

Summary of the Feedback Received from the Open City Halls Provo Area Trails Plan

TABLE OF CONTENTS:

Basic Statistics:	1
Conclusion	1
Registered Response Breakdown by Neighborhood:	2
Question 1	3
Registered Respondents	3
Unregistered Respondents.....	8
Question 2	10
Registered Respondents	10
Unregistered Respondents.....	13

BASIC STATISTICS:

Total visits: 438

Comments: 122 (73 registered, 49 unregistered)

Open: February 3, 2021-March 3, 2021

Notes:

One person responded as a registered and unregistered respondent with the same comments. Their responses are summarized here only in the registered respondent sections.

Many unregistered respondents did not provide any comments.

CONCLUSION:

Support for the proposal was nearly universal. Many comments simply expressed support for the plan and a desire to preserve some of Provo’s most beautiful resources, and several respondents also offered to volunteer to help with trail construction and maintenance. Those comments have not been included in this summary, which instead focuses on suggestions from respondents or points of the plan for which they expressed direct support.

The proposal for which the most respondents expressed support were:

- Bonneville Shoreline Trail extension/connections (15 respondents)
- Mountain bike trail suggestions at Pole Canyon (7 respondents)
- Trailhead improvements, added parking, added signage/maps, toilets open through winter (6 respondents)
- Increasing the number of trails (especially downhill only trails) in Pole Canyon (6 respondents)

The most common suggestions were to:

- Keep the free ride trails below the Y trail head/ make the free ride trails below the Y trailhead a community-built mountain bike park (16 respondents)
- Rename trails with offensive names (8 respondents)
- Keep the trails raw and rocky, not too polished and flat (4 respondents)

In conclusion, based on these responses, there seems to be broad community support for preserving Provo's natural spaces while making portions of them more accessible to a wide variety of recreational activities.

REGISTERED RESPONSE BREAKDOWN BY NEIGHBORHOOD:

Outside Provo: 15

Dixon: 1	North Timpview: 7
Downtown: 2	Oak Hills: 3
Edgemont: 1	Pleasant View: 2
Foothills: 1	Provost: 3
Franklin: 2	Provost South: 4
Grandview South: 1	Riverbottoms: 1
Indian Hills: 1	Riverside: 3
Joaquin: 4	Rock Canyon: 1
Lakeview South: 1	Sherwood Hill: 2
Lakewood: 2	University: 5
Maeser: 1	Wasatch: 7
North Park: 2	

QUESTION 1

Please share your feedback on the Cascade Foothills Area.

In your feedback, please be specific about the exact location to which you are referring, and be constructive by offering alternative proposals where you disagree with the plan.

Registered Respondents

General support was universal. Respondents also offered several suggestions.

Things Respondents Liked

11 - Like the Bonneville Shoreline Trail extension/connections

7 - Like the mountain bike trail suggestions at Pole Canyon

6 - Like trailhead improvements, added parking, added signage/maps, toilets open through winter

2 - Like the mountain biking trails

Like repurposing the gravel pit for archery, paintball, or disc golf

Like the rerouting of winding biking trails from Orem overlook down to the shoreline trail

Like the additional downhill biking trails for varying levels

Like separating horse from mountain bike trails

Specifically for Mountain Biking

6 - Keep the free ride trails below the Y trail head; Make the free ride trails below the Y trailhead a community-built mountain bike park.

2 - Improve town to trail access points for mountain biking

2 - Downhill biking trails are a must, but you don't need 3-4 in the same area (Corner Canyon and PCMR ideal)

Cut back foliage to increase visibility around corners for mountain bikers

Make multi-use trails wider

Multi-use trails can be single lane, don't have to be wide

Majority of trails should be multi-directional and designated to all users with exception of a few MTB downhill only trails. Once more trails are created, more directional designations could be added.

No dogs on downhill biking trails

Level off the few spots that are too steep for even intermediate riders on the Bonneville Shoreline foothills

Keep the current mountain bike trails in the Cascade Foothills area

Changing the Pole Canyon Trail to 3 downhill bike only trails is very disappointing for people who hike it regularly

Having a bike only trail is not realistic. The traffic is light enough that everyone should be able to share the trails.

