

CITY OF NORTH SALT LAKE  
TRAILS AND ACTIVE TRANSPORTATION COMMITTEE MEETING  
CITY HALL 10 EAST CENTER STREET, NORTH SALT LAKE  
MAY 13, 2025

**FINAL**

PRESENT: Brent Crowther, Chair  
Pedro Huebner  
Ryan Oakes, Vice Chair  
Peter Wirthlin  
Ted Knowlton, City Council

EXCUSED: Kyle Poulter

STAFF PRESENT: Jon Rueckert, Public Works Director; TJ Riley, Parks Superintendent; Ali Avery, Long Range Planner

1. WELCOME & INTRODUCTIONS

Brent Crowther, Committee Chair, called the meeting to order at 6:09 p.m. and welcomed attendees.

2. PUBLIC COMMENT

There were no comments.

3. COORDINATION WITH HEALTH AND WELLNESS COMMITTEE – MASON BENNETT, CHAIR

Ali Avery stated Mason Bennett, Health & Wellness Committee Chair, was not able to attend the meeting, but was planning to attend the next meeting on June 10, 2025.

4. APPROVAL OF MINUTES OF MARCH 11, 2025 AND APRIL 8, 2025 MEETINGS

The Trails and Active Transportation minutes of March 11, 2025 and April 8, 2025 were reviewed and approved, as drafted.

**Committee Member Huebner moved the Committee approve the minutes of March 11, 2025 and April 8, 2025 meetings, as written. Committee Member Oakes seconded the motion. The motion was approved by Committee Members Crowther, Huebner, Oakes, and Wirthlin.** Committee Member Poulter was excused.

## 5. ACTION ITEMS

Ali Avery provided updates on action items tracked in the Committee's SharePoint spreadsheet, noting that completed items are archived in the SharePoint folder. She confirmed that all committee members except Ted Knowlton had received access to the SharePoint folder, and she added sending access to Ted Knowlton as a new action item.

Ongoing action items discussed included:

- *Wild Rose Trail Signs*: Ali Avery reported that a proposal for new Wild Rose Trail signs, incorporating the updated design and prioritizing critical locations, will be presented later in the meeting using the remaining budget.
- *National Trails Day Email*: Ali Avery will send an email to the volunteer list for National Trails Day as the event approaches.
- *Friends of the Committee Sign-Up Sheet*: Ali Avery is exploring options for an email sign-up sheet for Friends of the Committee, potentially linked to a donation QR code, to build a contact list for event outreach. The Committee discussed formatting options, including an opt-in checkbox with donations or a standalone email sign-up for those not donating.
- *Trails Email Address*: Ali Avery is working on establishing a trails email address (e.g., trails@nslcity.org) managed by City staff for public communications. She noted challenges with email account costs but suggested repurposing unused City email accounts or using an alias, as proposed by Peter Wirthlin.
- *Donation Options*: Jon Rueckert reported that he discussed donation options with the finance director, who is following up with Bountiful City to explore their methods for managing donations.
- *T-Shirts and Swag for National Trails Day*: Ali Avery noted that ordering t-shirts and promotional items is pending City Council approval of the Committee's branding on May 20, 2025, which may impact availability for National Trails Day.
- *Wild Rose to Bonneville Shoreline Trail Connection*: Ali Avery reported contacting the U.S. Forest Service regarding environmental work for the Wild Rose to Bonneville Shoreline Trail connection. She noted slow responses due to staffing shortages but confirmed engagement with a supervisor.
- *Curb Ramps at Wild Rose Trail Crossings*: Ryan Oakes raised the need for curb ramps, to be discussed later in the meeting.
- *Trails Inventory*: Ryan Oakes proposed adding an inventory of existing trails and active transportation facilities to the action items, referencing prior discussion about compiling a list of trail names, locations, and details (e.g., difficulty, length, allowed users). Ali Avery noted that this is partially addressed in the Trails Master Plan process but agreed to add it as a separate action item to compile a public-facing map or list, leveraging existing GIS shapefiles. Ted Knowlton mentioned a new Utah Bikeways website, launched within the last two months, which could be reviewed for active transportation trails. Ali Avery committed to providing an initial trails inventory for the Committee's review.
- *Resident Interest Database*: Ted Knowlton emphasized tracking residents interested in the Committee's work, aligning with the Friends of the Committee sign-up sheet action

item. The Committee agreed to explore methods to build this database without solely tying it to donations.

