



**CITY OF POCATELLO**  
**Parks & Recreation Department**  
**Agenda Item Executive**  
**Summary**

---

**Date:** 9/2/26  
**To:** Mayor Dahlquist and Council Members  
**From:** Cary Rhodes, Outdoor Recreation Manager  
**RE:** CITY CREEK TRAILS MASTER PLAN

---

The City Creek Trails Master Plan has been completed by the International Mountain Bike Association (IMBA). This work was funded through the IMBA Trails Accelerator grant and matching funds provided by the City.

The project began in the fall of 2025 with an onsite evaluation and community project team meeting. IMBA also gathered feedback through an online survey. In the spring of 2026, they returned and gathered additional feedback through a community meeting. They also completed some on-the-ground trail concepts.

In August, IMBA provided final deliverables for the master plan which includes the City Creek Trail Design Report and concept maps.

The Parks and Recreation department is fully supportive of this plan and is requesting that City Council adopt this plan which will guide future trail development in City Creek.

**Staff recommends that Council approve the City Creek Trails Master Plan.**



# ***CITY CREEK***

## **TRAIL DESIGN**

POCATELLO, ID | JULY 2026





**PAGE INTENTIONALLY LEFT BLANK**

# ACKNOWLEDGMENTS

**PREPARED FOR:**

CITY OF POCATELLO PARKS & RECREATION DEPARTMENT



**PREPARED BY:**

INTERNATIONAL MOUNTAIN BICYCLING ASSOCIATION





# TABLE OF CONTENTS

**ACKNOWLEDGMENTS ..... II**

**TABLE OF CONTENTS ..... III**

**PROJECT TEAM .....1**

**INTRODUCTION ..... 4**

**PROJECT BACKGROUND ..... 5**

**PROJECT MAP ..... 6**

**TRAIL DESIGN .....7**

**SEGMENT DESCRIPTIONS..... 15**

**TRAIL TABLE..... 30**

**COST OPINION ..... 33**

**IMPLEMENTATION AND NEXT STEPS ..... 34**

**APPENDIX A: COMMUNITY ENGAGEMENT RESULTS ..... 37**

**APPENDIX B: TRAIL TYPICALS.....49**

PROJECT TEAM

01

# IMBA TRAIL SOLUTIONS

IMBA Trail Solutions is the international leader in developing trails, with experience in over 1,000 projects in North America, Europe, and Asia. Our staff excels at planning, design, and construction of trail systems that provide high-quality experiences for local riders and destination visitors while simultaneously minimizing environmental impacts.

IMBA Trail Solutions is a fee-for-service based arm of the International Mountain Bicycling Association (IMBA), a 501(c)(3) nonprofit organization. IMBA's mission is to create, enhance, and protect great places to ride mountain bikes. Based in Boulder, Colorado, and with staff distributed across the country and the world, IMBA meets its goal to create great mountain bike experiences through its IMBA Trail Solutions program. IMBA Trail Solutions employs approximately twenty professional trail planners and builders. In addition to being industry professionals and exceptional mountain bike riders, IMBA Trail Solutions staff hold a broad base of applicable skills and knowledge from planning, landscape architecture, and environmental sciences to GIS systems, CAD, and graphic design.

Our wealth of experience has allowed us to develop the gold standard guidelines for the creation of both sustainable and enjoyable singletrack trails. These guidelines have influenced all major federal land management agencies and a large number of state and local parks departments. We pride ourselves on the positive experiences IMBA Trail Solutions has provided to the millions of active trail users around the world and on the economic independence that communities have achieved through the development of destination trail systems.





# CITY OF POCATELLO

## PARKS & RECREATION DEPT.

The City of Pocatello's Parks and Recreation Department plays a central role in providing high-quality outdoor spaces, community programming, and public amenities throughout the city's diverse landscape. The department oversees neighborhood parks, athletic facilities, aquatic and Nordic centers, natural-surface trails, and nature-based recreation areas, ensuring that residents and visitors have opportunities to engage in healthy, year-round outdoor activities. Guided by a commitment to community wellness, environmental stewardship, and accessible recreation, the department works closely with volunteers, partner organizations, and regional trail groups to maintain and enhance Pocatello's growing network of public spaces. As part of this mission, the City of Pocatello continues to invest in long-term planning and high-quality park experiences, supporting projects that strengthen community identity and celebrate Pocatello's unique natural character.



# INTRODUCTION

02



# PROJECT BACKGROUND

The City of Pocatello Parks and Recreation Department received a Trail Accelerator Grant (TAG) and partnered with IMBA Trail Solutions to assess the existing City Creek trail system, create a conceptual trail plan to strengthen the existing natural-surface trail system, and field design approximately five miles of new trail alignments. Encompassing approximately 3000 acres of land, the City Creek trail system serves a broad variety of cyclists, hikers, bird watchers, and nature enthusiasts. With its proximity to downtown Pocatello, the City Creek trail network is heavily utilized and popular with residents and visitors alike. While some of the trail network consists of purpose designed and built trails, the majority of the trail network are user-created routes with little planning or sustainability in mind.

IMBA Trail Solutions visited Pocatello during the first week of November 2025 to inventory and assess the trails within the City Creek trail network. Each trail segment was assessed for its overall condition, functionality, and user experience. These on-the-ground observations formed the foundation for the Assessment and Conceptual Trails report, which in turn guided the effort for this Trail Design effort and report.

IMBA Trail Solutions revisited Pocatello in June of 2026 to field design approximately eight miles of new purpose-built and sustainable singletrack, and to conduct a open-house style community engagement meeting. This report summarizes these efforts and can help the City of Pocatello further enhance the City Creek trail system by providing new recreation opportunities for residents and visitors alike.





# CITY CREEK TRAILS PLANNING

## POCATELLO, ID | FLAGGED & CONCEPT TRAILS | JUNE 2026

### Legend

#### Existing Site

- Study Area
- USFS Lands
- BLM Lands
- Paved Road
- Access Road / Double Track
- Stream/River
- Trailhead
- Bridge

#### Existing Trail Recommendations

- Beginner Shared-Use Bidirectional Trail
- Beginner Shared-Use Directional Trail (Direction For Bikes Only)
- Intermediate Shared-Use Bidirectional Trail
- Intermediate Shared-Use Directional Trail (Direction For Bikes Only)
- Advanced Shared-Use Bidirectional Trail
- Advanced Shared-Use Directional Trail (Direction For Bikes Only)
- Decommission Trail

#### Concept Trails

- Beginner Shared-Use Bidirectional Trail
- Intermediate Shared-Use Bidirectional Trail
- Intermediate Shared-Use Directional Trail
- Advanced Shared-Use Bidirectional Trail

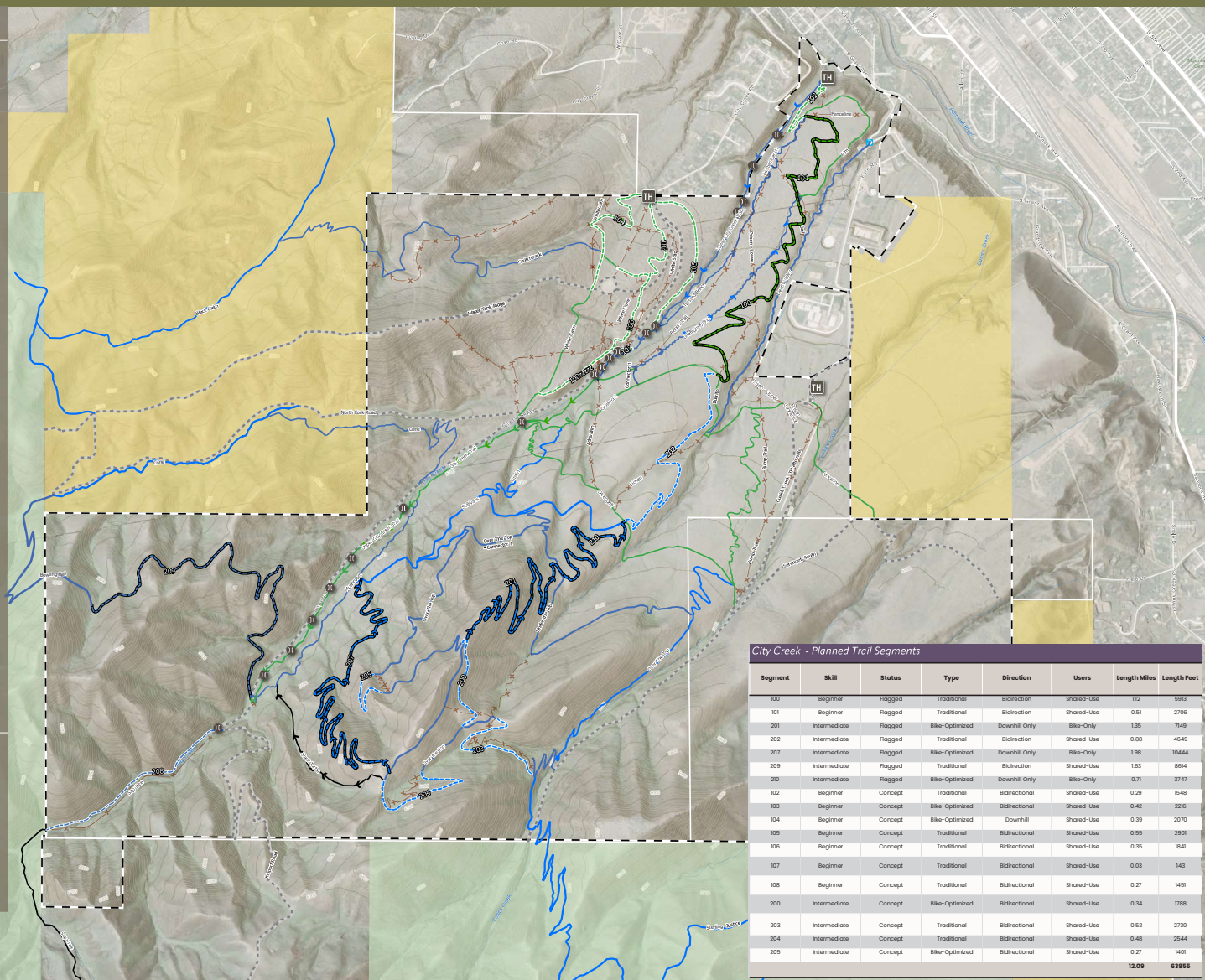
#### Flagged Trails

- Beginner Shared-Use Bidirectional Trail
- Intermediate Shared-Use Bidirectional Trail
- Intermediate Shared-Use Directional Trail (Direction For Bikes Only)

#### Prepared by:



Note: This map is intended for planning purposes only. Property boundaries are Approximate. Do not use for design development or construction estimates.



City Creek - Planned Trail Segments

| Segment | Skill        | Status  | Type           | Direction     | Users      | Length Miles | Length Feet  |
|---------|--------------|---------|----------------|---------------|------------|--------------|--------------|
| 100     | Beginner     | Flagged | Traditional    | Bidirectional | Shared-Use | 0.12         | 593          |
| 101     | Beginner     | Flagged | Traditional    | Bidirectional | Shared-Use | 0.51         | 2706         |
| 201     | Intermediate | Flagged | Bike-Optimized | Downhill Only | Bike-Only  | 1.35         | 7149         |
| 202     | Intermediate | Flagged | Traditional    | Bidirectional | Shared-Use | 0.88         | 4649         |
| 207     | Intermediate | Flagged | Bike-Optimized | Downhill Only | Bike-Only  | 1.98         | 10444        |
| 209     | Intermediate | Flagged | Traditional    | Bidirectional | Shared-Use | 1.63         | 8614         |
| 210     | Intermediate | Flagged | Bike-Optimized | Downhill Only | Bike-Only  | 0.71         | 3747         |
| 102     | Beginner     | Concept | Traditional    | Bidirectional | Shared-Use | 0.29         | 1548         |
| 103     | Beginner     | Concept | Bike-Optimized | Bidirectional | Shared-Use | 0.42         | 2216         |
| 104     | Beginner     | Concept | Bike-Optimized | Downhill      | Shared-Use | 0.39         | 2070         |
| 105     | Beginner     | Concept | Traditional    | Bidirectional | Shared-Use | 0.55         | 2901         |
| 106     | Beginner     | Concept | Traditional    | Bidirectional | Shared-Use | 0.35         | 1841         |
| 107     | Beginner     | Concept | Traditional    | Bidirectional | Shared-Use | 0.03         | 143          |
| 108     | Beginner     | Concept | Traditional    | Bidirectional | Shared-Use | 0.27         | 1451         |
| 200     | Intermediate | Concept | Bike-Optimized | Bidirectional | Shared-Use | 0.34         | 1788         |
| 203     | Intermediate | Concept | Traditional    | Bidirectional | Shared-Use | 0.52         | 2730         |
| 204     | Intermediate | Concept | Traditional    | Bidirectional | Shared-Use | 0.48         | 2544         |
| 205     | Intermediate | Concept | Bike-Optimized | Bidirectional | Shared-Use | 0.27         | 1401         |
|         |              |         |                |               |            | <b>12.09</b> | <b>63866</b> |

TRAIL DESIGN

03





## DESIGN METHODOLOGY

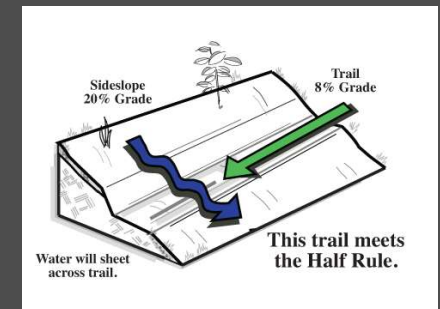
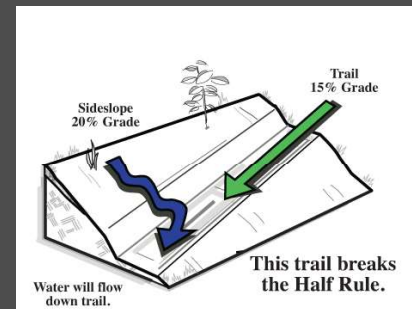
Trail design includes flagging trail corridors, capturing detailed notes, outlining trail specifications, taking accurate measurements, and recording GPS tracks for project review and construction teams.

The following section explains details of the design process completed by IMBA Trail Solutions for the City Creek trail network in June 2026.

## 5 ESSENTIAL TRAIL ELEMENTS

### The Half Rule

A trail's grade should not exceed half the grade of the hillside or side slope that the trail traverses. If the trail does exceed half the side slope, it is considered a "fall-line trail." Water will flow down a fall-line trail rather than run across it, and therefore cause significant rutting and erosion. There are exceptions to this rule, but those types of trails require significant expertise to execute and should be left in the hands of qualified professionals.

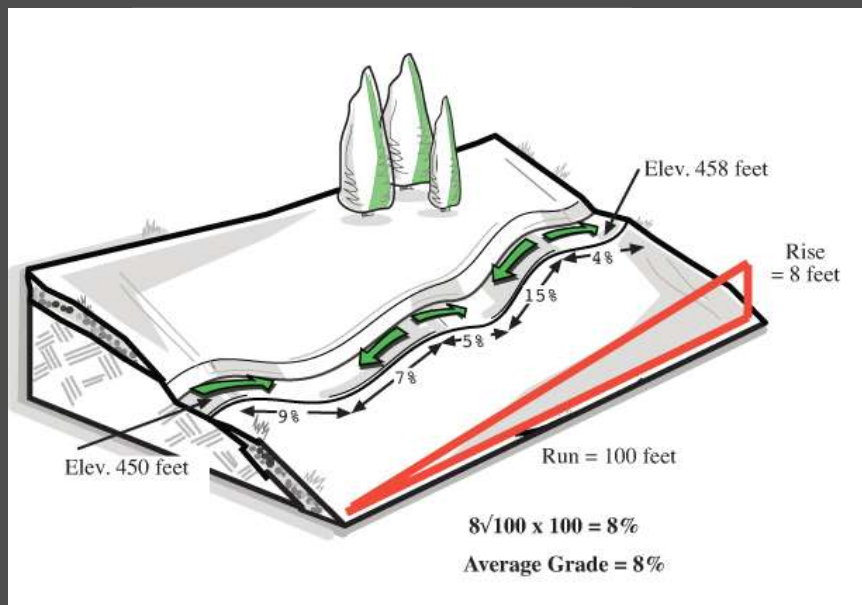


### The Ten Percent Average Grade Guideline

Historically, the thought has been that an average grade of 10% or less minimizes erosion. This guideline has evolved and while a 10% average or less may be acceptable for an expert-level trail, the industry practices have become more specific to trail difficulty level: Beginner trails range



from 0-5% average grade, intermediate trails range from 5-7% average grade, and advanced trails average 7-9% (or higher) grade. Trail segment grades are directly related to the amount of exertion required when climbing, as well as the speeds that can be reached when descending. This is extremely important for planning rider experiences, as an average 7% or higher grade on a climbing trail can be excruciating for a newer, less fit rider and potentially turn them off completely from riding again. The same can be true for having a descent that is too steep for a less-skilled rider, also potentially scaring them away from mountain biking.

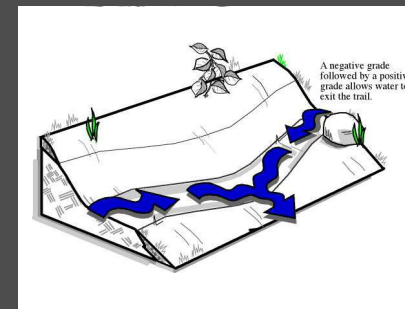
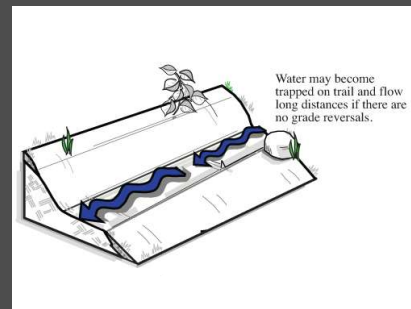


## Maximum Sustainable Trail Grades

Maximum grade is the steepest section of trail that is more than 10 feet in length. This grade is soil composition dependent, but 15-20% maximum grade is considered typical. These grades can be exceeded if trail tread reinforcement techniques such as rock armoring are used.

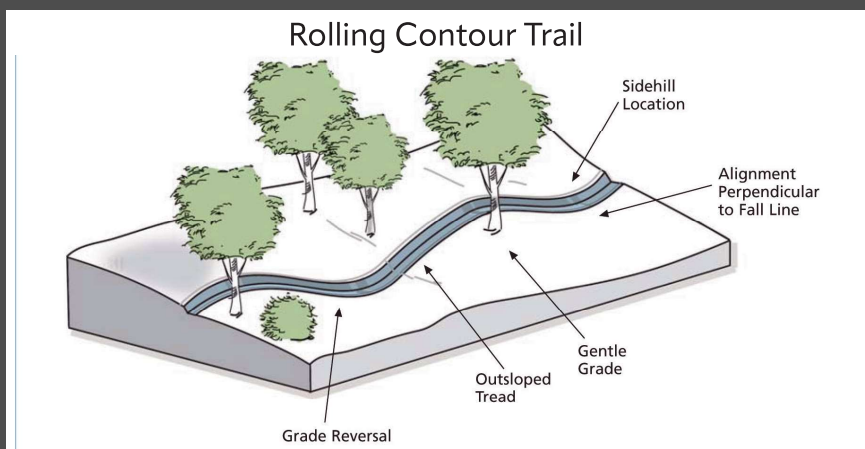
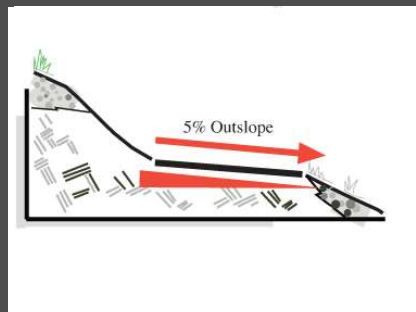
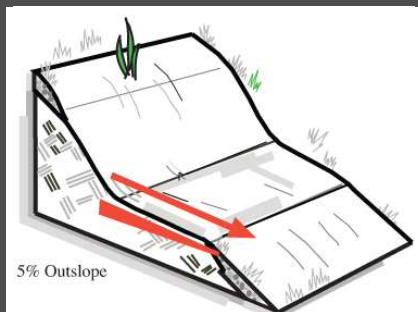
## Grade Reversals

Grade reversals occur when a trail that is going down (negative grade) transitions into a trail that is going up (positive grade). This results in a low spot on the trail, which is commonly referred to as a drain, because this is where water exits from the trail. Frequent grade reversals every 40 to 100 feet are critical for a healthy trail system to ensure water can flow from the trail as frequently as possible. Grade reversals are also a critical element of the overall user experience.



## Outslope

As the trail contours across a hillside, the downhill or outer edge of the tread should slope slightly down and away from the inner/high side at about a 5% slope. This tilt is called "outslope," and it encourages water to sheet across and off the trail. Modern mountain bike trail building techniques focus heavily on insloped trails to maximize fun, but still rely on outslope at drains and any part of the trail where an inslope is not required to keep the rider on the trail.



## GENERAL GUIDELINES

The designed trails in City Creek are a mix of bidirectional, shared-use singletrack and bike-optimized directional singletrack. Some segments may incorporate technical trail features, but overall, the trails aim to accentuate the natural environment of the area. All trails follow IMBA Trail Solutions principles for sustainable trails with rolling contour alignments.

During this design process, particular care was taken to adhere to the prescribed trail grades for each trail difficulty level, and to avoid to the extent possible forest or existing infrastructure, property boundaries, and sensitive resources. Drainage crossings were selected to minimize the crossing zones to the extent possible. Mitigation measures such as stone armoring may be needed. Potential wet areas are identified in the design details dataset. Additional armoring may be needed in these areas.