Consider education, especially for mountain bikers on hiking trails

Maintenance

2 - Concerned whether we have funding and personnel to commit to maintenance

Those who use the trails should play a role in maintaining them

Planning on donations and public help is unreliable. Hold off until we have the resources.

Principle and head coach of the Provo MTB Cycling Club, Inc. offered continued help maintaining local trails

Maintaining downhill mountain biking trails is costly, and the money could be put into maintaining existing trails and extending the Bonneville Shoreline Trail

Renaming Trails

6 - Rename trails with offensive names

2 - Keep the names; people are going to call them what they've always called them

Priorities

Prioritize finishing connecting trails that aren't finished yet (e.g., Bonneville Shoreline) and then go to areas that have too many trails and need to be consolidated

Prioritize connecting the intermittent trails above the residential property lines north and south of Rock Canyon

Prioritize developing the front side of the foothills near town first, then develop Cascade foothills

Motorized Vehicles

Concerned about lack of accessibility for motorcycle users (could be seasonal to help clear brush)

Need more ATV trails and trailheads. Pouring this much money and effort into only the hiking and biking groups is very prejudiced against the less physically abled

Ban motorized vehicles in The Meadow

Discourage off-road motorcycling to minimize wildlife disturbance

Miscellaneous

3 - Keep the trails raw and rocky

2- Spell out abbreviations and clearly mark places on the maps for future proposals

Will the new trails be documented and made available online? What will be done to prevent social reconstruction of the unofficial trails?

Want bridge and access trail from Timpanogos Park to these trails

Climb from SPORA to BST needs to be more workable

Climb from BST up Lacey's Loops to the first meadows could use a couple of switchbacks. Hiking only at Indian Hill makes sense up those switchbacks if we can get bike access as this plan suggests on other places around Squaw Peak road.

If these trails will have a leash law for dogs, clearly post it at every trailhead and main junction and enforce them with fines

Address areas that need extra biological attention (e.g., addressing erosion)

Create a delineation of the Bonneville Shoreline Trail from Squaw Peak to both Little and Big Rock Canyons, and block off the partial trails so they can re-vegetate

Promote high-traffic trails and block off "faint" trails in sensitive areas

Keep the area northeast of the Indian Road Trailhead for recreation, not development

Preserve foot trail access wherever possible

More parking is needed for Little Rock Canyon

A warning sign for challenging terrain at Little Rock Canyon would be good

Little Rock Bench should be restricted to foot and horse traffic

Need more focus on East Lawn's Bonneville Shoreline Trail

Multi-use trails on the east bench would be great

What is the plan for electric bikes?

Focus on bigger problems, like watershed, instead of just more recreation

On Indian Road, designate current switchback as hiking only

Make a hiking trail built that connects Little Rock Canyon to the Squaw Peak pinnacle trail

Grow UVTA or start a membership paid not-for-profit organization to apply for grants, collaborate with IMBA and partner with other organizations. Fund trail building, signage, maintenance and access efforts. Survey membership to secure commitment for volunteer trail building / maintenance days. Once we are safely post-pandemic, host fund-raising events.

The Ellendell trail adjacent to the Orem overlook needs to be re-routed. Too many loops.

Respondents' Feedback That Was Too Thorough to Break Up Well

BST TO EAGLE RANCH: (low Priority) in favor of widening/flatten upper northeast but pretty good as is.

BRIDESMAID FALLS: (Low Priority) Not in favor. Both these falls are water source for Smith Ditch Co and Provo City in Winter. (I'm a member of the Smith Ditch Co. Board) They will resist trails being designated or created. More people visiting these falls, especially the east falls creates increase chance of vandalism and damage to their existing water systems.

AQUEDUCT & SPRINGDELL: (Medium Priority) in favor.

JUNGLE LOVE: (Low Priority) No issues with current name.

POLE CANYON BIKE PARK and BST ACCESS: (High Priority) multidirectional beginner loops needed from SPORA parking lot, also less steep up-hill connector trail to BST from this trail head. DH directional trail ok as long as other multi-directional trails created first. Restroom at SPORA Trail head needed (Vault toilet works)

LUNA'S: (Medium Priority) no Downhill only, keep multi-directional, reroute lower end would be good.

KING WHOOPS: (Medium Priority) Agree

LACEY'S/ERINDELL/ELLEDELL/LITTLE ROCK CANYON: (Medium priority) Good as is. Keep multi-directional. not sure what is meant by single spine trail or location of, could not identify on maps. Some minor reroute would be good, connector to Orem Overlook parking good also.

