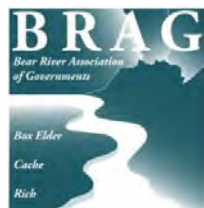


BEAR LAKE LEGACY PATHWAY



PATHWAY CONCEPT PLAN 2012



Produced by:
National Park Service
Rivers, Trails, and Conservation
Assistance Program



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Signature Page

Approving Municipalities and Counties

Date

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Alan Michaelson-Mayor, City of St. Charles

Executive Summary

Executive Summary

This plan provides a consistent framework to guide the creation of the pathway. It includes: a background; vision; goals; needs for the pathway; design considerations; project phases; and uses. It also provides information needed to include with funding requests to implement the trail.

The Bear Lake Legacy Pathway Concept Plan (referred throughout the document as “pathway”) presents a guide for planning, funding, constructing and maintaining a non-motorized, multiple-use pathway. Where feasible the pathway will be separated from the highway and will circumnavigate the 50-mile perimeter of Bear Lake. The concept plan is a long-range strategy for the development and management of a public pathway around the lake for improved transportation and recreational opportunities in the Bear Lake Region. This plan lays the groundwork for a pathway connecting the communities of Laketown, Garden City, Fish Haven and St. Charles in both Idaho and Utah. In addition, it identifies potential trail phases for opportunities to outlying communities such as Montpelier, Idaho as well as surrounding public lands.

Since the early 1960’s the communities around Bear Lake have recognized the need for a separated pedestrian and bicycle pathway; however, the lack of a consistent and specific plan has slowed progress. Currently there are three short segments of the pathway constructed, which total over 9 miles of the proposed 50-mile pathway (See Appendix IV).

The pathway will enable the public to enjoy the beauty of Bear Lake and the surrounding area through non-motorized recreation. Residents and visitors will have the opportunity to safely travel from one part of the Valley to another, and from one small community in either state to another



Typical topography and lack of road shoulder around Bear Lake.

via a pathway and where feasible a separated pedestrian and bicycle pathway. Lastly, the pathway will serve as a natural classroom to learn about natural, cultural and historic resources in the area.

Public workshops were held in the fall of 2010 to aid in the development of a regional plan called the Bear Lake Valley Blueprint (see Appendix I). The meetings and online surveys conducted during the planning process showed that a separated pathway around Bear Lake consistently ranked within the top three priorities among survey respondents attending workshops.

The benefits of a pedestrian and bicycle pathway around the lake are numerous and significant to residents and visitors of the Bear Lake Valley. Motor vehicle traffic around the lake has increased over the past five years, and highways 30 and 89 have extremely narrow to non-existent shoulders. A separated pathway will be safer for pedestrians and bicyclists as well as motorists. The pathway will also have a positive impact on the economy of small communities around the lake by allowing visitors greater access to parks, and marinas. The pathway will allow residents to travel easily and safely to community services and events, and will encourage visitors to extend their stay. Research has shown that properties which are close to recreational amenities such as trails, parks, and open space increase in value. Utilizing the pathway to help educate users of the physical, cultural and historical resources around the lake will also deepen the sense of value for, and individual responsibility for the Bear Lake Valley's natural resources. Maintenance and repair of the pathway will be the responsibility of the county or municipality. The counties will be encouraged to seek special taxing authority or user-fee collection opportunities to help with this on-going responsibility.

Acknowledgments

Acknowledgments

The concept plan was developed as a cooperative effort through a committee comprised of residents from Idaho and Utah, elected and appointed officials, from Bear Lake communities in Utah and Idaho, Bear Lake Regional Commission (Regional Commission), Bear Lake Watch, the Bear River Association of Governments, and the National Park Service (NPS) Rivers, Trails, and Conservation Assistance (RTCA) Program.

Mitch Poulsen from the Regional Commission applied to the NPS RTCA program and was awarded planning assistance. RTCA is the community assistance arm of the NPS who supports community-led outdoor recreation projects, so they can preserve open spaces, and develop trails and greenways.

Marcy DeMillion and the other RTCA staff should be recognized for their guidance. RTCA coordinated with Envision Utah as they developed the Bear Lake Valley Blueprint Plan, and became the lead agency overseeing the Bear pathway concept planning effort. RTCA developed the document's format, prepared graphics and facilitated the planning process.

The Regional Commission is composed of elected officials from most of the cities in the Bear Lake Valley, a county commissioner from each county adjacent to the lake, and representation from irrigation and recreational interests. The Commission is the local coordinating entity for the pathway.

The Bear River Association of Governments (BRAG), a voluntary association of local governments in Box Elder, Cache, and Rich Counties, provides planning assistance to local communities and counties. Zac Covington from BRAG actively engaged in the planning process and created the plans maps.

A special thanks to the steering committee and agencies who contributed their time. Without the vision and drive for a pathway from citizens and officials, no segment would have been constructed or a plan completed.

Background

Geographic, Topographic, and Climatic Setting



The Bear Lake Valley (referred to throughout the document as “Valley”) is one of unparalleled natural beauty. Nestled between the Bear River Range to the West and the Bear Lake Plateau on the East, this natural wonder invites a range of outdoor enthusiasts. The crown jewel of the area, Bear Lake, is a natural lake that straddles the Utah and Idaho border. Bear Lake is known as the “Caribbean of the Rockies” due to water clarity and the natural turquoise color reflected from limestone particles in the water. The lake is 8 miles wide and 20 miles long with a surface area of 110 square miles.

The topography dictates the transportation options, presenting very unique transportation challenges. The middle section of the Valley is nearly filled by the lake itself. In many places the mountains rise steeply from the lake shore. A single narrow road way was created during early settlement years to serve limited agricultural communities. Now recreational houses are crowded between the highway and the shoreline. Even at the south end of the lake where the Valley widens, the road does not. There are almost no alternate transportation routes.

The climate is one of pleasant, temperate summers with a short growing season and cold winters. Annual precipitation at the Valley floor is around 12 inches with substantially greater amounts falling on the higher elevation and on the mountains. Precipitation falls mainly in the form of snow during the winter and in the summer with high-intensity short-duration thunderstorms. The average winter temperature is 19 degrees and summer temperatures around 62 degrees. The elevation of the Valley floor is approximately 6,000 feet above sea level with the mountain ranges to the west much higher.

The closest metropolitan center to Bear Lake is Salt Lake City, Utah 122 miles to the southwest. There are a number of other large populations nearby that

consider Bear Lake an ideal location for a day trip, such as Ogden, Layton, Centerville, Bountiful and Provo, Utah. Other communities with significant populations within close proximity to Bear Lake include: Logan, Utah and Pocatello, Idaho.

Regional History

The earliest human inhabitants in the Bear Lake Valley were the Native American tribes of the Shoshone and the Bannock. Both tribes spent much of the summer at Bear Lake where they would retire after their buffalo hunts to dress the hides. At regular intervals the Utes and other tribes came to Bear Lake to trade horses and other commodities for buffalo robes.

The first known travelers to see the Valley were part of the Wilson, Price and Hunt Expedition in 1811. Joseph Miller, the group leader, called the lake Miller Lake and the river, Miller River. In 1819 and 1820 the Northwest Fur Company trapped in the territory between the Bear and the Green Rivers under the direction of Donald MacKenzie. MacKenzie witnessed the gathering of ten thousand Native Americans whose camp covered seven miles along both banks of the Bear River. In a letter written to a friend at Fort Nez Perce, MacKenzie told of taking his men to the Valley on September 10, 1819, after he heard of a large number of pelts there. MacKenzie later provided the name for the lake and river in honor of the many black bears he found in the region.

Mormon pioneers began to settle the Valley after the United States Congress passed the Homestead Act in 1862. Brigham Young sent settlers to the Valley with The Church of Jesus Christ of Latter-Day Saints Apostle Charles C. Rich as their leader. During the summer of 1863 Rich and 50 men on horseback made the first wagon trail into the Valley following the Franklin, Mink Creek, Emigration Canyon routes. The main body of colonizers organized by Rich entered the Valley about late September over the wagon trail and proceeded to what is now Paris, Idaho to form the first permanent settlement. An agreement was made with the Shoshone Chief Washakie and Bannock Chief Tighi to use the northern end of the Valley for settlement. The southern end was designated for Native American uses for hunting and rendezvous.

As late as the 1920's a few Native Americans were still coming each summer to camp on the lake shore. Since that time, the Mormon pioneer settlements of

Laketown, Garden City, Fish Haven, St. Charles, Bloomington, Paris, Ovid, Montpelier and Dingle have established themselves as agricultural communities with growing recreational interests.

Planning Background

Reference to the Bear Lake Valley Blueprint

The Bear Lake Region identified a regional “vision” (2011) for the area which will guide growth over the next 40 years. Envision Utah was selected by a local steering committee to facilitate the collection of ideas and values from among those who cherish the Bear Lake Valley. Specific objectives for input included growth patterns and strategies, transportation corridors, protection of natural resources, and bicycle and pedestrian pathways. Development of pathways was identified by those participating as one of the top implementation strategies for the blueprint.