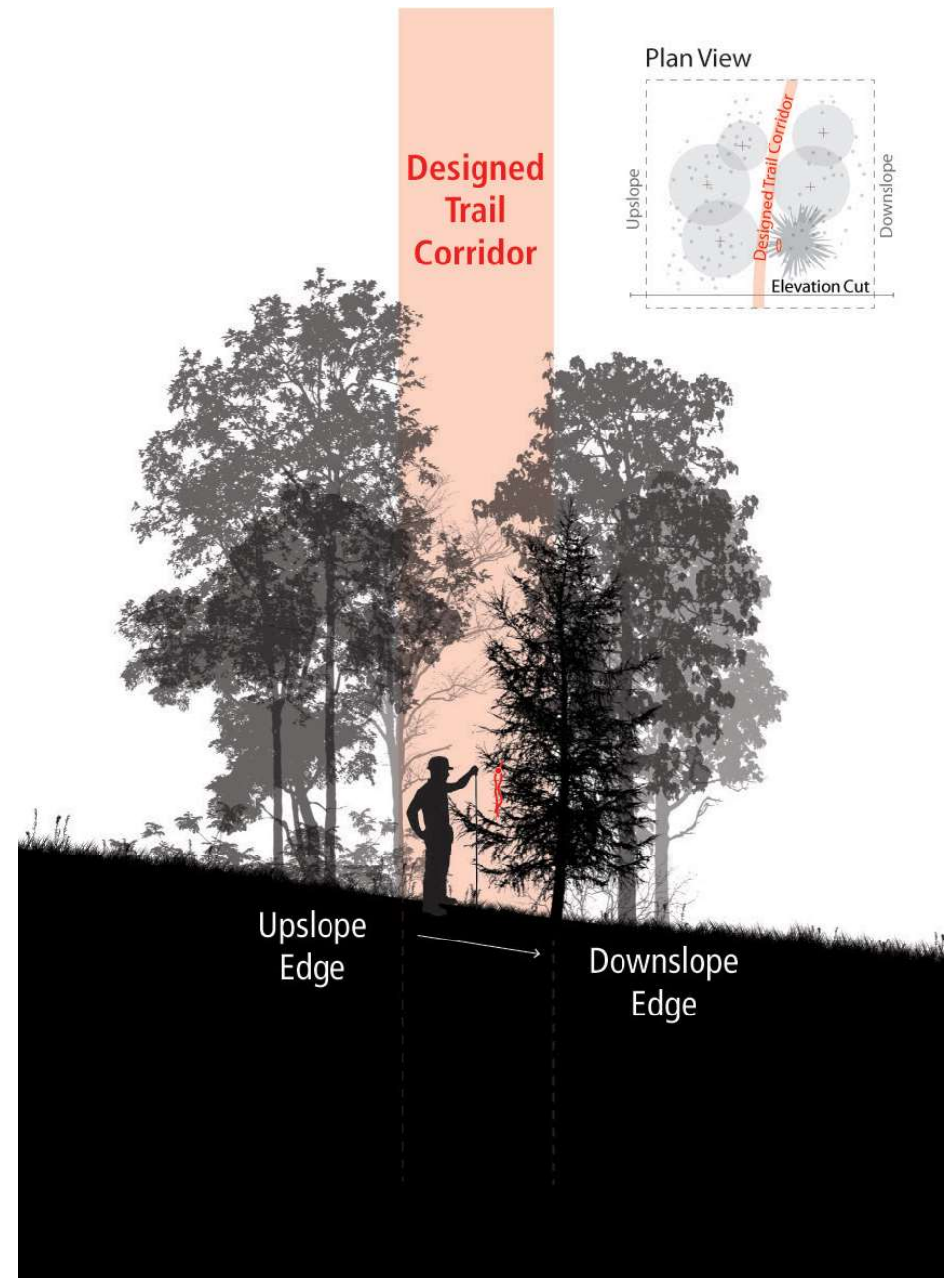
## TRAIL FLAGGING

The trail flagging process includes tying colored outdoor flagging tape to trees that represent the downhill edge of the trail corridor. A 50' trail corridor should be used for resource specialist review to allow for field fitting during construction. Typically, the knot in the tape faces uphill and is tied at eye level. This positioning enables designers, reviewers, and construction teams to utilize these markings as references for measuring trail grade with an inclinometer. The spacing between flags varies by tree canopy and underbrush type. Flags may be tied every ten feet or less in brushy areas or spaced 100 feet or more in an open canopy. The following graphics show general flagging practices. Field marking includes intersection marking on corrugated plastic signs. These



small signs are intended to provide a detailed intersection layout in the field.

## TURN AND HUB LOCATIONS



Turn locations are marked in the field with two stacked flags. In addition to providing a more dynamic and enjoyable trail experience, turns are often designed to avoid property constraints and maintain sustainable trail grades. When possible, turns are situated on gentler side slopes to allow for more efficient construction and better management of water and soil erosion.

Hub locations are marked in the field with three stacked flags, designating key intersections of two or more trails in the network. These are meant to be wide, graded areas with wayfinding signage to orient trail users. Hubs also serve as rest spots, so they should be wide enough to fit a few trail users at a given time.

## CONSTRUCTED TREAD WIDTH

Constructed tread widths follow the trail difficulty rating guidelines developed by IMBA Trail Solutions. Wider constructed treads are prescribed to beginner trails with trails narrowing as the difficulty level increases. Tread widths are expected to narrow over time as the trail settles into the landscape.

## MAXIMUM AND AVERAGE GRADE

The flagged trails' maximum and average grades were calculated to ensure that each trail follows the grades prescribed by the IMBA Trail Solutions trail difficulty rating system. These grades were determined by uploading the trail alignment data to the IMBA Trail Solutions Elevation Profile Tool, which calculates the maximum grade of a trail over a 100-foot interval and the weighted average grade of the trails' ascending and descending segments.

## TREAD ARMORING

Tread armoring is prescribed in areas where wet soils, drainage crossings, or otherwise more erodible surfaces are unavoidable. Tread armoring and materials may differ between project areas according to the specific location requirements, the project budget, and materials (e.g., loose rocks) available in the surrounding landscape.

Flowing water was observed in one of the drainages and was identified for potential rock armoring. Wet areas identified based on aspect or wetness index mapping will likely need additional armoring. Armoring in these areas should be identified and mitigated during construction.





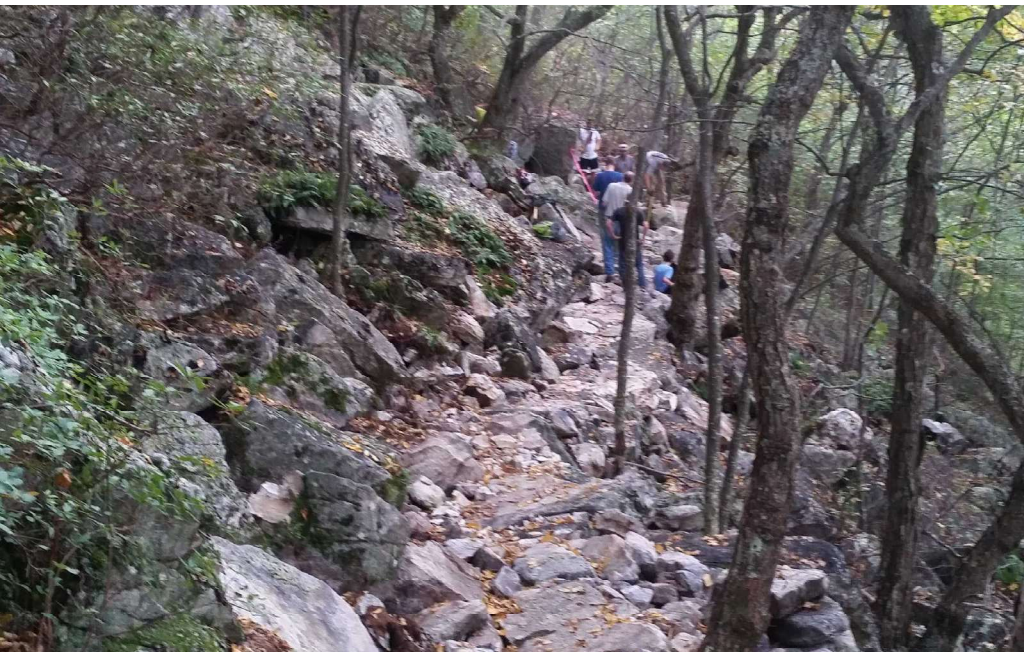


Rock armoring is installed such that water easily sheets over the surface without catching sediment or debris. Rock armoring techniques are discussed in great detail in resources found on IMBA's website as well as various IMBA publications.

## BEST MANAGEMENT PRACTICES TRAIL ON STEEP SLOPES

Slope refers to the hillside or terrain a trail is crossing, whereas grade is used to describe the running length of the trail. Both are measured in percent. The following guidelines cover best practices for trails crossing slopes greater than 50% to prevent soil displacement and erosion.

- Trails will follow a contour alignment and include self-sustaining grade reversals as seen in the 5 Essential Trail Elements.
- Trail running grade will not exceed 50% of the side slope when the side slope is under 50% (The Half Rule)
- A trail running grade will not exceed 30% of the side slope when side slope exceeds 50%.
- Grade reversals or water diversions should be installed at no less than 100' intervals.
- On slopes over 50% or areas with noted seeps, or without tree canopy coverage, grade reversals should occur at more frequent intervals of 40' -75'.





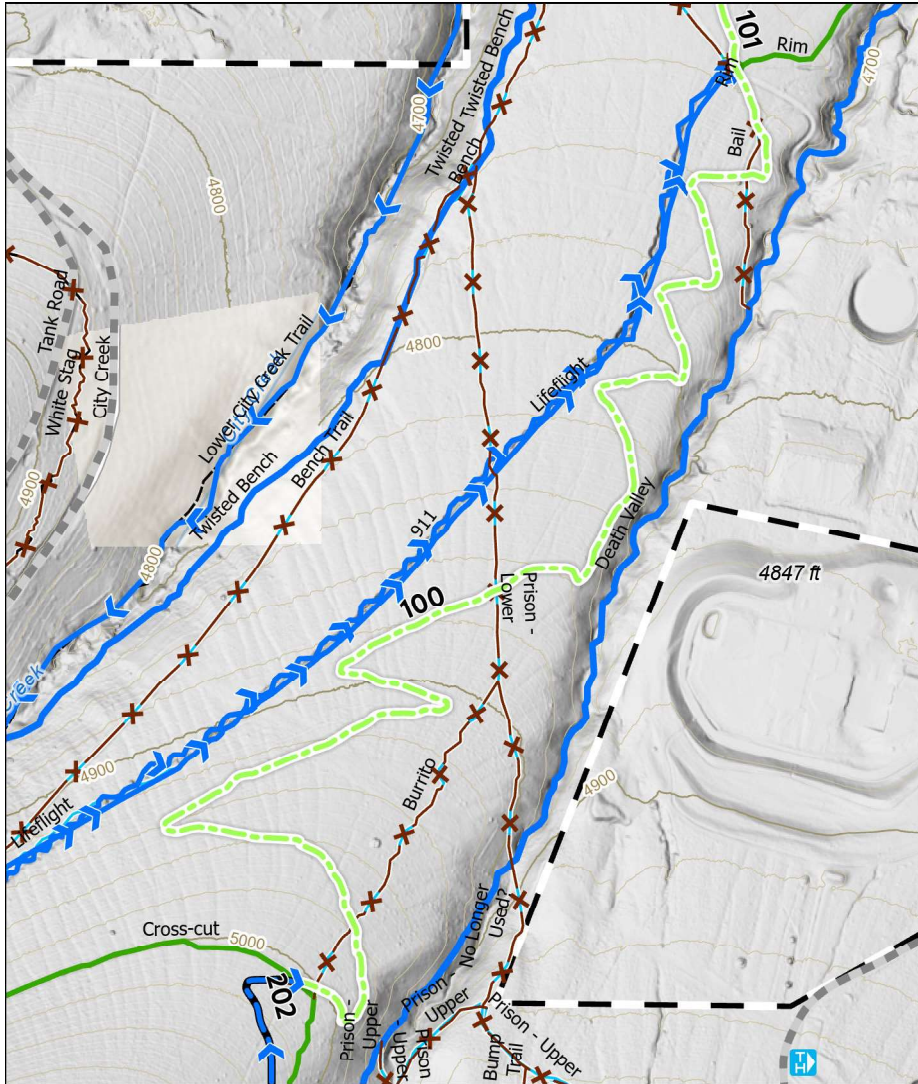
- Grade reversal style should match the intended use and difficulty level of the trail. Rolling grade dips are preferred on beginner and intermediate shared use trails. While water bars may be acceptable on expert level shared-use or hiking only trails.
- Average trail grade, measured over 300', should not exceed 15%. This does not account for grade limits created by difficulty ratings.
- Any tread that exceeds 25% grade for longer than 3' should be stabilized with flagstone, rock pitching, or a constructed feature.
- Rock walls may be necessary to stabilize excavated and fill slopes greater than 2 to 1 that are intended to remain unvegetated or when successful lasting stabilization with vegetation is not feasible. Knee walls on the bottom of steeper backslopes can be used to reduce the grade on the upper portion of the backslope to allow it to be stabilized with organic materials such as leaf litter or duff.
- Drains that release concentrated flow should be armored with rock or sufficiently stabilized with rip-rap to prevent head cutting. Typically over a 2 to 1 slope. Armor and rip-rap should both prevent erosion and disperse concentrated flow before exiting the rock reinforced area.
- Trail sections that have enough subsurface saturation to destabilize the trail tread should be reinforced with rock armor, boardwalk or puncheon. Rock armor is recommended as the best long term solution. In locations with intermittent or seasonal seeps that flow under or across the trail the rock armor installation should allow for subsurface flow. Rock armor should extend beyond the wet area to prevent further widening of the tread.
- Disturbed soil should be mulched and stabilized as soon as possible, preferably before any rain events. Organic materials (leaves & duff) removed during the construction process are the best source of mulch.
- Excess soil should not be placed in drainages of any type or below the exits of constructed drains.
- Drains from constructed grade reversals on slopes over 50% will be rock armored with rip rap or stone pitching to both prevent head cutting and disperse concentrated flow.

# SEGMENT DESCRIPTIONS

04



# SEGMENT 100



## TRAIL DETAILS:

Direction: Bidirectional

Length: 1.12 miles

Trail Type: Traditional

## Trail Segment Description

Segment 100 is a Beginner, bidirectional trail that starts at the intersection of Crosscut and Burrito trail. The trail parallels 91 and Life Flight trail and ends at the intersection of Rim and Bail trails, as well as the start of Segment 101. The intent of this trail is to provide a more sustainable climb or descent from the trailhead by following contour, utilizing grade reversals, and climbing at a more mellow grade. This trail will allow for shorter loops for users looking for quick after-work rides

Difficulty: Beginner

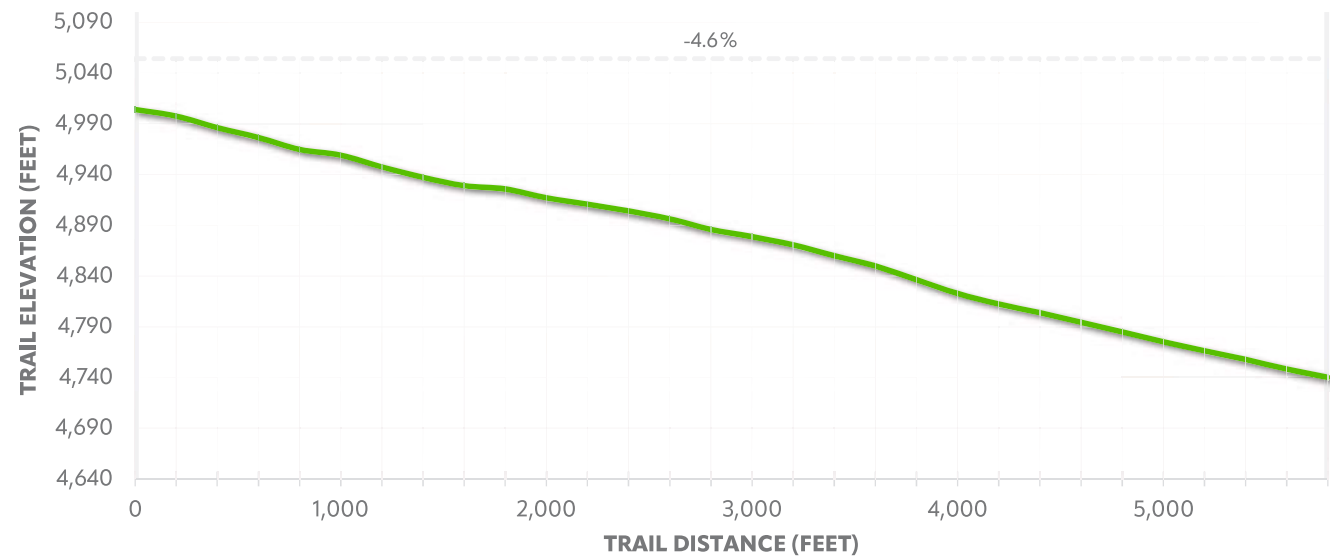
Average Grade: 4.6%

Users: Bike/Hike

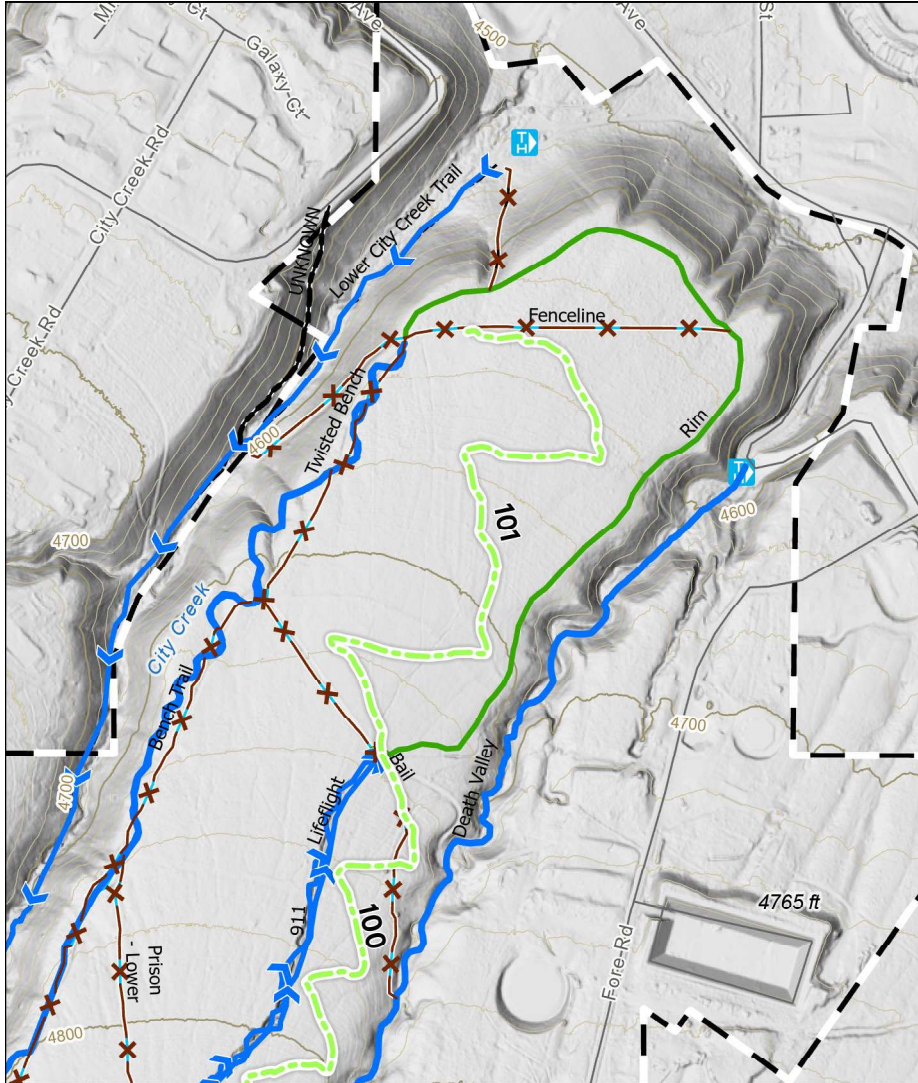
# TRAIL ELEVATION PROFILE

|                       |             |
|-----------------------|-------------|
| Segment               | 100         |
| State                 | ID          |
| City                  | Pocatello   |
| Trail Difficulty      | Beginner    |
| Trail Direction       | Bidirection |
| Trail Length (ft)     | 5,908       |
| Trail Length (mi)     | 1.12        |
| Max Height (ft)       | 5004        |
| Min Height (ft)       | 4740        |
| Elevation Gain (ft)   | 0           |
| Elevation Loss (ft)   | -264        |
| Climb Percentage      | 0.0%        |
| Descend Percentage    | 100.0%      |
| Average Climb Grade   | #N/A        |
| Average Descend Grade | -4.6%       |
| Max Grade             | -6.8%       |

100 - ELEVATION PROFILE



# SEGMENT 101



## TRAIL DETAILS:

Direction: Bidirectional

Length: 0.51 miles

Trail Type: Traditional

## Trail Segment Description

Segment 101 is a Beginner, bidirectional trail that starts at the end of Segment 100 and ends at the intersection with Fenceline trail and Twisted Bench. This trail is the continuation of Segment 100 and is intended to be a more mellow climb or descent to the Lower City Creek trailhead.