LACEY'S LOOPS: (High priority): Good as is. No to directional. These are XC type trails that are good both ways. Multi-direction provides varied without building more trails.

POLE CANYON RUNS: (Medium Priority): Agree, would be great!

POLE CANYON: (Medium Priority): Agree

CASCADE RAMPARTS: (Medium Priority): Agree

INDIAN ROAD: (low priority): Agree, keep switchback section as all users

LOOKOUT POINT: (low priority): Agree, no current official name that I'm aware of.

BST EASTLAWN TO EAGLE RIDGE RANCH: (low priority): Good as is.

CACTUS HILL: (low priority): Agree, reroute not needed.

SQUAW PEAK ROAD TO EAGLE RIDGE RANCH? SAME AS SQUAW PEAK DH?: (low priority): good as is, upper end reroute would be good. Keep as all trail users.

RIDGELINE: (medium priority): Lower end is, strait down DH trail. Not sure needed if Pole runs are built.

LITTLE ROCK-POLE CONNECTOR: (Medium priority) agree

THE GRAEL PIT: (priority?) not sure which gravel pit referring too

THE MEADOW, BUFFALO PEAK: (medium priority): agree

BST EAGLE RIDGE TO LITTLE ROCK CANYON TO ROCK CANYON (medium priority) agree

1. BST from bridal veil to Archery Range Road (and particularly below the switchback) is one of the best MTB trails in the area. It often has hikers as well, which is fine, but I would discourage making this trail too accessible and "flat." It's already pretty well used and much more traffic will make it hazardous for combined bicycle and foot traffic. I personally would love it to be MTB only, but it's probably too popular to do that.

2. The area is lacking a decent bike park connected to a trail system. There is the start of one across the canyon at Timpanogos Park, but this area should have something that is at least comparable to the Draper Cycle Park or the Trailside Bike Park near Round Valley. The area indicated here for a bike park maybe a good place for that, but I would encourage something that has loops, technical features, jumps, drops, etc. for ALL skill levels.

3. Generally I am a big fan of one-way MTB trails. I would encourage as many MTB trails as possible and make as many as possible one way. This is a safety issue and an enjoyment issue.

4. (Pole Canyon Runs) A good uphill trail is MUST have. I don't know if one would be enough, but at least one.

5. (Pole Canyon Runs) I LOVE the idea of several MTB only downhill trails of varying difficulties. You have the ability to put in a great flow trail or two in these areas as well.

6. (Pole Canyon) In this area, please provide a MTB connector to the campgrounds.

7. (BST from Eastlawn Cemetery up to Eagle Ridge Ranch) There is currently no good way to get from the south end of this section of the BST without going up Eastlawn Cemetery...and of course no good way to get back without coming down this same trail. This trail is TOO steep for MTB up. PLEASE provide a way to connect to these sections from the neighborhoods around Timpview Dr. without going through the cemetery.

8. (Cactus Hill and general) Technical obstacles make MTB trails more fun and interesting. It's good to have a ride around, but please don't eliminate technical elements of these trails.

9. (Ridgeline) If you plan to make sections of trails NOT for MTB, please provide a ride around.

10. General comment: It is very difficult to make trails horse and MTB compatible. UNLESS you could have horses stay off wet/muddy trails. Otherwise, provide separately trails for each.

11. (BST between Rock Canyon and area above Eastlawn Cemetery) There is a big gap in the BST that appears to be addressed in this plan. Please connect from Rock Canyon to the north. It would be great to be able to ride from Rock Canyon to Bridal Veil falls without going through the neighborhoods.

12. When you make improvements to what is now Squaw Peak Road, please do something for traffic calming. The drivers on this road DO NOT pay close attention to other users and drive too fast.

Unregistered Respondents

Unregistered respondents were generally very enthusiastic about the trails and offered fewer specific suggestions than registered respondents.

Things Respondents Liked

6 - Like increasing the number of trails, especially downhill only trails, in Pole Canyon

Like the Bonneville Shoreline Trail extension/connections

Like more terrain for mountain biking, would support even more

Like formalizing "social trails"

Specifically for Mountain Biking

Keep the free ride trails below the Y trail head; Make the free ride trails below the Y trailhead a community-built mountain bike park.