Additionally, the National Park Service’s Rivers Trails and Conservation Assistance Program (RTCA) received a request for assistance from the Bear Lake Regional Commission to aid in the development of a non-motorized pathway concept plan around Bear Lake. RTCA worked with Envision Utah to obtain public input by developing survey questions about the publics’ preference for pathways in the region.

Results from the survey indicated that 100% of respondents favored the development of a pathway with a significant number identifying a need for pathway development along the west side of Bear Lake following US 89. Excerpts from the Blueprint are referenced in the “Conformity with other Plans” section of the plan’s appendix.

Public Involvement

Development of the concept plan occurred with significant support and engagement from public and private individuals. Meetings were held to craft the contents of the document, gather input from agencies, and the plan was submitted to the local jurisdictions to obtain public input and approval.

Steering committee members met together for approximately a year to craft the contents of the document following the completion of the Bear Lake Valley

Blueprint. Steering committee members selected were decision makers representing involved communities and members of the grassroots effort supporting the development of the plan. Members and their representation include the following: Martha Burbidge-interested citizen, Dave Cottle-interested citizen, Claudia Cottle-Bear Lake Watch, Bess Huefner-Garden City, Jennifer Huefner-Garden City, Vaughn Rasmussen-Bear Lake County Commissioner, Bill Cox-Rich County Commissioner, Lori Haddock-Bear Lake County, Mitch Poulsen-Bear Lake Regional Commission, Zac Covington-Bear River Association of Governments, and Marcy DeMillion-National Park Service.

Others consulted included organization and agency personnel and private land owners who provided their input and/or guidance. Those individuals and the agencies they represent include: Annette DeKnijf-U.S. Fish and Wildlife Service; Charles Patterson-Bureau of Land Management; Clark Willis-Landowner; Dennis Duehren- U.S. Forest Service; Jennefer Parker-U.S. Forest Service; D.J. Ballingham-Bear Lake Community Health Center; Ed Bala-Idaho Transportation Department; Maureen Gresham-Idaho Department of Transportation; Evelyn Tuddenham-Utah Department of Transportation; Eric Merkely-Boy Scouts of America; Richard Worley-Bear River Health Department; Jesse Anglesey-Southeast Idaho Health Department; Kirk Rich-Idaho Parks and Recreation; Montain Kunz-Bear Lake County; Nate Parry-Citizen; Peggy Pugmire-Citizen; Norm Mecham - Citizen; Richard Droesbeke-Utah Parks and Recreation; Roy Bunderson-City of Bloomington; Sarah Cheshire-Bear River Health Department; Jason Eborn-Boy Scouts of America; and Claudia Conder- Pacificorp.

Public hearings on the concept plan were held jointly by the City of Laketown and Town of Garden City in Utah. Public notices requesting input on the document were submitted to the Rich County Times and copies of the plan were available at the Town office in Garden City and on the website hosted by the Bear Lake Regional Commission. Both city councils met concurrently to collect input from the community and the two communities openly discussed the plan content. At the hearing there were sixteen individuals present. There was considerable discussion among the council members about the necessity of the pathway and the heavy use of the pathway already constructed in Garden City. Members of the town council for Garden City expressed the heavy use of the existing trail and the interest in their community generated by the pathway. There were no parties in opposition to the pathway in attendance.

Bear Lake County and the City of St. Charles held a joint public hearing to collect input from citizens. During the hearing, 24 people were in attendance with eight in favor of the concept plan, six neutral and ten opposed. Those in favor spoke directly of the plan and the benefits. Those who presented input in opposition to the plan referred to the costs to construct or maintain the pathway or discussed issues not identified in the plan. Consideration is being given by elected officials to hold forums where the concepts of the plan can be elaborated upon to provide more information about the pathway system.

Rich County held a public hearing with no one in attendance in favor or opposed to the plan. Following the hearing, the county approved and adopted the plan.

Vision, Goals, Objectives

Pathway Vision

Vision: A non-motorized pathway system encircling Bear Lake that connects to trails on public and private lands and provides opportunities for year-round recreation, fitness, health, and alternative transportation.

Pathway Goals and Objectives

Goals: These are closely aligned with the Department of Housing and Urban Development livability, Utah Department of Health, and the Regional Blueprint principles for sustainable communities.

A. Safety

1. Increased opportunity for safe, non-motorized travel around and adjacent to Bear Lake for people of all abilities.
2. Increased awareness of shared usage of roadways through pathway signing.
3. Improved public safety on highways and busy corridors around the lake.

B. Community

1. Enhanced human connection to the natural, cultural and historic environment through interpretation, especially along scenic byways.
2. Enhanced coordination among partners interested in non-motorized pathways to work toward common objectives, by establishing a trail committee.
3. Completion of a maintenance plan, so municipalities and counties know what is expected.
4. Develop interpretive signs to provide information about cultural, natural, and recreational opportunities.

C. Health

1. Creation of pathways for communities, to improved opportunities for active living affecting the health of citizens and visitors.
2. Reduced air and water pollution from vehicle use by encouraging alternative transportation.

D. Economy

1. Enhanced tourism and economic development to keep visitors in the area.

Need for a Pathway

Safety

The pathway will separate competing users and conflicting speeds to create a safer environment for bicyclists, pedestrians, and motor vehicles. Creation of a separated pathway will also provide safer alternative transportation options for people of all ages and abilities.

Cultural and Historical Interpretation and Education

The Valley has a rich heritage that is tied to the natural resources of the region. Pathway construction will link areas of interest and educate the user about events that shaped the Valley. Both Bear Lake County, Idaho and Rich County, Utah are members of the Bear River Heritage Area which is a consortium of organizations in government, business, education, tourism, recreation, and other areas who are dedicated to economic development through promotion and stewardship of the cultural and natural resources unique to the area.

Interpretive signs will be placed at pull-outs in strategic locations along the pathway and scenic byway to provide insight to the rich historical-cultural and natural history of the area.

Recreation and Tourism

Tourism is a component of the seasonal economic growth that supports many of the residents of the Bear Lake Valley. Completion of a pathway will provide numerous benefits to the economic vitality of the region and assist in producing more sustainable and livable communities.

Shoulder seasons in the Valley are the missed opportunity for many visitors. Completion of a pathway will provide a much needed incentive for visitors to stay a few extra days before Memorial Day and after Labor Day to enjoy the areas recreational benefits.

There are possibilities to expand winter recreation for residents and visitors. This would include grooming of the pathway for Nordic skiing and snowshoeing. This idea will be discussed at future trail meetings.

Public Lands Access

The pathway is located close to federal and state lands. This proximity ranges from 0 to 5 miles, with some sections of the proposed pathway paralleling public lands. While some of the surrounding public lands border the lake, the majority are separated from the lake by several miles of private land. On the western side of the lake, these lands consist of U.S. Forest Service, Bureau of Land Management (BLM), State Parks, School and Institutional Trust Lands Administration (SITLA), Idaho State lands, and the Utah Division of Wildlife Resources. On the east side of the lake, these lands consist of BLM, SITLA, Idaho State lands, and State Parks.

Access to state or federal public lands from the pathway is encouraged and there are three public land connections in particular that provide a good opportunity for connectivity. The first connection is to Bear Lake State Park with access to Rendezvous Beach on the south west side of the lake near Laketown. Many visitors come to the beach to camp and recreate in the summer months. There are restroom facilities, as well as a concession stand. Public access via the pathway could increase beach visitation as well as providing additional clientele for the concessions.

Another public land access opportunity exists on Idaho BLM lands east of Fish Haven at the Loveland Lane proposed parking area. This area was identified in the BLM's Bear Lake Travel Management Plan (2011), as well as a Maple Canyon proposed parking area north east of Fish Haven. Both of these parking areas and trailheads would be great opportunities for connections to the pathway.

The Bear Lake National Wildlife Refuge could also eventually provide connections to the pathway. While there have not been any substantial discussions with the Refuge about accesses, Refuge management has been very supportive of having the pathway around Bear Lake. Likewise, state lands, particularly on the eastern side of the lake in both Utah and Idaho could provide excellent opportunities for public lands access from the pathway.

Many of the public lands are being accessed on a regular basis via County roads or existing private roads and trails, especially during summer months. Federal and state agencies maintain and improve roads and trails as needed, but only on public land. They do not plan, maintain, or improve roads or trails

on private lands. Agencies are willing to work with local communities to improve access to public lands, and should be involved in any discussions or plans related to public land access. Agency land management plans designate authorized routes, and should be referenced when planning for connectivity.

Economic Growth Opportunities

The economy of the Valley is based on agriculture, recreation, tourism and other service-oriented organizations and government agencies. The agricultural sector consists of cattle ranches and large grain and alfalfa growers with a growing number of organic dairy and small crop producers.