Difficulty: Beginner

Average Grade: 3.1%

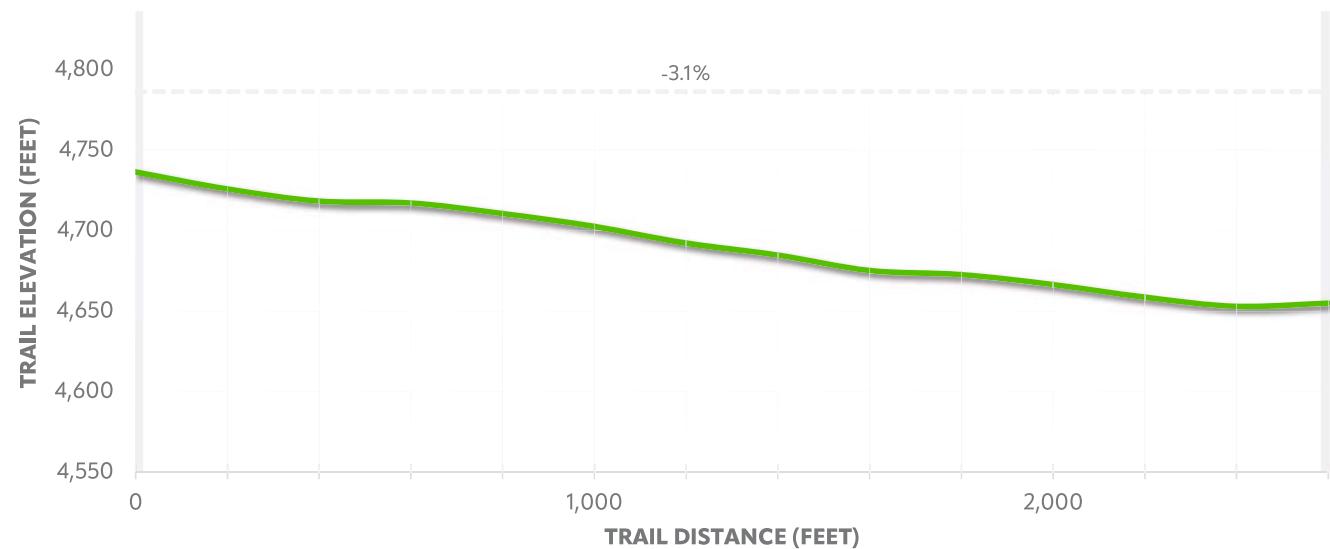
Users: Bike/Hike



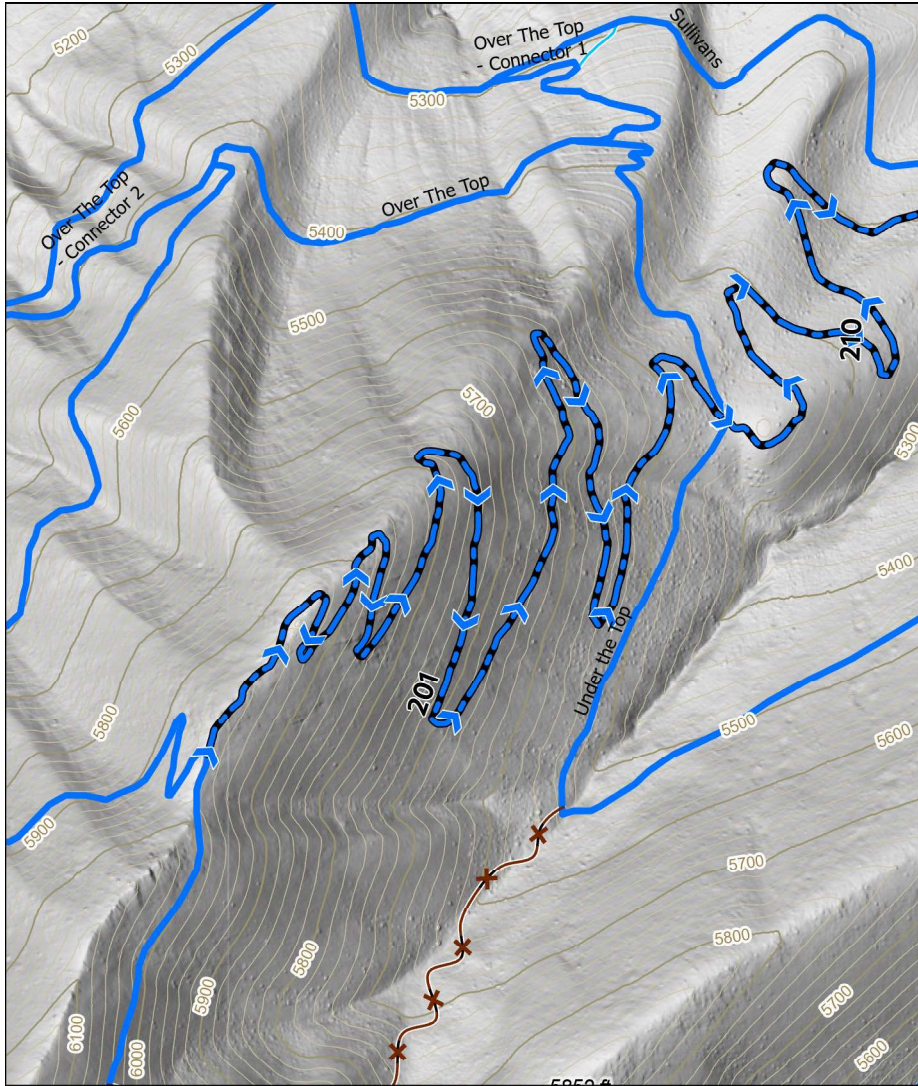
# TRAIL ELEVATION PROFILE

|                       |             |
|-----------------------|-------------|
| Segment               | 101         |
| State                 | ID          |
| City                  | Pocatello   |
| Trail Difficulty      | Beginner    |
| Trail Direction       | Bidirection |
| Trail Length (ft)     | 2,706       |
| Trail Length (mi)     | 0.51        |
| Max Height (ft)       | 4736        |
| Min Height (ft)       | 4653        |
| Elevation Gain (ft)   | 2           |
| Elevation Loss (ft)   | -83         |
| Climb Percentage      | 0.0%        |
| Descend Percentage    | 100.0%      |
| Average Climb Grade   | #N/A        |
| Average Descend Grade | -3.1%       |
| Max Grade             | -5.2%       |

101 - ELEVATION PROFILE



# SEGMENT 201



## TRAIL DETAILS:

Direction: Downhill-Only  
Length: 1.35 miles  
Trail Type: Bike-Optimized

## Trail Segment Description

Segment 201 is an Intermediate, downhill-only, bike-only trail that starts at the top of Over-The-Top trail and ends at Under-The-Top trail and the start of Segment 210. The trail is intended to be a bike-optimized trail utilizing natural rock features, jumps, berms, and rollers for a fun rider experience. This trail when linked with the other designed trails will offer riders a descent of over 1000' vertical feet when linking the trails together. Segment 201 is destined to become one of the favorite trails in the City Creek trail system with its iconic views and great potential for a bike-optimized descending trail.

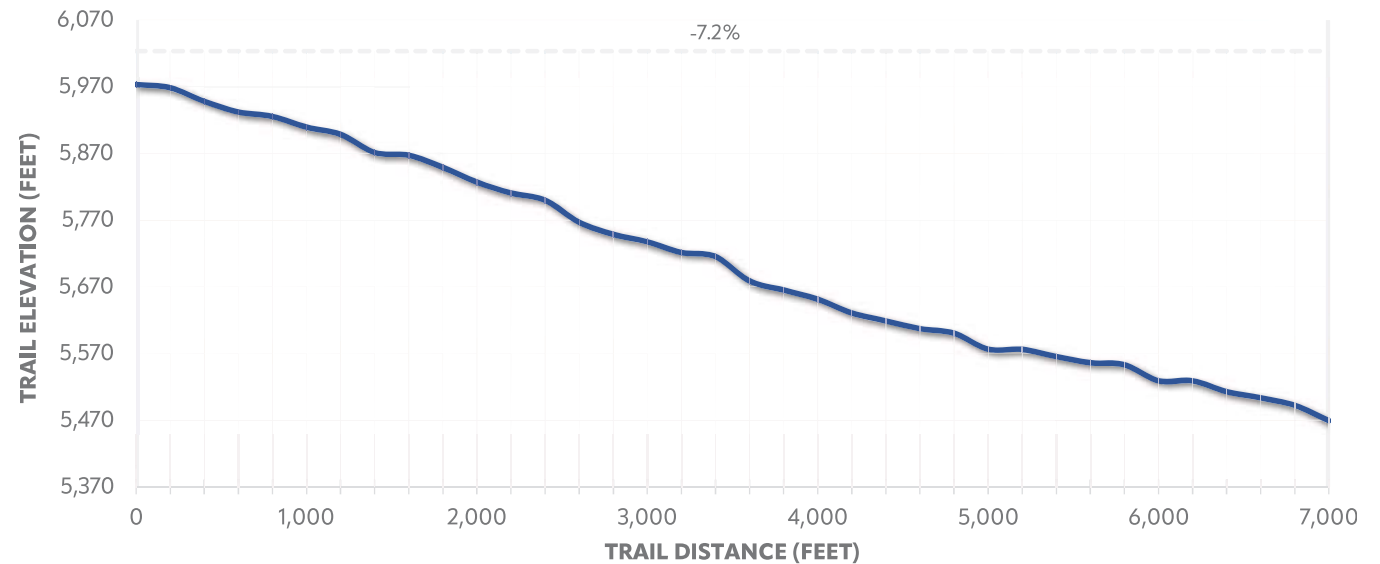


Difficulty: Intermediate  
Average Grade: 7.2%  
Users: Bike-Only

# TRAIL ELEVATION PROFILE

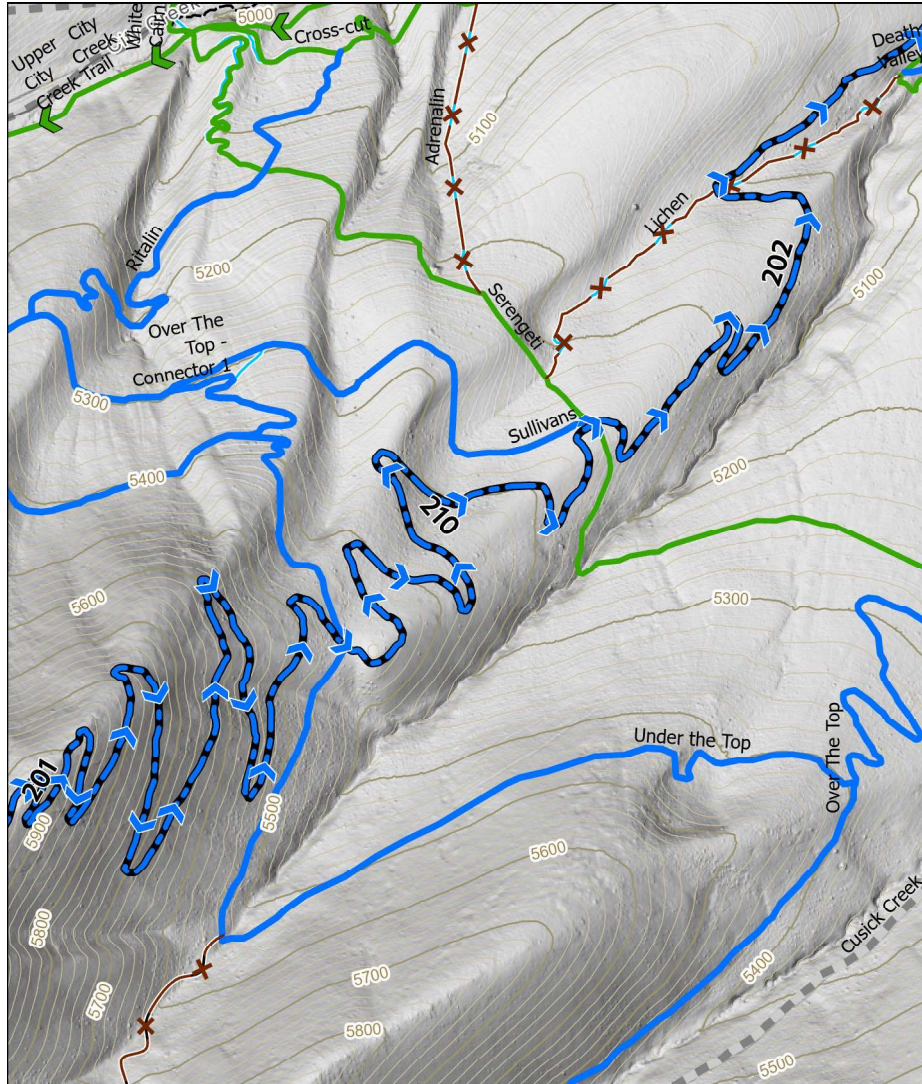
|                       |               |
|-----------------------|---------------|
| Segment               | 201           |
| State                 | ID            |
| City                  | Pocatello     |
| Trail Difficulty      | Intermediate  |
| Trail Direction       | Downhill Only |
| Trail Length (ft)     | 7,144         |
| Trail Length (mi)     | 1.35          |
| Max Height (ft)       | 5974          |
| Min Height (ft)       | 5469          |
| Elevation Gain (ft)   | 0             |
| Elevation Loss (ft)   | -504          |
| Climb Percentage      | 0.0%          |
| Descend Percentage    | 100.0%        |
| Average Climb Grade   | #N/A          |
| Average Descend Grade | -7.2%         |
| Max Grade             | -18.2%        |

201 - ELEVATION PROFILE





# SEGMENT 210



## TRAIL DETAILS:

Direction: Downhill-Only  
Length: 0.71 miles  
Trail Type: Bike-Optimized

## Trail Segment Description

Segment 210 is the continuation of Segment 201 after it crosses Under-The-Top and is meant to continue the downhill-only, bike-only, and bike-optimized rider experience. This Intermediate trail utilizes the terrain to allow for sustainable features to be constructed such as jumps, berms, and rollers to enhance the rider experience. The trail ends at Serengeti and the start of Segment 202.

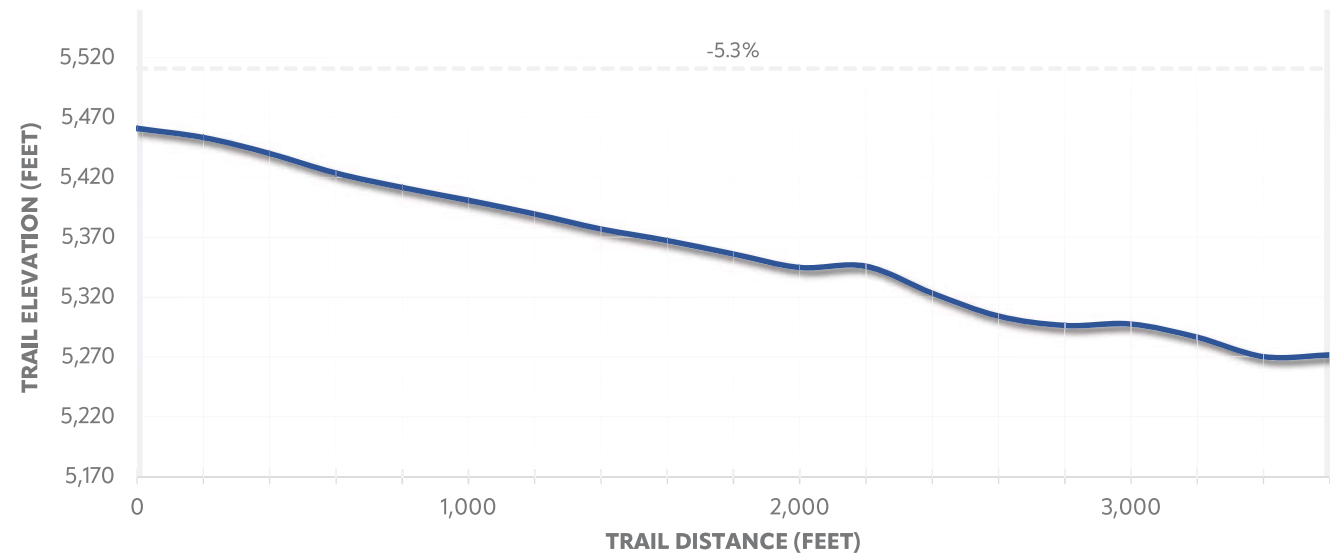


Difficulty: Intermediate  
Average Grade: 5.3%  
Users: Bike-Only

# TRAIL ELEVATION PROFILE

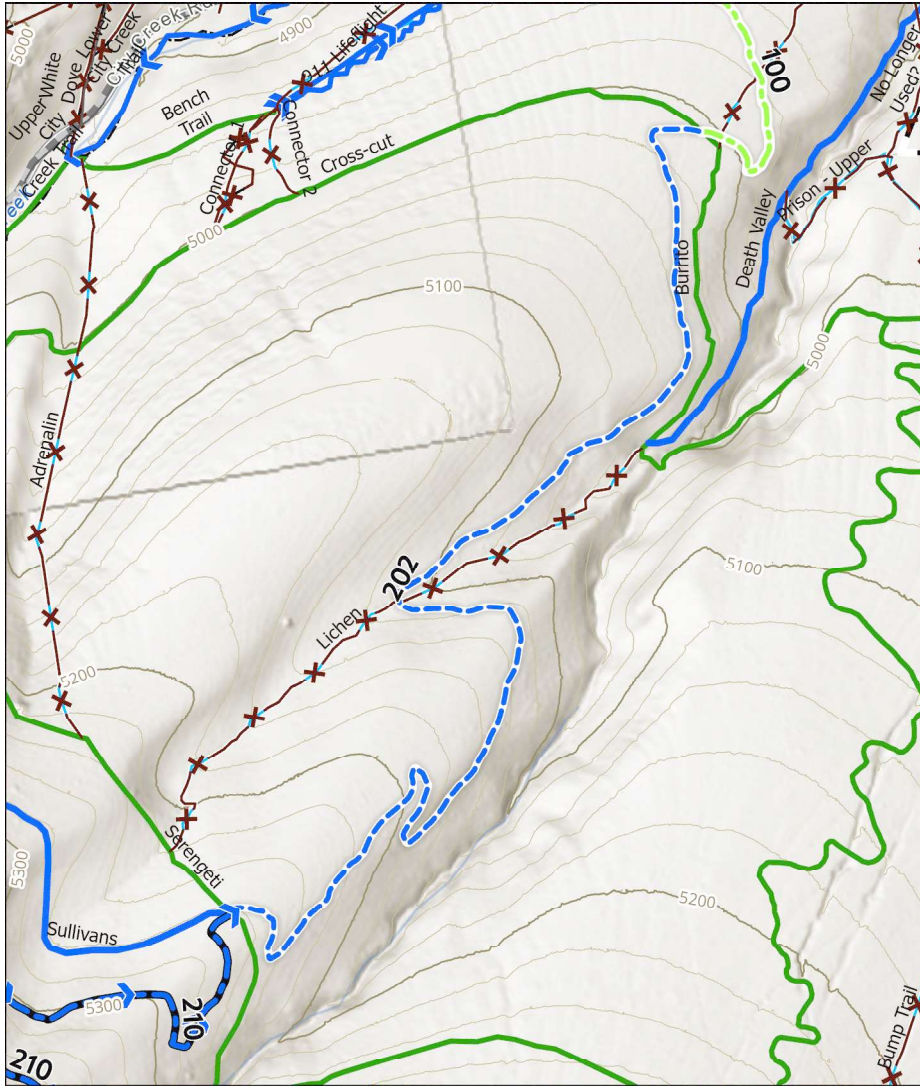
|                       |               |
|-----------------------|---------------|
| Segment               | 210           |
| State                 | ID            |
| City                  | Pocatello     |
| Trail Difficulty      | Intermediate  |
| Trail Direction       | Downhill Only |
| Trail Length (ft)     | 3,745         |
| Trail Length (mi)     | 0.71          |
| Max Height (ft)       | 5461          |
| Min Height (ft)       | 5270          |
| Elevation Gain (ft)   | 3             |
| Elevation Loss (ft)   | -193          |
| Climb Percentage      | 0.0%          |
| Descend Percentage    | 100.0%        |
| Average Climb Grade   | #N/A          |
| Average Descend Grade | -5.3%         |
| Max Grade             | -11.2%        |

210 - ELEVATION PROFILE





# SEGMENT 202



## TRAIL DETAILS:

Direction: Bidirectional

Length: 0.88 miles

Trail Type: Traditional

## Trail Segment Description

Segment 202 starts at the end of Segment 210 on Serengeti trail and is a Intermediate, bidirectional, shared-use trail that ends at the start of Segment 100. This trail also offers another climb option from the Cross-Cut junction and is intended to offer a more sustainable option to Lichen trail. When combined with Segment 201 and 210 offers riders almost 3 miles of downhill only trail and nearly 1000' of descent. These three trails combined are sure to be the most popular route at City Creek for mountain bikers.

