



ORDINANCE NO. 25-002

AN ORDINANCE OF THE BRIAN HEAD TOWN COUNCIL REVISING THE TRAILS MASTER PLAN FOR THE TOWN OF BRIAN HEAD, UTAH AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, Brian Head is a resort recreational community in which trails are vital to the economy of Brian Head Town; and

WHEREAS, the Town Council has assessed the need to create a connected and protected trail system for motorized and non-motorized uses within the town; and

WHEREAS, in 2008, the town received a Rivers, Trails, and Conservation Assistance Grant to assist with the development of a Trails Master Plan; and

WHEREAS, a committee was created to develop a Trails Master Plan and has since completed a Master Trail Plan for the Council's review and approval.

WHEREAS, in 2015, the Town Council adopted the Brian Head Master Trail Plan by ordinance 15-003, identifying the purpose of serving and promoting the general welfare to provide for recreational and open space needs of the community.

WHEREAS, in 2025 it was decided to revise the Brian Head Master Trail Plan to update specific trails within the Town boundaries in the general welfare of its citizens.

NOW, THEREFORE, BE IT ORDAINED BY THE BRIAN HEAD TOWN COUNCIL hereby adopts the Brian Head Master Plan, Attachment "A"

Section 1. BRIAN HEAD MASTER TRAIL PLAN Attachment "A" is hereby adopted as attached and incorporated in the Master Plans for Brian Head Town.

Section 2. SEVERABILITY CLAUSE If any section, subsection, sentence, clause, phrase, or portion of this Ordinance is for any reason, held invalid or unconstitutional by any court or competent jurisdiction, such portions shall be deemed a separate, distinct and independent provision, and such holding shall not affect the validity of the remaining portions of this Ordinance.

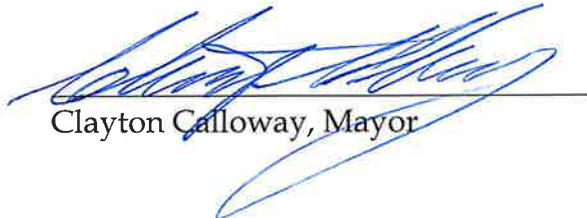
Section 3. REPEALER All provisions of the Brian Head Town Code that are inconsistent with the expressed terms of this Ordinance shall be repealed.

Section 4. EFFECTIVE DATE. This Ordinance shall become effective upon a majority vote of the Town Council.

PASSED AND ADOPTED BY THE BRIAN HEAD TOWN COUNCIL OF BRIAN HEAD TOWN, IRON COUNTY, UTAH, this 25th day of March 2025 with the following vote.

Mayor Clayton Calloway	Yes
Council Member Larry Freeberg	Yes
Council Member Martin Tidwell	Yes
Council Member Kelly Marshall	Absent
Council Member Mitch Ricks	Absent

BRIAN HEAD TOWN


Clayton Calloway, Mayor

ATTEST:


Nancy Leigh, Town Clerk



CERTIFICATE OF PASSAGE AND POSTING

I hereby certify that the above Ordinance is a true and accurate copy, including all attachments, of the Ordinance passed by the Town Council on the 25th day of March 2025, and have posted a complete copy of the ordinance on the Public Meeting Website and a summary of the ordinance within three locations within Brian Head Town; Post Office, The Mall and Brian Head Town Hall.

Nancy Leigh, Town Clerk

Brian Head Town

TRAILS MASTER PLAN



BRIAN HEAD

Adopted
**March
2025**

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INTRODUCTION

Brian Head Town first created this Trails Master Plan in 2015 as a collaboration with the National Park Service - Rivers, Trails, & Conservation Assistance Program and with input from several community and regional partners. It was since updated by the Brian Head Town Trails Committee in 2025 and readopted by the Town Council.

The aim of this plan is as follows:

- Identify and describe the various trails, along with related amenities and appurtenances, that have strategic significance for Brian Head Town, and for which the Town will therefore assume responsibility. Collectively, these will be designated as the “Brian Head Town Trail System.”
- Set standards for the development and maintenance of the Brian Head Town Trail System.
- Outline improvement and expansion plans for the Brian Head Town Trail System and develop an actionable set of projects which feed into the Brian Head Town Strategic Plan.

About Brian Head

Brian Head Town is located in Southwestern Utah (Figure 1). The closest city, Parowan, is located 12 miles to the north, and the closest significant population center, Cedar City, is located 34 miles from Brian Head Town. Brian Head is an unusually high elevation resort community. There are drastic changes in elevation allowing visitors to experience five climatic zones as they travel along the Utah Patchwork Parkway Scenic Byway. This creates a unique opportunity for interpretation of cultural and natural history in the area, and a wide variety of motorized and non-motorized recreation opportunities.



Need for a Trail System in Brian Head

Brian Head Town is an outdoor recreation destination for visitors from all over the region. Winter visitation is growing rapidly, with skier visits up 150% over the 10-year period leading to 2025. Summer visitation peaked in the COVID year of 2020, but remains well above the average of pre-pandemic figures. The influx of visitation highlights the need for a comprehensive trail plan for the Brian Head area in order to provide recreation opportunities that residents and visitors expect. While winter visitation is due largely to skiing, snowmobiling, summer visitation is due in large part to motorized recreation, mountain biking,



INTRODUCTION

hiking, and fishing. Based on the number of visitors to the area, there was a need to develop a coordinated motorized and non-motorized trail system.

In addition to the trail opportunities, the Brian Head area provides for recreation opportunities including:

- Dixie National Forest and Cedar Breaks National Monument;
- The Utah Patchwork Parkway, State Route 143, a State and National Scenic Byway;
- Abundant, year-round recreational opportunities; and
- Unique history and culture within the State of Utah.

Improving the trail system in the Brian Head area will help partners to market the area, thus keeping visitors in the area for longer periods of time, increasing revenue for local businesses, and helping with economic development.



TRAIL STANDARDS

Brian Head Area Trail Types

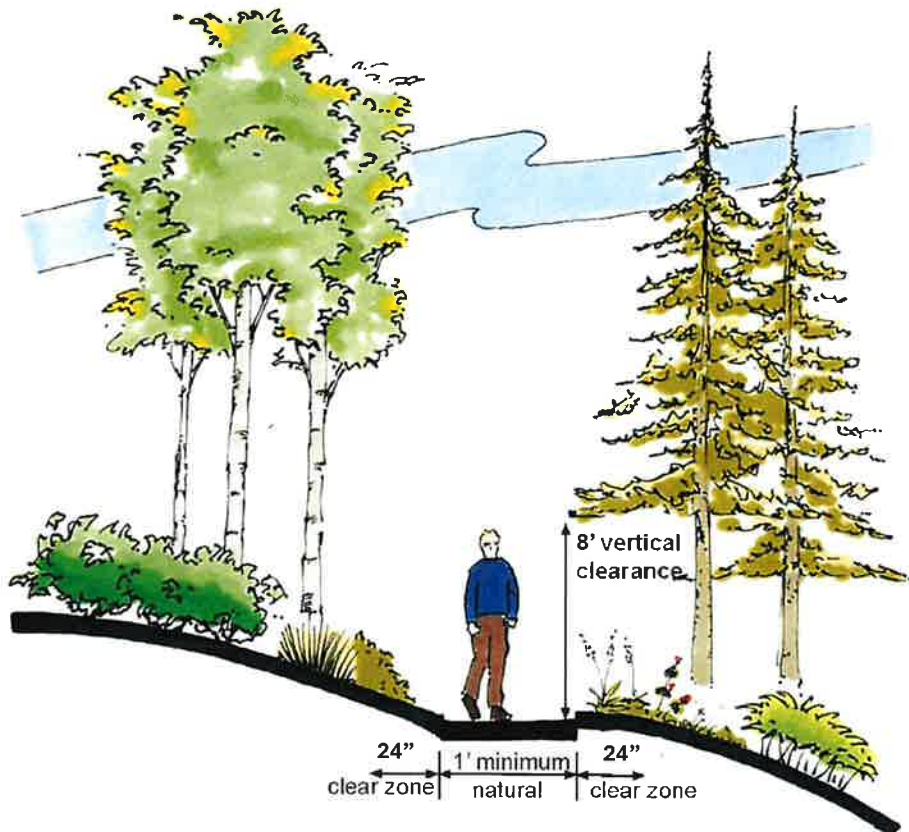
The following pages detail the standards for various trail types in the Brian Head Town Trail System. These standards should be used when designing a new trail, a trail expansion, or when planning maintenance to a trail.

Each of the guidelines put forth in this section are intended to be a general goal for purposes of establishing consistency in trail construction throughout Brian Head. However, it is recognized that these guidelines may not be ideal in all circumstances. The Town may work outside of these guidelines if it is preferable to be consistent with pre-existing trails, for connecting with trails built or maintained by other entities, for grant or funding purposes, etc.