The recreation and tourism sectors are centered on Bear Lake as an amenity with an effort to branch out to the areas north and south within the Valley. The number of visitors to the lake grows each year even in a down economy. In 2010, Bear Lake State Parks (Idaho and Utah) received 331,485 visitors along with 60,000 visitors to the Garden City Beach. It is estimated that the area receives over 500,000 visitors each year, and over 700,000 individuals travel through the Bear Lake Valley on their way to Yellowstone National Park.

The Bear Lake Valley hosts several recreational events annually associated with pathways. Garden City and Laketown, Utah sponsor several of those events. Each May, the Bear Lake Classic Bike race hosts over 400 riders. The Bear Lake Marathon in June 2011 hosted 630 participants, and the Bear Lake Triathlon in August 2011 hosted over 700 participants. In 2011, Montpelier, Idaho hosted the first annual Bear Lake Monster Ride, a new addition to the Century Bike Rides. The Bear Lake National Wildlife Refuge, a Blue Ribbon birding site, offers a wonderful opportunity for walkers and bikers to view and learn about the birds and wildlife of the area. The long-range plan to expand the pathway system linking the cities in the Bear Lake Valley and the national wildlife refuge will also provide additional activities for visitors.

Preliminary data from a study by the City of Montpelier, Idaho on the impact of recreational events estimates that on average a community will receive \$200.00 per participant on a given recreational event. When applied to the events associated with pathways there is a conservative estimate of \$400,000.00 annual revenue to the Bear Lake Valley. In 2010, the room tax in Bear Lake County and Rich County increased over 9.0%.

Garden City has seen new businesses sprout up each year including snowmobile rentals in the winter. Rental businesses can expand renting both motorized and non-motorized equipment for different types of recreation in the fall, winter, and spring seasons.

The economic benefits of trails and pathways include more than events and activities. In many areas, potential buyers regard open space and trail systems adjacent to residential property as an amenity that can increase the value and desirability for a property.

The Bear Lake Legacy Pathway project will not only provide additional quality of life to the residents of the Valley, but will help achieve a biking and walking-friendly atmosphere for residents and visitors of all ages and abilities. In other areas with expanded trail systems, festivals, races and other events associated with trails and pathways have increased opportunities for economic growth.

Sources:

Judy Holbrook; Bear Lake Valley Convention and Visitor's Bureau; June 2011

City of Montpelier Recreation Impact Study; Lori Haddock & Amy Bishop, June 2011 "Benefits of Trails & Greenways", National Park Service Rivers, Trails, and Conservation Assistance Program, January 2008.

Existing Pathways

Completed Pathways

Segments of existing pathways were completed independent of one another. They served as a springboard to ignite interest in continuing the pathways. Business leaders, citizens and elected and appointed officials of the Valley have seen the need for safe pathways and have worked over many years to develop over 9 miles of completed pathways. Tens of thousands of visitors and residents have used the pathways since its completion.



Typical constructed pathway near Garden City.

Garden City should be credited as the catalyst for a pathway in the Valley. Years ago, construction was started on a pathway system that connects parks, residential areas, and commercial areas with the town of Garden City. The location of the City's non-motorized pathway allows users to enjoy the area while maintaining a safe distance from vehicular traffic.

A 4.5 mile pathway connects Ideal Beach Resort to the Bear Lake State Park Marina, residential areas, commercial areas, and scenic vistas surrounding Garden City. Rich

County capitalized on the construction of a sewer line along Cisco Road, on the south end of Bear Lake for a 4 mile section of the pathway.

The .75 mile completed pathway in Bear Lake County from Fish Haven Canyon to Cemetery Road was determined by evaluating speed limits, ability to complete project, and logical start and endpoints. This section combined each of these features to produce the most logical starting location. The distance between the two roads is sufficiently close to keep costs minimized and provide a project with high probability of completion. Match monies were used with a generous donation from "The Reserve", a residential subdivision adjacent to the project with pedestrian-friendly design elements.

The decision for existing pathway locations were decided upon based on connectivity, safety, and the efficient leverage of matching funds. Future

segments of the pathway will be based on a number of factors including funding or other constraints or priorities.

Pathway Phases

A project with the scope of the pathway needs to be addressed in segments that are reasonable to complete and prioritized based on proximity to completed pathway sections, safety and community and public land connectivity, among other factors. This section discusses the existing segments of the pathway and the future phases of pathway construction.

Respondents to the Bear Lake Valley Blueprint survey identified a strong need for a non-motorized pathway around the lake. A majority of those polled identified a need for the pathway along US 89. The greatest number of segments would occur along the highway and is more developed than other parts of the lake. These segments would be constructed between points of interest that provide the most benefits.



The corridor around the lake experiences high highway speeds.

Corridors without safe pathways create dangerous situations.



Design Considerations

Design Recommendations

A clear understanding of a variety of considerations must be thought about to design a safe, fun, and viable pathway system. The following list represents some of the considerations the partners should consider when planning, designing, and implementing a trail system:

- Create trail sequences and experiences by thoughtfully managing trails interaction with topography, viewsheds, water features, ecological communities, cultural sites, developed areas, roads, and other trails.
- Utilize trails to connect open spaces, parks, destinations, city centers, and other trails.
- Add interpretation along the trail to increase interest, and to provide opportunities for environmental education.
- Promote trail use by installing amenities including benches, restrooms, water fountains, etc.
- Minimize crossings of major roadways.



In the planning for the pathway, one of the most important considerations in the design of the trail will be the path-roadway intersections. According to the American Association of State Highway and Transportation Officials (AASHTO), “Intersections between paths and roadways are often the most critical issue in shared use path design. Due to the potential conflicts at these junctions, careful design is of paramount importance to the safety of path users and motorists alike.” They also state

that “Each intersection is unique and will require sound engineering judgment on the part of the designer as to the appropriate solution.” The Trail Standards Appendix (X) will illustrate the three basic categories of path-roadway intersections outlined in the AASHTO *Guide for the Development of Bicycle Facilities*.

Universal Design and Accessibility

Another major consideration in planning for the Bear Lake Legacy Pathway is the accessibility. The following is an excerpt from a document produced by the U.S. Department of Transportation– Federal Highway Administration regarding Universal Design. There are many factors that should be considered in general trail design that transcend ability levels and allow persons with disabilities to utilize the pathway system.

From: *Designing Sidewalks and Trails for Access – Part II of II: Best Practices Design Guide*, 2001, U.S. Department of Transportation.

For user safety and satisfaction, the skills and abilities required to negotiate a trail must match the user's interests and expectations. All trail users, both with and without disabilities, tend to select experiences that suit their interests and abilities. Factors that influence the match between an individual and a particular trail include:

- The desired trail experience;
- The individual's abilities, skills, and expertise;
- The availability of equipment or assistive technology needed;
- The availability of additional expertise such as guides; and
- Whether the individual will be alone or with companions.

Many trail users seek experiences that are beyond the capabilities of most people. There are trails within existing trail systems that provide more than a significant challenge to such users. The challenge is to design trails that provide a unique experience without unique challenges.

The ability to plan, design, construct, and maintain trail experiences that match user needs for access is based on a strong commitment to integrate universal design strategies into every aspect of the trail development process. Focusing on only one aspect, such as the trail tread, is not sufficient. Every aspect of the trail experience must be considered, including the trail corridor, trailhead, and built facilities or amenities.

When planning trails, land management agencies should strive to create environments and experiences that are inclusive of people with and without disabilities. In some instances, this may require looking at the trail from another person's perspective. Designers should consider whether they would be able to enjoy the trail and benefit from all aspects of the trail experience if they were:

- Unable to hear;
- Unable to see;
- Using a wheelchair or powered scooter for mobility;
- 8-90 years old;
- Lacking in energy;
- Not physically fit;
- Unable to concentrate; or
- Unable to read or not able to read the local language

For newly constructed trails, the commitment to address accessibility issues should begin during the planning stages of the trail development process. For example, if sufficient right-of-way is not allocated to a trail during the initial stages of development, it is harder for designers to construct a trail that is safe for users traveling at different speeds. When access improvements are made to existing trails, designers should prioritize resources and try to make the most significant changes possible with the resources that are available.

Resources

Trails need to be designed and constructed to local codes and to acceptable engineering standards. There are many resources dealing with specific design considerations for trail design and construction. The following are several general resources that deal with shared multi-use pathway design:

U.S. Department of Transportation–Federal Highway Administration. 2001. *Designing Sidewalks and Trails for Access – Best Practices Design Guide*. Publication No. FHWA-EP-01-027

American Association of State Highway and Transportation Officials. 1999. *Guide for the Development of Bicycle Facilities*.

City of Blackfoot, ID, 2004. *Guidelines for Design and Construction of Pathways*.