Difficulty: Intermediate

Average Grade: 5.5%

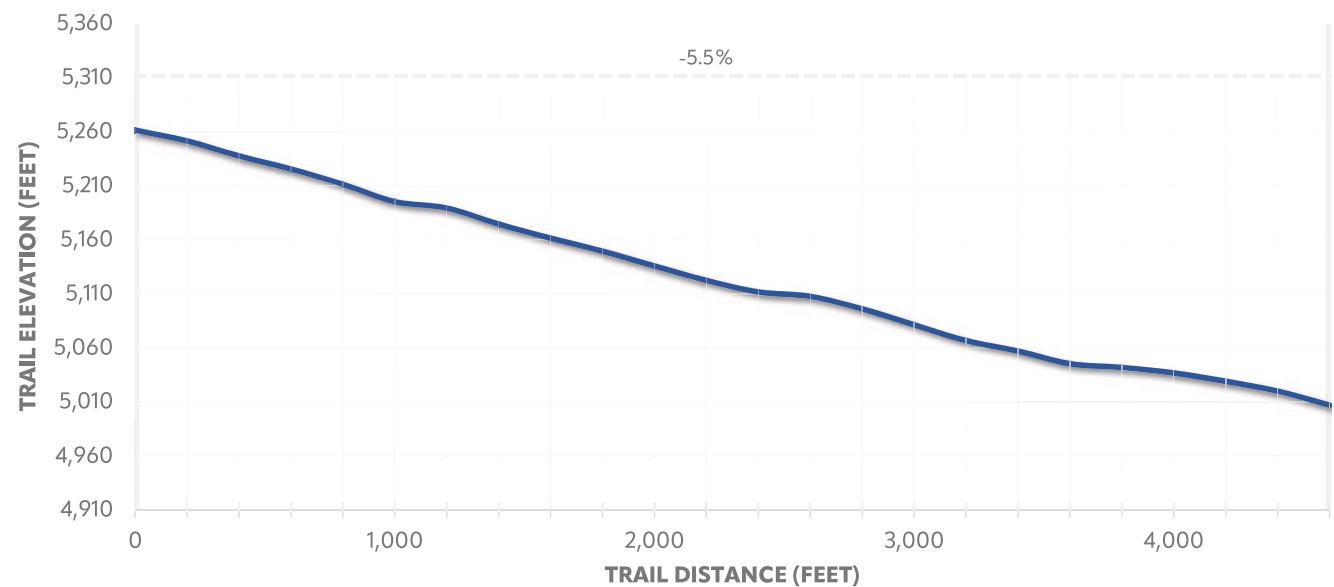
Users: Shared-Use



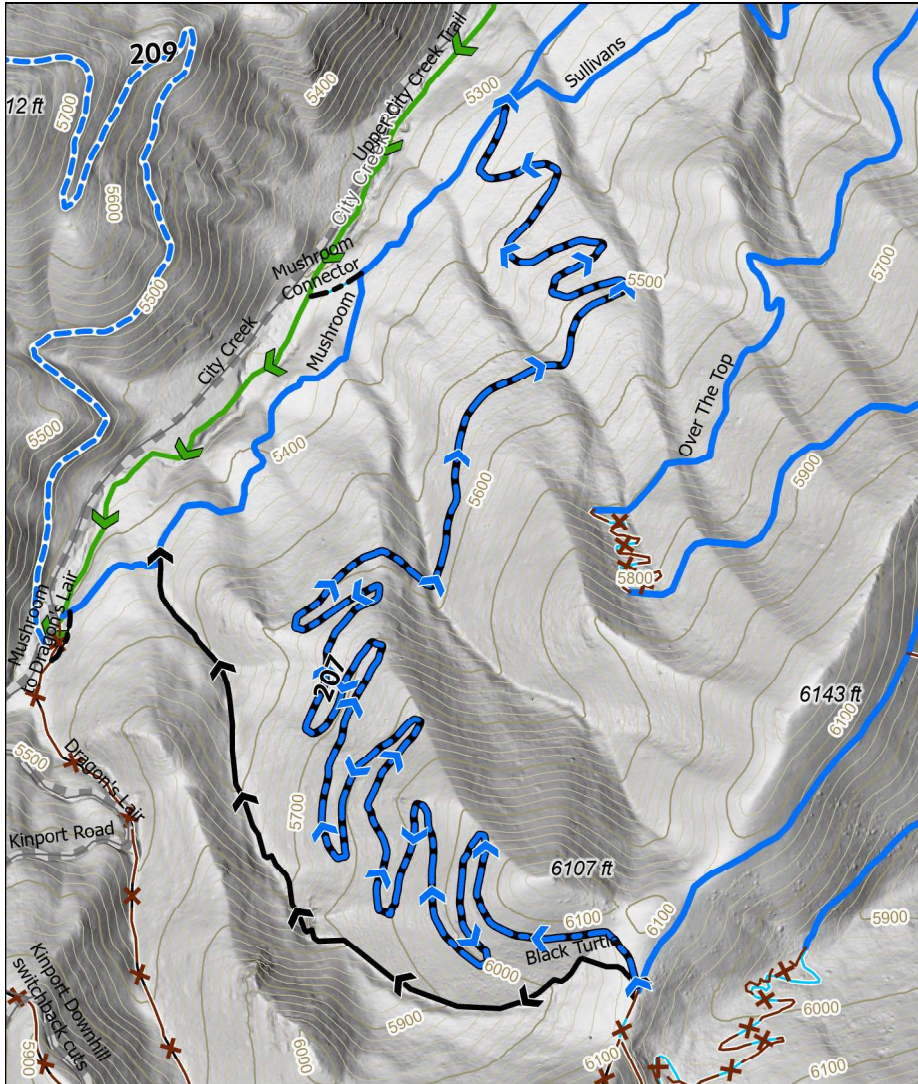
# TRAIL ELEVATION PROFILE

|                       |               |
|-----------------------|---------------|
| Segment               | 202           |
| State                 | ID            |
| City                  | Pocatello     |
| Trail Difficulty      | Intermediate  |
| Trail Direction       | Bidirectional |
| Trail Length (ft)     | 4,647         |
| Trail Length (mi)     | 0.88          |
| Max Height (ft)       | 5262          |
| Min Height (ft)       | 5007          |
| Elevation Gain (ft)   | 0             |
| Elevation Loss (ft)   | -254          |
| Climb Percentage      | 0.0%          |
| Descend Percentage    | 100.0%        |
| Average Climb Grade   | #N/A          |
| Average Descend Grade | -5.5%         |
| Max Grade             | -8.0%         |

202 - ELEVATION PROFILE



# SEGMENT 207



## TRAIL DETAILS:

Direction: Downhill-Only  
Length: 1.98 miles  
Trail Type: Bike-Optimized

## Trail Segment Description

Segment 207 is an Intermediate, bike-only, downhill-only trail that starts at the same location as Black Turtle and ends on Mushroom trail. This trail is intended to have bike-optimized features such as jumps, berms, rollers, and incorporate natural rock features. Segment 207 provides an alternative downhill experience to Black Turtle for riders looking for an easier Intermediate level experience. Due to the steep terrain and soils, this trail would likely be the most challenging to build and features 16 turns descending over 700' vertical feet over it's 2 mile length.

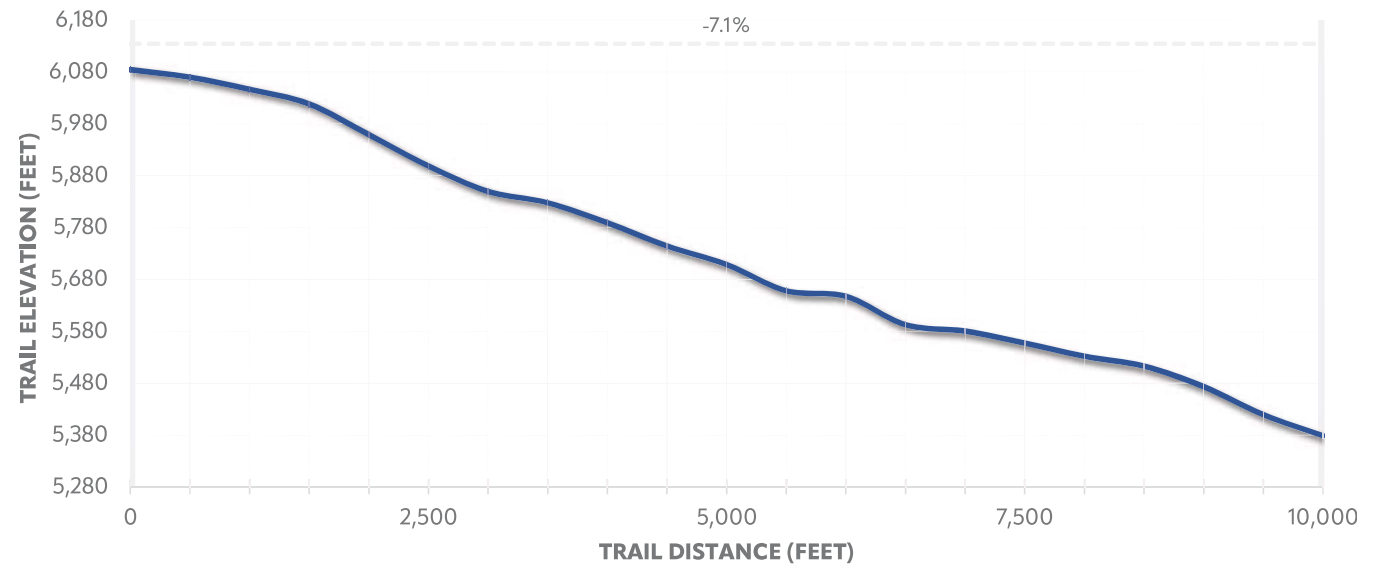


Difficulty: Intermediate  
Average Grade: 7.1%  
Users: Bike-Only

# TRAIL ELEVATION PROFILE

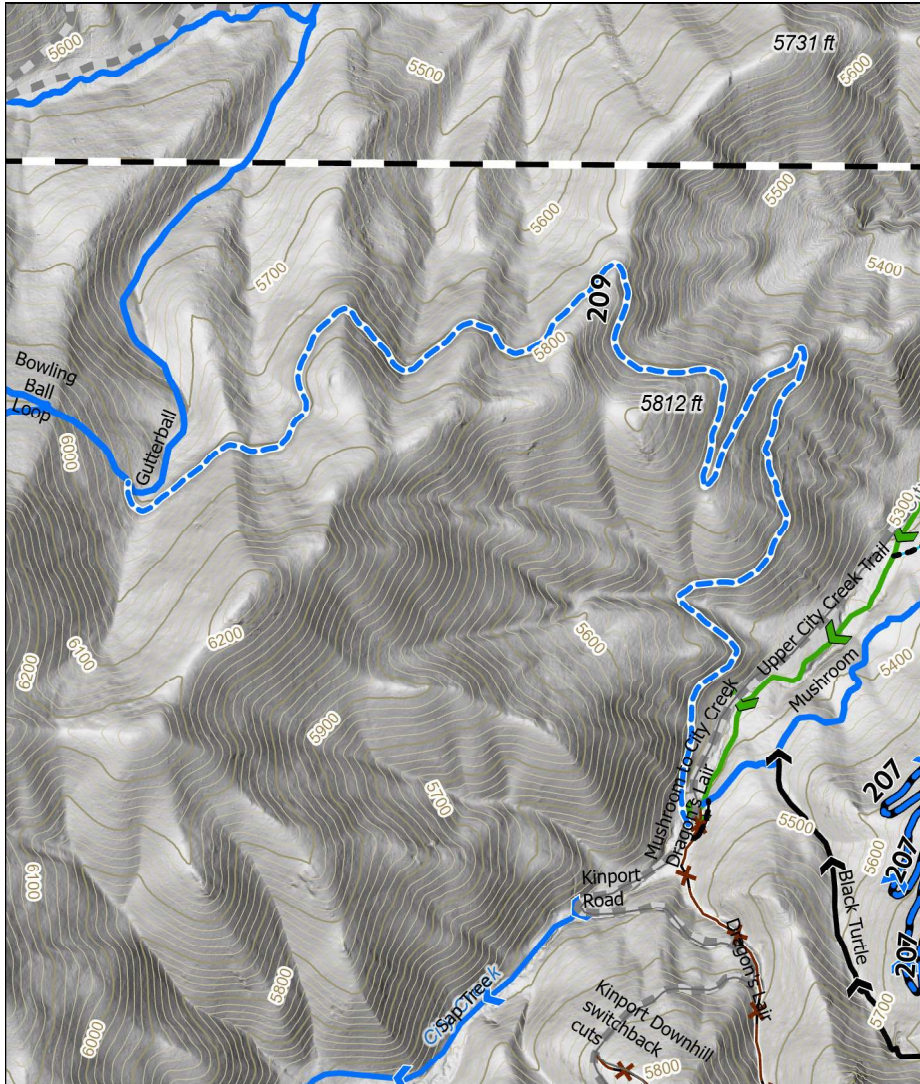
|                       |               |
|-----------------------|---------------|
| Segment               | 207           |
| State                 | ID            |
| City                  | Pocatello     |
| Trail Difficulty      | Intermediate  |
| Trail Direction       | Downhill Only |
| Trail Length (ft)     | 10,438        |
| Trail Length (mi)     | 1.98          |
| Max Height (ft)       | 6085          |
| Min Height (ft)       | 5379          |
| Elevation Gain (ft)   | 0             |
| Elevation Loss (ft)   | -706          |
| Climb Percentage      | 0.0%          |
| Descend Percentage    | 100.0%        |
| Average Climb Grade   | #N/A          |
| Average Descend Grade | -7.1%         |
| Max Grade             | -12.1%        |

207 - ELEVATION PROFILE





# SEGMENT 209



## TRAIL DETAILS:

Direction: Bidirectional

Length: 1.63 miles

Trail Type: Traditional

## Trail Segment Description

Segment 209 is an Intermediate, bidirectional trail that starts at the end of Mushroom trail and City Creek. The trail crosses City Creek and gradually climbs and contours the terrain before ending on Gutterball trail. This trail provides a great connector trail to the northern trails where there are currently no other trail opportunities. This trail is sure to be a popular route for users looking for longer trail experiences and better loop opportunities.



Difficulty: Intermediate

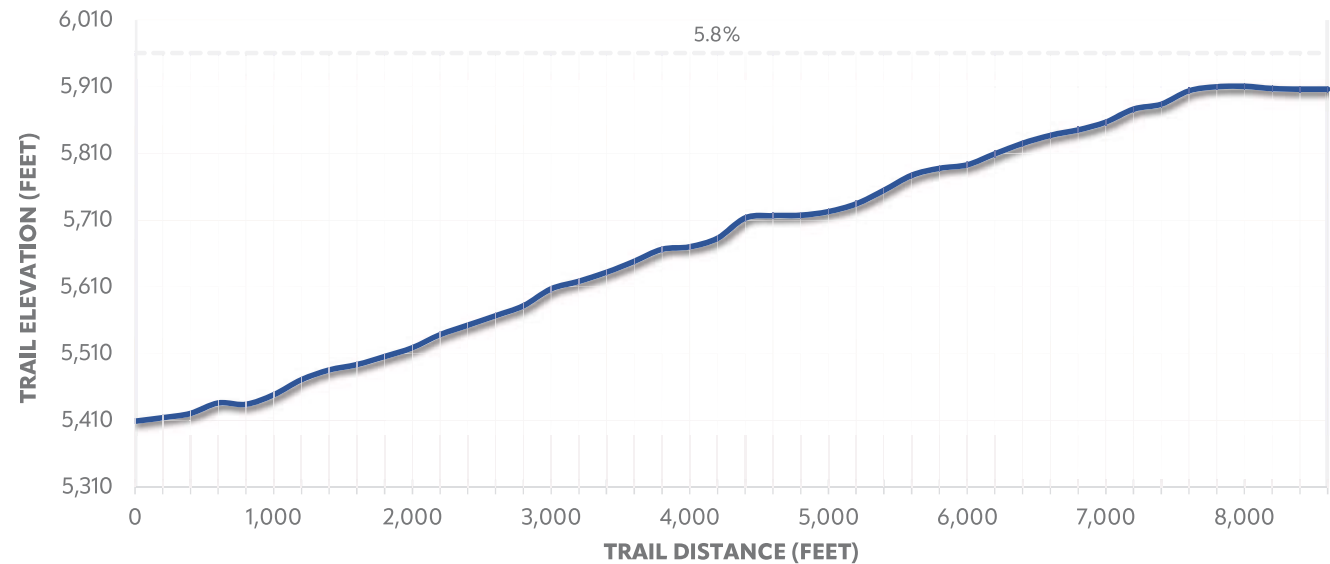
Average Grade: 5.8%

Users: Bike/Hike

# TRAIL ELEVATION PROFILE

|                       |              |
|-----------------------|--------------|
| Segment               | 209          |
| State                 | ID           |
| City                  | Pocatello    |
| Trail Difficulty      | Intermediate |
| Trail Direction       | Bidirection  |
| Trail Length (ft)     | 8,609        |
| Trail Length (mi)     | 1.63         |
| Max Height (ft)       | 5911         |
| Min Height (ft)       | 5409         |
| Elevation Gain (ft)   | 504          |
| Elevation Loss (ft)   | -6           |
| Climb Percentage      | 100.0%       |
| Descend Percentage    | 0.0%         |
| Average Climb Grade   | 5.8%         |
| Average Descend Grade | #N/A         |
| Max Grade             | 15.2%        |

209 - ELEVATION PROFILE



## City Creek - Designed Trail Segments

| Segment | Skill        | Type           | Direction     | Users      | Length Miles | Length Feet  |
|---------|--------------|----------------|---------------|------------|--------------|--------------|
| 100     | Beginner     | Traditional    | Bidirectional | Shared-Use | 1.12         | 5913         |
| 101     | Beginner     | Traditional    | Bidirectional | Shared-Use | 0.51         | 2706         |
| 201     | Intermediate | Bike-Optimized | Downhill Only | Bike Only  | 1.35         | 7149         |
| 202     | Intermediate | Traditional    | Bidirectional | Shared-Use | 0.88         | 4649         |
| 207     | Intermediate | Bike-Optimized | Downhill Only | Bike Only  | 1.98         | 10444        |
| 209     | Intermediate | Traditional    | Bidirectional | Shared-Use | 1.63         | 8614         |
| 210     | Intermediate | Bike-Optimized | Downhill Only | Bike Only  | 0.71         | 3747         |
|         |              |                |               |            | <b>8.19</b>  | <b>43223</b> |



| Trail Specifications        |             |                    |                                |                                        |                           |                                  |                                  |                                  |                                 |                         |                            |                                                                         |                                              |                            |                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|-----------------------------|-------------|--------------------|--------------------------------|----------------------------------------|---------------------------|----------------------------------|----------------------------------|----------------------------------|---------------------------------|-------------------------|----------------------------|-------------------------------------------------------------------------|----------------------------------------------|----------------------------|-------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Trail Type                  | Unit        | Directional        | Feature Frequency <sup>1</sup> | Constructed Tread Width <sup>2,3</sup> | Ave Trail Grade per 1000' | Max Trail Grade climbing         | Max Trail Grade descending       | Proposed Flagline Corridor Width | Corridor Width (4' above tread) | Corridor Height Minimum | Exposure (without rilling) | Avoidable Obstacles (over 50% of tread or less)                         | Rollable Feature Height (jumps, berms, etc.) | Rugosity (surface texture) | Tread and trail features                                                                        | Experience Notes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Universal Access Trail      | Linear Feet | Bi-directional     | N/A                            | 96"-144"                               | 0% - 5%                   | 5% with short segment exceptions | 5% with short segment exceptions | 50'                              | 120"-158"                       | 12'                     | N/A                        | less than 2", less than 1/2" on boardwalks or paved surface             | N/A                                          | Low                        | Firm, stable, and consistent trail surface. Crushed stone or similar imported surface material. | Typically follows universal design principles to provide access to trail users of all ability levels. Trail grades are gentle with little to no exposure to steep slopes, cliffs or other features. Running slopes, tread surfacing, and corridor clearing shall follow USDA Accessibility Guidebook for Outdoor Recreation and Trails guidelines. In general, the trail surface is smooth and stable with little to no obstacles. The tread surface is wide to accommodate a wide range of users. Cross slopes should be between 2%-5% max. Resting intervals will be needed where the trail exceeds 5% running grade. Max running grades for short segments over 5% are limited to the following: 200 feet for 5%-8.33% running grade, 30 feet for 8.33%-10% running grade, 10 feet for 10%-12% running grade. |
| Beginner Traditional        | Linear Feet | Bi-directional     | Low                            | 48"-60"                                | 0% - 5%                   | 10%                              | 10%                              | 50'                              | 60"-72"                         | 8'                      | N/A                        | less than 2" partial width of tread or less than 5' full width of tread | N/A                                          | Low                        | Firm trail surface. May include rock surfacing.                                                 | Typically specified for easiest trail difficulties. Trail grades are gentle and set on shallow cross slopes with little to no exposure to trail side risks like steep slopes, cliffs, or external influences that require advanced bike handling moves to avoid. In general, the trail surface is relatively smooth with little to no obstacles (rocks and roots). Tread width, turns, bridges, and pinch points should accommodate Adaptive Mountain Bikes to the extent possible.                                                                                                                                                                                                                                                                                                                              |
| Beginner Bike-Optimized     | Linear Feet | Bi-directional     | Low                            | 48"-60"                                | 0% - 5%                   | 10%                              | 10%                              | 50'                              | 60"-72"                         | 8'                      | N/A                        | less than 2" partial width of tread or less than 5' full width of tread | 6"-18"                                       | Low                        | Semi-firm trail surface. May include rock surfacing.                                            | Typically specified for easiest trail difficulties. Trail grades are gentle and set on shallow cross slopes with little to no exposure to trail side risks like steep slopes, cliffs, or external influences that require advanced bike handling moves to avoid. In general, the trail surface is relatively smooth with little to no obstacles (rocks and roots). Feature frequency is appropriate for the shared-use nature while keeping it engaging for intermediate riders advancing their skills. Tread width, turns, bridges, and pinch points should accommodate Adaptive Mountain Bikes to the extent possible.                                                                                                                                                                                         |
| Beginner MTB Downhill       | Linear Feet | One-way (Downhill) | Medium                         | 48"-60"                                | 0% - 5%                   | 10%                              | 10%                              | 50'                              | 60"-72"                         | 12'                     | less than 24"              | less than 2" partial width of tread or less than 5' full width of tread | 6"-18"                                       | Low                        | Firm trail surface. May include rock surfacing.                                                 | The easiest bike-only gravity trails. This trail should provide an introduction to highly bike-optimized trail experiences. Trail grades are gentle and set on shallow cross slopes with little to no exposure to trail side risks like steep slopes, cliffs, or external influences that require advanced bike handling moves to avoid. In general, the trail surface is relatively smooth with little to no obstacles (rocks and roots). Feature frequency is low, but should provide ample rollers and berms to create a "roller coaster" experience for riders. No features should provide mandatory air time.                                                                                                                                                                                               |
| Intermediate Traditional    | Linear Feet | Bi-directional     | Medium                         | 24"-48"                                | 7-10%                     | 15%                              | 20%                              | 50'                              | 30"-42"                         | 8'                      | less than 48"              | less than 8"                                                            | 12"-24"                                      | Medium                     | Semi-firm to loose trail surface. Will include rock surfacing. Rocks will be uneven.            | This trail type will have the look and feel of traditional shared-use singtrack. Trail grades are moderate and set on moderate to steep cross slopes. In general, the trail surface is semi-firm with some natural obstacles (rocks and roots). Feature frequency is appropriate for the shared-use nature while keeping it engaging for intermediate riders advancing their skills. Tread width, turns, bridges, and pinch points should accommodate Adaptive Mountain Bikes to the extent possible.                                                                                                                                                                                                                                                                                                            |
| Intermediate Bike-Optimized | Linear Feet | Bi-directional     | Medium                         | 24"-48"                                | 7-10%                     | 15%                              | 20%                              | 50'                              | 30"-42"                         | 8'                      | less than 48"              | less than 8"                                                            | 24"-48"                                      | Medium                     | Semi-firm trail surface. May include rock surfacing.                                            | Specified for intermediate trails. Trail grades are moderate and set on moderate to steep cross slopes with some exposure such as steep slopes or cliffs. In general, the trail surface is semi-firm with some natural obstacles (rocks and roots). Feature frequency is appropriate for the shared-use nature while keeping it engaging for intermediate riders advancing their skills. Tread width, turns, bridges, and pinch points should accommodate Adaptive Mountain Bikes to the extent possible.                                                                                                                                                                                                                                                                                                        |
| Intermediate Downhill       | Linear Feet | One-way (Downhill) | Medium-High                    | 36"-60"                                | 7%                        | 15%                              | 20%                              | 50'                              | 48"-72"                         | 12'                     | less than 48"              | less than 8"                                                            | 24"-48"                                      | Medium                     | Semi-firm trail surface. May include rock surfacing.                                            | Specified for intermediate bike-only directional trails. Trails are gravity-specific, with use in the downhill direction. These trails expose users to moderate to steep grades, rugged terrain, and mountain bike specific features. The trail surface is moderately variable with the presence of rocks and roots. Feature frequency is determined by specific trail narratives but can include rollers, berms, drops, and jumps.                                                                                                                                                                                                                                                                                                                                                                              |
| Advanced Traditional        | Linear Feet | Bi-directional     | Medium                         | 18"-30"                                | 10%                       | 20%                              | 40%                              | 50'                              | 30"-42"                         | 8'                      | less than 48"              | less than 16"                                                           | 24"-48"                                      | High                       | Unpredictable trail surface. Will include rock surfacing. Rocks will be uneven.                 | This trail type looks and feels like traditional singtrack with narrow tread and the presence of rocks, roots, and other obstacles. Grades are steeper than beginner and intermediate trails and may exceed the physical climbing/descending limits of some hikers and riders. Highly unpredictable trail surface with high rugosity is expected.                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Advanced Bike-Optimized     | Linear Feet | Bi-directional     | Medium-High                    | 24"-42"                                | 15%                       | 20%                              | 50%                              | 50'                              | 48"-72"                         | 8'                      | less than 48"              | less than 16"                                                           | No restrictions                              | Medium-High                | Semi-firm to loose trail surface. Will include rock surfacing. Rocks will be uneven.            | Specified for advanced bike-only trails. Trails are bike-optimized. These trails traverse side slopes ranging from 20%-20%, therefore users are exposed to steep hills and rocky drop offs. The trail surface is variable with the presence of rocks and roots. Feature frequency is determined by specific trail narratives.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Advanced Downhill           | Linear Feet | One-way (Downhill) | High                           | 36"-60"                                | 15%                       | 30%                              | 50%                              | 50'                              | 48"-72"                         | 12'                     | less than 48"              | No restrictions                                                         | No restrictions                              | Medium-High                | Semi-firm to loose trail surface. Will include rock surfacing. Rocks will be uneven.            | Specified for the advanced bike-only directional trails. Trails are gravity-specific, with use in the downhill direction. These trails expose users to steep grades, rugged terrain, and rocky drop offs. The trail surface is variable with the presence of rocks and roots. Feature frequency is determined by specific trail narratives.                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