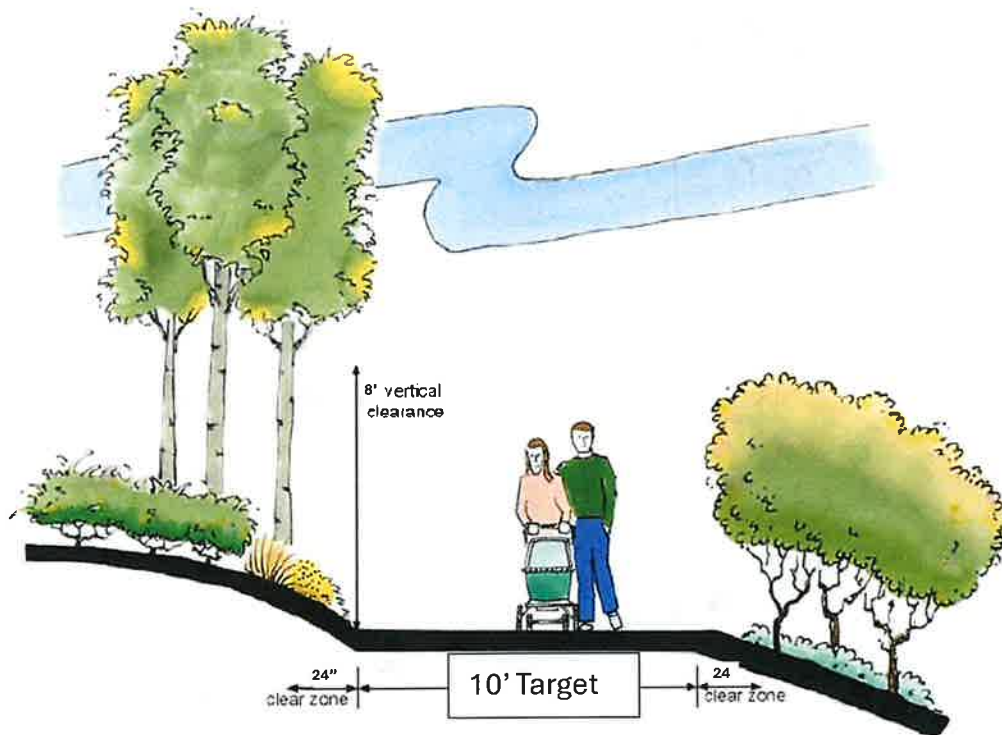
TRAIL STANDARDS

TRAIL TYPE	NON-MOTORIZED SUMMER TRAILS
USER ACTIVITIES	Hiking, Biking
SURFACE	Natural
TREAD WIDTH	1 foot minimum
VEGETATION	8 feet Vertical
CLEARANCE	24" Horizontal
GRADE/DIFFICULTY	Easy - 5% avg., 15% max (no more than 30 ft stretch) Moderate - 10% avg., 20% max Difficult - 15% avg., 25% max Extremely Difficult - > 20% avg.
DRAINAGE	Sloped 2-5% to the downhill side
COMMENTS	Trails must meet water management, switchback construction, and other maintenance and construction best practices. (see https://www.americantrails.org/resources/best-management-practices-for-erosion-control-during-trail-maintenance-and-construction)



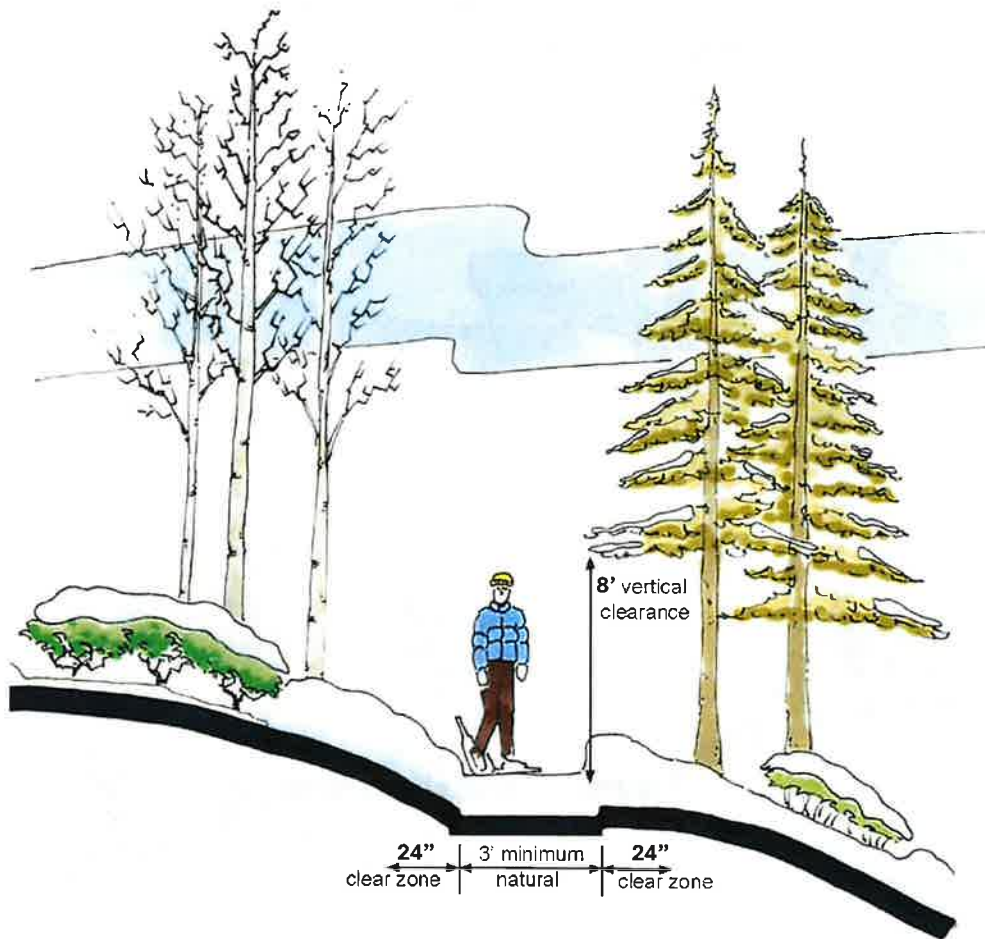
TRAIL STANDARDS

TRAIL TYPE	PAVED NON-MOTORIZED TRAILS
USER ACTIVITIES	Hiking, Biking (Class 1 E-Bikes allowed with 10mph speed limit)
SURFACE	Asphalt
TREAD WIDTH	10 feet target width, 8 feet minimum
VEGETATION	8 feet Vertical
CLEARANCE	24" Horizontal
GRADE/DIFFICULTY	Easy - 5% avg., 15% max (no more than 30 ft stretch) Moderate - 10% avg., 25% max Difficult - 15% avg., 25% max Extremely Difficult - > 20% avg.
DRAINAGE	Sloped 2% to the downhill side
COMMENTS	Trails must meet Sub-base, Asphalt, Weed Barrier, and other requirements specified in Brian Head Public Works Standards