The Committee confirmed that action items will continue to be tracked in the SharePoint spreadsheet, with updates assigned during public meetings.

## 6. STAFF UPDATES

Jon Rueckert reported that the City Council adopted the Tentative Fiscal Year 2026 Budget, with final adoption expected in June 2025. He noted the budget includes \$1,000 for monthly trail cleanup events and \$1,500 for additional trail signs. Additionally, \$15,000 was allocated for the Wild Rose to Bonneville Shoreline Trail (BST) connection, primarily for construction, including \$2,000 for GPS layout and flagging and approximately \$12,000 for construction of the roughly 150 to 300 foot trail segment. The Committee clarified that this allocation is for construction, not just a study, and Ali Avery noted that the budget item should be moved to capital expenditures, as it was incorrectly listed as a professional services study. Jon Rueckert also mentioned a capital expenditure for a shed near the Wild Rose Trail parking lot, across from the restrooms, to store trail maintenance tools for easier Committee access.

Ali Avery provided an update on the South Davis Greenway Study, noting that a kickoff meeting was held with planners from Centerville and Farmington, though Bountiful did not attend despite an invitation. The meeting discussed the scope of work and timing, with a goal to advertise the project to consultants in June 2025 and complete the study in 9-10 months, aligning with general plan updates in the four communities. The Committee discussed forming a steering committee, including at least one elected official from each city for political buy-in, with Ted Knowlton suggesting council liaisons from each community. Ali Avery confirmed she sent a meeting summary to Ted Knowlton and will follow up with Bountiful's representative, Amber, and potentially their trails committee chair.

Ali Avery updated the Committee on the Wild Rose to BST connection, noting that she sent a rough switchback trail alignment to the U.S. Forest Service on May 1, 2025, but received a response indicating they had not yet reviewed it due to staffing shortages. She is seeking clarification on whether a new NEPA study is required or if an existing one can be used, and whether the 70 feet of the trail on Forest Service property can proceed. The Committee discussed constructing the City owned portion first if delays persist. The alignment was confirmed to be on the east side to connect to the existing BST without relying on further Salt Lake City connections.

Jon Rueckert addressed curb ramps at Wild Rose Trail crossings, focusing on two needed ramps: one on the east side of Parkway Drive and one at Edgecrest Drive. He confirmed no development agreement covers these ramps, so the City would fund them at approximately \$7,000 per ramp, to be worked into the operating budget. A proposed ramp on Winter Lane was deemed unnecessary due to the lack of a trail or sidewalk on the opposite side and safety concerns about a mid-block crossing on a curve. The Committee discussed adding green striping for bike and

hiking crossings at Parkway and Edgecrest for consistency with the Eaglepointe Drive crossing, though the latter's ramps do not fully align with the trail.

Ryan Oakes suggested rerouting the Parkway Drive Trail exit to align with the existing ramp on the west side and address erosion issues, noting that the current exit goes around a bush, contributing to erosion.

Ali Avery noted that any rerouting would require consultation with the City Engineer due to landslide area restrictions.

Ali Avery presented updates on the Committee's branding logo, noting that the City's new logo will be used for trail signage, as previously approved by the Committee. She noted that the Committee had requested a logo for the Committee itself, that reflects "Active Transportation" with visuals like bikes. She mentioned the communications staff proposed a rectangular logo including "Active Transportation" and three conceptual designs, including one with a cyclist and a trail.

The Committee debated the term "Active Transportation," noting it may confuse the public, and proposed simplifying to "NSL Trails" with a graphic showing a dirt trail transitioning to a paved trail with dashed lane markings to represent both trail types. Suggestions included replacing trees with mountains in the design and possibly using different colors (e.g., blue for paved trails, green for unpaved) for signage, though some members preferred uniform branding to emphasize a cohesive trail network. The consensus of the Committee was to provide two logo options: one with the full committee name for events and posters, and a simpler "Trails" logo with the transitional graphic for general use.

Ali Avery indicated staff would relay feedback to the communications staff before the City Council's branding approval on May 20, 2025.

## 7. CITY COUNCIL UPDATES

Ted Knowlton provided two updates. First, he reported that he and Sherrie Pace (City staff) attended a trip to Hoboken and Jersey City, facilitated by the Wasatch Front Regional Council (WFRC), to study their approaches to reducing transportation-related injuries and fatalities to near zero. He indicated that a report to the City Council was planned, with the date to be shared with the Committee, and members were invited to attend to learn about applicable lessons, despite the differing context from North Salt Lake.