Implementation

Coordination

Implementation is an integral part of any planning effort. The implementation of this plan will be accomplished through many of the partners associated with development of the plan. With many partners involved in the implementation there will be a strong need for a central coordinating organization. The Bear Lake Regional Commission will fulfill this role.



The pathway steering committee was inspired by the Bear Lake Valley Blueprint and has been instrumental in the development of the concept plan in conjunction with the National Park Service, RTCA program.

The pathway will always be open to the public. To accomplish this, the concept plan identifies pathway locations primarily along already accepted public right-of-way. However, if a property adjacent to the identified location is considered for development the county or municipality could require, through zoning ordinances, a developer to construct a segment of a pathway. The developer could also donate a segment of the pathway right-of-way to the local county or municipality. The ultimate goal for the pathway, is for it to remain in the public domain. This will ensure continuous public access for future generations.

Plans, Ordinances and Design Standards

To follow through with the public support for the pathways and encourage donations from individuals, a model ordinance, model design standards

(depending on the topography and type of trail), and a model development agreement will be developed and presented to each of the public entities associated with the pathway. These ordinances and design standards will serve as templates for a consistent pathway that crosses multiple jurisdictional boundaries. Presentation of this information will occur by the Regional Commission to maximize efficiency.

The Regional Commission will work with local jurisdictions to customize ordinances, agreements, and standards. Counties and municipalities should update local General Plans, Transportation Plans, and Trails/Open Space Plans to include language referencing the pathway, then create or update ordinances, design standards and agreements, to reflect the principles outlined in the General Plan. Likewise, jurisdictions should also review current subdivision and Planned Unit Development (PUD) ordinances and update them to allow enough flexibility for developers to benefit from constructing a pathway section or donating right of way. Incentives can be given to developers in the form of development agreements, such as increased density or lots in exchange for land donations or trail construction, or a waiver of trails related impact fees. Communities that adopt this concept plan will in essence be able to use it as their community plan for the pathway.

Adjacent Land Development Procedure

It is hoped that both counties and communities will update applicable language related to trails and alternative transportation modes in existing General Plans, Transportation Plans, and Trails/Open Space Plans. These updates should reflect the principles outlined in this concept plan. Local ordinances should then be updated to reflect the principles in the respective community plans, in order to ensure the values of residents regarding the pathway as well as community priorities are being accurately reflected. This should also include strong references to protecting the public health, safety, and welfare. Each County and community will likely have different language and accompanying ordinances, but it is hoped that the principles included in this plan will be reflected. This plan also contains design standards which can be referenced and utilized for pathway and other trail planning efforts within

the county or community. This plan can also serve as a spring board for jurisdictions as they work toward adopting specific trails standards.

Funding

Funding of the pathway will be accomplished through grants, financial donations, and/or municipal bonding or taxation district. Grants are available from federal, state and foundation sources and will be applied for upon completion and adoption of the plan. Another option that will be considered is bonding or a taxation district. Survey responses to the Bear Lake Valley Blueprint were supportive of the investigation of these mechanisms to support the implementation of the pathway.

Marketing

The Bear Lake Convention & Visitors Bureau will market the sections of the pathway as they are completed through a variety of audio and visual media targeted to draw attention to the pathway. Materials will be marketed through the www.bearlake.org web site, brochures, radio, newspapers and press releases, social media, magazine and trade shows.

The completed pathway segments are advantageous to highlight as places to participate in active non-motorized recreation to prevent obesity and other health issues. To promote the pathway, information will be provided at the many cycling and running events that occur in the Valley.



The Bear Lake area is an attraction for cyclists.

Management Considerations

Recreation Uses and Guidelines



The plan focuses on a non-motorized pathway around Bear Lake, but acknowledges the communities' desire and need for future connectivity to public lands and for an integrated trail/pathway system for different users groups. Each jurisdiction will manage trail sections by following their existing plans and ordinances. To the extent practicable, the pathway will meet ADA requirements for the mobility impaired.

Interpretive kiosk at the Bear Lake National Wildlife Refuge.

The pathway includes the following allowable uses:

- Pedestrians walking, running, biking, snowshoeing, and cross country skiing
- Horseback riding on gravel, but not paved sections
- Pets on leashes

Maintenance & Repair

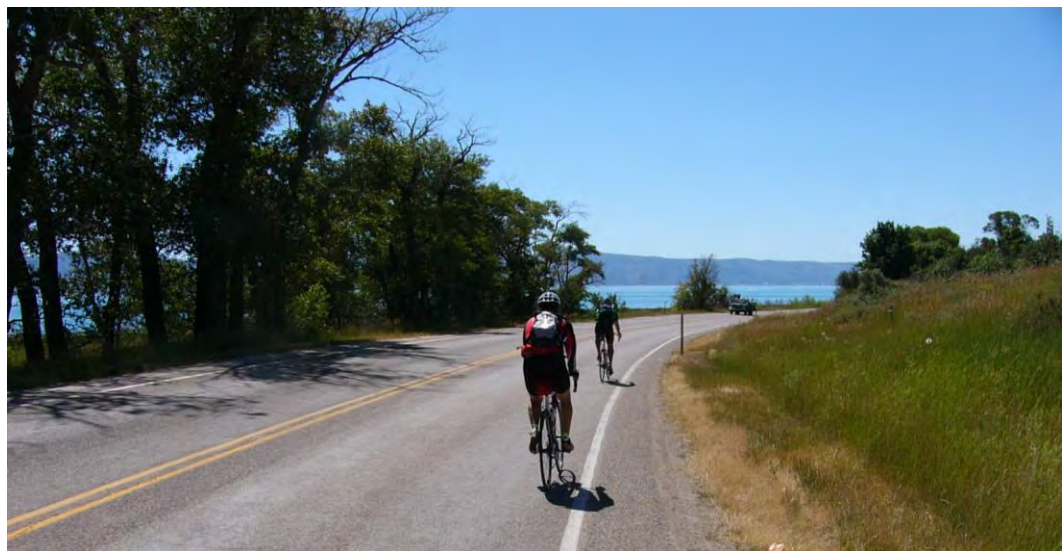
Maintenance of the pathway will be conducted by the local jurisdictions. In the town of Garden City where pathways have existed for many years, this arrangement has worked efficiently. However, as the completed length of the pathway increases, it may become advantageous to subcontract or partner with another organization to fulfill maintenance responsibilities.

Memorandums of understanding should be developed between the Departments of Transportation of each state and the local jurisdiction. MOU's will define responsibilities for maintenance and reconstruction of the pathway in the right-of-way, as this will be the responsibility of the city or county.

The Regional Commission will act as the central coordinating agency holding meeting for the pathway and will keep partners informed about pathway development opportunities. Meetings will involve other interests in trail planning such as Nordic recreation and communities north of Bear Lake. The Regional Commission will facilitate meetings with cities, counties, and groups who have expressed an interest in trails on a regional scale.

Timeline

Funding opportunities will be pursued in the first year to complete sections identified as priorities. The steering committee will re-evaluate the work completed and set goals and timelines for the upcoming year.



Cyclists riding on the highway with a limited road shoulder near Bear Lake.

Appendix I

Pathway Standards

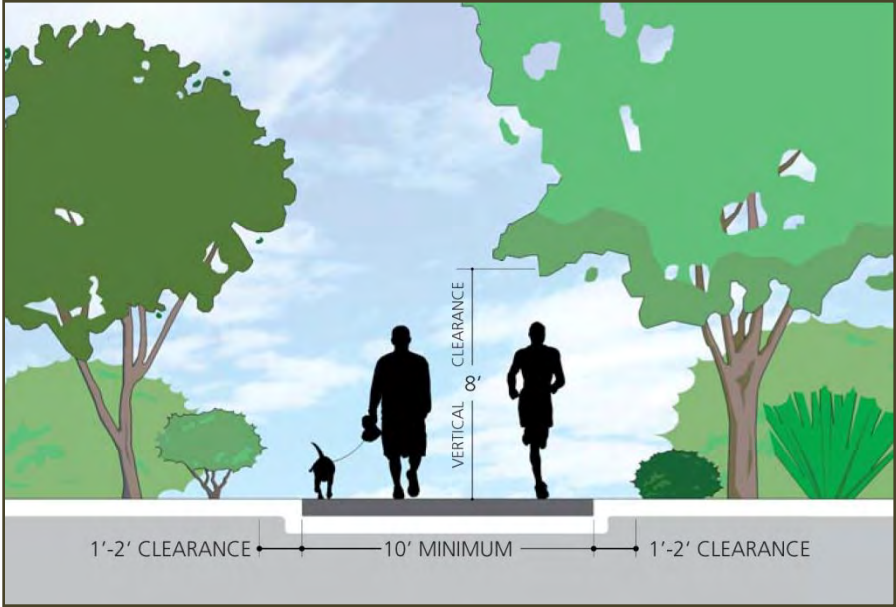
Trail Profiles

The Pathway Standards section is intended to depict the types of trail designs that may be encountered in the construction of the Bear Lake Legacy Pathway. These are not intended to be engineering level design standards. They are intended to ensure a common language when referring to trail types that may be used within the trail system. In the case of the pathway, the typical trail uses will be recreational cycling, walking, and jogging in the summer and cross – country skiing and snowshoeing in the winter.