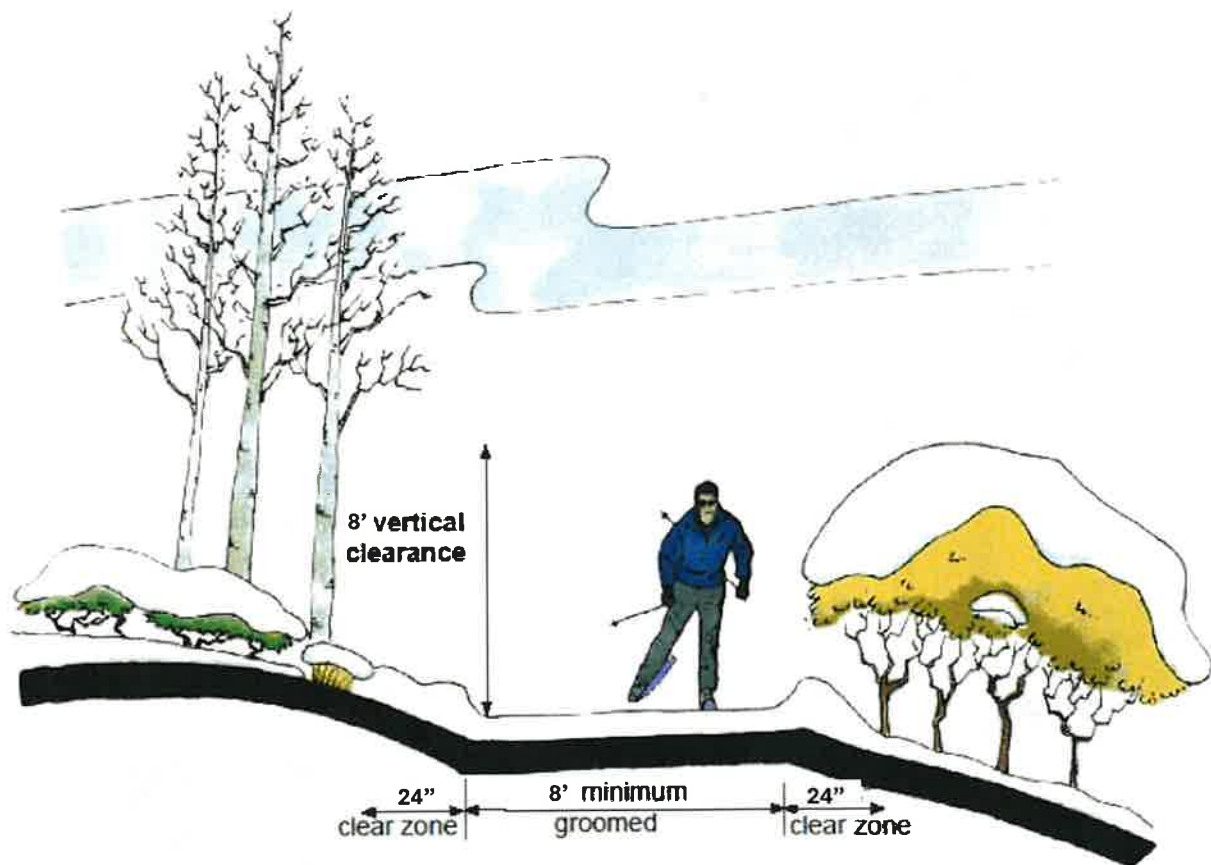
TRAIL STANDARDS

TRAIL TYPE	NON-MOTORIZED WINTER TRAILS
USER ACTIVITIES	Snowshoeing
SURFACE	Natural
TREAD WIDTH	3 feet minimum
VEGETATION	8 feet Vertical (above the snow)
CLEARANCE	24" Horizontal
GRADE/DIFFICULTY	Easy - 4-10% avg., 12% max Moderate - 6-12% avg., 18% max Difficult - 12-14% avg., 18-20% max Extremely Difficult - > 14% avg., >20% max.
DRAINAGE	Sloped 2-5% to the downhill side
COMMENTS	None



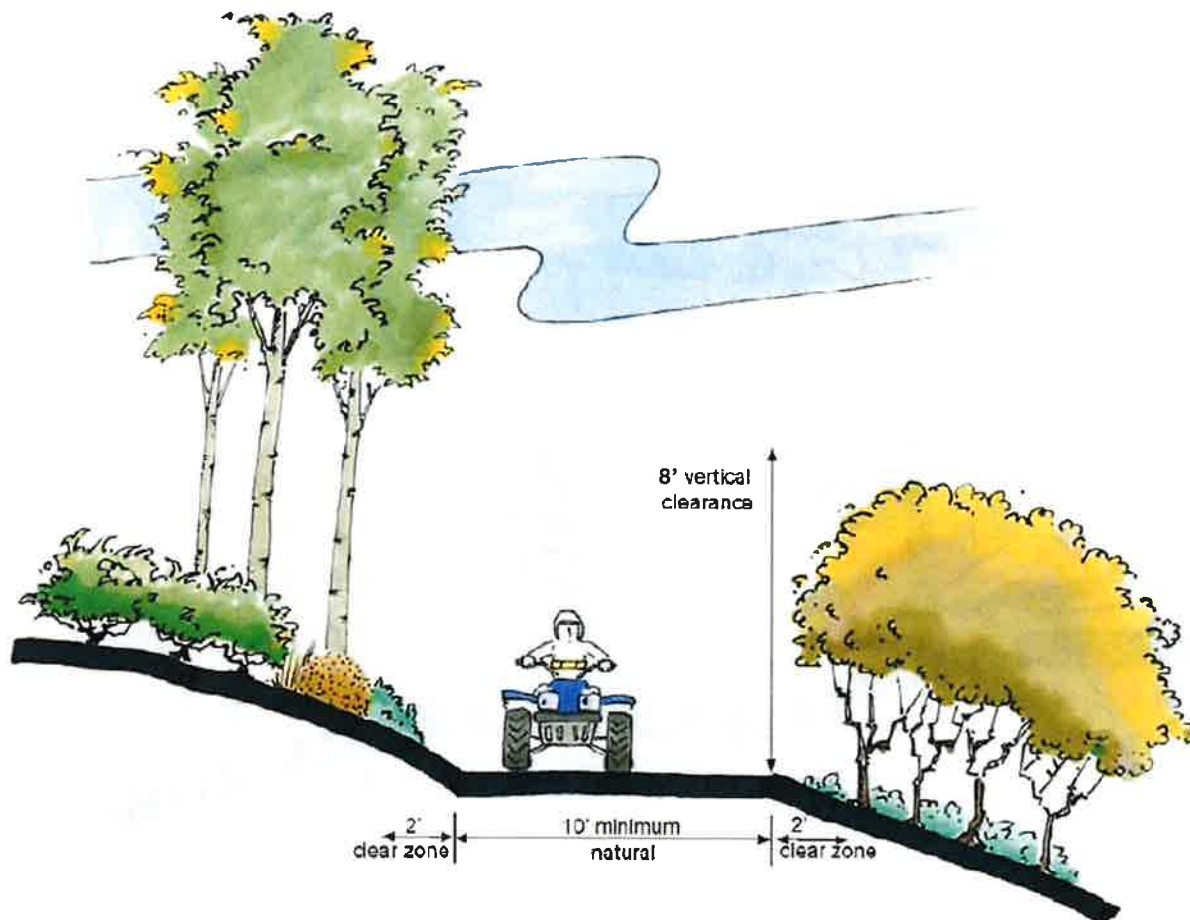
TRAIL STANDARDS

TRAIL TYPE	CROSS COUNTRY SKI (GROOMED)
USER ACTIVITIES	Cross Country Skiing, Fat Bike
SURFACE	Natural
TREAD WIDTH	8 feet minimum
VEGETATION	8 feet Vertical (above the snow)
CLEARANCE	24" Horizontal
GRADE/DIFFICULTY	Easy – 4-10% avg., 12% max Moderate – 6-12% avg., 18% max Difficult – 12-14% avg., 18-20% max Extremely Difficult - > 14% avg., >20% max.
DRAINAGE	Sloped 2% to the downhill side
COMMENTS	Groomed in winter.