Second, Ted Knowlton discussed the ongoing General Plan update, noting that the active transportation component may not see significant changes due to the recent adoption of the Active Transportation Plan.

Ali Avery clarified that some updates will be included, particularly for an east-west Greenway concept (distinct from the South Davis Greenway), which will feature a side path rather than an

on-street bike lane, and adjustments due to changes in conditions since 2020, such as limitations with Union Pacific crossings.

Ted Knowlton proposed that the Committee review the draft General Plan's active transportation section and provide comments for him to present to the City Council.

Ali Avery noted that a draft will be available to staff by July 4, 2025, and could be reviewed by the Committee in September 2025. The Committee agreed to include this review as an agenda item for a future meeting to discuss and compile comments.

Brent Crowther announced that North Salt Lake received a \$50,000 grant from UDOT for a citywide Safe Routes to Schools study to ensure safe walking routes from neighborhoods to all schools, including infrastructure improvements like sidewalks and crossings.

Ali Avery confirmed that the study will focus on citywide connectivity within school boundaries, and updates will be provided to the Committee as the project progresses.

#### 8. REVIEW OF PAST AND UPCOMING TRAILS EVENTS

The Committee reviewed past and upcoming trails events. For past events, Jon Rueckert and Peter Wirthlin reported on the Purge the Spurge event on April 19, 2025, at Springhill Geologic Park, which had approximately 35 volunteers and resulted in nearly 1,500 pounds of spurge removed, equating to about 40 hours of trail work. The event had three dozen donuts, which was deemed sufficient for future events, though the Committee suggested adding granola bars and water to supplement snacks.

Ali Avery noted that the May 3, 2025, lower Wild Rose Trail cleanup also had too many donuts, reinforcing the need to adjust snack quantities.

Peter Wirthlin suggested using a sign-up platform like SignUpGenius or JustServe to gauge attendance and advertise events, noting that a volunteer from Sugarhouse attended Purge the Spurge after seeing it advertised.

Ali Avery confirmed she is coordinating with Communications Staff to utilize JustServe to promote future events.

Pedro Huebner reported on the Golden Spoke event on May 10, 2025, at Legacy Park, where he staffed a table from 7:00 to 9:30 a.m. City staff provided a large trails map, which drew interest from cyclists. The Jordan River Commission supplied snacks, including 1,000 granola bars (only 5% consumed) and pre-mixed water and Gatorade jugs. A few dozen cyclists stopped, with the largest group arriving around 8:50 a.m. Pedro noted that his mother and fiancée added enthusiasm with cowbells.

The Committee discussed the lack of a water refill station at Legacy Park, suggesting a hose or accessible hose bib for future events, which TJ Riley agreed to arrange.

Ted Knowlton proposed discussing a citywide active transportation event, such as a bike-to-school or bike-to-work day, or a range to river event unique to North Salt Lake, citing the former Three Kings event as an example that drew external participants but fewer local residents.

The Committee expressed interest in exploring this idea, potentially tying it to the upcoming Orchard Drive buffered bike lane project (set for construction in 2026), which will include 18-inch painted buffers and enhanced pavement markings to deter parking.

Ali Avery suggested an event to celebrate the bike lane's opening, possibly promoting the South Davis Greenway. The Committee agreed to discuss this further at a future meeting.

For upcoming events, the Committee planned National Trails Day on June 7, 2025, from 8:00 to 10:00 a.m. at Wild Rose Trail, focusing on vegetation removal and light maintenance east of Eaglepointe Drive, particularly on the loop trail, to prepare for state-led maintenance in late June. Ali Avery said she would send GPS points of the State's work areas to avoid overlap, and Ryan Oakes agreed to provide Google Earth screenshots to guide volunteer tasks.

The Committee emphasized clear work assignments. Peter Wirthlin planned to staff the table, as he is unable to walk trails, and other members (excluding Kyle Poulter) would help lead work crews. Jon Rueckert stated he would provide a trailer, tools, water, and the trails map, with the event set up under the pavilion.

Ali Avery confirmed no pavilion reservation is needed before 2:00 p.m. and will email volunteers. The Committee noted a cancer hike event the evening before (June 6, 2025, 7:00-9:00 p.m.) and will advertise it via City channels, with Ali Avery to distribute the flyer.

Ryan Oakes suggested posting signs a few days before National Trails Day to warn trail users of maintenance, and the Committee agreed to standardize this for future events, with Jon Rueckert noting that a message board could be used but may miss BST users coming from the top.