Trail Cost Estimates

Costs of design and construction of trails are difficult to quantify. A wide range of variables figure into the cost including physical quality of the corridor, width of trail, material of trail surface, landscaping, and current cost of supplies and materials. Cost estimates will be necessary to obtain for each pathway section.

Multi-Use Paved Separated Path Trail



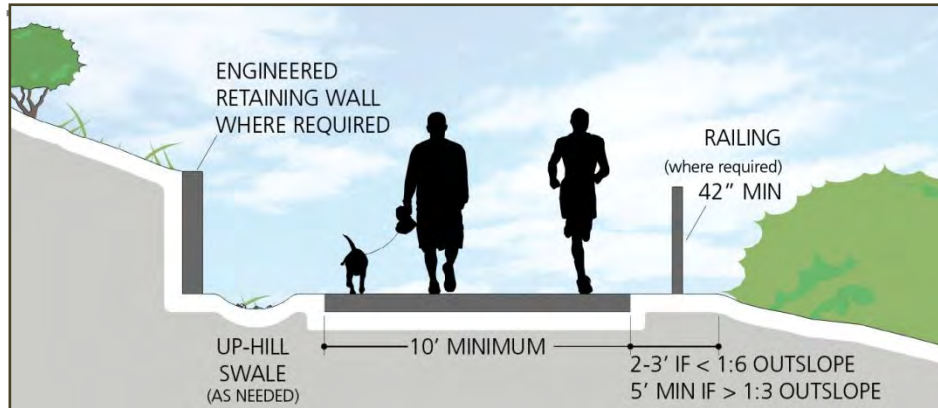
Construction Recommendations

- Tread Width – 10’ minimum
- Vegetation clearance – 8’ vertical and 18” – 24” horizontal.
- Sloped 2% to downhill side.
- Obstacles – smooth, no obstacles, protrusions < 2”.
- Design Turns – 8’-12’ radius.



Courtesy: Adam Cornetta, UtilityCycling.org

Multi-Use Paved Separated Path Trail in Steep



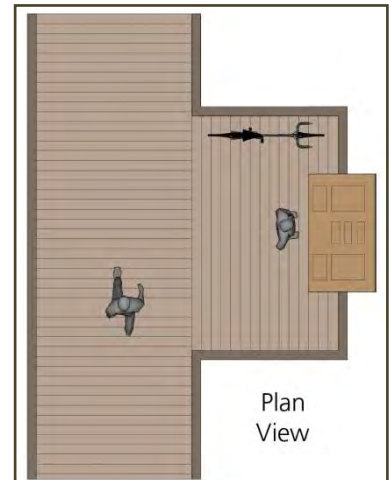
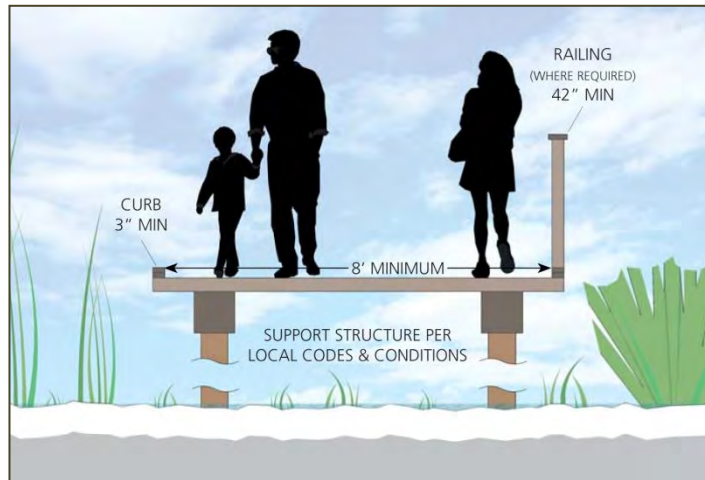
Construction Recommendations

- Tread Width – 10' minimum
- Vegetation clearance – 8' vertical and 18" – 24" horizontal.
- Sloped 2% to downhill side.
- Obstacles – smooth, no obstacles, protrusions < 2".
- Design Turns – 8'-12' radius.

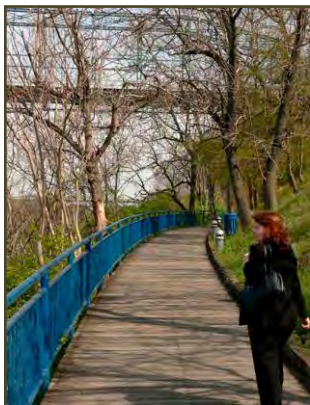


Courtesy: UtahHikes.net

Boardwalk Trail within Wetlands



Provide interpretive pull-outs on longer sections of wetland trails.

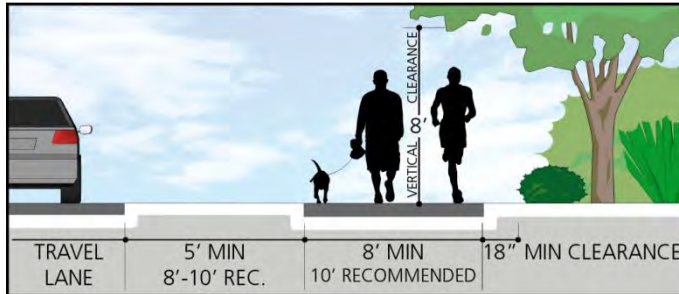


Courtesy: AmericanTrails.org

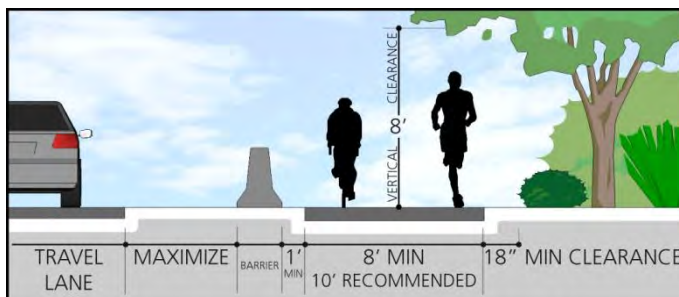
Construction Recommendations

- Tread Width - 8 feet minimum.
- Vegetation Clearance - 8 feet vertical and 1-2 feet horizontal.
- Design Turns - 8-12 feet radius.
- Obstacles - smooth, no obstacles, protrusions < 2".
- Materials include lumber, synthetic lumber, and metal.
- Resource: "Wetland Trail Design and Construction: 2007 Edition" by Robert T. Steinholtz and Brian Vachowski, USFS.

Paved Trail within UDOT Right-of-Way



Without Barrier



With Barrier

Construction

Recommendations

- Tread Width - 8 feet minimum, 10 feet recommended
- Vegetation Clearance - 8 feet vertical and 1.5 feet horizontal
- Follow UDOT separation and barrier guidelines
- Sloped 2% to downhill side
- Obstacles - smooth, no obstacles, protrusions < 2"



Appendix II

Conformity with Other Plans

This section includes a basic outline of trails-related plan sections and policies for various government agencies/groups in the Bear Lake Region.

The pathway has and will continue to cross political jurisdictions as planning and implementation continue. Each community is administered differently based on their size and need for planning and staff to execute jurisdictional directives. Each town and county are required to have a comprehensive general plan to lay the foundation of the desires of those who own property.

In Idaho, Bear Lake County, City of St. Charles, City of Montpelier, and in Utah City of Garden City and Laketown all have some planning document, assessment or directive about pathways in their plans.

County General Plans

Bear Lake County

The Bear Lake County Comprehensive Plan identified construction of a pathway around Bear Lake as a key component to implementation of the plan. The county then adopted pathway standards. They plan on adopting ordinances in the future that will direct area developments to donate right-of-way and construct pathways along areas identified for the Pathway.

Rich County

The Rich County Comprehensive Plan identifies tourism and the need for infrastructure and greater diversity in recreational facilities. The planning and zoning commission is reviewing their land use ordinances which will include dedicatory provisions for residential developments.

Municipal General Plans

St. Charles

A transportation study was completed for the City of St. Charles in 2010. The plan identifies the need for pathways consistent with the Legacy Pathway Plan

and also includes a network of pathways within the city to connect residential housing to the city center and other places of interest. Pathway cross-sections and cost estimates for phases of the proposed pathway are also included.

Garden City

Within Garden City corporate limits, developers are required to construct sidewalks and/or walking paths. The city plans to develop recreational trails for ATV's from the city to national forest lands with designated trails shown on the U.S. Forest Service travel management plan. The city will also plan and map future pathways that access both beach and forest areas for pedestrians.