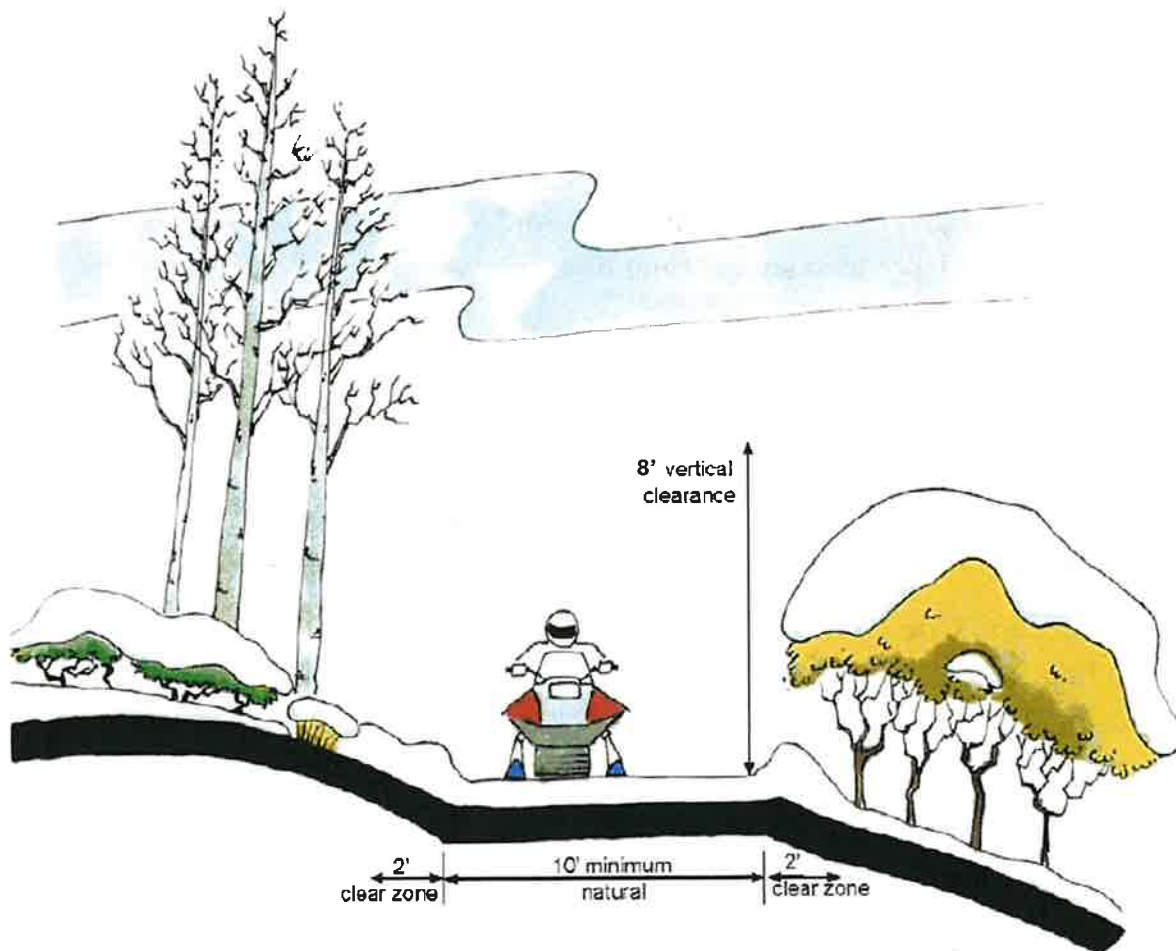
TRAIL STANDARDS

TRAIL TYPE	MOTORIZED SUMMER TRAILS
USER ACTIVITIES	Off-Highway Vehicles (OHV)
SURFACE	Natural, dust control agent used in Town
TREAD WIDTH	10 feet minimum with interspersed 14 foot wide passing zones
VEGETATION	8 feet Vertical
CLEARANCE	24" Horizontal
GRADE/DIFFICULTY	Easy - 8% avg., 15-25% max Moderate - 12% avg., 25-35% max Difficult - 15% avg., 35% max Extremely Difficult - > 15% avg.
DRAINAGE	Sloped 2% to the downhill side
COMMENTS	None



TRAIL STANDARDS

TRAIL TYPE	MOTORIZED WINTER TRAILS
USER ACTIVITIES	Snow machines
SURFACE	Natural or groomed
TREAD WIDTH	10 feet target, 5 feet minimum
VEGETATION	8 feet Vertical (above the snow)
CLEARANCE	24" Horizontal
GRADE/DIFFICULTY	Easy - 8% avg., 15-25% max Moderate - 12% avg., 25-35% max Difficult - 15% avg., 35% max Extremely Difficult - > 15% avg.
DRAINAGE	Sloped 2-4% to the downhill side
COMMENTS	Potentially groomed in winter



TRAIL SIGNS

The following trail sign types will be utilized on the Brian Head Town Trail System:

- **Directional Signs:** Give basic information to trail users directing them to trailheads, trail features, destinations, and other points of interest, as well as clarifying signs intended to indicate the route, influence travel direction, and reassure users that they are on the trail.
- **Trailhead Kiosks:** Provide the “you are here” orientation. They should get the user well oriented to all aspects of the trail including; safety and interpretive information, distance, trail type, and current trail conditions.
- **Traffic Control Signs:** Indicate maximum speed, required stops at crossings, etc. These are necessary primarily on motorized trails, but may be necessary on paved trails where non-motorized travel may reach speeds that cause safety concerns.
- **Interpretive Signage:** Enhances the user experience by giving information regarding local flora and fauna, historical points of interest, geological formations, etc.

For non-motorized rustic trails, a signage design bespeaking national forest or national parks should be utilized to preserve the outdoor recreation adventure feel (ie: routed wood signs painted dark brown with cream colored text). For motorized trails, a more visible, traffic-type signage should be employed. And for paved trails in the core of town, a more polished, branded style should be employed.

More detailed signage design and plans may be included in the appendix of this document.

TRAILHEAD DESIGN

There are many factors that must be taken into consideration when designing trailheads. Many of these factors are focused on the safety of the user. These include:

- Visibility and Crime Prevention;
- Lighting;
- Safe ingress and egress;
- Traffic flow; and
- Surfaces and surface transitions.

Other factors are focused on the user experience. These include:

- Informational signs;



TRAIL STANDARDS

- Directional signs; and
- Amenities present at the trailhead.

Use patterns and usage numbers dictate the potential amenities that are located at the trailhead. These amenities can be extensive for high-use trails, and quite minimal for light-use trailheads. A potential list of amenities to consider would include:

- Trash cans or trash bins;
- Benches;
- Picnic tables;
- Restrooms;
- Water fountains or faucets;
- Bike racks;
- Lighting; and
- Pet waste bag stations.

There is no comprehensive list of trailhead design considerations. Also, the trailhead design should be reevaluated periodically to reassess use patterns, user types, and maintenance considerations.

TRAIL ACCESSIBILITY

While many of trails in the Brian Head Town Trail System have limited access for persons with disabilities, Brian Head Town will strive to create environments and experiences that are inclusive of people with and without disabilities. In some instances, this may require looking at the trail or trail amenities from another person's perspective. Designers should consider whether they would be able to enjoy the trail and benefit from all aspects of the trail experience if they were:

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



TRAIL STANDARDS

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



BRIAN HEAD TOWN TRAIL SYSTEM

Brian Head Town will work to build, improve and maintain certain trails with strategic value for the Town. Such trails have some or all of the following characteristics:

- Accessible from within Brian Head Town (or may become so with certain improvements)
- Create connections to trails and trail systems with recreational value in surrounding areas (such as Dixie National Forest and Cedar Breaks National Monument)
- Provide recreational value and/or alternative transportation value to our residents and guests

The Brian Head Town Trail System put forth in this document creates a user experience befitting a polished mountain resort community. There are several distinct sub-systems within the overall system offering varying lengths, treads, views, etc. **Once the trails system is completed, a visitor to Brian Head could conceivably spend a week vacation in the town, each day walking out their front door to go hiking biking or OHVing every day without ever duplicating their experience from a previous day and never needing to use their car.**

The Brian Head Town Trail System may be broken down into the following sub-systems:

- **The Town Trail:** a paved backbone for the overall trail system providing access from residential areas to the commercial core of the community and to trailheads leading to outlying trail systems.
- **Aspen Meadows Loop:** A roughly 10-mile loop beginning in the center of Brian Head (accessible from the Town Trail at Town Hall) and leading along the west side (or lower portion) of Aspen Meadows, through the Scout Camp into Dixie National Forest, past Hendrickson Lake and touching Dark Hollow before coming back into town along the east side (or upper portion) of Aspen Meadows. This system may eventually include several nested loops in the Aspen Meadows area, as well as tie-ins to the Steam Engine Meadows neighborhood and Cedar Breaks Mountain Estates.
- **Manzanita:** This small trail system exists on Town-owned land on the north side of Brian Head and is accessible from the Town Trail at Aspen Drive, in addition to having an independent trailhead off of Sandstone Drive. The main trail is a one-mile an out-and-back spine leading to a scenic overlook, but a lower trail has been constructed to make a partial loop experience available, and the system has potential for another loop to be added onto the end.
- **Navajo Loop:** This 4-mile loop is accessible from the south end of the Town Trail and provides a user experience on the Navajo side of the mountain with its unparalleled meadows and slopes, allowing enjoyment of some unique views of Brian Head. This trail is accessible by residents in the Woodbridge neighborhoods, tying in that side of Town.
- **Navajo Point & Navajo Back:** This trail sub-system is largely aspirational at this point, but this plan anticipates someday creating a loop around Navajo Peak and a



BRIAN HEAD TOWN TRAIL SYSTEM

trail tying into Twisted Forest, which then gives access to High Mountain and the Ashdown Gorge Wilderness Area. Also, a trail running along the back side of Navajo Ridge could potentially connect the north end of Brian Head (the Manzanita sub-system) with the south end of Brian Head without having to go through the core of Town - effectively creating a super-loop around the Navajo Ridge.