Consider education, especially for mountain bikers on hiking trails

Maintenance

How much more will this cost in property taxes? They're already high.

Renaming Trails

2 - Rename trails with offensive names

Motorized Vehicles

Off-highway vehicles are nasty to trails and might not mix well with pedestrian trails. If we do add trails for motorized vehicles, do not make them multi-use.

Miscellaneous

Do it all! More trails!

Government needs to back out and let the citizens develop and maintain needed trails without using tax money.

There needs to be a multi-use access from the East Lawn trailhead, which is currently marked as bike up only on the maps. Most people who use this trail hike or run it.

The fence blocking the Bonneville Shoreline Trail at 3418 Piute Drive should be removed if it is not permitted to be there. If it is permitted, how high on the mountain is it allowed to go?

Have an on/off schedule for hiking, trail running, etc. vs. mountain biking

Leave the area open to the public

More handicapped access to trail networks

Please give preference to hikers within the canyons. Bikes and motorized vehicles should be discouraged.

Add more hiking trails

Make sure the trails are well marked with good signage to discourage trailblazing

Promote high-traffic trails and block off "faint" trails in sensitive areas

Incentives from city and forest service in working with private landowners would be maybe be a good idea. Has this been done in the past? I would love to see the focus of implementing all these trails as opposed to allowing land swaps and housing development.

QUESTION 2

Please share your feedback on the Provo Mountains area.

In your feedback, please be specific about the exact location to which you are referring, and be constructive by offering alternative proposals where you disagree with the plan.

Registered Respondents

General support was universal. As in question 1, respondents offered several suggestions. Many repeated their comments from question 1. Where they could also be specific enough to apply to both areas (e.g., no motorized vehicles), these duplicate comments have been included.

Things Respondents Liked

4 - Like the Bonneville Shoreline Trail extension/connections

2 - Like the educational displays in Rock and Slate Canyons

Like the trails for varied skill levels

Like the expansion of the Maple Flat route

Like the work in the area of First Right Fork Trail that connects Rock Canyon Trail to Slide Canyon

Like the trails connecting the canyons west of Squaw Peak Road

Like the connection to Buffalo Peak

Like making the Y Mountain trail hike/run only

Things Respondents Disliked

Disliked extending the trail towards Maple Flat and Maple Summit (more trails means more crowds)

Specifically for Mountain Biking

10 - Keep the free ride trails below the Y trail head; Make the free ride trails below the Y trailhead a community-built mountain bike park

There is a lot of room below established trails that could be a good spot to build some intermediate trails to complement the advanced trails further up on the mountain

Slate Canyon Trailhead and mountain bike park - This area has some really great opportunities to expand the minimal bike park start. Some of the most interesting mountain bike portion of

the Bonneville Shoreline Trail are just south of this trailhead. Could be a good opportunity to build a bike/skills park and some short mountain bike loops of varying difficulty

Make multi-use trails wider

Have a few loop rides close to town

Maintenance

Concerned whether we have funding and personnel to commit to maintenance

It's important to designate and maintain the trail to the summit of Squaw Peak

Concerned about homeless camps and trash

Priorities

2 - Prioritize connecting sections of the Bonneville Shoreline Trail, along with connectors to neighborhoods on the east bench

Mouth of Slate Canyon should be high priority for all uses

Motorized Vehicles

BST from Slate Canyon south needs a trailhead monument and identifying signs along the single track as well

I am glad to see some designation for ATV users. Although this is not something our family participates in, given the culture and tradition of the area residents, this shows respect and a meaningful way to incorporate this type of recreation into the plan

Need more ATV trails and trailheads. Pouring this much money and effort into only the hiking and biking groups is very prejudiced against the less physically abled

Discourage off-road motorcycling to minimize wildlife disturbance

Generally averse to ATVs (largely because their noise ruins the experience of getting away from the city for me) but am totally fine sharing trails with bikes and horses (so long as the trail is wide enough for me to step to the side and still have space)

Miscellaneous

2 - More trails in this area will take pressure off very popular trails including the Bonneville Shoreline Trail and the Rock Canyon Trail

Keep the trails raw and rocky

The Bonneville Shoreline Trail from Slate Canyon south needs a trailhead monument and identifying signs along the single track as well

New trails to the tops of Maple Flat and Maple Mountain will also be popular and enjoyable

Multi-use trails should be encouraged

Need better maps and signs

Need a way to park and hike up Provo Peak without scratching the car against branches

I tend to think of this area as geared toward less intensive uses, i.e. hiking, wildlife watching, etc. (with some exceptions for the ATV trail that comes down from Cascade Saddle and Squaw Peak Rd)

Build/renew the 2nd right fork out of Rock Canyon and extend the Maple Flat trail and Maple Summit trails. Boardman Spring trail disappears in bulldozed and overgrown scrubble, but a trail through to Knight Spring would be fantastic.