## Turn Specifications

| Trail Type             | Unit | Min Turn Radius | Max Turnpad Grades <sup>1</sup> | Max Berm/Turn Camber <sup>2</sup> | Tread and trail features                             | Experience Notes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|------------------------|------|-----------------|---------------------------------|-----------------------------------|------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Elevated Platform Turn | Each | 8'              | 20%                             | 20%                               | Firm trail surface. May include rock surfacing.      | The turn utilizes a platform to provide the user with a space to complete a turn and ensure the sustainable grades. This turn type is common where the side slopes are steep and would create a fall-line configuration if a non-elevated turn was used. The turn grades are steeper to allow for elevation gain or loss where needed to achieve key control points or for desired experience. Located on steeper side slopes where a small footprint is needed to fit turns on these slopes.                                                                                                                                                                                              |
| Elevated Berm Turn     | Each | 10'             | 20%                             | 50%                               | Semi-firm trail surface. May include rock surfacing. | An open radius turn, typically raised though may rely heavily on a tall berm to hold riders on trail as they corner with speed. Generally used on Bike-optimized or gravity bike-only trails. Turns should wide and provide conservation of rider momentum with little to no force braking. Turns should include insloping and berm to hold rider into the turn and offer positive support through the entire turn.                                                                                                                                                                                                                                                                        |
| Non-Elevated Turn      | Each | 20'             | 10%                             | 25%                               | Firm trail surface. May include rock surfacing.      | Sweeping long radius turns comfortable for shared users of beginner to intermediate ability levels. In combination with good sight lines, these turns work well for shared-use trails. Generally these are climbing or descending turns on mellow to moderate side slopes without the need for an elevated platform. The turn width will vary depending on the difficulty rating of the trail. Careful attention is required to ensure the tread properly drains and the grades follow the half-rule. Exceeding the half-rule may result in the trail following a fall-line configuration, leading to a rutted trail, increased maintenance, and decreased quality of the user experience. |
| Non-Elevated Berm Turn | Each | 15'             | 15%                             | 30%                               | Semi-firm trail surface. May include rock surfacing. | Sweeping long radius turns with cambered berms. Generally used on MBO trails for beginner to advanced ability levels to allow riders to carve into a turn and retain speed while doing downhill. Generally these are climbing or descending turns on mellow to moderate side slopes. The turn features a filled (bermed) concave turning surface to enhance the flow experience. A platform is not necessary for this turn type where side slopes allow.                                                                                                                                                                                                                                   |

### Footnotes

1. Turnpad grade measures the rise/fall across the turning surface at the base of any inslope.
2. Max camber is measured at the top of the inslope. Turns can not be outsloped.

### General Notes

Sustainable trails guidelines provide the foundation for all design + construction decisions ("half rule", frequent grade reversals, max grades function of soils + use, etc.).

All trails should have a minimum grade and camber (in/outslope) of 3% to ensure a well-drained tread.

| City Creek Planning & Design - Cost Opinion Designed Trails |              |                |             |               |            |               |                      |                |              |               |                |                     |                     |                     |                     |
|-------------------------------------------------------------|--------------|----------------|-------------|---------------|------------|---------------|----------------------|----------------|--------------|---------------|----------------|---------------------|---------------------|---------------------|---------------------|
| Name                                                        | Skill        | Type           | Discipline  | Direction     | Users      | Tread Surface | Tread Width (Inches) | Trail Features | Length Miles | Unit Cost Low | Unit Cost High | Cost Low            | Cost High           | Estimated Cost Low  | Estimated Cost High |
| 100                                                         | Beginner     | Traditional    |             | Bidirectional | Shared-Use | Natural       | 24"-36"              |                | 1.12         | \$55,000.00   | \$75,000.00    | \$61,589.54         | \$83,985.74         | \$61,600.00         | \$84,000.00         |
| 101                                                         | Beginner     | Traditional    |             | Bidirectional | Shared-Use | Natural       | 24"-36"              |                | 0.51         | \$55,000.00   | \$75,000.00    | \$28,183.48         | \$38,432.02         | \$28,200.00         | \$38,400.00         |
| 201                                                         | Intermediate | Bike-Optimized | Flow & Jump | Downhill Only | Bike Only  | Natural       | 36"-48"              | Jumps & Berms  | 1.35         | \$85,000.00   | \$115,000.00   | \$115,091.12        | \$155,711.51        | \$115,100.00        | \$155,700.00        |
| 202                                                         | Intermediate | Traditional    |             | Bidirectional | Shared-Use | Natural       | 36"-48"              |                | 0.88         | \$55,000.00   | \$115,000.00   | \$48,431.63         | \$101,266.14        | \$48,400.00         | \$101,300.00        |
| 207                                                         | Intermediate | Bike-Optimized | Flow & Jump | Downhill Only | Bike Only  | Natural       | 36"-48"              | Jumps & Berms  | 1.98         | \$85,000.00   | \$115,000.00   | \$168,139.51        | \$227,482.87        | \$168,100.00        | \$227,500.00        |
| 209                                                         | Intermediate | Traditional    |             | Bidirectional | Shared-Use | Natural       | 24"-36"              |                | 1.63         | \$55,000.00   | \$70,000.00    | \$89,733.33         | \$114,206.06        | \$89,700.00         | \$114,200.00        |
| 210                                                         | Intermediate | Bike-Optimized | Flow & Jump | Downhill Only | Bike Only  | Natural       | 36"-48"              | Jumps & Berms  | 0.71         | \$85,000.00   | \$115,000.00   | \$60,328.27         | \$81,620.60         | \$60,300.00         | \$81,600.00         |
| <b>Total</b>                                                |              |                |             |               |            |               |                      |                | <b>8.19</b>  |               |                | <b>\$571,496.89</b> | <b>\$802,704.94</b> | <b>\$571,400.00</b> | <b>\$802,700.00</b> |



# IMPLEMENTATION & NEXT STEPS

05

# IMPLEMENTATION AND NEXT STEPS

## DESIGN MEMO REVIEW

To bring this design to fruition, the next step is to share this memo and supporting maps with the appropriate stakeholders and City staff to gather feedback and devise next steps.

## PERMITTING AND COMPLIANCE

All construction projects are subject to regulatory requirements. Obtaining proper permits can ensure that work follows local, state, and federal laws as this trails concept plan is implemented. At least as important, working under permits can help trail builders and visitors to be good stewards of the land.

## UTILITY LOCATE

It is against state law to excavate or grade without a utility location. It is extremely important that contractors notify the applicable organizations in a timely fashion for utility location services prior to construction.

## CONSTRUCTION

The trails recommended in this plan require extensive mechanized construction and knowledge of sustainable trail building practices. IMBA Trail Solutions recommends that a qualified team of professional trail builders bring these trails into reality. IMBA Trail Solutions also recommends professional guidance for management purposes of the project to ensure successful trails that are low maintenance, provide high-quality experiences, and meet the design.

## MAINTENANCE AND STEWARDSHIP

Maintenance is an ongoing cost and should be planned and budgeted from the onset of a project. Trails should be managed according to trail type guidelines, respective trail narratives, and recommended difficulty levels. Typical annual maintenance budgets for traditional and mountain bike-optimized trails range from 5% to 15% of the construction cost. Some of the annual maintenance for trails can be performed by trained volunteers. These tasks will include corridor trimming, downed tree removal, tread clearing, and minor drainage work. Professional assistance will be required occasionally. Increasingly, mountain bike trail systems are hiring part- or full-time staff to provide maintenance to trail systems. Ensuring a quality, consistent riding experience is key to attracting visitors and keeping a local riding community satisfied and growing.





## EXPERIENCE ZONES & PREFERRED-USE TRAILS

Experience zones and preferred-use trails are showing up in trail systems around the world. Experience zones divide management areas into special-use zones designed around specific activities: one zone may be preferred for mountain biking and another for accessible, interpretive trails. Implementation of such zones can provide a variety of visitor experiences and recreational opportunities that reduce conflict between differing user groups while providing sustainable, long-lasting trails.

Single use challenges the notion that all trails must be all things to all people. In this case, land managers designate certain trails as

“preferred” for certain activities. For example, a trail that is single use for mountain bikers might be designed to be fast and flowing through open terrain, with swooping turns and dips. Hiking-preferred trails, meanwhile, may be more about travel efficiency with stairs, tight switchbacks, short distances, or other qualities that would be less attractive to bikers and equestrians. Visitors will be drawn to routes that match their desired experience.

Each trail system should, of course, include a variety of trails. One way to include numerous types of trails is to have shared-use trails at the beginning of the network near parking lots, with preferred-use trails branching off farther along. The number of trails designated for each mode of travel should be based on the habits and needs of the user groups being managed.



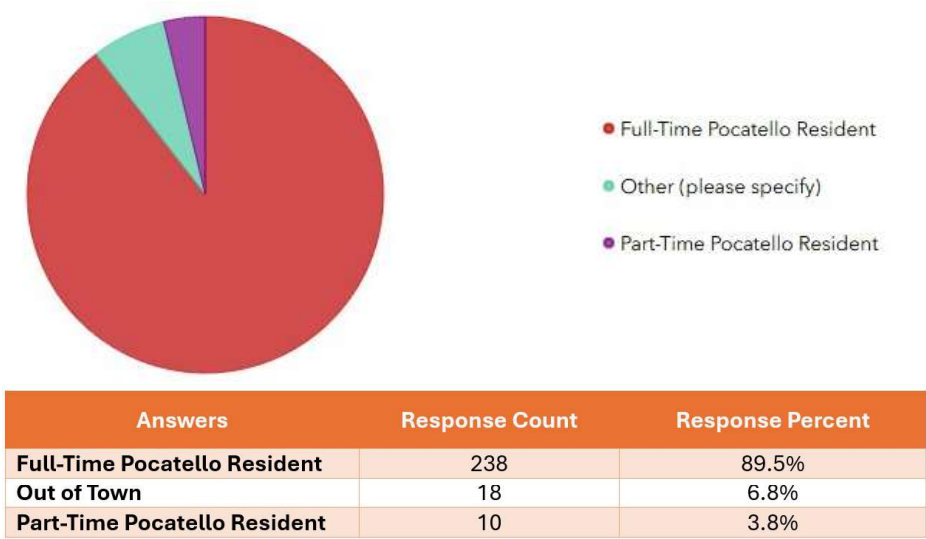
# COMMUNITY ENGAGEMENT RESULTS - APPENDIX



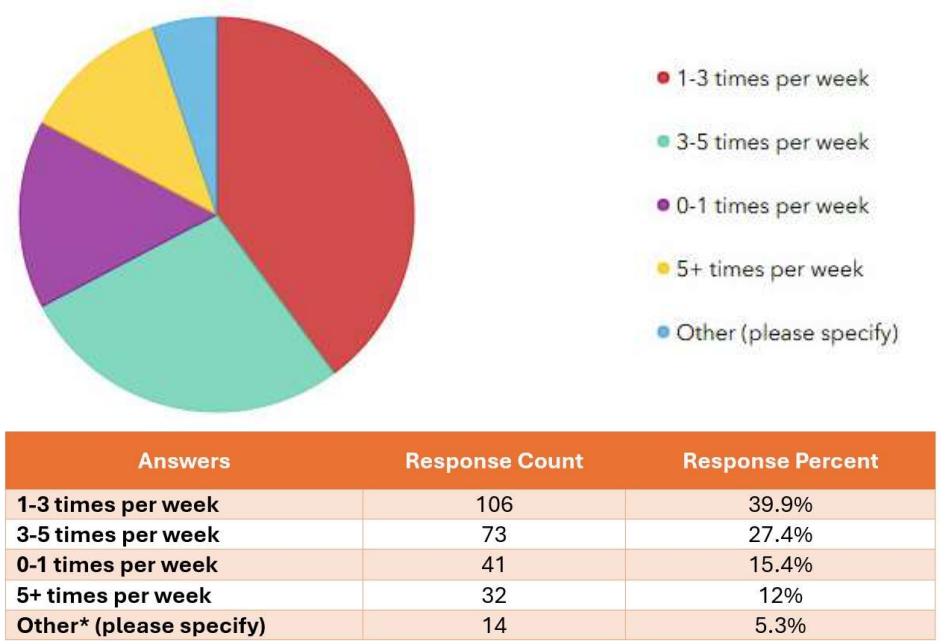
# CITY CREEK TRAIL SURVEY RESULTS

The Trail Solutions staff conducted an ArcGIS Survey123 online survey for the City of Pocatello to gather public input on the City Creek Trails Concept plan. The survey was active from May 19th – June 6th, 2026, consisted of 27 open-ended and multiple-choice questions, and during that timeframe, 266 surveys were completed. The information provided below is a summary of the survey results that helped inform the designed trail alignments during the June field visit. With a strong desire for mountainbike-optimized trails, much of the focus was on designing those trails, in addition to better connectivity and an easier climb from the Lower City Creek trailhead.

## WHERE ARE YOU FROM?

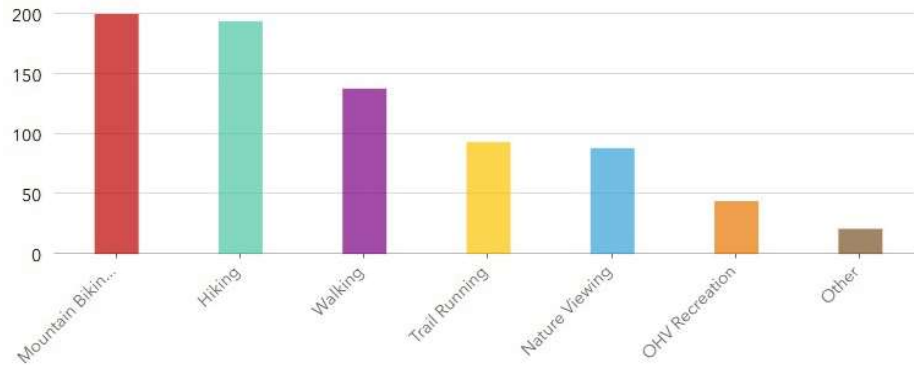


## HOW OFTEN DO YOU RECREATE AT THE CITY CREEK TRAILS?



\*Other responses included: every 2-3 months, multiple times throughout the summer and fall, 3-5 times per year, and "I travel to other places to mountain bike but would love to ride here."

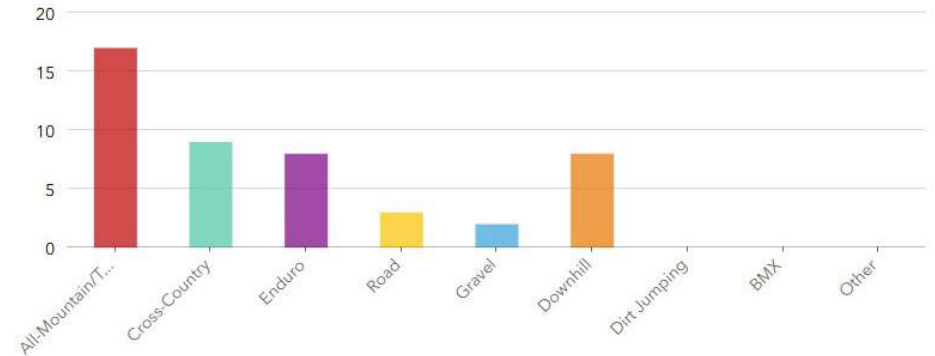
## WHAT RECREATION ACTIVITIES DO YOU PARTICIPATE IN AT CITY CREEK?



| Answers         | Response Count | Response Percent |
|-----------------|----------------|------------------|
| Mountain Biking | 200            | 75.2%            |
| Hiking          | 194            | 72.9%            |
| Walking         | 138            | 51.9%            |
| Trail Running   | 93             | 35%              |
| Nature Viewing  | 88             | 33%              |
| OHV Recreation  | 44             | 16.5%            |
| Other*          | 21             | 7.9%             |

\*Other responses included: XC or AT skiing, snowshoeing, hunting, dirt biking, E-Mountain biking, wildlife viewing, drone and photography, adaptive handcycling, and jeeping.

