



Summary of Proposed Trail Projects for the November 2, 2010 Bond Election

The following is an analysis of potential projects for the 2010 Trails Bond Election, incorporating the thoughts and ideas of Summit County. **The total projected cost associated with this list is \$8,050,000. There are other projects that would add additional costs; however the projects stated below are those that the Recreation District is prepared to help facilitate if the Bond is approved. Many of the projects are dependent on collaboration and joint planning, funding and permitting efforts with the county engineer's office and UDOT, among others. Wherever possible, matching grants will be used to leverage bond funds, particularly with respect to safe routes to school programs. The list is NOT in order of priority but simply a summary list of projects contemplated if the Bond is approved by our constituents.**

The trail segments are as follows:

1. **EAST CANYON CREEK-** This is primarily a transportation trail with a heavy recreation component due to the location, grades and proximity to a stream corridor. The trail would be located on the north side of East Canyon Creek and would extend a little over two miles between the newly constructed East Canyon Creek Trailhead behind Jeremy Ranch Elementary School and the Kimball Junction I-80 pedestrian overpass. Most easements for this corridor are in place. Estimated cost for this section of trail is roughly **\$1,300,000 dollars**.
2. **KIMBALL JCT TRAIL SEGMENTS** (formerly PRI) - This project consists of two "Millennium Trail" transportation segments. One parallels the west side of SR 224 to connect the existing trail in Bear Hollow Village and the trail section in front of the Summit County Services Bldg. The second segment will take users between the existing trails in Bear Hollow, through the new Research Park property, south of the Factory Stores and link to the existing trail in the Crestview and Powderwood Condo complexes. **Estimated cost is \$1,000,000** depending on the final length and width of both segments. Currently working with Boyer, Basin Open Space Advisory Committee, Summit County and Army Corps to determine best possible alignments.
3. **GORGOZA TO SUMMIT PARK-** This trail segment could serve both recreation and transportation purposes. It would link Gorgoza Park through Timberline and eventually Summit Park. There is a current development proposal located directly east of Timberline that could potentially aid in the acquisition of necessary easements and present an opportunity to provide for a trail

connection in this area. District staff has discussed this with the developer, as well as adjoining neighborhoods and will continue to work on possible trail alignments. Grades, topography and existing development present some problems and possible obstacles. **Estimated cost is roughly \$750,000**, depending on the final length of trail. The District is currently working on a preliminary design and more accurate cost estimates.

4. **HIGHLAND DRIVE**-Due to concerns for safety, this trail connection has been the subject of public outcry in the neighborhoods along Highland Drive. It's not only a priority of the Recreation District, but also Summit County and the Park City School District. This project would consist of two segments. The first would fill in the gap along Highland Drive between the I-80 vehicular underpass (Burns Fire Station) to Old Ranch Road bordering the Swaner Preserve. The second would be to connect this segment along Highland Drive, within the right-of-way from Old Ranch Road to Silver Summit Parkway (existing Trailside Berm Trail). The trail connection from Silver Summit Parkway south to the end of Highland Drive will link to the Park City open space and newly constructed Silver Quinn Trail and should be contemplated as part of this project. **Estimated cost is \$1,500,000.**
5. **SILVER QUINN CONNECTION** - Completion to terminate at a new (not approved) trailhead location. Estimated cost is **\$200,000**. This project would help to provide for parking with easy and safe access to this new trail.
6. **BITNER ROAD/SILVER CREEK TRAIL**- This trail segment would parallel I-80 on the north side and tie the Silver Creek neighborhood into the trail that currently exists along Bitner Road, as seen in front of the Canyon Creek Apartments. No preliminary designs or cost estimates have been done at this time. This is an important trail segment identified in the Trails Master Plan. **\$500,000 allocation.**
7. **FUTURE BACKCOUNTRY TRAIL ALLOCATION**- The District recommends that **up to \$500,000** be allocated for future backcountry trail connections as part of this bond.

As part of a potential trails bond, it's important to also consider the funding of off grade crossings to help link our system over and under the major highway systems that surround us. Staff, after conversing with Park City, Mountain Trails Foundation and Summit County has prioritized the following:

1. **KIMBALL JCT. SR 224 CROSSING** - This crossing would connect the existing trails and sidewalk of Redstone east of Hwy 224 to the planned trails and sidewalk system west of Hwy 224 (Research Park/Open Space). Because this project was identified as a priority a number of years ago, funding provided by Junction area developers will help in the cost of construction. **The District is estimating this offgrade crossing to be \$1,300,000** but could be more based on existing utilities and drainages that need to be considered.
2. **RAIL TRAIL/HIGHWAY 248 CROSSING**- The major impediment to the use of the Rail Trail is the Highway 248 crossing. With paved trails in existence from Park City and Quinn's to Highway 248, an overpass would allow for safer use, along with more access for disabled users from the National Ability Center. Estimated cost is **\$1,000,000**. There is the possibility of utilizing a \$100,000 contribution from Promontory, as provided for in their Development Agreement.
3. **SUNPEAK TO PARLEY'S ELEMENTARY CROSSING**— This project cost is not factored into the \$8,000,000 bond calculation. However, there is intention that some of the above described project costs should be funded from transportation dollars that come from Summit County or other sources either through capital budget allocations or grants. Funding from other sources that result in savings to the District will allow for bond dollars to be leveraged further to complete more projects.