Clean up and future proof the trails south of Slate Canyon

Part of the trail going southward from Slate Canyon is dangerously narrow and should be developed more

It would be wonderful if a park with a playground could be put by the roadway up to Slate Canyon

When the water storage tanks were put in, the city promised they'd put tennis courts on top of them, and this has never happened

Respondents' Feedback That Was Too Thorough to Break Up Well

If you want a designated trail up Maple Mountain, I think using the existing trail coming out of Maple Flats along the Northwest ridge would be a more enjoyable and logical choice. It would get much more use rather than having to go all the way to the East side of Maple Mountain before using the old exploratory ski road that is currently a mess.

I don't think the BST shortcut in Slate Canyon is unsustainable. It is obviously preferred by almost all users of the trail even though the upper trail is easier. Making a third trail would only add to the confusion of BST alternatives. I think you will have a really hard time removing the current use trail.

The BST after Slate Canyon is a mess. I think the best alternative is to go as high as possible. Stay out of the foothills and the current/future development that is going to happen there. The high trail that already exists is the most enjoyable. It requires some effort to get on it, but with a little bit of work it could be very accessible. Currently it dies out above the state streets, but

adding to the upper trail and clearly designating it as the BST would make it first class as opposed to wandering in the shrubs, without a view, in the backyards of the neighborhood.

1. Complete the BST end-to-end through the Utah Valley. Again, this is goal best supported by a membership funded MTB organization like UVTA in partnership with the town / county.
2. Improve / develop single track bike routes along the BST corridor in Provo to reduce bike vs hike/runner pressure on the main trail and make climbing / descending more interesting and accessible to geared mortals.
3. Add proposal for Foothills Park (Provo) >60 acres adjacent to BST with city funds earmarked for park development.
4. Select / build a designated uphill trail to access BST from the city center/ BYU.
5. Sanction expert 'freeride zone' near Y-Mountain trailhead.
6. Develop 2-3 looping flow trails to separate MTB traffic from hiking trails.

Unregistered Respondents

As in question 1, unregistered respondents were generally very enthusiastic about the trails and offered fewer specific suggestions than registered respondents. Many repeated their comments from question 1. Where they could also be specific enough to apply to both areas (e.g., no motorized vehicles), these duplicate comments have been included.

Things Respondents Liked

Like formalizing "social trails"

Like making the Squaw Peak Trail official

Specifically for Mountain Biking

2 - Keep the free ride trails below the Y trail head; Make the free ride trails below the Y trailhead a community-built mountain bike park

Some of the best mountain biking on the Bonneville Shoreline Trail is south of Slate Canyon. These trails could really be improved and made more accessible for multiple users. They already get a lot of use and could be more sustainably managed.

Maintenance

The trails need to be built to stand up to the amount of traffic on them now and as the population doubles in our valley in the next ten years. Build to last, built to be safe.

How much more will this cost in property taxes? They're already high.

Priorities

Prioritize the construction/improvement sections of the Bonneville Shoreline Trail

Miscellaneous

2 - Want sturdy, well-placed signs

Please do everything possible to work with city, county and Forest Service to keep the trails open and accessible to all of us!

Incentives from city and forest service in working with private landowners would be maybe be a good idea. Has this been done in the past? I would love to see the focus of implementing all these trails as opposed to allowing land swaps and housing development.

Have an on/off schedule for hiking, trail running, etc. vs. mountain biking

Have more adopt a trail areas and camping spots.

Leave the area open to the public

More handicapped access to trail networks

Please make more investment in the Slate Canyon area and acquire the easements or ROWs south of Slate Canyon to connect the BST going south to Springville

Strongly encourage further development and improvement of the section of the trail south of Slate Canyon