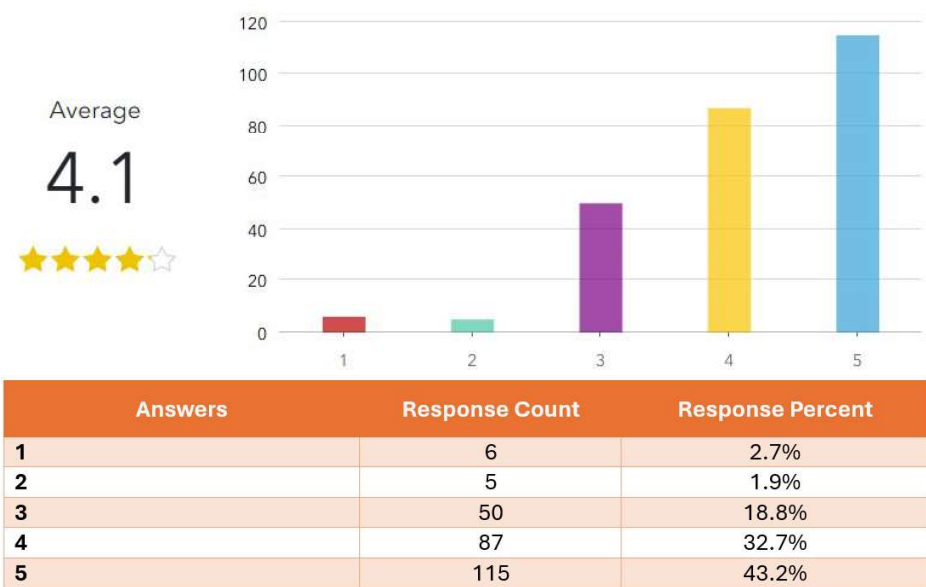
## WHAT TYPES OF BIKING DO YOU ENJOY?



| Answers            | Response Count | Response Percent |
|--------------------|----------------|------------------|
| All-Mountain Trail | 17             | 6.4%             |
| Cross-Country      | 9              | 3.4%             |
| Enduro             | 8              | 3%               |
| Road               | 3              | 1.1%             |
| Gravel             | 2              | .75%             |
| Downhill           | 8              | 3%               |



# HOW DO YOU RATE THE EXISTING RECREATION OPPORTUNITIES IN CITY CREEK?



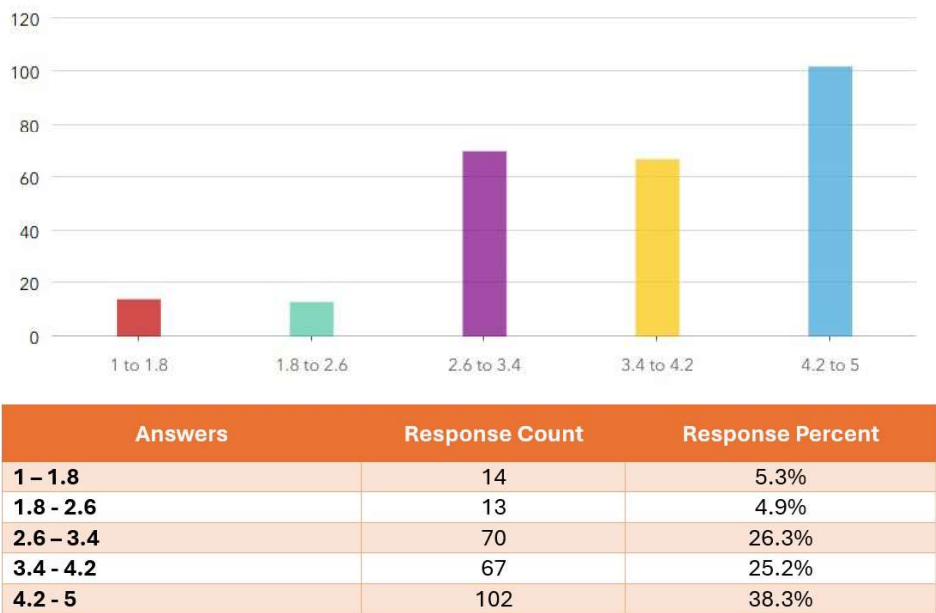
Common themes that emerged from the open-ended question asking to explain their rating included:

- Strong appreciation for the existing trail network and natural setting
- Trail maintenance and erosion are major concerns
- Desire to preserve diverse recreation opportunities
- Mountain biking is a growing interest and opportunity
- Access and connectivity are important community priorities
- Need for thoughtful management and communication

# HOW IMPORTANT ARE SHARED-USE TRAILS?

1 = DON'T NEED IT

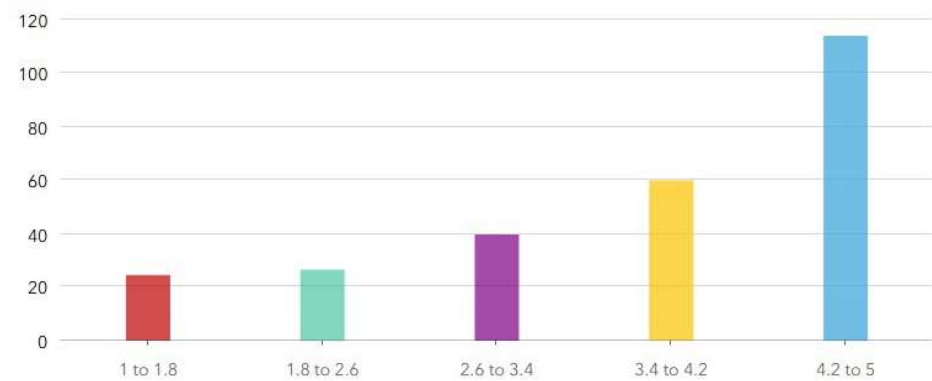
5 = MUST HAVE IT



Percentages based on 266 responses

HOW IMPORTANT ARE MOUNTAIN BIKE OPTIMIZED TRAILS?

1 = DON'T NEED IT  
5 = MUST HAVE IT

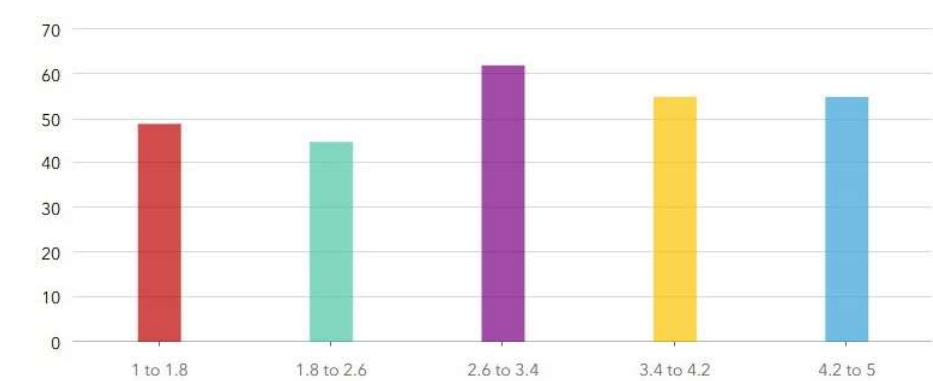


| Answers   | Response Count | Response Percent |
|-----------|----------------|------------------|
| 1 – 1.8   | 25             | 9.4%             |
| 1.8 - 2.6 | 27             | 10.2%            |
| 2.6 – 3.4 | 40             | 15%              |
| 3.4 - 4.2 | 60             | 22.6%            |
| 4.2 - 5   | 114            | 42.9%            |

Percentages based on 266 responses

HOW IMPORTANT ARE HIKE-ONLY TRAILS?

1 = DON'T NEED IT  
5 = MUST HAVE IT

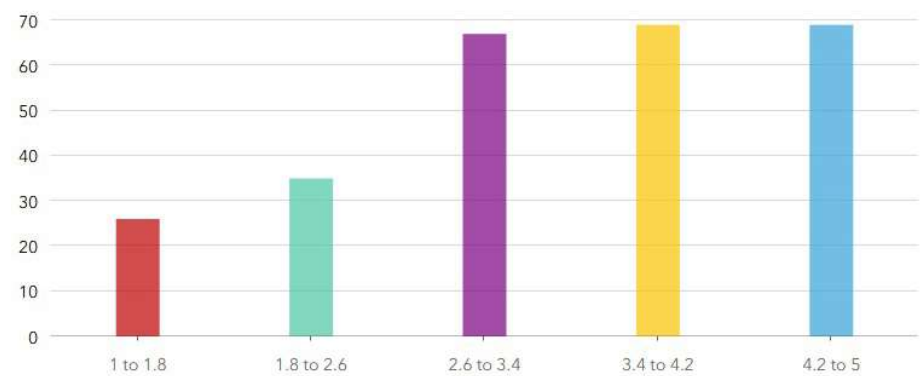


| Answers   | Response Count | Response Percent |
|-----------|----------------|------------------|
| 1 – 1.8   | 49             | 18.4%            |
| 1.8 - 2.6 | 45             | 16.9%            |
| 2.6 – 3.4 | 62             | 23.3%            |
| 3.4 - 4.2 | 55             | 20.7%            |
| 4.2 - 5   | 55             | 20.7%            |

Percentages based on 266 responses

**HOW IMPORTANT ARE BEGINNER LEVEL MOUNTAIN BIKING TRAILS?**

**1 = DON'T NEED IT**  
**5 = MUST HAVE IT**

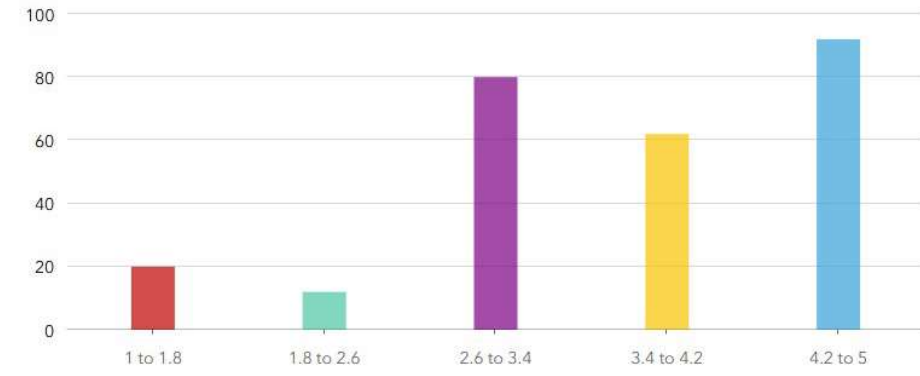


| Answers   | Response Count | Response Percent |
|-----------|----------------|------------------|
| 1 – 1.8   | 26             | 9.8%             |
| 1.8 - 2.6 | 35             | 13.2%            |
| 2.6 – 3.4 | 67             | 25.2%            |
| 3.4 - 4.2 | 69             | 25.9%            |
| 4.2 - 5   | 69             | 25.9%            |

Percentages based on 266 responses

**HOW IMPORTANT ARE INTERMEDIATE LEVEL MOUNTAIN BIKING TRAILS?**

**1 = DON'T NEED IT**  
**5 = MUST HAVE IT**



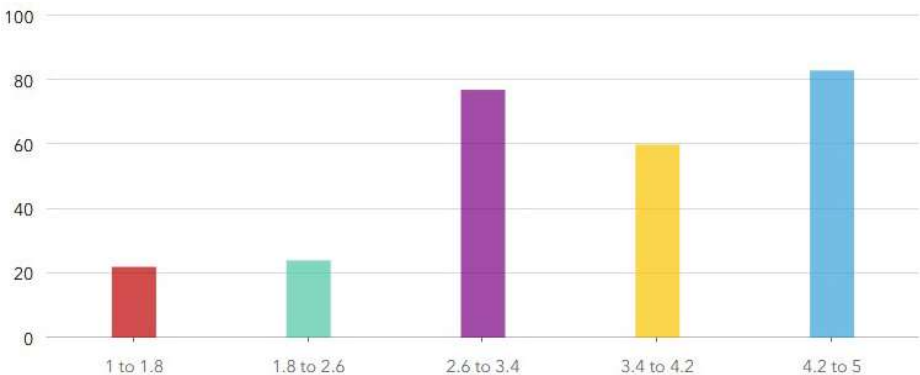
| Answers   | Response Count | Response Percent |
|-----------|----------------|------------------|
| 1 – 1.8   | 20             | 7.5%             |
| 1.8 - 2.6 | 12             | 4.5%             |
| 2.6 – 3.4 | 80             | 30.1%            |
| 3.4 - 4.2 | 62             | 23.3%            |
| 4.2 - 5   | 92             | 34.6%            |

Percentages based on 266 responses



HOW IMPORTANT ARE ADVANCED MOUNTAIN BIKE TRAILS?

1 = DON'T NEED IT  
5 = MUST HAVE IT

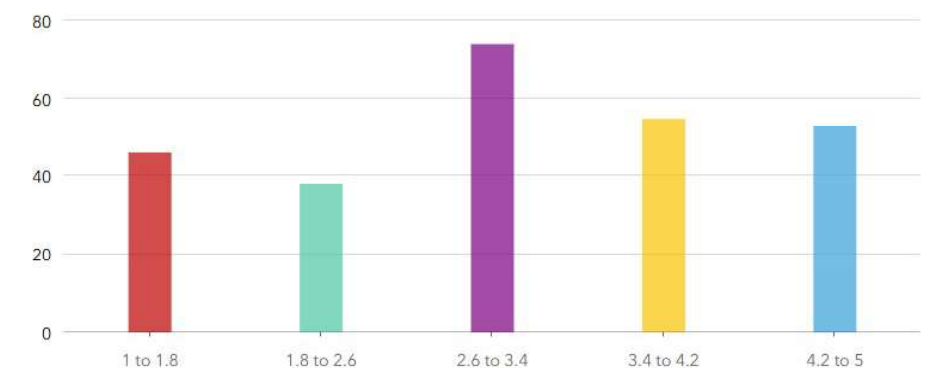


| Answers   | Response Count | Response Percent |
|-----------|----------------|------------------|
| 1 – 1.8   | 22             | 8.3%             |
| 1.8 – 2.6 | 24             | 9%               |
| 2.6 – 3.4 | 77             | 28.9%            |
| 3.4 – 4.2 | 60             | 22.6%            |
| 4.2 – 5   | 83             | 31.2%            |

Percentages based on 266 responses

HOW IMPORTANT ARE MOUNTAIN BIKING SKILLS TRAILS?

1 = DON'T NEED IT  
5 = MUST HAVE IT



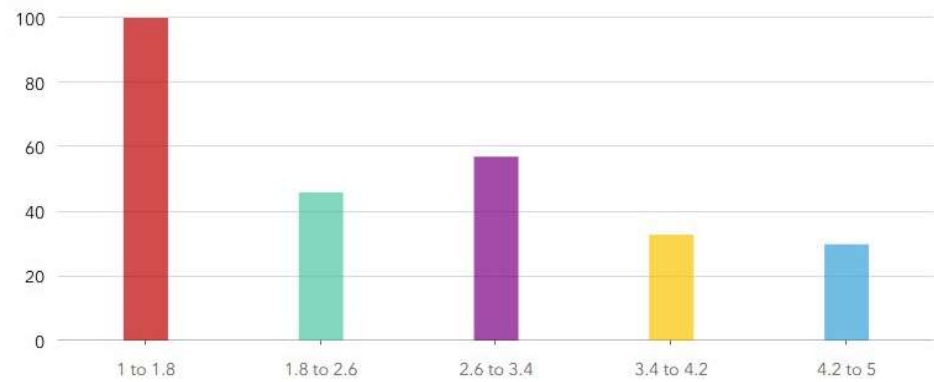
| Answers   | Response Count | Response Percent |
|-----------|----------------|------------------|
| 1 – 1.8   | 46             | 17.3%            |
| 1.8 – 2.6 | 38             | 14.3%            |
| 2.6 – 3.4 | 74             | 27.8%            |
| 3.4 – 4.2 | 55             | 20.7%            |
| 4.2 – 5   | 53             | 19.9%            |

Percentages based on 266 responses

HOW DO YOU FEEL ABOUT THE CLOSURE OF SOME EXISTING TRAILS?

1 = I REALLY DON'T LIKE IT

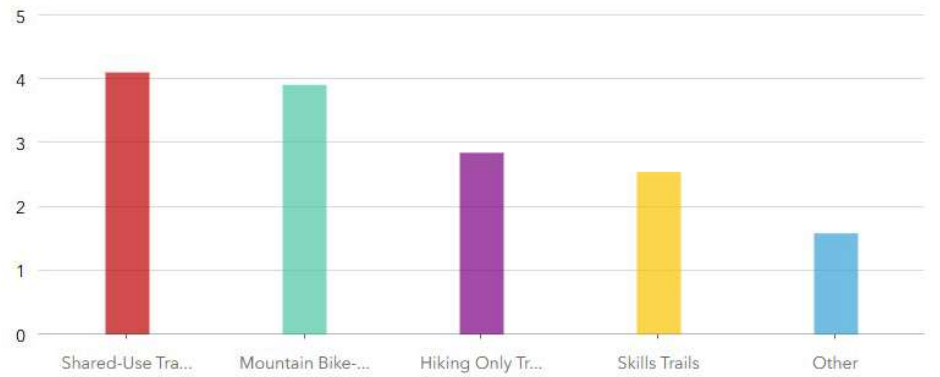
5 = I REALLY LIKE IT



| Answers   | Response Count | Response Percent |
|-----------|----------------|------------------|
| 1 – 1.8   | 100            | 37.6%            |
| 1.8 - 2.6 | 46             | 17.3%            |
| 2.6 – 3.4 | 57             | 21.4%            |
| 3.4 - 4.2 | 33             | 12.4%            |
| 4.2 - 5   | 30             | 11.3%            |

Percentages based on 266 responses

PLEASE RANK THE FOLLOWING FEATURES IN ORDER OF PRIORITY?



| Answers                        | Response Count | Average Score |
|--------------------------------|----------------|---------------|
| Shared Use Trails              | 251            | 4.1           |
| Mountain Bike-Optimized Trails | 251            | 3.9           |
| Hiking Only Trails             | 251            | 2.9           |
| Skills Trails                  | 251            | 2.55          |
| Other                          | 251            | 1.6           |

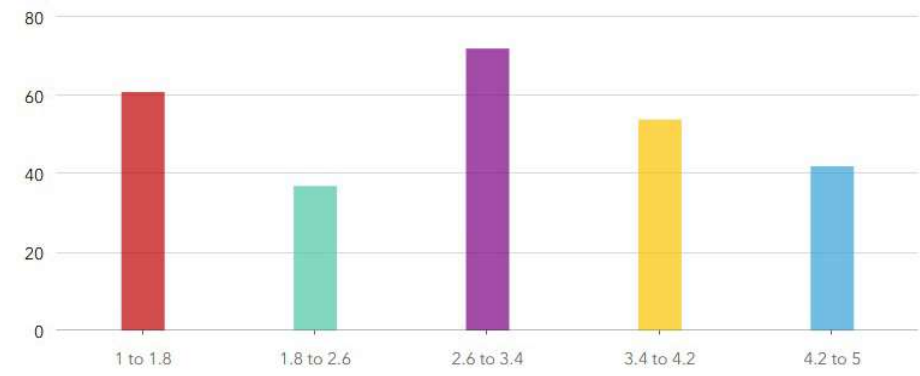
Common themes that emerged from the open-ended question asking to explain their rating included:

- Support a diverse and inclusive trail system
- Balance user needs and trail experiences
- Access and connectivity are of priority
- Trail management, maintenance, and stewardship
- Communication and community involvement

**HOW IMPORTANT IS DRINKING WATER ACCESS?**

**1 = I REALLY DON'T LIKE IT**

**5 = I REALLY LIKE IT**



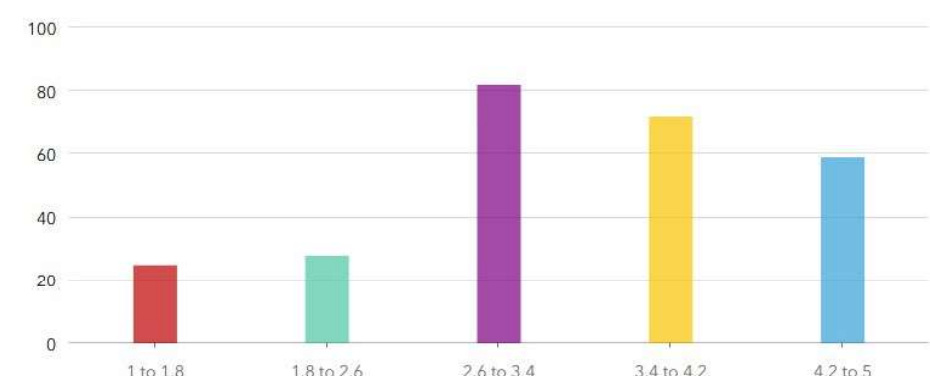
| Answers   | Response Count | Response Percent |
|-----------|----------------|------------------|
| 1 – 1.8   | 61             | 22.9%            |
| 1.8 - 2.6 | 37             | 13.9%            |
| 2.6 – 3.4 | 72             | 27.1%            |
| 3.4 - 4.2 | 54             | 20.3%            |
| 4.2 - 5   | 42             | 15.8%            |

Percentages based on 266 responses

**HOW IMPORTANT ARE RESTROOM FACILITIES?**

**1 = I REALLY DON'T LIKE IT**

**5 = I REALLY LIKE IT**



| Answers   | Response Count | Response Percent |
|-----------|----------------|------------------|
| 1 – 1.8   | 25             | 9.4%             |
| 1.8 - 2.6 | 28             | 10.5%            |
| 2.6 – 3.4 | 82             | 30.8%            |
| 3.4 - 4.2 | 72             | 27%              |
| 4.2 - 5   | 59             | 22.2%            |

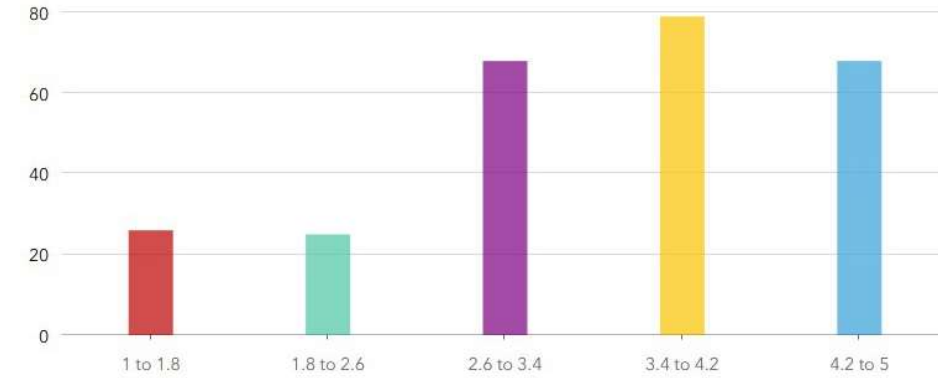
Percentages based on 266 responses



## HOW IMPORTANT IS SIGNAGE AND WAYFINDING?

1 = I REALLY DON'T LIKE IT

5 = I REALLY LIKE IT



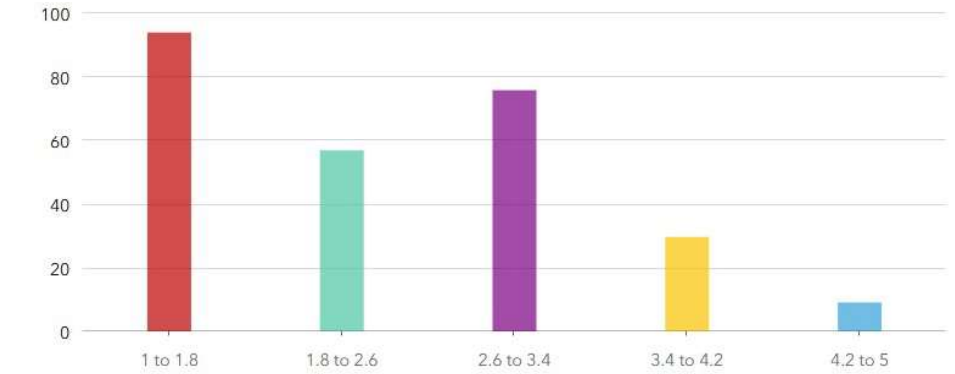
| Answers   | Response Count | Response Percent |
|-----------|----------------|------------------|
| 1 – 1.8   | 26             | 9.8%             |
| 1.8 - 2.6 | 25             | 9.4%             |
| 2.6 – 3.4 | 68             | 25.6%            |
| 3.4 - 4.2 | 79             | 29.7%            |
| 4.2 - 5   | 68             | 25.6%            |