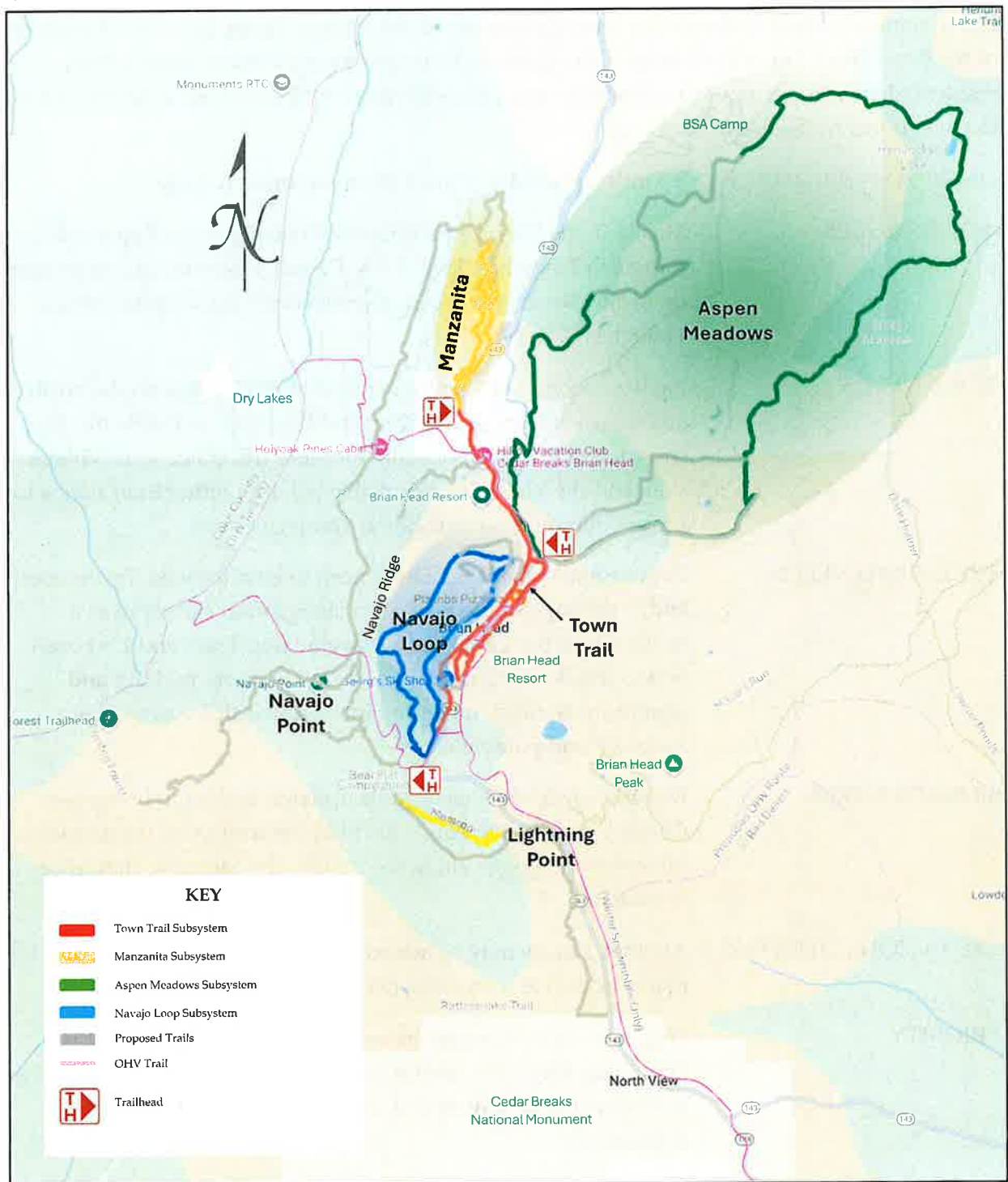
- **Lighting Point:** Also a largely aspirational sub-system, this would utilize the existing Marathon Trail and/or a potential reroute and extension to tie in from the south end of Brian Head to the Rattlesnake Trail and Cedar Breaks National Monument. The intent would be to someday have a paved trail experience running from the north end of Brian Head all the way to the Cedar Breaks Monument Visitor Center (and possibly beyond).
- **OHV Trail:** This is a spine trail running the length of Brian Head (essentially) with the intent of conducting OHV recreationalists out of Town - to Dry Lakes via the north, to High Mountain via the southwest or to Cedar Breaks Monument and the Dixie National Forest via the southeast (winter only). OHV travel is allowed on Town roads, but by policy these are to be used for transportation from one destination to another, not for recreation. The Brian Head OHV trail is considered an alternate route of the #27 trail in the Color County OHV Trail System. The Town desires to create summer access via a third outlet to the south which would connect more directly to the Red Desert Trail System on Markagunt Plateau (perhaps the most frequented OHV recreational area), but has so far proven unsuccessful in gaining the support of the Dixie National Forest.

The following map gives a broad overview of the entire Brian Head Town Trail System, showing how the various subsystems would interact. Additional maps showing the plan for each subsystem are included throughout this section. The remainder of this section addresses each sub-system individually outlining the current state, improvement needs, access issues and potential expansions.



BRIAN HEAD TOWN TRAIL SYSTEM

BRIAN HEAD TOWN TRAIL SYSTEM



BRIAN HEAD TOWN TRAIL SYSTEM

TOWN TRAIL

Paved non-motorized trail running through the core of Brian Head Town, forms the backbone of the Brian Head Town Trail System. Provides multi-modal transportation options from residential areas to commercial attractions and gathering areas in Brian Head, as well as access to recreational trail sub-systems.

LENGTH/TYPE/DIFFICULTY	3.5 miles, Multi-Use Paved (Non-motorized); Easy
ACCESS ISSUES	Mostly in the Utah Department of Transportation Right-of Way for which Town has Special Use Permit. Pieces of trail on property owned by Brian Head Resort and Georg's Ski Shop for which Town has licenses.
TRAIL NEEDS	Paving needed between Aspen and Hunter Ridge on the north, and between Georg's Ski Shop and Bear Flat on the South. May consider a ramp and/or stairs for more direct access to Village Way and the Mall. Use removable bollards rather than chains to protect entrances to trail. Some drainage issues.
TRAILHEAD NEEDS	Parking stalls on Aspen Drive need to be improved. At the south end, a redesign of the Bear Flat campground can serve as a trailhead for the Town Trail, Navajo Loop Trail, and US Forest Service trails which could accommodate more parking and significant signage, including interpretive signs, as well as a restroom and potable water.
SIGNAGE NEEDS	Directional signage needs to be updated and added between Chalet Village and Georg's Ski Shop, as well as on the east loop. Interpretive signage along the trail for the Meadow should be considered.
EXPANSION POTENTIAL	Another 3 miles may be added in spur routes following collector roads, as well as a crossing over the skier bridge.
PRIORITY	High; This trail is one of the easiest and most frequently used, family-friendly trails within Brian Head Town. The trail doubles as a recreational feature and a pedestrian transportation alternative.



BRIAN HEAD TOWN TRAIL SYSTEM

TOWN TRAIL SUBSYSTEM



BRIAN HEAD TOWN TRAIL SYSTEM

ASPEN MEADOWS LOOP

Long-distance hiking, biking, or trail running loop featuring views of Parowan Canyon with its red-rock formations, an alpine lake, elk filled meadows, spruce and aspen groves, and even pioneer cabins. This trail system ties in the forthcoming Aspen Meadows development to the rest of Brian Head Town. [Formerly known as Scout Camp Loop or Alpine Creek Loop]

LENGTH/TYPE/DIFFICULTY 10.23 miles, Hiking/Biking Loop (non-motorized); Easy to moderate

ACCESS ISSUES Gardner Plumb, LLC, US Forest Service, Boy Scouts of America, and Town roads. Trail access on Gardner Plumb land memorialized in annexation agreement and on recorded plats. Need formal access agreement with BSA, although Town will claim prescriptive easement if need be. Written agreement with USDA to maintain forest service portion is in place, verbal agreement from Scout Camp has been secured.

TRAIL NEEDS Extensive tread work underway through lower portion of proposed Aspen Meadows development due to fire damage. Brushing and tread has been improved between Scout Camp and intersection with old Dark Hollow Trail. Light tread work and clearing needed between old Dark Hollow intersection and Long Meadow.

TRAILHEAD NEEDS Trailhead would ideally be located on Burt's Road (current sign located right where trail drops to the creek). However, an alternate trailhead could be located at Town Hall where parking and water/restrooms already exist. Trailhead should include kiosk with information on full trail system, sufficient parking, and interpretive signage. Potable water and restrooms are an eventual possibility.

SIGNAGE NEEDS There are abundant opportunities for interpretive signs along these trails, including the pioneer cabins. Trail needs significant improvements to directional signage. A needs assessment should be performed and a signage plan implemented.

EXPANSION POTENTIAL Re-route of return from the bottom of Walter's Way to enter Cedar Breaks Mtn Estates further west and bypass hiking on Steam Engine Meadows paved roads would be desirable. Also, there is ample opportunity for expansion of this system with nested routes which can be added as development of Aspen Meadows progresses.