Laketown

Laketown adopted their general plan in 2007. One of the city goals was to develop a safe, efficient, unified transportation system. Addressed in the transportation and infrastructure segment of the plan are objectives for a network of pathways connecting churches, arenas, public buildings by foot, horse, or bicycle.

Regional Plan

Bear Lake Valley Blueprint

The following are trails-related vision principles from "Bear Lake Valley Blueprint and Toolkit: Building a Legacy Together," (Envision Utah 2011).

Vision Principle 9: *Play more. Expand access and opportunities for recreation for local residents and second home owners, and to support our growing tourism industry.*

"We value the many recreation opportunities in our area, including those associated with Bear Lake, nearby landscapes, and local communities. We encourage local governments to embrace and enhance those recreational opportunities in a way that protects the critical natural resources for the benefit of residents and visitors alike. We support developing a regional trail system, including around Bear Lake, trails beyond Bear Lake to connect the communities in our region, and trails to provide access to public lands. We support exploring a tax or bond to purchase land easements needed for trail construction. We encourage investing additional recreational facilities and

options, including the expansion of the existing marina, exploring four-season recreational opportunities, and building a recreation center in Montpelier.”

Vision Principle 11: *Encourage transportation choices. Support limited regional road network expansion, enhanced local road networks, public transportation, bicycle routes, and pedestrian pathways.*

Encourage strengthening and building on our local street grids as an efficient means of providing multiple ways to get around and to handle seasonal traffic. We envision strategic but limited investments, such as the addition of turn lanes and center lanes, to regional highways to improve traffic flow and safety. We encourage exploring public transportation options for seasonal visitors and workers as well as to better connect the region to employment and recreational opportunities. We support planning for multiple modes of mobility in existing and new communities, and exploring enhanced regional access to transportation options.

U.S. Forest Service Forest Management Plans and Travel Management Plans

Caribou-Targhee National Forest (CTNF), Montpelier Ranger District

The Forest Plan (2003) and Travel Plan (2005) provide direction for management of the National Forest lands in Idaho adjacent to the pathway. Forest Service lands are managed for multiple uses, but not all uses on every acre. Hiking and horseback riding is allowed on all lands while motor vehicle travel is limited to designated roads and trails.

In the vicinity of the pathway, most trails on Forest Service lands are open to all uses including foot travel, horses, motorcycles, and ATVs less than 50 inches wide. One foot trail exists in Maple Canyon. County and or BLM roads provide the connection between the pathway and trails on the Forest. Parking areas are available at most intersections of roads and trails.

Opportunities for additional trails is limited by terrain and funding but cooperative agreements with local governments, clubs, developers, associations, etc. would be considered.

Uintah-Wasatch-Cache National Forest (UWCNF), Logan Ranger District:

The Revised Forest Plan Wasatch Cache National Forest (RFP), February 2003 and the Motor Vehicle Use Map (MVUM), Logan Ranger District, Uinta-Wasatch-Cache National Forest 2009 provide direction for access management.

National Forest System lands are managed for multiple use, but not all uses are authorized on every acre. Most non-motorized activities are allowed on all lands while motor vehicle travel is limited to routes shown as designated-open on the MVUM.

Our goal is to provide a road and trail system that is safe, responsive to public and agency needs, and is affordable and efficiently managed. To do this we will work closely with city, county, state and tribal governments to provide for integrated, coordinated development and management.

Relative to the Legacy Pathway, the Forest boundary is approximately 2 miles from the pathway. There are no existing National Forest System (NFS) non-motorized trails or public right-of ways connecting to Bear Lake. RFP direction suggests if the only access to NFS lands requires crossing private lands where public access is restricted, the adjacent NFS land will be closed to motorized and mechanized use.

There are two Forest Development Roads (FDR) which provide access for motorized, mechanized and non-motorized access, FDR 20106 Old Highway and FDR 20008 Temple Canyon. These routes also provide groomed trails in the winter for motorized and non-motorized use. Other potential access points are NFS ATV Trail 7028, Hodges Canyon and FDR 20240 Richardson Hollow, both of which have access issues on the private land.

Opportunities for development of additional NFS non-motorized trails can be considered if funding, partnership, public access, and resource issues are addressed.

Bureau of Land Management (BLM) General Management Plans and Travel Management Plans

Idaho BLM

BLM Pocatello Field Office completed the Bear Lake Travel Management Plan (2011). The plan applies to BLM public lands in Bear Lake County. The plan identifies two parking areas located at Maple Canyon and Loveland Lane. Access to the parking areas will be from existing roads close to Fish Haven, Idaho."

Utah BLM

There are a few Recreation and Public Purposes Act (R&PP) land grant transfers made to the Utah Division of Parks and Recreation by the BLM in the mid 1970's under the provisions of the Recreation and Public Purposes Act for incorporation into the State Park System.

The following language appears in the Randolph Management Framework Plan (1980), the Land Use Plan for Rich County (Decision Statement Lands 3.1/Rationale Lands 3.1).

"The provisions of the R&PP require that the patent transferring the land to the State of Utah that contain a perpetual "reversion clause" to insure that public land obtained under the Act is always used for the public purpose for which it was obtained. The BLM is required by law to monitor lands acquired under the R&PP Act every five years, at a minimum, to insure that the land is being managed under the public purpose described in the approved plan of development and that the land has not been sold or converted to a non-public use. Recreation is on the increase in the Bear Lake Area and the lands transferred to the State Division of Parks and Recreation will play an ever-increasing role in providing recreational opportunities to the general public."

If Utah State Parks wanted to develop a pathway system around Bear Lake, they would submit a request to amend the plan of development for each of the R&PP patents transferred by BLM to the State to include the pathway. BLM would review the proposed amendment and approve the change if it was consistent with the purpose under which the land was transferred under the R&PP Act.

The development of a trail system connecting from the proposed pathway to adjacent BLM-administered public lands, under the 1980 Motorized Vehicle

Guide transportation management map for Rich County, the adjacent BLM administered parcel along the southeast lakeshore is designated as a B2 area.

The definition of B2 is: "Limited – Critical Wildlife Range"

Closed to all motorized wheeled vehicles and over the snow machines from November 15 to May 1 except on designated routes. Currently, there are no designated routes in the area.

(Message communication with Zac Covington, July 13, 2011: JuLee Pallette, Lead Outdoor Recreation Planner, BLM Salt Lake Field Office)

State Park Resource Management Plan (2005)

Bear Lake State Park (Utah/Idaho)

One plan was completed for Bear Lake State Park located in both Utah and Idaho.

Goals and Objectives:

- Develop trails within the Park, and connections to existing and planned trails in the surrounding area
- Establishment of trails and trail connections
- ATV trail head at Rendezvous Beach link to other lands and trails
- Plan for regional "Bear Trail" connections
- Big Creek nature trail
- East side viewpoint trail
- "The Bear Lake area communities are planning and developing trails. Several of these trails will provide, or potentially provide, connections between the various park management areas, other recreation sites, communities, and businesses (pg. 24)."
- Rendezvous Beach – Plan for impact of the "Bear Trail." The Park will cooperate with the Bear Lake Regional Commission to insure that the bike and pedestrian "Bear Trail" planned to circumnavigate the lake, and pass through Rendezvous Beach, will meet the needs of both the Park and community.
- East side Management Areas – Connections to proposed "Bear Trail." The Park will coordinate with the Bear Lake Regional Commission to insure that the bike and pedestrian "Bear Trail" planned to

circumnavigate the lake will meet the needs of both the Park and community.

U. S. Fish and Wildlife Service Comprehensive Conservation Plan (2012 Draft)

Bear Lake National Wildlife Refuge (NWR)

Draft Goal: Increase public understanding and appreciation of wildlife, and build support for Bear Lake NWR by providing opportunities for all visitors to participate in safe, quality wildlife-dependent recreation and education programs, while minimizing wildlife disturbance.

Draft Objectives:

- Provide ample opportunities at Bear Lake NWR for self-guided wildlife observation and photography by annually maintaining a 2.4 mile year-long auto tour loop, 1-9 mile seasonal accessible pedestrian trail, with 2 accessible photography blinds, and a 1.5 mile seasonal canoe trail.
- Create partnerships and develop a strong Friends Group and volunteer base to assist with developing and delivering visitor services programs at Bear Lake NWR and the Oxford Slough WPA.

Scenic Byways

Idaho - Oregon Trail Scenic Byway Management Plan

The Oregon Trail-Bear Lake Scenic Byway Plan was adopted in 2001. It identifies the need for a pathway between Bear Lake and Caribou Counties in Idaho and identifies locations of interest along US 89 and improvements that could be made to enhance the visitor experience. On page 4-3 the plan suggests the development of a bicycle and pedestrian system from the Utah/Idaho stateline to St. Charles Canyon along US 89 to eventually circle Bear Lake.