Percentages based on 266 responses

## HOW IMPORTANT ARE PAVILIONS AND SHADE STRUCTURES?

1 = I REALLY DON'T LIKE IT

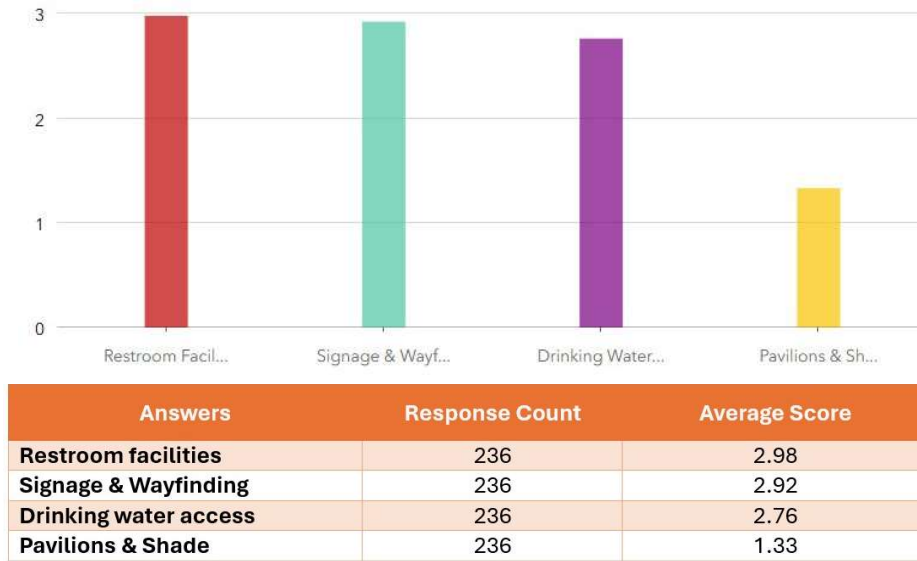
5 = I REALLY LIKE IT



| Answers   | Response Count | Response Percent |
|-----------|----------------|------------------|
| 1 – 1.8   | 94             | 35.3%            |
| 1.8 - 2.6 | 57             | 21.4%            |
| 2.6 – 3.4 | 76             | 28.6%            |
| 3.4 - 4.2 | 30             | 11.3%            |
| 4.2 - 5   | 9              | 3.3%             |

Percentages based on 266 responses

## PLEASE RANK THE FOLLOWING INFRASTRUCTURE AND BIKE PARK CONSIDERATIONS IN ORDER OF PRIORITY



## ANY OTHER FINAL REMARKS OR FEEDBACK?

*"Again, adaptive mountain biking should be considered for trail use. Trails should be able to accommodate adaptive bikers as well as regular stand-up riders"*

*"I think connections the biggest thing most locals in Pocatello Love riding from their house. The more you can connect it north and south of existing city Creek would be awesome."*

*"Skills features for MTB are missing and not a lot of loops of the various levels (i.e. - a beginner loop, int loop, advanced loop). Would love more purpose-built trails so things like cornering or drops can be built in to help with rider skill development."*

*"ADA trails and some all season loops should be considered. ADA trails will allow all populations to enjoy the system. All season trails would allow people to use some trails in the muddy seasons without wrecking the other trails."*

*"Do not stop at City Creek! Other parts of Pocatello need improved trail access too. The area known as Wiggle Worm at the intersection of American Road and Terry Street is administered by the BLM. Currently, mountain biking is not allowed on this trail. Allowing biking on this trail will help to reduce the overuse of the City Creek area and improve accessibility for more of Pocatello. Improved trails in other areas will allow more cyclists to leave their cars at home and ride to the trailhead. This will reduce vehicular traffic in Pocatello and give cyclist options."*

*"Don't remove trails. Make more! City is the perfect area for awesome mountain bike trails!"*

*"More jeep, OHV and dirt biking trails"*

*"It is a gem. And a major reason I live here."*

*"Easy access, and close to home. Good to be able to ride, run, and hike out the back door. A lot of the trails need work rather than closing them. Looking at other ways to reroute trails or work on de-cupping existing trails to help improve the City Creek access for a variety of users."*



# TRAIL TYPICALS - APPENDIX

# B



## BIKE FACILITIES & TRAILS

The types of mountain bike trails and facilities considered in this feasibility study are explained below. These narratives are meant to provide a brief description of the envisioned experience, intended user, construction considerations, and approximate ranges of construction costs. The construction costs reflect the cost of retaining a professional trail contractor and are provided for financial planning purposes only. The cost ranges do not include planning, design, and permitting needed to develop the facilities, typically estimated at 10-20% of construction costs. It is important to consider ongoing maintenance costs of trails and bike facilities; these can range from 5-25% of the installation cost.



## TRAIL TYPES

Modern trail systems use specific trail types as a way of managing users and providing them with the best possible visitor experience. Extensive planning and design should be dedicated to the goal of maximizing a visitor's trail experience while simultaneously balancing the demands of physical, environmental, and social sustainability. This list is not exhaustive.



## SHARED-USE SINGLETRACK

These trails can serve walkers, hikers, runners, cyclists, and equestrians. Trails should be constructed and maintained according to sustainable trail construction practices and employ techniques that minimize user conflict. Multiple user types travel these routes; therefore, care should be taken to avoid obstacles such as jumps or water bars which may lead to undesirable trail experiences for some. Turns are constructed sustainably, but are generally not cambered like bike-optimized turns that improve cornering traction. Keeping trail grades within certain ranges ensures both a positive trail experience for users and enables proper stormwater drainage with minimized erosion. Depending on soil conditions, these trails may need surface hardening techniques to provide a durable four-season trail.







## MOUNTAIN BIKE-OPTIMIZED SINGLETRACK

These trails are purpose-built to optimize the experience of riding a mountain bike. The trails can either be unidirectional or bidirectional depending on the type of trail, preferred circulation of users, and management decisions. This type of trail is constructed with features such as rock gardens, berms, grade reversals, cambered turns (typically wider than turns on traditional singletrack trails), and modest jumps. These trails should make use of gravitational forces and, where possible, be managed to enhance trail flow for descending riders. These trails may need surface hardening to provide a durable four-season trail. They should be designed for a range of users from beginner to advanced skill levels. Optional advanced features can be located along the side of the trail to provide challenges for intermediate and advanced riders. This



allows many skill levels to experience the full trail mileage, while providing for skill progression within a smaller trail footprint.





## ADAPTIVE MOUNTAIN BIKE TRAILS

Adaptive mountain bike trails are natural surface trails that feature specific design parameters to accommodate adaptive mountain bikes (aMTBs) while providing a high-quality experience for “different-abled” riders. Adaptive mountain bikes are equipped with the proper positioning and geometry to allow the millions of Americans have a mobility disability to enjoy the outdoors. The bikes have three wheels (trikes) or four (quads) and may position the riders in a laid back, recumbent position for most crosscountry style bikes or face-forward with the riders back to the sky which is common for all-mountain style bikes. The style and make of the bikes vary, but all are wider, larger, and heavier than traditional mountain bikes which results in significant changes to acceleration, deceleration, and the ability to change direction and corner.

Adaptive mountain bike trails combine an appropriate combination of width, radius, and grade to create an accessible layout and design of the trail. In general, the adaptive mountain bike trails must be wider, uphill gradients decreased and less abrupt, turning

radius increased, bridges and trail features widened, and access to trails must be barrier free with low grade climbs. Riders are positioned lower to the ground which must be accounted for when creating clear sightlines. When a trail traverses steep slopes, the tread width should be increased and tread outslope must be greatly lessened or removed to uphold clear passage in landscapes with high exposure. Rollers and undulations in the trail must be gradual and require adequate spacing between each to allow riders to coast through without pedaling. Pull-outs along the side of the trail should be installed to allow riders to rest along the trail and allow other riders to pass. Trails must free of obstacles for easy (green) aMTB trails, but can feature obstacles, such as rocky sections, on more advanced trails.





## LIFTED AND TILTED TREAD TYPE

A new trail construction method, “lift and tilt,” is a way of raising the tread above the existing grade while simultaneously lowering the grade of areas off the trail that act as natural drains. This enhances tread drainage while increasing the fun factor for mountain bikers. Borrow basins are dug to harvest suitable mineral soil to lift and tilt the tread. Woody debris is used to replace the soil taken from the borrow basins, which are then masked and blended with organics to create natural-looking low points for drainage. This technique holds the rider on the trail while directing water off the tread into the basins.

This method can be implemented on any scale, using smaller machines to provide a singletrack feel or larger machines to create wide trails with a true bike park flow. Visitor numbers, rainfall, and soil type may require the use of culverts and sumps to keep trails rideable while providing drainage. The trail can have an increased emphasis on fun, flow, and airtime depending on the designated trail user. For shared-use trails, which generally cater to beginning riders, the dial can be turned down with mellower grades, less undulation, and feature frequency. For advanced trails, the dirt features can be more dynamic with larger rollers and jumps, bigger drops, and steeper banked turns, giving riders play in the vertical plane. Flatter areas that may have been avoided in the past can now be designed to provide an exciting riding experience. The lift and tilt method is often used for pump tracks, flow trails, jump trails, and other bike-optimized amenities.



# TRAIL RATING GUIDELINES

## CRITERIA TO CONSIDER

**TREAD WIDTH** - the average width of the active tread of the trail

**TREAD SURFACE** - the material and stability of the tread surface that is a determining factor in the difficulty of the trail. Some descriptive terms include: firm, stable, variable, widely variable, loose, and unpredictable

**TRAIL GRADE** - measured using a clinometer (or software that can display grades on GPS tracks) and always referenced as a percentage.

- **Average grade** – Average grade is the steepness of the trail over its entire length, calculated by total elevation gain of the trail divided by total length of the trail and multiplied by 100 to calculate the percent grade.
- **Maximum sustained grade** – Maximum sustained grade is defined as the steepest section of trail sustained for more than 10 feet in length.
- **Average climbing and descending grades** – It is helpful to define climbing and descending grades separately from one another to accurately assess the level of physical exertion required on the climbs as compared to the level of speeds potentially obtained on the descents.

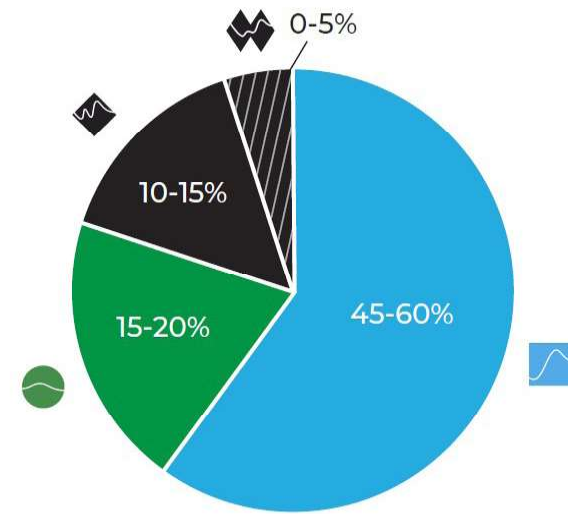
| IMBA Trail Difficulty Rating System                  |                                                                                                                |                                                                                                                         |                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                        |
|------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                      | <br>EASIEST<br>WHITE CIRCLE | <br>EASY<br>GREEN CIRCLE             | <br>MORE DIFFICULT<br>BLUE SQUARE                                                                               | <br>VERY DIFFICULT<br>BLACK DIAMOND                                                                                                                                                    | <br>EXTREMELY DIFFICULT<br>DBL. BLACK DIAMOND                                                                                                                                       |
| TRAIL WIDTH                                          | 72" or more                                                                                                    | 36" or more                                                                                                             | 24" or more                                                                                                                                                                                        | 12" or more                                                                                                                                                                                                                                                               | 6" or more                                                                                                                                                                                                                                                             |
| TREAD SURFACE                                        | Hardened or surfaced                                                                                           | Firm and stable                                                                                                         | Mostly stable with some variability                                                                                                                                                                | Widely variable                                                                                                                                                                                                                                                           | Widely variable and unpredictable                                                                                                                                                                                                                                      |
| AVERAGE TRAIL GRADE                                  | Less than 5%                                                                                                   | 5% or less                                                                                                              | 10% or less                                                                                                                                                                                        | 15% or less                                                                                                                                                                                                                                                               | 20% or more                                                                                                                                                                                                                                                            |
| MAXIMUM TRAIL GRADE                                  | Max 10%                                                                                                        | Max 15%                                                                                                                 | Max 15% or greater                                                                                                                                                                                 | Max 15% or greater                                                                                                                                                                                                                                                        | Max 15% or greater                                                                                                                                                                                                                                                     |
| NATURAL OBSTACLES AND TECHNICAL TRAIL FEATURES (TTF) | None                                                                                                           | Unavoidable obstacles 2" tall or less<br><br>Avoidable obstacles may be present<br><br>Unavoidable bridges 36" or wider | Unavoidable obstacles 8" tall or less<br><br>Avoidable obstacles may be present<br><br>Unavoidable bridges 24" or wider<br><br>TTF's 2' high or less, width of deck is greater than 1/2 the height | Unavoidable obstacles 15" tall or less<br><br>Avoidable obstacles may be present<br><br>May include loose rocks<br><br>Unavoidable bridges 24" or wider<br><br>TTF's 4' high or less, width of deck is less than 1/2 the height<br><br>Short sections may exceed criteria | Unavoidable obstacles 15" tall or greater<br><br>Avoidable obstacles may be present<br><br>May include loose rocks<br><br>Unavoidable bridges 24" or narrower<br><br>TTF's 4' high or greater, width of deck is unpredictable<br><br>Many sections may exceed criteria |



## Trail Grade

The difference between a 5% and 8% stretch of intermediate trail is significant. The physical exertion required to climb a sustained 8% grade is significantly more challenging than what is required to climb a sustained 5% grade. Similarly, potential descending speed on an 8% grade is significantly faster than a 5% grade. For example, a one-way trail planned with 8% descents and 5% climbs will maximize speeds for the descending portions and minimize physical exertion on the climbs, creating a fast, flowy experience that focuses on speed and minimal exertion. Whereas a one-way trail planned with 5% descents and 8% climbs will reduce descending speeds and maximize physical exertion on the climbs, creating a more physically demanding trail experience with reduced descending speeds.

|                                                                                     |                                 |                                  |
|-------------------------------------------------------------------------------------|---------------------------------|----------------------------------|
|    | BEGINNER/EASY                   | <b>0%-5%<br/>Average Grade</b>   |
|  | INTERMEDIATE/<br>MORE DIFFICULT | <b>5%-8%<br/>Average Grade</b>   |
|  | ADVANCED/VERY<br>DIFFICULT      | <b>8%-12%<br/>Average Grade</b>  |
|  | EXPERT/EXTREMELY<br>DIFFICULT   | <b>10%-15%<br/>Average Grade</b> |



## DIFFICULTY BALANCE

Balanced does not necessarily mean equal. Similar to the downhill ski industry planning guidelines, an appropriate trail distribution across ability levels looks like a bell shaped curve.

Achieving a balanced mix may mean looking beyond the individual trail system and considering the mix of trail types and difficulty levels across a region.

Progressing as a rider from one difficulty level to the next can be stressful and intimidating. One way to help bridge this gap is to have a practice facility (skills park) at the trailhead with trail features varying in skill level from beginner through expert, so that people can see, experience, and practice their skill progression in a controlled environment before making the leap out on the trail.

# TRAIL DIRECTION

## TWO-WAY TRAILS

**FLEXIBILITY** - Trail users have more flexibility in how they move through the trail system, allowing them to customize their trail experience.

**CONNECTIVITY** - Two-way trails create more connectivity options.

**QUANTITY** - Two-way trails provide double the mileage of a one-way trail. A 1-mile trail that can be ridden in both directions provides two miles of riding.

**ECONOMICS** - Two-way trails allow more economical trail development, especially in a shared-use trail system.

**DISRUPTIONS** - Riders traveling in opposite directions on the same trail create more interactions between trail users, which can lead to disruptions in the ride experience and potential for user conflict.

**DECISIONS** - An intersection of two-way trails requires twice the number of route planning decisions when compared to an intersection of one-way trails. While offering more flexibility, having more decisions to make can also deter from the desire for minimal interruptions.

**SIGNAGE** - Two-way trails require that signs at intersections have information on both sides. This may also require having multiple sign markers at an intersection (whereas one-way trails might only require one sign marker).





## ONE-WAY TRAILS

**DESIGN** - A one-way mountain bike trail can be designed without compromise. (Designing a two-way mountain bike trail requires more complex design considerations such as how to slow down riders before a blind corner, how to reduce speeds to minimize consequences in a head-on collision, and how to blend trail features to work well in both directions.) If a trail is one-way, these considerations disappear, and bike-optimization can be maximized.

**EXPERIENCE** - Because trail design does not have to be compromised, directional trail provides an increase in rider-optimized experience. Having one-way trails reduces the number of times a trail user needs to stop, possibly pull out a trail map, and make decisions about which way to travel.

**ONCOMING TRAFFIC** - For one-way, bike-only trails, riders rarely have to stop or move off the trail for oncoming traffic, creating fewer disruptions to the trail experience.

**ENCOUNTERS WITH OTHER USERS** - The amount of times a trail user encounters another user on the trail is reduced significantly since all riders are traveling in the same direction. This contributes to a more relaxed, serene experience. Densely populated urban centers with high volumes of trail users can benefit greatly from a one-way trail system. For a shared-use trail or system where riders only travel in one direction but foot traffic can travel in both directions, there are more encounters but more flexibility for foot traffic to move through the system.

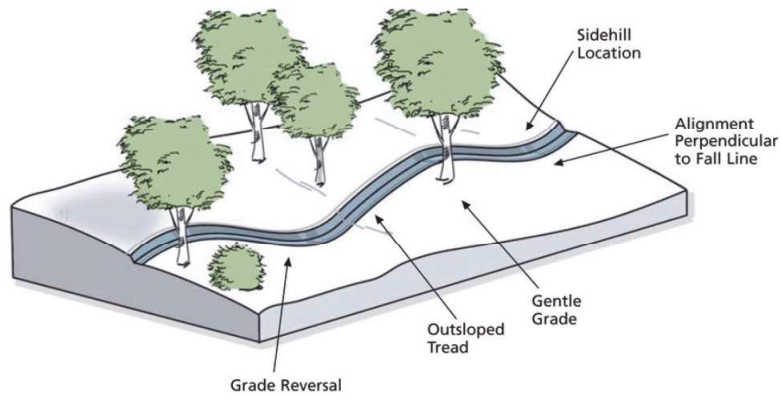
**QUANTITY** - The quantity of unique, rideable mileage is reduced by half with one-way trails. Directional trail provides an increase in optimized experience through fewer user interactions and more trail design options, which can be more valuable than length. Quantity does not always equal quality.