BRIAN HEAD TOWN TRAIL SYSTEM

PRIORITY

Medium; This loop offer potentially the greatest recreational hiking experience without leaving Brian Head Town. Before the Brian Head Fire in 2017, it had been developed into our flagship hiking trail. Redevelopment of the trail post-fire was delayed due to pending development of the Aspen Meadows area, but with annexation complete, the Town and Gardner Plumb, LLC have been working closely and have nearly completed the restoration of the loop.



BRIAN HEAD TOWN TRAIL SYSTEM

ASPEN MEADOWS SUBSYSTEM



BRIAN HEAD TOWN TRAIL SYSTEM

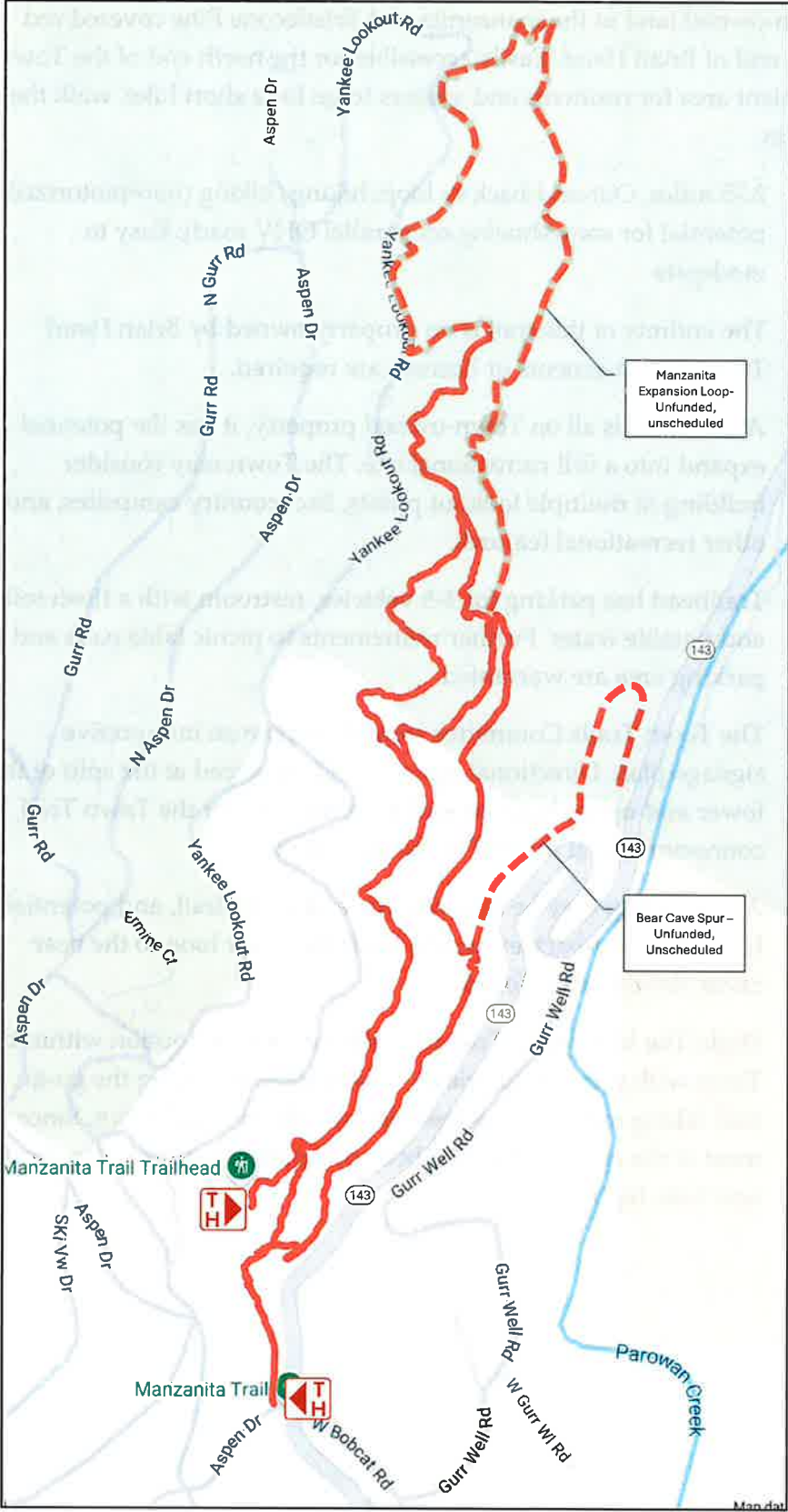
MANZANITA TRAIL

Recreational hiking on Town-owned land in the manzanita and Bristlecone Pine covered red dirt slopes on the northwest end of Brian Head. Easily accessible for the north end of the Town Trail, this provides a convenient area for residents and visitors to go for a short hike, walk their dog, or get a quick trail run in.

LENGTH/TYPE/DIFFICULTY	2.75 miles, Out-and-back or loop, hiking/biking (non-motorized, potential for snowshoeing on parallel OHV road); Easy to moderate
ACCESS ISSUES	The entirety of this trail is on property owned by Brian Head Town. No easements or licenses are required.
TRAIL NEEDS	As this trail is all on Town-owned property, it has the potential to expand into a full recreational site. The Town may consider building in multiple lookout points, backcountry campsites, and other recreational features.
TRAILHEAD NEEDS	Trailhead has parking for 4-5 vehicles, restroom with a flush toilet and potable water. Further refinements to picnic table pads and parking area are warranted.
SIGNAGE NEEDS	The Town Trails Committee should prepare an interpretive signage plan. Directional signs should be placed at the split of the lower and upper loops as well as at the split for the Town Trail connector and at the end of the main trail.
EXPANSION POTENTIAL	Another loop may be added to the end of the trail, and potential for an out-and-back excursion from the lower loop to the bear caves should be explored.
PRIORITY	High; The Manzanita Trail is another easier trail option within the Town with great scenic views. It is quickly becoming the go-to trail hiking experience accessible from Brian Head Town. Since most of the construction has been completed, maintenance should now take high priority.



MANZANITA SUBSYSTEM



BRIAN HEAD TOWN TRAIL SYSTEM

NAVAJO LOOP

A beautiful but little known trail offering a medium-length experience accessible from the south end of the Town Trail and traversing the Navajo Ridge offering unparalleled views back toward Giant Steps and Brian Head Peak. Provides quick access to a hiking/biking experience for those in the Woodbridge subdivision.

LENGTH/TYPE/DIFFICULTY	3.4 miles, Hiking/Biking Loop (non-motorized); Moderate
ACCESS ISSUES	Brian Head Resort, Forest Service, The Lofts, Elevate, Copperchase, Brook Hill Subdivision, and Town roads. Platted easements through private property exist, and easements have been obtained/platted with Hidden Springs, MLV and Brooke Hill owners for proposed re-route. Formal agreement with Resort needed. Agreement is in place with Forest Service for maintenance of trail.
TRAIL NEEDS	Maintenance has not been completed on this trail in many years. Significant maintenance required to address cupping, overgrowth, clearing hazards, bridge repair, drainage, etc. New trail should be cut in along edge of Paradise ski run. New trail needs to be cut where re-route easements have been acquired.
TRAILHEAD NEEDS	Main trailhead should be located at Bear Flat campground (see specifications in Town Trail section), with an alternate trailhead located at Resort's Navajo Lodge. Consider putting trailhead closer to restroom at Bear Flat and put spur from there to the split just after the current start of trail.
SIGNAGE NEEDS	Signs should be located at trailheads. Directional signage needs to be updated. An interpretive signage plan should be developed.
EXPANSION POTENTIAL	Proposed re-routes through Hidden Springs, Copperchase and MLV are ready to be built, and bypass of the Lofts should be explored. Several "micro-connections" may be warranted for this trail, including connecting the Navajo Lodge, the top of Ridge View St, and Chalet Village.
PRIORITY	Medium; This is a great recreational feature for the Town, and along with the Town Trail and Forest Service trails, should be part of the high priority trailhead development at Bear Flat. With the Manzanita system and Aspen Meadows Loop restoration largely complete, the Town should prioritize working with the Resort to re-establish the Navajo Loop next.



BRIAN HEAD TOWN TRAIL SYSTEM

NAVAJO LOOP SUBSYSTEM



BRIAN HEAD TOWN TRAIL SYSTEM

NAVAJO PEAK & NAVAJO BACK

This trail sub-system is currently aspirational for the Town. No formal trails exist yet, but potential for additional hiking and biking experiences accessible from Bear Flat looping around Navajo Peak or tying into the Twisted Forest. A trail leading from Navajo Peak on the south end of Brian Head all the way to the Manzanita system on the north end of Brian Head along the back of Navajo ridge would create an experience unlike anything Brian Head currently has to offer.