Utah – Bear Lake Scenic Byway

Utah does not currently have a byway management plan. Any proposed pathway pullouts and interpretive sign locations should be coordinated with the Utah Bear Lake Scenic Byway Committee. Linking the pathway to the

byways in multiple ways will help with advertising for both the pathway and byways by providing greater exposure and access to potential funding.

Transportation Departments

Idaho Transportation Department (ITD), US Highway 89 Corridor Plan (2007)

- According to volume counts, there is daily pedestrian and bicycle use within the more populated areas, specifically Fish Haven and Montpelier, but the plan also acknowledges the “longer-distance” travel need between these areas.
- No specific bicycle or pedestrian improvements are included for the corridor in ITD’s Statewide Transportation Improvement Plan. 22 The US 89 Pathway Reconnaissance Study, 23 however, recommends that a shared-use path should be constructed on the west side of US 89 between the Utah state line and Minnetonka Cave Rd. In addition, the Bear Lake County Comprehensive Plan 24 identifies a bicycle path around Bear Lake as an issue for consideration (pg. 62-65).”
- ITD policy requires that bicycle and pedestrian facilities be considered along recreational routes. Based on the existing bicycle travel demand, not only in the Fish Haven area but along the entire corridor, some type of bicycle facility is needed (pg. 65).”
- Other needs specifically reported during the planning process were the need for connecting a bike facility from Fish Haven south to Lake West Boulevard and north to North Beach Road, “or beyond”. There was also a reported need for a widening of the Fish Creek Bridge in Fish Haven to accommodate bicycles and pedestrians.
- The plan mentions that the current ITD Administrative Policy A-09-08, titled Bicycle/Pedestrian Facilities, says “Development and construction of bicycle/pedestrian facilities shall be assessed on all federal-aid or state-funded highway projects. Bicycle/pedestrian facilities should be compatible with local bicycle/pedestrian comprehensive plans. If no plan exists, the

Department should make every effort to provide facilities compatible with the area” (pg. 89).

- In the Section VI. Improvements, recommends a “shared-use path” from the Utah State line to Minnetonka Cave Road, specifically on the west side of Highway 89, to serve higher recreational need during the summer (pg. 141).
- In Section VII. Recommendations, recommendation number 13 is as follows: “Construct multi-use paths according to ITD guidelines and standards where existing shoulders may be unacceptable to pedestrians or bicyclists (pg. 181).”

Utah Department of Transportation (UDOT)

UDOT’s planning documents consist of a Statewide Long-Range Plan and a Statewide Transportation Improvement Plan (STIP), each for the non Metropolitan Planning Organization areas across the state. These plans are generally more project-based, and do not have sections specifically dedicated to bicycle or pedestrian issues. However, UDOT does provide opportunity for input on the plan, including requests for projects to be included in either or both plans. This allows for communities to then apply for enhancement funds if funding is authorized by Congress for that program for bicycle-pedestrian projects. Rich County completed a section of trail north of Laketown with the use of Enhancement funding. The project was eligible to apply for funds partly because the County requested the project be included in the STIP.

Bear Lake Comprehensive Management Plan (2009)

Utah Forestry Fire and State Lands

This plan addresses State sovereign land at Bear Lake in Rich County, Utah. The plan designates uses for the various sections of sovereign lands, and provides a comprehensive land use and access inventory and analysis. Although the plan does not specifically address trails, it does provide a comprehensive inventory of existing public access areas and approved land uses. This inventory can be very helpful in the overall design of the Bear Lake Legacy Pathway, allowing for access by a wide range of users around the Utah side of the lake.

Appendix III

Bear Lake Legacy Pathways - Proposed Implementation Phases April 27, 2011

<p>Phase 1</p> <p>0 to 7 years</p> <p><u>Rationale:</u> Concentrate on the areas of highest use, greatest traffic volume and biggest safety risk.</p> <p><u>Notes:</u> Along State Highways 30 and 89 except Project 1B</p> <p><u>General Description:</u> Laketown to St Charles – the south end and west side of the lake.</p>	<p>Project 1A</p> <p>Intersection of N. Main St & 800 North (Willis Rd.) south to Laketown City and west to Rendezvous State Park</p> <p><u>Map reference:</u> Point 1 to Point 2a and to Point 2b</p>	<p>Constraints:</p>
		Road crossing to go west on Willis Rd.
		Coordinate w/ private property owners
		Coordinate w/ State Parks
		Laketown City
		Advantages:
		Connects to existing Rich Co. trail
		Connects to Laketown community & businesses
		Connects to proposed State Parks trails
Connects to proposed Gateway trail system		
Improved safety for school children		
Few resource issues (wetlands, steep slopes etc..)		

Phase 1 (cont.)	Project 1B	Constraints:
	Rendezvous State Park to existing Garden City pathway at Ideal Beach <u>Map reference:</u> Point 2b to Point 3	Easement w/ Rich Co on utility corridor
		Easement w/ Rich Co. on county roads
		Private property owners
		Hwy crossing at/near Rendezvous State Park
		Hwy crossing at Ideal Beach
		Advantages:
		Connects to existing pathway
		Connects a State Park to existing pathway
	Project 1C	Constraints:
	Utah State Marina to Utah State line <u>Map reference:</u> Point 4 to Point 5	Multiple private property owners fronting the Highway ROW
		Possible wetlands issues
Bridge across Swan Creek		
	Advantages:	
	Connect to existing Garden City trail	
	Connect Garden City to Fish Haven	

Phase 1 (cont.)	Project 1D	Constraints:
	Idaho State line to Fish Haven	Multiple private property owners fronting the Highway ROW
	<u>Map reference:</u> Point 5 to Point 6	Bridge across Fish Haven Creek
		Road crossing at Fish Haven Canyon Rd (@ Glady's)
		Uncertain ROW width, utilities, drainage, slope stabilization
		Advantages:
		Connects to scheduled Fish Haven pathway
		Connects Garden City to Fish Haven
		Minimal grubbing on some sections
	Project 1E	Constraints:
Fish Haven to The Reserve (main entrance)	None	
Glady's to Cemetery Rd. is scheduled for construction in May 2011.		
	Advantages:	
The remaining section will be on private land.	Remaining section on Private property – only 2 owners	
<u>Map reference:</u> Point 6 to Point 7		

Phase 1 (cont.)	Project 1F	Constraints:
	The Reserve to St Charles	Some wetlands
	<u>Map reference:</u> Point 7 to Point 8	Advantages:
		Some large stretches of private farming land
	Project 1G	Constraints:
	St Charles City area	Hwy crossing
		Advantages:
	The route through the city of St Charles from south edge of town to North Beach Rd.	Pathway parallels businesses, historic attractions and State Parks Information center
		Minimal grubbing
		Crosses at reduced hwy speed area with max. sight distance
	<u>Map reference:</u> Point 8	Some private property owners
		Some wetland issues
		Easements w/ Rocky Mtn. Power and US Fish & Wildlife
	Coordinate w/ Idaho Parks & Rec.	
	Bridges over Lifton Outlet & Bear Lake Inlet	
	Connects with plans for Dingle/ Montpelier to Hot Springs trail	
	Minimal grubbing	
	Good connection to recreation, cultural, wildlife, conservation areas of interest	

<p>Phase 2</p> <p>7 to 14 years</p> <p><u>Rationale:</u> An area of high traffic yet still with high use and high safety risks</p> <p><u>Notes:</u> On county maintained road</p> <p><u>General Description:</u> North Beach Road – St Charles to the Hot Springs</p>	<p>Project 2A</p> <p>St Charles to Hot Springs</p> <p><u>Map reference:</u> Point 8 to Point 9</p>	<p>Constraints:</p>
		Some private property owners
		Some wetland issues
		Easements w/ Rocky Mtn. Power
		Easement w/ US Fish & Wildlife
		Coordinate w/ Idaho Parks & Rec.
		Bridge over Lifton Outlet
		Bridge over Bear Lake inlet