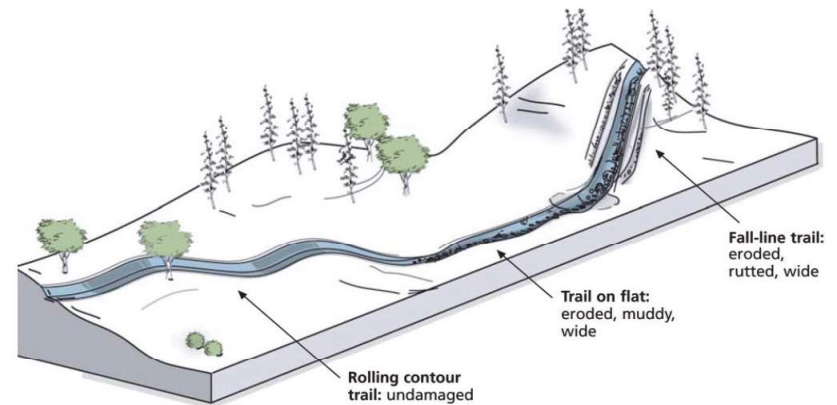


# TRAIL TYPICALS

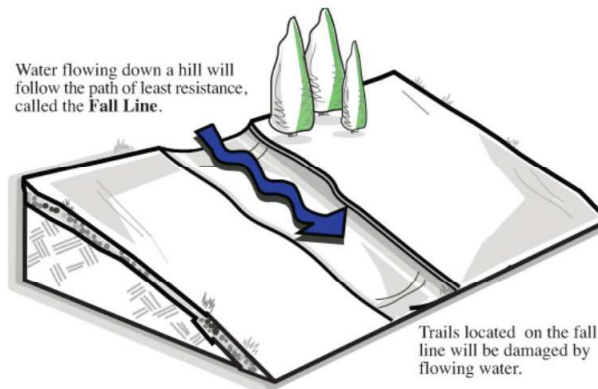
## Rolling Contour Trail – The Ideal



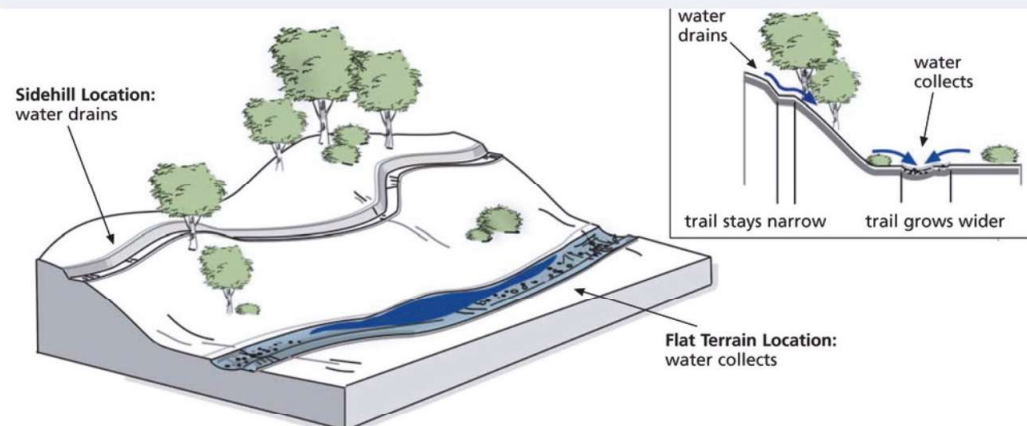
## The Effect of Proper Trail Design



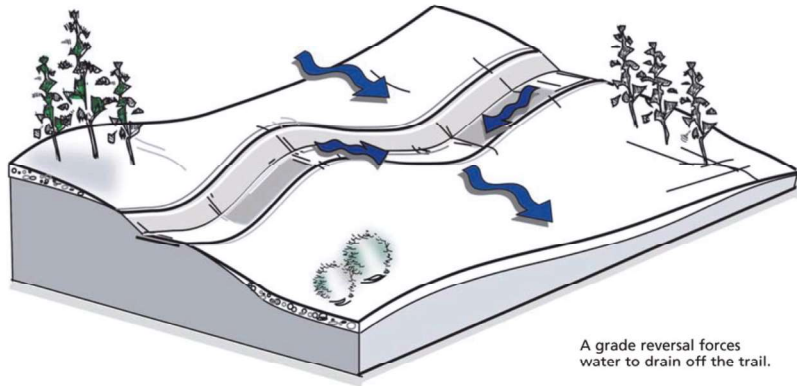
## Fall Line Trail Defined



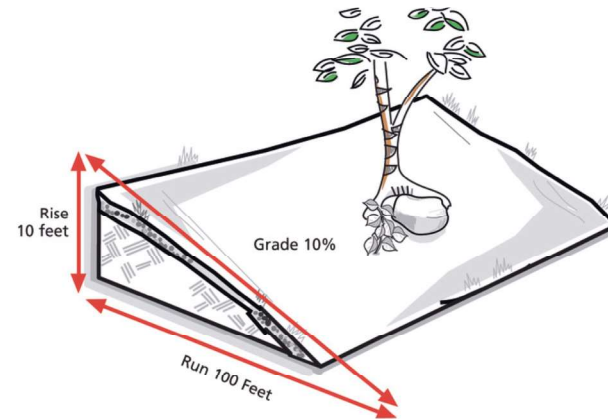
## Trail Location: Sidehill Trails Are Best



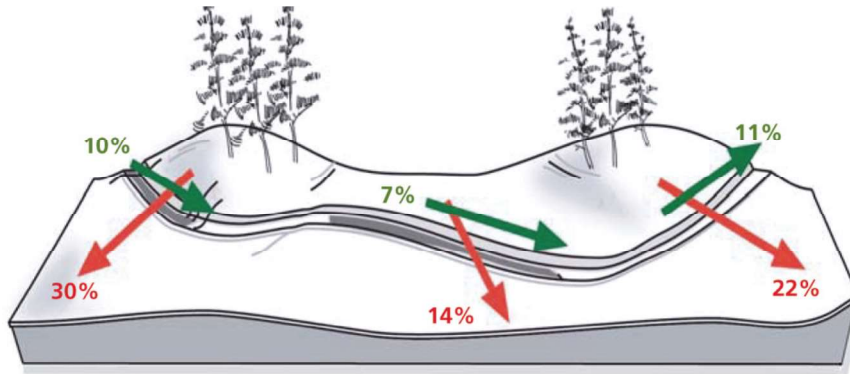
## Grade Reversals



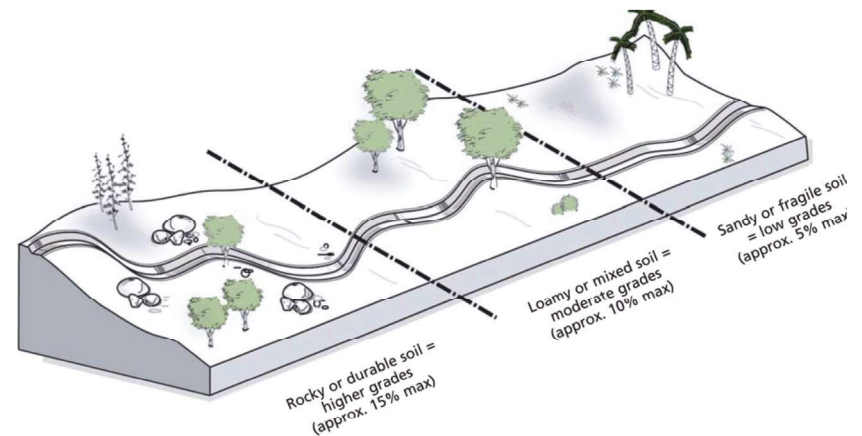
## Determining Grade (Rise / Run x 100 = %)

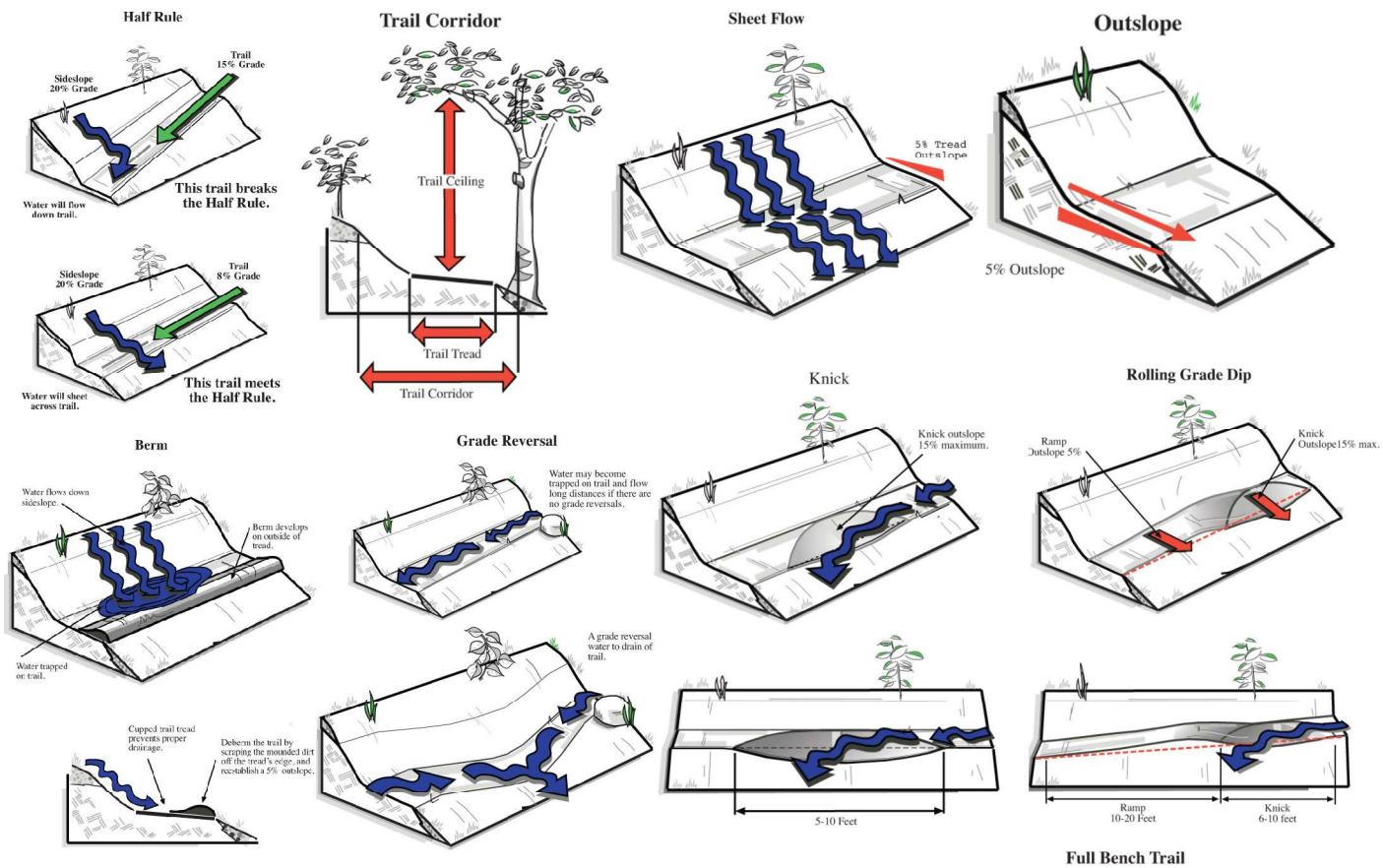


## The Half Rule – Trail Grade < ½ Sideslope Grade



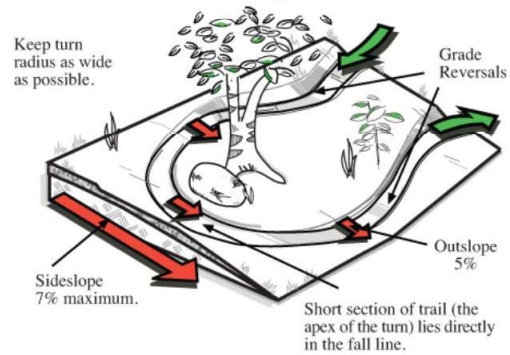
## Maximum Sustainable Grade, 15% Dependent



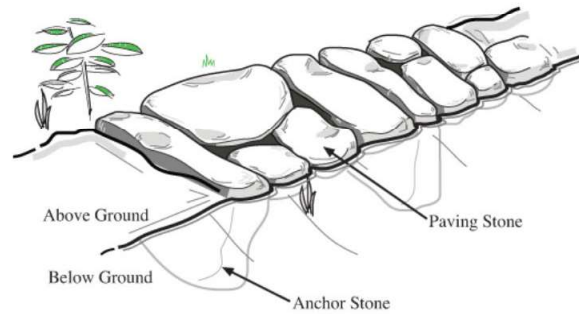




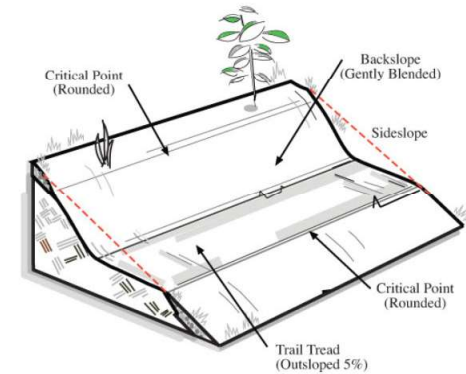
## Climbing Turn



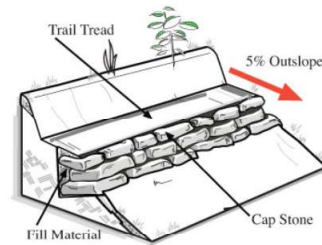
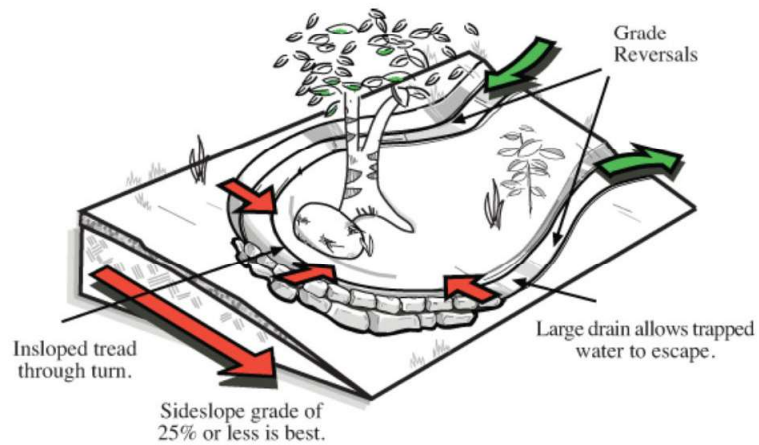
## Flagstone Paving



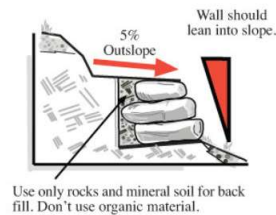
## Full Bench Trail



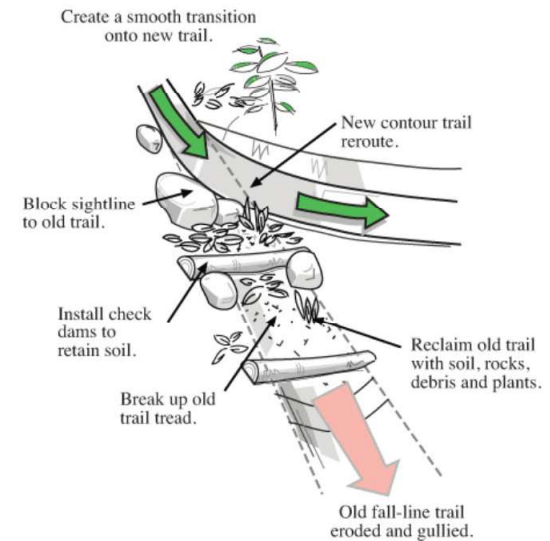
## Raised Turn

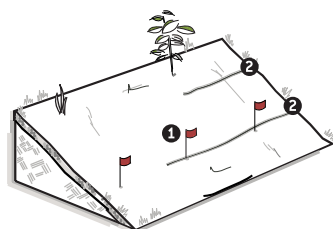


## Rock Crib/Retaining Wall



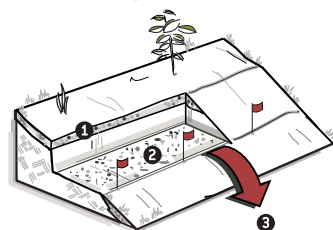
## Trail Closure and Reclamation





### Before

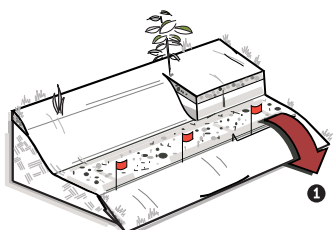
- 1 Pin flag
- 2 Scratched line to show tread width



### Step 1

#### DIG THE TREAD

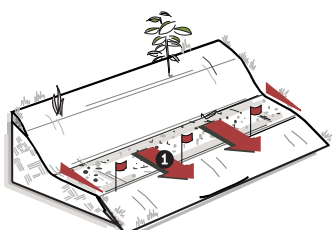
- 1 Organic soil
- 2 Mineral soil
- 3 Broadcast all debris



### Step 2

#### CUT THE BACKSLOPE

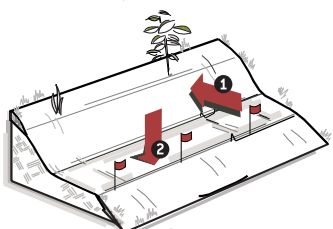
- 1 Broadcast all debris



### Step 3

#### OUTSLOPE THE TRAIL TREAD

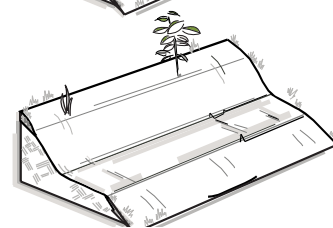
- 1 Sculpt a 5% outslope.



### Step 4

#### COMPACT THE TREAD

- 1 Compact backslope and critical points
- 2 Compact tread



### Step 5

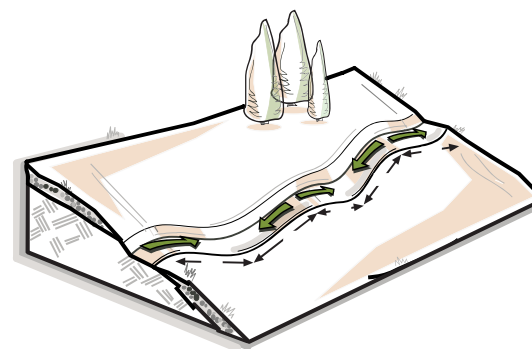
#### FINISH THE TREAD

Disperse spoil material and cover with natural materials.



WHAT WOULD WE DO WITHOUT TRAILS?

Quick Reference Guide



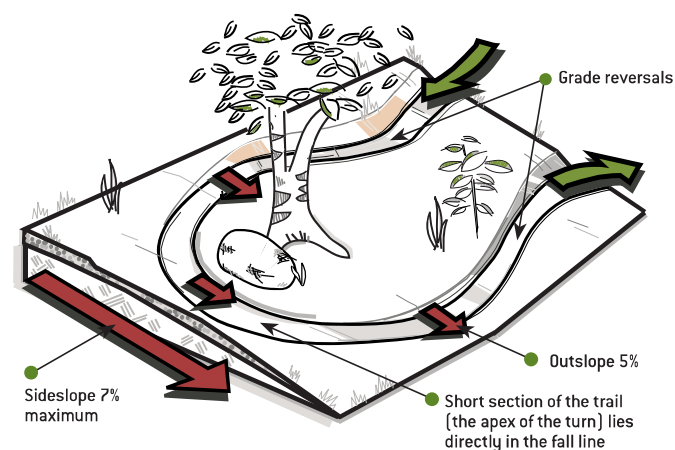
WHAT WOULD WE DO WITHOUT TRAILS?

Quick Reference Guide

## Rolling singletrack is sustainable and fun to ride

### Four Essential Elements of Sustainable Trails

- 1 **The Half Rule:** A trail's grade shouldn't exceed half the grade of the hillside or slope that the trail traverses.
- 2 **Maximum Sustainable Grade:** Usually between 5% and 15%. Find a trail in your area that has lasted well under frequent use to determine your area's specific needs.
- 3 **Grade Reversals:** A short (10-50 feet) section of trail where the grade dips down, then rises, allowing water to shed off the side of the trail.
- 4 **Outslope:** The trail tread should tilt slightly down and away from the high side of the trail, encouraging water to sheet across and off the trail.



IMBA.com



# CITY CREEK TRAILS PLANNING

## Legend

## Existing Site

- 
- Study Area
- USFS Lands
- BLM Lands
- Paved Road
- Access Road / Double Track
- Stream/River
- Trailhead
- Bridge

## Existing Trail Recommendations

-  Beginner Shared-Use Bidirectional Trail
-  Beginner Shared-Use Directional Trail (Direction For Bikes Only)
-  Intermediate Shared-Use Bidirectional Trail
-  Intermediate Shared-Use Directional Trail (Direction For Bikes Only)
-  Advanced Shared-Use Bidirectional Trail
-  Advanced Shared-Use Directional Trail (Direction For Bikes Only)
-  Decommission Trail

## Concept Trails

- Beginner Shared-Use Bidirectional Trail
- Intermediate Shared-Use Bidirectional Trail
- Intermediate Shared-Use Directional Trail
- Advanced Shared-Use Bidirectional Trail

## Flagged Trails

- Beginner Shared-Use Bidirectional Trail
- Intermediate Shared-Use Bidirectional Trail
- Intermediate Shared-Use Directional Trail  
(Direction For Bikes Only)

**Prepared by:**



Note: This map is intended for planning purposes only. Property boundaries are Approximate. Do not use for design development or construction estimates.

North



| Segment | Skill        | Status  | Type           | Direction     | Users      | Length Miles | Length Feet  |
|---------|--------------|---------|----------------|---------------|------------|--------------|--------------|
| 100     | Beginner     | Flagged | Traditional    | Bidirection   | Shared-Use | 1.12         | 5913         |
| 101     | Beginner     | Flagged | Traditional    | Bidirection   | Shared-Use | 0.51         | 2706         |
| 201     | Intermediate | Flagged | Bike-Optimized | Downhill Only | Bike-Only  | 1.35         | 7149         |
| 202     | Intermediate | Flagged | Traditional    | Bidirection   | Shared-Use | 0.88         | 4649         |
| 207     | Intermediate | Flagged | Bike-Optimized | Downhill Only | Bike-Only  | 1.98         | 10444        |
| 209     | Intermediate | Flagged | Traditional    | Bidirection   | Shared-Use | 1.63         | 8614         |
| 210     | Intermediate | Flagged | Bike-Optimized | Downhill Only | Bike-Only  | 0.71         | 3747         |
| 102     | Beginner     | Concept | Traditional    | Bidirectional | Shared-Use | 0.29         | 1548         |
| 103     | Beginner     | Concept | Bike-Optimized | Bidirectional | Shared-Use | 0.42         | 2216         |
| 104     | Beginner     | Concept | Bike-Optimized | Downhill      | Shared-Use | 0.39         | 2070         |
| 105     | Beginner     | Concept | Traditional    | Bidirectional | Shared-Use | 0.55         | 2901         |
| 106     | Beginner     | Concept | Traditional    | Bidirectional | Shared-Use | 0.35         | 1841         |
| 107     | Beginner     | Concept | Traditional    | Bidirectional | Shared-Use | 0.03         | 143          |
| 108     | Beginner     | Concept | Traditional    | Bidirectional | Shared-Use | 0.27         | 1451         |
| 200     | Intermediate | Concept | Bike-Optimized | Bidirectional | Shared-Use | 0.34         | 1788         |
| 203     | Intermediate | Concept | Traditional    | Bidirectional | Shared-Use | 0.52         | 2730         |
| 204     | Intermediate | Concept | Traditional    | Bidirectional | Shared-Use | 0.48         | 2544         |
| 205     | Intermediate | Concept | Bike-Optimized | Bidirectional | Shared-Use | 0.27         | 1401         |
|         |              |         |                |               |            | <b>12.09</b> | <b>63855</b> |