LENGTH/TYPE/DIFFICULTY	N/A, no trails exist yet. The proposed trails would likely be non-motorized, hiking and biking, moderate difficulty.
ACCESS ISSUES	These trails would be exclusively in the Dixie National Forest Service. No access currently exists and would require arduous processes to acquire.
TRAIL ISSUES	There currently exist some strong game trails and old roads that can be patchworked together to form some of this system, but much of it would be new construction.
TRAILHEAD NEEDS	Main trailhead should be located at Bear Flat campground (see specifications in Town Trail section), with an alternate trailhead on the Manzanita side.
SIGNAGE NEEDS	N/A, directional signage would be needed if/when a trail is approved and constructed.
EXPANSION POTENTIAL	These trails would all be expansion.
PRIORITY	Low; This would be an amazing addition to the Brian Head Town Trail System, but considering the difficulty of obtaining permission to make new trails in the Forest Service, it is not a high priority for now.



BRIAN HEAD TOWN TRAIL SYSTEM

NAVAJO POINT & BACK SUBSYSTEM



BRIAN HEAD TOWN TRAIL SYSTEM

LIGHTNING POINT

The lightning point trail (currently non-existing) would serve to connect Brian Head Town to Cedar Breaks National Monument, and ultimately would serve as an extension of the paved Town Trail tying into the hard-surface trail that the Monument anticipates will run from their Visitor Center to the North Overlook. A piece of the existing Marathon Trail could be incorporated, but it has steep grades and wouldn't serve well for a future paved trail, so re-routes or alternate routes would be required.

LENGTH/TYPE/DIFFICULTY	N/A, no trails exist yet. The proposed trails would likely be non-motorized, hiking and biking, moderate difficulty, someday paved
ACCESS ISSUES	These trails would be in the Dixie National Forest Service. No access currently exists outside of the existing stretch of the Marathon Trail. The Town has begun conversations about proceeding through NEPA for a proposed stretch of trail where the Marathon Trail crosses Hwy 143 up to the Rattlesnake Trailhead on the border of the National Monument. One re-route could run through the Summit subdivision, so access should be obtained from Kaiva Development when they subdivide.
TRAIL ISSUES	There are significant slope issues to contend with between Bear Flat campground and the top of lightning point.
TRAILHEAD NEEDS	Main trailhead could be located at Bear Flat campground with an alternate trailhead located at the Rattlesnake Trailhead.
EXPANSION POTENTIAL	These trails would all be expansion.
SIGNAGE NEEDS	N/A, a signage program should be developed once the trail is approved and constructed.
PRIORITY	Medium; Connecting to Cedar Breaks Nat'l Monument would be a major accomplishment and enhancement of the Brian Head Town Trail System. It will also be a significant challenge to get the Dixie National Forest to approve, requiring a disproportionate amount of resources. After fully establishing the Manzanita, Aspen Meadows, and Navajo systems, this would be the next priority.



BRIAN HEAD TOWN TRAIL SYSTEM

LIGHTNING POINT SUBSYSTEM



BRIAN HEAD TOWN TRAIL SYSTEM

BRIAN HEAD OHV TRAIL

A motorized trail providing access through Brian Head Town to outlying areas where additional motorized recreation trails are available. Groomed for snowmobiles in the winter. Provides alternative transportation method within Brian Head, bypassing Hwy 143 and connecting neighborhoods in Town where OHV travel is allowed on local roads.

LENGTH/TYPE/DIFFICULTY	7.79 miles, Unpaved Motorized (groomed in winter)
ACCESS ISSUES	UDOT right-of-way, Town and County Roads, Forest Service, and Gardner Plumb. A formal agreement with UDOT is said to have once existed, but staff cannot locate it. UDOT is open to re-establishing a formal agreement.
TRAIL NEEDS	Grading on County Road in Green Meadow Acres (“kill hill”). Connector trail to Red Desert.
TRAILHEAD NEEDS	Complete signage on OHV kiosks. Need to identify snowmobile parking area and place informational signage. Possibility near Bear Flat (working with Forest Service) or at Public Works Shop as part of a special use permit revision.
SIGNAGE NEEDS	An expansive signage plan was implemented in 2021. Annual maintenance and upkeep of signage will be required moving forward. Annually place temporary signs – snowmobile only – at key intersections of road and trail to keep cars off of trail.
EXPANSION POTENTIAL	A trail from the south end of Town connecting more directly to the Red Desert system is needed, but the Forest Service has consistently struck down any effort by the Town to pursue it.
PRIORITY	High; Brian Head Town remains OHV friendly, and the Town OHV trail is a big part of that. Keeping the OHV trail properly functioning and well signed is a critical part of the Town’s OHV management strategy.



BRIAN HEAD TOWN TRAIL SYSTEM

OHV & SNOWMOBILE TRAIL



OTHER TRAILS CRITICAL TO BRIAN HEAD TOWN

In addition to the trails described at length in this section, Brian Head Town has significant interest in Brian Head area trails managed by other entities. The following (while not a complete list of Brian Head area trails) notes some trails of particular interest to Town residents and guests. While the Town does not take a primary role in managing these trails, it has and may continue to contribute time and resources to the improvement and maintenance of these trails.

BRIAN HEAD RESORT Brian Head Mountain Bike Park

DIXIE NATIONAL FOREST Sidney Peak, Dark Hollow, Bunker Creek, Blowhard, Mace's Run,
Twisted Forest, Rattlesnake, High Mountain

CEDAR BREAKS MONUMENT Alpine Pond, South Rim, Sunset

BUREAU OF LAND MGT Hidden Haven

IRON COUNTY Color County OHV Trails #27, Dry Lakes Road Snowmobile Trail

With mountain biking increasing in popularity as a summer recreational attraction, Brian Head Town's summer and fall economy is becoming more reliant upon the condition and variety of mountain bike trails. Since the 2017 Brian Head Fire, the Town has worked in concert with Dixie National Forest to restore mountain bike trails in the forest. Largely funded by the Utah Office of Outdoor Recreation, significant restoration work has been done on the Dark Hollow and Bunker Creek Trails. Simultaneously, Brian Head Resort has improved and expanded their mountain bike park. These improvements have been noticed by mountain biking user groups and the summer economy in Brian Head has improved dramatically in recent years as a consequence.

The Town intends to continue working closely with the Forest Service to improve and maintain mountain bike trails in the area. The Town should consider a cooperative agreement with the Forest Service with regard to ongoing maintenance of the trails to ensure their continued viability. A similar agreement may be considered with Iron County for maintenance of portions of the Color Country OHV #27 and #27A OHV trails, namely the trail in the UDOT right-of-way between Dry Lakes Road and 2nd Left Hand Canyon, and possibly all the way to Parowan.



MAINTENANCE

Annual maintenance needs include:

- Clear obstructions, fallen trees, etc.
- Identify erosion issues and improve drainage
- Repair winter tread damage
- Repair damaged signs and bridges
- Open restrooms at opening of season/winterize at end of season
- Re-establishing backslopes
- Brushing and trimming back vegetation
- Maintain accessories (benches, waste bag dispensers, etc.)
- Noxious weed control and slope revegetation
- Trash cleanup
- Keep trail heads and kiosks in proper condition
- Note environmentally sensitive trail areas for repair/adjustment (ex: water buildup, water/snow damage, etc).
- Winter: Snow removal on designate winter use trails, grooming on snowmobile trails

Foreseeable maintenance needs include (and resources needed):

- 2025: -Clear all trails of down/debris (Volunteer crew led by staff)
-Navajo Loop Heavy Maintenance (Outdoor Recreation crew)
-Aspen Meadow Loop Bridge Re-build (Volunteer crew led by staff)
-Town Trail tread/drainage maintenance between Hunter Ridge and Spruce (PW crew)
-OHV Trail bridge (budget and hire-out)
- 2026: -Clear all trails of down/debris (Volunteer crew led by staff)
-Aspen Meadows Loop heavy maintenance/lopping (Outdoor Recreation crew)
-Town Trail drainage issues (Public Works crew)
-OHV Trail - Green Meadow Acres heavy maintenance (Public Works crew)
- 2027: -Clear all trails of down/debris (Volunteer crew led by staff)
-Manzanita Trail heavy maintenance (Outdoor Recreation crew)
-Town Trail - cut back edges where needed (Public Works crew)

MAINTENANCE STRATEGY, RESOURCES & BUDGET

The Town should consider using volunteer labor where possible to perform early season maintenance, supplying equipment and other materials and supplies needs from the Public Works operating budget. The Utah Office of Outdoor Recreation has also dedicated a crew for trail maintenance in Southern Utah which is headquartered in Parowan. This is a new resource and the Town does not yet know what availability will be. This may be a good (and cheap) resource for heavy maintenance that requires more expertise than volunteers provide. The Town may also hire out work to professional trails construction crews, but this would require a greater commitment of funding.



