use as share-use paths. Use of public and/or civic property for trail alignments should take priority, and trail alignments should not require removal of housing units. Many of the shared use paths identified in the Urban Trails Plan could be established through coordination with private landowners when new developments are proposed. With little support from the public on using tax dollars to fund the development of these trails, the city will have to rely on grants, trail development funding sources, land use regulatory tools, and development agreements to establish the complete Urban Trails Plan. A summary of several trail development funding sources and programs is contained in Appendix B of this General Plan.

These paths will provide a large benefit to the public and the city should be diligent in exploring funding options to develop them. There are a number of funding opportunities and programs that may be of assistance in implementing the Class III trails.

5.6 Citizen Comments

During this General Planning process a significant effort was placed on encouraging public participation and involvement in development of the plan. A series of six public workshops were held to solicit input from the public on which topics should be included in the General Plan. Hundreds of citizens participated in these workshops, providing written and graphic comments concerning the future of the city. A separate workshop was organized specifically for business owners in the city. Data collected from these workshops was compiled into a series of maps and written documents.

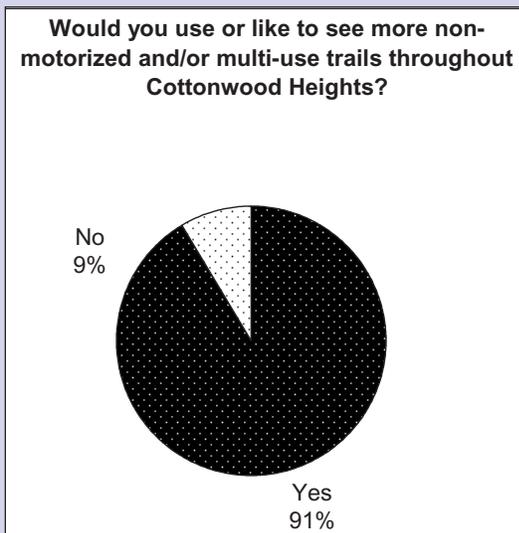
Citizens were asked at these workshops to help identify goals and issues to be considered in the General Plan process. Comments gathered through these workshops and through an unscientific survey served as a “wish list” for Cottonwood Heights that did not consider financial, political, or physical feasibility.

The key issues identified in community workshops for urban trails are:



- 1) The need for biking, walking, and hiking trails and paths is a priority for many residents.
- 2) Expand trail systems, such as the Bonneville Shoreline Trail, through to Cottonwood Heights. A proposed alignment for the Bonneville Shoreline Trail extension already exists.
- 3) Create/expand the bike lanes throughout the city; of special concern is the lack of a bike lane on Wasatch Boulevard.
- 4) Some residents would like to see the addition of non-motorized trails throughout the city where possible.
- 5) Provide connections between city parks and other destinations, such as shopping areas where possible.
- 6) Link to regional trails systems and destinations, such as Big and Little Cottonwood Canyons.

Figure 5.3



Public responses from the General Planning Process Community Survey indicate an overwhelming desire to develop an urban trails system throughout the City.

Figure 5.4

Cottonwood Heights residents feel strongly about maintaining trail access and preserving open space along the foothills of the Wasatch Mountains.

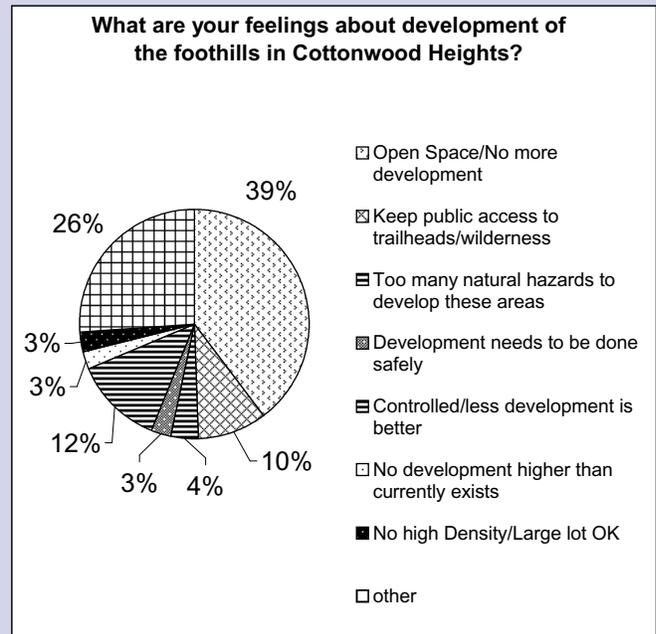


Figure 5.5

Cottonwood Heights residents primarily want new urban trail systems which connect to existing trail and recreation areas. There is an interest in developing trails to link existing parks and shopping areas together as well.