The Committee scheduled a trail cleanup for August 23, 2025, from 7:30 to 9:30 a.m., focusing on the mid-mountain trail above the parkway, to avoid summer heat and align with school schedules for potential mountain bike team participation. Jon Rueckert confirmed school starts August 18, 2025, and the date avoids conflicts with City events and mountain bike races.

## 9. DISCUSSION REGARDING E-BIKES ON CITY TRAILS

Jon Rueckert introduced a discussion on e-bikes on City trails, prompted by signage design considerations. He noted that the current City ordinance classifies e-bikes as motorized vehicles, which are prohibited on trails unless otherwise posted, likely drafted before e-bikes became prevalent around 2010.

Ali Avery clarified that the ordinance does not permit e-bikes on City trails, and staff sought Committee input on amending it to allow certain e-bike classes, specifically Class 1 (pedal-assist

only, max 20 mph), Class 2 (pedal-assist and throttle, max 20 mph), or Class 3 (motor-assist, max 28 mph).

Ali Avery shared research on regional regulations: the U.S. Forest Service prohibits e-bikes on non-motorized trails unless approved by the land manager, Davis County allows Class 1 e-bikes where regular bikes are permitted, and the Bonneville Shoreline Trail's status is unclear as it is county-maintained on Forest Service land. In Utah, Class 2 and 3 e-bikes are banned in state wildlife and waterfowl areas, and vehicles without pedals (e.g., one-wheels) are classified as off-highway vehicles.

Peter Wirthlin noted that Park City prohibits all e-bikes, though Salt Lake City recently allowed Class 1 e-bikes on some trails after a land manager approval process.

The Committee discussed enforcement challenges, with Peter Wirthlin questioning the practicality of regulating e-bikes given frequent use on trails.

Pedro Huebner asked if e-bikes have caused accidents or safety issues, to which no specific incidents were reported.

Ryan Oakes suggested that Class 1 e-bikes pose no significant issues compared to high-speed e-motorcycles, which are already prohibited and require riders to be at least 16 with a license on streets.

The Committee debated speed limits but concluded they are unenforceable for both regular and e-bikes, as reckless behavior is the primary concern, not the bike type.

Ted Knowlton proposed categorizing Class 1 e-bikes separately from Class 2, Class 3, and other motorized vehicles in the ordinance. The Committee consensus leaned toward amending the ordinance to allow Class 1 e-bikes on trails where regular bikes are permitted, without additional restrictions like speed limits, aligning with most regional jurisdictions.

Ali Avery confirmed staff would draft a proposal for an ordinance change based on this discussion, noting no formal recommendation was required at this stage.

## 10. DISCUSSION REGARDING WILD ROSE TRAIL SIGNS

Jon Rueckert presented a proposal to update Wild Rose Trail signs using the remaining budget before June 30, 2025, referencing an action item to implement "quick-win" signage. He shared historical sign designs from 10 years ago, found in engineering archives, which had peeled and faded, along with a handwritten map labeling 14 sign locations (1-14). A GIS map from last year's assessment, conducted with some Committee members, recommended removing certain signs and adding new ones at strategic locations, particularly around signs 5 and 6 near the loop trail discussed earlier.

Jon Rueckert displayed mock-ups of new sign designs to be printed on 3 by 16-inch aluminum panels, riveted to flexible fiberglass posts to reduce injury risk if struck by cyclists. The signs would be high-intensity reflective, similar to street signs, for durability and visibility. Proposed graphics included trail names, directional arrows, difficulty levels (green for easy, blue for intermediate, black for difficult), and restrictions (e.g., “downhill only,” “no motorized vehicles,” “no dog waste”).

Ali Avery suggested simplifying signs to three pieces of information to ensure readability for cyclists, questioning the clarity of yield instructions and logo sizes.

TJ Riley proposed color-coding backgrounds (e.g., red for hiking-only trails) and using ski-slope-style difficulty labels (e.g., “easy” instead of “level”).

Ryan Oakes referenced Bountiful City’s signage, which uses stickers with trail names, directions, and standardized difficulty ratings (green, blue, black diamond), suggesting a similar approach but with aluminum signs for longevity.

The Committee agreed to avoid stickers due to fading and to adopt a consistent design inspired by Bountiful and Mueller Park’s trail systems, incorporating the North Salt Lake logo.