MAINTENANCE

The Town also needs to budget annual operating funds and personnel dedicated to ongoing trails maintenance through the summer season. Currently, the Town has one full-time regular Public Works position and two full-time seasonal (summer) positions dedicated to parks and trails maintenance. Currently, it appears that the majority of their time is dedicated to maintaining Bristlecone Park and Pond. Another full-time position would allow them to split into two teams and thereby dedicate more time/effort throughout the summer season to trails maintenance.

For FY 2025, the Parks & Recreation Department budget includes the following items specifically related to trails maintenance:

• Trail Grooming	\$5,000
• Trail Signs	\$750
• Maintain build up south end of OHV trail	\$500
• Mag Chloride (for Dust Control)	\$2,000
• Town Trail Solar Light Replacement	\$500

In addition to these specific items, there is another \$1,500 that is for miscellaneous supplies/equipment, to be shared between parks and trails. Also, \$25,000 is being transferred each year to the capital fund for “Trails Master Plan Implementation,” but this is intended to provide matching funds for grants for trails reconstruction/expansion.

It is clear that general ongoing funding for trails maintenance materials/supplies/equipment is required, perhaps up to \$5,000 annually for various smaller maintenance jobs. Larger maintenance needs can be listed as action steps in the annual strategic plan and specific funds requested for those action steps in the budget process.

The Trails Committee should also foster the creation of an active Brian Head Trails Club, with an eye toward establishing a local volunteer force for trails maintenance and improvements. As the trail system expands there will be more and more maintenance needs. Much of this maintenance needs to be done at the outset of the summer season and requires a burst of manpower upfront. This will likely require more than a paid seasonal position whose hours are spread over the summer. An active and vibrant trails club may eventually become the most critical factor for the ongoing success of the Brian Head Town Trail System.



IMPLEMENTATION

BRIAN HEAD TRAILS COMMITTEE

Brian Head Town has significant interest in ensuring sustained and thorough implementation of this plan over time. In order to better effectuate implementation, the Town Council has created a Brian Head Trails Committee with the authority to prioritize and recommend projects for implementation as well as to advise on trail maintenance needs. An active and functional Committee is critical to effectuating the vision of this plan.

The Council created the Trails Committee in 2009 by ordinance and updated the ordinance in 2014 and again in 2021. The four-member Committee currently consists of a representative from Town Council or Planning Commission, Brian Head Resort, Town Manager or designee, and community at-large, each serving 4-year terms. The purpose of the Committee is to:

- Recommend projects and ordinances necessary for the implementation of the Trails Master Plan, along with associated budget proposals.
- Make recommendations regarding the obtaining of easement or licenses for usage of trails identified in the Master Plan.
- Review and revise the Trails Master Plan as deemed necessary.
- Create and coordinate a volunteer pool for trails maintenance and projects.
- Address other trails related issues and projects and make recommendations as assigned by the Town Council or Town Manager.

The Trails Committee should make an annual report to the Town Council each year in which they give an accounting of their efforts and accomplishments for the previous twelve months and describe their workplan for implementing the Trails Master Plan over the following twelve-month period. During this report, the Committee may suggest updates to the prioritized implementation plan and/or funding levels.

Additionally, the Town Council should include one or more specific strategies in the annual Brian Head Town Strategic Plan for the ongoing implementation of the Trails Master Plan. The action steps related to those strategies should reflect the implementation plan described by the Trails Committee with modifications as the Council sees fit.

PRIORITIZATION CRITERIA

The Town Council has generated the following prioritization criteria for the Trails Committee to use when developing their annual workplan:

- Addresses Safety Concerns
- Improves Quality of Life
- Completes an existing trail
- Accommodates recreational need that is currently unaddressed
- Creates a connection between multiple trails



IMPLEMENTATION

- Reduces impact on environment
- Multi-modal aspects
- Provides a marketable attraction (such as a feature at the end of the trail)
- Bang for the buck

PROJECT LIST

The following projects have been identified in the pages of this Trails Master Plan. It is the responsibility of the Trails Committee to recommend projects for completion each year. In some cases, the cost of the project may exceed annual appropriations, and the Trails Committee may recommend saving funds for multiple years in order to complete a project.

- Upcoming Projects
 - Aspen Meadows West Rim Construction
 - Manzanita Overlook
 - Town Trail Crossings
 - License Navajo Trail with Brian Head Resort and install signage
 - Install Manzanita Directional Signage
 - Install Town Trail Directional Signage
- Projects Entering the Planning Stage
 - Town Trail Next Phase – Connections to Brian Head Lodge and Thunder Mtn
 - Navajo Trail Construction (through re-routed easements)
 - Lighting Point to CBNM Connector Trail (Planning/NEPA)
 - Design Trail from Pub Works Bldg to Summit Development to Marathon Crossing
 - Plan X-Country Ski Trail between Town and Rattlesnake Trail
 - Lay out “micro-connection” trails
 - South U-bend on Snow Shoe Dr
 - 2 connectors off the north end of pine tree
 - Connector between Navajo Trail and north side of Chalet Village
 - Top of Ridge View St to Navajo trail (top of paradise ski run)
 - Trail spaces already in between lots throughout town
 - Navajo Trail to skier bridge
- Long-Term Projects
 - Town Trail
 - Collector Road Spurs (Ridge View St, Steam Engine, remainder of Hunter Ridge)
 - Aspen Meadows Loop
 - Burt’s Road Trailhead
 - Re-routed return from Walter’s Way to Cedar Breaks Mtn Estates
 - Nested Loops



IMPLEMENTATION

- XC Ski Trails
- Interpretive Signage
- Manzanita Trail
 - Manzanita Trail Phase III - Additional loop(s)
 - Interpretive signage
- Navajo Loop
 - Lofts bypass reroute/rebuild
 - Interpretive signage
 - Navajo Lodge spur trail and minor trailhead
 - Spur trail to Bear Flat campground/trailhead
- OHV Trail
 - Red Desert Connector Trail
- New Trails
 - Lightning Point Trail(s)
 - Navajo Peak Trail
 - Navajo Back Trail
 - Twisted Forest Connector

OTHER ACTION STEPS

In addition to the projects listed above, this plan identifies several other actions that need to be taken in order to better effectuate the vision of the Brian Head area trails, many of which require little to no incremental funding. What follows is a compiled list of those actions. The Trails Committee should include these in their annual workplan in prioritized order as allowed by time constraints of staff and volunteers.

- Integrate Town's e-bike policy with Brian Head Resort, National Parks and Forest Service policies.
- Improve accessibility of local trails information:
 - Establish "Public Lands Partnership" account with All Trails and post all town trails to All Trails app.
 - Improve Brian Head visitor website trails page, and include gpx downloads, professional pictures, etc.
- Establish a trails volunteer association

RESOURCES/FUNDING

To enable the Trails Committee to carry out their responsibilities, the Town Council should include annual appropriations in the budget for both capital expenditure and maintenance. In the past, the Town Council has designated funding for specific projects as requested during the budget process (typically matching funds for grants obtained for specific trails). In FY 2024, the Town Council began setting aside \$25,000 per year as a transfer from the General Fund to the Capital Projects Fund specifically to fund trails projects ongoing. Those funds accumulate each



IMPLEMENTATION

year, net of any amounts spent on projects. Currently, the balance of the trails project account in the Capital Projects Fund is \$26,480

In addition to this ongoing funding, one-time funding exists in the FY 2025 budget for the following projects:

- Purchase and Install Benches along Town Trail - \$2,000 (RDA)
- Snowmobile Trail Signs - \$4,500 (RDA)
- Town Trail Phase III Signs - \$2,500 (RDA)
- Town Trail Phase IV Engineering - \$50,000 (RDA)
- Aspen Meadows West Rim Trail Construction - \$250,000 (Outdoor Recreation Grant and Aspen Meadows private contribution)
- Purchase and Install Trash Cans on Trail and at Park - \$4,000

Moving forward, the Council may choose to supplement ongoing trails project funding with one-time appropriations for larger capital expenses from one-time revenues or surpluses as needed.

The Trails Committee should pursue grants wherever possible for projects that expand/improve the trail system in accordance with this plan. These grants may include recreation infrastructure grants from the Utah Office of Outdoor Recreation, Recreation Trails Program grants from the Utah Division of Parks & Recreation, and Transportation Alternatives Program grants from Utah Dept of Transportation. The Committee should seek to leverage the Town's annual capital set-aside by using it as matching funds for grants wherever possible. The Committee should also maximize the impact of the Town's matching funds by seeking additional matching funds from regional partners as well as grant funds which can be used as matching funds for other grant programs.





BRIAN HEAD