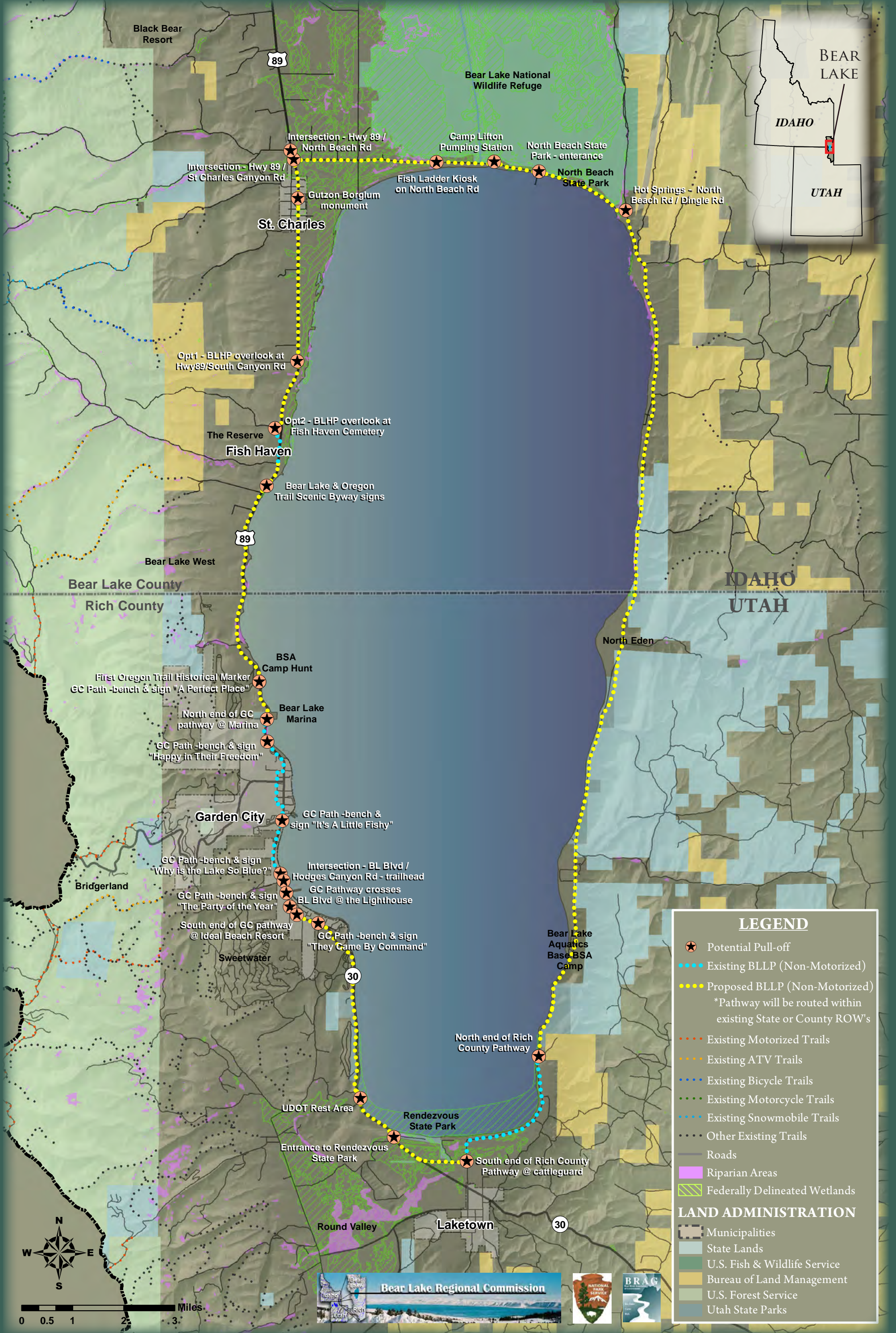
<p>Phase 3</p> <p>14 to 20 years</p> <p><u>Rationale:</u></p> <p>An area of growing traffic yet still with high use and high safety risks</p> <p><u>Notes:</u></p> <p>On a county maintained road</p> <p><u>General Description:</u></p> <p>Hot Springs to Rattlesnake Gulch along east side of Bear Lake</p>	<p>Project 3A</p> <p>Hot Springs to Idaho border</p> <p><u>Map reference:</u> Point 9 to Point 10</p>	<p>Constraints:</p> <p>Agreement w/ Idaho Parks & Rec</p>	
		<p>Advantages:</p> <p>Several large stretches of private land</p> <p>Largely undeveloped-pathway implemented with development proposals</p>	
		<p>Project 3B</p> <p>Utah border to north end of Rich Co. pathway</p> <p><u>Map reference:</u> Point 10 to Point 11</p>	<p>Constraints:</p> <p>Easement w/ SITLA</p> <p>Agreement w/ Utah State Parks</p> <p>Some terrain constraints</p>
		<p>Advantages:</p> <p>Connects to north end of existing Rich Co. pathway</p> <p>Two large stretches of private land</p>	

<p>Phase 4</p> <p>14 to 20 years</p> <p><u>Rationale:</u></p> <p><u>General description:</u></p>	<p>Project 4A</p> <p>Montpelier to Hot Springs along Dingle Road</p> <p><u>Map reference:</u> Point 12 to Point 9</p>	<p>Constraints:</p>
	<p>Advantages:</p>	
	3 large private landowners	
	Remainder of land is state lands	
	<p>May be able to pave at same time</p> <p>Dingle road is paved</p>	
<p>Future Phases</p>	<p>Future Projects</p>	
	Laketown	
	Gateway Conservation Easement on Big Spring Creek	
	Bloomington, Paris, Georgetown	
	Along Irrigation canals in Fish Haven and Garden City	

Appendix IV

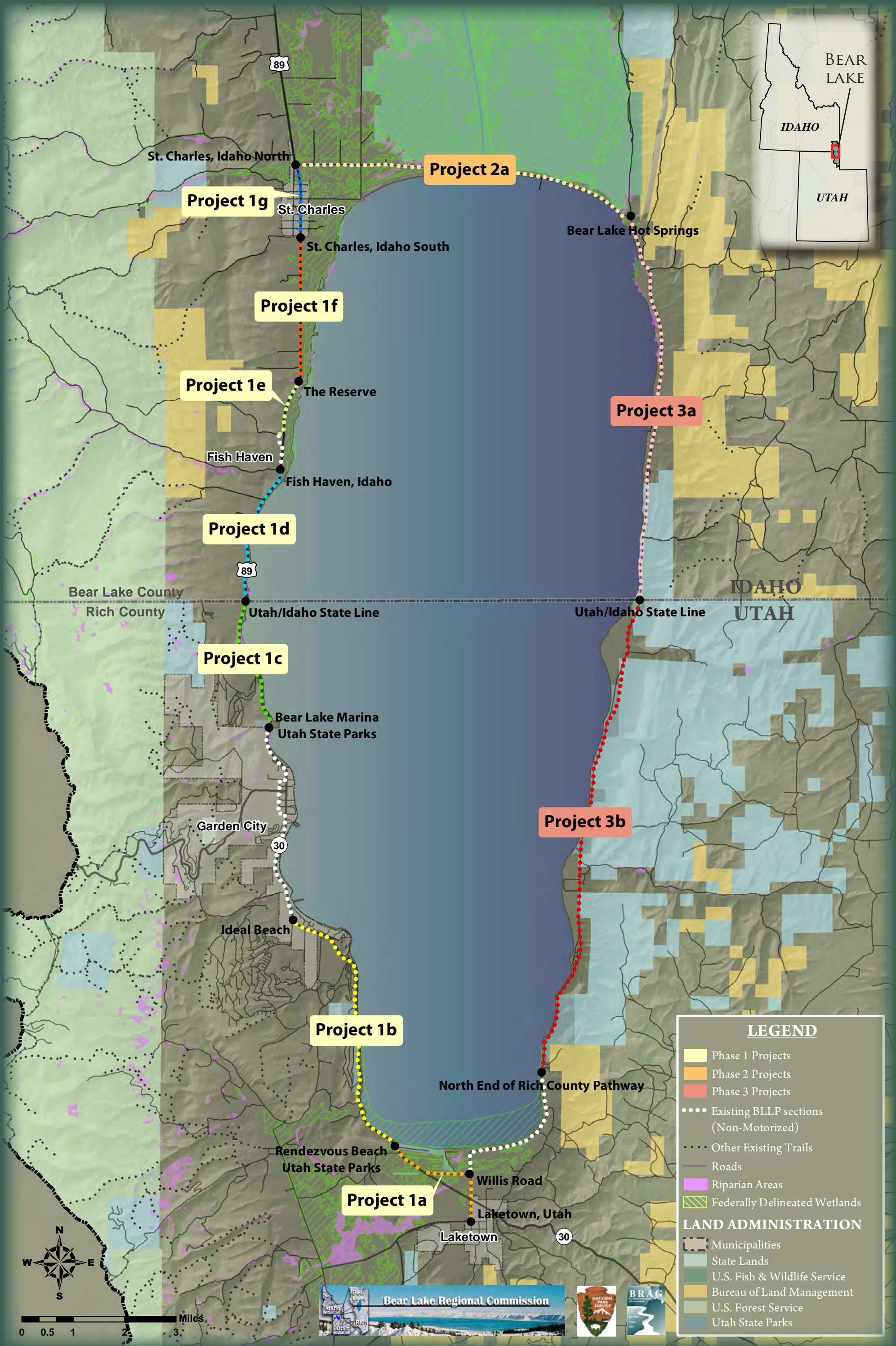
Proposed Pathway Alignment Map

Proposed Phases Map



BEAR LAKE LEGACY PATHWAY

- Proposed Pathway Alignment -



BEAR LAKE LEGACY PATHWAY

- Proposed Phases -