Peter Wirthlin emphasized including directional arrows and suggested naming currently unnamed trails strategically, though Ali Avery noted this would follow the Trails Master Plan. The Committee discussed adding mileage markers but noted the Trail’s two-mile length might limit their necessity.

The cost per sign, including post, is approximately \$31, which TJ Riley and Jon Rueckert deemed affordable. The Committee decided to replace all 17 existing signs (excluding those marked for removal) and add a few new ones, totaling around 20 signs, rather than reusing degraded fiberglass posts due to splintering risks. Peter Wirthlin proposed making extra signs for fundraising, such as selling Wild Rose Loop signs for personal use.

The Committee tasked Staff to finalize specific sign content (e.g., trail names, difficulty ratings) for each location, leveraging the GIS map and Bountiful’s model, with Jon Rueckert to coordinate installation before the budget deadline.

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## 11. DISCUSSION REGARDING COMMITTEE GOALS & PROGRAMS

Brent Crowther opened a discussion on the Committee’s goals and programs, continuing from the March 11, 2025 meeting.

Ali Avery summarized prior notes, emphasizing outreach (e.g., bike tours), safe pedestrian and bike access to destinations, trail preservation and maintenance, neighborhood connectivity, and building a community of active transportation supporters. She highlighted North Salt Lake’s unique position as the closest connection between the Jordan River and the hillside, with a focus on preserving, expanding, and promoting trails.

Ryan Oakes referenced goals from the March meeting, including trail maintenance, inventory mapping, community engagement, unsanctioned trail management, and connectivity planning, suggesting the need to refine these into a mission statement and objectives.

Ted Knowlton stressed articulating a concise set of goals (ideally five or fewer) that answer “why” the Committee pursues specific actions, such as fostering community, promoting health, or providing safe transportation alternatives.

Ryan Oakes shared draft statements from prior discussions, including supporting resident health through recreational access, building community via public spaces, and offering safe non-motorized travel routes.

The Committee reviewed a sample mission statement proposed by Brent Crowther, which focused on preserving, enhancing, and expanding trails while promoting safe, sustainable access and fostering outdoor appreciation. Members agreed it needed customization to reflect North Salt Lake’s active transportation focus and actionable guidance.

Peter Wirthlin suggested each member prepare ideas for the next meeting to draft a mission statement and goals, proposing to prioritize this discussion early in the agenda. The Committee agreed to circulate Ali Avery’s notes as a starting point and refine a concise mission statement that integrates trails and active transportation objectives. No formal adoption was planned for the next meeting, but the discussion would aim to formalize a draft.

## 12. DISCUSSION ON FUTURE AGENDA(S)

The Committee discussed future agenda items. Peter Wirthlin suggested to include “Discussion Regarding Committee Goals and Programs” as an early agenda item for the June 2025 meeting, aligning with the collaboration of the Health and Wellness Committee represented by Mason Bennett, who will attend.

Ali Avery proposed placing Mason’s item first to allow his early departure, followed by the goals discussion. The Committee agreed to retain the same agenda item title to encompass both mission statement development and regular programs, such as annual events.

Ryan Oakes announced a lunch meeting with Bob Larsen, Chair of the Bountiful Trails Committee, scheduled for the following week, inviting Committee members to join for informal discussion on regional trail coordination. He committed to sharing Bob’s contact information.

Peter Wirthlin noted Woods Cross’ interest in developing a skills park on UDOT-owned land, led by citizen Jim Grover, though city support has historically been limited. Ali Avery added that Woods Cross’ new staff, including Curtis Poole, might be receptive to active transportation initiatives.

Ryan Oakes proposed discussing a potential dirt pump track near Tunnel Springs Park, following an offer from a resident (contacted during the Purge the Spurge event) to build it with a tractor. The pump track, described as a beginner-friendly bike feature for momentum-based riding, would align with examples like Salt Lake City's Nine Lines under the freeway.

Ali Avery noted that the west side of Tunnel Springs Park's use will be addressed in the General Plan update, and the Committee could recommend a pump track as part of that process.

Brent Crowther suggested deferring this discussion to the Trails Master Plan to incorporate public input, which the Committee supported, with Peter Wirthlin noting he had already submitted this idea as a citizen comment for the General Plan update.

13. ADJOURN

The meeting was adjourned at 8:14 p.m.

*The foregoing was approved by the Trails and Active Transportation Committee of the City of North Salt Lake on July 8, 2025 by unanimous vote of all members present.*

  
Wendy Page, City Recorder

